



# **Arborway Parkway Improvements Project**

Virtual Public Meeting

Wednesday, October 21, 2020 | 6:30pm - 8pm



Welcome!

The meeting will begin shortly.

Before the meeting begins, feel free to view the proposed design alternatives:

[bit.ly/Arborway-map](https://bit.ly/Arborway-map)

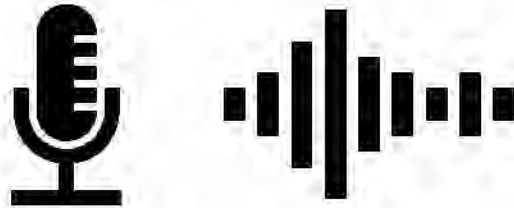
# Notice of Recording



To keep an accurate record and transcript of today's meeting, this video, audio, and chat transcript will be recorded by the Department of Conservation and Recreation (DCR).

By continuing with this virtual meeting, you are consenting to participate in a recorded event. The recordings and chat transcript will be considered a public record.

If you do not feel comfortable being recorded, please leave the meeting or turn off your camera and mute your microphone.





# Meeting Agenda

1. Welcome
2. Short-Term Improvements
3. Project Background
4. Public Outreach and Input
5. Design Alternatives
6. Next Steps



# Commonwealth of Massachusetts

Governor

**Charles D. Baker**

Lieutenant Governor

**Karyn E. Polito**

Energy and Environmental Secretary

**Kathleen A. Theoharides**

Department of Conservation and Recreation Commissioner

**Jim Montgomery**





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



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# Project People



## DCR

**Jeffrey R. Parenti, PE, PTOE, PTP, ENV SP**  
*Deputy Chief Engineer (Program Manager)*

**Jason Santos, PE**  
*Director of Transportation (Technical Advisor)*

**Mark MacLean, PE**  
*Section Head, Parkways (Project Manager)*

**Jenny Norwood**  
*Director of External Affairs and Partnerships*

**Anne Fiesinger**  
*Director of Public Outreach*

## Howard Stein Hudson (HSH)

**Matt Jasmin, PE, ENV SP**  
*Project Manager/Senior Civil Engineer*

**Nate Cabral-Curtis**  
*Public Involvement Manager*

**Nate Lash**  
*Public Involvement Specialist*

**Bob Stathopoulos, PE, PTOE**  
*Traffic Engineering Technical Leader*

**Amy Ingles**  
*Active Transportation Leader*

**Richard Houghton, ASLA (Halvorson)**  
*Senior Landscape Architect*



# Project Area





# Public Outreach in 2020



## Spring 2020

- Met with elected officials
- Met with community stakeholders






## Summer 2020

- Virtual public meeting
- Collected public comments
- Site walks with community stakeholders

**Discussion Prompts**

1. What do you most want to gain through this project?
2. What do you want to add in terms of design elements?
3. What do you most want to retain in terms of design elements?

**Shared Goals**

-  **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 in its own right.
-  **Embrace opportunities** to make improvements as they arise if possible.
-  **Balance** the project goals and needs of different users.



# Public Comments Received



515

Public comments received  
in June and July 2020

398	Social Pinpoint interactive map
69	DCR online comment portal
42	Social Pinpoint online survey
3	Traditional Mail
3	Email
3	Postal mail



# Public Input – Entire Arborway



## Things People Like

- Aesthetically pleasing **mature trees** and **green spaces**
- The Arborway provides **connections** to many different parks, neighborhoods, and destinations



## Safety Issues

- **Speeding** along the entire corridor
- It **does not feel safe to ride a bicycle** between Jamaica Pond and the Arnold Arboretum
- **Crosswalks feel dangerous** and there are many paths of desire **lacking crosswalks**



## Ideas

- Create a protected, separated, or off-road **continuous bicycle network**
- Create **comfortable and accessible pedestrian routes** along and across the Arborway
- Implement **traffic calming** measures to reduce speeding



## Other Comments

- Maintain and increase **tree population**
- Do not increase **cut-through traffic** on side streets
- Underground **gas leaks** need to be addressed



# Shared Goals



**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 in its own right.



**Embrace opportunities** to make improvements as they arise if possible.



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



# Safety Issues

- High vehicle speeds
- Unmarked travel lanes for Murray Circle
- Confusing geometry
- Short merging and weaving areas
- Multi-lane pedestrian crossings with no signals or beacons
- Sporadic bicycle facilities
- Some sidewalks and curb ramps not ADA-compliant
- Many bicyclists share narrow sidewalk with pedestrians







# Traffic Operations

- Maintain a steady flow
- Balance improvements across modes
- Streamline the direction of traffic
- Separate commuting and local traffic







# Accessibility and Connectivity Issues

## Connectivity:

- Few/missing pedestrian crossing opportunities
- No bicycle enhancements at intersections
- Only one-way bicycle travel in Carriageways
- Wasted greenspace due to lack of pedestrian access

## Facility Quality:

- No separated or off-street bicycle facilities; gap in bicycle network







# Bikeway or Shared Use Path?







# Potential Crossing Treatments

- Raised crossings
- Rectangular Rapid Flashing Beacons
- Pedestrian Hybrid Beacons
- Leading Pedestrian Intervals
- Bicycle conflict/intersection markings
- Refuge islands
- Advanced warning signage for drivers

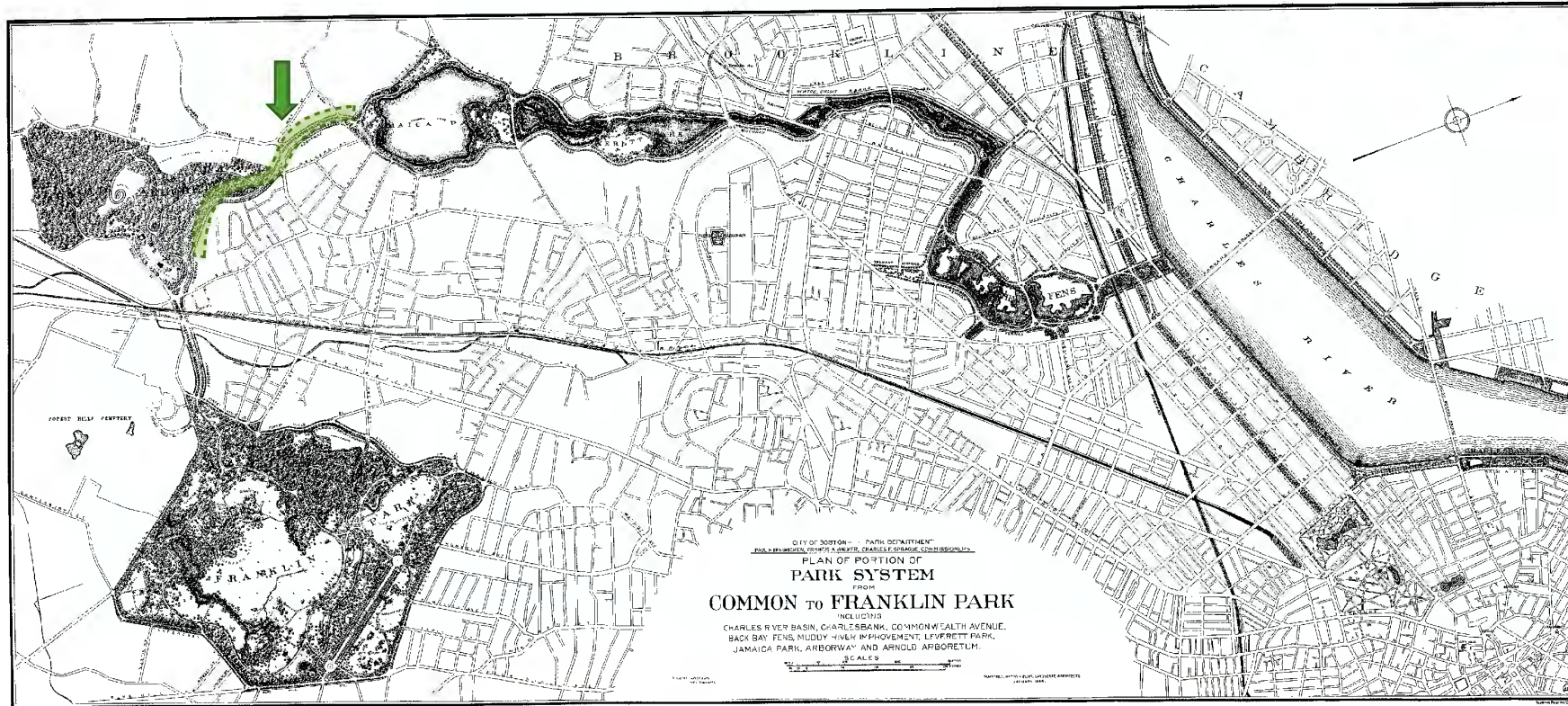






# Olmsted Landscape

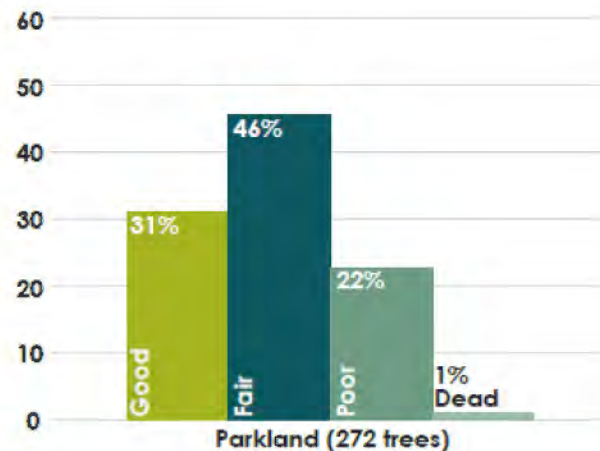
- Arborway is part of the Emerald Necklace
- Designed by Olmsted in 1892



# Existing Tree Canopy



- Existing trees are in decent condition overall
- Red oak monoculture
- Ornamental trees located in Kelley and Murray Circles
- There are noticeable gaps where trees have been removed along the Arborway and require replacement
- Currently 280 existing trees +/- (along the Parkway)





# Existing Tree Canopy





# Landscape Design Approach



Lawn strip w/oak trees & sidewalk setback



Broad median w/ oak trees & subtle grading



Curving parkway landscape



Iconic stone features

# Landscape Design Approach



- Infill gaps in the tree lined boulevard.
- Assess new road and pathway alignments to preserve and protect existing trees where possible.
- Prune and repair trees that are in fair condition to improve tree health.
- Improve soil conditions.
- Improve connections to site adjacencies through integration of site furnishings, improved path alignments, signage or other opportunities for “pause” spaces along the Arborway.



# Site Furnishings/Amenities







**Alternative A – Two Circles**

**Alternative B – One Circle**

**Alternative C – No Circles**



**Improve safety**



**Improve accessibility and connectivity**



**Support Olmsted's vision**



**Embrace opportunities**



**Balance**



## **All Three Design Alternatives Propose:**

- Speed management
- Channeling through traffic into the Main Barrel and away from the carriageways
- Maintained access for carriageway abutters
- Overall increases in green space and street trees
- Safe, comfortable, and convenient bike and pedestrian facilities and connections
- Easy access to two-way separated bike lanes and/or shared use paths
- Enhanced pedestrian and bicycle crossings
- New lighting and signal equipment for all facilities and users



# Project Area





# Public Input – Kelley Circle



## Things People Like

- The signalized crosswalk at Elliot Street
- Parkman Drive crosswalk improvements



## Safety Issues

- Speeding and dangerous merging, especially for northbound drivers.
- Inconsistent design elements and wayfinding leads to confusion.
- Crosswalk signal at Elliot Street is too short, too infrequent, and slow to respond.
- Southbound bicycle lane disappears.



## Ideas

- Consolidate the two U-turns.
- Add more pavement markings, directional signage, and yield signs.
- Add separate bicycle lanes throughout the circle.
- Allow right-on-red turns at the Pond Street intersection.



## Other Comments

- Kelley Circle Green should be more accessible to pedestrians, protected for recreational use, and connected to the Jamaica Pond Park.



# Kelley Circle - Existing



JAMAICA  
POND

JAMAICA  
POND PARK

KELLEY  
CIRCLE

FRANCIS  
PARKMAN DR

PRINCE ST

CATAUMET ST

POND ST

CARRIAGEWAY NB

MAIN BARREL

CARRIAGEWAY SB

ORCHARD ST

POND ST

PRINCE ST

DUNSTER ST

ELIOT ST

JAMAICA WAY

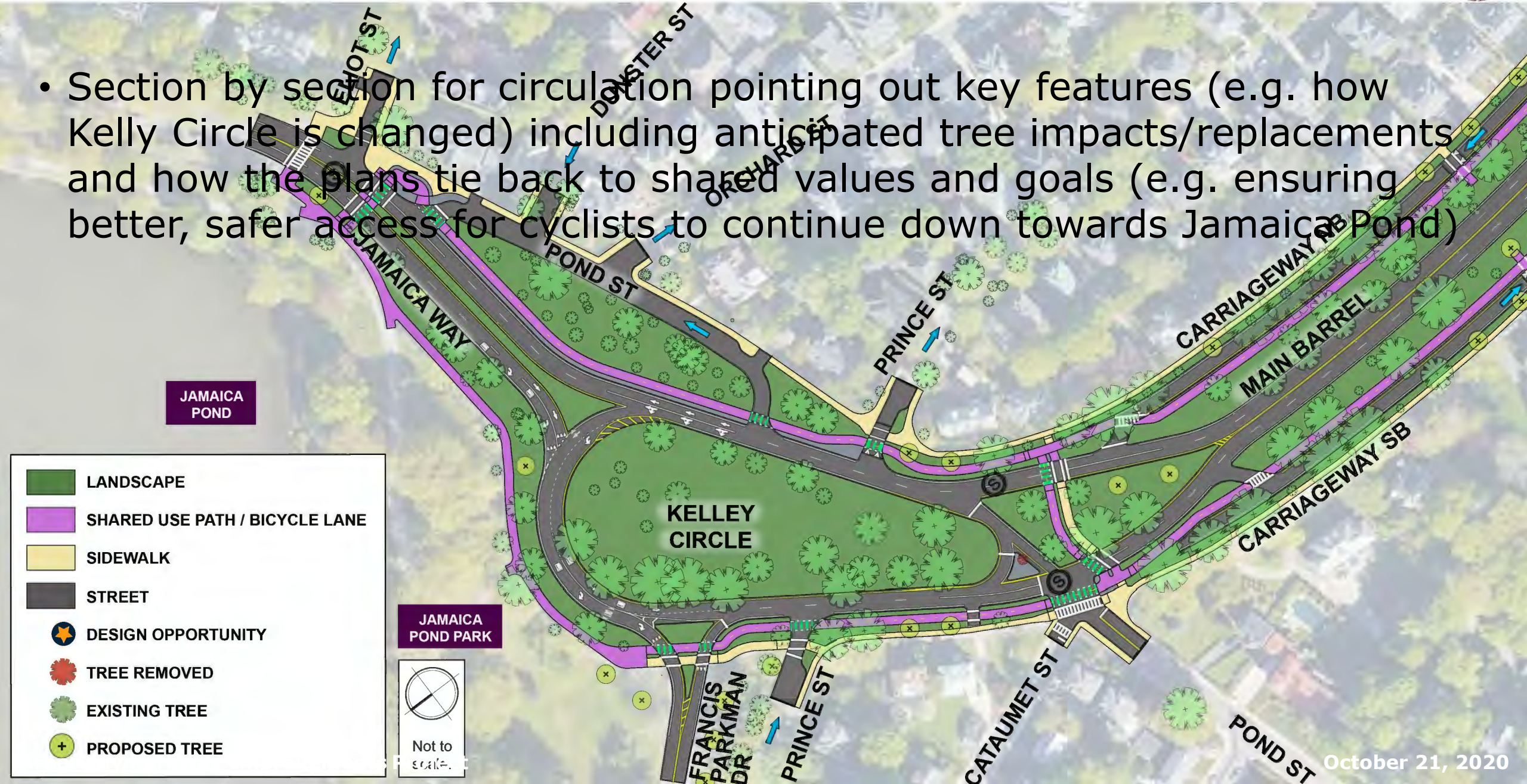




# Design Alternative A – Two Circles



- Section by section for circulation pointing out key features (e.g. how Kelly Circle is changed) including anticipated tree impacts/replacements and how the plans tie back to shared values and goals (e.g. ensuring better, safer access for cyclists to continue down towards Jamaica Pond)





# Design Alternative B – One Circle





# Design Alternative C – No Circles





# Public Input – Main Barrel and Carriageways



## Things People Like

- The “historic character”
- The linear park design by Frederick Law Olmsted as a linear park



## Safety Issues

- High vehicle speeds
- The northbound merge of the main barrel and carriageway
- It feels unsafe to ride bicycles in this section due to high vehicle travel speeds and the lack of protected bike lanes



## Ideas

- Channel through traffic into the Main Barrel
- Repurpose the carriageways to provide accommodations for people walking and biking and create more green space
- Limit carriageway vehicle access to abutting residents only
- Create 2-way bike paths on both sides



## Other Comments

- The number of vehicle travel lanes is out of character for a historic parkway

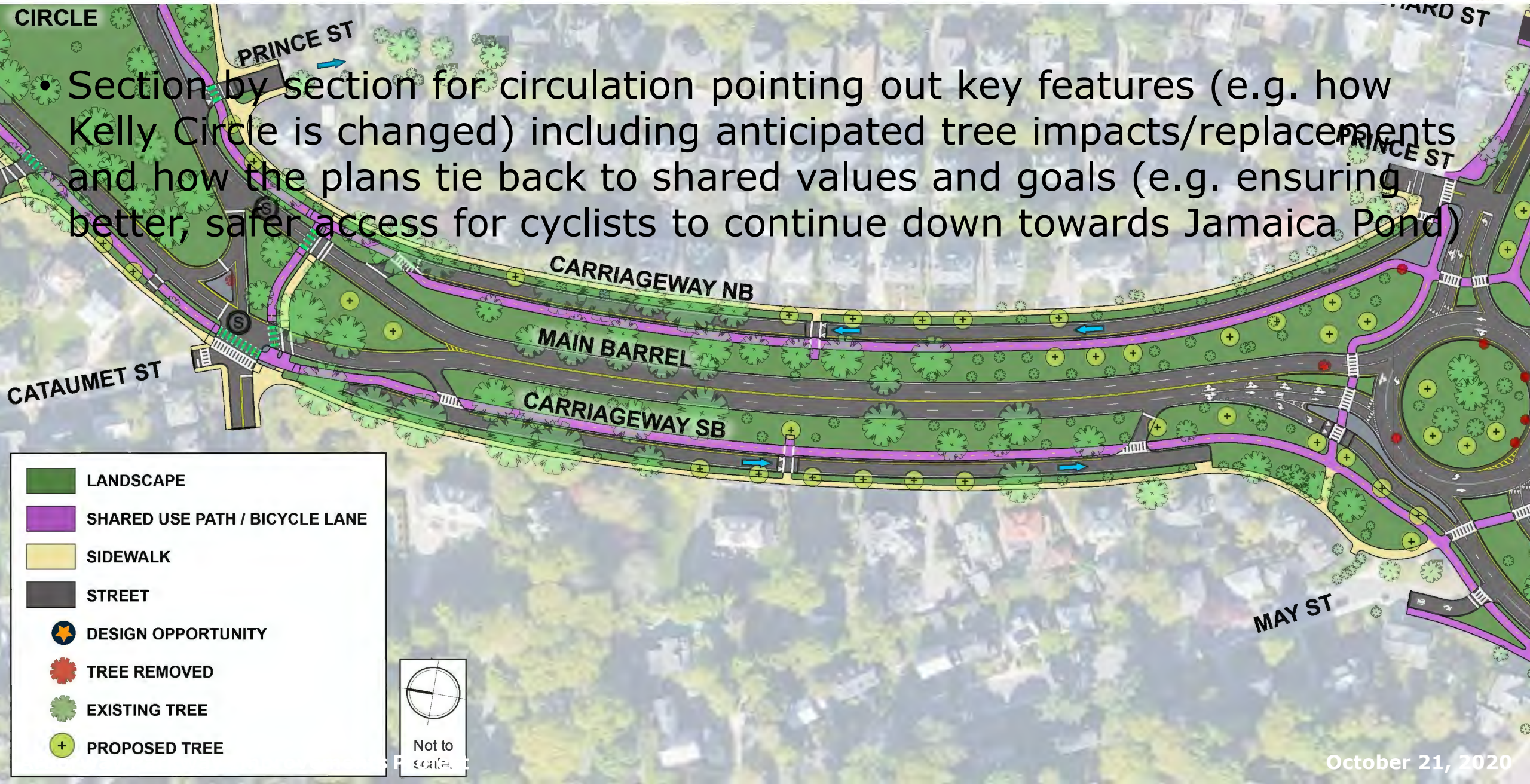
# Main Barrel and Carriageway Section



Not to  
scale

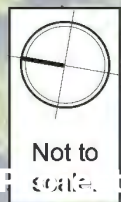


# Design Alternative A – Two Circles



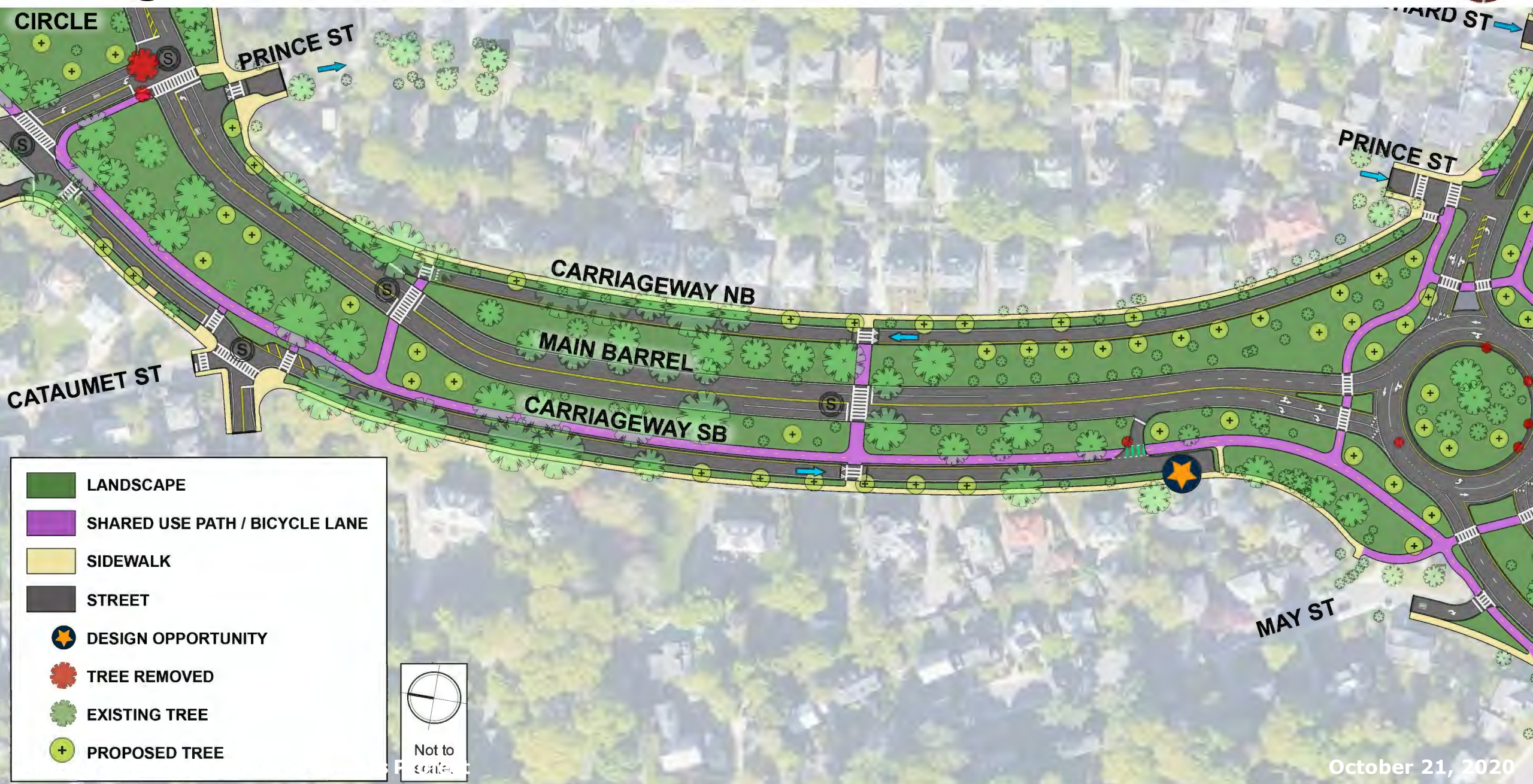
Section by section for circulation pointing out key features (e.g. how Kelly Circle is changed) including anticipated tree impacts/replacements and how the plans tie back to shared values and goals (e.g. ensuring better, safer access for cyclists to continue down towards Jamaica Pond)

- LANDSCAPE
- SHARED USE PATH / BICYCLE LANE
- SIDEWALK
- STREET
- DESIGN OPPORTUNITY
- TREE REMOVED
- EXISTING TREE
- PROPOSED TREE



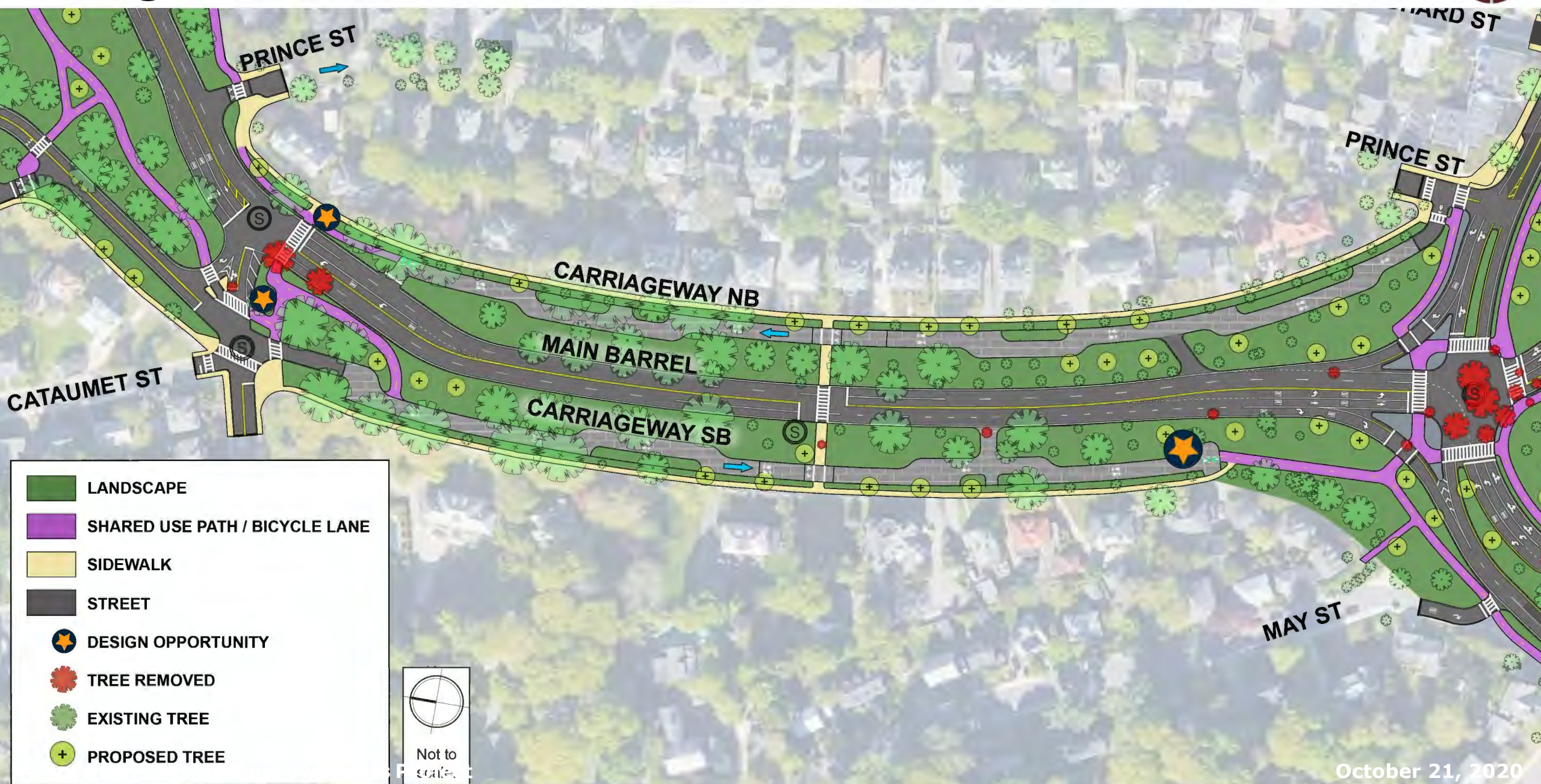


# Design Alternative B – One Circle





# Design Alternative C – No Circles



# Public Input – Murray Circle



## Things People Like

- Tall trees between Murray Circle and the Arboretum



## Safety Issues

- High vehicle speeds
- Unsafe pedestrian crossings
- Dangerous conditions for people riding bikes
- No north-south crosswalk on east side of Murray
- Prince Street and Centre Street intersection
- General sense of chaos



## Ideas

- Add more pavement markings, directional signage, and yield signs
- Make the Murray Circle Green accessible to pedestrians and safe for recreational use or significantly reduce its size
- Provide separated bicycle infrastructure and better pedestrian protections



## Other Comments

- Keep May Street one-way
- Ensure that bicycle routes can seamlessly connect with potential future bicycle lanes on Centre Street toward West Roxbury



# Murray Circle





# Design Alternative A – Two Circles





# Design Alternative B – One Circle





# Design Alternative C – No Circles





# Public Input – Arborway South of Murray Circle



## Things People Like

- Tall trees between the Lower Arborway and Arboretum



## Safety Issues

- High vehicle speeds
- Vehicles parked along southbound shoulder
- The crosswalk near the Arnold Arboretum main entrance is unsafe due to vehicles speeding along the roadway
- The northbound bike lane evaporates right before the crosswalk near the Arboretum entrance



## Ideas

- Extend the 2-way bicycle path and separate sidewalk along the west side
- Improve pedestrian crossings from the adjacent neighborhoods to the Arboretum
- Install “NO TRUCKS” signage at Casey Arborway to prevent large trucks from using the Parkway.



## Other Comments

- The number of vehicle travel lanes is out of character for a historic parkway



# Public Input – Upper Arborway



## Things People Like

- The raised crosswalk connecting to Arboretum entrance



## Safety Issues

- Pedestrian safety and lack of crosswalks at the Upper Arborway and Centre Street intersection
- Speeding and visibility issues at Saint Rose Street intersection



## Ideas

- Improve Arborway Hillside path.
- Add a raised crosswalk, stop sign, or implement other traffic calming measures at Saint Rose Street intersection.



## Other Comments

- Enact and enforce 2-hour parking limit for non-residents to discourage Forest Hills commuters, vehicles with out-of-state plates, and large trucks from parking along the Upper Arborway



# Arborway South of Murray Circle & Upper Arborway

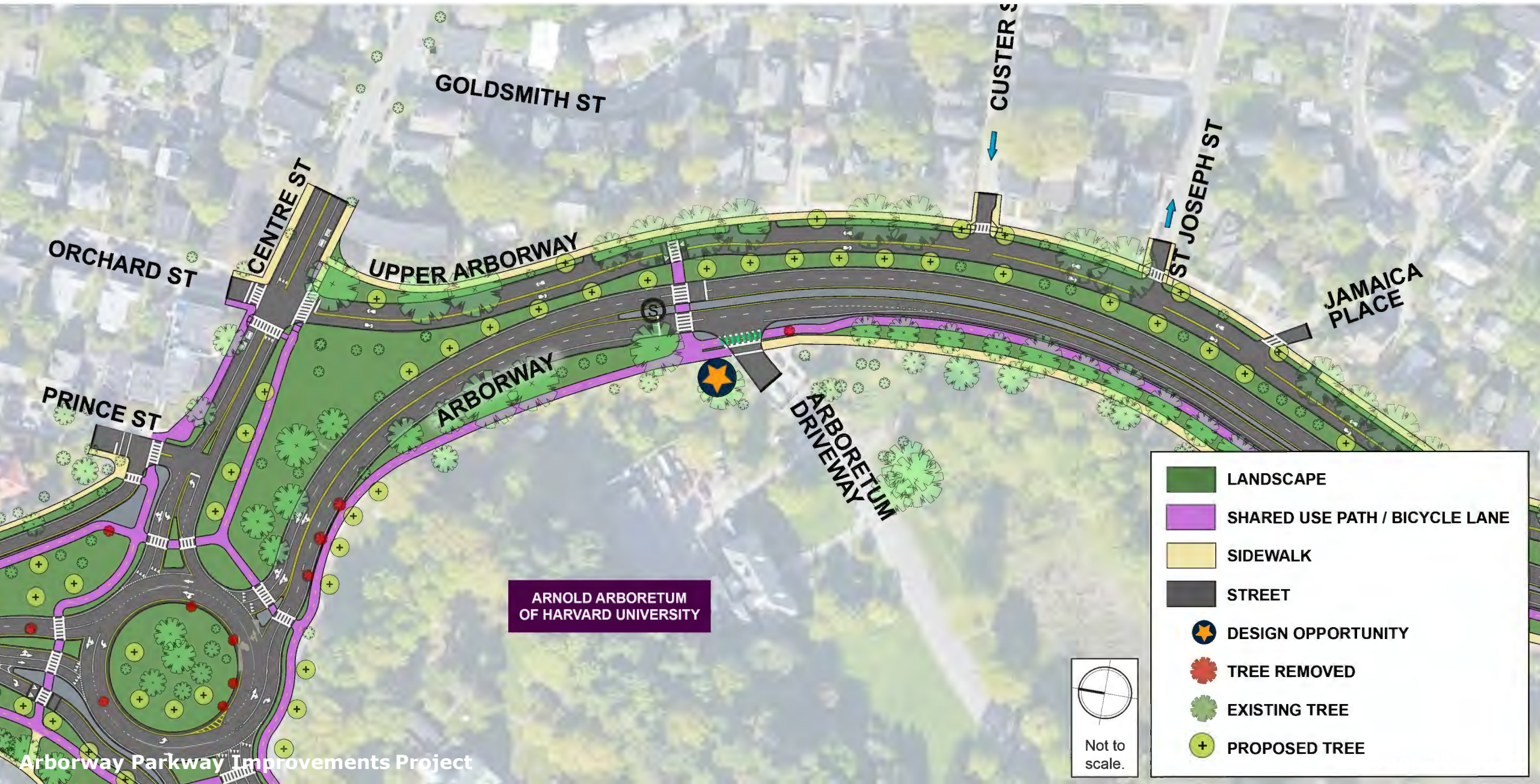


ARNOLD ARBORETUM  
OF HARVARD UNIVERSITY



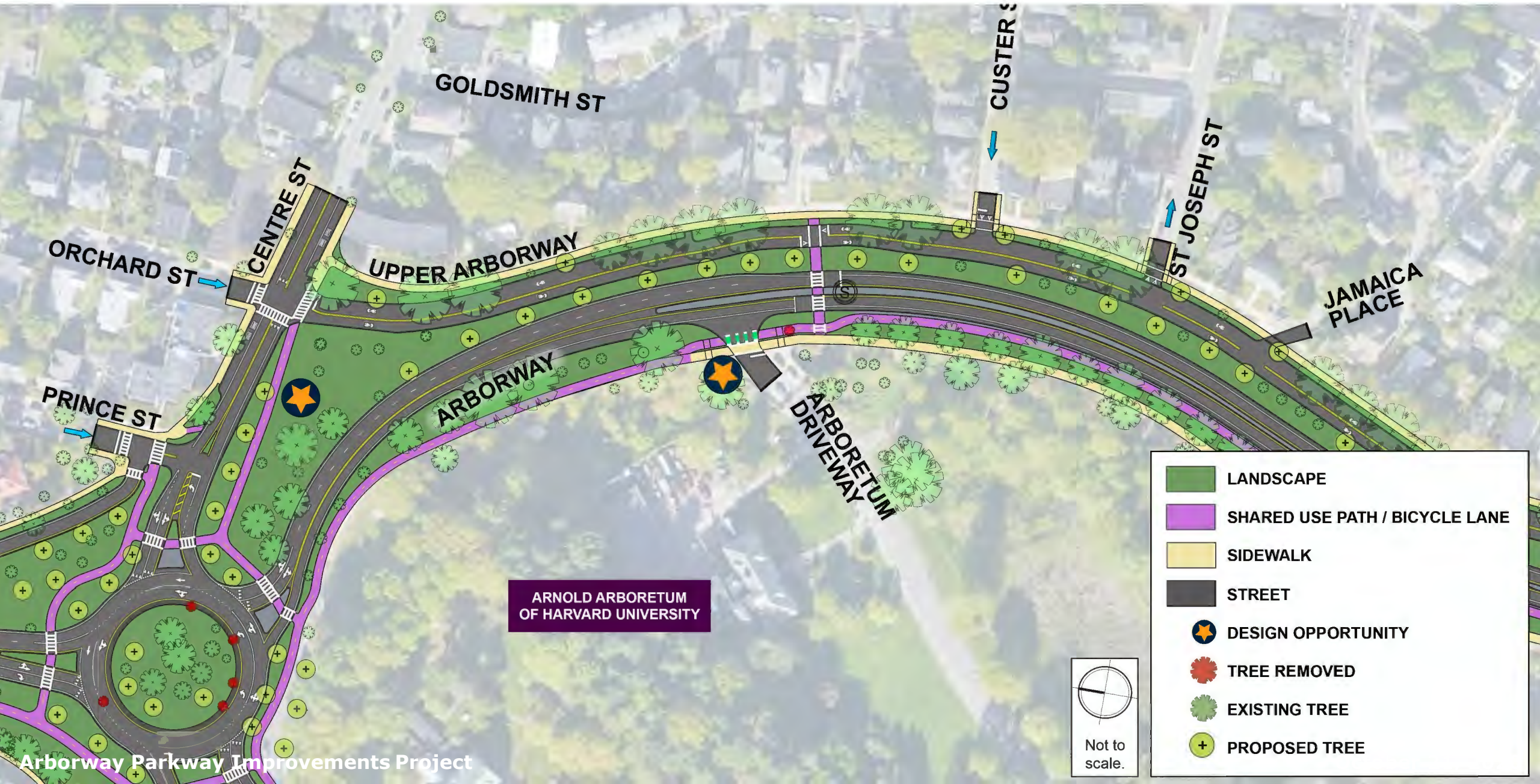


# Design Alternative A – Two Circles



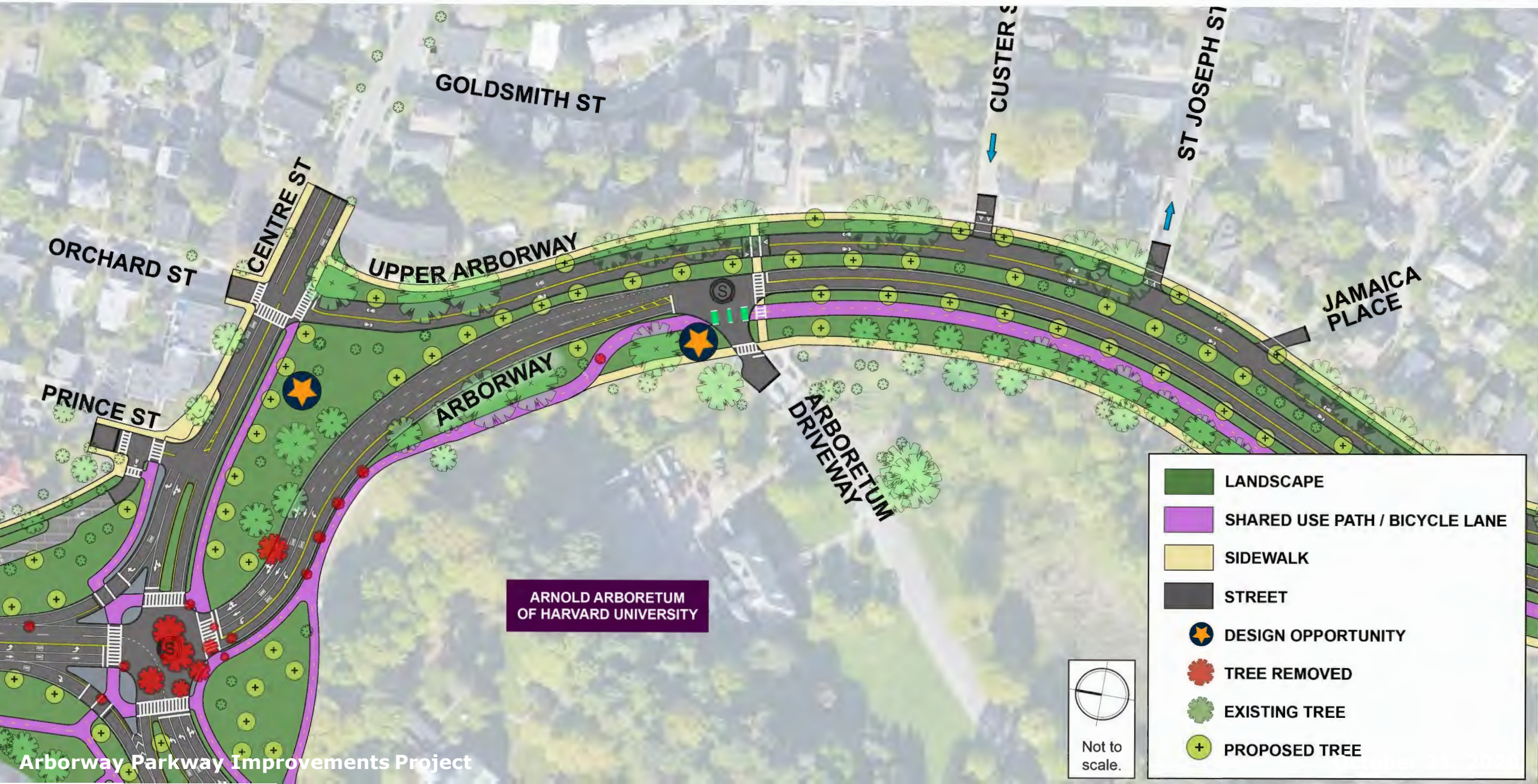


# Design Alternative B – One Circle





# Design Alternative C – No Circles





# Arborway South of Murray Circle & Upper Arborway





# Design Alternative A – Two Circles



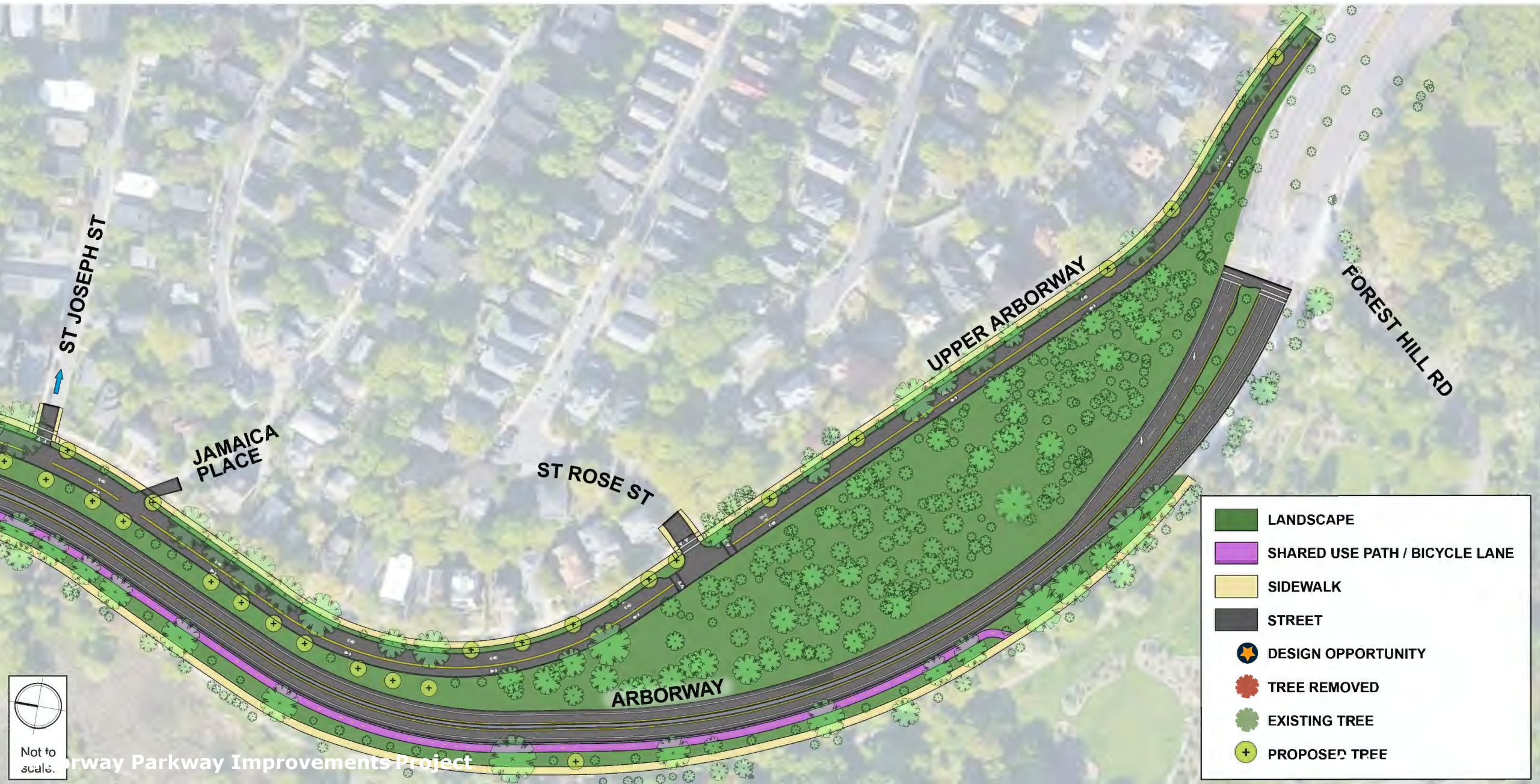
Not to  
scale.

Arborway Parkway Improvements Project

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- SIDEWALK
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- DESIGN OPPORTUNITY
- TREE REMOVED
- EXISTING TREE
- PROPOSED TREE



# Design Alternative B – One Circle



Not to scale.

Arborway Parkway Improvements Project



# Design Alternative C – No Circles



Not to  
scale.

Arborway Parkway Improvements Project

- LANDSCAPE
- SHARED USE PATH / BICYCLE LANE
- SIDEWALK
- STREET
- DESIGN OPPORTUNITY
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- PROPOSED TREE



# Project Schedule Overview



**Spring 2020**

Collect data,  
raise awareness,  
and gather public  
input.



**Summer 2020**

Continue  
collecting data  
and gathering  
public input.

Advance design  
alternatives.



**Fall 2020**

Share  
conceptual  
designs and  
gather public  
input.



**Spring 2021**

Present the  
preferred  
alternative.  
Select and  
advance final  
design.



**2021\***

Construction is  
expected to  
begin in 2021  
and last two  
years.

**\*Pending  
Utility  
Coordination**



# Public Process Next Steps



We invite you and all members of the public to submit comments on the proposed alternatives during and after this meeting by **Friday, November 6, 2020**:

- Ask questions and share your comments with us tonight
- Share feedback using our interactive online map
  - [hsh.mysocialpinpoint.com/arborway](https://hsh.mysocialpinpoint.com/arborway)
- Submit a written comment online
  - [www.mass.gov/dcr/public-comment](https://www.mass.gov/dcr/public-comment)
- Submit a written comment by mail:
  - Arborway Parkway Improvements  
c/o Howard Stein Hudson  
11 Beacon Street, Suite 1010  
Boston, MA 02108

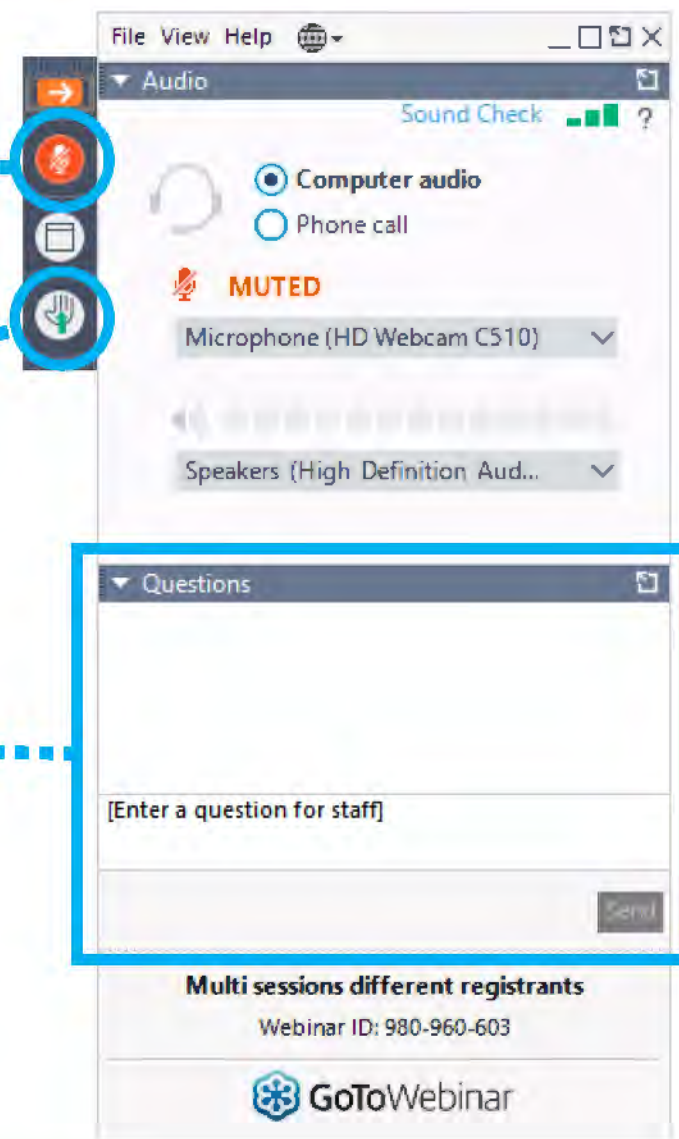






# Virtual Meeting Discussion Tips

- **When you are called on, make sure your microphone is unmuted.** Your mic needs to be unmuted on your end and our end.
- **If you would like to speak, raise your hand.** We will call on attendees with 'raised hands' and read out questions from the Questions box as they come in.
- **Submit your comments or questions in the Questions box!** We will alternate between 'raised hands' and the Questions box.





# Virtual Meeting Discussion Tips

- 1. Please be patient.** We will try our best to call on attendees with 'raised hands' and read out questions from the Questions box.
- 2. Please be efficient.** We have limited time and would like to hear from as many people as possible.
- 3. Having technical difficulties or didn't get called on? Don't worry!** You can share your feedback after the meeting.

## Shared Goals



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