

Danehy-New Street Connector Path Public Meeting #2 - Questions and Answers - March 28, 2023

#	Question	Answer
1	What percentage of the project area will be paved or hardscape?	At this conceptual level we don't have a figure on paved vs. unpaved area.
2	You mention tree planting; but how many existing trees will be removed?	We have not determined the number of trees to be removed at this early design stage, but that information will be available as the design is refined.
3	What would be the surface of the path? gravel, sand, paved?	The path surface is planned to be paved asphalt. We are examining if porous pavement could be used as well.
4	When will the existing conditions survey be posted for the public to see?	The survey is available anytime.
5	I am a cyclist who rides 10,000 miles a year. We are discussing another multi-use trail - not a bicycle dedicated highway. I do not often ride the "Bikeway" to Bedford because it too is a multi-use path which is everywhere aggressed by entitled cyclists. I do not want to be part of that energy. What will you do to ensure pedestrians, children, dog-walkers and others can enjoy the path without being aggressed by cyclists?	Thanks. This will be designed for all users and it will be designed in such a way that emphasizes slow speeds.
6	Can the signalized crosswalk be moved to the place where you are putting the path entrance?	Moving the crossing of Concord Avenue, which is owned by DCR is unlikely. The crossing is not far from the end of the path and can be seen by path users. When the crossing was originally installed, it was carefully placed between the two rotaries so that when traffic is stopped, cars did not queue back into the rotaries causing further back ups.
7	Providing direct access to the Fresh Pond mall property at the Auto Body shop, where the width is being restricted, might allow for full width by "bumping out" to the Fresh Pond parking lot. Direct access to the shopping mall at this point would make sense.	Unfortunately we are not able to expand the path project onto adjacent private property. A connection to the mall would need approval from that property owner, which we have not received.
8	Can you add a direct connection from the Danehy Park entrance to the new path (without the need to walk or bike on a small part of New Street)? I believe the city owns the land in between.	That area is currently used by the Forestry Department and there are not plans to use it as part of this path project.
9	What is the planned construction funding source for this project?	Construction will be funded by city capital funds.
10	Will the path to the top of the knoll be ADA compliant?	Yes.
11	As someone who bikes and walks a lot to Alewife and uses Danehy with my youth soccer team - bravo, looking forward to this connection, really appreciate your work on this. Thank you.	Thank you!
12	A flashing yellow light that would be triggered by approaching cyclist or other path user would aid to the safety of the New street crossing. I encountered automatically triggered crossing lights on the Empire State Trail in NY. The lights were very helpful to alert motorists.	Thanks for the comment.
13	Will the dog park be affected?	No, the dog park is outside the limits of this project. There are no plans to change it.
14	Apologies if I missed this in the first part of the meeting, but what is the status of a connection over/under the tracks at Brickworks? It would be great to have this sooner rather than later, because the ped/cycle path over the Fresh Pond Parkway bridge is not ideal.	As mentioned, we are doing a feasibility study of a crossing of the rail tracks to connect the Rindge Ave side to the Danehy side. An update on this will happen in the future when all alternative are explored.
15	Nice presentation!	Thank you!
16	I also bike through Danehy towards Alewife and really appreciate this project! I think making this connection people/bike friendly is a big step in the right direction and the native plants are such a nice touch.	Thank you!
17	The design should also address the "temporary" DPW yard at the top of New Street. Previously, this was promised to be included in the path project.	We are not aware of any commitments that this area would be dedicated to the path, and as was just mentioned DPW is having issues finding enough space to accommodate space needed to support our operations.
18	Will you address the mid-block connection between New Street and the path in between Park 77 and Hi-Tech Auto Body. This was previously expected to be included in the project.	We currently have a 5' easement at this location which cannot accommodate a path connection at this time. The hope is that if the auto body property is redeveloped, the City can also negotiate an easement on that property that can be combined with the current easement for a safe path connection.

19	Near MIT, there are pedestrian grade crossings of the railroad tracks, with gates, lights, and signals. Installing such a crossing here would cost much less than a bridge or a tunnel. (You'll see another such pedestrian crossing in West Concord, for the Bruce Freeman Rail Trail.)	Thank you for that suggestion.
20	I would like to push back on not moving the crossing of Concord Ave. Making this path less convenient for pedestrians and cyclists in order to not inconvenience motorists isn't fair. The current lanes in front of the gas station are in poor condition and subject to constant heavy traffic crossing in and out.	Ok, thanks.
21	Rather than waiting until construction in 2024, can you please remove the existing train tracks at the top of New Street ASAP? This was brought up previously, but no work was done. This crossing is a safety hazard to cyclists.	At this time we don't have a method to remove the tracks separately from a construction contract.
22	Can you please eliminate the cut in the parkway median at the bottom of the connector path? This encourages people to cross illegally here.	We will discuss this with DCR.
23	I second to the request to remove the train tracks at the head of New Street. This crossing is hazardous when wet.	Thank you for that suggestion.
24	Yes, please either remove or pave over the tracks where they cross New Street.	Thank you for that suggestion.
25	Echoing others, it would be great to address the train tracks at New Street.	Thank you for your comment.
26	Not a question, just a comment: the value of the current project will be substantially amplified the farther it extends (along the MBTA line) toward the Peabody School and Porter Square. The present project seems nice but has low impact; but when it can serve as a connection that allows safe biking to school and to Porter Square it will have much greater impact.	Thank you for your comment.
27	Are there plans to facilitate cycling on Sherman St? At present Sherman St is very narrow. Access from Danehy Park to Peabody School is good via the Waltham park apartment complex and the tunnel by the Pemberton courts.	Thanks. There are no plans to change Sherman St at this point. In the future we hope that a crossing of the rail tracks to Rindge Ave plus off road paths from Alewife to Porter will enhance mobility in the area.
28	I would encourage you to pursue an UNDERPASS rather than a BRIDGE to Rindge Avenue. The Yerxa Road underpass is much easier to use than the Route 2 bridge over the tracks, mainly because the total change in elevation is much less for an underpass than for a bridge that needs to cross over train tracks (10' vs. 20'). In fact, there was historically an underpass here to take clay from Danehy under the tracks to the kilns on Rindge Ave., so we would be restoring that historic connection with a new underpass.	The study currently underway is looking at both under-ground and above-ground connections across the tracks. One of the intents of the study is to identify a preferred approach.
29	Could you please provide closed caption for meetings of this sort. Thank you.	Thank you for your comment. Have you tried the 'Show Captions' button at the bottom center of your screen?
30	I caution against adding additional grade crossings of the tracks because it would complicate future electrification and increased service on the line.	Thank you for your comment.
31	Is there nothing that can be done about the very narrow area behind the auto body place? Perhaps get the mall to contribute some land? Make an entrance to the auto body shop from the other side?	Thank you for your comments. We have reached out to both these adjacent property owners to coordinate the path project with them.
32	Thanks.	Thanks for attending!
33	A packed gravel or sand surface would also tend to slow down cyclists on the path.	Thank you for your comment.
34	A good example of an unpaved but rideable stone-dust path is the 'Narrow Gauge Trail' in Bedford. A path should not be *sand* because that provides no traction.	Thank you for your comment.
35	Can we see a lighting plan at some point? My assumption is that the path will be fully lighted during normal hours.	Yes, lighting is planned and we'll have a lighting plan later in design.
36	Could you provide information about where the city-owned easement actually lies on the north side of the tracks? During the last meeting it was mentioned to be at the Brickworks condos, but I'm having a hard time visualizing how the connection would look on that side.	We will have a future meeting about options for crossing the rail tracks. We don't have that material here tonight.