

TOWN OF HOPKINTON • PLANNING BOARD

HOPKINTON CENTER TRAIL STUDY

SEPTEMBER 1998

PAT LOHEED • LANDSCAPE ARCHITECT • 1310 BROADWAY • SOMERVILLE, MA 02144



Figure One: Former Rail Bed

INTRODUCTION

The Town of Hopkinton is located 25 miles west of Boston and 15 miles southeast of Worcester. The intersection of Interstate Routes 495 and 90, in the northwestern corner of Hopkinton, has contributed to the town's rapid residential growth. The landscape of Hopkinton is composed of ledges, hills, forests, lakes and reservoirs. This rich visual landscape has been part of the community's draw; however, development has the potential to change this character.

The Town is now constructing schools and athletic facilities to serve the growing population. Among the population's desired recreational facilities are bike trails. Unlike other development, trails provide a method of experiencing landscapes that may not otherwise be accessible. Trails also offer a more environmentally sensitive method of transportation.

The Metropolitan Area Planning Council has evaluated the feasibility of the Upper Charles Trail in a 1997 study. This proposed 27 mile trail passes through the towns of Framingham, Sherborn, Holliston, Milford, Hopkinton, and Ashland. It is primarily located on separate rights-of-way. Projections by the MAPC estimate that the trail could serve 2,500 users on an average week day. This study identified a piece of former railroad right-of-way, owned by the Town of Hopkinton, as a segment of this regional trail. The rail line was built in 1863 and removed by 1950. All remnants of stone ballast, ties and rails are long gone.

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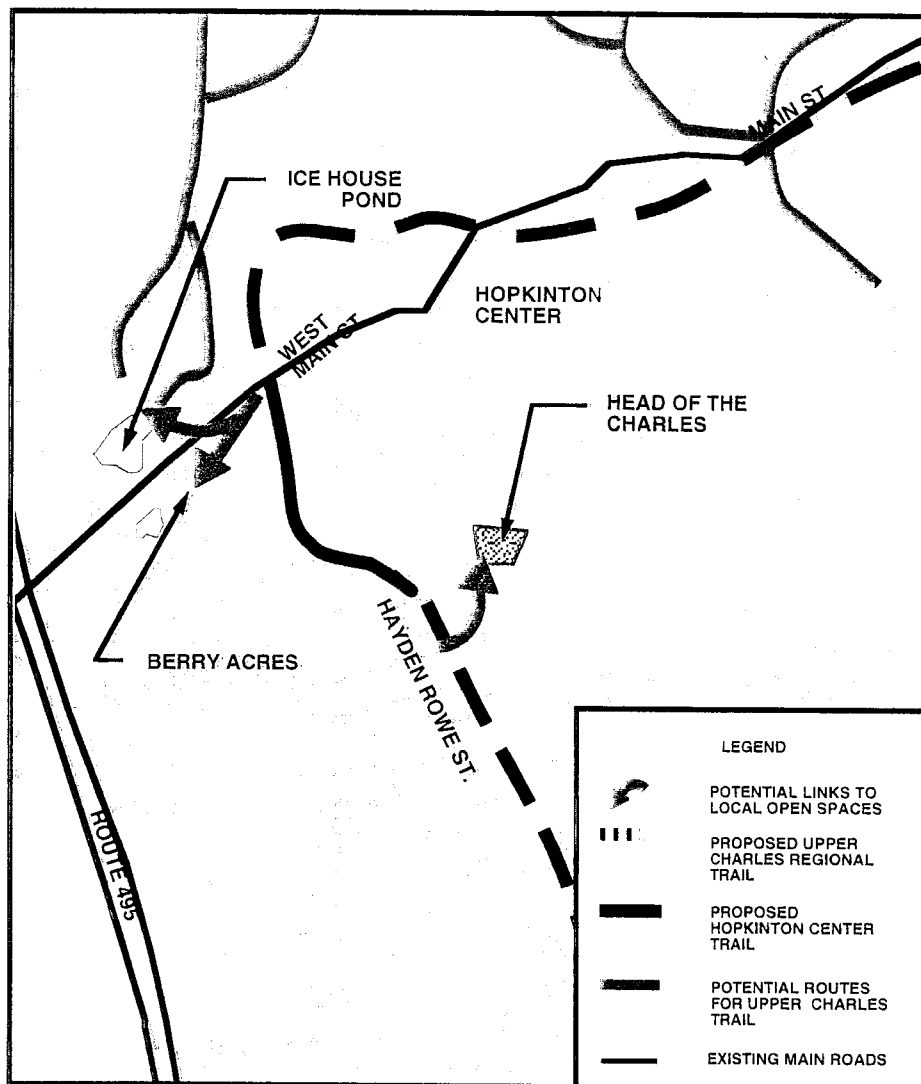


Figure Two: Map illustrating the proposed regional trail and existing open spaces in the vicinity of the study site.

Hopkinton's 1996 Open Space and Recreation Plan has identified residents' desire for bike paths. Respondents to the Open Space Planning Committee Survey ranked bike paths the number one desired recreational facility. In households with senior citizens or teenagers, 83% and 82% of respondents respectively, ranked the development of bike paths as very/extremely important.

The 1994 Hopkinton Recreational Needs Assessment also identified bike trails as a recreational need. Bike trails ranked third behind playing fields and a running track. Hiking trails ranked sixth.

THE PLANNING PROCESS

In 1998, having determined the community's desire for bike paths and the potential of connecting to a regional trail system, the Town Planner and Planning Board requested and received a Greenways and Trails Demonstration Grant from the Massachusetts Department of Environmental Management. The study's purpose was to conduct a feasibility study for a bike path. They selected the town owned educational site and the adjoining former railroad right-of-way to be the focus of the study. After a public selection process, Pat Loheed/Landscape Architect, Somerville, MA was selected as the town's consultant.

A group, composed of representatives from the Parks and Recreation Commission, the School Committee, the Conservation Commission, the Highway Department, the Planning Board and other interested residents, was assembled by the town, to assist the consultant in developing the plan. Invitations to join the Hopkinton Center Trail Project Group were published in the local paper and were sent to all abutters of the study site. The Project Group, the Town Planner and the consultant met three times to discuss site issues, potential trail lay-outs, trail design details and met once to walk the property. The project group, many of whom live in the vicinity of the site, contributed a rich knowledge of the site's history and nature.

To help solicit input from individuals beyond the group a questionnaire was written and distributed. Three hundred and thirty-eight of Hopkinton's 4,400 households responded to the questionnaire. The survey questions specifically addressed the appropriateness of the construction of trails on the study site and requested input regarding their use and surfacing.

THE STUDY SITE:

NATURAL FEATURES

• Soils & Hydrology:

The site is on the top and west facing slope of a large drumlin/glaciated hill. Drainage rills, and wetlands feed into intermittent and year round streams that feed into larger streams and wetlands that drain to the West and North under West Main Street. These are known as Berry Acres and Ice House Pond, and are also controlled by the Town.

This site is located on a gradually sloping upland characterized by high water table soil and hydrological conditions. The majority of the property consists of soils from the Rainbow series as described in the USDA Natural Resources Conservation Service Soil Survey Report for Middlesex County.

"Rainbow series consists of nearly level, deep (5+ ft.), moderately well drained soils on drumlins and ground moraine. They formed in silty windblown material underlain by compact glacial till (hardpan). Rainbow soils have a friable very fine sandy loam surface and silt loam surface soil and subsoil with moderate permeability, over a firm fine sandy loam or very fine sandy loam substratum, at 18 to 38 inches which has slow or very slow permeability. They have a perched, seasonal high water table at 18 to 24 inches. Major limitations are related to wetness, slow permeability in the substratum, and slope."

Other soil series present on the site are also characterized by a hardpan, with slow permeability in the substratum.

The limited permeability contributes to the sites extensive wetlands, streams and vernal pools. The excavation along the former railroad bed has provided a channel for water to converge and run downhill. These intermittent streams are present for several months each year and are likely to be related to the seasonal high water table.

In general, the topography slopes at about 4 per cent in a northwesterly direction. Some steep slopes exist on either side of the center wetland/drainage way. The existing and proposed construction on the site form level areas for schools, athletic fields, roads and detention areas. There is also a 15-20 foot deep ravine located south of Claflin Place. The former rail bed traverses the ravine and the stream at its base. Development of a trail on this section of the right-of-way would require a barrier to protect trail users from the steep embankments. Elsewhere along the right-of-way the former rail bed has been excavated lower than the surrounding land. The four to eight foot high banks along the sides of the former bed remain.

• **Vegetation:**

The project site is well covered with hardwood, high canopy trees, mostly red maples in the wet areas and old field species in the drier lands, reflecting the wet soils and prior agricultural use. Old farm roads in addition to the railroad right-of-way create access routes and penetrations. Limited white pine and hemlock occur in isolated areas. White birch also occurs as an understory tree in more recently reforested areas. Most wetlands are tree covered and shaded, with typical Massachusetts bordering vegetated wetland ground species : ferns, skunk cabbage, and wetland shrubs such as clethera, willow, and dogwood. The overall character is varied and scenic with both open and closed views. It includes a range of seasonal interest and color that would enhance views for potential trail users.

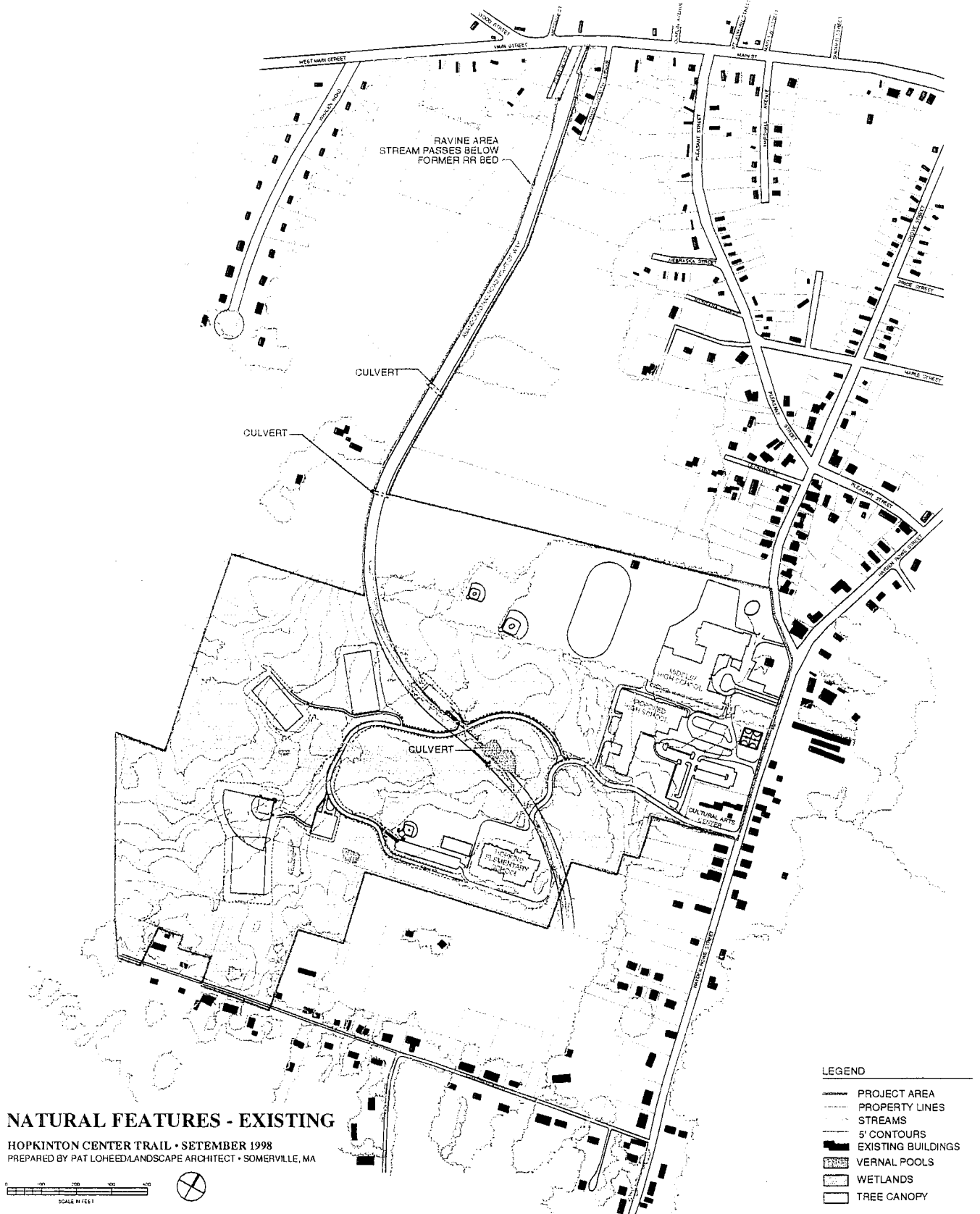


Figure Three: Existing Forest Edge (above)

• **Habitat:**

The variety of soils, slopes, wetland resources, and forest/field mix creates a mix of food sources for upland and lowland small game species and birds. Larger animals such as deer are likely using the site at this time. While the creation of the new loop road and athletic fields may disrupt habitat during construction, in the long term they may actually increase wildlife on the site. The increase of forest edge will increase food sources. The protection of the wetland resources in particular ensures that the wildlife on the site will continue to have uninterrupted corridors of movement and food sources. For these reasons the proposed trail will have enhanced wildlife viewing opportunities and educational potential.

Figure Four: Natural Features Map
(page 5)



THE STUDY SITE:**CULTURAL FEATURES**

The study site is located just west of Hopkinton Center, a quarter of a mile from the intersection of routes 135 and 85. The Town Hall, the library, a post office, a grocery store, several restaurants and coffee shops, and office and retail space are located just east of the former rail bed's intersection with Main Street. Across Main Street, from the north end of the study site, there is a respite center, which houses people who need care on a short term basis. Wheelchair participants in the Boston Marathon stay in this accessible facility prior to the race. A trail along the former rail bed would connect this facility with the marathon's gathering place at the Middle/High School.

The study site is bordered by residential neighborhoods to the North, East and South. The land to the West of the site is mostly undeveloped. The Cultural Arts Center is also located on the study site adjacent to Hayden Rowe Street.

A large piece of the study site was purchased, by the town, from the Terry family in 1995. The town selected this site as a location to build two schools. The existing Middle/High School is adjacent to this parcel. The Hopkins School at the south edge of the property, the proposed High School on Hayden Rowe Street, access roads, detention areas and athletic fields will in the future cover most of the site's dry areas. In order to avoid disturbance of the wetland areas the roads, fields and parking areas are dispersed throughout the site.

Figure Five: Hopkinton Center Trail Cultural Features Map (page 7)

PUBLIC INPUT:**HOPKINTON CENTER****TRAIL SURVEY**

The consult, town planner, and project group jointly developed a questionnaire to ascertain public support for the project and to identify the needs of the potential user group. The town planner received a high response rate to newspaper insertion and direct mailing of the trail survey. This indicates a broad based interest in the concept of the Hopkinton Center Trail. With an over 7 per cent response rate from all households in the Town, the following significant findings are particularly noted. Respondents indicated that they would likely use the trail on a daily basis at all times of day: morning, afternoon and evening. While the three warmer seasons were projected for more frequent use, many also indicated that winter uses such as cross-country skiing were also attractive options that they would enjoy. Last, the highest most frequent use of the trail was projected for walking at 314 and the second highest for biking at 255. While most respondents indicated that a bituminous trail surface was preferred, the design phase should educate potential users on other soft surface options that may be more comfortable as walking/running surfaces.

The User Need Survey responses are attached in the appendix and graphically show responses to the user need questionnaire. They show the age spreads, family units interested in trail use, where the users live, and how they would most likely access the trail. Their responses indicate other existent trails now being used. Also of note is the fact that over half of the respondents live within two miles of the trail.



HOPKINTON CENTER TRAIL • SEPTEMBER 1998
PREPARED BY PAT LOHEED/LANDSCAPE ARCHITECT • SOMERVILLE, MA



PUBLIC INPUT:

MEETINGS

In addition to information provided by the survey, several meetings were held to discuss the trail lay-out and design. Many of the project group members expressed the need for the trails to connect to Hayden Rowe Street, the proposed High School and the Cultural Arts Center. Others requested that the trails link to trails at Berry Acres and Ice House Pond, which are located west of the former rail bed off Main Street.

Abutters at the north end of the former rail bed expressed concerns regarding the loss of privacy and security, and questioned whether developing the area as a trail would encourage undesirable use of the area. Specifically, a secluded area behind Claflin Place and Commonwealth Avenue has been used as a gathering area by teenagers. The suggestion to use fencing and buffer plantings to secure and screen these residences was made. Abutters in this area also questioned whether trail users would park on Claflin Place.

The representative from the Conservation Commission informed the project group that any construction within the wetland boundary or buffer zone requires Conservation Commission review. He appreciated the preliminary detail plan showing areas of surfaced trail, boardwalk, and wetland indications.

The School Department's representative encouraged the development of the trail as a complement to the school construction plan. A suggestion was made to use fencing to control possible conflicts between the athletic fields and trail. He also indicated that the high school cross country team had a high need and interest in using the trail. He requested that the trails form loops, in order to facilitate cross country team practice.

The Superintendent of the Highway Department described this project as a unique opportunity to construct trails which are separate from roads, and which pass through a natural area.

Members of the group were also concerned about motorized vehicular use of the trails and ways of limiting their access in a safe and attractive way.

RECOMMENDATIONS

A demonstrated desire to construct a multi-use trail has driven this study. Results of two public opinion surveys previously identified the community's desire for bike trails. More specifically, results of the project user need survey, which was part of this study, has further supported construction of trails on the study site. Its central location, its proximity to schools, athletic fields, an arts center and to several residential neighborhoods will make this trail an integral part of the way the community chooses to access these destinations.

Although the width necessary to construct a standard multi-use trail will result in the reduction of trees, the trail should be designed to safely meet the needs of its users. A bituminous paved trail of 10-12 foot width with two foot shoulders will meet state and federal requirements for multi-use/bicycle trails. This width allows bicycles to safely pass in two directions or to pass a pedestrian. A bituminous trail, with a properly engineered base to allow drainage, will last for years with minimal maintenance. The trail will be stable and provide an ideal surface for walking, biking and roller blading. Meeting the standards for surfacing and slope will also mean that the trails will be universally accessible for all users. Other softer surfaces such as the organic cactus compound with ground stone, used in Concord, Lincoln and Lexington by the National Park Service, or permeable recycled pavements should be investigated during the trail design process. They may be particularly appropriate for the secondary trails such as the loop for the cross-country track practice.



*Figure Seven: Bank at
Former Rail Bed*

Due to the site's extensive wetlands and the proposed development of the site for education and recreation, the potential locations for a trail are limited. The former rail bed is level and wide; however, in some locations a perennial stream runs in it. To minimize the impact on the wetlands, the trail should be constructed on a boardwalk in some locations. The cost of the boardwalk sections is higher than that of a paved trail, but their impact on wetlands, habitat and surface water flow will be far less. Boardwalk construction will also permit access to particularly scenic locations.

Members of the group and respondents to the survey requested hiking trails. Hiking trails could be narrower and thus have less impact on the surrounding trees; however, wet areas would still limit their location. Construction of boardwalk areas and bridges over streams would still be necessary. While narrower trails constructed of soil or gravel could service many of the community's desired uses, they would not be appropriate for the primary circulation route through the site.

Most trail projects include parking areas for those who drive to the trail with their bikes. Because of the proposed athletic field parking lots and the proposed and existing school parking lots, the construction of additional parking would be redundant. The school parking lots will be filled on school days. The athletic field parking areas will be used mostly in the evening and on weekends. Therefore, spaces should always be available to trail users.

Figure Eight: Preliminary Trail Lay-out Map (page 10)

Figure Nine: Detail of Trail Construction (page 11)

Figure Ten: Details of Trail on Boardwalk (page 12)

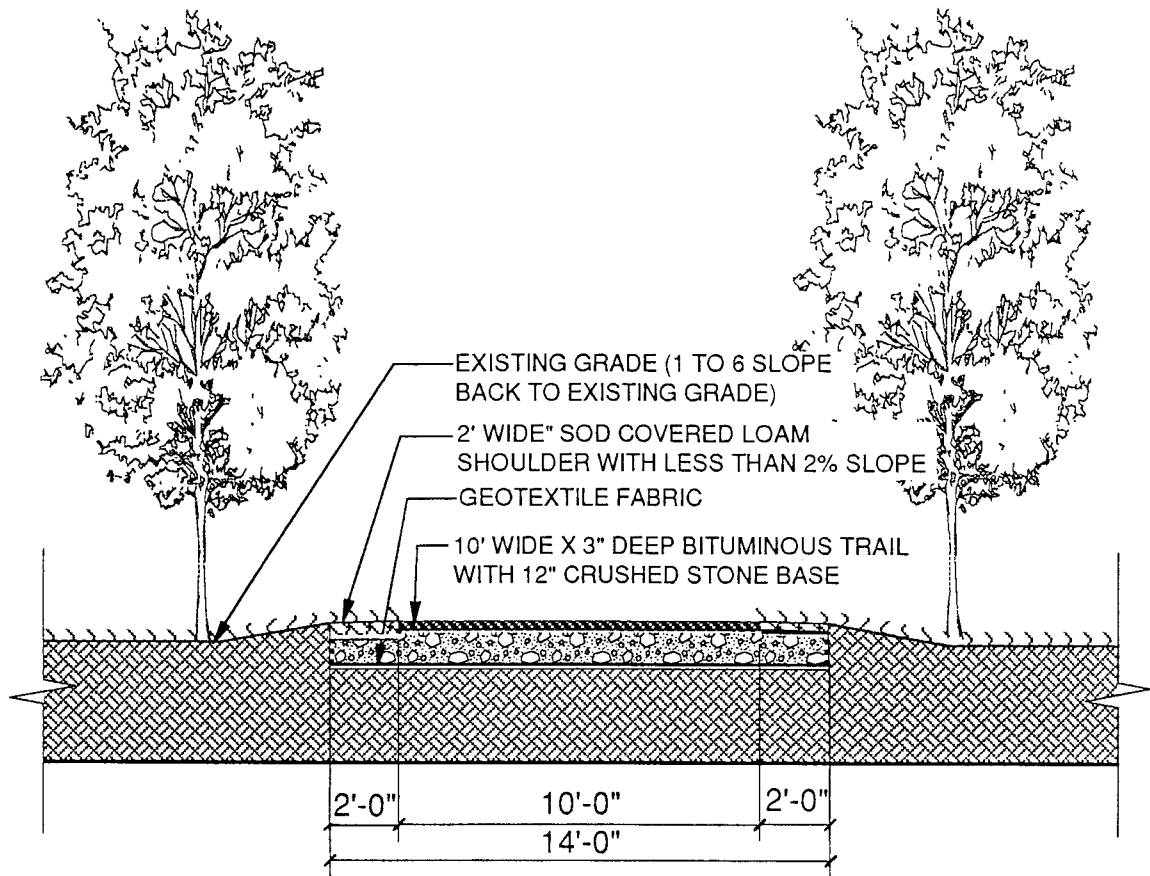
Preliminary Cost Estimate (page 13)

Figure Eleven: Preliminary Cost Estimate Map (page 14)



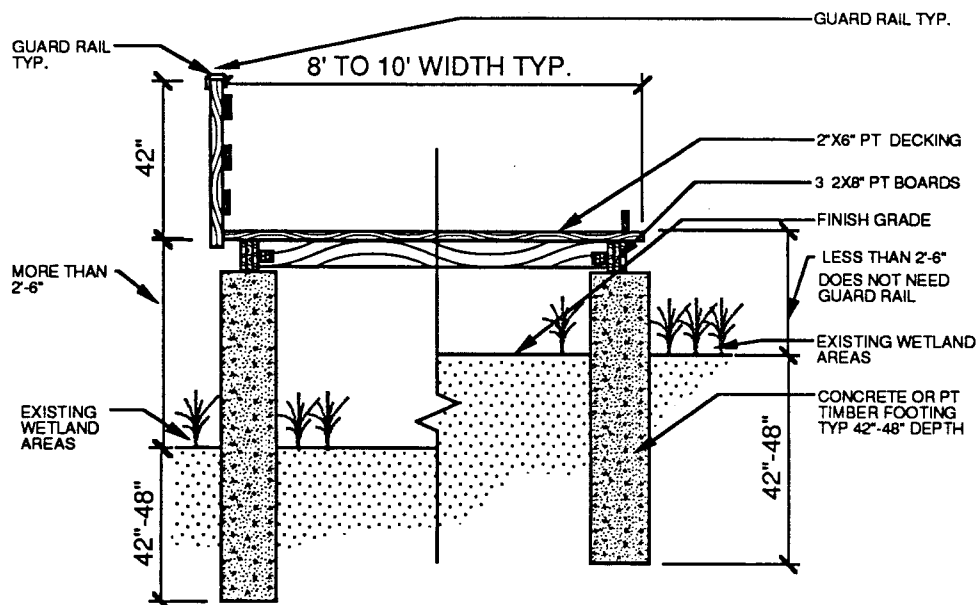
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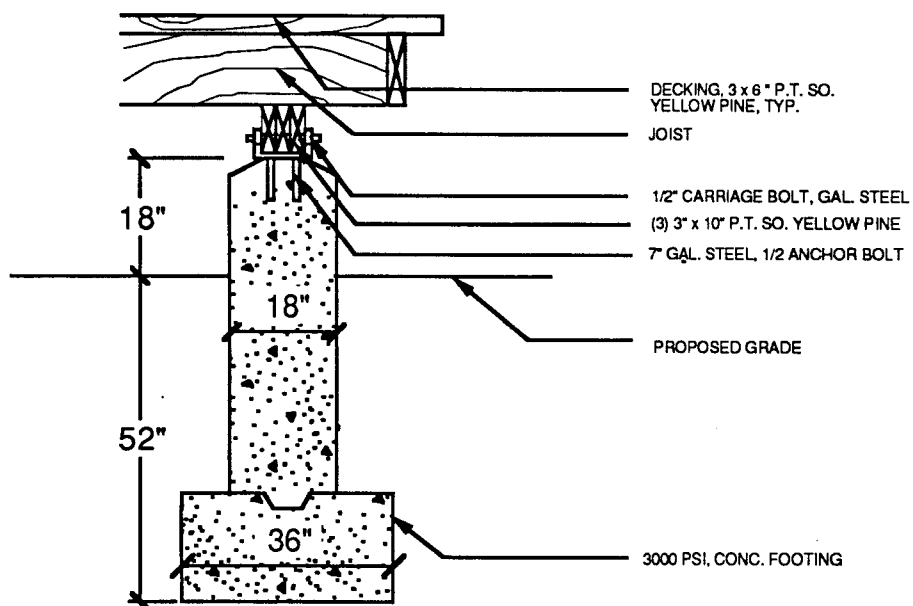
BITUMINOUS CONCRETE TRAIL DETAIL

SCALE: NTS



TRAIL ON BOARDWALK

SCALE: NTS



FOOTING SECTION / BOARDWALK

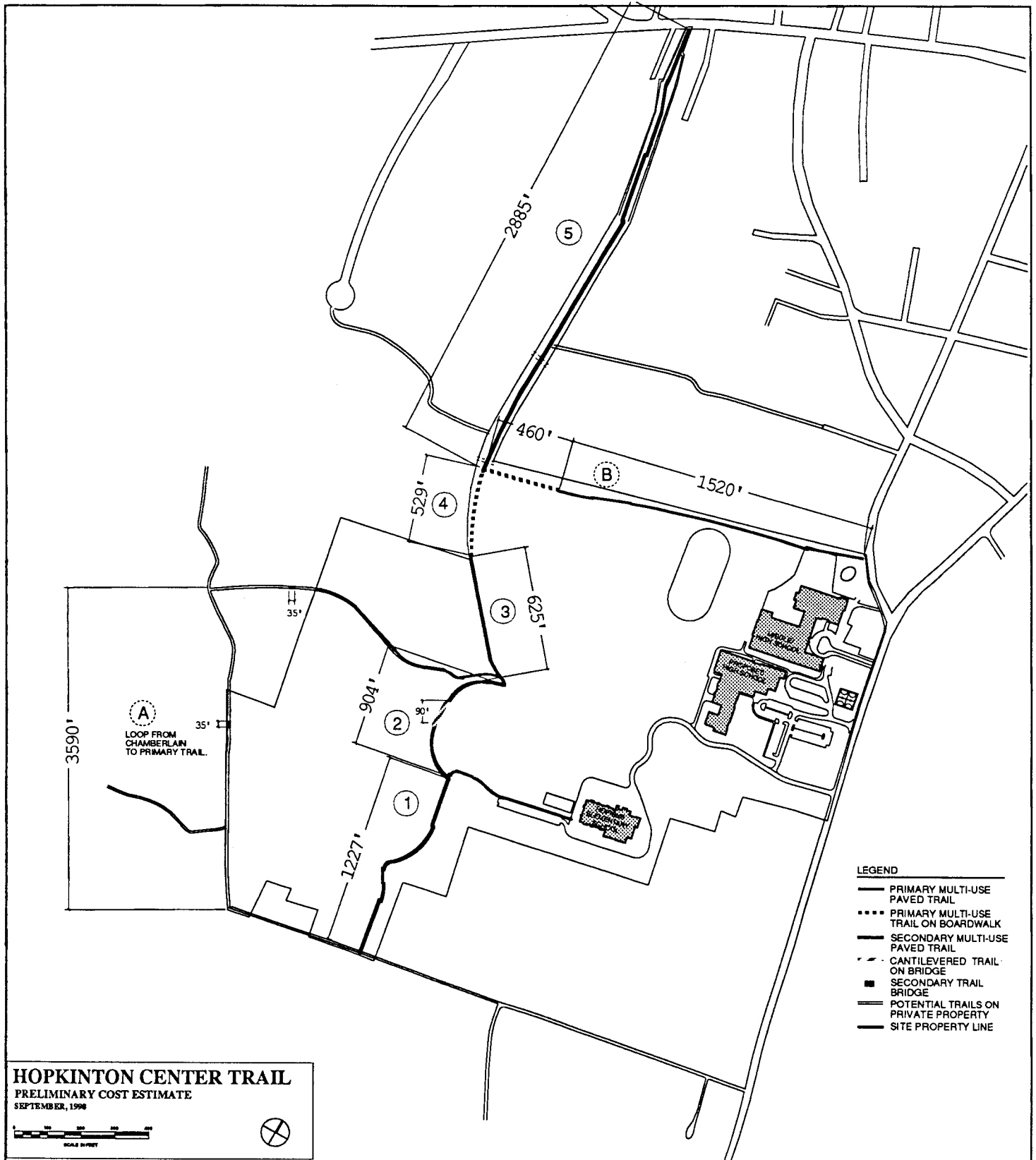
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Trail Element	Quantity	Unit	Unit Price	Total Cost
PRIMARY MULTI-USE TRAIL				
1. Chamberlain Street to Proposed Loop Road Bituminous multi-use trail	1227	LF	\$ 18.00	\$ 22,086.00
2. Loop Road Across Bridge to Athletic Field Widen proposed sidewalk**	814	LF	\$ 18.00	\$ 14,652.00
Cantilever trail off side of proposed bridge*	90	LF	\$ 300.00	\$ 27,000.00
3. Loop Road along Athletic Field To former Rail Bed Bituminous multi-use trail	625	LF	\$ 18.00	\$ 11,250.00
4. Trail on Former Rail Bed through Wetland Boardwalk (2 footings 8 feet on center)	529	LF	\$ 300.00	\$ 158,700.00
5. Trail From Second Culvert to Main Street Bituminous multi-use trail	2885	LF	\$ 18.00	\$ 51,930.00
Guardrail 42" High at Ravine (2 Sides)	100	LF	\$ 75.00	\$ 7,500.00
6. Signage Trailheads	8	EA	\$ 450.00	\$ 3,600.00
7. Stone Culvert Crossings	2	EA	\$ 1,500.00	\$ 3,000.00
TOTAL				\$ 299,718.00
SECONDARY / POTENTIAL TRAIL				
A. Chamberlain Street to Primary Trail Hiking path***	3520	LF	\$ 18.00	\$ 63,360.00
Bridges(2) 35' long and 10' wide	70	LF	\$ 300.00	\$ 21,000.00
B. Hayden Rowe Street at Middle School to Primary Trail Bituminous multi-use trail	1520	LF	\$ 18.00	\$ 27,360.00
Boardwalk	460	LF	\$ 300.00	\$ 138,000.00
TOTAL				\$ 249,720.00
OVERALL TOTAL				\$ 549,438.00

*Cost of trail at bridge needs review by bridge designers

**Cost may be reduced along proposed sidewalk.

*** Possibility for reduced cost of hiking trail based on size and materials chosen.



IMPLEMENTATION

The town is currently designing a new high school with its associated parking, drainage, athletic fields and roads, within the project area. A loop road will connect the athletic fields and provide a second means of access for the Hopkins School. This proposed construction is shown on the maps included in this study. The opportunity to incorporate the trail, or at least provide the level areas on which it could be constructed, into the design of the loop road, athletic fields and High School site, should be attempted. Of particular concern is the area adjacent to the end of the Hopkins School parking lot, continuing along the loop road over the proposed bridge to where it can diverge from the road. Also, the connection from the High School to the proposed trail should be included in the High School's site plan.

The Conservation Commission will need to approve the proposed trail construction; much of the trail is adjacent or passes through wetland areas, including vernal pool buffer zones. Their review and support early in the process will help to avoid problems in later phases. If the town decides to apply for Enhancement Funding, (described in the next paragraph) preliminary approval of the Conservation Commission will be required.

Hopkinton Center Trail has excellent potential for providing an alternate to driving between and to schools, athletic facilities, the arts center, Hopkinton center and residential neighborhoods. Its local transportation function together with it being a component of a regional trail, The Upper Charles Trail, make it a candidate for ISTEA (Intermodal Surface Transportation Efficiency Act) Enhancement Funding. Portions of this act's funding are earmarked for non-traditional transportation projects such as bicycle trails and historic preservation. This is federal money is given to each state to distribute. In Massachusetts the Metropolitan Area Planning Council and the Massachusetts Highway Department select the projects that receive funds. Applications are usually due in February or March. Funding is available for design and construction, and the project may be phased.

Today, maintenance of a not yet constructed trail may not be a top priority. Yet how well the trail is maintained may be the most important factor in guaranteeing its long term success. Engendering public support for and planning a means of funding upkeep such as mowing the shoulders, picking up trash, etc., is essential. MAPC's recommendation for funding maintenance, in The Upper Charles Trail Feasibility Study, was \$818 per mile for policing and \$1,272 per mile per year. These figures are rough and may vary widely due to surfacing and the amount of trail use.

BUDGET PROJECTIONS

A detailed unit price cost estimate based on recent Massachusetts Highway Department unit prices in public bids is attached. The linear feet are measured based on the actual trail alignment shown on the plans in this report. A standard ten foot wide bituminous trail with twelve inches of stone sub base, and two foot shoulders is assumed. No estimate of the cost of tree removals is included in the estimate at this time. Portions of the trail that are projected to be closely aligned with the new school loop road can be easily accessed. No reduction in the unit price cost estimate is made for these portions although some savings may be achieved by piggy backing onto the other project's grading and turf development.

Portions of the main trail that need to pass over wetlands are shown as boardwalk, ten feet wide. Where the drop off from the edge of the boardwalk to the ground is less than two and one half feet no guard rail is required. If the drop off to grade is more than two and one half feet a 42 inch guard rail will be required: this will increase the cost of the trail section. Our cost estimate does not differentiate between these sections of boardwalk. A cost of \$30 per square foot or \$300 per linear foot including the footings is used for the purposes of this report. The section of trail that is suggested to be an accessory use to the 90 foot span loop road bridge is also estimated at \$300 per linear foot, since an additional two feet of cantilevered walkway on a bridge will have a higher cost. These costs have not yet been reviewed by the bridge designers and should be updated after their consideration and review.

Our details suggest boardwalk construction of pressure treated Southern Yellow Pine, but changing environmental standards may soon require alternative wood treatments for wetland areas that may impact costs. As much as possible, we have itemized the quantity take-offs and unit pricing so that this rough estimate can be easily updated and fleshed out as planning proceeds on the trail. To the best of our knowledge this represents a realistic first compilation of potential costs and can become the basis for future updates.

ACKNOWLEDGMENTS:

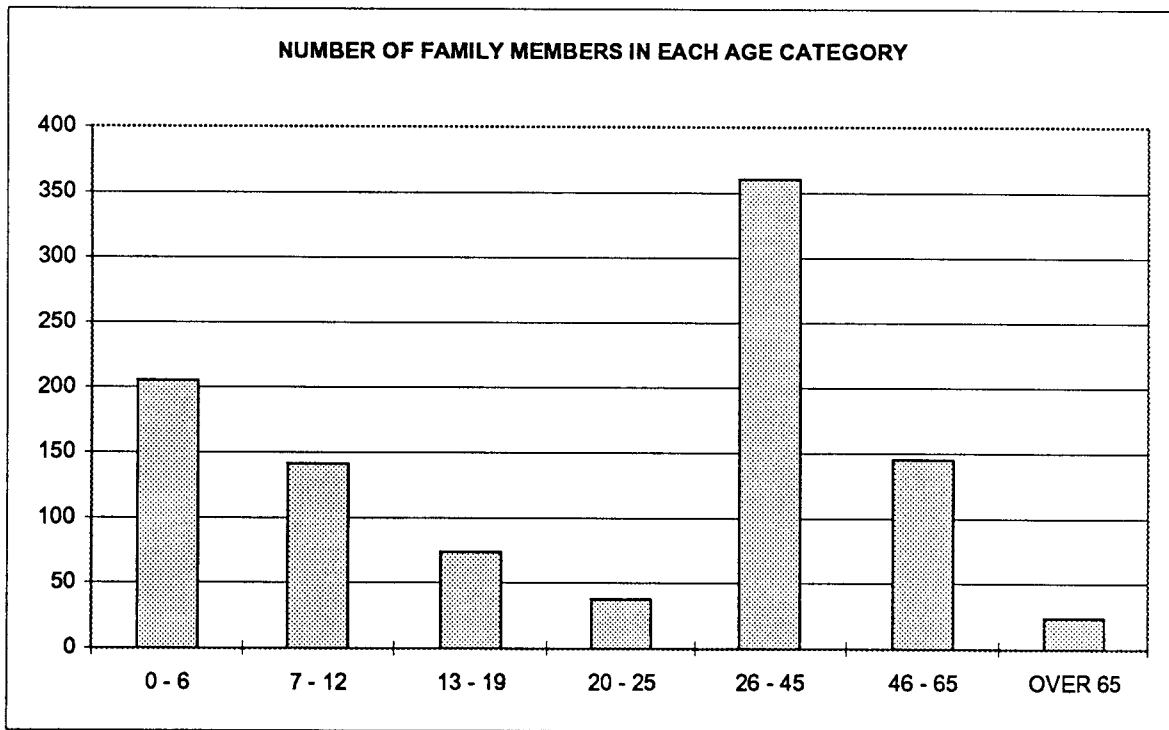
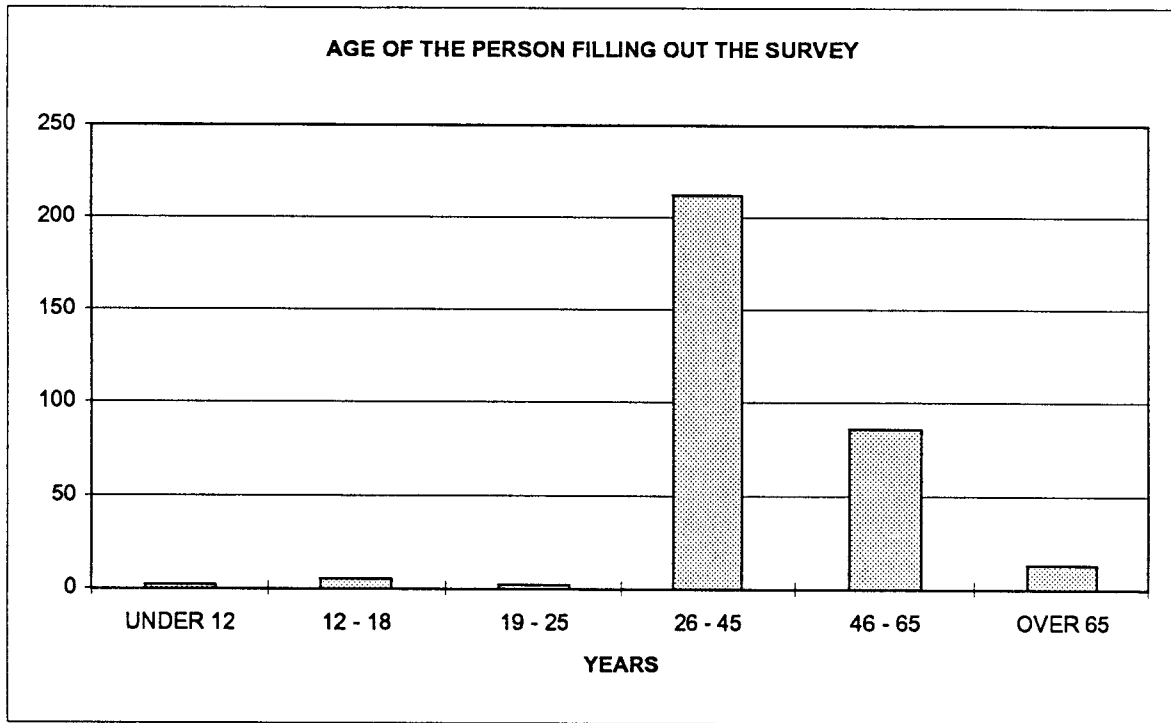
Hopkinton Center Trail Group

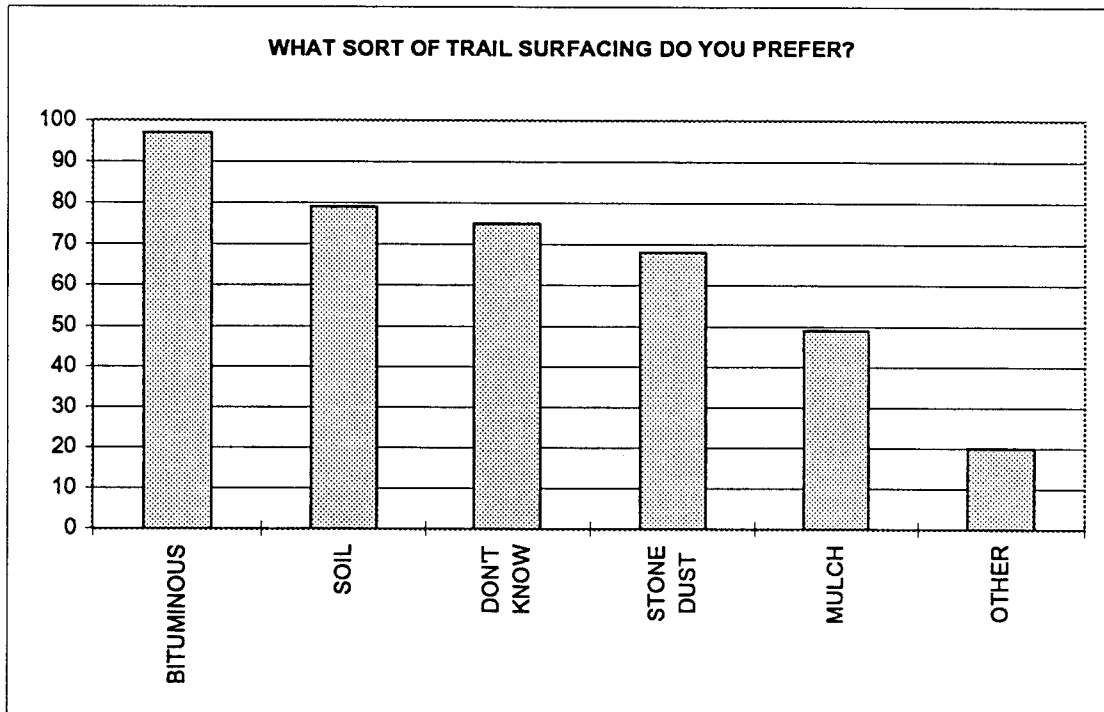
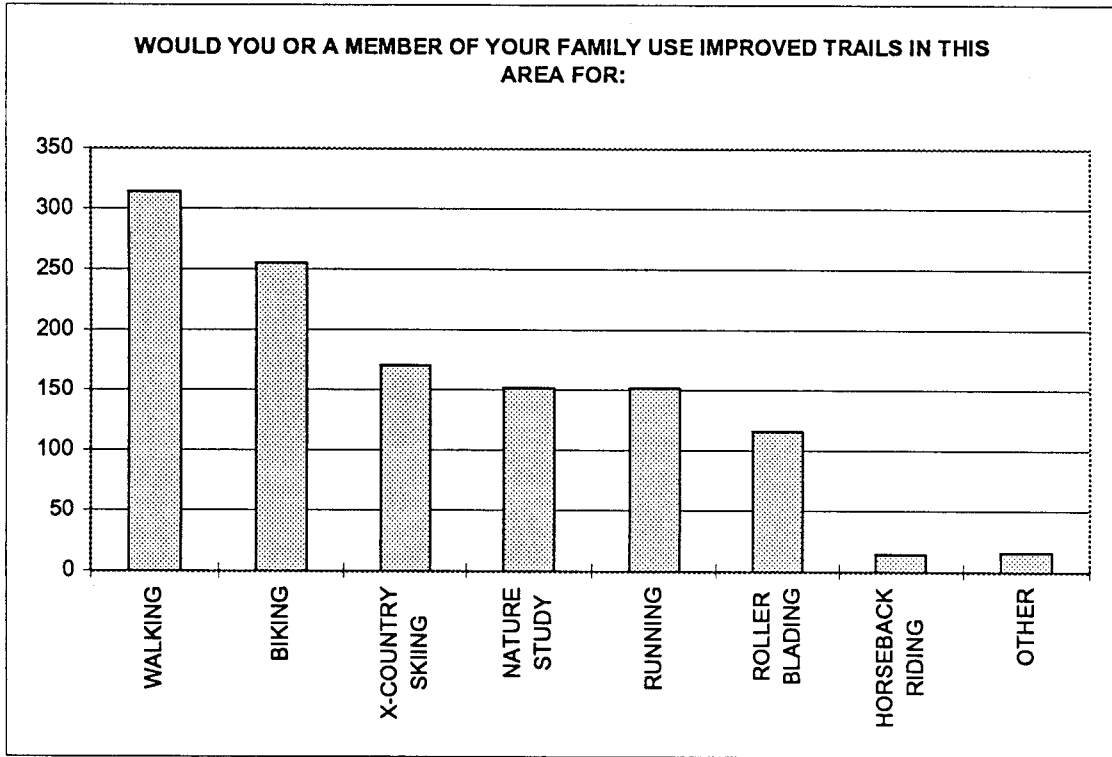
David Bannon
Russ Bayley
Otto Busher
George Campbell
Ronald Clark, Chair
Ben Forbes
Jane Hamilton
Robert Hamilton
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Thomas Terry
Jean Warden

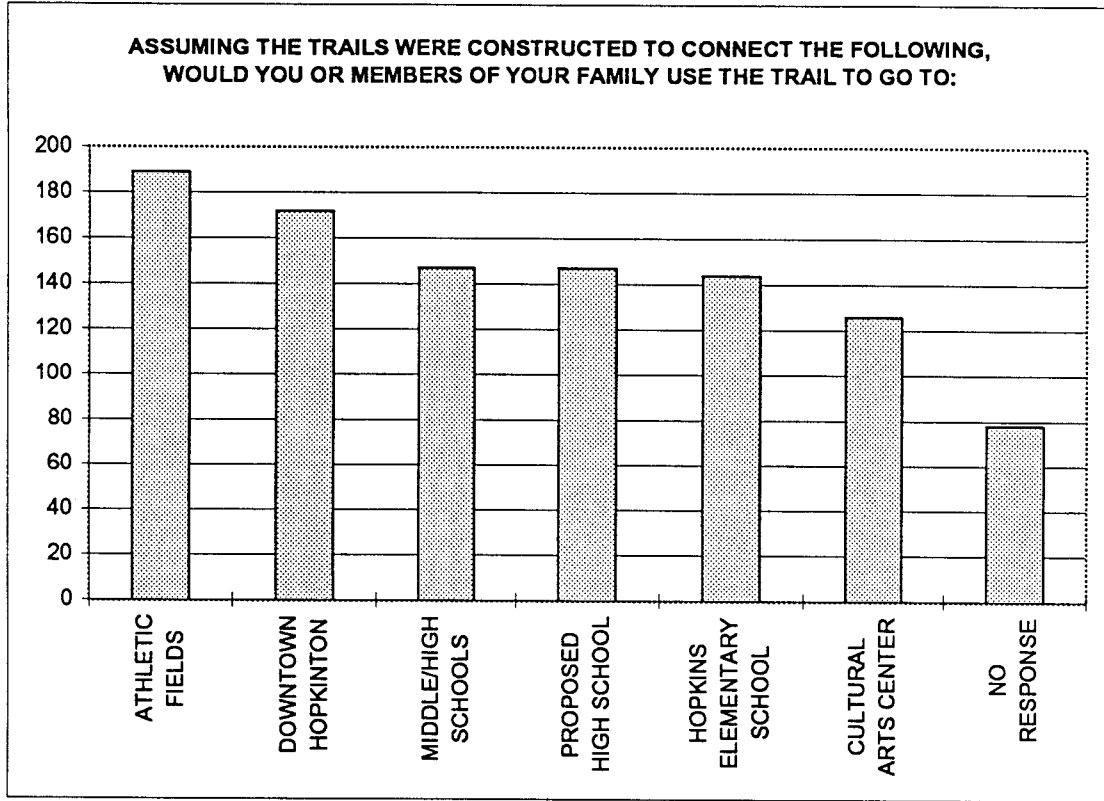
Town Planner, Elaine Lazarus
Town of Hopkinton, MA

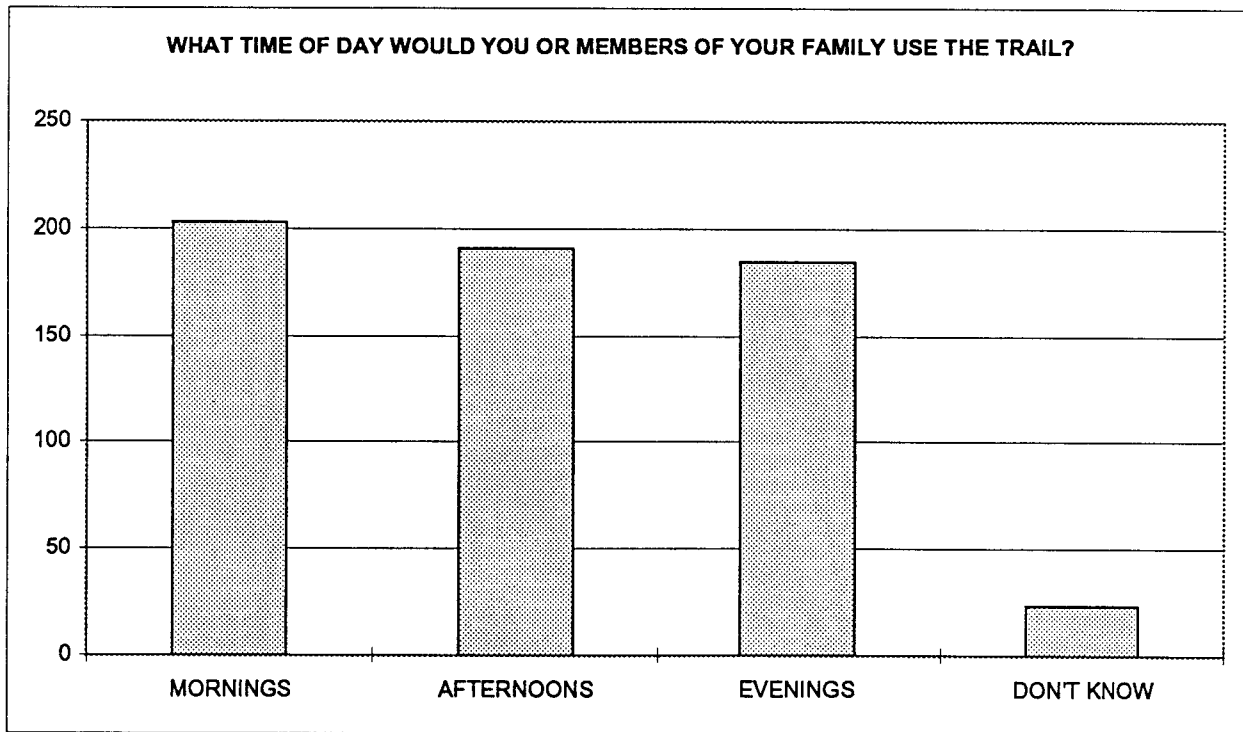
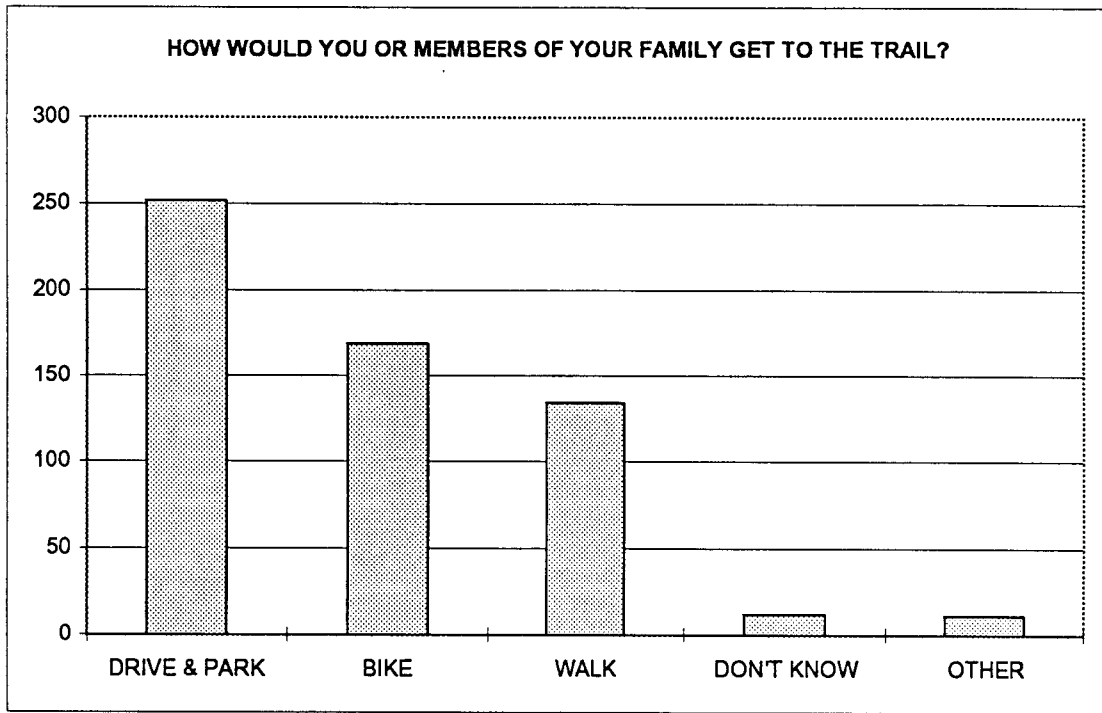
Juli Riemenschneider, ASLA, Project Manager
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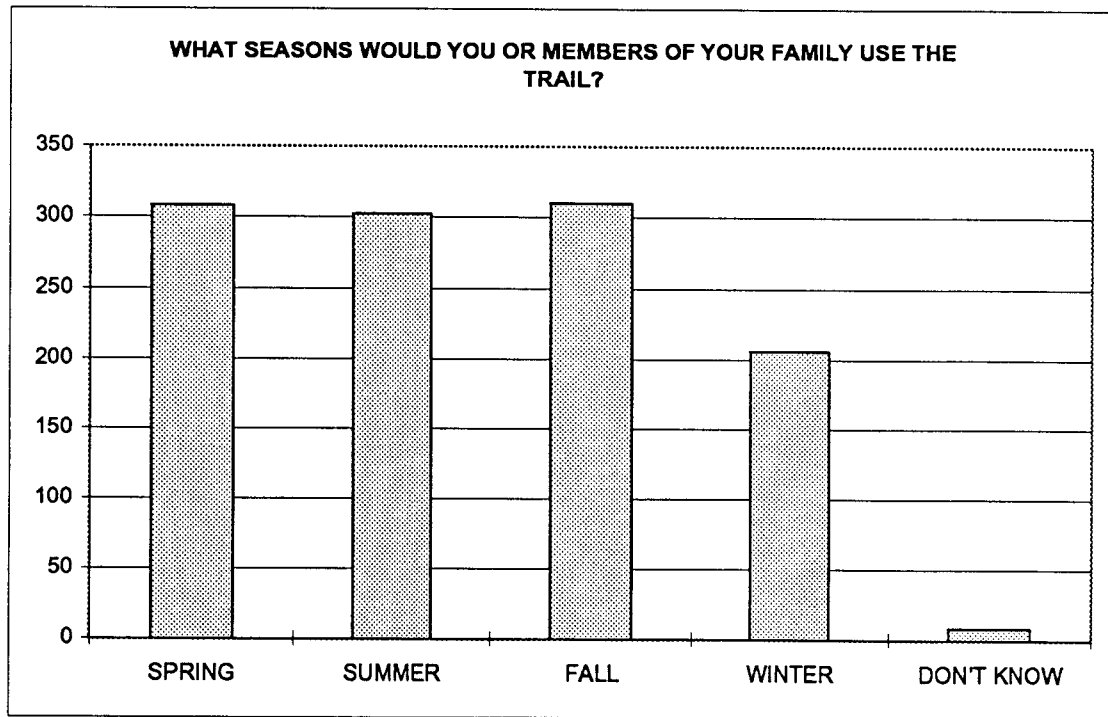
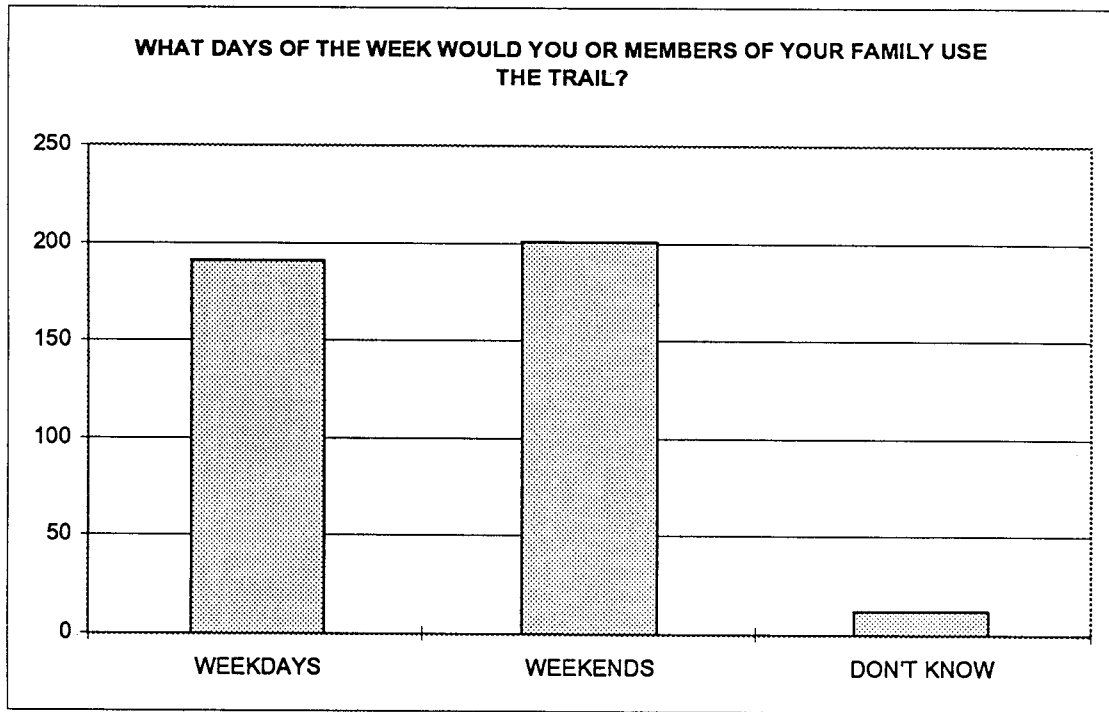
APPENDIX - SURVEY RESULTS

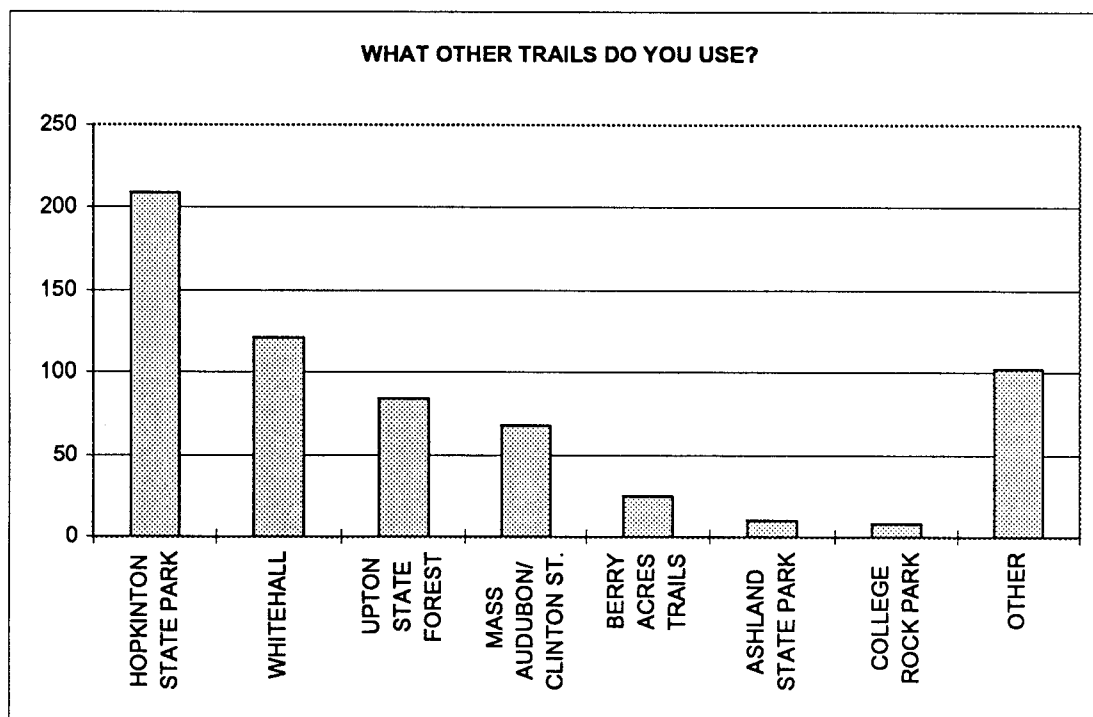
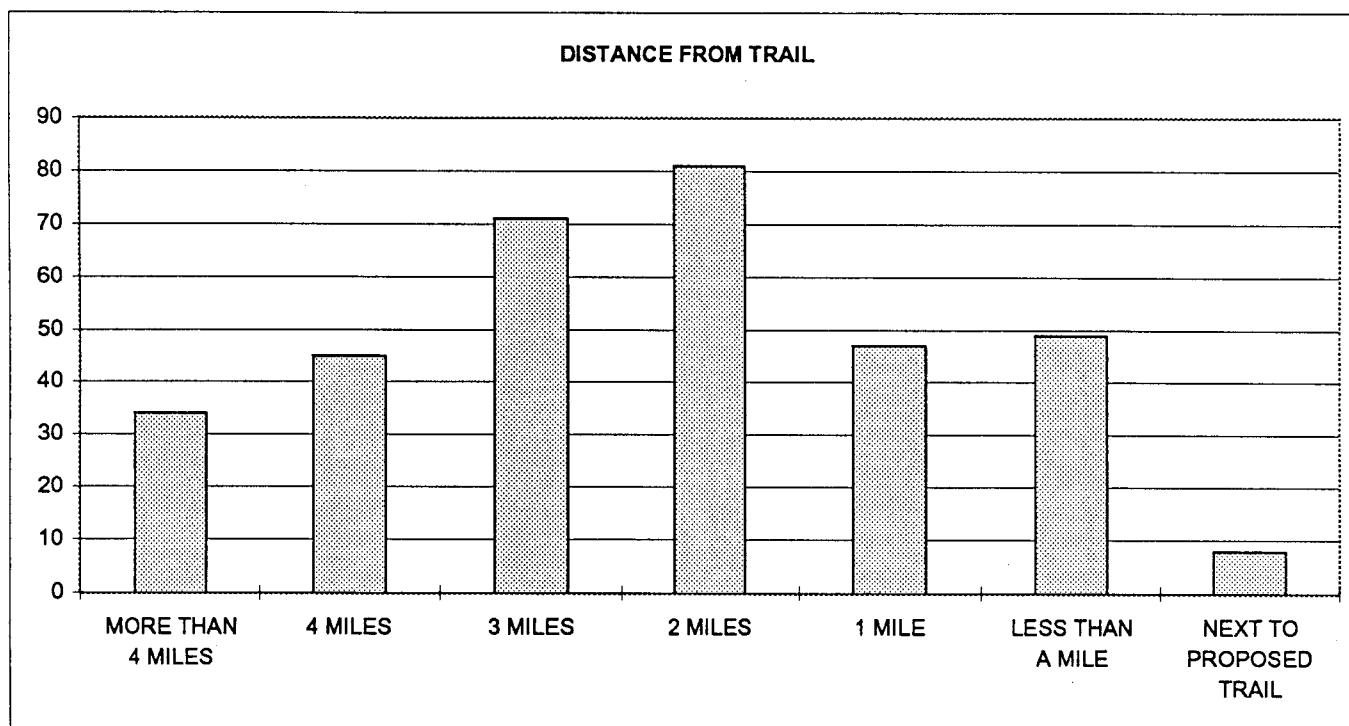












Hopkinton Center Trail User Survey – Additional Written Comments as of 9/25/98 – 283 responses

2. Would you, or a member of your family, use improved trails in this area for:

- a. Horses and dogs would really make it difficult for others to enjoy the trail.
- b. Think about usage of Hopkinton High School cross country course!
- c. If the trail is for multiple uses would it be dangerous for running if horseback riding were also enjoying the trail.
- d. Don't think we need a trail.
- e. Horseback riding – NO
- f. Would use it for biking, but only if it was only for bikes.
- g. We use them now as they are.

3. What sort of trail surfacing do you prefer?

- a. Stone dust would make it difficult for people with dust allergies to use the trail.
- b. Bituminous with stone dust on the side for horses.
- c. Soil or mulch for walking or running/bituminous for bike riding or roller blading.
- d. Trail should be paved for wheels.
- e. Asphalt better for roller blading and strollers.
- f. Bituminous is better biking material.
- g. I would keep away from a tarred surface because that would induce speed from bikes and rollerblades and I've seen some pretty bad accidents on tarred bike trails with collisions between bikers and rollerbladers.
- h. Might just as well leave as it is.
- i. Suggestion: Please view the trail that connects Amherst to Northampton, MA made of recycle and glass! (of course not 100%). May be an alternative.
- j. Bituminous is expensive and will encourage skaters & bikers who are not compatible with walkers.
- k. I'd hate to see bituminous. Whatever's environmentally appropriate for most indicated use.
- l. Stone dust is good surface for running/waking and mountain biking. Don't pave trail, as it leads to too fast speeds and rollerbladers. Paving also leads to icing problems in winter.
- m. Could use stone dust in wet spots.
- n. Is a combination of surfaces possible?

4. How would you, or members of your family, get to the trail?

- a. (checked “drive and park”) unless more bike trails were built along major roads.
- b. We would use the trail for exercise or recreation, not as a route to any of these.
- c. My sons beg me to let them walk or ride to town. I don’t now because it is too dangerous on West Main & Main St.
- d. Live close to all these so we wouldn’t need trail to travel on but would definitely use for recreation.
- e. I would just use the trail and any adjacent parking lots (e.g. at schools) for recreation.
- f. Probably not any of the above because I live 2-3 miles west of this area and would have to park first and I have trails near me that I can walk to.
- g. Do you really believe there would be anyone who would not drive?
- h. Or would just use them to take a walk, not to go any place in particular.
- i. Would use them to walk, not to go somewhere.
- j. Mainly – not to go anywhere – just to walk.

5. Assuming the trails were constructed to connect the following, would you or members of your family use the trail to go to.

- a. If you haven’t noticed I live next to this area already. I wonder if the Hopkins School would suffer broken windows and vandalism.
- b. Would drive to trail and park – we live on the west side of 495 and don’t think its safe to cross any other way.

6. When would you, or members of your family, use the trail?

- a. Never!
- b. Any one of these when time allowed.
- c. We currently use trails at Hopkinton State Park mornings or afternoons, pretty much year round. I don’t know if we would use these new trails all the time or even at all or not. Might prefer to stick with Hopkinton State Park.
- d. Because of ticks, access in spring and summer depends on how wide the trail is and how it is maintained. If it is heavily overgrown or has high grass I would avoid it during tick season.
- e. Might use it for cross country skiing in winter if possible.

8. What other trails do you use?

- a. I walk around Town on our new and improved sidewalk system. It works just fine for me. It is open, public, well lit at night and police accessible 24 hours a day.
- b. There are some unmaintained trails that we use behind Teresa Rd. These trails connect to Chamberlain and I suspect would be able to connect with the proposed trail.

- c. I walk the streets of Hopkinton mostly – would love a new trail.

9. If you have any additional information or concerns please write them here:

- a. Would utilize the trails (if built) a great deal. Wonderful idea – would be a great place to bike, walk etc. especially to center of Town.
- a. This is a great idea! I don't ride my bike as much as I would like because riding on the roads is not safe due to the traffic. The path would be used by many.
- c. I have the feeling someone is looking for attention. The track at the high school has already been dangerous to 2 young women. Can you cure that?
- d. I do not want the town of Hopkinton spending its scarce financial resources on this trail. Other projects have a higher priority for me.
- e. Would cross walks be provided wherever the trail crosses a main road?
- f. I doubt we would use this trail except for an occasional walk.
- g. I wouldn't drive to use trails – the lack of sidewalks and bicycle lanes especially near 495 is a problem. Who wants to put the bicycle in the car to drive to a place to bicycle?
- h. If trails are open at night, will they be lit? Will they be policed? Potential exists for this area to become a "hangout" without supervision for teens (given proximity to schools). Also, isolated trails could be magnets for criminals, particularly those who prey on children.
- i. Since a lot of young people would use the trail, safety issues should be well thought out.
- j. This would be great!!!
- k. The trails should be wide enough so that bikers can pass walkers.
- l. Please do it soon – we're not getting any younger!! Thanks
- m. Would the trails be safe for a person walking alone?
- n. The greatest concern is safety. We do not want to create something that may invite criminal acts. We want to keep it safe for our children to use and not encourage a place for "teenagers" or "adolescents" to hang out. Police on bikes could patrol these trails.
- o. The first "trail" we really have used is in Stowe, VT, 7.5 miles going from the town center to the base of the mountain – it is great and would be a great addition to the town. Good luck!
- p. Any trails that children might use to get to or from school would raise some safety concerns depending on how isolated/remote they were.
- q. Would like to see this trail linked to larger, regional biking trail.
- r. Make sure to leave some stuff and preserve history of railroad. Do not disturb natural beauty – am very interested in history of railroad through Hopkinton.
- s. Need for family biking trail – linked to larger biking trail. Hayden Rowe – a main access has no sidewalks so very dangerous

- t. My only concern that comes to mind would be the safety factor with young children or actually any age person walking through the woods if the paths are secluded.
- u. Weren't there plans, at one time, for Hopkinton to be part of a bike/hiking trail from Boston through metro West and further west? What happened to this plan?
- v. I truly believe if you pave the trails the utilization, value and quality of project would be greatly enhanced.
- w. It would be nice to also claim the town railroad bed starting from Prestwick Dr. to Hopkinton/Center School and opposite way to Clinton St.
- x. We have concern that the trails would be used by motorized vehicles (i.e. dirt bikes, ATV's, etc.) causing runners and hikers not to use the trails and also cause noise pollution to the animals and birds nearby.
- y. There are a wealth of trails already available in our area. What is needed is a place where people can take their dogs to run (enclosed area), not more trails. Thanks for your consideration.
- z. Would this affect our taxes and would we have to pay for it?
- aa. Security.
- bb. I would hope that there would be very little impact on the environment and that the privacy of the residents on Chamberlain would not be affected. Please stay away from wetland areas. I would also hope that people would not be parking on this road to access the trails. (Chamberlain St. resident)
- cc. We would be very interested in using the trail if we had walking/biking access from Teresa Rd., via a connection from Chamberlain through Hopkins School (would like to avoid walking on Hayden Rowe).
- dd. We think this is a wonderful idea. Will the trail be lit at night? Could part of trail be paved for biking and part left stone dust for runners?
- ee. How to keep all-terrain and dirt motor bikes and snowmobiles off of the trail; how to groom trail for cross-country skiing.
- ff. I have no objection to a trail as long as it does not run through people's backyards and/or cause affected residents concerns for traffic/privacy on their property. I am opposed to a trail connecting surrounding towns!
- gg. The railroad once went to Milford, parallel to Rt. 85. Hopkinton should seek Milford's cooperation in connecting Hopkinton Trail with a Milford Trail along the road bed!
- hh. Must be a surface that lasts – minimal upkeep – wide – consider lights; telephone – first aid/EMT/police; wide enough for multi-users.
- ii. Trail should be wide enough to be user friendly for multi-uses at same time – i.e. biking, walking, roller blading – open dawn to dusk. Security should be a concern. Accessible to first aid/EMT.
- jj. This is a child/family oriented town and what is good/helpful for childless, single adult is insignificant, alas.
- kk. I would be concerned about the surface. Will it be adequate for all types of activities? If horses are allowed on the trail, I would be concerned about children biking or rollerblading through horse droppings.
- ll. Trail should stay unpaved, if not always, at least until the planned trail that may connect to this one is built.
- mm. When designing the trail, I would keep in mind handicapped-accessible issues, as well as reluctance on the part of abutters. In Lexington, some abutters got overly concerned that, somehow, the new trail would increase crimes.

- nn. Has anyone thought to talk to or notify abutters? Mrs. Mullins owns land on both sides. What about security for lone walkers on a designated, wooded, secluded area?
- oo. Great idea for bike path. There is one in Hadley, Mass., connects Amherst to Northampton and it gets a lot of use.
- pp. We need this in town to help connect Lake Maspenock area to town – There are many people (kids and adults) that need a way to town. Once this is constructed, or as it is constructed, a sidewalk along Main St. from South St. or Downey St. to the trail should also be built. This would be great.
- qq. Would there be issues with kids hanging out behind the schools, drugs? safety?
- rr. I think this is a good idea – especially for the school children to get around or to meet their family members after school sports.
- ss. Will the trail be lit and patrolled?
- tt. I think that the idea of creating a trail will serve the residents of Hopkinton very well and I strongly support it.
- uu. We have property on both sides of the trail. We want to be able to get tractors across the trail without being blocked off.
- vv. Many of the previously existing trails in this town now end in someone's yard. Many times I have found myself on a trail that now is cut off by a new house. Subdivisions should provide easements to maintain these trails.
- ww. My major concern has to do with the physical barrier that Rt. 495 created through Hopkinton. Wood St. is the only safe place that someone on foot, bicycle or horseback can get across 495. West Main St. from Lake Maspenock right through Lumber St. was designed and built with total disregard for pedestrians and bicyclists. Pedestrians are forced to either walk in travel lanes or climb over guard rails and walk on steep embankments. The youth of this town should have the right to walk or bike from our part of town to another in relative safety. This is not the case. This section of West Main St. should not be rebuilt until an acceptable design for pedestrians and bicyclists is developed and approved.
- xx. A safe trail to bike/rollerblade/walk up town would be great for adults and children!
- yy. Should not permit motorized vehicles of any sort on the proposed trail!
- zz. Any trail should be readily accessible from parking areas at the school.
- aaa. Unlikely that we would use the trail much because of our location near other trails (Upton State Forest and Whitehall).
- bbb. Good idea – safe, walking access to Hopkins School is needed by its students.
- ccc. Please keep networking public trails throughout Hopkinton. Even though I probably wouldn't utilize the trail you are proposing as much because of where I live I feel it would be important for the people who live in that area. I utilize the Upton State Forest, Whitehall trails and conservation land all the time, jogging, horseback riding, walking and cross country skiing. These trails are an awesome resource to the town. My kids use them and love them. The wildlife that they are home to is wonderful, deer, owls, hawks, turkeys, all kinds of birds.
- ddd. We live not quite a mile from Terry property but unfortunately biking there would be hazardous because there are not sidewalks on Hayden Rowe St. All that construction and no sidewalks!

- eee. Would love a safe trail (i.e. no cars) to bike on with my children. Would love to have trail paved but I understand that it could be hazardous to wetlands and I would hate to see the Conservation Commission reject the path because of it.
- fff. Who will maintain this area and keep area clean of litter, etc. What are the costs and how will the town pay for this?
- ggg. Would there be any parking available at the Main St. entrance?
- hhh. We live on Hayden Rowe St. (near Chamberlain). Any chance trail would run south past Hopkins to Chamberlain? If so, we would use trail a lot, as would many people/families in the Charlesview area developments. Right now there are no sidewalks so our young children cannot walk north toward Town or schools. We would use trail to walk to all locations mentioned (town, fields, schools, CAA) if trail ran south of Hopkins.
- iii. What about safety issues on the trail?
- jjj. Please consider a tar surface to support all options running, biking, rollerblading, etc.
- kkk. Concern – teenage and young adult hangout – needs to be lit and patrolled for safety of all.
- lll. The length and actual starting/ending locations would make a difference to me about how and when my kids and I would use the trail.
- mmm. Provision of trails and sidewalks should be a priority within town and I strongly encourage their implementation.
- nnn. I pray these trails won't become a haven for drug activity by our youth or anyone else.
- ooo. The town highway has bark chips and etc. at the Highway Garage on Wood St.
- ppp. Security if kids are along – suggest a call box or two along trail.
- qqq. A paved bike trail is a great idea!
- rrr. Everyone lives a hectic lifestyle today. I find that walking the dog in a nature setting, both contemplative and soothing for my soul. It is one of the main reasons I live in this area. Anything that you can do to facilitate this would be appreciated.
- sss. Is there funding to maintain the trail in the future? For example, if the trail needs repaving in 10 years, will that (end of sentence)
- ttt. I would like to be able to use the trails to let my dog run, in addition to the other activities I have checked for myself and my children.
- uuu. Good luck with the Conservation Commission fanatics!
- vvv. Could you possibly add more sidewalks/bike trails around town to make this new trail more accessible to more people by bike? Specifically, I'm interested in a bike trail along Spring St. and Wood St.
- www. Please consider tar to support all options – biking, walking, rollerblading.
- xxx. Like to have it highly publicized that our police-on-bikes will do unscheduled checks of the trail.
- yyy. No motorized vehicles should be allowed.

zzz. Thanks for doing this!

aaaa. A dirt trail would discourage roller blading and skateboard use thus promoting a safer trail for young and elderly in particular.

bbbb. My concern is that a surface will be chosen that won't be conducive for stroller use – whereby eliminating a huge segment of Hopkinton's population from enjoying usage – particularly during the week when moms and nannies are caring for infants and small children.

cccc. It would be nice if this trail could tie into other proposed trails in the area.

dddd. Animals on trails make the trails difficult for people who choose not to own animals to enjoy. People with allergies inevitably encounter animals and the trails become soiled.

eeee. Sounds like an exciting proposal!

ffff. Mark the trail in ¼ or ½ mile segments so if used for running, people can use for training also! Thanks – Good luck. Hope this happens! Sounds great – if done right.

gggg. Don't waste money on railroad bed which probably will be reclaimed by MBTA or railroad in foreseeable (end of sentence). Spend money on better and more sidewalks throughout town. Safety concerns & public safety aspects. Who currently owns this and adjoining property?

hhhh. It should be a surface easy to rollerblade on and roll strollers on.

iiii. I would only use them in the evenings if they were well lit.

jjjj. I would love to have more trails for recreation in Hopkinton. Think it would be a great addition to the town.

kkkk. Hopkinton needs more organized trails outside of state park. I hope also we can connect west of Rt. 495 with the rest of town.

llll. I would like to see native plants alongside the trail and would be happy to assist in their selection. I have a graduate degree in Botany as well as horticultural expertise. I am currently taking additional courses at the New England Wildflower Society (name and address enclosed).

mmmm. I would appreciate several trails or a track specifically for dirt biking. All the trails around me are restricted for no reason. So if people do not wish to have us on their trails please build one for use.

nnnn. Will the trail have light?

oooo. I would prefer as "natural" a trail surface as possible, however, a bituminous surface might allow for greater usage (bikes, rollerblades, etc.) require less maintenance, and be necessary to receive state/federal funding. A bituminous trail could also tie in with the proposed regional bike trail.

pppp. I hope that Old Town Road always stays in its beautiful natural state. It is always so a pleasurable quiet walk and in the past I have walked the entire route to the Milford end —a terrific and enjoyable long walk.