

Danehy-New Street Connector Path Public Meeting #3 - Questions and Answers - March 26, 2024

#	Question	Answer
1	The US DOT recently announced that the proposed bridge to connect North Cambridge to the New St / Danehy Connector Path will receive \$2.4mil in funding. How will this potentially change this 75% design?	The grant for the Fitchburg Crossing bicycle/pedestrian bridge will not affect this project. This path will stop short of that project area for the time being.
2	What are the red dots on the overall project map?	Possible artists installation locations.
3	What or where is Steel Place?	Steel Place is the street that fronts the MBTA Alewife Station and extends across Cambridgepark Drive toward the Alewife Brook Parkway Bridge.
4	If this is built now, but the other projects aren't built until later, will this be a dead-end path?	There will not be any dead-ends. The path will terminate at Concord Ave at one end, and will connect to Danehy Park paths at the other end.
5	Could you clarify whether both the connections to Sherman St on both the north and south side of the tracks are part of the bridge project or just the northern one? Either way, I think both are extremely important connections for the network and should be built ASAP.	Paths on both the north side and south side are part of the bridge project design and will be discussed with MBTA as part of that project discussion.
6	camb.ma/FitchburgCrossing can be used instead of cambridgema.gov/FitchburgCrossing	Thank you.
7	Sorry to have had to tune in after the start. Is this a supposedly "shared" or "multi-use" path? What is the width of the path?	This is a shared, multi-use path. The width is generally 14' wide with one short section of 12' in a constrained area.
8	Was a tunnel under Concord Ave at the previous RR crossing studied at any point?	I don't believe a tunnel has been contemplated there since that would require a great deal of space to create an accessible, compliant path through a tunnel.
9	Would you consider building a short connector across city-owned property from the new path to the existing Danehy Park entrance?	Yes, that is a connection we would like to make. We anticipate it will be one of several future improvements to be made at Danehy.
10	What measures are planned to protect pedestrians from speeding bicyclists, i.e., to control-adequately slow the speed of bicyclists?	The path will be striped down the middle to separate the direction of path users, and signs will encourage folks to be considerate of all users.

11	I would like to see a connection on the west side of the path to fresh pond mall somewhere after the buildings. There's no good ped/bike connection to whole foods today. Concord Lane is already too narrow for the two-way car traffic that is already using it.	We will look into the feasibility of accommodating this connection.
12	How many public attendees?	44 currently.
13	Would it make sense to add Stop signs at the crossings?	We will be looking at signage in next steps so thanks for the suggestion.
14	Could the cul-de-sac be "unpaved" and then converted to green space? Though sounds like this would be considered as part of the Danehy master plan and not this project?	We're currently considering a path connection between Danehy and the multiuse path here, but the rest of the area will remain for use by DPW Forestry division.
15	Why can't the connection directly across from the Danehy Park entrance be part of this project?	Primarily due to budget constraints.
16	Is there a way to approach the New Street crossing from the south that includes a less oblique angle?	We can look at this but would like the path crossing to be 90 degrees to the road for the best visibility.
17	The Grand Junction path near Kendall Square has black and white signs saying something to the effect of "This is a shared use path, keep right except to pass. Keep dogs on leash". It would be helpful to expand their use .	Thanks for the suggestion!
18	How's the drainage between Fresh Pond Mall property and Auto Body property? Path looks lower than the surrounding parking lot.	That is correct. We will infiltrate where we can and also make the necessary connections to the City drainage system.
19	Would you consider leaving the east end of the path open and unfenced, so that people can continue on their own on the unpaved right of way to Sherman Street if they want?	Yes, we don't plan to add fencing that would block that connection.
20	What are the timelines on the Fitchburg project? And are they planning to do a T station?	The Fitchburg pedestrian-bicycle bridge includes some planned multi-use paths. We are hoping that one of the paths goes under the Alewife Bridge to Steel Place which heads over to Alewife Station.
21	How many and where will Emergency Communication boxes be?	We will be looking at the specific location(s) in the next steps.
22	Is there a stop sign for cars at the New Street crossing? I don't think just having a raised crossing will be safe enough in this location.	Thank you for the suggestion. We will be looking at signage in the next steps.
23	This is really exciting. We love the plans. So proud to live in a city that makes such a project a priority.	Thank you! We're also excited to see this built.

24	The 90 degree crossing of New Street near the entrance to the Fresh Pond Shopping Mall is an excellent idea that shortens the time to cross New Street.	Thanks.
25	Will the new bridge over the tracks require switchbacks?	We don't have a design yet but the ramps could have switchbacks.
26	You mentioned the city arborist has walked the path and work is being done to reduce and remove invasive species. Would this also include removing trees of invasive species (and prioritizing planting of native trees)?	All trees over 6" will be preserved wherever possible (native or invasive), but native will have higher priority if there is a choice between the two. New plantings will heavily favor natives.
27	Love this plan! Really excited to see it built.	Thank you.
28	Cambridge bike plan shows a path to Porter along the tracks, is there any consideration of that potential path in this design?	A path to Porter Sq is a long-term goal and we hope that any paths that we can put here will help to make that a reality in the future.
29	Thanks again for this plan. Second the request to have an opening to the Alewife Mall. It would be great to make it easier to go to Whole Foods.	Thanks for that suggestion. We will investigate the feasibility of that connection.
30	I need to leave now and hope this will be preserved as a recording that we can watch later.	Thanks, check the website next week for a recording.
31	Echoing Mike's question about a tunnel below the Fitchburg line rather than a bridge - underpasses are much easier for bikes than bridges, since you can gather speed on the way down.	The project feasibility study looked at both underpasses and bridges. We are finalizing the feasibility study and will post on the web site for full information.
32	There is a large (100+ unit) affordable housing development coming in at 52 New Street, across New St from Hi-Tech Auto Body. Any thoughts on facilitating path connections there? Would save residents of that development of having to do a roundabout loop to get to Fresh Pond Mall for groceries.	The city has an easement for a partial connection from New Street to the future path along the side of 77 New Street. The easement ends before it reaches city property and we'll look at getting additional rights to create a full connection from the path to New Street in the area of the new housing.
33	Also to echo many others, I'm very excited to see this project (and its adjacent projects) move forward. I've been living, walking, and biking in the area for 20+ years and this is wonderful to see.	Thank you.
34	Can there be plans to put in additional raised crossings and speed bumps in general on New Street? Many commuters use New St as a cut through and often see many cars going 30+ mph.	We can pass along the concerns about New Street speeds and traffic.

35	Please build into the project a plan for ongoing maintenance of plants and trees, removing invasives and cleaning up trash, too. Can you build into the project a plan to create a "Friends of" group, that will support the ongoing care of the path?	Yes, we coordinate with DPW Parks division to make sure they are aware of and have adequate maintenance resources as new open spaces come online. Thanks for the suggestion for a friends group, that is something we will consider once the project opens.
36	Can we get a report of the affected trees based on the walk through - sooner rather than later (when construction plans are finalized) so that we might find some more interesting solutions?	Yes, we can clarify anticipated tree removals before we issue bid documents to incorporate suggestions.
37	This link does not work: Camb.ma/DanehyConnector	Please try it using lowercase.
38	Thank you for moving ahead. We are excited about this plan.	Thanks!
39	This works, might need to update your slide deck: Camb.ma/danehyconnector	Thank you.
40	It would be great if you could also widen and repave the connection from the south side of the Concord Avenue crosswalk down to the Watertown greenway.	Thanks for the suggestion.
41	Will there be a connection to Jerry Pond?	This project will not connect to Jerry's Pond which is across Rindge Avenue. The future bridge project would connect to Rindge Avenue and then to Russell Field and then Jerry's Pond but its contingent on construction funds.
42	Thanks for the excellent presentation!	Thank you.
43	Would it be possible to sharpen the turn into Sunoco? The current angled driveway apron encourages high speed turns, and drivers turning in may not expect cyclists doing a zig zag exiting the path to head towards the crosswalk.	We can bring this up with DCR as a concern and look it.
44	Will there be any bike racks near the Danehy terminus? Any other locations?	Live answered.
45	Great question about the bike parking.	Thank you.