

Morrissey Boulevard Redesign for Reconstruction  
deadline extended to April 22, 2016

Date and Time	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
3/29/16 1:07 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	In the segment of Morrissey Boulevard near Savin Hill, please allow a left turn from Old Colony Terrace onto Morrissey Boulevard. It looks like there will be a new signal that will hopefully allow this, but I would like to confirm. Currently, residents of Savin Hill are forced to take a right turn onto Morrissey, then make a U-Turn on Freeport Street. Currently, driving from Savin Hill to UMass, the JFK Library, BC High, Day Boulevard and Star Market is very inconvenient!	David Eaton	81 Tuttle Street Dorchester, MA 02125 US	Dorchester	MA	02125	dave.eaton@me.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
3/29/16 9:01 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	<p>I could not make the meeting but did read the presentation.</p> <p>This area is a treasure that could use improvement for recreation and for transit.</p> <p>We own property in the area that has been in our family for 80 years or more and we fully endorse the vision that the DCR is proposing.</p> <p>The core area is filled land that has great potential but also requires periodic upgrades that have not been done. This plan addresses many issues that will greatly enhance the area. Dealing with sea level rise is a good idea but the plan should have identified the properties that will benefit by blocking storm surge and by mitigating rainwater runoff. Having rainwater in the roadway because it has no place to go when the tide is high is a problem but the solution proposed involving rainwater storage does not seem necessary.</p> <p>I would like to see the water access improved so that the public can reach and use the beaches, the water and access the adjoining recreational areas. More and better access for the public comes with the need for the city and the state to maintain and improve the facilities in their control. The adjoining neighborhoods, the area businesses, the schools, the developers and the yacht clubs are all very visible and engaged in improving this area. The plan needs to address local needs but we understand that this area is a key access point for getting into and through Boston.</p> <p>Access to the growing UMass Boston complex, the Kennedy Library and the State Archives needs to be addressed and needs to be part of this discussion / plan. This should include the rebuilding of Kus Circle and improved ability to get onto the expressway from Morrissey Blvd.</p> <p>I would like to see foot / bike bridges that will allow better access to and from the Morrissey Blvd area. The area is not user friendly because we have too many cars. Not seeing the cars going away we need to encourage smart planning that connects people to what they want and need. Regards and good luck.</p>	Robb Ross	18-20 Southview St, Savinhill Boston, MA 02125 US	Boston	MA	02125	roross@yahoo.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
3/29/16 9:23 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	As a bike commuter and a recreational bicyclist, the preliminary slides from March 28th meeting look encouraging. Morrissey boulevard could become a create bikeway, so please keep up the good work.	Kirill Shklovsky	944 Dorchester Ave #17 Dorchester, MA 02125 US	Dorchester	MA	02125	kirill.shklovsky@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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3/30/16 12:12 AM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	<p>As a regular foot and bike user of Morrissey Boulevard, I appreciate the attention given to non-car users in the new design. I strongly support a drastic reduction in the number of lanes and anything that will help lower traffic volume and speed in order to make it friendlier to pedestrians and cyclists. This redesign is a great opportunity to turn this area into a destination into itself, instead of a commuter's raceway.</p> <p>Sincerely</p> <p>Vivian Girard Ditson St. Dorchester</p>	vivian girard	34 Ditson St., Apt. 1 Dorchester, MA 02122 US	Dorchester	MA	02122	vivian81260@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
3/30/16 9:10 AM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	<p>Very excited to see the design underway! This project is truly essential for resiliency against flooding - hopefully funding is made available to make the improvements. The Morrissey corridor provides an essential link that currently all but precludes bicyclists and is difficult for pedestrians. The multi-modal improvements can transform both the transit and waterfront here, improving the commute for many and allowing far better access to the recreational amenities. Improvements being made along Mt. Vernon, the UMass campus, and development/investment in properties along Morrissey are all well-timed for this to work in conjunction. The Hubway expanding further south is also begging for bicycle accommodations on Morrissey. Looking forward to participating in the process!</p>	Andrew Weiss	100 Morrissey Blvd Boston, MA 02125 US	Boston	MA	02125	andrews.weiss@umb.edu	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
3/30/16 2:01 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	<p>Hi There-</p> <p>I live in Savin Hill. I am wondering if it would be possible, when you redo Morrissey Blvd, to put in a new U-Turn from Morrissey Blvd SOUTH to NORTH in between the draw bridge and the I-93 Overpass. There is land there that would allow for that and seemingly enough clearance visually to ensure it is done in a manner that allows safety.</p> <p>Right now, the light at Freeport Street takes a long time and actually causes more backups. The majority of people turning there seem to actually be pulling a U-Turn onto Morrissey Blvd NORTH and not left onto Freeport Street.</p> <p>This U-Turn could greatly reduce the wait times at that Freeport Traffic Signal and provide a safer alternative (given the higher than average number of crashes that occur at the signal).</p> <p>Would this be feasible to look at?</p> <p>Many thanks! -Nate Mackinnon nmackinnon@gmail.com</p>	Nate Mackinnon	141 Savin Hill Ave, Unit A21 Dorchester, MA 02125 US	Dorchester	MA	02125	nmackinnon@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
3/30/16 3:58 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	<p>Malibu Beach needs a restroom and this is the perfect time to install one. Nobody will use any of the parkway features if they can't visit without worrying about finding facilities.</p>	Joseph Falinski	1861 Dorchester Ave, 3 Boston, MA 02124 US	Boston	MA	02124	jpgfalinski@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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4/3/16 10:03 AM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	<p>Is it possible to construct an intersection or southbound to northbound U-Turn at Savin Hill Yacht Club?</p> <p>Is it possible to improve the access from Fox Point Rd in Savin Hill to Morrissey Boulevard</p>	Brian Fitzsimons	155 Savin Hill Ave Dorchester, MA 02125 US	Dorchester	MA	2125	brianpfitzsimons@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
4/4/16 5:49 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	<p>Drivers who speed along Morrissey Blvd on their way in and out of Quincy see an urban highway that takes them from one place to another. As a resident of nearby Jones Hill, I see the area around Savin Hill and Malibu Beach as something different: an amazing urban waterfront park that has been tragically bisected by a noisy street. We take frequent walks to Malibu Beach, launch kayaks from Savin Beach, take runs along the UMass waterfront, and occasionally bicycle to Castle Island or along the Neponset River. We do all of this in spite of the noise, pollution, roadside trash, and speeding traffic along Morrissey Blvd. I love to ride my bike, but most of the time it sits in the basement as I wait for the Neponset Greenway project to finally give us a safe path along Morrissey.</p> <p>I hope that DCR's plans to revamp Morrissey will look beyond the narrow concerns of car traffic and flooding, and consider the beauty and natural resources of the area, and the pent-up demand from walkers, runners, bikers, and boaters in this area (probably not reflected in current traffic counts). The road currently cuts off the neighborhood from the harbor and is much too wide for the volume of car traffic it carries. Some of that space should be given to pedestrians and bicyclists who, like me, would be using it every day if it were more accessible. It should be redesigned with ample bike paths and multiple safe pedestrian crossings. It should use green infrastructure as much as possible to mitigate pollution runoff into the harbor and to visually knit together the marsh and beach ecosystems on either side of the road. It should maintain the boat launch at Savin Beach, which is an important community resource. This project is not about Morrissey Boulevard; it's about a larger landscape that happens to contain a road.</p>	Courtney Humphries	41 Salcombe St. Dorchester, MA 02125 US	Dorchester	MA	2125	cehumphries@gmail.com	
4/7/16 2:05 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 18, 2016	<p>Please build a bike lane on the bridge that connects Mt. Vernon, Morrissey and Day boulevards. It is particularly dangerous for bikers to take the bridge over the expressway and train tracks and this is the best route for getting to Dudley Street via Columbia Road and East Cottage Street.</p> <p>Thank you,</p> <p>Hugh Stringer 549 Eliot Street Milton, MA 02186 Phone: 617.696.3541 e-dress: stringerhugh@hotmail.com</p>	hugh stringer	549 Eliot Street Milton, MA 02186 US	Milton	MA	2186	stringerhugh@hotmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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4/14/16 10:50 AM	Morrissey Boulevard Redesign for Reconstruction - deadline April 22, 2016	<p>1) Maintain the trees in the median, which are in sorry condition.</p> <p>2) Replace poor cast iron fence along Malibu Beach and</p> <p>3) Provide SB to NB U-turn between Old Colony Terrace and Malibu Beach to facilitate local access and to get local traffic out of Freeport Street intersection.</p> <p>4) Improve sidewalks within the whole project area, with consistent widths and landscaped buffers from roadway.</p> <p>5) Multi-use path is most desirable treatment for pedestrians and bicycles. Put the energy and funds into a well-designed path and forget about grade separations, bike tracks, etc.</p> <p>6) One of the reasons traffic tends to speed along the boulevard is its bleak and freeway-like appearance. Creation of a more attractive landscaped parkway should help to soften the appearance and tend to slow down speeding traffic.</p> <p>7) We prefer the "green" methods of flood control to any sea walls or elevated highway solutions, which are probably cost prohibitive anyway.</p> <p>8) Amenities at Pattens Cove Park have deteriorated since the bridge project; broken park bench, more benches needed, meager trash receptacles, no pickup of trash receptacles. Dog walkers use these extensively, and they need weekly servicing.</p> <p>9) Let's find funding for this project!! We have been waiting 25 years!</p> <p>10) Savin Hill residents for 38 years.</p> <p>Thanks for providing this opportunity to comment on the project.</p>	Alfred and Jane Howard	312 Savin Hill Avenue Dorchester, MA 02125 US	Dorchester	MA	2125	janeh407@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
4/15/16 12:42 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 22, 2016	Please keep in mind that by bringing in pedestrian paths/ improved roadways will also increase traffic...please consider natural ways to maintain privacy, and isolation in neighborhoods- i.e. wall of trees and shrubs along project site.	Celina Warot	7 Evandale Ter Dorchester, MA 02125 US	Dorchester	MA	2125	cevandale@gmail.com	

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4/20/16 10:06 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 22, 2016	<p>To whom it may concern:</p> <p>As a commuting biker, I was heartened to see that the current proposals involve bicycling infrastructure in Morrissey Boulevard Redesign. I think bicycling infrastructure is important for at least three reasons:</p> <p>First of all, currently there is no good way to reach the Neponset River recreational area (a popular bicycling destination) on a bike from points north. Right, you have to drive your car to go biking: it is as crazy as it sounds.</p> <p>Secondly, making Morrissey Boulevard bikeable will allow bicyclists who commute from points south (like Quincy) north to Boston or Cambridge to reach their destination safely.</p> <p>Thirdly, the current bike infrastructure in that area is lacking. I live in Savin Hill, and when I consider going shopping at Star Market on Morrissey Boulevard, I have to think long and hard: one option is to bike through Kosciuszko Circle, which is a death trap for bicyclists. Another option is to bike down to Savin Hill ave, and bike along Morissey up to Star Market, but the lack of bike infrastructure makes this option really difficult. What I most often do is just not go to Star Market (and go to Stop&amp;Shop in the South Bay center instead), but if I really need to go to Star, I bike on Columbia to JFK UMass station (not much fun either) and then cut through the station to avoid Kosciuszko Circle. If Morissey was bikeable, that would be my preferred way, even though it would be a little longer.</p> <p>I think it is critical that DCR continue to plan to build SEPARATED bike infrastructure as shown in the current concept drawings.</p> <p>I think the DCR should also consider the issue of pedestrian bridges over Morrissey Boulevard: they end up being a real disincentive to pedestrians for crossing the Boulevard and, as a result, really separate the area on the west of the Boulevard from that on the east. Perhaps maintaining the current speed along Morrissey is not required?</p>	Kirill Shklovsky	944 Dorchester Ave #17 Dorchester, MA 02125 US	Dorchester	MA	2125	kirill.shklovsky@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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4/21/16 10:57 PM	Morrissey Boulevard Redesign for Reconstruction - deadline April 22, 2016	<p>Please consult the MassDOT Separated Bike Lane Planning and Design Guide (SBLPDG) as you refine the proposed cross section of a redesigned Morrissey Boulevard (MB). A raised bike lane, without a street buffer, as shown in proposed cross sections is not an appropriate facility for the speed and volume of car traffic on MB. Preferred street buffer width as shown in SBLPDG is 6'. At a minimum, the proposed buffer between sidewalk and bike lane should be moved between the bike lane and car lanes, creating a wide shared path on both sides of the road. There is enough space in the ROW to accommodate both sidewalks and separated bike lanes, AND substantial buffers between bikes &amp; peds, as well as between bikes &amp; cars (which pose a far greater threat to bikers than bikers pose to peds.</p> <p>MB demands no less than a world-class bicycle facility. As one of the creators of the 2013 Boston Bicycle Network Plan, and a daily bicycle commuter to downtown from the Ashmont area, I can attest that Dorchester has little to no opportunity for a high-quality, low-stress bike route running north-south apart from MB. This project can provide an absolutely critical link to Downtown for Dorchester residents and help to increase the number of residents who might adopt bicycling as a viable mode of transportation, taking vehicles off of the neighborhood's crowded streets.</p> <p>MB is now a tremendous barrier to waterfront access for Dorchester residents. This project must radically redefine the roadway, not just by raising it 12", but by bringing back cross streets like Victory, Conley, and Tolman Rds. This project can stitch together a divided neighborhood and re-enliven places east of MB like Port Norfolk and UMass. This is not just roadway design, it's urban design. Treat MB more like a park where people might go to stay and enjoy themselves rather than a miserable highway that people speed through and try to leave as quickly as possible - we already have I-93 for that.</p>	Pete Robie	51 Florida Street, Apt 3 Boston, MA 02124 US	Boston	MA	2124	peterbrobie@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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42482.70417	Morrissey Boulevard Redesign for Reconstruction - deadline April 22, 2016	<p>April 22, 2016</p> <p>Re: Proposal for reconstruction of Morrissey Boulevard in Dorchester</p> <p>WalkBoston appreciates the opportunity to comment on the timely proposal for the reconstruction of Morrissey Boulevard. We are commenting because of concern about pedestrian issues associated with this project.</p> <p>We are concerned about the potential speed of vehicles on Morrissey Boulevard. Designs for the roadway should incorporate deliberate methods of slowing vehicles. These include the consideration of narrowing the lane widths in both directions. Elimination of a lane in each direction would substantially reduce speeds and make the roadway safer for all users. With extra space along both sides of the roadway, safer pedestrian and bicycle facilities could be provided.</p> <p>Facilities for pedestrians should be wide as this is a place for slow movement for enjoyment of the surroundings. Pedestrian and bicycle paths should have separate alignments, with landscaping and path surfacing that directs traffic into the appropriate facility. Pedestrian ways should be at the edge of the ocean and Malibu Beach, with a separate bikeway nearer the roadway. Outlooks should be provided with seating for walkers to rest and enjoy the site.</p> <p>Crosswalks should have posted, or perhaps painted, sign warnings on approaches, as crosswalks may not be noticed by drivers until the very last moment. Crosswalks should connect directly to local streets, including walkways lining Malibu Beach. Some existing sidewalks are in need of physical widening and upgrading to provide for safe passage between local streets and the crosswalks.</p> <p>Walkers could also use wayfinding signs for the many potential destinations between Malibu Beach, Columbia Point and the UMass campus. These signs might be installed on poles or directly on the sidewalks themselves using new technology. Signs help people find their way around, and also encourage people to walk between destinations.</p> <p>Robert Sloane Senior Planner</p>	Robert Sloane	45 School St Boston, MA 02108 US	Boston	MA	2108	bsloane@walkboston.org	



## Morrissey Boulevard Reconstruction Project Design General Comment Form

The DCR is seeking feedback for the Morrissey Boulevard Reconstruction Project Design. This project was presented at the public meeting held on March 28, 2016 at the Leahy Holloran Community Center in Dorchester, Massachusetts. The presentation is available on the DCR's website at <http://www.mass.gov/eea/agencies/dcr/public-outreach/public-meetings/>.

**The DCR will be accepting comments through Monday, April 18.** Please note that information you submit to DCR may become available to the public and shared on DCR's website. That information may include your name, email address, mailing address, and the substance of your comments.

Please leave this form at the sign-in table tonight, or mail it to:

Department of Conservation and Recreation  
Office of Public Outreach  
251 Causeway Street, Suite 600  
Boston, MA 02114

You did a terrific job thinking about climate preparedness and green infrastructure. Thank you for doing such a thoughtful, forward-thinking job. I'm glad you're using the MassDOT Hydrodynamic model and considering preparing Morrissey Blvd for 2070 conditions. Two additional suggestions:

- 1) Consider in your design opportunities also to prepare the JFK/UMass Boston T station for increased flooding.
- 2) As you likely know, Morrissey Blvd was one of three sites ~~at~~ in the Boston Living with Water international design competition. Every entry made it into a canal! Please take a look at [www.bostonlivingwithwater.org](http://www.bostonlivingwithwater.org) for suggestions on what Morrissey Blvd might need to do around 2100 —→



you won't have to make those significant changes today,  
but I'd encourage you to create the initial  
redesign as an investment in additional flood  
resilience in the future.

Great first presentation!

p.s. we've done quite a bit of work on sea level  
rise + Boston Harbor - if you or your consultants  
would like more info, happy to give a presentation.

☐ Please add my contact information to an outreach list in order to receive future DCR updates and public meeting notices on this project.

Name

Julie Wormser

Address

The Boston Harbor Association

374 Congress Street Suite 307 Boston, MA 02210

Email

jwormser@tbha.org.



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251 Causeway Street, Suite 600  
Boston, MA 02114

Morrissey Blvd is one of the most vulnerable locations in the city to sea level rise. It was a focus site for The BRA's "Living with Water" Design Competition. Please see the competition's winning proposals online. Any proposals must take an intermediate - high sea level rise scenario into account. Please connect with The BRA, or City's "Climate Ready Boston" ~~pro~~ initiative (Environment Dept.) for further information

☐ Please add my contact information to an outreach list in order to receive future DCR updates and public meeting notices on this project.

Name Mia Goldwasser

Address \_\_\_\_\_

Email mia.goldwasser@boston.gov





The Commonwealth of Massachusetts  
House of Representatives  
State House, Boston 02133-1054

**REPRESENTATIVE  
TACKEY CHAN**  
SECOND NORFOLK DISTRICT

ROOM 26, STATE HOUSE  
TEL. (617) 722-2080  
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COMMITTEES:  
VICE CHAIR  
COMMUNITY DEVELOPMENT AND SMALL BUSINESS

CONSUMER PROTECTION AND PROFESSIONAL LICENSURE  
TELECOMMUNICATIONS, UTILITIES AND ENERGY  
WAYS AND MEANS

April 7, 2016

Commissioner Leo Roy  
Department of Conservation and Recreation  
Office of Public Outreach  
251 Causeway Street, Suite 600  
Boston, MA 02114

Dear Commissioner Roy:

I respectfully request that you explore the roles of pedestrians and cyclists during the redesign of Morrissey Boulevard. I have received a number of correspondences from constituents expressing their desire to walk and bike in and out of Boston, but due to the current design of Morrissey Boulevard, partaking in these activities is unsafe and as a result unfeasible. Moving forward with the design, I respectfully request you take into account the safety concerns our constituents have expressed and include bike and pedestrian safety in the designs of for Morrissey Boulevard.

Sincerely,



Tackey Chan