

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
11/22/19 2:34 PM	<p>I was at the meeting last night and it was clear that a strong, vocal and organized minority of people are pushing to close car lanes on the overburdened Arborway. As was stated in the meeting the vast majority of people using the road are people who commute and are increasingly stuck in the traffic. We were told last night conflicting stories, that there is no intent in making traffic flow better and safety is first priority. Then on the other hand were told the project would not move forward if cars were going to funnel off the jammed Arborway and flow into the surrounding neighborhood. Those are conflicting goals and with the technology advancements such as WAZE and others any additional slowdowns on these roadways will do exactly that, filling narrow side streets with traffic that the neighborhoods cannot safely handle. These side streets/intersections were not designed for such a traffic burden.</p> <p>I understand the cyclists concerns. However cutting down car travel lanes to accommodate a relatively small amount of bikes is counterproductive, unsafe, bad for the environment and energy wasteful. Cars in stop and go traffic waste fuel, cause pollution and cost people time and money. We must not lose sight of the fact in Boston we have hills, lots of bad weather, cold and snow which limits bike travel. So adding bike lanes for a few hundred bikes per day and closing car travel lanes for tens of thousands autos is not the right strategy.</p> <p>If bike and pedestrian safety is what is driving the changes and you actually want to keep traffic flowing, cars, bikes and pedestrians need to be separated. Deaths, injuries and accidents happen because of the differentiation of speeds. For real safety build separated bike/walking paths and overpass pedestrian/bike bridges.</p> <p>Widening of the current sidewalks would allow separate bike lanes and walking paths away from the heavily traveled motor vehicle lanes. This option would not take away vehicular lanes.</p>	Neal	Heffron	neal@eli.com	120 Rockwood st	Brookline	MA	02445

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Time	Comment	Name (First)	Name (Last)	Email Adress	Address	City	State	Zip
11/22/19 3:05 PM	<p>At the public meeting on 11/21/19, Jason Santos graciously accepted our invitation to visit Rockwood Street in Jamaica Plain to get a first-hand assessment of potential traffic and safety conditions. We look forward to his visit, and can be reached at the following, for scheduling purposes:            Bill White: bwhite630@gmail.com, 617-901-0013            Susan White: spwrock@gmail.com, 617-852-7788</p> <p>Thank you very much.            Bill and Susan</p>	William	White	bwhite630@gmail.com	60 Rockwood Street	Jamaica Plain	MA	02130
11/24/19 10:30 AM	<p>I live at 200 Pond Street, on the corner of Prince and Pond. The sidewalk in front of our house has posed a difficult problem in the winter for years. In elevation it is lower than the roadway and when melting happens and then freezing, it turns into a skating rink. We sand and salt but it is too much territory to cover effectively. I don't know if there's something to be done about it, but it would see that this is an opportunity.</p> <p>Anne Emerson</p>	Anne	Emerson	anne.emerson@comcast.net	200 Pond Street	Jamaica Plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
11/28/19 11:38 PM	<p>I am excited that DCR is finally planning to redesign the Arborway to be more inclusive for bicycles and pedestrians. I live in West Roxbury and I often bike to Fenway or Cambridge along the Emerald Necklace. The Arborway is a key missing link in my bicycle route. DCR Parkways are supposed to be parks that encourage outdoor recreation, but currently the fact that the Arborway has no safe bike lanes basically means that it discourages biking. Please be sure to include separated bike lanes in your new designs for the Arborway.</p> <p>Also, as you are planning the design for the Arborway, please keep in mind that Centre Street, which leads from the Arborway toward West Roxbury, is also in dire need of separated bike lanes. Many people in West Roxbury do not feel comfortable riding along this road and therefore are not able to make use of the beautiful Emerald Necklace paths. Even though there is not much extra space on the Centre Street corridor, it would be possible to separate a bike lane from traffic by raising the current breakdown lane to the level of the sidewalk. This would make a safe bike lane without impacting the vehicle traffic at all. Please make separated bike lanes priority projects on both the Arborway and Centre Street.</p>	Benjamen	Wetherill	bwetherill@fastmail.com	380 W Roxbury Pkwy	West Roxbury	MA	02132
11/30/19 10:02 AM	Please construct protected bike lanes on the Arborway.	Gina	Crandell	ginamcrandell@gmail.com	117 Stedman Street	Brookline	MA	02446-6070

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
11/30/19 11:09 AM	<p>Please include quality, fully-separated bike lanes / cycletracks along the Arborway between Jamaica Pond and Forest Hills. Please also provide quality wayfinding signage. The Arborway is a short missing link in Boston's bike network -- if completed, it would connect Forest Hills and the Southwest Corridor with the Jamaicaway and Muddy River path, providing continuous miles of off-street / protected bike infrastructure. JP already has the second-highest percentage of bike commuters in the city (~6%). With better infrastructure, it could easily hit ~10%. The demand is there.</p> <p>Better pedestrian and bicycle infrastructure is a must. Also important is the removal of vehicle traffic lanes and redesign of roads to slow traffic. DCR roads essentially function as highways right now, with high speeds that make the adjacent parks less pleasant and safe. These rights-of-way could be transformed into people-first spaces, with buses, bikes, and pedestrians enjoying a safer and more tranquil environment. Better for environmental / climate equity and transportation safety.</p> <p>Thank you for your consideration.</p>	Sam	Burgess	seburg@bu.edu	19 Chester St	Boston	MA	02134

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
11/30/19 11:38 AM	<p>I am writing to voice my strong support for the Arborway Parkways Improvement Project. Specifically, I would like to see the following improvements:</p> <ul style="list-style-type: none"> <li>• Implement traffic calming to reduce vehicle speeds</li> <li>• Add physically separated bike lanes or an off-road, shared-use path</li> <li>• Create safer crossings for people walking; crossings should be one lane or signalized, and need to be ADA accessible</li> <li>• Increase the amount of green space and trees — put the PARK back in Parkway!</li> <li>• Limit carriage roads to local traffic and bicycles, and direct through traffic into center lanes</li> </ul> <p>As I cyclist myself, I see bike safety and the connection of separated bike paths along the entire emerald necklace as a key long term plan that will provide many side benefits (such as reduced traffic, lower greenhouse gas emissions, and a healthier population!).</p> <p>Thank you for your attention and support in addressing these critical and urgent issues!</p> <p>John Horner</p>	John	Horner	accounts@johnhornerphotography.com	15 Kent Ct	Somerville	MA	02143-3503
11/30/19 11:41 AM	<p>As frequent cyclists in the area of the Arboretum and Jamaica Pond, my husband and I strongly support the efforts to improve cyclists' safety and enjoyment of riding in the area by installing protected bike lanes (the current national standard for safety for cyclists of all ages and abilities).</p> <p>The recent improvements to the area around Forest Hills T-stop and the south end of the Arboretum have made cycling in that area safer. It is now time to address the Arborway by installing physically separated/protected cycle tracks; reducing vehicle speeds in the area, making safer, signalized, ADA-compliant crossings for people walking; providing more greenery for the PARKway, and limiting carriage roads to local traffic and bicycles.</p>	Cynthia	Snow	csnow2@verizon.net	323 Tappan St., Apt. 4	Brookline	MA	02445

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/1/19 8:01 AM	<p>I often bike on the Arborway from Jamaica Pond to the Arboretum. The traffic often goes fast especially at the circle where there is no bike lane. Crossing on the crosswalks is dangerous since the cars heading onto Route 1 do not stop for bikers or walkers. I am very much in favor of protected bike lanes especially on the circles in the Arborway area.</p> <p>Thanks you Joe Maranzano</p>	Joseph	Maranzano	jmaranzano@gmail.com	95 Mason Ter Apt 2	BROOKLINE	MA	02446
12/1/19 1:40 PM	<p>The Arborway rotary is the absolute worst part of my regular recreation bicycling route. It feels unsafe for cyclists although there is an overabundance of pavement to work with. Surely something can be better and safer. Pleas fix asap.</p>	Bill	Nigreen	bill.nigreen@gmail.com	7 Fayette Street	Boston	MA	02116
12/1/19 3:26 PM	<p>As a 20 year resident of Roslindale, the Arborway is a crucial connection to the city. My husband and I have been hoping to use our bicycles and the city's Blue Bikes with more frequency. Not only is it faster most of the time, but we feel better too! My recently retired parents are hoping to join us on rides where we run short errands throughout the week. It has become increasingly clear that using a bike on the Arborway can be very dangerous. Is there any way protected bike lanes can be a reality in the improvement project? I can imagine how beautiful a bike ride would be, and how much more beautiful it would be if my family and I felt safe doing so!</p>	Carmen	Dongo	cmdongo@gmail.com	27 Murray Hill Road	Boston	MA	02131
12/1/19 3:42 PM	<p>While I strongly support the DCR's broad aims for improving the Arborway, I feel that the interim improvements do not do enough to improve bike safety. Specifically, I believe that on-road bike lanes would be both unsafe and contrary to MassDOT's Separated Bike Lane Planning &amp; Design Guide, which specifies that for the motor traffic volumes currently seen on the Arborway, physically segregated bike infrastructure is required. I urge the DCR to provide a multi-use path along the arborway by expanding existing sidewalks in the interim, and I suggest that the DCR use MassDOT's design guide to provide segregated, continuous, bike lanes as the roadway is rebuilt.</p>	Daniel	McKinley	danmck6@gmail.com	220 Kelton St	Allston	MA	02134

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/1/19 5:34 PM	<p>I support protected bike lanes and a road diet approach to traffic.</p> <p>I also support a public transit approach to Dcr roadways. There is no reason why public buses can't be a part of the Arborway route. Getting commuters out of their cars is the priority not just reconfiguring the road pattern. To do this you must offer an affordable alternative.</p> <p>Taxpayer funded public transportation (free) from neponset circle to downtown Boston is doable, using gallivan Blvd Thru the Dcr roadway and down Boylston st.</p> <p>Olmstead's roadway will be forever clogged until we figure out how to stop the single person car commute.</p> <p>This is an opportunity to start planning for a car diet future. Louise Johnson. JP resident</p>	Louise	Johnson	lsj2020@gmail.com	20 Malcolm rd	Boston	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/2/19 9:34 AM	<p>I live on the Prince St., a small residential street that that exits into Murray Circle where the Arborway and Centre St cross and is VERY DANGEROUS.</p> <p>Solution: Re-order the Prince Street traffic light sequence at Mrrray Circle</p> <p>Details: After the light turns green for Prince St. traffic, MANY vehicles continue into the intersection from Centre St. westbound on a regular basis. These drivers are either running the red light or are ignoring the "No Turn on Red" sign facing the Centre St. lanes. IT HAPPENS CONSTANTLY &amp; IS A HUGE PUBIC SAFETY HAZARD. From the mouth of Prince St., the Guardian Healthcare building at #891 Centre St., blocks the view to the left so that one cannot see vehicles approaching from Centre St. westbound until they are within a few feet of the intersection. We who have lived on the street for some time know (and have taught our children when they learn to drive) never to proceed into the intersection on the green light until we have looked left for oncoming cars. Even so, my kids and I have come very close to being struck MANY TIMES.</p> <p>Solution: I and my neighbors believe this problem could be largely solved by changing the light cycle sequence so that the lights turn green as follows: (1) Centre St. eastbound; (2) Arborway northbound and (3) Prince St. southbound. (The duration times for each green light, comprising substantial durations for both Centre St. and Arborway traffic and a very short window for Prince St. would not have to change.) With this simply fix, Centre St. traffic would be required to stop for Arborway traffic. Once stopped, they would be very unlikely to continue to proceed into the intersection when the Prince St. light turns green (which Centre St. traffic is actually unable to discern) making it possible for Prince St. traffic to proceed safely into the intersection. I cannot think of any adverse issues for any other drivers with this change and the public safety benefits would be enormous.</p>	Ann	Malone	ann.eldridge.malone@gmail.com	43 Prince St	Jamaica Plain	MA	02130



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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/2/19 10:11 PM	I attended the public meeting at Faulkner Hospital on November 21. I live on May Street in Jamaica Plain, just off of the Arborway near Murray Circle. I support the ideas for short-term improvements to the Arborway presented at the meeting. I also look forward to the state moving forward with a design process followed quickly by implementation of much-needed major improvements to the roadway. My most pressing concerns are with bicycle and pedestrian safety in the corridor. Here are three specific comments based on short-term improvements mentioned at the meeting. (1) The pedestrian crossings around Murray Circle are totally insufficient. Drivers travel into the circle going very fast (particularly from the 8-lane section of the Arborway) and looking only to their left, so they do not see pedestrians waiting to cross. Twice I have seen accidents caused at the circle when one car stops for a pedestrian, but the next car does not. Some kind of traffic calming and better marking of crosswalks is essential. (2) I strongly support the medium-term goal of connecting the new bicycle paths around Forest Hills with those around Jamaica Pond. In the short term, the idea of using the outside lanes of the Arborway carriage roads between Murray and Kelley circles as separated bike lanes seems like a win-win for both bicycle access and traffic calming. (3) I am intrigued by the plan to stripe the lanes within Murray Circle. Based on my experience of the rotary where Newton Street, Hammond Street and Hammond Pond Parkway meet in Brookline, this seems like an excellent way to make the traffic travel more safely through that very difficult intersection.	Noah	Snyder	noahpnoahp@yahoo.com	41 May Street	Jamaica Plain	MA	02130
12/4/19 12:10 PM	Any improvement to the Arborway must include the safety of bicyclists and pedestrians. This includes reducing speeds, lane diets, and traffic calming. Pedestrians need wide, well-maintained sidewalks with frequent signaled crossing. Bicyclists need wide, protected bike lanes (not just paint on the street) that are uninterrupted from Forest Hills to Fenway. Thank you!	Liam	Sullivan	liamothemts@gmail.com	6 Craft Place #3	Jamaica Plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/4/19 4:53 PM	<p>Murray Circle: At the intersection of the Arborway, Centre Street and Prince Street (corner of 891 Centre Street), Murray Circle, Jamaica Plain, MA, a dangerous traffic issue exists. Cars are running through the red signal light on Centre Street (from the Monument heading towards the Arborway) while the signal light is green on Prince Street. Even though cars that have the green light leaving Prince Street, cars on Centre Street are speeding through the red light at high speeds.</p> <p>In the past, the Boston Police Department have periodically placed a patrol car on the corner of Prince Street and have caught cars running the red light and issued citations. The presence of a police cruiser works only during the brief time when an officer is assigned at this intersection.</p> <p>In order to reduce this dangerous situation and for safety issues, I recommend that the sequence of the traffic signal lights be changed. This adjustment should result in no additional cost to the DCR or City of Boston.</p> <p>Currently the signal light sequence is as follows:</p> <ol style="list-style-type: none"> <li>1.First: Green light for cars on the Arborway coming from Forest Hills heading towards Jamaica Pond.</li> <li>2.Second: Green light for cars on Centre Street coming from Monument heading towards Arborway</li> <li>3.Third: Green light for cars on Prince Street exiting Prince Street heading towards Arborway</li> </ol> <p>Proposed traffic signal light sequence recommendation:</p> <ol style="list-style-type: none"> <li>1.First: Keep sequence # 1 as is - as described above</li> <li>2.Second: Change green light for cars on Prince Street exiting Prince Street</li> <li>3.Third: Change green light for cars on Centre Street coming from Monument heading towards Arborway</li> </ol> <p>With the above recommended scenario, when the signal light turns green for Prince Street, there would be no cars speeding on Centre Street trying to run the red light.</p>	Peter	Elmuts	peterelmuts@comcast.net	21 Prince Street	Jamaica Plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/4/19 5:15 PM	<p>I'm so glad this project is underway. We live on Arborway Road across from the Arboretum and every time we make it through Murray Circle unharmed I am amazed. I know redesigning/replacing this rotary would be quite an undertaking, but PLEASE PLEASE PLEASE at least add some helpful markings about which lane to be in for a given exit. This circle is such a dangerous free-for-all that I'm convinced that is where I'm going to die. The traffic circle on Hammond Pond is a great example of how to mark the lanes so everyone can get through the circle safely and efficiently.</p> <p>Additionally, on the tail end of our first snow storm, the fence separating Arborway from Arborway Road was once AGAIN mangled by someone in the northbound lanes spinning out and heading through the fence in the wrong direction. I don't understand what it is about that exact spot, but there are so many accidents in that exact spot and so much fence destruction that something really needs to be done! If nothing else put in a speed bump or speed camera.</p>	Kim	Long	kimzilla@mac.com	2 Jamaica Place	Boston	MA	02130
12/4/19 11:53 PM	<p>I'm writing regarding the Arborway Parkways Improvement Project. The Arborway was part of the original system of parkways in Frederick Law Olmsted's Emerald Necklace. Over the past century, it has shifted from being part of the park system to being a de facto highway. I encourage DCR in the redesign to embrace and go beyond Olmsted's original vision and make the Arborway a safe, welcoming public space for all users. Along those lines, I hope to see the following implemented:</p> <ul style="list-style-type: none"> <li>* Traffic calming to reduce automobile speeds.</li> <li>* Complete streets, including separated bike infrastructure.</li> <li>* Rework the rotaries into proper roundabouts, prioritizing bike/ped safety getting through them.</li> <li>* Increase green space and tree cover along the Arborway.</li> </ul>	Eric	Sofen	esofen@gmail.com	81 Seaver St	Wellesley	MA	02481

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/5/19 11:06 AM	<p>"A parkway if not a road. It's a park with a road in it" (Historic Parkways of Massachusetts)</p> <p>As an active participant in the last round of planning meetings concerning Arborway Parkway improvements begun during a February blizzard in 2015, I'm encouraged that DCR is taking action to restart this process and by the promised short-term "easy" fixes by Spring 2020. I look forward to participating in robust and thorough public meetings as a plan and solution to this chronic problem is sought.</p> <p>My hope is that the current scope of the project - Eliot Street to the Forest Hills Gate of the Arboretum - is retained so that safe pedestrian and bicycle facilities and complete connectivity can be created on both sides of the Arborway throughout this important recreational and commuting corridor. "Both sides" connectivity between Murray Circle and South Street will necessitate amendments to the Upper Arborway Carriage Road and the Arborway Hillside (I'm a close neighbor to this portion of the Arborway) and I have several recommendations there:</p> <ol style="list-style-type: none"> <li>1) Create a speed hump crosswalk at Saint Rose Street to slow northbound Carriage Road traffic which is propelled by gravity down the hill there to higher than posted speeds</li> <li>2) Create a dual use (bike, pedestrian) path through the Arborway Hillside connecting the Forest Hills Gate crosswalk to Saint Rose Street</li> <li>3) It is notable for your planning that the Carriage Road between Hampstead Rd and St. Rose is in practice used as a free commuter parking lot for T riders and gardening firms - not the local residents.</li> </ol> <p>Quite a bit of the work done by Toole Design in 2015 remains useful and informative for this process. The crash data then indicated 135 crashes in the corridor between 2009-2012. Strong community input and local knowledge contributed to many aspects of their preliminary plan, so I'm encouraged that their work will help inform participants this time.</p> <p>Clay Harper ArborwayMatters Hampstead Road Resident, JP</p>	Clay	Harper	clay_harper@comcast.net	44 Hampstead Rd	Jamaica Plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/5/19 5:05 PM	<p>#1 The light Cycle at Prince St. and the Arborway</p> <p>The light cycle at the end of Prince street currently turns green to three roads in turn: (1) the Arborway northbound; (2) Centre St. westbound and (3) Prince St. southbound.</p> <p>After the light turns green for Prince St. traffic, vehicles continue into the intersection from Centre St. westbound on a regular basis. These drivers are either running the red light or are ignoring the "No Turn on Red" sign posted. This happens at least once in every ten light cycles. Since the driver's view of Centre St. to the left is blocked, one cannot see these vehicles approaching until they are within a few feet of the intersection. Thus driver coming out of Prince St. has very little time to react. We who live on the street know never to proceed into the intersection on the green light until we have looked left for oncoming cars.</p> <p>Proposed Solution: Revise the light cycle were to be revised such that the lights turn green as follows: (1) Centre St. eastbound; (2) Arborway northbound and (3) Prince St. southbound.</p> <p>#2 Murray Circle Crosswalks</p> <p>Crosswalks across the exits from Murray Circle are inherently dangerous. Traffic through the rotary is very heavy and moves quickly. Drivers aren't necessarily looking for things immediately in front of them, particularly things that aren't cars. The risks are two-fold: (1) being struck oneself or (2) causing cars to stop in the rotary and get rear-ended. I do not think I will feel safe crossing those crosswalks unless they are on raised structures above the roadbed. The typical driver in this rotary has negotiated it for decades. For him to reduce his exit speed would require a highly-visible and obvious reason to do so. I don't think anything short of what is essentially a speed hump would be attract sufficient notice from him to actually pause for a pedestrian in a crosswalk. Further, crossing a speed hump to enter the rotary would slow traffic down as well.</p>	Martin	Thomson	martinthomson@comcast.net	60 Prince Street	Jamaica Plain	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/7/19 6:41 PM	<p>Thank you for conducting this safety audit. Walking or biking, especially with children, between the Arboretum and Jamaica Pond is currently quite scary. I am especially supportive of any and all traffic calming measures to reduce the speed of vehicular traffic on the Arborway.</p> <p>Additional Priorities:</p> <ul style="list-style-type: none"> <li>- The shared-use path or separated bike lane and sidewalk for pedestrians and cyclists around the rotary, and the shared-use path connecting Jamaica Pond to Forest Hills would be incredible assets to our community and allow much safer and more convenient flow between these two amazing natural assets.</li> <li>- A road diet that formalizes buffered or protected bicycle lanes along the shoulders with connections to bicycle accommodations beyond the Carriage Roads could be a significant improvement.</li> <li>- Widening the pedestrian refuge island for pedestrians and cyclists crossing the Arborway would be helpful in making that a more ped-friendly spot.</li> <li>- The raised crossing across the Arboretum driveway to prevent parking across the crosswalk and provide a safer crossing across a wide driveway would also be beneficial</li> </ul> <p>I believe that by increasing the quality and safety of the pedestrian and biking infrastructure in this area, we may be able to reduce the number of cars on these streets, as many in walking or biking distance of the Arboretum drive because the connections to get there are so challenging.</p> <p>Very much looking forward to an improved walking and biking experience along the Arborway as these changes are made.</p>	Bridget	Marquis	bridgetamarquis@gmail.com	2 Ruskin St	Boston	MA	02132

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12/9/19 11:02 AM	<p>I live in Forest Hills. I bike to my work at Boston University everyday, year-long, on the Arborway. Since the road is not safely accessible to bikes, I use the sidewalks between the FH gate of the Arboretum and the Pond. This path is still dangerous, as it is and often covered in ice (winter), acorns (fall), and deep puddles of water (spring and summer). Crossing Murray circle is a known death risk, as traffic won't stop, even as I get off my bike to walk across the intersection. Still, it's the safest and fastest alternative for my commute.</p> <p>I encourage the development of a protected bikeway and a separate pedestrian walkway connecting the Arboretum and the Pond, and a plan for plowing and salting it so it remains accessible for winter commuters. A road diet, reduced speeds, and a plan to reduce traffic would be welcomed as well— when we drive our car on the Arborway and through Murray circle the experience is unsafe, risky, and overall impractically terrifying.</p> <p>Thank you for undertaking these much-needed improvements.</p>	Caterina	Scaramelli	caterina.scaramelli@gmail.com	48 Weld Hill, Apt. 3	BOSTON	MA	02130

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Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/9/19 11:08 AM	<p>Dear DCR: Thank you for restarting this project. Over the years, we've had a couple of rounds of planning but no changes made, so I'm hopeful this time your/our efforts will result in improvements.</p> <p>Reading over the RSA, it appears the folks doing the report had some good ideas but aren't intimately familiar with the traffic patterns of the area. The traffic patterns are complex and further complicated by the fact that this is part of the historic Emerald Necklace and that we need to retain the green space and trees.</p> <p>I would strongly urge you to use as your starting point the report called "Improved Safety &amp; Multi-Modal Access to the Emerald Necklace Parks in Jamaica Plain: The Arborway between Eliot St. &amp; South St., including Kelley Circle &amp; Murray Circle" done by the Toole Design Group and dated Oct. 14, 2015. They had 3 public meetings in 2015 and developed a plan that meets many of DRC's and the neighbors' goals. I know DCR spent a lot of time and money on the plan, so let's get your money's worth and not let all that good thinking go to waste!</p> <p>Many thanks, Susan Warne</p>	Susan	Warne	susan.warne19@gmail.com	65 Prince St.	Jamaica Plain	MA	02130
12/10/19 8:56 AM	<p>Hello — I ride every day on this route, from Forest Hills to Boston University, year-round. I support the creation of a separate bike lane and pedestrian lane / walk path, which would immensely help my commute and those of other cyclists. I would also add that Murray Circle is a nightmare for both pedestrians and cyclists — it's possibly the scariest intersection in Boston — and I hope that something can be done to help in the design and planning here. I am an occasional driver in Boston, as well, and fully support the idea of a "road diet" in this area and elsewhere.</p> <p>Many thanks!</p>	Benjamin	Siegel	siegelb@bu.edu	48 Weld Hill Street #3	Boston	MA	02130



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*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/10/19 12:40 PM	<p>Arborway Parkways Improvement Project:</p> <p>As a cyclist, pedestrian, and transit rider, I regularly use arborway on foot and by bike. I've had many near misses, both as a cyclist near Murray circle and also a pedestrian trying to cross the road to get to Faulkner hospital.</p> <p>At your meeting there was lots of talk about making traffic flow faster, but, what's more important is people's safety. Please install protected bike lanes and wider walkways for pedestrians to connect arborway to the emerald necklace, and prevent injuries and deaths caused by car crashes.</p> <p>This is what I would like to see:</p> <ol style="list-style-type: none"> <li>1. Extend off-road bike paths or on-street cycletracks from where they end by JP Pond to meet up with new cycletracks by Forest Hills. Connect these to improvements coming to Centre St toward West Roxbury to create a connected network.</li> <li>2. Create either signalized pedestrian crossings or ensure pedestrians are only crossing only 1 lane of vehicle traffic if unsignalized.</li> <li>3. Implement traffic calming that reduces vehicle speeds.</li> <li>4. Increase green space and trees -- put the park back in parkways!</li> <li>5. Limit carriage roads to local traffic &amp; bicycles and direct more through traffic into center lanes.</li> </ol> <p>There is a lack of clarity of when this project will begin. It has been discussed countless times. I would like to see ACTION where you prioritize pedestrian and cyclist safety. If the pathways are safer, more people will walk and cycle, which also means LESS TRAFFIC</p>	Charlotte	Miller	millerce@bu.edu	89 Wenham St, Apt. 2	Jamaica Plain	MA	02130
12/11/19 1:27 PM	<p>I think the improvements are very much needed ASAP. Cannot believe we have to suffer and pay for yet another design project, how many have we already had? This can be done, and create safe and usable bikeways as well. Murray Circle is a death trap and it is the fault of DCR and legislators that this has sat on the back burner all these years. My head has to swivel in every direction many times to get through this rotary alive. REMEMBER a parkway is a park with a road going through NOT a road with a park.</p>	Dorothy	Farrell	dottiefarrell@gmail.com	345 Pond St	Jamaica Plain	MA	02130

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/13/19 10:08 AM	I am writing in support of adding protected bike lines to the Arborway. At present, there is no safe way to bike along the Arborway once you reach the end of the bike path along Jamaica Pond. If you are trying to get from there to Forest Hills, you have to bike along the sidewalk, which although it is permitted there because it is not a business district, is not very pleasant and can cause interference with pedestrians. Bike lanes would probably help slow traffic on that notoriously dangerous stretch of the Arborway, too. Finally, that would connect the J-way bike path with the SW Corridor, which would be amazing!	Jennifer	McCloskey	jentmccloskey@gmail.com	18 Westbourne St.	Roslindale	MA	02131
12/13/19 10:10 AM	<p>Hello,</p> <p>As a cycling commuter living in Jamaica Plain since 2005, I am writing with my full support of physically separated bike lanes in the Arborway. I support the initiation of these lanes as soon as possible in temporary or permanent format, with a permanent, long-term solution beginning on the ground by 2021. I hope the project will find a temporary solution to making Murray Circle even safer for cyclists in the short term, as one of the intersections that is currently still unsafe to navigate despite recent improvements.</p> <p>Separated bike lanes are essential not only for those of us who already feel comfortable navigating the roads of Boston on bicycle, but also for making the roads inviting and safe for those newer to cycling. With more cycle-friendly infrastructure, the demands on Boston's road can be reduced, alleviating traffic, and supporting a healthier more sustainable environment for all.</p> <p>Thank you for your existing work on this area safer for cyclists and pedestrians, and for the dialogue to seek input from the community in November 2019. We hope the process will continue to be informed by the growing presence of non-vehicle use of these beautiful areas of Boston, to make them accessible and enjoyable for all.</p> <p>Kind Regards, Annie Cardinaux Jamaica Plain Resident</p>	Annie	Cardinaux	annie.cardinaux@gmail.com	289 Chestnut Ave. #1	Jamaica Plain	MA	02130

**Rehabilitation of the Arborway Parkways Improvement Project**  
**Public Comments**  
*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/13/19 11:28 AM	<p>I am a cyclist that lives in JP. I currently avoid this corridor because of the unsafe road and high rate of vehicular speeds.</p> <p>Separated bike facilities will really help create a safer environment and encourage more people to bike, reducing traffic on the road. It's a step in the right direction for healthier environments and people.</p> <p>I am glad to see that one of the project goals is creating "continuous and comfortable" bicycle connections here. Any short-term or long-term bike lanes must be physically separated from moving vehicles to be safe and inviting to all levels of cyclists.</p> <p>Thank you for including ramp repairs among the short-term changes. Not only will this help pedestrians and wheelchair users, but it will also help cyclists use sidewalks if they don't feel safe on the road in the meantime.</p> <p>In the near term, I support removing one driving lane from the carriage roads, and using this extra space for a separated bike lane.</p> <p>I'm glad to see more crosswalks added and lane markings in and around Murray Circle. However, there needs to be a short-term plan for getting cyclists through Murray Circle as safely as possible.</p> <p>Due to current safety concerns, and the boon this project would be for bike network connectivity, it's important to have a concise public planning process and get permanent changes on the ground starting in 2021.</p> <p>Please put PEOPLE FIRST instead of fast moving vehicles.</p> <p>Thank you for listening.</p>	Keihly	Moore	keihlymoore@gmail.com	580 Centre St, Apt. 2	Boston	MA	02130

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/13/19 11:41 AM	<p>I'm glad to see that one of the project goals is creating "continuous and comfortable" bicycle connections here. Any short-term or long-term bike lanes must be physically separated from moving vehicles to be safe and inviting to all levels of cyclists.</p> <p>Thank you for including ramp repairs among the short-term changes. Not only will this help pedestrians and wheelchair users, but it will also help cyclists use sidewalks if they don't feel safe on the road in the meantime.</p> <p>In the near term, I support removing one driving lane from the carriage roads, and using this extra space for a separated bike lane.</p> <p>I'm glad to see more crosswalks added and lane markings in and around Murray Circle. However, there needs to be a short-term plan for getting cyclists through Murray Circle as safely as possible.</p> <p>Due to current safety concerns, and the boon this project would be for bike network connectivity, it's important to have a concise public planning process and get permanent changes on the ground starting in 2021.</p> <p>Thank you!</p>	Rainer	Plaschka	rainer.plaschka@posteo.net	20 Montclair Ave #2	West Roxbury	MA	02132
12/13/19 2:49 PM	<p>Any bike lane added to the Arborway needs to be protected/physically separated from cars and an appropriate width! People drive 45 down the Arborway right now and nobody would bike along that without protection. Either having the bike lane at grade with the sidewalk like some areas around Forest Hills, or physically separated, is necessary for a continuous and comfortable bike path as desired. Removing a lane of car traffic for a protected bike lane is more than worth it! It will both help slow down the dangerous speeds (good for both walking and biking) and provide a sufficiently wide bike lane.</p>	Stefan	Rajkovic	stefan@stefanrajkovic.com	125 Kirkland Mail Center	Cambridge	MA	02138
12/13/19 3:29 PM	<p>protect cycle routes and pedestrian routes from cars to protect humans from machines. makes these people powered paths faster and more comfortable to encourage people to get out of there machines.</p>	Jason	Livingston	jclivingston@gmail.com	45 Simpson	Somerville	MA	02144

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/13/19 4:14 PM	I support protected bike lanes and a road diet approach to this Arborway project. I also want to see a public transportation option on this Dcr road such as a dedicated bus lane. Just rearranging the car traffic is not good enough. We need to decrease the number of cars by having improved public transportation. Louise johnson	Louise	Johnson	lsj2020@gmail.com	20 Malcolm Rd	Jamaica Plain	MA	02130
12/13/19 4:20 PM	As a volunteer member of the Emerald Necklace Conservancy, I would like to leave a general comment about maintaining the integrity of the carriage roads and parkways while making the area safer for pedestrians, bikers and drivers. I know this is no easy feat and that improvements to the Arborway go hand in hand with improvements to public transportation. However, this project must go forward without direct collaboration with the MBTA, etc. It seems to me that improved public transportation would go a long way to stop more people from driving. This is needed in order for the improvements to have any traffic calming effect. On the other hand, I applaud the safety measures discussed and support protected bike lanes and improving the traffic flow at rotaries.	Karen	D'Amato	dunster@tiac.net	92 Dunster Road	Jamaica Plain	MA	02130
12/13/19 6:03 PM	<p>1. Please re-visit Toole Design's thoughtful roundabout concepts! These have proven successful all over Europe and in places like Carmel, Indiana, Boise Idaho and... yes, Lynn, Massachusetts!!!</p> <p>2. Provide well defined, bicycle lanes throughout to encourage bicycling and to protect bicyclists from motorists.</p> <p>3. Establish and enforce 20 mph speed limits for motorists - using monitors so drivers can gauge their speed at key points and radar to track offenders. The parkways are roads going through parkland and should no longer function as speedways.</p> <p>4. Configure proposed designs so that as few as possible trees have to be removed. The Casey Arborway &amp; Shea Circle projects' disregard for trees should absolutely not be repeated here.</p>	Elena	Saporta	esla@earthlink.net	102 Ellery St	Cambridge	MA	02138

# Rehabilitation of the Arborway Parkways Improvement Project

## Public Comments

deadline 12/16/2019

Time	Comment	Name (First)	Name (Last)	Email Adress	Address	City	State	Zip
12/13/19 11:02 PM	I love living in Boston, but I don't like the lack of secure bikeways. Please make bikeways the primary mode of transporation when you look to make any changes to our infrastructure. A bikeway would make it safer for all, including pedestrians, youngsters, pets, etc.  Thank you,	jim	strickland	jim_strickland@outlook.com	7 virgil road	boston	MA	02132-3229

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/14/19 10:15 AM	<p>Dear DCR Arborway Parkways Improvement Project:</p> <p>I am writing to urge DCR to improve the Arborway Parkways by included protected bicycle lanes on their entire length.</p> <p>The Arborway Parkways provide an important connection from Brookline and Boston to two of Boston's Olmsted jewels--The Arnold Arboretum and Franklin Park. I used to drive from Brookline to these two destinations in my car, but I have discovered that they are really close to where I live (in North Brookline) and that getting to them by bicycle is not only more fun and environmentally sustainable--it is also frequently faster, and without the problem of figuring out where I am going to park.</p> <p>More specifically: I am glad to see that one of the project goals is creating "continuous and comfortable" bicycle connections here. Any short-term or long-term bike lanes must be physically separated from moving vehicles to be safe and inviting to all levels of cyclists.</p> <p>Thank you for including ramp repairs among the short-term changes. Not only will this help pedestrians and wheelchair users, but it will also help cyclists use sidewalks if they don't feel safe on the road in the meantime.</p> <p>In the near term, I support removing one driving lane from the carriage roads, and using this extra space for a separated bike lane.</p> <p>I am glad to see more crosswalks added and lane markings in and around Murray Circle. However, there needs to be a short-term plan for getting cyclists through Murray Circle as safely as possible.</p> <p>Due to current safety concerns, and the boon this project would be for bike network connectivity, it's important to have a concise public planning process and get permanent changes on the ground starting in 2021.</p>	David	Kroop	dkroop2@gmail.com	27 Osborne Road	Brookline	MA	02446

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/14/19 5:11 PM	<p>December 14, 2019 Dear Mr. Parenti,</p> <p>I was at the presentation on Thursday November 21st at Faulkner Hospital. I am opposed to closing any lanes on the Arborway between Kelley and Murray Circles. During your presentation you stated that if any traffic was diverted to neighboring streets, you would oppose lane closures. With modern technology the commuters to Boston, Brookline and beyond, including patients and staff driving to the medical center on Brookline Avenue, will find a way to circumvent the Arborway to get there. No matter what traffic study you propose to do you can not predict the impact on the side streets. You cited 5 accidents on that road during a 3 year period. That really is a low count for a road which has thousands of cars traveling every day.</p> <p>I do not think there should be lanes closed for bicycle riders. The number of bike riders compared to cars is small. Right now the bike riders on the west side of the Arborway use May Street. We live in a climate where riding bikes can not be done all year long.</p> <p>I do think your idea to stripe the lines at Murray Circle is a good one. The lanes on the Horace James Circle in Chestnut Hill work well. Murray Circle is dangerous but it is important to try some low cost immediate fixes.</p> <p>The Toole plan in 2015 suggested the light at Pond and the Arborway be taken out. This does not make sense as the residents of Jamaica Hills would not have a safe pedestrian access to Centre Street in Jamaica Plain.</p> <p>Rather than close off lanes a better fix would be raised crosswalks or speed bumps. That would slow the traffic down.</p> <p>Thank you for the opportunity to express my views. If you have any questions you can reach me by return email.</p> <p>Sincerely, Susan White Rockwood Street</p>	Susan	White	spwrock@gmail.com	60 Rockwood Street	Jamaica Plain	MA	02130
12/14/19 5:12 PM	<p>Please ensure that the bike connections are *physically separated* from traffic. This is the standard for safety and comfort that supports people of all ages and abilities.</p> <p>Reducing car lanes in order to make room for physically separated bike infrastructure is proven way to improve safety for all road users, including drivers.</p>	Edward	Faulkner	edward@eaf4.com	61 Bay State Ave, Apt 2	Somerville	MA	02144



# Rehabilitation of the Arborway Parkways Improvement Project

## Public Comments

deadline 12/16/2019

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/14/19 7:27 PM	As a pedestrian, runner, cyclist, and driver, the Arborway and Murray Circle are at best unpleasant and at worst terrifying regardless of mode of transportation. At this point, I completely avoid biking through this area given how unsafe it is. I fully support separated bike lanes as part of any modifications to this area. Providing ways for all forms of transportation to safely coexist is essential.	Amy	Linsky	amylinsky@gmail.com	52 Wyman St 3	Boston	MA	02130
12/15/19 12:26 PM	I am writing to encourage you to please, please follow through on making the Arborway safer for pedestrians and bike traffic. I live in West Roxbury and work in Kenmore Square. Almost every day, I commute to work by bike, riding in a bike lane on the VFW Parkway and then Center St. until I get to Murray Circle, where it then becomes incredibly dangerous until I finally make my way to the bike path on Jamaica Pond. This is the single most dangerous part of my commute -- much more difficult than even Commonwealth Ave. Traffic from my house to work is so heavy that I think I am making a positive contribution by not driving a car to work. However, it would be much nicer if I didn't have that terrible stretch of road on the Arborway. Thank you!	Deeana	Klepper	dklepper0@gmail.com	26 Greateon Rd	West Roxbury	MA	02132

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/15/19 1:12 PM	<p>Dear Mr. Parenti:</p> <p>Having lived for 46 years on Rockwood Street, just west of and parallel to the Arborway, I attended the recent meeting at Faulkner Hospital. Thank you for your presentation and interest in our neighborhood. At the meeting it was apparent that there is a vocal, organized special interest group that wants to close two or more auto lanes of the Arborway. There were many other attendees who spoke in opposition to this proposal. Although I did not speak, I am firmly in agreement with the latter group.</p> <p>Closing two or more lanes to auto traffic would be an invitation to disaster. One doesn't need an expensive traffic study to realize that. A little common sense would suffice. If you took the advice of the neighborhood resident who suggested you run a trial by blocking off those lanes during a typical rush hour, you would find a horrendous mess: traffic even heavier than it is now, lengthy delays, panicky commuters switching to alternate routes through the neighborhood, and late arrivals all over the area, including the Longwood medical complex. Although it would reduce average speeds, the frustration and confusion would result in less, not greater, safety, with an increased risk of fender-benders and road rage. (I believe your statistics showed a current very low rate of 5 accidents between the circles in 3 years.)</p> <p>There are a number of less drastic solutions that should be tried before resorting to lane closures, such as slowing traffic with speed bumps or similar devices and improving traffic flow with more extensive markings approaching the rotaries.</p> <p>Regarding bicyclists, our friends who commute from Rockwood Street to the medical area every day that weather permits tell us there is a perfectly safe and acceptable route already in place that keeps them off the dangerous Arborway/Jamaicaway/Riverway.</p> <p>I appreciate the opportunity to express my views.</p> <p>William White</p>	William	White	bwhite630@gmail.com	60 Rockwood Street	Jamaica Plain	MA	02130

**Rehabilitation of the Arborway Parkways Improvement Project**  
**Public Comments**  
*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/15/19 7:02 PM	<p>1. I object to reducing the car travel lanes from 4 to 3 or 2. Closing off the carriage lanes will make travel on this road far more difficult for approximately 55,000 users per weekday for the benefit of about 50 homes. That is a big give away of public resources.</p> <p>2. Any proposed plan should clearly identify the trees to be cut down in Kelley and Murray Circle and throughout the project. Based on the recent presentation, at least 1/2 the trees in Kelley would go. I have no doubt that many people will oppose this vehemently. To give a fair opportunity to comment, you should be transparent about this.</p> <p>3. Please first take reasonable steps to increase safety without a massive re-design. Why undertake to spend significant money without taking some simple steps such as:</p> <ul style="list-style-type: none"> <li>- DCR could draw lines in Murray Circle</li> <li>- Put a pedestrian warning sign / traffic barrel in the crosswalk heading towards the Faulkner (DCR has refused to do so even when neighborhood folks were willing to pay). Why would DCR refuse a free fix? (And by the way, many intersections in Jamaica Plain have two, which is unnecessary duplication).</li> <li>- DCR could lower the speed in the carriage lanes - at least in non-rush hour times - to achieve in any easy way what would otherwise take hundreds of thousands of dollars and years of construction and loss of trees to achieve.</li> <li>- There has been some traffic enforcement since the meeting. You could continue that before taking drastic action.</li> </ul> <p>4. Most or the problems are at Murray. You could limit the project to re-designing that rotary.</p> <p>5. I ask again to be added to the email list for this project. I have attended numerous public meetings and asked to be added repeatedly and yet you do not add me. I even emailed separately. If you cannot manage an email list, why should be entrusted with a major roadway re-design?</p> <p>Thank you for listening.</p>	Vickie	Henry	vickiehenry88@gmail.com	83 May Street	Jamaica Plain	MA	02130

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/15/19 9:23 PM	<p>I have owned my home at 79 Arborway since 2009 and have a couple of suggestions regarding improvements for the Arborway parkway. I think both of these improvements will enhance the flow of traffic through the parkway and reduce the risk for pedestrian injury. My suggestions are as follows:</p> <p>1. I would direct the entry of automobiles into the center lanes so that less traffic flows into the carriage lanes. With the current configuration, most of the traffic is directed into the carriage lanes. There is no clear signage or painting of lines on the street to delineate the carriage lane versus the thoroughfare lanes. As pedestrians and cyclists use the sidewalks which are closer to the carriage lanes, this places the greatest volume of automobile traffic in close proximity to pedestrians and cyclists.</p> <p>2. Heading south toward Murray circle on the Arborway, there is a pedestrian walkway prior to entry into the circle that is not adequately visualized (especially if one is checking for traffic on the circle to enter). I have stood in the pedestrian walkway with my family (stroller, etc) as cars whipped by without noticing the walkway. Just as lights have been installed on crossing areas on Centre street (heading toward Faulkner Hospital), this area needs greater notification to drivers that there are pedestrians in the crosswalk.</p> <p>Thank you for your attention to these matters. I think both of these suggestions would be relatively easy to enact and would minimize the potential risk for injury to pedestrians.</p>	George	Papaliodis	papaliodis@gmail.com	79 Arborway	Jamaica Plain	MA	02130

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/15/19 10:51 PM	<p>I live at 4 May St., where I have a front row seat to Murray Circle's speeding cars, screeching tires, collisions, gridlock, and excessive horn honking. With no lane markings in the rotary it is like the wild wild west. The traffic flow is terrible, and as a result, people honk angrily, jockey for position, cut one another off, screech their tires and rev their engines to intimidate other drivers ... I have run out to assist accident victims at all hours of the day and night. I have seen cars bounced up onto the median strips and grassy area in the middle of the rotary. Perhaps you should put in 4-way traffic lights that will force them to stop until you can come up with another solution. The pedestrian walkway that I take to go across the Arborway is unpaved and uneven, making it unsafe and dangerous. Also, there are motorcycles that like to race around this rotary at night. When I have complained to BPD I've been told that they aren't allowed to chase them, so nothing is done. I rarely see any police patrolling the area you are studying. The noise pollution from the horns is so outrageous that I often have to put on noise cancelling headphones or use a white noise machine in my home.</p> <p>Please put lane markings in the rotary. Please put traffic cameras to catch speeders, dangerous drivers, excessive horn honkers (yes, this is illegal). Please pave the walkways across the Arborway and give them brightly colored markings. Please put up stop lights.</p> <p>Please put me on your email list.</p>	Maureen	Finegan	maureenfinegan@hotmail.com	4 May St	Jamaica Plain	MA	02130
12/16/19 6:54 AM	Please provide separated bike lanes for safety. stop killing people and discouraging cyclists.	john	zanini	jack.zanini@verizon.net	8 primrose street	Roslindale	MA	02131

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 7:57 AM	<p>Thank you. I hope this effort accomplishes more than prior false starts.</p> <ol style="list-style-type: none"> <li>1. Reconfigure roadway to direct faster, through and commuter traffic to center roadway, and reserve outer roadways for local, residential, and service vehicles and bicycles. This can be accomplished quickly and inexpensive yet by curb realignment.</li> <li>2. There should be dedicated 2-way bike lanes on both sides of the Arborway. Otherwise, "wrong way" bike traffic will continue to terrorize the narrow sidewalks.</li> <li>3. Park greens should be expanded and protected from cars and trucks by high curbs.</li> <li>4. Pedestrian crossings should be protected by bulb-outs and crossing lights.</li> <li>5. Residences and trees should be shielded from air and noise pollution and threat of vehicular crashes.</li> <li>6. In the medium-long-term, single occupant commuter traffic will need to be reduced.</li> <li>7. Particulate-belching Diesel buses and trucks should be totally banned from the Arborway.</li> <li>8. Traffic rotaries and circles should be replaced by right angle crossings.</li> <li>9. Traffic regulations (stop signs, pedestrian crossings, speed limits) should be harmonized and should reinforce rather than conflict with each other. For example, T-intersections with stop signs should be sharp right angles, not sloping curves.</li> <li>10. Parkway should have more of a "park," less of a roadway and traffic gutter feel to it</li> <li>11. Noise mitigation— especially emergency vehicle sirens — and residents/pedestrian safety should be priorities.</li> </ol> <p>Tel 857-203-9922</p>	Kevin	Handly	khandly@bostonbankinglaw.com	26 Arborway	Jamaica Plain	MA	02130

**Rehabilitation of the Arborway Parkways Improvement Project**  
**Public Comments**  
*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 10:58 AM	<p>Hello,</p> <p>As a resident of Jamaica Plain and a daily user of the Arborway network, thank you for moving this important project forward. Improving safety for all users of the Arborway in Jamaica Plain, but especially for people walking and riding bicycles cannot wait.</p> <p>I am glad that one of the project goals is creating “continuous and comfortable” bicycle connections here. Any short-term or long-term bike lanes must be physically separated from moving vehicles to be safe and inviting to all levels of cyclists. In the near term, I strongly support the proposed removal of one driving lane from the carriage roads, and using this extra space for a separated bike lane.</p> <p>Thank you for including ramp repairs among the short-term changes. Not only will this help pedestrians and wheelchair users, but it will also help cyclists use sidewalks if they don’t feel safe on the road in the meantime. I am also glad to see more crosswalks added and lane markings in and around Murray Circle. However, there needs to be a short-term plan for getting cyclists through Murray Circle as safely as possible.</p> <p>Improving safety on this critical infrastructure cannot wait for more and more meetings. I urge you to keep to a concise public planning process and get permanent changes on the ground starting in 2021.</p> <p>Thank you</p>	Nathaniel	Deshmukh-Tow	bakerbiker@gmail.com	23 Cheshire St	Jamaica Plain	MA	02130
12/16/19 11:20 AM	<p>I strongly support totally physically separated bike infrastructure and signalized intersections along the project area. The arborway is part of the main route for my family’s commute to work and school. Providing a safe bike route where my children can ride their bikes is extremely important to me and my family, and I implore the designers and engineers to consider all ages and abilities when designing any bike infrastructure associated with this project.</p> <p>Thank you.</p>	Marc	Theiss	marctheiss@gmail.com	55 prospect ave	Boston	MA	02131

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 11:35 AM	Please note my strong support for safe, protected bikelanes as part of the Arborway Parkways Improvement Project. The Arborway is a major bicycle artery and people on bicycles deserve the same safe roadways as other road users.	Andrew	Fischer	afischer@jasonandfischer.com	21 Bartlett Crescent	Brookline	MA	02446
12/16/19 11:37 AM	<p>1. I object to reducing the car travel lanes from 4 to 3 or 2. Closing off the carriage lanes will make travel on this road far more difficult for approximately 55,000 users per weekday for the benefit of about 50 homes. That is a big give away of public resources.</p> <p>2. Any proposed plan should clearly identify the trees to be cut down in Kelley and Murray Circle and throughout the project. Based on the recent presentation, at least 1/2 the trees in Kelley would go. I have no doubt that many people will oppose this vehemently. To give a fair opportunity to comment, you should be transparent about this.</p> <p>3. Please first take reasonable steps to increase safety without a massive re-design. Why undertake to spend significant money without taking some simple steps such as:</p> <ul style="list-style-type: none"> <li>- DCR could draw lines in Murray Circle</li> <li>- Put a pedestrian warning sign / traffic barrel in the crosswalk heading towards the Faulkner (DCR has refused to do so even when neighborhood folks were willing to pay). Why would DCR refuse a free fix? (And by the way, many intersections in Jamaica Plain have two, which is unnecessary duplication).</li> <li>- DCR could lower the speed in the carriage lanes - at least in non-rush hour times - to achieve in any easy way what would otherwise take hundreds of thousands of dollars and years of construction and loss of trees to achieve.</li> <li>- There has been some traffic enforcement since the meeting. You could continue that before taking drastic action.</li> </ul> <p>4. Most of the problems are at Murray. You could limit the project to re-designing that rotary.</p>	John	Salsberg	jsalsber@law.harvard.edu	252 Pond Street	Jamaica Plain	MA	02130
12/16/19 12:41 PM	Please make sure protected bike lanes are included in the final design. Please do not wait for more people to get hurt before you feel comfortable with safer designs for Arborway and Murray Circle.	George	Schneeloch	noisecapella@gmail.com	81 School St #1	Somerville	MA	02143



## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 12:59 PM	<p>As a homeowner on the Arborway, a mother of children in strollers, member of the Emerald Necklace Conservancy's Board of Directors and a Co-Chair of Party in the Park, I find the Arborway project to be of critical importance and must be addressed immediately. The lack of safe passage across the Arborway, particularly at Murray Circle, is unacceptable and non-compliant. You have identified that this area is suitable for crossing by painting crossing lines, however it is impossible to get cars to acknowledge any pedestrian priority if they are even able to see you. Sight lines are hidden and even if one car stops the next often does not see you. If you have a stroller or are in a wheelchair it is impassible. The sidewalks are falling apart and there are no curbcuts.</p> <p>The fir solution is simple, you must add a pedestrian crossing signal. To not do so highlights valuing the convenience of commuting cars over the safety of the community. This is also more than a safety issue, it is a community access matter. By not ensuring safe passage from one half of our neighborhood to the other you are effectively cutting off the community producing a segregating effect.</p> <p>Another proposed change that I believe will assist in facilitating a safer parkway is to paint lines and extend the island to focus cars to the center lanes instead of the carriage lanes. Your accident reports are incorrect as I have personally witnessed more than that in front of our home this month. They are often fender benders and I have never seen a police response so you need a different mechanism to track if you are using those numbers for analysis. Try insurance reports. Also the speed is often in excess of 40 MPH as cars are approaching the circle. I recommend installing a speed sign halfway down the road reminding people to slow down. This is a parkway not a highway. This is a street connecting the Emerald Necklace. This should be a place that connect community, not endangers our safety.</p>	Sofia	Lingos-Papalios	sofia.lingos@trident.legal	79 Arborway	Jamaica Plain	MA	02130
12/16/19 1:33 PM	Leave the rotary as is. Merge and yield. Go with the flow and use your blinker. It's simple.	betsey	brooks	brooks47j@gmail.com	47 jamaica st	jamaica plain	MA	02130

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 1:34 PM	<p>When revisiting this project and its design, please keep in mind the comments people submitted regarding the designs presented to the public over 4 years ago for this project. With that goal in mind, I am resubmitting the comments I submitted regarding this project in 2015.</p> <p>To: DCR.Updates.@state.ma.us February 25, 2015</p> <p>I live in Jamaica Plain and drive along the Arborway almost every day entering and exiting at Pond Street. It is my understanding that the two current lanes of pavement that comprise the service/frontage/carriage roads that run closest to the houses along the Arborway between Kelley and Murray circles would become bike lanes, one lane of traffic for locals and for people who live along the Arborway to get to their houses, and one lane of newly created street parking.</p> <p>On the slide labeled "Principles" presented at the community meeting on February 5, 2015, "Park experience" and "Add to the green" are listed as two of the principles guiding this project. The creation of new street parking along the service/frontage/carriage roads does not further those goals. New parking areas would not "Add to the green" or make it a "Park experience" but rather would add a lot of car clutter to the Arborway that doesn't exist now. Creating parking along those roads goes in the opposite direction of the stated principles and goals for the project and would make the area more parking lot-like instead of park-like. I recommend transforming the proposed lanes of new parking into new green space with added trees in order to enhance the parkway/park-like experience.</p> <p>Finally, creating more green space along the service/frontage/carriage roads would not take away parking from the current homeowners. The service/frontage/carriage roads do not currently have a shoulder for parking and all the houses along that part of the Arborway have driveways for parking cars.</p>	Don	Haber	haber.don@gmail.com	32 Avon Street	Jamaica Plain	MA	02130

**Rehabilitation of the Arborway Parkways Improvement Project**  
**Public Comments**  
*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 1:41 PM	<p>When revisiting this project and its design, please keep in mind the comments people submitted regarding the designs presented to the public over 4 years ago for this project. With that goal in mind, I am resubmitting the comments I submitted regarding this project in 2015.</p> <p>Submitted to DCR on 11-2-15:</p> <p>At the DCR's 3rd public meeting re: Improved Multi-modal Access to Emerald Necklace Parks in JP held on October 14, 2015, I suggested that the proposed parking lane along both of the frontage/carriage lanes be converted into public green space and used to add more trees. Many people in attendance endorsed this change and nobody stated any opposition.</p> <p>This is the same suggestion I made in my written comments I submitted to DCR on February 25, 2015, a copy of which I have attached.</p> <p>To summarize, adding parking lanes along the Arborway goes against the stated principles for this project and against the whole idea of what a road labeled the Arborway should be. Remember that "arbor" means tree in Latin, not parking!</p>	Don	Haber	haber.don@gmail.com	32 Avon Street	Jamaica Plain	MA	02130

**Rehabilitation of the Arborway Parkways Improvement Project**  
**Public Comments**  
*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 2:19 PM	<p>Dec. 16, 2019            Jim Montgomery, Acting Commissioner            Department of Conservation and Recreation            251 Causeway Street, Suite 600            Boston, MA 02114</p> <p>Subject: Arborway Parkway Improvements Project            Dear Mr. Montgomery,            I am extremely grateful that the Department of Recreation has decided to restart the process of making the Arborway a safer, less stressful, and far safer connection for people to use as the live, work, and play along the Emerald Necklace.</p> <p>I attended the meetings in 2015 with Toole Design Group and found that their approach to design was a people first process as opposed to every other traffic engineering firm that I, as an advocate for people who walk, ride bicycles, and use transit, have participated with. A fact made notable by an alternate proposal by Beta Engineering that only looked at the movement of motor vehicles throughout the Morton and Kelley Circle area.</p> <p>The Road Safety Audit, shows nothing that we do not already know: people drive cars far in excess of reasonable speeds (and the posted speed limit) along the Arborway between Murray Circle and South Street leading to crashes every month or so; Sight lines are impeded by the black fence along the carriage road south of Murray Circle leading to difficult pedestrian crossings, rear end crashes, and people being hit by cars; that drivers find it far easier to use the carriage roads between Murray and Kelley Circles leading to high traffic volumes next to adjacent houses; that Kelley Circle is confusing to many drivers and that Murray Circle may have been a state-of-the-art design when built by the Metropolitan District Commission in the 1930's is far too large in diameter and has significant issues with entering and exiting motor vehicles leading to a high crash rate; and finally that drivers of motor vehicles have been given priority over the movement of everyone else leading to an Arborway that is difficult, dangerous, and stressful for people to cross.</p> <p>end of part 1</p>	Mark	Tedrow	mctedrow@gmail.com	21 Conway St	Roslindale	MA	02131

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 2:21 PM	<p>Part 2</p> <p>The short-term improvements listed appear to simply bring the Arborway into a state of good repair, I urge you to consider installing a flex-post or planter protected cycle track along the carriageway between the two circles by reducing the travel lanes to a single motor vehicle lane. If bike lanes are planned for Murray Circle, they should lead to pedestrian crossings with clear signage to for bike riders to use the pedestrian crossing to cross instead of merging with traffic. Install painted crosswalks at every pedestrian crossing including the carriageways. Install automatic pedestrian crossing signals (at the very least pedestrian actuated signals) at existing signalized intersection, and H.A.W.K. or R.R.F.B. at all other crossings to help make the Arborway safer to cross.</p> <p>For intermediate and longer-term changes: A people-first design is needed in the 21st century that emphasizes Systematic Safety so that errors by people driving cars, walking, or riding bicycles, does not result in a crash: a system that is safe if no one ever makes mistakes is not a system design for humans. No person should ever have to cross more than one motor vehicle lane at a time to simplify crossing and to eliminate the "double-threat". As motor vehicles tend larger towards ever lager SUVs that have far higher injury potential to people that they may hit, it is even more necessary that motor vehicle speeds be reduced to 20mph or less where people are nearby and raised crossings or raised intersections where they cross streets. The design of the street should be designed so that the speed limit is self-enforcing. I urge you to consider Toole Design Groups 2015 design as a starting point for any improvements.</p> <p>end of part 2</p>	Mark	Tedrow	mctedrow@gmail.com	21 Conway St	Roslindale	MA	02131

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 2:21 PM	<p>Part 3</p> <p>I urge you to only consider engineering firms that have a proven track record of putting people-first designs into construction. Most traffic engineering firms will look at motor vehicle throughput and only after they have achieved an optimum throughput of motor vehicle will they begin to look at how people walking or riding bikes will use the facility and only implement facilities if they do not disrupt optimum vehicle throughput. There are only a very few people-first engineering firms in the United States, Alta Planning and Design and Toole Design group are among them.</p> <p>Sincerely,  Mark Tedrow  21 Conway St  Roslindale, MA 02131</p> <p>Mobile: 857.719.7143  Email: mctedrow@gmail.com</p> <p>Cc: Rozziebikes, WalkUP Roslindale, Sarah Freeman</p>	Mark	Tedrow	mctedrow@gmail.com	21 Conway St	Roslindale	MA	02131

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 2:23 PM	<p>Thank you for the recent study on Arborway Parkway Improvements and for the public meeting to present the findings. We are 30-year residents of the Arborway; our home is across from the main entrance to the Arboretum. We submit the following concerns about the stretch between Murray Circle and Forest Hills:</p> <ol style="list-style-type: none"> <li>1. Speed: Many accidents occur in this stretch and the main reason is speed. We need police enforcement to reduce speeding. The roadway should be redesigned to provide traffic calming measures to reduce speed.</li> <li>2. Running the red light at Murray Circle: Many cars coming from Forest Hills north continue through the red light into Murray Circle. This is very dangerous for people driving through Murray Circle from Centre Street as well as for pedestrians. There is a total lack of police enforcement.</li> <li>3. Wrong way traffic on the main Arborway: Because of the location of our home, we frequently observe (and hear honking at) cars that somehow enter the northbound lane of the Arborway heading south from Murray Circle, heading the wrong way down the Arborway. This is an accident waiting to happen. It occurs at least once a week, typically at night.</li> <li>4. Trucks: Since the demolition of the Casey Overpass, there are many more large trucks driving on the Arborway, including 18-wheelers. Clear and prominent signage in both directions forbidding trucks on the Arborway parkway, as well as police enforcement, is needed.</li> <li>5. Lighting: The lighting south of Murray Circle consists of old-fashioned, extremely light-polluting metal halide lamps, which add to the "highway feel" and cause extreme "light trespassing" to the residents on this portion of the Arborway. We would like to see the light polluting fixtures removed and replaced with new shielded LEDs like those on the Arborway north of Murray Circle.</li> <li>6. Repair Sidewalks: There are many dangerous asphalt areas on the sidewalks adjacent to the residences, mostly due to poorly-executed "repairs" by utilities.</li> </ol>	Beth	Worell	beth@bawarchitects.com	164 Arborway	Jamaica Plain	MA	02130
12/16/19 2:35 PM	<p>Unfortunately, I was unable to attend the presentation. I also lack expertise in this area. I do know this is a very dangerous area for all modes of transportation and I ask that as many of the recommended solutions as possible be enacted as quickly as possible.</p>	John	Linehan	jlinehan@zoonewengland.org	1 Franklin Park Rd	Boston	MA	02121-3252

**Rehabilitation of the Arborway Parkways Improvement Project**  
**Public Comments**  
*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 3:20 PM	<p>On behalf of the Boston Cyclists Union, Massachusetts Bicycle Coalition, LivableStreets Alliance, WalkBoston, West Rox Walks, the Arborway Coalition, Rozzie Bikes, West Roxbury Bicycle Committee I am submitting a full letter of feedback from the 11/21/19 meeting to Deputy Chief Engineer, Jeff Parenti. Below are a few highlights. Thank you for starting this important planning process.</p> <p>-Thank you for adding curb cuts in the short term where they're missing.            -Adjust the positioning of the crosswalk and curb cuts at the Arborway crossing on the exit that brings cars towards Forest Hills so that pedestrians have a better view of oncoming cars.            -Include a lane removal in the carriage lanes between Murray and Kelley Circles as a short-term improvement and put in a physically separated bike lane in the reclaimed space.            -Add a crosswalk over Centre St by Orchard St which is a current desire line used frequently by pedestrians.            -Narrow lanes as much as possible in Murray Circle by adding flex posts or other barriers in addition to the paint proposed to narrow lanes.            -There is currently no proposal for how to improve cyclist safety in Murray circle in the short-term. While we realize traffic calming may be the most significant improvement, we would like to see options for getting cyclists through Murray Circle in the short-term; one that directs cyclists to use sidewalks with paint and signage and one that keeps cyclists on the road.            Please circulate options for public feedback before implementation this spring.</p> <p>We ask for a publication of a timeline for the project that outlines expected meetings, other public engagement opportunities and milestones (25% design, construction, etc) as soon as possible. We suggest quarterly meetings or other engagement during the project planning phase. We ask that this project be expedited due to safety with construction beginning in 2021.</p>	Eliza	Parad	eparad@bostoncyclistsunion.org	1419 Tremont St	Boston	MA	02122



**Rehabilitation of the Arborway Parkways Improvement Project**  
**Public Comments**  
*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 3:37 PM	<p>-I'm afraid that I don't understand why the DCR is in charge of such a massive traffic project - I'd feel better if this were in the more experienced hands of Mass Highway - and DCR could get back to parks and recreation! (I'd be happy if the DCR would simply repair the sidewalks that lead across the Arborway - they have been cracked and crumbled for years)</p> <p>-I'm completely dismayed by the idea of trees being cut down and pavement replacing them. Is this going to become the Arbor-less Way? We live in an area of climate change - and this would only exacerbate the heat in this area.</p> <p>-I wonder why there are so few concerns about the historical aspect of this, part of Olmstead's Emerald Necklace.</p> <p>-I question the amount of money that would be spent on this project - more than enough to support dedicated law enforcement to this area, 24/7 for how many years? It seems so obvious to me that DCR is more concerned with moving on and out, rather than enforcing traffic rules.</p> <p>-I am concerned by the amount of time it would take to complete this project - and where the traffic would go in the interim.</p> <p>-I am alarmed by how little attention has been paid to the ability of emergency vehicles - ambulance and fire - to travel quickly and safely through the areas.</p> <p>-I do not understand why such a limited number of homeowners are to be rewarded by plans to minimize travel in the carriage lanes - why did they buy these homes without noticing the amount of traffic?</p> <p>PLEASE: do go ahead with the "short term" improvements - and then sit back, take time, and re-assess the situation.</p>	Jean	Weinshel	red.sea@verizon.net	35 May Street	Jamaica Plain	MA	02130

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 3:50 PM	<p>Thank you all for reinvigorating this important project.</p> <p>The presentation focused on new ideas for improving the pedestrian and bike paths and providing safe ways along this section of the Emerald Necklace parkway. Designing this section of the Emerald Necklace can be done because Olmsted laid out sufficient land for a similar pattern that separated different forms of access. It was refreshing to hear new ideas and a project that will provide continuity and connection from Forest Hills to Jamaica Pond. A major concern is that the new design will not impact the large trees (that are traffic calming) that make this historic parkland fit visually into the Necklace.</p> <p>Looking forward to upcoming quick/easy fixes this spring and new design proposals.</p> <p>All Best, JoAnn Robinson, Chair Park Overseers, Emerald Necklace Conservancy</p>	JoAnn	Robinson	jrobinson@isgm.org	25 Evans Way	Boston	MA	02115

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 4:47 PM	<p>Thank you to DCR for "Seeking to improve safety along the Arborway for all user groups". I have lived on the Arborway since 1993. Among the main attractions were the great parks &amp; parkways in the area! But when one is here night &amp; day, you are exposed to all-too-frequent honking horns, screeching brakes, blue lights from police vehicles, red lights from ambulances &amp; fire trucks, crash scenes, debris left along the parkway &amp; the awareness that people are getting injured.</p> <p>The Arborway was designed by Frederick Law Olmsted as a green multi-use parkway connecting 3 Emerald Necklace parks: Jamaica Pond Park, Arnold Arboretum and Franklin Park. However, due to unfortunate changes made in the last century, instead of a connector, it has become a barrier in several locations.</p> <p>The short-term changes that were presented on 11/21/19 (signage upgrades, ADA improvements to crosswalks &amp; pavement markings) will be most welcome.</p> <p>Creating end-to-end pedestrian &amp; bicycle routes along both edges of the park system would have many benefits:</p> <ul style="list-style-type: none"> <li>* traffic-calming in this high-crash area (&amp; other locations)</li> <li>* promotion of physical activity</li> <li>* encouragement of mode shift, which supports the Commonwealth's green house gas reduction goals and addresses the increasing congestion in the City.</li> </ul> <p>Currently, the pedestrian &amp; bicycle facilities are interrupted "beyond the Pond". The short-term improvements that were shown did not include a crosswalk across Centre St. east of Murray Circle by the bus stops (near the old Boy Scout Building, now Guardian Health, at 891 Centre St.) I encourage DCR to work with the City &amp; local residents to determine an optimal location for a crosswalk.</p> <p>The short-term changes included creating a new bike lane. The current bike paths, which "dead end" at Kelley Circle outbound &amp; the Casey Arborway inbound, are deterrents to all but the most traffic-tolerant cyclists. I look forward to a collaborative resolution of this gap in the network.</p>	Sarah	Freeman	freemansherwood@hotmail.com	22 Arborway	Jamaica Plain	MA	02130

**Rehabilitation of the Arborway Parkways Improvement Project**  
**Public Comments**  
*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Adress	Address	City	State	Zip
12/16/19 4:50 PM	<p>Thank you for the planning and discussion work done on this important project. I attended the November 2019 meeting and at least one in past years.</p> <p>1 - It's important the DCR is paying attention to bike and pedestrian traffic, which both have increased in my time on Orchard Street. Walkers crossing Murray Circle need to be protected by lights.</p> <p>2 - I recognize that some tree removal will be necessary, and urge a commitment to replace 120% of the trees taken down, with attention to locations that don't endanger them from snow plows and other vehicles.</p> <p>3 - MOST IMPORTANT: No physical improvements will be successful unless the State Police makes a long- term, serious commitment to have a presence on this stretch of road for education and enforcement. Consideration should be given to have Boston Police Dept take, or share, responsibility for the safety of its citizens. Running red lights and unsignaled lane switching have become a natural part of driving on this stretch of road, to the point that we call Murray Circle the 'Rotary from Hell.'</p> <p>Claire Barker</p>	Claire	Barker	cibarker@hotmail.com	32 Orchard St #2	Jamaica Plain	MA	02130-2722

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 4:54 PM	<p>Comments on Arborway short-term improvements</p> <p>Short-term Improvements</p> <p>Signs: Replace faded, missing, obsolete, ambiguous:</p> <p>Replace rusted poles</p> <p>All good.</p> <p>Pavement Markings</p> <p>Create new bike lanes: It's essential that bike lanes be protected even in the short-term</p> <p>Reduce Travel Lanes</p> <p>The striping proposal for Murray Circle looks sensible but there needs to be protected bike lanes.</p> <p>Reduce speeding somewhat</p> <p>Speeding needs to be reduced more than somewhat—no one should be driving over 25 mph. I have seen one accident and debris from two others in Murray Circle in the past three weeks.</p> <p>It is dangerous to try to walk on Centre St. and cross at the Rt. 203 exit off of Murray Circle.</p> <p>Repairing curb and sidewalks, and ramps</p> <p>This should happen promptly</p> <p>Public Meetings</p> <p>The Acting DCR commissioner should commit to a meeting with the community in January 2020 to hear input from the community before the design team begins their process.</p> <p>Going forward, the DCR should commit to regular quarterly meetings, dates set in advance to update the neighbors and community at large on the planning milestones and to get input on unresolved issues.</p> <p>Full traffic study</p> <p>Any studies of the Arborway need to take into consideration the project going forward at Walter and Centre Streets, and the intersection of Centre and Allandale, where Faulkner Hospital is planning a major expansion and the addition of 500 parking spaces. The whole Centre St. corridor has to be included as well—the whole area is interconnected and planning has to be done keeping all the elements in mind.</p> <p>We are grateful for the Rapid Response Beacons and the crosswalks installed at Rambler, Westchester, and Whitcomb, but they have not stopped the excessive speeding on that Centre St. corridor.</p> <p>Three poles and two fire alarm boxes knocked over in one year means there is more engineering to be done.</p> <p>Thank you for holding the Nov. 21 meeting.</p>	Celeste	Walker	celeste.walker100@gmail.com	990 Centre St.	Jamaica Plain	MA	02130

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 5:08 PM	<p>Pedestrian Safety is very important. All crosswalks in this area should have some sort of vehicle stopping/calming mechanism. Either an actual traffic light (as exists currently at Pond St on the southbound side) or pedestrian-activated flashing lights, either overhead or at the side. All the current crossings are needed and none should be eliminated. Raised cross walks and/or strongly marked cross walks (like in the South End) should also be part of the plan. All cross walks and other road crossings should have ramps.</p> <p>Traffic capacity is an interesting question. If self-driving cars are going to be common in 10-15 years (or sooner), and if ride sharing in these cars becomes the norm, then maybe traffic will be reduced. But currently, there are times of day when four lanes of traffic are backed up in front of our house at 75 Arborway (inbound in the morning; outbound in the afternoon). I would love to see the bulk of the traffic in the four center lanes, with real bike lanes and possibly parking on the carriage roads.</p> <p>Intelligent traffic controls are urgently needed. Traffic backs up because of poorly timed lights. The traffic calming lights on Centre St. should not operate when traffic is backed up from Centre onto Arborway. The traffic doesn't need calming when it isn't moving very fast. Similarly at other lights in the area. The goal during high traffic times should be to keep the cars moving.</p> <p>Trees and parkland should be preserved, as well as historical features. Curbing on the carriage road in front of our house is very conducive to illegal parking, as it is easy to ride over it. While historically nice to have the pavers as curbing, I think real curbs would help protect the green strips between the sidewalk and the road and the new oak trees that have been planted.</p> <p>We need signs that say no trucks on the Arborway. Enforcement is needed for no trucks, no parking and also noise ordinance violations by joy-riding motorcycles (summer).</p>	Helen	Raizen	raizen@earthlink.net	75 arborway	Jamaica Plain	MA	02130

# Rehabilitation of the Arborway Parkways Improvement Project

## Public Comments

deadline 12/16/2019

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 5:44 PM	<p>I strongly support protected bike lanes on the Arborway. I've lived in Boston for 3 years and am terrified of biking on stretches like this because of the high rate of speed and volume of traffic.</p> <p>Protected bike lanes would allow me to not have to drive car everywhere. The Arborway is currently just used as a highway. And there have been many crashes along this stretch so it's not safe even when you are in a car.</p> <p>You must create fully protected bike lanes so cyclists of all ages can access this section of Boston.</p>	Anne	Gripenburg	amgrip@gmail.com	75 Crawford St, #2	Boston	MA	02121
12/16/19 5:52 PM	Murray Circle: Another car crash at Murray Circle - Arborway/Centre/Prince Street intersection; Saturday, December 7, 2019, approximately at 12:15 pm	Peter	Elmuts	peterelmuts@comcast.net	21 Prince Street	Jamaica Plain	MA	02130

## Rehabilitation of the Arborway Parkways Improvement Project

### Public Comments

*deadline 12/16/2019*

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 7:18 PM	<p>I wasn't able to attend the meeting, but by looking at the presentation, I can't tell what the short term improvements are. I see one slide that indicates that three wayfinding signs and some other item will be removed. Will newer, more detailed signs be added? The Murray Circle improvements slide does not include any information on what the improvements will be.</p> <p>I ride my bicycle on the Arborway from Forest Hills station to Jamaica Pond infrequently for my job, but whenever I do, I'm extremely anxious. I prefer this route over Centre St to S Huntington because the Arborway is more direct. I ride on the sidewalk along the Arboretum because I'm too scared to ride in the travel lane on the Arborway itself. The sidewalk has its own issues, but my first concern is with the speeding that takes place on the Arborway. When I approach the intersection at Murray Circle, I use the crosswalk leaving the Arboretum to continue toward Jamaica Pond. The drivers that are approaching Murray Circle on Centre St from the hospital are in such a hurry, looking to the left to enter the rotary, that it can take up to a minute for one of them to notice me at the crosswalk. And it's usually the driver in the lane nearest the Arboretum. The last time I was there, the driver in the other lane (closer to the homes) didn't stop. Luckily, I never cross until every driver stops.</p> <p>Then, the anxiety continues a few feet away when I have to cross to get back on the sidewalk on the Arborway. I always feel like I'm committing a crime (and the drivers seem to react as if I am) because I'm traveling on the opposite side of the road. I would much rather be riding in the street heading toward Jamaica Pond with cars, but 1) I have no idea how I'm supposed to get to that side of the Arborway safely, and 2) the drivers are speeding. The third spot is at Pond St. Few drivers stop to let you cross.</p> <p>ADD PROTECTED BIKE LANES &amp; START GIVING SPEEDING TICKETS!! Streets Are For Everyone</p>	Vivian	Ortiz	mattapanviv@gmail.com	18 Leahaven Rd Apt 2	Mattapan	MA	02126
12/16/19 8:28 PM	<p>Here is one way of telling whether you have begun to take a step in the right direction: Can a pedestrian at the south end of Jamaica Pond see a clear and safe pedestrian path to the entrance to the Arboretum? If the answer is anything but "yes" -- the answer is definitely "no" right now -- then you will know you have failed.</p>	David	Rohrlich	david@arborway.net	18 Arborway	Jamaica Plain	MA	02130



# Rehabilitation of the Arborway Parkways Improvement Project

## Public Comments

deadline 12/16/2019

Time	Comment	Name (First)	Name (Last)	Email Address	Address	City	State	Zip
12/16/19 9:57 PM	<p>I am very concerned that we who have to live with the results of this project be given the chance to get into the weeds and be heard about how this will impact our lives every day BEFORE the city/state signs off on cutting down the trees at the rotaries since we'll have to live without them for a generation on a street named Arborway.</p> <p>Previous designs offered us pretty watercolors or sketches but little improvement upon getting into the details. Instead, they offered a "well, this is what fit" rather than true benefits which didn't outweigh the tradeoffs.</p> <p>I'm also skeptical given that less impactful solutions haven't been tried between the rotaries, like traffic calming on the carriage lanes, different speed limits on the carriage and inner lanes or better enforcement, including of pedestrian safety.</p>	Claire H	Humphrey	clairejp83@gmail.com	83 May Street	Jamaica Plain	MA	02130

From: Neal Heffron [<mailto:Neal@eli.com>]  
Sent: Friday, November 22, 2019 2:15 PM  
To: Parks, Mass (DCR)  
Subject: Arborway Parkway Improvement Project Attn Jeff Parenti and Jason Santos

Hello Jeff and Jason,

I was at the meeting last night and it was clear that a strong, vocal and organized minority of people are pushing to close car lanes on the overburdened Arborway. As was stated in the meeting the vast majority of people using the road are people who commute and are increasingly stuck in the traffic. We were told last night conflicting stories, that there is no intent in making traffic flow better and safety is first priority. Then on the other hand were told the project would not move forward if cars were going to funnel off the jammed Arborway and flow into the surrounding neighborhood. Those are conflicting goals and with the technology advancements such as WAZE and others any additional slowdowns on these roadways will do exactly that, filling narrow side streets with traffic that the neighborhoods cannot safely handle. These side streets/intersections were not designed for such a traffic burden.

I understand the cyclists concerns. I was an avid cyclist/racer logging over 10K miles a year on my bike. However cutting down car travel lanes to accommodate a relatively small amount of bikes is counterproductive, unsafe, bad for the environment and energy wasteful. Cars in stop and go traffic waste fuel, cause pollution and cost people time and money. We must not lose sight of the fact in Boston we have hills, lots of bad weather, cold and snow which limits bike travel for most people to at most 8 months a year, if they are so inclined to even ride. So adding bike lanes for a few hundred bikes per day and closing car travel lanes for tens of thousands autos is not the right strategy.

If bike and pedestrian safety is what is driving the changes and you actually want to keep traffic flowing, cars, bikes and pedestrians need to be separated. Deaths, injuries and accidents happen because of the differentiation of speeds. There are no lights, bikes or crosswalks on Storrow drive. They have separated bike/walking paths and overpass pedestrian/bike bridges. In another local project, the bike lobby pushed through, 2 bike lanes on the BU Bridge with the elimination of one car lane. It's a traffic nightmare with thousands of cars stuck every night trying to leave the city for the suburbs. This traffic issue is occurring even before snow cuts that one car lane, down to half a lane which is impassable. We would hate to see the same fate on the Arborway.

After the meeting we discussed in person the problems with the additional traffic caused by the "new" lights at Parkman Drive and in front of Cabot estates. These lights cause traffic to back up on the Jamaica way, on Pond Ave, all the way to the Brookhouse, as well as backing up Chestnut St. and Goddard Ave. This occurs every single weekday and night. While this is a different project entirely, the justification for the lights was described very different now than how it was sold to the public. It was to help with the traffic flow and safety for pedestrians. I think it did not accomplish either goal but simply moved the traffic back up from Parkman drive to all the other surrounding roads.

If the roughly 30 homes that would be directly benefitted by the closure of the vehicular traffic lanes are truly concerned with the safety of the cyclists and pedestrians, then they should have little objection to allowing for the widening of the current sidewalks. This would allow separate bike lanes and walking paths away from the heavily traveled motor vehicle lanes. This option would not take away vehicular lanes. This option would leave the car traffic unimpeded and make it safer for cyclists and walkers, plus

keep the trees intact. Less pollution, wasted gas, and time sitting idling in traffic because of lane closures would be a huge benefit also.

Regards,

Neal Heffron

Neal Heffron <http://www.eli.com> E.L.I Incorporated - New, Used and Refurbished Digital and Sun Equipment 288 Norfolk Street, Cambridge, MA 02139 USA Phone: 800-892-9230 Phone 617-547-4005 Fax: 617-354-1417 Email: [neal@eli.com](mailto:neal@eli.com)

From: Eliza Parad [<mailto:eparad@bostoncyclistsunion.org>]  
Sent: Monday, December 16, 2019 3:58 PM  
To: Parenti, Jeffrey (DCR); Fiesinger, Anne (DCR)  
Cc: Elugardo, Nika - Rep. (HOU); Malia, Liz - Rep. (HOU); Sonia Chang-Diaz; Matthew O'Malley; [chris.osgood@boston.gov](mailto:chris.osgood@boston.gov); Tom Francis; SARAH FREEMAN; Ambar Johnson; Brendan Kearney; Evan Judd; Ben Wetherill; David Wean; Torres, Isabel (HOU); Kaufman, Natalie (HOU)  
Subject: Joint letter regarding Arborway Parkways Improvement Project

Hello Jeff and Anne,

Please find attached a joint letter from several stakeholders (LivableStreets Alliance, WalkBoston, Mass Bike, Arborway Coalition, West Rox Walks, West Roxbury Bicycle Committee, Rozzie Bikes and the Boston Cyclists Union). This includes our comments as part of the public comment period ending today in response to the November 21 public meeting. I was unable to fit the content of the letter in the public comment section of the DCR website but submitted a few highlights there as well. Thank you again for extending the public comment deadline until today. We all really look forward to continued work together on this important project.

Best,

Eliza Parad  
Director of Organizing  
Boston Cyclists Union  
(857) 719-2004 (mobile)

(pronoun/s: she/her/hers)

Department of Conservation and Recreation  
Office of Public Outreach  
251 Causeway St 6th Floor  
Boston, MA 02114

CC: Senator Chang-Diaz, Representative Nika Elugardo, Representative Liz Malia, City Councilor Matt O'Malley, Chief of Streets Chris Osgood

December 16, 2019

Dear Mr. Jeff Parenti and team at DCR,

We are so glad the planning process for improving the Arborway has begun. Thank you for prioritizing this project and dedicating time and money to implementing short-term improvements. We agree with and support the overall project goals shared at the first meeting and are looking forward to partnering with you to reach those goals. One additional overall goal we suggest for the project is to restore the park in parkway. As the Massachusetts Historic Parkways Initiative publication from 2002 highlighted (on its cover!), "A parkway is not a road; it's a park with a road in it". Not only is increased access to existing green spaces important, but also increasing green space and trees in the project area and restoring this section of the Emerald Necklace back to being primarily a park and secondarily a road.

Thank you for adding curb cuts and ramps where they are currently missing. This will not only help pedestrians and people using wheelchairs, but also cyclists who take the sidewalk due to unsafe road conditions.

We propose the following suggestions to the short-term improvements and overall planning process from the meeting on November 21:

**1. Changes to the proposed short-term improvements**

We have identified three goals that we suggest should guide the short-term improvements: (1) Short-term improvements should calm traffic with a measurable outcome in vehicle speeds, (2) Short-term improvements should result in a measurable reduction in the number of crashes and (3) Short-term improvements should show increased pedestrian and cyclist usage along the stretch. In order to measure the progress and inform the permanent changes, part of the short-term process should include collecting before/after speed data on the impact of these changes and conducting bike and pedestrian counts before and after.

Specifically, in response to the proposed short-term changes we recommend the following:

- a. Adjust the positioning of the crosswalk and curb cuts at the Arborway crossing on the exit that brings cars towards Forest Hills so that pedestrians have a better view of oncoming cars. All of us who use this crosswalk regularly agree that this is the most dangerous and difficult crossing especially because as you cross you can't see what is coming behind you.
- b. Include a lane removal in the carriage lanes between Murray and Kelley Circles as a short-term improvement and put in a physically separated bike lane in the

- reclaimed space.
- c. Add a crosswalk over Centre St by Orchard St which is a current desire line used frequently by pedestrians.
  - d. Narrow lanes as much as possible in Murray Circle by adding flex posts or other barriers in addition to the paint proposed to narrow lanes.
  - e. There is currently no proposal for how to improve cyclist safety in Murray circle in the short-term. While we realize traffic calming may be the most significant improvement, we would like to see options for getting cyclists through Murray Circle in the short-term; one that directs cyclists to use sidewalks with paint and signage and one that keeps cyclists on the road. Please circulate options for public feedback before implementation this spring.

## **2. A robust public engagement process**

Especially given the history of previous planning processes for the Arborway and the frustrations expressed by the public at the first meeting, we suggest extra communication and time with the public and believe that this will lead to the most successful process and outcome. We appreciate, for example, the robust public comment period held during the first meeting and are glad to hear that there is a communications and facilitation team for meetings moving forward.

We ask for a publication of a timeline for the project that outlines expected meetings, other public engagement opportunities and milestones (25% design, construction, etc) as soon as possible. We suggest quarterly meetings or other public engagement during the project planning phase. We strongly feel that this will go a long way in building trust and transparency with area-residents. We hope the process is as concise as possible and includes regular communication so residents continue to engage productively in the planning and discussion.

Finally, we suggest including walks as a public engagement tool. We have seen that people who currently only drive through the area have a very different understanding of the safety and connectivity needs when walking or riding a bike there.

## **3. Coordination**

- a. Given resident concerns about traffic being diverted to side streets, we suggest including those neighborhood side streets in Jamaica Hills and the Jamaica Pond neighborhood in traffic studies and projected traffic patterns to demonstrate to residents the hopefully minimal impact it will have on their streets.
- b. Thank you for the coordination and communication you have had with the City of Boston around this project. We hope this will continue so the City can partner around implementing some traffic calming at intersections or side streets that will be impacted.
- c. We understand that Centre/Walter St and Arborway are proceeding at the same time. We ask that DCR consider the impact one project will have on the other and ensure that both consultant teams are sharing information and plans. We ask that public meetings on either project share consolidated updates on the other related process.

## **4. Other overall comments**

- a. We are glad to see one of the goals is to “Create a continuous and comfortable bicycle and pedestrian connection between the Arboretum and Pond”. We ask that the bicycle facilities be physically separated the entire length regardless of whether they are a shared-use path off-road or on-road facility.
- b. As you move forward conducting traffic studies, we encourage you and the consultant team to not only consider current vehicle demand to predict future behavior, but to take into consideration that a design that encourages walking/biking can actually get people out of their cars. Both the Commonwealth, under the Global Warming Solutions Act, and the City of Boston have ambitious goals (e.g., Boston reducing emissions and car traffic in half by 2030) that relate to reducing the number of cars on the roads. Emissions from the transportation sector have stayed steady in the state and are not meeting the reduction goals we have set; as a State agency who has custody & control of the roadways we believe DCR can be a critical partner in meeting these goals.

Thank you for your consideration of our suggestions. We look forward to continuing to work together around our shared goals for this project.

Eliza Parad, Boston Cyclists Union

Tom Francis, Massachusetts Bicycle Coalition

Ambar Johnson, LivableStreets Alliance

Brendan Kearney, WalkBoston

Evan Judd, West Rox Walks

Sarah Freeman, Arborway Coalition

David Wean, Rozzie Bikes

Ben Wetherill, West Roxbury Bicycle Committee

From: SARAH FREEMAN [<mailto:freemansherwood@hotmail.com>]

Sent: Monday, December 16, 2019 5:11 PM

To: Eliza Parad; Parenti, Jeffrey (DCR); [nika.elugardo@mahouse.gov](mailto:nika.elugardo@mahouse.gov); Rep. Liz Malia; Sonia Chang-Diaz; Matthew O'Malley; [chris.osgood@boston.gov](mailto:chris.osgood@boston.gov); Tom Francis; SARAH FREEMAN; Ambar Johnson; Brendan Kearney; Evan Judd; Ben Wetherill; David Wean; Torres, Isabel (HOU); [natalie.kaufman@mahouse.gov](mailto:natalie.kaufman@mahouse.gov); Fiesinger, Anne (DCR)

Subject: Fw: Arborway Improvements - Final comment letter to DCR

Hello everyone,

I dropped off the attached comment letter re: Arborway improvements today on behalf of the Arborway Coalition - it was also too long for the online form. In addition, I submitted an online form, but I didn't save the text. It included the goal for end-to-end pedestrian & bicycle facilities on both sides of the linear park in order to calm traffic, promote physical activity, encourage mode shift (reduce greenhouse gas emissions & address congestion). Re: the 11/21/19 presentation:

- A gap not addressed in the short-term changes: a crosswalk across Centre St. near #891 (the old Boy Scout Bldg., now Guardian Health), near the bus stops
- Page 22 lists "Create new bike lanes", but they aren't shown. Many are looking forward to finding a way to bring bicyclists through this segment of the corridor safely & are looking forward to arriving at that outcome in a way the community can support.

Thank you all for thinking about this piece of the Emerald Necklace linear park & for anything you can do to help bring safety & multi-modal access improvements to fruition!

Best regards,  
Sarah



Dec. 16, 2019

Dear DCR staff working on  
Arborway Parkway Improvements,

Thank you for any improve-  
ments in safety & multi-modal  
access along this break in the  
linear park. Our comments are  
enclosed -

Best regards,  
Sarah Freeman  
on behalf of the Arborway Coalition

**Arborway Coalition**  
**22 Arborway**  
**Jamaica Plain, MA 02130**

Department of Conservation and Recreation  
Office of Public Outreach  
251 Causeway Street, 6th Floor  
Boston, MA 02114

**Subject: Comments re: Arborway Parkway Improvements, public meeting 11/21/19**

Dec. 16, 2019

Dear DCR,

Thank you for restarting the planning for improved safety and multi-modal access to the Arborway between Eliot Street and the Forest Hills entry to the Arnold Arboretum.

We are encouraged and hopeful that, after multiple previous planning efforts which have not been implemented, and mounting crashes & injuries, this round of planning will bring meaningful improvements in safety for all users.

We are committed to finding a way to make these safety and access improvements without diverting traffic onto side streets. What can be done to insure that added traffic doesn't go to the side streets as a shortcut? Due to the long-standing concern about this, engagement & communication with the community is very important.

We are also committed to preserving & enhancing the green space & trees in the corridor - after all, "Arbor" means tree.

We have signed on to group letter(s) with other organizations as we are happy to collaborate with others who are interested in improving this corridor. We appreciate their interest & input. We also have some specific concerns itemized below.

\* From a resident of the western portion of Prince St. (parallel to Francis Parkman Dr.):  
Exiting Prince St. onto the Jamaicaway is a challenge. "What happened to the earlier discussion of carriage roads, adjacent to the medians plan for making exiting from our side of Prince St. easier? Currently, coming out of Prince to try to go over to the other side of the Jamaicaway having to cross over 3 lanes is very dangerous."

\* Another local resident encourages the consultants & DCR to "start with the 2015 plan, given the complex traffic pattern further complicated by the historic and greenspace aspects of the area." Others have echoed that they were glad to hear at the 11/21/19 public meeting that the current planning will take previous planning efforts into consideration since much thought has already gone into addressing this area.

\* Re: Short-term changes, page 22 of the 11/21/19 presentation states:

"Pavement Markings–

– Create new bike lanes

-- Reduce travel lanes

- Reduce speeding somewhat"

There were no illustrations for the new bike lanes, but there is much interest in creating them. We look forward to learning more about this.

\* A notable aspect of the 2015 plan was that the bicycle facilities were in the carriage roads, adjacent to the medians rather than along the residential edges, where there are potential conflicts with driveways approximately every 60 feet. However, that was in conjunction with other changes (likely long-term).

\* Arnold Arboretum block:

The "Gateway to the Arborway" planning in 2008 included an effort to create paths between the (no longer existing) Casey Overpass & Murray Circle. Much has changed in the Casey vicinity, but this gap in the linear park has not yet been addressed & is an important piece of the linear park:

<https://www.mass.gov/service-details/historic-parkways-preservation-initiative>

\* If we aim to provide as much space as needed for motorists - but not more than needed - and aim for a smooth flow (slow & steady vs hurry up & wait), the yield/merge/crossovers, sudden lane drops etc. are factors to consider, as well as utilization of the current pavement. Olmsted directed the higher-speed higher-volume through traffic into the center lanes. The current design is almost completely opposite, creating conflicts at every driveway, making it challenging & dangerous for residents to exit & enter driveways and exposing residents of the Arborway & nearby streets such as Prince, May, Pond & Orchard to the health impacts of proximity to traffic such as:

"respiratory symptoms, asthma, adverse birth outcomes, and cardiopulmonary mortality"

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2535634/>

\* Latent demand:

It may be difficult to get meaningful pedestrian and bicycle counts. The numbers are currently depressed because many people avoid this section of the Arborway due to safety concerns. For example during the recent "Fog x FLO" exhibits throughout the Emerald Necklace, bike tours followed the linear park from end-to-end - except for the block between Jamaica Pond and Arnold Arboretum, where they left the park and took alternate routes because it didn't feel safe to lead bike groups through the rotaries as currently designed.

Observations at the Jamaicaway path may give a more accurate indication of desire for this corridor.

The path network "beyond the Pond" to Forest Hills & to West Roxbury has multiple challenges for pedestrians & bicyclists, and it is a high crash area for motorists. It is fortuitous that the Centre St./Walter St. gap & the Arborway gap will be undergoing concurrent planning, and we hope the additional loose ends such as Allandale St. will be addressed soon to create a safe user-friendly corridor between West Roxbury & Jamaica Pond.

"A chain is only as strong as its weakest link." We look forward to strengthening the Arborway & nearby weak links in the Emerald Necklace linear park!

Best regards,



Sarah Freeman on behalf of the Arborway Coalition  
22 Arborway  
Jamaica Plain, MA 02130

Dec. 16, 2019

Jim Montgomery, Acting Commissioner  
Department of Conservation and Recreation  
251 Causeway Street, Suite 600  
Boston, MA 02114

**Subject: Arborway Parkway Improvements Project**

Dear Mr. Montgomery,

I am extremely grateful that the Department of Recreation has decided to restart the process of making the Arborway a safer, less stressful, and far safer connection for people to use as the live, work, and play along the Emerald Necklace.

I attended the meetings in 2015 with Toole Design Group and found that their approach to design was a people first process as opposed to every other traffic engineering firm that I, as an advocate for people who walk, ride bicycles, and use transit, have participated with. A fact made notable by an alternate proposal by Beta Engineering that only looked at the movement of motor vehicles throughout the Morton and Kelley Circle area.

The Road Safety Audit, shows nothing that we do not already know: people drive cars far in excess of reasonable speeds (and the posted speed limit) along the Arborway between Murray Circle and South Street leading to crashes every month or so; Sight lines are impeded by the black fence along the carriage road south of Murray Circle leading to difficult pedestrian crossings, rear end crashes, and people being hit by cars; that drivers find it far easier to use the carriage roads between Murray and Kelley Circles leading to high traffic volumes next to adjacent houses; that Kelley Circle is confusing to many drivers and that Murray Circle may have been a state-of-the-art design when built by the Metropolitan District Commission in the 1930's is far too large in diameter and has significant issues with entering and exiting motor vehicles leading to a high crash rate; and finally that drivers of motor vehicles have been given priority over the movement of everyone else leading to an Arborway that is difficult, dangerous, and stressful for people to cross.

The short-term improvements listed appear to simply bring the Arborway into a state of good repair, I urge you to consider installing a flex-post or planter protected cycle track along the carriageway between the two circles by reducing the travel lanes to a single motor vehicle lane. If bike lanes are planned for Murray Circle, they should lead to pedestrian crossings with clear signage to for bike riders to use the pedestrian crossing to cross instead of merging with traffic. Install painted crosswalks at every pedestrian crossing including the carriageways. Install automatic pedestrian crossing signals (at the very least pedestrian actuated signals) at existing

signalized intersection, and H.A.W.K. or R.R.F.B. at all other crossings to help make the Arborway safer to cross.

For intermediate and longer-term changes: A people-first design is needed in the 21<sup>st</sup> century that emphasizes Systematic Safety so that errors by people driving cars, walking, or riding bicycles, does not result in a crash: a system that is safe if no one ever makes mistakes is not a system design for humans. No person should ever have to cross more than one motor vehicle lane at a time to simplify crossing and to eliminate the “double-threat”. As motor vehicles tend larger towards ever larger SUVs that have far higher injury potential to people that they may hit, it is even more necessary that motor vehicle speeds be reduced to 20mph or less where people are nearby and raised crossings or raised intersections where they cross streets. The design of the street should be designed so that the speed limit is self-enforcing. I urge you to consider Toole Design Groups 2015 design as a starting point for any improvements.

I urge you to only consider engineering firms that have a proven track record of putting people-first designs into construction. Most traffic engineering firms will look at motor vehicle throughput and only after they have achieved an optimum throughput of motor vehicle will they begin to look at how people walking or riding bikes will use the facility and only implement facilities if they do not disrupt optimum vehicle throughput. There are only a very few people-first engineering firms in the United States, Alta Planning and Design and Toole Design group are among them.

Sincerely,

Mark Tedrow  
21 Conway St  
Roslindale, MA 02131

Mobile: 857.719.7143  
Email: mctedrow@gmail.com

Cc: Rozziebikes, WalkUP Roslindale, Sarah Freeman



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December 16, 2019

Dear Patrice Kish, Jeff Parenti and the DCR team,

Thank you for the opportunity to comment on DCR's proposals for Arborway improvements. The Emerald Necklace Conservancy is excited to see this planning process resume and is thankful that DCR is prioritizing the implementation of short-term improvements for this critical link in the Emerald Necklace parks. We support the project's overall goals, as shared at the public meeting on 11/21 and look forward to our continued partnership in achieving these goals.

We appreciate the time you and your staff have taken walking and speaking with us, seeing first-hand how the short-term improvements such as curb cuts and ramps are needed. The \$100,000 of DCR funds for projects to be implemented right away is fantastic.

As we start this important process, I continue to be inspired by DCR's statement in your Massachusetts Historic Parkway Initiative from 2002:

*"A parkway is not a road; it's a park with a road in it."*

Your understanding of these parkways is crucial, and is it what makes this work challenging. We know designing within a park, trying to achieve safety for all, providing access and supporting the greenspace is at times a complex, but we are hopeful that your team and design consultant, through this public process, will develop creative strategies to do just that.

**Meeting and Outreach Suggestions**

We were pleased to see so many people attended and were able to provide comment at the public meeting in November. This is a complex area, and in order to truly understand and engage in the area with the community, we suggest your team provide one or two public walks of the area with the design team/facilitators. This is often really good for people to see the real "on the ground" issues. Additionally, it would be wonderful if a schedule of expected meetings, even dates and times in the future could be provided in advance of the process. Often people feel "nervous" if they don't really know the date of the next meeting, and providing a schedule in advance is often very helpful and builds partnership. This will also allow us to help advertise them and bring more engagement.

**Interagency and "Project Edges" Coordination**

We are conscious of abutter concerns that the project will divert Arborway traffic onto side streets. We suggest including side streets in the Jamaica Hills and the Jamaica Pond neighborhoods in traffic studies and projected traffic patterns to demonstrate the minimal impact we expect this project will have on their streets.



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We appreciate the ongoing coordination and communication between DCR and the City of Boston regarding this project. We are hopeful for continued coordination between the City and Commonwealth and encourage their partnership in implementing traffic calming measures at intersections or side streets that may be impacted by this project.

On behalf of the Emerald Necklace Conservancy, our Board of Directors, Park Overseers, advocates and park users, thank you for your consideration of our suggestions. We look forward to continuing to work together around our shared goals for this project.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Karen", followed by a long horizontal line.

Karen Mauney-Brodek  
President  
Emerald Necklace Conservancy



From: Andrea Howley [<mailto:andhow33@gmail.com>]  
Sent: Monday, December 16, 2019 4:27 PM  
To: Updates, DCR (DCR)  
Subject: The Arborway Project

Dear Mr Parenti and Mr Santos

We are writing to express concern over plans to close lanes on the Arborway. Having had conversations with people who attended the recent meeting, it appears that the long term plan is the same as was presented at the Jamaica Hills Association Annual meeting a few years ago. The major issue with that particular plan is that it invites traffic to use the city side streets to avoid the Arborway. Streets like May St and Rockwood St would increase in traffic. Especially with the increased use of WAZE etc. We hope moving the traffic to the side streets is still being considered unacceptable.

Having grown up on Moss Hill we have seen the increase in traffic during the commute hours. We also have noticed an increase in speeding and disregard for the stoplights. We are aware that police resources are stretched to their limit therefore, We should be looking at other methods of speed calming. We don't believe that limiting lanes would help the other areas like Forest Hills to Murray Circle or Murray Circle to Faulkner. We would love to have the idea of raised crosswalks considered for all the crosswalks involved in this area. We believe if we raise the crosswalks it forces the driver to reduce speed, and lowers speed into the rotaries. If you painted lanes in Murray Circle similar to those done by the town of Brookline at circle by the golf course this method is effective. You certainly could include a bike lane that runs around the circle.

We hope that you listen to our comments take our concerns seriously. We feel the plans that have been shown are not a solution but will create bigger problems. We hope you could plan a meeting for a Monday or Tuesday evening as we both work Thursday and Friday evenings.

Thank you for you time  
and attention to this matter  
Happy Holidays  
Andrea Howley and Steve Angelica

Sent from my iPhone