

Q&A: Needham/Newton Community Way Feasibility Study: Public Meeting #3
September 7, 2023 @ 7pm, Webinar ID 829 0938 6602

#	Question	Asker Name	Answer
1	Is the shuttle concept intended to support shuttles in both directions?	Jay Werb	That would be determined by further study of the transit component, should that alternative be selected as the way forward. Assuming that the path needs to have space for the bike/ped lane as well, the width of the pathway could present a challenge for bidirectional. However, it may be feasible to operate a relatively infrequent shuttle with a passing provision somewhere along the route. Other options may include running a shuttle one way along the path with a return along parallel streets.
2	Were there notable differences in survey results between Needham and Newton?	Jay Werb	Of the 445 total survey respondents, 46% were Needham residents and 52% were Newton residents. When asked about the preferred use of the trail, Needham respondents were 61% No Shuttle/34% Shuttle/5% No Opinion and Newton respondents were 70% No Shuttle/27% Shuttle/3% No Opinion.
3	Would any of the alternatives allow for conversion to rail?	Jason Tuchin	That is unlikely based on the widths and structural capacities of the pathway options under consideration at this time, particularly at the bridge sections.
4	Are connections planned between this and the other Needham trail?	MC	As Shane described, that would be part of a longer term plan but would require much more study and a determination of the use of this segment before that plan could be developed. The Webster Street (Needham) end of the proposed community path terminates at an active rail line still in use by the MBTA for emergency pull offs. Alternate routes or other forms of connectivity would have to be explored.
5	I live on Evelyn Rd and the landscaping by Wingate provides a quality of life to the Wingate Residences and the residences on Evelyn Rd. If in future planning, the engineers and planners could take into consideration keeping as much landscaping as possible especially because it is part of Wingate's special permit.	Terence Ryan	Thank you for the comment. If this project is moved forward it would include several opportunities for public input, especially for those directly impacted by the buildout of the design. The Wingate property would be an important stakeholder in that conversation. Needham would seek to preserve as many existing beautification features as possible and explore the potential for enhancements as well.
6	Will there be parking available at both ends for Alternative 2?	Carol Brown	Parking would be an important consideration during the transportation study and design process for either of the alternatives, but it would not be accommodated within the rail corridor that is the focus of this study.
7	When the Muzi Ford property is developed as currently planned, there will be significantly more traffic on Gould St. Has this been considered in your plans in the crossing for the Gould St. crossing?	Jeff Friedman	That would certainly be an important consideration in the transportation study/design stage after an alternative has been selected. It is not yet determined how the crossing would be designed.
8	Shuttles were described as electric. Whether that means battery or catenary, what is envisioned in terms of supplying power?	Lance Brown	That is beyond the scope of this feasibility study and would be a component of the transit study. But as Duncan said, battery seems more likely based on the intended usage of the shuttle option. Catenary should not be required.
9	Would there be more extensive routing of the shuttle than the 1 mile in this project?	MC	That is outside the scope of the current study, but would be considered in a future transit study should the shuttle alternative be determined to be the best path forward.
10	Could you expand on how this project relates to the bay colony rail trail?	Daniel Lieber	It fits into our long term vision to connect the BCRT to the Upper Falls Greenway in Newton. Due to the MBTA's right of way at Webster Street, on-road options are being discussed with Needham officials to extend the trail from the north. The BCRT's connection with Chestnut St is also being actively explored to provide access from the southern part of Needham. Officials from both municipalities are supportive of connecting their trails to increase access and utility to those that use them.