

March 25, 2022

Dear Members of the Bruce Freeman Rail Trail Advisory Committee,

As you are aware, there are many very serious concerns with the Temporary Plan for Junction Park which your committee proposed a week or so ago. We are trying to provide simple, temporary, safe alternatives.

The other day, Cynthia Katz and I, both members of the Green Thumbs, but not representing that group, met at Junction Park to discuss the possible solution which Phil Posner proposed months ago. In simple terms, this is "traffic calming" which means that by one means or another, users are forced to go slowly.

We are sending along two examples of this for Junction Park. In Temporary Calming Plan #A, after cyclists enter the Park they will look ahead and see that in order to be safe, they will have to slow down and so will maneuver their way slowly through the Park.

In Temporary Calming Plan #B, cyclists will enter the park dismounted (through adjusted/simple Chicane gates) and, looking ahead, will see that it would be pointless to mount their bikes because they would soon have to dismount in order to get through the crowded center of the Park ---and so are likely just to walk to and through the Center, and then walk to the other end of the Park. In either case their movement will be slowed.

Both plans provide "Traffic Calming." They are not perfect. No temporary plan can be perfect, but should be seriously considered since cycle traffic in the Park will soon increase significantly. And we owe it to all users of Junction Park to be as safe as possible..

Both of these plans use the same kind of material: 6' Teak benches and 3' planters. To begin with, they can be tried out by your Committee, working with Concord Public Works, to determine which groupings work better. A further benefit is that when the temporary plan is replaced by a permanent plan for a separate bike path, the benches and planters can be used in any of Concord's other Parks. We note that discussion with CPW will be needed to determine which benches/planters may need to be moved for winter plowing needs.

We hope that you will consider these options for the many advantages which they offer. Admittedly, they are not perfect. They do not provide as much safety as we will want for both cyclists and pedestrians for a permanent plan. But, they can be in place when the Route 2 bridge is completed in less than three months. They are **not outrageously expensive**. Another "plus" is that both of these plans can be pretested by using already owned outdoor material which has been stored away by CPW and others. This testing will show clearly which plan works in reality, and not just on paper.

If adopted, the Committee can then spend its time and energy on coming up with suggestions for a **safe**, permanent plan.

Please allow for the fact that while the Plans proposed by the BFRTAC were produced by trained Planners these plans have been drawn by amateurs who only **know and love Junction Park, and care for its users**. Neither plan is perfect, but we hope that what we have provided is clear enough for a starting point for this different approach..

Respectfully submitted,

Dorrie Kehoe,
Cynthia Katz,