

Name (First)	Name (Last)	Comment	City	State	Zip
Kimberly	Long	We live on the Arborway between Forrest Hills and Murray Circle, near the crosswalk to the arboretum. There are A LOT of accidents with cars driving up from Forrest Hills towards Murray Circle. Often the cars just crash through the fence lining the road, but several of these accidents have been extremely serious. Are there plans to reduce speeding on this part of the road or otherwise reduce accidents?	Boston	MA	02130
Robert	Guptill	There are existing bus stops on Centre St at Orchard St. Please make sure the designs incorporate the bus stops.	Boston	MA	02131
Jessica	Mink	Please eliminate the slip lane southbound from the "barrel" to Centre St southbound. The similar lane from the Arborway westbound onto South St. at Forest Hills is a major impediment to bicycle and pedestrian access to Roslindale and Arnold Arboretum from South St. and the Southwest Corridor. This lane will make bicycle and pedestrian travel between Arnold Arboretum and Jamaica Pond more difficult.	Roslindale	MA	02131
Morgan	Meyer	<p>As a person who commutes by bike from Centre st onto the lower Arborway everyday I strongly support a signalized intersection at Murray Circle. Alternatives 3 and 4 for Murray Circle seemed to really increase safety for cyclists and pedestrians at that intersection.</p> <p>I also want to ensure that there is safe and convenient separation BETWEEN pedestrians and cyclists on all improved paths. Putting a bike line that leads up to a sidewalk is not adequate. The two travel and different speeds, and bikes require a smooth surface, ideally without cracks.</p> <p>I have also already noticed significant traffic backing up on Centre St (going to W Roxbury). Though I think it is important to increase safety and decrease vehicular speed on the Arborway, I wonder if there is any goal to actually decrease traffic itself. And what kind of collaboration is there between DCR and the city, especially at these places where city streets feed into the Arborway and how are we considering the impact there?</p> <p>As often as possible, I think we need to increase green space and encourage alternative modes of transportation when considering climate resilience.</p>	Boston	MA	02130

Jessica	Mink	Please make the crosswalk at the intersection between Kelley Circle and Francis Parkman Drive safer! Cars from Parkman Drive *usually* stop for pedestrians at their stop signs, but cars coming from the Jamaicaway direction must obey the crosswalk law or not. Too many choose "not". This is not safe for pedestrians and bicyclists. If Murray Circle gets traffic lights in Alternatives 3 and 4, this will be the only uncontrolled intersection for bicyclists and pedestrians between Forest Hills and Jamaica Pond. I would be tempted to ask for a demand walk light at this T intersection that *stops* a right turn from Kelley Circle as well as traffic coming from Parkman Drive. It's only two lanes, so the cycle doesn't have to be long.	Roslindale	MA	02131
Mike	Fishman	Is there any plan to improve connectivity on the Riverway between Netherlands Rd and River Rd? On a bike, currently, you're forced to ride on rocky dirt and there isn't a curb ramp to get down from one part of the Necklace and up to the adjacent part across Netherlands. I know this project isn't focused on this section, but if improving one part of the system, why not fix the other issues?	Boston	MA	02210
Jessica	Mink	Thanks for fixing the Parkman Drive/Kelley Circle intersection crosswalk for Alternatives 2,3,4, but it's still a big problem in Alternative 1. I complained prematurely during the meeting.	Roslindale	MA	02131
Tyler	Simonds	We need to prioritize public transit and our most vulnerable travelers. Please make sure to facilitate efficient bus travel. 20-25 MPH for drivers is plenty in a city. We will always have some level of traffic as long as personal motor vehicles are permitted to travel through here. Do drivers know that cyclists can be in any lane? Separate is great as long as people on bike have the most direct route to where they want to go. I didn't know about the pathway around Forest Hills for a while, because signage isn't clear.	Boston	MA	02125
Douglas	Rand	Please consider using different or differentiated materials for pedestrian and bicycle crossings - perhaps stamped bituminous paving? These types of material differences for cars running over these surfaces will help to provide better safe passage for peds / bicycles. Thank you.	Jamaica Plain	MA	02130
Petar	Mitrevski	Please upload a higher quality PDF of the proposed alternative site plans. Thank you so much for prioritizing pedestrian and bicycle users!	Jamaica Plain	MA	02130

Andrew	Balmer	<p>All four alternatives are very car-centric. There are no bus-only lanes in any of the alternatives. The slip lanes at the intersections in alternatives 3 and 4 are disastrous for pedestrian safety and convenience. The "beg buttons" discussed to allow pedestrians to activate the walk signals are a worst practice that prioritizes automobile throughput at the significant expense pedestrian experience.</p> <p>Furthermore, these designs maintain a four-lane roadway for most of the extent of the Arborway. None of the alternatives has proposed a two-lane roadway, which would significantly reduce the amount of traffic passing through the area, and significantly increase the amount of green space.</p> <p>I'm sure that DCR would respond to the idea of reducing the number of travel lanes from four to two by saying that traffic volumes are too high to support such a reduction. But DCR should embrace the principle of "induced demand" -- or in this case, its converse. If you eliminate roadway capacity, fewer people will choose to drive, and more people will seek alternatives to driving. It may be the case that a reduction to two lanes will increase congestion in the short term. This is not a bad thing! By increasing traffic, you will discourage people from driving in the first place. As drivers grow accustomed to the increased congestion, they will learn that it's no longer worth their time to attempt to drive, and they'll seek alternatives. In the long term, we will have reduced traffic congestion, more green space, fewer traffic crashes, less pollution, less road noise, less road rage, and more.</p> <p>DCR should embrace the concept of turning the Arborway into a "Parkway" in the most literal sense of the term: it should be first and foremost a park. It should be designed such that it discourages all but the most essential automobile traffic, and it should return to <i>*people*</i> the space that's currently consumed by cars.</p>	Boston	MA	02130
--------	--------	--	--------	----	-------

		<p>After attending the public meeting on Jan 20th, I'm very concerned that DCR is not being ambitious enough to provide a safer and greener arborway for all users.</p> <p>We bike with our young children as our primary means of transportation (yes, year-round) and have had so many terrifying encounters on this cooridor.</p> <p>Please consider at least 12 or 14 foot shared-use paths to create a parkway for the 21st century. One that is safe, actually feels like a park and doesn't continue to cater to car-dependency which is one of the biggest problems in our city and region.</p> <p>If the concern is too much pavement, I'd like to see DCR be more forward-thinking and take some space away from private motor vehicles.</p> <p>Other transportation agencies in the state are doing it, DCR shouldn't be the most regressive.</p> <p>For the safety of my family and road users like us (and the climate), please consider what a missed opportunity it would be for this to only be incrementally better.</p>			
Zack	DeClerck		Boston	MA	02130
		<p>I appreciate all the thought and creativity that has gone into the Arborway alternatives. The goals of the project are advancing a vision I support in bringing the park back to the parkway and the Olmstead vision for a connected greenway. To those goals I think the options that eliminate the circles (3 and 4) are most compelling. Expanding the parkland around Jamaica Pond is a particularly exciting benefit of these alternatives. Please look into some active recreation that could enliven this area for people.</p> <p>While the carriage roads may provide a calmer roadway, the alternatives that maintain at least one (mostly) 14 foot wide multi-use path will have the most value to the recreational and commuter cyclists. This link would contribute to the easily obtainable vision of a shared path running from Forest Hills to Fenway. There are details to be worked out with local vehicular access, and specific connects for bike and pedestrians across all the roadway. While permeable surfaces have stormwater impacts that should be considered, we should not sacrifice vital circulation improvements without considering materials and drainage that could serve a similar function for water infiltration.</p>			
Tom	Evans		Roslindale	MA	02131

Netanya	Perluss	<p>Alternative 4 is the best option.</p> <p>I like that both lanes traveling south on arborway are allowed to continue straight at the murray circle intersection (as opposed to in alternative 3, where the right lane turns into a right turn only lane).I think it is important that there is clear signage after the intersection when traveling south on arborway that the two lanes will merge into one. The biggest flaw with alternative 4 is that there is no option to turn left when traveling west on centre st onto arborway south; to fix this I think the left westbound lane on centre st. should be both straight and left turn, as it is in alternative 3. I am strongly in favor of a signaled intersection over a roundabout from both a traffic and pedestrian perspective; I am also a big fan of raised crosswalks. I am excited about the increased usable green space offered by a signaled intersection.</p> <p>I really like that there is green space on both sides of the of the shared use path west of arborway. I think it is critical to maintain the parking that currently exists along arborway to keep the arboretum accessible. It is important that the parking is wide enough to fit a normal sized. I am also concerned about people opening their car doors into oncoming traffic, it would be good if some sort of buffer zone could be added. I like that alternative 4 adds parking going north on arborway; I would want to make sure there was a safe way for a pedestrian to navigate from their parked car on that side to the crosswalk. The timing of the signal for the pedestrian crosswalk north of custer st. / leading to the arboretum driveway is to short, it is hard for me to cross with my elderly dog and I often see others struggling to make it in time (families w/ young children, disabled people, elderly, ect.) / it would increase accessibility if the light was longer. It is important that this signal remains a HAWK.</p>	Boston	MA	02130
---------	---------	--	--------	----	-------

Emma	Tolerton	<p>Overall support Alternative 4.</p> <p>I am in strong support of turning Murray Circle into a signalized intersection both for pedestrian/bike and vehicle safety. This Circle is extremely stressful and dangerous currently to walk and drive through. There is too much traffic coming from and going to Centre st on the West and people do not follow the rules of a rotary so it does not function properly. I like that alternative 4 at Murray Circle allows both southbound arborway lanes to continue straight without forcing one to be a right turn/left turn lane and instead adds those on. I would advocate for clear signage though that the lanes will merge to one after the intersection. Also I think Alternative 4 should allow a left turn from Centre St onto Arborway southbound as #3 does. Otherwise it significantly complicates access to the Arboretum for people coming from Centre st and would increase traffic on the residential Upper Arborway. I am in favor of the raised intersections for pedestrian crossing. I am excited about the more easily accessible and useable green space that will be created and surrounded by the multi-use path for Alternatives 3 and 4. For the Arborway next to the Arboretum I like Alternative 4 because there is green space on either side of the multi-use path which makes it safer/more protected from cars and more aesthetically appealing. I am hugely in favor of the crosswalk that goes across Arborway here by the Arboretum entrance. I currently use this crosswalk all the time and the Walk signal and flashing light are too short for many users to get safely across and cars drive very fast and dangerously, often running the blatantly red light. So I would love for walk signal light to be longer to make it more accessible for senior people and pets, families with small children, disabled people, and anyone who may walk slower than a fast walk and give a little more time to cross in case you are not right at the road when the signal turns.</p>	Boston	MA	02130
Joseph	Maranzano	<p>I am in fovor of option 4 because it offers the safest configuration for pedestrian and bike safety.</p> <p>I participated in the Jan 20, 2022 Zoom meeting in the Kelly Circle, Murray Circle and Traffic breakout rooms. Based on the questions and comments, I believe that DCR should consider restroring the fourth lane of traffic to the section heading toward Forrest Hills and make the sidewalk a shared pedestriam and bike lane. The sidewalk in that area is wide enough to accomodate both bikes and pedestrians.</p> <p>I am encouraged by the work done so far in eliminating the circles since they no longer work to effectively flow the traffic and make for safe crossings. Cars go to fast around those circles in low traffic situations and they don't work in handling the flow in high traffic situations..</p> <p>Joe Maranzano</p>	Brookline	MA	02446

Alexander	Frieden	<p>At last night's meeting the traffic engineer that is running the project made the comment that we are trying to look for a sweet spot of 25-30 mph for running speed. This fundamentally is a very dangerous way for us thinking. We should be pushing speed limits as close to 20 mph as possible. The city of Boston has a speed limit of 25 mph and tries to design for that speed. The chance of survival is higher at 20 mph than 30 mph, with such an active park land, we should try to make it as safe as possible thus encouraging recreation which is DCR's mission, not to move regional traffic.</p>	Somerville	ME	02143
Michael	Kinkema	<p>All of the proposals clearly put car traffic first over all other modes of transportation and over recreation. DCR should remember that they are not a highway department and that cars should not be their primary concern. This project needs to be much more aggressive in slowing down motor vehicle traffic and improving pedestrian access and safety. Unfortunately the opposite was done on the Arborway near Forest Hills where it now takes over 5 minutes to cross Arborway/Washington as a pedestrian. Furthermore, the suggestion of police enforcement to slow traffic is a joke. Not only do the police not significantly enforce traffic in the city, enforcement doesn't actually lead to long term behaviour change. Only forcing behaviour through road design will have a significant impact, anything else is willful ignorance.</p>	Cambridge	MA	02140
Nate	Lash	<p>I am very excited to see this project move forward and appreciate DCR's efforts to engage and respond to feedback from residents and stakeholders in the form of the new Alternative 4.</p> <p>During the parkway redesign process, the project team has discussed associated public realm enhancements including the possibility of installing informational stations or signage that educates passersby and highlights the history of this beautiful parkway. The history of the land on which the parkway sits began long before Frederick Law Olmsted shared his vision for the Arborway.</p> <p>Archeological digs within the adjacent Arnold Arboretum have unearthed historical artifacts that show that for over 7,000 years, the land on which the Arnold Arboretum now sits has been inhabited and used by diverse societies and cultures of Indigenous Peoples, including most recently the Massachusetts Tribe. More information about the history of indigenous peoples in the area can be found here: https://arboretum.harvard.edu/stories/early-indigenous-land-use/</p> <p>I believe any displays or installations sharing the history of the Arborway should include information about the Arborway's original inhabitants and frequent visitors. I am writing to request that DCR engage the North American Indian Center of Boston, located just up the street on Huntington Ave, and/or tribal nations and communities in the area to include information and/or installations along the new Arborway that acknowledges and commemorates the historic and continued existence of indigenous peoples in Boston and Jamaica Plain.</p> <p>I very much appreciate and applaud DCR and the entire project team in your commitment to making the most of this a once-in-a-lifetime opportunity to restore the parkway and connect the Emerald Necklace. Thank you for your consideration.</p>	Boston	MA	02119

Julia	O'Brien	<p>No data was provided to assess the pros and cons of each alternative: what is increase/ decrease in grassed areas in each segment for each Alt? Same ??? for paved areas. What are current and projected traffic volumes? Do future volumes include Faulkner Hosp and LMA expansion ? Will proposed signals at Murray be coordinated with Centre St signals at Hillcroft and Louders? Does ped signal at AA prevent clearance in Murray intersection at peak times?</p> <p>There are many utilities under Murray rotary. Will they be relocated? How many trees will be removed in each section of each Alt? What is replacement policy? Spacing? Species? (Olmsted had opinions on this)</p> <p>Signalized intersections have lots of signage, light poles, signal arms...what are "parkway" standards for these elements? Is road xs the same in all Alts? Shoulders? 101/2 ft lanes preferred. All new drainage? All new lighting? If so how are existing trees protected?What are gross comparative cost estimates? How are Allandale and Centre and Walter and Centre condidered</p>	Roslindale	MA	02131
Robert	Guptill	<p>Could the Kelley Circle alternative 2 intersection of the Arborway at Frances Parkman Dr be shifted a little to the south such that a southbound left/u-turn lane could be created? It looks like there's space to expand the right-of-way without eliminating any more trees. This would allow southbound vehicles to access Prince St and perform a u-turn without needing to go down to Murray Circle (alternative 3) or use the mini circle in alternative 4. The mini-circle of alternative 4 seems like a good way to provide access to Prince St to the Arborway.</p> <p>At Murray Circle, I definitely prefer alternative 3/4 to alternative 1/2, as I do not feel that two-lane rotaries are safe. It seems like alternative 4 eliminates the least number of trees, so I'd probably go with that.</p>	Boston	MA	02131

		<p>I live in JP, near the pond, and I commute to work (Berklee) and to appointments (Longwood, Forest Hills) on my bicycle. I have ridden my bike on the controversial bike lane on the Arborway from Murray Circle to Forest Hills. Despite the generous width of the bike lane, I did not feel safe since I was sharing the same surface as the "motor vehicles." I would prefer to give the vehicle drivers their lane back, and to provide protected, separate bike lanes to cyclists.</p> <p>I also think it is important to indicate proper protocol for the use of shared-use paths. Cyclists should be trained, at the least through signage, to announce their approach to pedestrians and to leave plenty of space to avoid startling pedestrians out on a peaceful walk. Pedestrians should be trained (again, through signage, at the least) to listen for cyclists who announce their approach, and pedestrians should be reminded to stay to the right.</p> <p>I also believe it is important to have lines down the middle of a shared-use path if it is meant to serve traffic in opposing directions.</p> <p>I believe Murray Circle must be converted to a signalized intersection, and I strongly favor crosswalks on all sides, as in Alternative 3.</p> <p>I understand that many Boston drivers resent cyclists. Given the lack of consistent cycle lanes throughout the city, some cyclists revert to unpredictable behavior on the road that can be nerve-racking to drivers. I think that once cyclists can make use of intentional infrastructure, cyclists will be less apt to behave obnoxiously on the road. At least I hope so.</p>			
Rebecca	Cline		Jamaica Plain	MA	02130
Ben	Wetherill	There doesn't seem to be any link for the Arborway survey from the 1/20/22 meeting in the online project pages.	West Roxbury	MA	02132
Ben	Wetherill	<p>I am really excited about the continuous bike paths that are included in alternatives 1,2, and 4. I do not like the concept in alternative 3 where the bike path is merged with the carriage way. I prefer the rotary options at Murray Circle because I am very skeptical that an intersection will be able to handle the volume of traffic. Also, 4 or 5-lane intersections would not be easy to get across for pedestrians or bicycles. I lean toward the rotary option for the Kelly Circle area because there is not really any other good way to handle traffic from both Pond St and Francis Parkman Dr. Also, the rotary option provides a nice bike path on both sides which would be easy to ride because street crossings are only single-lane crossings.</p> <p>I also notice that none of the options have a median between opposing traffic. I think this would be a very unfortunate design, reminiscent of Jamaicaway where there currently is no median. Jamaicaway is currently a scary road to drive on, and I hope you are not going to create a similar design here.</p>	West Roxbury	MA	02132

Adam	Shutes	<p>In this Project green & shared space for pedestrians & cyclists, & safety for all users is increased. To put the Park in Parkway & take the Highway out of the Park, will not occur if, after millions of \$s & years to complete, a physical Highway remains. In these alternatives, the (Upper)Arborway area shows a good safe street approach, but no progress is made in controlling speed on the Main Barrel to J-Way. Controlling speed increases safety for all road users & these proposals maintain a dangerous 4-lane Highway: not a Parkway.</p> <p>I implore you to implement:</p> <ul style="list-style-type: none"> - Timed & button activated ped crossings at major intersections, & button activated pedestrian Stop Lights for any crosswalks in this area including the Main Barrel. Good faith & HAWK beacons do not work (see Centre St, W Rox) for controlling traffic speed & flow. - All Xwalks should all be raised, including those on the Main Barrel & Carriageways. Vehicles obeying posted speed limits will not be troubled by raised Xwalks, (nor are emergency vehicles). - Single Main Barrel travel lanes from Murray to J-Way will control the speed & increase the safety for all road users. At slower speeds traffic flows better than speeding & start-stop movements. <p>Alternative-specific comments:</p> <p>Alts 3 & 4 slip lanes at Murray Circle design are dangerous: encourage continuous travel/speed/lack of observation where peds & cyclists are most exposed (see American Legion/Cummings Hwy or Forest Hills). Minimise lanes at intersections with combined turn/straight ahead lanes built into the intersection [one straight/left; one straight/right].</p> <p>Alt 3, Shared Streets are not safe for peds or cyclists going against traffic. A Slow with a separated path is better, Alt2/4. A physical barrier, or green space-based separation is preferred over grade.</p> <p>Alt2/4. Parkman & Price St entrances should be handled together, & to encourage vehicles from Pond to use that junction rather than the Slow Street of the Carriageway. Alt2/4 handles this best</p>	Roslindale	MA	02131
Jessica	Mink	<p>I did a walkthrough of the entire Arborway Project yesterday afternoon, and while I like Alternative 4, I foresee problems for pedestrians and bicyclists on the mixed use path between the Arborway and Jamaica Pond crossing the connection between the Jamaica way/Arborway and Parkman Drive and Pond St. to Moss Hill and Brookline. The mini rotary will slow traffic from Parkman Drive, Prince St. and Pond St a bit, and traffic to those streets will depend on the light at the Jamaica way/Arborway, but there is no controlled time for bicyclists and pedestrians to cross the connector except crossing between vehicles stopped for the Arborway light and waiting to enter the rotary. This is not safe, especially during high traffic times. Because of the mini-rotary, there is no time when cars coming from Parkman, Prince, and Pond will be stopped for users of the mixed-use path to cross. I would replace the mini-rotary with a light for motorized vehicles with a walk light, possibly on demand.</p>	Roslindale	MA	02131
Alicia	Powell	<p>I feel that the community survey on the four alternatives is poorly designed. Many symbols & terms used are not defined, leaving me to guess which alternative I prefer. This does not inspire confidence, & even worse it gives the DCR a false sense of community preferences.</p>	Jamaica Plain	MA	02130

Madeline	DeClerck	<p>Hi, my comments are focused on safety and reduced speed management which I think is critical as we have seen overall speeds increased and traffic crashes, especially fatal crashes, increase since the pandemic hit (2020). I am overall in support of roadway design changes that support lower speeds from vehicles. The data supports that with lower vehicle speeds, roadways become safer for the more vulnerable users including pedestrians and bicycles of a roadway.</p> <p>In general, I support modernized roundabouts where applicable through the corridor because in the geometric design of the roundabouts, vehicles in general have no option but to lower speeds especially on the approach lanes as well as vehicles are geometrically not able to travel straight through a roundabout like they are a signalized intersection/green light. I think any alternative that instead converts a roundabout to a signalized intersection could inherently increase speeds, and cause more injury or worse, fatal crashes. Sometimes roundabouts do in fact cause some more property damage crashes while the community is learning how to navigate the roundabout. Roundabouts also support better vehicular emissions which are extremely important when addressing climate change.</p> <p>It was very leading in the survey to separate out which alternatives are preferable to support more open space or more tree canopy without the consideration of the traffic accommodations that go along with that alternative. Many people would recommend more open space and tree canopy but those alternatives could in fact cause higher speeds and injury crashes. I would argue that a roadway alternative that has more open space may be very undesirable to use that open space unless the roadway is safe for all users, i.e. lowering vehicle speeds.</p>	Jamaica Plain	MA	02130
David	Friedman	<p>I am a resident of Prince St, one of the residential streets most heavily impacted by the Arborway project. I am concerned with access too and from Prince St from the Arborway (both north and southbound), Parkman Dr., and Pond St. Alternative 1, which offers no change in access, is still the most convenient but Alternative 4, though slightly less convenient, is much safer. I can support it. I cannot support Alternatives 2 or 3 which will impose a heavy burden of extra travel and inconvenience on Prince St. residents.</p>	Jamaica Plain	MA	02130

David	Fingerman	<p>I think the project team needs to take another look at traffic calming on the Upper Arborway. I like the idea of the raised intersection at St. Rose Street, but drivers speed along this road to beat the traffic on the main Arborway at dangerous speeds. Speeding is coming from both directions (from South Street or Centre Street). The raised intersection at St Rose Street isn't going to calm traffic speeding up the hill from South Street or speeding toward the hill from Centre Street. Plus, I'm concerned that the design to calm traffic on the main Arborway is going to encourage more commuters (and apps) to use the Upper Arborway.</p> <p>Please consider additional measures to discourage commuters from using the Upper Arborway as a way to beat the traffic on the main Arborway. And for commuters who use the Upper Arborway, anyway, please direct traffic to slow down on this residential road. Slowing traffic could be accomplished through a mix of signage and other traffic calming measures. The design for the St Rose/Arborway intersection is a good start, but it's not enough. Thank you for considering.</p>	Jamaica Plain	MA	02130
Anne	Emerson	<p>attended my first meeting on this subject the other night and I must apologize for being so late to realize this planning was in progress. I have lived at Pond Street for forty years. It has often been a challenging address to get home to, and a difficult place from which to launch a trip towards Brookline or Newton.</p> <p>Several of these proposals will make this situation considerably worse. Proposals two and three will add significant driving to the lives of roughly 325 households living on Burroughs, Orchard, Dunster Prince and "little Pond" streets. If we estimate two drivers per household (650) and each of those takes two trips a day in the car, that makes 1300 trips a day. Plans 2 and 3 would add a mile to each trip (clocking from Eliot to Murray Circle and back), 1300 miles driven daily to our commutes which I find a shocking figure. I clocked the drive from Eliot Street driving south around Murray circle and back at one mile. That is essentially what everyone of these 650 drivers will have to do: adding two miles to their daily commute for a total of 1300 additional miles driven per day on the Arborway by residents simply trying to get home. (That's roughly from here to about Nebraska.)</p> <p>While I know we're trying to solve a huge variety of problems I think it is helpful to actually quantify the extra driving that will result from some of these proposals. If I had to vote, I would go for one first and four second.</p>	Jamaica Plain	MA	02130

Christopher	Margraf	<p>I enthusiastically support DCR's project goals to return the Arborway to being a parkway, reduce vehicle speeds and calm traffic, increase access to parks, "rebalance" pavement and turn it back into green space, and improve safety for all users. In order to meet these goals, the following is suggested:</p> <p>Including a shared-use path on both sides on the Arborway.</p> <p>Removing any rapid flashing beacon crossings over multiple lanes and replacing it with a signal with a pedestrian phase.</p> <p>Any time shared-use paths are added that they be 12-feet wide when adjacent to a sidewalk option and even wider when it is the only space for pedestrians, cyclists and other users so that conflicts are limited.</p> <p>Coordinating with other agencies to re-time the traffic signals at Forest Hills to prioritize vulnerable road users over motor vehicle throughput including eliminating concurrent turns for motor vehicles while pedestrians and cyclists have the walk/bike signal. This will make it easier for people to access the shared-use path that is only on one side of the Arborway.</p> <p>Although outside this scope, there is a bicycle gap from the Arborway into Brookline. We suggest exploring bicycle access from the Emerald Necklace into Brookline, ideally via a cycletrack or shared-path on Francis Parkman Drive.</p> <p>For the reasons above, I support Alternative 4, as it drastically increases the safety of non-automobile users and overall accessibility.</p>	Boston	MA	02134
-------------	---------	---	--------	----	-------

Elizabeth	Lee	<p>I enthusiastically support DCR's project goals to return the Arborway to being a parkway, reduce vehicle speeds and calm traffic, increase access to parks, "rebalance" pavement and turn it back into green space, and improve safety for all users. In order to meet these goals, the following is suggested:</p> <p>Including a shared-use path on both sides on the Arborway.</p> <p>Removing any rapid flashing beacon crossings over multiple lanes and replacing it with a signal with a pedestrian phase.</p> <p>Any time shared-use paths are added that they be 12-feet wide when adjacent to a sidewalk option and even wider when it is the only space for pedestrians, cyclists and other users so that conflicts are limited.</p> <p>Coordinating with other agencies to re-time the traffic signals at Forest Hills to prioritize vulnerable road users over motor vehicle throughput including eliminating concurrent turns for motor vehicles while pedestrians and cyclists have the walk/bike signal. This will make it easier for people to access the shared-use path that is only on one side of the Arborway.</p> <p>Although outside this scope, there is a bicycle gap from the Arborway into Brookline. We suggest exploring bicycle access from the Emerald Necklace into Brookline, ideally via a cycletrack or shared-path on Francis Parkman Drive.</p> <p>Of the proposed options, Alternative 4 is the best, given it restores greenspace to the Arborway and dramatically increases non-driver safety.</p>	Boston	MA	02134
-----------	-----	--	--------	----	-------

		<p>I enthusiastically support the DCR's project goals to return the Arborway to being a parkway, reduce vehicle speeds and calm traffic, increase access to parks, "rebalance" pavement and turn it back into green space, and improve safety for all users. In order to meet these goals, I suggest:</p> <ul style="list-style-type: none">- Including a shared-use path on both sides on the Arborway.- Removing any rapid flashing beacon crossings over multiple lanes and replacing them with signals with a pedestrian phase.- Ensuring that any time shared-use paths added be 12-feet wide when adjacent to a sidewalk option and even wider when it is the only space for pedestrians, cyclists, and other users, so as to limit conflicts.- Coordinating with other agencies to re-time the traffic signals at Forest Hills to prioritize vulnerable road users over motor vehicle throughput, including eliminating concurrent turns for motor vehicles while pedestrians and cyclists have the walk/bike signal. This will make it easier for people to access the shared-use path that is only on one side of the Arborway.			
Ryan	Waldron	<p>Although outside this project's scope, there is a bicycle gap from the Arborway into Brookline. I suggest exploring bicycle access from the Emerald Necklace into Brookline, ideally via a cycletrack or shared-path on Francis Parkman Drive.</p>	Jamaica Plain	MA	02130
		<p>I agree with the Boston Cyclists' Union priorities for this project:</p> <ul style="list-style-type: none">- A new design that will reduce vehicle speeds and encourage safe driving behavior- The addition of physically separated bike lanes or an off-road, shared-use path that links the path around Jamaica Pond to the cycletracks close to Forest Hills- Safer crossings; crossings should be one lane or have a traffic signal, and need to be ADA accessible- Increasing the amount of accessible green space and trees - put the PARK back in Parkway! There is no need for 8 lanes for vehicles here			
John	Bowman	<p>- Limiting carriage roads to local traffic and bicycles, and direct through traffic into center lanes</p>	Brookline	MA	02446

		<p>"rebalance" pavement and turn it back into green space, and improve safety for all users. In order to meet these goals, I want to amplify the Boston Cyclists Union suggestions:</p> <p>Including a shared-use path on both sides on the Arborway.</p> <p>Removing any rapid flashing beacon crossings over multiple lanes and replacing it with a signal with a pedestrian phase.</p> <p>Any time shared-use paths are added that they be 12-feet wide when adjacent to a sidewalk option and even wider when it is the only space for pedestrians, cyclists and other users so that conflicts are limited.</p> <p>Coordinating with other agencies to re-time the traffic signals at Forest Hills to prioritize vulnerable road users over motor vehicle throughput including eliminating concurrent turns for motor vehicles while pedestrians and cyclists have the walk/bike signal. This will make it easier for people to access the shared-use path that is only on one side of the Arborway.</p> <p>Kelley Circle:</p> <p>Main Barrel:</p> <p>Prefer Alternative 2 because it has the most crosswalks across the Arborway that will slow down traffic and create more access via foot/bike. However, it needs to incorporate more traffic calming on the carriage roads to discourage cars from using those roads, and it needs to add a shared-use path on the city-side of the Arborway.</p> <p>Murray Circle:</p> <p>Because it is not safe or comfortable for people walking and biking to cross multiple lanes of moving cars, prefer Alternative 4 because it only keeps the one necessary slip lane and it has crossing islands across Centre St.</p> <p>Arboretum block/Upper Arborway:</p>			
Jason	Brown	Prefer Alternative 4 because of the new trees between the road and shared-use path.	West Roxbury	MA	02132
		<p>This meeting was a disappointment. The breakout groups were not managed well and only about five questions were asked--time keeping failed. The alternatives were described too fast for anyone to really understand.</p> <p>The biggest problem is for the second meeting in a row, the alternatives were presented as if it was a beauty contest with insufficient detail about key criteria like impacts to traffic, historic parkway guideline impacts, parking, etc. provided. One cannot provide useful feedback if insufficient information is provided. "I like this one" is interesting to hear, but they do not explain why and what values people favor. Please provide some analysis of how the alternatives address the evaluation criteria next time.</p>			
Anne	McKinnon	Will the questions raised here and at the meeting be answered? Where posted?	Jamaica Plain	MA	02130

		<p>Thanks! for your creativity and vision! Your goal to return this stretch to Olmsted "Parkway" and not urban freeway is commendable. Subsidiary goals to slow and calm traffic, make shared use safer and more inviting, reduce vehicle accidents and increase usable green space are also commendable.</p> <p>1. Ped/bike crossings, especially in the Barrel, should be signalized red/green and not flashing yellow which are visually distracting and frequently ignored by motorists. Slightly raised, well-marked crosswalks will slow traffic and daylight the crossings to motorists.</p> <p>2. Kelley: alternatives 2 or 3 preferred to open space and calm traffic. Whichever is chosen, DCR should attempt to integrate both-side shared use paths and adequate safe crossings for pedestrians/cyclists. In some cases, this may require an island in the middle.as at Francis Parkman Drive. The rotary in alternative 4 is not preferred due to likely conflicts between cars exiting the rotary going northeast and pedestrians crossing from the shared paths.</p> <p>3. Barrel: Alternative 2 seems optimal but the carriage roads need redesign to reduce speeds, eliminate bleed-off traffic from the main Barrel, and reduce risks to residents emerging from driveways.</p> <p>4 Barrel: adding parallel narrow gravel paths for joggers/walkers would reduce conflict on the shared use path and increase usage by joggers. Again, where possible shared use paths on both sides of the Barrel would be optimal. Occasional tree removal/relocation to accomplish this is acceptable. It is important to maintain safe physical separation via raised curbs or green spaces between motorways and paths. Painted lines or plastic bollards are not acceptable.</p> <p>5. Murray: Alternative 4 with signals and the right slip lane to VFW is optimal.</p> <p>6. Arboretum: Alternative 4 with path separated by trees from traffic is optimal. Important to retain Arboretum parking spaces for families visiting Arboretum.</p> <p>7. Everywhere: good signals and clear signage</p>			
Stephen	Ringlee		Jamaica Plain	MA	02130
		<p>I am a frequent driver and occasional cyclist on this roadway. I've always thought it silly that there are 2 parallel roads heading southbound in the section between Kelly circle & Murray circle, adding to speed & confusion in the roundabouts. So I fully support simplifying this stretch for drivers. Aside from wanting to make sure traffic studies/simulations are done for the alternatives suggested, I have no concerns or preferences on alternatives presented.</p> <p>As a cyclist, that section is terrifying. I've taken my kids cycling from the Muddy River to Jamaica Pond, but hesitate take them further to the Arboretum, Forest Hills Cemetery or Franklin park due to the dicey bikeways between Jamaica Pond & Forest Hills. And when I do, I generally ride on the sidewalk with them which is not ideal given its narrow width and heavy pedestrian use. A separated path is crucial, clearly marked crossings and traffic calming equally so. The only other consideration I'd offer is that I assume many cyclists would be coming to/from various Emerald Necklace parks and so crossing the street to bike on the opposite side of the road from the Pond or Arboretum would not be convenient. It's unclear to me in the proposals whether the shared use bikeways are bi-directional, but I would recommend that, particularly on the side of the roadway abutting the parks.</p>			
Mary	Kaufman		Brookline	MA	02446

		<p>I appreciate DCR's work and its taking into account a wide range of users of the Arborway Parkways. I live on Orchard St near Murray Circle, and have submitted the survey. These are general comments:</p> <p>1 Drivers, especially commuters using the Parkways as a thruway, are going to need a lot of education on whichever alternative is chosen. We seldom see State Police there, and will need traffic officers and potentially enforcers in strong numbers for considerable time, which is not thought of a major responsibility for them.</p> <p>2 We need to keep in mind that the Parkways were never designed for the car traffic they now endure. Public transit improvements are critical to the viability of the Parkways, regardless of the alternative implemented. Examples are more frequent, reliable bus service on the MBTA 38 line, additional affordable parking at Forest Hills, and extending the Orange line. This is beyond the brief of DCR, but just as DCR needs help from the State Police on education and enforcement, the MBTA needs to support DCR's Parkways vision with better public transit. Similarly, private companies like Faulkner Hospital with its new 500-car garage that will boost traffic using the Arborway Parkways, need to step up to help on public transit.</p> <p>3 The final alternative should mix/match the best alternatives for specific parts of the project, eg, Alt 4 at Kelley with Alt 1 at Murray.</p> <p>4 - Re.parkland acreage and tree canopy: more important is "usable parkland", eg at Kelley Circle, where removing the circle and moving the bike path to edge of the new park will create a park more friendly to a broad range of users.</p> <p>5 - Final alternatives should maximize new trees and design features, regardless of the conceptual estimates shown here.</p> <p>6 - No choice will be perfect or satisfy every user. We all need to accept less than our favored options, and be patient with the implementation process.</p>			
Claire	Barker	Congratulations to DCR on your work, and thank you for asking for input	Jamaica Plain	MA	02130

		<p>I live in Hyde Park and frequently walk, bike, and drive along the Arborway.</p> <p>I hope that this project will finally make the Arborway a low-speed parkway (rather than a high-speed highway), increase access to the parks along the road while creating additional green space, and improve safety for everyone who travels along or across the Arborway.</p> <p>In order to protect people walking and biking, any multi-lane pedestrian crossings should have traffic signals with pedestrian-only phases (aka, no right turns when people walking have the right of way). Rapid flashing beacon crossings are not appropriate for a road with this many people traveling along/across it.</p> <p>In order to provide true accessibility for people walking and biking, both sides of the Arborway should include a shared-use path along the entire length of the road. These paths should be a minimum of 12 feet wide (and wider when no sidewalk is present) to accommodate their use as a regional bike commuting route. Wherever possible, the plans should include a dirt running/walking path parallel to a shared-use path in order to limit conflicts between people on bikes and those on foot.</p> <p>Crossing islands should be located at both signalized and unsignalized crossings throughout the project area, at all locations where demand for pedestrian crossing exists.</p> <p>With these changes, a safer, more pleasant Arborway is possible.</p>			
Andrew	Farnitano		Hyde Park	MA	02136
ralph	walton	I still cant coment because I have not yet found the recording of the 1/20/22 public meeting to see the new presentation.	Boston	MA	02130-2696

		<p>I support making this segment of the Emerald Necklace more accessible to bicycling, as the current road configuration results in a significant gap between Jamaica Pond and the Arnold Arboretum and residential areas in Boston and Brookline west of the Arborway, making the Arnold Arboretum (one of Boston's premier green spaces) inaccessible by bicycle, and making bicycle commuting into downtown Boston difficult.</p> <p>There are a lot of nuances among the alternatives presented, but I agree with the Boston Cyclists Union comments--particularly the need to do whatever can be done to increase the amount of usable green space (by, for example, linking together green spaces that are now separated by multiple parallel roadways, as exist now and in alternative 1). I also believe that it is important to separate bicyclists from pedestrians and runners, as this is an important commuting route where bicyclists are trying to maintain good speed to get to work.</p> <p>Finally, traffic signals should allow for a single phase bicycle and pedestrian crossings that are exclusive to them and not shared with motor vehicles.</p>			
David	Kroop	Thank you for your consideration of my comments.	BROOKLINE	MA	02446

		<p>Below is some general feedback on the proposed alternatives. Here are some abbreviations:</p> <p>+1 = in favor -1 = opposed Ax = Alternative #x NB = Northbound (from Forest Hills to Jamaica Pond) SB = Southbound OOS = Out of Scope, but...</p> <p>+1 to shared use paths on both sides of the project (A1, but not A2, A3 or A4) Shared use paths should be at least 12 feet wide.</p> <p>+1 to separate stone dust running/walking paths parallel to the shared use paths (not yet included in any of the alternatives)</p> <p>-1 to shared carriageways (shown in both directions in A3, shown NB in A2, A3, A4)</p> <p>+1 for anything reducing traffic on the Carriageways - they should serve only the residents. This includes traffic calming (humps, raised crosswalks, etc.) but also "Abutters Only" signs.</p> <p>+1 for acknowledging that there may be a reduction in throughput and so-called "level of service". This is a rebalancing project, correcting past mistakes. (this was mentioned in the presentation, I think)</p> <p>+1 for traffic signals (not flashing beacons) at all multilane ped/bike crossings. Concurrent turns should be prohibited (not clear from the presentation)</p> <p>OOS The flashing beacons currently on Centre Street south of Murray Circle should be converted to regular signals, or at least HAWK signals</p>			
David	Wean	+1 to timing all signals (including the existing one at Eliot St.) so nobody needs to wait more than 60 seconds	Roslindale	MA	02131

David	Wean	<p>D Wean Comments, submission #2 of 3:</p> <p>+1 for wayfinding along the shared paths so that users can tell they're on the Emerald Necklace, with indication of destinations (including at least Jamaica Pond, the Arboretum, Forest Hills T stop and Franklin Park.) Extra points for showing walking and biking times to the destinations.</p> <p>OOS Francis Parkman Drive should have a separate cycle track + sidewalk or shared use path to provide access to/from Brookline.</p> <p>OOS Fix the signal cycle at Forest Hills so that there are no concurrent conflicts with turning traffic.</p> <p>+1 to timing signals for 25 mph. And install signs to that effect, so people have that confidence that if they're following the speed limit, they won't get stuck.</p> <p>OOS Retime the signals on Centre St. south of the project for 25 mph. Change the signs that say "Signals timed to require frequent stops" to say "Signals timed for 25 mph travel". And reduce all pedestrian wait times to less than 60 seconds.</p> <p>+1 for buttons at pedestrian-only crossings to have a steady light indicating that the button has been pushed (unlike the existing ped buttons at Eliot Street and the Arboretum entrance).</p> <p>+1 for adding a signal to the "Upper Arborway" where the current pedestrian signal across the main Arborway is (near the main entrance to the Arboretum).</p> <p>+1 to enlarging the islands (between the upper and main Arborway, and in the middle of the main Arborway) to provide refuge for more people in each cycle</p>	Roslindale	MA	02131
-------	------	--	------------	----	-------

David	Wean	<p>D Wean Comments, submission #3 of 3:</p> <p>Comments on the current (temporary) configuration - it may be a few years before the final plan is implemented</p> <p>* The current bike lanes in the carriageways and southbound Arborway along the Arboretum should be delineated with something more substantial than paint. Flex posts (which create a more substantial but not fully protective barrier) still need upkeep and replacement. Concrete Jersey barriers (with gaps for driveways and emergency vehicles) would be even better.</p> <p>* In the carriageways the bike lanes are often used for parking. How about some signage to remind folks not to park there?</p> <p>* The southbound carriageway has a sign that says "South, Dedham, Providence Right Lane". Currently the right lane is the bike lane.</p> <p>* Instead there should be signage at the *beginning* of the carriageway (just beyond the Pond/Cataumet light) that says "Jamaica Plain / Forest Hills" with an arrow pointing left into the main barrel, and "South / West Roxbury / VFW Parkway / Dedham" with an arrow to the right onto the carriage road. That way the traffic will have been sorted before it gets to Murray Circle, where delays currently ensue as the streams of traffic cross each other.</p> <p>* Similarly, heading northbound on Centre St. before Murry Circle, a sign along the lines of "Brookline / Boston - left lane" and "Jamaica Plain / Forest Hills / Arborway - right lane" would help sort that traffic before it enters the rotary.</p>	Roslindale	MA	02131
-------	------	---	------------	----	-------

		<p>As a bicyclist, pedestrian, bus-rider, and driver; I am extremely excited for this project!</p> <p>Kelley Cir: I would like to see bicycle or shared use paths on both sides of Arborway (similar to Alt 1 or 3) regardless of the plan chosen. I like how Alt 2 & 3 bring the shared use path away from the roadway and create a more enjoyable experience in the park. I worry about the Pond/Cataumet intersection in Alt 3 as it seems quite complex for most users including pedestrians/bicyclists who'd have to use an island.</p> <p>Barrel: Alt 3 seems to it reduce curb cuts on the main barrel to keep traffic flowing along with restoring more parkland. Could Alt 3 have a shared use path for the entire length? It isn't extremely clear to all path users when the path suddenly ends, even though it is in a shared street. There are similar experience along Riverway when the separated path just ends.</p> <p>Murray Cir: I love that Alt 4 has the least number of slip lanes which make for difficult intersection crossings for pedestrians & bicyclists. It would be great to see a reduction of lanes heading southbound towards Forest Hills if it goes to 1 lane after the intersection. Alt 4 is simplest for all users to get through the intersection with the least amount of conflict points. It is a huge improvement over the roundabout for safety!</p> <p>Arborway & Upper: I love the reduction to 1 lane in each direction in Alt 3. I would like to see only 2 lanes as you approach Murray Circle similar to Alt 2. Is it necessary to have 3 lanes of vehicle storage coming from a single lane heading north? I am imagining driving/biking/walking through this section with trees lining every roadway and it looks like it will be lovely!</p> <p>I'm very excited to see parkland restored for better travel & recreation, and the removal of 2 very dangerous high-speed rotaries that are not enjoyable or safe for any users!</p>			
Brandon	Cardley	Could the Arboretum staff consult on the tree plantings for more biodiversity? Just an idea. Thanks!	Roslindale	MA	02131

Clayton	Harper	<p>I wish more current or historic traffic usage data had been provided to the public. Difficult to fairly evaluate actual am/pm demand to and from the various spokes (Parkman, Pond, Centre) or gauge the impact of proposed changes without it. Also wish the presentation maps had been clearer about what types of signals are proposed - for pedestrians there's a world of difference in a busy corridor between red lights that stop vehicles and rapid flash beacons (as we've seen on Centre St). But these are my preferences as a local resident who both walks and drives the corridor daily...</p> <p>Kelley: I prefer Alt 2 because it prioritizes Parkman over Pond (and I'm under the impression that serves the majority of users). I don't feel the roundabout in #4 provides enough vehicle queue space to the mainline Arborway.</p> <p>"Main barrel": prefer Alt 2 because of safer pedestrian and bike crosswalks, assuming these are truly signalized rather than Rapid Flash Beacons.</p> <p>Murray: strongly prefer signalized intersection over rotary. Alt 4 seems safer for pedestrians, but I feel vehicle traffic would be helped by an additional slip lane to southbound Arborway from Centre.</p> <p>Arboretum/Arborway: prefer Alt 4 to preserve parking and shorten Hunnewell crosswalk with bump-out. Strong concern about queue space and sight lines across the Upper Arborway. Not enough space for bikes, kids, leashed dogs in median between Main/Upper AND many eastbound non-local pedestrians are unaware they've left control of the traffic signal when they reach Upper Arborway. Urge a zig-zag crosswalk with more median queueing and/or a signal or rapid flash beacon on the Upper Arborway to coincide with main crosswalk signal.</p> <p>I realize it's outside project area, but there is a messaging conflict between the old "traffic calming" flashing yellow signals on Centre and the newer Rapid Flash crosswalks: flashing means both Go and Stop within yards of each other. It's dangerous for pedestrians.</p>	Jamaica Plain	MA	02130
---------	--------	---	---------------	----	-------

		<p>Thank you for providing us with the 4 alternatives and all of your hard work. Recognizing your goal to accommodate traffic, pedestrians, bikes, and greenspace, we believe alternative #4 would be the best. It broadens the park adjacent to the Pond, allows the bike/pedestrians to bike/walk through a green meadow safely, and would seem to move traffic from Pond, Cataumet, & Prince Streets easily over the Parkman Drive extension to go in the north or south direction on the Arborway. What is still unclear, however is how much traffic would build up at the small rotary and light at intersection of Arborway and Parkman Dr and how many drivers from various locations would use it. Will there be a traffic study?</p> <p>We also like the carriage road option on #4 to be able to come from Prince, Cataumet, & Pond St to go toward the Arboretum, Forest Hills, & Dedham. Can you also clarify if there is a cross walk/walkway from the end of Prince St. over to the nearby bike/walk path, given there is no other sidewalk at the end of Prince St. to get to the Pond.? We think the location of the bike path is good and should either be closer, but definitely not be moved any further away from the pond side, otherwise walkers who come from Jamaica Hills area will not go out of the way to walk to the pond and may cross unsafely near the small rotary anyway.</p> <p>Issues #1, #2 & #3: #1 Similar to what exists now, it is difficult and unsafe for residents and commuters coming from Prince St, & Parkman Drive to cross over the busy lanes in a very short distance to get into the far left lane to turn around to head toward Boston/JP center. This is especially concerning now that the altered #1 plan gets rid of the second loop around near Pond St.. Unless we could make a left at the Pond St light, if we miss that first turn option, we'd have to travel all the way down to Murray Circle, creating more traffic just to reverse directions.</p>			
Laurie	Glassman	#2 & #3 issues submitted in another comment due to word count	Jamaica Plain	MA	02130

Laurie	Glassman	<p>Part 2 of my response.</p> <p>We think #4 is best. See my last comments for reasons.</p> <p>Notes/questions/problems about #1, #2 & #3:</p> <p>#1 Similar to what exists now, it is difficult and unsafe for residents and commuters coming from Prince St, & Parkman Drive to cross over the busy lanes in a very short distance to get into the far left lane to turn around to head toward Boston/JP center. This is especially concerning now that the altered #1 plan gets rid of the second loop around near Pond St.. Unless we could make a left at the Pond St light, if we miss that first turn option, we'd have to travel all the way down to Murray Circle, creating more traffic just to reverse directions. If Prince St. access to the other side of the Arborway is addressed we'd be more likely ok with his plan as the next best option to #4.</p> <p>#2: Prince St. (parallel to Parkman) does not appear to be able to make a left turn to access the Parkman extension over to the other side. Pond & Cataumet seem to be able to do this. Residents of Prince & commuters would have to travel a long way on the carriage road to get across to the other side to then go in the opposite direction..</p> <p>#3 It is unclear whether residents of Prince St (parallel to Parkman) could take a left at the intersection at Pond St.to cross over to the other side to go toward Boston or into JP Center. If not, they'd have to travel a long distance in the wrong direction creating more traffic and risking turning around to get to their destination.</p> <p>Thank you again for hearing our input.</p> <p>Prince St (the side parallel to Parkman Dr.) residents</p> <p>Laurie Glassman, Carla Bettano, Owen and Val Young, Lori Adcock, Ameil Cooper</p>	Jamaica Plain	MA	02130
--------	----------	---	---------------	----	-------

Kay	Mathew	<p>February 7, 2022</p> <p>Jeffrey R. Parenti, PE, PTOE, PTP, ENV SP, Program Manager 251 Causeway Street, 9th Floor Boston, MA 02114</p> <p>Re: Arborway Parkway Improvements Project</p> <p>Dear Mr. Parenti,</p> <p>The Jamaica Pond Association has voted unanimously in support of an Arborway improvement plan that retains rotaries at Murray and Kelley Circles. Specifically, we endorse a plan that incorporates:</p> <ol style="list-style-type: none"> 1.Redesign Alternative 1 for Kelley Circle; 2.Integration of crossing signals at Murray Circle (activated solely by pedestrians, not timed for traffic) and other traffic-calming measures as necessary (ie. speed humps at rotary) to allow safe pedestrian crossing; 3.Separation of pedestrian and bicycle traffic within the outer lanes, between Murray and Kelley Circles. 4.Measures to increase traffic throughput between the southbound exit at Murray Circle and the Arboretum pedestrian crosswalk to ameliorate traffic backups into the circle. These might include retaining a second traffic lane up to the pedestrian crossing, lengthening the wait time between pedestrian light cycles or constructing an elevated pedestrian and bike bridge over the Arborway. 5.Meaningful efforts to improve safety conditions between Murray Circle and Forest Hills. <p>The Arborway is a Parkway designed by Frederick Law Olmsted in the 1890s as part of the Emerald Necklace, a series of parkways connecting parks from Boston Common in downtown Boston to Franklin Park in Roxbury. A Parkway is a landscaped thoroughfare within, and often connecting, parks. Eliminating the traffic circles in favor of a signalized intersection erodes a critical park feature of the Arborway. Adding a signalized intersection increases pollution in the park from cars idling at red lights.</p>	Jamaica Plain	MA	02130
Lori	Adcock	<p>I live on the pond side of Prince Street and I favor design option #4.</p> <p>The traffic on our small section of Prince Street is very congested during the late afternoon as it is, making it difficult to access our driveways etc. I feel the plans 2 and 3 would congest our small street even more. Thank you for the opportunity to express my opinion.</p> <p>Lori Adcock</p>	Jamaica Plain	MA	02130
Adam	Zilcoski	<p>I'm a resident of Jamaica Plain and live on Bardwell Street. We are a cluster of tiny one-way residential streets that abut the Arborway, Centre & South Streets. We are directly impacted by the Arborway traffic, the Murray Circle congestion, and the Kelly Circle pattern. We are thrilled to see this area getting some attention. We are very much in favor of the design elements that include and prioritize people, bikes, and mixed mobility. We realize that this is a heavily traveled corridor, but know that changes must come. We are in favor of especially plans 3 & 4 for the Arborway corridor. Plan 4 is our favorite in that it makes the area around Kelly Circle & Parkman Drive a priority. We want to see the bike paths that are separated as priority #1. Our children cannot safely bike from our home to the Arboretum or the Pond Paths because the bike lanes are not safe and are constantly threatened by cars.</p> <p>Thank you</p>	Jamaica Plain	MA	02130

Ellery	Klein	<p>As per the Donahue Report, the DCR parkways are parks. Any changes to the parkways should be in line with the state's goal of reducing traffic for climate change. In addition, bike lanes should be accessible, wide enough and allow for sharing with pedestrians. The parkway itself should foster a feeling of being in a refuge, for leisurely travel and vulnerable road users should feel 100% safe.</p> <p>Boston is well poised to go on a car diet and get rid of cars in the city center, and reduce in the perimeter. All other modes of transportation should be encouraged and made safe through good design.</p> <p>As MASSDOT and USDOT have just agreed, SAFETY needs to be paramount - and SPEED needs to be addressed as the major obstacle to safety, in all aspects of road design. No two lanes of traffic should be crossed by vulnerable users.</p> <p>Please avoid slip lanes for ANY vehicular traffic.</p> <p>I agree with the following statements from the Boston Bike Commission:</p> <p>Include a shared-use path on both sides on the Arborway. We also suggest adding a dirt running/walking path parallel to a shared-use path wherever possible since this is a desirable location for jogging, dog walking and outdoor recreation and this will limit conflicts between people on bikes and on foot.</p> <p>Removing any rapid flashing beacon crossings over multiple lanes and replacing it with a signal with a pedestrian phase.</p> <p>Any time shared-use paths are added that they be 12-feet wide when adjacent to a sidewalk option and even wider when it is the only space for pedestrians, cyclists and other users so that conflicts are limited.</p> <p>Ensure that whatever is built, has adequate plans for snow removal on the walking and biking paths and crossings.</p> <p>Coordinating with other agencies to re-time the traffic signals at Forest Hills to prioritize vulnerable road users over motor vehicle throughput including eliminating concurrent turns for motor vehicles while pedestrians and cyclists have the walk/</p>	Medford	MA	02155
--------	-------	---	---------	----	-------

		<p>Filed via the DCR Website. Feb. 9, 2022 Re: Arborway Parkway Improvements Project</p> <p>The National Association for Olmsted Parks (NAOP) applauds DCR's focus on the Arborway Parkway Improvements Project.</p> <p>We continue to urge DCR to undertake improvements that maximize safety while minimizing loss of trees and green space; creatively use existing hardscape, where possible, rather than adding more hardscape; and provide safe and user-friendly pathways for bicyclists on both sides of the Arborway.</p> <p>The Project offers a timely opportunity to restore a continuous linear park design in keeping with Frederick Law Olmsted's original plan.</p> <p>We appreciate the opportunity to comment and look forward to further updates on this important project.</p> <p>Sincerely,</p> <p>Anne Neal Petri President and CEO</p> <p>NAOP is the only organization in the country dedicated to advancing the legacy, vision and values of Frederick Law Olmsted. NAOP is the managing partner of Olmsted 200, a national celebration in 2022 marking the 200th anniversary of the birth of Frederick Law Olmsted, www.olmsted.org.</p>			
Anne Neal	Petri		Washington	DC	20036
David	Rohrlich	<p>I support Alternatives 3 and 4, especially 4, because of the likely positive effects in the direction of traffic calming. I regret the loss of a few trees, but that seems inevitable. I am glad that the DCR is finally incorporating the safety of cyclists and pedestrians into its planning.</p>	Jamaica Plain	MA	02130

Susan	Warne	<p>Arborway Parkway Improvements Kelley Circle Most preferred to least: 1, 4, 3, 2 I strongly prefer Alternative 1 for Kelley Circle. There are some good improvements (like getting rid of the dual u-turns) that will make it safer, and at the same time, it allows all of the options for traffic that we currently have.</p> <p>I think the current configuration of Kelly Circle (and alternative 1) does a good job of maintaining the sense of green space. The large green expanse separating the north and south bound lanes makes the roadway seem less disruptive than it might be. (Compare to Murry Circle, where roadway dominates.) The switch to a signalized road will make traffic more intrusive than it is now.</p> <p>Alternatives 2-3 and possibly 4 will increase traffic on Centre St. in downtown JP. Currently, if I am driving south on Centre from northern JP, I will take Pond St. to the Jamaica Way to Kelley Circle, where I will take a left onto eastern Prince St. If I am prohibited from making that left, I think I will just stay on Centre, drive through JP past the Monument to Murray Circle, and from there head to Prince. I imagine others will as well.</p> <p>Alternative 2 I think we need a bike path on the east side of this section as well as the west.</p> <p>Alternative 3 It looks to me as though Alt. 3 will do a better job than Alt. 2 at funneling the traffic from Pond and Parkman into the main barrel.</p> <p>Alternative 4 I think this traffic pattern is just too complicated. While residents will get used to it, it will be a source of confusion for anyone else trying to get to east Prince, Orchard, or Eliot from the north. That said, selfishly, I prefer Alt. 4 to Alt. 2-3, which prohibit the left turn into Prince/Orchard/Eliot.</p> <p>Alt. 4 lacks a pedestrian crossing across the Arborway in the area of Parkmann/Prince/Pond. I think we need one there; I don't think we can expect people to walk either to Eliot or to the crosswalk along the carriageway/main barrel.</p>	Jamaica Plain	MA	02130
-------	-------	--	---------------	----	-------

Susan	Warne	<p>Arborway Parkway Improvements</p> <p>Main Barrel</p> <p>most preferred to least: 1, 3, 2/4</p> <p>In all the alternatives, it looks like getting out of the carriageways will be more difficult than it is now. Now, it's a merge, but in the new designs, you stop and wait for an opening. That may be a fair tradeoff for having less traffic in the carriageways.</p> <p>In theory, the signalized pedestrian crossing in the middle of the main barrel should be a good addition, but I'm guessing it will be used mostly by folks who live on the carriage ways. I'm on Prince east, and I would likely cross at Kelley or Murray circle, as I imagine many would. I'd prefer not to interrupt the main barrel with signals.</p> <p>Alternative 1</p> <p>I think when traffic south bound gets backed up, some people will try to zip into the carriage way to bypass the backed up cars (as they do now going north just past Kelly Circle, cutting into Pond St.).</p> <p>Alternative 2</p> <p>I think we need a bike path on the east side as well as the west. I think north bound bikes will just use the carriage way instead of crossing over to use the shared use path on the west carriageway, and that gives them a bad merge at the end of the carriageway.</p> <p>Alternative 3</p> <p>It seems fine here to have bikes use the carriageways, since there are bike connections at either end.</p> <p>Alternative 4</p> <p>I think we need a bike path on the east side as well as the west. I think north bound bikes will just use the carriage way instead of crossing over to use the shared use path on the west carriageway, and that gives them a bad merge at the end of the carriageway.</p>	Jamaica Plain	MA	02130
-------	-------	--	---------------	----	-------

Susan	Warne	<p>Arborway Parkway Improvements Murray Circle General Comments Options in order of my preference (most preferred to least): A mix. Prefer slip lanes where possible. At the south end of Prince, the two-way section that allows traffic to enter the northbound carriageway seems dicey. There won't be a ton of traffic entering the carriageway, but it will need to be clearly marked to show who has right of way. I can't tell from the drawing, but I hope you can take a left out of Prince on to Centre heading toward the Monument.</p> <p>Alternative 1 I like the roundabout idea. The flows here seem logical and likely to keep traffic moving. But I have two big worries: 1) Can a roundabout handle the volume of cars that goes through Murray Circle? 2) It looks like pedestrians and bikes will have to play chicken with the cars to get across.</p> <p>I like the slip lane allowing south bound traffic in the main barrel to go down Centre St. south without entering the rotary. I like having a shared use path along both carriageways (as opposed to only on the west side in Alt. 2).</p> <p>Alternative 2 I like the slip lane allowing north bound traffic on Centre St. to enter the Arborway south without entering the rotary.</p> <p>Alternative 3 I like the slip lane allowing traffic from Center east to enter the main barrel going north.</p> <p>Alternative 4 I like the slip lane allowing south bound traffic in the main barrel to go down Centre St. south without entering the rotary.</p>	Jamaica Plain	MA	02130
-------	-------	--	---------------	----	-------

Susan	Warne	<p>Arborway Parkway Improvements Arborway and Upper Arborway</p> <p>General Comments Options in order of my preference (most preferred to least): It looks like in Alt. 1 there are two lanes of traffic on Arborway north and one on Arborway south; in the other three options, there is only one lane in each direction. A traffic study could answer this question better than I, but it seems like we need two lanes in both directions. Otherwise, I fear we will have backups (as we do now for southbound traffic) and cars will divert to other routes to avoid the Arborway. This section seems to have a lot of accidents for a section that is just straight roadway with no intersections. I assume the accidents are all related to speed. So unless there's a sure-fire way to slow the traffic, I think a median (Jersey barrier, whatever) separating the lanes is a good safety feature.</p> <p>A bike lane separated from traffic would be great but I assume not possible if we keep two lanes of traffic in both directions. I don't know how to weigh those two options. It would be great to have only one lane in each direction, but if the result is a huge tie-up, it makes things unsafe for all modes of travel.</p> <p>Alternative 1 Having the pedestrian crossing north of the entrance to the Arboretum will give cars exiting the Arboretum a chance to merge onto the Arborway. Esp. if there is only one lane of traffic southbound, that could be a difficult merge, esp. in the afternoons.</p>	Jamaica Plain	MA	02130
Peter	Furth	<p>My comments run to 15,000 characters, far too many for this form. I will also email them to Matt, Jess, Boob, and Kayla at HSH I have also posted them at: https://peterfurth.sites.northeastern.edu/2022/02/08/comments-on-dcrs-arob/.</p>	Boston	MA	02130

		<p>I just filled out the online survey. Although it gives the public a small chance to provide input, it fails to do it fairly, especially regarding the "parkland improvement" aspect, which shows that the alternatives that will impact the existing trees the most are the ones that will increase the parkland. It is disingenuous to present the project in that way. The estimates ignore that any trees planted now will need 30 or 40 years to develop into the mature trees that will be lost and gone with the alternatives 3 and 4. You should not take the public for idiots, buying into lovely graphics pretending to predict the future. Global warming and climate change are real. We need to preserve every mature and healthy tree we can! Every mature tree killed (because a tree is a living being, you cannot "remove" by cutting it, you will indeed kill it) is an incalculable source of well-being that disappears and cannot be replaced by any number of young saplings!</p>			
YVONNE	Lalyre, Ed.D.	Think of the children and children's children who may be condemned to invoke the Lorax to no avail. Just think, please.	Boston	MA	02120
Mary	Tenenbaum	<p>Thank you for opening this project. I strongly support the goal of making the Arborway safer and more accessible for the community. This corridor has been badly neglected with respect to its original intent as an integral part of the Emerald Necklace park system. The current state of the area at roadside is a high stress, dangerous, car centric area that doesn't even work well for car traffic and is the opposite of a park. Restoring green space and improving safety for all users including pedestrians and cyclists is key. Please take all steps to improve pedestrian access and bicycle infrastructure. This will also make the area safer for drivers, as the current design is confusing and causes accidents. As a local resident who walks, bikes, and drives in the area, I am greatly looking forward using the pedestrian and bicycle improvements and restoration of green space.</p>	Boston	MA	02132
Julia	OBrien	<p>Arborway modifications should minimize new pavement, Minimize tree removal, minimize traffic signal arms, minimize signage and generally treat the area as a park with a roadway within it. The quality of the design cannot be measured by comparing square footage. That simply gives a false impression of the actual experience. The signalization options for Murray Circle are visually brutal, cutting the visual continuity of the parkway with a grim expanse of pavement. (the bleak openness of the former Shea Circle should be a vivid warning). The combination of bicycle paths and parallel sidewalks creates an undesirable expanse of pavement and severely constrains tree lawns. Lack if traffic data makes it impossible to comment sensibly on traffic improvements</p> <p>The survey monkey format is poorly framed and in some cases misleading...needs a " none of above" Lots more work needed!!!!</p>	Roslindale	MA	02131

Ambie	S	Please be mindful of people who cannot ride a bike. I am a single mother of 3 who has a physical disability. Please be mindful of other who cannot ride bikes. Cyclist do not obey traffic laws themselves- often running red lights- and using car lanes when there are bike lanes for them. Please do not create unnecessary traffic- the Boston traffic has gotten significantly worse due to the push of the cyclists. The expansion of bike lanes has most importantly affected people who take the bus. Bus times are much longer. Please be mindful of them.	Boston	MA	02131
SCOTT	MCCREADY	Zone all Boston streets RESIDENT ONLY. A large portion of the traffic is commuters coming to Jamaica Plain to park for free all day. They leave their cars on our streets all day and create the traffic on the roads in and out of JP. Petitions have been delivered to BTB. We beg and plead with them, city councilors, etc but nothing happens. Until you address the root causes of why these cars are using these roads during rush hour you will only COMPOUND THE PROBLEM!	JAMAICA PLAIN	MA	02130
Jim	Kaufman	<p>I am not a local a resident, but have periodically driven these routes for the past 40 years. I hope that any adopted plan prioritizes safety for all parties while striving to preserve as much green space and existing trees along this nationally significant portion of one of America's most beautiful roadways.</p> <p>I am a former president of my town's historical society and have been very active working toward the preservation of green spaces in residential neighborhoods. This area deserves sensitive consideration of the highest level given the historically significant aspects of Boston's treasured Emerald Necklace landscape. Short term cost considerations should not negate the importance of crafting plans that achieve both safety and historic preservation.</p>	Dedham	MA	02026

		<p>To Whom this concerns.</p> <p>We have been following along with the meetings and discussions. We have the following concerns:</p> <ol style="list-style-type: none"> 1. Removing automobile lanes will cause more bottlenecks. 2 Adding traffic lights will cause more accidents and slow downs as vehicles moving will run into stopped vehicles, run lights to make up time. 3. Cyclists make up a very tiny portion of the traffic and while it would be nice if more used the Jayway it is not realistic with the hills, and weather 6 months a years. There are sufficient paths currently that could be used , repaired , marked for bike and pedestrian use. I know as a cyclist this group is vocal and organized however reducing car traffic by making the roads slow and crowded will only transfer the cars to other roads not set up for this and will make thing more dangerous for all. 4. any slowdowns and bottlenecks of auto/truck traffic will spill over into neighborhoods not equipped for such traffic. <p>With that said pedestrians should be given over passes so they are safely away from the speeding traffic and not impeding the flow.</p> <p>Of the 4 options I believe option 1 to be the best in keeping traffic flow and not adding additional traffic lights that impede the vehicles. Lights were added at the Jamaica Pond in front of Cabot estates and traffic backs up now almost to the Brooke house on Rt 9 at times.</p>			
Neal	Heffron		Brookline	MA	02445
		<p>I like the alternatives that convert the rotaries to intersections, especially at Murray Circle. Rotaries are an outdated mode of handling an intersection of 2 or more streets. There was a time when most drivers would slow down for rotaries and we could all efficiently merge through. Now it is a combination of aggressive motorists who speed thru, honking at all in the way, and timid drivers who hesitate and won't enter the rotary until all is clear. Each approach creates a self-fulfilling expectation. Please convert the rotaries to intersections that are as simple as possible, but with separate left turn and right turn lanes as appropriate. Such turn lanes help avoid all the swerving between the travel lanes as turners stop to turn left or right. (This is a big problem on the Jamaica Way.) Creating advantages for buses at intersections is good if it can be done.</p> <p>I prefer the carriageways to become not-for cars, if this is possible.</p> <p>Thanks for your work, I think you're on the right track. The arrangement at Forest Hills is definitely improved from before.</p>			
Jonathan	Goodhue		Boston	MA	02131

James	Budreau	<p>I am commenting on the Murray circle presentation from 1/20/22.</p> <p>The best proposed option is #1 where the rotary is large and the exit from the rotary to the arborway toward forest hills has two lanes. Anything less will result in congestion throughout the rotary. This will block traffick coming from West Roxbury on Centre St causing huge back ups during rush hour. There has be two lanes on that direction of the arborway. Three lanes on Centre coming from W Rox is also critical.</p> <p>If the exit off the rotary to Centre (Downtown JP direction) continues to have a traffic light, then the present two lanes should be accessible to all cars (going right or straight). This should funnel into the one lane. The present one lane (with a second only turning left) blocks traffic into the rotary creating standstill traffic throughout the rotary. If cars are allowed to enter both lanes and funnel into one, it alleviates that problem. Again, this assumes the present traffic light at that exit is not removed.</p> <p>All one lane exits from the rotary to the arborway are a no go. That will cause huge back ups on Centre coming from West Roxbury. Tensions are high as it is under present conditions.</p> <p>I am concerned about removing the rotaries as huge back ups will likely occur. These rotaries generally work during non rush hour times. But the problem is exacerbated during rush hour primarily (8-9 am, but mostly 3-6 pm) I think that #1 is the best option for Murray circle.</p> <p>Jim Budreau</p>	Jamaica plain	MA	02130
Deborah	Cremin	<p>I am a resident of Bowditch Rd in Jamaica Plain which connects to this project via Pond St. My greatest concern is that none of the Kelly Circle designs include walkways from Pond Street across to the other side. It appears that the existing pedestrian access has been eliminated. Where are the pedestrian crossings from Pond St? These crossings are essential for walkers to reach Centre St and public transportation. I would appreciate a response to this comment.</p>	Jamaica Plain	MA	02130

Anna	Roy	<p>I am a resident at 1067 Centre Street and I work in downtown Boston. I try to use the Arborway to commute to work by bicycle via both the emerald necklace and the south west corridor. I also run recreationally, walk to downtown JP via Centre Street, and I own a car and occasionally drive. I am strongly in favor of proposal 4 for Murray Circle, which includes a signalized four-way intersection with signalized and raised crosswalks. The rotary right now is extremely dangerous for cyclists and pedestrians. I have been nearly hit numerous times by cars headed to Forrest Hills while I am in the crosswalk, because cars simply do not stop; I have also almost been hit in the bike lane along that same street because cars use the unprotected lane to pass on the right when a car does stop for a pedestrian. I am terrified to cycle in the rotary, so I often end up on the wrong side of the street to get to the path at the Pond. I believe that a four-way stop would improve this intersection greatly for cyclists and pedestrians. Additionally, as a resident of Centre Street, I know full well that cars do NOT stop at the blinking crosswalks, even when I am walking in them. By the time those cars reach the rotary, they are driving with little regard for pedestrians in crosswalks or cyclists in the bike paths -- they seem only to be annoyed at the stops along Centre Street and just want to get through the rotary as quickly and aggressively as possible. As a driver, I find Murray Circle terrifying -- cars will swerve from the inner lane towards Forrest Hills with no regard for cars headed to Centre Street or up to Kelley Circle; and, I find myself in plenty of traffic waiting to enter the circle, anyway. I am also greatly in favor of four way intersections at Kelley Circle, separate bike lanes in the main barrel, and crosswalks in the main barrel. Please: no rotaries, and safety before speed. We'll all get where we are going, but be safer doing it.</p>	Boston	MA	02130
------	-----	--	--------	----	-------

		<p>I support the goals of this project. The Arborway was designed for leisurely travel, not for high-speed commuter access. Thank you for returning the Arborway to being a parkway, reducing vehicle speeds and calming traffic. I use the Arborway regularly to access the Arboretum, Franklin Park, and Jamaica Pond, but as a pedestrian or cyclist, it is often a harrowing experience. I look forward to more green space, less asphalt, and improved safety for all users.</p> <p>Please prioritize safety and accessibility. I favor the walk signals that are responsive to touch so that drivers don't have to stop if no one is waiting. The timing needs to make sense. If pedestrians need to wait more than 30 seconds, they'll just disregard the signals, which makes things more dangerous for everyone. (This is the case at Rte 9 at the bike path crossing.)</p> <p>Wherever possible, I'd like to see separate and parallel spaces for people walking and biking. These can also be thought of as areas where people are traveling slower and faster.</p> <p>With the addition of new walking and biking paths, please ensure that there is a snow clearance plan.</p>			
Martha	Merson		Jamaica Plain	MA	02130
William	Manley	<p>I really like all of the proposals that separate the bike lanes from the auto lanes! Streamlining the autos to the center seems like a good idea as well. Though I don't think this is really an option, I feel that reducing the auto traffic to one lane along the arboretum has really slowed the traffic at heavy travel times. I would like to see the parking along the arboretum be only allowed on weekends and holidays. That coupled with separated bike paths would seem to really make the whole area efficient for all travelers.</p>	Jamaica Plain	MA	02130

		<p>The Speed Limit in the City of Boston is 25MPH. The includes the Arborway. At the last meeting, it was clear that the speed limit is not universally known. It was also clear that there is no plan to enforce it. I am not an expert in traffic calming or speed limit enforcement, but there must be metrics to evaluate your 'plan' to do both (if you have one). Setting a goal for 30MPH in a 25MPH Zone doesn't make sense to me. Did I mishear it when someone said 30MPH was the goal? Are you familiar with the expression, "20 is Plenty". That's the goal in Portland Oregon, which is a city not unlike Boston.</p> <p>While I fully appreciate that the State Police and Boston Police need have a safe place to pull over speeders, there are places where mere police presence will serve the purpose of calming traffic. The speeding is particularly egregious at night. Cars coming down Pond Street from Newton routinely reach speeds exceeding 40mph and cars coming from the Pond area heading South go even faster.</p> <p>Boston streets are narrow and the 'barrel' on the Arborway is not built for the volume traffic that is funneled into it. It is only a matter of time before there will be a fatality or serious accident due to a head-on collision. When drivers learn that there is little or no police presence, they drive with abandon. While I am nor a fan of hefty speeding tickets, just a patrolling cruiser every day between Bynner and the Expressway could accomplish a lot.</p> <p>Just recently, BPD had a Special Operations unit stopping cars speeding down Pond Street in the vicinity of May Street. No doubt that work is boring and risky, but it's very appreciated.</p>			
John	Salsberg		Jamaica Plain	MA	02130

Peter	Elmuts	<p>During the afternoon traffic rush hour (2:00 - 6:00 pm), currently traffic coming from the Jamaica Pond (boat house) heading outbound towards Faulkner Hospital and/or Forest Hills, there are 3 lanes (1 carriage road, 2 main barrel) heading into Murray Circle; 2 lanes from Faulkner Hospital heading into Murray Circle; 2 lanes from Forest Hills heading towards Murray Circle/Arborway barrel and/or heading towards BWFH; and 2 lanes on Centre Street coming from the Monument heading towards Arborway and/or Murray Circle towards BWFH.</p> <p>Massive traffic jams and significant backups are created as a result of the reduction from (formerly) 2 lanes reduced now to 1 lane on the Arborway section by the Arboretum pedestrian crossing/gate heading towards Forest Hills. Prior to last year's change, there were 2 lanes on this stretch which worked fairly well and did not cause the current bottle necks around Murray Circle and streets leading to it. Possible some timing adjustments of the pedestrian traffic signal may help and specifically re-establishing 2 traffic lanes on the Arborway heading towards Forest Hills could be helpful and beneficial. The numerous roads leading into/around Murray Circle and the cars squeezing into the now only1 lane in this section of the Arborway causes a tremendous bottle neck. Then after a short distance several lanes become available once again just before approaching Forest Hills (by the 2nd Arboretum gate).</p> <p>One additional solution and suggestion would be using/opening 2 lanes during the week, and then only1 lane on weekends for Arboretum parking on the Arborway stretch between Murray Circle and Forest Hills.</p>	Jamaica Plain	MA	02130
-------	--------	--	---------------	----	-------

		<p>thank you for the opportunity to comment.</p> <p>I would like to advocate for protected bike lanes on both sides of the arborway. Each side provides a different path that allows cyclists to get to their daily destinations. The pond side is used to head to Brookline area and the Centre St side is used to head to JP center and the Huntington St area. Having just one sided bike lanes will add confusion and danger to the motorists and cyclists. Much as exists now.</p> <p>I do favor removing the rotary at Murray Circle. (centre st). The rotary and lights combination just doesn't work and the rush hour traffic flow is causing people to pull out their hair with frustration!</p> <p>That said the real problem is too many single occupancy cars! There needs to be a public transportation option for this road. No one is addressing the elephant in the room.</p> <p>It is a straight shot from Neponset Circle to Ruggles St T station. A bus garage like the ones at Alewife, Braintree and Quincy could be built at any of the big mall areas in Neponset Circle. People park and hop on the bus to commute to the medical area, the colleges and all of the various destinations along the way. The idea that "parkways" are only for cars is outmoded and looks very much like the Robert Moses ideology. We all know what a disaster that ideology has created.</p> <p>It is time to make real room for other more climate friendly options in our parkways such as public mass transportation and bikes of all kinds. DCR has a chance to be a leader and out front in the battle for climate change. Let's get onboard to provide a real fix for the parkway, not just rearranging the deck chairs on the Titanic!</p>			
Louise	Johnson	thank you for your time and consideration. Louise Johnson. Jamaica Hills in JP	Jamaica Plain	MA	02130
Maureen	Finegan	<p>I am in favor of putting in regular traffic signals in Murray Circle, turning it into an intersection, where cars will actually have to stop on a red light. I believe this was in your proposal numbers 3 and 4 at your recent presentation. I can see and hear Murray Circle from my living room; the horn honking and tire screeching is incredibly obnoxious. This noise pollution is worse than what I experienced while living in New York City.</p>	JAMAICA PLAIN	MA	02130

John	Hanifin	<p>While the State's efforts to include public comments for this Arborway Project are better than the previous project (Casey Overpass), there still have been missteps along the way.</p> <p>Decisions being made do not appear to reflect the first-hand experience of people who drive this route every day nor the impact on surrounding areas as a result of changes.</p> <p>Incremental changes with trial and error are the best course of action, not an ill-advised major reconstruction that cannot be changed for a generation.</p> <p>Based on my almost daily travel through this area, I would like to point out a couple current issue that should be addressed.</p> <p>The lane drop from Murray Circle to the Arboretum Gate. A change was made without really thinking through (imo) the volume that transits that space every evening. A walk light signal adjustment was made which improved the situation, but traffic still backs up into the rotary everyday due to the dropped lane. The result is that traffic significantly backs up inbound from the Faulkner. Parking should once again be removed and the space should have two travel lanes and a bike lane. As a point of note: I have never seen an automated traffic counting device anywhere around Murray Circle.</p> <p>The second item is traffic signaling in front of the Falkner Hospital. Since the removal of the Casey Overpass, traffic outbound (Murray Circle to Faulkner) has increased. This 'collateral damage' is not being addressed as part of the plan. The pedestrian signal at the Faulkner is not synchronized with the main traffic signal. There are many circumstances (especially at Rush Hour) where the main light is Green and the Pedestrian Signal is Red. This causes outbound traffic to miss all or most of a green light cycle. This circumstance, combined with the main traffic light's cycle that doesn't appear to adjust timing based on outbound volume later in the day, causes traffic to back up significantly. Sometimes the backup is all the way to Murray C</p>	Jamaica Plain	MA	02130
Erika	Rumbley	<p>I support the goals of this project. The Arborway was designed for leisurely travel, not for high-speed commuter access. Thank you for returning the Arborway to being a parkway, reducing vehicle speeds and calming traffic. I use the Arborway regularly to access the Arboretum, Franklin Park, and Jamaica Pond, but as a pedestrian or cyclist, it is often a harrowing experience. I look forward to more green space, less asphalt, and improved safety for all users.</p> <p>Please prioritize safety and accessibility. I favor the walk signals that are responsive to touch so that drivers don't have to stop if no one is waiting. The timing needs to make sense. If pedestrians need to wait more than 30 seconds, they'll just disregard the signals, which makes things more dangerous for everyone. (This is the case at Rte 9 at the bike path crossing.)</p> <p>Wherever possible, I'd like to see separate and parallel spaces for people walking and biking. These can also be thought of as areas where people are traveling slower and faster.</p> <p>With the addition of new walking and biking paths, please ensure that there is a snow clearance plan.</p>	Boston	MA	02131

William	White	<p>I have lived on Rockwood Street in Jamaica Plain for nearly 49 years. It is one of the closest streets that runs parallel to the Arborway to the west. A narrow, hilly, winding, wooded street, without sidewalks for its vast majority, it was never designed to handle commuter traffic. Early on at one of the first public meetings, we requested that one of your group come out to Rockwood Street to view it in person. Though the official with whom we spoke indicated a willingness to do so, there has been no follow-up and no in-person visit.</p> <p>I have studied all four proposed plans for Arborway "improvements." My concern is that none of them will improve the traffic flow; to the contrary, they will make it worse. It seems that they are all designed to satisfy a group of relatively small in number but highly vocal and well-organized Arborway residents and bicycle enthusiasts. Those of us who live in the adjoining neighborhood are being ignored, not to mention the thousands of daily commuters who rely on the Arborway to travel to and from work-many of them commuting to world-class and growing health care institutions from traditionally underserved communities.</p> <p>It's only common sense that when you remove travel lanes from busy roadways, traffic will get worse, not better. It appears that the Alternative 4 response to concerns over two inbound lanes and one outbound lane adjacent to the Arnold Arboretum has been to reduce it to one lane each way, with no median. That and the elimination of two lanes on the Carriageways fail the common-sense test.</p> <p>The inevitable result of any of your four alternative plans will be an increase in cut-through traffic on our street, just as happened during your thankfully short-lived experiment with the closure of Parkman Drive.</p> <p>Thank you for the opportunity to make my views known.</p> <p>Respectfully submitted, Bill White</p>	Jamaica Plain	MA	02130
Susan	White	<p>I am against any changes on the Arborway. I do not like any of the plans. Of the plans plan1 is the least obtrusive. Some of those plans make it impossible for a pedestrian to cross the Arborway. The cars need to go to the medical center. By limiting lanes on the Arborway the traffic has to find other means to get to the Medical Center. I live on Rockwood Street the first street parallel to the Arborway. Your plans increase traffic on Pond and Rockwood. Rockwood is a windy hilly road that is not equipped to handle the traffic overflow from the Arborway. You have never sent anyone out to look at our street as you promised in previous meetings. Also signals do not belong on the Arborway. Regarding plan 4 putting a roundabout near Kelley circle is not necessary. Kelley Circle works fine right now Please do not change the Arborway</p>	Jamaica Plain	MA	02130
Marjorie	Greville	<p>I very much support DCR's effort to improve safety and accessibility along the Arborway. I would like to see a reduction in the emphasis on cars in favor of a multi -model system where pedestrians and cyclist have safe routes separate from each other and vehicles. I also value big trees and would like to preserve most if not all the existing trees - as big older trees provide much more in environmental benefits than newly planted trees.</p>	Boston	MA	02108

		<p>As you are well aware, the changes made to the Arborway last year have created a traffic nightmare that affects every street in the neighborhood of the Arborway, especially Centre Street moving north from Faulkner Hospital to Murray Circle.</p> <p>We understand the importance of bicycle lanes, but there must be an additional form of traffic management that can be implemented to continue the flow of traffic through that area. Perhaps the traffic light timing at the end of the Arborway near Forest Hills could be adjusted to allow a greater traffic flow at that end.</p> <p>We have read that one proposal under consideration is to replace Murray Circle with traffic lights. I doubt very much that that will solve the core problem, and it would substantially detract from the aesthetics of the parkway system that now runs along the Jamaicaway to the Arborway. The rotary gets congested, but drivers are mostly respectful, even dealing with the bad congestion there.</p> <p>Anticipating that Faulkner Hospital will proceed with their expansion plans, Including the addition of a parking garage to accommodate 400-500 cars, this congestion will only get worse over the coming years unless it is materially addressed now.</p> <p>Robert Kretschmar Katharine Myers</p>			
Robert	Kretschmar		Jamaica Plain	MA	02130

Shelley	Brauer	<p>I haven't had the time to follow all the meetings nor to absorb the different alternatives being proposed. But I would be remiss if I didn't weigh in on the changes that have already occurred that have created the unbearable traffic when I come out of my Moss Hill neighborhood onto Center Street towards Murray Circle. I now have to time when I leave home so that I don't get stuck in that traffic! I recognize the importance of providing bike lanes. I realize it's forward looking. But it's hard to see all the space being reserved now for non-existent bike riders when I'm sitting in traffic or slowly inching along the roadway, which only creates more smog and reduction of the ozone layer that you're trying to prevent.</p> <p>I hope there is a plan (some method to the seeming madness) to all this that I'm unaware of-that the proposed lights or roundabouts will somehow reduce the logjam of traffic we have to deal with now. Surely the way the traffic is being funneled right now is not how it's going to be in the long term? If that's not the case, even all the greenery being proposed will not keep me living in the neighborhood because I feel stuck in my little enclave and will be forced to move. The traffic is just too bad! (I hope that I never have an emergency during those parts of the day and have to leave my house!) Surely someone has taken these new, regular traffic jams into account in the plans that are coming?</p>	Jamaica Plain	MA	02130
---------	--------	---	---------------	----	-------

Bill	Presley	<p>First of all, I must say I am are very impressed with the clear diagrams and quality of the suggestions in the proposals. I think the many suggestions will improve The Arborway and will erase the mistake that has decreased safety along this stretch of parkway. The mistake, of course, is the whacky configuration of a stretch of roadway right in front of our house. The Arborway goes from Jamaica Pond with two lanes and then after the traffic lights at Pond Street, the lanes increase to four, and then about a football field later the four lanes squeeze back down into two after a rotary. A temporary fix is now in place. In an effort to steer traffic into the center two middle lanes, stripes on the pavement were laid down. But the painted lines are not properly directing vehicles to stay in the correct lane. We hear many horn honks at this intersection, and have seen and heard many collisions. In my observations the horn honks are 90% caused by the driver in the left lane, who sees a roadway straight ahead, ignores or doesn't see the painted stripes indicating they should veer left into the left lane of the two middle lanes. Instead, this driver drives straight into a lane occupied by the vehicle in the right lane who is continuing on straight ahead. The vehicle in the right lane sees this encroachment and blows the horn. Traffic enforcement should immediately correct this situation. They should limit the number of lanes to two and force drivers to stay in the lane they are in at the light. They should create some sort of barrier with cones that make drivers stay in their respective lanes. Additionally, I'd like to convey another observation. I am surprised how many drivers in the left lane AND the right lane at the light veer off into the middle lanes. A large percentage of all vehicles have been driving in the middle/median lanes. This is very encouraging to me. I'm convinced that the goal of coaxing traffic into the middle four lanes will succeed. Good Work!</p>	Jamaica Plain	MA	02130
------	---------	---	---------------	----	-------

Don	Haber	<p>My primary concern with all of the proposed options is the impact they will have on vehicular traffic flows in and through the abutting neighborhoods, in particular the Moss Hill neighborhood to the west of the Arborway.</p> <p>The current "trial" reduction of lanes along the outer Arborway between the two circles has impeded traffic flow along the Arborway and Centre Street and has significantly increased the amount of traffic on Pond Street and other neighborhood side streets. More drivers are finding ways to avoid that area by choosing to use neighboring side streets. Car backups and idling traffic are worse now on the abutting streets than they were before the reduction of lanes.</p> <p>I am not opposed to improving and increasing bike and pedestrian access to the area, but it needs to be done in a way that does not burden residents who purchased and live in homes on quiet side streets with more traffic, pollution and noise. Unlike residents of the Arborway, who purchased their home abutting a major thoroughfare with full knowledge that there were 8 lanes of traffic between them and their neighbors on the other side, these plans seem to stress accommodating those residents with reduced lanes and "quiet enjoyment" at the expense of others who purchased homes on quiet side streets.</p> <p>More work needs to be done to assess and deflect the impact of the current reduction in lanes on the neighboring streets. Whatever changes are made to the Arborway need to be accompanied by assurances from the traffic engineers that they will not deflect traffic onto neighboring streets. One solution may be to keep the 8 lanes for vehicular traffic and move the proposed bike lanes next to the sidewalks where they are separated from vehicular traffic.</p>	Jamaica Plain	MA	02130
Ellen	Lipsey	<p>Improvements to the Arborway are needed, especially for pedestrian and bicycle safety at Kelley Circle and Murray Circle. However, recent upgrades: traffic lights at the southern end of the Jamaica Way and lane demarcations at Murray Circle, demonstrate that a bigger scheme need not be a radical departure from the existing Parkway configuration. The best solution would be a hybrid that combines Option 1 for the northern half, for Kelley Circle and the main barrel, and Option 2 for the southern half, including Murray Circle and the upper Arborway. This would allow more of the existing Arborway Parkway to remain, including the mature trees. It would avoid repeating the confusing signalization/highway-style overbuild that now exists from Forest Hills to Shea Circle, suggested in Options 3 & 4, which does not belong in the residential and park context of the proposed project.</p> <p>Thank you for the opportunity to comment.</p>	Jamaica Plain	MA	02130

Andrea	Howley	<p>I am writing this as a 60+ year resident of Pond St. in the Jamaica Hills Area, the area West of the Arborway. I feel that it is important that you realize the negative situation the lane closure along the Arborway from Kelly Circle to Forest Hills is causing our neighborhood.</p> <p>As a result of the lane closures and traffic gridlock on the Arborway and Centre Street , i see more traffic congestion on Pond St causing the same backups and idling traffic issues. The vehicles are cutting off of Pond onto Avon, Rockwood and May Streets in an effort to free themselves from the traffic jams.</p> <p>Keep in mind that this situation is happening during a time when a majority of workers are using home offices.</p> <p>We are experiencing an enormous amount of noxious exhaust fumes that spew into our neighborhood daily from the idling traffic not to mention the additional noise pollution. Not only is this environmentally negligent, it is causing an unhealthy situation for residents, pedestrians, cyclists and drivers.</p> <p>We are hearing of lung issues appearing recently among neighbors due to the additional carcinogenic exhaust. We are hearing that certain times of day people are unable to leave their neighborhoods as the gridlock prevents them from exiting.</p> <p>We would like to see the process slow down until the complete workforce returns to work.</p> <p>We would like to see a solution to the feeder traffic. What is being proposed is 2 lanes of traffic from route1 and 2 lanes of traffic from route203 which equals 4 lanes of traffic merged into 2 lanes in center of the Arborway inbound. Outbound 2 lanes from the Jamaicaway, 1 lane from Parkman and 1 lane from Pond St jammed into 2 lanes again in the center of the Arborway. This scenario will not work unless you reduce the traffic coming into the area.</p> <p>We believe that there is a better and safer place for the bicycle lanes that will not create as much havoc on our already stressed roads. Looking forward to your thoughtful response.</p>	Jamaica Plain	MA	02130
--------	--------	---	---------------	----	-------

Vickie	Henry	<p>Alternative 4 is awful!</p> <p>Leave Kelley alone! Kelley works as is. If you cannot help yourself and you must make change, then alternative 3 is the least bad.</p> <p>All traffic coming from Moss Hill/Brookline going into Boston (inbound) gets burdened with an elaborate pattern with extra signals - 3 intersections instead of 1.</p> <p>All Moss Hill/Brookline traffic going outbound to Faulkner or Forest Hills gets forced into the carriageway (increasing the traffic on the outbound carriage way, the opposite of what you want). Or, you really increase the traffic going left to go right.</p> <p>This design creates a bike/cross-walk across the parkland that is at least 4 lanes wide - that is at least 48 concentrated feet of pavement - quite a break in the parkland.</p> <p>Alt 4 is dangerous to pedestrians. The crosswalk will be just after a rotary. Plus this plan drastically increases road crossings for pedestrians. To walk from Moss Hill to the Pond now, I cross Prince, which is easy, and then one lane, an island, and one lane. Alt.4 will require such a pedestrian to cross 2 lanes going different directions and then at least 3 lanes. If you do adopt this alternative, please separate the bike and pedestrian paths. You have the space.</p> <p>Alt 4 - Murray will create a giant hole in the Emerald Necklace. It is anti-your mission. At 5 lanes on the Arborway and 4 lanes on Centre, this interaction is at least 2,880 square feet of pavement plus supporting lanes plus the apparent paved islands for pedestrians. You already saddled us with huge intersections near Forest Hills. This is the opposite of a parkway.</p> <p>Next steps You need to fix the mistakes you made in the striping at Murray. Many in the community have no faith because of those mistakes. I just randomly picked a day while I was walking the dogs and videoed. You can hear the honking and see the cars backed up in all directions at 3:47 p.m.</p>	Jamaica Plain	MA	02130
Luceille	Humphrey	<p>Alternative 4 is very bad. Please do not make a circuitous route for Moss Hill traffic to get to Boston. Do not replace the rotary at Murray with a giant intersection.</p>	Boston	MA	02135
Virginia	Marcotte	<p>If you are heading from Jamaica Pond south towards the Arboretum, entering Murray Circle to get to the exit that would take you to 203 seems more dangerous than it used to be. It seems that you have to cut accross trafic that is trying to get to Centre Street and then cope with traffic entering from Centre Street. Even though you would have the right of way over the entering Centre Street traffic, you can't be sure the drivers will slow down. I don't know why it seems worse than before.</p>	Boston	MA	02130

Helen	Raizen	<p>My wife Kathy MacDonald and I live on the Arborway. We are supportive of this project's goals to improve traffic, reduce it on the carriageways (where we live) and improve pedestrian and bicycle access, along with increasing green space and helping to fight climate change. We've submitted comments at previous phases that are still mostly relevant. Creating a corridor that is more uniform in the number of lanes should be a big improvement. Please consider that pedestrians and bicycles do not mix well, especially for those of us walking dogs. Wherever possible, please maintain or create separate paths for pedestrians, bicycles and cars. We support having bike paths on both sides of the barrel area, not just on the south side. We support replacing both rotaries with intersections. Please make sure that we can come to and go from our house in any direction without too much trouble in either a car, bike or as a pedestrian. (For instance, it isn't clear to us in options 3 and 4 for Murray Circle, how we would go through that intersection to go north on the Arborway.). We like the mid-barrel pedestrian crossing. We want all pedestrian crossings to have some sort of signal that helps to stop traffic for pedestrians and we weren't able to understand all the proposals in this respect from the information on the website and at the most recent meeting. We urge you to consider improving signage. "No trucks" needs to be posted. We'd like to see the use of smart signals that can help the traffic flow more smoothly. Please do what you can to constructively expedite this project. We feel like we've been talking about it without much progress for many years.</p>	Jamaica Plain	MA	02130
-------	--------	---	---------------	----	-------

Alex	Auriema	<p>I bike and walk with my young daughter at least twice daily from my home on Burroughs st. to her daycare on Pond St. I also bike and walk the main corridor weekly to access the Arboretum and cycle to work through the Arborway. I applaud DCR for taking on this project and doing so in a timely manor.</p> <p>I currently fear for my life and my daughters life when crossing traffic without adequate pedestrian or bike signals in Kelley Circle - especially as cars sling shot out of the rotary into Francis Parkman Drive or speed out of the Carriage Ways into Murray Circle.</p> <p>When biking or pushing the stroller through Kelly Circle we are forced into a 4' poorly maintained sidewalk that is shared by cyclists and pedestrians while automobile traffic enjoys 8 lanes. In the wintertime we are often forced to walk in the road. I believe most of the design proposals, especially 2,3,4 address this issue at Kelly Circle. I encourage DCR to widen the shared paths beyond 12' and include dirt path options to promote more walking and cycling for people in the community. I also encourage DCR to reduce speeding through lane reduction, raised crossings, and more signals.</p> <p>The additional green space at Kelly Circle included in proposals 2,3,and 4 is an enormous improvement! I would highly encourage DCR to also consider putting shared pedestrian and bike paths on both sides of the Arborway. Getting rid of the rotaries in all instances seems to me a major quality and safety improvement.</p> <p>With the exception of Kelly Circle, DCR's alternative 4 seems to be the strongest.</p> <p>Anecdotaly, I know that many of my neighbors and daycare families would walk or bike this route as an alternative to driving if they felt safer along this corridor. I would like DCR to seriously consider their responsibility here in creating a resilient city for the future by de-prioritizing automobile traffic and offering a multi-use, commutable and healthy green space to Boston and its surrounding communities</p>	Jamaica Plain	MA	02130
------	---------	--	---------------	----	-------

Sofia	Lingos	<p>Thank you to everyone for all your hard work and attention toward this project. The Arborway should be just that, a park of trees with a throughway, as envisioned by landscape architect Fredrick Law Olmsted, for multimodal use. It has turned into an unsafe and pollution full commuter speedway with daily accidents.</p> <p>In evaluating the various proposals as broken down on the Survey Monkey for each section, I believe the following combination result in the best option for safety, preservation and use:</p> <ul style="list-style-type: none">•Kelley Circle: Removing the circle and having a direct continuation from the Pond through the barrel certainly makes the most sense. You can increase the green space and have safe bike and pedestrian paths. It will also maintain the flow of traffic. Alternative 3 best supports these goals.•Main Barrel: We need to reduce speeds in the carriage lanes, protect pedestrian crossings, and facilitate a safe flow into Murray circle without destroying the trees. Alternative 1 is the best option to improve accessibility and connectivity for all users.•Murray Circle: Murray Circle is incredibly unsafe as it is currently laid out. As a daily driver around the circle, frequent pedestrian and witness of cyclist attempting to navigate we know that it doesn't work. In order to maintain traffic flow a circle seems to be the right answer. Under Alternative 1 separating the approach to center street would improve traffic flow and the addition of crossing beacons are requisite. I would like to thank you for repainting the lines and fixing the sidewalk in the preliminary stage as you can now cross with a stroller or wheelchair but unfortunately drivers can't see you and don't stop. I agree that closing the end of the carriageway both slows the flow of commuter cars and provides an opportunity to increase our green space. I would not support the blockage of any existing driveways.•Arborway: To continue to support the multimodal use and maintain traffic flow Alt 1.	Jamaica Plain	MA	02130
-------	--------	--	---------------	----	-------

Blair	Pershyn	<p>As I have followed the progress of the Arborway Improvement project I have observed the proposed options become ever more complicated and convoluted. In a laudable effort to make all parties happy, the DCR appears likely to leave no parties happy. Perhaps this is the nature of compromise, but I can't help but feel that the project would be served by having a singular vision and adhering to it.</p> <p>In general, the DCR should prioritize pedestrian and cyclist safety, traffic reduction and automobile speed reduction. None of this should happen at the expense of the trees lining the parkway. I am disappointed that in a number of proposed alternatives, mature trees will be cut down in order to maintain a certain number of car lanes. That this would happen in Olmsted's Emerald Necklace, at the door step of the Arnold Arboretum, the oldest museum of trees in North America, is a terrible look for the DCR. Planting young trees that will take decades to mature is not a replacement for existing tree canopy.</p> <p>Additionally the state needs to look at transport in this corridor as a whole. This piecemeal approach to improving DCR parkways is leading to a disjointed and disconnected approach, putting cars, bikes and pedestrians into conflict with one another at the boundaries of the "project area". Bike lanes and sidewalks ought to be separated at all points, not co-mingled at crossings or at the boundaries of "project areas".</p> <p>I appreciate the attempt to add additional green space and more accommodations for non-motor vehicle users. I am disappointed however that the DCR seems intent on keeping the Arborway as a multi-lane highway slicing through a residential neighborhood. People will never enjoy the space as a park if it is adjacent to a highway, no matter how many trees or bike lanes are put-in. I encourage the DCR to maintain tree canopy, prevent cyclist and pedestrian conflict and prioritize the recreational use of the corridor over vehicular travel times and volumes.</p>	Boston	MA	02131
Chuck	Anastas	<p>We use the Arborway to walk to the Arboretum, Jamaica Pond, and Faulkner Hospital. We also use the Arborway to commute to work once or twice a week and access the pond, Arboretum, and Franklin Park via bicycle. Our primary concern is pedestrian and cyclist safety, which is why Alternative 3 and 4 are our first choices - the final design must make it easier to cross the Arborway and slow vehicular traffic.</p> <p>Our next concern is parkland - the Emerald Necklace is a "park with a road in it," in this case, the Arborway - it must be shared equally with all users and look and feel like parkland. I know these two requirements are not always easy to meet. We ask that your final design maximize safety for all users while at the same time providing the most open space and tree cover possible. Thank you.</p> <p>Chuck Anastas & Sharon Britton</p>	Jamaica Plain	MA	02130

		<p>Thank you for continuing this public process to create a safer Arborway with calmed traffic and reduced vehicle speeds to make it easier for people to cross and access the parks.</p> <p>WalkBoston agrees with the Boston Cyclists Union's recommendations for the Arborway (found in detail at https://bostoncyclistsunion.org/shape-the-future-of-the-arborway). For Kelley Circle, we support alternatives 2 and 3; for Murray Circle we support the signalized versions in 3 and 4.</p> <p>We wanted to re-state these overall suggestions provided in the BCU letter:</p> <ol style="list-style-type: none"> 1. Including a shared-use path on both sides on the Arborway. We also suggest adding a dirt running/walking path parallel to a shared-use path wherever possible since this is a desirable location for jogging, dog walking and outdoor recreation and this will limit conflicts between people on bikes and on foot. 2. Removing any rapid flashing beacon crossings over multiple lanes and replacing it with a signal with a pedestrian phase. 3. Any time shared-use paths are added that they be 12-feet wide when adjacent to a sidewalk option and even wider when it is the only space for pedestrians, cyclists and other users so that conflicts are limited. 4. Ensure that whatever is built, has adequate plans for snow removal on the walking and biking paths and crossings. 5. Coordinating with other agencies to re-time the traffic signals at Forest Hills to prioritize vulnerable road users over motor vehicle throughput including eliminating concurrent turns for motor vehicles while pedestrians and cyclists have the walk/bike signal. This will make it easier for people to access the shared-use path that is only on one side of the Arborway. <p>Thank you for the opportunity to comment.</p> <p>Brendan Kearney WalkBoston Deputy Director</p>			
Brendan	Kearney		Framingham	MA	01701
		<p>My family and I having lived along the Centre Street route 5 houses away from Murray Circle for over 25 years and have never seen traffic congestion to the degree it has been since the existing alternative came into play. We feel it is detrimental to air pollution, access for public safety vehicles and the fact that for certain hours of the day we can't safely back out of our driveways not to mention this is still not post pandemic volume of traffic.</p> <p>For the amount of bike lane usage that we observe on a daily basis, which is minuscule to say the least seems like a huge disruption to the neighborhood.</p> <p>The lane reduction as you enter Murray Circle heading towards Forest Hills along the arboretum is the MAIN cause of the gridlock.</p> <p>Finally, we suggest that the bike lane should be a part of the large sidewalks that can accommodate bikers and pedestrians at the same time in a SAFE manner.</p>			
Daniel	McCusker		Jamaica Plain	MA	02130

		<p>The Arborway Parkway Improvement alternatives as presented do not maintain and support the parkway character which is a critical design attribute of the southern edge of Jamaica Pond and Kelley Circle, the Arborway and Murray Circle. This roadway segment is the entrance to the "Parkway" area of Boston, namely Roslindale and West Roxbury. The parkway with mature trees and landscape are important. The Arborway Parkway is part of the Olmsted's Emerald Necklace and Charles Elliot's vision for parkways that have been models for integrating transportation with the landscape. The proposed alternatives fall short from an urban landscape design standard, open space, and retention of the historic landscape character of the parkway roadway system. This project should be enhancing the landscape, celebrating Olmsted's vision, and retaining mature trees as part of climate resiliency and mitigation.</p> <p>I remain concerned that the parkway system is being eroded by a "cut" here, a so-called "improvement" there. The parkways are disappearing as a result of many small cuts (aka "improvements") and becoming suburban highways with little landscape character.</p> <p>Given the four alternatives a hybrid of Alternatives 1 and 2 would be better. Alternative 1's proposed solution for Kelley Circle is the better option of the four. Alternative 2's proposed solution for Murray Circle is the better option.</p>			
Kathleen	McCabe	Kathleen McCabe, FAICP	Roslindale	MA	02131

		<p>I am a 12-year resident of Jamaica Plain, in Arborway/Parkman area. As currently configured, the roadways are dangerous, inconvenient for residents and polluting. Redesigns of the roadway should consider the heavy use for recreation by residents and families, and should control and calm the heavy traffic patterns that exist today. Any plan should keep and maintain the existing green spaces, in character with the neighborhood and Olmstead's vision.</p> <p>I am in favor of the Kelly Circle Alternative 1, that narrows traffic lanes on the west side, with the addition of a dedicated bike lane. Traffic circles should be eliminated, in favor traffic lights to control the flow of traffic and speeding. Keep traffic contained in the middle lanes and leave the carriage lanes for local, resident use.</p> <p>Do not disrupt the beautiful parkland that already exists, and use pedestrian crossings to make crossing the roads safer for children, families and older residents.</p> <p>Thank you,</p> <p>Malli Gero</p>			
Malli	Gero		Jamaica Plain	MA	02130

John	Wilton	<p>Dear Jeff,</p> <p>Thank you and the team for all of your work on this project and for the opportunity to comment.</p> <p>I live on the DCR-maintained portion of Centre Street, approximately 1,400 feet South of Murray Circle (a Street I hope DCR will redesign after this project). I walk, bike, and drive on this roadway at least twice a day, every day. I am very pleased with the goals of the redesign as well as many of the initial design elements, especially the no circle alternatives.</p> <p>Alternative 4 is the best for Murray Circle. While I would love if you could eliminate the bypass lane from Arborway Eastbound to Centre Street Southbound, I appreciate the more acute angle shown in Alternative 4 to help slow traffic. I learned at the meeting that the design for Alternative 4 has the crosswalk for that slip lane as signalized. A signal for the bypass lane here would be imperative. The one addition I would like to see here is a raised crosswalk across the bypass lane help slow cars and prioritize safety over speed.</p> <p>For the Main Barrel and the Carriageways, please ensure that the crosswalk equidistant between Murray Circle and Kelley Circle, as shown in Alternative 2, 3, and 4 is in the Preferred Alternative. I have no significant comments as to the Upper Arborway design, other than to recommend that the mixed use path match up as seamlessly as possible with the mixed use path MassDot created during the Casey Overpass project.</p> <p>Overall, I appreciate all of the work that went into the Project design so far. All Alternatives, but most of all Alternative 4, would be a huge improvement to the roadway. Please continue to prioritize safety over speed and alternative modes of transportation.</p> <p>I look forward to your continued work on this Project. Please contact me with any questions.</p>	Jamaica Plain	MA	02130
------	--------	--	---------------	----	-------



The **ARNOLD**
ARBORETUM
of HARVARD UNIVERSITY

125 Arborway
Boston, MA 02130-3500
tel: 617.524.1718
fax: 617.524.1418
www.arboretum.harvard.edu

February 10, 2022

VIA EMAIL

Mr. Matthew Jasmin
Howard Stein Hudson
11 Beacon Street, Suite 1010
Boston, MA 02108

RE: Arborway Parkway Improvements feedback and coordination

Dear Mr. Jasmin,

On behalf of an internal review committee at the Arnold Arboretum, I write to share feedback on the conceptual design alternatives for improvements to the Arborway presented by the DCR during the public meeting held on January 20, 2022.

We were pleased to see that the design team has added a fourth "Alternative 4" to the previous 3 conceptual designs. In the following sections, I have updated our previous feedback, considering Alternative 4.

1. Arborway roadway and sidewalks from Murray Circle to Forest Hills

Between Murray Circle and Forest Hills, the Arborway provides critical access to the Arboretum's main entrance for visitors arriving on foot or by wheelchair, bicycle, personal vehicle, rideshare, school bus, tour bus, or shuttle. Along the southbound stretch, the Arborway offers public parking for those with mobility challenges or visiting from out of town.

Alternative 4 is highly preferable for the redesign of roadways, shoulder areas, and sidewalks along this section for the following reasons:

- Reduces traffic to one lane in each direction, maximizing space for new bicycle infrastructure and designated a safe parking lane both before and after the Arboretum driveway at Arborway Gate
- Improves safety by preventing drivers from trying to pass or switch lanes along this stretch of roadway, which causes hazards for those entering or exiting parked vehicles
- Preserves parking, preventing overflow of personal vehicles into adjacent neighborhoods
- Ensures and expands access for those who require parking to visit
- Adds separated bicycle infrastructure, encouraging visitors and staff to arrive by bicycle
- Reduces safety issues for cyclists and pedestrians sharing the sidewalk

- Liberates green space along the shoulder for the preservation of the root systems of mature trees that line the Arborway and the addition of new trees.

This section of the Arborway—and in fact, the complete project area—contains irreplaceable mature trees that contribute to the parkways’ character and history and serve as a portal to the Arboretum and adjacent Emerald Necklace parcels. Most importantly, they enrich the health and well-being of the surrounding community. Thus, the final design and construction process must not only preserve them but the soil conditions for their successors.

During construction, the existing vegetated shoulder areas should remain as undisturbed as possible, and all efforts must be taken to prevent soil disturbance and compaction. To accomplish this, strict tree and soil preservation zones should be fenced and enforced. Soil remediation plans should be developed for sections of the existing vegetated areas where planned disturbance is unavoidable. The design should account for future foot and bicycle traffic by mitigating future soil compaction and increasing rainfall acceptance.

Lastly, any installation of new trees should be accompanied by a 3-year tree-care program to ensure their establishment and long-term success. The Arboretum would welcome the opportunity to help the DCR review tree preservation plans for this project.

Additional thoughts for this section:

- The Arboretum is open to the public from dawn to dusk. "Daytime Parking Only" signs (or something similar) along this stretch of roadway would help to discourage long-term or overnight parking.
- To prevent parking along the west-bound roadway, “No Parking” signs could be added along the shoulder.
- The ornamental streetlights recently installed by the DCR along the Arborway near Forest Hills have improved the aesthetic character of this section of roadway. Could similar lights be used for the Arborway renovations from Murray Circle to the Forest Hills Gate?

2. Arboretum entryway and adjacent crosswalk

Besides serving as a major portal for visitors, the Arborway Gate is the primary entrance for staff, maintenance, and delivery vehicles. The repositioning of the signalized raised crossing *before* Arboretum driveway, as shown in **Alternative 1**, is preferable for the following reasons:

- Reduces the speed of drivers approaching from Murray Circle
- Reduces safety issues for vehicles exiting the Arboretum driveway and attempting to merge into southbound traffic

Additional thoughts for this area:

- To improve the aesthetics and sense of "entry" at the driveway, the design could feature hardscape elements like those at the recently completed Forest Hills Gate "plaza".
- All parking could be moved outside of the entryway to keep the entrance clear, enhancing safety for visitors and staff.
- With the crosswalk relocated, a rideshare drop-off area; a greater number of accessible parking spots; and bus drop-off area could be added just downstream of the Arboretum entryway.
- Bicycle racks could be added near the "plaza" to encourage staff and visitors to bike to the Arboretum.

3. Murray Circle reconfiguration

Safety issues at Murray Circle pose a challenge to those visiting the Arboretum by any mode of transportation. The reconfiguration of the existing rotary as a signalized four-way intersection shown in **Alternative 4** is highly preferable:

- Slows southbound vehicles exiting the intersection onto the Arborway
- Greatly improves safety for pedestrians and cyclists crossing the intersection in any direction
- Provides pedestrian-accessible green space for additional tree plantings

Addition thoughts for this area:

- Wayfinding signage could be added to help direct vehicles, cyclists, and pedestrians to the Arboretum and others features of the Emerald Necklace.
- A Bluebike station installed near the intersection could offer greater transportation choices for residents, visitors, and employees.

This project has the potential to transform the entrance experience at the Arborway Gate, which serves hundreds of thousands of Arboretum visitors each year. We would welcome the chance to meet with your design team to discuss the proposed improvements at this entrance and collaborative possibilities between the AA and DCR. Please let us know if this could be arranged.

Sincerely,

Danny Schissler
Head of Operations and Project Management
Arnold Arboretum of Harvard University

CC: Mark MacLean, DCR
Jennifer Norwood, DCR
Jeffrey Parenti, DCR
Jason Santos, DCR

Arborway Coalition Feedback to DCR after 1/20/22 Public Meeting

To: DCR

From: the Arborway Coalition

After 25 years of planning (and unfortunately, hundreds of crashes, injuries, and some fatalities), we appreciate and share with great enthusiasm the goals of this project. Let's try to make sure it is done well!

Our goals are to preserve the Arborway as a green, multi-use parkway connecting three Emerald Necklace parks designed by Frederick Law Olmsted (Jamaica Pond Park, the Arnold Arboretum, and Franklin Park), to improve access to these parks for all users, and to keep the parkway clean and green.

We recognize that there are many stakeholders and perspectives, and we look forward to working with DCR and all who are interested in moving forward toward a balanced outcome that is safe for all users and restores the historic parkway connections between Jamaica Pond, the Arnold Arboretum, and the neighborhood.

Thank you for the opportunity to comment. Please see below for detailed comments and questions.

Sarah Freeman

On behalf of the Arborway Coalition

What we've been hearing:

More data would be helpful. Many do not understand the designs, keys, and symbols. Keys are important for everyone, but especially for those who weren't at the meeting. It's also sometimes difficult to read small details like direction arrows and therefore to know, for example, when left turns are permitted, etc.

"I must admit to finding the survey options difficult to fully understand...some symbols aren't defined and I have questions about impacts just beyond the frame shown."

Indicate where pavement is converted from asphalt to greenspace.

It is difficult to compare without traffic volumes (present and future) and without traffic models /levels of service (A, B, C, D, E), delays, etc.

This is all very complicated; computer simulations of the various alternatives could help the public (as well as DCR and its consultants) make more informed decisions.

Local access could be more clear so that residents understand how they would get home (or to destinations) in some alternatives.

Address drainage, and the various underground (under grass) utilities owned by others e.g in Murray Circle.

If cost differences are a factor, we don't have that information.

Kelley Circle:

Are Alternatives 1 and 4 the only ones that allow residents of Prince St., Orchard St., Dunster Rd., Burroughs St., and Eliot St. to change direction to get home from the Jamaicaway etc. without going to Murray Circle?

At a breakout room on Jan. 20, a question was asked regarding the potential changes between Pond St. and Prince St./Parkman Drive, including perhaps re-naming that section of the parkway. The houses there have Arborway addresses.

Kelley Circle, Alternative 1:

Can there be crosswalks to the greenspace inside the circle?

Residents of Prince Street west, heading to Jamaicaway: In Alternative 1, they have a very short distance to merge into the left lane to make the u-turn to head north on the Jamaicaway.

Kelley Circle, Alternative 2:

Will residents of Prince St. (by Parkman Dr.) be able to access the road across the Arborway (towards the Jamaicaway and points inbound)? It's a slight left. Arrows on the image would help; the shape of the median between Prince St. and Parkman Dr. looks like it is not designed for that movement, but it could be modified.

Main Barrel:

There are no text explanations in the survey for the Main Barrel or the "Arborway" and Upper Arborway (Arnold Arboretum block).

Alternatives 2 and 4: The Key blocks how/where residents get from the Carriage Road to the center lanes. [Note: not all folks found this to be the case.]

Alternative 3: Carriage Road outbound: Does it alternate, 1-way vs. 2-way throughout?

In a shared street, would the bike lanes be 1-way?

How would snowplows handle the chicanes?

One of Olmsted's design principles is to create separate paths for separate users.

What is the meaning of the different crosswalks (zebra vs. 2 parallel lines)?

Murray Circle:

Alternative 1: Where are the stop lines at the approaches into Murray Circle? Are they in front of the 1st car? Or behind the 1st car?

Residents of Centre St. across from Faulkner Hospital (between Allandale St. and Murray Circle), who want to go south on Centre St. (to West Roxbury, VFW Parkway etc.) can't always turn left onto Centre St, so they often go inbound and do a u-turn at Murray Circle. Would they be able to do that in Alt. 3 and 4?

Roundabouts & signalized intersections both have a variety of pros & cons. A few of them are:

Alternatives that reduce Murray Circle to a smaller diameter roundabout would keep traffic moving without speeding, and they would provide greenspace in the middle of the pavement – but the multi-lane crossings would need to be signalized for safe pedestrian/bicyclist crossing and still work for motorists.

Alternatives that replace Murray Circle with signalized intersections can feel safer for pedestrians/bicyclists and provide greenspace in accessible locations – but motorists may run red lights, speed up to make the light, and get into crashes.

Arborway/Arnold Arboretum block:

The number of lanes in the various alternatives is not clear. Driving lanes vs. parking lanes? A description and keyed symbols would help.

How to prevent speeding inbound (prevent cars from crashing through the fence or rear-ending each other)?

"If there cannot be a bike facility that goes from South St. to Murray Circle on the inbound side, which is unfortunate, bicyclists need to know that in advance. They could be advised to cross the parkway at South St. or at the U-turn by the Forest Hills gate to the Arnold Arboretum."

It may be beyond the scope of this project, but improved transit in the area could help to support the single lane outbound from Murray Circle to Forest Hills.

Upper Arborway:

Previously, Alternative C included a raised table at St. Rose Street and raised crosswalks were proposed at St. Joseph St. and Custer St. to improve ped/bike safety while reducing vehicle speeds. Are those still included in the plans? These could be important traffic-calming improvements on this section of the Arborway, as proposed elsewhere.

Re: Raised tables: Several may be needed along this long stretch between South Street and Centre St. in order to prevent its use as a speedy bypass.

Is that a mini-sidewalk at the Hillside?

Arborway – adjacent to the Arnold Arboretum:

Analyze and adjust and location of the parking along the Arnold Arboretum to minimize congestion in Murray Circle while still providing parking for visitors.

General Comments

Place-making: When will there be opportunities to discuss:

Lighting (street light styles; are historic/replica lights being planned?)

Signage (way-finding and informational signage could make a meaningful difference)

Special design opportunities ("stars in circles"/gold and black) where there's expanded green space: From a previous meeting, we believe those were described as open for suggestions (public art, benches etc.) "At the 1/20 meeting, one breakout group included both 'Traffic and Public Realm', and while I was there, almost all the attention was on traffic; there was one question about green space, but nothing about design opportunities."

Corridor: Where possible, please include:

Traffic calming: Speeding is a safety issue in all sections of the Arborway, and it appears to contribute to many of the crashes. Where are the traffic calming measures, e.g. raised crosswalks, narrowed lanes, other? Could they please be marked more obviously on the plans? Our goal is to keep the traffic moving, but not at high speeds. Road cross sections (lanes narrower than 11 ft. would help to calm the traffic). Goal: 10 ½ ft.

Prioritize safety over speed

Crossing islands: Throughout the project area, these would be helpful when there are multi-lane crossings to make them safer for people crossing.

Separate paths for separate users: We'd like to see these, as Olmsted intended.

Reduce the amount of pavement and increase the amount of greenspace.

Preserve existing trees and fill the gaps. "Arbor" means tree, and for much of the Arborway, the parkway is the park. People value the trees, and we're in a climate emergency.

.....

From: [Rosa Herrero Design](#)
To: [Cushing, Daniel \(DCR\)](#)
Subject: Arborway crossings

Good afternoon Daniel,

First of all, thank you so much for all you do. As a former public servant, I know how little your work might be recognized.

I live in Forest Hills with my husband and 8-month old baby. We are excited to see the updates on Arborway. We are excited to be able to bike to Jamaica Pond safely with our daughter in a not so distant future.

That said, I have a couple of comments for you to consider from our perspective.

- **The crossings should give plenty of time for people to safely cross the street.** Sadly the ones by the Forest Hills Station are still stressful for pedestrians. I am a bit scared and rush through it every time I have to cross with my baby. Cars turning are more focused on the traffic than on pedestrian crossings. I hope this improves soon and that it gets better in the continuation of Arborway.

- **A quality bike network has continuity.** I really hope that the improvements to Arborway go into Dorchester and Mattapan. Communities in much need of better bike and pedestrian infrastructure.

- **Hyde Park Ave**, even though it is not in your jurisdiction, should get better for cyclists as well.

Have a wonderful weekend!



Connecting People and Parks and Conserving the Emerald Necklace

CHARLES GATE PARK • BACK BAY FENS • RIVERWAY • OLMSTED PARK • JAMAICA POND • ARNOLD ARBORETUM • FRANKLIN PARK

Karen Mauney-Brodek, *President*

February 17, 2022

BOARD OF DIRECTORS

Benjamin Taylor, *Chair*
John R. Cook, Jr., *Vice Chair*
Martin Hall, *Treasurer*
Susan Helms Daley, *Clerk*
Louis Bailey
Sonya Bhabhalia
Constance Cervone
Ellie Cornish Chu
Christine Cusick
Chris DeSisto
Sarah Freeman
Julie Hume Gordon
Marjorie Greville
Lisa Hastings
Lois R. Kunian
Ted Landmark
Sofia Lingos-Papaliadis
Barbara Millen
Daniel Moon
Lee Moreau
JoAnn Robinson
Chair, Park Advisors
Peter Sougarides
Leo Swift
Linda Edmonds Turner
Kate Velásquez-Heller
Carroll Williamson

Life Trustees
Michael Dukakis
Wendy Shattuck

PARK ADVISORS

Arboretum Park Conservancy
Arborway Coalition
Arnold Arboretum
Boston Committee of the
Garden Club of America
Boston Society of
Landscape Architects
Brookline GreenSpace Alliance
Charlesgate Alliance
Emerald Necklace
Greenway Project
The Fenway Alliance
Fenway Civic Association
Fenway CDC
Fenway Garden Society
Franklin Park Coalition
Franklin Park Zoo /
Zoo New England
Friends of the Boston Park
Rangers Mounted Unit
Friends of Jamaica Pond
Friends of Leverett Pond
Friends of the Muddy River
Isabella Stewart Gardner Museum
Jamaica Hills Association
Jamaica Pond Association
MASCO
Museum of Fine Arts, Boston

Re: Arborway Project Feedback on options presented in January 20, 2022 Public Meeting

Dear DCR and Arborway Improvement Project team,

The Emerald Necklace Conservancy is pleased to see the continued focus and commitment DCR is employing to shepherd the Arborway improvement project into a reality. As part of Frederick Law Olmsted's original plan for the Emerald Necklace, the Arborway is a vital thoroughfare connecting Jamaica Pond and Franklin Park. Olmsted's vision was a tree-lined parkway (hence the name *Arborway*) that served as a continuation of the adjacent Necklace parks, rather than a high-speed vehicularly-focused thoroughfare all other users avoid which effectively disrupts the park connections and experience and function.

For decades, the Arborway has been a high-crash speedway with challenges and protection for cyclists, walkers and non- vehicular users. It has also been challenging for vehicle drivers.

DCR has not only invested considerable thought, time and energy into this process, they have also made interim improvements to provide access and safety improvements during the process, which is of note. This is challenging to do in a very busy corridor, but the effort should be recognized.

General Feedback and Priorities

- Prioritization of green space over impermeable and heat-producing pavements; protecting existing trees –particularly the iconic mature trees along the main parkway; improved accessibility and clear signage for pedestrians, cyclists and micro mobility users.
- A transparent, robust public dialogue to discuss public realm improvements, traffic calming, and creating safe human-level passageways such as crosswalks and protected bicycle lanes. It is our clear and continued desire that this part of the Necklace become part of a safe and integrated linear park experience.

- Consideration of and compatibility with the historical character of the Arborway, such as in the selection and installation of traffic signals, road signs, and other infrastructure that may be required.
- In order to better communicate, providing clearer descriptions of the four alternatives, including more detailed and annotated maps and an updated key/legend
- Renderings of the potential alternatives from a human-level point of view would help the public better understand the options proposed.
- Transportation planning for the whole system and funding to implement smart improvements to effectively link the network of DCR parkways and city streets in and around and connecting to the Necklace.

Kelly Circle

- Alternative 1
 - In this alternative, if realized, we suggest reactivating the green space within Kelly Circle as a community park, as it has been in the past. The implementation of signalized crosswalks to and from the park would create a space that is safe, accessible, and attractive for all users. This is an opportunity for placemaking and enhancement of the human-level experience. If this is realized, a process for discussing the use or program of this area should be done in a deliberate way, not as a “related outcome” of this process, which has been primary about access, and not communicated as green space/park programming to the general public.

Main Barrel

- This section of the proposal was in some ways difficult to understand, as there are no captions underneath the renderings in this section of the survey.
- Alternative 3
 - One of Frederick Law Olmsted’s design principles was the creation of separate rights-of-way for different path users. We believe that incorporating this principle, ideally by incorporating greenspace or trees as a means of separation between cars and humans, would increase safety and user experience along the Arborway. Shared streets do not offer this respite from vehicle traffic in terms of safety or relief from the stresses of urban life.

Murray Circle

- Roundabouts vs. signalized intersections
 - Overall there appear to be significant overall advantages to using signalized intersections vs roundabouts in this project. Roundabouts and rotaries, which were not part of Olmsted's original plan for the Necklace, may reduce frequency and intensity of traffic accidents between cars, but are much more hazardous for pedestrians, cyclists, and micro mobility users, who do not have the protection of a vehicle around them during crashes.
 - Signalized intersections with pedestrian phases and adequate protected rights-of-way are safer for pedestrians and non-motorized vehicles.
 - Signalized intersections, using modern technologies and otherwise might allow for better access for emergency vehicles to pass if needed, whereas a gridlocked rotary or roundabout with two or more lanes may be harder for an ambulance to traverse.
 - A four-way stop may also been more adaptive overtime, allowing for more future options over the years if traffic patterns change, allowing for signal adjustments and other changes. One day, the implementation of a "scramble" or all-way crosswalk in the intersection may be possible and could improve the human-level experience.
 - We believe the pros of signalized intersections outweigh the cons, because a motor vehicle crashing into a human is much more dangerous to human life. Additional case studies or data on multi-lane rotary safety and user experience in other cities which override this conclusion, such as the one proposed, have not been provided to our knowledge.

Arborway/Arnold Arboretum Block

- Would this option provide protected bike lanes on both sides of the Arborway? If not, bicyclists and other micro mobility users deserve clear signage articulating how they can safely cross the Arborway to access a protected bike lane.

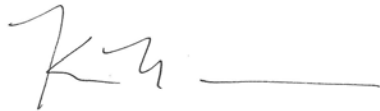
Upper Arborway

- This is a long, often high-speed stretch of the Arborway that presents safety hazards for pedestrians and users of non-motorized vehicles. We strongly recommend the implementation of speed tables, raised signalized crosswalks, or other traffic calming measures as identified by a traffic study.

This project has been in planning and design for many years, and we are glad to see the commitment DCR has made to this project and implementing these needed improvements. For that reason, we support the allocation of funds for the final implementation this project in the Department's FY23 budget and request that the final improvements are realized within the next 18 months.

Thank you again for your consideration of our comments. With this process and a commitment to implementation, we are hopeful that we are on our way to a better experience for ALL users.

Sincerely,

A handwritten signature in dark ink, appearing to read 'K-M', followed by a horizontal line.

Karen Mauney-Brodek
President
Emerald Necklace Conservancy

Kevin J Handly
No. 26, The Arborway
Jamaica Plain, MA 02130

February 10, 2022

BY E-MAIL AND US MAIL

Mr. Jeffrey R. Parenti
Program Manager
Department of Conservation & Recreation
Division of Design and Engineering
251 Causeway Street
Boston Massachusetts 02114

Re: Arborway Parkways Improvement Project

Dear Mr. Parenti,

Thank you for the opportunity to comment on alternative Arborway design proposals currently being considered by DCR. As a 22-year Arborway resident and abutting property owner, I have a substantial personal interest in the Project and intimate knowledge of the territory.

Improvements to the Arborway configuration and traffic pattern are urgently needed, and indeed, long overdue. The current configuration is hazardous, wasteful, and inconvenient to everyone. It subordinates the essential recreational and residential uses of the parkway to the supposed convenience of wasteful, polluting, single-occupant motor vehicles traversing the Arborway corridor for the sole purpose of getting to and from someplace else.

Today's infrastructure improvements should embody and fulfill our aspirations for the future character and uses of the Arborway. Rather than petrifying current hazards and misuses, the Arborway improvements project should accelerate transition to the recreational uses and controlled vehicular traffic we wish to see on the Arborway of the future.

The triage principle should govern the order and pace of Arborway improvements. The worst, most hazardous and problematic conditions should be corrected immediately. These include:

1. **The Arborway/Centre Street intersection** is a disaster because there are too many travel lanes entering, traversing, and exiting Murray Circle. To minimize the number of lanes entering the intersection, vehicular traffic should be forced into the center barrel well before, not when, it arrives at the intersection. To permit pedestrian, bicycle and other recreational

users to safely traverse the intersection, the confusing rotary should be replaced with a light-controlled four-way intersection with light-controlled pedestrian/bicycle crossings.

2. The Jamaicaway/Arborway transition (south of Kelley Circle) is the site of numerous, almost daily vehicle accidents and conflicts because it gives traversing motorists too many competing and confusing choices of roadway. Both northbound and southbound drivers approach the Arborway corridor from two-lane roadways and are suddenly confronted with a choice of no less than four, parallel, wide-open straightaways to traverse the quarter-mile Arborway segment between Kelley and Murray Circles. They are then forced to merge back down to two lanes when exiting the quarter-mile corridor. This inevitably results in constant speeding, confusion, collisions, and angry confrontations.

Motorists should not be given this confusing choice when entering the Arborway corridor. They should be forced to continue travel in the center barrel unless they are coming from or going to a local end point. The outer carriageways should be narrower, undulated, with lower speed limits and speed bumps. The center traffic barrel should be the same width as, and a natural continuation of, the roadways entering the corridor. The boundaries of the Arborway median greens should be reconfigured to narrow the outer carriageways, widen the greens and verges, and widen the center traffic barrel. The widened median greens should be protected by high granite curbing to prevent illegal vehicular cross-overs.

3. The approach to Murray Circle from the south is also a disaster that needs to be corrected immediately. Northbound traffic on the so-called "upper Arborway" should be forced onto the center Arborway barrel and not permitted to access Centre Street directly. The "upper Arborway" should be for local traffic only, not an alternative by-pass route from South Street to Centre Street. The present opening of the upper Arborway to Centre Street should be closed off and returned to green space.

The northbound Arborway between Forest Hills and Centre Street is much too broad, and virtually compels speeding. This results in numerous, occasionally deadly, accidents, as speeding vehicles lose control on the banked, race-track-like curve opposite the Arboretum entrance. This section of the Arborway should be narrowed substantially and the excess roadway on both sides returned to park land.

The Four Alternatives Presented

Kelly Circle

If forced to choose from the four design concepts presented, I would vote for Kelly Circle Alternative No. 1. Narrowing the traffic lanes on the west side from 3 to 2 will permit creation of a dedicated bike lane and remove bike traffic from the narrow sidewalk between upper Prince Street and the Pond/Cataumet intersection. However, I would put a sequenced traffic light to permit pedestrians to cross to the central green (and vice versa) just before the Frances

Mr. Jeffrey R. Parenti
February 10, 2022

Parkman Drive intersection. This would also permit vehicular traffic to safely enter the Circle from Frances Parkman Drive. My second choice would be Alternative 3. Alternatives 2 and 4 would break up and pave over too much of the beautiful park green.

Main Barrel

Of the four alternatives presented, I prefer Alternative 3. If vehicular traffic on the outer carriageways is limited to local and residential only, and calmed by narrowing the roadway and installing speed bumps and an undulating curb line, there would be no need for a separate bike lane, and I would rather see the freed-up space devoted to expanding the linear park greens than paved over for bicycles. I would eliminate the center-of-block pedestrian crossing. I doubt anyone would knowingly use a hazardous, at-grade crossing of the center Arborway at any time of day, an elevated crossing would unnecessarily impede emergency vehicles, and installing any mid-block Arborway crossing would ruin the beautiful linear park greens Olmsted envisioned.

Murray Circle

Of the alternatives presented, I much prefer concepts numbered 3 and 4. No matter how well designed, a roundabout will not safely accommodate pedestrians (especially aged, handicapped, and burden-carrying pedestrians) attempting to cross that intersection in any direction. I would close off the roadway connection between the "upper Arborway" and Centre Street, opposite Orchard Street, and require upper Arborway traffic to access Centre Street via the main, traffic-light controlled intersection. I would also eliminate the by-pass at the blind northwest corner as a death-trap for pedestrians crossing from west to east.

South of Murray Circle

From the images and descriptions presented online, it is very difficult to distinguish between the four alternatives. The priority should be on narrowing substantially the lower Arborway travel lanes, closing off the upper Arborway/Centre Street connection (opposite Orchard Street), and calming traffic on both the upper and lower Arborways.

Other Comments

Please do not disturb the beautiful uninterrupted, tree-shaded parkland in Kelley Circle by re-routing the Jamaicaway or a paved bike lane through its middle. **Please do** make it more safely accessible by putting one or two pedestrian crossings to it from Jamaica Pond Park and from the Arborway median greens.

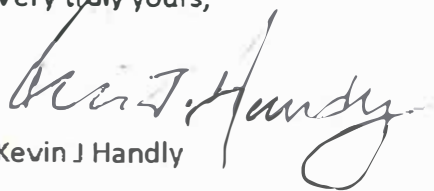
Please do not interrupt the quarter-mile Arborway median greens with any (more) paved pedestrian or bicycle crossings. In winter, Olmsted's long linear median greens afford a beautiful uninterrupted quarter mile stretch for a two-way Nordic ski track – a healthful winter recreation opportunity available nowhere else in Jamaica Plain.

Mr. Jeffrey R. Parenti

February 10, 2022

Thank you and your team very much for your efforts to restore safety, beauty and recreational and residential utility to the Arborway segment of the Emerald Necklace park. Please do not hesitate to contact me if you have any questions or would like any additional information.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kevin J. Handly". The signature is fluid and cursive, with a large, sweeping "K" and a long, trailing "y".

Kevin J Handly

cc: Arborway Parkway Improvements
c/o Howard Stein Hudson



LivableStreets

Connecting People + Places



February 16, 2022

Dear Arborway project team,

The Boston Cyclists Union enthusiastically supports DCR's project goals to return the arborway to being a parkway, reduce vehicle speeds and calm traffic, increase access to parks, "rebalance" pavement back into accessible green space, and improve safety for all users. In order to meet these goals, we would like to see the following reflected in the final plan:

Overall:

- A shared-use path on both sides on the Arborway. We also suggest adding a dirt running/walking path parallel to a shared-use path wherever possible since this is a desirable location for jogging, dog walking and outdoor recreation. This will limit conflicts between people on bikes and on foot.
- Any time shared-use paths are added, they must be at least 12-feet wide when adjacent to a sidewalk option and even wider when it is the only space for pedestrians, cyclists and other users so that conflicts are limited.
- Signalized intersections should be used instead of rotaries to ensure the highest level of safety and comfort for all users. Rapid flashing beacon crossings over multiple lanes should be eliminated and replaced with signals that include a pedestrian phase.
- A commitment to snow removal on the walking and biking paths and crossings.
- Coordination with other agencies to re-time the traffic signals at Forest Hills to prioritize vulnerable road users over motor vehicle throughput including shorter wait times for bike and pedestrian signal phases. This includes the elimination of concurrent turns for motor vehicles while pedestrians and cyclists have the walk/bike signal and prohibition of right turns on red. This will make it easier for people to access the shared-use path that is only on one side of the Arborway.
- Although outside the stated scope of this Arborway project, there is a bicycle gap from the Arborway into Brookline. We suggest exploring bicycle access from the Emerald Necklace into Brookline, ideally via a protected bike lane or shared-use path on Francis Parkman Drive.

Kelley Circle:

There is no clear preference for Kelley Circle – all the options have merits and all have elements that could be improved upon. In any final design, we want to see shared-use paths adjacent to both carriage roads as there is ample space to do that, and it allows people going various

speeds via foot, bike and other mobility devices, choices and added comfort and safety. Please see feedback on the proposed options, below:

- We prefer Alternative 2 or 3 because the multi-lane crossings are signalized and they open up a lot of new and accessible green space. Alternative 3 has the additional benefit of a shared-use path next to the existing sidewalk on the city-side of the road. Alternative 3 needs a crossing island across Francis Parkman Drive. Alternative 2 has the additional benefit of a shared use path that continues past Pond St on the Pond side of the Arborway, but needs a shared-use path on the city-side of the road that continues all the way to the Eliot St crossing like in Alt. 3. We also like Alternative 2 because it has the most pedestrian crossings across the Arborway of any design.
- In both Alternative 2 and 3, we suggest adding a parallel, unpaved path next to shared use paths since people on foot will likely prefer to walk and run in the green space rather than the sidewalk.
- Alternative 4 also has the benefit of increased green space and fewer crossings than the current design, but the proposed multi-lane, unsignalized crossing by the new roundabout is not safe or comfortable for people walking and biking. Alt. 4 also lacks a crosswalk across the Arborway. We recommend the shared-use path be moved up to the intersection at Arborway to provide the benefit of signalization and an independent phase for people on foot and bike. Alternative 4 also needs the addition of a crosswalk across Arborway.

Main Barrel:

- We prefer Alternative 2 because it has the most crosswalks across the Arborway that will slow down traffic and create more access via foot and bike. However, more traffic calming is needed on the carriage roads to discourage cars from using them, and a shared-use path needs to be added on the city-side of the Arborway.
- Shared streets do not take the place of a shared-use path separated from cars. Shared streets only go in one direction, though cyclists will want to go in 2 directions; we also cannot be sure that traffic volumes will be low enough to create a truly low-stress environment for people of all ages and abilities. With the ample space freed up by removal of a driving lane in the carriage roads, we want to see shared-use paths and/or physically separated bike lanes and walking paths on both sides of the Arborway in the final design. Separation should be via raised curbs and intervening green spaces, not merely painted lines.
- We encourage additional traffic calming in all final designs, especially at the entrance to the carriage roads to discourage cars from traveling on them as a cut-through. This could be achieved through raised entrances, speed humps, or chicanes.

Murray Circle:

- Because it is not safe or comfortable for people walking and biking to cross multiple lanes of moving cars, the final design needs to be signalized, leaving alternative 3 or 4 as the only safe options.
- We prefer Alternative 4 because it only keeps the one necessary slip lane and it has crossing islands across Centre St.

- Right turns in Murray Circle should NOT be allowed when pedestrians have the walk signal. If that means that a right-turn lane must be added from Centre St. to Arborway South, that is ok.
- We suggest a crossing island at Orchard St. and Upper Arborway, which is more effective in getting cars to stop for pedestrians than a raised crosswalk. We also suggest only one crosswalk across Centre St. at Orchard St. to simplify that crossing.

Arboretum block/Upper Arborway:

- We prefer Alternative 4 because of the new trees between the road and shared-use path and the parking retained to visit the arboretum.
- We would like to see a traffic signal across the Upper Arborway coordinated with the one across the Arborway, for people crossing near the Arboretum entrance.
- It's not clear if the crossing island that currently exists across the Arborway by the Arboretum main gate will stay in the final design. We would like it to remain and be made wider so that more people can cross simultaneously.
- In all scenarios, there will be a need for clear signage to direct cyclists from the Southwest Corridor and other existing bicycle facilities to the shared use path across the Forest Hills intersection and to the Arboretum side of the Arborway.
- We encourage you to explore advisory bike lanes on the Upper Arborway, which can contribute to traffic calming and provide a safer biking experience for those who need to access streets adjacent to Upper Arborway or use that route instead of going all the way to Forest Hills

These ideas were compiled after conversations with many area-residents and regular users who primarily travel via bike and foot on the Arborway, as well as by car. Thank you for your consideration of our ideas. We would still very much appreciate the opportunity to meet with the project team along with other advocacy organizations to discuss designs as the project progresses. We are looking forward to implementation of the project starting this year or next!

Respectfully,

Eliza Parad
Director of Organizing and Operations
Boston Cyclists Union

Ambar Johnson
Program Director
LivableStreets Alliance

Galen Mook
Executive Director
Massachusetts Bicycle Coalition

Thank you to DCR for advancing the planning along the Arborway “Beyond the Pond”. It is very encouraging to see the alternatives and to hear & read the conversations in the community – residents, local associations, advocacy groups and more. Regardless of which outcome they may prefer, it is apparent that many people care deeply about this section of the Emerald Necklace park system designed by Frederick Law Olmsted. Here’s to finding a solution that works well for all users and feels like a linear park.

Thank you for the opportunity to comment,

Sarah Freeman, Jamaica Plain, MA 02130

Comments about specific locations have been submitted through the Survey. The comments below refer to the full corridor, followed by additional comments that were not included in survey responses re: specific locations.

Throughout the project area:

Additional traffic-calming is needed. Speeding and aggressive driving are all too common. If a motorist hesitates for a moment, e.g. to decide which lane to enter, there will be honking (and often not a gentle “beep beep”, but rather an angry “laying on the horn”.) Please consider raised entrances, speed humps, etc. wherever feasible, especially to differentiate through traffic from local traffic.

Ped/bike crossings: If/when crossing signals are added, please select a style that is compatible with historic parkway character.

Bike facilities on both sides of the parkway: I’d like to see physically separated bicycle facilities & sidewalks on both sides of the Arborway. Historically the bridle path was on the eastern (inbound) side. The outbound path could be the primary off-road path, but it would be meaningful to have something safe on the inbound side too.

Trees: Trees are vital to the Arborway. They are a character-defining feature – after all, Arbor means “Tree”.

The corridor is wide. Where space is needed for pavement (paths or road), please work around the mature trees! If that means adding a curve, that would make it more like an Olmsted design, and it would help with traffic-calming too. First choice: utilize existing pavement where possible. Next choice: use green space that doesn’t have mature trees.

Re: New trees: What species of trees will be planted? What size? The current parkway trees are mostly red oaks, which isn’t what Olmsted intended, but historic preservation tends to be

loyal to the “as built”. It is now known that there are drawbacks to a monoculture, e.g. if there’s a blight, so where there’s new space for trees, it would be wise to explore options.

During the Casey Arborway planning, 2-year maintenance contracts were requested for watering of the new trees. What will be the maintenance plan for new any new trees?

Gas Leaks: In light of the known history of gas leaks in this area, please keep working with the utilities to address this ongoing issue. Gas leaks kill trees, impact public health and climate, waste gas (at the ratepayers’ expense), cause the pavement to be cut and more.

Public Realm: Public Realm is an area for public discussion and involvement.

Unless I missed something, the Public Realm has not gotten its share of attention yet. It was combined with Traffic in the breakout groups at the 1/20/22 meeting, and in the session that I attended, almost all the attention went to traffic.

The design opportunities, stars in circles, are not defined in the keys, and several people have asked me what they mean. That question came up repeatedly in the recorded breakout groups too. The recordings posted online did not include the Traffic & Public Realm group. Was it recorded?

In the recordings of the other breakout rooms (1/20/22), one of the moderators mentioned that an idea had been raised re: design opportunities, so I’d like to share some ideas too, with the hope that there will be additional opportunities for meaningful public dialogue re: placemaking & creative vision:

I’d like the Arborway to be welcoming to all regardless of mode of travel, age, mobility, language, culture etc.

Fountain – When researching the Arborway at the Frederick Law Olmsted National Historic Site in Brookline (decades ago), there was an image of a fountain, which may have been intended for the area that is now Murray Circle - for horses or people. It is the first image in this link: [Arborway Historic images - fountain & streetlight - Google Photos](#)

Public Art – I used to think about opportunities to work with Sidewalk Sam (who passed away in 2015). There are many potential surfaces for art, e.g. sidewalks, crosswalks, light control boxes, back sides of signs, water/sewer vent posts, a graffiti-covered brick wall behind the Veterans Memorial. I presume that wall is privately owned, but it is quite visible, especially in winter.

Horse(s) – 2D or 3D – In recognition of Olmsted’s original design, where 2 of the 3 types of paths involved horses (bridle paths & carriage paths) on this multi-use parkway and in appreciation of the current Boston Park Rangers Mounted Unit (who still travel on the Arborway and will benefit from safety improvements): I could picture a 2 dimensional mini-

mural, e.g. on the back of a parkway sign - or a 3-D horse statue, small or large. When I was young, there used to be horse “statues” in front of certain shops; kids could sit on them.

An ‘Arbor’ for the Arborway – An idea for one of the design opportunities.

Something like the marimba bench at Forest Hills Cemetery - a musical opportunity that people could use while waiting to cross (something quiet if it’s near people’s homes.)

The Veterans’ Memorial adjacent to Murray Circle – It is currently a drive-by space that could be enhanced. There’s a volunteer tree growing at the base of the memorial, which should be dealt with sooner rather than later. The memorial itself could use some maintenance, and the wooded area behind the memorial could be a special place.

Historic parkway - Are there any guidelines/restrictions the public should understand before getting hopeful about any particular possibility?

Signage: The “Arborway” signs could be improved to add to the parkway character. The current signs are typically mounted on two thin metal posts of varying heights*. They aren’t consistent with other parkway signage in the area (e.g. Riverway signs are framed in wood).

*One Arborway sign, at the transition from Morton St. to the Casey Arborway Project, adjacent to the City-owned Pole Yard, is framed in wood. It has been suggested that the signs at the two ends of the Arborway could make more of a statement to welcome all who pass through and let them know they have arrived at a new place. For example, there could be a stone structure or something more substantial.

Informational signage – nature theme: Trees of the Arborway, birds & other local wildlife that might be seen, historical signage (about the park system or Olmsted); to avoid information overload, have a QR code to additional information.

Wayfinding signage+: Maps, distances etc. to other parks and local destinations (other Emerald Necklace parks, Southwest Corridor Park, Mass Audubon’s Boston Nature Center, Forest Hills Cemetery; other destinations, e.g. the business district, Forest Hills T). Signs could provide information about Frederick Law Olmsted. There are existing signs at Shea Square across from the entry to Franklin Park; they were part of the Casey Arborway Project.

I hope any “design opportunities” would add to the green parkway feel of the added space.

“Path as Place”:

I recently learned about a concept: Path as Place. “The new focus revisits a centuries-old understanding that streets, trails, parkways, roads, and even highways should do more than just move things quickly from A to B.”

[Embracing Path as Place | pathasplace.com](http://pathasplace.com)

[Path as Place](#)

Streetlights – Will the streetlights be changed as part of this project? A photo from JP Historical Society is the second image in this link: [Arborway Historic images - fountain & streetlight - Google Photos](#)

“Heart Healthy Trail”:

How does a walking route become a “Heart Healthy Trail”? There are more than 70; it would be quite a transformation for the Arborway to go from having poor walking conditions to being a Heart Healthy Trail”.

[Find a Healthy Heart Trail | Mass.gov](#)

Comments re: Specific locations were submitted through the Survey. I’d like to add the following:

Greenspace: In this heavily-paved area, especially in the block between the Circles, where the parkway is not adjacent to a park or hillside, contiguous green space adds to the park-like character. I’d prefer to keep the centers of the greenspaces green. Long-time residents remember playing football on Kelley Circle, others have mentioned croquet etc.

An off-road bike path could have a green buffer to create a safe & comfortable separate path for bicyclists, similar to the Jamaicaway path or Casey Arborway paths, but preferably not located in a way that it divides the green space.

Likewise, regarding the medians in the Main Barrel, I’d prefer crossings at each end in order to maximize the contiguous green in the center. Those crossings at the ends could be improved to feel like real connectors across the parkway. Until recently, the crossing by Murray Circle was not user-friendly at all (it was bumpy deteriorated asphalt). When there is snow, the eastern median is used for cross-country skiing.

Roundabouts vs Intersections:

It would help to have views from eye level, e.g. the perspective as seen by a pedestrian, bicyclist or motorist (vs. aerial views only). So far, we’ve only seen aerial views. Also, it is difficult to compare the 4 concepts without additional data and details. For local access, it is important to understand all the details, directional arrows, etc.

Roundabouts can work well for all users if there is a single lane for motorists. If Murray Circle would need to be a multi-lane **modern roundabout**, signalized for ped/bike safety, what would it look like to a pedestrian/bicyclist? How would it function?

While Olmsted’s original design did not include rotaries/roundabouts, they have contributed to the green aesthetic for the past ~70 – 80 years and have kept traffic moving. But they have also

been intimidating and dangerous for pedestrians & bicyclists (and high crash areas for motorists).

If creating an **intersection**, it would be important to design it with **parkway character, not highway character** – avoid creating a massive intersection with a large amount of contiguous pavement & huge highway-style traffic signal poles. Is that possible? Use of historic-looking signal poles that look like they belong on a historic parkway, not a highway and green refuges at wide crossings could help.

-Could existing pavement (of which there's a lot) be utilized in order to preserve existing trees, especially mature trees (for climate, flood resilience, habitat for migratory birds and other wildlife, and aesthetics) rather than replacing the entire circle with pavement? It looks like there's space available.

-Many of the inbound motorists from Forest Hills already run the red light at 203/Centre – could a change in geometry deter that behavior?

-The same would apply to the downhill approach from Centre St., which may be conducive to speeding & red light running (from VFW Parkway & West Roxbury). Design to prevent the through traffic from running red lights.

-What would a signalized intersection look like from the ground (in the short term and when the newly planted trees are mature – decades in to future?)

In summary, please find a way to maximize the safety benefits while minimizing tree loss.

Arborway (Arnold Arboretum block) & Upper Arborway:

1. The inbound bike lane ends around Forest Hills gate to the Arnold Arboretum. Bicyclists *could* proceed on the shoulder, but that's an option for traffic-tolerant cyclists. For safety, advance notice that there's a protected bike facility on the other side of the parkway would be helpful. They could cross the Arborway at South St. or at the signalized U-turn at the Forest Hills gate. I think the latter is more comfortable since there aren't as many turn movements happening at that location and there aren't as many lanes to cross.

2. Gateway to the Arborway: In the July 2008 Landscape Treatment Plans for the Gateway to the Arborway, there was a concept for inbound bicyclists to cross from the main Arborway to the Upper Arborway when possible:

[Historic Parkways Preservation Initiative | Mass.gov](#)

3. New Crosswalk at Centre St. by Orchard St., Upper Arborway and 2 bus stops (one on each side of Centre St.): This has been a long-time “sore spot”. Fixing this gap – along with the others on the Arborway ped/bike circulation network will underscore that our public streets and parkways can be places where all users feel safe!

From: **Claire Humphrey**

Date: Wed, Feb 16, 2022 at 9:14 PM

Subject: Comments on DCR Arborway Design plan

Hello

I have looked at the four proposals but they appear really small when viewed on a laptop and are only helpful for an overall view which is fairly meaningless. If I blow them up, any details of pieces of the proposed infrastructure changes blur and therefore don't give me any new information. I think it's unfair to ask the public to comment meaningfully with this restriction. Unless one has countless unpaid hours to squint and pore through these plans through the means available to most people, there is little effective comment that can be made. I have no real means of visualizing specific sidewalk or bike or car routes that I know intimately when all detail is lost at a usable scale.

So, with the broad aspect I can engage with, I am concerned about the number of trees concentrated in areas of Murray in scenario 3 and 4 that would be cut down in some of the plans. The red markers for these did stand out which was helpful compared to markings for other elements. Seems like the trees would be replaced with a whole lot of concrete moonscape. We've seen in too many DCR plans to date that it's easy to replace full-grown trees with little green dots on a schematic, but dismisses the lifetime it takes if the saplings survive the increasing droughts occurring to grow to full-size. (Many from the latest tree planting along the Arborway/Jamaicaway have not.) Not appealing on a roadway named Arborway. Those are really troublesome. I would have to be really clear about what improvements the plans would yield to balance the cost, disruption and outcome and full-grown trees, which at present, I am not.

The new painted traffic/bike lanes that were added this spring/summer have caused lots of traffic backups and restrictions, as evidenced by the increased honking we who live nearby have all noted. There are clearly many frustrated drivers, and neighbors who are coming into Murray on Centre St from the West Rox direction report much longer travel times in their day to day travel.

I applaud the more detailed comments submitted by other citizens who have found or made the time to somehow dive down the rabbit hole of what we who live in this neighborhood make of what these plans would be like to live with. Not just for near neighbors, but for those who live elsewhere and depend on this route as a corridor to their work, school, and life. They have been totally left out of avenues to contribute to this process which will majorly affect their lives to date.

So, having dwelt on the negative, I would like to offer more positive suggestions.

I would like to look at group transportation offerings along this route, with an eye to reducing the number of cars using it, which is another way to address the problem. I think traffic between medical centers is a big contributor to traffic along this corridor. I understand Faulkner is adding 500? new parking spaces with their new expansion that will increase pressure on this area even further no matter what design is proposed. Longwood Medical Center also is a major source of traffic along this roadway. I wonder if it would be possible to have a public/private partnership to offer shuttle bus service between Longwood Medical Center to the Faulkner and on to the rotary at Holy Name in West Roxbury as a turnaround. The latter location could serve as a gathering place, especially since there are several bus lines that pass through there or within a short block that go on to Roslindale Square that

collect people from a wide area. This service could continue with dropoff at Faulkner and dispersal and pickup in the Longwood area. I'm not talking about full-size articulated buses on the Arborway, but 18 or less seat vans/shuttles. The medical centers could sponsor some of them, and the MBTA also play a role to offer such service to those not associated with a medical complex, such as students, workers and neighbors commuting in and out of the area. Perhaps companies and organizations that are now offering free parking as a perk to their employees, which is a major contributor to traffic and transportation emissions in Boston, could instead offer free shuttle passes.

The 38 bus is notoriously unreliable and underutilized. This could be a focused solution offering group transport on the Arborway for these major hubs as an alternative to individual vehicles on the Arborway and less pressure on the 39 route on Centre St from Forest Hills through Jamaica Plain.

So, we are not there yet. We who have followed this process for lo, these many years, have little reason to have confidence in this process to date. I hope you will take the comments you receive of lived experience to heart and use it to do better. Not just dropping in once or twice to observe at a particular point, taking that as the whole. You have a raft of constant observers, i.e., neighbors, available to you who have granular experience of what it's like to walk, drive, bike and love this area. If we can combine that with an understanding of the safety concerns, rules and regulations that you operate under, and are charged to deliver, what might we come up with?

Claire E. Humphrey

I just want ed to say that I was at the meeting with 200 people and heard your chief Traffic Engineer admit that the single lane coming from the rotary in front of the Arnold Arboretum is not working. Please have the bike lane removed immediately. It is backing up traffic to the rotary. I have to say, I reject all 3 scenarios that your team proposed.

I do not agree that because the Arborway has 8 lanes that it is an “ 8 lane Dangerous highway” . I believe that this assessment is in error. I further heard members of your team out on specific things that they want to do to slow down traffic. The areas that they discussed already have the traffic slowed down. Anyone who drives through Murray Circle can see plainly how slow it is to turn right on Center Street. Your team is finding solutions to problems that don’t exist.

I do support more crossings for the arborway, but where they want them should be looked at differently.

For Example:

1. I believe signal lights at the end of Perkins and Prince Street will aid in curbing accidents
2. Move the light at Burroughs Street to the area where Jamaica Way becomes the Arborway by Jamaica Pond instead of where it is.
3. Remove the parking in front of the Arboretum and put a bike lane against the curb, or repurpose the sidewalk to be a bike lane and sidewalk.
4. And, most importantly, please look at the infrastructure under the street before you do any plantings in the meridian as there are gas leaks that occur with heavy usage and electrical lines that may be harmful to the plants you put into the area. That is why a lot of trees died in this section of the Arborway.

There are many more things we can do to make the Arborway work for all of us.

Sincerely,
Red Burrows
Jamaica Plain, Ma.

Red Burrows
Senior Facilities and Maintenance Technician

GreenLight Biosciences, Inc.



From: [SARAH FREEMAN](#)
To: [Cushing, Daniel \(DCR\)](#)
Cc: [Parenti, Jeffrey \(DCR\)](#); [Norwood, Jennifer \(DCR\)](#)
Subject: Arborway - Murray Circle: Another potential alternative

To: DCR

From: Sarah Freeman

I was talking to a friend - a designer who used to live in JP and who has transportation experience - and I showed her the 4 alternatives for the Arborway that were presented on Jan. 20, 2022. She sketched an alternative that shows a four way intersection that minimizes removal of trees and maintains the Olmstedian parkway feel.

Her stated goals –

- Create 4 way intersection with roads leading up to the intersection having more of a parkway than a highway feel
- Maintain all of the existing green space/ trees at Murray Circle + add a significant amount of green space to the southeast
- Retain the curvilinear alignments while providing adequate sight lines

“This is still schematic - placement of sidewalks, cycle track alignments and lane markings would be the next layer of detail.”

Her schematic image is attached. The file size (7 MB) may be an issue, so I'll try to follow-up with a reduced-size version. Would you please confirm receipt?

Thank you for considering safety & multi-modal improvements for the Arborway.