

## Neponset Street Design Meeting Q&A

### **What does the red line indicate?**

The right-of-way. The line where your property and the town's property meeting. The ROW line is shown to help visualize any potential impacts from the proposed work on adjacent properties.

### **Is 6 feet sidewalk for pedestrian and bikes?**

10 feet shared use path is intended for both pedestrians and bikes (going both directions). The 6 foot sidewalk on the other side is meant mainly for pedestrians, but won't have any particular restrictions (the same as any other sidewalk in town). The shared use path is proposed to be separated from the road by vertical granite curb and a 3-foot grass strip.

### **The 4-foot sidewalk under the viaduct meets ADA requirements?**

ADA requirements allow for a narrowing to 4-foot width for short distances. The proposed sidewalk under the viaduct does meet ADA requirements, and the Town currently has an ADA waiver for the viaduct sidewalk regardless.

**What improvements will be made to the west side of the street? For example, sidewalks?** The side of the street closest to the new park is proposed to have a 10' shared use path with a 3' grass strip. The other side is proposed to have a 6' sidewalk with no planting strip. Both sides are proposed to have vertical granite curb.

**There are sidewalks before and after the viaduct. People have to cross to get through the viaduct as there's a sidewalk only on one side. Shouldn't there be a crosswalk on Walpole Street at that intersection?**

Walpole Street only has a sidewalk along one side. The Town doesn't put a crosswalk where there is only sidewalk along one side. We are proposing to add crosswalks on Neponset Street before and after the viaduct so pedestrians and cyclists can safely cross the street to cross under the viaduct where there is sidewalk only on one side.

**Will the utility poles be moved off the sidewalks so they can be plowed in the winter – without damaging the poles and/or stopping the plowing and requiring walking in the street?**

The vast majority of the utility poles are proposed to remain. There may be 1 or 2 that need to be moved as a part of this project. No utilities are proposed to be buried. The logistics and costs are just too expensive. However, the width of the sidewalks are proposed to be widened on both sides, allowing for more space to walk and plow for the winter.

**What kind of plantings will be put into the green strip? Trees or other plantings?**

The planting strips are proposed to be only grass, for ease of maintenance.

**Will the on-street parking spots be marked?**

The on-street parking spots are proposed to be striped.

**Are there to be traffic lights installed especially by the intersection of Walpole and Neponset Street?**

There is not a traffic light proposed to be installed at the intersection of Walpole and Neponset Street.

**Will overnight parking be allowed?**

Potential restrictions/signage for the on-street parking have not yet been discussed.

**Will the multi-use path versus sidewalk be labeled for “bikes allowed” versus “no bikes”?**

There is not proposed to be restrictions on the 6’ sidewalk, similar to other sidewalks in Town. The multi-use path will allow for pedestrians and cyclists to travel in either direction.

**Would it be possible to open a third arch for pedestrian access? Or leave room to do so in the future if more money becomes available?**

Not only is making an additional hole in the viaduct potentially very expensive – it is not owned by the Town and is on the National Register of Historic Places. There are numerous logistical and financial reasons why an additional arch for pedestrian access isn’t feasible at this time.

**Will there be any attention given to slowing traffic down going towards Washington after the viaduct so residents can safely back out of our driveways?**

By narrowing the traffic lanes to 11 feet each, and adding on street parking – there will be a natural “traffic calming” impact.

**Will getting in and out of driveways be impacted by bikes or on-street parking?**

The on-street parking is only proposed in locations with adequate width and site lines so residents can get in and out of driveways safely.

**Do you have any visuals, enhanced slides or cross sections?**

We do not currently have any visuals besides the conceptual plans at this time. Cross sections will likely be developed later in this project. A project website will be available to view all materials.

**Can sidewalks on both sides of Neponset Street be buffered? Also, to the west of the viaduct, can those sidewalks on at least one side be buffered from the road?**

The engineering team will explore whether there is enough right-of-way to expand the planting strips on one or both sides.

**How will you stop commuters from parking all day to take the train?**

On-street parking restrictions have not yet been discussed for this project. But preventing all-day commuter parking is a concern.

**The turn between Norfolk and Neponset is rather sharp. Can anything be done?** The geometry of Norfolk and Neponset is not proposed to change much. But this concern can be studied by the engineering team.

**Will there be granite curbing on the west side?**

Yes.

**Will extra lighting be added? Alternatively, will a low watt light be added within the viaduct?**

No additional lighting is contemplated as a part of this project.

**Will the road width be changed?**

The lanes are proposed to be narrowed to 11 feet. This will allow for expanded sidewalks, planting strip, a shared use path, and a section of on-street parking.

**The Norfolk Street/ Paul Revere traffic light seems unnecessary. There just isn't enough traffic. Why not blinking lights instead?**

The light was negotiated as a part of the development, based on expected vehicle volumes once the development is complete. It was also out of safety concerns for pedestrians trying to cross to the park, and safe navigation for the Norfolk intersection.

**Will the Norfolk Street be updated to no right on red?**

Yes.

**Who are the target users of the parking?**

Town residents and others looking to use the park, restaurant, and (future) museum at the Paul Revere Heritage Museum. We also expect it to be used for guest parking for residents on Neponset Street.

**The \$150,000 is for the design. How much will all of these improvements cost and where will the funds come from?**

We will have cost estimates at the end of the early design process. We don't have those yet. We expect this project to be highly competitive for a number of state grant programs.

**Is the light going to be timed with the light at Cape Cod Lane?**

Light timings are not contemplated as a part of this project, but will be a part of the future light installation at the Norfolk/ Neponset Street intersection.

**Why not a shared use path in both directions?**

There is not the right-of-way for a shared use path in both directions. A shared use path on one side allows for travel in both directions.

**Will there be any takings of properties for the width of these sidewalks?** No.

**Why not eliminate the 47 parking spots on Neponset Street to make way for bike paths going both directions? Then have a crosswalk before the viaduct to make bikers and pedestrians feel safe going under the viaduct?**

The shared use path allows for travel in both directions. There are crosswalks proposed on either side of the viaduct for safe crossings. We will add signage to direct cyclists to walk their bikes on the sidewalk under the viaduct.

**Do we really need the parking?**

The parking is a part of the overall parking plan/ demand expected for the Paul Revere Heritage Site. We need to balance the needs for the entire community to use the Heritage Site. Not providing additional parking may have unintended consequences of people parking in inappropriate or unexpected places throughout the neighborhood. We are also proposing to strip parking on Revere Street and Revolutionary Way. We are considering additional public parking at all feasible locations.

**Are there plans to put in a playground at the park?** No.

**Will there be a dog park?** A dog park is planned to be put on the private developer land at the Paul Revere Heritage Site.

**Is the on-street parking a done deal?** No. We are still at the conceptual stage, and public input is valuable and taken into account.

**Is there no land at the site to add additional parking? What about a parking garage?**

The site has land, but it is used for a park with a conservation restriction. There will not be the demand for a parking garage. For large events, off-site parking with a shuttle will be provided.

**What will the public process continue to be?** We will have a website with a lot of information on it. The public can continue to comment directly to Laura Smead, Town Planner ([lsmead@town.canton.ma.us](mailto:lsmead@town.canton.ma.us)).

**What about adding additional trees? Greening?** We will bring this suggestion to the team.