



**Arborway Parkway Improvements Project – Fall 2020 Proposed Design Alternatives**

While each alternative has a set of unique design features, they are all designed to improve safety and accessibility for all users along the Arborway, better balance the various demands placed on the roadway, and create a welcoming environment with enhanced public access that reflects the natural and cultural history of the site.

**Common Features Proposed in All Three Alternatives:**

- Safety improvements for all modes on all roadway segments
- Improved visibility and safety at all crosswalks
- New wayfinding signage to guide cyclists, drivers, and pedestrians
- Entrances and exits from side streets promote slower speeds
- New bicycle and pedestrian connections and networks
- Vehicle through-traffic is directed to Mainline
- Carriageways are reduced to one travel lane while maintaining access to abutters
- Overall increases in recreational green space
- New and replacement tree plantings for lost trees due to disease, normal decline, urban hazards, or proposed improvements
- Opportunities for historical markers and informational stations

Section	Key Feature	Alternative A – Two Circles	Alternative B – One Circle	Alternative C – No Circles
Kelley Circle	<b>Transition from SB Jamaica Way to Arborway</b>	Improved wayfinding and pavement markings	Kelley Circle repurposed and Mainline Arborway shifted to East side	Kelley Circle repurposed and Mainline Arborway shifted to East side
	<b>U-Turns</b>	Removal of one "south-to-north" U-Turn	Removal of both "south-to-north" U-Turns	Removal of both "south-to-north" U-Turns
	<b>Access to Moss Hill and Francis Parkman Drive</b>	No changes	Signalized connection between Parkman Drive and Pond St	Signalized connection from Pond Street to Arborway
	<b>Bicycle Navigation</b>	Shared use paths on both sides of Kelley Circle	A separated shared use path on the West side of Kelley Circle	A separated shared use path through the Kelley Circle Green
	<b>Pedestrian Navigation</b>	Signalized and separated crosswalk provided just South of Pond Street	Access across the Arborway provided at new Parkman Drive signalized intersection	Access across the Arborway provided at new Pond Street signalized intersection
	<b>Access to Kelley Circle Green</b>	No access provided	North-side curve of Kelley Circle removed to provide access to Kelly Circle Green	North-side curve of Kelley Circle removed to provide access to Kelly Circle Green
Carriage Roads	<b>Carriage Road Access</b>	NB access from Prince Street and SB access from Arborway	NB access from Prince Street and SB access from Pond Street intersection	NB access from Prince Street and SB access from Pond Street intersection
	<b>Carriage Road Treatment</b>	Each provides one vehicle lane and a raised pedestrian crossing	Each provides one vehicle lane and a raised pedestrian crossing	Each repurposed to one 18'-wide "shared street"
	<b>Bicycle Navigation</b>	Grade-separated, 10' shared use path or separated bike lane on East and West sides	Grade-separated, 10' shared use path or separated bike lane on West side only	18'-wide "shared streets" between Pond Street and Murray Circle
	<b>Pedestrian Navigation</b>	Shared use paths supplement existing sidewalks	New crosswalk halfway between Pond St and Murray Circle	New crosswalk halfway between Pond St and Murray Circle
Murray Circle	<b>Roadway Navigation</b>	Improved lane markings and wayfinding signage	Improved lane markings and wayfinding signage	Murray Circle repurposed into new signalized intersection
	<b>Entrance from NB Centre Street/ West Roxbury</b>	Three NB vehicle lanes at entrance	Two NB vehicle lanes at entrance	Three NB vehicle lanes at entrance
	<b>Mainline Bypass Lanes</b>	One bypass lane with raised crosswalk from Arborway to Centre Street SB	No bypass lanes	One bypass lane from Arborway SB to Centre Street SB/West Roxbury and one bypass lane from Centre Street SB/Jamaica Plain to Arborway NB both with raised crosswalks
	<b>Bicycle and Pedestrian Navigation</b>	Improved geometry and visibility at crosswalks	Improved geometry and visibility at crosswalks	Crossings provided at new signalized intersection
"South of Murray Circle" Arborway	<b>Roadway Navigation</b>	One SB travel lane and two NB travel lanes separated by a median	One SB travel lane and one NB travel lane separated by a median	One SB travel lane and one NB travel lane separated by a double-yellow lane marking
	<b>Bicycle and Pedestrian Navigation</b>	New shared use path on the Arboretum side from Murray Circle to the sidewalk south of Forest Hill Road	New shared use path on the Arboretum side from Murray Circle to the sidewalk south of Forest Hill Road	New shared use path on the Arboretum side from Murray Circle to the Arboretum entrance at Forest Hill Road
	<b>Crosswalk near Arboretum Front Gate</b>	Shortened crossing with pedestrian refuge island relocated north of Arboretum front gate	Shortened crossing with pedestrian refuge island	Shortened crossing with improved geometry and visibility
	<b>Upper Arborway Side Streets</b>	Raised intersection at Saint Rose Street, and curb bumpouts at St. Joseph Street and Custer Street	Raised intersection at Saint Rose Street and raised crosswalks at St. Joseph Street and Custer Street	Raised intersection at Saint Rose Street and raised crosswalks at St. Joseph Street and Custer Street

NB = northbound, towards Boston  
SB = southbound, towards Forest Hills