

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
6/20/2020 10:05	Kate	Taylor	I would love to see the rotaries along the Arborway replaced with traffic light intersections. Vehicle speeds through those rotaries are high, and drivers are often so busy looking out for speeding/reckless cars that they are not looking for pedestrians. Adding traffic lights would slow traffic down significantly and reduce vehicle collisions as well as make it safer for pedestrians to navigate these areas. Right now the Arborway serves to divide two sides of the neighborhood because it's so scary for pedestrians; I would love to see it bring the two sides of the road together. Ideally, this redesign would move traffic through the inside of the rotaries, pushing green space to the outside where pedestrians can make use of it (current green space inside the rotary is purely decorative, as anyone wishing to spend time there has to play a live-action game of Frogger to get there). When signals are designed, I'd hope that there would be no "walk signals + green right turn arrow" conflicts. Making sure traffic has completely stopped in all directions before walk signals are illuminated makes it safe for slower-moving pedestrians such as elders, children, and people with mobility challenges.	Roslindale	MA	02131
6/24/2020 18:37	Alex	Twist	I would like to ask for a fully protected bike lane to be included in this project. My family and I tried to ride to the park from our home and felt like we could not do so safely. As a household with no car, and since this route is not directly serviced by bus or train, we feel that by excluding a protected bike lane, you are excluding many families from access to this park.	Boston	MA	02135
6/24/2020 20:56	Kelly	O'Keefe	DCR should not build increased car travel into its assumptions for the design. If we are serious about fighting climate change, we need to walk that walk and incentivize alternate methods of transportation like biking and public transportation instead of facilitating more car travel. I and many like me have chosen to live in this city so that we do not need to own a car or have to drive, and it's disheartening when so much focus is put on cars/driving and not enough on safe bike lanes and public transport expansion/improvement efforts. Not to mention that expanding this design to accommodate increased car travel will inevitably cause even more speeding down this road (which is already a major problem in this area). Let's refocus on supporting the needs of the community at large and not prioritize the needs of car owners. Thanks.	Jamaica Plain	MA	02130
6/24/2020 22:17	Jason	Brown	The DCR's past work in the Arborway study area has had the effect of prioritizing this space as a "commuter highway" to funnel traffic from points East (Forest Hills) and points West (West Roxbury) along the Emerald Necklace. I ask the DCR to reconsider the priorities for this space, and include a comfortable and safe space for pedestrians and cyclists to use the Arborway study area. Accommodating automobiles just brings more automobiles, with the consequence of squeezing out all other uses.	West Roxbury	MA	02132

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Time	Name		Comment	City	State	Zip
6/25/2020 6:37	Kathleen	Brown	<p>DCR should not plan for increased personal car traffic in its design and should instead aim for greater walkability, biking, public transportation, and park space along the Arborway and Jamaicaaway area.</p> <p>DCR's removal of the overpass without replacing it, eradication of numerous healthy mature trees, and addition of excessive concrete hardscape have created a nightmare of traffic congestion and unsafe conditions for pedestrians in the Forest Hills neighborhood. This poor planning with priority given for cars and without regard for impact on residents and climate change consequences has to stop.</p>	Jamaica Plain	MA	02130
6/25/2020 9:36	Peter	Recore	At the recent virtual meeting talking about improvements to Murray Circle, the DCR position seemed to be that we need to design for <i>*more*</i> car traffic in the future. This is the opposite of what we should be doing. We need to make this corridor safer for pedestrians and cyclists and <i>*reduce*</i> overall vehicle trips.	Boston	MA	02131
6/25/2020 9:58	Howard	Howell	<p>Thank you for organizing an informative presentation on the proposed Arborway Improvement Project. I am a 35 year resident of Moss Hill and live at the corner of Pond and Rockwood Streets - both of which are used by commuting traffic when the Arborway gets packed and more recently during the closure of Parkman Drive. Clearly, less than thoughtful renovation of the Arborway traffic will cause increased flow onto our neighborhood. One morning during rush hour (while Parkman was closed), I listened to Waze and Google direct more than 50% of the cars turning onto Rockwood from Pond - I could hear those directions through loud radios and open car windows. That closure increased traffic on my corner by over 200% and the commuters had no regard for speed limits or exhaust sounds. I serve as Professor and past Dean at one of the schools in Longwood and so appreciate the beauty of this neighborhood and it's parklands but also for its proximity to hospitals businesses etc that create commuter traffic. I am a walker/runner and bicyclist and like many of your ideas to improve safety and access. However, not at the expense of less safety in our neighborhoods. One thing that I did not hear last night was an analysis of where the traffic comes from or goes to when using Arborway. Clearly, you knew the times and volume of usage but I did not hear an analysis of whether most cars come/go from from the Casey/Forest Hills area or toward/from Roslindale/WestRox via Murray Circle?. Pond Street serves as the cut through for those heading to WestRox, Newton, Chestnut Hill, VFW Parkway. Any modification of the intersection at Pond/Cataumet/Arborway will affect and perhaps encourage that connection. I heard many good suggestions and plans last evening and know that the intent is noble. However, the best plans have unintended consequences so more study of the actual commuters, not just those on bicycles, will help with the feeder street impact. Thank you for your time.</p>	Jamaica Plain	MA	02130

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Time	Name		Comment	City	State	Zip
6/25/2020 11:26	Sydney	Hardin	<p>I attended the virtual meeting for this project last night and I was very disappointed to learn that DCR intends to plan this roadway around a projected increase in the amount of vehicles going forward. We need to be working to reduce emissions and we need to design our roads to encourage less driving at lower speeds. Please design the roads for the traffic we would like to see as a goal (reduced traffic) and not for the traffic we think we will have. If we are going to save our planet, we must reduce dependence on cars and car ownership is not something that is increasing in popularity.</p> <p>Thank you.</p>	Jamaica Plain	MA	02130
6/25/2020 12:18	Emily	Bloomenthal	<p>I'm incredibly disappointed that DCR is continuing to focus Arborway improvements on cars and is doing far too little to support alternate forms of transportation. The safer it is to use bikes and other forms of transportation, the more people will use those forms of transportation. I hope that DCR will prioritize protected bike lines and steps to make the Arborway safe for greener and healthier forms of transportation. Thank you.</p> <p>Sincerely, Emily Bloomenthal</p>	Jamaica Plain	MA	02130
6/25/2020 17:45	Zack	DeClerck	<p>As a family in JP whose main mode of transportation is bicycle, we shouldn't have to fear for our lives. There is so much space to work with in this project. It would be a shame if we end up with something car-centric.</p> <p>There is practically no part of the study area that feels safe & accessible other than the cycle track near Forest Hills that was added as part of the Casey Overpass project. But it ends at the top of the hill on Arborway.</p> <p>We regularly bike through Murray Circle to get to the Faulkner Hospital and destinations in Roslindale & West Roxbury. We've had way too many close calls including a car merging into the traffic circle without looking, slamming on their breaks to avoid hitting, and being rear-ended by the car behind them. This entire study area is designed for speed.</p> <p>We would live to see lane reductions for motor vehicles, in exchange for other modes of transport throughout the entire study area.</p> <p>It certainly doesn't feel like a parkway. We try to get in and out of this entire study area as quickly as</p>	Boston	MA	02130

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Time	Name		Comment	City	State	Zip
6/25/2020 19:51	Peter	Elmuts	<p>At the intersection of Prince Street and 891 Centre Street, 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.</p> <p>Currently the sequence is as follows:</p> <p>First: Green light for cars on the Arborway coming from Forest Hills heading towards Jamaica Pond.</p> <p>Second: Green light for cars on Centre Street coming from Monument heading towards Arborway</p> <p>Third: Green light for cars on Prince Street exiting Prince Street heading towards Arborway</p> <p>Proposed traffic signal light sequence recommendation:</p> <p>First: Keep sequence # 1 as is - as described above</p> <p>Second: Change green light for cars on Prince Street exiting Prince Street</p> <p>Third: Change green light for cars on Centre Street coming from Monument heading towards Arborway</p> <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> <p>In addition to the current signal light sequence, not only do cars leaving Prince Street on a green light need to look on the left on Centre Street for speeders, the drivers on Prince Street must look at the same time on the right for pedestrians and especially runners and bicyclists.</p>	Jamaica Plain	MA	02130

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6/25/2020 21:40	David	Fingerman	<p>General comment: I would like to see a balanced approach that considers the needs of pedestrians, cyclists and cars. While I support improvements for pedestrians and cyclists, I think we need to acknowledge that cars have a place in our society for the foreseeable future. We should make design improvements that benefit all modes of transport and doesn't unduly penalize any single mode of transportation.</p> <p>Specific comment: I've lived on the Upper Arborway (top of hill) for nearly 25 years. DCR is responsible for this street, but traffic and law enforcement is handled by the City of Boston. As noted by others, this street is used as a free parking lot for people who do not live in the area or commuters who park daily to use the T. Frequently, commuters throw trash on the grass and even park in front of fire hydrants. I have never seen a car on this road ticketed or pulled over for speeding, No one from DCR or the city picks up their trash. Several out of the area landscapers park their vehicles 24/7 on this road. They arrive in the morning to work in the area and park their trucks in the evenings and weekends for storage. For years, this street has been used in the evenings by young people who sit in their cars to use drugs or have sexual encounters. They leave condoms and empty beer cans to remind us of their visit. My main gripe is that DCR (and the City of Boston) doesn't play an active role to make sure that the activities/parking on this road are conducive to a residential parkway. There is little to no monitoring or law enforcement. I appreciate the notion of the Upper Arborway being part of a master plan for the parkway, but can we be reasonable: This is a residential road with children, pets, families and elderly residents. This is not a major thoroughfare. In my humble opinion, this road should be managed, maintained and monitored for the benefit of residents.</p> <p>Thank you.</p> <p>PLEASE DO NOT POST MY PERSONAL INFO ON YOUR WEBSITE.</p>	Jamaica Plain	MA	02130

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6/26/2020 10:02	Kathryn	Rexrode	<p>The inbound section of the Arborway between Murray Circle and Kelly Circle should be reduced to 1 lane, with a safe bike lane. Currently the merge from the carriages lanes with the inner lanes at Kelly Circle is dangerous. Moreover, actual speeds are far too high for mixed use and residential access. Traffic calming and focusing through traffic on the inner lanes of the Arborway, would result in more efficient flow and enhanced public safety.</p> <p>Murray Circle must be redesigned. Other traffic circles, such as the Horace James Circle in Brookline- which also has 6 entrance/edits, have redesigned the lane structure to reduce dangerous merges and to smooth traffic flow. Similar measures could be applied to the Arborway and the rotary to improve</p>	Boston	MA	02130
6/26/2020 12:08	Rachael	Goldfarb	<p>Hi, we live on the corner of Goddard and Rockwood and are very concerned about additional traffic on these streets. I appreciate everyone's hard work but did not appreciate the comment at the recent meeting that we should not be concerned about this for the "greater good." Of course we would be very concerned about an increase in dangerous and loud traffic on our streets. It affects our quality of life and property values. There are a lot of agendas at play here, and we must be listened to as neighbors to this project as well. Thank you.</p>	BROOKLINE	MA	02445-7408

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6/26/2020 14:08	Neal	Heffron	<p>I think its nice that there will be upgrades to Parkway. Adding additional bike lanes is great but can not be at the expense of vehicular lanes. This is a Parkway and built for the traffic with 4 to 8 lanes, divided with traffic lights, curbs and sidewalks.</p> <p>As we saw from the closing of Parkman during the Covid 19 period shutting off access to a road causes people to take new routes through neighborhoods and streets not made for the traffic. Shifting the danger to another place. It does not eliminate the cars, they just travel on other roads, at dangerous speeds , with children, pets, pedestrians , driveways. People purchased their homes on the Parkway/carriage lanes knowing full well the traffic situation. Because they are vocal and well organized does not mean that the world will change because they want it to. For the foreseeable future people in Boston will use motorized vehicles. People have children, the elderly, people who work, need to be able to drive. We have winters and hills that preclude most from attempting to use bikes for transport. With that being said I am a cyclist and rode 10k miles a year for almost a decade. I rode from Brookline to Cambridge and used the Arborway bike path daily. It was great.</p> <p>In my years of riding I found the best way to avoid car/bike/pedestrian accidents is keep the 3 separate and do not let the bikes slow the cars as they will simply run you over.</p> <p>The Parkman closure showed that even with 90% of the traffic off the road a change that DCR makes to the Arborway, changing the flow of traffic forces those cars to residential neighborhoods. Neither the Boston or Brookline traffic departments got any notice or coordination from the DCR on that change. They were willing to do some traffic mitigation but did not get any returned calls from DCR which is disconcerting should a big project start on the Arborway.</p> <p>I would like to see current bike paths upgraded, pedestrian over passes built , signage upgraded</p>	Brookline	MA	02445
6/27/2020 8:04	Gregory	Ely	Please add protected bike lanes along this corridor and improve traffic calming. This is a terrifying section of road to both bike and drive.	Somerville	MA	02144

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6/27/2020 10:07	Emily	Bauernfeind	We live on Forest Hills Street in Jamaica Plain, and our family of three (two bike-commuter parents and a 9-year-old bike-to-Mission Hill School commuter) is really enjoying the lovely bike path along 203/Morgan Street. Except... the path peters out about there, and we have to cobble together street crossings, sidewalks, and side streets to feel safe when we bike over to Jamaica Pond and the Arboretum. Wes strongly support the creation of Safe, well-marked, and contiguous bike paths connecting all our gorgeous Emerald Necklace parks. They would not only make our ride more pleasant and safer, they would encourage more people to bike too! Less cars on the roads, more exercise, yay!	Jamaica Plain	MA	02130
6/27/2020 15:57	David	Friedman	I do not consider that it is safe to use the painted bike lanes on the Arborway. I ride, instead, on the sidewalks which are lightly used by pedestrians and often quite wide. The cement and older asphalt surfaces, however, are very irregular. I would like to see them repaved and marked, like the sidewalks near Forest Hills Station, into pedestrian and bike lanes.	Jamaica Plain	MA	02130
6/27/2020 18:11	J	B	Hello, There is too much space on the Arborway dedicated to the automobile. Olmstead would not have wanted his park this way. Now people are scared of walking and biking The Arborway because of the automobile street violence. People should feel safe. Please use tactical quick-build measures to give space to people walking and biking so everyone can enjoy these spaces, not just motorists driving through the area.	Cambridge	MA	02139

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6/28/2020 5:44	Christina	Ganim	<p>Please reduce soles of vehicle traffic and prioritize safe bicycle infrastructure in the arborway parkway improvements project. I don't own a vehicle and biking through traffic circles is by far the scariest thing I've ever had to do living in Boston. And it's the only way to get to some places near my house. The speeds are too high, the road too winding, and the bike lane too small or nonexistent to make this safe for all-including those who don't drive. Finally, I'll add that the debris in the bike lanes is the worst I've seen anywhere because of the tree canopy. And when the streets get swept they just push it into the bike lane, requiring me to choose between riding into speeding traffic or getting thrown off my bike by hitting sticks and debris in the lane I am supposed to be able to use.</p> <p>Thank you for your time and attention to this important matter.</p>	Jamaica Plain	MA	02130
6/29/2020 8:42	David	Read	<p>Thank you all for restarting the needed work on the Arborway. It was interesting to listen to the on-line update last week.</p> <p>Here are my comments:</p> <p>Please complete the gap in the bike network (between Jamaica Pond & Forest Hills, both directions) with protected (no just painted) bike lanes. This are may also benefit form some traffic-calming interventions for motorists. Last, if possible please try to preserve the mature but healthy trees & plant new ones in the gaps.</p> <p>Thanks so much!</p> <p>David Read</p>	Boston	MA	02215
6/30/2020 0:59	Nathan	Kaufman	Please make Arborway safe for bicyclists by adding protected bicycle lanes for the entire length.	Somerville	MA	02144

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Time	Name		Comment	City	State	Zip
6/30/2020 11:58	Alan	Wright	I am a 37 year resident of Boston and home owner in Roslindale. I am retired, do not own a car and get around mostly by bicycle year round. While employed I commuted downtown for over a decade by bicycle through the Arborway passages. I continue to do so on my way to errands in Jamaica Plain, Brookline, downtown and across the river. I actively avoid bicycling on the Arborway as much as possible. I am active in the Boston area bicycle community and serve as a resource and trainer for people wanting to bicycle more. A major source of their reluctance are the dangerous crossings along the Arborway and the high speed and reckless behavior of too many drivers. I have attended the briefings on the proposed changes and find them largely inadequate. Accordingly, I ask for the following: 1) complete the gap in the bike network between Jamaica Pond & Forest Hills, both directions with protected bike lanes; 2) create comfortable & ADA compliant pedestrian routes on both sides of the parkway; 3) implement serious traffic-calming for motorists; 4) eliminate the carriageways as traffic routes making them closed local streets with bike passage; 5) preserve mature trees & plant new ones in the gaps. Please put the 'Park" back in the "Parkway"!	Roslindale, MA	MA	02131
6/30/2020 23:57	Sam	Greenblatt	As a resident and homeowner in Jamaica Plain I would like to see a design for the Arborway that prioritizes safe options for pedestrians and cyclists over slightly improved commute times for people driving from outside of Boston to Downtown. Existing paths along the Arborway are unsafe and discourage cycling. Protected bike lanes in both directions would greatly improve the ability of people to choose cycling over driving for their commute. Additionally, it would increase safety for pedestrians. When traffic flows on the Arborway it moves well above the 25 mph speed limit. Adding improved cycling and pedestrian infrastructure would also helps slow drivers. It's time to put people first and local residents first. Please add safe options that will slow traffic closer to the speed limit.	Jamaica Plain	MA	02130
7/1/2020 7:28	Matthew	Lawlor	Requests: (1) complete the gap in the bike network between Jamaica Pond & Forest Hills in both directions with protected bike lanes; (2) create comfortable & ADA compliant pedestrian routes on both sides of the parkway; (3) implement serious traffic-calming for operators of motor vehicles, especially raised crosswalks at intersections; (4) eliminate the carriageways as traffic routes making them closed local streets with bike passage; and (5) preserve mature trees & plant new ones in the gaps. Please put the 'Park" back in the "Parkway"!"	ROSLINDALE	MA	02131

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7/1/2020 21:42	Leonard	Wholey	Please add protected bike lanes between Jamaica Pond and the Arnold Arboretum. The roundabouts seem especially dangerous for cyclists/pedestrians. Please consider reducing the number of motor vehicle travel lanes. Please make this section safer for my children and I to cycle. People drive their cars very fast here.	Brookline	MA	02446
7/2/2020 8:56	John	Linehan	<p>Thank you for the great presentation. My priorities for the Arborway Improvements are:</p> <ul style="list-style-type: none"> •Traffic-calming for motorists •Complete the gap in the bike network & (between Jamaica Pond & Forest Hills, both directions) with protected bike lanes •Create comfortable & ADA compliant pedestrian routes on both sides of the parkway •Address the gas leaks •Preserve mature trees & plant new ones in the gaps - after all, "arbor" means "tree"! Let's put the "Park" back in the "Parkway"! •Signage improvements - wayfinding & interpretive <p>Thank you!</p> <p>John</p>	Boston	MA	02121-3252
7/2/2020 11:04	Charlie	Rosenberg	<p>1. Reduce the speed of automobile traffic</p> <p>2. Reduce the number of car lanes between the Pond and Arboretum</p> <p>3. Enhanced protected bike and pedestrian lanes in both directions.</p>	Jamaica Plain	MA	02130
7/3/2020 11:20	Diane	Simpson	<p>Here is what I would like to see:</p> <p>Comfortable ADA-compliant pedestrian walkways on both sides of the parkway</p> <p>Traffic-calming endeavors</p> <p>Gaps in the bike network filled between Jamaica Pond and Forest Hills with protected bi-directional bike lanes</p> <p>Eliminate gas leaks so as to protect the trees</p> <p>Preserve mature trees & plant new ones in the areas without trees</p> <p>Historic replica lighting insofar as possible to accomodate a dark-sky environment</p>	Boston	MA	02130

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7/3/2020 17:22	Steven	Miller	<p>As a person who regularly travels up and down the Arborway for work and social life, I have always found it depressing that this section of Olmstead's Emerald Necklace has been allowed to become a high-crash speedway, with one block having 8-lanes with 100 feet of pavement for motorists, but no space for bicyclists, difficult crossings for pedestrians and trees that are dying from gas leaks. DCR should be embarrassed, if not ashamed, to have let the redesign process go on for so long!</p> <p>What is most upsetting is that everyone has know for years (and years) what needs to be done. The road needs to be narrowed, with fewer lanes and other traffic-calming techniques employed to safeguard motorists. The bike network between Jamaica Pond & Forest Hills (both directions!) has to be completed with protected bike lanes and safe intersection crossings. There needs to be pedestrian-comfortable, ADA compliant pedestrian routes on both sides of the parkway. Pressure needs to be put on the utility businesses to fix the gas leaks. Mature trees need to be maintained and new ones planted to fill in the growing number of gaps. The area needs better (preferably historic replica and low wattage) lighting. And a whole lot of additional wayfinding, historic, and natural area explanatory signage needs to be installed.</p> <p>Seems clear enough.</p>	Jamaica Plain	MA	02130
7/3/2020 18:28	Sylvia	Mitchell	<p>Murray Circle is indeed treacherous for pedestrians.</p> <p>I walk this way often on my way home to West Roxbury from Jamaica plain Center.</p> <p>I feel I am taking my life in my hands when trying to cross this rotary.</p> <p>I have been nearly hit numbers of times by motorists speeding through this circle.</p> <p>This area is filled with green space for pedestrian and biking enjoyment. The Pond, the Arboretum and the eclectic Jamaica Plain Center.</p> <p>It is time that we explore ways for city dwellers to find peace and comfort in their green spaces.</p>	Jamaica Plain	MA	02130

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7/3/2020 18:48	diane	dolan	<p>I live on Orchard Street and have for 50 years.It has now become a huge issue to exit from Orchard in either direction onto Centre Street. We have cars coming at us from over the hill and from the rotary all at once ,it is unsafe to attempt to take a left, as the parking spaces that are allocated to the end of Centre Street block our view of oncoming traffic .I now witness at the rotary people once they come to the light wanting to take a left that was never used like that.</p> <p>The Jamaicaway is one of the most narrow winding dangerous roads that I have ever driven,so now you want to add more vehicles ,bikes and pedestrians?</p> <p>My third point is yes theses are places of beauty the pond and arboretum but instead of keeping it as a green space you have added more and more traffic lights and signage that is redundant .One way ,do not enter etc etc etc. I am sure whomever is in charge of that is getting a paycheck that reflects how many signs can be put in .Really ,its so sad to watch as you take away our green space for that.</p>	JAMAICA PLAIN	MA	02130-2753
7/4/2020 10:54	Martha	Merson	<p>Improvement to the Jamaicaway and Arborway are long overdue. At this moment, it is critical to implement changes that will improve safety for all users, with a priority for pedestrians and cyclists. Our parkways were never intended for high volumes of commuter traffic at speeds over 30 and 40 mph. I support closure of traffic lanes to connect neighborhoods and safe routes of travel for bikers and walkers. Lanes should be closed routinely on Saturdays, Sundays, and after 6 p.m. to allow for recreational use. Sidewalk flooding between Lochstead and Moraine St. on the east side of the Jamaicaway should be addressed. Wider sidewalks demarcated as they are from the Arboretum entrance on the Arborway to Forest Hills should be a priority too. Let's have a plan that takes advantage of the fact that more people will and can tele-commute. Less traffic means better air quality and less stress on wildlife and humans from traffic noise. Set the vision. Build for it!</p>	JAMAICA PLAIN	MA	02130-2753
7/4/2020 15:26	Elina	Gluskin	<p>I would like to vote for option 2 please.</p> <p>The larger outdoor fitness area is something our area needs I believe.</p> <p>Thank you.</p>	JAMAICA PLAIN	MA	02130-2753

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7/5/2020 19:18	Chase	Duffin	<p>Please for greater Boston, yourselves, and posterity, design the roadway for the type of usage you <i>*want*</i> to see, not the type you expect based on current trends. Reducing the number of personal use vehicles on the road is critical to slowing climate change and building equity. You have a massive opportunity before you to make significant strides to those ends, and to set an example for bold action through thoughtful infrastructure. Please do not squander it.</p> <p>Add and prioritize space <i>*exclusively*</i> for buses, protected cycling, scootering, and walking, and other "alternative" modes, and they will become the norm. Car use must become alternative or rare for metro travel if you are sincere about the vision for a healthy, livable city.</p> <p>Build green, safe, smart streets that benefit our happiness and health - not driving. Enable our Commonwealth's net-zero goals.</p> <p>Reduce personal use vehicles to one lane in either direction on the Arborway.</p>		MA	02130

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7/7/2020 13:20	Herb	Nolan	<p>Solomon Foundation Arborway Public Comments July 7, 2020</p> <p>Re: Arborway Comments</p> <p>The Arborway was designed by Frederick Law Olmsted as a linear park to serve as a greenway connecting Jamaica Pond Park, the Arnold Arboretum, and Franklin Park.</p> <p>During the fifties and sixties, the park was eaten away by pavement becoming a raceway for cars. Today, it is clear that this vast expanse of pavement does not serve as a greenway for all users as Olmsted planned. It is time to restore the 8 lanes for motorists and 100 feet of pavement, to a parkway that serves all users. There need to be accommodations for people cycling, safe crossings for pedestrians, and green space to allow large shade trees to grow to maturity, park and open space needs nor its transportation needs.</p> <p>We have the opportunity now to restore the Arborway to the park Olmsted intended. We hope that the new design will prioritize park space and will be implemented quickly. In particular we hope to see:</p> <ul style="list-style-type: none">• Safe access for all users -- including accommodations for people to walk and bike safely through the park, places for people to linger and rest as they travel through the linear park• Tree preservation and planting where there are gaps -- to provide shade and cooling for people traveling and living along the park• Removal of excess pavement -- to reduce the heat island effects of the pavement and allow for more permeable surface to manage stormwater and more space for large trees to grow to maturity. <p>Sincerely,</p>	Boston	MA	02201

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7/7/2020 16:29	Gerald	Autler	<p>Hello, I applaud and strongly support your efforts to restore Olmsted's vision for the Arborway and all parkways and to enhance comfort, safety, and accessibility for all users. My family and I are intensive users of the parks and parkways in this area, usually traveling by foot or bicycle for practical or recreational purposes. I would like to see traffic calmed to enhance safety for all users, including motorists. There should be first-class bicycle infrastructure so that all cyclists can safely and comfortably access green space, services, transit, and jobs, including the many jobs at the Longwood Medical Area. This area is a key link in a potential safe bicycling corridor from Mattapan to the LMA and beyond. We also have an opportunity to further shift travel modes away from automobiles.</p> <p>Please pursue designs that put people, not cars, first, reclaiming parkland and green space and creating great infrastructure for pedestrians and bicycles.</p> <p>Thank you,</p> <p>Gerald Autler</p>	Jamaica Plain	MA	02130
7/8/2020 9:58	Jean	Weinshel	<p>We really haven't been shown a plan - but my hope is that there is focus on the historical aspect of this roadway - do not destroy the traffic circles and the wonderful trees. Instead mark them better. Reduce the carriageway to one lane only, the second lane for bicyclists and pedestrians.</p> <p>This seems like too important an issue to be decided through virtual meetings with repercussion that will echo for decades. Much grumbling after the meeting from those in the neighborhood who did want to be recognized, but were not. There needs to be a much better way of handling that!</p>	Washington	DC	20036-2531

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/8/2020 11:24	Shelly	Elmore	<p>I am in favor of radical improvements to reduce the speeds around this whole area.</p> <p>We don't need post pandemic research. I walk this area frequently with my husband. These drivers are dangerous to pedestrians - constant speeding and stupidity of surroundings. Cyclists in this area are irresponsible and aggressive with pedestrians.</p> <p>I would like to see speed bumps around all Pedestrian crossings in addition to paint and better/more visible traffic signals for crossing.</p> <p>We would also like to see the carriage roads closed to non residents other than bikes . Traffic lights are also essential.</p>	JAMAICA PLAIN	MA	02130-2753

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/8/2020 18:58	Susan	White	<p>Dear Mr. Parenti,</p> <p>I am very concerned about this project as to the impact of putting traffic from the Arborway a busy street to city side streets such as Rockwood. We already have the example of the closing of Parkman to vehicular traffic and the disastrous effect on Rockwood, Prince and Pond. Rockwood in particular is a hilly and winding side street without sidewalks on most of the street. It can not handle commuter traffic</p> <p>Regarding the Arborway project:</p> <p>Marking Murray Circle as you did the Horace James Circle near Putterham would help Its been a great change at Putterham</p> <p>Please keep the light at Pond and the Arborway. It's a safe way for residents of Jamaica Hills to walk down to JP center.</p> <p>Regarding cyclists. There is a large elderly population who can not ride cycles. We need to be mindful of those who must use cars. There are a lot more people that need cars than ride bikes. Also we live in a cold climate.</p> <p>The Jamaica Hills area has no public transportation. The Orange Line is a 40 minute walk from my house.</p> <p>Again whatever changes you make to the Arborway please do not encourage traffic to find its way to the side streets. Closing lanes and stalling traffic that comes from Mattapan and West Roxbury does not help people going to the Longwood medical center</p> <p>We appreciate your efforts</p> <p>Sincerely, Susan White</p>	Jamiaca Plain	MA	02131

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/8/2020 20:31	Josephine	Sandoval	The Arborway is the portion of the Emerald Necklace linear park "Beyond the Pond". It was designed by Frederick Law Olmsted to be a green multi-use parkway connecting 3 Emerald Necklace parks (also designed by him): Jamaica Pond Park, Arnold Arboretum and Franklin Park. The other sections of the parkway have different names: Fenway, Riverway, Jamaicaway. In contrast to Olmsted's intent, the Arborway is currently a high-crash 8-lane 1-block speedway with 100 feet of pavement for motorists, but no space for bicyclists, difficult crossings for pedestrians and trees that are dying from gas leaks. We can do much better. Priorities: Complete the gap in the bike network & (between Jamaica Pond & Forest Hills, both directions) with protected bike lanes. Create comfortable & ADA compliant pedestrian routes on both sides of the parkway. Traffic-calming for motorists. Preserve mature trees & plant new ones in the gaps - after all, "arbor" means "tree"! Let's put the 'Park' back in the "Parkway" Concerns: How to determine the 'right size' accommodate the traffic (without diverting to side streets & without creating a speedway). How to accommodate anticipated increased motor vehicle traffic and meet statewide & city climate & carbon reduction goals.	Roslindale	MA	02131
7/9/2020 7:38	Moses	Strassfeld	you've not shown us a plan! but in general, the recently marked circle at the pond, with the additional traffic lights on the Brookline side works! It would be a sin to reconfigure the Arborway and its carriageway, destroying so many trees - how about reducing the carriageway to one lane for cars and one for bicycles? And please do not open May Street at other end - the police greatly supported its closure 20+ years ago because of the overall reduction in accidents	Roslindale	MA	02131

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/9/2020 9:47	Matt	Leger	<p>I have lived in Jamaica Plain now for 2 years (so i am relatively new) however through conversations with community leaders and my neighbors i feel strongly about the current Arborway Parkway improvements projects.</p> <p>As we all know, The Arborway is the portion of the Emerald Necklace linear park "Beyond the Pond". It was designed by Frederick Law Olmsted to be a green multi-use parkway connecting 3 Emerald Necklace parks (also designed by him): Jamaica Pond Park, Arnold Arboretum and Franklin Park. The other sections of the parkway have different names: Fenway, Riverway, Jamaicaaway.</p> <p>In contrast to Olmsted's intent, the Arborway is currently a high-crash 8-lane 1-block speedway with 100 feet of pavement for motorists, but no space for bicyclists, difficult crossings for pedestrians and trees that are dying from gas leaks. I feel that much more can be done!</p> <p>Priorities (In my mind) are:</p> <ul style="list-style-type: none">-complete the gap in the bike network & (between Jamaica Pond & Forest Hills, both directions) with protected bike lanes to avoid the many crashes and unfortunate dangerous situations that currently exist.-create comfortable & ADA compliant pedestrian routes on both sides of the parkway which would make it traffic-calming for motorists-preserve mature trees & plant new ones in the gaps that are present <p>Concerns:</p> <ul style="list-style-type: none">-how to determine the 'right size" - accommodate the traffic (without diverting to side streets & without creating a speedway)-how to accommodate anticipated increased motor vehicle traffic and meet statewide & city climate & carbon reduction goals. <p>Thank you for the platform to be able to bring these issues to light.</p>	Jamaica Plain	MA	02130-3662

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 7:55	Yvonne	Lalyre, Ed.D.	<p>The Arborway is currently a high-crash 8-lane 1-block speedway with 100 feet of pavement for motorists, but no space for bicyclists, difficult crossings for pedestrians and trees that are dying from gas leaks. We can do much better.</p> <p>As recently as last fall a veteran cyclist friend of mine had a terrible accident at Murray Circle. He was knocked unconscious by a truck that destroyed his bike and impulsed him over the curb. He lives nearby and says that there are car debris at the intersection weekly, signaling the amount of traffic accidents that occur there when cars transfer from the Arborway to rt.203.</p> <p>The bicycle is my main means of transportation around the city. I find that getting out of that circle is dangerous as I have tried to cross over to Center street, without a bike lane. I have been forced to ride on the sidewalk around that area, too.</p> <p>It is time to make the traffic and the Arborway safe, with bike lanes everywhere possible, connected to the SW corridor's bike path, to the Arboretum, and Franklin Park. There is, however no way to justify the damage to mature trees that is done by constructing over their roots. We, in the city, cannot afford to lose a single mature tree. Global warming is occurring now, with dire consequences for our health and the environment.</p> <p>Priorities in this project should be:</p> <ul style="list-style-type: none">-complete the gap in the bike network & (between Jamaica Pond & Forest Hills, both directions with protected bike lanes along the road-create comfortable & ADA compliant pedestrian routes on both sides of the parkway-calm the traffic by making the motorists respect speed limits. Tracing bike paths on the road, with barriers, may not be attractive to some, but reduce traffic speed, protect trees, and are safe as on Beacon street in Brookline.-preserve mature trees & plant new ones in the gaps - after all, "arbor" means "tree"! Let's put the 'Park' back in the "Parkway"!	Jamaica Plain	MA	02130

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 8:28	Anne	McKinnon	<p>The website says to submit comments on the project. What is the project? I studied the PowerPoint show and learned nothing about the problems you are trying to address and not a single idea of how you could address the problems and improve circulation for all. What happened to the Toole plan? Kind of a waste of a meeting. How can I make a meaningful comment?</p> <p>Is this a planning and design project or a design project? One of the few useful slides was the schedule. A reasonable conclusion about the schedule is that you already have a design selected. The schedule doesn't allow for reasonable and transparent analysis, review and refinement of concepts before one is picked. No planning and design process today that is truly engaging the public allows only one shot to view, understand, suggest refinements, review again and come to a conclusion. With an extremely short time frame, I was expecting the meeting to include data and some thinking about what you are thinking. You must have ideas you're tossing around.</p> <p>This process needs serious rethinking and a lot more information shared. Consensus takes time and you are not allowing it. This process must not end up with a small number of advocates "voting" on a concept or the public participation staff keeping tallies of comments received supporting a particular concept and declaring it the winner.</p>	Jamaica Plain	MA	02131
7/10/2020 9:04	Hugh	Mattison	<p>The Arborway represents the one part of the Emerald Necklace parkways that has no accommodation for alternative modes of transit. Bike lanes and separate bike paths along the abutting parks offer a safer alternative for bikes and scooters. Changes in the Forest Hills area also have improved alternative transit.</p> <p>The Arborway is the missing link and should be designed for the future transportation needs</p>	Brookline	MA	

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 9:39	Arlene	Mattison	<p>The Arborway is an 8-lane road with no safe space for bicyclists and unsafe crossings for pedestrians. Currently it is a gap in the regional bike network & a break in the Emerald Necklace linear parkway system. Please do better for citizens by improving safety for all users of the Emerald Necklace and the region by including protected bike lanes and comfortable pedestrian routes on both sides of the parkway. Also, the health of the trees is a most significant contributor to the Emerald Necklace, please include an effective tree planting and maintenance plan.</p> <p>Thank you for the significant work that has already gone into the Arborway, now please develop design alternatives that will make the Arborway safer and more enjoyable for all users including those choosing alternative modes of transportation. As part of the F.L.Olmsted park system, the Arborway can and should add value to an invaluable safe, green urban experience.</p>	Brookline	MA	
7/10/2020 9:58	Jeff	Cook	<p>Four goals or desired outcomes:</p> <ol style="list-style-type: none"> 1. Safe access for all users (pedestrians, bicyclists & motorists) 2. Tree preservation & planting where there are gaps 3. Historic (replica) lighting 4. Signage: wayfinding & interpretive <p>It is important to:</p> <ol style="list-style-type: none"> 1. Reduce the number of crashes & injuries; 2. Meet statewide & city climate & carbon reduction goals; 3. Without diverting traffic to side streets; 4. Without creating a speedway. 	Brookline	MA	02132

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 10:35	Jeffrey	Ferris	<p>I attended the June 24 meeting and was disappointed in the lack of data and improvement ideas shown. I understand the COVID-19 issues that caused some delays, but there seems to be a huge mismatch between what you told the public June 24 about the schedule and what is realistic. The scope of work in the DCR 2019 RFP calls for a minimum of three concepts to be developed and reviewed by stakeholders and the public. If these are presented in September, refined, reviewed again and the final concept selected in "winter," how can you possibly complete the design, get all permits, advertise, award, and start construction in 2021?</p> <p>I was frustrated by the lack of data and lack of information on the types of concepts you are considering. About 45% of the slides presented were about process and how to ask a question. Surely you have some preliminary concepts you could have shared. I had to ask if the Toole plan was on the table and was told yes. With such a compressed schedule for getting to "consensus" on a design, I would think you would need to make the most of every meeting you have.</p> <p>I am very interested in the Toole plan. But I am also interested in a thoughtful and fair process that is NOT a popularity contest with the public participation staff keeping tallies of numbers of supporters for X design and declaring it the winner. I saw that with Casey Overpass fiasco and that has no place in roadway planning and design. If this is a design process, not a planning process, you need to tell everyone what you're starting to design. If it's a planning process followed immediately by design, then the public needs to have time to study and refine the concepts before a scheme is picked. The schedule for this project needs to be completely overhauled to allow for careful review and input from the public.</p> <p>Thank you Jeffrey Ferris</p>	Jamaica Plain	MA	02130
7/10/2020 10:42	Mary	Hickie	<p>I appreciate that DCR is looking at the Arborway redesign again.</p> <p>I live at Forest Hills and bike and walk the Emerald Necklace often. It is my fervent hope that new upgrades to the Arborway will include a safe route to both walk and bike between Forest Hills and Jamaica Pond.</p>	Boston	MA	02131

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 12:10	Ambar	Johnson	<p>Dear Mr. Jeff Parenti and DCR staff,</p> <p>Thank you for hosting another meeting concerning the Arborway Parkway Improvements Project. We (LivableStreets, the Boston Cyclists Union, and WalkBoston) are glad that DCR is prioritizing this project to dramatically improve the way the Arborway functions for vulnerable road users, especially in Murray Circle and improve park access for all.</p> <p>In addition to the comments we provided in December 2019 and this spring, we propose the following suggestions to the short-term improvements and overall planning process from the meeting on June 24:</p> <p>1. Changes to the proposed short-term improvements</p> <p>We are pleased to see an aggressive timeline to have a design by the start of 2021 and construction to begin in 2021. However, we are concerned about short-term bike accommodations not being implemented this year. We also remain concerned about the lack of a plan to improve safety for people biking through Murray Circle. Murray Circle is a critical gap in the network,</p> <p>2) Concern About CTPS Modeling Projections</p> <p>We are concerned that this project is planning to accommodate an increase in vehicular traffic despite a 2019 study showing a decrease in daily traffic volumes since 2014, and despite Boston and Massachusetts' goals to shift mode share away from personal vehicles.</p> <p>3) A robust public engagement process</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 and for you to stick to the promised dates and timelines. We strongly feel that this will go a long way in building trust and transparency with area-residents.</p> <p>Thank you for your consideration of our suggestions here and via email. We look forward to continuing to work together around our shared goals for this project.</p> <p>Becca Wolfson Boston Cyclists Union Ambar Johnson, LivableStreets Alliance Brendan Kearney, WalkBoston</p>	Jamaica Plain	MA	02130

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 14:54	Linda	Kowalcky	<p>Hello,</p> <p>I'm writing to encourage DCR's Arborway Parkway Improvement program and to offer my thoughts as a resident of Forest Hills.</p> <p>The current Arborway Parkway configuration has been a puzzle to me since I moved to the area 20 years ago. The redundant roadways, confusing right-of-ways for drivers, and lack of safe pedestrian access were all at odds with its status as a "parkway" within the Emerald Necklace.</p> <p>Safety and usability. Like many neighborhood residents, I use the parkway often--as a pedestrian, driver, and cyclist-in that order. I'd use it more often on my bike but it's far too hazardous unless I ride on the sidewalks and endanger pedestrians. Whether on foot or on bike, it lacks clear crossings and forces users to dodge cars. Murray Circle in particular is a horror, Even being in a car is no protection from confused drivers who enter/exit the circle from multiple, competing points with no guidance to help them.</p> <p>Sustainability and Public Health. This is also a fantastic opportunity to commit to preserving/enhancing the Arborway's place in the Emerald Necklace park system and enhance the Commonwealth and city's sustainability goals. I would also add public health goals too. During the CV-19 quarantine, there has been an increased appreciation of the importance of urban parks and trees to our physical and mental health. The Arborway is already blessed with many lovely mature trees. A reconfigured Arborway offers the opportunity for enhanced public space, maybe even a parklet. Just as the SW Corridor has become an important element of Boston's transportation AND park system, the Arborway has the same potential.</p> <p>Now that we see the benefits of of the transit and public realm improvements from the Casey Arborway project, I hope you will approach the Arborway Parkway improvement project with the same ambitions and creativity.</p>	Jamaica Plain	MA	02130

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 14:55	Maria	Morelli	Email 1 of 3 Thank you for your work creating safer roadways and a more sustainable community. I support the objective of redesigning the Arborway to reduce vehicular speeding and promote safe, alternative modes of travel. Ensuring safety and protecting the environment are responsible measures. Furthermore, this project has great potential for providing much needed physical connections among Boston neighborhoods and increased access to the urban parks and open spaces in the Emerald Necklace. 1 - Specific comments on the proposal: ☒ You are spot on when you observe drivers entering the carriage lanes eastbound (instead of the entering the center lanes) to cross three lanes to enter Kelley Circle to Parkman or Pond. Adjusting alignment of the Arborway Road at Murray Circle to direct drivers into the center lanes is good design. ☒ Especially like the idea of painting a temporary bike lane early in the input stage in one lane of each carriage lane. This would be an effective tool to help the community envision the possibilities of the redesign. However, I feel that one needs to test the feasibility under typical traffic volumes. continued	Jamaica Plain	MA	02130

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 14:57	Maria	Morelli	Email 2 of 3 Thank you for your work creating safer roadways and a more sustainable community. I support the objective of redesigning the Arborway to reduce vehicular speeding and promote safe, alternative modes of travel. 2 - Broader comments to ensure a successful process: Although you have requested comments on the conceptual design, this project also has the potential for consensus building among JP neighborhoods through coordinated planning to achieve safer streets and green transport options on both Arborway and the abutting network. How can we establish a detailed coordinated planning process between the State and the City? I am concerned that there isn't a process outlined for how the City and State will collaborate to leverage some benefits of this project to discourage speeding and increased volumes on City-owned neighborhood streets. A network-wide approach in collaboration with BTD to ensure traffic calming is not only pragmatic urban planning, it could be a key way to draw support from the abutting neighborhood. Cross streets between the Jamaicaway and Centre Street are one-way, which discourages cut-through traffic and assists in traffic calming and promotes walking and biking. However, Perkins/Goddard, Rockwood, and Pond are not. Although I do not advocate for more one-way streets in neighborhoods, these thoroughfares are increasingly becoming more unsafe to pedestrians and bikers. Driver frustration during traffic back-ups on Pond and Goddard and evermore convenient neighborhood shortcuts provide an unchecked license to drive 40-50 mph on smaller side streets. As an adjunct to the Arborway project, what proactive traffic calming measures could be implemented on Goddard, Pond, Rockwood?	Boston	MA	02130

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 14:58	Maria	Morelli	Email 3 of 3 2 - Broader comments to ensure a successful process (continued: How can we address public transit gaps to reduce overall traffic volume on the Arborway and side streets? Although buses and trucks are prohibited on the Arborway, could we collaborate on a pilot to introduce electric, smaller-sized shuttle buses? Electric smaller-size bus shuttles could address public transit gaps by knitting together for example, Forest Hills with Moss Hill; Jamaica Plain with Brookline, West Roxbury, Chestnut Hill. They would serve as a traffic calming measure and help displace single occupancy vehicles. There is NO public transit through Moss Hill. The one bus that connected Forest Hills to Chestnut via Pond Street was axed in the late 1970s and I feel that this decision was and is very exclusionary. The closest bus stop to Moss Hill Road is 0.7 mi away at Hillcroft and Centre; Forest Hills Station is about 1.7 mi. away. There are no transit options to connect the Arborway neighborhood with Brookline Village just two miles away. For background, I am an urban planner for the Town of Brookline (where I work to create affordable housing, green transport, and sustainable communities), a resident of Moss Hill, and a member of the Jamaica Hills Association Board. I am NOT representing the JHA Board nor the Town nor my JP neighbors in providing these comments. Thank you for your consideration.	Jamaica Plain	MA	02130

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 15:17	Celeste	Walker	<p>Arborway Improvement Project</p> <p>Gain:</p> <p>Design and plan a roadway that is safe for pedestrians, cyclist, and drivers that will have minimal effects on any Boston side streets.</p> <p>Add:</p> <p>In order to make the Arborway safe for all, we need measures to reduce the speed of cars, provide protected bike lanes for cyclists, and improve the crosswalks for pedestrians to walk from one side of the Arborway to the other.</p> <p>Retain:</p> <p>It is important to retain and possibly add as much green space and tree canopy as possible.</p> <p>Keep both Murray and Kelley as circles. Reduce the number of lanes in Murray Circle, stripe the lanes, and rebuild the exit east to Rt. 203 to slow traffic (like what was done from Kelley Circle to Parkman Dr.), so it is less like a highway off-ramp, thus allowing people to cross the street safely.</p> <p>Additional Comment:</p> <p>Another further issue for your consideration is the Centre St. corridor from Walter St. to Murray Circle. With slowed traffic at those two points, the impulse to speed between them will make it more of a racetrack than it now is. Bear in mind any unintended consequences of any new design and take steps to remediate them.</p> <p>Further, keep in mind that the Faulkner Hospital has proposed adding 500 new parking spaces in their future expansion plans. They have used the figures that 75% of their visits come from Centre St. and 25% from Allandale St.</p> <p>Thank you.</p>	Jamaica Plain	MA	02130

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 15:59	Helen	Raizen	We live on the carriage road. We would like to see real curbs all along the center section and carriageways so that people can't illegal park on the grass which is currently happening daily on our part of the street, especially in front of 69. Even though the cobble stones are "historic", we think curbs would be safer and better protect the grass, trees and pedestrians. We have witnessed many accidents in front of our house where trees or light poles have been struck. Parking cars at 69 have also run over newly-planted trees. Afternoon traffic on our side of the street (east bound) is very bad way before 4 pm. Before COVID, during the school year, it would grind to a halt by 2:30 or 3 pm. Part of the problem is the traffic calming light on Centre. This should be made into a smart signal that could be used to enhance traffic flow during high volume times. We think that the coming era of self-driving cars could be managed to reduce traffic (good for global warming) and this should be a strong consideration for the project. Currently bikes use the sidewalk in front of our house in both directions. We would like to see two-directional bike-specific, protected traffic lanes on both sides of the Arborway. We approve of the idea of removing non-local traffic from the carriage roads. During the curfew, we observed drag racing, so some sort of traffic calming that enforces the speed limit is required. For instance, all crosswalks could be raised. In general, all crosswalks need to be signalized, or at least use flashing lights on a hand signal for pedestrians crossing the Arborway and Centre. Larger signs telling cars to stop for pedestrians would be good. Sunday nights, motorcycles roar up and down the Arborway at high rates of speed. Please design something that would stop this practice. Please install traffic law enforcing cameras to catch these scofflaws and other speeders. Make sure workers are masked and observe social distancing (not happening now).	Boston	MA	02130
7/10/2020 16:04	Kathy	MacDonald	I agree with the comments submitted by my wife: Helen Raizen. I would like to emphasize the need to use modern technology (smart signals, traffic enforcing cameras, etc) to control traffic flow and speed. Also, the importance of protected bike lanes and the need to use real curbs.	BROOKLINE	MA	02445-7408

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 16:13	Helen	Raizen	We live on the carriage road. We would like to see real curbs all along the center section and carriageways so that people can't illegal park on the grass which is currently happening daily on our part of the street, especially in front of 69. Even though the cobble stones are "historic", we think curbs would be safer and better protect the grass, trees and pedestrians. We have witnessed many accidents in front of our house where trees or light poles have been struck. Parking cars at 69 have also run over newly-planted trees. Afternoon traffic on our side of the street (east bound) is very bad way before 4 pm. Before COVID, during the school year, it would grind to a halt by 2:30 or 3 pm. Part of the problem is the traffic calming light on Centre. This should be made into a smart signal that could be used to enhance traffic flow during high volume times. We think that the coming era of self-driving cars could be managed to reduce traffic (good for global warming) and this should be a strong consideration for the project. Currently bikes use the sidewalk in front of our house in both directions. We would like to see two-directional bike-specific, protected traffic lanes on both sides of the Arborway. We approve of the idea of removing non-local traffic from the carriage roads. During the curfew, we observed drag racing, so some sort of traffic calming that enforces the speed limit is required. For instance, all crosswalks could be raised. In general, all crosswalks need to be signalized, or at least use flashing lights on a hand signal for pedestrians crossing the Arborway and Centre. Larger signs telling cars to stop for pedestrians would be good. Sunday nights, motorcycles roar up and down the Arborway at high rates of speed. Please design something that would stop this practice. Please install traffic law enforcing cameras to catch these scofflaws and other speeders. Make sure workers are masked and observe social distancing (not happening now).	Brookline	MA	02445
7/10/2020 17:12	Betty	Herschman	As a resident of Jamaica Plain and an avid cyclist - increasingly reliant on biking as a primary mode of transportation since the outbreak of the pandemic - I am deeply concerned about the lack of safe space for bicyclists on the Arborway and the insufficient sidewalk and crosswalk upkeep in pedestrian areas adjacent to it. This already dangerous thoroughfare has only become more treacherous with the uptick in speeding since the onset of the pandemic. I am also concerned with the environmental impact of gas leaks on our natural environment - one of the most cherished aspects of this part of Jamaica Plain. Protecting the green lungs of our park system is one of the most effective steps we can be taking in the fight against global warming. I hope the DCR will consider and adopt the pragmatic and implementable proposals offered by the Boston Cyclists Union Activism Group. We have the resources to make the Arborway a safer, healthier and more neighborhood-friendly roadway for all.	Somerville	MA	02144

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 17:51	Charlotte	Fleetwood	<p>Thank you for hosting an excellent discussion about the Arborway, Kelley Circle, and Murray Circle. The turnout and heartfelt comments reflect the affection that is shared for this parkway, Jamaica Pond, and the larger Emerald Necklace.</p> <p>As you develop options for the future of this iconic roadway, please prioritize the need to provide safe, family-friendly accommodations for people who would like to ride a bike or walk along the Arborway. This would be consistent with the city's Green Links plan in Go Boston 2030, as well as planning for the Emerald Network and the regional Landline Network. It is also consistent with city and state goals to eliminate traffic fatalities by designing streets for slower speeds (25 mph or less), providing safe biking facilities on multilane roads, and providing safe and accessible pedestrian crossings.</p> <p>Traffic forecasting has always been a challenge and is especially challenging now, with so many uncertainties brought about by the pandemic. If forecasting is to be used, you might want to consider a range of forecasts, including the very real possibility that traffic may remain significantly lower than it was at its peak. It might make sense to develop two options based on different scenarios, and ask people which future they want to see. Designing for lower traffic may help bring about that future.</p> <p>Many thanks, and we look forward to working with you as the plans develop for this corridor.</p>	Jamaica Plain	MA	02130
7/10/2020 18:03	Jonathan	McCurdy	<p>Two issues of concern for the area. The first is better infrastructure for pedestrians and cyclists, the area is dominated by cars and is dangerous for both pedestrians and cyclists. This should include protected bike lanes (cycle tracks), and other physical means to slow and control car traffic (such as speed tables for crossings), not just striping that will erode with time and won't force traffic to flow in a safe manner. The second issue is street lighting. Street lighting should be fully shielded and dark sky compliant with an appropriate color temperature (between 2700-3000K) and no side lighting/glare and an appropriate amount of lumens (not too bright). One should have the feeling that the lighting is where it needs to be and not intruding on ones ability to see the night sky.</p>	Jamaica Plain	MA	02130

Arborway Parkways Improvement Project
Public Comments
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Time	Name		Comment	City	State	Zip
7/10/2020 19:29	Anne	Neal Petri	<p>I write for the National Association for Olmsted Parks (NAOP), the only national organization dedicated to protecting Olmsted parks and places.</p> <p>The Arborway Parkway Project provides a timely opportunity to recapture Frederick Law Olmsted's design intent for this section of the Emerald Necklace. Providing dedicated paths for pedestrians and cyclists, as well as busy traffic routes, will immeasurably improve the safety and quality of life for numerous users and visitors.</p> <p>In his design, Olmsted wanted the Arborway to be more than a mere a road. It was an integral part of a continuous, linked linear route into and out of the city center, connecting parks and neighborhoods.</p> <p>In developing the design, Olmsted focused on functional and aesthetic concerns. Travel was separated into routes for pleasure drives by carriage, with outer routes for more functional wagon traffic. Tree-lined grassy strips separated these ways, serving as sidewalks or equestrian routes. By separating conflicting uses, Olmsted gave users a safe, efficient, and restorative experience.</p> <p>As Olmsted saw it, all Bostonians deserved access to the recreational opportunities that the Emerald Necklace offered-whether they traveled in his day by carriage, horseback or foot; or today, by automobile and by bicycle.</p> <p>Viewing the Arborway though this lens underscores the importance of accommodating cyclists and pedestrians as well as automobiles. A priority improvement should be dedicated and continuous spaces for cyclists and pedestrians (in both directions) throughout the Arborway. The bike network has a dangerous gap which should be eliminated.</p> <p>In this way, the Parkway would more fully achieve Olmsted's vision of an accessible democratic space - one where residents of different neighborhoods and from different backgrounds meet.</p> <p>NAOP encourages DCR to see this project as an opportunity to more fully realize the park-system that Olmsted created and that Bostonians continue to enjoy.</p>	Cambridge	MA	02139

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 19:38	Helen	Raizen	We live on the carriage road. We would like to see real curbs all along the center section and carriageways so that people can't illegal park on the grass which is currently happening daily on our part of the street, especially in front of 69. Even though the cobble stones are "historic", we think curbs would be safer and better protect the grass, trees and pedestrians. We have witnessed many accidents in front of our house where trees or light poles have been struck. Parking cars at 69 have also run over newly-planted trees. Afternoon traffic on our side of the street (east bound) is very bad way before 4 pm. Before COVID, during the school year, it would grind to a halt by 2:30 or 3 pm. Part of the problem is the traffic calming light on Centre. This should be made into a smart signal that could be used to enhance traffic flow during high volume times. We think that the coming era of self-driving cars could be managed to reduce traffic (good for global warming) and this should be a strong consideration for the project. Currently bikes use the sidewalk in front of our house in both directions. We would like to see two-directional bike-specific, protected traffic lanes on both sides of the Arborway. We approve of the idea of removing non-local traffic from the carriage roads. During the curfew, we observed drag racing, so some sort of traffic calming that enforces the speed limit is required. For instance, all crosswalks could be raised. In general, all crosswalks need to be signalized, or at least use flashing lights on a hand signal for pedestrians crossing the Arborway and Centre. Larger signs telling cars to stop for pedestrians would be good. Sunday nights, motorcycles roar up and down the Arborway at high rates of speed. Please design something that would stop this practice. Please install traffic law enforcing cameras to catch these scofflaws and other speeders. Make sure workers are masked and observe social distancing (not happening now).	Jamaica Plain	MA	02130

Arborway Parkways Improvement Project
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Time	Name		Comment	City	State	Zip
7/10/2020 21:28	Kathryn	Ostrofsky	<p>I live in Roslindale and I walk, cycle, and drive on the Arborway frequently. It always feels like the most dangerous part of my journey, no matter my mode of transportation. In a car, it is very confusing to navigate, which is stressful and impedes my ability to be aware of other road users. This is compounded by the fact that other drivers have trouble navigating the poorly painted rotaries and are surprised by the split of the lanes to inner road and carriageways, and thus their driving behaviors are less predictable.</p> <p>I try to be a careful driver, and particularly as I have become a more avid walker and cyclist I have become more careful to scan for other road users and to give them space. Yet I frequently catch myself driving too fast on the Arborway, because I had been following the flow of traffic or because subconsciously I saw eight lanes and it just felt like the appropriate speed. This happens despite the fact that I know this is a problematic stretch -- it happens because of the road design.</p> <p>It goes without saying that I do not feel safe biking or walking there, either. On a bicycle or as a pedestrian, it feels like the cars are too fast and too close, and that drivers do not expect bicycles to have to merge into traffic at each intersection and rotary. My own knowledge of how confusing that road is to drive is very unsettling when I walk or cycle, because I know that the drivers unfamiliar with the road are devoting too much brain power to navigating, and many of those familiar with the road are treating it as a congested highway where changing lanes is a game to shave a minute off of a commute.</p> <p>The Arborway is an area in which a redesign does not need to feel like favoring one form of transport over others. Local traffic only on the carriageways, protected bike lanes, granite curbs, lane paint/signage on rotaries, all the things discussed at the public meeting -- would benefit safety and flow for automobiles, bicycles, and pedestrians alike.</p>	Boston	MA	02215

Arborway Parkways Improvement Project
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Time	Name		Comment	City	State	Zip
7/10/2020 21:44	Kathleen	McCabe	<p>I am glad to see that you are making an effort to embrace Olmsted's vision for the Arborway. I think the Arborway, particularly around Forest Hills needs more trees. Many trees were loss with the ground level reconfiguration of old Casey Bridge. The towering trees at Shea Circle were decimated. So there needs to be a lot of work in this segment to restore the sense of a parkway in keeping with Olmsted's design approach.</p> <p>Along the Arborway and Jamaicaaway parkway corridors, there needs to be more thought provided to the trees that have been lost, whether by traffic accidents, disease or age. What is the plan to integrate new trees to the maintain the allee and the edge of trees along the roadway?</p>	Somerville	MA	02144

Arborway Parkways Improvement Project
Public Comments
deadline 7/10/2020

Time	Name		Comment	City	State	Zip
7/10/2020 22:19	David	Wean	<p>Regional traffic doesn't belong on this Olmsted Park-way. Designing for the current traffic level enshrines old mistakes. We have an opportunity to correct accumulated wrongs. "Inadequate transit options" should not be an excuse - reducing throughput can help increase demand for alternatives. Control speed not by enforcement, nor by annoyance signals, but by geometry: narrow lanes, sharp-angled approaches, tighter turns. The radius of all roundabouts should be vastly reduced and the angles of approach sharpened so that there is physical reason to reduce speed.</p> <p>A bike route is as stressful as its most stressful segment. Any gap in the infrastructure invalidates all the work elsewhere along the route. Protected lanes are nice, but without protected intersections, a route is not safe.</p> <p>The Arborway between the bow-tie and Murray Circle curretly has no bike accommodation. The sidewalk along the Arboretum has low pedestrian traffic and could be turned into a wide asphalt shared path.</p> <p>Unless signalized, all crossings for pedestrians and cyclists should be single lane, to avoid the well-documented "double threat".</p> <p>Traffic signals should be smart and reflect the actual level of traffic and the time of day/week and provide equity for all modes. For example, at the Eliot Street crossing, the pedestrian wait is 90 seconds. Where in this corridor do we ask motor traffic to wait 90 seconds before proceeding? And crosswalk buttons should indicate visually that they've been pressed (unlike Eliot St.)</p> <p>The project should include Centre Street from Murray Circle to Walter Street. There is a significant bicycle traffic from West Roxbury and beyond that uses Centre Street, and there'd be even greater demand if the route were safe. The flaws in the Centre Street stretch make the commute from the South dangerous and stressful. These can be corrected via separated lanes, including the intersection at Allandale St (where sharing a short stretch of sidewalk could work.)</p>	Roslindale, MA	MA	02131

Arborway Parkways Improvement Project
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Time	Name		Comment	City	State	Zip
7/11/2020 0:27	Jennifer	Uhrhane	<p>Lighting should be fully shielded, dark sky compliant with no side glare and appropriate color temperature (2700-3000K). The lighting on the new portion of the Arborway (Forest Hills) is a good example of what not to do. It is overly bright, with lots of side lighting and glare.</p> <p>Pedestrian and bike connections need to be vastly improved for safety. Bikes should have fully protected - cycle tracks not shared lanes with cars or unprotected bike lanes. Pedestrians need signalized crossings and more in number than the current crossings, possibly also raised crosswalks for safety, to slow down cars and ensure they stop. overall the speeds of cars on the Arborway are far too high.</p>	Jamaica Plain	MA	02130
7/13/2020 7:40	Lily	Ko	<p>I live in Jamaica Plain and am along the arborway frequently. I would love to see protected bicycle lanes and protected intersections (including roundabouts) on the arborway. The path should be wide enough for family members or friends to ride side-by-side. Ideally, it'd be curb protected but anything in the interim would be good. If it's a shared use path, it should be very wide, preferably like 20'. A road diet would help accomplish this and make travel safer for everyone. The rotaries need to be made smaller and less confusing. Multiple entry and exit lanes make it very dangerous. The width of it all make it very fast moving. I would also like to see official parking lanes installed by the main entrance of the arboretum, where many people park anyway and it always appears very dangerous with a shoulder(?) that's not wide enough for parking and cars zipping by so fast.</p>	ROSLINDALE	MA	02131

Arborway Parkways Improvement Project
Public Comments Submitted via Social Pinpoint Online Map
 deadline 7/10/2020

Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
6/9/2020 19:57	Ideas and Suggestions	Continue east-side sidewalk from the Forest Hills Arboretum Gate Crosswalk through the contour of the Arborway Hillside to Saint Rose Street (see Gateway to the Arborway plan). At Upper Arborway and Saint Rose install a raised crosswalk for access to residential-side sidewalk. This would provide two benefits: 1) continuous pedestrian and bicycle recreational facilities on the East side. 2) Traffic calming on Upper Arborway - northbound, gravity and blind curve downhill contributes to speeding.	42.302643	-71.117055	Clay	Harper	02130
6/9/2020 23:18	Existing Safety Issues	There is no way to safely cross Centre street here- many folks cross here to get to the service road to eventually cross the J way to get to the arboretum. Would be great to have a crosswalk with a sign, at a minimum.	42.308974	-71.120448	Adrianna	Preston-Sicari	02130
6/9/2020 23:20	Make a Comment	Pedestrian crossings are terrible and dangerous. Cars are far too fast, frequently don't wait and pedestrians have no safe way to cross	42.308937	-71.12165	Jacob	Oppenheim	02118
6/9/2020 23:21	Existing Safety Issues	Pedestrian crossings unsafe	42.30895	-71.121574	Jacob	Oppenheim	02118
6/9/2020 23:21	Existing Safety Issues	Cats rarely stay in their lanes when the main part of the j way merges with the service road (on the right here). The lanes should be clearly marked and signage should indicate that you STAY IN YOUR LANE. Cars often drift left even before the service road ends, which is dangerous and nearly causes accidents almost every morning commute.	42.312243	-71.122287	Adrianna	Preston-Sicari	02130
6/9/2020 23:21	Something I Like	Carriageways and wide sidewalks offer places to walk and run	42.310865	-71.122277	Jacob	Oppenheim	02118
6/9/2020 23:22	Ideas and Suggestions	Add a pedestrian crossing to the east	42.3133	-71.120225	Jacob	Oppenheim	02118
6/9/2020 23:23	Existing Safety Issues	Poor ability to cross safely to the arboretum	42.307273	-71.119497	Jacob	Oppenheim	02118
6/9/2020 23:24	Existing Safety Issues	Cars change lanes indiscriminately here, often cutting cars off who are taking the center lane to the left, etc. clearer lane markings indicating what direction travel is allowed would help. (Forward only arrows, forward or turn, turn only, etc)	42.313386	-71.121119	Adrianna	Preston-Sicari	02130

Arborway Parkways Improvement Project
Public Comments Submitted via Social Pinpoint Online Map
 deadline 7/10/2020

Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
6/9/2020 23:43	Make a Comment	Please consider reducing the road to one lane for vehicles in each direction. The Arborway wasn't intended to be a four lane highway. A lane reduction would allow safe space for walking and cycling, and reduce vehicle speed as well as dangerous passing and reactionary lane changes. It will return the Arborway to a safe, hospitable place for people. It would also be in line with the demands of transportation in our future of pandemic preparedness.	42.309974	-71.122119	Bill	Barrar	02132
6/10/2020 0:32	Ideas and Suggestions	(I know this is outside the project area but it is on the Arborway). It would be great if the curb on this section could be flush with the ground, so bikers can more easily merge into the bike lane. As it is now, it's a hard 90 degree turn which makes it more awkward and feels more dangerous if there are moving cars.	42.302052	-71.114743	No First Name Given	No Last Name Given	02115
6/10/2020 0:37	Existing Safety Issues	The bike lane sort of evaporates right before this crosswalk. It feels disconcerting to suddenly not have a lane. Perhaps it would be preferable to keep bikes off the main part of the road and reroute them on the carriageway?	42.307309	-71.11941	No First Name Given	No Last Name Given	02115
6/10/2020 2:08	Existing Safety Issues	While there is currently a bike lane here, it is consistently used as a parking lot by folks visiting the arboretum, which pushes cyclists either (a) in the road or (b) on the sidewalk. I'd love to see a protected bike lane here (and on the other side of the street).	42.306705	-71.119469	No First Name Given	No Last Name Given	02130
6/10/2020 2:51	Existing Safety Issues	Crossing is dangerous on Center street side	42.308955	-71.120749	Matthew	Rowan	02120
6/10/2020 23:39	Existing Safety Issues	Mixed signals: At this non-standard traffic light (and the other older one further west at Louders Lane) FLASHING YELLOW means "GO" to drivers. At the Rapid Flash Beacons just west of here (the recently installed crosswalks between Hillcroft and Allandale) flashing Yellow means "Stop for pedestrians in the crosswalk". This fundamental conflict of meaning is extremely dangerous. Please update the two older traffic signals so that GREEN means "Go", not flashing yellow.	42.308292	-71.122609	Clay	Harper	02130

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
6/16/2020 0:36	Existing Safety Issues	Both of these crosswalks are super dangerous for pedestrians. Cars approach very very fast and rarely stop for pedestrians waiting to cross. I am extremely cautious when crossing and am always nervous that a car will speed through without slowing.	42.308675	-71.122191	No First Name Given	No Last Name Given	02130
6/19/2020 13:39	Existing Safety Issues	To drivers unfamiliar with the area, it is unclear who has right of way: If you're turning, it feels like a rotary and people should yield to you since you're in it. But going straight, feels like people are waiting to merge after a u-turn.	42.312692	-71.122192	Austin	Paul	02215
6/19/2020 14:17	Ideas and Suggestions	there is SOOOO much redundant travel lane space for cars here, It would be amazing to convert at least half of it and devote it to peds and cyclists.	42.312055	-71.124812	Austin	Paul	02215
6/20/2020 13:15	Existing Safety Issues	Motorists exiting the rotary are looking in rear-view mirrors etc. & changing lanes - not always looking for pedestrians in crosswalk. In my experience, this is the scariest crossing in the study area.	42.308707	-71.121236	Sarah	Freeman	02130
6/20/2020 13:19	Make a Comment	Traffic from Forest Hills is directed in front of the houses instead of the center lanes, as Olmsted had designed. This creates conflicts at every driveway and increases exposure of residents & pedestrians/bicyclists to the cardiovascular impacts of proximity to traffic.	42.309013	-71.120526	Sarah	Freeman	02130
6/20/2020 13:24	Make a Comment	At this point, motorists are in 3 lanes, 1 of which is right turn only; 2 lanes proceed straight. Do they really need 4 lanes for 1 block? And, similar to the inbound approach to this block, the traffic is directed in front of the residences, requiring special effort to select the center lanes. This creates conflicts at every driveway and exposes pedestrians, cyclists & residents to increased cardiovascular risk from proximity to traffic.	42.312735	-71.122611	Sarah	Freeman	02130
6/20/2020 13:27	Make a Comment	4 lanes enter the rotary - lots of crossover movements (& crashes/failure to yield). Too much pavement. No designated space for bicyclists.	42.309226	-71.122058	Sarah	Freeman	02130
6/20/2020 13:30	Make a Comment	Dead end bike lane - and no designated space for bicyclists until the Casey Arborway Project.	42.313779	-71.122007	Sarah	Freeman	02130
6/20/2020 13:38	Make a Comment	(Hard to see through the trees): 4 lanes become 3 at the traffic light; and the U-turn is nearby; the traffic in the center lanes is supposed to get 2 of the 3 lanes, and the traffic in front of the houses is supposed to merge into 1 lane, but they don't yield or merge easily.	42.312326	-71.122268	Sarah	Freeman	02130

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
6/21/2020 1:30	Existing Safety Issues	This is the most terrifying intersection in Boston! Bike underpass / overpass / absolutely anything would help make it passable.	42.30877	-71.121819	No First Name Given	No Last Name Given	02130
6/21/2020 1:31	Make a Comment	Bike lane southbound randomly stops here! Should continue on until Forest Hills (preferably physically separate from traffic)	42.310698	-71.124254	No First Name Given	No Last Name Given	02130
6/21/2020 1:32	Make a Comment	Arboretum has tons of parking spots here -- seems like this would make for an amazing bike lane that did not impact pedestrians (walkers)? With spots shut during Covid it has been much easier to bike on	42.308947	-71.122087	No First Name Given	No Last Name Given	02130
6/22/2020 10:38	Make a Comment	Multiple gas leaks during last several years. National Grid has dug up and repaired but gas leaks continue to return. National Grid has dug up from 891 Centre Street, across the Arborway and into the middle of Murray Circle. Some gas leak/odors travel via non-gas pipes into Prince Street and escape through cable/telephone manhole cover as recent has June 18, 2020. Suggestion would be to have the gas pipes repaired and/or replaced before the Arborway Improvement Project begins.	42.309075	-71.120536	Peter	Elmuts	02130
6/23/2020 1:06	Existing Safety Issues	Northbound drivers in the outer lanes, including residents of this block, must cut across traffic from the inner lanes to turn left at Kelley Circle. There is already a pedestrian crossing signal here; consider adding a signalized intersection for cars. The original Olmstead design had an intersection rather than a circle in this location.	42.313348	-71.121288	Lisa	Koch	02130
6/23/2020 6:52	Ideas and Suggestions	There are eight lanes for traffic here. For a residential park road, this is excessive. There's a great opportunity to have a good quality separate bike lane that links up to the north and south, whilst simplifying the road for drivers and slowing cars down.	42.310311	-71.122114	George	Butcher	02130
6/23/2020 6:55	Ideas and Suggestions	There are 6 lanes of for traffic here, for a residential park road - this is excessive. There could be a segregated bike lane, and space for pedestrians. Some of the tarmac area could become green. This would slow traffic down, make it easier for drivers to navigate and make it a safer road for all users.	42.305926	-71.119569	George	Butcher	02130
6/23/2020 6:58	Ideas and Suggestions	There is no bicycle entrance to the Arboretum, only the pedestrian sidewalk and the (locked) traffic gate.	42.307655	-71.119807	George	Butcher	02130
6/23/2020 7:00	Existing Safety Issues	This crossing takes a long time to turn for pedestrians and cyclists. Cars are travelling quickly and people tend to jaywalk because of the poor timings.	42.313784	-71.119772	George	Butcher	02130

Arborway Parkways Improvement Project
Public Comments Submitted via Social Pinpoint Online Map
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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
6/23/2020 7:03	Ideas and Suggestions	Currently the safest way to get from the Pond to the Arboretum as a pedestrian or cyclist is via the residential streets (e.g. Orchard St) - this seems odd as there is so much space available on the Arborway. It's probably also disruptive for people who live on the street. When you get to Centre St, there is no crossing. As the roads are one-way, it's difficult to navigate if you don't know the routes, and it's not sign posted.	42.313251	-71.120971	George	Butcher	02130
6/23/2020 10:24	Make a Comment	A good part of the problem at this point comes from cars using the northbound outer roadway as a racetrack to get ahead of traffic and passing cars on the main roadway because of the shorter distance travelled to reach Kelley Circle. The outer roadway should be reduced to a single lane for its entire length. Also, enforcement should be stepped up during the morning rush hour. I doubt the officers would be too bothered by stopping people for going 50 or 60 in a 25 zone.	42.31285	-71.121776	Charles	Brown	02130
6/23/2020 10:37	Ideas and Suggestions	Move the bike lanes to the east side outer roadway from Kelley circle all the way down to the Forest Hills T stop. Once bicyclists crossed the arborway at Kelley Circle from the south end of the Jamaica Pond park at the crosswalk, they would have a safer trip to the Forest Hills T stop with only intersections at Centre St and just before the T station.	42.307816	-71.119485	Charles	Brown	02130
6/23/2020 21:38	Make a Comment	This cross walk needs to be engineered so cars are forced to slow down and enable people to use the cross walk on foot or on bikes across all sections of the road	42.309353	-71.121776	Wayne	Lencer	02130
6/23/2020 21:40	Make a Comment	this intersection needs engineering so cars are slowed to enable safe crossing by pedestrians and bikes	42.31338	-71.122288	Wayne	Lencer	02130
6/23/2020 22:23	Existing Safety Issues	Cars very often run this red light. I am afraid to let my children cross when the crosswalk allows it because of this.	42.31264	-71.12209	Nisha	Basu	02130-2430
6/23/2020 22:24	Existing Safety Issues	There is no bike lane, the pavement is very poor quality due to the existing mature trees and after every rain there are large puddles on the side walk section closer to the Pond street intersection due to poor drainage.	42.31315	-71.122414	Nisha	Basu	02130-2430
6/23/2020 22:25	Something I Like	The improvements on this crosswalk have been very helpful to enhance pedestrian safety.	42.313708	-71.122062	Nisha	Basu	02130-2430

Arborway Parkways Improvement Project
Public Comments Submitted via Social Pinpoint Online Map
 deadline 7/10/2020

Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
6/23/2020 22:26	Existing Safety Issues	Large, tall hedges limit visibility for cars that make a right turn here. Several times walking on this side walk I am almost hit by cars turning quickly with no visibility.	42.313046	-71.121435	Nisha	Basu	02130-2430
6/23/2020 22:27	Existing Safety Issues	These hedges are too tall and large. They limit visibility for turning cars which endanger pedestrians.	42.312773	-71.121899	Nisha	Basu	02130-2430
6/23/2020 22:27	Existing Safety Issues	These hedges are too tall and large. They limit visibility for turning cars.	42.312801	-71.121926	Nisha	Basu	02130-2430
6/23/2020 22:28	Something I Like	This crosswalk has been an amazing improvement. Thank you!	42.313754	-71.119777	Nisha	Basu	02130-2430
6/24/2020 0:54	Ideas and Suggestions	A raised crosswalk at Saint Rose across the upper Arborway would provide safe access to/from the Arborway Hillside trail AND provide significant traffic calming for vehicles traveling northbound/downhill. Gravity propelling cars downhill towards the northbound blind curve contributes to unsafe speeds and frequent lane drift.	42.30409	-71.118914	Clay	Harper	02130
6/24/2020 1:08	Make a Comment	Local resident observation: Most vehicles typically parked along the Upper Arborway (Hampstead to St. Rose), especially during college term, have out-of-state plates (i.e. Boston resident parking stickers unavailable to them). It is also frequently used as overnight free parking for landscape contractors and daytime commuters using the FH T-station - much more than by the residents of the homes here who all have their own parking along Hampstead Lane. Idea: make it a 2 Hour Limit for parking?	42.303534	-71.117952	Clay	Harper	02130
6/24/2020 1:21	Existing Safety Issues	It is unsafe for cars on Prince St to get on to the Arborway, and if they need to get to the other side of the Arborway, they have to cross over 3 lanes quickly to get to the inside lane to make the left and reverse direction toward Boston. This safety issue is even worse now with the closing of Parkman Drive which causes much more traffic back up on Prince St., and cars on Prince that try to pass other cars in order to get onto the Arborway quicker. Many don't stop at the stop sign to exit..	42.313774	-71.119984	Laurie	Glassman	02130

Arborway Parkways Improvement Project
Public Comments Submitted via Social Pinpoint Online Map
 deadline 7/10/2020

Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
6/24/2020 1:44	Existing Safety Issues	It is unsafe exiting Prince St onto the Arborway, especially if you need to cross over the 3 lanes to make a left to reverse directions to head toward Boston. Cars often try to pass on the left on Prince St to get onto the Arborway and also many cars don't stop at the stop sign. The closing of Parkman Drive has made it even worse with much more traffic trying to exit Prince to the Arborway. It is also unsafe for pedestrians & bikers trying to cross Prince especially with the added traffic.	42.313766	-71.120178	Laurie	Glassman	02130
6/24/2020 3:18	Existing Safety Issues	It is unsafe for cars on Prince St to get on to the Arborway, and if they need to get to the other side of the Arborway, they have to cross over 3 lanes quickly to get to the inside lane to make the left and reverse direction toward Boston. This safety issue is even worse now with the closing of Parkman Drive which causes much more traffic back up on Prince St., and cars on Prince that try to pass other cars in order to get onto the Arborway quicker. Many don't stop at the stop sign to exit..	42.313385	-71.12225	Laurie	Glassman	02130
6/24/2020 3:54	Existing Safety Issues	It is not clear where the turn off to Upper Arborway is - I have seen cars turn into oncoming traffic on the lower Arborway and into the wrong lane of Upper Arborway	42.308886	-71.120494	Natasha	Seaman	02130
6/24/2020 5:01	Something I Like	I love having this road closed for social distancing, but then the ped access across this circle has to change.	42.313798	-71.122252	Kathleen	Onufer	02130
6/24/2020 11:17	Existing Safety Issues	Very narrow sidewalk and verge + frequent vehicle encroachment over slanted curb spells terror for pedestrians.	42.312987	-71.122349	Kevin	Handly	02130
6/24/2020 11:21	Make a Comment	Very narrow verge, constantly encroached by speeding inside edge vehicles rounding curve over gentle slanted Landscapes curb yields terror for pedestrians.	42.312723	-71.121922	Kevin	Handly	02130
6/24/2020 11:24	Existing Safety Issues	Pedestrians crossing from West to East take their lived in their hands at this blind and unprotected curve crossing. A death trap just waiting for a victim.	42.309341	-71.122134	Kevin	Handly	02130
6/24/2020 11:29	Existing Safety Issues	Need pedestrian crossing signal for peds to know when they won't get hit by cars exiting Prince Street.	42.309181	-71.120887	Kevin	Handly	02130
6/24/2020 11:31	Existing Safety Issues	This curb configuration steers high speed north bound traffic to the outer carriage ways, exactly the opposite of safe design. Hazardous!	42.309044	-71.12093	Kevin	Handly	02130
6/24/2020 11:32	Existing Safety Issues	Crosswalk is not paved, very uneven. Hazardous walking.	42.309371	-71.121325	Maureen	Finegan	02130

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6/24/2020 11:34	Make a Comment	These two traffic lanes should be reduced to one slow local vehicle lane and one well protected bike and recreation lane with expansion of verge and Arborway Green to take up any extra space.	42.310192	-71.121839	Kevin	Handly	02130
6/24/2020 11:38	Make a Comment	Very difficult to enter crosswalk here due to trees blocking motorists' vision. This crosswalk is not paved. Hazardous walking while trying to cross 8 lanes of traffic coming from different directions.	42.309343	-71.121967	Maureen	Finegan	02130
6/24/2020 11:40	Make a Comment	Gridlock happens frequently here. Lots of loud, angry horn honking. Tremendous noise pollution.	42.309074	-71.122114	Maureen	Finegan	02130
6/24/2020 11:43	Make a Comment	Loud motorcycles and souped up cars race through this rotary, revving their engines and screeching their tires. Horrible noise pollution. No one seems to patrol it.	42.309004	-71.121765	Maureen	Finegan	02130
6/24/2020 11:44	Ideas and Suggestions	Put in some lane markings like all the other rotaries have.	42.309278	-71.121612	Maureen	Finegan	02130
6/24/2020 12:15	Existing Safety Issues	Exit from Prince St on green light is unsafe due to cars from Centre St running the red light (they are sometimes turning right, sometimes going straight). I always wait 2 seconds after Prince St light turns green for these light-runners to clear because it happens with such regularity.	42.309186	-71.120888	Mike	Schreck	02130
6/24/2020 22:03	Make a Comment	there needs to be a crosswalk here for pedestrians to cross Centre Street	42.308974	-71.120071	No First Name Given	No Last Name Given	02130
6/25/2020 0:21	Existing Safety Issues	Car speed are consistently very high along this entire stretch, which is nominally a 25-mph zone. The design of the road clearly favors speeding, and makes the entire study area dangerous for peds and cyclists. We need narrower car lanes, bumpouts, dedicated (curb-protected) spaces for bikes, raised crosswalks; this whole thing has to be slowed down through engineering.	42.313699	-71.120743	Carmel	Levy	02130
6/25/2020 0:24	Ideas and Suggestions	Please let's not rely on enforcement, but rather focus on engineering. Good engineering helps all users act safely, whereas enforcement is selective and discretionary.	42.312873	-71.121685	Carmel	Levy	02130

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6/25/2020 0:28	Existing Safety Issues	This bike lane must be protected with a curb in order to feel (and be) safe. Divers absolutely speed here, highway speeds, and with no separation, it's extremely dangerous for peds and bikers. The sidewalk is narrow and the existing curb offers very little protection at the speeds at which drivers are travelling.	42.311309	-71.122701	Carmel	Levy	02130
6/25/2020 0:31	Existing Safety Issues	We need this bike lane to be protected by a curb and the sidewalk to be expanded. Current conditions do not feel safe for walking or biking along this corridor, drivers are consistently operating at highway speeds.	42.311634	-71.122693	Carmel	Levy	02130
6/25/2020 0:34	Make a Comment	There is so much space allocated to cars here! It's especially galling along this stretch, where a) there's so much room for actual ped infrastructure and b) drivers are encouraged to speed by the design of the street. There's no reason for us to keep such a dangerous design.	42.310715	-71.122325	Carmel	Levy	02130
6/25/2020 0:38	Make a Comment	What would it take for this space to function as a park? With the current design, the space inside the rotary isn't used for recreation, because it's so inhospitable and hard to get to. So the park in the middle actually just turns into a part of a highway - empty space for cars to drive around.	42.30891	-71.121883	Carmel	Levy	02130
6/25/2020 0:40	Make a Comment	Car free road. Except for residents who live on that road to exit and enter their residence.	42.309948	-71.121713	Robin	Jenks	02130
6/25/2020 0:41	Make a Comment	This crosswalk should be raised, signaling to drivers that they should slow down as they enter Murray Circle.	42.308317	-71.122664	Carmel	Levy	02130
6/25/2020 0:43	Existing Safety Issues	Very dangerous to cross. I have to literally run across because most cars have no desire to slow down. Flashing pedestrian signage would help.	42.309523	-71.12139	Robin	Jenks	02130
6/25/2020 0:44	Ideas and Suggestions	A bike lane starts here. How might we design Murray Circle such that this bike lane is a continuation of a network? Right now (coming from center street and going towards West Roxbury) Murray circle is a death trap and this bike lane - unprotected and narrow as it is - feels like a relief in comparison. We can and must do better!	42.308328	-71.122732	Carmel	Levy	02130
6/25/2020 0:46	Make a Comment	This little mini slip lane encourages cars to speed into the park. It's all about encouraging throughput on the main road, but that's a bad goal.	42.307653	-71.119894	Carmel	Levy	02130

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6/25/2020 0:48	Existing Safety Issues	Driver speeds here are excessive and dangerous. It feels like biking along the shoulder of a highway.	42.302925	-71.118656	Carmel	Levy	02130
6/25/2020 0:53	Make a Comment	There is no way for bike or peds to find a safe space here - there's no planned route for us to take from Center Street to the Arboretum or towards VFW Parkway. Part of the problem is this whole intersection is basically a series of slip lanes, which inherently encourage speeding and lengthen ped crossing times. Keep the rotary design, but imagine it as a pedestrian destination in the middle. Make me want to have a picnic in the middle of Murray Circle.	42.308905	-71.120174	Carmel	Levy	02130
6/25/2020 1:43	Something I Like	The recent closure of Parkman Drive should be kept, since it has been well-used by pedestrians and cyclists and is redundant given Prince St running parallel. It increases recreational opportunities and access to the Arboretum, especially for cyclists.	42.313941	-71.122549	Alex	Yamron	02445
6/25/2020 1:44	Existing Safety Issues	Bike lanes need to be protected here. This is an important cycling route between Jamaica Pond/Emerald Necklace and the Arboretum/Forest Hills.	42.311103	-71.122688	Alex	Yamron	02445
6/25/2020 1:47	Ideas and Suggestions	Extend the 2-way bike path and separate sidewalk along Arborway up to Murray Circle. This is an important cycle route and will be well-used.	42.302785	-71.118319	Alex	Yamron	02445
6/25/2020 1:50	Existing Safety Issues	Cars drive very fast here through wide lanes and wide turns, and aren't looking for pedestrians. Reducing the 8 lanes north of the circle and narrowing the lanes in the rotary would force cars to slow down (engineering > enforcement!) without requiring constant police presence in the circle, and would free up space for separated cycle tracks.	42.308792	-71.12157	Alex	Yamron	02445
6/25/2020 2:05	Existing Safety Issues	In general every roundabout is horrible for any mode other than a car	42.313186	-71.122021	Rosa	De Andres	02130
6/25/2020 2:06	Existing Safety Issues	Cars speed here all the time.	42.30253	-71.117307	Rosa	De Andres	02130
6/25/2020 2:07	Ideas and Suggestions	Why not more crossings to the neighborhood from the Arboretum entrances?	42.30758	-71.119769	Rosa	De Andres	02130
6/25/2020 2:09	Something I Like	The trees are amazing along Arborway but only cars can enjoy them for most of the corridor	42.308389	-71.120448	Rosa	De Andres	02130
6/25/2020 2:33	Existing Safety Issues	no speeding enforcement and no bike lane. This is a terrifying stretch for cyclists.	42.30981	-71.12184	JONATHAN	MURRAY	02132

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6/25/2020 2:44	Make a Comment	Although it looks pretty when maintained, landscaped soft curbing fails to protect greens, verges, from all kinds of vehicular encroachment. Greens and verges should be protected from vehicle encroachment by tall granite curbing, as on the VFW parkway..	42.311059	-71.12224	Kevin	Handly	02130
6/25/2020 2:49	Existing Safety Issues	There are NO pedestrian cross walks to the large grassy Kelley Circle green, which is counted as park greenspace for conservation purposes and is ideal for dog walking, playing catch, flying a kite, etc.. What's the use of a park green if pedestrians can't safely access it?	42.312906	-71.122146	Kevin	Handly	02130
6/25/2020 2:53	Make a Comment	Francis Parkman Drive should be permanently closed to motor vehicles and reserved for bicycles, pedestrians and recreational use. Its use as a roadway is an environmental hazard, as oil, sand and salt and road debris is presently allowed to drain directly, without any filtration whatsoever, into Jamaica Pond, which is visibly silting up as a result. Prince Street, which was once 2-way, is a public way and has plenty of room for 2-way traffic traveling within City of Boston speed limits.	42.313741	-71.122152	Kevin	Handly	02130
6/25/2020 2:59	Existing Safety Issues	The Pond Street pedestrian light is way too short to safely cross at all times, way too infrequent and slow to respond during morning and evening "rush" hours. The evening rush is north to south, why is the pedestrian light timed as though it were south to north both morning and evening? This light needs to be re-programmed to be pedestrian friendly at all times. Crossing at this light, particularly from east to west, is very dangerous.	42.312553	-71.121948	Kevin	Handly	02130
6/25/2020 3:02	Make a Comment	There should be a way for cars to enter May Street, a 2-way public street, from Centre Street/Murray Circle at the southern (Murray Circle) end.	42.309083	-71.122433	Kevin	Handly	02130
6/25/2020 3:04	Existing Safety Issues	All pedestrian crossings of the Arborway are extremely dangerous and need to be made pedestrian-friendly with bulbouts, speed humps, stop lights.	42.309454	-71.121599	Kevin	Handly	02130

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6/25/2020 3:06	Existing Safety Issues	Traffic on the outer carriageways, north bound and southbound, is presently at highway speeds because the roadway design permits and encourages speeding. This makes the Arborway hazardous to everyone and needs to be addressed. The roadway design should be consistent with and reinforce compliance with traffic regulations -- speed limits, stop signs, pedestrian crossings, bike lanes, etc..	42.31049	-71.121913	Kevin	Handly	02130
6/25/2020 3:10	Make a Comment	There should be a way for cars to access May Street -- a broad, 2-way public street, from Centre Street/Murray Circle.	42.308903	-71.122345	Kevin	Handly	02130
6/25/2020 3:22	Make a Comment	Should be a way for cars to enter Moss Hill from Centre Street. Plenty of room on this public street. Too many one-way restricted streets constipate traffic flow, confuse drivers, and turn the Arborway into a traffic gutter rather than a roadway through a park. Street residents routinely disregard such restrictions.	42.308375	-71.122701	Kevin	Handly	02130
6/25/2020 3:25	Ideas and Suggestions	This is way too much space to waste. Either make it accessible, healthy and safe for pedestrian/recreational use, or reduce it greatly in size, allocating the space saving to increasing the width of the Arborway and verges.	42.309116	-71.121649	Kevin	Handly	02130
6/25/2020 3:26	Make a Comment	"Through" commuter and emergency vehicle traffic should be routed into the center Arborway lanes, both northbound and south bound, and away from pedestrians, bicyclists, driveways and residences.	42.309272	-71.121311	Kevin	Handly	02130
6/25/2020 3:28	Make a Comment	There should be signs indicating that this is a densely populated area and a noise mitigation area, and that emergency vehicles should suppress their sirens to the maximum extents practicable.	42.30944	-71.121454	Kevin	Handly	02130
6/25/2020 3:30	Make a Comment	Speeding vehicles frequently jump the curb here. Should be guardrail protection and speed reduction.	42.312722	-71.122469	Kevin	Handly	02130
6/25/2020 3:32	Make a Comment	Signs should indicate to traffic entering the Arborway that it is a densely populated area, that there are numerous pedestrians, and that it is a noise mitigation area in which cars should suppress their horns and emergency vehicles should suppress their sirens.	42.313491	-71.12194	Kevin	Handly	02130

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6/25/2020 3:35	Existing Safety Issues	Notwithstanding important roadway improvements, this remains a very dangerous pedestrian crossing because of vehicles making fast turns onto Francis Parkman from Kelley Circle and vice versa. Stop signs and yield to pedestrian signs are at war with each other and with roadway design and substantially ineffective.	42.313781	-71.12204	Kevin	Handly	02130
6/25/2020 3:37	Existing Safety Issues	Is it a rotary (in which cars already in the rotary have the right of way), or isn't it? At this end, the yield signs to westbound traffic entering Kelley Circle from Jamaicaway would suggest that Rotary rules apply. At the southern end, it's the opposite. Inconsistent rules yield confusion, hazard, accidents.	42.313653	-71.121173	Kevin	Handly	02130
6/25/2020 3:40	Existing Safety Issues	Turning onto the Upper Arborway from Saint Rose is very dangerous given the total lack of visibility to the left, plus the fact that cars come pretty fast down the hill from the same direction. Some combination of a raised crosswalk, stop sign, and/or a no-parking zone on the Upper Arborway would make it much safer.	42.304182	-71.118918	Seth	Caughron	02130
6/25/2020 4:04	Ideas and Suggestions	The design of these middle roads encourages drivers to pass through at high speeds. Traffic in both directions is constantly speeding, highway like. Drivers are scary here. Residents to the North are cut off from the Arboretum. It is not safe or convenient to get there by walking or biking. People are not using these roads to access the parks by car, they are speeding through dangerously during their commutes.	42.311525	-71.122479	No Name Given	No Name Given	02445
6/25/2020 4:04	Existing Safety Issues	Around this spot, cars routinely careen off the main Arborway and crash through the fence separating from the Upper Arborway. Some sort of traffic calming is clearly needed.	42.305568	-71.11959	Seth	Caughron	02130
6/25/2020 4:13	Something I Like	Opening Francis Parkman Drive to walk/bike and closing it to motor vehicles felt long overdue. It became possible to bike a safe, continuous route around Jamaica Pond with kids for the first time ever. It's a redundant connection for motorists and there are no homes or businesses using this road for direct access. Keep the cars off.	42.313968	-71.122404	No First Name Given	No Last Name Given	02445

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6/25/2020 4:53	Ideas and Suggestions	These parkways need bicycle lanes throughout. It is terrifying to bike on them because cars speed through must faster than the speed limit. Cars should not be granted unimpeded right of way on PARKWAYS. Supposedly these roads are for people to be able to access the adjacent parks, but what they actually do is create a huge barrier in the last mile. Slow the car traffic down to reasonable speeds. More crosswalks, bridges, bike lanes.	42.313472	-71.121076	No First Name Given	No Last Name Given	02445
6/25/2020 4:58	Existing Safety Issues	A cyclist was recently struck by a car in this intersection. The cyclist was proceeding around the circle, and the motorist, coming from behind, proceeded straight to exit the circle, in the process, striking the cyclist. Lack of lane markings, traffic controls (stop sign or light) and the "slip lane" between the outer roadway and Centre St. southbound all contribute to a very dangerous intersection for cyclists who are trying to access the Arboretum from points north.	42.30903	-71.122146	No First Name Given	No Last Name Given	02445
6/25/2020 5:21	Existing Safety Issues	There is no safe way to bike from the Pond to the Arboretum. Please can we get rid of all these lanes for cars? Make dedicated bike lanes!!! Thank you!	42.312116	-71.122457	katherine	raisz	02130
6/25/2020 7:27	Existing Safety Issues	As a daily cyclist headed northbound off Centre St to Jamaica Pond and up the J-way, I don't what the intended Centre St-Emerald Necklace connection should be. I'm an experienced cyclist and I never go around the Murray Circle death trap to the NB side of the Arborway. We need a safe connection from Centre St to the Emerald Necklace north, with protected lanes for cyclists and pedestrians. Keep the cars separated.	42.308512	-71.122196	Jason	Bylsma	02132
6/25/2020 7:31	Existing Safety Issues	Was nearly run over on the sidewalk here a few months back when a driver jumped out from behind someone's hedges which are too tall to see over. I take the sidewalk on occasion because the circle and the "bike lane" are too dangerous. I guess even the sidewalks aren't safe.	42.309734	-71.122209	Jason	Bylsma	02132

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6/25/2020 9:11	Make a Comment	Stop basing the design on the movement of ever-increasing vehicle volumes! We need a street that is calm, safe to cross, and has large spaces for families cycling. We need to stop designing for cars and start designing for the world we *want* to see -- a more sustainable, just, and equitable city.	42.305086	-71.119845	Stefanie	No Last Name Given	02118
6/25/2020 9:14	Ideas and Suggestions	Keep Parkman Dr closed permanently. It is not needed for vehicle travel. We need as much space as possible to return to grass, trees, and nice places to play, walk, and bike.	42.313889	-71.122339	Stefanie	No Last Name Given	02118
6/25/2020 9:17	Existing Safety Issues	Traffic lights on a roundabout are always a bad idea. Arborway and Centre St should join the roundabout, not have a separate traffic light that heavily impacts the roundabout.	42.308995	-71.121004	Ralph	Howes	02130
6/25/2020 9:22	Make a Comment	Eliminate the highway-type lighting along the Arborway between Murray Circle south to the Casey Arborway and replace it with the same LED lighting north of Murray Circle. The current type of lighting encourages speeding because it is consistent with lighting on high speed highways, and it extremely disruptive to residents along this section of the Arborway.	42.308099	-71.120027	Beth	Worell	02130-3509
6/25/2020 9:24	Make a Comment	I truly hate the road noise (which is emblematic of too high traffic volumes and too high speeds). What can we do to decrease volumes, speeds, and noise along the corridor?	42.313298	-71.12051	Kathleen	Onufer	02130
6/25/2020 9:28	Make a Comment	The only route through here on a bike is on the sidewalk, and it is a very small bumpy sidewalk.	42.313003	-71.122563	Ben	Wetherill	02132
6/25/2020 9:35	Existing Safety Issues	There is no signage that I've seen at Casey Arborway going north as it turns into the Arborway (at South Street) that indicates NO TRUCKS. Since the Casey Overpass came down, we have seen an great increase in the number of large trucks of all kinds, including semi-trucks, on the Arborway on the section of the Arborway south of Murray Circle going north. These need to be clearly banned from the Parkways.	42.301452	-71.114783	Beth	Worell	02130-3509
6/25/2020 9:37	Ideas and Suggestions	Please ensure that bike routes in the Arborway project can seamlessly connect with future physically separated bike lanes on Centre Street toward West Roxbury.	42.308239	-71.122514	Ben	Wetherill	02132

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6/25/2020 10:01	Existing Safety Issues	Signage of "NOT A THRUWAY" would be beneficial at the beginning of this Pond Street section for those cars who cut through this street to avoid the Kelly Circle merge. It also alleviates the clean up of wildlife due to the speeding vehicles who are using it as a cut through	42.313152	-71.121323	Chris	Patterson	02130
6/25/2020 10:02	Ideas and Suggestions	This light only works when a pedestrian hits the walk button. Highly suggesting that it should be a timed light in order to slow down speeders and reduce the opportunity of accidents in Kelly Circle	42.312664	-71.122224	Chris	Patterson	02130
6/25/2020 10:09	Ideas and Suggestions	Notification and warning of a SPEED cameras can be announced as well as placing SPEED cameras on both sides of the Arborway. Many speeders are late evening/early morning.	42.309369	-71.121497	Chris	Patterson	02130
6/25/2020 10:30	Existing Safety Issues	There needs to be a crosswalk here from Arborway Rd and Centre St.	42.308895	-71.120214	Kyle	Vining	02130
6/25/2020 10:31	Existing Safety Issues	Cars run red light. Pedestrian wait time is too long	42.313865	-71.119783	Kyle	Vining	02130
6/25/2020 10:54	Existing Safety Issues	This is a nice crosswalk but: 1. The light has extremely long wait times for pedestrian crossing. 2. When the light finally allows crossing, often cars will run the red light at full speed, sometimes several seconds after the light has turned as if they didn't see the light.	42.313842	-71.119777	Jordan	Pearson	02130
6/25/2020 11:48	Ideas and Suggestions	Could the team leave in future considerations for MBTA bus service along the corridor? Only one route (38) comes through here currently. If there was more bus service, that would be an argument to reduce the space available for car traffic through this corridor.	42.309139	-71.121312	Jason	Brown	02132
6/25/2020 12:28	Existing Safety Issues	People cross here all the time to get to the Arboretum and there are no crosswalks to get across Centre street here or at the rotary itself.	42.308934	-71.120111	Carrie	Dyball	02130
6/25/2020 12:32	Existing Safety Issues	Cars rarely stop for pedestrians here. I stopped for one once and a car behind me actually went around me on the right to go through the crosswalk, almost hitting the pedestrian. The lack of lanes make cars feel like the can do anything.	42.308883	-71.122279	Carrie	Dyball	02130

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6/26/2020 1:41	Ideas and Suggestions	Getting in and out of Saint Rose Street in winter especially can be difficult. I propose banning parking as you enter Saint Rose from the Arborway on the left side of the road about the first fifty feet.	42.304187	-71.118893	Mary	Medved	02130
6/26/2020 1:42	Existing Safety Issues	We need more street lights up and down the Arborway around Saint Rose.	42.304099	-71.118825	Mary	Medved	02130
6/26/2020 3:45	Ideas and Suggestions	Routinely the portion of the Arborway most prone to vehicle speeding. Site of a fatal accident in the past and more than a few rollovers, and crashes into the resident-side fence every year. It should be designed for traffic calming. You can induce the vehicle behaviors we all want to see rather than facilitate the bad ones.	42.304297	-71.119768	Clay	Harper	02130
6/26/2020 3:47	Existing Safety Issues	Two lanes suddenly become one lane here. Either a) the lane drop should occur further back and with a Right Lane Ends Merge Left sign or b) two lanes should continue all the way to the intersection, with the left one having a yield sign and the right one continuing straight.	42.312151	-71.122212	Paul	Schimek	02130
6/26/2020 3:48	Existing Safety Issues	There is a yield sign here that is unnecessary because there is a clear lane to continue with no crossing or merging traffic. However, the lane drop a bit further back lacks a warning sign. See my other comment about changes to lane markings and signs here.	42.312318	-71.122188	Paul	Schimek	02130
6/26/2020 3:50	Existing Safety Issues	There needs to be a YIELD sign here.	42.313651	-71.120996	Paul	Schimek	02130
6/26/2020 3:50	Existing Safety Issues	The YIELD sign here is not visible in time due to the tree branches. Either prune them or move the sign, or both.	42.313793	-71.121028	Paul	Schimek	02130
6/26/2020 3:51	Existing Safety Issues	There needs to be a YIELD sign here.	42.309369	-71.121865	Paul	Schimek	02130
6/26/2020 3:51	Existing Safety Issues	There needs to be a YIELD sign here.	42.309314	-71.122044	Paul	Schimek	02130

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6/26/2020 5:13	Existing Safety Issues	Totally agree with the other comment about the parking lot. The cars take up space that could be used for bikes AND block an entire lane of traffic! Not to mention they pull up halfway onto the grass, which doesn't help grass grow... I've never understood it. Parking should NOT BE ALLOWED on this street at all.	42.306554	-71.119405	Melissa	Vining	02130
6/26/2020 5:19	Make a Comment	There's literally nothing good about the Arborway! I live right next to it and I still avoid it at all costs as a driver, cyclist, and pedestrian. It's a death trap for everyone. If studies were done 15 years ago, why has nothing changed??	42.30469	-71.119791	Melissa	Vining	02130
6/26/2020 5:28	Existing Safety Issues	The Arborway and the Jamaica Way should be ONE LANE in each direction the WHOLE WAY. There's barely room for 4 lanes in some stretches and the highway speeds make it SO unsafe for everyone, including drivers. The way this road is now, it IS a highway. Please use traffic calming and turn this back into a small local road so that residents can enjoy it on their bikes and by foot without risking their lives.	42.310486	-71.122162	Melissa	Vining	02130
6/26/2020 5:48	Existing Safety Issues	I have never understood this intersection. It's a free-for-all.	42.313862	-71.121374	Melissa	Vining	02130
6/26/2020 5:51	Existing Safety Issues	This is literally the worst intersection ever. All rotaries should be removed. They make no sense and they are dangerous to everyone involved. Impossible to cross as a pedestrian or cyclist! Horrible.	42.308681	-71.121631	Melissa	Vining	02130
6/26/2020 9:37	Existing Safety Issues	At the intersection of Arborway, Prince Street and Centre Street, 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. Changing the sequence of the signal traffic lights would be a quick low cost fix.	42.309084	-71.120756	Peter	Elmuts	02130
6/27/2020 2:46	Existing Safety Issues	Rotary From Hell	42.309024	-71.121633	Kevin	Handly	02130
6/27/2020 2:51	Make a Comment	Kelley Circle Green is a beautiful, spacious park, shaded by majestic oaks. It should be connected to the Pond Park, protected and made accessible. Don't ruin it!	42.313402	-71.121662	Kevin	Handly	02130

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
6/27/2020 3:06	Ideas and Suggestions	Turn this into a local-access only street that allows for two-way cycling shared with one-way-only motoring. Parking should also be a consideration, but limited in scope so that there's space for traffic calming features, trees & tree pits. A good precedent would be some of the service street-fietsstraats next to boulevards in the Netherlands.	42.309254	-71.121064	No First Name Given	No Last Name Given	02130
6/27/2020 7:54	Ideas and Suggestions	Extremely dangerous crosswalk. Traffic does not stop for pedestrians. Pedestrians using similar crosswalks near Faulkner Hospital can stop traffic in order to cross.	42.308765	-71.121151	No First Name Given	No Last Name Given	02130
6/27/2020 8:03	Make a Comment	Extremely dangerous crosswalk. Motorists do not stop for pedestrians. Similar crosswalks near Faulkner Hospital have flashing lights that can be operated to stop traffic.	42.308638	-71.121253	No First Name Given	No Last Name Given	02130
6/27/2020 22:44	Make a Comment	starting here your only option as a ped is to go through two more crosswalks that end and leave you stranded. and as a ped your only option is to continue on centre. there are no options to cross left to go down the arbor way. need a connection here or somewhere close to get to arbor way going north and vice versa.	42.308936	-71.120861	No First Name Given	No Last Name Given	02130
6/27/2020 22:47	Make a Comment	going this direction (towards centre/w Rox) is not tenable by bike. cars do not heed to you as they either come from the rotary behind you, or barrel down this super highway entering from the right. you ultimately have to stop which creates a disastrous situation.	42.309214	-71.121229	No First Name Given	No Last Name Given	02130
6/27/2020 22:51	Existing Safety Issues	hard to see via radar because of the trees, but around here is where the bike lane abruptly ends (this is all too common also out on vfw parkway). its not clear or obvious as you approach by car. creates a disastrous situation. also, this is only mildly approachable by bike if you are only going towards centre wrox entering the rotary fully is a no go.	42.309564	-71.122165	No First Name Given	No Last Name Given	02130

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
6/27/2020 22:58	Make a Comment	crosswalk signal that can sometimes take upwards of 5 min to allow a ped to cross. quite frankly this and other crosswalks in this spot should also indicate to you how you can actually get to where you are going. you might be think here that you could get to the northbound sidewalk of the arborway by crossing here (sw-ish towards arboretum). it should warn you to in fact to walk north and either walk against traffic on a broken sidewalk or go across 4 different crosswalks and 8 lanes of traffic	42.308225	-71.122482	No First Name Given	No Last Name Given	02130
6/27/2020 23:02	Something I Like	this may no be part of the project area but I wanted to say, kudos for closing Parkman drive. this is fantastic and should remain permanently. increased access to open space around the pond is crucial. it also opens up for more utilization of closely linked green spaces.	42.313798	-71.122345	No First Name Given	No Last Name Given	02130
6/27/2020 23:09	Make a Comment	through here the sidewalks are tiny barely enough to fit two people and most are not physical disability friendly. only a fully abled person could make it all the way through this and up finally to the crosswalk at Eliot and possible across the j-way if you were heading towards the pond. cars not the other hand have a local lane, parking and two lanes on the j-way and can navigate this stretch in about 10 seconds. move parking over to narrow roadway to reduce speed and double the sidewalks.	42.313388	-71.120358	No First Name Given	No Last Name Given	02130
6/27/2020 23:15	Make a Comment	a bike lane pops up here, but you can't actually get to it. unless you are coming from a certain direction. you cannot access it if you use the rotary coming from w Rox since there is no left option at the light. that is also the area you can't go left as a ped, so there are no options to get there.	42.30928	-71.121012	No First Name Given	No Last Name Given	02130
6/27/2020 23:19	Existing Safety Issues	bike lane abruptly ends here and you are thrown into a multi lane nightmare (for cars, too) you can hug to the right or hop on the sidewalk, then eventually use the local side road only for that to end and its either a tiny sidewalk to compete with ped for the little space they already have or spill back out onto the roadway. narrow earlier space on merge to keep a protected lane to take you to side road, side road updated with wider sidewalks an a shared space at the end before you hit Eliot st	42.312491	-71.122093	No First Name Given	No Last Name Given	02130

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6/28/2020 2:26	Ideas and Suggestions	Late at night, this stretch becomes a drag racing strip, with vehicles revving their engines loudly and speeding. Could a raised crosswalk in the middle here help? Might also be helpful, in terms of flow, for some foot/bike crossings to occur here, in a less complex setting than the rotaries.	42.310993	-71.122358	Mike	Schreck	02130
6/28/2020 2:58	Make a Comment	There is no reason to have a light that turns red so often here. It backs up traffic into the rotary causing traffic flow to stop or cause dangerous situations. I've never once seen anyone cross the street here. Honestly, I don't see the point of having a light so close to the rotary. Maybe it should be moved up the road further and kept green the majority of the time, especially during rush hour times. Too many times it's red and there is no one crossing the street.	42.308254	-71.122557	No First Name Given	No Last Name Given	02130
6/28/2020 3:02	Existing Safety Issues	I see cyclists on the rotary with the cars here all of the time and they are putting themselves in danger. I've seen so many almost get killed. Especially the ones with kids on the back of the bike. (yes you read that right) Incredibly dangerous for everyone. Cyclists should be required to use the crosswalks to get around the rotary until they get to the exit where they can then safely get to a bike lane.	42.309286	-71.121424	No First Name Given	No Last Name Given	02130
6/28/2020 3:07	Existing Safety Issues	I see so many cyclists on the road here with the cars. Including people with children on the back which is unbelievable. There is absolutely no reason why a bike should be on the road with the cars here. It's a death trap. The bike lane is on the left side of the road starting at the far end of the pond and I'm not sure people know it's there. Maybe we could direct cyclists to use the crosswalks to safely get to the designated bike lane that follows the emerald necklace. A sign or PSA or both.	42.312286	-71.122377	No First Name Given	No Last Name Given	02130
6/28/2020 3:25	Make a Comment	There is an old path along the Arborway "hillside". Since the new crosswalk on the highway we have noticed that pedestrians using the old path are creating their own new pass through the trees from the "hillside" to the crosswalk to the Arboretum entrance. Can a formal path be created with signage to prevent erosion of the dirt?	42.302973	-71.117486	Ann	Stillman	02130

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6/28/2020 4:43	Ideas and Suggestions	Is there any possibility of closing off the lanes on each residential side to local use only so that all through traffic is channeled to the middle 4 lanes? It seems to me that the current number of 8 lanes is unnecessary.	42.313188	-71.121646	katherine	raisz	02130
6/28/2020 6:06	Make a Comment	First, I want to commend whomever was responsible for the crossing of the bike path at Rt 9. I am writing to support any measure that increases the low impact use of the Arborway. Bike paths and pedestrian ways need to be supported. Traffic needs to be slowed. The tree population needs to be restored: removing dead, dying and dangerous trees and replacing them with sturdy young trees (not saplings). Thanks for your work on this.	42.304103	-71.119051	Marc	Pelletier	02130
6/29/2020 1:08	Ideas and Suggestions	I use the A-way to drive kids from Eat Boston to West Roxbury. Too dangerous- doesn't work for anyone. Makes no sense to sacrifice this land to autos. At 50mph this 1.12 mi stretch could be traversed in 1:20. Using design controls to calm traffic and reduce avg speed to 25 mph would add another minute and twenty seconds. So what? Why can't we insist that motorists respect and preserve quality of life all over Boston? Stinks to drive across town, but it should stink 1:20 more. Give Boston back.	42.314001	-71.122656	Chris	Marchi	02128
6/30/2020 10:10	Ideas and Suggestions	This traffic light should have a sign that says "left turn on red". I've sat at this light a few times when there is no cars coming from the opposite direction and I could easily make the left turn with no worries.	42.302464	-71.11698	George	Leong	02130
6/30/2020 10:29	Ideas and Suggestions	As other has said, car speed is a concern for bicycling. Would it be possible to have a raised bike path along the curb, of course parking would definitely be eliminated. OR eliminate all the trees between the sidewalk and curb, since all the trees seem to have some kind of damage from cars hitting them and worry that tree & branches will fall onto the sidewalk and street. Add a 2-way bike path in it's place.	42.302972	-71.118724	George	Leong	02130
6/30/2020 10:49	Existing Safety Issues	Another area where a raised bike path should be built, similar to Cambridge.	42.309889	-71.12224	George	Leong	02130

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6/30/2020 11:00	Ideas and Suggestions	Maybe add a bike path along this strip of land.	42.310529	-71.12235	George	Leong	02130
6/30/2020 11:28	Ideas and Suggestions	Turn the carriage lanes as local, similar to carriage lane on Comm Ave in Newton, but make carriage lanes opposite of houses as parking for residence and ArborwayJP pond visitors.	42.309661	-71.121674	George	Leong	02130
7/1/2020 3:37	Make a Comment	I'm confused about this comment. Does the commenter like the new LED lights at Forest Hills? Those lights are actually extremely hard to see by because they are too bright and cause too much glare. I find driving into Forest Hills from the Arborway to be extremely stressful because all of a sudden my eyes need to adjust to too much light which makes it much hard to actually see the increased pedestrians and cyclists at Forest Hills. Lower wattage would be safer.	42.308028	-71.119939	Rachele	Rosi-Kessel	02131
7/2/2020 0:03	Existing Safety Issues	Danger for cars exiting Prince St. Cars on Centre St. often run the red light. They look left and see cars stopped on the southbound Arborway, but they fail to look right to see that Prince has a green light.	42.309196	-71.120929	No First Name Given	No Last Name Given	02130
7/2/2020 0:06	Existing Safety Issues	Cars don't stop for this crosswalk. Very dangerous for pedestrians.	42.308747	-71.121214	No First Name Given	No Last Name Given	02130
7/2/2020 0:11	Existing Safety Issues	I have seen more than once cars going the wrong way along this side of the rotary. I think because of it's shape, people don't perceive it as a rotary.	42.312724	-71.122244	No First Name Given	No Last Name Given	02130
7/2/2020 6:31	Make a Comment	I greatly value Olmstead's vision of a parkway, but struggle to reconcile it with how Murray Circle is used today. NO ONE appreciates the inner island at Murray Circle, given car speeds, accident risks, no lane markings, no traffic enforcement. Feasible to slow traffic enough to enjoy his original design? OR: a rebuilt Circle with smaller center to add parkland outside car traffic lanes. OR: safe crosswalks to the center island so it can be enjoyed as pedestrian open space.	42.308768	-71.121358	claire	barker	02130
7/2/2020 6:41	Existing Safety Issues	Existing crosswalks without traffic lights are a grave hazard to walkers and bicyclists. Flashing pedestrian lights (like ones further along Centre Street) would allow us to cross more safely. Even if temporary until more permanent solutions are implemented, they are critically important. This comment applies throughout the project area around Murray Circle.	42.308554	-71.120961	claire	barker	02130

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
7/2/2020 6:50	Existing Safety Issues	I use this little U-turn road a lot, and it is crazy risky. There is either a long wait for a break in oncoming traffic or a mad sprint for safety. The stop sign is not useful. This u-turn could be eliminated and cars could go a few hundred feet further to make their turn there (also unsafe, but less so). This would enlarge Kelley Circle to be used for park space. See Idea/Suggestion on this point.	42.312746	-71.122372	claire	barker	02130-2722
7/2/2020 7:03	Ideas and Suggestions	Kelley Circle is a lot of open space - close to an acre? It would be a great spot for passive recreation, and could be enlarged by eliminating the car u-turn at one one (see comment 3A8F7A). It has some protective walls now, and additional ones would be needed, along with protected crosswalks. A traffic engineer might argue that a park there would be a distraction to drivers; I argue that slowing traffic on the Arborway and restoring FLO's vision of a people friendly space is a good thing.	42.313334	-71.121765	claire	barker	02130-2722
7/2/2020 7:06	Something I Like	Bravo to Sarah Freeman and others who worked long and hard to make this set of lights happen. it has saved lives!	42.313805	-71.119587	claire	barker	02130-2722
7/3/2020 8:31	Make a Comment	The Road Safety Audit contemplates "consolidating the two U-turn segments at the southern end of [Kelley] circle. " But please keep in mind that the further-south U-turn has low capacity, which can back up traffic when full. Eliminating the other U-turn would exacerbate this issue unless another solution is provided. See attached photo -- only 2-3 cars can fit the further-south U-turn before blocking a lane in the southbound Arborway.	42.312186	-71.122541	Mike	Schreck	02130
7/5/2020 4:29	Ideas and Suggestions	Please consider installing the old fashioned street lamps used on the main Arborway towards Forest Hills on the Upper Arborway. It would esthetically tie the two roads together and be a nice upgrade for residents. When installing, please be sensitive to excessive brightness invading the homes lining the Street.	42.304021	-71.11876	David	Fingerman	02130

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7/6/2020 9:28	Ideas and Suggestions	This short stretch between the two feeder streets would be a good place for a protected two-way cycle lane, and a repaired separate sidewalk as well. Cyclists coming from Moss Hill inbound need a way to connect to the other cycle lanes. And cyclists going outbound have no other option except to travel with cars, or, on the bumpy side walk. During peak commute times, I experience several cyclists in both directions (often 1or 2 transporting children), along with pedestrians and runners.	42.31329	-71.122384	Tara	Rousseau	023â€
7/6/2020 9:44	Ideas and Suggestions	One way to make the rotary safer for vulnerable road users (peds, bikes, etc) is to have a have a stop light for ALL cars to stop for about 30 seconds, to safely allow crossing for ALL vulnerable users at all points in the circle, simultaneously. A ped could safely cross north/south or east/west instead of piecemeal, a cyclist could make it thru safely from entering to exiting the circle. Maybe then decrease the other traffic lights. The yellow light-up ones are treated as a suggestion by cars.	42.30897	-71.121706	Tara	Rousseau	02130
7/6/2020 9:54	Existing Safety Issues	Parked vans and trucks are a regular feature along the bicycle lane here, near â€œThe Castleâ€. To get around it, cyclists need to merge into the speeding car lane.	42.310052	-71.122363	Tara	Rousseau	02130
7/6/2020 11:46	Existing Safety Issues	Over the years I have encountered multiple drivers unfamiliar with the area driving the wrong way around the traffic circle to get to the other side of Centre St heading towards the Faulkner. Fortunately no one's been killed but better signage and an easier, more natural navigation flow could help avoid this.	42.308875	-71.121158	Robert	Davis	02130
7/6/2020 11:54	Existing Safety Issues	The line of cars waiting at this light to go from the rotary onto Centre St can often back up into the rotary, causing unsafe conditions as other cars come blindly speeding around the traffic circle either to continue onto the Arborway towards the Arboretum or towards the Pond, narrowly missing the stopped cars. It can be harrowing if you're the last car in line there. The mix of cars coming through at high speed while others are stuck at a red light in the rotary is a bad combination.	42.308891	-71.121152	Robert	Davis	02130
7/6/2020 11:54	Make a Comment	Please preserve the trees no matter what you do. This is the Arborway. Also most of the problems are with Murray. Leave Kelley alone. Or start with Murray and see how much a help that is.	42.313109	-71.122131	Vickie	Henry	02130

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7/6/2020 11:59	Ideas and Suggestions	If you are going to eliminate 1 of the 2 Kelley turnarounds, you could eliminate the more southern one and then let cars go from Pond Street (coming from Moss Hill) straight across (so one would not turn right on the Arborway right and then enter the turn around to head to Boston). Just head straight across. You'd cut a small corder of the island to allow this and get more green space.	42.312616	-71.122608	Vickie	Henry	02130
7/6/2020 12:03	Ideas and Suggestions	Past proposals have said that DCR would eliminate the "no right on red" sign sign from Arborway onto Pond heading to Brookline. If that is the plan, then why not experiment with doing so now. Then you will learn if this is feasible. If it is, great. If not, then you need to no that before you bake a wrong assumption into the design.	42.312699	-71.122739	Vickie	Henry	02130
7/6/2020 12:05	Ideas and Suggestions	If you painted lines here, this turn around is 2 lanes wide.	42.31218	-71.122503	Vickie	Henry	02130
7/6/2020 12:12	Ideas and Suggestions	DCR could reduce traffic in the outside lanes by (a) reducing the speed limit in those lanes; and/or (b) restricting them to electric and hybrid vehicles. This would not be expensive and could be done immediately. You could at least try this for certain times.	42.31195	-71.122693	Vickie	Henry	02130
7/6/2020 12:24	Make a Comment	Another commenter asked why we need to go from 2 lanes to 4 lanes for 1 block. That is a false premise. We have 2 lanes coming from Boston plus 1 lane coming from Francis Parkman Drive (as well as Prince), and 1 lane coming from Pond Street off of Moss Hill. So we have 4+ lanes staying in 4 lanes (and then splitting, 2 to Faulkner, 2 to Forrest Hills, and 1 to Centre Street (and some confused people heading back to Boston).	42.311696	-71.122667	Vickie	Henry	02130
7/6/2020 12:31	Make a Comment	Someone writes, "There is no safe way to bike from the Pond to the Arboretum." That is not true. Please keep the whole area in mind. There are side streets that run parallel to the Arborway from the Pond to the Arboretum. That is far safer for all concerned.	42.312111	-71.12237	Vickie	Henry	02130
7/6/2020 12:33	Existing Safety Issues	This crosswalk is dangerous. The pedestrian signal takes an extremely long time to change. Motorists speed through red lights with little regard for pedestrian safety. No enforcement for red light infractions whatsoever.	42.313749	-71.119731	No First Name Given	No Last Name Given	02130

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7/6/2020 12:36	Existing Safety Issues	Extremely dangerous traffic circle for cyclists. There have been multiple incidents of cyclists struck by motorists here. There should be implementation of protections for cyclists including protected bike lanes and bike specific traffic signals.	42.309056	-71.121229	No First Name Given	No Last Name Given	02130
7/6/2020 12:38	Existing Safety Issues	Please install physical barriers along this bike lane. The lack of barriers is risky and dangerous for cyclists. Drivers pass extremely close to cyclists along this stretch.	42.312199	-71.122752	No First Name Given	No Last Name Given	02130
7/6/2020 12:41	Make a Comment	DCR could try any number of inexpensive improvements here but DCR fails to, year after year. (1) A pedestrian sign. (2) Enforce for a couple of weeks and then leave an empty police car that every now and again is not empty. (3) Paint lines.	42.308859	-71.122321	Vickie	Henry	02130
7/6/2020 12:42	Ideas and Suggestions	Please close Parkman Dr to automobile traffic permanently. Only allowing Parkman Dr open to pedestrians and cyclists allows a dramatic expansion of pedestrian access and use of green space surrounding Jamaica Pond.	42.313798	-71.122173	No First Name Given	No Last Name Given	02130
7/6/2020 12:45	Make a Comment	Please protect this amazing tree.	42.308576	-71.122329	Vickie	Henry	02130
7/6/2020 12:50	Make a Comment	If DCR is seriously considering cutting the Arboryway from 4 lanes each way to 1 or even 2 as some commenters have suggested, you need to give meaningful notice to the 50,000+ folks who use it everyday (and this system is not that) and you need to figure out where those cars are going to go or you need to offer public transportation on the Arborway. Because those cars are traveling to work and the medical area.	42.309389	-71.121562	Vickie	Henry	02130
7/6/2020 13:30	Make a Comment	Rotary is too big - a smaller rotary to direct cars to a subset of routes would be better with other routes getting stop lights.	42.30897	-71.121783	Christopher	AhnAllen	02130
7/6/2020 13:32	Ideas and Suggestions	Reclaim green spaces for parks and benches or other experiences with local art.	42.30992	-71.121857	Christopher	AhnAllen	02130
7/6/2020 15:44	Make a Comment	As a property owner on May Street since 1994, I have seen the traffic and speed increase significantly from Pond to Centre/Murry Circle. To add access from the Circle to May Street to Pond is just another opportunity for bed room communitys to impact quality of life in JP. NO to this nonsense.	42.309095	-71.122433	richard	stevens	02130

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7/6/2020 22:54	Make a Comment	Keep this street a one way! TONS of kids live on it and we are constantly threatened by cars flying down the one way as a cut through from Pond St. It's dangerous enough without two entrances of traffic.	42.309104	-71.12252	No First Name Given	No Last Name Given	02130
7/7/2020 0:41	Ideas and Suggestions	Keep (and make it protected) a bicycle lane here, bending right, and up Centre Street.	42.309367	-71.122186	Tara	Rousseau	02130
7/7/2020 0:47	Make a Comment	Free parking along this route increases the danger to cyclists and takes up space that can be shared with all road users. Residents have driveways. No need to freely give away real estate on the street that does not serve the whole community.	42.309415	-71.12119	Tara	Rousseau	02130
7/7/2020 0:48	Ideas and Suggestions	A timed cross walk here, allowing for cyclists to use to travel safety through the circle. And a raised cross walk.	42.308336	-71.122428	Tara	Rousseau	02130
7/7/2020 0:50	Ideas and Suggestions	A timed cross walk here, allowing for cyclists to use to travel safety through the circle. And a raised cross walk.	42.309379	-71.121981	Tara	Rousseau	02130
7/7/2020 0:52	Make a Comment	Because cars speed into and through the rotary, merging requires real focus for the driver. When responsible drivers do stop for peds here (and at the other rotary), they often risk getting rear ended and/or having cars accelerate around them. A raised crosswalk all along the rotaries would force all cars to slow down and allow cars and peds and bikes to navigate this area more safely.	42.309368	-71.121916	Joe	Golding	02130
7/7/2020 0:57	Ideas and Suggestions	This crossing could use A LOT better lighting for pedestrians to be seen. Cars are careening through here at speeds that make it nearly impossible to stop, but not seeing people certainly adds to the danger. Alert drivers that they may need to stop on their way out of the circle. If raised crosswalks are problematic for plowing, let's do a tollgate instead.	42.309518	-71.121512	Tara	Rousseau	02130
7/7/2020 0:58	Ideas and Suggestions	This crossing could use A LOT better lighting for pedestrians to be seen. Cars are careening through here at speeds that make it nearly impossible to stop, but not seeing people certainly adds to the danger. Alert drivers that they may need to stop on their way out of the circle. If raised crosswalks are problematic for plowing, let's do a tollgate instead.	42.30869	-71.121303	Tara	Rousseau	02130
7/7/2020 10:53	Make a Comment	Closing Parkman Drive would encourage peds and bikes	42.313778	-71.122321	No First Name Given	No Last Name Given	02130

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7/7/2020 11:00	Ideas and Suggestions	Use middle 4 lanes for only bikes and pedestrians. Outside lanes are sufficient for cars to get into the community. However, they need to have reduced speeds by implementing traffic calming strategies. Taking the focus away from the cars will encourage biking.	42.310607	-71.122221	No First Name Given	No Last Name Given	02130
7/7/2020 11:05	Ideas and Suggestions	Pedestrian bridge connecting Kelly circle open space to pond. Provide access to this lovely open space!	42.313764	-71.121295	No First Name Given	No Last Name Given	02130
7/7/2020 11:11	Something I Like	Great crosswalk!	42.313711	-71.11976	No First Name Given	No Last Name Given	02130
7/7/2020 11:13	Ideas and Suggestions	Need crosswalk	42.309012	-71.120636	No First Name Given	No Last Name Given	02130
7/7/2020 11:21	Ideas and Suggestions	Eliminate these two lanes because these drivers barrel into the circle when they should be stopping for pedestrians and yielding to traffic in the circle.	42.309453	-71.121905	No First Name Given	No Last Name Given	02130
7/7/2020 11:22	Ideas and Suggestions	Raised crosswalk here to slow traffic and allow pedestrians to cross safely and make cars yield to traffic on the rotary	42.309393	-71.122083	No First Name Given	No Last Name Given	02130
7/7/2020 11:59	Ideas and Suggestions	consider signage to separate traffic heading toward Murray Circle into those that planning to turn right onto Centre St (into the outside 2 lanes) and all others planning to turn left onto Centre at Murray Circle and those that will continue straight on the Arborway	42.312309	-71.122661	Loie	Hayes	02120
7/7/2020 12:38	Make a Comment	consider making the North Arborway one way, one lane for vehicle traffic and use the other lane for parking for visitors and a protected bike lane.	42.308738	-71.120169	Loie	Hayes	02120
7/8/2020 0:22	Make a Comment	Close Parkman. That ends the free for all on the rotary and protects pedestrian here. Plant more trees and make it an extension of the pond.	42.313763	-71.122168	No First Name Given	No Last Name Given	02131
7/8/2020 5:52	Make a Comment	I have no idea how a bike would get here safely from Centre St (Ros/W. Rox) to continue to JP. Need protected bike lanes throughout. It is "Bicycle Route 1" but not in any way bike-friendly or signed as such. I just biked to Cape Cod mostly along Bike Route 1, but it would be lovely to have signage here about that -- "120 miles to Provincetown" etc.	42.308834	-71.121213	Cora	Roelofs	02119

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
7/8/2020 5:53	Ideas and Suggestions	Repurpose the carriageways into biking and pedestrian pathways. There is no need for 4 lanes of traffic on these, particularly when they get reduced to two lanes of traffic on either side of this segment. We need a seamless, green, walkable and bikable connection between the Arboretum and Jamaica Pond. I occasionally take my kids to the Arboretum in my bike trailer, from Dorchester. There's currently just no way to safely get from the Arboretum to the Pond without taking unnecessary risks.	42.310051	-71.122004	Andrew	Haile	02124
7/8/2020 6:01	Existing Safety Issues	Bike Lane disappears here (and in several other places along this corridor). Let's have one continual bi-directional bike path along this corridor, this includes right of way, and dedicated traffic signaling. There is more than enough roadway and space to work with.	42.313804	-71.121938	Alex	Auriema	02130
7/8/2020 6:03	Existing Safety Issues	The Bike Path suddenly ends here, dumping cyclists on the narrow sidewalk or into the busy unmarked street! This same problem reoccurs in several other dangerous intersections along this corridor.	42.313868	-71.12187	Alex	Auriema	02130
7/8/2020 6:07	Ideas and Suggestions	Let's put these carriage roads to better use as a protected bi directional bike and pedestrian path with more green space! There is no need for an 8 lane highway in the middle of a historic park!	42.310914	-71.122614	Alex	Auriema	02130
7/8/2020 6:17	Existing Safety Issues	This intersection is unbelievably dangerous for pedestrians coming from centre st. or the pond, attempting to access the arboretum. In particular the cars speeding through the rotary coming from Centre St. and continuing onto the Arborway towards Forrest Hills (neglecting to stop at speeds upwards of 40 mph). It is shameful that in order to access one of the nicest parks in Boston by foot or bicycle one must risk their life crossing 8 lanes of motor traffic!	42.308887	-71.120875	Rebecca	Chapman	02130
7/8/2020 6:27	Ideas and Suggestions	Traffic calming for this stretch is sorely needed. Esp. with the influx of people flocking to the Arboretum, both pedestrian and car traffic are at risk from cars speeding. A bike lane that connects to the area closest to forest hills (that ends at the park entrance) should be implemented as a safe, direct alternative to South/Centre St.	42.306243	-71.119531	Christopher	McIntosh	02130

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7/8/2020 6:32	Existing Safety Issues	Adding one more comment to strengthen the impact of the horrendously unsafe ped crossings around this circle. Traffic lights, at least! I don't have a problem with rotaries but lights are needed if pedestrians are expected to cross.	42.308747	-71.121269	Christopher	McIntosh	02130
7/8/2020 7:06	Make a Comment	I think these two roads (this one and the one on the other side corresponding) should be turned into low-speed roads where the only traffic is to access these houses. this could be accomplished by doing speed-reducing traffic calming measures like zig-zags, speed bumps, and going down to just one travel lane. the rest would be added green space or a nice pedestrian area / bike path.	42.309762	-71.121572	No First Name Given	No Last Name Given	02131
7/8/2020 7:42	Existing Safety Issues	The bike path around the pond just ends, leaving a super dangerous route to the arboretum, forest hills, or west rox. We need a separated bike lane that is continuous	42.313782	-71.121033	Emilia	Deimezis	02130
7/8/2020 9:24	Ideas and Suggestions	This circle should have painted, clearly marked lanes, starting 50-100 feet before entering the circle, and all the way around. The exit onto Centre street can be clearly marked, Bike paths can be painted bright green. The outer lanes can be "exit only" so people do not continue around the rotary in the outside lane.	42.308843	-71.122072	Colin	No Last Name Given	02130
7/8/2020 9:35	Existing Safety Issues	The sidewalk has been broken and crumbling for well over a decade at the bare minimum, and most of the cross walks with bumpy surfaces have been torn assunder. There is no safe place for people with mobility issue, childrens carriages, or evn simply jogging without the risk of breaking an ankle or getting a wheel stuck in the deteriorated. cement almost, sidewalks. Especially in front of the Library. Sure great to have those tennis courts next to heavy traffic though am i right.	42.30904	-71.120252	Aidan	Fensterman	02131
7/8/2020 10:24	Make a Comment	I ride through this area regularly with a 10 and 6 year old. This intersection is one of the worst in the area, there is never an opportunity for foot traffic to cross and cars are coming at you from every direction. The no right on red helps me and my children know that someone isn't going to be looking in the other direction trying to right on red and then hit us while looking the other way. If anything we should be looking at ways to slow down cars more in this area.	42.31283	-71.123261	Brian	Beggs	02445

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7/8/2020 10:26	Make a Comment	<p>A 2 way cycling track on the west side roadway would be critical for getting from the pond to the arboretum. I regularly make this cycle with a 10 and 6 year old and in order to be safe we forced to the sidewalk to crowd space with people who are walking and dogs.</p> <p>I live around the corner and there are too many lanes here. The middle of this road should remain a road and the the 2 roads on either side can be reclaimed for green space.</p>	42.311478	-71.122315	Brian	Beggs	02445
7/8/2020 11:34	Something I Like	Cars are usually travelling way too fast to make this anything but a dangerous spot.	42.313899	-71.121325	No First Name Given	No Last Name Given	02130
7/8/2020 11:46	Existing Safety Issues	Bicyclists should be able to get around/thru this rotary without taking their lives in their hands. I am a very experienced cyclist and I know that I'm testing fate every time I take my legitimate space in the roadway.	42.309151	-71.122102	No First Name Given	No Last Name Given	02130
7/8/2020 11:49	Existing Safety Issues	Making this exit from coming around the rotary is dangerous by car and super dangerous by bicycle. Cars travelling way too fast, not good road markings, nothing to force folks to slow down. (I've been guilty of it myself in a car just trying to keep up and safe from those around me.)	42.308924	-71.121151	No First Name Given	No Last Name Given	02130
7/8/2020 11:51	Existing Safety Issues	Dangerous for cars and super dangerous for bikes taking this exit from the rotary. Everyone is going too fast (I've done that too) just to stay safe with those around. No guiding road lines, nothing to force slowing --	42.308903	-71.12119	No First Name Given	No Last Name Given	02130
7/8/2020 11:55	Existing Safety Issues	Very dangerous biking and for folks getting in and out of cars here because of cars speeding along this narrow stretch leading to the main entrance of the Arboretum. It would be good to make this a single car lane, or have some other way to force cars to slow here.	42.308702	-71.121041	No First Name Given	No Last Name Given	02130

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7/8/2020 14:02	Make a Comment	<p>This is the only safe way to cross from cycling near the pond to the Arboretum with children. Frequently cars will not stop at this light and while safer than trying to cross at the cross walk at the rotary it can still be dangerous.</p> <p>It would be helpful if the light here could be turned in to an actual stop light instead of the blinking yellow with a red. Also having the change delay when a pedestrian pushes the button shortened would go a long way to making this more pedestrian friendly.</p>	42.308321	-71.122617	Brian	Beggs	02445
7/8/2020 14:04	Existing Safety Issues	<p>I was hit in this circle on a bicycle in 2009. Cops didn't even bother to come and take a police report and the lady who hit me made fun of me.</p> <p>I could have lost my life that day. Please help make this area safe for our cyclists and children.</p>	42.309675	-71.122849	Brian	Beggs	02445
7/8/2020 14:07	Ideas and Suggestions	The bike connection to the Arborway must begin here. The new lane markings were a good start but a higher raised barrier is needed here to slow traffic coming on to Francis Parkman.	42.313747	-71.122021	Brian	Beggs	02445
7/8/2020 14:43	Make a Comment	I cannot cycle safely on this stretch. I avoid it entirely by cutting over on Dunster for my northbound bike commute. This section needs a dedicated protected bike lane that connects smoothly and safely to the lower Arborway, Centre St and JP Pond bike paths/lanes without requiring the cyclist to ride on pedestrian sidewalks or stranding them on the far side of Murray Circle. Biking alongside cars is life-threatening in the current configuration.	42.310631	-71.122098	Michelle	Morreale-Karl	02130
7/8/2020 21:08	Existing Safety Issues	Vehicles come flying around the rotary at high speed and don't slow down at this crosswalk. It's scary to try to cross.	42.308742	-71.121206	No First Name Given	No Last Name Given	02130

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7/8/2020 23:40	Something I Like	you've not shown us a plan! but in general, the recently marked circle at the pond, with the additional traffic lights on the Brookline side works! It would be a sin to reconfigure the Arborway and its carriageway, destroying so many trees - how about reducing the carriageway to one lane for cars and one for bicycles? And please do not open May Street at other end - the police greatly supported its closure 20+ years ago because of the overall reduction in accidents.	42.30889	-71.122215	Moses	Strassfeld	02130
7/9/2020 1:13	Make a Comment	Increasing protected bike lanes on this road that we all know drivers love to take fast is essential to connecting the neighborhoods of our city in some of the greenest parts of it as well. The focus should be on safe active transit not on a fun curvy ride for cars.	42.307381	-71.119428	Joel	P	02131
7/9/2020 1:17	Existing Safety Issues	Hard to see under the trees in this photo, but bike lane disappears somewhere around here. Why end the bike lane at an intersection with high conflict between cars, pedestrians, and cyclists? It just adds to everyone's confusion.	42.309406	-71.122158	Peter	Recore	02131
7/9/2020 1:20	Make a Comment	I live in Dorchester and work in Fenway. I ride my bike most of the time, and it's a wonderful ride except for the Arborway. It's extremely dangerous and stressful to ride through here, and the bike lanes that exist aren't very helpful. They start and stop randomly. There needs be a safe, easy way to get from Forest Hills and Franklin Park over to Jamaica Pond. That means protected or fully separated bike lines that actually connect together through this area. Thank you.	42.309308	-71.121147	Ryan	Roche	02124
7/9/2020 1:29	Existing Safety Issues	Dangerous and poor signage. Drivers never check Hillcroft before zooming into the traffic. The stop sign is set way back and useless.	42.308493	-71.122628	No First Name Given	No Last Name Given	02130
7/9/2020 1:32	Ideas and Suggestions	Protected bike lanes and/or a mixed-use off road community path are needed throughout the scope of this project to increase safety and critical access to this corridor by non-motorists.	42.308262	-71.120051	No First Name Given	No Last Name Given	02145

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7/9/2020 1:32	Existing Safety Issues	Walking my bike across this crosswalk at night (because there are no bike facilities) vehicles passed on both sides of me while I was in the center of the crosswalk at high speeds and it was one of the most terrifying moments of my life. I wouldn't be in that position if there were appropriate physically separated bike facilities. In addition there is no safe way to cross pedestrians across two uncontrolled lanes in the same direction. This needs to be addressed to be safe.	42.308734	-71.121241	Dan	Morrow	02130
7/9/2020 1:34	Existing Safety Issues	Americans do not know how to safely use a rotary without much more existing signage and striping.	42.30887	-71.121706	Dan	Morrow	02130
7/9/2020 1:35	Existing Safety Issues	DRIVERS NEVER YIELD. THEY BARREL INTO ONCOMING TRAFFIC AND CUT ACROSS ALL LANES TO GO LEFT. THIS ROAD NEEDS TO BE CLOSED TO CARS.	42.312221	-71.122259	No First Name Given	No Last Name Given	02130
7/9/2020 1:35	Existing Safety Issues	Cyclists will never be safe without a fully separated bike lane from vehicles traveling at speeds greater than 15 mph	42.310325	-71.121849	Dan	Morrow	02130
7/9/2020 1:37	Existing Safety Issues	This is a high pedestrian crossing area and there is no safe way to do it currently	42.308966	-71.120139	Dan	Morrow	02130
7/9/2020 1:39	Make a Comment	I strongly support a protected bike lane along all of the arborway but especially here where the sidewalk is not in good cycling condition and is often full of pedestrians. As both a driver and a cyclist and user of public transit, it's time DCR started balancing these needs better and improving cycling access.	42.305419	-71.120092	Jeff	Gang	02145
7/9/2020 1:41	Existing Safety Issues	As a bicyclist I'm forced to choose between a road with cars going quite fast, or a road with cars going VERY fast. The shoulder as a painted bike lane doesn't cut it.	42.31219	-71.122351	Adlai	Gordon	02134
7/9/2020 1:41	Something I Like	This raised crossing is the only nice part of this whole area.	42.307345	-71.119297	Dan	Morrow	02130
7/9/2020 1:41	Existing Safety Issues	Biking through this rotary is dangerous, represents a gap in a safe bike path for bike commuters. I avoid this road daily, adding 5-10 minutes to my commute.	42.309165	-71.121202	Jessica	Brown	02130
7/9/2020 1:42	Ideas and Suggestions	Close this street to non residents and add a bike way and more green space. Push all traffic through the center lanes and ADD SPEED BUMPS. This is a PARK	42.309132	-71.120934	No First Name Given	No Last Name Given	02130

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7/9/2020 1:43	Existing Safety Issues	A bicyclist on the smaller road gets unceremoniously DUMPED into the big road where cars are going very fast. You are forced to either keep up with traffic, or onto the sidewalk where you are suddenly in the space that should belong to pedestrians. You now have to slowly bike on the sidewalk and cross two pedestrian crosswalks to get to the bike path along the river.	42.312714	-71.122066	Adlai	Gordon	02134
7/9/2020 1:44	Make a Comment	The fact that there there is EIGHT car lanes with zero protected bike path along this section is absolutely ridiculous.	42.311032	-71.122527	Adlai	Gordon	02134
7/9/2020 1:53	Existing Safety Issues	We have got to slow the cars down here. It's so difficult to cross here as a pedestrian. Some of the roads are 8 lanes wide! The 'carriageway' doesn't operate as a slow access road for residents the way it should. Instead it is two extra lanes for people who want to speed. This is a gigantic amount of space that could be used as a safe way to get from the Arboretum to the Pond. Instead it is an obstacle.	42.309117	-71.12183	Courtney	Childress	02131
7/9/2020 2:01	Ideas and Suggestions	As someone who does not own a car and relies on walking, transit, and biking it seems especially overbuilt to have both a local road and essentially a highway next to each other adjacent to a park. If I were a driver seeing the parallel road would reinforce to me the idea that this road was built for speed. In line with street models I have seen in the Netherlands, I would think a thinner 2 lane road with less parking and a separated bike lane would open up a neighborhood of Boston.	42.30675	-71.119378	Adam	Bindas	02116
7/9/2020 2:13	Ideas and Suggestions	It would be great to have secure bike racks near the Forest Hills Cemetery entrance since they are no longer allowing bikes inside.	42.298246	-71.107262	Robin	Weatherill	02130
7/9/2020 2:16	Existing Safety Issues	The Arborway needs to be redesigned to improve both bicycle and pedestrian safety. The outdated traffic circles, which are even dangerous to drive through, need to be rebuilt as smaller traffic roundabouts (as have been designed), with protected bike and pedestrian paths incorporated. That there are now up to eight lanes of car traffic along this "broken link" of the Emerald necklace is rather ridiculous--and unsafe as they encourage speeding just before the eight lanes meet the Murray Circle	42.308594	-71.122068	Patrick	Barron	02130

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7/9/2020 2:21	Make a Comment	It took over 6 six years of commenting and complaining by members of the public for this crossing to finally be improved (raised crossing with temporary signs in roadway and re-aligned fence)...it's better, but it shouldn't have taken so much time to make this crossing safer. Can't imagine how long it will take to address the myriad other safety issues along the Arborway-- maybe decades, centuries?	42.307347	-71.119287	Patrick	Barron	02130
7/9/2020 2:32	Existing Safety Issues	I never both using this cross walk and go a little bit further southwest up centre street to use the one with a light. As many have mentioned, these pedestrian crosswalks are incredibly dangerous.	42.308606	-71.122106	Kellyn	Shoecraft	02131
7/9/2020 2:35	Ideas and Suggestions	At the very least there needs to be a sign here that says yield to pedestrians. Cars turning right onto South Street northbound come into the turn at high speeds, not knowing that pedestrians will have a walk signal to cross South St. Maybe that could be coupled with a blinking yellow right turn sign.	42.301849	-71.114202	Kellyn	Shoecraft	02131
7/9/2020 2:35	Existing Safety Issues	Protected bike lanes are a non negotiable requirement for me. There is plenty of room to do this and safety should be a primary priority for DCR.	42.312941	-71.121207	Louise	Johnson	02130
7/9/2020 2:39	Existing Safety Issues	Sidewalk here between Arboretum main entrance and the lighted crosswalk on Centre street is in poor shape.	42.308555	-71.120717	Kellyn	Shoecraft	02131
7/9/2020 2:40	Existing Safety Issues	This is a disaster during the morning commute when cars from the rightmost lane try to get over to the left as quickly as possible. Creates a huge mess.	42.312303	-71.122272	Kellyn	Shoecraft	02131
7/9/2020 3:29	Ideas and Suggestions	You have so much road width here, how have you NOT ALREADY given cyclists a safe route??	42.310251	-71.121971	No First Name Given	No Last Name Given	02130
7/9/2020 3:30	Existing Safety Issues	No car has ever followed the posted speed limit here and you know it	42.303422	-71.119093	No First Name Given	No Last Name Given	02130
7/9/2020 3:32	Make a Comment	Stripe lanes in Murray Circle, have fewer lanes, and make this exit to 203 less like a highway off-ramp and more like a tighter turn. A model for this is the right turn from Kelley Circle to Parkman Drive. Instead of slowing here to exit, traffic speeds up making it the most hazardous crossing in the Arborway. (And that's saying a lot!)	42.308709	-71.121293	Celeste	Walker	02130

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7/9/2020 3:34	Something I Like	Keep the circle and narrow the numbers of lanes.	42.308899	-71.121747	Celeste	Walker	02130
7/9/2020 3:47	Make a Comment	Speeding on the rotary and the Arborway needs to stop. Please add traffic calming measures. We need protected bike lanes as well and more pedestrian crossings. Thanks.	42.30707	-71.119394	No First Name Given	No Last Name Given	02111
7/9/2020 4:00	Existing Safety Issues	I cross here frequently with my kids, both walking and on bicycles. It is beyond dangerous. A RAISED cross-walk, with accessible ramps, would be ideal to safely cross while also not impeding traffic flow. Also walkers/bikers coming from JP to the Manning Elementary school use this route, or at least would use it far more (taking traffic off the road) if it were safer.	42.309426	-71.121905	No First Name Given	No Last Name Given	02130
7/9/2020 4:01	Ideas and Suggestions	Make a protected right-hand lane for cars entering the circle that want to turn right.	42.309276	-71.122162	No First Name Given	No Last Name Given	02130
7/9/2020 4:05	Existing Safety Issues	Cars leaving the side-street neighborhood here lack a traffic light to indicate if it is safe to go or not (whereas oncoming traffic theoretically stops. This non-traditional intersection is extremely dangerous; add a traffic light so incoming cars will know when it is safe to go instead of craning necks to see the other direction's light.	42.308404	-71.122697	No First Name Given	No Last Name Given	02130
7/9/2020 4:07	Ideas and Suggestions	Add lane markings along with signage to indicate which lane you should be in to go in the various directions. (like the rotary going towards Hammon Pond / Hammond Pond parkway.	42.308678	-71.121954	No First Name Given	No Last Name Given	02130
7/9/2020 4:08	Existing Safety Issues	Eliminate cars parking immediately at the exit of the rotary - the number of times I have exited the rotary only to find a car parking or with doors opening/people getting out just around the corner, so scary.	42.30869	-71.12115	No First Name Given	No Last Name Given	02130
7/9/2020 4:11	Existing Safety Issues	Cars entering the circle at this location frequently do not yield, acting as if they have a protect right turn.	42.309116	-71.121079	No First Name Given	No Last Name Given	02130
7/9/2020 4:13	Something I Like	This used to successfully allow a right turn on red onto Pond St. - there's no reason it can't come back. Otherwise traffic idles here and contributes to the back up.	42.312715	-71.122689	No First Name Given	No Last Name Given	02130

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7/9/2020 4:14	Existing Safety Issues	Often, cars in the right lane try to go straight, speeding past cars in the other lanes when the light turns. Make right turn allowed and protect the lane to prevent this from happening.	42.312626	-71.122706	No First Name Given	No Last Name Given	02130
7/9/2020 4:17	Make a Comment	It should be possible to safely bike from Franklin Park and nearby areas into the city. A big reason why that is not true today is the poor bike accommodations in the area of this project. Please provide safe off-road or protected bike lanes.	42.302706	-71.117077	Glen	Parker	02446
7/9/2020 4:32	Existing Safety Issues	Pedestrian crosswalk has no curb cuts. Cars approach at dangerously high speeds with poor visibility (due to the high speed and car-optimized curves in the roads). There should be curb cuts so that the walkway is accessible for those with limited mobility and for bicycles. Cars should be required to stop or yield before entering the circle, or speed bumps / raised crosswalks should be put in place to reduce speeds at pedestrian intersections.	42.309471	-71.121858	Suzanne	Becker	02130
7/9/2020 4:34	Ideas and Suggestions	Separated, protected bike infrastructure is needed to make this whole route safe for people traveling by bicycle. Raised crosswalks and better pedestrian protections are needed for all intersections in this circle.	42.30893	-71.121426	Suzanne	Becker	02130
7/9/2020 4:35	Existing Safety Issues	Even though the two entering lanes are supposed to become one, the road is wide enough that this rarely happens during the morning commute, leading to two lanes of traffic trying to merge in - the right hand lane often stays right and occupies that lane whereas the illegally-created left lane tries to take the right of way. Make the merge happen earlier by narrowing the road, if this traffic pattern is to be kept. Better yet, make this entire road a nice wide bike lane.	42.31223	-71.122236	No First Name Given	No Last Name Given	02130
7/9/2020 4:36	Existing Safety Issues	To slow down to enter Prince Street here risks being rear ended, as it is not obvious to other drivers that a turn might be possible.	42.312842	-71.12184	No First Name Given	No Last Name Given	02130
7/9/2020 4:37	Existing Safety Issues	There is no space for people on bicycles to safely travel from the Pond to Forest Hills. The beautiful and heavily used network of paths in the Emerald Necklace needs to be extended through the Arborway in the form of separated, protected bike lanes that do not share any space with cars. The Forest Hills separated bike path is a great example of this.	42.312446	-71.122221	Suzanne	Becker	02130

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7/9/2020 4:39	Existing Safety Issues	Better road marking is needed. It is unclear where the two incoming merging lanes of traffic are supposed to go (given that the right lane quickly becomes a right-turn only, The incoming left lane should be directed all the way left whereas the right lane should have markings to choose either the middle or the right lane.	42.313723	-71.121051	No First Name Given	No Last Name Given	02130
7/9/2020 4:39	Existing Safety Issues	There is no good way for a cyclist traveling north to get from the road onto the paths around the pond. They have to pull over and use the pedestrian crosswalk as attempting a left turn is impossible. This transition should be considered when implementing the protected separated bike paths along the Arborway.	42.313769	-71.120067	Suzanne	Becker	02130
7/9/2020 4:43	Something I Like	Make both outer sets of roads bike/walk lanes, keep the cars on the inside (or vice versa).	42.311186	-71.122173	No First Name Given	No Last Name Given	02130
7/9/2020 4:57	Existing Safety Issues	Speeds here are way too high. Need to reduce lanes and add traffic calming. It's basically a mini highway	42.303781	-71.119558	A	Hamel	02129
7/9/2020 5:19	Ideas and Suggestions	Some areas of the Arborway are really 7 lanes wide with a lane devoted to parking. I'd bike this route if it were safe, but it's not. Reduce the lanes by 1 on each side (2 total), replace with plants and make the bike lane completely separated by curbs with plants in the middle. Almost no thought was given when "planning" the proliferation of the paved environment between the 50s and 80s. Time to take some of it back and give it to people... you'll be surprised at how many people will use it.	42.30612	-71.119439	No First Name Given	No Last Name Given	02122
7/9/2020 5:24	Make a Comment	There's no good way to get from Jamaica Pond to the Arboretum by bike. Please include a bike path, a shared use path, and/or protected bike lanes and include other safety measures to ensure that cyclists and pedestrians can safely navigate the circles! Please connect them to Forrest Hills and the SW Corridor Park as well to improve broader biking infrastructure in the area. Thanks!	42.311781	-71.12154	Emily	Bloomenthal	02130
7/9/2020 5:29	Make a Comment	I typically bike down Dunster to get to the pond, but then I have to go on the sidewalk here in order to be able to get to the crosswalk at the corner of Elliot to cross over to the pond, but the sidewalk isn't really wide enough here for that.	42.313487	-71.120051	Emily	Bloomenthal	02130

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
7/9/2020 5:32	Ideas and Suggestions	Please consider moving the crosswalk away from the circle. This would make people trying to cross more visible to cars. Also, the cars would not be distracted by the other vehicles changing lanes as they drive through Kelley Circle. The problem with closing Francis Parkman to traffic is that it would force even more traffic onto the residential Pond St	42.313834	-71.122215	Charles	Brown	02130
7/9/2020 5:34	Existing Safety Issues	This road encourages speeding by design. It's terrifying and unjustifiable. Please prioritize safety for cyclists and pedestrians and PLEASE calm the traffic through the design. Need a protected cycle connection from forest Hills/arboretum all the way to the pond. It has to be clearly marked and physically separated/ protected.	42.310978	-71.122314	Jana	Pickard-Richardson	02130
7/9/2020 5:36	Make a Comment	It's important for safety that protected bike lanes be provided on the arbor way. When I commutes through here, it sometimes felt like was playing a very risky game, when I was just trying to get to work it bout a car. Thank you.	42.306626	-71.119738	Kate	Nyhan	02446
7/9/2020 5:41	Make a Comment	The timing of the lights here make it impossible for pedestrians and bikes to cross from the NW side of the intersection to the SW side w/in one cycle of the light - first cars making left turns from South St. onto the Arborway have the light, and then once pedestrians are able to cross the main part of the Arborway, cars that are on the Arborway traveling east get the light to be able to make a right turn onto S. St. and pedestrians have to wait on the median (most just cross w/out the light)	42.301611	-71.114593	Emily	Bloomenthal	02130
7/9/2020 5:49	Ideas and Suggestions	Could the south end of Kelley Circle be set up with a set of stop lights that would control both north and southbound traffic to allow cars coming from Pond St to head north without having to fight the cuisinart that is the south end of Kelley Circle? This could be incorporated by moving the crosswalk control on the north bound side a bit further south	42.312272	-71.122463	Charles	Brown	02130

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
7/9/2020 5:57	Ideas and Suggestions	<p>Please consider reconfiguring the 2 + 2 north bound lanes to encourage:</p> <ol style="list-style-type: none"> 1. the outer roadways for abutters and bicycle use. 2. northbound traffic to select the lanes to be used to continue north or wrap around to Francis Parkman or Pond St ahead of entering the circle. <p>Considering the amount of available median space, this should be able to be configured without too much of a problem.</p>	42.311967	-71.122365	Charles	Brown	02130
7/9/2020 6:11	Ideas and Suggestions	<p>The Arborway is one of the most dangerous roads in all of Boston it also Arborway cleaves neighborhoods in half and is dangerous and impossible to cross or be used by bicycles. We need:</p> <ul style="list-style-type: none"> - Traffic calming to reduce vehicle speeds - Separated bike lanes, or an off-road, shared-use path, to complete the gap in the bike network - PED routes on both sides of the parkway - Increased green space and trees throughout <p>The Arborway was never meant to be a highway. Let's rebuild it for all.</p>	42.308927	-71.121594	Peter	Gray	02119
7/9/2020 6:15	Ideas and Suggestions	Please connect bikes - bike path from arboretum to Jamaica pond. Or make the carriage road slower for bikes and walkers only	42.308104	-71.120277	Brodie	Henry	02132
7/9/2020 6:36	Ideas and Suggestions	Please make sure this project includes everyone in terms of accessibility and protects drivers and bikers by having protected bike lanes. I like this platform to engage with the community, but there needs to be even more outreach	42.31355	-71.120591	Maryclare	Flores	02130
7/9/2020 7:15	Ideas and Suggestions	There really should be a dedicated bike lane through the rotary when you're coming south on the arborway to Centre St. Look at Horace James Circle in Brookline to copy what they do there.	42.309226	-71.122105	Joshua	Terry	02134

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7/9/2020 7:21	Ideas and Suggestions	<p>I'm not sure if the answer is to remove the parking along or slim this stretch down to a single lane with parking + a bike lane. But there needs to be a bike lane or something for this road before the arboretum.</p> <p>This stretch of road is always dangerous between people trying to open their doors into traffic, cyclists having to dodge doors, and there being no bike lane for cyclists in 40+ mph traffic.</p>	42.3087	-71.121104	Joshua	Terry	02134
7/9/2020 8:10	Ideas and Suggestions	The pedestrian refuge is more of a bottle neck for cyclists and pedestrians pushing baby carriages. Especially at peak hours. Can this be widened similar to the Arborway job done around Forest Hills? I understand that most people don't follow the ped lanes, but better than running into a cyclist not paying attention.	42.307312	-71.119518	Chris	Dzidek	02130
7/9/2020 8:19	Ideas and Suggestions	<p>Assuming these inner most South bound lanes aren't needed vehicle capacity capacity, remove them and extend green space. The 4 south bound lanes compete to enter Murray Circle even on the best of days.</p> <p>Or find way to separate them in the Circle with pavement markings or a raised divider.</p>	42.309743	-71.121926	Chris	Dzidek	02130
7/9/2020 8:57	Make a Comment	<p>Well, I think the City NEEDS to make sure that the Forest Hills allows bikes to drive through the cemetery again!!</p> <p>Cars are allowed but bikes not??</p> <p>It will connect all of the Woodbourne and Mattapan area with the newly build bike paths on Arborway rather than biking on some of the most dangerous streets in Boston (Walk Hill and especially Hyde Park Ave.!!</p>	42.298961	-71.106091	Alexander	Klosterkemper	02130
7/9/2020 11:19	Existing Safety Issues	People speed down this residential area at dangerous frequency. It need signage	42.312644	-71.122813	No First Name Given	No Last Name Given	02130

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7/9/2020 11:28	Ideas and Suggestions	Reappropriate to bike and pedestrian lane and local traffic lane- and expand green space if possible. Also add speed bumps to prevent cut throughs	42.309152	-71.120886	No First Name Given	No Last Name Given	02130
7/9/2020 11:30	Existing Safety Issues	Add speed bumps. People speed though this side street which has lots of small children.	42.309142	-71.122532	No First Name Given	No Last Name Given	02130
7/9/2020 11:35	Something I Like	The green space is a,aging let's preserve it. This park was designed by a master. They treat Central Park so much better than we treat the emerald necklace.	42.31006	-71.121883	No First Name Given	No Last Name Given	02130
7/9/2020 11:36	Make a Comment	I frequently bike through this as part of a commuting path connecting the SW corridor and the emerald necklace path to the long wood medical area. This is the most dangerous section (from this circle until I hit the pond) that I have to bike. A protected bike lane would open this up to far more commuters and be far safer. Also, people regularly speed by ten or twenty over the limit here which is terrifying. Only place I routinely feel unsafe in Boston.	42.308702	-71.121773	Adam	Rodman	02119
7/9/2020 11:40	Existing Safety Issues	Slow down all this traffic and provide proper parking for park visitors- and signage. And enforce that signage. Also multiple pedestrian cross ways and speed bumps. Stop the damn speeding madness.	42.308564	-71.120237	No First Name Given	No Last Name Given	02130
7/9/2020 11:43	Existing Safety Issues	People routinely run this light.	42.308286	-71.122589	No First Name Given	No Last Name Given	02130
7/9/2020 11:45	Existing Safety Issues	Add dead end sign. People routinely speed up this street looking for a cut around and there are so many small children on the street it's so dangerous!	42.308449	-71.12271	No First Name Given	No Last Name Given	02130
7/9/2020 13:56	Existing Safety Issues	The two pedestrian lights for the combined crossings should should be synchronized. As-is, I have seen many people almost hit, thinking that the green pedestrian light for the first shorter crossing means that you can cross the rest of the street to Forest Hills Station, but NO, you must stop in the middle on the small island and wait. I always have to remind my kids when they bike here--quite a stress.	42.301622	-71.114684	Patrick	Barron	02130

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7/9/2020 13:59	Ideas and Suggestions	Why not have some sort of traffic calming device before and after this curve, around which cars often heedlessly accelerate, just before they have to suddenly slow down or stop--and routinely crash into the fence or trees along the eastern side of the road (or worse, into other cars, as has happened with terrible results in the past).	42.304948	-71.119866	Patrick	Barron	02130
7/9/2020 14:25	Existing Safety Issues	8 lanes to cars here is an overkill, that only promotes dangerous speeding. If not now, at a time where urban mobility needs to be entirely reconsidered, when else is this going to be addressed? Help citizens be good citizens, give space back to pedestrians and cyclists. There's no lack of room here to allow for the Emerald Necklace to be truly connected to the Arboretum.	42.309719	-71.121802	No First Name Given	No Last Name Given	02130
7/9/2020 14:31	Ideas and Suggestions	This is a beautiful stretch of trees to walk underneath, leading to the Arboretum entrance around the corner. The sidewalk however is not maintained and is neglected due to the overwhelming vehicular traffic from the rotary.	42.308494	-71.121696	No First Name Given	No Last Name Given	02130
7/9/2020 22:00	Existing Safety Issues	The entire length of the Arborway must include protected bike lanes in the redesign. I recently rode from Fenway to Franklin Park and was astonished to find myself on unprotected lanes for a portion of the trip. This is incredibly dangerous.	42.310085	-71.12213	No First Name Given	No Last Name Given	02118
7/9/2020 23:04	Existing Safety Issues	When I drive here, I'm always scared I'm going to get into a crash. Please change the design to slow drivers, which would help make this a less scary and dangerous location. Also, separated, protected, continuous bikeways are needed.	42.313716	-71.121011	Erica	Mattison	02130
7/9/2020 23:18	Existing Safety Issues	The Arborway is an unwelcoming space for people walking and using wheelchairs due to the common speeding by motorists. It is scary and dangerous.	42.308161	-71.119713	Erica	Mattison	02130
7/9/2020 23:24	Existing Safety Issues	No crossing at Centre Street - either jaywalk or go the very long way around. Annoying and unsafe when trying to get to or from the Arboretum from the northeast.	42.309054	-71.120593	No First Name Given	No Last Name Given	02130

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7/9/2020 23:34	Existing Safety Issues	Narrow sidewalks in poor quality that lack accessible ramps hug the Arborway road, which make it challenging and dangerous for people walking and rolling to get to and from destinations like Jamaica Pond, Arboretum, and local businesses. Do a road diet and provide more protected space for people to walk and bike.	42.313966	-71.121407	Erica	Mattison	02130
7/10/2020 0:13	Ideas and Suggestions	This crosswalk is terrible as a pedestrian, it would calm traffic and be much nicer and slow down the cars if there was a way to request to stop traffic.	42.307304	-71.119519	No First Name Given	No Last Name Given	02130
7/10/2020 0:38	Make a Comment	This looks unsafe for cyclists	42.309133	-71.121385	No First Name Given	No Last Name Given	02119
7/10/2020 1:15	Make a Comment	Please include bike lanes in your re-design!	42.311858	-71.12227	Jonathan	Foster-Moore	02130
7/10/2020 1:20	Existing Safety Issues	I literally just had to throw my arm in front of two kids as we went across this crosswalk. Close lane van stopped. Far lane car could see us and was clearly slowing down. As we started across, the car behind the near lane van swerved out from behind him and accelerated through the cross walk. Had we been walking across at normal walking speed, all three of us would have been hit. We were walking very very cautiously because this happens fairly regularly. Raised beds would slow cars down.	42.309524	-71.121399	Joe	Golding	02130
7/10/2020 1:21	Existing Safety Issues	Cars are virtually always parked in the bike lane all along the arboretum, so bikes have to move into some pretty fast-moving traffic. It's very dangerous -- these bike lanes either need to be protected or (at a bare minimum) there needs to be more enforcement of keeping cars out of the bike lane.	42.307402	-71.119664	Michaela	Fendrock	02130
7/10/2020 1:24	Ideas and Suggestions	Bikers rounding Murray circle cannot get to the bike lane to go north here. Could a bike lane cut out here and cross into the outer lanes?	42.309538	-71.121617	Joe	Golding	02130
7/10/2020 2:28	Existing Safety Issues	cars frequently speed through this crosswalk and do not stop for crossing pedestrians	42.308605	-71.122089	Christopher	Child	02130
7/10/2020 2:28	Existing Safety Issues	cars frequently speed through this crosswalk and do not stop for crossing pedestrians	42.308894	-71.122294	Christopher	Child	02130
7/10/2020 2:55	Existing Safety Issues	When the light is red and when it is busy, cars will get backed up into the rotary, which creates unsafe conditions as cars fly around the circle. There should not be a light here!	42.308983	-71.120954	genevieve	day	02130

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7/10/2020 4:14	Ideas and Suggestions	It would be wonderful if we could put large street signs at each entrance. It is very difficult for people to know where each street entrance is. This rotary has about four intersections.	42.308788	-71.12138	No First Name Given	No Last Name Given	02130
7/10/2020 7:27	Existing Safety Issues	Cycling on this stretch of the traffic circle is scary. Cars come fast down the street when the light is green, and there's not currently any "good" place for a bicycle.	42.308652	-71.121703	No First Name Given	No Last Name Given	02130
7/10/2020 7:38	Ideas and Suggestions	Are two car lanes really necessary on this road? Would it be possible to have just one lane and turn some of the extra space into a two-way protected bike path?	42.31073	-71.122006	No First Name Given	No Last Name Given	02130
7/10/2020 7:41	Make a Comment	This road is not the most pleasant to bike on. It doesn't seem to be any calmer than the other road on the interior / to its left. If it needs to be this way, could a two-direction protected bike path be added to the other side road on the opposite side of the Arborway?	42.311237	-71.122664	No First Name Given	No Last Name Given	02130
7/10/2020 7:42	Make a Comment	The cycling infrastructure here works well and is much appreciated.	42.301893	-71.115331	ray	porfilio	02130
7/10/2020 7:47	Make a Comment	Cycling on the shoulder here is compromised by vehicle speed. Is there a way to redesign sidewalk, treed buffer, shoulder, and car travel lanes to provide protected cycling infrastructure and still maintain tree canopy?	42.303774	-71.119608	ray	porfilio	02130
7/10/2020 7:53	Ideas and Suggestions	Consider extending raised, widened "table top" crossing at Arborway. It would serve both for traffic calming and pedestrians/cyclists to cross.	42.307332	-71.119469	ray	porfilio	02130
7/10/2020 7:56	Make a Comment	I ride the sidewalk here to connect from the Arboretum headed north to Jamaicaway. Consider two-way cycling path like at Forest Hills end of Arboretum.	42.308123	-71.120237	ray	porfilio	02130
7/10/2020 8:02	Existing Safety Issues	Coming from Arborway heading north, I try to avoid the full rotary experience by making a left at this light and getting to the outer carriageway. That is often complicated by cars backed up at light + timing of lights as west-bound traffic looks to accelerate into the rotary.	42.309016	-71.12093	ray	porfilio	02130
7/10/2020 8:18	Existing Safety Issues	To cycle to Forest Hills from here, I "take a lane" so that I am entering rotary with cars because there is no convenient way to navigate around Murray Circle.	42.309499	-71.122074	ray	porfilio	02130
7/10/2020 13:16	Make a Comment	Please add a protected bike lane!!! Very dangerous for bicyclists. Needed for work commute. Will reduce car traffic and keep bicyclists safe.	42.306562	-71.119308	Katy	Bowman	02143

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7/11/2020 3:06	Existing Safety Issues	For the safety of pedestrians, DCR MUST add button-operated lights for the crosswalk (like those that were installed on Centre a year or so ago). Cars don't stop for pedestrians here--even when you have a baby stroller or a bike. It's NOT safe to cross at this crosswalk, but it's the only way to get to JP Centre from this part of the neighborhood. Please add those lights ASAP!	42.30869	-71.121277	Mac	Caplan	02130
7/11/2020 3:32	Existing Safety Issues	Cars go way too fast down May Street, not even looking for pedestrians and bikers. We need speed bumps and signage	42.309347	-71.122672	Derrick	Crawford	02130
7/11/2020 3:34	Existing Safety Issues	I often see cars going 60mph down this stretch, and the speed limit is 25. It really is like a racing strip. In a way it's lucky that the pedestrian crossing options are so poor because I'm sure there would have been more accidents with more pedestrians at such ridiculously high speeds. This is not a highway.	42.310641	-71.122496	Derrick	Crawford	02130
7/11/2020 3:37	Existing Safety Issues	Crossing this section is a nightmare. You have 4 separate crossings, drivers are not paying attention, you have trees on the May Street side that prevent cars from seeing you. Also cars come flying off the roundabout so fast it seems like they come out of nowhere. So even if it looks clear to cross, it may not be. Forget about it with kids, strollers, scooters, dogs, etc. Really an incredibly dangerous place for pedestrians.	42.309375	-71.121712	Derrick	Crawford	02130
7/11/2020 3:42	Make a Comment	DO NOT put a second entrance at the Murray Circle end of May Street. People drive WAY too fast coming toward Centre Street as it is, and it gets very narrow toward that end. You will have wild traffic flying down May Street in both directions, plus there isn't even room for two-way traffic at the Centre Street end. This would be incredibly short-sighted and dangerous for all the children and residents that live on May Street.	42.309104	-71.122492	Derrick	Crawford	02130
7/11/2020 5:14	Ideas and Suggestions	This intersection, the end of the Pond bikepath and the beginning of a disparate, broken and confusing bike lane/sidewalk, is where redesign needs to start. Given the density and velocity of vehicle traffic through here, a protected bike lane down the side of the Arborway is the only real solution to (1) safely separate and channel traffic and (2) improve bike throughput and use. I have been cycling in JP for 40 years and this stretch still terrifies me.	42.313653	-71.122124	Stephen	Ringlee	02130

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7/11/2020 5:18	Ideas and Suggestions	While I expect this to be outside your design scope, the underlying design of the separated roadways and side carriageways limits your flexibility to improve traffic flow and safety while making the center tree lanes useless as anything other than visual setpieces. Consider a total redesign, moving traffic lanes to a concentrated center, reducing the side lanes to residential single lane and bike/transit only, and replanting everything as appropriate.	42.312148	-71.122708	Stephen	Ringlee	50014
7/11/2020 5:21	Ideas and Suggestions	This crossing, absent a light, is extraordinarily dangerous and should be removed for the good of walkers and drivers.	42.308881	-71.122288	Stephen	Ringlee	02130
7/11/2020 5:23	Ideas and Suggestions	This crossing is, in my experience, very hazardous due to vehicle speeds and the complexity of the visual challenges for drivers entering Murray Circle. Anything to improve safety here!	42.309416	-71.121771	Stephen	Ringlee	02130
7/11/2020 5:25	Ideas and Suggestions	Is it possible to engineer speed calming prior to this rotary entrance in particular? Vehicles gain speed from the Pond rotary down the Arborway and enter Murray Circle at very high rates of speed. This is hazardous to those driving in the rotary as well as to pedestrians and cyclists.	42.309294	-71.121924	Stephen	Ringlee	02130
7/11/2020 5:27	Ideas and Suggestions	Brightly painted green cycle lanes along with better overhead lighting will improve safety for cyclists and pedestrians. Adding speed reduction devices prior to the rotary will make safe passage more likely.	42.308953	-71.122153	Stephen	Ringlee	02130
7/11/2020 5:33	Existing Safety Issues	The entire design of the carriageways is faulty, creating multiple visual confusions as drivers try to decide which lane to join, giving opportunities for long stretches of high speeds and wasting vast amounts of road real estate. Rebuilding the Arborway as a concentrated four lane center parkway with side lanes limited to residential traffic or bus/transit, and shifting the tree parkland to the more usable sides, will improve safety and make the road more appropriate for multimode travel.	42.309161	-71.12097	Stephen	Ringlee	02130

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7/11/2020 5:36	Existing Safety Issues	This crosswalk, because of the visual conditions for drivers either exiting Murray Circle from the north or turning east from Center St, is extraordinarily hazardous. Most of the former are looking south at rotary entrants as the circle around; the latter are looking north at rotary traffic as they enter the rotary. Nobody is aware of the crosswalk. Either move the crosswalk east past the curve of the Arborway or greatly improve lighting and visual indications that there is a crosswalk there.	42.308705	-71.12126	Stephen	Ringlee	02130
7/11/2020 5:40	Ideas and Suggestions	DCR: We simply do not need eight traffic lanes in this stretch. We feed four lanes from Center St into a short eight lane stretch and then exit them onto the four lane, lower speed JamaicaWay. Let's just decide that this short 1/2 mile stretch needs a total redesign to limit higher speed traffic to four center lanes and separated transit bus traffic to protected side lanes, with the rest of the street real estate being put back into parkland.	42.310366	-71.122111	Stephen	Ringlee	02130
7/11/2020 7:52	Ideas and Suggestions	Lighting should be fully shielded, dark sky compliant with no side glare and appropriate color temperature (2700-3000K). The lighting on the new portion of the Arborway (Forest Hills) is a good example of what not to do. It is overly bright, with lots of side lighting and glare.	42.307475	-71.119461	Jonathan	McCurdy	02130
7/11/2020 8:55	Existing Safety Issues	This area is so dangerous. Even as a driver, it's so confusing and as a cyclist it's downright deadly. A complete rehaul is needed here	42.312945	-71.122264	Luis	Mejias	02141
7/11/2020 12:23	Ideas and Suggestions	This light should turn red only when there is demand (crosswalk button, or left turning traffic detected from Hillcroft.	42.308269	-71.122566	David	Wean	02131
7/11/2020 12:24	Ideas and Suggestions	Project scope should be expanded along Centre St to align with Walter Street project.	42.308267	-71.122576	David	Wean	02131
7/11/2020 12:25	Existing Safety Issues	Double threat of unprotected crosswalk across two lanes of traffic.	42.308621	-71.122138	David	Wean	02131
7/11/2020 12:25	Existing Safety Issues	Double threat of unprotected crosswalk across two lanes of traffic.	42.308913	-71.122315	David	Wean	02131
7/11/2020 12:25	Existing Safety Issues	Double threat of unprotected crosswalk across two lanes of traffic.	42.308688	-71.121251	David	Wean	02131
7/11/2020 12:26	Existing Safety Issues	Double threat of unprotected crosswalk across two lanes of traffic.	42.309521	-71.121358	David	Wean	02131

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7/11/2020 12:28	Existing Safety Issues	Double left turn lane difficult to negotiate on a bicycle.	42.313317	-71.121216	David	Wean	02131
7/11/2020 12:28	Ideas and Suggestions	Need a bike connection from the roadway to the path.	42.31382	-71.121165	David	Wean	02131
7/11/2020 12:31	Ideas and Suggestions	The wait time for pedestrians needs to be reduced - 90 seconds is too long. Also the buttons should indicate that the crossing signal has been requested (as is the case with recent buttons in Boston) Right now there's a beep and a flash, but then no persisting indication. Sometimes people wait without pushing the button and we can't tell that it hasn't been pushed.	42.313798	-71.119743	David	Wean	02131
7/11/2020 12:32	Make a Comment	I've never quite understood why there are two U-turns so close together. I think it would make sense to consolidate them.	42.312818	-71.122467	David	Libbey	02130
7/11/2020 12:32	Existing Safety Issues	Need a connection from the existing path to whatever bike facility is built.	42.312754	-71.122718	David	Wean	02131
7/11/2020 12:35	Ideas and Suggestions	I think it's ok if we need to lose a few trees. Accommodating ALL the existing ones will create restrictions that will make hamstringing the designers. That said, we should be sure that at least replace what is taken down (maybe 2x or 3x the number that are removed. With larger, more mature trees, including a budget to maintain them.	42.310442	-71.122015	David	Wean	02131
7/11/2020 12:36	Ideas and Suggestions	With 8 lanes (like the Mass Pike) we should be charging tolls.	42.310355	-71.122087	David	Wean	02131
7/11/2020 12:36	Make a Comment	This intersection has never made sense to me because it does not connect with the rest of the rotary. Can this intersection instead be handled truly integrating it with the rotary?	42.30903	-71.120777	David	Libbey	02130
7/11/2020 12:39	Ideas and Suggestions	Do we really need four lanes? How about expanding it only at the traffic lights where you need to "store" cars waiting for the signal? One lane, with a rumble strip could help reduce the speeds.	42.302666	-71.117734	David	Wean	02131
7/11/2020 12:40	Ideas and Suggestions	Why isn't this controlled by a signal?	42.307353	-71.119293	David	Wean	02131
7/11/2020 12:44	Existing Safety Issues	This light often causes cars to back up into the rotary.	42.308476	-71.122567	David	Libbey	02130

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
7/11/2020 12:45	Make a Comment	Hi Sarah!	42.311945	-71.122009	David	Wean	02131
7/11/2020 12:47	Ideas and Suggestions	"Signals timed to require frequent stops" - and extra speeding to make up for lost time, or to beat the light. These should turn red only when the ped button is pushed or a car is turning left out of Louders Lane.	42.306173	-71.124167	David	Wean	02131
7/11/2020 12:48	Make a Comment	Are we taking into account the 500-car expansion of the Faulkner?	42.300825	-71.127178	David	Wean	02131
7/11/2020 12:59	Ideas and Suggestions	I'm probably duplicating others here, but it would be really wonderful to have true carriageways here that are for local use only (i.e. access to residences). That way through-traffic doesn't have to make a choice about which lanes to use. However, I wouldn't want to lose all the beautiful trees.	42.309894	-71.12194	David	Libbey	02130
7/11/2020 13:15	Ideas and Suggestions	Signage and/or road markings about the upcoming turns would be very helpful. A lot of people suddenly find themselves in a turn-only lane and then try to cut off their neighbors!	42.312914	-71.12191	David	Libbey	02130
7/12/2020 22:36	Existing Safety Issues	This traffic circle seems very dangerous to navigate on a bicycle - this is one of the scariest places I've had to ride through in all of Boston.	42.30886	-71.121206	Ian	Schneider	02145
7/12/2020 22:37	Ideas and Suggestions	It would be wonderful if this road was more pedestrian and bicycle friendly alongside the Arborway. Please consider reducing the lanes to 1 lane and adding a wide bike lane or a bike / pedestrian path - I think this would make the parkway a much better part of the community and I don't think it would cause too much traffic.	42.307906	-71.119845	Ian	Schneider	02145
7/12/2020 22:39	Ideas and Suggestions	Let's narrow the parkway to one primary lane in each direction here and add crosswalks in order to return access to Kelly Circle!	42.313392	-71.122081	Ian	Schneider	02145
7/12/2020 22:40	Ideas and Suggestions	Let's get rid of the median here and reduce lanes in order to narrow the road, so it doesn't disconnect residents from the adjacent parks!	42.313693	-71.120477	Ian	Schneider	02145

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Time	Prompt	Comment	Latitude	Longitude	Name (First)	Name (Last)	Zip
7/12/2020 23:31	Ideas and Suggestions	I bike, drive, and walk along the Arborway frequently, and I think it's important to put in stopgaps to slow traffic along it, particularly around bends. Because it's a main connector for the neighborhood, I understand that traffic will need to flow continuously, but It often feels overcrowded and somehow simultaneously like it's moving too fast. I wonder if routing traffic to multiple parts of the road (IE on the Brookline side of the pond?) May help. Thanks!	42.307673	-71.119512	No First Name Given	No Last Name Given	02130
7/14/2020 23:07	Make a Comment	Biking on this road feels very dangerous.	42.303241	-71.118795	Kevin	Scott	02130
7/14/2020 23:12	Make a Comment	I use this crosswalk while biking from the Arboretum to the Pond, and it is poorly maintained. A proper bike path would make bike commuting more viable and safer.	42.308572	-71.122074	Kevin	Scott	02130
7/15/2020 1:22	Existing Safety Issues	This walk light is out of order even after multiple 311 complaints. In general as a pedestrian crossing this intersection on all four sides is terrifying. I would love to see a pedestrian walkway or more (well lit and monitored) underground tunnels.	42.301579	-71.112495	Bethany	Basile	02130
7/15/2020 6:34	Make a Comment	This is an important parking lane for Arboretum visitors and must remain. It is my understanding that this is NOT considered a bike lane.	42.307327	-71.119633	No First Name Given	No Last Name Given	02130
7/15/2020 6:38	Make a Comment	the Arboretum's historic gates cannot be changed to accommodate a bicycle entrance. We ask that cyclists walk their bicycles through pedestrian entrances as they would a crosswalk	42.307563	-71.119858	No First Name Given	No Last Name Given	02130

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Time	Prompt	Comment	Name (First)	Name (Last)
6/9/2020 23:21	Existing Safety Issues	The main problem with the Arborway (and the whole city, to be honest) is that it prioritizes cars over pedestrians. This project is a great first step at discouraging drivers, slowing down cars, and making cars inconvenienced to increase the convenience and safety of pedestrians. There should be many more ways to cross the road, whether under or over it, so pedestrians don't have to cross a busy street, especially in the dark (which starts at 4pm in the winter.) Please prioritize pedestrian access to green spaces in this project.	No First Name Given	No Last Name Given
6/9/2020 23:34	Something I Like	I like that it is shady.	No First Name Given	No Last Name Given
6/9/2020 23:34	Existing Safety Issues	I think cars drive too fast. They don't stop when I want to cross the cross-walk :(There are not enough trash cans.	No First Name Given	No Last Name Given
6/9/2020 23:34	Ideas and Suggestions	Put lights that can stop cars near Murray Circle when someone wants to cross the street.	No First Name Given	No Last Name Given
6/10/2020 1:52	Something I Like	Greenery	No First Name Given	No Last Name Given
6/10/2020 1:52	Existing Safety Issues	Very unsafe for biking, cars go too quickly on curvy road	No First Name Given	No Last Name Given
6/10/2020 1:52	Ideas and Suggestions	Protected cycle tracks throughout, and larger sidewalks, maybe can you reclaim one lane from the side/service roads for secondary multi-use paths	No First Name Given	No Last Name Given
6/23/2020 0:37	Existing Safety Issues	As someone who bikes with children trying to get to the arboretum, Murray circle is extremely dangerous for both bicyclists and pedestrians. Cars go very fast around the rotary and the two lane nature of it means some of the sight lines are blocked, so even if one lane yields to someone in the crosswalk the other lane often doesn't see/stop. We have nearly been hit many times.	No First Name Given	No Last Name Given
6/23/2020 0:37	Ideas and Suggestions	Dedicated off road bike lane with better crossing for bikes and pedestrians	No First Name Given	No Last Name Given
6/25/2020 11:51	Something I Like	It is tree-lined and beautiful, and a welcome slice of green to travel along.	Jason	Brown
6/25/2020 11:51	Existing Safety Issues	The Arborway as currently built, says to me: "Why aren't you in a car? This space is designed for you to be in a car." At the very least, people drive through the corridor, because they feel like that is the best option, and there are no other options competing with it.	Jason	Brown
6/25/2020 11:51	Ideas and Suggestions	I want to be able to go from Forest Hills to Kelley Circle quickly and without driving.	Jason	Brown
6/26/2020 1:25	Something I Like	Arborway could connect my home to several points of interest.	No First Name Given	No Last Name Given
6/26/2020 1:25	Existing Safety Issues	Motor vehicle traffic. Drivers are exceeding the speed limit very frequently, encouraged by wide lanes and lack of infrastructure or striping to accommodate bicyclists. Crosswalks located in high speed sections, lack of lane markings in Murray Circle make accessing the Arboretum on foot or by bicycle inconvenient and risky feeling. The Arboretum would be a wonderful place to walk and bike with kids and people of all ages, but there is no way to actually get there without a complex, multi-stage pedestrian crossing, or a breathtakingly scary bike ride down fast roads with no accommodations made to cyclists.	No First Name Given	No Last Name Given

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Time	Prompt	Comment	Name (First)	Name (Last)
6/26/2020 1:25	Ideas and Suggestions	Go and observe the behavior of pedestrians and cyclists who are currently using this area. In some places, a person wanting to cross the street will have to wait several minutes at an unsignalized crosswalk, before running more than 100 feet to get across Arborway. There are many paths of desire where people will cross the road despite there being no crosswalk. Please put down some paint in Murray Circle for starters. It would be wonderful to see the number of lanes reduced and the amount of space and number of connections and crossings available for walk/bike increased.	No First Name Given	No Last Name Given
6/26/2020 1:25	Make a Comment	Please make the whole area less of a highway. The parkways are supposed to give people access to the parks, and that's wonderful. They shouldn't be a racetrack. The speed limit may be 25 (or is it still 30 for some reason?) but the road design encourages even higher speeds. Do something more to calm the traffic and let people who aren't in cars also reach the arbs.	No First Name Given	No Last Name Given
6/27/2020 2:55	Something I Like	It is a link between two amazing parks	No First Name Given	No Last Name Given
6/27/2020 2:55	Existing Safety Issues	The crossings at Murray Circle is terrible for pedestrians. A modern day roundabout seems like it would be much safer for those walking, biking, or driving	No First Name Given	No Last Name Given
6/27/2020 2:55	Ideas and Suggestions	Modern day roundabout at Murray circle	No First Name Given	No Last Name Given
6/29/2020 6:01	Something I Like	The Emerald Necklace is an invaluable asset - the Arborway connects amazing parks and neighborhoods.	No First Name Given	No Last Name Given
6/29/2020 6:01	Existing Safety Issues	The Arborway is *wildly* car centric. I occasionally drive thru the project area and regularly bike thru. I won't ride Kelley Circle or Upper/Lower Arborway. I ride SB Kelley to Murray because western hills are exhausting. I'll skirt the edges of Murray Circle if I must, but usually use the Arboretum to avoid it.	No First Name Given	No Last Name Given
6/29/2020 6:01	Ideas and Suggestions	Protected bike lanes that DO NOT DISAPPEAR to accommodate turning lanes; raised pedestrian crossings.	No First Name Given	No Last Name Given
6/29/2020 6:01	Make a Comment	Channel the confidence that past planners had in converting parkland to a highway and redesign the project area so that it's comfortable to be in and pass thru without an automobile.	No First Name Given	No Last Name Given
7/3/2020 5:32	Something I Like	trees, curves, views of Arboretum and Jamaica Pond, it's potential to connect those E.N. locations with Franklin Park	No First Name Given	No Last Name Given
7/3/2020 5:32	Existing Safety Issues	speed, rotaries, too many lanes going in too many directions, lack of safe crossings for bikes and pedestrians. The Arborway will always be overused by cars until public transit is greatly improved and increased.	No First Name Given	No Last Name Given
7/3/2020 5:32	Ideas and Suggestions	Between Kelley and Murray, use one of the 3 sections for bikes and pedestrians only and	No First Name Given	No Last Name Given
7/3/2020 5:32	Make a Comment	Rename one of the circles for someone from a non-Irish, under-represented culture.	No First Name Given	No Last Name Given
7/4/2020 0:04	Something I Like	There are trees	No First Name Given	No Last Name Given
7/4/2020 0:04	Existing Safety Issues	The current road is a hazard for pedestrians and cyclists. It is currently extremely difficult to access the arboretum without a vehicle	No First Name Given	No Last Name Given
7/4/2020 0:04	Ideas and Suggestions	Traffic calming, separated protected bike lane and ADA compliant sidewalks	No First Name Given	No Last Name Given

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Time	Prompt	Comment	Name (First)	Name (Last)
7/4/2020 11:17	Existing Safety Issues	I would like to see a dedicated -- and safe -- bicycle lane. There are too many lanes for cars and not enough green space or bike lanes. As a casual bicyclist, I can say it is SCARY to ride that route. I saw a bicyclist get hit by a car in the second rotary (the one that intersects with Centre Street). There is currently no safe way to navigate this route on a bicycle short of riding on the sidewalk. And even then you still have to negotiate the rotaries.	No First Name Given	No Last Name Given
7/4/2020 11:17	Ideas and Suggestions	During the part where there are 8 lanes of traffic, change it to 6 and add a separated bike lane in each direction.	No First Name Given	No Last Name Given
7/4/2020 11:17	Make a Comment	It could be greener, with more plantings. It is after all called the Emerald necklace.	No First Name Given	No Last Name Given
7/7/2020 11:28	Something I Like	Trees	No First Name Given	No Last Name Given
7/7/2020 11:28	Existing Safety Issues	To much to list here...	No First Name Given	No Last Name Given
7/7/2020 11:28	Ideas and Suggestions	Already noted	No First Name Given	No Last Name Given
7/7/2020 11:28	Make a Comment	The "Photo Gallery" in the introductory page needs to be captioned/labeled so the locations on the Arborway are clear. Also, the "Share your Feedback" link is broken	No First Name Given	No Last Name Given
7/7/2020 12:47	Something I Like	The trees	No First Name Given	No Last Name Given
7/7/2020 12:47	Existing Safety Issues	It's horribly unsafe to bike. Adding protected bike lanes would calm traffic, reduce the number of cars on the road, and make this more accessible to commuters like me, who actually rely on bikes for getting around. Biking isn't a luxury or a leisure, it's how a lot of us have to commute.	No First Name Given	No Last Name Given
7/7/2020 12:47	Ideas and Suggestions	Protected bike lanes	No First Name Given	No Last Name Given
7/8/2020 0:20	Existing Safety Issues	Kelley circle is a mess	No First Name Given	No Last Name Given
7/8/2020 0:20	Ideas and Suggestions	close Francis Parkman drive Permanently. make it a trail and plant more trees	No First Name Given	No Last Name Given
7/8/2020 5:57	Something I Like	I love the green space, trees, plants, etc.	No First Name Given	No Last Name Given
7/8/2020 5:57	Existing Safety Issues	Cars drive too fast, no safe place for bikes and people walking. There have been many crashes along here. Lighting also could be improved.	No First Name Given	No Last Name Given
7/8/2020 5:57	Ideas and Suggestions	Reduce the number of lanes (it's ok to take space away from cars) and create a two-way separated shared-use path on the side closest to the park area. Make sure there is good signage, lighting, and attractive design.	No First Name Given	No Last Name Given
7/8/2020 5:57	Make a Comment	Reduce space for cars! This is in between a park and a high residential area. There must be more space for people, especially post-COVID.	No First Name Given	No Last Name Given
7/8/2020 6:10	Something I Like	The trees	No First Name Given	No Last Name Given

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Time	Prompt	Comment	Name (First)	Name (Last)
7/8/2020 6:10	Existing Safety Issues	Speed Traffic calming to reduce vehicle speeds The need for separated bike lanes, or an off-road, shared-use path, to complete the gap in the bike network Comfortable & ADA compliant pedestrian routes on both sides of the parkway Increased green space and trees “ put the PARK back in Parkway! DCR should include separated bike lanes in their short-term plans (construction won't begin until fall 2021, and is expected to last 2 years.) And why is DCR is forecasting an increase in traffic when this project should be planning for “ and building toward “ the less car-dominant future we need.	No First Name Given	No Last Name Given
7/8/2020 6:10	Ideas and Suggestions	See above	No First Name Given	No Last Name Given
7/8/2020 6:20	Something I Like	It connects Arboretum and Jamaica Plain and the wonderful old trees	No First Name Given	No Last Name Given
7/8/2020 6:20	Existing Safety Issues	Traffic calming to reduce vehicle speeds Separated bike lanes, or an off-road, shared-use path, to complete the gap in the bike network Comfortable & ADA compliant pedestrian routes on both sides of the parkway	No First Name Given	No Last Name Given
7/8/2020 6:20	Ideas and Suggestions	Increased green space and trees “ put the PARK back in Parkway!	No First Name Given	No Last Name Given
7/8/2020 6:33	Something I Like	I like that the arborway is supposed to be free of trucks. I don't like that I basically encounter trucks everytime I use it.	No First Name Given	No Last Name Given
7/8/2020 6:33	Existing Safety Issues	I commute by bike - and my biggest issue is not being able to use the arborway because it is too dangerous and not built for bike use.	No First Name Given	No Last Name Given
7/8/2020 6:33	Ideas and Suggestions	off road bike paths for the entire system similar to the southwest corridor.	No First Name Given	No Last Name Given
7/8/2020 6:33	Make a Comment	there has also been a great deal of tree loss of the last 20 years (also on centre st to vfw parkway and the jway). there has been attempts to plant new sets of trees, but most have also died. restoring the tree canopy would be amazing.	No First Name Given	No Last Name Given
7/8/2020 6:42	Something I Like	Increasing bicycle access to these parts of town	No First Name Given	No Last Name Given
7/8/2020 6:42	Existing Safety Issues	Cars , potholes in bike paths	No First Name Given	No Last Name Given
7/8/2020 21:11	Something I Like	When driving, rotaries rather than lights keep traffic flowing (usually).	No First Name Given	No Last Name Given
7/8/2020 21:11	Existing Safety Issues	I bike a lot and go through the Concord rotary in Cambridge routinely on my commute (pre-COVID). It's much much harder to negotiate the Arborway, especially Murphy, with traffic criss-crossing, especially when heading South.	No First Name Given	No Last Name Given
7/8/2020 21:11	Ideas and Suggestions	#1 by far: Dedicated bike lanes (!). #2: cameras and automatic tickets for unsafe/illegal driving.	No First Name Given	No Last Name Given

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Time	Prompt	Comment	Name (First)	Name (Last)
7/8/2020 21:11	Make a Comment	I've often seen people biking on the Jamaicaway recently. They look like they're using their bikes for transportation, not recreation. They must not know there's a safe path on the other side of the Emerald Necklace. I think we're going to see more and more bike use to replace public transportation b/c COVID isn't going away. Let's make it accessible and safe(r).	No First Name Given	No Last Name Given
7/9/2020 1:22	Existing Safety Issues	Current infrastructure heavily favors cars over pedestrians and cyclists. The "Center Section and Carriageway" area has 8 lanes of car traffic, and 2 wide medians, but no protected bike lanes, and even the painted bike lanes do not make a continuous path through the corridor - they disappear before entering Murray Circle when heading southbound for example.	Peter	Recore
7/9/2020 1:22	Ideas and Suggestions	physically protected bike path.	Peter	Recore
7/9/2020 1:22	Make a Comment	as a resident, I want less car infrastructure and more ped/cycle friendly options.	Peter	Recore
7/9/2020 1:28	Something I Like	Proximity to the T and some restaurants. That's about it.	No First Name Given	No Last Name Given
7/9/2020 1:28	Existing Safety Issues	Just a nightmare for pedestrians and people on bikes. Someone who actually is a pedestrian or on a bike there needs to completely redesign it.	No First Name Given	No Last Name Given
7/9/2020 1:28	Ideas and Suggestions	Separated bike lanes, more than one lane of traffic completely eliminated for pedestrian safety and ease.	No First Name Given	No Last Name Given
7/9/2020 1:54	Something I Like	Most of the area is pleasant for walking and bike riding, but the safety issues reduce enjoyment to a negative number	No First Name Given	No Last Name Given
7/9/2020 1:54	Existing Safety Issues	<p>The traffic speeds are excessive once cars leave Murray Circle traveling toward the Faulkner. The crosswalks in Murray Circle create a false sense of safety and make crossing a life ending experience. Cars simply do not see or expect pedestrians or bicyclists to be crossing. There are too many distractions at these entry and exit points off the rotary.</p> <p>Then there are these cross walks leading to the Faulkner that flash yellow. I have stood in the street there for minutes before any one recognizes they are flashing for them to stop. When someone does stop, cars behind them often jam on their brakes. Again, a horrible alternative to real stop lights.</p> <p>I will not let my teenager ride his bike alone from Louders lane to Murray Circle because of the safety issues. Even when they are with me, its terrible when we cross as cars don't see us.</p>	No First Name Given	No Last Name Given
7/9/2020 1:54	Ideas and Suggestions	Two suggestions. First, would be to simply eliminate Murray Circle. You have the brightest and most experienced urban planners and I am sure you can figure that one out. Second, put up real timed lights up past the Faulkner going both ways to slow traffic down. It does not need to be a fast experience for drivers. They are not entitled to put our children and families at risk of injury or death. Slow them down and change those pedestrian lites to actual lights that really change when you push them in addition to setting them with timers.	No First Name Given	No Last Name Given

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Time	Prompt	Comment	Name (First)	Name (Last)
7/9/2020 1:54	Make a Comment	I am a driver first and rarely bike. I do believe that we allow drivers to speed in an effort to ease congestion at the expense of safety in these areas. Our priority should be to slow traffic down and create clear and effective signaling to make crossing at these areas safe for everyone. I understand that cars face safety issues by stopping in a rotary to allow pedestrians and bikes to cross. Given the confluence of risks associate with the present design, the Commission must be brave by submitting a radical redesign that achieves the safety results required. Anything less is kicking the can down the road and avoiding the hard choices necessary to save lives and improve enjoyment of the areas.	No First Name Given	No Last Name Given
7/9/2020 2:08	Something I Like	The many large oaks.	Patrick	Barron
7/9/2020 2:08	Existing Safety Issues	Murray Circle is a safety disaster. It should be reconfigured into a proper roundabout (ideally the two smaller ones that have been designed) that forces cars to slow down and yield before entering, together with safe pedestrian and bike crossings. The four eight lanes of traffic north of Murray Circle have never made sense to me. Why not reduce the outer four lanes to two (one on each side) with calming devices and protected bike paths.	Patrick	Barron
7/9/2020 2:08	Ideas and Suggestions	Dedicated bike lanes, safer and more pedestrian crossings, conversion to proper roundabouts, traffic calming where possible.	Patrick	Barron
7/9/2020 2:16	Something I Like	bike path on lower Arborway that connects to SW Corridor bike path	Robin	Weatherill
7/9/2020 2:16	Existing Safety Issues	No separate bike path between Kelley Circle and Forest Hills. Rotaries in particular are super dangerous for bikes	Robin	Weatherill
7/9/2020 2:16	Ideas and Suggestions	separated bike path with some way of safely navigating rotaries	Robin	Weatherill
7/9/2020 3:10	Something I Like	I like that the Arborway is spacious and well-shaded for pedestrians and bicyclists.	No First Name Given	No Last Name Given
7/9/2020 3:10	Existing Safety Issues	As a driver, I have often felt unsafe on the Arborway because of narrow lanes, high traffic speed and volume, and the windiness of the road. As a cyclist and pedestrian, I have found it difficult to cross the Arborway or navigate Murray Circle.	No First Name Given	No Last Name Given
7/9/2020 3:10	Ideas and Suggestions	I strongly support increased infrastructure for bicyclists and pedestrians along the Arborway, as well as any measures that would reduce and slow vehicle traffic through this area.	No First Name Given	No Last Name Given
7/9/2020 3:10	Make a Comment	I strongly support any actions that prioritize the safety and comfort of pedestrians and cyclists in Boston, and provide viable networks for non-motorized transportation within the city. Boston must adapt to reduce dependence on cars, improve public transportation, and support pedestrian and bicyclists transportation networks. I see these as essential actions to mitigate the effects of climate change and make Boston a more pleasant and livable city now and for future generations.	No First Name Given	No Last Name Given
7/9/2020 4:46	Existing Safety Issues	Huge number of crashes including some that left people paralyzed	No First Name Given	No Last Name Given
7/9/2020 4:46	Ideas and Suggestions	Consider safe bike connections to other protected bike lanes in the area	No First Name Given	No Last Name Given
7/9/2020 4:57	Something I Like	Green space in boston.	No First Name Given	No Last Name Given
7/9/2020 4:57	Existing Safety Issues	None	No First Name Given	No Last Name Given
7/9/2020 4:57	Ideas and Suggestions	More bike lanes!	No First Name Given	No Last Name Given
7/9/2020 4:57	Make a Comment	No	No First Name Given	No Last Name Given
7/9/2020 23:37	Something I Like	Trees	Erica	Mattison

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Time	Prompt	Comment	Name (First)	Name (Last)
7/9/2020 23:37	Existing Safety Issues	Chronic speeding by motorists (enabled by the road design), narrow and unprotected facilities for people walking and rolling	Erica	Mattison
7/9/2020 23:37	Ideas and Suggestions	Reduce road space for cars, adjust traffic signal timing, dedicate more space to walking and biking (cycletrack/protected), add raised crosswalks with flashing indicators when someone is crossing	Erica	Mattison
7/9/2020 23:37	Make a Comment	This is a parkway - prioritize people walking and rolling. Turn a stressful area into a vibrant, welcoming space for people of all ages and abilities to safely enjoy the Emerald Necklace and surrounding area.	Erica	Mattison
7/9/2020 23:43	Existing Safety Issues	We need protected bike paths!!	No First Name Given	No Last Name Given
7/10/2020 1:47	Something I Like	The potential.	No First Name Given	No Last Name Given
7/10/2020 1:47	Existing Safety Issues	As a cyclist, I don't always feel safe, particularly when forced to deal with the (very fast) traffic in the area. Getting from Kelly Circle to the Lower Arborway on a bike is dicy, to say the least.	No First Name Given	No Last Name Given
7/10/2020 1:47	Ideas and Suggestions	A protected bike lane connecting Kelly Circle to the Lower Arborway would vastly improve the area for cyclist, drivers, and pedestrians alike	No First Name Given	No Last Name Given
7/10/2020 1:47	Make a Comment	Please consider this very forward-thinking improvement, which will address multiple issues in one shot.	No First Name Given	No Last Name Given
7/10/2020 1:57	Ideas and Suggestions	Everything that can be done save lives should be done. Please slow cars, protect people biking, walking, and driving. This is a "park"way and a vital connection between neighborhoods and parks. People avoid it now because it's dangerous with bad interruptions.	No First Name Given	No Last Name Given
7/10/2020 2:51	Something I Like	I love the beautiful trees and the Emerald Necklace that runs alongside it!	genevieve	day
7/10/2020 2:51	Existing Safety Issues	I am terrified to drive the Parkways sometimes. People do not know how to navigate the rotaries properly, especially Murray Circle. Why is there a stoplight as you come off Rotary and head onto Centre Street into JP center? When the light is red it backs up into the Rotary itself and is very dangerous.	genevieve	day
7/10/2020 2:51	Ideas and Suggestions	Protected Bike Lanes!	genevieve	day
7/10/2020 2:51	Make a Comment	Close to vehicular traffic!	genevieve	day
7/10/2020 3:21	Something I Like	I love the trees and continuous nature of the park	No First Name Given	No Last Name Given
7/10/2020 3:21	Existing Safety Issues	I currently avoid biking on the arborway and will typically take Centre St because traffic is slower. When I'm going in the other direction towards Cambridge (I live on South Huntington Ave), I prefer to take Olmsted Park for the beautiful view and dedicated bike lane. Please extend the dedicated bike line beyond the pond all the way to Forest Hills!	No First Name Given	No Last Name Given
7/10/2020 3:39	Something I Like	access to Arboretum	No First Name Given	No Last Name Given
7/10/2020 3:39	Existing Safety Issues	Would like to see a dedicated bike lane	No First Name Given	No Last Name Given
7/10/2020 3:39	Ideas and Suggestions	dedicated bike lane	No First Name Given	No Last Name Given
7/10/2020 3:52	Something I Like	I like that it runs along beautiful neighborhoods and parks, and that it connects the Emerald Necklace.	No First Name Given	No Last Name Given
7/10/2020 3:52	Existing Safety Issues	It's tough to bike on the Arborway because it's so narrow and windy and cars zip past pretty fast. I don't really feel safe biking on the Arborway but it's the most direct route to a lot of places.	No First Name Given	No Last Name Given
7/10/2020 3:52	Ideas and Suggestions	A dedicated, protected bike lane from Forest Hills to Jamaica Pond!	No First Name Given	No Last Name Given

Arborway Parkways Improvement Project
Public Comments Submitted via Social Pinpoint Online Survey
 deadline 7/10/2020

Time	Prompt	Comment	Name (First)	Name (Last)
7/10/2020 11:50	Something I Like	The trees	No First Name Given	No Last Name Given
7/10/2020 11:50	Existing Safety Issues	People drive too fast	No First Name Given	No Last Name Given
7/10/2020 11:50	Ideas and Suggestions	Add bike lanes, remove carriageways.	No First Name Given	No Last Name Given
7/10/2020 11:50	Make a Comment	Do not plan for additional traffic. We should not be promoting more cars in Boston.	No First Name Given	No Last Name Given
7/10/2020 15:09	Something I Like	The opportunity to enjoy nature within the city.	No First Name Given	No Last Name Given
7/10/2020 15:09	Existing Safety Issues	The Arborway is much too automobile-centric. There are sections that are not safe for bicyclists and pedestrians.	No First Name Given	No Last Name Given
7/10/2020 15:09	Ideas and Suggestions	Build protected bike lanes. Improve pedestrian infrastructure. Reduce the speed limit, introduce traffic calming infrastructure, and increase enforcement of the speed limit.	No First Name Given	No Last Name Given
7/10/2020 15:09	Make a Comment	The Arborway should be turned into a corridor that allows people to choose to travel by more sustainable modes (biking and walking) and to more safely enjoy the parkland (bike and walk with less fear of injury or death from a car crash)..	No First Name Given	No Last Name Given
7/10/2020 19:50	Something I Like	Mature trees	No First Name Given	No Last Name Given
7/10/2020 19:50	Ideas and Suggestions	Young trees die from lack of water. Any plan for new tree installation should identify who is committed to watering them in their first year and in successive years during dry spells. Volunteers cannot reach trees in the Arborway with water. Public budgets for trees should be redirected so more money goes for maintenance than for installation.	No First Name Given	No Last Name Given
7/11/2020 1:02	Something I Like	Trees and green space linking other parks and natural resources in our city.	No First Name Given	No Last Name Given
7/11/2020 1:02	Existing Safety Issues	Cars travel too fast. The paths for people walking, biking and using mobility aids are narrow, unsafe, and indirect. Murray Circle is high speed and unsafe. It is also incredibly difficult to navigate using a bike or on foot.	No First Name Given	No Last Name Given
7/11/2020 1:02	Ideas and Suggestions	Protected bike lanes throughout, simplify intersections to make it safer for people walking biking and otherwise out of cars move safely and easily along and accross the arborway. Slow traffic and prioritize	No First Name Given	No Last Name Given
7/11/2020 1:02	Make a Comment	I am excited to see the emerald necklace better connected for people walking, biking, and otherwise traveling outside of cars and the reduction of vheicle speeds and volumes through this natural resource.	No First Name Given	No Last Name Given
7/11/2020 5:38	Something I Like	Honestly, home to my daily meditative state.	No First Name Given	No Last Name Given
7/11/2020 5:38	Existing Safety Issues	Dangerous proximity to cars.	No First Name Given	No Last Name Given
7/11/2020 5:38	Ideas and Suggestions	a protected bike lane for the entirety of the Arborway, from Forest Hills to Jamaica Pond.	No First Name Given	No Last Name Given
7/11/2020 5:38	Make a Comment	Thank you!!	No First Name Given	No Last Name Given
7/11/2020 10:01	Ideas and Suggestions	Yes, in previous iterations, I spent a lot of time and submitted extensive comments. Please refer to them. Also, how about you try some of the interim measures that have been repeatedly suggested but never implemented.	No First Name Given	No Last Name Given

Arborway Parkways Improvement Project
Public Comments Submitted via Social Pinpoint Online Survey
deadline 7/10/2020

Time	Prompt	Comment	Name (First)	Name (Last)
7/11/2020 10:01	Make a Comment	This format for comments is unbelievably disjointed. It requires clicking on way too many individual comments, etc. which is excessively timeconsuming. You're asking this of people who have already been asked to comment online or in person several times already. Not helpful and not confidence-inspiring. Why should this make us think you're taking us seriously any more than previously? I'd actually really like to know.	No First Name Given	No Last Name Given
7/11/2020 11:18	Something I Like	I like it's historic character (curves) and green space.	No First Name Given	No Last Name Given
7/11/2020 11:18	Existing Safety Issues	Cars travel too fast, and there is no room for safe bicycle travel due to lack of protected lanes and high vehicle speeds.	No First Name Given	No Last Name Given
7/11/2020 11:18	Ideas and Suggestions	Add a continuous bikeway from Jamaica pond to Forest Hills	No First Name Given	No Last Name Given
7/11/2020 11:18	Make a Comment	I ride and drive this section frequently as I live nearby. Making a bicycle track in this section will help many riders from the southern sector of Boston commute to the LMA, Cambridge and beyond.	No First Name Given	No Last Name Given



TO DCR, s Howard Stein Hudson,

I wanted to provide my comments to the Arborway Parkways Improvement Project. My name is Kelly Washburn and I have been a JP resident for over 9 years. I love walking to the Pond, Arboretum, and Franklin Park. As I have enjoyed these outdoor spaces, walking along the Arborway has proven to be difficult.

For this plan, I believe the following should be prioritized:

1. Protected bike lanes and comfortable ADA compliant pedestrian routes along both sides of the parkway
2. Address the gaps to preserve the trees, and
3. ~~Focus~~ Focus on conservation of the mature trees and plant new ones along the gaps

Thank you for considering these priorities.

Sincerely,

Kelly Washburn

[REDACTED]
Boston, MA 02130

To the Department of Conservation + Recreation:
and Howard Stein Hudson

I've been a resident of Jamaica Plain for over seven years and frequently visit parks along the Emerald Necklace. I've also volunteered and supported projects to improve and protect Jamaica Pond + the Arborway.

We need improvements specifically made to address public health and safety concerns on the Arborway. Safety is an issue because there's not a designated pedestrian zone for walking along the Arborway between Jamaica Pond and the Arboretum. Also, with constant traffic, exhaust fumes are hurting the trees and natural life along this parkway.

I don't have specific recommendations because I'm not aware of all parties and organizations involved, but tax paying citizens should be the first group to consider in making improvements. We need safe ways to access + utilize the necklace and public parks and we need these improvements to be made with the ultimate goal of conservation + environmental health in mind.

Thank you for being open to comments from the public and for giving us a forum to speak our minds.

Please feel free to contact me if you have any questions.

Sincerely,
Jessica Andersen

[REDACTED]
Boston, MA 02130

From: SARAH FREEMAN <FREEMANSHERWOOD@hotmail.com>
Sent: Friday, July 10, 2020 6:55 AM
To: Fiesinger, Anne (DCR); Norwood, Jennifer (DCR)
Subject: Comments for the Arborway Parkways Improvement project

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Anne & Jenny,

The Arborway Coalition comments for the Arborway Parkways Improvement project are below & attached. Thank you in advance for adding them to the comments for this project.

With appreciation,

Sarah

July 10, 2020

Dear DCR,

Re: Arborway Parkways Improvement Project

We appreciate that this design process is moving forward under challenging conditions due to COVID-19. We support the shared values & shared goals as stated on pages 14-15 of the presentation (June 24, 2020) and are encouraged by the beginning of the sidewalk improvements & other short-term changes.

As a follow-up to our previous comments submitted after the Nov. 2019 public meeting (Dec. 16, 2019, at 5:11 PM, starting on page 56 of the comment file): Without repeating those details, they are still at the core of our positive vision for safety & multi-modal access improvements to the Arborway between Jamaica Pond & Forest Hills, along with protection and rehabilitation of the tree canopy, historic (replica) lighting, signage (wayfinding & interpretive), and meeting statewide & city climate & carbon reduction goals without diverting traffic to side streets & without creating a speedway.

Questions:

- Clarity is needed re: **short-term plans to create new bike lanes** via pavement markings (page 22, Nov. 21, 2019 presentation) and how this can be done safely, especially in the circles and at the pinch points (e.g. at Kelley Circle, where there are 3 lanes each direction). A short-term bike facility is an important unfilled need in the study area. Protected bike lanes are the goal – what are the options? What are the best practices for historic parkways?

- As the project evolves, we request ongoing **clear communication with advance notice** to the community regarding construction impacts etc.
- Re: **Target Milestones:** According to the website, "This schedule is subject to change based on public input and final design elements." The Schedule is currently listed with the 4 milestones below. If there are any changes, how will they be communicated? We're eager for the safety & access improvements, but after such a long wait, we'd like the schedule to be realistic and allow for review, analysis, modification etc. – and to result in the best possible outcome.
 - "Summer 2020: DCR will share initial design concepts with the public and gather public feedback.
 - Fall 2020: The project team will refine design plans and gather additional public feedback.
 - Winter 2020: DCR will select and advance the final design.
 - Construction is expected to begin in 2021 and last two years."
- From Prince St (by Parkman Dr.) to Arborway northbound: Can that movement be simplified for drivers, i.e. to avoid crossing over 3 lanes of traffic plus a future bike lane?

We look forward to working with DCR, the community & the consultants every step of the way.

The Arborway Coalition is a collaboration of JP residents & other interested parties working with City and State agencies & local neighborhood associations and elected officials to preserve the Arborway as a green multi-use parkway connecting 3 Emerald Necklace parks designed by Frederick Law Olmsted: Jamaica Pond Park, Arnold Arboretum and Franklin Park.

Since its inception in 1996, the Arborway Coalition's activities have included public safety, public health & historic landscape preservation. Examples include: public-private partnership projects (restoration of the historic stone wall across from Jamaica Pond, tree pruning, Gateway to the Arborway planning, replacement of the deteriorating chain link fence in the median across from the Arboretum, improvements to the Arboretum Crosswalk & woodlands management plan for the Arborway Hillside); annual clean-ups; stewardship of the Arborway Hillside; tree planting in the medians, along the stone wall & on the Hillside; active participation in the Casey Arborway Project.

Thank you for the opportunity to comment,

Sarah Freeman on behalf of the Arborway Coalition

22 Arborway, Jamaica Plain, MA 02130

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

July 10, 2020

Dear Mr. Jeff Parenti and DCR staff,

Thank you for hosting another meeting concerning the Arborway Parkway Improvements Project. We are glad that DCR is prioritizing this project and dedicating time and money to implementing short-term improvements and embarking on a rapid "long-term" process to dramatically improve the way the Arborway functions for vulnerable road users, especially in Murray Circle and improve park access for all.

In addition to the comments we provided in December 2019 and this spring, we propose the following suggestions to the short-term improvements and overall planning process from the meeting on June 24:

1) Changes to the proposed short-term improvements

We are pleased to see an aggressive timeline to have a design by the start of 2021 and construction to begin in 2021 -- don't let up! However, we are concerned about short-term bike accommodations not being implemented this year. We want to be sure this opportunity is used to create a safe, connected route to and through the Emerald Necklace Parks. As stated in our previous letter last December, short-term improvements should calm traffic and reduce crashes while also encouraging greater usage by people walking and biking. Toward that end, we reiterate our request for short-term improvements to include a lane removal on the carriage roads between Murray and Kelley Circles to accommodate a physically separated bike lane in the reclaimed space.

We also remain concerned about the lack of a plan to improve safety for people biking through Murray Circle. Murray Circle is a critical gap in the network, and is plagued by crashes that impact safety of all road users.

2) Concern About CTPS Modeling Projections

We are concerned that this project is planning to accommodate an increase in vehicular traffic despite a 2019 study showing a *decrease* in daily traffic volumes since 2014, and despite Boston and Massachusetts' goals to shift mode share away from personal vehicles.

In last month's meeting about this project, DCR cited a CTPS study showing a slight increase in morning traffic. However, that same study found a decrease in evening traffic. As a result, we are deeply skeptical of the CTPS model projecting an increase in overall volume from 2020-2030. We would like to remind you that traffic models have again and again overestimated future volume. In one notable example, in 2018 CTPS projected that inbound traffic on the Longfellow Bridge would double from pre-construction levels once the bridge fully reopened that year; in reality, traffic volumes *fell* by almost 30% during the morning rush hour relative to 2008. The projection for outbound traffic was even further off-base. CTPS estimated a morning rush of 2,121 vehicles — nearly five times more than the actual peak of 442 measured in September 2018. We also would like to remind you that we must build for the future we want to see! Designing this road to accommodate more traffic will only create more induced demand for driving at a time when that's the last thing needed on Boston's already congested roadways.

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 set; as a State agency who has custody and control of the roadways, DCR must be a critical partner in meeting these goals.

3) 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 and for you to stick to the promised dates and timelines. 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 -- which can be planned in a way to allow for safe social distancing -- 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.

4) 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.

5) Other overall comments

We are glad to see one of the goals of this project 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. Protected or physically separated bike lanes have been shown to improve safety for not only people who bike, but for all road users. A 2019 study by researchers at the University of Colorado Denver and the University of New Mexico found protected bike lanes reduced injury risk to cyclists by 90%, while reducing fatal crashes overall

by 44%. Moreover, countless studies have found that a majority of Americans are interested in biking, yet the primary reason why people don't bike is the fear of being hit by a car. To create a truly "comfortable" bike route that encourages many more people to ride bikes, you must implement protected/separated bike lanes.

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

Becca Wolfson Boston Cyclists Union
Ambar Johnson, LivableStreets Alliance
Brendan Kearney, WalkBoston

“A chain is only as strong as its weakest link”. The Emerald Necklace parks are the jewels, and the parkways are the chain that makes them into a necklace.

Olmsted’s original design was balanced & accommodated multiple types of users in separate paths from one end of the park system to the other. Unfortunately, changes were made to accommodate ever-increasing numbers of automobiles, at the expense of all other users, leaving the Arborway between Jamaica Pond & Forest Hills out of balance, a break in the path network and a weak link in the chain.

Following up on comments after the Nov. 2019 meeting (page 43), without repeating:

- **Metering the traffic:** Currently, motorists speed through the Arborway most hours of the day. But at both ends of the block between the circles, the receiving roads can’t handle the traffic at the rate it comes off the Arborway, so they become congested. Inbound morning traffic on the Jamaicaway waits through multiple cycles of the light at the boathouse. Outbound in the afternoon, Centre St. (by Brigham & Women’s Faulkner Hospital) is gridlocked. This has been described as “racing to the next red light”. Perhaps the back-ups on the Jamaicaway & Centre St. could be relieved if the traffic flow were better controlled on the Arborway.
- **Public safety:** While we’ve been talking and planning for 20+ years, there have been hundreds of crashes including many with injuries (or worse). We owe it to those victims to design for the safety of all users, starting with the most vulnerable.
- **Traffic calming:** The Arborway can be designed to handle the through traffic – but it doesn’t have to be a speedway and it doesn’t have to have excess pavement. Since enforcement is rare & expensive, the design needs to be self-enforcing, so that traffic would be “slow & steady” (not just when it’s congested) rather than “hurry up & wait”.
- **Bicycle facilities:** The gap in the bike network is a gaping wound between Jamaica Pond & Forest Hills. Addressing this shortfall on both sides of the parkway is one of the greatest needs for this project – short-term & long-term. Protected bike lanes or cycletracks are the gold standard. One interesting safety feature of the 2015 plan (Toole Design) was that the bicycle lanes were adjacent to the medians rather than to the driveways. Benefits: Avoid conflicts at every driveway and improved visibility between cyclists & anyone backing out of the adjacent driveways. Also, the changed direction of the traffic would have changed the location of plowed snow, which blocks visibility of cyclists and oncoming motorists. Trees and parked cars also block visibility. If the future bicycle facilities can’t be adjacent to the medians, they would benefit by being as far from the driveways as possible to enhance visibility.
- **Reconnect the parks:** The Arborway gap has resulted in everything “beyond the Pond” being cut off from the rest of the Emerald Necklace. This includes the Arnold Arboretum, Franklin Park & the communities beyond Forest Hills – Mattapan, Dorchester and more.

Thank you to DCR and all who are thinking about protected bike lanes, pedestrian safety, traffic-calming, tree canopy, climate, historic features (e.g. lighting) and signage (way-finding & interpretive). Looking forward to seeing options for bringing the park back into the parkway!

Sarah Freeman, 22 Arborway, Jamaica Plain, MA 02130

Kevin J Handly
[REDACTED]
Jamaica Plain, MA 02130

June 20, 2020

Arborway Parkway Improvements
c/o Howard Stein Hudson
11 Beacon Street, Suite 1100
Boston, MA 02108

Dear Mr. Stein:

Thank you for commencing, once again, to study the Arborway corridor with a view toward making much needed safety and accessibility improvements. Your efforts are much appreciated. Thank you for this opportunity to submit comments on the project design.¹

During the two decades I have lived on the Arborway, there have been several previous initiatives along these same lines. After promising starts, these have all sputtered and died, in part because of shrill and meritless opposition from self-interested residents of neighboring streets. Persistent dedication to the broader public interest will be required to overcome these NIMBY objections and make meaningful progress toward a healthier, safer, and more accessible Arborway.

My family and I have lived on the east side of the Arborway, in the sixth house from the Pond, for twenty years. As a dog owner, I am a daily pedestrian on the Arborway and adjacent streets, at virtually all hours. I maintain a small office overlooking the Arborway from the third floor of my house. I am a bicycle and motorcycle enthusiast and until recently, was a long distance (Boston Marathon) runner.

A Word About NIMBY Objections

Expressed fears that any improvement of the Arborway will subject our neighbors on Moss and Hellenic Hills and in the Pondside neighborhood of Jamaica Plain to deleterious "cut-through traffic" are greatly overblown. No one who has tried even once to use Moss Hill, Burroughs

¹ The observations and comments in this letter are strictly my own. I am not a member of "Arborway Coalition" and have had no input into any comments it might submit on the Arborway project. Nor has the Coalition or its spokesperson, Ms. Sarah Freeman, had any input into this letter. So far as I know, the Arborway Coalition is an e-mail list-serve, created and maintained by Ms. Freeman, that includes several individuals and organizations having no obvious connections to the Arborway other than a common interest in preserving Boston's parks and greenspaces.

Street, Dunster Road, or Eliot Street as a "cut-through" to avoid traffic backed-up on the Arborway will be tempted to try that route again. For many years, the well-connected and well-to-do residents of those sheltered enclaves have successfully lobbied the Boston Department of Transportation to use "one-way street" designations (which residents routinely ignore) and other devices (rolling up sidewalks) to exclude outsiders and convert their taxpayer-funded streets into private gateways.

The idea advanced by some of these same well-heeled residents that efforts to improve public health, safety and accessibility on the Arborway are a scheme of a few self-interested Arborway residents to enhance the market values of their homes is preposterous. It is also irrelevant. The Arborway is a critical link in an urban park system that was designed and created to benefit all of Boston's residents and visitors with safe and healthful access to Boston's most beautiful parks and greenspaces. The likelihood that much needed health, safety and access improvements to the Arborway corridor will incidentally improve the health and safety of people who live there is not a reason to withhold or delay improvements that are obviously needed and will benefit everyone.

First-Hand Observations of the Arborway

As others have pointed out, the accident statistics quoted in last Fall's Arborway safety audit are without a doubt grossly under-inclusive. Not a day goes by that there is not at least one auto accident, often more than one, along the Arborway corridor. Apparently, many of these accidents do not involve serious injuries and go unreported and uncounted.² They do, however, cause injury and distress to occupants of the involved and nearby vehicles, as well as to pedestrians, and cause considerable damage to cars, trees, historic stone walls, greens, and other adjacent property, both private and public.

The available statistics regarding speed and volume of vehicular traffic on the Arborway are much more reliable. These demonstrate that despite the posted 25-MPH speed limit, prevailing traffic speeds on the Arborway are often between 40 and 50 MPH and sometimes higher, well above the mortal hazard level for drivers, bicyclists, pedestrians, residents of adjacent homes, and anyone else present on the Arborway. They also show that there is a much heavier volume of motor vehicle traffic on the Arborway than it can reasonably (or legally) support.³

By far the greatest portion of Arborway traffic consists of undesirable single-occupant commuter vehicles. Vehicular traffic volume greatly increases during the so-called "rush hours" which now run from approximately 6:30 a.m. to 9:30 a.m. northbound, and from approximately 3 p.m. to 7

² Adding to the confusion, because of overlapping jurisdictions, reports of accidents may go to different agencies. Needless to say, state police record-keeping is hardly reliable, particularly where, as here, there is an obvious institutional self-interest in under-reporting. To determine the true number of traffic incidents occurring on the Arborway corridor during a given time period, an objective, thorough and well-supported investigation would be required.

³ The Arborway has none of the physical design, environmental, and safety features that modern engineering standards and safety regulations require of highways carrying comparable traffic loads traveling at comparable speeds. Nor could it incorporate such features without sacrificing its parkway character.

p.m. southbound.⁴ Motorcycle and modified muffler drag races run in both directions from around 4 p.m. to around 10 p.m. on summer afternoons and evenings, especially on Sundays. There is always heavy emergency use -- ambulances, fire trucks and marked and unmarked police vehicles with sirens blaring at "open country" volume and pitch (or suddenly "pulsing," to the physical distress of nearby bicyclists and pedestrians) -- fighting to make headway through congested rush hour traffic or careening empty in response to a call.⁵ Not to be overlooked is the ever-increasing stream of diesel-powered commercial truck and bus traffic, including school buses spewing particulates from oversized exhausts. Posted truck and bus exclusion signs are apparently window dressing. They are openly and universally disregarded.

The Arborway "greens" are treated by motorists as little more than highway median strips. With no curbs to protect them, they are routinely violated for use as cut-throughs, turn-about, and heavy equipment staging areas for tree and utility maintenance and for roadway construction. Arborway drivers, increasingly operating "all-terrain" SUVs, regularly drive over them to reverse direction or avoid congested traffic. New tree saplings are regularly planted, only to die from abuse and neglect prior to maturity.

These hazardous and unhealthful conditions, along with eight straight, quarter-mile, driving lanes, starting and ending at confusing "rotaries" and a curb configuration that channels highest speed traffic to the outer carriageways, have perverted the Arborway section of the Emerald Necklace into a hair-raising drag strip that no peace-loving person would voluntarily choose to navigate or cross, either behind the wheel, on a bike, or on foot.⁶

These conditions have not come about overnight. They have evolved gradually with the expansion of urban and suburban sprawl to Readville, Dedham, Norwood and beyond, the proliferation of multi-car households, the abandonment of the southwest corridor highway project and atrophy of efficient alternative means of public transportation, and the abdication of serious traffic enforcement by both state and Boston police.⁷

It is obvious that changes are needed to improve the health and safety of people who find themselves on or near the Arborway and to enable them to enjoy safely the beautiful adjacent parks, ponds, and other historic and natural amenities. Meaningful improvement in these conditions will require a permanent reduction and redirection of established Arborway traffic patterns.

⁴ There is also a dramatic surge before and after home games of the Red Sox, Celtics and Bruins. Arborway greens are strewn with empty beer cans on mornings following such sporting events.

⁵ Almost invariably, an emergency vehicle is careening through the Pond Street pedestrian crossing just as the much-too-short and much-too-infrequent pedestrian light signals that it is finally safe to scamper across.

⁶ If cut-throughs were available, Arborway drivers already have ample reason to find and use them. The fact that they do not belies the principal objections of Moss and Hellenic Hill residents to meaningful Arborway improvements.

⁷ The folding of the former MDC Police into the State Police under the Weld Administration publicly affixed a political seal of approval to this abdication of parkway enforcement responsibility.

Specific Recommendations

My personal suggestions include the following:

1. *Traffic rules, roadway signage, and roadway configuration should all work together to reinforce desired behavior.* A road that is intended to carry 25 MPH traffic should be built to naturally enforce such a speed limit, not to comfortably accommodate speeds of 40 MPH or above. Intersections at which pedestrians are expected to cross should not be curved to permit continuous traffic flow ("California stops"), but should have *right angles* that force turning motorists to come to a full stop at the stop line, and should be further reinforced by "Stop" (not "Yield to Pedestrians") signs and/or sequenced (not flashing yellow) traffic lights, and prominent "No Turn on Red" signs. Arborway redesign should not assume that state or Boston police will ever resume their long-abdicated responsibility for effective traffic control and enforcement.
2. *Traffic rules and signage should be enforced by physical barriers robust enough to prevent violations by trucks and SUVs.* Roads that are intended to have one traffic lane should not have asphalt surfaces wide enough to accommodate two. Park greens, verges and medians from which motor vehicles are to be excluded should be protected by high granite curbs that physically exclude SUV and truck trespassers, short-cutters, and joy riders, not slanted curbs that look pretty but invite encroachment.
3. *Traffic in the outer carriage lanes, closest to bikeways, recreational uses, pedestrian sidewalks, driveways, and residences, should be limited to an appropriately safe (slow) speed.* Vehicles physically separated from such recreational, pedestrian and residential users may be permitted to travel at a somewhat faster, though still safe and controlled, speed. The slightly higher speed limit may (further) encourage through-traffic to stick to the center lanes. "No right on red" should be the default rule on the Arborway.
4. *Bicycles, pedestrians and recreational users should be physically protected from motor vehicle traffic.* Signs and pavement line painting is simply not an effective safety or traffic control device in Boston, either for bike lanes or for pedestrian crossings. Nor should dog walkers and nannies with baby carriages be forced to fight with bicycle commuters for use of the narrow sidewalks.
5. *Trees and other Arborway vegetation should be afforded ample clearance and a healthful environment in which to grow, and should be physically and legally protected.* Motorists who damage trees and other public property on the Arborway should be compelled to pay for full and prompt replacement.
6. *The Arborway should be redesigned as an urban "park" way for the future, not a patchwork over past mistakes.* The roadway should be designed and built to accommodate no more than the optimal number of vehicles that should use the Arborway as part of the efficient and well-balanced multi-modal transportation system we are building for the Boston of the future, not the maximum number of motor vehicles that might conceivably choose the Arborway if left to their own devices in our present wasteful and outmoded infrastructure.

7. Emergency vehicles should be encouraged, to the greatest practicable extent, to be considerate of pedestrians, to moderate their sirens, to reduce or eliminate diesel exhaust, and to minimize their other negative impacts on Arborway users and the park environment.

Thank you for this opportunity to give you my perspective as a longtime Arborway resident and park user. I look forward to your presentation Wednesday evening. While two years of Arborway construction is likely to be frustrating, I do look forward to ultimately enjoying meaningful and lasting improvements to the Arborway corridor.

Very truly yours,

A handwritten signature in blue ink that reads "Kevin J Handly". The signature is written in a cursive style with a large, looping "K" and a long, sweeping underline.

Kevin J Handly