

# Arborway Improvement Project

Public Information Meeting



**Preferred Alternative & Site Analysis Update**  
January 2025





# **Commonwealth of Massachusetts**

**Governor  
Maura Healey**

**Lieutenant Governor  
Kim Driscoll**

**Secretary, Executive Office of Energy and Environmental Affairs  
Rebecca Tepper**





**Commissioner, Department of Conservation and Recreation  
Brian Arrigo**



MASSACHUSETTS DEPARTMENT OF  
CONSERVATION AND RECREATION

# DCR MISSION

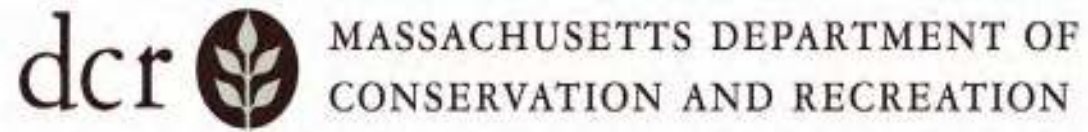
**To protect, promote and enhance our  
commonwealth of natural, cultural  
and recreational resources  
for the well-being of all.**

- **Presentation:** Project team will give a presentation of the preferred design alternative
- **Q&A:** Raise your hand using the Zoom 'Raise Hand'  function to speak on the meeting. We will call on hands raised in order.
-  • Please limit your questions/comments to 3 minutes to share time with other members of the public.
-  • The meeting chat will be saved and included in the public comment period.
-  • For phone users, type '\*9' to raise hand. When called on, type '\*6' to unmute.
- **Meeting recording and presentation will be distributed to registrants after the meeting.**
- **Public comment period will be open until February 4th.**



# Project Team

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**Robert Lowell**

*Deputy Chief Engineer*

**John Cavanaro, PE**

*Project Manager*

**Jason Santos, PE**

*Director of Transportation (Technical Advisor)*

**Daniel Cushing**

*Director of Public Engagement*

**Howard Stein Hudson (HSH)**

**Matthew Jasmin, PE, PTOE**

*Project Manager*

**Bob Stathopoulos, PE, PTOE**

*Traffic Engineering Technical Leader*

**Teren Wong, PE, PTOE**

*Senior Civil Engineer*

**Erin Reed**

*Manager of Public Involvement | Safe Routes Leader*

**Richard Houghton, ASLA, PLA (Halvorson)**

*Principal Landscape Architect*

**Jimin Kim**

*Community Engagement Specialist*

- **Project Area & Goals**
- **Stakeholder Outreach**
- **Existing Conditions**
- **Preferred Alternative Updates**
- **Traffic & Safety Discussion**
- **Public Realm & Landscape Design**
- **Next Steps**



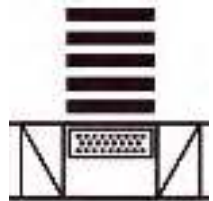
# Project Area







**Improve safety** for all users and modes of travel.



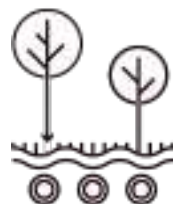
**Improve accessibility and connectivity** for all users along Arborway.



**Support Olmsted's Vision** for the parkway as a green, recreational space.



**Embrace improvements** to natural, cultural and recreational resources.



**Build Resilience** by implementing a Low-impact and Climate Resilient Design.



**Balance** the project goals and needs of different users.



# Engagement & Public Outreach (Winter 2020 – Present)



# Engagement & Public Outreach (Winter 2020 – Present)

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# Engagement & Public Outreach (Winter 2020 – Current)



# Public Comments Received



1119

Public comments received  
in January and February 2022

627	Online Survey Comments
101	DCR's online comment portal
45	Online survey
9	Email / Postal Mail

- Responses to Public Comments in **Spring 2023**
- Followed up with 1-on-1 Stakeholder Meetings in **Summer 2023**



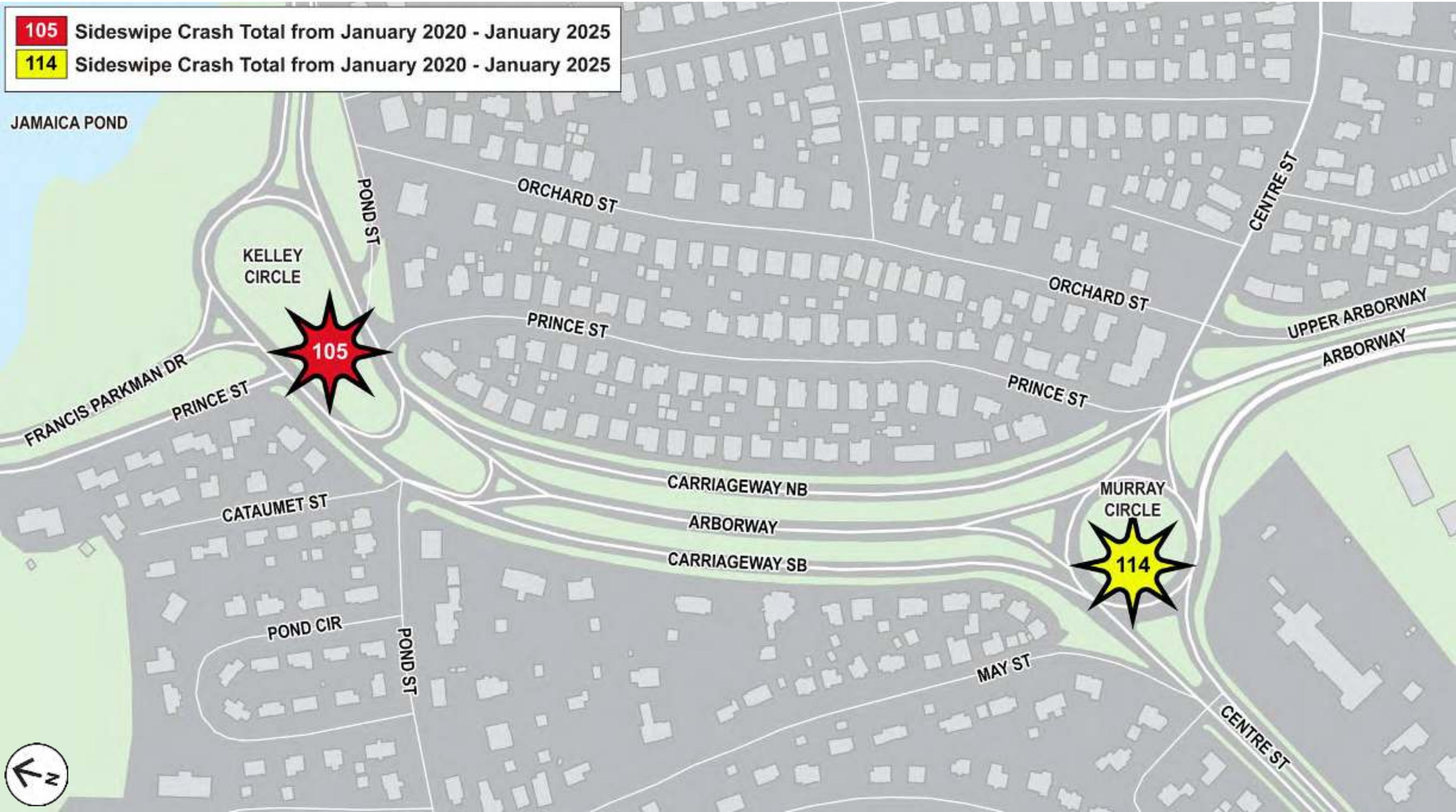


# Project Area





# Existing Safety Conditions





# Existing Conditions



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# Existing Safety Conditions – Kelly Circle



**105** Sideswipe Crash Total from January 2020 - January 2025

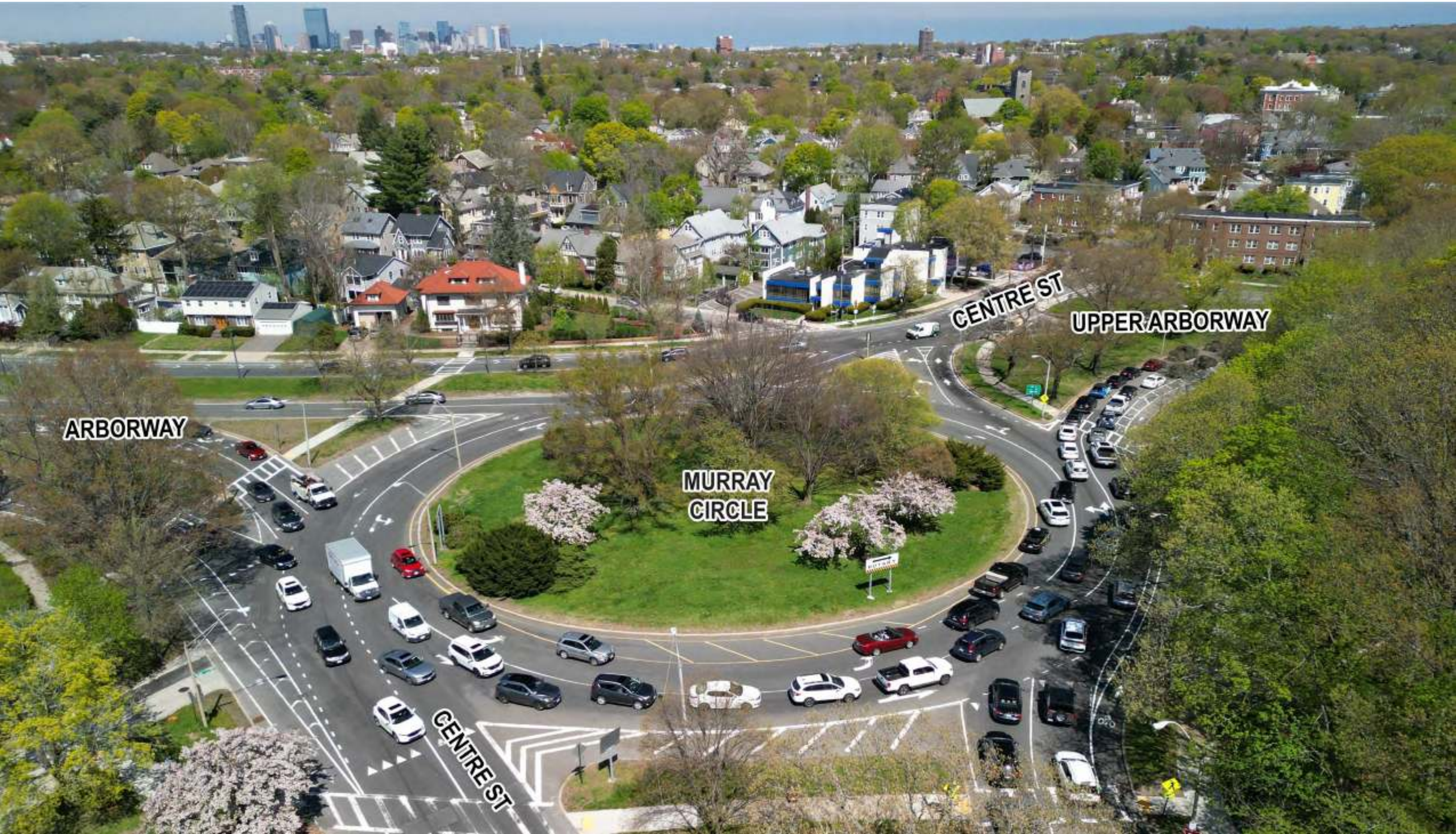




# Existing Conditions – Driver Confusion & Conflict Areas



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# Existing Safety Conditions – Murray Circle

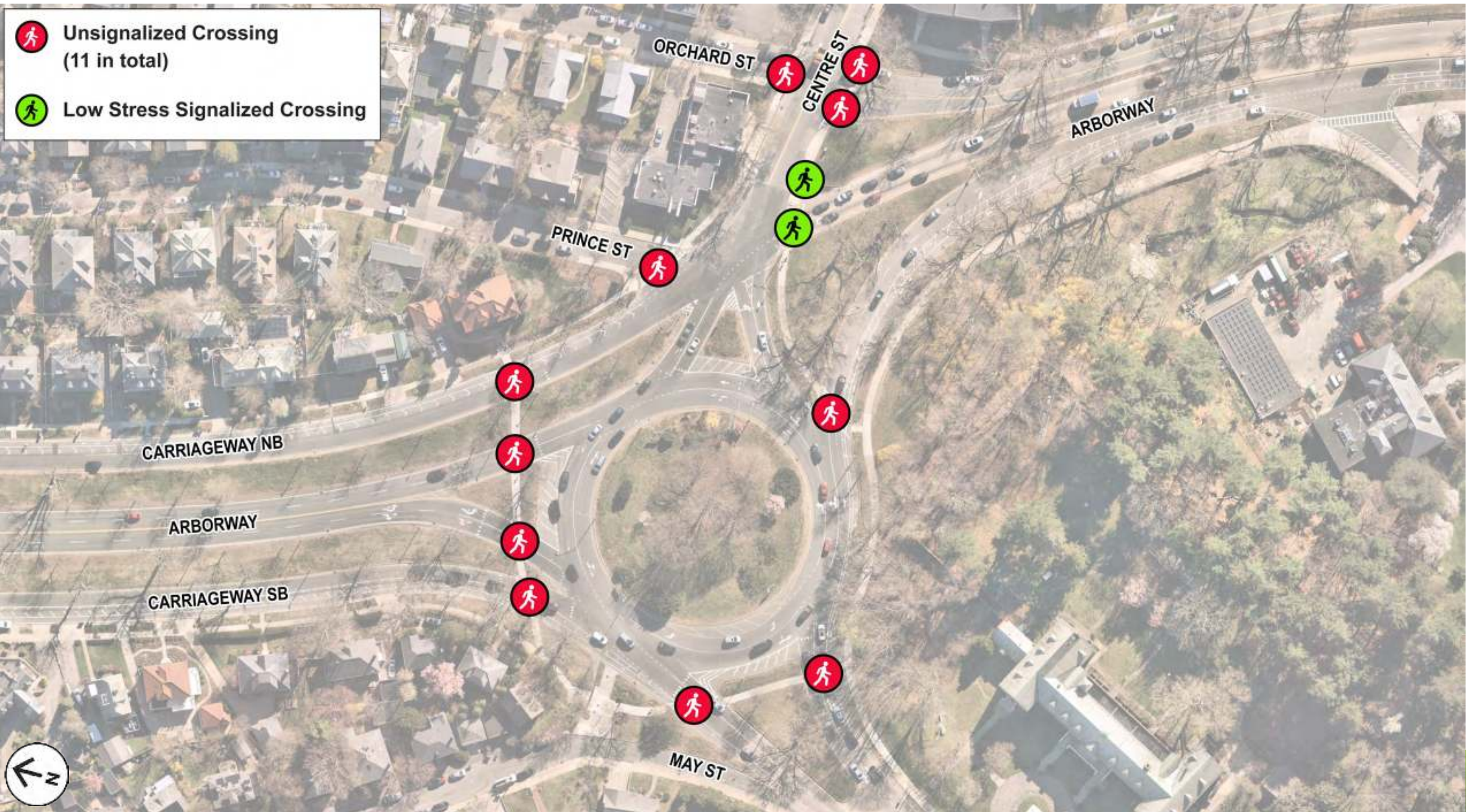




# Existing vs Preferred Design Alternative Pedestrian Crossings



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# Existing Conditions – Pedestrian and Cyclist safety



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## Design Focus Areas

- Reduce vehicle speeds with minimal impact to travel times
- Maintain access for neighborhoods and abutters
- Overall increases in accessible park & recreation space and street trees
- Safe, comfortable, and convenient bike and pedestrian facilities and connections on both sides of the Arborway
- Minimize removal of mature trees and offset impacts with net increase in tree canopy with maintenance plan
- Channel through/regional traffic into the Main Barrel and away from the carriageways
- Improve capacity on mainline to optimize traffic flow & mitigate cut-through traffic



- Signalized Pedestrian Crossings
  - ADA Compliant Ped Ramps
  - High Visibility Crosswalks
- Dedicated Bicycle Facilities
  - Full north-south connectivity between Jamaica Pond and Forest Hills on grade separated facility
  - Reduce mixing between slower moving pedestrians and faster moving bicyclists
- Vehicle Confusion Reduced
  - Protected Left Turns
  - Complete elimination of Weaving Maneuvers (side-swipe crashes)



# Preferred Design Alternative

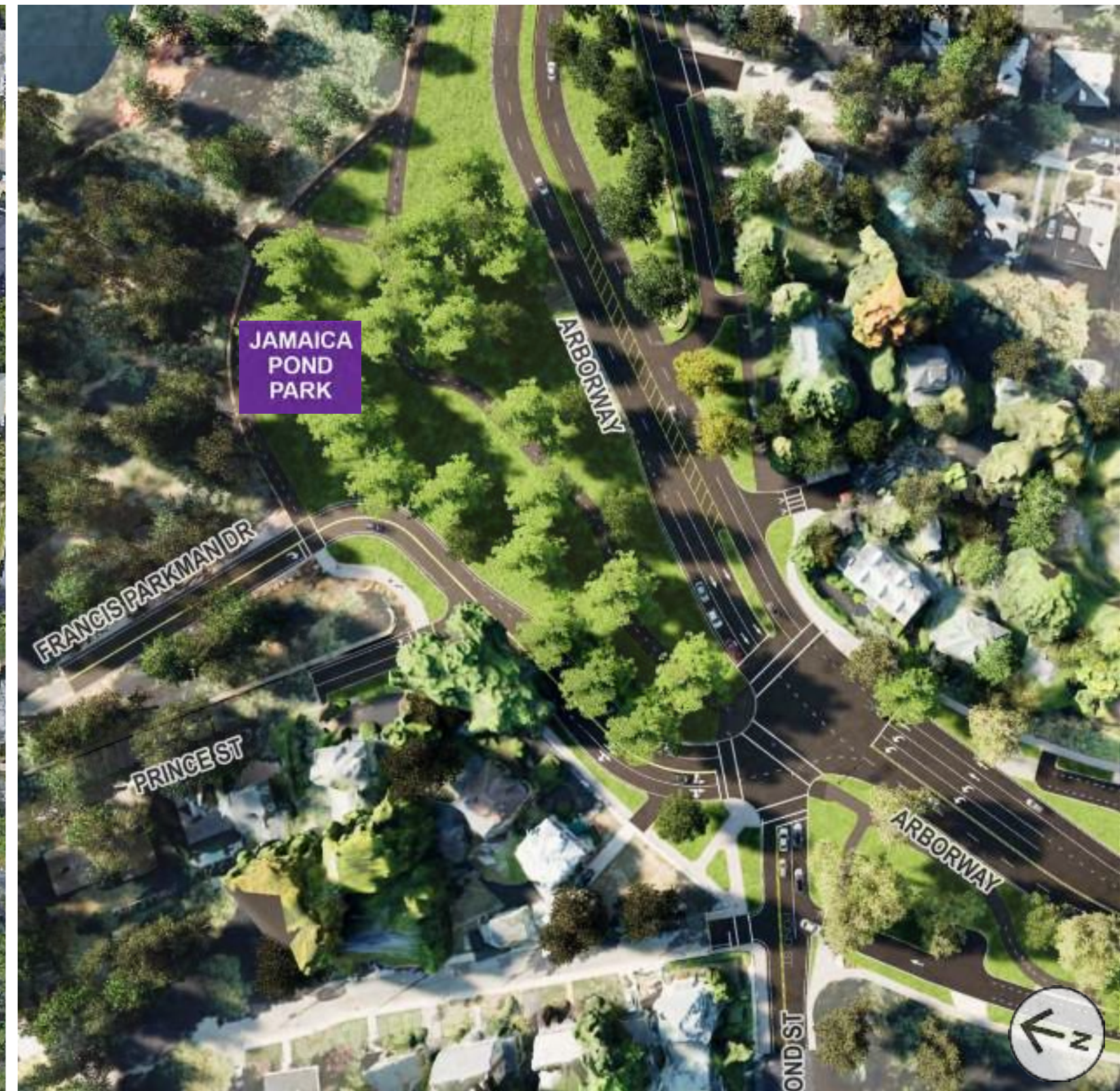
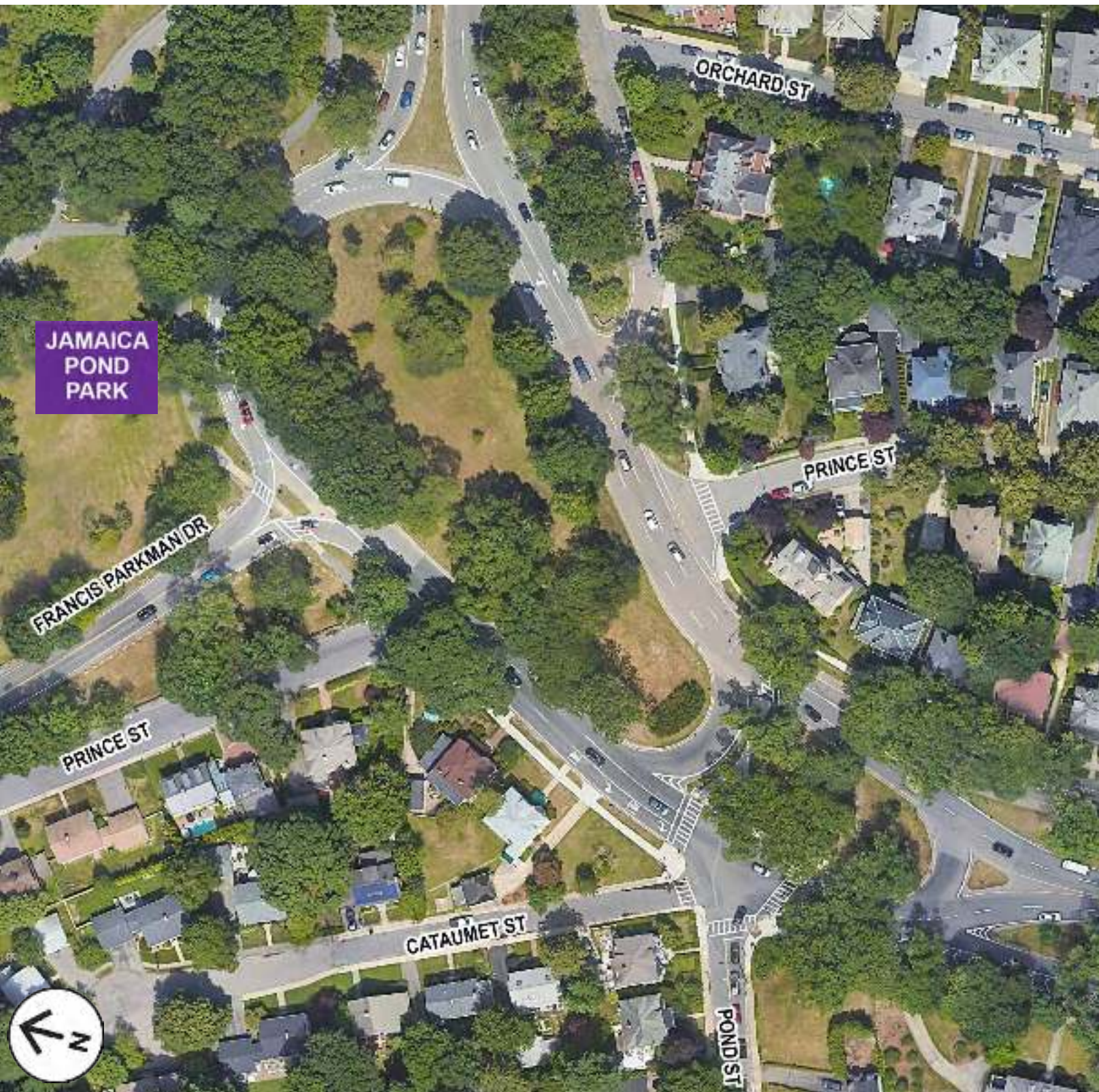




# Existing vs Preferred Design Alternative (Kelley Circle)



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# Preferred Design Alternative (Kelley Circle)



## Updates

1. Redesigned Arborway/Pond St/Francis Parkman Drive Intersection to enhance park & improve alignment;
2. Added capacity (thru and turn lanes) at Murray and Kelley intersections;
3. Redesigned Pond/Fr. Parkman to eliminate small roundabout and increase park space;



# Arborway at Francis Parkman Drive & Pond Street

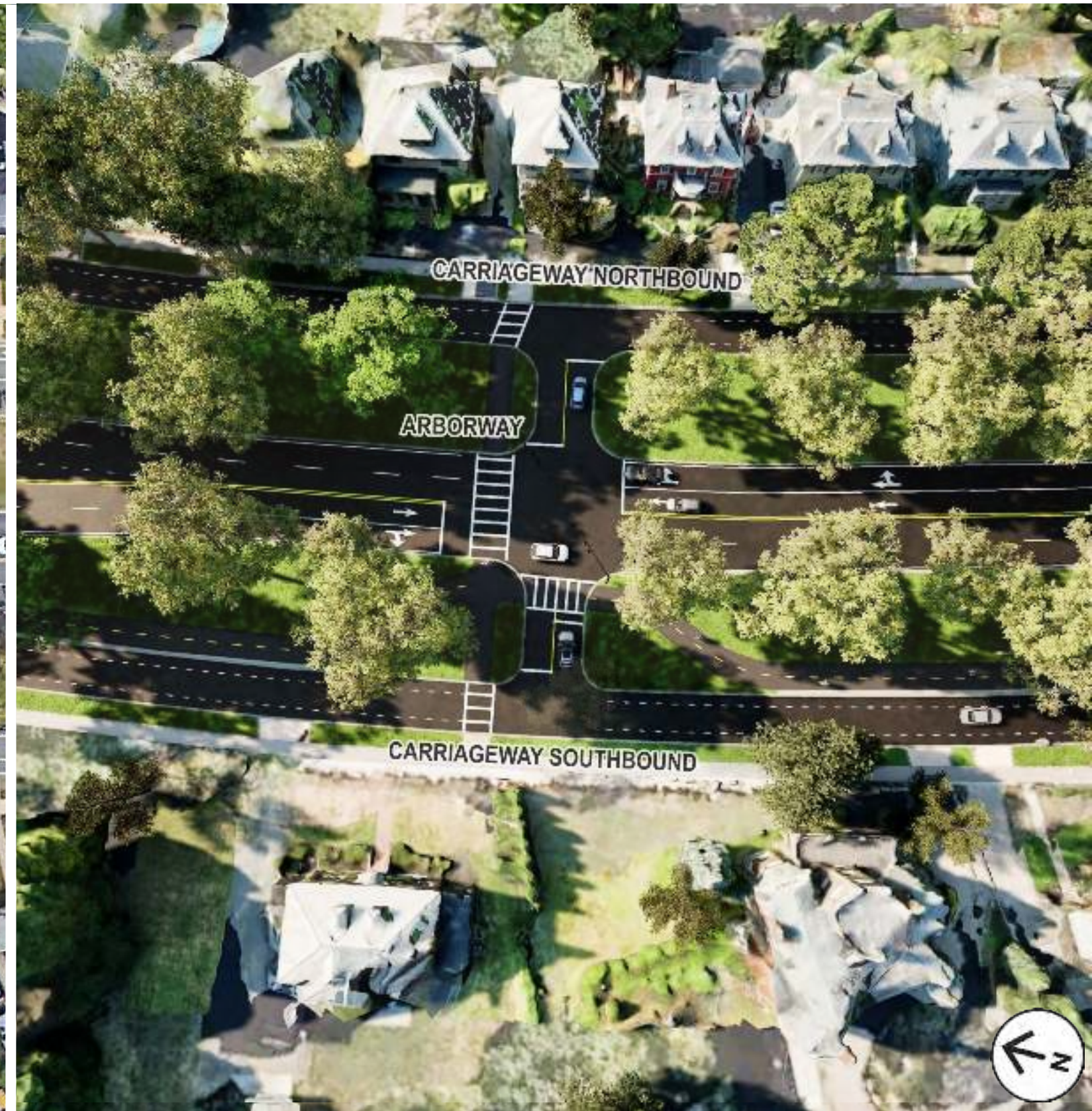
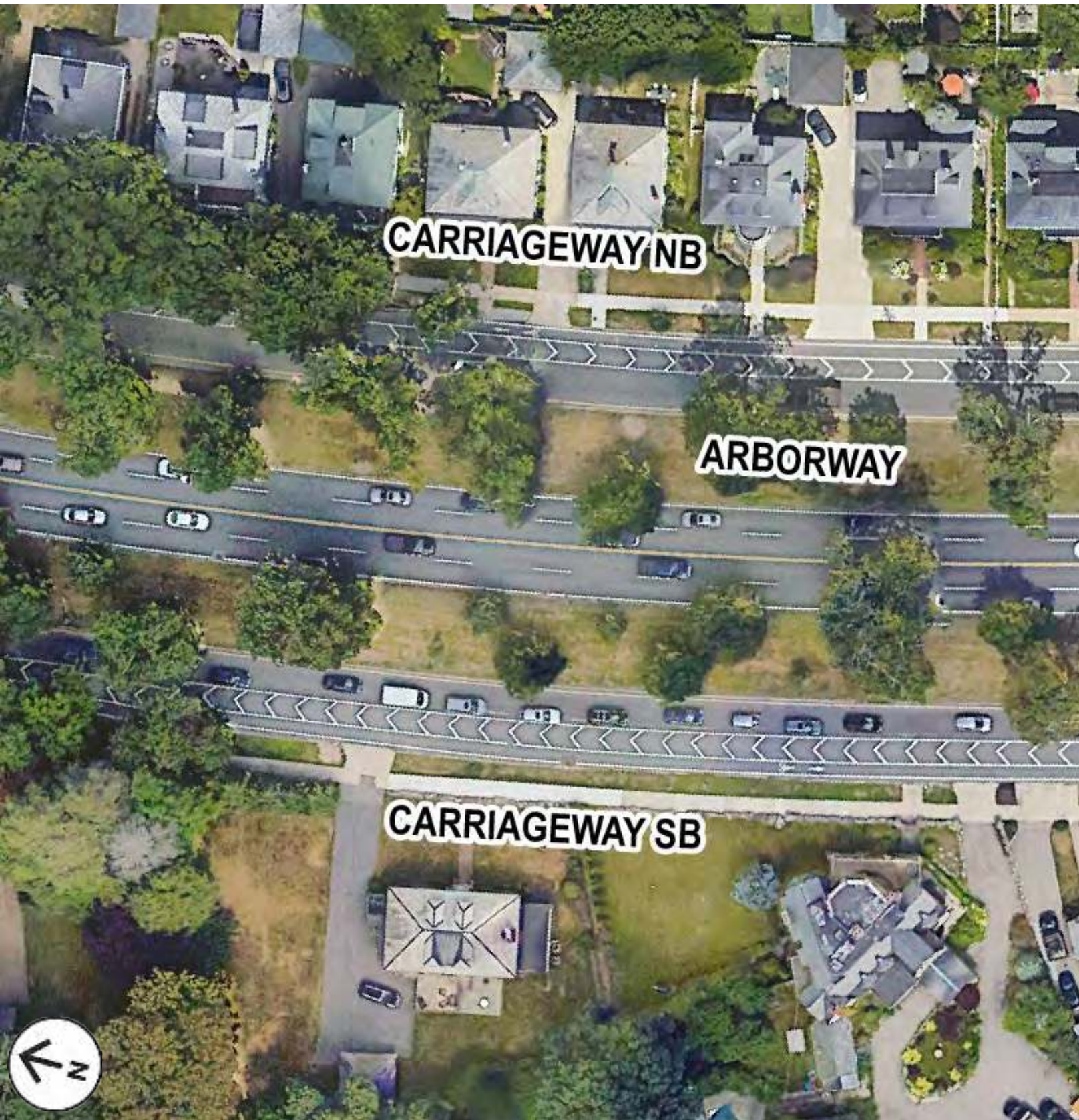




# Existing vs Preferred Design Alternative (Midblock Crossing)



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# Preferred Design Alternative (Main Barrel & Carriageways)



## Updates

1. Carriageways modified w/ advisory lanes for improve bi-directional connectivity
2. Redesigned Mid-Block Crossing to improve local connectivity and access to and from carriageways



# Arborway at Midblock Crossing





# SB Carriageway Advisory Lane & Shared Use Path





# What is an Advisory Lane?



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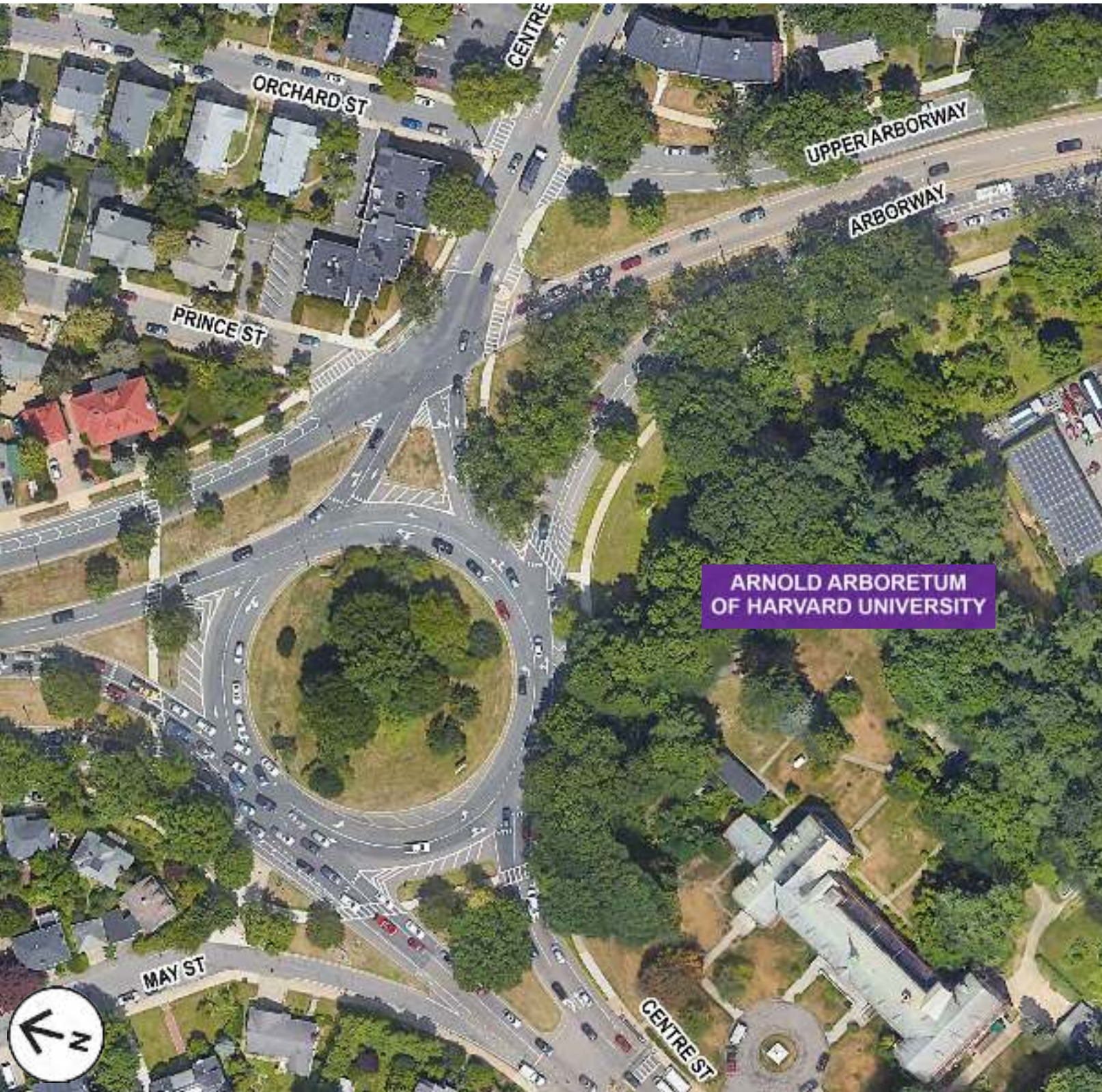
- A low-volume bi-directional roadway used in a neighborhood context
- Motor vehicles travel in the center of the street but are allowed to enter advisory lane when safe to do so to avoid oncoming traffic



# Existing vs Preferred Design Alternative (Murray Circle)



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# Preferred Design Alternative (Murray Circle)



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ARNOLD ARBORETUM  
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## Updates

1. Added U-turns at the Centre Street EB approach for access improvements
2. Added capacity to improve travel times, minimize pedestrian and bike waiting times & queue lengths
3. Shifted Murray to the northeast to improve alignment, park space, and add queue storage to improve signal efficiency & operations
4. Eliminated Slip Lane at Murray.



# Existing vs Preferred Design Alternative (Arboretum Driveway)



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# Existing vs Preferred Design Alternative (Arboretum Driveway)



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UPPER ARBORWAY

ARBORWAY

ARNOLD ARBORETUM  
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ARBORETUM DRIVEWAY

1. Staggered Ped Crossings at Upper/Lower Arborway
2. Added 2 lanes NB for improved operations
3. Defined accessible parking for the Arboretum





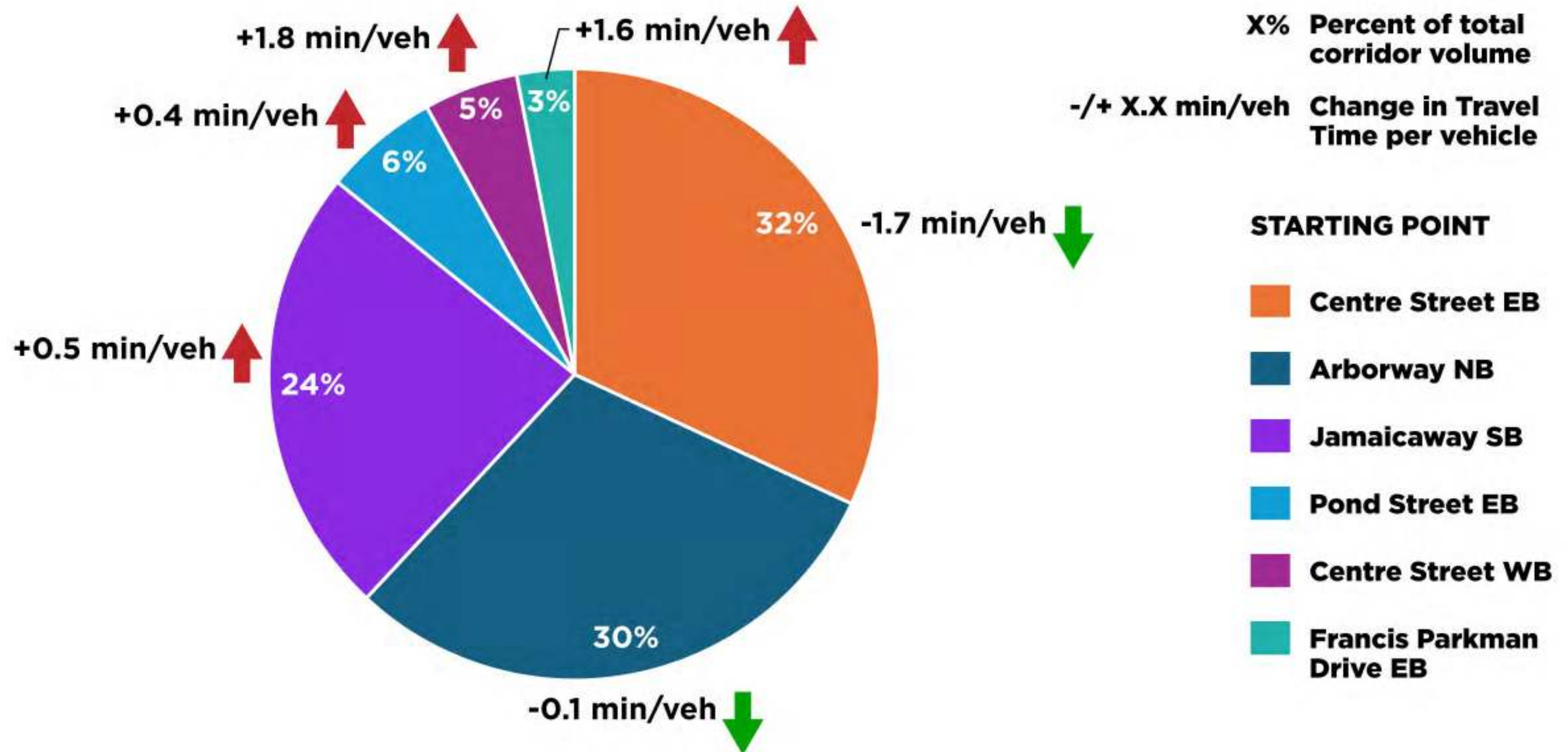
- **Signal timing intends to encourage speed limit at City standard of 25 MPH**
  - Through trips may have ~30+ seconds to accommodate time for pedestrians and cyclists to cross time & for corridor speed reduction
- **AM Peak Hour**
  - 32% of drivers see shorter travel time
  - 8% will see an increase in travel time
- **PM Peak Hour**
  - 71% of drivers see shorter travel time
  - 5% will see an increase in travel time



# Future AM Travel Time impacts – Traffic Report Results



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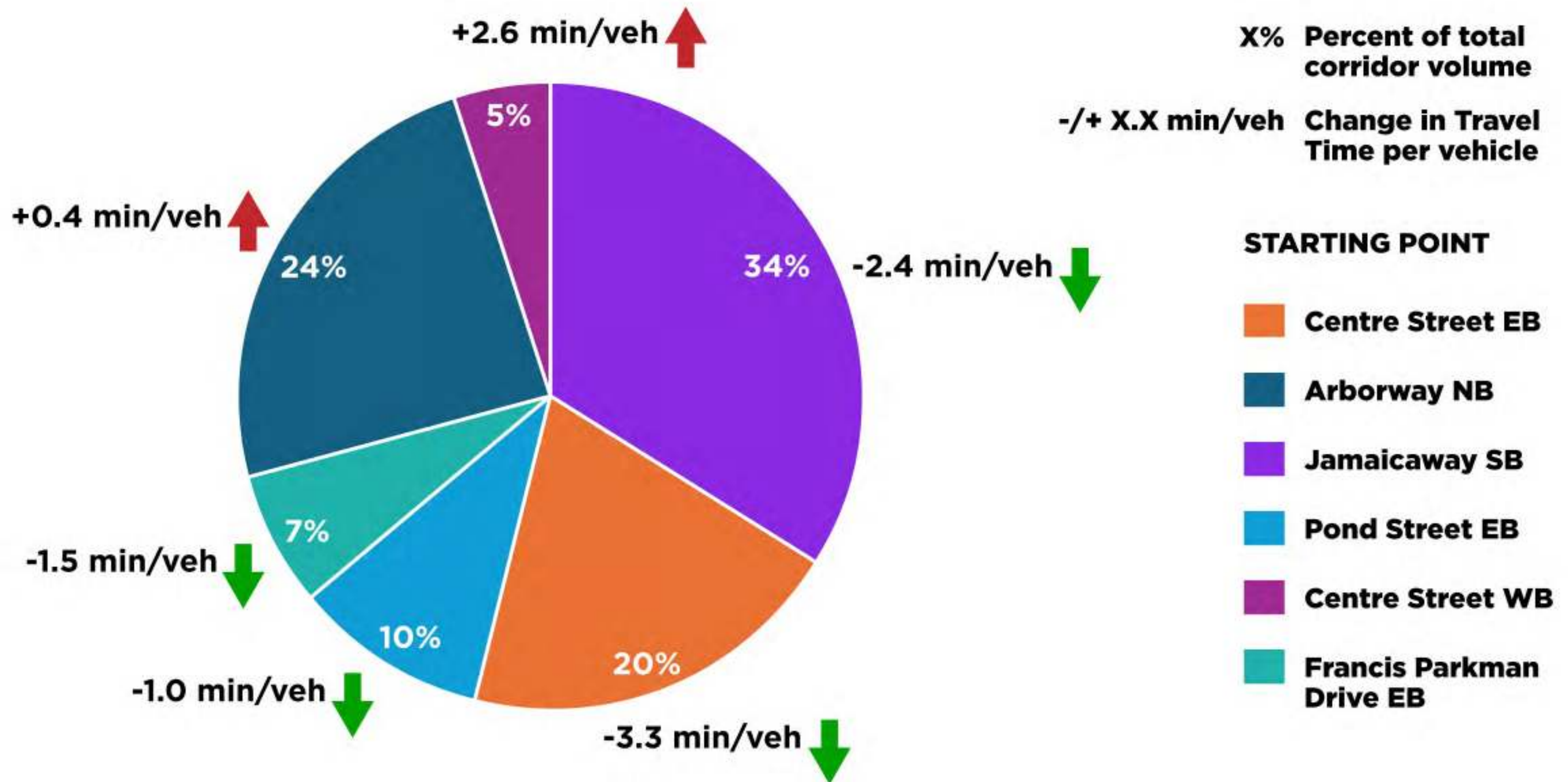




# Future PM Travel Time impacts – Traffic Report Results

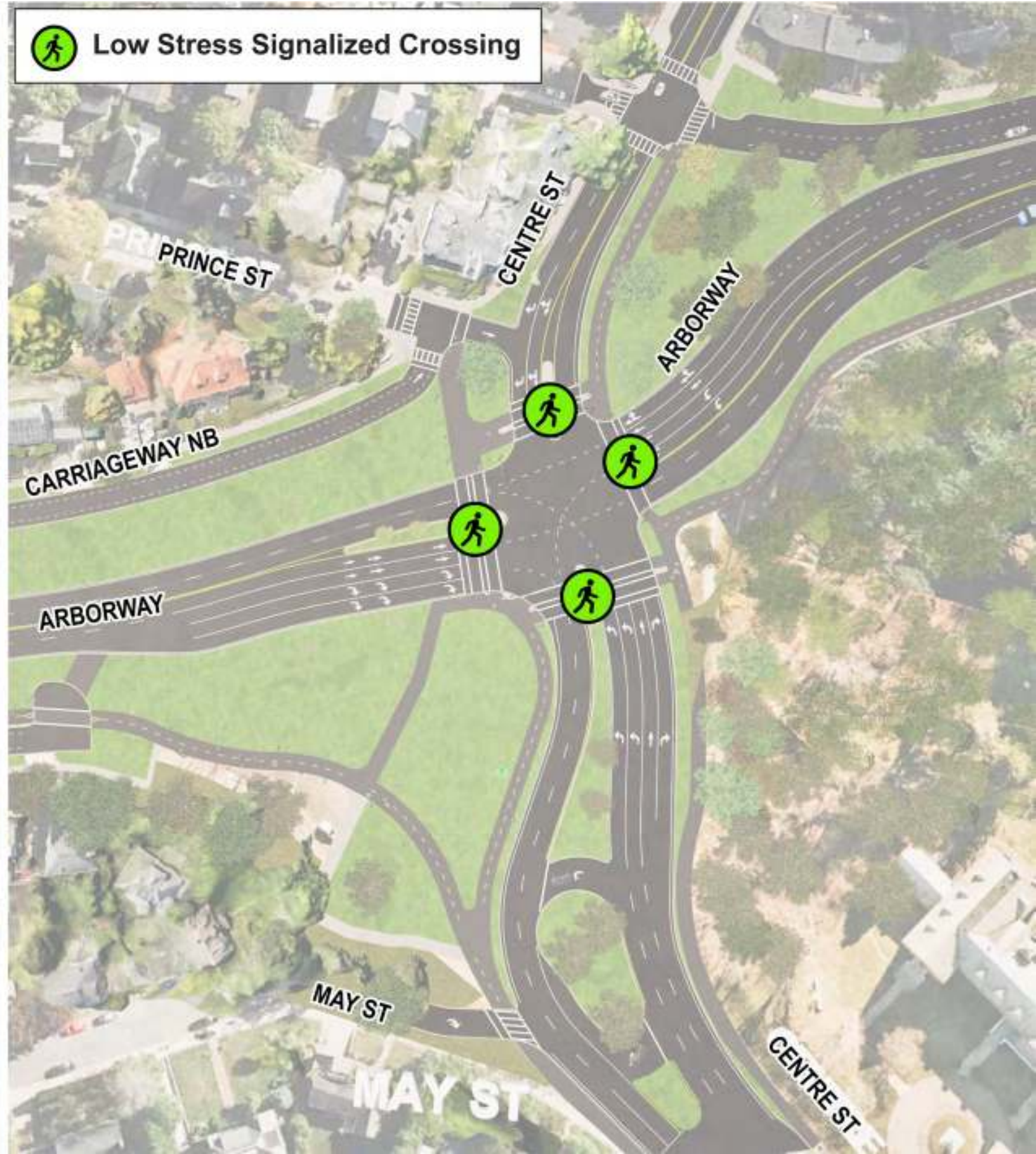


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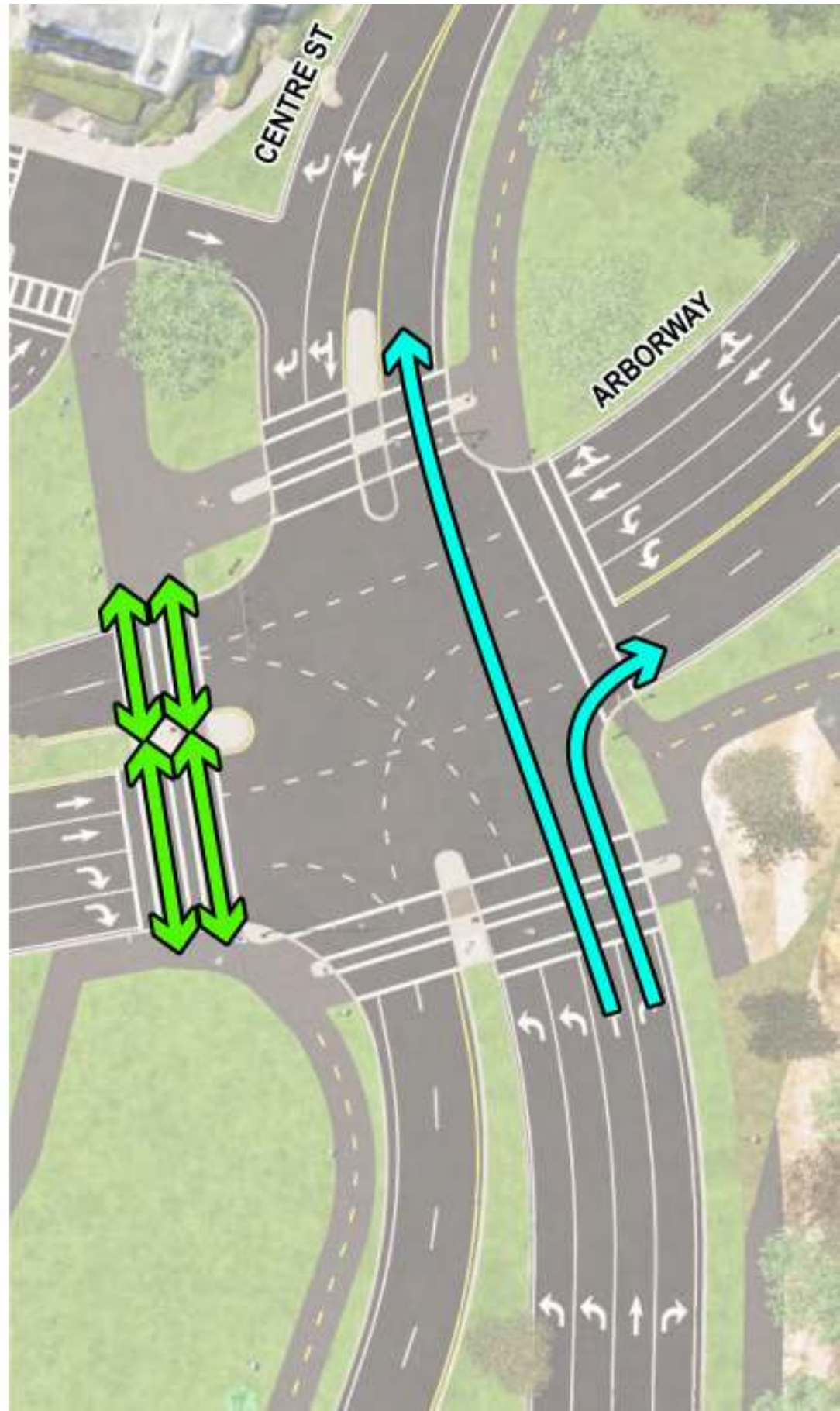
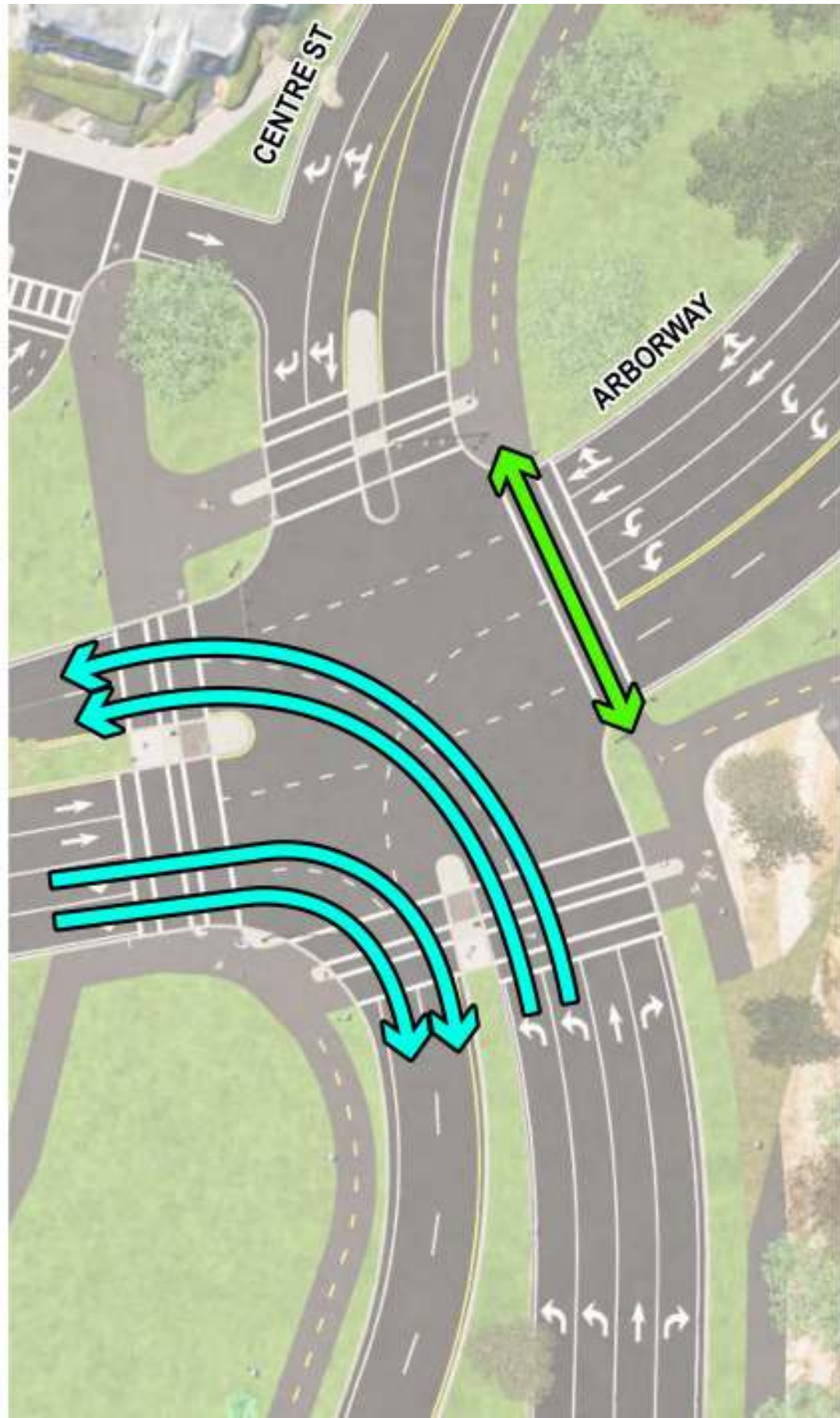
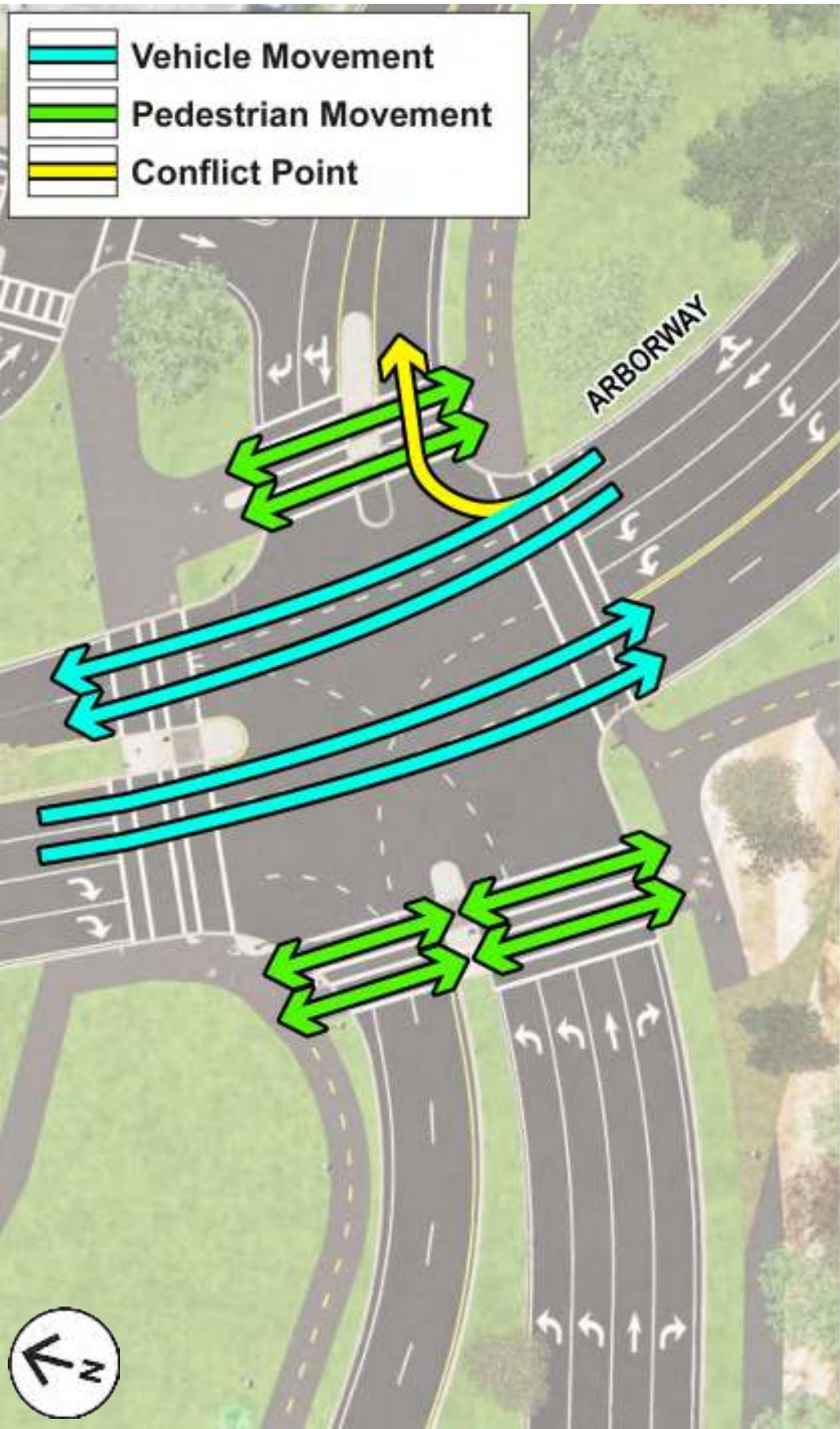


# Existing vs Preferred Design Alternative Pedestrian Crossings



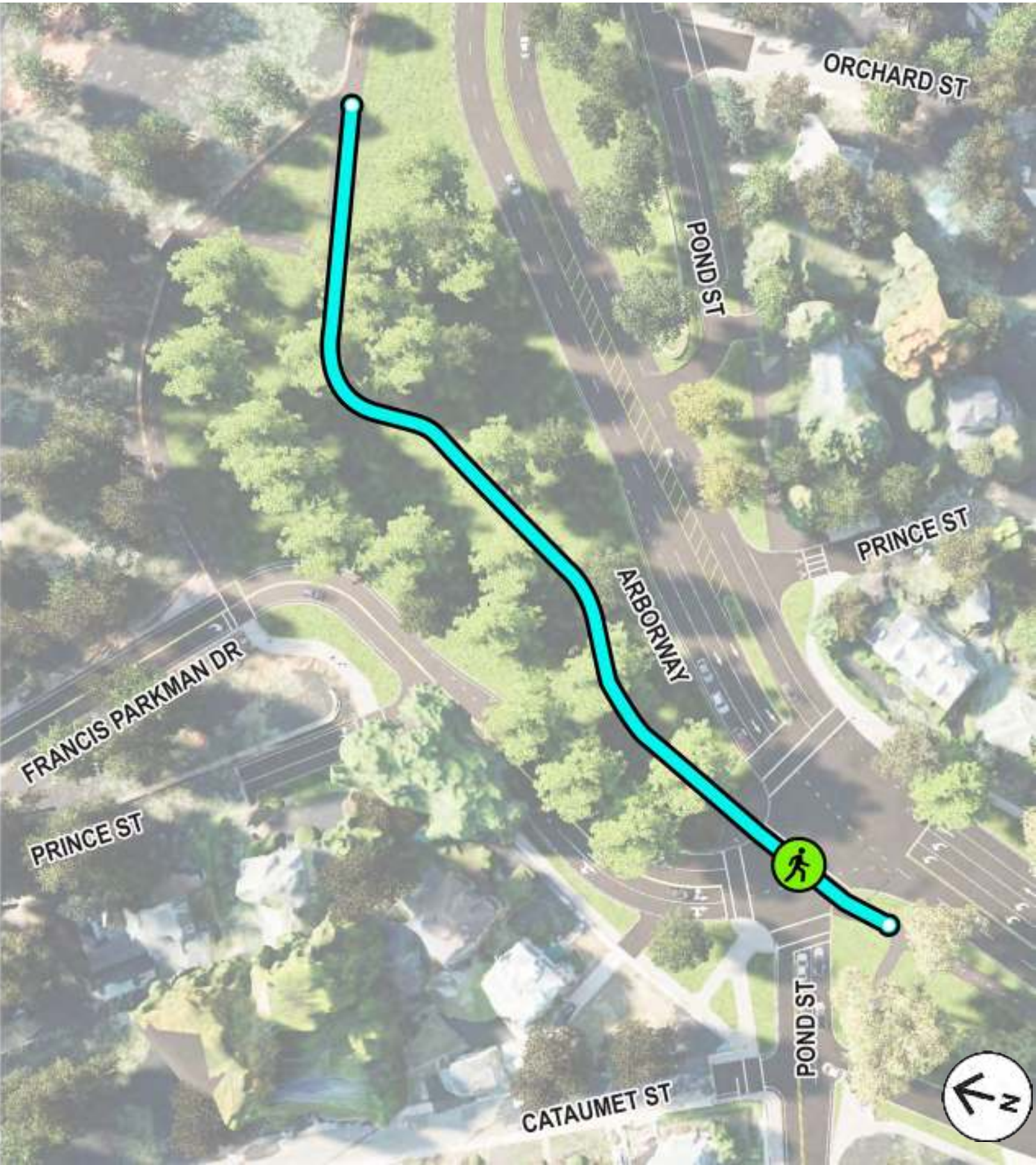
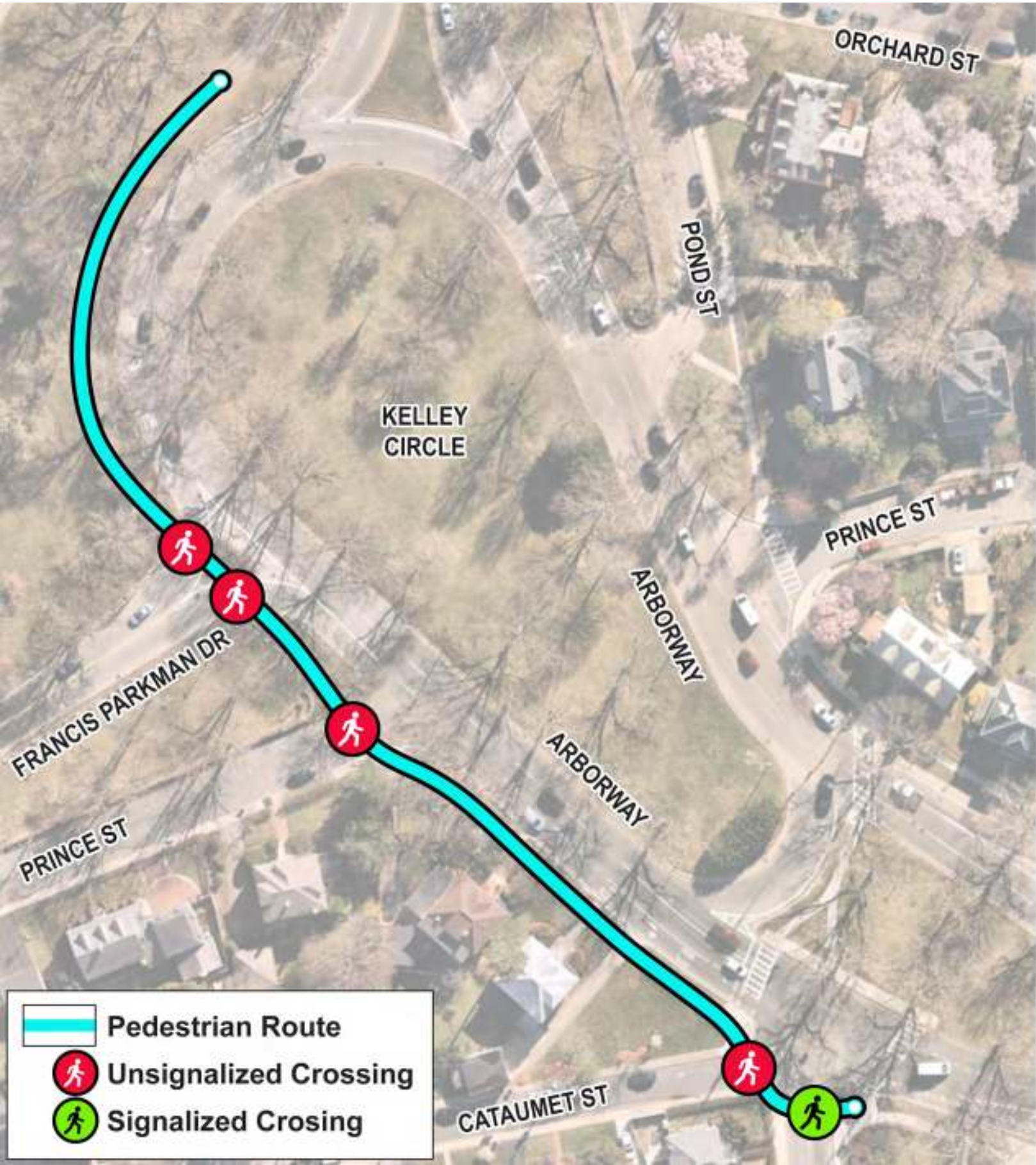


# Murray Circle Conflict Points



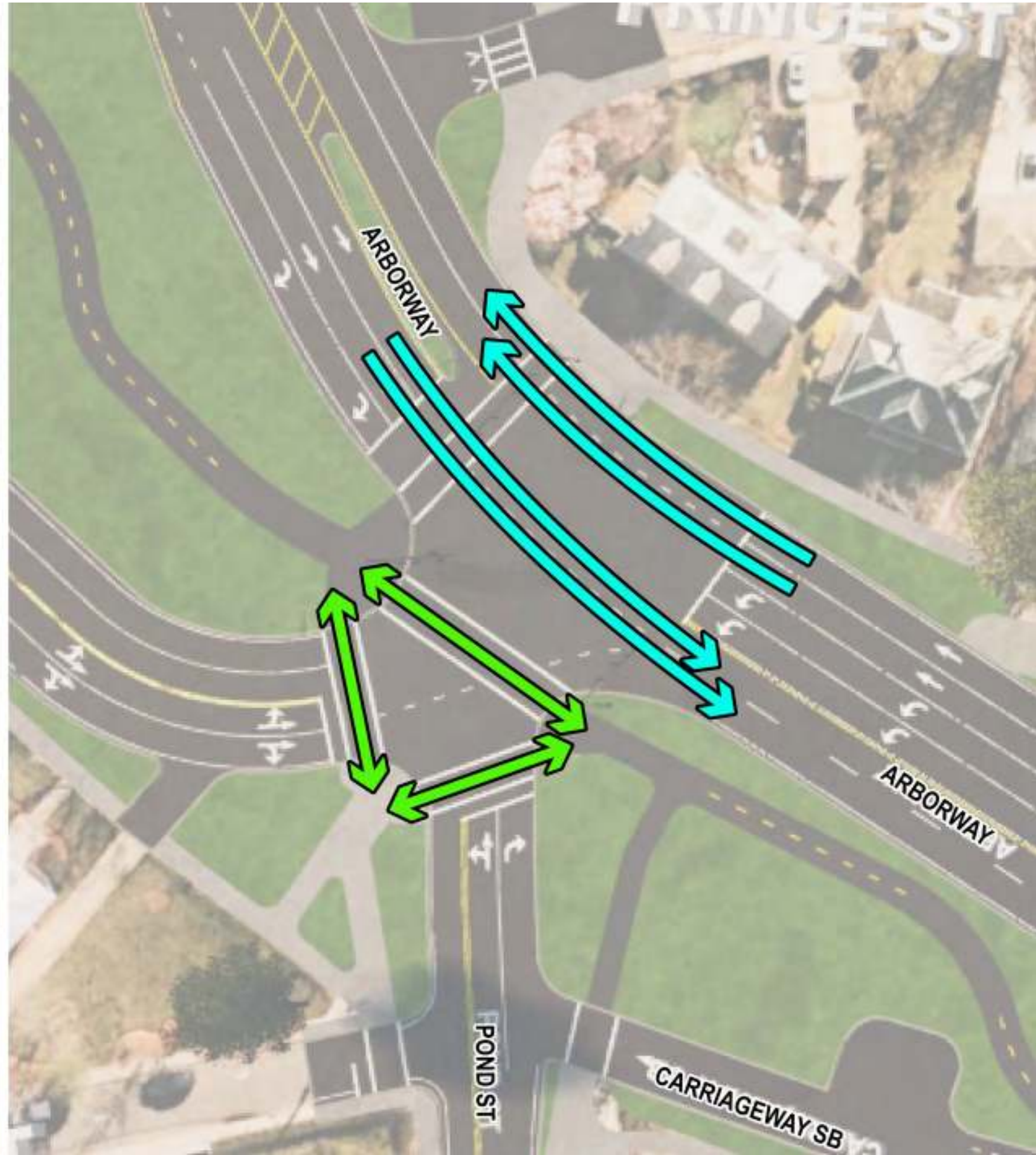
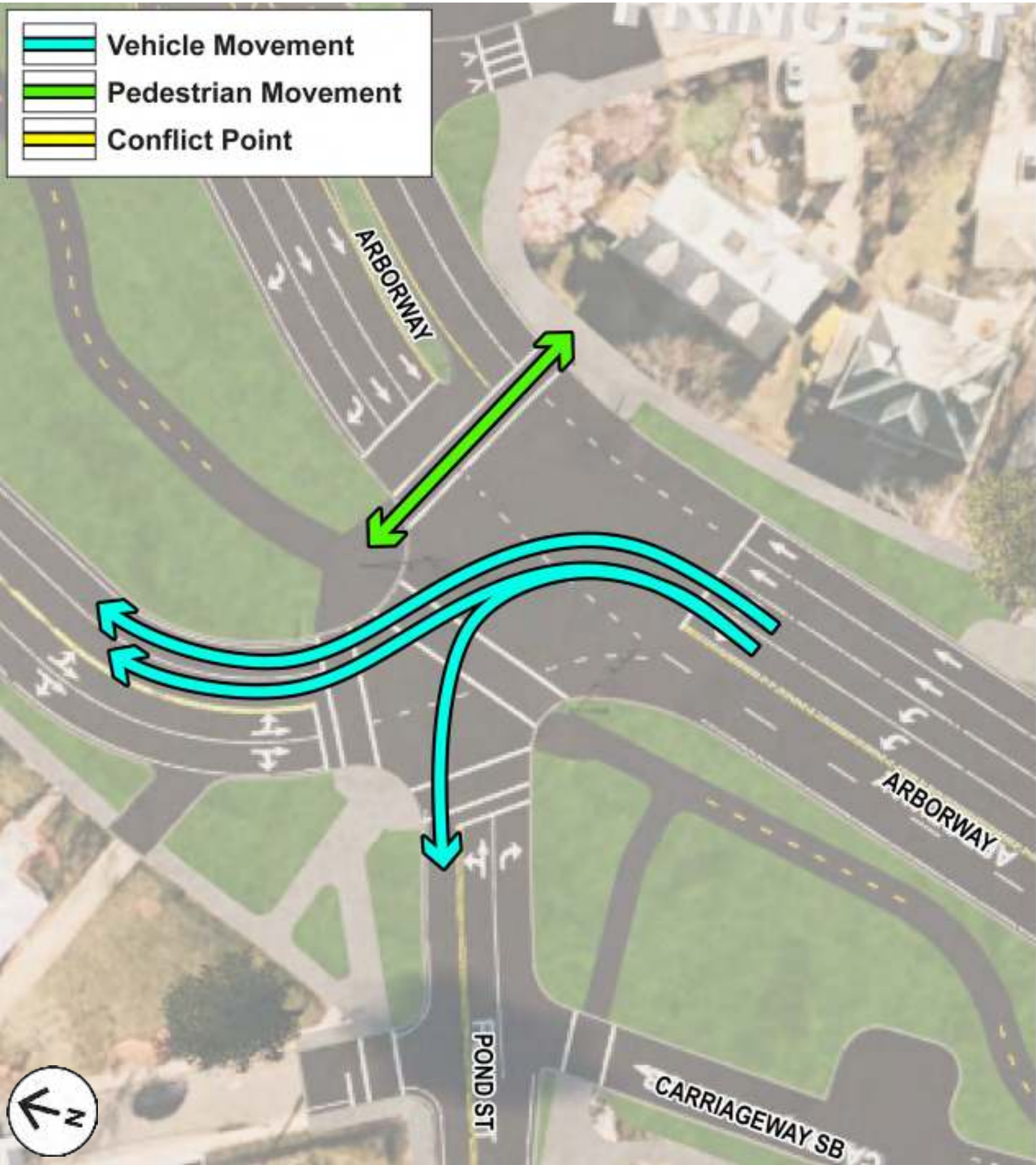


# Existing vs Preferred Design Alternative Pedestrian Crossings



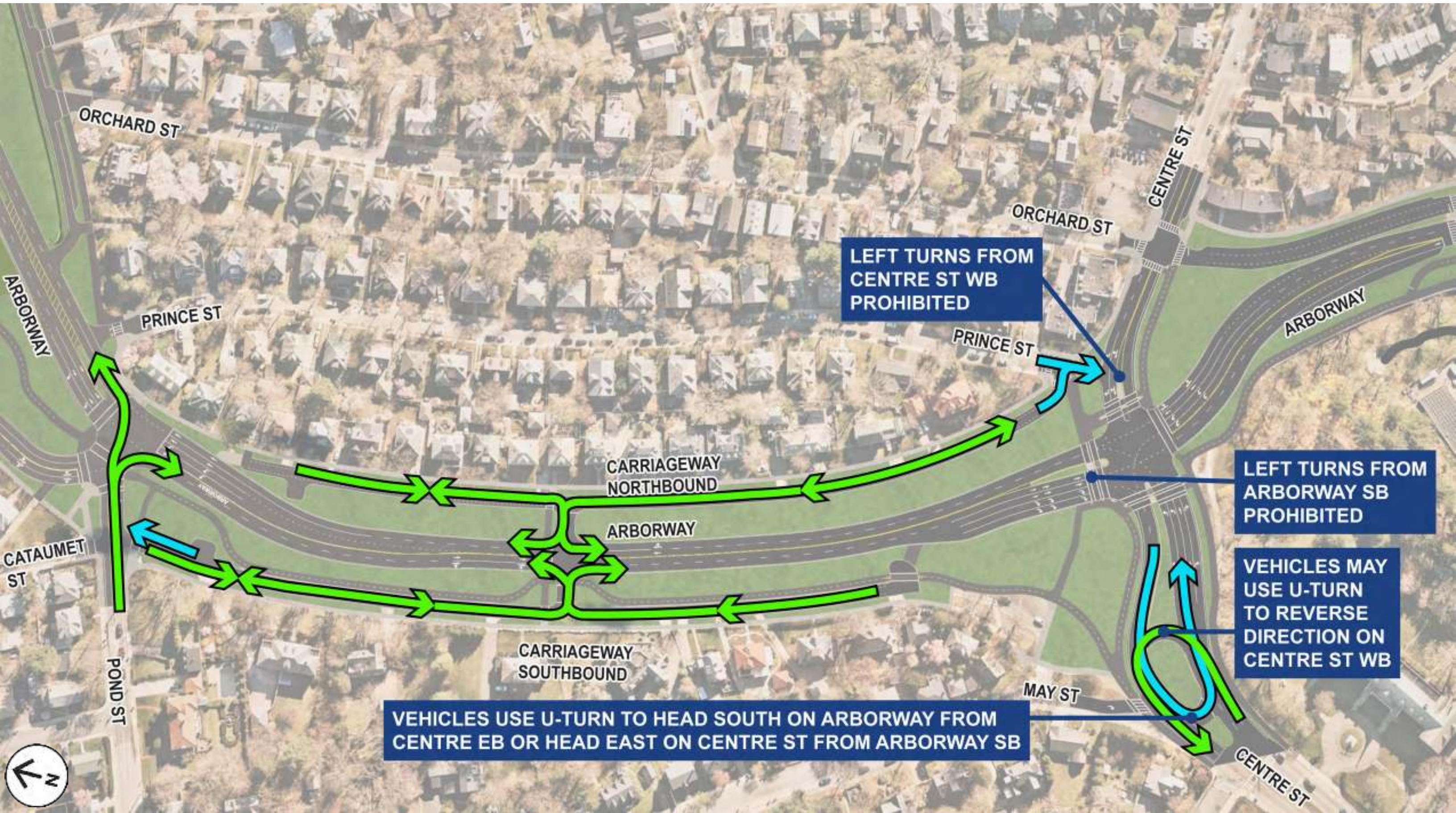


# Kelley Circle Conflict Points



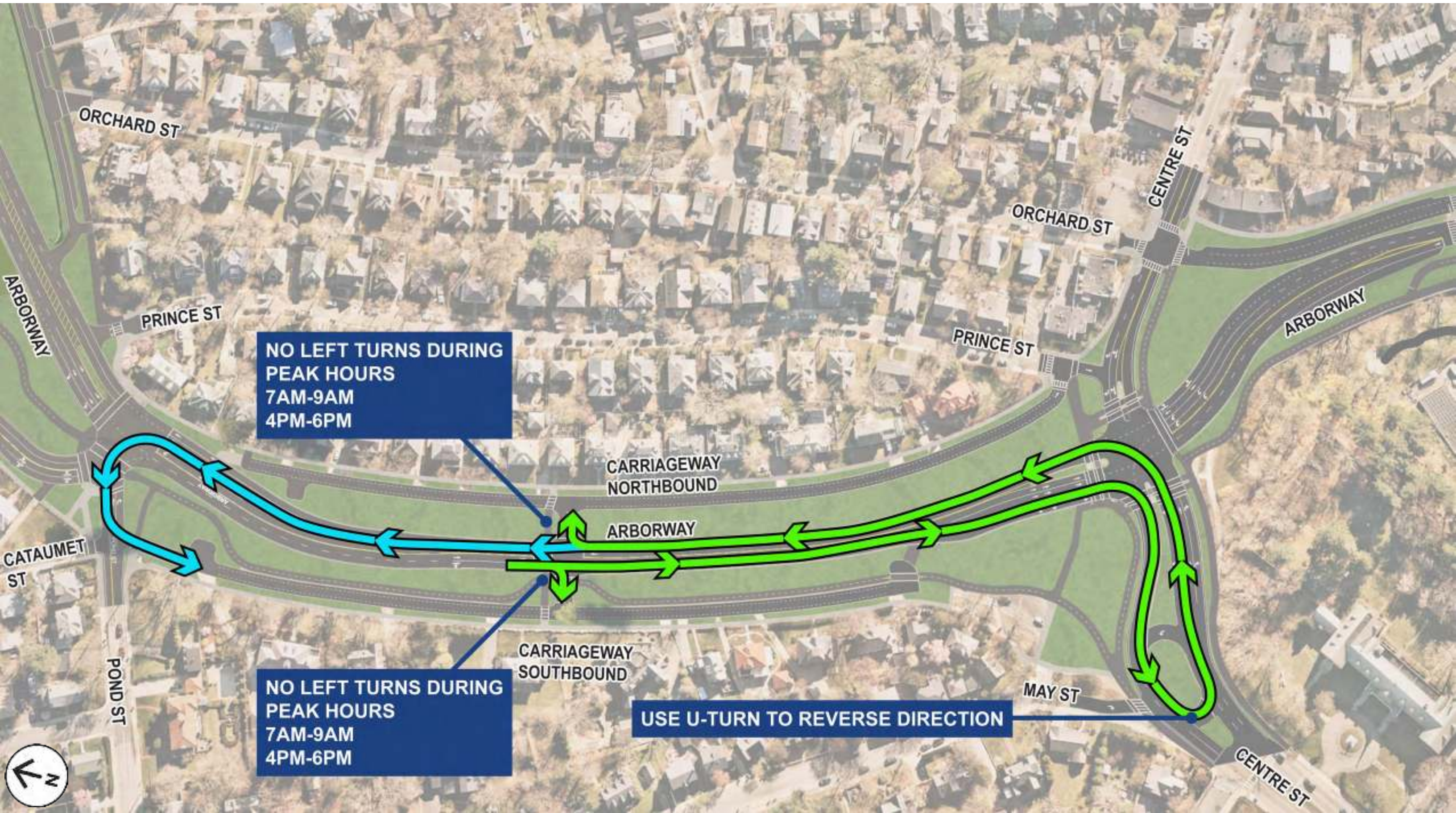


# Access & Circulation





# Access & Circulation





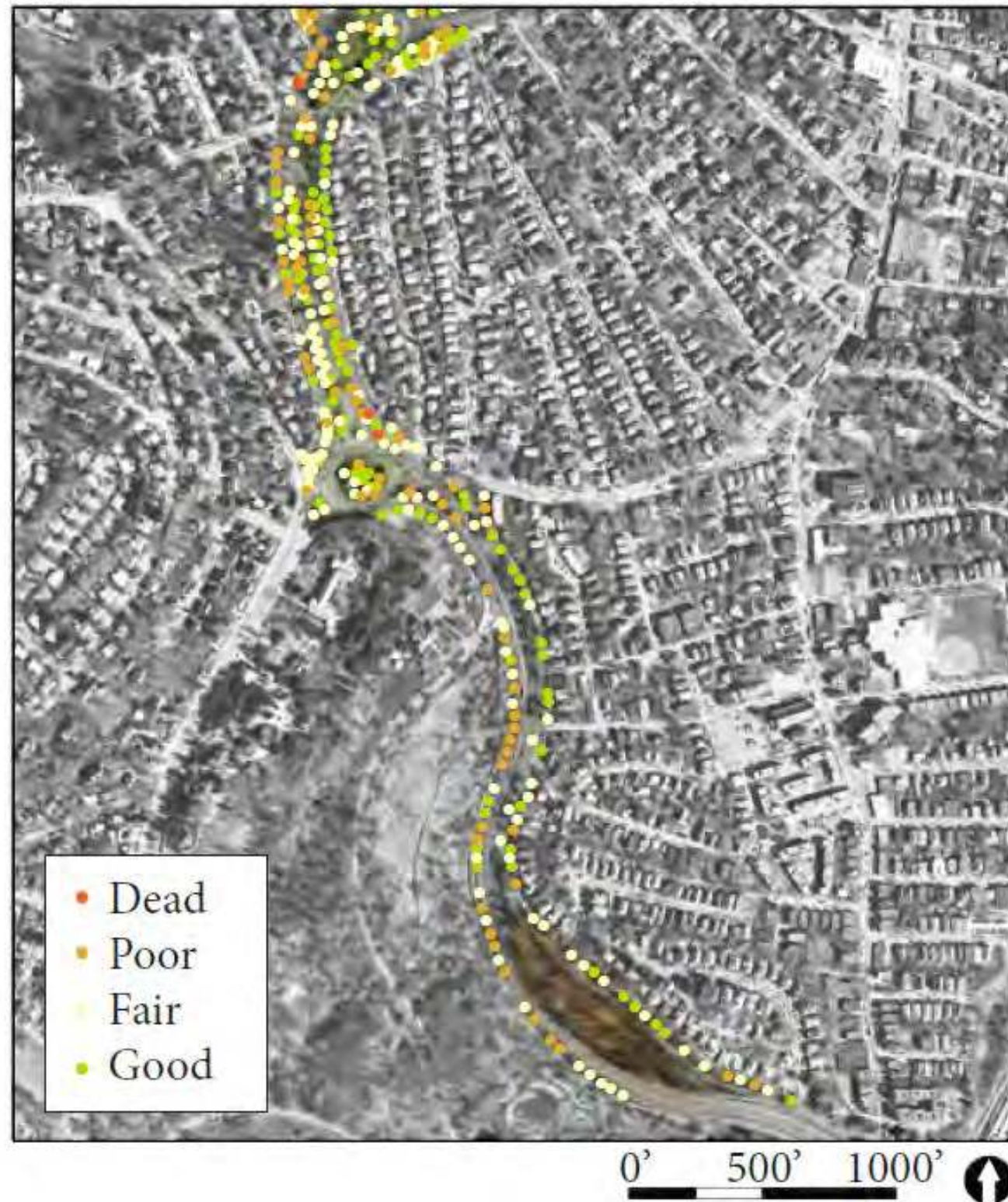
## Parkway Surfaces Updates

- Reduction of impervious areas by 75,000sf (1.5 Acres)
- Roadway pavements are reduced by 134,000sf (3 Acres)
- Accessible park space is increased by 220,000sf (5 Acres)

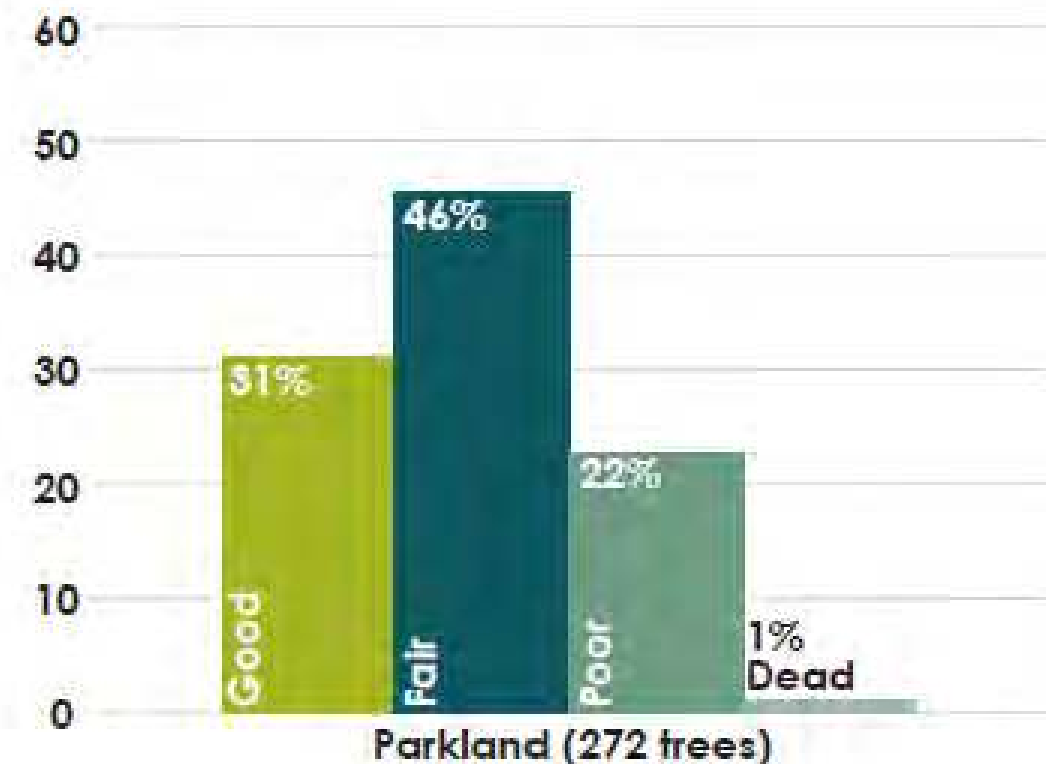
## Tree Canopy

- Approximately 10,000 square feet of tree canopy will be added (0.25 Acre)

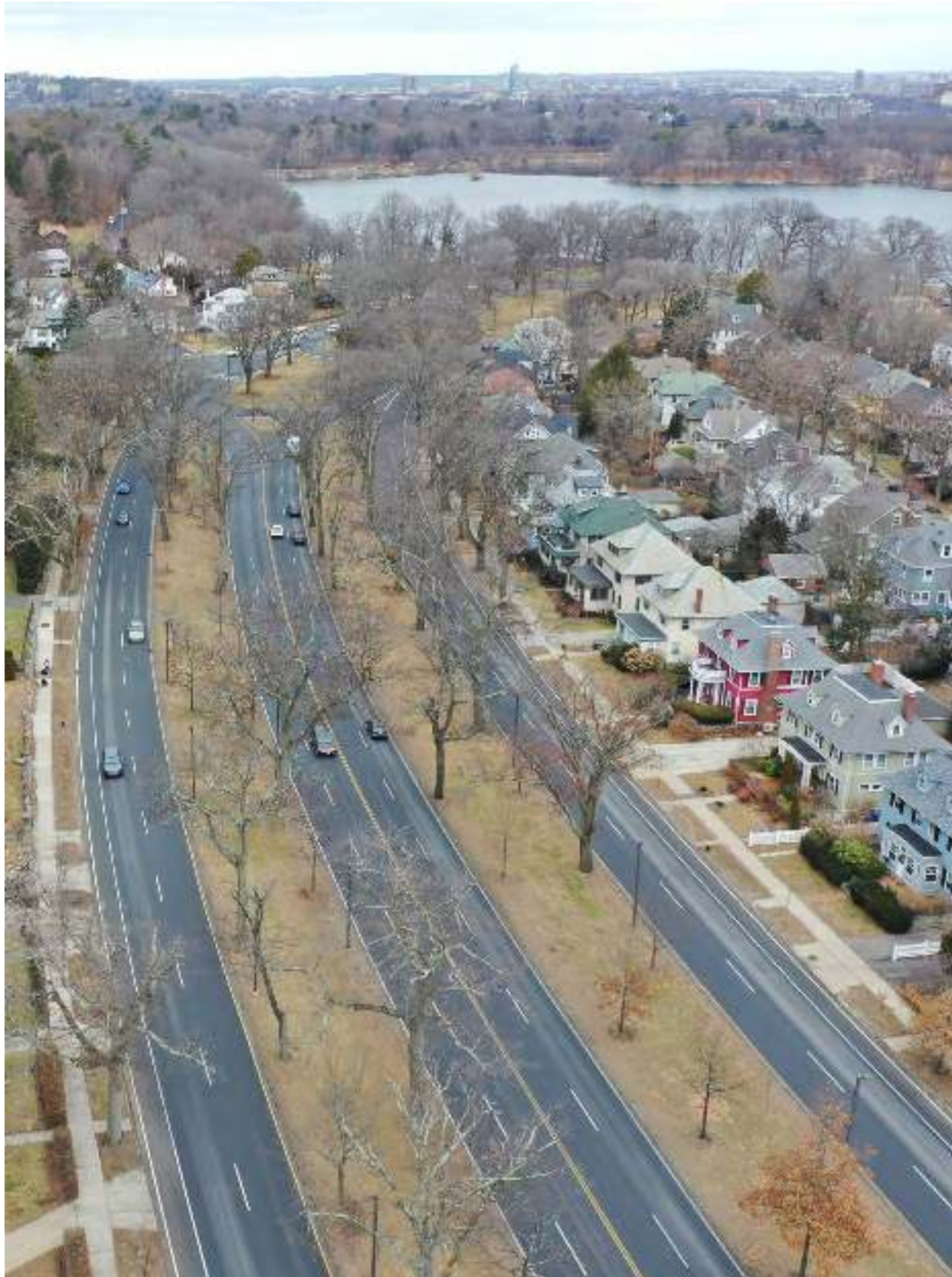




- Existing trees are primarily in fair condition
- Red oak monoculture
- Ornamental and evergreen plantings are located in Kelley and Murray Circles
- There are noticeable gaps where trees have been removed along the Arborway







## Existing Tree Protection and Mitigation of Construction Impacts

- Arborist update to tree inventory is anticipated
- Tree protection fencing at critical root zone
- Root pruning, soil decompaction and amendments
- Oversight by arborist for tree health and maintenance throughout construction

## Proposed Planting Design

- Restore the urban tree canopy by installing new trees
- Maintain and improve the gentle open lawn vernacular
- Maintain and enhance view corridors
- Provide understory plantings as select locations for screening





- Design road and pathway alignments to preserve and protect trees where possible
- Infill gaps in the tree lined boulevard with Red Oaks to preserve the character of the existing landscape and consider alternative shade tree species in select locations to promote biodiversity
- Prune and repair existing trees that are in fair condition
- Use tree, lawn and subtle grading to maintain the character of the Arborway
- Enhance sightlines and view corridors by removing select plantings
- Improve connections to site adjacencies through integration of site furnishings, improved path alignments, wayfinding signage, interpretive signage and other opportunities for “pause” spaces along the Arborway



# Expanded Jamaica Pond Park into Kelley Circle





# Arborway at Francis Parkman Drive & Pond Street





# Site Furnishings/Amenities





# Need for Consistent Context Enhancing Lighting



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# Mast Arm Style Options

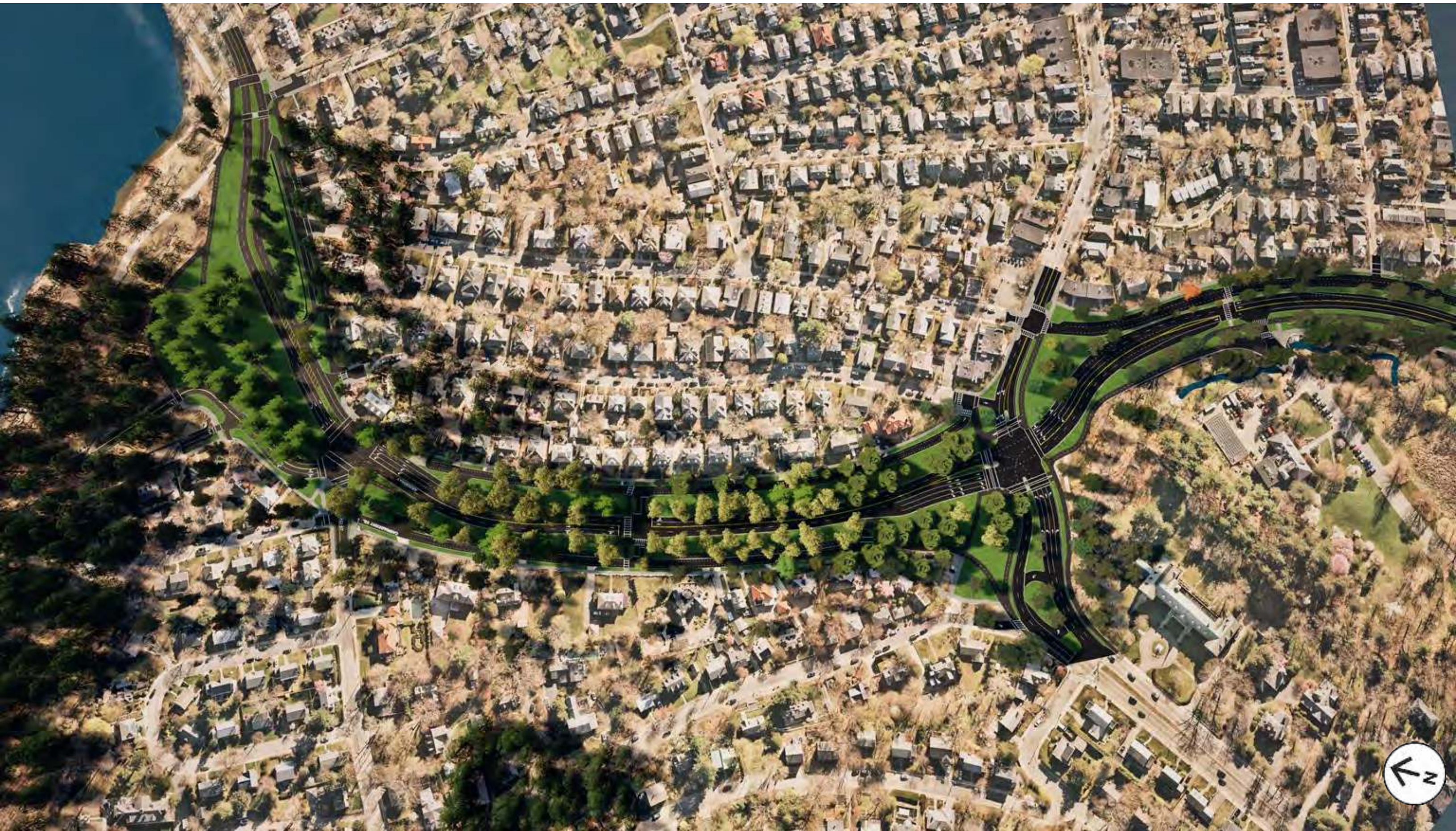


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# Preferred Design Alternative







## Following Public Meeting on 1/14/24:

- **Finalize 25% Design**
- **Review Public Comment - Spring 2025**
- **Complete 75% Design**
  - *Hold Public Meeting – Fall 2025*
- **Complete 100% Design**
  - *Solicit Construction Bids – Fall/Winter 2026*



## Questions & Answers





- **Recording, chat and tonight's slide deck will be available at:**

- [www.mass.gov/dcr/past-public-meetings](http://www.mass.gov/dcr/past-public-meetings)

- **If you have comments on this project:**

- *Submit online:* [www.mass.gov/dcr/public-comment](http://www.mass.gov/dcr/public-comment)
- *Deadline: Tuesday, February 4, 2025*

*Please note: the contents of comments submitted to DCR, including your name, town and zip code, will be posted on DCR's website. Additional contact information provided, notably email address, will only be used for outreach on future updates to the subject project or property.*

- **If you wish to subscribe to a DCR general information or project-related listserv:** contact DCR's Office of Community Relations via email at [mass.parks@mass.gov](mailto:mass.parks@mass.gov)



## Overview

- [https://www.instagram.com/massdcr/reel/DEXrm9ru\\_So/?hl=en](https://www.instagram.com/massdcr/reel/DEXrm9ru_So/?hl=en)



## Pedestrian

- <https://www.instagram.com/massdcr/reel/DEm-8UZOmRi/?hl=en>



## Cyclist

- <https://www.instagram.com/massdcr/reel/DEhkEsIMKul/?hl=en>



## Driver

- <https://www.instagram.com/massdcr/reel/DExQPGoOy5o/?hl=en>







# Thank You!

<https://www.mass.gov/info-details/arborway-improvement-project>