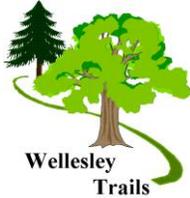




WELLESLEY TRAILS COMMITTEE

Natural Resources Commission, Town Hall, 525 Washington Street, Wellesley, Massachusetts 02482



Steven Park, Chair
Denny Nackoney, Vice Chair
781-431-1019, Ext. 2294
Fax: 781-237-6495
trails@wellesleyma.gov
www.wellesleytrails.org

To: Natural Resources Commission
From: Trails Committee
Date: January 31, 2022
Subject: Trails Development and Improvement Plan for 2022-2026
CC: Advisory Committee
Select Board
Board of Public Works
Community Preservation Committee
Planning Board
Recreation Commission
School Committee
Wetlands Protection Committee

Enclosed is our new Trails Committee five-year plan for 2022-2026. It covers major development and improvements projects planned for the Town's trails network.

This plan gives the status of two projects we are currently working on that were in the previous plan, followed by a prioritized list of nine additional projects, and the rationale for our selections. Included in the plan is a trails map showing project locations and routes. Detailed information on each project is contained in Appendix A. A summary of our progress for the previous plan is in Appendix B.

Estimated capital outlays for the first five projects range from High (in excess of \$10k) to Low (less than \$1k) and will require increased funding above previous year's levels.

Implementation of these projects will require support and assistance from other Town Departments and Boards, and we have included you on the distribution list so that you can keep abreast of our ideas and proposed projects.

Please review this plan and provide feedback on our choice of projects. Feel free to contact us if you have any questions, comments, or suggestions about our proposed projects.

Wellesley Trails Committee

Trails Development and Improvement Plan 2022 – 2026

Since 2005 the Trails Committee has prepared three 5-year project plans to improve and extend our trails network. This plan is an update to our 2017 plan and includes major projects planned for the next five years.

These projects are ideas proposed by committee members and suggested by trail users. Although some of the projects are more feasible than others, because of either complexity or cost, we believe that these projects will enhance our existing trails network.

Projects

Project locations are shown on the attached map by project number. From our previous plan (Appendix B), we have three ongoing projects that we need to complete.

1. **Paintshop Pond Trail:** Recognize the trails at Wellesley College as one of the area's named woodland trail loops. The trail would follow existing trails between Pond Road, Paintshop Pond and Lake Waban.
2. **Sudbury Path Connection to Natick:** Extend the Sudbury Path from the aqueduct behind the Cheever House along Washington St to Elm Bank and the Natick town line.
3. **Riverside Rail Trail:** Advocate for the completion of the rail trail connecting the new DCR bridge over the Charles River in Lower Falls to the Riverside MBTA station in Newton.

Of the nine new projects that are proposed in this plan, two (#4 and 5) are carryover from the previous plan. The new projects are:

4. **North Forty Trails:** Preserve the Crosstown Trail along the Cochituate Aqueduct as an open space corridor, maximize open space retained for passive recreational use, and retain/establish trails connecting the neighborhood to the Crosstown Trail.
5. **Road Crossings and Sidewalks Advocacy:** Work with the Traffic Committee to identify priorities for crosswalks at trail road crossings and for sidewalks that support the trails network.
6. **Wellesley Office Park Trail Extension:** Extend the Charles River Trail south along the river to the route 9 crossing. Obtain permission from DCR and Hancock to mark both the existing Charles River Trails and the extension with woodland trail arrows.
7. **Hundreds Path Creation:** Establish a new marked interconnecting trail that connects the Crosstown Trail to Weston trails by way of Brown Park, Rockridge Pond and Carisbrooke Reservation.
8. **Charles River Path Reroute at Ouellet Park:** Move a section of the Charles River Path from Charles Street to Barton Road into the woods in Town Forest North behind Ouellet Park.
9. **Rosemary Brook Trail Restoration at Town Forest North:** Reestablish the abandoned trail loop in Town Forest North along Rosemary Brook by clearing debris and adding to the trails map.
10. **Centennial Reservation Trails Restoration, Maintenance and Planning:** Address ongoing trail issues in Centennial Reservation and update the management plan.
11. **Trails Outreach:** Organize informational outreach to residents about trail access and maps and about the benefits of trail usage. Organize a campaign of positive messaging that addresses trail etiquette challenges relating to litter, dogs, mountain biking, unsanctioned trail building and more.

Selection and Evaluation

Details for each project are given in Appendix A and contain the following:

1. Purpose of the new trail or trail improvement.
2. Route of the trail or segment and connections to other trails.
3. Trail access issues that must be considered/resolved prior to startup.
4. Dependence on other Town or State projects.
5. Betterments requiring Town capital expenditures.
6. Expenses for Town maintenance in subsequent years.

In setting our priorities, we compared key issues and cost. The projects are rated according to the following criteria:

1. Benefits to trails network: High, Medium, Moderate, Low
2. Trail access issues¹: Difficult, Moderate, Easy, None
3. Town capital cost: High (greater than \$10,000), Moderate (between \$1,000 and \$10,000), Low (less than \$1,000), Unknown, None
4. Town ongoing expense: High (greater than \$1,000/year), Moderate (between \$100 and \$1,000/year), Low (less than \$100/year), None

Comparison of Trails Projects

Project	Benefit to Trails Network	Access Issues¹	Capital Cost	Ongoing Expense
1. Paintshop Pond Trail	High	Difficult	Low-Moderate	None
2. Sudbury Path Connection to Natick	High	Difficult	High ³	Low
3. Riverside Rail Trail	High	Difficult	None ²	None ²
4. North Forty Trails	High	Difficult	Unknown	Unknown
5. Road Crossings and Sidewalks Advocacy	High	None	Moderate-High	Low
6. Wellesley Office Park Trail Extension	High	Difficult	Unknown ⁴	Unknown
7. Hundreds Path Creation	High	None	Low	None
8. Charles River Path Reroute at Ouellet park	Moderate	None	None	None
9. Rosemary Brook Trail Restoration	Moderate	Moderate	None	None
10. Centennial Reservation Trails Issues	High	None	Low-Moderate	Low
11. Trails Outreach	Moderate	None	None	None

1. Access issues include permission from landowners, safety concerns, terrain conditions, parking availability, and trail route compromises (see Appendix A for details).
2. Ongoing DCR project and funded by the State and Riverside developer.
3. Including estimated cost of building sidewalk along Washington Street per Complete Streets Prioritization Plan.
4. Cost could vary widely depending on the complexity of the pathway design.

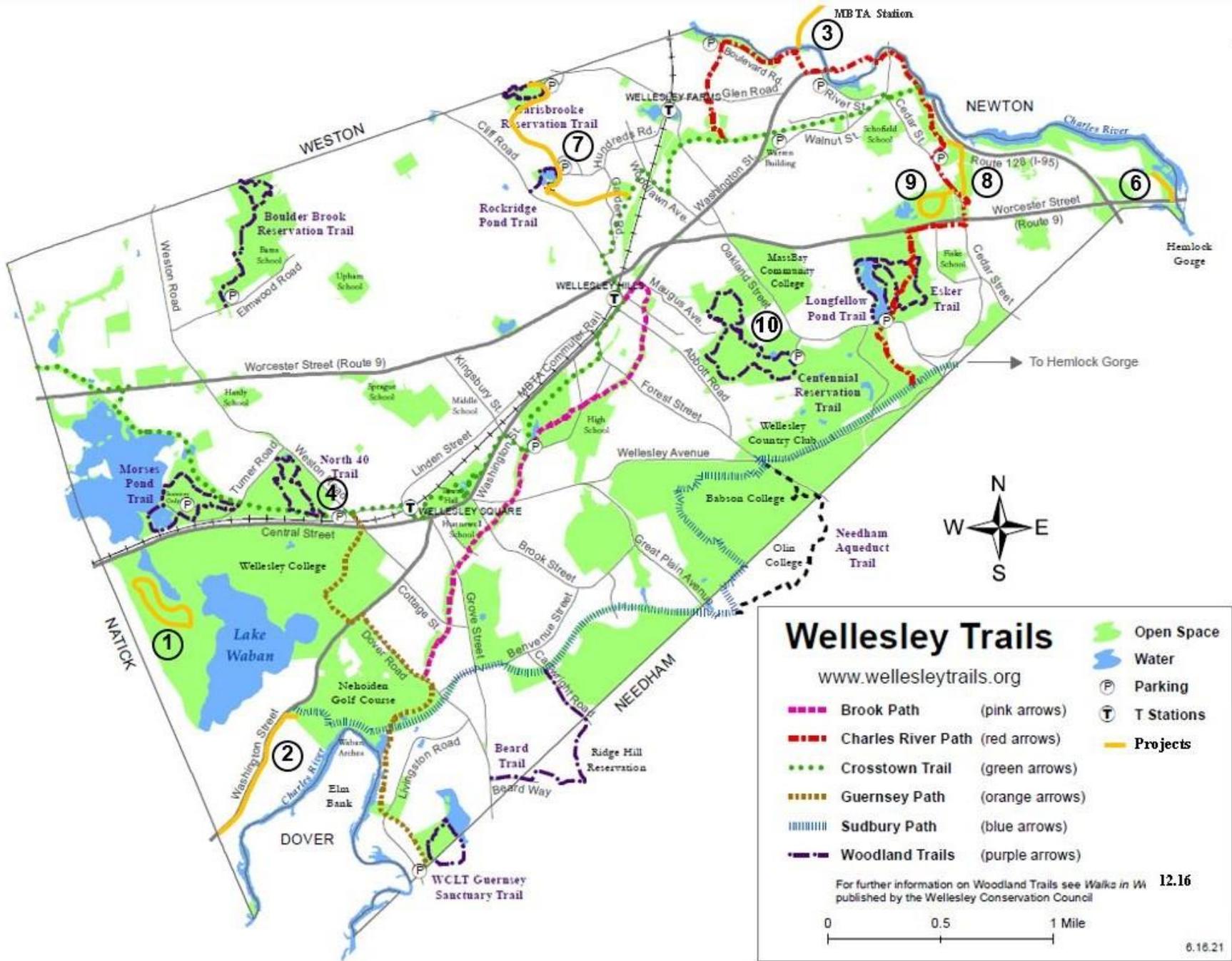
Additional Information

The following websites provide additional information:

1. Wellesley Trails Network: www.wellesleytrails.org
2. North 40 Open Space Report (9/16/14):
<https://www.wellesleyma.gov/DocumentCenter/View/8419/North-40-Open-Space-Report-PDF>
3. Trail Utilization along Western Section of Cochituate Aqueduct (2/19/13):
<https://wellesleyma.gov/DocumentCenter/View/7030/Trail-Utilization-along-Western-Section-of-Cochituate-Aqueduct---021913-PDF>
4. Trails Committee five-year plan for 2017-2022 (12/6/16):
<https://wellesleyma.gov/DocumentCenter/View/7037/Trails-Projects-Plan-2017-2022---120616-PDF>
5. MAPC Trail Network: <https://trailmap.mapc.org/>
6. Riverside Greenway: <https://newtonconservators.org/property/riverside-greenway/>

WELLESLEY TRAILS COMMITTEE

Bob Brown
Joan Gaughan
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Denny Nackoney, Vice Chair
Steven Park, Chair
Jay Prosnitz
Laura Roberts, NRC Board representative
John Schuler
Eric Sofen
Ekaterina Zemlyakova



Appendix A

Detailed Project Information

1. Paintshop Pond Trail

Purpose:

1. Provide a woodland loop trail along established trails in this picturesque wooded area of Wellesley College along Paintshop Pond.

Route:

1. Currently there are 3 miles of woodland trails between Paintshop Pond, Lake Waban and Pond Road.
2. The actual routing will be determined in discussions with Wellesley College. One route that looks promising runs on a long esker that parallels the edge of Paintshop Pond with good views of the pond, and another trail returns off the side of the esker through forest and old pine groves.

Access Issues:

1. Permission from Wellesley College. The land and trails are currently open to the public, but we need approval from the college to mark and publicize our trail on their land.
2. Location of trailhead. Ideally the trailhead should be located near a parking area. Possible suggested locations are:
 - a. Playing fields parking lot off Rt-135 would provide access to trails south of the stadium.
 - b. Dirt parking lot off Pond Road (needs to be built) would provide direct access to established trails.

Dependence on Other Projects:

1. None.

Betterments:

1. Installation of a map house at the trailhead.
2. If built, possible partial payment for establishing small parking area on Pond Road.

Ongoing Expenses:

1. None

2. Sudbury Path Connection to Natick

Background:

1. The Sudbury Path runs along the MWRA Sudbury Aqueduct, and currently the trail ends at the Cheever House because the aqueduct section from the Cheever House to the Natick Town line is under private ownership
2. Natick has opened their new trail along the Sudbury Aqueduct that ends on Rt-16 at Leach Ln and we plan to interconnect the two trails.

Purpose:

1. Provide a safe pedestrian crossing for the Sudbury Path from the Cheever House on the south side of Washington Street to the sidewalk on the north side.
2. Provide a safe pedestrian pathway along Washington Street from the end of the sidewalk near the Cheever House to the Natick town line.
3. Provide safe pedestrian crossing Washington Street to the Elm Bank driveway for access to the park trails, playing fields and facilities.

Route:

1. Currently there is a 0.7 mile gap in the trail between the two towns along Washington St.
2. Along the Cheever House driveway approximately 100-ft from Rt-16, the trail would enter the woods west of the driveway and exit to Washington St at the northwest corner of the property.
3. The trail would follow a wide shoulder on the south side of Rt-16 to a new crosswalk to the sidewalk on the north side.

4. After a short section of existing sidewalk, the trail would continue along Rt-16 using an existing natural surface path or a newly constructed (continuance) of the sidewalk on the north side of the roadway to the Natick town line.

Access Issues:

1. Wellesley College permission. Wellesley College owns the Cheever House, and we would need permission to reroute the Sudbury Path to the northwest corner of their property. This is needed because the roadway shoulder between the driveway and the corner of the property is too narrow for pedestrian travel, but widens after the northwest corner.
2. Historical Commission permission. The stone wall is on Town land and may be historical, and if so, we may need Historical Commission approval to breach the wall for pedestrian passage.
3. Traffic Committee approval. BETA Group has done a traffic analysis and recommends crossing Washington Street just west of the Cheever House as a safe crossing, and we would need to get the Traffic Committee approval for the crosswalk installation. Also would need Traffic Committee approval for the crosswalk to Elm Bank.

Dependence on Other Projects:

1. None.

Betterments:

1. Natural surface trail on Cheever House land will be installed by volunteers at no cost to the Town.
2. Breach in stone wall along Rt-16 for trail access to roadway shoulder.
3. Crosswalk across Rt-16 at Cheever House. Standard zebra striping with signage or flashing pedestrian signal.
4. Leveling sections of dirt pathway along Rt-16 east of Pond Rd or construction of a new sidewalk in this same space.
5. Crosswalk across Rt-16 at Cheney Drive. Standard zebra striping with signage or flashing pedestrian signal.

Ongoing Expenses:

1. Maintenance of crosswalk and sidewalk.

3. Riverside Rail Trail

Background:

1. Development of a rail trail from Wellesley Lower Falls to the MBTA Station in Newton has been a high priority project for the Trails Committee since our inception in 1993.
2. With the completion of the Waterstone complex and renovated railroad bridge across the Charles River by DCR in 2012, the trail section in Wellesley is now complete.
3. Because of strong opposition by a few Newton Lower Falls abutters, completion of the Newton section has been stalled.

Purpose:

1. Support this pedestrian and bicycle path from Lower Falls to the Riverside MBTA station in Newton.
2. Keep this project alive and advocate for Town involvement to get DCR and Newton to complete this project.

Route:

1. Washington Street is the start of the DCR Charles River Reservation trail (granite post with heron). Follow the sidewalk along edge of parking lot to the bridge across the Charles River and continue on a stone dust path to Concord Street in Newton. This section has been completed.
2. Cross Concord Street on crosswalk, and follow the abandoned railroad right of way to the Rt-128/I-95 bridges crossing the highway and ramp roadway to the MBTA property.

Access Issues:

1. DCR has conducted a feasibility study in 2020 for this project and has considered several options for connecting the trail to the footbridge across the Charles.
2. Objections by a few Newton Lower Falls abutters have tied this up in the courts for over 20 years.
3. DCR owns the railroad land, and the bridges over Rt-128/I-95 are intact and ready for installation of the pathway.

Dependence on Other Projects:

1. Riverside Development Project. New office, residential, parking and retail space at the station has been finalized by the developer, and the developer has agreed to help fund the rail trail across Rt-128/I-95 and additional trails connecting to DCR's Riverside Park along the Charles. Still to be resolved is access to the ROW corridor in back of the abutters' property.

Betterments:

1. Funding sources for this project will be provided by DCR, the Riverside developer, and grants.

Ongoing Expenses:

1. The rail trail will be maintained by DCR.

4. North Forty Trails

Background:

1. The North Forty is part of a 113 acre contiguous open-space corridor along Morses Pond from Rt-9 to Weston Road with 5.3 miles of walking trails with only two road crossings.
2. Currently there are 0.9 miles of trails in the North Forty, which does not include the Crosstown Trail section along the Cochituate Aqueduct that is 0.5 miles long.

Purpose:

1. It is anticipated that there will be multiple proposals for developing the North Forty, and the Trails Committee will be advocating for retaining open space and the woodland trails.
2. Protect the Crosstown Trail with at least a woodland buffer to serve as a visual and sound barrier between the aqueduct and any development along the north side of the trail from Turner Road to the Weston Road electric substation
3. If developed, retain parts of the existing trails and add new trails as needed to supplement loss of existing trails.

Route:

1. The Crosstown Trail alignment will remain unchanged along the Cochituate Aqueduct, and the rest of the trail routes are undetermined at this time.

Access Issues:

1. The Town has agreed to retain the Crosstown Trail on the Cochituate Aqueduct. This has been Town owned land purchased from the State in 1962.
2. Retain at least two trail pedestrian access points from the neighborhoods, one from Turner Road and one from Weston Road. In addition, there are the two access points for the Crosstown Trail along the Cochituate Aqueduct at the Morses Pond Access Road and at the Weston Road electric substation.

Dependence on Other Projects:

1. Unknown

Betterments:

1. Unknown

Ongoing Expenses:

1. Unknown

#5. Road Crossings and Sidewalks Advocacy

Background:

1. Wellesley Trails consist of woodland trails that are in open space areas and interconnecting trails that form a network connecting woodland trails. The interconnecting trails follow and cross roadways.
2. There are a total of 78 road crossings and 6.8 miles of trail along roadways.

Purpose:

1. Assess road crossing where there are fast traffic, high density traffic, poor sight lines, and/or high user volume.
2. Assess gaps in sidewalk infrastructure that, when filled, would serve as a safe connection between trails
3. Work with Traffic Committee to address safety concerns and corrective action for high priority locations.

Route:

1. Road crossing occur on all five of our 18.9 miles of interconnection trails.
2. The only woodland trail on a roadway is the Beard Trail.

Access Issues:

1. All are Town or State roadways, so no access issues.

Dependence on Other Projects:

1. Partly covered by Complete Streets and Mobility plans.

Betterments:

1. Installation of zebra striping and crosswalk warning signage.
2. Installation of flashing pedestrian signals when necessary.
3. Installation of sidewalks or wide cleared shoulders.

Ongoing Expenses:

1. Repair or replacement of sidewalks
2. Maintenance of crosswalks and signage
2. Pedestrian flashing light replacement and maintenance.

6. Wellesley Office Park Trail Extension

Background:

1. The Wellesley Office Park is a densely developed business and planned residential area. The DCR Charles River Path is a short section of trail adjacent to the Office Park that provides a walking route along the river. This trail was funded by the Wellesley Office Park owner (John Hancock) and the trail is not connected to the rest of the DCR trails network.

Purpose:

1. Expand the existing Charles River Path and provide a walking route in and out of the Wellesley Office Park, connecting to adjacent neighborhoods and business districts, to Newton's Quinobequin trail along the eastern side of the river, and to the Sudbury Aqueduct at Echo Bridge.
2. Create a newly marked woodland trail for our town network

Route:

1. From the trailhead at the southeast end of the existing DCR Charles River Trail, the trail will extend southeast along the river to the sidewalk along the Rt-9 crossing.

Access Issues:

1. DCR would need to approve an extension of the trail.
2. This trail will be in the Charles wetland riverfront area and will require extensive Town permitting.

Dependence on Other Projects:

1. Construction of the residential housing is currently ongoing,

Betterments:

1. Design and build a trail of along the existing ancient road that fronts the river. Because of steep banks along the Charles near Rt-9, a boardwalk may be required along this 100-ft section.
2. Build a boardwalk over a section of trail that is in the Charles flood plain and wet in some months of the year.
3. Possible funding sources for this project are DCR, John Hancock, and grants.

Ongoing Expenses:

1. Maintenance costs for the boardwalks and any non-natural trail surface.

7. Hundreds Path Creation

Background:

1. Most of our interconnecting trails are in the southern part of Town, and we would like to expand the network to the northern parts of Town to Rockridge Pond and Carisbrooke Reservation

Purpose:

1. Establish a new marked interconnecting trail that connects the Crosstown Trail to Carisbrooke Reservation by way of Rockridge Pond.
2. Provide a connection to the Weston trails network in the adjacent George and Nancy Bates conservation land.

Route:

1. Leaving the Crosstown Trail, go northwest through Brown Park, follow Lanark Road to Rockridge Road, follow the trails counterclockwise around Rockridge Pond, and exit to Hundreds Circle
2. Follow Ledgeways Road to White Oak Road, to the trailhead at Carisbrooke Reservation, follow trails to the parking area at the end of Glenbrook Road, and then connect to Weston trails.

Access Issues:

1. Only access permission required is getting permission from the NRC for Brown Park. The trails through Rockridge Pond and Carisbrooke Reservation are already established trails.

Dependence on Other Projects:

1. None

Betterments:

1. None

Ongoing Expenses:

1. None

8. Charles River Path Reroute at Ouellet Park

Background:

1. The Charles River Path is a woodland trail running along the eastern end of Wellesley mainly in the woods. The path detours out to the sidewalk along Cedar St from Charles Street to Worcester St.

Purpose:

1. Reroute the Charles River Path to continue in the woods and so avoid routing along a busy road.

Route:

1. At the intersection with Charles St, the path would instead continue along in the woods behind Ouellet Park, cross Barton Road, join the woodland trail along Rosemary Brook, and emerge from the woods at Cedar Street near the Route 9 crossing.

Access Issues:

1. Permission will be required from the NRC and the Water Department for developing new trail through Town Forest land and existing trail adjacent to the Barton Rd housing complex.
2. There is an option to develop a new trail along the north side of Rosemary Brook between Barton Rd and Cedar St along the edge of the gas pipeline, and that would require permitting by the Wetlands Protection Committee.

Betterments:

1. A bog bridge may be required to traverse the area below Charles St because of rainwater drainage from the street collecting in that area.

Ongoing Expenses:

1. If required, bog bridge maintenance.

9. Rosemary Brook Trail Restoration at Town Forest North

Background:

1. Town Forest North is a 29.5 acre section of undeveloped woodlands northwest of the intersection of Worcester St and Cedar St. There are remnants of a trail loop that is used but not maintained.

Purpose:

1. Restore the unmaintained trails remnants to usable condition by clearing debris. Establish a new section of trail to form a circular loop. Consider options for parking near the trail head off of Cedar St or at the Rt-9 driveway for the well head pumping station.

Route:

1. The trailhead is on Cedar St adjacent to the electrical substation. The trail follows the southern bank of Rosemary Brook and loops back through the wooded area.

Access Issues:

1. There is a sewer easement running along the northwestern edge of woods adjacent to the river. Coordinate with the water department to ensure that the trail does not interfere with water department assets.

Dependence on Other Projects:

1. None

Betterments:

1. None.

Ongoing Expenses:

1. None

10. Centennial Reservation Trails Restoration, Maintenance and Planning

Background:

1. Centennial Reservation is 80 acres of contiguous open space with 2.5 miles of public trails. It is a popular area for walkers, joggers, dog-walkers, and cyclists. Many trails exhibit signs of overuse with erosion, incremental trampling of vegetation and unsanctioned shortcut trails.

Purpose:

1. Mitigate impacts of overuse to preserve the area and minimize human impact on flora and fauna
2. Repair or relocate eroded trails, close redundant shortcut trails, and coordinate with DPW and NRC on maintenance plan.

Route:

1. All trails in the reservation and on MassBay Community College land.

Access Issues:

1. Primarily for existing trails, but if any new trails are required, we will coordinate with the landowner.

Dependence on Other Projects:

1. None

Betterments:

1. Installation of gates or fencing.
2. Regrading or rebuilding trails for erosion control management.

Ongoing Expenses:

1. None.

11. Trails Outreach

Background:

1. The trails network is a unique and special resource that benefits residents and that needs ongoing support and stewardship from users. Wellesley's trails experience high traffic and suffer from some activities like littering, bike jump building, walking off-trail, constructing new trails, and more.

Purpose:

1. Raise awareness of best practices for trail use and discourage detrimental activities.
2. Offer information about trail access, maps and other user resources.
3. Promote trail use for the betterment of our town's mental and physical health, including the continuation of our trail walks and kids/family adventure walks.
4. Continued use of social media and signage as promotional tools.

Route:

1. All trails on the GIS trail maps.

Access Issues:

1. None

Dependence on Other Projects:

1. None

Betterments:

1. Not applicable.

Ongoing Expenses:

1. Minimal expenses for materials for signs or flyers.

Appendix B

Status of 2017 Proposed Projects

In our previous plan - Future Trails Development and Improvement Projects, December 6, 2017 - we listed eleven ideas for proposed projects. We have completed five of the projects, four are ongoing, one is retained, and one has been removed. The projects as described in the 2017 plan and the current status of the projects are:

1. **Brook Path Improvements at High School:** Provide a continuous, well-defined path from State St to the trail off Paine St that maximizes off-road travel. This was to be part the Fuller Brook Park Restoration Project. But because most of the work planned for this improvement was deleted by FBPCC cost cutting, this project has been redefined as a Trails Committee project to complete what had been approved in the preliminary design.
Completed: A stone dust path along the State St parking lot to Rice St along the stadium and Hunnewell Playing Fields was completed in 2017. This gap in the Brook Path was finally eliminated with Trails Committee, NRC, DPW and grant funding after twelve years of negotiations, planning and construction.
2. **Paintshop Pond Trail:** Create a new woodland trail at Wellesley College. The trail would follow existing trails between Pond Rd, Paintshop Pond and Lake Waban.
Stalled: Negotiations with Wellesley College broke down. Main issues were where to park and start the trail.
3. **Sudbury Path Connection to Natick:** Extend the Sudbury Path from the Cheever House along Washington St to the Natick town line.
Ongoing: Currently working with Town on plans and funding sources for sidewalk on the north side of Washington St.. Still to be resolved is permission from Wellesley College for new trail from the aqueduct to the NW corner of the Cheever House property and installing a crosswalk for a trail crossing to get to sidewalk on north side of Washington St.
4. **North Forty Trails:** Preserve the Crosstown Trail along the Cochituate Aqueduct as an open space corridor, maximize open space retained for passive recreational use, and retain/establish trails connecting the neighborhood to the Crosstown Trail.
Not Started: No planning by the Town has started for developing this property.
5. **Road Crossings Safety:** Work with the Traffic Committee to identify safety concerns and priorities for crosswalks at trail road crossings..
Ongoing: Almost all of the trail crossing concerns have been addressed and corrected by the DPW, but we still continue to work with the Traffic Committee and DPW on improving safety at road crossings and sidewalks under the new project **Road Crossings and Sidewalks Advocacy.**
6. **Riverside Rail Trail:** Advocate for the completion of the rail trail connecting the new DCR bridge over the Charles River in Lower Falls to the Riverside MBTA station in Newton.
Ongoing: Currently working with DCR and Newton on plans for Riverside connection, and trail to Lyons Field on Commonwealth Ave for regional trail connection to Boston.
7. **Charles River Path Extension to Crosstown Trail:** Instead of ending the Charles River Path at the Weston town line, extend the trail through Indian Springs Park to the Crosstown Trail.
Completed: The trail was rerouted in 2017 over Riverdale Rd and the Waterway to the aqueduct.
8. **Crosstown Trails Relocation in Hills:** Crosstown Trail Relocation in Hills. Reroute the trail to avoid walking through congested areas along Washington St from Cliff Rd to Woodlawn Ave.
Completed: In 2017 the Crosstown Trail was rerouted north of Washington St from the Hills Post Office, past Brown Park to the Cochituate Aqueduct on Woodlawn Ave.

9. **Morses Pond Trail Relocation:** Instead of following the paved path along the beach access road, reroute the trail through the woods to the parking lot.
Completed: Permission was granted by the Water Department, and the trail was rerouted onto a newly constructed trail to the beach parking lot in 2017.
10. **Charles River Footbridge to Elm Bank:** Construct a footbridge across the Charles River that will connect the Waban Arches to Elm Bank.
Canceled: This has been in all of our three previous 5-year plans with no progress because of high cost, lack of Wellesley College permission, and difficult access for construction.
11. **Crosstown Trail Crossing at Rt-9:** Currently the trail crosses Rt-9 at the Overbrook Drive traffic light. With the recent Town acquisition of Cochituate Aqueduct land north of Rt-9, investigate options for a safe trail crossing where the aqueduct crosses Rt-9.
Completed: In 2020 the Crosstown Trail was rerouted to cross Rt-9 at the new Boston Sports Institute pedestrian crossing at Lexington Rd.