

17:48:30 From Robert Lowell (DCR) to Dan Cushing (direct message):  
I am muted, which is fine for now, thanks

17:49:00 From Dan Cushing to Robert Lowell (DCR) (direct message):  
Should be able to unmute now, thanks Rob.

17:50:28 From Robert Lowell (DCR) to Dan Cushing (direct message):  
Thanks

18:04:17 From Wilmer Quinones-Melo to Everyone:  
Good evening, everyone! I hope the new year is off to a great start for all of you. My name is Wilmer Quinones, and I serve as the Director of Community and Youth Engagement for Councilor-at-Large Henry Santana's office. I am here to listen and Learn.

18:06:33 From jacquelyn turpin to Everyone:  
we have limited time! please leave time for discussion!

18:08:28 From Vickie Henry to Everyone:  
Would you please start with questions and hold comments? The comments crowd out the questions. We need questions answered before anyone can intelligently comment.

18:08:54 From Michael Giordano (Rep. MacGregor) to Everyone:  
Hi all, this is Michael from Rep. MacGregor's office. The Rep. is on the call, but figured I'd put our emails and phone # in the chat: bill.macgregor@mahouse.gov, Michael.giordano@mahouse.gov, 617-722-2460

18:08:59 From Michael Giordano (Rep. MacGregor) to Everyone:  
Thanks for being here!

18:09:05 From Susan White to Everyone:  
Agreed with Vicki

18:09:39 From Anne McKinnon to Everyone:  
Are DCR's Historic Parkway guidelines being used in this project?

18:09:51 From jacquelyn turpin to Everyone:  
Agree with Vickie!! Please start with questions.

18:13:07 From Dan Cushing to Wilmer Quinones-Melo (direct message):  
Hi Wilmer -- I can't keep external links in the chat, apologies.

18:13:14 From Phyllis Dunn to Everyone:  
you are starting without asking questions Questions should be asked at the end of a slide

18:13:41 From jacquelyn turpin to Everyone:  
Safety on side streets!

18:13:58 From Robert Lowell (DCR) to Dan Cushing (direct message):  
Lots of raised hands

18:14:01 From Dan Cushing to Rashelle Centeio (Senator Miranda's Office) (direct message):  
Hi Rashelle -- I can't keep external links in the chat, apologies.

18:14:04 From Wilmer Quinones-Melo to Dan Cushing (direct message):  
Hi Dan, no worries, thanks for the heads up

18:14:32 From Lisa Koch to Everyone:

The people who live in houses on the Arborway are a fourth constituency, please keep us in mind.

18:14:50 From Rashelle Centeio (Senator Miranda's Office) to Dan Cushing (direct message):

Thank you for flagging - I understand.

18:15:58 From Dan Cushing to Robert Lowell (DCR) (direct message):

We're going to have people raising hands during the presentation but once the Q&A starts we'll call on people

18:16:23 From Janet Deegan to Everyone:

are there images/slides? or am I missing something?

18:16:42 From Phyllis Dunn to Everyone:

who is monitoring the chat box?

18:16:43 From Erica Mattison to Everyone:

Replying to "are there images/slides? or am I missing something...":

Yes, he's showing slides

18:17:11 From Christy Schultz to Everyone:

Replying to "are there images/slides? or am I missing something...":

Janet - at the top of your screen just make sure you select, "Matthew Jasmin's Screen" and you should see the slides. A new-ish zoom update.

18:17:58 From Audrey White to Everyone:

Replying to "are there images/slides? or am I missing something...":

If you're on a phone, click the light blue box that says screen share

18:18:16 From Lisa Koch to Everyone:

Replying to "who is monitoring the chat box?":

nobody, apparently?

18:18:24 From Dan Cushing to Everyone:

Replying to "who is monitoring the chat box?":

Hi Phyllis -- we are monitoring the chat throughout the meeting and will be including the comments into the public comment period after the meeting

18:18:45 From n m to Everyone:

I missed this.. Is Murray circle the one near the entrance to the Arb? And where is Kelly?

18:18:49 From Phyllis Dunn to Everyone:

can we gert questions at the end of a slide please

18:19:20 From Christopher Haynes to Everyone:

Replying to "I missed this.. Is Murray circle the one near the ...":

murray circle is the rotary at centre st

18:19:37 From Eric Herot to Everyone:

Replying to "I missed this.. Is Murray circle the one near the ...":

Yes it is the one near the Arboretum Entrance

18:19:37 From n m to Everyone:

Replying to "I missed this.. Is Murray circle the one near the ...":

thank you.

18:19:40 From Christopher Haynes to Everyone:

Replying to "I missed this.. Is Murray circle the one near the ...":  
Kelley is toward the pond

18:19:59 From Aalana Feaster to Everyone:

Replying to "are there images/slides? or am I missing something...":  
@Christy Schultz, Thank you! I couldn't see the slides until I saw your message.

18:20:09 From Erica Mattison to Everyone:

Replying to "can we get questions at the end of a slide please":  
If they take questions at the end of each slide, it will probably be very challenging to get through the content within the allotted timeframe for the meeting.

18:20:22 From Christy Schultz to Everyone:

Replying to "are there images/slides? or am I missing something...":  
No problem! :)

18:20:30 From Anne McKinnon to Everyone:

Where can I find responses to public comments?

18:21:42 From Eric Herot to Everyone:

It should be noted that while rotaries have more crashes overall (especially side swipe crashes) the types of crashes they have tend to be the least deadly

18:21:53 From Barbara Katz to Everyone:

The slides are too large to show what you are talking about

18:22:08 From Erica Mattison to Everyone:

Every time I'm going to drive in the area of these circles, I get stressed out. And I barely ever bike there because it doesn't feel safe enough.

18:22:10 From Eric Herot to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
The problem with this intersection is not the fact that it's a circle, it's the fact that it's too big

18:22:23 From Eric Herot to Everyone:

Replying to "Every time I'm going to drive in the area of these...":  
So true

18:22:25 From Evan Zinner to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
Amen

18:22:48 From Evan Zinner to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
+1

18:23:11 From Lisa Koch to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
FYI, the circles are not historic -- they were not in the original Olmsted design.

18:23:17 From Sofia Lingos to Everyone:

Living on the Arborway I can attest that the numbers of crashes are drastically underestimated.

18:23:20 From Sam Greenblatt to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
Also drivers don't yield to pedestrians in crosswalks in Murray circle

18:23:38 From Eric Herot to Everyone:  
Replying to "It should be noted that while rotaries have more c...":  
yes but for the most part they are a favored intersection design around the world because they tend to be safer than traffic light controlled intersections (when they are small!)

18:23:39 From jacquelyn turpin to Everyone:  
It was caused by changes you made to lanes.

18:23:56 From Sarah Freeman to Everyone:  
Replying to "It should be noted that while rotaries have more c...":  
@Sam Greenblatt Yes - that's a major challenge.

18:23:58 From Erica Mattison to Everyone:  
Replying to "It should be noted that while rotaries have more c...":  
@Eric Herot, absolutely! Tiny circles are totally different.

18:24:31 From Reuven [he/him/his] to Everyone:  
Hey look at that Uhaul violating the lanes.

18:24:45 From Eric Herot to Everyone:  
Replying to "Hey look at that Uhaul violating the lanes.":  
Classic.

18:25:03 From Audrey White to Everyone:  
Replying to "Hey look at that Uhaul violating the lanes.":  
Every day

18:25:14 From Kay Mathew to Everyone:  
Corridor = Parkway; Circulatory intersection=rotary

18:25:17 From Pamela Hatchfield to Everyone:  
Replying to "It should be noted that while rotaries have more c...":  
How much worse has it been since the last changes were made?

18:25:19 From John Wilton to Everyone:  
Replying to "It should be noted that while rotaries have more c...":  
If DCR would consider reducing lanes to one for either direction on Centre and the Arborway, small circles would be great!

18:25:23 From John Adams to Everyone:  
As a pedestrian or cyclist, it's not challenging, it's impossible

18:25:41 From Julia Hansen to Everyone:  
Replying to "It should be noted that while rotaries have more c...":  
100%

18:25:41 From Barbara Katz to Everyone:  
Please minimize the screen some Thx

18:25:53 From Brandon Cardley to Everyone:  
Replying to "Hey look at that Uhaul violating the lanes.":  
So many vehicles use that as a bypass lane. It's exhausting even in a vehicle as you have to expect that someone will be impatient and pass you illegally on the right in the bike lane. Can't wait to have physical separation for bike facilities!  
Mary Jo Feeney:

18:25:55 From Eric Herot to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
@John Wilton

18:26:01 From Reuven [he/him/his] to Everyone:  
Replying to "As a pedestrian or cyclist, it's not challenging, ...":  
Agree!

18:26:04 From Erica Mattison to Everyone:  
When I'm driving in the area, I try to go slowly but I'm always so scared that people speeding are going to hit me and when I stop or yield for people on bikes and walking, I'm concerned I'm going to get rear-ended. Traffic calming is so badly needed. And speed bumps aren't the only option. I've seen great traffic calming that doesn't need to rely on speed bumps and can create a pleasant experience.

18:26:11 From Kay Mathew to Everyone:  
"use the corridor" = "use the parkway"

18:26:17 From Kathryn ostrofsky to Everyone:  
Replying to "Hey look at that Uhaul violating the lanes."  
+1

18:26:32 From John Saylor to Everyone:  
Replying to "Hey look at that Uhaul violating the lanes."  
+1 to Brandon

18:26:37 From Elliott Wiener to Everyone:  
Replying to "It should be noted that while rotaries have more c...":  
that would be awesome, John

18:26:44 From David Cucchiara to Everyone:  
So build pedestrian bridges

18:27:01 From Sam Greenblatt to Everyone:  
Replying to "Living on the Arborway I can attest that the numbe...":  
Just two nights ago someone damaged the Arboretum wall by crossing the sidewalk with their car

18:27:04 From Angela Markle to Everyone:  
Sorry for the errant hand, my 6 year old is very invested in having her voice heard!

18:27:06 From fred wolflink to Everyone:  
Replying to "It should be noted that while rotaries have more c...":  
Clearly the side swipes are a problem but I find that the circles are extremely efficient for moving a tremendous amount of traffic through the area fairly quickly. The traffic coming from Centre St. can admittedly be a huge problem.

18:27:38 From Kay Mathew to Everyone:  
orient

18:27:41 From Evan Humphrey to Everyone:  
Replying to "Sorry for the errant hand, my 6 year old is very i...":  
never apologize for your 6 year old. hero

18:27:42 From Pamela Hatchfield to Everyone:  
Replying to "It should be noted that while rotaries have more c...":  
Agreed!

18:27:43 From Michael Gero to Everyone:  
What's the main barrel?

18:27:53 From Eric Herot to Everyone:

It sounds like "reducing cut through moves" is being used as a cover for adding capacity to the existing road. The law of induced demand suggests that this will almost definitely not have the intended effect.

18:28:02 From Kay Mathew to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
@fred wolflink yes

18:28:09 From Mary Jo Feeney to Everyone:

Replying to "What's the main barrel?":  
main barrel is between the two circles

18:28:12 From Lisa Koch to Everyone:

Replying to "What's the main barrel?":  
The term "barrel" dates to an effort decades ago to turn the Arborway into a superhighway

18:28:16 From Elliott Wiener to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
Where does moving a tremendous amount of traffic fit into the DCR's mission? "To protect, promote and enhance our commonwealth of natural, cultural and recreational resources for the well-being of all."

18:28:23 From Reuven [he/him/his] to Everyone:

that looks like a lot of new lanes to me - I hope I'm wrong.

18:28:27 From Kim Long to Everyone:

Another danger spot is the pedestrian crossing in near the Arboretum entrance. Cars often try and bypass traffic (and run the red light) by speeding down the bike lane. I've seen multiple close calls

18:28:33 From Peter Furth to Everyone:

The main barrel is the 4-lane roadway (2 lanes per direction) between Murray Circle and Kelly Circle

18:28:37 From Kay Mathew to Everyone:

I'm counting 6 lanes no greenery

18:28:41 From Elliott Wiener to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
I think that's detrimental to the mission

18:28:42 From Eric Herot to Everyone:

Replying to "that looks like a lot of new lanes to me - I hope ...":  
Yeah same. "Improving safety by adding lanes" is a very DCR move.

18:29:28 From Kay Mathew to Everyone:

"additional capacity for users" - more lanes for cars to speed through.

18:29:42 From John Saylor to Everyone:

The extra park space along the pond looks lovely. The extra unnecessary lanes do not look lovely.

18:29:43 From Lisa Koch to Everyone:

Way, way too many lanes of cars

18:29:50 From Kay Mathew to Everyone:

nope you're seeing correctly - 6 lanes

18:29:57 From Kay Mathew to Everyone:

no green between

18:30:07 From Zachary Yaro to Everyone:

What do your models indicate about perpendicular intersections turning some of those sideswipe crashes into T-bone crashes?

18:30:09 From Reuven [he/him/his] to Everyone:

Net sq ft of asphalt for cars. Is it going up, or going down? (I would think the preferred alternative ought have it go down relative to current state).

18:30:20 From Stephen Pepper to Everyone:

Folks, please be patient and save your comments for later. Let the experts explain!

18:30:32 From David Cucchiara to Everyone:

Those are bike lines between the arbor way and the pond

18:30:34 From Lisa Koch to Everyone:

Those 6 lanes are right in front of my house, they will cause much increased noise and air pollution

18:30:48 From nancy leask to Everyone:

Replying to "Folks, please be patient and save your comments fo...":  
thanks Stephen!

18:31:06 From Pamela Hatchfield to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
How will you prevent massive traffic increase on May street? Already there is dangerous speeding from people cutting through

18:31:26 From thomas thuene to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
Raise all intersections. Otherwise this will become a race track

18:31:30 From Kay Mathew to Everyone:

Key question - what will the tree loss be - how many trees are removed in this plan?

18:31:40 From John Wilton to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
+1 Thomas -

18:31:40 From Shaina Koval to Everyone:

I wonder if one of those left turn lanes onto Francis Parkman drive could be removed, as can one of the lanes that can be turned into (it looked like it merged into one anyway, which is probably going to be a bottleneck given how Boston drivers like to merge)

18:31:49 From Zachary Yaro to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
+1 Thomas

18:31:53 From Anne McKinnon to Everyone:

Plases state the number of travels lanes when describing the alternative.

18:32:18 From John Wilton to Everyone:

Replying to "It should be noted that while rotaries have more c...":  
Raising these intersections will absolutely make it safer. If safety is truly a priority, that is a great idea.

18:32:19 From Anne G to Everyone:

It's so depressing to be in the Arboretum and all you hear is the roaring of cars and motorcycles. We really need to address speed and make traffic calmer in the uninterrupted stretch of road

18:32:23 From Brandon Cardley to Everyone:

Replying to "I wonder if one of those left turn lanes onto Fran...":  
I had the same thought!

18:32:28 From Eric Herot to Everyone:

That right turn from the arborway onto the arriageway southbound looks like a pretty dangerous right hook

18:32:34 From Claire Humphrey to Everyone:

One thing I don't see in your priorities is making sure that changes in the Arborway don't change the character of side streets. I live on May Street, which is a quiet side street. What are you doing to make sure that May Street and other side streets don't become tempting cut-throughs, resulting in higher traffic on them?

18:32:46 From Peter Furth to Everyone:

Replying to "that looks like a lot of new lanes to me - I hope ...":

Where left turn lanes are added, yes, it goes up to 6; but away from the intersections it remains 4 lanes, 2+2

18:32:50 From thomas thuene to Everyone:

If you want to make this a Parkway and not a thoroughfare add speed bumps. Boston speed limit is 25 mph. This is max speed, non minimum speed

18:32:51 From Christy Schultz to Everyone:

Replying to "It should be noted that while rotaries have more c...":

Unfortunately I cannot stay the whole time but appreciate this is recorded and will be open for public comment. As a resident of May St I do worry about the very-likely increase in utilizing May St to cut-through which is already a problem.

18:33:15 From Eric Herot to Everyone:

Replying to "That right turn from the arborway onto the arriage...":

The crosswalks are much too close to the intersection and do not give drivers an opportunity to see bicyclists before crossing path. This is a best practice worldwide and DCR should follow it here especially.

18:33:17 From Tommy Rust to Everyone:

Will those crosswalks be raised? To slow traffic and improve pedestrian safety?

18:33:19 From John Saylor to Everyone:

Keeping the carriageways limited to local traffic is a good idea

18:33:27 From n m to Everyone:

are the carriage way changes similar to whats on VFW?

18:33:34 From Eric Herot to Everyone:

you need to get the crosswalks further from the right turns!!!!

18:33:45 From Liz Poole to Everyone:

Agree with the comments suggesting raised intersections/crossings

18:33:51 From Shaina Koval to Everyone:

If you're looking to slow down drivers on the carriageways, has it been considered to make the paths less straight?

18:34:04 From thomas thuene to Everyone:

Replying to "It should be noted that while rotaries have more c...":

The only reason we haven't seen a lot of deadly bicycle crashes is because the things is so dangerous,



even I don't bike there. (and trust me, that means something, I bicycle pretty much everything).

18:34:05 From Brandon Cardley to Everyone:

Is the Midblock Crossing area signalized? Trying to cross 4 lanes as a pedestrian is incredibly difficult and dangerous as anyone trying to cross Centre St further southwest towards Faulkner Hospital can attest to.

18:34:14 From Evan Zinner to Everyone:

Replying to "If you're looking to slow down drivers on the carr...":  
Doesn't seem like it

18:34:18 From jacquelyn turpin to Everyone:

Where did all the cars go?

18:34:23 From Eric Herot to Everyone:

Replying to "If you're looking to slow down drivers on the carr...":  
I wonder this as well! The design is very similar to the other stretches of the road where people routinely exceed the posted speed limit, sometimes by double.

18:34:57 From Susan White to Everyone:

Concerned for winding hilly Rockwood with no sidewalks as an access road and many pedestrians. On page 35. Jason Santos you promised years ago this would never happen

18:35:03 From Lisa Koch to Everyone:

Replying to "Is the Midblock Crossing area signalized? Trying t...":  
Yes, it will be hard for residents to get out from the side roads at the midblock

18:35:04 From Emmanuel . to Everyone:

It will not be safe for bikers if there is no separation, cars will drive on on the bike lane during rush hour. They already do that.

18:35:08 From Pat Yingling to Everyone:

It isn't a low volume roadway

18:35:08 From Shaina Koval to Everyone:

Replying to "If you're looking to slow down drivers on the carr...":  
I've had cars pass me on them, guess they don't appreciate my lack of speed—less straight would help prevent this too

18:35:15 From jacquelyn turpin to Everyone:

We don't have no volume

18:35:24 From Elliott Wiener to Everyone:

Replying to "It's so depressing to be in the Arboretum and all ...":  
agreed

18:35:25 From Evan Zinner to Everyone:

I've seen advisory lanes work very well in the Netherlands. I'm unsure of it working with Boston drivers.

18:35:28 From John Saylor to Everyone:

Replying to "If you're looking to slow down drivers on the carr...":  
I think they want to preserve the historic carriageway. But looking at the larger plan, these are now dead end streets (to cars). So you can't really speed through

18:35:29 From Claire Humphrey to Everyone:

Is the Midblock crossing a mid-barrel crossing? Why is that needed? You still have to walk along the

same length of barrel to get anywhere.

18:35:48 From fred wolflink to Everyone:

Appreciate the green space but I'm very concerned about traffic. This intersection radiates down to forest hills, over to Faulkner Hospital, etc. Angry drivers are much more dangerous than tight turns

18:35:57 From Eric Herot to Everyone:

Why are you increasing capacity to "manage regional traffic" when the state's stated goal is to reduce regional VMT?

18:36:02 From Maureen Finegan to Everyone:

I frequently cross the Arborway and Centre St. at Murray Circle at the unsignaled crosswalks. Cars frequently will not stop. Please put signals at crosswalks for pedestrians.

18:36:37 From Elliott Wiener to Everyone:

"keep high volume traffic" - that's not what I want, and that does not align with the DCR's stated mission": To protect, promote and enhance our commonwealth of natural, cultural and recreational resources for the well-being of all."

18:36:49 From Lisa Koch to Everyone:

Replying to ""keep high volume traffic" - that's not what I wan...":  
+1

18:36:50 From Brandon Cardley to Everyone:

Why is there only a refuge island on 3 sides of the Murray Circle intersection?

18:36:53 From Emmanuel . to Everyone:

Traffic on Arborway will be slower during rush hour and people will use side streets like May St during rush hour to avoid all the traffic on Arborway.

18:36:54 From David Willis to Everyone:

Murray Circle intersection is gong to be a mes

18:36:57 From Eric Herot to Everyone:

Replying to ""keep high volume traffic" - that's not what I wan...":  
+1

18:36:57 From Elliott Wiener to Everyone:

Replying to "Why are you increasing capacity to "manage regiona...":  
Exactly!

18:36:58 From Brandon Cardley to Everyone:

Replying to ""keep high volume traffic" - that's not what I wan...":  
+1

18:37:08 From Claire Humphrey to Everyone:

The trees in the ground level slides seem awfully mature as replacements for the full grown trees that are there now. Is the project going to pay to plant trees of this size or is that just wishful drawing?

18:37:26 From Peter Furth to Everyone:

Replying to "Is the Midblock Crossing area signalized? Trying t...":  
Yes, in the plan, it's signalized.

18:37:22 From ray porfilio to Everyone:

Replying to "Appreciate the green space but I'm very concerned ...":  
Agree re: angry/impatient drivers.

18:37:24 From David Cucchiara to Everyone:  
Replying to ""keep high volume traffic" - that's not what I wan...":  
Blowing in the wind. This is the convergence of two major highways Rte. 1 and Rte 203.

18:37:28 From John Saylor to Everyone:  
As pointed out by others, increased vehicle capacity seems incompatible with the states VMT goals

18:37:45 From John Wilton to Everyone:  
Replying to ""keep high volume traffic" - that's not what I wan...":  
It also does not align with the City of Boston's goals to reduce the use of single occupancy vehicles by 25% by 2030.

18:37:48 From Evan Humphrey to Everyone:  
Replying to "Why are you increasing capacity to "manage regiona...":  
"manage" can mean "reduce" sometimes

18:37:49 From Anne G to Everyone:  
VERY STRONG AGREE to folks advocating for raised crosswalks and tabled intersections. These are standard design approaches in Cambridge and Somerville and it should be considered absolutely essential in a recreational/park area.

18:37:57 From John Saylor to Everyone:  
Replying to ""keep high volume traffic" - that's not what I wan...":  
+1

18:38:09 From jacquelyn turpin to Everyone:  
The turn on May street is a problem. Traffic volume!

18:38:09 From Sam Greenblatt to Everyone:  
Replying to "The trees in the ground level slides seem awfully ...":  
Last time I was at a meeting, they indicated that most of the trees are the existing trees

18:38:10 From Tom Lamar to Everyone:  
Could you clarify what path somebody biking would take to continue straight along the arbor way, from the carriageway path to the arboretum? Unless I'm missing something, it looks potentially pretty indirect and with sharp angles

18:38:23 From Eric Herot to Everyone:  
Replying to "Why are you increasing capacity to "manage regiona...":  
Nothing about this design suggests that the project team means it that way.

18:38:31 From Adam DiBiase to Everyone:  
completely agree raised crosswalks would be great

18:38:37 From Brandon Cardley to Everyone:  
Replying to "Is the Midblock Crossing area signalized? Trying t...":  
Lovely, thank you for the clarification! A later slide also showed images of the signals from the street view rendering.

18:38:40 From Anne G to Everyone:  
Replying to "Why are you increasing capacity to "manage regiona...":  
Absolutely. Climate change is real! We shouldn't be building 1950s style urban highways with high capacity

18:38:45 From n m to Everyone:  
the crazy amount of development in JP really demands dealing with the amount of cars...whether we like it or not. Traffic all over JP is crazy slow!

18:38:46 From alex auriema to Everyone:  
+1 for raised crosswalks and other physical means for slowing deadly car speeds.

18:38:58 From David Cucchiara to Everyone:  
You know what is safer than raised crosswalks, pedestrian bridges

18:39:03 From Reuven [he/him/his] to Everyone:  
Replying to ""keep high volume traffic" - that's not what I wan...":  
+1

18:39:13 From Erica Mattison to Everyone:  
Raised crosswalks are important for people in wheelchairs and with strollers, not to mention everyone crossing!

18:39:13 From Adam DiBiase to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
+1

18:39:20 From fred wolflink to Everyone:  
Could the arboretum do time based parking and allow traffic during peak hours in the parking spots?

18:39:26 From thomas thuene to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
Except that they are incredibly inconvenient for pedestrians.

18:39:51 From Anne McKinnon to Everyone:  
How many travel lanes and is there parking at Arboretum?

18:39:50 From Jordan Krasnow to Everyone:  
So anyone who is travelling southbound from downtown and wants to get to Orchard St, Prince St ,  
Dane St , Eliot St , Dunster Rd would have to turn right onto Perkins St and then go left onto Parkman ?  
That's a big ask if true.

18:39:52 From Eric Herot to Everyone:  
You need to bump out that curb on the right turn into the arboretum. I get that buses need to access  
that turn but not at the expense of pedestrian safety on the sidewalk

18:40:03 From Claire Humphrey to Everyone:  
This is a street called Arborway after all. I don't want to wait a generation to have tree canopy semi-  
comparable to what we have now.

18:40:04 From fred wolflink to Everyone:  
Can we also have smart traffic signals that extend through Forest Hills?

18:40:19 From Shaina Koval to Everyone:  
I actually like the medians. On Jamaicaway I hardly ever drive in the left lane because people don't  
know how to keep in the lane on the opposite side. I would feel less safe as a driver without them on  
Arborway

18:40:20 From Evan Zinner to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
It is really difficult to get a wheelchair over a pedestrian bridge (like those over Storrow). Why do you  
hate disabled people?

18:40:23 From Erica Mattison to Everyone:  
How many seconds will people have to cross? 45? 60?

18:40:26 From Adrianna Preston-Sicari to Everyone:  
Replying to "So anyone who is travelling southbound from downto...":  
It looked like the signalized intersection that replaces Murray Circle had left turn lanes onto Centre street to me

18:40:52 From Claire Humphrey to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
@Evan Zinner Good question!

18:40:53 From Eric Herot to Everyone:  
this is such antiquated thinking. Reducing travel time -> Google Maps sends more people along this route -> More traffic.

18:41:04 From Lisa Koch to Everyone:  
Replying to "this is such antiquated thinking. Reducing travel ...":  
+1

18:41:09 From Jonathan Keselenko to Everyone:  
The Murray Circle design will make traffic coming from the south (Jamaica Hills, West Rox., Dedham, etc.), much worse, and it's already very bad at morning and evening rushes. Those of us who live there have no meaningful public transit opportunities that don't involve passing through that spot. The design is not realistic given traffic flows. Plus, the Faulkner Hospital just expanded by 500 spots, adding more traffic to the road.

18:41:12 From thomas thuene to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
let's try to stay on topic and not assume motives.

18:41:17 From John Saylor to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
Pedestrian bridges are expensive and discourage use. And just look how nasty the ones over the pike are in Allston to see what happens when the state neglects them

18:41:17 From Pat Yingling to Everyone:  
When has anyone gone 25 mph?

18:41:22 From Emmanuel . to Everyone:  
Traffic during rush hour on Arborway from Murray circle to Forest Hills is a horror show every day! One lane does not work.

18:41:26 From Lisa Koch to Everyone:  
Replying to "When has anyone gone 25 mph?":  
That is the speed limit

18:41:37 From Erica Mattison to Everyone:  
Design determines speed.

18:41:39 From Adrianna Preston-Sicari to Everyone:  
Replying to "So anyone who is travelling southbound from downto...":  
Oh but I see your point - you're talking about further north

18:41:43 From ray porfilio to Everyone:  
Replying to "How many travel lanes and is there parking at Arbo...":  
+1 This appears to eliminate parking along Arboretum which currently fills up along the Arborway when the weather encourages folks to visit. Where do those cars go?

- 18:41:49 From Eric Herot to Everyone:  
Replying to "The Murray Circle design will make traffic coming ...":  
West Rox and Dedham absolutely have access to public transit especially for trips with destinations inbound
- 18:41:54 From n m to Everyone:  
Replying to "Traffic during rush hour on Arborway from Murray c...":  
+1
- 18:41:56 From David Cucchiara to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
Those are concrete. The ones I've seen in Europe are steel, work for wheelchairs and look nice
- 18:41:59 From Julia Hansen to Everyone:  
The lane widths on the main thoroughfare should be narrower in order to encourage drivers to actually respect the speed limit of 25mph
- 18:42:10 From Brandon Cardley to Everyone:  
Replying to "How many travel lanes and is there parking at Arbo...":  
They just said parking is staying along the Arboretum.
- 18:42:22 From Emmanuel . to Everyone:  
Replying to "So anyone who is travelling southbound from downto...":  
Agreed
- 18:42:23 From Alicia Powell to Everyone:  
Replying to "So anyone who is travelling southbound from downto...":  
Burroughs is another one of those streets affected
- 18:42:25 From Adam DiBiase to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
good point! those storrow ones suck. i feel like you can design overpasses or underpasses that grade separates peds and cars while still being accessible for all
- 18:42:43 From Brandon Cardley to Everyone:  
Replying to "The lane widths on the main thoroughfare should be...":  
+1
- 18:43:01 From Pat Yingling to Everyone:  
oh Pedestrian bridges — perfect
- 18:43:06 From thomas thuene to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
You would need very big sweeps to make these accessible for bicycles
- 18:43:18 From Eric Herot to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
It also dramatically increases the distance you must travel to cross the street
- 18:43:31 From thomas thuene to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
Eric +1
- 18:43:32 From Eric Herot to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
in most cases more than double in order to accommodate the ramp slope

18:43:46 From Barbara Katz to Everyone:

The slides are too large - I'm on a regular PC so no sure why I can't see them fully.

18:44:18 From Celeste Walker to Everyone:

Why hasn't the two-year-old traffic study been updated? Traffic is heavier now than two years ago.

18:44:17 From Anne G to Everyone:

Replying to "You know what is safer than raised crosswalks, ped...":

Absolutely not to pedestrian bridges. Expensive, unsafe, inaccessible, all so we can save how many seconds from a driver having to wait for someone to cross the road?

18:44:20 From David Cucchiara to Everyone:

Replying to "The Murray Circle design will make traffic coming ...":

@eric If you've ever lived there, you certainly wouldn't think so. Those are commuter rail, not the same as subway

18:44:31 From thomas thuene to Everyone:

Replying to "You know what is safer than raised crosswalks, ped...":

+1 Amme

18:44:33 From David Cucchiara to Everyone:

Replying to "How many travel lanes and is there parking at Arbo...":

Oh no!

18:44:35 From fred wolflink to Everyone:

I ask that the analysts come and experience am and pm traffic to understand the intensity and driver behavior

18:44:36 From Lisa Koch to Everyone:

Replying to "The slides are too large - I'm on a regular PC so ...":

Barbara - at the top of your screen, click the circle with 3 dots and select Fit to Window

18:44:37 From Eric Herot to Everyone:

Replying to "The Murray Circle design will make traffic coming ...":

Yes, commuter rail is literally a form of public transit

18:44:37 From thomas thuene to Everyone:

Replying to "You know what is safer than raised crosswalks, ped...":

\* Anne

18:44:39 From Elliott Wiener to Everyone:

Replying to "You know what is safer than raised crosswalks, ped...":

Please no. Walking is the most distance sensitive mode, and bridges add a lot of distance. Bridges are a great way to make it possible to walk in a completely car-dominated (bad) design. It's not hard to make a normal safe street that people can just walk across without feeling like they're about to be annihilated.

18:44:45 From Jonathan Keselenko to Everyone:

What outreach has been done to people who commute through this area? None has been done in my neighborhood

18:45:02 From Eric Herot to Everyone:

Replying to "The Murray Circle design will make traffic coming ...":

but also there are dozens of bus routes crisscrossing both of those areas

18:45:10 From Evan Zinner to Everyone:

Replying to "Why hasn't the two-year-old traffic study been upd...":

They've already updated it once. At some point you need to start construction or you'll be updating

models for a century.

18:45:20 From Sarah Freeman to Everyone:

Did someone say the chat would be saved? I'd like to be able to read it later so I can focus on the presentation now - but I don't see a way to save it.

18:45:20 From Anne G to Everyone:

Replying to "You know what is safer than raised crosswalks, ped...":  
When I say unsafe, I'm talking about how women in particular will not want to take a long, isolated path where you have no exit. Just no.

18:45:38 From Rashelle Centeio (Senator Miranda's Office) to Everyone:

Replying to "Did someone say the chat would be saved? I'd like ...":  
I agree

18:45:58 From Eric Herot to Everyone:

Four very long crossings with wide, sweeping dangerous curves

18:45:59 From Angela Markle to Everyone:

Thank you for this view! We cross this circle often with our young kids and it is harrowing. The proposed design is SO much safer for us as pedestrians and cyclists.

18:46:16 From alex auriema to Everyone:

Replying to "Thank you for this view! We cross this circle ofte...":  
+1

18:46:22 From Tommy Rust to Everyone:

Replying to "Thank you for this view! We cross this circle ofte...":  
+1

18:46:27 From Eric Herot to Everyone:

Replying to "Four very long crossings with wide, sweeping dange...":  
It's better than the current design but the bar is extremely low

18:46:36 From Audrey White to Everyone:

Replying to "Traffic during rush hour on Arborway from Murray c...":  
I foresee gridlock at the Murray lights.

18:46:48 From Sam Greenblatt to Everyone:

Making all Murray circle crossings signalized will drastically improve the crossing

18:46:54 From Franklyn Salimbene to Everyone:

Replying to "So anyone who is travelling southbound from downto...":  
Good point Jordan. Add Burroughs and Holbrook to that list. This will not stand. THIS is unacceptable. It will add to driving time and unnecessarily add traffic either to Centre Street business district and/or the main barrel of the Arborway.

18:46:56 From John Saylor to Everyone:

Replying to "Four very long crossings with wide, sweeping dange...":  
For that right turn crossing you should make that curb radius smaller!!

18:46:56 From Celeste Walker to Everyone:

Replying to "Why hasn't the two-year-old traffic study been upd...":  
Not sure there was ever an original study. We didn't see one in 2020.

18:47:08 From Brandon Cardley to Everyone:

Will all of the signals be installed as nearside signals to avoid vehicles moving past the stop lines?



18:47:42 From Jonathan Keselenko to Everyone:

They have literally done NO outreach to the Jamaica Hills neighborhood or commuters from the south for any of the proposal iterations. The vast majority of people affected have no knowledge of this project. Much more outreach needs to be done before going forward. This is state road, and it impacts people throughout the Boston area.

18:47:44 From Liz Poole to Everyone:

Replying to "Why hasn't the two-year-old traffic study been upd...":

The new traffic report is from 2023 - it's available on the Arborway improvement project website

18:47:53 From David Cucchiara to Everyone:

agreed

18:48:00 From Claire Humphrey to Everyone:

agreed

18:48:25 From jacquelyn turpin to Everyone:

Replying to "They have literally done NO outreach to the Jamaic...":

Agreed!

18:48:55 From David Cucchiara to Everyone:

This project has impacted my life in a profoundly negative way. Those complaining about cars clearly don't live near Murray circle

18:48:56 From Eric Herot to Everyone:

Your pedestrian paths need more interconnections with the neighboring sidewalks

18:49:09 From Celeste Walker to Everyone:

Replying to "Why hasn't the two-year-old traffic study been upd...":

It's two years old. More people WFH two years ago.

18:49:09 From John Saylor to Everyone:

The data shows there will be virtually no impact on people passing through. The biggest impact is on people who actually live in the area and are using the park.

18:49:18 From Lisa Koch to Everyone:

Replying to "The data shows there will be virtually no impact o...":

+1

18:49:24 From fred wolflink to Everyone:

Why would the cars want to go slower

18:49:38 From jacquelyn turpin to Everyone:

Replying to "The data shows there will be virtually no impact o...":

+1

18:49:48 From Erin Reed to Everyone:

Replying to "Did someone say the chat would be saved? I'd like ...":

Sarah and Rashelle, yes, DCR is saving the entire chat and will post online. Thank you for joining us this evening.

18:49:50 From Pamela Hatchfield to Everyone:

Replying to "The data shows there will be virtually no impact o...":

+1

18:49:55 From Julia Hansen to Everyone:

Replying to "Why would the cars want to go slower":  
To be good citizens

18:49:58 From Eric Herot to Everyone:

Replying to "The data shows there will be virtually no impact o...":

On the contrary they appear to be dramatically improving travel times for the purpose of people traveling through (in many cases at the expense of literally everything else)

18:49:59 From Evan Zinner to Everyone:

Replying to "Why would the cars want to go slower":

So they can stop hitting/killing others while still arriving at their destination in a shorter time.

18:50:00 From John Wilton to Everyone:

Replying to "They have literally done NO outreach to the Jamaic...":

Jonathan, the Jamaica Hills Association literally had a stakeholder seat at the table. There has been five years of public outreach directly with this community. Everyone has been able to provide input, and you still can. But at some point, public engagement has to wrap up.

18:50:05 From Emmanuel . to Everyone:

Replying to "Traffic during rush hour on Arborway from Murray c...":

I agree, we will see a lot more gridlock....

18:50:10 From Brandon Cardley to Everyone:

Are the 2 left turns from Arborway NB onto Parkman Drive both necessary leading into the merge point. I can understand the 2 left turns if one is onto Parkman & one onto Pond St, however, 2 lanes left and 3 possible destinations seems to add more confusion.

18:50:18 From Liz Poole to Everyone:

Agreed with previous messages about considering paths that aren't straight - recognizing that changing the paths would require using more of the surfaces that aren't currently paved.

18:50:27 From Eric Herot to Everyone:

Replying to "Why would the cars want to go slower":

@Evan Zinner

18:50:32 From Lisa Koch to Everyone:

Way too many lanes at Kelley Circle

18:50:38 From jacquelyn turpin to Everyone:

Replying to "Traffic during rush hour on Arborway from Murray c...":

+1

18:50:48 From Christopher Haynes to Everyone:

Replying to "So anyone who is travelling southbound from downto...":

Jordan, my best guess is you would have to travel to the murray circle intersection turn right onto Centre street and then take the first u-turn near May st and then head northbound on Centre st. Then either continue straight on centre or turn left onto the arborway to then allow you to turn right onto Eliot for example.

18:50:57 From Adrianna Preston-Sicari to Everyone:

Replying to "So anyone who is travelling southbound from downto...":

This view makes it a lot clearer that access to orchard/prince/others mentioned will be really challenging coming from downtown

18:50:57 From John Wilton to Everyone:

Replying to "This project has impacted my life in a profoundly ...":

I live on Centre Street right next to Murray Circle. Too many lanes, speeding, and car movements

have been the problem.

18:51:00 From Jonathan Foster-Moore to Everyone:

Replying to "They have literally done NO outreach to the Jamaic...":  
^ this

18:51:29 From Claire Humphrey to Everyone:

I've been on these calls and at meetings for years, including pre-Covid. I've never heard any discussion or consideration on traffic on side streets.

18:51:37 From Sam Greenblatt to Everyone:

Replying to "This project has impacted my life in a profoundly ...":  
I live near Murray and can't wait to have it signalized

18:51:39 From John Saylor to Everyone:

Replying to "The data shows there will be virtually no impact o...":  
Eric I agree there's too much capacity with the redesign but I really don't think it's at the expense of everything else. This does seem like a net benefit for everyone and especially park users

18:52:13 From Liz Poole to Everyone:

Replying to "This project has impacted my life in a profoundly ...":  
Same - I also live near Murray and think signalized intersections will be infinitely safer

18:52:22 From peg preble to Everyone:

No left turns during peak will be similar to the bus only left turn at forest hills. No one follows the rules, they turn anyway.

18:52:32 From Eric Herot to Everyone:

Replying to "The data shows there will be virtually no impact o...":  
Reducing travel times means more people will use this intersection which means more tailpipe emissions in my neighborhood. It also means there are more lanes to cross at every crosswalk, which means longer waits for walk signals.

18:52:36 From Jonathan Keselenko to Everyone:

Replying to "They have literally done NO outreach to the Jamaic...":  
The JHA may have had a seat at the table, but they never made any outreach to the people who live in the neighborhood.

18:52:48 From Kay Mathew to Everyone:

LOL - tree canopy added - if we're around 30 years from now.

18:52:52 From John Saylor to Everyone:

Replying to "This project has impacted my life in a profoundly ...":  
The project hasn't even begun and it's already ruined your life?

18:52:58 From David Cucchiara to Everyone:

It currently takes 15 minutes to go from Louder's Lane to Murray circle during rush hour. Their plan will alleviate that traffic by one minute. Before they messed up the rotary it took 2 minutes during rush hour. They are not addressing what they already screwed up.

18:53:02 From James Glenister to Everyone:

Replying to "No left turns during peak will be similar to the b...":  
That sounds like a challenge of enforcement rather than design

18:53:12 From jacquelyn turpin to Everyone:

Add Poor Clare Nun development: 140 condos. See Holland builders. Driveway on to Center St. at Murray circle.

18:53:11 From Lisa Koch to Everyone:  
Replying to "They have literally done NO outreach to the Jamaic...":  
@Jonathan Keselenko suggest you take that up with the JHA leadership

18:53:22 From Kay Mathew to Everyone:  
How many trees will be removed?

18:53:29 From Kay Mathew to Everyone:  
By the project

18:53:31 From Shaina Koval to Everyone:  
Replying to "No left turns during peak will be similar to the b...":  
100%. I think if it's possible to design to prevent rule breaking it would be much better

18:54:06 From Kay Mathew to Everyone:  
how many will come down?

18:54:27 From Eric Herot to Everyone:  
Replying to "You know what is safer than raised crosswalks, ped...":  
What's notable about that amsterdam example is that there's no obvious "primary" grade. Many businesses front the bike and pedestrian lanes. That is never the case on DCR properties.

18:54:33 From Sidney Riley to Everyone:  
Replying to "how many will come down?":  
A lot of those trees are struggling to live

18:54:38 From Kay Mathew to Everyone:  
How many come down?

18:54:37 From Dan Cushing to Adam DiBiase (direct message):  
Hi Adam -- thanks for your participation in the chat -- can you edit your comment and remove the link?  
I Can't keep links in the chat -- I will have to delete if not removed -- hope you understand, thanks again for participating

18:54:49 From Angela Markle to Everyone:  
Replying to "No left turns during peak will be similar to the b...":  
Absolutely an enforcement issue, and highly solvable!

18:54:49 From Sidney Riley to Everyone:  
Replying to "how many will come down?":  
I hope he means "fair" as in "less than good"

18:54:51 From claire barker to Everyone:  
Will you be able to plant other trees than oak?

18:54:54 From Pamela Hatchfield to Everyone:  
Where is the Emerald Necklace Conservancy in all of this? They had a seat at the table but isn't the destruction of Murray Circle a hit to the Emerald Necklace?

18:54:59 From Claire Humphrey to Everyone:  
I appreciate the arborist perspective. How long do you anticipate that it will take to have mature trees that provide tree canopy?

18:54:59 From Peter Furth to Everyone:  
Replying to "So anyone who is travelling southbound from downto...":  
To get to Prince, Orchard, etc. from downtown, get onto the southbound carriageway, and then use

the new midblock intersection to turn back to northbound.

18:55:05 From Franklyn Salimbene to Everyone:

Replying to "So anyone who is travelling southbound from downto...":

So, Christopher, this makes no sense for the hundreds of residents who live in the Pongside neighborhood encompassing these streets. The solution is to enlarge the roadway at the proposed Kelly light and add a left/U-turn lane at that point.

18:55:35 From Lisa Koch to Everyone:

Replying to "Where is the Emerald Necklace Conservancy in all o...":

The circles are not historic, they were not in Olmsted's plan. They were added in the 1930's and 40's to increase traffic

18:56:09 From John Saylor to Everyone:

Replying to "The data shows there will be virtually no impact o...":

But right now there are basically no crosswalks/walk signals?

18:56:14 From Kay Mathew to Everyone:

How many mature trees will be removed?

18:56:20 From Christopher Haynes to Everyone:

Replying to "So anyone who is travelling southbound from downto...":

Franklyn, that would be great, but I didn't see that in the slide

18:56:32 From Alicia Powell to Everyone:

More female trees would help to reduce pollen

18:56:43 From James Glenister to Everyone:

Replying to "More female trees would help to reduce pollen":

+1

18:56:44 From Brandon Cardley to Everyone:

Replying to "No left turns during peak will be similar to the b...":

I agree that the design there needs some love. Possible that some work here to figure out left turn movements could also reduce the needs for the U-turn loops at Murray.

18:56:53 From Gilles Quintal to Everyone:

About using "No left turns during peak hours" as part of the design solution is a cop out. Drivers regularly do not obey these, so using that type of "self-control" or "good citizen behavior" is not serious.

18:56:55 From Franklyn Salimbene to Everyone:

Replying to "So anyone who is travelling southbound from downto...":

This arrangement will incentivize drivers coming from town to take illegal left turns onto Burroughs, Eliot, and Prince. Not good.

18:56:57 From Shaina Koval to Everyone:

Replying to "No left turns during peak will be similar to the b...":

There is currently little to no enforcement of illegal turns, speeding, or gridlocking in the area. I wouldn't count on enforcement being the solution.

18:57:03 From Kay Mathew to Everyone:

6 lanes

18:57:19 From Anne McKinnon to Everyone:

What is width of shared-use path? Why not dual paths?

18:57:20 From thomas thuene to Everyone:

Replying to "6 lanes":  
looks like a lot, doesn't it?

18:57:23 From Erica Mattison to Everyone:  
Reminds me a bit of Storrow :(

18:57:24 From Eric Herot to Everyone:  
Replying to "Where is the Emerald Necklace Conservancy in all o...":  
It's always "protect olmstead's vision"\*

\*Not the extent that it does not negatively impact travel times

18:57:38 From Adrianna Preston-Sicari to Everyone:  
Replying to "So anyone who is travelling southbound from downto...":  
Oh interesting Peter. I try to avoid driving on the carriageway today on principle. I'd be curious how much that would increase traffic to those neighbors living on the carriageway to make it easier for me to get to my own house in pondside

18:58:04 From Evan Zinner to Everyone:  
Replying to "What is width of shared-use path? Why not dual pat...":  
I was going to ask that too. It seems like if the goal of increasing cycling and walking is achieved that this will be overrun because it is too narrow.

18:58:13 From claire barker to Everyone:  
I understand that red oak monoculture was not Olmstead's design. Is it possible to diversity the trees in more than select locations?

18:58:15 From Louise Robbins to Everyone:  
Replying to "More female trees would help to reduce pollen":  
Oak trees don't have separate male and female trees (and the study on male trees causing allergies has been largely debunked.)

18:58:22 From Pamela Hatchfield to Everyone:  
Replying to "So anyone who is travelling southbound from downto...":  
Could someone please address what is certain to be a massive increase in traffic on all the side streets adjacent to the Arborway, PLEASE??

18:58:29 From Franklyn Salimbene to Everyone:  
Replying to "So anyone who is travelling southbound from downto...":  
The size of Jamaica Pond Park would need to be reduced in order for a lane to be added for left turns. This would make sense.

18:58:48 From Peter Furth to Everyone:  
Replying to "What is width of shared-use path? Why not dual pat...":  
There is a sidewalk and a shared use path. Two walkways and a bike path would be more asphalt.

18:58:51 From James Glenister to Everyone:  
Replying to "More female trees would help to reduce pollen":  
Huh interesting. I'll look into that later. Thanks Louise

18:58:56 From Clayton Harper to Everyone:  
Existing Red Oak canopy - a monoculture uniformly susceptible to disease and drought/climate conditions - was not Olmsted's original intent. Parks Commissioner Pettigrew changed FLO's tree order was FLO was out of town....

18:58:58 From Alicia Powell to Everyone:  
Replying to "More female trees would help to reduce pollen":

Interesting!

18:58:58 From Erica Mattison to Everyone:

While I appreciate that the new lights are efficient, I don't find that they provide nearly enough light for walking and biking

18:59:14 From thomas thuene to Everyone:

Replying to "While I appreciate that the new lights are efficie...":

+1

18:59:19 From Evan Zinner to Everyone:

Replying to "What is width of shared-use path? Why not dual pat...":

Gotcha. I missed the sidewalk. That's great.

Also, hi Peter!

18:59:25 From Dan Cushing to Adam DiBiase (direct message):

Adam -- I needed to remove your comment due to it containing an external link -- I saved your comment here: "i completely agree with all of these points, and yes people absolutely should be able to cross the street safely. I do think though that there can be alot of benefits to total grade separation in certain areas, especially in places where there are high volumes of both peds and cars sharing the same area. not saying its the solution here but check out this design in Amsterdam that I think does an awesome job giving pedestrians a safe, quiet and low stress area that doesn't feel dark and intimidating but is away from a high volume road."

18:59:31 From Eric Herot to Everyone:

Replying to "While I appreciate that the new lights are efficie...":

+1

18:59:39 From Kay Mathew to Everyone:

thank you for saying parkway

19:00:04 From Eric Herot to Everyone:

Please try to ensure that ALL pedestrian facilities along the newly built corridor receive full lighting and also year-round snow removal!!

19:00:15 From Brandon Cardley to Everyone:

Replying to "Please try to ensure that ALL pedestrian facilitie...":

+100

19:00:43 From thomas thuene to Everyone:

Sure, but not illuminating a crosswalk puts people at risk. You MUST be able to see people in crosswalks. To many of them in Boston levae people invisible at night, most of all with these very intense head lights of cars these days.

19:01:01 From Sam Greenblatt to Everyone:

Replying to "It currently takes 15 minutes to go from Louder's ...":

What have they done to cause this? All they've done is re-stripe and double the lane from Murray circle towards Forest Hills? I'm curious what has caused the issue

19:01:02 From Alan Oberst to Everyone:

Curious if this work is being informed by a cultural landscape report?

19:01:01 From Christopher Haynes to Everyone:

Replying to "So anyone who is travelling southbound from downto...":

Peter, I see, thanks for pointing that out

19:01:09 From Liz Poole to Everyone:  
Agreed - appropriate lighting of intersections will be paramount

19:01:13 From Claire Humphrey to Everyone:  
I've seen designs for street lights that have solar panels on top of them as well as efficient lightbulbs. Can't remember where but is that worth looking into?

19:01:26 From Anne G to Everyone:  
Not even to "feel" safe. It's important to actually be safe. People, often the folks in cars, are killed on DCR roads

19:01:43 From Vickie Henry to Everyone:  
This slide has a typo in the year - it says 2024 when it should say 2025.

19:01:55 From David Cucchiara to Everyone:  
Replying to "It currently takes 15 minutes to go from Louder's ...":  
They removed a lane heading to forest hills from Murray circle creating a bottle neck that backs up into Murray circle

19:02:01 From jacquelyn turpin to Everyone:  
speed bumps for side streets?

19:02:09 From Eric Herot to Everyone:  
Replying to "Not even to "feel" safe. It's important to actuall...":  
The fact is that if the pedestrian pathways are not well lit at night people will simply avoid using them

19:02:10 From Julia O'Brien to Everyone:  
Can you talk about subsurface infrastructure.? Where is it located and how are manholes etc accessed.

19:02:10 From thomas thuene to Everyone:  
Replying to "speed bumps for side streets?":  
+1 +1 +1

19:02:13 From Peter Furth to Everyone:  
Replying to "So anyone who is travelling southbound from downto...":  
@Adrianna Preston-Sicari The plan eliminates thru, regional traffic from the carriageway, but adds some traffic going to local streets. That's a 90% reduction.

19:02:15 From Ralph Walton to Everyone:  
Please good illustration of crosswalks and step off locations

19:02:24 From Susan White to Everyone:  
Please have a meeting with the residents of Rockwood May and Pond street

19:02:27 From Geoff Cisler to Everyone:  
Since the expected speed is limited to 25 mph, I also agree that broad raised crosswalks would be fantastic. I would also like to see a solid curb along bike paths to prevent lazy drivers and delivery trucks from pulling onto the path to park

19:02:30 From Sam Greenblatt to Everyone:  
Replying to "It currently takes 15 minutes to go from Louder's ...":  
Isn't that an older project?

19:02:31 From jacquelyn turpin to Everyone:  
It's not clear where you think the traffic will go.

19:02:33 From Eric Herot to Everyone:



Replying to "speed bumps for side streets?":

I think that's already in the city's plan and not part of DCR's jurisdiction.

19:02:41 From Brandon Cardley to Everyone:

Replying to "Since the expected speed is limited to 25 mph, I a...":

+1

19:02:42 From David Cucchiara to Everyone:

Done!

19:02:44 From alex auriema to Everyone:

Replying to "speed bumps for side streets?":

Agree but that is a Boston ask. City Council and Mayors office.

19:02:46 From Adrianna Preston-Sicari to Everyone:

Replying to "So anyone who is travelling southbound from downto...":

Got it - thanks!

19:02:47 From Franklyn Salimbene to Everyone:

Christopher, it's not in the slide. But it must be put into the plan.

19:02:48 From Shaina Koval to Everyone:

Replying to "Since the expected speed is limited to 25 mph, I a...":

+1

19:02:48 From Jonathan Foster-Moore to Everyone:

Replying to "Since the expected speed is limited to 25 mph, I a...":

+1

19:02:55 From David Cucchiara to Everyone:

Traffic has spilled all the way back to Faulkner

19:02:56 From Elliott Wiener to Everyone:

Replying to "Since the expected speed is limited to 25 mph, I a...":

+1

19:03:01 From jacquelyn turpin to Everyone:

The volume of traffic?

19:03:04 From Claire Humphrey to Everyone:

Speed bumps would help reduce speed on side streets but I'm also concerned about increased traffic volume

19:03:06 From thomas thuene to Everyone:

Replying to "Since the expected speed is limited to 25 mph, I a...":

+1

19:03:08 From Alicia Powell to Everyone:

Previous designs showed Eliot St as a one way but in the wrong direction. I can't tell if this has been corrected to show one way from Jway towards Centre/South

19:03:13 From Liz Poole to Everyone:

Replying to "Since the expected speed is limited to 25 mph, I a...":

+1

19:03:15 From Gabrielle McFrane to Everyone:

Replying to "Thank you for this view! We cross this circle ofte...":

Agree! I'm very excited about the bike lanes and protected ped crossings

19:03:17 From Erica Mattison to Everyone:

There are ways to slow speeds without speed bumps, no?

19:03:21 From thomas thuene to Everyone:

Replying to "Thank you for this view! We cross this circle ofte...":

Me too

19:03:23 From Eric Herot to Everyone:

Replying to "Since the expected speed is limited to 25 mph, I a...":

+1

19:03:26 From Sofia Lingos to Everyone:

Can you please clarify for residents who live in the Carriage Lanes can we use the entire carriage lane bidirectionally and what happens when two cars come head on if it's a single lane? Thank you for all of your time and energy on this project.

19:03:37 From nancy leask to Everyone:

Replying to "It currently takes 15 minutes to go from Louder's ...":

@David Cucchiara Yes noticed that!

19:03:51 From Lisa Koch to Everyone:

Replying to "Can you please clarify for residents who live in t...":

Yes, please address the impact on Arborway residents

19:03:54 From Adam DiBiase to Dan Cushing (direct message):

Replying to "Adam -- I needed to remove your comment due to it ...":

got it, my apologies, didn't realize that wasn't allowed

19:03:56 From Geoff Cisler to Everyone:

How will a southbound driver get onto Prince street? I feel like diverting to Francis Parkman would be the best way?

19:04:03 From Claire Humphrey to Everyone:

Thought it was supposed to be a 40 minute presentation. Now over an hour. Cutting down on Q & A.

19:04:26 From Brandon Cardley to Everyone:

Replying to "Can you please clarify for residents who live in t...":

You navigate the carriageway just like any Boston-area street with parking on both sides and room for one car. You take turns with the other car and pass each other safely and slowly where space is available.

19:04:28 From Claire Humphrey to Everyone:

Can we get our 20 minutes back?

19:04:38 From Eric Herot to Everyone:

Replying to "It currently takes 15 minutes to go from Louder's ...":

They actually did address that. Their new design has two lanes for queuing leading up to the crosswalk. The line started backing up to the circle when they eliminated the queuing lane.

19:04:56 From David Willis to Everyone:

May Street is an obvious way to avoid Murray Circle. Are there going to be changes to the timing of the light at Pond and May to ensure it's not shorter to use May as a short cut?

19:05:12 From Evan Zinner to Everyone:

Replying to "Can you please clarify for residents who live in t...":

They talked about this on the slide about "advisory lanes." You can use it bidirectionally, but you are

supposed to drive in the middle. When two cars approach each other, they both move over a little bit to allow them to pass.

19:05:18 From Peter Furth to Everyone:

Replying to "Can you please clarify for residents who live in t...":

The carriageway road width looks to be at least 18 ft wide, enough for 2 cars to get past each other, similar to many local streets

19:05:19 From Jessica Mink to Everyone:

As a person who bikes daily through this corridor in both directions, it looks like a good improvement to me. I won't have to bike on May and Pond or the Arborway sidewalk any more from the Arboretum to the Pond. I don't see a definite route for cyclists coming off the northbound Centre St. bike lane to get to the main northbound path.

19:05:23 From Eric Herot to Everyone:

Replying to "It currently takes 15 minutes to go from Louder's ...":

Yes, it narrows as it approaches the crosswalk but there is more space for cars nonetheless.

19:05:31 From andrea howley to Everyone:

The JHA is officially requesting a Neighborhood in Person Meeting. Please advise when you are available.

19:05:36 From Helen Raizen to Everyone:

Is traffic on the carriage roads two-way?

19:05:36 From Lisa Koch to Everyone:

Replying to "Can you please clarify for residents who live in t...":

I think it will be hard to get out onto the main road at the mid-block crossing when there is heavy traffic

19:05:47 From Brandon Cardley to Everyone:

Replying to "As a person who bikes daily through this corridor ...":

+1

19:05:59 From Jo-Anne Wyndham to Everyone:

With the removal of Kelly Circle, is there any way to reverse direction from Jamaicaway southbound near Prince and Frances Parkman to get to Orchard St area?

19:06:04 From Gilles Quintal to Everyone:

This presentation would benefit from 1 or 2 slides showing access/egress to/from side streets. These slides should show the current direction each side street and if a change is proposed or not.

19:06:05 From Rani Schloss to Everyone:

Replying to "Can you please clarify for residents who live in t...":

The street I live on in JP is one lane, with cars parked on both sides, and is open to two-way traffic. I have never once seen anyone get into a crash because everyone sees what's going on and moves slowly. It is just fine.

19:06:28 From Angela Markle to Everyone:

Replying to "As a person who bikes daily through this corridor ...":

+1

19:06:30 From Sam Greenblatt to Everyone:

While it's not perfect, this is a big improvement!

19:06:33 From Peter Furth to Everyone:

Replying to "How will a southbound driver get onto Prince stree...":

I think the best way will be to get onto the southbound carriageway and then use the new midblock signal to return to the main road heading north.

19:06:35 From Tim Dean to Everyone:

Replying to "Thank you for this view! We cross this circle ofte...":

Bike lanes and pedestrian lanes could be made with porous concrete which would allow water to pass through it. Would help combat drought and improve greenery.

19:06:37 From Claire Humphrey to Everyone:

Replying to "This presentation would benefit from 1 or 2 slides...":

Agreed

19:06:40 From Gabrielle McFrane to Everyone:

Replying to "They have literally done NO outreach to the Jamaic...":

As a resident of Jamaica Hills, I can't wait for this project to get underway, biking as is is currently unsafe. JHA is not good at communicating or speaking for many of its members.

19:06:42 From Evan Zinner to Everyone:

Replying to "While it's not perfect, this is a big improvement!":

Agreed

19:06:45 From Lisa Robinson Schoeller to Everyone:

Please put in "walk" in all directions at the same time at intersections; otherwise, pedestrians block cars causing backups.

19:06:50 From Rani Schloss to Everyone:

Replying to "While it's not perfect, this is a big improvement!":

Agreed!

19:07:08 From John Saylor to Everyone:

Replying to "While it's not perfect, this is a big improvement!":

+1

19:07:20 From Julia Hansen to Everyone:

Replying to "As a person who bikes daily through this corridor ...":

+1

19:07:22 From Liz Poole to Everyone:

Replying to "While it's not perfect, this is a big improvement!":

+1

19:07:28 From Eric Herot to Everyone:

"I don't want traffic on MY street"

19:07:29 From Peter Furth to Everyone:

Replying to "Can you please clarify for residents who live in t...":

@Lisa Koch It's signalized.

19:07:37 From Lisa Koch to Everyone:

Replying to "Can you please clarify for residents who live in t...":

@Peter Furth Thank you!

19:07:57 From Angela Markle to Everyone:

Replying to "Thank you for this view! We cross this circle ofte...":

Tim Dean, I love the idea of permeable surfaces to support groundwater recharge!

19:08:03 From Evan Zinner to Everyone:

## Speedhump on May St?

19:08:25 From Eric Herot to Everyone:

Replying to ""I don't want traffic on MY street"":

The premium you paid to buy a house on a side street does not entitle you to more safety than those who live directly on the Arborway

19:08:30 From Angela Markle to Everyone:

Replying to ""I don't want traffic on MY street"":

+1

19:08:49 From alex auriema to Everyone:

Replying to ""I don't want traffic on MY street"":

@Eric Herot well put

19:08:49 From Evan Zinner to Everyone:

I already cut through May St

19:08:52 From David F to Everyone:

Could you please clarify how you are going to prevent spillover traffic onto the Upper Arborway and what measures you are proposing to calm traffic in the Upper Arborway? There is significant spillover traffic today. How will your design improve or worsen the situation? Thanks.

19:08:58 From Tommy Rust to Everyone:

It's scary to cross Murray Circle on foot, especially on these dark winter evenings walking home with my 8 yr old. Thank you for signaling the crossings there.

19:09:07 From Elliott Wiener to Everyone:

Replying to ""I don't want traffic on MY street"":

+1

19:09:15 From John Saylor to Everyone:

Replying to ""I don't want traffic on MY street"":

It would be nice if you would allow the presenters to answer your question

19:09:18 From Eric Herot to Everyone:

Why don't we talk to the city about how to achieve traffic calming on the side streets rather than making the arborway worse to try to keep people off of them?

19:09:33 From Claire Humphrey to Everyone:

Comments about not cutting through on May not reassuring.

19:09:38 From Lisa Koch to Everyone:

Replying to "Why don't we talk to the city about how to achieve...":

+1

19:09:42 From Jonathan Keselenko to Everyone:

Judge Henry's comment applies equally to Hillcroft

19:09:49 From John Saylor to Everyone:

Replying to "Why don't we talk to the city about how to achieve...":

Yes!

19:09:50 From Claire Humphrey to Everyone:

Sorry, response about May not reassuring.

19:09:50 From Sam Greenblatt to Everyone:

Replying to "Could you please clarify how you are going to prev...":  
I would love to see some speed humps to slow cars

19:09:57 From Tommy Rust to Everyone:

Replying to "Could you please clarify how you are going to prev...":  
+1

19:10:22 From David Cucchiara to Everyone:

Good Point. I guarantee that no one clamoring for the removal of cars on the arbor way seldom drive their cars there\

19:10:46 From Anne G to Everyone:

One way you could stop cut through traffic is specifically designing "low traffic neighborhoods" where cars can't cut through.

Somerville does this as well, the are called "Neighborways" there  
Mary Jo Feeney:

19:10:49 From Lisa Robinson Schoeller to Everyone:

People regularly get in the left turn lane to cut the line and go straight from the rotary to center. With the elimination of the rotary and more left turn lanes, this could be a nightmare. Perhaps add islands or posts to guide vehicles?

19:11:07 From Eric Herot to Everyone:

Replying to "Good Point. I guarantee that no one clamoring for ...":  
I drive on it sometimes because I can't safely walk or bike on that route!

19:11:14 From John Saylor to Everyone:

I actually live in Nepal I am just super interested in putting extra cars on May Street  
J Lesar:

19:11:16 From andrea howley to Everyone:

Replying to ""I don't want traffic on MY street"":  
Vickie I agree that all the off shoots are in jeopardy.

19:11:29 From Elliott Wiener to Everyone:

Replying to "I actually live in Nepal I am just super intereste...":

19:11:56 From Claire Humphrey to Everyone:

I don't know, May Street neighbors. Doesn't sound like there is any plan to prevent increased traffic other then crossing fingers and making a wish.

19:11:58 From Clayton Harper to Everyone:

This presentation seems to completely ignore the Arborway (and Upper Arborway) between the Hunnewell Crosswalk and Forest Hills. Current alignment creates a high speed situation on the mainline Arborway (with no lights, side streets) - leading to many single-vehicle crashes and even fatalities over the years.

19:12:05 From Brandon Cardley to Everyone:

Replying to "Good Point. I guarantee that no one clamoring for ...":  
I'm also with Eric. I drive on it daily because it is unsafe to bike. These changes would shift me to my bicycle and I'd be one less vehicle on the road.

19:12:14 From Anne McKinnon to Everyone:

Please keep questions and answers short to get to everyone!

19:12:14 From Lisa Robinson Schoeller to Everyone:

Traffic on these roads has become a nightmare. What will you be doing to synchronize the lights to keep the traffic flowing?

19:12:21 From Pamela Hatchfield to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
That's what it sounds like....

19:12:29 From Susan Clippinger to Everyone:

Per Vicky's comment If you use May St you get to skip the signal.

19:12:32 From Julia O'Brien to Everyone:

Is the fire department happy with the carriage way design..??

19:12:35 From Angela Markle to Everyone:

Generally, I want to express our family's strong support for these design changes. We live on Moss Hill Rd, perhaps considered a "quiet side street" near the Arborway. I understand that the Arborway is a major traffic thoroughway for our part of the city, and the proposed design clearly does aim to support efficient vehicle traffic movement while also offering greater pedestrian and bike access and safety, plus additional park space. Our family drives, bikes and walks from our home to various points in JP and the city beyond, and I know with the proposed design we will bike and walk more, reducing in our small way the traffic pressure. I appreciate the complexity of the project and the fact that no single design will please everyone - we should not let the desire for perfection be the enemy of the overall good!

19:12:37 From Tim Dean to Everyone:

Replying to "Thank you for this view! We cross this circle ofte...":  
Right now Pond

19:12:56 From Eric Herot to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
There are a lot of things the city can do to deal with this. Trying to achieve it by just making the arborway into a bigger highway is not going to work.

19:13:04 From Brandon Cardley to Everyone:

Replying to "Thank you for this view! We cross this circle ofte...":  
+1

19:13:10 From Franklyn Salimbene to Dan Cushing (direct message):

If the answers to questions take as long as this answer has taken, we'll be here to February. While guests need to be short, hosts also need to be short.

19:13:11 From Jonathan Foster-Moore to Everyone:

Replying to "Generally, I want to express our family's strong s...":  
+1

19:13:25 From Sue Zobel to Everyone:

Replying to "People regularly get in the left turn lane to cut ...":  
Agreed!

19:13:27 From Julia Hansen to Everyone:

Replying to "Generally, I want to express our family's strong s...":  
+1

19:13:29 From Claire Humphrey to Everyone:

Replying to "Is the fire department happy with the carriage way...":  
Good point.

19:13:33 From Sam Greenblatt to Everyone:  
Replying to "Generally, I want to express our family's strong s...":  
+1

19:13:33 From John Saylor to Everyone:  
Replying to "Generally, I want to express our family's strong s...":  
+1

19:13:52 From Candace McManus to Everyone:  
Replying to "Generally, I want to express our family's strong s...":  
+1 agreed - understanding the greater good, should be how we all move forward!

19:13:57 From Adrianna Preston-Sicari to Everyone:  
Replying to "Generally, I want to express our family's strong s...":  
+1

19:14:00 From Liz Poole to Everyone:  
Replying to "Generally, I want to express our family's strong s...":  
+1

19:14:11 From Tommy Rust to Everyone:  
Replying to "Generally, I want to express our family's strong s...":  
+1

19:14:19 From Claire Humphrey to Everyone:  
Replying to "Thank you for this view! We cross this circle ofte...":  
@Angela Markle agreed

19:14:54 From Sam Greenblatt to Everyone:  
Replying to "Thank you for this view! We cross this circle ofte...":  
Yes!

19:15:01 From Elliott Wiener to Everyone:  
Well said Eric

19:15:11 From Brandon Cardley to Everyone:  
Replying to "Well said Eric":  
+1

19:15:23 From Julian Powers to Everyone:  
What actual evidence suggests that side streets will be over-run with traffic? Traffic will not divert onto side streets with if proper traffic calming measures are taken.

19:15:28 From John Saylor to Everyone:  
Good point about the design speed

19:15:32 From Anne G to Everyone:  
This design does seem counter to our climate goals

19:15:44 From Kay Mathew to Everyone:  
thank you Eric Herot

19:15:45 From Alexandra Rollins to Everyone:  
Replying to "Well said Eric":  
Eric

19:15:46 From Erica Mattison to Everyone:



Just saw another crash on the Jamaicaway a few days ago by Binner outside Daisy Field. Jamaicaway is so scary to travel on.

19:15:46 From Sidney Riley to Everyone:

Replying to "This design does seem counter to our climate goals":  
How do you figure??

19:16:10 From Brandon Cardley to Everyone:

Agreed with Eric that the geometry doesn't line up with the intended speed limit. I understand that the intention here was to work within the existing footprint, but physical changes should be made to achieve the desired speeds by design.

19:16:11 From thomas thuene to Everyone:

Thank you Eric.

19:16:20 From Kathryn ostromsky to Everyone:

Replying to "Well said Eric":  
Thank you Eric - I share these concerns.

19:16:22 From Tim Dean to Everyone:

Replying to "Thank you for this view! We cross this circle ofte...":  
Pond St is backed up by 3:00 PM with increasing traffic due to development. Rockwood and May will be used as cut throughs. Needs to be addressed.

19:16:29 From Sam Greenblatt to Everyone:

Replying to "What actual evidence suggests that side streets wi...":  
Better do nothing...or we could have the city add a few speed humps and it will be very unattractive for cut through traffic

19:16:30 From Zachary Yaro to Everyone:

Replying to "Well said Eric":  
+1

19:16:38 From Susan White to Everyone:

Why did you not mention what you are doing to Rockwood street.

19:16:43 From Anne G to Everyone:

Also putting a median in a road increases driver speed. Drivers have less fear so they go faster. Seaver Street and Blue Hill Av are examples of this. Don't make drivers more comfortable or they just go faster!

19:17:18 From Reuven [he/him/his] to Everyone:

Eric Herot's comments are spot-on with respect to speed, crossings, lighting. Thank you Eric.

19:17:21 From David Willis to Everyone:

Replying to "Is the fire department happy with the carriage way...":  
The right-hand turn from Pond to the barrel needs to be rethought. It's totally impractical

19:17:28 From J Lesar to Everyone:

+1 to basically everything Eric just said.

19:17:26 From Claire Humphrey to Everyone:

Replying to "What actual evidence suggests that side streets wi...":  
Lived experience for 20+ years

19:17:32 From alex auriema to Everyone:

Well said Eric!

19:17:46 From Evan Zinner to Everyone:  
Thank you, Eric!

19:17:50 From Lisa Koch to Everyone:  
Agree with Eric's comments, thank you for speaking for many of us

19:18:12 From Eric Herot to Everyone:  
Replying to "This design does seem counter to our climate goals":  
The goal as stated is to reduce VMT, which you don't achieve by adding lanes

19:18:30 From Peter Furth to Everyone:  
Replying to "This presentation seems to completely ignore the A...":  
The design reduces that part of Arborway to 1 lane per direction. That's the most effective thing that can be done to reduce speeding - if you can't pass, you can't speed.

19:19:07 From Eric Herot to Everyone:  
Replying to "Well said Eric":  
thx!

19:19:10 From John Saylor to Everyone:  
Seems like a good price to pay not to have maniacs blasting past your house at 65mph

19:19:21 From Sam Greenblatt to Everyone:  
Replying to "This presentation seems to completely ignore the A...":  
The off street bike infrastructure is a nice improvement

19:19:41 From Erica Mattison to Everyone:  
crash

19:19:57 From Eric Herot to Everyone:  
Replying to "What actual evidence suggests that side streets wi...":  
The city can absolutely deal with this problem through improved design of the local roads

19:19:59 From Sam Greenblatt to Everyone:  
Cars cross that median and crash now

19:20:13 From Lisa Koch to Everyone:  
Medians just encourage highway-style traffic

19:20:22 From April Collins to Everyone:  
I bike and walk through this area multiple times per week and I see many improvements to safety that will really benefit me as I travel through the area. Trying to walk around Murray Circle as it is now is scary as is crossing Francis Parkman. Thanks for your efforts!

19:20:22 From Reuven [he/him/his] to Everyone:  
Franklyn, I think the absence of a median to separate cars is a great change -- it will encourage people to slow down.

19:20:24 From Eric Herot to Everyone:  
Replying to "Agree with Eric's comments, thank you for speaking...":

19:20:37 From Jonathan Foster-Moore to Everyone:  
Replying to "I bike and walk through this area multiple times p...":  
+1

19:20:53 From Jonathan Foster-Moore to Everyone:

Replying to "Franklyn, I think the absence of a median to separ...":  
+1

19:21:11 From Sam Greenblatt to Everyone:

I live near Murray circle, and I've seen many cars go the wrong way towards Forest Hills (in the northbound lane). Eliminating the median will help them correct

19:21:57 From Jonathan Keselenko to Everyone:

Please do more outreach to people impacted by this project. Most do not know about it, so the statement that you haven't gotten comments from many constituents — or worse — that they have already had a chance to chime in, is misleading. Thousands of people will be impacted.

19:22:04 From Claire Humphrey to Everyone:

I think there are things that could be done to minimize impact on side streets, but I am concerned that I have seen no consideration of this ever in all the years of planning meetings I've attended. It's clearly been an afterthought. If they get it wrong, we have to live with it.

19:22:54 From John Saylor to Everyone:

one more lane will fix it

19:22:59 From Sam Greenblatt to Everyone:

Replying to "Please do more outreach to people impacted by this...":

They've been reaching out to people including abutters and neighborhood associations for the past 5 years

19:23:06 From Evan Zinner to Everyone:

Pave the whole thing! Pave the entire pond! (sarcasm)

19:23:14 From thomas thuene to Everyone:

I believe there is a lot of good thinking in this plan, with opportunities to improve. But, none of this will work if the expectation is that cars can drive this thing at 45 mph. 25 mph is way enough. No more. This needs to be enforced through passive and active means. Otherwise we will see many many many more crashes.

19:23:15 From John Saylor to Everyone:

Just one more lane bro

19:23:36 From Anne G to Everyone:

Widening roads is proven to increase congestion. If you want more traffic add more lanes!

19:23:38 From James Glenister to Everyone:

Replying to "Pave the whole thing! Pave the entire pond! (sarc...":  
Jamaica Pave has a nice ring to it...

19:23:50 From Erica Mattison to Everyone:

Note that sarcastic comments in a chat might not be obvious as sarcasm

19:23:51 From Lisa Koch to Everyone:

Replying to "I believe there is a lot of good thinking in this ...":

@thomas thuene and 25 mph is required because there are driveways on this street

19:23:59 From alex auriema to Everyone:

As someone who lives on Burroughs and needs that turnaround, this seems like a reasonable proposal.

19:24:00 From Eric Herot to Everyone:

Replying to "Pave the whole thing! Pave the entire pond! (sarc...":  
if DCR could they would...

19:24:41 From Vickie Henry to Everyone:  
Replying to "Why don't we talk to the city about how to achieve...":  
Because I want the Arborway traffic to stay on the Arborway. I don't want it to be on a side street. We all bought on side streets. We want to stay that way. And speed humps are a misery.

19:24:50 From Evan Humphrey to Everyone:  
Replying to "Just one more lane bro":  
lol

19:24:51 From Brandon Cardley to Everyone:  
Replying to "Pave the whole thing! Pave the entire pond! (sarc...)":  
Why stop there? Arborway could go right through the Arboretum! Bring back I-695! (sarcasm)

19:24:56 From thomas thuene to Everyone:  
Replying to "I believe there is a lot of good thinking in this ...":  
I know, but the speed limit in Boston is basically just symbolic. The police never checks for speed (or red light crossing). That's a problem. So, we need raised intersections, speed bumps and all sorts of passive enforcement.

19:24:57 From Sam Greenblatt to Everyone:  
The upper Arborway has a number of sick trees that need to come down and be replaced

19:25:03 From Tim Dean to Everyone:  
Traffic control cameras on lights would slow down traffic. Works well In Rhode Island

19:25:08 From Jonathan Foster-Moore to Everyone:  
Replying to "Just one more lane bro":  
lol. Please bro, I swear it will fix everything bro

19:25:09 From Rashelle Centeio (Senator Miranda's Office) to Everyone:  
I have to run to another meeting. Thank you for an informative presentation! I am looking forward to the follow up email with the presentation linked for further review from our office! Thanks!  
Rashelle.Centeio@masenate.gov | 617-722-1673 | Office of Senator Miranda's Office

19:25:10 From Eric Herot to Everyone:  
Replying to "I believe there is a lot of good thinking in this ...":  
If they're going to call it a 25 mph design they have to BUILD it like a 25 mph design, and that means narrow roads with few straightaways

19:25:23 From Evan Zinner to Everyone:  
Replying to "Traffic control cameras on lights would slow down ...":  
Sadly they are not currently legal in Massachusetts

19:25:28 From Peter Senopoulos to Everyone:  
A couple of basic questions that I did not see in your presentation: How many bikes operate on this route on a daily basis? Where is the bike use study? If cars avoid this area because of traffic calming impact. What alternative routes do you predict will be used by the motorists? There are no alternative routes for those driving to the medical centers. Boston roadways are not laid out in a grid like NY, Chicago, LA. but are like "spokes of a wheel". I am concerned about the many emergency vehicles that use this roadway, particularly due to the expansion of MGH Faulkner. Thank You

19:25:44 From John Saylor to Everyone:  
Replying to "Pave the whole thing! Pave the entire pond! (sarc...)":  
Not too late to take out the orange line and build the southwest expressway

19:25:47 From Eric Herot to Everyone:

Replying to "Traffic control cameras on lights would slow down ...":  
yeah, not legal in MA. Write your legislator and ask them to beg the speaker

19:26:03 From alex auriema to Everyone:

Replying to "Traffic control cameras on lights would slow down ...":  
Agreed, you should lobby your state rep. and senator to pass a bill to enable them!

19:26:27 From Clayton Harper to Everyone:

Replying to "This presentation seems to completely ignore the A...":  
@Peter Furth Agree single lane is "better" through here. But the "by design" enticements to speeding through that area remain: wide pavement, sweeping curves, little incentive to maintain the actual speed limit.

19:26:29 From thomas thuene to Everyone:

Replying to "A couple of basic questions that I did not see in ...":  
You can't expect a high volume of bikes there now, because this is seriously one of the most dangerous places to cycle in Boston. I consider myself a very good cyclist, but the circles scare me to death.

19:26:36 From Eric Herot to Everyone:

Replying to "A couple of basic questions that I did not see in ...":  
@Thomas Thuene +1

19:27:06 From Eric Herot to Everyone:

Replying to "A couple of basic questions that I did not see in ...":  
The "solution" to improving emergency vehicle access to the hospitals is dedicated bus lanes and getting more people onto transit.

19:27:12 From Peter Furth to Everyone:

Replying to "Why don't we talk to the city about how to achieve...":  
I love speed humps ... but safety mandates that thru traffic remains on thru roads, not cuts thru on local streets. Arborway carries 1,400 cars per hour (peak direction), typical side streets have 50 to 100 per hour.

19:27:26 From Claire Humphrey to Everyone:

Replying to "Why don't we talk to the city about how to achieve...":  
Traffic calming is not the same thing as preventing traffic volume.

19:27:41 From Reuven [he/him/his] to Everyone:

Replying to "Why don't we talk to the city about how to achieve...":  
por que no los dos -- we can slow traffic on the arborway, and we can make it safer on side streets too.

19:27:50 From Brandon Cardley to Everyone:

Replying to "Why don't we talk to the city about how to achieve...":  
@Claire Humphrey +1

19:28:22 From Jonathan Goldenberg to Everyone:

Replying to "Agree with Eric's comments, thank you for speaking...":  
Yes, thank you so much Eric!

19:28:31 From Sam Greenblatt to Everyone:

The slipway is a pedestrian death trap. Get rid of it and don't bring it back

19:28:40 From John Saylor to Everyone:

Replying to "A couple of basic questions that I did not see in ...":  
If the spikes of your wheel looks like a Boston street grid it's time to make an appointment at Ferris Wheels

19:28:42 From Eric Herot to Everyone:  
Replying to "A couple of basic questions that I did not see in ...":  
but of course if we widen the road further the emergency vehicles will certainly have more work to do!

19:28:54 From Evan Humphrey to Everyone:  
Replying to "The slipway is a pedestrian death trap. Get rid of...":  
What's the slipway?

19:29:51 From Sam Greenblatt to Everyone:  
Replying to "A couple of basic questions that I did not see in ...":  
The bike lane on Arborway is a death trap now. What will traffic be after a safe, separated, bike lane is installed?

19:30:08 From Zachary Yaro to Everyone:  
Replying to "The slipway is a pedestrian death trap. Get rid of...":  
+1; slip lanes are a huge, unnecessary pedestrian hazard, and the "triangular green space" doesn't actually feel like a park when you have cars and trucks zooming past on 3 sides.

19:30:22 From thomas thuene to Everyone:  
Replying to "A couple of basic questions that I did not see in ...":  
@Eric Herot You are making an important point. The whole area is pretty much a public transit desert. I am not sure whether busses would be allowed on the parkway, but it could help a lot to have a bus from Forest Hill along the Arborway all the way to around Route 9. The another one that goes from Route 9 towards Centre down towards Spring

19:30:44 From Peter Furth to Everyone:  
Replying to "The slipway is a pedestrian death trap. Get rid of...":  
Slip lane is a right turn lane separated from the intersection by a delta ("pork chop") island. Also called a channelized right turn lane. The previous preferred alternative had a slip lane for SB Arborway at Murray.

19:31:08 From Brandon Cardley to Everyone:  
Replying to "A couple of basic questions that I did not see in ...":  
I could be wrong, but I believe the 38 bus is currently the only transit on this corridor and it just follows Centre St crossing straight across Murray Circle area.

19:31:14 From Evan Humphrey to Everyone:  
Replying to "The slipway is a pedestrian death trap. Get rid of...":  
Thanks

19:31:16 From Sam Greenblatt to Everyone:  
Replying to "The slipway is a pedestrian death trap. Get rid of...":  
@Evan Humphrey the slip way is a turning lane that bypasses lights/stop signs

19:31:21 From Claire Humphrey to Everyone:  
Replying to "This presentation seems to completely ignore the A...":  
Not sure where this is. Sounds concerning.

19:31:34 From Dan Cushing to Zachary Yaro (direct message):  
Hi Zachary -- could you edit your comment and remove the link? If not I will need to delete, I cant keep external links up on the meeting

19:31:35 From thomas thuene to Everyone:  
Replying to "A couple of basic questions that I did not see in ...":  
@Sam I am pretty optimistic. This would become part of a larger network, which means you can actually get somewhere going there. Too many bike lanes today jsut stop somewhere.

19:31:40 From John Adams to Everyone:  
Second (or millionth) the raised crossings

19:31:56 From Reuven [he/him/his] to Everyone:  
Thank you @John Wilton. I will happily trade to slightly slower in favor of much safer -- for drivers, pedestrians, and cyclists.

19:32:03 From Evan Zinner to Everyone:  
Replying to "A couple of basic questions that I did not see in ...":  
There weren't many people swimming across the Charles before they built bridges. You can't judge demand for transportation on current usage when infrastructure doesn't exist.

19:32:26 From Claire Humphrey to Everyone:  
I will say that many bicyclists use May St as a safe cut through. Fine with that. Let's keep it that way.

19:32:39 From Claire Humphrey to Everyone:  
Use not us

19:32:43 From Erica Mattison to Everyone:  
Limit comments/questions to 1 minute a piece so as many people as possible can be heard?

19:32:47 From Vickie Henry to Everyone:  
Replying to ""I don't want traffic on MY street"":  
Eric - 1. I'm not asking for "more" safety for my street. I use the Arborway everyday, too, as a pedestrian and driver. I'm asking for the cars to stay where they have been - on the Arborway. 2. The houses on the Arborway are far pricier than the houses on my street. 3. Any biker with any sense would rather ride on Prince Street and May Street (except if this redesign drives hundreds or thousands of cars onto the side street).

19:33:01 From Sam Greenblatt to Everyone:  
Replying to "A couple of basic questions that I did not see in ...":  
@thomas thuene I would love that. Connecting to the SW corridor would be great

19:33:14 From Vickie Henry to Everyone:  
Replying to ""I don't want traffic on MY street"":  
p.s. These are giant intersections that create holes in the Emerald Necklace. Why they are ok with that, I do not understand.

19:33:39 From Ben Wetherill to Everyone:  
I'm very happy that you have made it a priority to create a continuous separated bike path from the Faulkner Hosp. direction to the Pond direction. Can you help with the connection for northbound bicyclists on Centre St to the bike path? Not desirable to cross at Murray intersection.

19:33:45 From Erica Mattison to Everyone:  
Green space is also known to reduce speed. Crashes aren't good for traffic, btw.

19:33:54 From John Adams to Everyone:  
Safety for all users should take precedent over the minor inconvenience of taking a little more time to transit through the parkway. Please also accelerate this process, its been far too long already and the safety measures need to be implemented

19:34:10 From Vickie Henry to Everyone:  
Replying to "Good Point. I guarantee that no one clamoring for ...":  
Try biking on Prince or May. They are pretty and safe and not out of the way.

19:34:21 From Dan Cushing to Zachary Yaro (direct message):  
Zachary -- I needed to delete the external link but I saved your comment here: @Evan Humphrey The

separated right turn lane that lets drivers turn right without going through the intersection.

19:34:49 From Jonathan Foster-Moore to Everyone:

Replying to "Safety for all users should take precedent over th...":  
+1

19:35:05 From Erica Mattison to Everyone:

Replying to "Safety for all users should take precedent over th...":  
+1

19:35:23 From Lisa Koch to Everyone:

Somehow the people who want more asphalt for cars also don't want more cars on THEIR streets.

19:35:29 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
Eric - what do you not understand? We are not advocating that the Arborway be bigger. We are asking that the cars stay where they are already rather than get displaced and call that an improvement? And what street do you live on?

19:35:31 From alex auriema to Everyone:

Induced Demand is such a beautifully simple concept, I wish it were more widely understood.

19:35:58 From Brandon Cardley to Everyone:

Replying to ""I don't want traffic on MY street"":  
All of the roadways on either end of this intersection are 2 lanes in each direction. This project does not change those choke points. It just removes the nonsense in between to reduce overall speed. At the same time improving the throughput by removing merge points.

Humans are notoriously bad at merging...

19:36:11 From Anne G to Everyone:

Totally agree with the last speaker in that raised crosswalks and tabled intersections are totally appropriate for this plan if safety is at all a priority. These installations slow drivers at the potential point of contact and save lives.

DCR's goal for an "efficient" roadway is at odds with safety which requires slower driving speeds

19:36:14 From Brandon Cardley to Everyone:

Replying to "Safety for all users should take precedent over th...":  
+1

19:36:20 From Eric Herot to Everyone:

Replying to "A couple of basic questions that I did not see in ...":  
@Evan Zinner 100%. I bike pretty much everywhere in Boston and you'll rarely see me on that corridor because it doesn't feel safe or inviting.

19:37:25 From John Wilton to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
Vicky - the best option is that cars are reduced on all streets. Designing a roadway that increases safety and reduces the amount of cars on the arbor way or any road, is the whole point.

19:37:56 From Erica Mattison to Everyone:

+1 to Ms. Walker about prioritizing safety. I'd rather sit in a few extra seconds of traffic than constantly fearing getting seriously injured or killed because of the speed and the dangerous configurations.

19:38:16 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":



John - that is magical thinking unless you create public transportation on the Arborway.

19:38:19 From Eric Herot to Everyone:

When one driver exceeds the speed limit, that's the driver's fault. When 80% of people exceed the speed limit, then it's a design problem.

19:38:19 From Anne G to Everyone:

I can't agree hard enough. Speed kills and DCR roads are so far behind the times

19:38:28 From John Adams to Everyone:

Second speed bumps

19:38:38 From John Wilton to Everyone:

Thank you Louise! All excellent points!

19:38:40 From Eric Herot to Everyone:

Great comments Louise!

19:38:49 From Eric Herot to Everyone:

Replying to "Thank you Louise! All excellent points!":

+1

19:38:53 From James Glenister to Everyone:

"They are criminals with deadly weapons". Incredibly well said!

19:38:54 From Liz Poole to Everyone:

100% Louise - let's make sure we get this done, even if the plan isn't perfect. It's so much better than the current design

19:39:03 From Zachary Yaro to Dan Cushing (direct message):

Replying to "Hi Zachary -- could you edit your comment and remo...":

It is fine that you deleted it; presumably anyone who was trying to understand what slip lanes are already clicked it, and anyone else is able to Google it.

19:39:07 From Lisa Koch to Everyone:

Replying to ""They are criminals with deadly weapons". Incredib...":

+1

19:39:10 From Tommy Rust to Everyone:

Replying to "+1 to Ms. Walker about prioritizing safety. I'd ra...":

+1. I've seen some BAD accidents and too many near-misses from cars speeding on the Arborway. Please do what you can to reduce top speed.

19:39:24 From Erica Mattison to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

Mode shift strategy and implementation is not magical thinking.

19:39:33 From John Wilton to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

Greenline for the arbor way? I'd almost double my tax burden for that.

19:39:38 From Erica Mattison to Everyone:

Replying to "When one driver exceeds the speed limit, that's th...":

+1

19:39:42 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

How is this plan getting people out of their cars?

19:39:55 From Eric Herot to Everyone:

Replying to "+1 to Ms. Walker about prioritizing safety. I'd ra...":  
+1

19:40:18 From Maureen Finegan to Everyone:

Who will be doing the enforcement of speed limits as well as specially designated turning times on the carriage ways? BPD or State Troopers? I currently only VERY VERY rarely see any enforcement.

19:40:14 From Sam Greenblatt to Everyone:

Replying to "+1 to Ms. Walker about prioritizing safety. I'd ra...":  
@Tommy Rust Absolutely!

19:40:19 From Lisa Koch to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
@Vickie Henry by making it safer and more appealing to walk and bicycle

19:40:43 From Erica Mattison to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
@Lisa Koch +1. Seeing lots of adults with cargo bikes and kids, much more than a few years ago.

19:41:13 From Sam Greenblatt to Everyone:

Replying to "Who will be doing the enforcement of speed limits ...":  
Arborway is Mass State Police jurisdiction

19:41:14 From Eric Herot to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
@Vickie Henry The advocacy for protecting the side streets from additional traffic, when met with DCR's belief that they must accommodate ever increasing travel demands, results in a bigger main road through the Arborway

19:41:19 From Evan Zinner to Everyone:

On the Southwest Corridor, there is a "bike only" path and there is a sidewalk. Nobody walks on the sidewalk (because it's worse).

19:41:21 From Brandon Cardley to Everyone:

The almost completed reconstruction of the northern portion of Hammond Pond Parkway should serve as a great example of what could be done here. Reducing speeds, increasing access to park land, adding safe and usable pedestrian & bicycle facilities, along with adding trees, landscaping, and lighting.

This project still has way too much pavement particularly at the intersections. 6 lanes is so much to cross as a pedestrian and wider pavement encourages higher speeds.

19:41:24 From Erica Mattison to Everyone:

Replying to "Who will be doing the enforcement of speed limits ...":  
Until we have automated enforcement, enforcement is not going to be a meaningful solution. Design can effectively slow speeds.

19:41:29 From Sam Greenblatt to Everyone:

Replying to "Who will be doing the enforcement of speed limits ...":  
I agree that enforcement is needed

19:41:51 From Sam Greenblatt to Everyone:

Replying to "Who will be doing the enforcement of speed limits ...":  
@Erica Mattison Definitely!

19:42:18 From Pamela Hatchfield to Everyone:

Replying to "The almost completed reconstruction of the norther...":

+1

19:42:50 From Erica Mattison to Everyone:

Replying to "The almost completed reconstruction of the norther...":

+1

19:42:59 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

Right, magical thinking. Nobody uses the bike lane from Murray to Forrest Hills. You can bike safely now on Prince and May and most don't. It is too cold many months of the year to bike. Nothing says these cars would just switch to biking.

19:43:05 From alex auriema to Everyone:

Replying to "Who will be doing the enforcement of speed limits ...":

@Maureen Finegan, automated enforcement is the only solution. Encourage you to reach out to state rep and senator to support this!

19:43:06 From Brandon Cardley to Everyone:

Replying to "Who will be doing the enforcement of speed limits ...":

Design > enforcement. The rest of Jamaicaway/Riverway is a great example of poor design leading to average 40+ mph speeds. This is that same design copy and pasted.

19:43:17 From Lisa Koch to Everyone:

I live on the NB carriage road, I'm OK with having no parking on the street

19:43:19 From Peter Furth to Everyone:

Regarding parking on the carriageways: it isn't allowed now, and I don't think this project aims to change that.

19:43:25 From Tommy Rust to Everyone:

Thanks for continuing to develop this design. I would love to see it built! I appreciate all the additional pedestrian safety features and connected parkland. As someone who walks, bikes, and drives along the Arborway practically daily - I would gladly trade slower drive times for more safety (for all modes!). Please do what you can to reduce top speed on the main barrel.

19:43:49 From Helen Raizen to Everyone:

The problem is that there is parking there. UPS and other delivery services that pull over into the the current bike lane. I think this could be a problem. Delivery services need to be considered.

19:44:00 From Reuven [he/him/his] to Everyone:

I support the continued restriction of parking along the carriageways. 100% of the houses along these roads have long driveways, and there is a long history of parking not being allowed.

19:44:05 From Vickie Henry to Everyone:

Why can't you enforce now? We've begged you to. I've offered to pay for traffic barrels for the crosswalks. You won't do it. Why make us wait?

19:44:33 From Evan Zinner to Everyone:

Replying to "I support the continued restriction of parking alo...":

Olmsted wouldn't have wanted parking

19:44:45 From Ben Wetherill to Everyone:

Why is the Arboretum crosswalk being moved closer to Murray intersection?

19:45:12 From Zachary Yaro to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
@John Wilton Same; I wish!

19:45:29 From Angela Markle to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

Vickie, I biked that path twice a week to work into mid-December (end of semester). I can tell you people do ride those paths.

19:45:34 From Julian Powers to Everyone:

Any actual evidence suggesting increased rat running through side streets? It goes against many studies. The self-imposed capacity constraint on Arborway dominates everything else.

19:45:36 From Brandon Cardley to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

Common misconception! I found that biking in the winter is actually so much more comfortable than the summer. I don't arrive as hot and sweaty at my destination.

The increased usage of e-bikes is also helping that aspect of biking. My family is currently shopping for a new e-bike to bring our family safely to the Pond via these improvements.

19:45:53 From Gilles Quintal to Everyone:

I am a Jamaica Plain resident. I use the Jamaica Way almost daily. I am appalled by the number of large trucks, and buses, and utility vehicles that use the Jamaica Way. There is little to no signage, and it is too discreet. I encourage DCR to add to its August "Don't get Storrowed" campaign information on the dos and donts on DCR roadways. I encourage DCR to work with the State Police to crack down on oversize vehicles on DCR roadways.

19:46:02 From Sam Greenblatt to Everyone:

As someone who lives on the Upper Arborway, I want this plan built yesterday! I bike, walk, and drive through this corridor regularly. It is unsafe for everyone, and this plan will improve safety...if it is built.

19:46:34 From Erica Mattison to Everyone:

Replying to "Who will be doing the enforcement of speed limits ...":

@Brandon Cardley +1

19:46:52 From Erica Mattison to Everyone:

Replying to "Thanks for continuing to develop this design. I wo...":

+1

19:47:09 From alex auriema to Everyone:

Replying to "I am a Jamaica Plain resident. I use the Jamaica W...":

Totally @Gilles Quintal, you should research automated enforcement as a tool to prevent this! Reach out to State Rep. and State Senator to support bills on the floor right now!

19:47:10 From Anne McKinnon to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

Go to Ferris Wheels!

19:47:26 From Angela Markle to Everyone:

Replying to "Thanks for continuing to develop this design. I wo...":

+1

19:47:36 From Erica Mattison to Everyone:

Replying to "The problem is that there is parking there. UPS an...":

Yes, people who are making deliveries need to have safe places for short-term parking. We all want to be able to get deliveries...

19:47:52 From Brandon Cardley to Everyone:

Replying to "Thanks for continuing to develop this design. I wo...":

+1

19:48:08 From Jonathan Foster-Moore to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

Yes to e-bikes!^

19:48:40 From Erica Mattison to Everyone:

Replying to "I am a Jamaica Plain resident. I use the Jamaica W...":

@alex auriema +1 Join the MassBike effort to get automated enforcement.

19:48:47 From Lisa Koch to Everyone:

Replying to "The problem is that there is parking there. UPS an...":

@Erica Mattison I have lived on the carriage rd for 30 years, long before the current bike lanes. I have always managed to get deliveries and I'm not worried about it with this plan.

19:48:59 From Sam Greenblatt to Everyone:

Replying to "The problem is that there is parking there. UPS an...":

People use the existing bike lane as a passing lane. It needs to be replaced with an off street path/separated lane

19:49:00 From Peter Furth to Everyone:

Replying to "Who will be doing the enforcement of speed limits ...":

@Brandon Cardley No, actually, there are 2 huge differences. Along the Arboretum, the road is shrunk to 1 lane per direction, and no passing means no speeding - MUCH safer. And between Murray and Kelly, the added "midblock" intersection results in close intersection spacing which reduces speed; and by confining thru traffic to 2 lanes per direction (it now has 3 or 4), speed and chaos will decrease.

19:49:08 From Ben Wetherill to Everyone:

Replying to "Why is the Arboretum crosswalk being moved closer ...":

Shortening that distance will cause cars to back up into the intersection.

19:49:10 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

@Angela Markle I'd like to know when because I have just not seen people use that bike path. They are on the side walk and they dip in to the Arboretum.

19:49:51 From James Glenister to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

Right now if I'm at forest hills trying to get to Jamaica Pond, I bike through JP up South St until Eliot St. The Arborway is stressful with so many cars trying to sideswipe me

19:49:58 From Anne McKinnon to Everyone:

This presentation needed a lot more details and description. Number of travel lanes, parking, widths, travel patterns, volumes, etc. Hard to understand.

19:50:23 From Erika Silva to Everyone:

I'd advocate for a wider shared use path over having 2 separate paths. We've seen from Southwest Corridor Park that having 2 separate paths is not effective, and 10ft would be far too narrow for a shared use path with the bicycle and pedestrian traffic we would see here

19:50:41 From Dan Cushing to Gen Carmel (direct message):

Gen -- I needed to remove your comment due to an external link -- I saved your comment here. Apologies but I can't have external links filling the chat due to moderation. --- Comment: +1 to @Louise Walker's comments. This design needs to prioritize how it will reduce speeding above the citywide limit of 25mph. Separately, but highly related, we also need the DCR to implement specific measures to reduce

speeding on Centre Street between Murray and Hebrew Rehab (also managed by DCR). Neighbors can co-sign our letter here if you're in support of this:

19:50:46 From Angela Markle to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

TuTh 9:30am after dropping my kid off at Manning elementary. Sometimes I just come straight from my house on Moss Hill Road (I ride down Cedarwood). I'll divert down May next time and say hi! - Travis

19:51:04 From Kathryn ostrofsky to Everyone:

Replying to "I'd advocate for a wider shared use path over havi...":

+1

19:51:26 From John Wilton to Everyone:

One more raised crosswalk suggestion.

19:51:38 From Lisa Koch to Everyone:

And another vote for fewer lanes

19:51:50 From Sam Greenblatt to Everyone:

Replying to "Why is the Arboretum crosswalk being moved closer ...":

@Ben Wetherill I think the crossing moving before the Arboretum entrance will make the crossing safer. Cars turning out from the Arboretum now pay too much attention to oncoming traffic.

19:51:48 From Griffin Thomas to Everyone:

The State Police need to patrol the Arborway. The Boston police claim that they can't.

19:51:50 From Eric Herot to Everyone:

Good comments Beth! Thank you!

19:51:56 From alex auriema to Everyone:

Can someone from DCR directly address the ask for raised crosswalks?

19:52:13 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

@Angela Markle We're at 83 but I'm typically at work. I'm not sure we are talking about the same stretch. From Murray to Forrest Hills, I may have seen 1 bike in the bike lane in 5 years (lots on the sidewalk) and I walk our dogs all of the time.

19:52:21 From Eric Herot to Everyone:

Replying to "Good comments Beth! Thank you!":

Would very much love to see raised crosswalks on more DCR corridors

19:52:42 From Brandon Cardley to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

To the May St contingent - I'd 100% encourage you to discuss with City of Boston officials & representatives to develop May St into a Neighborway. There are several great examples in the Boston area for traffic calming that create a more inviting space for humans.

19:52:50 From Gen Carmel to Dan Cushing (direct message):

Thanks for letting me know, Dan! I understand.

19:52:55 From Peter Furth to Everyone:

Replying to "Why is the Arboretum crosswalk being moved closer ...":

It makes the intersection more efficient, too (important for being able to reduce the road to 1 lane per direction) by allowing cars to leave the Arboretum at the same time peds cross.

19:53:04 From alex auriema to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
@Brandon Cardley 100%

19:53:16 From Claire Humphrey to Everyone:

Replying to "Why can't you enforce now? We've begged you to. ...":

Fair. I haven't seen any of the temporary solutions suggested by neighborhood members over the years enacted.

19:53:16 From Erica Mattison to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

@Brandon Cardley +1

19:54:45 From Angela Markle to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

V - just because you claim to not see cyclists does not mean we don't exist. I always ride on the road going to the station. You're right, cyclists tend to come back on the sidewalk (or through the Arboretum) instead of the death trap on Arborway coming back from the station.

19:55:27 From Ben Wetherill to Everyone:

I agree with the concerns about removing the medians. I always feel unsafe when driving on Jamaicaway where there are no medians. There is plenty of space to keep the grass medians throughout the project area.

19:55:28 From Erica Mattison to Everyone:

Lots of talk about "cars" and little talk of the people operating them.

19:55:31 From Eric Herot to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

@Vickie Henry I drove my kid home from outdoor preschool for the first time ever this week because no snow removal in the arboretum combined with no safe routes to access the Flora Way side of the Arboretum meant we couldn't bike. Design decisions like these absolutely impact the number of people choosing to drive vs. bike every single day.

19:55:37 From Claire Humphrey to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":

As someone who lives on a side street for over 20 years, any time there's work on Pond St, or the Arborway or a golf tournament up at the Brookline course, traffic zooms past one car after another with few interruptions. The increase in volume is quite noticeable.

19:56:51 From Eric Herot to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":

@Claire Humphrey Ask the mayor's office and your city councilor for more traffic calming. Don't ask DCR to make this road even bigger.

19:57:55 From Eric Herot to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":

In the long run it won't work. Any design that makes things easier for drivers is going to attract more of them to use the corridor and we'll end up right back where we started but with even more dangerous roads.

19:57:57 From Vickie Henry to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":

Eric - we are NOT asking DCR to make the road bigger. In fact, DCR has already reduced from 8 lanes to 6. Are you deliberately misunderstanding?

19:57:59 From Brandon Cardley to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

@Angela Markle +1

19:58:20 From Eric Herot to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
They are making design changes designed to "speed up travel times"

19:58:40 From Eric Herot to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
The design also increases traffic capacity.

19:59:25 From Peter Furth to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
Reducing travel time, in their models (which assume speed limit travel), means reducing congestion, not increasing speed.

19:59:42 From Claire Humphrey to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
I say again, traffic calming is a good step but traffic calming is not the same as traffic volume. I have called the mayor's office & city councilor about past increases. I'm not sure why protecting side streets equals making the Away bigger.

19:59:43 From Lisa Koch to Everyone:

Rockwood and Goddard are on the other side of the Pond, aren't they?

20:00:04 From Eric Herot to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
traffic calming means slower driving, which reduces the incentive to use side streets

20:00:12 From Vickie Henry to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
Eric - they are claiming they are improving travel time by efficiency, not speed. They are shortening distance traveled and timing the lights better.

20:00:29 From Kathryn ostrofsky to Everyone:

+1 for raised crosswalks. When I drive there now, I very consciously try to stay at the speed limit, but the road design and other speeding traffic makes it very hard to remain at a safe speed. Road design elements like raised crosswalks would help make safer speeds feel right for through traffic (in addition to the safety benefits of pedestrian and bicycle visibility).

20:00:31 From Sam Greenblatt to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
@Eric Herot It would be good to know if they are speeding up rush hour gridlock or off-hour speeding. Reducing rush hour traffic would be very different than increasing speed above 25 mph.

20:00:47 From Eric Herot to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
yep, but all of those things entice more people to choose this route. Google will do it algorithmically.

20:01:47 From Eric Herot to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
@Sam Greenblatt Their stats spoke specifically of "AM/PM Rush Hour"

20:02:29 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
@Angela Markle Literally, one does a traffic count (in this case bikes) by counting. The bikes are not there. DCR built it and the bikes did not come. If you can bikes there, great. Do it. But right now DCR has made a mess of Murray with no benefit to bikes.



20:02:32 From Peter Furth to Everyone:

I understand what Bob, the engineer, is saying -- traffic going left from Pond onto Parkman won't be allowed to turn left directly, so they'll likely go via Rockwood. But that's just 17 cars per hour.

20:02:40 From Erica Mattison to Everyone:

Well, once we have a professional soccer stadium at Franklin Park, LOTS more cars will be heading there!

20:02:41 From Ben Wetherill to Everyone:

I'm wondering about the bike path at the Pond St intersection. Will bicyclists or pedestrians feel safe going straight across the whole intersection, or will they feel safer crossing Pond and Prince separately?

20:02:42 From Claire Humphrey to Everyone:

Replying to "Any actual evidence suggesting increased rat runn...":  
@Eric Herot Perhaps, but I'd like to see some actual study of that rather than hoping it will just work out in the absence of any serious consideration with data behind it. We have to live here so I have trouble taking it on faith.

20:03:06 From Eric Herot to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
@Vickie Henry DCR did not build a bicycle facility that any rational bicyclist would ever ride on

20:03:10 From Lisa Robinson Schoeller to Everyone:

Francis Parkman is an important route to Brookline and Rt 9.

20:03:12 From Anne McKinnon to Everyone:

It's 8:00 pm. Please be respectful of time.

20:04:17 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
We have found a point of agreement!! Right, DCR made a mess of Murray for bike lanes people don't use (and why would they - they can dip into the Arborway). So why trust them with these other designs? Forrest Hills is now a concrete canyon and that is what they want to do at Murray.

20:04:40 From Vickie Henry to Everyone:

David Rand - excellent point.

20:04:51 From Brandon Cardley to Everyone:

Replying to "Who will be doing the enforcement of speed limits ...":  
@Peter Furth - Quite true that adding the mid block intersection does reduce the distance between intersections along this segment. Looks to be a similar distance to the existing distance between the Eliot St and Pond St signals adjacent to Jamaica Pond. Big difference compared to the Jamaicaway segments further north where speeding is rampant.

20:05:09 From Eric Herot to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
Speaking as a cyclist I can say that FH is a significant improvement over what it was

20:05:25 From Sam Greenblatt to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
@Vickie Henry They have to change it to improve it. Do you want nothing to change or will someone else do it now?

20:05:58 From Ben Wetherill to Everyone:

Replying to "Why is the Arboretum crosswalk being moved closer ...":  
Isn't it very rare for cars to exit from the Arboretum? The crosswalk is constantly being used, but the

flow of traffic into and out of the Arboretum gate is almost non-existent, isn't it?

20:07:36 From Brandon Cardley to Everyone:

Well put, @Peter! "If you can't pass, you can't speed."

20:07:43 From James Glenister to Everyone:

Replying to "Well put, @Peter! "If you can't pass, you can't sp...":

+1

20:07:47 From Sam Greenblatt to Everyone:

Replying to "Why is the Arboretum crosswalk being moved closer ...":

@Ben Wetherill I see a lot of people entering and exiting. I don't know the numbers, but I live across the street and see frequent entry and exits. It's anecdotal, but that's all I got.

20:07:49 From Kathryn ostrofsky to Everyone:

Replying to "Well put, @Peter! "If you can't pass, you can't sp...":

+1

20:08:25 From Danny Schissler to Everyone:

+1 to Peter. Please consider adding bump outs along the Arboretum-adjacent parking, otherwise, drivers will try to pass using the parking lane! So dangerous.

20:09:19 From Claire Humphrey to Everyone:

Appreciate the conversation and the chance to bring up and add to the serious issues being raised. Please take them seriously, DCR. Probably sound occasionally snarky, but happy to keep listening and discussing.

20:09:20 From Lisa Koch to Everyone:

@Peter Furth great comments, thank you!

20:09:44 From Evan Zinner to Everyone:

Thank you, Peter

20:10:17 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

Change for improvement is great. I'm not seeing sure improvement so far. Both Jamaica Hills and the Jamaica Pond Association preferred alternative 1. For reasons I do not understand, DCR rejected that.

20:10:43 From Sofia Lingos to Everyone:

It would be wonderful if we could begin with some supplemental changes. For some reason drivers currently favor the carriage lanes. Even just signage and arrows on the ground would help begin the education around these changes as well and keep cyclists and pedestrians safer. The speeds on the Arborway is frightening. It would be amazing if you could get accident information from insurance companies instead of just police reports to support these changes and realize the need to make them as soon as possible. On a daily basis we witness accidents and I very rarely see a police response. We appreciate all the hard work that has gone in to this and would love to see the changes implemented as quickly as possible. Thank you!

20:11:45 From Brandon Cardley to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":

@Eric Herot +1. FH changes were a great improvement for all modes of transportation.

20:12:02 From Claire Humphrey to Everyone:

Thx for giving our 20 minutes back and more.

20:13:14 From Erica Mattison to Everyone:

Yes to automated enforcement. More info: [external link removed]\*

20:13:39 From Claire Humphrey to Everyone:  
True, red lights don't necessarily mean stop no the AWay.

20:13:41 From Sam Greenblatt to Everyone:  
Representatives, please add automated enforcement!

20:13:47 From Eric Herot to Everyone:  
Replying to "Yes to automated enforcement. More info: [external link removed]":  
I think Brownsberger had the last serious bill being considered in MA

20:13:50 From Claire Humphrey to Everyone:  
AWay

20:14:04 From Samantha Montano to Everyone:  
Yes, it's a priority for me this year. Filed by Owens and Cruz but in strong support

20:14:16 From Mark Goldner to Everyone:  
Replying to "Yes, it's a priority for me this year. Filed by Ow...":  
Thank you!

20:14:24 From Sam Greenblatt to Everyone:  
Replying to "Yes, it's a priority for me this year. Filed by Ow...":  
Thank you!

20:14:28 From Brandon Cardley to Everyone:  
Replying to "Yes, it's a priority for me this year. Filed by Ow...":  
Thank you!

20:14:35 From Elliott Wiener to Everyone:  
Replying to "Yes, it's a priority for me this year. Filed by Ow...":  
That would be awesome

20:14:36 From John Wilton to Everyone:  
Too many cars use the road, so raised crosswalks are not appropriate?

20:14:40 From Sarah Freeman to Everyone:  
"Yes" re: automated enforcement!

20:14:46 From Eric Herot to Everyone:  
Raised crossings would be a big improvement on the local streets of course but there really needs to be serious consideration of way to reduce speeds on the main throat and especially through the intersections on green lights

20:14:47 From Ben Wetherill to Everyone:  
Replying to "I agree with the concerns about removing the media...":  
The current Arboretum crosswalk has a safe space for pedestrians in the median. In this proposed design, it looks like pedestrians are crossing both traffic directions with no safe spot.

20:15:25 From Eric Herot to Everyone:  
Replying to "I agree with the concerns about removing the media...":  
This can be a bit of a double-edged sword. Making people feel more safe driving does tend to have the effect of making people drive faster..

20:16:19 From Zachary Yaro to Everyone:  
Replying to "I agree with the concerns about removing the media...":  
@Eric Herot +1; the lack of medians is about the only aspect of Arborway's design that does anything

to reduce speeding.

20:17:03 From Evan Zinner to Everyone:  
I think my hand got accidentally lowered

20:17:39 From Eric Herot to Everyone:  
Replying to "I agree with the concerns about removing the media...":  
I think a well designed UNFENCED median combined with narrow lanes on each side could actually help by making drivers feel more "hemmed in" but emphasis on well designed

20:18:36 From Eric Herot to Everyone:  
Probably getting a little ahead of things here but:

Please also make sure that pedestrians and cyclists are properly accommodated during construction!

20:18:43 From Sofia Lingos to Everyone:  
Will we need to resubmit comments on the DCR public comment site or did submitting here on the chat achieve the same goal?

20:18:46 From Lisa Koch to Everyone:  
The DCR has been plowing the sidewalks on the Arborway for several years now, including clearing the piled-up snow at the intersections

20:18:59 From Brandon Cardley to Everyone:  
Replying to "Probably getting a little ahead of things here but...":  
+1

20:19:19 From Eric Herot to Everyone:  
Replying to "The DCR has been plowing the sidewalks on the Arbo...":  
It has definitely gotten better in recent years

20:19:28 From Mark Goldner to Everyone:  
Sorry for joining late, but what is the proposed timeline for construction of this project?

20:20:37 From Griffin Thomas to Everyone:  
We need more traffic enforcement. Please communicate this to the state police.

20:20:49 From Mark Goldner to Everyone:  
Replying to "We need more traffic enforcement. Please communica...":  
+1

20:21:36 From Eric Herot to Everyone:  
Replying to "Yes, it's a priority for me this year. Filed by Ow...":

20:21:39 From Louise Walker to Everyone:  
Matt Jasmin, when you say that targeted speed reduction measures are sometimes not appropriate for higher volume roadways, that translates as: DCR choosing to place greater value on convenience for drivers versus the lives of pedestrians and bicyclists. All possible physical design changes to ensure cars move at a maximum speed 25 should be followed.

20:22:04 From Sofia Lingos to Everyone:  
Thank you to the whole team for staying late and being available to answer questions. I also want to give a shoutout to the Q&A moderator for doing a great job managing the discussion.

20:22:36 From alex auriema to Everyone:  
Replying to "We need more traffic enforcement. Please communica...":

@Griffin Thomas, there is no world where one Statey detail once a week (their max priority for enforcement here) will accomplish what you want it to. Please contact state leg. about automated enforcement.

20:22:48 From Elliott Wiener to Everyone:

Replying to "Matt Jasmin, when you say that targeted speed redu...":  
+1 Safety should be the priority

20:23:01 From Vickie Henry to Everyone:

Replying to "I don't know, May Street neighbors. Doesn't sound ...":  
It is a concrete canyon - a huge intersection after huge intersection that increases VMT by making you go far out of the way to turn around.

20:23:14 From Anne G to Everyone:

Thank you Rep Montaño! Automated enforcement would make a huge difference in street safety. Red light running is now rampant all over the city

20:23:20 From Eric Herot to Everyone:

@Julian Powers Good comments especially about the counterintuitive effects of capacity vs. rat running

20:23:59 From Vickie Henry to Everyone:

I do want to thank the speakers for staying on and taking questions/comments.

20:24:18 From Eric Herot to Everyone:

Replying to "@Julian Powers Good comments especially about the ...":  
I think the cause and effect is not so hard to imagine: People rat run when they follow a habitual travel route and then find it blocked unexpectedly (so it probably increases during construction), but that only happens if they take this route in the first place, which they'd be less likely to do if capacity was permanently reduced.

20:24:33 From Anne G to Everyone:

Replying to "Yes, it's a priority for me this year. Filed by Ow...":  
Omg thank you so much! We really need to address the reckless driving, speeding, and red light running all over the place

20:24:47 From Zachary Yaro to Everyone:

Yes, only 4 of the 6 lanes are going straight, but a pedestrian still needs to cross all 6!

20:24:58 From Brandon Cardley to Everyone:

Replying to "Yes, only 4 of the 6 lanes are going straight, but...":  
+1

20:25:24 From Tom Lamar to Everyone:

I think the audience is accurately counting the number of lanes, and accurately understanding the problems with that many lanes

20:25:39 From alex auriema to Everyone:

Replying to "Yes, it's a priority for me this year. Filed by Ow...":  
@Samantha Montano, thank you! I believe the house bill limits the number of cameras that can be used per capita? For Boston this would be comically few. There should be no limit in the bill....

20:25:56 From Lisa Koch to Everyone:

Replying to "Yes, only 4 of the 6 lanes are going straight, but...":  
why two left turn lanes, reduce it to one or use one of the travel lanes for turns

20:26:26 From Michael Giordano (Rep. MacGregor) to Everyone:

Hi everyone, seeing a lot in the chat and from comments about automated enforcement. Rep.

MacGregor is supportive of the bill, thanks for the advocacy!

20:26:40 From Michael Giordano (Rep. MacGregor) to Everyone:  
Also this is Michael, I don't know why I'm named Bill MacGregor

20:27:00 From Griffin Thomas to Everyone:  
Replying to "We need more traffic enforcement. Please communica...":  
I've contacted my state rep and senator multiple times to not avail.

20:27:03 From Anne G to Everyone:  
I wish DCR could continue making short term safety fixes. I agree we've waiting so long for any upgrades and the status quo puts us all at risk, if we are walking, biking, or driving

20:27:06 From Eric Herot to Everyone:  
Create comments, Sam!

20:27:14 From Dan Cushing to Michael Giordano (Rep. MacGregor) (direct message):  
You can rename yourself now, thanks for joining!

20:27:17 From John Wilton to Everyone:  
Thanks Micheal. Could you clarify the Rep's feelings on traffic congestion charges?

20:27:46 From Michael Giordano (Rep. MacGregor) to Dan Cushing (direct message):  
Thanks, Dan!

20:27:51 From alex auriema to Everyone:  
Replying to "Also this is Michael, I don't know why I'm named B...":  
Thanks Michael! Please make sure the bill includes State Roadways otherwise non starter here. Also no limit on use in municipalities...

20:28:26 From Ilyse Wolberg to Everyone:  
Replying to "Will we need to resubmit comments on the DCR publi...":  
commenting in the chat is official you do not need to resubmit any comments that have been made here

20:28:31 From Sarah Freeman to Everyone:  
Replying to "Hi everyone, seeing a lot in the chat and from com...":  
That's great news, Michael - and Rep. MacGregor!

20:28:56 From Eric Herot to Everyone:  
Replying to "I wish DCR could continue making short term safety...":  
+1 It's so painful to watch people be hurt or killed in the years it takes to do literally anything

20:28:59 From Sam Greenblatt to Everyone:  
Replying to "Hi everyone, seeing a lot in the chat and from com...":  
Thank you!

20:29:05 From Mark Goldner to Everyone:  
Replying to "I wish DCR could continue making short term safety...":  
+1

20:29:07 From Erica Mattison to Everyone:  
An in-person bike tour of the area with people of all ages could be useful for thinking this through

20:29:45 From James Glenister to Everyone:  
Replying to "An in-person bike tour of the area with people of ...":  
I like this idea!

20:30:03 From Sam Greenblatt to Everyone:  
Replying to "An in-person bike tour of the area with people of ...":  
Agreed

20:30:21 From alex auriema to Everyone:  
Replying to "We need more traffic enforcement. Please communica...":  
Feel free to DM me. I work with a group of local folks who have been advocating for automated enforcement and our reps are listening.

20:30:26 From Eric Herot to Everyone:  
Replying to "An in-person bike tour of the area with people of ...":  
Especially the engineers involved! People should definitely have the experience of biking through a space before subjecting cyclists to their design decisions.

20:30:40 From Kathryn ostrofsky to Everyone:  
+1 Tom re direct, clear bike route — same for other direction, Centre St toward Jamaica Pond. This plan is vastly better than the current Murray Circle route, but I too would like to see a more intuitive route. Thanks!

20:31:18 From Ralph Walton to Everyone:  
Be aware that there is transit bus service in the project area between the monument and Faulkner hospital. I am not shure how many stops need to be provided in your infrastructure and crossing desire points transit users will be called for

20:31:24 From Eric Herot to Everyone:  
Replying to "+1 Tom re direct, clear bike route — same for othe...":  
Agreed. Biking is slower than driving and unnecessary turns add travel time. Please make the path as straight as possible.

20:31:53 From Griffin Thomas to Everyone:  
Replying to "We need more traffic enforcement. Please communica...":  
I don't know how to contact you

20:32:56 From Sam Greenblatt to Everyone:  
Is anyone from Senator Rush's office here?

20:33:07 From alex auriema to Everyone:  
Replying to "Is anyone from Senator Rush's office here?":  
Good question!

20:33:37 From Erica Mattison to Everyone:  
Blocking intersections is a huge issue throughout the Boston area.

20:35:02 From Eric Herot to Everyone:  
Replying to "Blocking intersections is a huge issue throughout ...":  
Very hard to address without automated enforcement of course. And using traffic signals everywhere instead of other types of controls makes it an even bigger problem.

20:35:45 From Sarah Freeman to Everyone:  
Re: blocking the box. Maybe automated enforcement will help? (if we get it.)

20:35:47 From Zachary Yaro to Everyone:  
Replying to "I wish DCR could continue making short term safety...":  
+1

20:35:59 From Vickie Henry to Everyone:

Good points Andrea, especially about the red light running.

20:36:03 From Erica Mattison to Everyone:

Replying to "Blocking intersections is a huge issue throughout ...":

I wonder if art murals on pavement in intersections help encourage more people to keep the intersection clear.

20:36:08 From John Wilton to Everyone:

Seems like the biggest agreement from the Community is on raised crosswalks and intersections. I know this is a major thoroughfare, but it is not a highway. What would be the harm in trying this out and seeing how this goes?

20:36:33 From Erica Mattison to Everyone:

Replying to "I wish DCR could continue making short term safety...":

+1 Lighter, quicker, cheaper, how can we test out some of these designs before waiting years and putting millions and millions of dollars into it?

20:36:47 From Vickie Henry to Everyone:

We all seem to agree on more enforcement now. Please.

20:37:12 From Helen Raizen to Everyone:

And many of us think this needs to be done as soon as possible.

20:37:19 From Sam Greenblatt to Everyone:

Please add speed humps on the Upper Arborway! Driver sometimes use it as a high speed cut-through. The existing speed hump at the crosswalk to the Arboretum is insufficient.

20:38:40 From Claire Humphrey to Everyone:

Replying to "And many of us think this needs to be done as soon...":

Yeah, I've never seen anyone pulled over for blowing through a crosswalk or driving in the bike lane. More enforcement is noticeably absent.

20:38:41 From John Adams to Everyone:

Thank you all

20:38:42 From Angela Markle to Everyone:

Thank you DCR! Excited to see these important safety changes coming to our neighborhood! Anything that can be added to the plan to make pedestrians and cyclists safer is welcomed!

20:40:07 From Ryan Cunningham to Dan Cushing (direct message):

Mute one device

20:40:14 From fred wolflink to Everyone:

Mute everyone

20:40:20 From Eric Herot to Everyone:

yeah mute everyone

20:40:22 From Karen Mauney-Brodek to Everyone:

Replying to "I wish DCR could continue making short term safety...":

Might have two mics on

20:40:24 From Sarah Freeman to Everyone:

Can Dan call in by phone?

20:40:24 From Ralph Walton to Everyone:

Install photo surveillance by the time this is built it may be legal to cite drivers by automation



20:40:57 From Beth Mahar to Everyone:

Wonder if you could consider an alternative to grass: wildflowers, shrubs, etc

20:41:22 From Dan Cushing to Everyone:

Sorry everyone! We have a 3-week public comment period, recording slide deck and and chat will be shared, will follow up with you all soon! Thanks so much!!!

20:41:23 From Michael Giordano (Rep. MacGregor) to Everyone:

Thanks for being here, all. Reach out at Michael.giordano@mahouse.gov if you need to reach me!

20:41:45 From Karen Mauney-Brodek to Everyone:

Thank you all!!!

20:41:54 From John Wilton to Everyone:

Thank you John and team.

20:42:10 From Sam Greenblatt to Everyone:

Thank you for staying late to hear us!

20:42:17 From Kathryn ostrofsky to Everyone:

Thank you!