

Arborway Parkways Improvement Project
Public Comments Submitted via DCR Online Comment Portal
deadline 11/6/2020

Time	Comment	First	Last	Address (City)	State	Zipcode
10/21/20 3:27 PM	The 2 circles alternative is the one that I prefer (followed by the 1 circle, then no circle designs). Roundabouts are a safer intersection design compared to a signalized intersection and should be used to improve the safety of the Arborway.	Domenic	Privitera	Boston	MA	02120
10/22/20 10:18 AM	1. The paths should not be shared use. With E-bikes, micro mobility, cargo bikes, accessible conveyances, and pedestrians wearing ear buds and not able to hear an approaching bicyclist, there will be crashes if it is shared use due to speed differentials and widths of cargo/Fun2Go/child carrier bikes. 2. Bicyclists should not be on a path beside the traffic while the pedestrians have paths with wide green spaces by the homes, trees, and lawns. Riding beside the sound, mobile source air pollution, and dust from fast moving vehicles is not pleasant or healthy. Also, on a two way path, bicyclists riding with approaching vehicular traffic on their right would not be comfortable. At night, the intense and direct-beam LED bike lights would be confusing to drivers who would see a beam of light approaching on their right. 3. The bicyclists should be shaded by trees, especially with hot summers, and for 24 hour riding, have continuous lighting directly over the two way bike path. The lighting should not be from the tall cobra head for the road because tree limbs obstruct the light from reaching the bike path, creating light and dark sections on the pathway. A string of catenary lights could be over the two way bike path for the full length to replicate the rhythm of lights reflected across Jamaica pond as seen from Perkins. This system should have night time beauty beyond just the homes, trees, and grass, 4. The amount of park space between the vehicular roads should be lessened and given to the bicyclists and pedestrians for their pleasure. 5. Roundabouts do not work for bicyclists, especially if the roundabout is large in diameter, two lane, and in Boston. A large two lane roundabout does not slow speeds and, in Boston, drivers will not watch for and stop for pedestrians or bicyclists at crosswalks. 6. Please feel free to contact me if you want details about lighting cycle tracks and bicycle roundabout issues. Anne Lusk, Ph.D. -----@-----.edu	Anne	Lusk	Brookline	MA	02445-6756
	Hello! Resident of JP here. I cycle, walk, and drive around the arborway regularly. I greatly all the work that has been done so far to engage with our community on this important project. Please choose alternative C. It eliminates the dangerous and confusing murray circle and frees up land around the intersection by doing so. Many members of the community have added great comments on that alternative that I also greatly support. Namely, that 1) the lower carriageway also be turned into a shared street, 2) the bike lanes be continuous through instead of giving way to just the shared streets, and 3) that the main barrel be reduced to 3 lanes so that the intersections can be narrowed. In so many ways, alternative C seems to be the superior options here no matter the mode of transport. Thank you!!	Marc	Chen	Boston	MA	02130
10/23/20 5:43 PM	Having lived in Jamaica Plain my entire life, I favor the Arborway Alternative Plan A as this will be least disruptive to mature trees, green space, neighborhoods and allow bicyclists and pedestrians a safer road experience.	Kathy	Morgan	Jamaica Plain	MA	02130
10/26/20 2:36 PM	There are a couple of major issues that are largely being ignored: 1) The traffic counts that have been going on are going to be incredibly skewed given the pandemic. It is tough to fully understand the traffic flow and count based on numbers that have been recorded in 2020. 2) I live on May Street and have three children. There are dozens of young children in our neighborhood who ride bikes, scooter, skateboard, play ball and other outdoor activities year round. We already have to dodge the Uber drivers that use the street as a cut through at very high speed. If all of this traffic is diverted from the Arborway, it will undoubtedly end up on side streets like May street. Someone - a child - will get hurt. I would invite you to come sit at the end of my driveway during rush hour (non-pandemic rush hour...) and witness the speeding shortcut drivers. And then multiply that by 10 because that is what will happen if you do not provide an option to drivers.	Chip	Rives	JAMAICA PLAIN	MA	02130
10/27/20 2:28 PM	Murray Circle is certainly the most problematic of the two, and would probably benefit the most from a redesign. The loss of trees in that area would have a detrimental aesthetic impact which is undesirable. Is there a way to add more greenery to the no circle plan?	Eileen	Brennan	Boston	MA	02131
10/28/20 7:42 AM	I want to opposition to the new parking plan and support Will Brownsberger's position on this issue. There is virtually. no parking for residents at this time because of Covid...Boylston Street is now off-limits as there are many, many parking spots taken up by restaurant parking. All those who would normally park in that area are now crammed into the West Fens, especially Park Drive. There is a huge and densely settled population living and working in this area who need to park their cars throughout the day and evening. Please let DCR be more creative in their planning and eliminate this really poor and damaging proposal.	Terri	North	Boston	MA	02215

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10/28/20 10:51 AM	<p>I have looked at the presentations of the three options for improvements of the Arborway Parkway. As a biker and a driver in this region, I am strongly in favor of the "No Circle" option. It looks like it provides the best safety for bikers and pedestrians and with the use of lights instead of circles provides the traffic calming that is needed to slow down the traffic in this residential area.</p> <p>This proposal also allows the most flexibility for increased multiuse of the green space generated by eliminating the right hand lanes for flowing traffic.</p> <p>Thanks for your work on this project.</p> <p>Joe Maranzano</p>	Joseph	Maranzano	Brookline	MA	02446-2609
10/29/20 2:35 PM	<p>I much prefer Alternate A because it maintains Kelley Circle and a somewhat reduced in size Murray Circle as a Parkway. Alternate C, in contrast, would make the Arborway with a signalized intersection replacing Murray Circle look like an ugly highway</p>	kevin	moloney	jamaica plain	MA	02130
10/30/20 8:55 PM	<p>To whom it may concerned,</p> <p>I am a daily cyclist and cycle commuter, and I live in JP. I frequently travel near the Arborway, but do everything within my power to travel on it as little as possible because of its unacceptable level of danger. I am most concerned with this area becoming more comfortable for people walking and biking. I would love to see a direct, comfortable, safe, and well marked route from the Arboretum to the pond. What exists now is a joke.</p> <p>I find it hard to choose between the plans, but here are some of my concerns:</p> <p>If a rotary is retained at Murray circle, eliminate the "double threat" (crossing two traffic lanes with no traffic signal)</p> <p>Extend the cycletrack in front of the Arboretum to connect with the existing cycletrack installed by MassDOT</p> <p>Include a cycletrack on both sides of the road between Centre St. and Jamaica Pond</p> <p>Create separate spaces for pedestrians, cyclists and motorists throughout the corridor. Shared streets and shared-use paths are NOT preferred, especially when this area has enough space to accommodate separate spaces for each mode</p> <p>Preserve as many mature trees as possible, and plant as many more as possible.</p> <p>This project is critical in setting up this area to be on track towards a low-carbon future, where we need to de-prioritize car and motor vehicle throughput in favor of greener, healthier, and more sustainable options.</p> <p>THank you for considering my concerns.</p> <p>Jana Pickard-Richardson, 02130</p>	Jana	Pickard-Richardson	Jamaica Plain	MA	02130
10/31/20 9:04 PM	<p>For 47 years I have lived on Rockwood Street in Jamaica Hills, west of the Arborway. My greatest concern, shared by many neighbors, is cut-through traffic. Your plan to use the main barrel for commuter and through travel and the carriageways for local travel seems valid in theory. I urge you to keep cut-through traffic at a minimum by making it difficult for north-bound vehicles to leave the main barrel to proceed onto the western branch of Pond Street, from which Rockwood offers a cut-through. One way to do this would be to prohibit a left turn off the main barrel toward Pond St. This would have the additional benefit of allowing traffic to flow freely through the main barrel. Local traffic could use the carriageways to cross to Pond St.</p> <p>When Parkman Drive was closed recently, Rockwood experienced a substantial increase in traffic. Winding and hilly, with poor sight lines, the street is not suited to commuter travel. Once Parkman was re-opened, Rockwood experienced an immediate traffic decline. We are grateful for your decision. We hope to avoid a recurrence due to the Arborway project.</p> <p>I also urge you to design the traffic flows on the carriageways to facilitate travel from Jamaica Hills to the Centre St commercial area on the far side (east) of the Arborway. We wish to be able to continue to support the local Center St retailers without fighting congestion.</p> <p>Finally, on a recent sunny afternoon I drove south on the Arborway adjacent to the Arnold Arboretum, a treasured natural resource for all of Greater Boston. Every parking space was taken, and the two-lane southern route was stop-and-go. I fear that if you eliminate a traffic lane and/or the street-side parking, the result will be disastrous for travel through the area.</p> <p>Thank you for your efforts. We hope the overall results will be positive for all concerned, not just the few who will benefit most due to proximity.</p>	William	White	Jamaica Plain	MA	02130

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11/1/20 12:24 PM	<p>Thank you for alternatives with elements of a design that will make a dramatic improvement in quality of life in the area.</p> <p>Design Alternatives: I favor a hybrid of (1) Alternative C in the Kelley Circle and Murray Circle areas, (2) Alternative A in the Main Barrel and Carriageway area, and (3) Alternative C in the South of Murray Circle/Upper Arborway area, with (4) the addition of a pedestrian/bicycle crossing midway in the Main Barrel and Carriageway area.</p> <ul style="list-style-type: none"> •At Murray Circle, it doesn't appear good pedestrian/bicycle conditions could be provided at the multiple traffic crossings in the context of heavy vehicular traffic. •Bicycle and pedestrian paths would provide a better experience than a shared street - continuity in a pathway and park experience for all, and less stress and greater safety for families with children and users of handcycles or recumbent cycles. •At Kelley Circle, eliminating the circle expands greenspace and users' park experience. •In the South of Murray Circle/Upper Arborway Area, Alternative C would provide greater separation from vehicular traffic. <p>Separated bike lanes v. shared paths: Separated bike lanes should be provided wherever feasible, given that the future volume of users will be high, likely comparable to volumes on the Esplanade and Minuteman Bikeway. Some bicyclists ride at speeds inconsistent with the safety of pedestrians, particularly children, and the crowding makes for an experience that can be stressful and hazardous for all.</p> <p>Throughout:</p> <ul style="list-style-type: none"> •Signalization addressing the needs of all users should be incorporated in the plans. I suggest limiting wait times for pedestrians and cyclists to no more than 45 seconds. •Handcycle accommodation: At turns and elsewhere, please accommodate the turning radii of handcycles used by paraplegics. People with spinal cord injuries have very few opportunities to recreate outdoors close to home in the area. The project can create an important handcycle opportunity. 	Stephen	Burrington	Brookline	MA	02445
11/1/20 7:18 PM	<p>It is impossible to cross the Arborway while walking down center street, especially at night. It would be great if the traffic flow someone allowed for pedestrians to walk across the Arborway by the rotary at night (to connect center st on either side) so that we can walk our kids home from school. I am in favor of the protected bike lines. More bike lines and walkable sidewalks to connect our side of JP with the rest of JP. Thank you!</p>	Celia	Segel	Boston	MA	02130
11/2/20 11:56 AM	<p>All three proposals show Eliot Street as being one way in the wrong direction. This may have significantly influenced the designers' decision to completely eliminate the "south to north" U turn options from two of the three proposals. As a bicycle rider who lives in the Pondsides neighborhood off of Eliot St, I do prefer Alternative A, which appears to have the best arrangement of separated bike paths in this very dangerous area. Alternative C appears to be the least safe for bicycle riders, with bike paths abruptly ending in areas that are very dangerous to be joining vehicular traffic.</p>	Alicia	Powell	Jamaica Plain	MA	02130
11/2/20 12:48 PM	<p>I am an cyclist and clocked over 10k miles a year for almost a decade. I am also Rockwood St resident for about 30 years and opposed to many of the changes proposed to the Arborway.</p> <p>As is stated in Newton's third law, for every action, there is an equal opposing reaction. We witnessed this at the beginning of the pandemic when it was decided to close Parkman Drive to vehicular traffic. This change caused cascading ripples throughout the neighborhood leaving Rockwood Street, a curvy, hilly narrow, undivided roadway, with no sidewalks and blind turns the bearer of all the rerouted traffic. Close calls were a daily event, accidents occurred weekly and traffic backed up on the street as it tried to exit onto the blind curve on Goddard st.</p> <p>The proposals before us want to eliminate the carriage lane traffic, bottlenecking vehicular traffic and jeopardizing cyclists who will be on the streets with 2 ton vehicles traveling at 2x the speed of the cyclists. This is dangerous. Eliminating vehicular lanes will lead to further backups, wasted energy and time for the commuters that need to work. There are too many hills and the weather, is unpredictable with 6 months either too cold, wet or snowy to comfortably ride.</p> <p>Homeowners on the carriage lane have a self-serving interest in eliminating traffic in front of their homes. It will increase their property values immensely and make the quiet enjoyment of their homes better. However they bought these homes on a parkway knowing full well cars are part of their neighborhood. The cyclists are well organized and push to eliminate cars. While this is noble, as stated before it's not realistic given the topography and climate.</p> <p>Please note the proposals also make it hard for those of us on the Brookline side of the Arborway to get across and shop at the Center Street shops. I am hoping that the interests of the few, not over rule the majority that actually need their cars to commute on the Arborway daily to survive.</p>	NEAL	HEFFRON	BROOKLINE	MA	02445
11/2/20 3:43 PM	<p>I very much prefer option C (no circles) for the Arborway Parkway Improvements Project. This option gives pedestrians and bikers the safest paths for travel while also improving the logic and flow of traffic through this dangerous stretch of road.</p>	Elizabeth	Poole	Boston	MA	02130

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11/2/20 7:26 PM	<p>I appreciate your efforts but I found the presentation and maps confusing. I tried to ask questions but was not called upon. I live on Rockwood Street in the Jamaica Hills section of Jamaica Plain. I am wary of these plans as I do not know how they increase traffic in my neighborhood. We recently experienced the fiasco of the closure of Francis Parkman Drive. Our winding, hilly street without sidewalks experienced speeding cars and huge amounts of cut through traffic. If you decrease lanes the traffic will have to go somewhere. Hopefully not on Rockwood where it will endanger the residents and many who enjoy walking and cycling. Has a study been done to see how the traffic will increase on Pond and Rockwood with these changes?</p> <p>The present Arborway looks like a Park. It's easy to cross at the crosswalk at Pond St as there are green spaces breaking up the pavement. It is also easy to come out of Pond turn on the Arborway and take the turnaround to go toward the medical center, and Jamaica Plain Centre St. Taking out those turnarounds and adding numerous traffic signals and taking out the circles will make the Arborway look like a highway. I am against plan C because it is too dramatic a change and will look like a highway and not the special place that is the Arborway If there is too much traffic in the main barrel we will not frequent Jamaica Plain Center.</p> <p>The carriageways need to be kept open for residents of Jamaica Hills to use for local driving. The main barrel is not where I want to go to get to Faulkner Hospital. If we are not able to use the carriageways for local access, May Street will be heavily used. Closing off the carriageway will hurt streets like May Street where children play in the street.</p> <p>The part of the Arborway next to the Arboretum should stay two lanes. There is too much traffic going to and from Dorchester for there to be only one lane.</p>	Susan	White	Jamaica Plain	MA	02130
11/2/20 11:11 PM	<p>The Arborway plans are a huge leap forward from the existing conditions particularly in terms of pedestrian and bicyclist safety and comfort. Option C removing the rotaries makes it the best option for safety. There are many good comments on the map detailing issues with slip lanes, crosswalks, and connections to existing infrastructure that should be implemented. Option C should have bidirectional cycle tracks on both sides of Arborway as seen in the other options.</p> <p>It is critical that the improvements to this section connect to the paths at Forest Hills so people can connect to the rest of the Emerald Necklace and the Southwest Corridor.</p> <p>I would also ask for reconsideration that all or a portion of Parkman Drive turned back into bidirectional cycling infrastructure. It may be beyond the scope of this project but this project should not prohibit any future safety changes & bicycle connections to that corridor if possible.</p> <p>This project has the opportunity to open up parkland and make it usable again. Frederick Law Olmsted would be proud to see this turned back into a true parkway. One designed for people, not for vehicles.</p> <p>Thank you for your consideration.</p>	Brandon	Cardley	Roslindale	MA	02131
11/3/20 6:01 AM	<p>I live at 7 Furnival off of Pond Street for 23 years. LOTS of traffic comes down Pond as main way out of Moss Hill/Jamaica Hills and S. Brookline also comes this way. Please drive up here and see how residents can get out as only 2 options, one being my street going to Avon then Goddard and the other being Rockwood to Goddard. Both of those options increase traffic at other side of the Pond.</p> <p>Plan B at Kelley Circle moves the cross up from Pond Street to Prince. This will cause a huge traffic mess and lots of delays, horns, more pollution and huge backup. It likely can't handle the traffic. I would definitely cross at Pond Street and not Prince and trying to merge them together likely won't work.</p> <p>Plan C is quite nice as Murray Circle is a death trap and nobody stops for people trying to go across the crosswalk to get to the Arboretum. Takes a lot of driving skill to get across Murray Circle to go up Arborway. A stoplight would be much safer.</p> <p>A major issue is that the Arborway and J-way are used by people coming into town from a very large area and there are not alternate routes for them. How are people from Hyde Park, Dorchester, Mattapan, etc. going to get to downtown Boston where many work? Public transit is poor in many of those areas and dangerous and unreliable at night. If there were alternate routes to downtown that would solve a major problem as you are now making this into fewer lanes so you will slow down traffic (which is your point) but this is unfortunately the only major thoroughfare.</p>	Adrienne	Randolph	Jamaica Plain	MA	02130

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11/3/20 7:05 AM	<p>Clippership Connector</p> <p>I strongly urge the increase in width of this path to be 11 feet. As a frequent user of bike paths throughout metro Boston, I have seen first hand that paths narrower than 11 feet present the opportunity for frustration and accident.</p> <p>These paths serve diverse populations and activities which demand a practical width to accommodate these uses. All users of the path should be courteous and cautious and use common sense while enjoying these amenities. The thoughtful design of the path which includes an appropriate width will encourage mutual respect that is critical for the enjoyment of all.</p> <p>Everyone, including abutters, stands to gain from a sufficiently wide path that will present the best opportunity for an even flow of activity and comfortable distancing to discourage friction among users. The time is now to get this right and I urge you to include a design that will support this highly desirable feature to the greater community.</p> <p>Thank you for your consideration.</p>	Henri	Soucy	Malden	MA	02148
11/3/20 10:14 AM	<p>Thank you so much for the initial steps you've taken to make our streets safer. We appreciate the thoughtful plans you've presented and are eager for the next steps to commence. As an abutting owner on the Arborway with small children, we desire nothing more than being able to safely enjoy and access the Emerald Necklace and its green space, egress our home, remove gas leaks and decrease accidents that we witness at least weekly from excessive speeds and obstructed crosswalks.</p> <p>After participating in the public meetings and thoughtful analysis of all the materials provided, we submit our support for Alternative A: Two Circles. Specifically:</p> <ul style="list-style-type: none"> •Improved pavement markings and wayfinding to direct traffic to the center lanes, and decrease speeds and traffic in the carriage lanes; •Increased green space on the Emerald Necklace, preserving our existing trees; •Shared use paths on East and West sides; and •Signalized and separated crosswalks for safety. <p>This should produce the maximum results with minimum costs and disruption. Thank you kindly for your time and consideration.</p>	Sofia	Lingos	Jamaica Plain	MA	02130
11/3/20 12:13 PM	<p>Of the proposed options for Kelley and Murray circles, options C are the best --- they prioritize pedestrians and bikers over cars by providing a safe passage between the Jamaica Pond other destinations in the neighborhood (e.g., the Arboretum, Forest Hills T-stop). As a resident that frequently walks, bikes, and times runs between Ramber Rd and the pond, options C for both Kelley and Murray circles are clearly preferred.</p> <p>While I recognize that replacement of roundabouts with intersections will slow down vehicular traffic (and I am one of those commuters too --- to and from work and daycare), I see the slowdown as a net benefit --- by far the most common refrain from the residents neighboring the Center St is that cars are exceeding the 25 mph speed limit --- narrowing down the lanes and removing the roundabout would make crossing Centre Street much safer.</p> <p>Excited for the project and eager to see options C getting picked as the final design.</p>	Nik	Imenov	jamaica plain	MA	02130
11/3/20 12:28 PM	<p>I live on Prince Street and strongly prefer (1) leaving things alone, or (2) Plan A.</p> <p>It appears that Plans B and C (1) make it a lot more difficult to get onto and off of Prince Street which is already challenging as it is, (2) require Prince Street residents and visitors to navigate numerous traffic lights, turns, circles, and other roadway confusion to get onto Prince Street, and (3) require that all cars that park on (i.e., residents and visitors of the NB Arborway homes) or otherwise access the NB carriageway can only access the NB carriageway by traveling down Prince Street thereby significantly increasing traffic on Prince Street. That does not appear to be the case in Plan A which looks like it includes a left turn onto the NB carriageway from Murray Circle/Centre Street. Plans B and C are unfair to Prince Street residents who would bear most of the burden and none of the benefits of the redesign options.</p> <p>Also, in case you are unaware, almost every (maybe every) cyclist who rides northbound on the arborway cuts over to the Jamaicaway using Orchard Street. And vice versa.</p>	Katherine	Chaurette	Boston	MA	02130

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11/3/20 3:15 PM	<p>I have lived on Rockwood Street for the past 24 years. I have driven, cycled, run, and walked throughout Centre Street, Jamaica Pond and the Arborway. We love where we live and appreciate the abundance of parks/open spaces including the Arnold Arboretum (281 acres), Franklin Field (527 acres), Jamaica Pond (68 acres) and Larz Anderson Park (60 acres).</p> <p>While the premise of this project is to improve the flow of traffic and safety, I believe reducing access and lanes of traffic will only make this worse. This project is very one-sided to benefit two groups, the homeowners on the carriageway and cyclists.</p> <p>The majority of people who actually use the Arborway are commuters and the neighbors who utilize the parks. Having two other very vocal groups drown out the rest of us is very disheartening. Most of the cyclists we heard on zoom do not even live in the immediate area. They are a special interest group. The Arborway homeowners also have their own vested self-interest.</p> <p>I have two objections. First, the study has a major flaw since you conducted the traffic study in Sept 2020 during a pandemic, when traffic is much less than it has typically been for years. This data makes it appear there is less traffic. Once traffic increases to pre-pandemic times, none of these proposals will be sufficient. Second, while it may be nice to make it look like a park, it is, in fact, a very busy roadway.</p> <p>When Parkman Drive was closed this past spring we felt an immediate increase of traffic up Pond Street and down Rockwood as a cut through. When the light on Pond changed to green, 3-6 cars would immediately turn down Rockwood as mapping apps rerouted traffic. We have a thickly settled neighborhood with no sidewalks and families with small children. This small change was a total disaster.</p> <p>There are many adjacent neighboring streets that will suffer from the changes you are proposing that will increase traffic and cause more harm than the current traffic pattern.</p>	Susan	Heffron	Brookline	MA	02445
11/3/20 4:47 PM	<p>My comments relate to all three options:</p> <ol style="list-style-type: none"> 1. If a rotary is retained at Murray circle, eliminate the "double threat" (crossing two traffic lanes with no traffic signal) 2. Extend the cycletrack in front of the Arboretum to connect with the existing cycletrack installed by MassDOT 3. Include a cycletrack on both sides of the road between Centre St. and Jamaica Pond 4. Create separate spaces for pedestrians, cyclists and motorists throughout the corridor. Shared streets and shared-use paths are NOT preferred, especially when this area has enough space to accommodate separate spaces for each mode 	Steven	Miller	Cambridge	MA	02139-4727
11/3/20 5:41 PM	<p>Dear Sir/Madam:</p> <p>Thank you for keeping going on this project.</p> <p>The more grass, trees, and bikeways and the fewer cars, the better.</p> <p>Sincerely, Phil Saunders</p>	Philip	Saunders	weston	MA	02493
11/4/20 7:48 PM	<p>Hey old friends! Call me the tourist voice, as I no longer live nearby, but I would support the one circle option BUT with a path that connects all the way to the Casey Arborway. If the Emerald Necklace is to live up to its full potential for us tourists, it needs a good path connection from the Boston Common to Franklin Park (and over to Carson's Beach as well). Just as it was back in the day, or as Olmsted originally envisioned it.</p> <p>Now living in a town with far fewer parks and the necklace is really one of the greatest assets Boston has--or it should be!</p> <p>-Pete</p>	Pete	Stidman	Denver	CO	80203

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11/4/20 8:25 PM	<p>Much prefer Alternative A.</p> <p>Alternative A is the only plan with a turnaround that permits vehicular access to Prince, Orchard, and Eliot Streets for southbound drivers coming from the Jamaicaaway/Jamaica Pond.</p> <p>Alternative B and C requires double backing to Murray Circle and go around the rotary in order for residents/visitors who need to enter Prince, Orchard and Eliot Streets.</p>	Peter	Elmuts	Jamaica Plain	MA	02130
11/5/20 3:16 PM	<p>Thank you for providing the Arborway alternative proposals and the opportunity to comment. I do not have a specific preference among the 3 options provided, however I would like to ensure that any chosen design provides access to one-way Prince St. (East of Arborway/Pond St.) while driving southbound on the J-way/Arborway. We are presently able to turn around via Kelly circle to access Prince St. and would strongly prefer not to be required to travel all the way down to Murray Circle or beyond to then turn around and access Prince St. via northbound travel. Thanks.</p>	Christopher	Collins	Jamaica Plain	MA	02130
11/5/20 10:04 PM	<p>I like elements of all three alternatives, and all improve on the existing unsafe configuration. As a May Street resident who frequently walks and cycles through the area, I am particularly concerned about the safety of pedestrian crossings and ease of bicycle flow through the project area. I strongly prefer separate spaces for pedestrians, bicycles and cars. It is also a priority for me that the car traffic stays on the main arteries, not the side streets.</p> <p>Here are my brief thoughts on each of the main project areas.</p> <p>Kelley Circle: I like Alt C the best because it looks like it provides the best flow for all modes, and it adds accessible parkland. I dislike both of the other alternatives.</p> <p>Main Barrel: I like Alt A the best because of the double cycletracks. Alt B is OK. I dislike the shared carriage roads in Alt C.</p> <p>Murray Circle: I favor a modern roundabout (Alts A and B), but I am worried about pedestrian crossing. Is there a way to have a roundabout and eliminate the "double threat" (crossing two traffic lanes with no traffic signal)? That is a huge problem with the current situation.</p> <p>South of Murray Circle: I don't have a strong opinion among the alternatives. I would like to see the cycletrack connect directly with the cycletracks around Forest Hills.</p>	Noah	Snyder	Jamaica Plain	MA	02130
11/6/20 7:45 AM	<p>Pardon us for being cynical...but in September you touted adding new line and line painting, as well as buffered bike lanes along the Arborway. You indicated that you were going to gauge the effectiveness of such - but a little more than a month later, you have presented us with three possible design options that will result in major changes to the area. Were you able to monitor those September changes that quickly? And how accurate would they be when so many are telecommuting still in an era of COVID-19.</p> <p>None of these plans show how traffic will be slowed (a major complaint in the past) - unless it will be slowed because of total gridlock in the area, due to the large number of lane closures you have proposed. And once again, we are concerned that your plans for reducing traffic along the Arborway really just mean pushing traffic onto side streets - and this is truly aggravating. If you buy a house along the railroad tracks, you really can't complain if a train goes by...so what were people thinking when they bought homes along the Arborway? Didn't they notice how busy the road was? Why not show good faith and take a step to avoid foisting traffic on side streets, which is not a solution?</p> <p>DCR should not be permitted to eliminate 50% of car travel capacity without doing something to reduce the sheer volume of cars (pushing cars to side streets does not count)</p> <p>And can someone tell us why the big push to make the Arborway "more walkable"? There are many places along the Emerald Necklace, the Riverway and the Jamaicaaway that are not very walkable - why the extreme focus here? A huge amount of change and disruption to benefit how many households on the Arborway?</p> <p>That a major project like this is being jammed through during a pandemic, when we cannot meet in person, when we are not able to ask all our questions, when many are not recognized in a virtual setting seems somewhat heinous. It seems like a few are making some very serious decisions for many!</p>	Moses	Strassfeld	Jamaica Plain	MA	02130

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11/6/20 9:29 AM	<p>I am a resident of Pond St and have been for 60+ years. The Arborway was designed to and has always carried heavy traffic especially during commute hours. For the past 20 plus years, I have been on the task group to create a safe and functioning redo that does not send traffic onto the city streets. The biggest problem is that when you reduce lanes you invite the commuter to seek alternate routes. We saw this happen during the Covid shutdown with the closure of Parkman Dr. All the traffic came up Pond St and used Rockwood and Avon as crossovers. These streets were not designed for the type of traffic that the shutdown produced. During the least amount of commute allowed these streets were bumper to bumper, at times. It proved that when you alter anything at the bottom it negatively effects the smaller city streets above.</p> <p>During the walk through this summer, we spoke of testing a 1 lane (dedicated to bicycles) reduction on the each of the outside roads with the other (closest to the median) still fully connected for travel through at each end. This would provide a safer ride for cyclists. The "short tern goal" still has not happened. This would be a good test to judge the impact of lane reduction while offering a safer ride for cycle commuters. I say could since I believe like many others that this is not the time to alter anything permanently.</p> <p>I have concerns with the traffic study done in September 2020 when most commuters were mandated to work at home. Prior to that it appears a traffic study was done in 2007.</p> <p>As we all know, this area is the merge of route 203 and route 1 going to the hospitals and connecting to Brookline.</p> <p>Let's not err and make passage dangerous for emergency vehicles.</p> <p>This not strictly my opinion, the buzz from many of my longtime neighbors is major concern.</p> <p>It is unclear from these plans how you will prevent traffic from spilling onto the city side-streets. I appreciate the time and efforts from all.</p>	Andrea	Howley	Jamaica Plain	MA	02130
11/6/20 10:52 AM	<p>Hello!</p> <p>I'm a resident of Cambridge, but pre-pandemic I spent a lot of time in Boston - and now, in the pandemic, the predominant way my household gets around is walking, biking, and using an electric scooter.</p> <p>The more protected, safe, wide, and clear cycletracks there are, the more places I can go. I dream of the day I can take an actual cycletrack all the way from where I live in Cambridge to the Arboretum. A "bike like" where I'm under constant threat of getting doored into traffic and crushed beneath the wheels of an SUV doesn't count.</p> <p>Thus, I support:</p> <ul style="list-style-type: none"> * separate spaces for walking, biking, and driving throughout. There's enough room, use it to save the lives of future walkers and bikers from car/driver collisions and dooring! * cycletrack on both sides of the road * cycletrack by the arboretum extended and connected * traffic circle clean-up so there's no crossing two lanes without a signal <p>Thank you, Kelsey Harris</p>	Kelsey	Harris	Cambridge	MA	02140
11/6/20 1:09 PM	<p>The Arborway is a historic parkway. There has been little mention of the character-defining parts of the Arborway and how they will be preserved. Saving trees has been discussed but nothing about the circles as character-defining elements. DCR historic parkway guidelines state: "Preserve or rehabilitate character-defining rotary/island systems and features as appropriate. Wherever possible, improve safety for multiple users by redesigning and rehabilitating rotaries as roundabouts." Murray Circle should be retained and improved for all users. Kelly Circle should be upgraded for all users.</p> <p>Anything called a "shared-use path" that is next to a pedestrian sidewalk should not be marked or signed or identified as a shared use path. It is a bike facility when next to a sidewalk and telling pedestrians to use it puts them in danger.</p> <p>All roadwayys should be designed with shoulders for high-speed cyyclists, electric bikes and scooters. Providing an off-street path does NOT mean yyou can eliminate space on the street for bikes where it is legal to ride.</p>	Anne L.	McKinnon	Jamaica Plain	MA	02130

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11/6/20 2:07 PM	<p>Thank you for the focus on fixing the conflicts on the Arborway to make this crucial connection of the Emerald Necklace safer for people on bike and on foot to access their parks. Though all three options have various pros and cons, below a few general issues that exist in all three variations that I would encourage the DCR to evaluate:</p> <p>If a rotary is retained at Murray circle, eliminate the "double threat" (crossing two traffic lanes with no traffic signal), and instead the DCR should evaluate narrowing the travel lanes to a single lane in advance of the crosswalk that can widen out to two lanes after the crossings.</p> <p>In order to connect this section with the Emerald Necklace network, we recommend the DCR extend the cycletrack in front of the Arboretum to connect with the existing cycletrack installed by MassDOT,</p> <p>As we should expect cyclists to be approaching this junction from many directions, we encourage the DCR to include a cycletrack on both sides of the road between Centre St. and Jamaica Pond.</p> <p>And in order to mitigate conflict between pathway and sidewalk users, the DCR should create separate spaces for pedestrians, cyclists and motorists throughout the corridor, with separated pathways that are clearly demarcated and landscaped to provide safety in separation. Shared streets and shared-use paths are NOT preferred, and we should not expect vehicular traffic and bicycle traffic to safely coexist here, as bicycles are not common or recommended to be in the roadways elsewhere along the Jamaica Way or the Arborway. This seems possible especially when this area has enough space to accommodate separate spaces for each mode.</p> <p>Thank you for the consideration of these comments.</p> <p>Sincerely, Galen Mook Executive Director, Massachusetts Bicycle Coalition</p>	Galen	Mook	Boston	MA	02109
11/6/20 2:09 PM	<p>1. Please protect side streets from cut through traffic. Specifically, ban through traffic on May St. I understand that DCR thinks reducing 8 lanes to 4 will not cause backups, but I am deeply skeptical. Show good faith & take a step to avoid foisting traffic on side streets. If you are wrong, I might have to move. The people who bought homes on the Arborway knew they were moving to a busy road. Those of us on side streets did not buy that & should not have it imposed upon us.</p> <p>2. I ask that you re-propose these plans & show the flow of how a car/bike/pedestrian would travel in each direction. Post the pre-recorded program for people to view at their leisure over a period that includes at least 2 weekends. You should compare Kelley re-designs across plans. Then compare the barrel re-designs across plans. Etc. for Murray and then South of Murray. Then host a live meeting just to answer questions (on 10/21, you let people fill up the time with comments, leaving those of us with questions stuck). This was a way that you unnecessarily frustrated people.</p> <p>Obvious questions:</p> <p>Q: Every plan shows the direction of Eliot St to be the opposite of what it is today. Is that a mistake or are you changing the direction of that street? (If it is a mistake - yikes, that really undermines my confidence in the work.)</p> <p>Q: Would you please advise what you believe the drive time is during rush hours (a) driving from the boat house (or Eliot Street) to Forrest Hills; and (b) from Forrest Hills to the boat house for the current traffic pattern and versus Alternatives A, B, and C?</p> <p>It seems like magical thinking that travel time will not increase unless many, many cars travel travel other routes. I thought I heard you say that the impact of of slower travel will be mitigated by better signal timing. Is that right? And are there other things that will mitigate the time time to travel through? Again, I hope you are right but what if you are not? Then what?</p>	Vickie	Henry	Jamaica Plain	MA	02130

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11/6/20 2:13 PM	<p>Part 2. Q: Would you please tell us the anticipated time and cost of construction for each of the alternatives?</p> <p>Q: I appreciated the flyer comparing the 3 alternative designs. Could you please include in it the difference in increased parkland and trees cut down?</p> <p>Q: Is DCR planning to eliminate all parking from Murray Circle to Forrest Hills? If so, you are really limiting access to the Arboretum to those who can walk or bike to it? You are cutting off those who have to drive but you have not made that super clear by telling people what you are doing. Alternatively, you are foisting all of those cars to park on nearby side streets. That is not a solution.</p> <p>Q: Why are you not posting signage on the Arborway alerting the 57,000 daily users of these proposed significant changes?</p> <p>Here are my comments and questions on each alternative:</p> <p>Alternative A - Kelley</p> <p>* I love the straight flow from Pond Street (exiting Moss Hill) and going straight across to Boston. This would be so much more efficient than the current layout and far better than Alternative B (which is awful it requires a left towards Francis Parkman, a signal there, and a significant signal to turn left on the Arborway to go to Boston). Alternative C's Kelley layout is second best but if DCR makes a right turn lane to get onto the Arborway, then C is best. DCR will have to time the signals at (1) Pond Street and Arborway and (2) to get on the Arborway carefully or cars will get trapped in the box.</p> <p>* Alternative A should involve far less construction, which is less disruption and cost, both of which are major pluses.</p>	Vickie	Henry	Jamaica Plain	MA	02130
11/6/20 2:15 PM	<p>Part 3. Alternative A - Kelley</p> <p>But: Travelling from Boston to Moss Hill/Faulkner/Forrest Hills Southbound, Alternative A includes an unnecessary and huge bottleneck because it forces nearly all cars (except those going to Francis Parkman Drive) from 2 lanes to 1 heading and then that one lane has to merge into Northbound traffic turning around. Why? I do not see that this results in much (or any) increased parkland. What is the benefit that comes from this pain? You could just leave this aspect of Kelley alone as it works fine now. (The devastation of this lane reduction makes me question whether this is a legitimate alternative.) If DCR just keeps this part of Kelley the way it is now, I would like this alternative the best.</p> <p>But: Alternative A also bottles up traffic from Boston to get to Moss Hill by eliminating the dedicated right turn lane onto Pond Street towards Brookline. Why? This is 300 cars per hour in your traffic studies. Please include it and allow a right on red onto Pond.</p> <p>But: The entrance to the carriage way from Pond Street Southbound towards Faulkner is unnecessarily tight. The entrance in Alternative B or C is better. Cars entering the carriage way will get rear-ended or unnecessarily slow traffic on the barrel.</p> <p>Alternative A - Barrel</p> <p>* I like that Alternative A does not include a full pedestrian crossing in the middle of the barrel. There is no reason for people to cross the barrel mid-block and allowing it (as alternatives B and C do) just increases pedestrian/car interaction and conflict.</p> <p>Alternative A - Murray</p> <p>* For cars, Alternative A Murray outbound is great. I particularly like the bypass lane that heads towards Faulkner.</p>	Vickie	Henry	Jamaica Plain	MA	02130

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11/6/20 2:16 PM	<p>Alternative A - Murray</p> <p>But: For pedestrians, this plan is awful. The main reason we can cross now is that the signals give a tiny pause in traffic so we can cross. Your plan removes all signals. In addition, it will so anger car drivers that they will hit this rotary at high speed and you will get people killed.</p> <p>But: For cars, Alternative A Murray inbound (from the Faulkner) - it would be awful to increase from 2 to 3 lanes (passing over that the design has a left turn arrow into the rotary - ouch), the current configuration works and does not cause accidents so why increase it by a third? Is this because DCR knows that taking South of Murray to 1 lane is going to cause horrific traffic backups so give them their own lane?</p> <p>But: Why change the May Street exit towards the Faulkner? I'm a May Street resident and the present configuration is fine. This is just spending money to spending money.</p> <p>But: As an initial matter, your map fails to show that Prince Street on the Northbound side is 1 way. I take it the reason for the left turn lane is to allow people in the carriage way? Or is DCR changing the direction of Prince Street without telling us? (That was in an earlier proposal.) DCR did not adequately explain this at the public meeting. I've had to study these flows for a long time to deduce this.</p> <p>Alternative A - South of Murray</p> <p>But: South of Murray, why reduce to one lane to Forrest Hills? First, bikes can dip into the Arboretum. Second, this is a double-wide sidewalk with few pedestrians because they, too, can and do dip into the Arboretum to be away from the cars. So DCR would be causing significant burden on cars for no corresponding gain to bikes or pedestrians. Why? The traffic backups will be epic, especially in winter. This particularly makes no sense given the massive road size just constructed at Forrest Hills.</p> <p>But: Where do you think people are going to park if they can do not live within walking distance?</p>	Vickie	Henry	Jamaica Plain	MA	02130
11/6/20 2:30 PM	<p>Part 5. Alt B - Kelley</p> <p>* Worst of all worlds - no extra park space & complicates traffic. For Moss Hill folks/those coming from Brookline, this is awful. This adds 2 full signals to get to Boston, one at Frances Parkman & a 2nd to turn left on Arborway vs just a pedestrian signal now on NB side. This crosses Moss Hill traffic heading to Boston vs Francis Parkman traffic heading to SB. Why? If Moss Hill residents want to get to the backside of the Pond, we cut through Rockwood. If traffic from Brookline wants to get to the backside of Pond, it bears left at Larz Anderson. This just drags Moss Hill folks through an ordeal compared to the current design. Alt. B Kelley is so bad, it undermines your credibility.</p> <p>* I like the entrance to the carriageways going southbound.</p> <p>Alt. B - Barrel</p> <p>But: What pedestrian needs to cross mid-barrel? There is zero pedestrian or bike need, it will be a safety issue for them, and a great cost to the cars. It adds an extra signal, too. This is especially bizarre because you offer no pedestrian signal at Murray, which is where all Moss Hill foot traffic goes to walk to Forrest Hills.</p> <p>Alt. B - Murray/South of Murray</p> <p>But: Why change the May St exit towards Faulkner? I'm a May Str resident and the present configuration is fine. This is just spending money to spend money.</p> <p>But: Why reduce to 1 lane? Bikes can dip into the Arboretum. Plus, this is a double-wide sidewalk with few pedestrians because they, too, can dip into the Arboretum & be away from the cars. So this would cause significant burden on cars for no corresponding gain to bikes or peds. The traffic backups will be epic, especially in winter. This particularly makes no sense given the construction at Forrest Hills. If there is an accident or breakdown, it seems like the entire road is closed.</p> <p>But: By eliminating all parking you deprive people who do not live w/in walking/biking distance of Arboretum are out of luck or foisted to side streets.</p>	Vickie	Henry	Jamaica Plain	MA	02130

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11/6/20 2:34 PM	<p>Part 6. Alt. C - Kelley</p> <p>* I love the straight flow from Pond Street (exiting Moss Hill) going straight across to Boston. So much more efficient than the current layout & far better than Alt. B (which is awful - it requires a left towards Francis Parkman, a signal there, & a significant signal to turn left on the Arborway to go to Boston).</p> <p>* Q: will people coming from Moss Hill be able to turn right into the main barrel or will they be forced to meander through the carriage way? The design drawing is not clear - it has arrows many places but not here.</p> <p>* The flow from Boston is better than Alt. A or B because this has a dedicated right turn lane to enter Pond Street heading to Brookline.</p> <p>But: Going from Pond/Moss Hill onto the Arborway, we should be able to turn right on red to get onto the Arborway. DCR has the room if you cut the gore & make a right turn lane.</p> <p>But: Why make the carriage ways so complicated? The snow plow drivers will hate this. It seems to eliminate the bike lane so will they be biking against the flow of traffic or will bikes heading to Boston be restricted to the carriageway NB & bikes heading to Forrest Hills or Faulkner restricted to the carriageway SB?</p> <p>Alt. C - Barrel</p> <p>But: why have a pedestrian crossing mid-way on the barrel? Who needs to cross mid-barrel? There is zero pedestrian or bike need, it will be a safety issue for them, and a great cost to the cars. It adds an extra signal, too.</p> <p>Alt. C - Murray</p> <p>* 1st, you have not given adequate information to comment on this option. What will the dimensions of this proposed intersection be & could DCR identify an intersection in Jamaica Plain or great Boston that is about the size DCR is proposing to so we can have a feel?</p> <p>* I have nothing positive to say about this design, which will accomplish the opposite of what you say you are trying to do. Rather than strengthen the Emerald Necklace this creates a giant hole of of concrete. Keep the smaller circle</p>	Vickie	Henry	Jamaica Plain	MA	02130
11/6/20 2:35 PM	<p>Part 7. But: This is awful for all Moss Hill pedestrians heading to the Arboretum and we are plentiful. I cannot even tell what path DCR thinks we will follow! The crosswalk takes us out of the way and walkers won't follow your flow because you'll be dragging us significantly out of our way.</p> <p>Alt. C - South of Murray</p> <p>But: If I understand this, DCR is reducing to 1 lane each way. Why? First, bikes can dip into the Arboretum. Second, this is a double-wide sidewalk with few pedestrians because they, too, can dip into the Arboretum and be away from the cars. So DCR would cause significant burden on cars for no corresponding gain to bikes or pedestrians. The traffic backups will be epic, especially in winter. This particularly makes no sense given the construction at Forrest Hills. If there is an accident or breakdown, it seems like the entire road is closed. Am I misunderstanding (because if I'm right, wow).</p> <p>But: You are eliminating all parking. So people who do not live within walking or biking distance of the Arboretum are just out of luck or you are foisting all those cars onto side streets to park?</p>	Vickie	Henry	Jamaica Plain	MA	02130

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11/6/20 2:36 PM	<p>Part 8. General</p> <p>* I continue to object to eliminating 50% of the car capacity to benefit a small number of people. Plus, most of this is unnecessary and costly. People go to the Pond or Arboretum. Most of us do not have the energy to do both so they are not walking between them. DCR could easily widen the sidewalks except at trees & everyone - bikers and walkers - could be accommodated while leaving the cars alone. Would you please measure backups when you do the new striping so you'll get a feel for this?</p> <p>* You could restrict the carriage lanes to electric cars and hybrids. That would at least incentivize cleaner energy vehicles.</p> <p>* DCR should not be permitted to eliminate 50% of car travel capacity without doing something to reduce the # of cars (pushing cars to side streets does not count). Could you work with the T to create public transportation on the Arborway from Forest Hills to the Longwood Medical area? It could be an electric vehicle. But we need to reduce the # of cars and you are not offering any way to do that.</p> <p>* No matter what you do, anyone walking or biking on the barrel is next to cars traveling 25-40 miles per hour. That is unpleasant and nobody who is walking or biking here is doing it for relaxation. We will go on the side streets. So you are turning this neighborhood upside down but not really helping.</p> <p>* As for this Kelley to Murray plan: Could you start by just closing 1 lane each way for a week and see what happens before you spend more taxpayer money? The day DCR closed the Arborway exit onto Huntington Avenue to allow work on the trolley tracks caused monstrous backups. I want to be able to get to my home.</p> <p>Finally, thank you for telling us which trees you plan to cut down. I appreciate your forthrightness on this point.</p>	Vickie	Henry	Jamaica Plain	MA	02130
11/6/20 4:03 PM	<p>I prefer Alternative C - No Circles for a number of reasons.</p> <p>Alternative C provides off road shared use paths in a park like landscape setting that is appropriate to a historic DCR parkway.</p> <p>Crosswalks provided at signalized intersections are shorter and safer for pedestrians and bicyclists.</p> <p>Pervious surfaces are increased and additional spaces are provided for shade trees.</p> <p>The square footage of impervious paved surfaces is reduced.</p> <p>Best regards,</p> <p>Nina Brown</p>	Nina	Brown	Boston	MA	02110

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11/6/20 5:19 PM	<p>I want to express my appreciation to DCR for a thoughtful set of design options for the Arborway. All of them represent a massive improvement over the status quo. There are many features of the proposals I do not feel equipped to comment on, but there are several things that are important to see in a final design:</p> <p>1) Please create separate space for cyclists and pedestrians throughout the corridor. This is an area that will be heavily used for both recreation and as a through route for cyclists. There should be enough space for both and this will reduce conflicts between cyclists and those walking and recreating. Other places in Boston with shared paths have seen some significant injury crashes during busy times.</p> <p>2) Find a way to continue the cycle track so that it connects with the bicycle infrastructure at Forest Hills. Diverting bikes into a narrow, shared sidewalk near Forest Hills creates a hazard for cyclists and pedestrians.</p> <p>3) People walking should never have to cross two parallel lanes of traffic except at a signalized intersection. Unsignalized crosswalks that traverse multiple lanes traveling in the same direction create a major risk when traffic in one lane stops but does traffic in the other lane does not. This is an issue in the design where Murray circle is maintained as a rotary.</p> <p>4) Cyclists should never have to cross the Arborway Main Line to travel between Murray and Kelly Circle. There should be enough space to allow for a cycle track (or shared street that allows two-way cycle traffic) on both sides of the main line. Forcing cyclists to cross with create a substantial delay and additional risk for those traveling by bike</p> <p>Thank you,</p> <p>Jascha Franklin-Hodge</p>	Jascha	Franklin-Hodge	Jamaica Plain	MA	02130
11/6/20 5:48 PM	<p>The National Association for Olmsted Parks (NAOP) applauds progress on the Arborway Parkway Improvements Project and believes all three proposed design options present significant improvements over existing conditions.</p> <p>We support DCR's shared goals and favor modifications that will expand dedicated green space and trees and provide safe and user-friendly pathways for pedestrians and bicyclists. 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	20036-2531

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11/6/20 6:04 PM	<p>I have lived in the Moss Hill neighborhood just off of Pond Street since 1994. During the years I have lived here, the traffic load carried by Pond Street and other neighborhood streets has only increased as larger numbers of commuters use Pond Street to get to and from Brookline and other western suburbs.</p> <p>My main concern with all the proposals is how they will negatively impact traffic and safety on side streets and in the neighborhoods around the Arborway. I vividly remember the traffic volume carried by the Arborway pre-COVID and many times I sat in slow or barely moving traffic. I think reducing the total lanes of through traffic in half (from 8 to 4) between Kelly Circle and Murray Circle will result in major traffic congestion, especially during commute times. When that happens, frustrated drivers will find alternate routes thereby significantly increasing traffic on Pond Street and the cross streets of Avon and Rockwood. That is exactly what happened during the temporary closure of Parkman Drive a few months ago.</p> <p>I thought there was a prior (significantly less expensive) proposal to take one lane of the carriage lanes on either side to provide bike and pedestrian paths, which is something that should be done to increase bike and pedestrian safety along the Emerald Necklace. Doing that would reduce through traffic lanes by 2 instead of 4 as in the current proposals and make it much less likely that frustrated drivers would choose to take alternate paths through neighborhood side streets.</p> <p>Finally, please keep in mind that families who purchased property on quieter neighborhood side streets made a choice NOT to purchase property on a major highway/thoroughfare with 8 lanes designed to carry lots of traffic. They should not now be negatively impacted by any redesign of the Arborway that will result in routed traffic onto their streets.</p>	Don	Haber	Jamaica Plain	MA	02130
11/6/20 6:06 PM	<p>I do like the fly-by lane from SB Arborway to WB Centre St. on plan A as was also shown in 2015. However, there should be only one through lane continuing to the circle here: keep the crosswalk to a single lane to cross wherever possible.</p> <p>I would like to see shoulders on all the roads adequate for a high speed cyclist, motorized bikes and small un-licensed motor-bikes.</p> <p>Where your "Shared Paths" are parallel to a sidewalk, don't call it a shared path. In this case it is the bike path portion of a dual path system. This is similar to what is at the new Forest Hills work, the Southwest Corridor Path, and Brookline's Muddy River paths - all nearby. As Anne Lusk commented at the recent virtual public meeting, there are more and more higher speed electric bicycles and other motor bikes that should not be mixing with pedestrians as much as possible.</p> <p>The single lane Arborway each direction along the Arboretum would be nice if it works. This could allow room for a through shared path through the Arborway Hillside and median on the east side. A few of us did a walkthrough with DCR's Patrice Kish a few years ago. I would consider good stabilized stone dust for this, like the newly stone-dusted path through Olmsted Park above the Emerald Pools between Wards Pond and Willow Pond Road? It almost looks like concrete.</p> <p>I like the shared space in the carriage lanes on concept C. It is a model I would like to see implemented in other areas too. Although most of the public is probably scared of this, it could be a great place to start.</p>	Jeffrey	Ferris	Jamaica Plain	MA	02130
11/6/20 6:14 PM	<p>I live on Orchard St and travel these routes regularly by car, bike and foot. I really appreciate DCR's work on these problem areas over a number years, and hope that you'll continue to move forward to implementation! Thanks for taking the many, many public comments you've received and dealing with opposing viewpoints.</p> <p>With my understanding that properly designed traffic circles improve traffic flow and lead to fewer serious accidents, I prefer Alternative A overall.</p> <ul style="list-style-type: none"> * Separate bike/walking/shared use paths are essential. * Bike or pedestrian safety through Murray Circle requires more than crosswalks. Raised pavement and/or flashing lights (as on Centre Street near Faulkner Hospital) are critical. * The existing center circle at Murray Circle is too large to slow drivers coming along the Arborway in either direction. A smaller circle, possibly with raised intersections and/or crosswalks, would force drivers to slow down through the circle. * I'm not clear on the traffic light planning. However, exiting from Orchard St or Prince St will be impossible at most daylight hours without the existing light at the Orchard/Prince/Arborway intersection. <p>Cars now need the red light time to exit Orchard St. Prince St now has its own protected light to exit.</p> <ul style="list-style-type: none"> *Lane markings through the Circle are essential, and will need steady maintenance, plus regular enforcement by State Police, or perhaps an enforcement agency more closely connected to our community. <p>Appreciating your work, Claire Barker</p>	Claire	Barker	Jamaica Plain	MA	02130

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11/6/20 6:20 PM	<p>Hi! I am a Boston resident. I live in Roslindale and travel on the Arborway on my Bike a few times a month.</p> <p>I am very excited about the proposed improvements and have a few request:</p> <ol style="list-style-type: none"> 1. If you keep the rotary at Murray circle please get rid of the "double threat" crossing where there are two traffic lanes with no traffic signal 2. Please extend the cycletrack in front of the Arboretum to connect with the existing cycletrack installed by MassDOT. Connecting these two tracks is really important. 2. Please include a cycletrack on both sides of the road between Centre St. and Jamaica Pond. This would be sooo nice and would make things much more safe and enjoyable to ride <p>There is so much space along this corridor that I think we can have separate spaces for pedestrians, bikes and cars. I do not feel safe and comfortable with shared streets.</p> <p>Thanks you. Please let me know if you have any questions. Declan Devine ----- -----@gmail.com</p>	Declan	Devine	Boston	MA	02131
11/6/20 6:46 PM	<p>Thank you for these detailed plans. I've made comments directly on the plans, but here I'll just add that there are many improvements in all three versions that will make this stretch of roadway safer for all modes of traffic.</p> <p>I favor keeping the rotary at Kelly Circle. Even without improvements, I think it's safer than Murray Circle, and it allows easier access to the many permutations of traffic flows at this complex intersection (including allowing access to Prince St. East for southbound traffic coming from the J-way).</p> <p>I confess to being on the fence about Murray Circle. Implementing modern roundabout design will make it a lot safer, I believe, and the signal complicates access to some areas. But I know the rotary as is is dangerous, and perhaps signalizing it is the best way to improve safety.</p> <p>Keep up the good work, and I'm hoping that this time, this planning will actually come to fruition!</p>	Susan	Warne	Jamaica Plain	MA	02130
11/6/20 7:29 PM	<p>Bravo to the team for these Alternatives! These options are much better than I was expecting from this process. As long as some combination of these elements get implemented, safety and usability along this corridor will be much improved.</p> <p>The first element that I would want to see is the pedestrianization of the carriage roads, as shown in Alternative C. This is amazingly promising, and a win-win for cyclists, pedestrians, and abutters on the roadway.</p> <p>The second element that I would want to see is a modern roundabout design to update Kelley Circle. A roundabout here is fine, if it is smartly executed.</p> <p>The third element is the reclamation of parkland closest to Jamaica Pond. The oval-shaped roadway here does no good for cars or for pedestrians, and should be replaced with any of the Alternatives.</p>	Jason	Brown	West Roxbury	MA	02132

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Time	Comment	First	Last	Address (City)	State	Zipcode
11/6/20 7:54 PM	<p>I'm very excited to see plans that calm traffic and make this beautiful part of the city more accessible to pedestrians and cyclists. I especially like to see how much land is given back to park space with the removal of Kelley Circle.</p> <p>Some things that I think are critical in any design: Sidewalks and separated bike paths on each side of the road. Shared streets or multi-use paths are not nearly as good as fully separated options. Additionally, there seems to be a lack of separated bike paths going north east from the former Kelley Circle. If a rotary is maintained, there should not be two lanes exiting - that would make it much more difficult for pedestrians and cyclists trying to cross. I do think a keeping a rotary at Murray Circle is preferable to a signaled intersection, if it can be properly slowed down. Like in alternative C, the bike path should connect all the way to the Forest Hills path, and not turn into sidewalk before then.</p> <p>I do like the idea of making the carriageways into "shared streets" with chicanes to slow drivers, but also think that a separated bike lane should still be included.</p> <p>Thank you for looking to make our streets safer for the people that walk and ride along them, not just cars!</p>	James	Magee	Dorchester	MA	02125
11/7/20 12:25 AM	<p>On behalf of the Emerald Necklace Conservancy, I would like to thank the entire DCR team for your extensive and clear public process throughout the Arborway Parkway Improvements Project. We are extremely grateful for the opportunity to express our priorities as you consider the needs of visitors and residents along the parkway.</p> <p>Designed by Frederick Law Olmsted, the Arborway is a crucial stretch of the world-renowned Emerald Necklace Park System and the Arborway been a "missing link" in this linear park system for safe access for far too long. Especially surrounding Murray and Kelley Circles, what was once envisioned as a green multi-use parkway to connect Jamaica Pond, Arnold Arboretum and Franklin Park, is now a tangle of confusing roadways with high-speed cars, little to no pedestrian and bike access or safe crossings and some of the highest cash rates in the city. The Conservancy is excited that DCR has made steps to implement short term improvements this fall while developing long-term options for improvements for the Arborway Parkway. We look forward to seeing DCR progress toward design completion and implementation of these long-awaited improvements.</p> <p>1 of 4</p>	Karen	Mauney-Brodek	Boston	MA	02130
11/7/20 12:29 AM	<p>2 of 4</p> <p>The continuation and re-imagination of the Emerald Necklace, as provided by the Casey Arborway, is essential for all members of the community, especially as the need for open space becomes more crucial given COVID-19. After carefully reviewing alternatives A, B, and C, we were pleased to see that feedback from previous stages of the public process had been included - including the desire to reclaim open space, improve safety conditions and zones for pedestrians and cyclists, the consideration of protecting/impacting as few trees as possible in the project area. We also appreciate your plan to coordinate your work with local utility repairs in the upcoming year. This is key, as we have lost trees along the Arborway due to utility work and gas leaks and it is imperative that this work is done in close coordination to ensure our investments in the landscape and roadway survive and allow the trees to thrive.</p> <p>While, overall, we believe that all three alternatives are all significant improvements over the existing condition, as you move forward in your process, we hope to see a design incorporating the following considerations:</p> <p>Realignment of Traffic/Geometry at Kelly Circle</p> <p>While alternatives A, B, and C all offer an increase in green space adjacent to the roadway, overall, it is clear that the alteration of the traffic flow around of Kelley Circle would allow for the reclamation of additional green and recreational space and provide safe multimodal transportation. Re-aligning the traffic flow at Kelley Circle, as alternatives B and C propose, would greatly simplify motorist navigation, which has consistently led to confusion and uncertainty among motorists entering and navigating the circle. Additionally, the recreational space gained in this design is a major benefit to the area, which effectively extends the park atmosphere of Jamaica Pond.</p>	Karen	Mauney-Brodek	Boston	MA	02130

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Time	Comment	First	Last	Address (City)	State	Zipcode
11/7/20 12:31 AM	<p>3 of 4</p> <p>In alternative C specifically, we appreciate the bike path that would run through the newly created space along Kelley Circle. While a bike path is provided in alternative B, bicyclists would be placed adjacent to the road and passing vehicles. In C the new bike path in the green space is not only safer but would make great active use of the newly reclaimed space.</p> <p>Perhaps most importantly, Olmsted's original plan channeled higher-speed, through traffic to the central roadways of the Arborway, away from the residential side roads (also called the carriage roads). This is one of the primary problems with the current configuration, with higher speed traffic "channeled" into the residential side streets, while the central roadways are less used much of the time. We are pleased your designs seem to address this and correct this current problem.</p> <p>Safety, Speeds and Park-like Character</p> <p>For decades, safety along Murray and Kelley Circles has been a point of extreme concern, with numerous vehicular collisions occurring annually, generally with cars, but also with bikes and pedestrians. Though all alternatives would offer a significant improvement, in particular, we are interested in an approach that will be found to slow/manage high-speed vehicular traffic and provide safe routes and crossings for pedestrians and bicycles. It is not clear, based on what we have now, which option would best achieve that goal, as that analysis was not provided yet. It is possible that the addition of well-timed signalized intersections in alternatives B and C would do that, but we would like to understand the advantages and disadvantages of this more.</p>	Karen	Mauney-Brodek	Boston	MA	02130
11/7/20 12:33 AM	<p>4 of 4 (part 1)</p> <p>Along Murray Circle, we understand that pedestrians and bicyclists may prefer a design similar to alternative C, where the roundabout/Murray Circle is eliminated, we have heard that having a well-designed, compact, well market and clear roundabout can provide benefits (including fewer collision possibilities, less severe collisions, and higher traffic capacity.)</p> <p>We appreciate that option B provides the space and traffic flow for multimodal transportation near Pond Street and along Murray Circle while retaining as many mature trees as possible (many of which would be lost with the removal of the roundabout).</p> <p>Additionally, we would like to ask the design team to consider the park-like character of the area and study the visual changes to the nature of the space if the roundabout is changed or eliminated. It currently provides a "green space" character to the area, that may be lost depending on the design if new large traffic signals have to be introduced and this is not done in a very careful way. It would be important to make renderings to analyze the visual and functional change to the area and determine how a new traffic plan would could feel like a parkway and can be understood as such by all of those that travel along it.</p> <p>Traffic Analysis: As we understand, due to COVID-19, the team was unable collect current traffic counts for the area and, therefore, are basing the designs off pre-COIVD traffic volumes. We would appreciate clarification on any traffic counts or analysis that has occurred. Do you intend to study recent traffic counts before the final design is completed? Have you preformed any traffic analysis based on the information you currently have? We would like to better understand how any changes to the configuration on would or would not be expected to alter volumes or usage of other surrounding streets. We could what to ensure that the final option is the best possible option for the community.</p>	Karen	Mauney-Brodek	Boston	MA	02130
11/7/20 12:34 AM	<p>4 of 4 (part 2)</p> <p>The Conservancy appreciates the hard work and dedication that your team has committed to providing the much-needed improvements along this corridor. On behalf of the Emerald Necklace Conservancy, our Board of Directors, Park Overseers, advocates and park users, thank you for your consideration of our suggestions. We look forward to seeing a design that incorporates the community's thoughts, to build a safer, greener Arborway.</p> <p>Sincerely, Karen Mauney-Brodek, President</p>	Karen	Mauney-Brodek	Boston	MA	02130

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Time	Comment	First	Last	Address (City)	State	Zipcode
11/7/20 2:42 AM	<p>Dear BDT,</p> <p>After looking at the design alternatives for this project, I am in favor of the one that disrupts the natural environment the least. That is, the one with only one rotary. The least preferable is the one with traffic lights at the intersections.</p> <p>I have been biking in Boston for over thirty years.</p>	Yvonne	Lalyre	Boston	MA	02120
11/8/20 12:37 PM	<p>Re Arborway improvement between Kelly and Murray Circles.</p> <p>The three design alternatives will increase traffic on Prince Street since they funnel traffic to the houses on the carriageway on the inbound side of the Arborway between Kelly and Murray Circle down Prince Street. Prince Street is a narrow street and is increasingly narrowed by the cars of the residents and the Arborway parked on the street. Also, Plans B and C make it difficult to access Prince Street without navigating numerous twists, turns and traffic signals. These same concerns about increased traffic were raised by residents about earlier designs. As Prince Street residents we are against any and all proposals that funnel more traffic onto Prince Street.</p> <p>Lee Strunin Morris Lounds -- Prince Street Jamaica Plain</p>	Lee	Strunin	Jamaica Plain	MA	02130

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Time	Alternative	Prompt	Comment	First	Last
10/21/2020 20:19	Alt. 3	What Things Do You Like?	The transformation at Kelley circle is awesome! And has bike paths on both sides at the circle! Connection to Forrest Hills!	Adam	Pieniasek
10/21/2020 20:19	Alt. 3	What Things Would You Change?	While I like the shared street with chicanes having no dedicated bike path is a huge loss. Would be great to re-add at least one dedicated path, perhaps by removing a lane from the center? Hate removing good trees...think would rather keep the rotary but make it more Dutch/Danish style.	Adam	Pieniasek
10/22/2020 8:57	Alt. 3	What Things Do You Like?	I like that there are no circles! I find circles dangerous as a car driver, as bike rider, and as a walker. I also like the shared streets proposed for the carriageways. These would serve to "reclaim" that space in the neighborhood as safe streets that can be enjoyed almost like a park while still preserving access for emergencies, residents, deliveries, etc. Finally, I like how much parkland it restores around the (former) circles, especially Kelley Circle. A signalized intersection simple takes up less space, and that means more non-asphalt space to enjoy.	Eliott	Wiener
10/22/2020 8:57	Alt. 3	What Things Would You Change?	Nothing comes to mind. It is a great design.	Eliott	Wiener
10/22/2020 9:05	Alt. 1	What Things Do You Like?	I do not like this alternative at all. Unlike alternative C, I do not feel that this alternative significantly "puts the 'park' back in 'parkway'".	Eliott	Wiener
10/22/2020 9:05	Alt. 1	What Things Would You Change?	This option seems to be the most auto-oriented, which is the exact opposite of what I want. I would like to see more park, and park-like space, and less roadways. I would remove the circles, and incorporate the shared streets concept into the carriageways, like in alternative C.	Eliott	Wiener
10/22/2020 9:10	Alt. 2	What Things Do You Like?	I like the amount of land restored for enjoyment by Kelley Circle.	Eliott	Wiener
10/22/2020 9:10	Alt. 2	What Things Would You Change?	I would eliminate the Murray Circle rotary entirely. The circle takes up too much land in the name of traffic flow. The trees in the circle, for example, cannot even be enjoyed today. I have never felt safe crossing to there, and even if I did, I would not enjoy sitting in the shade of a tree surrounded by loud, angry, honking traffic. The truth is that any accommodation for automobiles detracts from enjoyment of the area. A signalized intersection reduces the amount of land dedicated to cars, and frees up land to be enjoyed.	Eliott	Wiener
10/22/2020 15:40	Alt. 1	What Things Do You Like?	Maintaining the circles and creating raised, narrowed pedestrian and cycle crossings outside of the footprint of the circles does the most to slow drivers and reduce conflict points.	No First Name Given	No Last Name Given
10/22/2020 15:40	Alt. 1	What Things Would You Change?	Maintaining the circles and creating raised, narrowed pedestrian and cycle crossings outside of the footprint of the circles does the most to slow drivers and reduce conflict points.	No First Name Given	No Last Name Given
10/23/2020 18:09	Alt. 1	What Things Do You Like?	The only advantage of this option would be less tree removal than the other options.	No First Name Given	No Last Name Given
10/23/2020 18:09	Alt. 1	What Things Would You Change?	Please come up with a modern roundabout plan for Murray Circle with a smaller diameter than is shown here, and if at all possibly only one lane on at least some legs (or bypass lanes as shown in one section here). Pedestrian crossings with more than one travel lane between refuges is not desirable.	No First Name Given	No Last Name Given
10/24/2020 15:59	Alt. 1	What Things Do You Like?	The new network of bike lanes/shared use paths is excellent. The configuration of the circles is much clearer and safer than it is today. The local access carriage lane configuration is also very good.	Charles	No Last Name Given

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Time	Alternative	Prompt	Comment	First	Last
10/24/2020 15:59	Alt. 1	What Things Would You Change?	Provide buffer/refuge between each travel lane at unsignalized ped/bike crossings of 2 or more lanes. Provide fewer lanes at Murray Circle (no more than 2 at any one point.) If portions of Murray Circle could be only a single lane, that would be ideal.	Charles	No Last Name Given
10/24/2020 16:02	Alt. 2	What Things Do You Like?	Reclaimed park space at Kelley Circle. Murray Circle has fewer lanes than Alternative A. Bike lane/multiuse path network is good, but not as good as in Alternative A.	Charles	No Last Name Given
10/24/2020 16:02	Alt. 2	What Things Would You Change?	Provide bike lane/multiuse path along both carriageways as in Alternative A. Provide buffer/refuge between each travel lane at unsignalized ped/bike crossings of 2 or more lanes. If portions of Murray Circle could be only a single lane, that would be ideal.	Charles	No Last Name Given
10/24/2020 16:07	Alt. 3	What Things Do You Like?	Getting rid of both circles is excellent. It reclaims a lot of park space and creates much safer crossings for peds and bikes. The shared street carriageways are a good solution for providing local access to homes and bi-directional access for bikes. I like that the bike lanes connect all the way to Forest Hills better in this option. I like that the southern part of the Arborway is only one lane in each direction.	Charles	No Last Name Given
10/24/2020 16:07	Alt. 3	What Things Would You Change?	I do not like the bypass lanes at Murray Circle. Please eliminate them if possible. Please reduce the number of travel lanes northbound approaching Murray Circle as much as possible.	Charles	No Last Name Given
10/25/2020 20:25	Alt. 1	What Things Do You Like?	Improved bicycle facilities. Roundabout at Murray Circle is a dramatic improvement on the existing condition.	No First Name Given	No Last Name Given
10/25/2020 20:25	Alt. 1	What Things Would You Change?	The current layout of Kelley has a lot of safety concerns and should not be retained. Murray Circle should not have a 3 lane approach from Centre St.	No First Name Given	No Last Name Given
10/27/2020 17:13	Alt. 3	What Things Would You Change?	the bike paths. Why can't the paths between Murray Circle and Kelley circle be continuous? There are large sidewalks for pedestrians along the Pond now. Why does the bike path have to be shared?	No First Name Given	No Last Name Given
10/27/2020 17:51	Alt. 3	What Things Do You Like?	Reconfigures the Arborway from an urban freeway back into a slower, safer parkway with better pedestrian/cyclist access. Right now, this strip is a speedway in between the traffic lights at Faulkner and Pond St/Boathouse. We need to reduce overall vehicle speeds and improve flow.	Stephen	Ringlee
10/27/2020 17:51	Alt. 3	What Things Would You Change?	My comments are embedded in the map.	Stephen	Ringlee
10/27/2020 17:56	Alt. 2	What Things Do You Like?	This removes Kelley Circle (commendable!) and slightly improves the carriageway use toward limited access/local residents.	Stephen	Ringlee
10/27/2020 17:56	Alt. 2	What Things Would You Change?	It does not do away with Murray Circle! The carriageways may be subject to higher use than intended from vehicles exiting Pond St or Centre St. Vehicles exiting Pond St have to proceed into the intersection with Parkman before proceeding which will motivate many to use the carriageway or face a complicated series of turns at Parkman. Pedestrian crossings at Murray Circle remain hazardous and subject to high vehicle speeds and visually distracted drivers.	Stephen	Ringlee
10/27/2020 18:00	Alt. 1	What Things Do You Like?	Slight improvements in traffic routing; attempts to limit carriageway traffic flows; slightly better pedestrian crossings.	Stephen	Ringlee
10/27/2020 18:00	Alt. 1	What Things Would You Change?	Eliminate both traffic circles! Make certain that neither carriageway can be used as an alternative path by through traffic or those turning off Pond St. Pedestrian crossings at both circles remain hazardous due to high vehicle speeds and visually distracted drivers thanks to multilane, complex rotaries.	Stephen	Ringlee
10/28/2020 8:40	Alt. 3	What Things Do You Like?	The circles are horrible so this is a great improvement	No First Name Given	No Last Name Given
10/28/2020 8:40	Alt. 3	What Things Would You Change?	Keep the dedicated bike paths all the way through! Feels like you intentionally made the bike paths not continuous in all the 3 designs	No First Name Given	No Last Name Given
10/29/2020 21:11	Alt. 1	What Things Do You Like?	Providing two two-way bike paths between the circles should be advanced to the preferred concept.	Nick	Schmidt

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Time	Alternative	Prompt	Comment	First	Last
10/29/2020 21:11	Alt. 1	What Things Would You Change?	Both circles need to go. Multi-lane crossings at roundabouts will never be safe for people walking and biking without signaling entries/exits. Parkman Drive should be bike/ped only, or the southbound lane removed and repurposed for bike travel (no other bike routes on this side of the Pond). Prince provides southbound vehicle travel.	Nick	Schmidt
10/30/2020 21:27	Alt. 3	What Things Do You Like?	I love the elimination of the hellish circles and the reclaiming of green space.	Jana	Pickard-Richardson
10/30/2020 21:27	Alt. 3	What Things Would You Change?	I would like the dedicated bike path/cycletrack to continue the length of the project. there is plenty of space to do this. Try removing car space.	Jana	Pickard-Richardson
10/31/2020 16:39	Alt. 1	What Things Do You Like?	<ul style="list-style-type: none"> Extend the cycletrack in front of the Arboretum to connect with the existing cycletrack installed by MassDOT The separate spaces for pedestrians, cyclists and motorists throughout the corridor. Shared streets and shared-use paths are NOT preferred, especially when this area has enough space to accommodate separate spaces for each mode 	No First Name Given	No Last Name Given
10/31/2020 16:39	Alt. 1	What Things Would You Change?	<p>Eliminate the "double threat" (crossing two traffic lanes with no traffic signal);</p> <p>Include a cycletrack on both sides of the road between Centre St. and Jamaica Pond</p>	No First Name Given	No Last Name Given
10/31/2020 16:46	Alt. 2	What Things Do You Like?	<p>This is my favorite alternative.</p> <p>he mainline Arborway is shifted to the East side of Kelley Circle.</p> <p>Parkman Drive is extended to a new signalized intersection on the Arborway.</p> <p>Both U-Turns are removed to increase the amount of park land and reduce conflict points.</p> <p>A separated shared use path is introduced on the west side of Kelley Circle that connects Forest Hills to Jamaica Pond.</p>	No First Name Given	No Last Name Given
10/31/2020 16:46	Alt. 2	What Things Would You Change?	<ul style="list-style-type: none"> Extend the cycletrack in front of the Arboretum to connect with the existing cycletrack installed by MassDOT Include a cycletrack on both sides of the road between Centre St. and Jamaica Pond Create separate spaces for pedestrians, cyclists and motorists throughout the corridor. Shared streets and shared-use paths are NOT preferred, especially when this area has enough space to accommodate separate spaces for each mode 	No First Name Given	No Last Name Given
10/31/2020 16:55	Alt. 3	What Things Do You Like?	<p>I like the access to the island green space and the connection to the paths around the pond.</p> <p>I like the idea of making the Carriage Rds one lane and a bike path.</p>	No First Name Given	No Last Name Given
10/31/2020 16:55	Alt. 3	What Things Would You Change?	<p>Give cyclists and pedestrians a buffer of green from the cars in all cases. Just like in the southwest corridor, everyone wants to walk on the buffered path, no one wants to be on the sidewalk next to traffic.</p> <p>Extend the cycletrack in front of the Arboretum to connect with the existing cycletrack installed by MassDOT</p> <p>Include a cycletrack on both sides of the road between Centre St. and Jamaica Pond</p>	No First Name Given	No Last Name Given
11/3/2020 13:26	Alt. 1	What Things Do You Like?	I like maintaining the current footprint of Kelley so there can be a turnaround for SB traffic from the Jamaica way to access Prince, Orchard, and Eliot. It also keeps mature trees intact. The improvements and simplification of interchanges with Parkman and outbound Pond St improve the problem areas.	Gene	No Last Name Given

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Time	Alternative	Prompt	Comment	First	Last
11/3/2020 13:26	Alt. 1	What Things Would You Change?	I would like an option that eliminates a circle at Murray but keeps the current footprint of Kelley (not a true circle, in my opinion). The rotary at Murray has to go because of the FREQUENT accidents that result from the circular shape combined with what amounts to at least 6 roadways converging there (Arborway N, Arborway S, Centre W, Centre E, Prince, and Upper Arborway) — even more if you count the carriageways separately.	Gene	No Last Name Given
11/3/2020 13:41	Alt. 2	What Things Do You Like?	I like the increased accessible green space afforded by the elimination of Kelley Circle.	Gene	No Last Name Given
11/3/2020 13:41	Alt. 2	What Things Would You Change?	Please don't keep a circle whatsoever at Murray Circle. It's a disaster. And, we REALLY could use a way to access Prince, Orchard and Eliot when traveling SB from Jamaica way. Could there be a compromise/hybrid design where Kelley becomes a boulevard with a grassy median, instead of its current pseudo-circle? This could leave many of the beneficial design elements here intact, while permitting space for a safe U-turn.	Gene	No Last Name Given
11/3/2020 13:52	Alt. 3	What Things Do You Like?	Eliminating the circle at Murray is imperative for safety.	Gene	No Last Name Given
11/3/2020 13:52	Alt. 3	What Things Would You Change?	I much prefer protected bike lanes over the mixed use surface on the carriageway. And there needs to be a way for SB traffic from Jamaica way to access Prince, Orchard, and Eliot. Could there be a protected U turn lane at the signalized intersection with Pond/Parkman?	Gene	No Last Name Given
11/5/2020 12:04	Alt. 1	What Things Do You Like?	prioritizes safety and mobility of all people, not just cars, balancing moving people walking, people biking, and people in motor vehicles without long delays for people walking and biking in a fully signalized intersection. I like that Alt. A preserves the historic character and trajectory along the parkway and preserves a number of mature trees. I like that there is separated, protected bike lane.	No First Name Given	No Last Name Given
11/5/2020 12:04	Alt. 1	What Things Would You Change?	Consider adding traffic separators in the center of crosswalks to shorten crossing distances and provide a spot for people to shelter mid-crossing. Also consider adding additional signalized pedestrian crossing along the Arboretum (near St. Joseph St.) and between Kelly and Murray Circles to provide better connectivity to the neighborhood and to calm traffic along the Arborway. Since the Arboretum is a regional destination with heavy demand for parking, current parking along the should must be taken into account. Consider reducing the number of through lanes to add a formalized parking lane. Consider using a parking lane to provide additional protection to the bike lane. Consider addition traffic calming including speed humps and closing the ends and providing mid-block access along the the carriageways to prevent them from being used as a by pass. Provide bicycle accommodations along Jamaica Pond by Francis Parkman Drive. (Bicycles are not allowed on the pond path in this section along. Consider converting Francis Parkman Dr. to one-way outbound and Prince St. to a one way pair to allow space for a two way cycle track.	No First Name Given	No Last Name Given
11/5/2020 12:23	Alt. 2	What Things Do You Like?	prioritizes safety and mobility of all people, not just cars through Murray Circle, balancing moving people walking, people biking, and people in motor vehicles without long delays for people walking and biking in a fully signalized intersection. Preserves the historic character and trajectory along the parkway and preserves a number of mature trees. I like that there is separated, protected bike lane.	No First Name Given	No Last Name Given
11/5/2020 12:23	Alt. 2	What Things Would You Change?	Consider adding traffic separators in the center of crosswalks to shorten crossing distances and provide a spot for people to shelter mid-crossing. Also consider adding additional signalized pedestrian crossing along the Arboretum (near St. Joseph St.) and between Kelly and Murray Circles to provide better connectivity to the neighborhood and to calm traffic along the Arborway. Since the Arboretum is a regional destination with heavy demand for parking, current parking along the should must be taken into account. Consider reducing the number of through lanes to add a formalized parking lane. Consider using a parking lane to provide additional protection to the bike lane. Consider additional traffic calming including speed humps and closing the ends and providing mid-block access along the the carriageways to prevent them from being used as a by pass. Provide bicycle accommodations along Jamaica Pond by Francis Parkman Drive. (Bicycles are not allowed on the pond path in this section along. Consider converting Francis Parkman Dr. to one-way outbound and Prince St. to a one way pair to allow space for a two way cycle track.	No First Name Given	No Last Name Given
11/5/2020 12:39	Alt. 3	What Things Do You Like?	I like that there is separated bike path.	No First Name Given	No Last Name Given

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Time	Alternative	Prompt	Comment	First	Last
11/5/2020 12:39	Alt. 3	What Things Would You Change?	Traffic signal instead of a new round about prioritizes motor vehicles over other modes. People walking and biking will experience much longer delays with a signal than if a round about is used and be exposed to longer crossing distance and higher vehicle speeds. Prioritize safety and mobility of all people, not just mobility for cars. I'm concerned about the loss of mature trees in Alt. C. I wonder if a full traffic signal instead of Murray Circle would significantly change the look, feel, and flow of this historic parkway.	No First Name Given	No Last Name Given
11/5/2020 17:24	Alt. 1	What Things Do You Like?	Separating the carriage ways from the main barrel as shown in every alternatives is great to see	No First Name Given	No Last Name Given
11/5/2020 17:24	Alt. 1	What Things Would You Change?	Keeping Kelly Circle isolates parkland and maintains the difficult pedestrian crossings and the difficult lane merges. - Limiting pavement and maximizing parkland and tree cover is a key goal. Having cycle tracks on both sides of this corridor rather than one side seems excessive. - the south slip lane onto Centre street takes away parkland and could encourage speeding - There is No accommodation for visitors to the arboretum wishing to park along the parkway.	No First Name Given	No Last Name Given
11/5/2020 17:25	Alt. 2	What Things Do You Like?	a more orderly traffic pattern near the pond + Single cycle track on south side is sufficient and protects parkland + Mid block crossing between NB an SB carriageways helps to connect the neighborhood and slow traffic in the main barrel + traffic roundabout is safer than a fully signalized intersection and allows for the free flow of people walking and bicycling. a roundabout allows people walking or biking to flow through the park at their own pace rather than wait for crossing lights to get across each leg of an intersection. + traffic roundabout keeps approach roads narrow to maximize parkland and preserves existing trees.	No First Name Given	No Last Name Given
11/5/2020 17:25	Alt. 2	What Things Would You Change?	No accommodation for parking near arboretum entrances	No First Name Given	No Last Name Given
11/5/2020 17:29	Alt. 3	What Things Do You Like?	Eliminating the median south of Murray Circle provides room for a second line of street trees to replace the aging trees along the curb line. + the intersections closest to pond has the potential advantage of slowing traffic going to and from Parkman Drive. Anything that can make Francis Parkman Drive slower and easier to cross will help to expand the accessible parkland around Jamaica Pond. Parkway and Prince could more easily become a oneway pair with this scheme.	No First Name Given	No Last Name Given
11/5/2020 17:29	Alt. 3	What Things Would You Change?	the proposed woonerfs - typically used in neighborhood settings - seem out of character with the Parkway and would be hard to maintain. - the overblown intersection proposed for Murray Circle has excessive amounts of pavement and excessively wide pedestrian crossings. a four way intersection with its light poles, arms, and signals would clutter and degrade the character of the park. It would interrupts the free flow of people on foot, on bikes and in cars. It has many more conflict points than does a roundabout and is more dangerous as a result.	No First Name Given	No Last Name Given
11/5/2020 19:08	Alt. 2	What Things Do You Like?	Protects cyclists the most. The most alternatives for pedestrians to get safely from point A to point B, and options for safely crossing. Has enough room for cars. two lanes in the same direction is plenty in an environment that is park-like and not a 3-lane highway.	No First Name Given	No Last Name Given
11/5/2020 21:39	Alt. 1	What Things Do You Like?	Two cycletracks through the main barrel.	Noah	Snyder
11/5/2020 21:39	Alt. 1	What Things Would You Change?	Kelley Circle. I strongly prefer the other alternatives here.	Noah	Snyder
11/5/2020 21:44	Alt. 3	What Things Do You Like?	I think the looks like the best option in Kelley Circle-- creates accessible parkland, seems like the simplest flow for all modes.	Noah	Snyder
11/5/2020 21:44	Alt. 3	What Things Would You Change?	Shared use carriageways in the main barrel.	Noah	Snyder

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Time	Alternative	Prompt	Comment	First	Last
11/5/2020 23:21	Alt. 3	What Things Do You Like?	<p>* Getting rid of the Murray ("Suicide") Circle !</p> <p>* Shared Streets makes sense in this dense traffic J'Way RACE TRACK !</p> <p>* As a cyclist who loves the Pond-Arboretum path ... this is the best and safest Alternative .</p>	STEPHEN	HALE
11/5/2020 23:21	Alt. 3	What Things Would You Change?	<p>* Add a direct connector from (southbound) Barrel to exit to Parkman Drive. Dipping down to Pond Street and curling back to connect with Parkman Drive looks like a rat's maze !</p> <p>* I lived in England for 2 years and roundabouts work if people understand the rules of the road. Otherwise American drivers are just dangerous and want to see how fast they can slalom the traffic circles !!!</p>	STEPHEN	HALE
11/6/2020 11:36	Alt. 1	What Things Do You Like?	<p>Kelley Circle: Improved wayfinding and modern roundabout pavement markings - safer and easier to navigate Southern U-turn removed to allow for separated bicycle & pedestrian crossing New separated shared use paths on both sides: Glad to see bike facilities on both sides.</p> <p>Separate bicycle and pedestrian crossings at most intersections and side streets.</p> <hr/> <p>A.Like: Carriageways: "converted to one lane streets" – lower speed would be a much-needed improvement; the additional space is converted to create a safe route for cyclists. New separated bicycle lanes on both sides of the Arborway between Murray Circle and Jamaica way: This would be a positive contribution to any of the alternatives.</p> <p>Murray Circle: Improved wayfinding & modern roundabout pavement markings - safer and easier to navigate. Rapid flashing beacons: If there are multi-lane pedestrian & bicycle crossings, rapid flashing beacons may help to address the "double threat". Network of shared use paths and separated bicycle lanes around the circle to minimize conflict points between each travel mode.</p> <p>South of Murray Circle: Lower Arborway is narrowed - 2 northbound lanes and 1 southbound lane. "A new shared use path on the Arboretum...": Is this bi-directional? "The pedestrian crossing near the Arboretum front entrance is relocated to the north to improve pedestrian and driver visibility.": (defer to the engineers re: sightlines etc.)</p>	Sarah	Freeman

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Time	Alternative	Prompt	Comment	First	Last
11/6/2020 11:36	Alt. 1	What Things Would You Change?	<p>Kelley Circle: Re: "New separated shared use paths on both sides of Kelley Circle." Not clear what this means – are the paths separate for pedestrians & bicyclists? Or are they shared? Pedestrians & cyclists generally prefer separate paths if there's adequate space. What is the proposed width? Eliot St. is 1-way from Jamaica/Pond St. to Centre St. (it is shown the opposite way on the maps). No "Design opportunities". If this is the alternative that moves forward, can there be some design opportunities/place-making?</p> <p>Carriageways: The northbound/east side carriageway is accessed from Prince Street and the southbound/west side carriageway is accessed from the mainline Arborway.: The local access to the carriage roads needs to be clarified. Can access northbound/east side be from Murray Circle, left at Prince St. & left onto carriageway? At the exit from carriageway to main barrel: Can the exit be part of the signal north of the crosswalk? Or provide a stop line/"Don't block the box" so residents can exit onto main barrel (without assuming someone will let them in)?</p> <p>Murray Circle: The exit from Murray Circle to Arborway outbound (route 203) is currently very intimidating for pedestrians & bicyclists. Can this turn be at a sharper angle for motorists in order to deter speeding?</p> <p>South of Murray Circle: "A new shared use path on the Arboretum side from Murray Circle to the sidewalk south of Forest Hill Road.": If it could be continuous with the Casey Arborway bike path, as in Alternative C, that would be a good thing. Can there be a bike facility on the inbound/residential side of the Arborway, e.g. along or through the Arborway Hillside? This was explored in the "Gateway to the Arborway" planning. https://www.mass.gov/service-details/historic-parkways-preservation-initiative . If Alternative A is selected, can the upper Arborway have the treatment proposed in Alternatives B & C: "a raised table is provided at Saint Rose Street and raised crosswalks are proposed at St. Joseph Street and Custer Street to improve pedestrian and bike safety while reducing vehicle speeds.(vs. bumpouts at St. Joseph St. & Custer St,)"</p>	Sarah	Freeman

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Time	Alternative	Prompt	Comment	First	Last
11/6/2020 11:49	Alt. 2	What Things Do You Like?	<p>Kelley Circle: Reconfigured to simplify turning movements, improve pedestrian access to park space, and connect the center green space in Kelley circle to the Emerald Necklace Park. The mainline Arborway is shifted to the East side of Kelley Circle – I like the additional greenspace & consolidated mainline. It looks like “a park with a road in it”! Parkman Drive: extended to new signalized intersection on the Arborway. Both U-Turns are removed to increase the amount of park land and reduce conflict points. Separated shared use path is introduced on the west side of Kelley Circle that connects Forest Hills to Jamaica Pond.: Connecting Forest Hills & Jamaica Pond is a long-held goal. 2 design opportunities: It will be fun to consider the possibilities.</p> <p>Carriageways: One lane streets - lower speed would be an improvement. Continuous bi-directional separated bicycle lane is provided () with connections to all neighborhoods via signalized crossings – It has been a goal to address this gap in the local & regional bike network.</p> <p>Murray Circle: modern roundabout - reduced footprint of the intersection, realigned approaches, improved wayfinding and pavement markings to reduce speeds, improve safety, and make the circle easier to navigate: all sound good Low maintenance landscaping and additional street trees are added where impervious surfaces are reduced. 2 design opportunities: It will be fun to consider the possibilities.</p> <p>South of Murray Circle: One lane in each direction to provide a cross-section that manages future traffic while encouraging reduced speeds. – If this can work, it will be compatible with climate /carbon goals for reducing motor vehicle traffic by ½. Reduction in impervious surface area allows for additional green space and a shared use path on the Arboretum side from Murray Circle to the sidewalk south of Forest Hill Road. On the upper Arborway, a raised table is provided at Saint Rose Street and raised crosswalks are proposed at St. Joseph Street and Custer Street to improve pedestrian and bike safety while reducing vehicle speeds.: Happy to see this.</p>	Sarah	Freeman

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Time	Alternative	Prompt	Comment	First	Last
11/6/2020 11:49	Alt. 2	What Things Would You Change?	<p>Kelley Circle: - If this alternative is selected, please include Improved wayfinding (as in Alternative A) - “Separated shared use path”: Not clear what this means – are the paths separate for pedestrians & bicyclists? Or are they shared? Pedestrians & cyclists generally prefer separate paths if there’s adequate space. What is the proposed width? - “path is introduced on the west side of Kelley Circle”: Why not on both sides? - Eliot St. is 1-way from Jamaicaaway/Pond St. to Centre St. (it is shown the opposite way on the maps).</p> <p>Carriageways: - The local access to the carriage roads needs to be clarified. Can access northbound/east side be from Murray Circle, left at Prince St. & left onto carriageway? - “Continuous bi-directional separated bicycle lane is provided on the west side of the Arborway with connections to all neighborhoods via signalized crossings.”: Why only on 1 side of the parkway?</p> <p>Murray Circle: - “Multi-lane pedestrian and bicycle crossings will have high visibility treatments.”: Rapid flashing beacons sound more dependable than high visibility treatments. It would be helpful to see data & local examples. Can exits be single lane, and then expand to 2 lanes after the crosswalk? - “Shared use paths are provided around the circle to minimize conflict points between each mode.”: What is the proposed width of the shared path? Is there is enough space for separate paths?</p> <p>South of Murray Circle - Can there be a bike facility on the inbound/residential side of the Arborway, e.g. along or through the Arborway Hillside? This was explored in the “Gateway to the Arborway” planning. https://www.mass.gov/service-details/historic-parkways-preservation-initiative</p>	Sarah	Freeman

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Time	Alternative	Prompt	Comment	First	Last
11/6/2020 12:01	Alt. 3	What Things Do You Like?	<p>Kelley Circle:</p> <ul style="list-style-type: none"> - Reconfigured to simplify turning movements, improve pedestrian access to park space, and connect the center green space in Kelley circle to the Emerald Necklace Park. - The mainline Arborway is shifted to the East side of Kelley Circle. – I like the additional greenspace & consolidated mainline. It looks like “a park with a road in it”! - “A new shared use path travels through the expanded Kelley Circle Green to allow cyclists and pedestrians to enjoy this area and connect to the pathways surrounding the pond.” This is a unique feature, allowing people to experience a part of the park that has been “out of reach” (no crosswalks) for decades. (But the pathways by the pond don’t “surround” the pond; the Parkman Dr./Prince St. edge is a gap, and bicyclists are not allowed on the footpath. Perhaps a future project to explore options?) - “Pond Street is extended to a new signalized intersection on the Arborway and Parkman Drive is extended to the Cataumet/Pond intersection. All movements available today in the circle are still available to motorists to ensure that traffic continues to move efficiently and turning lanes are provided to ensure that queueing is not excessive.” This will simplify access from Prince St. (west) to Parkman Dr. - 3 design opportunities. : It will be fun to think about possibilities. <p>Carriageways:</p> <ul style="list-style-type: none"> - Not sure about shared streets in this location. <p>Murray Circle:</p> <ul style="list-style-type: none"> - Re: “Murray Circle is transformed into Murray Square with the green space formerly in the center island pushed to the outsides of the intersection so it can be accessed and enjoyed.” -If Alternative C is advanced, the accessible green space could be a benefit. - Re: A network of shared use paths traverse this green space and encircle the new signalized intersection to create connections for cyclists and pedestrians. Paths & connections are important in all alternatives. - Re: “Through traffic traveling northbound is directed into the Main Barrel of the Arborway.” – Consolidating the through traffic would reduce the need to yield/merge/crossover and reduce aggressive driving, speeding, racing to the merge etc. - Re: “Bypass lanes are provided to ensure that traffic does not queue excessively at the intersection during peak hours. All bypass lanes include raised devices to manage speeds and provide signalized pedestrian crossings.”: If there must be bypass lanes, I’m glad to see there will also be raised devices to manage speed & signalized pedestrian crossings - 2 design opportunities.: Fun to think about the possibilities. <p>South of Murray Circle:</p> <ul style="list-style-type: none"> - One lane in each direction to help control speeds & safety by addressing the frequent accidents which damage the fence separating the Upper Arborway and Arborway.: Very glad to see preventive measures/traffic calming to address the crashes through the fence. - “Space is repurposed to provide additional green space and a new shared use path on the Arboretum side from Murray Circle to Forest Hill Road Arboretum entrance.”: Happy to see additional green space & a shared use path. - “On the upper Arborway, a raised table is provided at Saint Rose Street and raised crosswalks are proposed at St. Joseph Street and Custer Street to improve pedestrian and bike safety while reducing vehicle speeds.”: Traffic calming is sorely needed. 	Sarah	Freeman

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Time	Alternative	Prompt	Comment	First	Last
11/6/2020 12:01	Alt. 3	What Things Would You Change?	<p>Kelley Circle: - "Pond Street is extended to a new signalized intersection on the Arborway and Parkman Drive is extended to the Cataumet/Pond intersection. All movements available today in the circle are still available to motorists to ensure that traffic continues to move efficiently and turning lanes are provided to ensure that queueing is not excessive." Will U turns be allowed at the Pond St. light? E.g. for access from the Jamaica way to Prince St., Orchard St. & Eliot St.? It would be helpful to see the local access patterns etc.</p> <p>- Please include Improved wayfinding (as in Alternative A)</p> <p>- Eliot St. is 1-way from Jamaica way/Pond St. to Centre St. (it is shown the opposite way on the maps).</p> <p>Carriageways: "The carriageways are converted to shared streets to provide low speed vehicle access to homes and a safe route for cyclists.": Interesting option, and I can imagine there are benefits, e.g. maintenance. but I'd probably prefer continuous paths that look like paths, so bicyclists see a continuous path & know where they can ride safely and motorists know where they belong. Olmsted designed separate paths for separate users. (Not sure about shared streets in this location.) - "The northbound/east side carriageway is accessed from Prince Street and the southbound/west side carriageway is accessed from the Pond Street/Francis Parkman Drive intersection." The local access to the carriage roads needs to be clarified. Can access northbound/east side be from Murray Circle, left at Prince St. & left onto carriageway? How to exit the carriageway northbound? Can the signal include this movement? Stop line/"don't block the box"?</p> <p>"Murray Circle is transformed into Murray Square with the green space formerly in the center island pushed to the outsides of the intersection so it can be accessed and enjoyed." - If Alternative C is advanced, will motorists be able to U-turn, e.g, from Centre St. across from Faulkner Hospital, to go to Centre St. outbound? Are there hardware/mast arm(s) compatible with historic parkways? Could the location of the intersection be adjusted to spare the large trees?</p> <p>South of Murray Circle: - Can there be a bike facility on the inbound/residential side of the Arborway, e.g. along or through the Arborway Hillside? This was explored in the "Gateway to the Arborway" planning. https://www.mass.gov/service-details/historic-parkways-preservation-initiative</p>	Sarah	Freeman
11/6/2020 13:42	Alt. 3	What Things Do You Like?	Traffic circles are dangerous to pedestrians and cyclists alike. I like this options because I will be able to passthrough on foot and on a bike with my daughter and not worry about not being seen.	No First Name Given	No Last Name Given
11/6/2020 16:54	Alt. 3	What Things Would You Change?	I am NOT in favor of the signalized intersection at Murray Circle as I believe that it would change the character of this portion of the Arborway	ray	porfilio
11/6/2020 17:06	Alt. 1	What Things Do You Like?	This Alternative generally maintains 2 car travel lanes north and south. This is appealing because it will maintain flow of traffic without the existing acceleration of car speeds as one travels south of the Pond.	ray	porfilio
11/6/2020 17:11	Alt. 2	What Things Do You Like?	Overall my preferred alternative because it appears to maintain feel of Arborway, rationalizes travel paths for various modes, and adds park area closer to the Pond. Heading north from the Arboretum, I like that the cycle track connects to the Pond area on the west side, minimizing the number of crossings necessary.	ray	porfilio
11/6/2020 18:29	Alt. 2	What Things Do You Like?	I like this option the best for the way the traffic circle intersections are managed.	Wiley	Cox

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11/6/2020 18:29	Alt. 2	What Things Would You Change?	I would extend the bike path all the way to the Forest Hills bike path system without redirecting bikes into the sidewalk.	Wiley	Cox
11/6/2020 19:06	Alt. 3	What Things Do You Like?	This is my favorite design. I like the four way intersection where Murray Circle is; the reclamation of green space in Kelley Circle; the carriage ways are an interesting idea that I think would work well, particularly with the traffic culling bump outs - though I have some concern about vehicles backing out of driveways and the safety for bicyclists. Also, the shared use path network is great. Thanks for asking for this input and for offering the three design alternatives.	No First Name Given	No Last Name Given
11/6/2020 19:21	Alt. 1	What Things Would You Change?	On all three designs: - Change shared use paths to bicycle-only. As someone who regularly bikes and walks with a small child in the neighborhood, I find them challenging as both a cyclist and a pedestrian. There are sidewalks already that can accommodate pedestrians, so the purple lanes would work well for bikes, with each side of the Arborway having bi-directional lanes for cyclists (so you don't have to cross the whole thing to go the other direction). - At Murray Circle (or intersection if circle is eliminated), have pedestrian signal buttons that stop traffic for the whole thing, so bikes and walkers can get all the way across in one go. In this design, Murray Circle still too large, with a daunting number of crossings for pedestrians and cyclists.	No First Name Given	No Last Name Given
11/6/2020 19:25	Alt. 3	What Things Do You Like?	I like making Murray Circle into an intersection with lights instead (though I do worry a little bit about the turn lanes still encouraging speeding in ways that aren't safe for cyclists and pedestrians).	No First Name Given	No Last Name Given
11/6/2020 19:25	Alt. 3	What Things Would You Change?	Separate paths throughout for cars, bicycles, and pedestrians. The traffic calming for the carriageways seems like a good idea to keep cars going slowly, but I don't love it for bikes -- too many cars coming in and out of driveways. There's plenty of space; I'd prefer on each side a separated bi-directional bike lane, a slow one-way road like this for local traffic, and a sidewalk for pedestrians.	No First Name Given	No Last Name Given
11/8/2020 17:41	Alt. 1	What Things Do You Like?	At least you are keeping one of the U turns. I would like both retained. It's very hard already to get from where I live at Cabot Estate, 241 Perkins, to the post office and shops on Centre.	No First Name Given	No Last Name Given
11/8/2020 17:41	Alt. 1	What Things Would You Change?	Keep both u turns	No First Name Given	No Last Name Given

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Time	Alternative	Prompt	Comment	Latitude	Longitude	First	Last	Zipcode
10/21/2020 17:01	Alt. 2	Something I Would Change	Seems very complicated to get from Pond Street to Arborway southbound. Either using the carriage lane, or three signalized turns in rapid succession. This alignment encourages traffic to use Parkman instead of Pond when coming from Brookline to JP. I'd move the crossing aligned with Parkman to Pond instead, making Pond the higher-traffic road.	42.312614	-71.122605	No First Name Given	No Last Name Given	-
10/21/2020 17:06	Alt. 3	Something I Would Change	Don't close off the right lane here. When traffic continuing southeast on Centre street backs up from the light, it will choke off access for those going north on Arborway towards the pond. Keeping this lane open lets that traffic skip the backup	42.309085	-71.120757	No First Name Given	No Last Name Given	-
10/21/2020 17:08	Alt. 3	Something I Like	this is a better position for this crossing than in Alt. B -- let Pond St. traffic turn onto Arborway south without going up to Parkman	42.312658	-71.122369	No First Name Given	No Last Name Given	-
10/21/2020 19:44	Alt. 1	Something I Would Change	Hopefully the sidewalk is not being eliminated and is continuing up to Forest Hills Rd. Hopefully the crosswalk at Forest Hills Rd (with the median island) is not being eliminated. This comment is for all three designs.	42.302601	-71.116634	No First Name Given	No Last Name Given	02131
10/21/2020 19:46	Alt. 3	Something I Would Change	Could a shared path connect this crossing to the crossing at Forest Hills Rd?	42.303854	-71.118878	No First Name Given	No Last Name Given	02131
10/21/2020 19:48	Alt. 1	Something I Would Change	I love the crosswalk here, it's really necessary. But this side of Orchard street feels odd? My main use case as a pedestrian is to cross to continue on the upper arborway towards the Arboretum or on Centre towards JP center (towards the monument/main street).	42.308943	-71.120194	Adrianna	No Last Name Given	02130
10/21/2020 20:04	Alt. 1	Something I Like	Dedicated bike paths on both sides are great	42.313339	-71.121049	Adam	Pieniazek	02124
10/21/2020 20:07	Alt. 3	Something I Like	Love reclaiming Kelley Circle for park land!	42.313724	-71.121266	Adam	Pieniazek	02124
10/21/2020 20:08	Alt. 3	Something I Would Change	A dedicated bike path is really critical. While shared use street with chicanes for the carriageways is very interesting if going that route there should be at least one bidirectional cycletrack. If that means going from four lanes to three that's ok!	42.311208	-71.122259	Adam	Pieniazek	02124
10/21/2020 20:15	Alt. 2	Something I Would Change	Two-lane traffic circles where both lanes are permitted to exit are confusing and dangerous.	42.308919	-71.121647	No First Name Given	No Last Name Given	02131
10/21/2020 20:15	Alt. 3	Something I Would Change	People who live in these areas don't have easy access to the bike path across the arborway. The fatal flaw of bike path on only one side is some areas get cut out. Could one of the lanes closest to the neighborhood be calmed with something to create better bike access across the arborway if bike path is only on one side?	42.305383	-71.118075	Adam	Pieniazek	02124
10/21/2020 20:19	Alt. 3	Something I Like	Fantastic transformation into a park!	42.3138	-71.121191	Adam	Pieniazek	02124
10/21/2020 20:26	Alt. 3	Something I Would Change	Is there sufficient space to allow people visiting the Arboretum to park their vehicles under this alternative?	42.307313	-71.119462	Shamus	Keohane	02130
10/21/2020 20:30	Alt. 3	Something I Like	The raised intersection at St Rose street is a great addition to slow vehicle traffic on the Upper Arborway. My question is whether the single raised intersection is sufficient to slow traffic if more volume is expected on Upper Arborway after the main stem in this area is reduced to a single lane in either direction. Should additional raised intersections be considered at the intersections of Custer, St. Joseph, or Jamaica Place?	42.304112	-71.118869	Shamus	Keohane	02130
10/21/2020 20:46	Alt. 3	Something I Like	I strongly support the conversion of Murray Circle to a traffic signal. This appears the best and safest way, via crossing signals, to allow pedestrians and cyclists to cross the main stem of Arborway in this area.	42.308965	-71.121504	Shamus	Keohane	02130
10/22/2020 8:25	Alt. 2	Something I Like	There is a bus stop here - assuming it will remain, I like that ALT B and ALT C funnel bike traffic to the other side of Centre street.	42.309064	-71.120652	Adrianna	No Last Name Given	02130
10/22/2020 8:35	Alt. 3	Something I Like	I really love the idea of the carriage lane being totally re-thought here. Cars often take the carriage lane and floor it to get passed the main barrel traffic - creating really dangerous merge conditions up near Kelley Circle. Forcing folks to drive slowly here (via the snaking design, rather than only a single lane) will be a game changer. I live on Orchard Street and often walk my dog or run along this sidewalk, so getting cars passing through out of the carriage lane is fantastic.	42.310295	-71.121894	Adrianna	No Last Name Given	02130
10/22/2020 8:36	Alt. 3	Something I Like	The additional greenspace here is really great and will help further insulate the pond paths from the Kelly Circle traffic.	42.313711	-71.121052	Adrianna	No Last Name Given	02130
10/22/2020 8:48	Alt. 1	Something I Would Change	(Applies to all three proposals) I would like to see a defined path extended from the (dead-end on the north/east) Arboretum Forest Hills Gate crosswalk through the Arborway Hillside to the new Saint Rose St crosswalk on the Upper Arborway, following an easy grade contour of the Hill. It's a way to provide contiguous pedestrian and bike facilities on the north/east side of the Arborway from Franklin Park to Jamaica Pond - currently a broken link in the Emerald Necklace.	42.302825	-71.117388	Clay	Harper	02130

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10/22/2020 8:52	Alt. 1	Something I Like	Thank you for this speed table crosswalk. Gravity currently propels vehicles downhill and north at high rates of speed around a mostly blind curve towards the Hunnewell crosswalk. As a local resident, I feel this feature could greatly increase safety and reduce speeds on the Upper Arborway.	42.304019	-71.11881	Clay	Harper	02130
10/22/2020 8:58	Alt. 1	Something I Would Change	Consider signage limiting the length and hours of parking along this section of the Upper Arborway. In practice, it is currently used as commuter parking for T riders, overnight parking for landscape contractors, and for out-of-state-licensed vehicles unable to acquire Resident Parking stickers for City streets (residents have access and parking in the rear of these homes via Hampstead Lane).	42.302891	-71.116913	Clay	Harper	02130
10/22/2020 9:02	Alt. 1	Something I Would Change	Far too many crossings throughout Murray for safe pedestrian and bike use	42.309316	-71.121722	Clay	Harper	02130
10/22/2020 9:05	Alt. 2	Something I Like	I like the signalized mid-block crosswalks across the main barrel in this design. The Eliot Street crosswalk has been a boon to safety.	42.312229	-71.122283	Clay	Harper	02130
10/22/2020 9:09	Alt. 2	Something I Like	Grateful for this crosswalk. Wish it was signalized or has rapid-flash beacons.	42.308935	-71.120148	Clay	Harper	02130
10/22/2020 9:13	Alt. 3	Something I Like	I like the shared streets! These would preserve critical access for vehicles, while enabling the space to be enjoyed almost like a park! In fact, I would like to see this extended onto the other carriageway (toward Forest Hills) where I live.	42.311153	-71.122732	Eliott	Wiener	02130
10/22/2020 9:14	Alt. 3	Something I Would Change	Make this carriageway a shared street as well!	42.30787	-71.119487	Eliott	Wiener	02130
10/22/2020 9:14	Alt. 3	Something I Would Change	Make this section a shared street as well!	42.313353	-71.120567	Eliott	Wiener	02130
10/22/2020 9:16	Alt. 2	Something I Would Change	The current zig-zag design of the pedestrian path between Upper Arborway and the main barrel is intended to indicate to pedestrians that their crossing of the Upper Arborway isn't protected by the signal on the mainline. This is unsafe for locals with local knowledge, but since the Arboretum is a regional attraction the Upper Arborway portion is a confusing hazard for visitors. Rapid Flash beacons might help for the eastern/Upper crossing.	42.307433	-71.119308	Clay	Harper	02130
10/22/2020 9:16	Alt. 3	Something I Like	I MUCH PREFER this to having a circle. While I hate to see the trees be killed, nobody can enjoy them when they are trapped in a traffic circle hellscape. This design, with the signalized intersection, frees up more land for actual enjoyment.	42.309083	-71.121727	Eliott	Wiener	02130
10/22/2020 9:17	Alt. 2	Something I Like	Love this speed table crosswalk	42.304039	-71.118863	Clay	Harper	02130
10/22/2020 9:22	Alt. 3	Something I Like	This appear to be a raised crossing. I would be very happy to see that implemented! I live on this corner, and this crossing is not safe. All day I watch drivers run the stop sign. There are often close-calls. Anything that might get people to stop at the stop sign, or at least slow down, would be welcome.	42.306978	-71.119	Eliott	Wiener	02130
10/22/2020 9:25	Alt. 3	Something I Would Change	It seems like this crossing should be expanded into a fan shape so that bicycle riders coming from/to the direction of the Arboretum can proceed straight, rather than do a chicane-like maneuver.	42.309172	-71.121956	Eliott	Wiener	02130
10/22/2020 9:27	Alt. 3	Something I Would Change	I would add a connector to the pink path here. It seems like an obvious desire line. However, it would be ok to wait and see if a desire path develops through the grass.	42.309378	-71.121406	Eliott	Wiener	02130
10/22/2020 9:28	Alt. 3	Something I Would Change	Add another crosswalk on the east side of the intersection.	42.308957	-71.12001	Eliott	Wiener	02130
10/22/2020 9:29	Alt. 3	Something I Like	Love these shared use streets!	42.310491	-71.122508	Carmel	Levy	02130
10/22/2020 9:32	Alt. 3	Something I Would Change	I would prefer this roadway be 3 lanes with dedicated turning (and emergency) lane. This could narrow the roadway at the intersections, since it would not need to "grow" a left-turning lane.	42.311709	-71.122486	Eliott	Wiener	02130

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10/22/2020 9:35	Alt. 3	Something I Like	I like an intersection that bikes and pedestrians can cross safely. PLEASE get rid of Murray Circle! I also think it aids in thwarting arrogant Boston speeding drivers/no police presence. I detest Murray Circle because of the speed and danger I feel from other motorists. I won't go anywhere near it as a pedestrian, let alone on a bike. While driving, I once almost hit a pedestrian in a crosswalk at dusk because of a lack of visibility and too many distractions trying to navigate the Circle.	42.308991	-71.121601	Joe	Wheeler	02130
10/22/2020 9:37	Alt. 1	Something I Would Change	Surrounding this parkland with deadly traffic is terrible. Remove the circle, and let people enjoy this as a park!	42.313603	-71.121604	Eliott	Wiener	02130
10/22/2020 9:38	Alt. 3	Something I Like	I live and walk here and find this an excellent barrier for thwarting arrogant/speeding traffic.	42.309754	-71.121565	Joe	Wheeler	02130
10/22/2020 9:41	Alt. 3	Something I Would Change	The bike lane should be extended all the way to where Murray Circle is as a dedicated lane!	42.302607	-71.116924	Eliott	Wiener	02130
10/22/2020 9:43	Alt. 3	Something I Would Change	It would be amazing if the trails in this wooded area could be linked with the sidewalk coming from forest hills. Maybe a staircase could be installed? Might be a good future improvement.	42.303211	-71.118119	Eliott	Wiener	02130
10/22/2020 9:44	Alt. 2	Something I Like	I like th dramatic realignment of the NB Arborway and creation of green space here (even if I hope Murray goes away).	42.308734	-71.120835	Clay	Harper	02130
10/22/2020 9:47	Alt. 3	Something I Like	One lane in direction is perfect for smooth and calm traffic flow.	42.305433	-71.119753	Eliott	Wiener	02130
10/22/2020 9:47	Alt. 3	Something I Like	I like the timed lights that stop traffic and allow people onto Pond, Orchard Streets. Presently, living on Orchard Steet, we have to play "chicken" to enter Pond Street. I can't tell you how many times I've had near misses or had to lay on my horn just to get someone to let me go over to the right. The Arborway Yield sign is universally ignored creating dangerous situations and lots of angry car honking.	42.312714	-71.122153	Joe	Wheeler	02130
10/22/2020 9:48	Alt. 1	Something I Would Change	This plan leaves a large amount of unusable green space in the center of Kelley Circle	42.313493	-71.121637	No First Name Given	No Last Name Given	-
10/22/2020 9:50	Alt. 3	Something I Like	Signalized intersection and elimination of Murray Circle is my preferred outcome. Probably just a rendering error, but the lack of ladder crosswalks across the slip lanes leaves the impression that crossings are fewer than they actually are for pedestrians and bikes. Still: this seems far safer for all modes than plans A and B to me. I defer to abutting residents on whether carriage road access in this plan is preferable.	42.309099	-71.121671	Clay	Harper	02130
10/22/2020 9:50	Alt. 1	Something I Would Change	Pedestrians and bikes having to cross 5 lanes of traffic isn't great.	42.309276	-71.121776	No First Name Given	No Last Name Given	-
10/22/2020 9:52	Alt. 3	Something I Would Change	SEPARATE Bike and Pedestrian Paths, please! Also, USE SIGNS TO MAKE IT CLEAR to all the "electric" scooters, bikes, and skateboarders that they belong on the bike path, not the pedestrian path. Many near misses as a pedestrian have taught me to "not change lanes" when walking on a shared bike path or risk being hit at high speed. JAMAICA POND HAS POOR SIGNAGE. PLEASE DON'T REPEAT THEIR MISTAKES.	42.313378	-71.121722	Joe	Wheeler	02130
10/22/2020 9:53	Alt. 3	Something I Like	Love all the new trees. When the project gets to contract, can you specify a longer (i.e. 2 year from project completion) guarantee and a watering plan to help them get established? The Casey landscape contract had such a spec...	42.308104	-71.119775	Clay	Harper	02130
10/22/2020 9:54	Alt. 2	Something I Like	Reclaiming this green space looks amazing	42.31364	-71.121358	No First Name Given	No Last Name Given	-
10/22/2020 9:58	Alt. 3	Something I Like	I like the addition of green space here. I think it would be ideal to have a DOG PARK, like Peter's Park (Playground, dog run & basketball/tennis courts) in this area. It's far enough away from residences and has been a big problem for dog owners and residents wanting to exercise.	42.308706	-71.120384	Joe	Wheeler	02130
10/22/2020 9:59	Alt. 3	Something I Like	The Upper Arborway street is much smaller and safer to bike on. You can just take that north or south until it connects with the actual bike paths.	42.305372	-71.118279	No First Name Given	No Last Name Given	-
10/22/2020 10:01	Alt. 3	Something I Like	Absolutely LOVE this addition of green space and removal of the frightening/accident-prone, circular road.	42.313166	-71.121821	Joe	Wheeler	02130
10/22/2020 10:04	Alt. 3	Something I Like	So much better than having to cut across lanes of traffic to make a U-turn to pull into Pond/Orchard Streets. EXCELLENT!!!	42.313404	-71.122102	Joe	Wheeler	02130

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10/22/2020 10:06	Alt. 3	Something I Like	EXCELLENT separation of local traffic and speed bumps will thwart the sneaky speeders who will try to cut down here.	42.311487	-71.122686	Joe	Wheeler	02130
10/22/2020 10:07	Alt. 3	Something I Like	So good to have a crosswalk here! Please time all the lights, so they change in tandem and don't cause traffic snarls.	42.310901	-71.122216	Joe	Wheeler	02130
10/22/2020 10:08	Alt. 3	Something I Like	This makes so much more sense than the present Murray Circle! THANK YOU!	42.309324	-71.121719	Joe	Wheeler	02130
10/22/2020 10:14	Alt. 3	Something I Would Change	Drivers will try to sneak in here during rush hours to avoid backups. MAKE IT CLEAR THROUGH SIGNAGE THAT THEY SHOULD NOT. Also, have every impediment in place to thwart/slow them down.	42.309218	-71.120867	Joe	Wheeler	02130
10/22/2020 10:16	Alt. 2	Something I Would Change	PLEASE CHOOSE ALTERNATIVE C and remove this circular nightmare. It's dangerous and useless.	42.30878	-71.121631	Joe	Wheeler	02130
10/22/2020 10:16	Alt. 1	Something I Like	This makes a lot of sense as drivers would expect to see a crossing at this entry point.	42.307804	-71.119099	James	Budreau	02130
10/22/2020 10:17	Alt. 1	Something I Would Change	PLEASE choose alternative C and remove this dangerous and useless circle. Thank you	42.308871	-71.121551	Joe	Wheeler	02130
10/22/2020 10:18	Alt. 1	Something I Like	This is an amazing alternative to the present configuration. It really makes the entire area safer and more accessible to locals pedestrians and bikers. You see this in Newton often for a reasons. It works.	42.310231	-71.122653	James	Budreau	02130
10/22/2020 10:55	Alt. 1	Something I Would Change	This shared-use path should continue all the way to the existing path (that was recently built in the Casey Arborway project) where it ends just south of the Forest Hills Gate. If the southbound Arborway is only one lane through this area, does it really need to expand to three lanes at the signal, or could one of those lanes be trimmed away to give more space to the shared-use pathway?	42.303078	-71.11881	Christian	MilNeil	02109
10/22/2020 10:59	Alt. 1	Something I Would Change	I think this is the least preferable design for Kelley Circle of the 3, but if this is the design that's selected, please tighten up the radius of this slip lane so that cars will move much more slowly, and so that the car lane crosses the bike and pedestrian crosswalks at more of a right angle.	42.313791	-71.121929	Christian	MilNeil	02109
10/22/2020 11:01	Alt. 2	Something I Like	Only crossing 2 lanes of traffic instead of 4 - this would be fantastic.	42.307457	-71.11952	Christian	MilNeil	02109
10/22/2020 11:04	Alt. 2	Something I Like	SO MUCH asphalt could be converted into usable parkland here – fantastic.	42.313702	-71.121921	Christian	MilNeil	02109
10/22/2020 12:40	Alt. 3	Something I Like	Greatly simplified navigation for vehicles, pedestrians and cyclists - not to mention expanded parklands!	42.31331	-71.121798	Peter	Gray	02139
10/22/2020 12:49	Alt. 3	Something I Would Change	Please don't break the continuity of dedicated bike paths through this area. There is no reason a portion of the carriageways could not be set aside for cyclists and provide safe movement from Jamaica Pond to Murray Circle.	42.312108	-71.122747	Peter	Gray	02139
10/22/2020 13:19	Alt. 3	Something I Like	This seems much more pedestrian friendly. I always get nervous walking in this area.	42.309627	-71.121454	No First Name Given	No Last Name Given	-
10/22/2020 14:48	Alt. 2	Something I Would Change	Why does the path just end? Where are people on bikes supposed to go?	42.302936	-71.118828	Matthew	Wunderlich	02446
10/22/2020 14:50	Alt. 3	Something I Like	Good. This is the only plan where people on bikes are allowed to safely continue instead of having their path disappear.	42.302558	-71.117895	Matthew	Wunderlich	02446
10/22/2020 15:31	Alt. 1	Something I Like	Separate bike and pedestrian crossings are great.	42.312547	-71.122356	marc	chen	02130
10/22/2020 15:33	Alt. 1	Something I Would Change	Couldn't this car lane be removed so that there are fewer crossings necessary here?	42.309311	-71.121956	marc	chen	02130
10/22/2020 15:34	Alt. 2	Something I Would Change	Please remove this circle. It makes the intersection far too complicated, which makes it dangerous.	42.309038	-71.121479	marc	chen	02130
10/22/2020 15:37	Alt. 3	Something I Like	One bidirectional road is better than the two unidirectional roads that make the land in the middle inaccessible.	42.311441	-71.122439	marc	chen	02130
10/22/2020 15:46	Alt. 3	Something I Like	Yes. eliminate this circle please.	42.309494	-71.121698	marc	chen	02130
10/22/2020 15:47	Alt. 3	Something I Like	Great reclamation of parkland!	42.313631	-71.121663	marc	chen	02130
10/22/2020 15:56	Alt. 3	Something I Like	An outdoor picnic area here would be wonderful, as it is close to many of the businesses on center/south.	42.313669	-71.121122	marc	chen	02130
10/22/2020 18:27	Alt. 3	Something I Like	I love this bicycle path through this new grass area	42.313639	-71.121439	Anthony	Lacina	02130-3201
10/22/2020 18:28	Alt. 3	Something I Like	As a cyclist, I would feel much safer with this option.	42.309085	-71.121884	Anthony	Lacina	02130-3201
10/22/2020 18:28	Alt. 3	Something I Like	This extra green space is very exciting!	42.308723	-71.121765	Anthony	Lacina	02130-3201
10/22/2020 18:29	Alt. 3	Something I Like	I am glad to see a crosswalk here. There currently isn't one and it is very dangerous to cross.	42.308971	-71.120172	Anthony	Lacina	02130-3201

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10/22/2020 18:29	Alt. 3	Something I Like	I appreciate this! Right now the bike lane is overrun by cars. I would love cycling on this!	42.307073	-71.11952	Anthony	Lacina	02130-3201
10/22/2020 18:30	Alt. 3	Something I Would Change	Is there any opportunity to make this area more inviting?	42.303529	-71.11849	Anthony	Lacina	02130-3201
10/22/2020 19:22	Alt. 3	Something I Would Change	Push this connection to the main road further south. It will get used as a speedy bypass lane if it goes all the way through.	42.312225	-71.122205	Joel	Thibault	02145
10/22/2020 19:28	Alt. 3	Something I Would Change	Angle this intersection to make left turns impossible.	42.308797	-71.122417	Joel	Thibault	02145
10/22/2020 20:42	Alt. 2	Something I Like	Dedicated bike path through the barrel/carriageway is great, would be nice to add this to alt C	42.309976	-71.122259	Adam	Pieniasek	02124
10/22/2020 20:43	Alt. 1	Something I Like	Two dedicated bike paths are better than one! Though annoying for people who live on the carriageways to cross traffic to get home. Would be great to fit bike lane + shared street.	42.310511	-71.122007	Adam	Pieniasek	02124
10/23/2020 8:43	Alt. 2	Something I Like	The addition of the signals all along the main barrel is a welcome sight. I'm curious if these would be regular red/yellow/green signals or if they'd be flashing signals.	42.312178	-71.122382	Adrianna	No Last Name Given	02130
10/23/2020 14:07	Alt. 2	Something I Would Change	Extend the path all the way to the path coming up from Forest Hills. There is no reason to force bike riders on to the sidewalk for a 150 yards of what is otherwise a very well considered path network.	42.302889	-71.118759	Hank	Layfield	02131
10/23/2020 14:08	Alt. 1	Something I Would Change	Extend the path all the way to the path coming up from Forest Hills. There is no reason to force bike riders on to the sidewalk for a 150 yards of what is otherwise a very well considered path network.	42.302976	-71.118769	Hank	Layfield	02131
10/23/2020 14:09	Alt. 3	Something I Like	This is the only plan that actually connects Forest Hills to the Pond for bike riders. Regardless of other considerations, please ensure a continuous safe route for bikes, much as we find in alt-c.	42.302571	-71.117992	Hank	Layfield	02131
10/23/2020 14:11	Alt. 3	Something I Like	It's great the way this plan increases usable parkland. Murray Circle was landscaped but not accessible for actual use. This is much better.	42.313523	-71.121441	Hank	Layfield	02131
10/23/2020 14:13	Alt. 3	Something I Would Change	As a general rule, sharp turns on bikeways are not a good idea. They are difficult to negotiate and create poor site lines, all of which means increased danger to both cyclists and pedestrians who might be sharing the path. This should be re-worked for a smoother curve.	42.312519	-71.122586	Hank	Layfield	02131
10/23/2020 16:47	Alt. 3	Something I Would Change	This alternative removes the ability for cars traveling south to access Eliot St, and the other one-way side streets. Left turns around allowed here (which is correct, as they'd slow down traffic), and this plan would remove the ability to make a U-turn with one of the circles to get back to those side streets.	42.313763	-71.119609	No First Name Given	No Last Name Given	-
10/23/2020 18:19	Alt. 1	Something I Would Change	Agree with the other comment that this is the least preferable design, and the angles would need to be adjusted to encourage vehicles to yield. In addition, please raise these and all other crosswalks across the side streets. This will be a highly used facility - prioritize it as such!	42.313649	-71.122068	No First Name Given	No Last Name Given	-
10/23/2020 18:21	Alt. 1	Something I Like	Two-way bike facilities on both sides of the road area great! Both these separated paths and (heavily traffic-calmed) shared streets seem like they'd work. Just make sure it's two-way on both sides!	42.311271	-71.122651	No First Name Given	No Last Name Given	-
10/23/2020 18:24	Alt. 1	Something I Would Change	Crossing multiple lanes of traffic (even at a signal) isn't great. Strongly prefer options that make this a 2-lane crossing rather than a 4-lane crossing	42.307766	-71.119695	No First Name Given	No Last Name Given	-
10/23/2020 18:27	Alt. 1	Something I Would Change	Please look at reducing the number of lanes approaching this signal. It's actuated infrequently - surely there's no need to turn a single lane into 3 approach lanes here. Use the extra space to provide separate bike and ped facilities all the way to the existing sidewalk and bike lanes from the Casey overpass project	42.302448	-71.117098	No First Name Given	No Last Name Given	-
10/23/2020 18:30	Alt. 1	Something I Would Change	A 3-lane, uncontrolled crossing like this CANNOT happen. Especially considering how fast people drive down Centre Street. This would be a terrifying crosswalk to use	42.308687	-71.122031	No First Name Given	No Last Name Given	-

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10/23/2020 18:31	Alt. 1	Something I Like	Raised crossings are great! This should be a bike/ped priority area. No reason not to raise all crosswalks across anything that's not the main roadway throughout the project area	42.307812	-71.119491	No First Name Given	No Last Name Given	-
10/23/2020 18:35	Alt. 3	Something I Like	Love the single lane in each direction. This will significantly decrease speeding in the area and allow for more green space. Please move forward with this as a 2-lane, undivided road. Adding a median back will only encourage more speeding and reduce the space available for trees, sidewalks, and bike lanes.	42.304614	-71.119781	No First Name Given	No Last Name Given	-
10/23/2020 18:37	Alt. 3	Something I Would Change	Please consider shifting the alignment of this roadway and providing only two northbound lanes. Use the extra space to maintain separate bike and ped facilities and existing trees	42.308657	-71.120703	No First Name Given	No Last Name Given	-
10/23/2020 18:42	Alt. 3	Something I Would Change	Either close this access point or move it to after the intersection. As shown it will allow drivers to bypass the Centre/Arborway intersection, which will lead to dangerous driving by people looking to avoid any traffic back-up. The western carriage road ends without connecting to Centre Street - why not do the same here?	42.309298	-71.121028	No First Name Given	No Last Name Given	-
10/23/2020 18:47	Alt. 3	Something I Like	Shared streets look great. As much access management and traffic calming as possible, please! Also, make sure to plan for cyclists, pedestrians, and everyone else not in a motor vehicle to use these in both directions. Important not to force people to cross the busy main line in order to go one way or the other	42.31142	-71.122189	No First Name Given	No Last Name Given	-
10/23/2020 18:50	Alt. 3	Something I Would Change	This is much better than the Alt A and existing condition, but the intersection still looks a little confusing. Could this be simplified? Remove the right-turn slip lane and make the crosswalk just one leg with no island in the middle. I worry right-turning vehicles will not stop for bikes and peds	42.312781	-71.122514	No First Name Given	No Last Name Given	-
10/23/2020 18:52	Alt. 3	Something I Would Change	HUGE improvement over the existing. Strongly support this! But since this is now just a free-flowing road, please provide a raised crosswalk and other elements to make sure drivers are going slow enough to yield to people crossing here.	42.3134	-71.122168	No First Name Given	No Last Name Given	-
10/23/2020 18:55	Alt. 3	Something I Would Change	Please make sure there is a 2-way bike facility connecting the carriage road and Eliot Street. While the Pond side of the road may see more use due to it's connection to the park, this will be an important connection for the community living just east of the parkway	42.31263	-71.122154	No First Name Given	No Last Name Given	-
10/23/2020 18:55	Alt. 3	Something I Like	YES! Raised crossings across all minor roads! This should be the default treatment!	42.31286	-71.121706	No First Name Given	No Last Name Given	-
10/24/2020 14:19	Alt. 1	Something I Would Change	Consider making this two-way so that drivers exiting these neighborhoods can enter Kelley Circle and can easily head northbound or southbound. With this proposed as one-way, they can only go northbound.	42.313179	-71.120813	Charles	No Last Name Given	02118
10/24/2020 14:19	Alt. 1	Something I Like	Raised crossing is good!	42.3129	-71.12176	Charles	No Last Name Given	02118
10/24/2020 14:24	Alt. 1	Something I Would Change	It would be good to have a pedestrian/bicycle crossing across the entire roadway here.	42.310875	-71.122321	Charles	No Last Name Given	02118
10/24/2020 14:29	Alt. 1	Something I Would Change	For ped/bike crossings without a full signal, when crossing more two or more lanes, can you please put a painted buffer/refuge between each travel lane? (See MassDOT Roundabout Guide)	42.309351	-71.121706	Charles	No Last Name Given	02118
10/24/2020 14:31	Alt. 1	Something I Would Change	3 lanes on the roundabout here are too many! Please provide no more than 2 lanes.	42.308683	-71.121666	Charles	No Last Name Given	02118
10/24/2020 14:32	Alt. 1	Something I Would Change	At ped/bike crossings with a full signal, when crossing two or more lanes, please provide striped buffer/refuge between each lane. (See MassDOT Roundabout Guide.)	42.308651	-71.122071	Charles	No Last Name Given	02118
10/24/2020 14:33	Alt. 1	Something I Would Change	At ped/bike crossings of 2 or more lanes that are not fully signalized, please provide striped buffer/refuge between each travel lane. (See MassDOT Roundabout Guide.)	42.309089	-71.121181	Charles	No Last Name Given	02118
10/24/2020 14:34	Alt. 1	Something I Would Change	Please provide crosswalk on 4th leg of intersection. (MassDOT typically requires this.)	42.308905	-71.120003	Charles	No Last Name Given	02118
10/24/2020 14:36	Alt. 1	Something I Would Change	At ped/bike crossings of 2 or more lanes that are not fully signalized, please provide striped buffer/refuge between each lane. (See MassDOT Roundabout Guide.)	42.308724	-71.12135	Charles	No Last Name Given	02118
10/24/2020 14:36	Alt. 1	Something I Would Change	This segment should be marked as a sidewalk.	42.308762	-71.122581	Charles	No Last Name Given	02118

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10/24/2020 14:38	Alt. 1	Something I Would Change	This intersection needs crossings for peds and bikes on all 4 legs.	42.308346	-71.122605	Charles	No Last Name Given	02118
10/24/2020 14:39	Alt. 1	Something I Like	Left turn pocket here is nice to have.	42.309034	-71.120982	Charles	No Last Name Given	02118
10/24/2020 14:42	Alt. 1	Something I Would Change	Can we get rid of the yellow center line on this roadway? Research shows that center lines cause drivers to go faster and pay less attention.	42.305013	-71.119705	Charles	No Last Name Given	02118
10/24/2020 14:46	Alt. 1	Something I Would Change	Can this be a raised crossing?	42.307536	-71.119759	Charles	No Last Name Given	02118
10/24/2020 14:50	Alt. 2	Something I Would Change	Is this one-way or two-way? One-way is likely safer.	42.313316	-71.120494	Charles	No Last Name Given	02118
10/24/2020 14:50	Alt. 2	Something I Would Change	Will drivers be allowed to turn left here? If so, it should be signalized. If not, how will they be able to go southbound?	42.313594	-71.119931	Charles	No Last Name Given	02118
10/24/2020 14:53	Alt. 2	Something I Like	Thank you for providing lots of crosswalks here.	42.312596	-71.122777	Charles	No Last Name Given	02118
10/24/2020 14:54	Alt. 2	Something I Like	Glad to see a (signalized) crossing here.	42.31074	-71.122283	Charles	No Last Name Given	02118
10/24/2020 14:56	Alt. 2	Something I Would Change	Can we still have a two-way bike path here next to the carriageway similar to option A?	42.310867	-71.122077	Charles	No Last Name Given	02118
10/24/2020 14:58	Alt. 2	Something I Like	This 2 lane configuration is MUCH better than the 3 lane configuration in Option A. Safer and takes up less space.	42.308703	-71.121838	Charles	No Last Name Given	02118
10/24/2020 14:59	Alt. 2	Something I Like	This configuration of 2 lanes entering the roundabout and no slip lane is much better than the one in Option A. Safer and takes up less space.	42.309151	-71.121948	Charles	No Last Name Given	02118
10/24/2020 15:00	Alt. 2	Something I Would Change	For ped/bike crossing of 2 or more lanes that is not fully signalized, please provide striped buffer/refuge between each travel lane. (See MassDOT Roundabout Guide.)	42.309331	-71.121835	Charles	No Last Name Given	02118
10/24/2020 15:00	Alt. 2	Something I Would Change	For ped/bike crossing of 2 or more lanes that is not fully signalized, please provide striped buffer/refuge between each travel lane. (See MassDOT Roundabout Guide.)	42.309097	-71.121181	Charles	No Last Name Given	02118
10/24/2020 15:00	Alt. 2	Something I Would Change	For ped/bike crossing of 2 or more lanes that is not fully signalized, please provide striped buffer/refuge between each travel lane. (See MassDOT Roundabout Guide.)	42.308709	-71.121229	Charles	No Last Name Given	02118
10/24/2020 15:01	Alt. 2	Something I Would Change	For ped/bike crossing of 2 or more lanes that is not fully signalized, please provide striped buffer/refuge between each travel lane. (See MassDOT Roundabout Guide.)	42.308639	-71.122036	Charles	No Last Name Given	02118
10/24/2020 15:01	Alt. 2	Something I Would Change	For ped/bike crossing of 2 or more lanes that is not fully signalized, please provide striped buffer/refuge between each travel lane. (See MassDOT Roundabout Guide.)	42.308851	-71.122133	Charles	No Last Name Given	02118
10/24/2020 15:02	Alt. 2	Something I Would Change	Please provide crosswalk for 4th leg of intersection. (MassDOT usually requires it.)	42.308915	-71.120003	Charles	No Last Name Given	02118
10/24/2020 15:03	Alt. 2	Something I Would Change	Need ped/bike crossings of all 4 legs of intersection here.	42.308296	-71.122573	Charles	No Last Name Given	02118
10/24/2020 15:04	Alt. 2	Something I Would Change	Can you remove the yellow center line on this street? Research has shown that drivers go faster and pay less attention when a center line is provided.	42.307895	-71.119566	Charles	No Last Name Given	02118
10/24/2020 15:04	Alt. 2	Something I Like	I like the single soundbound travel lane. Much safer and takes up less space.	42.308564	-71.120631	Charles	No Last Name Given	02118
10/24/2020 15:05	Alt. 2	Something I Would Change	Are two northbound lanes really necessary here?	42.308338	-71.120135	Charles	No Last Name Given	02118

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10/24/2020 15:06	Alt. 2	Something I Like	I like the single lane in each direction here. Much safer and takes up less space.	42.306685	-71.119365	Charles	No Last Name Given	02118
10/24/2020 15:13	Alt. 2	Something I Would Change	Can this be a single lane entry?	42.309089	-71.121036	Charles	No Last Name Given	02118
10/24/2020 15:16	Alt. 2	Something I Would Change	Can this one piece of the circle be a single lane? Based on the proposed lane markings, there would never be two lanes entering it.	42.308822	-71.121964	Charles	No Last Name Given	02118
10/24/2020 15:30	Alt. 3	Something I Would Change	Is this street two-way or one-way?	42.313298	-71.120647	Charles	No Last Name Given	02118
10/24/2020 15:31	Alt. 3	Something I Would Change	If left turns are allowed out of here, they should be signalized. If they are allowed into here, they should have a protected left turn phase.	42.313626	-71.119971	Charles	No Last Name Given	02118
10/24/2020 15:32	Alt. 3	Something I Would Change	If left turns are allowed out of here, they should be signalized. If they are allowed into here, they should have a protected left turn phase. Left turns across two lane of traffic without a signal are very dangerous.	42.31313	-71.12136	Charles	No Last Name Given	02118
10/24/2020 15:34	Alt. 3	Something I Would Change	Please provide pedestrian crossing on the 4th leg of this intersection. (MassDOT usually requires it.)	42.312735	-71.122613	Charles	No Last Name Given	02118
10/24/2020 15:38	Alt. 3	Something I Would Change	I really do not like these bypass lanes. Even though the crossings are raised, I think drivers will go too fast due to the swooping curve.	42.309197	-71.121867	Charles	No Last Name Given	02118
10/24/2020 15:38	Alt. 3	Something I Would Change	I really do not like these bypass lanes. Even though the crossings are raised, I think drivers will go too fast due to the swooping curve.	42.309224	-71.121465	Charles	No Last Name Given	02118
10/24/2020 15:40	Alt. 3	Something I Would Change	Need ped/bike crossings at all legs of this intersection.	42.308397	-71.122551	Charles	No Last Name Given	02118
10/24/2020 15:43	Alt. 3	Something I Would Change	Please include a bike crossing here.	42.302579	-71.116811	Charles	No Last Name Given	02118
10/26/2020 8:58	Alt. 3	Something I Would Change	Sight lines for vehicles entering the Upper Arborway here are poor, creating a dangerous situation for all (pedestrians, bikes and vehicles). Consider restricting parking on the Upper Arborway close to the intersection for increased visibility.	42.306935	-71.119072	Clay	Harper	02130
10/26/2020 11:55	Alt. 1	Something I Would Change	The Dutch have built thousands of roundabouts that safely accommodate cyclists, pedestrians, and motorists, and this design is completely alien to anything that would be built there. The design speed for cars is too fast, pedestrian/cyclist priority will not be respected, and there are too many lanes for cars given Boston's public commitment to halve car VMT. Please read the Dutch design manuals and learn from their wealth of experience building safe and efficient infrastructure.	42.308972	-71.121707	No First Name Given	No Last Name Given	-
10/26/2020 12:08	Alt. 1	Something I Would Change	Pointing traffic directly into Pond St would (I fear) result in MORE cut through traffic on Pond St up through Moss Hill.	42.312611	-71.122645	Cornelia	Hoskin	02130
10/26/2020 12:11	Alt. 2	Something I Like	This is by far the best use of this space and traffic flow. Pointing more traffic down Parkman, instead of up Pond St is safer for all who live, walk and bike on Pond St.	42.313268	-71.121583	Cornelia	Hoskin	02130
10/26/2020 12:13	Alt. 2	Something I Like	Pushing automobile traffic to these lanes, and narrowing the carriage lanes is terrific!	42.311267	-71.122431	Cornelia	Hoskin	02130
10/26/2020 12:13	Alt. 2	Something I Like	Very sensible way to enter Centre St from May St.	42.309565	-71.124501	Cornelia	Hoskin	02130
10/26/2020 12:15	Alt. 2	Something I Would Change	What is the plan for Arboretum parking along here? This can impact surrounding streets and available resident parking.	42.306487	-71.119367	Cornelia	Hoskin	02130
10/26/2020 12:22	Alt. 3	Something I Would Change	Directing traffic up Pond St will result in higher speeds and more cars on Pond St through Moss Hill. When Parkman was closed this spring, Pond St was like the Autobahn! Please direct traffic to Parkman, as in Alt B.	42.312597	-71.122747	Cornelia	Hoskin	02130
10/26/2020 20:38	Alt. 1	Something I Would Change	This should not be a right-turn only lane. If you are driving south on Jamaica way in the right-hand lane and you want to proceed toward Murray Circle, it will be very hard to switch quickly from the right-hand lane to the left-hand lane in order to avoid the right-turn only lane. Many people will end up just driving straight across the markings.	42.313742	-71.121854	Ben	Wetherill	02132

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10/26/2020 20:39	Alt. 1	Something I Like	This separated bike path is great!	42.313142	-71.122382	Ben	Wetherill	02132
10/26/2020 20:55	Alt. 1	Something I Like	I like this slip-lane because there is a large volume of cars following this route, but can you do something to make cars go slowly, like a raised pedestrian crossing?	42.30923	-71.121956	Ben	Wetherill	02132
10/26/2020 20:57	Alt. 1	Something I Like	This is a great bike lane! Please make sure it is two-way.	42.309118	-71.122144	Ben	Wetherill	02132
10/26/2020 20:58	Alt. 2	Something I Would Change	Drivers from Pond St. will turn right here. Might result in too much traffic on carriage way.	42.312366	-71.122744	Ben	Wetherill	02132
10/27/2020 13:15	Alt. 2	Something I Like	I like this long stretch of uninterrupted and separated bike path between both circles, it would make for much safer running and cycling between the Pond and the Arboretum.	42.312726	-71.122423	No First Name Given	No Last Name Given	-
10/27/2020 14:29	Alt. 3	Something I Like	This option, with no traffic circle, returns more of the open space in the arbor way to residents, which is great!	42.308741	-71.121728	David	Moses	-
10/27/2020 14:31	Alt. 3	Something I Like	The chicanes on these pathways would slow car traffic, and encourage all users to share the space. To improve, consider combining with the sidewalk to make it a true shared street with all users, drivers, cyclists, pedestrians.	42.309931	-71.121658	David	Moses	-
10/27/2020 14:32	Alt. 3	Something I Like	Two way bike path here is so important!	42.307417	-71.119622	David	Moses	-
10/27/2020 14:37	Alt. 1	Something I Would Change	Agree with other comments here that this crossing is still dangerous, especially for people on bikes but pedestrians too. cars will still zoom around the circle and not be looking to stop. Could there be an elevated crossing here? Or maybe more of a right angle would help slow cars.	42.31378	-71.122031	Eliza	Parad	02130
10/27/2020 17:36	Alt. 3	Something I Would Change	Right turns from Pond onto the Barrel look to be difficult. Consider designing a safer right turn into this intersection. Pond has heavy traffic at times and some of it turns right.	42.312446	-71.122516	Stephen	Ringlee	02130
10/27/2020 17:37	Alt. 3	Something I Would Change	Traffic coming down Parkman is at high speed. This crosswalk needs thoughtful design to minimize dangers to users. An on-call flashing signal might help.	42.313283	-71.12206	Stephen	Ringlee	02130
10/27/2020 17:39	Alt. 3	Something I Like	Eliminating Kelley Circle is a great idea and will both improve safety as well as crossing capabilities for pedestrians and cyclists.	42.313624	-71.121272	Stephen	Ringlee	02130
10/27/2020 17:41	Alt. 3	Something I Like	The brick pavement and limited access will turn these side freeways into true carriageways, limit use to residents, and direct through traffic into the Barrel. Be careful that Waze has no way of directing through drivers onto the carriageways if traffic on the Barrel slows.	42.31191	-71.122774	Stephen	Ringlee	02130
10/27/2020 17:42	Alt. 3	Something I Like	Turning Murray Circle into a signaled intersection will slow through speeds to much safer levels, improve traffic safety, eliminate the hazards of a fast, multilane rotary, and improve pedestrian/cyclist safety at crossings.	42.30905	-71.121647	Stephen	Ringlee	02130
10/27/2020 17:44	Alt. 3	Something I Would Change	Kindly make the carriageway a shared auto/cyclist street. Cyclists living near St Joseph St et al will use this side of the Arborway exclusively and will not cross over to the south side unless they are going there.	42.30761	-71.119325	Stephen	Ringlee	02130
10/27/2020 17:48	Alt. 3	Something I Would Change	I agree with others... this space invites use as parkland, not merely a tree-bedecked median strip. Adding walking paths would be a start.	42.303555	-71.118692	Stephen	Ringlee	02130
10/27/2020 20:51	Alt. 3	Something I Like	Great idea to get rid of the traffic circles! Many drivers don't use them correctly and they are truly hazardous to pedestrians and bicyclists.	42.309065	-71.121693	katherine	raisz	02130
10/27/2020 20:51	Alt. 3	Something I Like	Great idea to get rid of the traffic circles! Many drivers don't use them correctly and they are truly hazardous to pedestrians and bicyclists.	42.312739	-71.122325	katherine	raisz	02130
10/27/2020 20:54	Alt. 3	Something I Like	I love the idea of eliminating Kelley Circle and expanding the park area! Well-done!	42.313617	-71.121558	katherine	raisz	02130
10/27/2020 20:55	Alt. 1	Something I Would Change	The traffic circles need to go!	42.308933	-71.121747	katherine	raisz	02130
10/28/2020 9:43	Alt. 1	Something I Would Change	Agreeing with the other comments - this crossing is maybe the most dangerous one on this route as vehicles almost never yield here, and instead accelerate around the circle to make this right turn. Need to change the angle of approach so they can better see folks crossing, especially crossing from the Pond. A raised crosswalk is a great idea for slowing cars down here. Maybe a flashing light or something else would also help.	42.313703	-71.121953	No First Name Given	No Last Name Given	02131

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10/28/2020 9:49	Alt. 1	Something I Would Change	This route is my commute to work at BU, from Roslindale. Right now, I NEVER cross at this crosswalk because vehicles come up to it so fast, and drivers are looking left to see when they can get in to the rotary, not watching the crosswalk. I cross instead at the previous crosswalk, which has an on-demand signal, and then I proceed on to May to avoid Centre. If you don't want bikes to continue to do that, this needs to be an actual signal as well.	42.308598	-71.121991	No First Name Given	No Last Name Given	02131
10/28/2020 9:52	Alt. 2	Something I Would Change	Same issues as alt-A with these crossings not being signalized. If you are going to have a design where bikes have to cross at these pedestrian crossings, they need to be signalized so cars are forced to yield. Instead, a better option might be to both signalize these for pedestrians, and then eliminate a car lane from the rotary and put in a proper, large, visible bike lane in the rotary itself, to slow car traffic and allow bikes to flow to the next leg of the path.	42.308796	-71.122146	No First Name Given	No Last Name Given	02131
10/28/2020 9:55	Alt. 2	Something I Like	This design is such an improvement on the current circle - adds parkland, eliminates the most dangerous crossing on my route and gives us a signalized crossing here. I love this.	42.313433	-71.121942	No First Name Given	No Last Name Given	02131
10/28/2020 9:59	Alt. 2	Something I Like	Disagree with the negative comments here. Re: cars turning right on to the carriageway to get southbound - right now, these homes don't even have a carriageway, just a high-speed two-lane raceway; carriageway should keep speeds way down. For cars heading north, having to do through three signalized intersections is a little slower, but this is a city - I am fine deprioritizing cars this way.	42.312624	-71.122838	No First Name Given	No Last Name Given	02131
10/28/2020 10:04	Alt. 3	Something I Would Change	Agree with the concern about the right slip lane. It's better than the current one at Parkman - this one is tighter and vehicles would at least need to slow down. But drivers will still be looking left for cars, and not looking right to check for peds/bikes.	42.312787	-71.122449	No First Name Given	No Last Name Given	02131
10/28/2020 10:07	Alt. 3	Something I Would Change	I don't think this does direct traffic on to Pond more than it directs traffic on to Parkman. The intersection is super confusing, which I hate, so I do think it needs to somehow be simplified - this is the element I like least about this design. But drivers heading north from Murray circle will use the same light to get on either Parkman or Pond, look like. Same for drivers heading south from the Pond.	42.312604	-71.122726	No First Name Given	No Last Name Given	02131
10/28/2020 10:11	Alt. 3	Something I Would Change	While I generally don't mind share-use low speed carriageways like this, I'm just concerned that cars attempting to use these to bypass the main barrel will get enraged at being "stuck" behind a cyclist and get aggressive. That usually leads to a driver making a dangerous move to get around a cyclist, often at high speed, causing a danger to the cyclist, other drivers, and anyone else using this road.	42.310547	-71.122479	No First Name Given	No Last Name Given	02131
10/28/2020 10:14	Alt. 3	Something I Would Change	My concern about aggressive drivers on the carriage way (the comment I left on the other carriageway) is actually more applicable on this side, where the carriageway is not a dead-end. I live off the carriageway of the W. Rox parkway, which I hate biking on because cars get way too aggressive.	42.3109	-71.12205	No First Name Given	No Last Name Given	02131
10/28/2020 13:22	Alt. 3	Something I Would Change	We need to get rid of Murray Circle and replace it w a fully-signalized intersection: Alt C is by far the best option. As many others have said, the traffic volume, along w the complexity and variety of users is far too great for any roundabout option to work as well as an intersection. Safety First; please. Roundabout = disaster for peds, bicyclists, and, yes, also drivers. Move the lovely mature shrubs, replace the trees, and maximize the green space by moving all of it to the edges.	42.309522	-71.121824	Thomas	Jacobson	02130
10/28/2020 17:47	Alt. 1	Something I Would Change	Unfortunately, I was hit twice while crossing on my bike from JP Pond to go Pond Street. Cars DO NOT stop or yield. Flashing signage and raised pedestrian crossing might help but I know it's now guaranteed.	42.313707	-71.122026	Robin	Cheung	02130
10/28/2020 18:14	Alt. 1	Something I Would Change	Kelley Circle should be removed and replaced w a solution which maximizes ped and bicyclist access to the green space, such as Alt B or C for this end of the project, though B is better overall.	42.313548	-71.121717	Thomas	Jacobson	02130
10/28/2020 18:22	Alt. 2	Something I Like	Alt B is the best solution specifically for Kelley Circle: there is too much traffic SE-bound on Francis Parkman in evening commute for Alt C to work well....and of course Alt A is a non-starter as it continues the status quo of too much green space useless except to the eye. Alt B creates good public access to the now-open green space. Great place to put intersection for movement of all users in all directions.	42.313822	-71.121749	Thomas	Jacobson	02130

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10/28/2020 18:31	Alt. 3	Something I Like	Chicanes can be more effective for traffic calming if you place a table/raised crosswalk at both ends or the middle of each chicane: that would eliminate the concerns about cars using the carriageways to cut-thru. Final solution needs to optimize ped & cyclist enjoyment of carriageways.	42.3107	-71.122495	Thomas	Jacobson	02130
10/28/2020 18:35	Alt. 3	Something I Would Change	Alt C is inferior to Alt B at bottom of Pond St: there is far more afternoon traffic down Francis Parkman than Pond, and Alt C optimizes the wrong flow. Parkman will end up backing up worse than status quo w Alt C here; B is better spot for intersection.	42.312555	-71.12264	Thomas	Jacobson	02130
10/28/2020 21:26	Alt. 2	Something I Like	I already cross Centre St. next to the rotary rather than going up to the light and back because when I am walking or biking, it is sort of a pain to go uphill to the light, wait an indefinite amount of time, and then walk back to where I would have been if I crossed next to the rotary. I hold out my arm, traffic stops, and I cross. The backup of a light would probably be safer	42.308651	-71.121948	Jessica	Mink	02131
10/28/2020 21:27	Alt. 2	Something I Would Change	There should be a way to get from the bike lane coming into the rotary from the south onto the northbound Arborway Carriageway.	42.308548	-71.121637	Jessica	Mink	02131
10/28/2020 21:29	Alt. 2	Something I Like	Kelley Circle traffic turning onto Francis Parkman Drive has always been a hazard to bicyclists and pedestrians crossing between the Arborway sidewalk and the Jamaica Pond paths. This makes that safer.	42.313214	-71.121744	Jessica	Mink	02131
10/28/2020 21:33	Alt. 2	Something I Would Change	I'd like to see Prince St. two-way for cars and one-way for bikes. Motorized traffic is low enough that a sidewalk on the pond side, then a separated northbound bike lane, then a single motorized vehicle lane, than separated southbound bike lane would fit. It could be tested with paint before building anything. I know this is the city's problem, but it makes it easier for bikes to go around the west side of Jamaica Pond without using the DCR's Parkman Drive.	42.313951	-71.12478	Jessica	Mink	02131
10/28/2020 21:36	Alt. 2	Something I Like	I like this raised bike lane along the Arborway. I would use it every day on my commute up the Emerald Necklace toward the BU Bridge to Cambridge.	42.307122	-71.11948	Jessica	Mink	02131
10/28/2020 21:38	Alt. 2	Something I Would Change	I'd like a route across this intersection for northbund bicycle traffic to the start of the 2-way cycle track along the northbound Arborway.	42.308329	-71.122554	Jessica	Mink	02131
10/28/2020 21:40	Alt. 1	Something I Would Change	This is probably the most dangerous crossing for bicyclists and pedestrians and will remain so with this design.Please eliminate Kelly Circle!	42.313733	-71.122044	Jessica	Mink	02131
10/28/2020 21:41	Alt. 1	Something I Like	Separating bicyclists and pedestrians here is a good idea, including the wide entrance to the Jamaica Pond Park.	42.313535	-71.122117	Jessica	Mink	02131
10/28/2020 21:44	Alt. 1	Something I Would Change	Crossing 4 separate trafficways is very time-consuming for bicyclists, especially when some of those trafficways are uncontrolled and coming out of the rotary. More traffic signals are needed.	42.309247	-71.121406	Jessica	Mink	02131
10/28/2020 21:47	Alt. 1	Something I Would Change	I don't think that three lanes of motorized traffic are needed west of this light. With the right lane turned over to bicycles, bicyclists and pedestrians would have less distance to share the sidewalk which splits into separate bike and pedestrian paths east of the light anyway.	42.302371	-71.116996	Jessica	Mink	02131
10/28/2020 21:49	Alt. 3	Something I Would Change	Add a bike box at this light going northbound so it is possible to cross to the 2-way cycle track on the southbound side of the Arborway.	42.308303	-71.12257	Jessica	Mink	02131
10/28/2020 21:51	Alt. 3	Something I Like	I'll miss the trees in the center, but they really destroy mutual visibility of cars in the rotary and will make it safer for bicyclists, pedestrians and cars to get from the Arboretum to Jamaica Plain on Centre St.	42.309047	-71.121602	Jessica	Mink	02131
10/28/2020 21:53	Alt. 3	Something I Would Change	As a bicyclist, I do not like chicanes like this which I experience on Sparks St. and Lowell St. in Cambridge. requiring constant zig-zagging is not good for drivers or cyclists. I'd rather have traffic humps with spaces on the side for bikes to slip through, and straight curbs.	42.310382	-71.122385	Jessica	Mink	02131
10/28/2020 21:55	Alt. 3	Something I Like	This is my favorite treatment of Parkman Drive and Prince St. The bike crossing here can feed into a northbound Prince St. bike lane as well as accept southbound bikes from Prince St.	42.313425	-71.122715	Jessica	Mink	02131
10/28/2020 21:56	Alt. 3	Something I Like	I like this mid-block crossing, but think that it should be raised on the main route as well as the carriageways.	42.3109	-71.122339	Jessica	Mink	02131
10/28/2020 21:57	Alt. 3	Something I Like	I assume that this southern stretch will be 2-way for cars so residents can get in and out. This is OK with me, but should be indicated on the map.	42.310129	-71.12297	Jessica	Mink	02131
10/28/2020 22:00	Alt. 3	Something I Would Change	The outer east-bound lane should be a continuation of the cycle track so that one can proceed straight onto the Forest Hills cycle track on the other side of the Arboretum entrance. The third motorized lane is not necessary until the east side of the light.	42.302422	-71.117313	Jessica	Mink	02131

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10/29/2020 9:14	Alt. 3	Something I Would Change	I much prefer rotaries to intersections. There is a huge amount of traffic through this point, and it doesn't seem like an intersection can handle it. It seems like it would be continuously packed with cars. This also results in crosswalks that cross at least four lanes of traffic on almost every side, so I'm surprised that pedestrians would like it. I'm wondering if there are other options for pedestrians with the rotary designs, such as tunnels or bridges.	42.308985	-71.12168	Ben	Wetherill	02132
10/29/2020 9:21	Alt. 3	Something I Would Change	I don't see any reason why this option can't also have a continuous separated bike path, like the other options. It is not ideal to have such a disjointed path that mixes with shared-use streets and parked cars. This is a major bicycle corridor from West Roxbury to the city. It should be continuous and separated wherever possible.	42.309683	-71.122127	Ben	Wetherill	02132
10/29/2020 9:22	Alt. 3	Something I Would Change	Why does this sidewalk merge with the bike path? This doesn't seem necessary, because there is plenty of room for both.	42.309689	-71.122203	Ben	Wetherill	02132
10/29/2020 9:24	Alt. 1	Something I Would Change	Coming from West Roxbury to JP Pond by bike, this is actually the best place to cross the street. Can you put a bike crossing here?	42.308263	-71.122624	Ben	Wetherill	02132
10/29/2020 17:27	Alt. 3	Something I Like	A signalized intersection is fantastic! Murray Circle is total chaos and very dangerous. Pedestrian crossings to the Arnold Arboretum are not safe with the circle.	42.309054	-71.121604	No First Name Given	No Last Name Given	-
10/29/2020 17:30	Alt. 3	Something I Would Change	I like the single lane in each direction, but there does not appear to be any parking along the Arborway for visitors to the Arboretum. This is a hugely important place for visitors to park.	42.306691	-71.119346	No First Name Given	No Last Name Given	-
10/29/2020 17:31	Alt. 3	Something I Would Change	It would be way better to move this pedestrian crossing north to the other side of the entrance to the Arboretum.	42.307542	-71.119545	No First Name Given	No Last Name Given	-
10/29/2020 17:32	Alt. 3	Something I Like	This is fantastic! Perhaps it can be planted with trees that are representative of the Arnold Arboretum and give a sense of arrival and place. Great to have more green space here.	42.308667	-71.121612	No First Name Given	No Last Name Given	-
10/29/2020 17:35	Alt. 2	Something I Would Change	Moving this cross walk north to the other side of the entrance to the Arboretum would be safer. Less time for cars to accelerate from intersection.	42.30735	-71.119456	No First Name Given	No Last Name Given	-
10/29/2020 17:37	Alt. 2	Something I Like	One lane in each direction is great! Olmsted would be pleased to see this area return to an actual parkway. I assume that there would be parking on the southbound side next to the Arboretum which is more generous than the very skinny spaces now.	42.306253	-71.119429	No First Name Given	No Last Name Given	-
10/29/2020 17:38	Alt. 2	Something I Would Change	This rotary is a nightmare. Please go with alternative C.	42.308996	-71.121739	No First Name Given	No Last Name Given	-
10/29/2020 17:40	Alt. 2	Something I Would Change	Can there be more handicap parking along the Arborway here near the gate? This is a really good part of the Arboretum for those with mobility challenges.	42.30728	-71.119526	No First Name Given	No Last Name Given	-
10/29/2020 19:11	Alt. 3	Something I Like	Dangerous as roundabout, lighted intersection much preferred	42.308961	-71.121744	Andrew	Gapinski	02132
10/29/2020 20:45	Alt. 1	Something I Like	This is a thoughtful transition by providing separate walking and biking waiting areas. Much better than forcing different users into the same ramps like the Southwest Corridor.	42.313674	-71.119743	Nick	Schmidt	02130
10/29/2020 20:50	Alt. 1	Something I Would Change	There is no way for a cyclist to safely access Perkins without going all the way around the Jamaica way and pond. Parkman Drive should be repurposed for pedestrian and bike travel only. Make Prince two-way. Or, at the very least, remove the southbound lane from Parkman and replace the lane with a two-way bike path, leaving a single northbound lane paired with the Prince southbound lane.	42.313818	-71.122256	Nick	Schmidt	02130
10/29/2020 20:53	Alt. 1	Something I Like	Push crossing closer to main line, giving more space to T up the intersection, which will provide better visibility of the crossing and slow drivers.	42.312197	-71.122243	Nick	Schmidt	02130
10/29/2020 20:55	Alt. 1	Something I Like	Generally prefer two-way bike paths on both sides of the street instead of the shared approach in Concept 3. Continuation of path legibility is important and the separation is needed for families and those uncomfortable in mixed traffic. This is one of the few elements of Concept 1 worth retaining.	42.311471	-71.122455	Nick	Schmidt	02130
10/29/2020 20:56	Alt. 1	Something I Like	This and similar crossings should be raised to encourage yielding behavior from drivers and slow them down as they come off the main line.	42.31265	-71.123238	Nick	Schmidt	02130

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10/29/2020 21:03	Alt. 1	Something I Would Change	I appreciate the effort, but multi-lane approaches and exits at roundabouts will never be comfortable or safe for people crossing by foot or bike. Drivers naturally are looking to their left to scan for openings, not to the right to look for people. It would be a shame to reconstruct everything in such a similar manner as today's poor condition. Either lose the circle or signalize approaches/exits.	42.309048	-71.121537	Nick	Schmidt	02130
10/29/2020 21:06	Alt. 1	Something I Would Change	Crossings here need to be protected with curb extensions and raised crossings. Drivers routinely park here in a manner that blocks existing curb ramps and crossings. This behavior can easily be designed away.	42.307775	-71.120725	Nick	Schmidt	02130
10/29/2020 21:07	Alt. 1	Something I Like	Continuation of a separate bike path is very nice to see.	42.306611	-71.119469	Nick	Schmidt	02130
10/29/2020 21:08	Alt. 1	Something I Would Change	Consider piloting advisory bike lanes on the upper Arborway (is that what's it's called?) between Centre and St. Joseph. Sight lines are good, the street is fairly level, and it serves as a local funnel for bicycle traffic heading to the Arboretum signalized crossing.	42.308186	-71.119783	Nick	Schmidt	02130
10/29/2020 21:14	Alt. 2	Something I Would Change	Please update with separate bike crossing and ramp.	42.313737	-71.119695	Nick	Schmidt	02130
10/29/2020 21:19	Alt. 2	Something I Like	I really like what Concept B is proposing by eliminating the circle and adding contiguous high quality parkland, but there's still no way for a cyclist to get to Perkins Street from here without going all the way around the Pond. There's no need for two southbound lanes (Prince and Parkman). Remove Parkman's southbound lane, shift northbound vehicle travel to that lane, and reclaim the former northbound lane closest to the Pond as a two-way bike path.	42.31342	-71.122068	Nick	Schmidt	02130
10/29/2020 21:21	Alt. 2	Something I Would Change	It's a bit messy here in terms of what is walking space, bicycle space, or shared path space. Materials matter. Can we get concrete sidewalks adjacent to new bike paths that connect seamlessly to sidewalks on the carriageway edges?	42.313477	-71.121942	Nick	Schmidt	02130
10/29/2020 21:23	Alt. 2	Something I Like	Love, love, love this realignment. I've been thinking this same approach for years. Plenty of space to squish all four lanes in the northbound barrel of the Arborway. The loss of the few trees is sad, but the unlocking of existing but inaccessible parkland is astounding.	42.313499	-71.120894	Nick	Schmidt	02130
10/29/2020 21:25	Alt. 2	Something I Like	Smart approach to split Pond Street traffic into two completely separate directions, which reduces the strain on a single intersection.	42.312611	-71.122819	Nick	Schmidt	02130
10/29/2020 21:27	Alt. 2	Something I Would Change	I would keep the second two-way path on the northbound carriageway from Concept A and end it here at the mid-block crossing, routing cyclists to the other path.	42.31292	-71.122844	Nick	Schmidt	02130
10/29/2020 21:30	Alt. 2	Something I Would Change	Please consider piloting advisory bike lanes on the upper Arborway between Centre and St. Joseph, as it has good sight distance, relatively low vehicle traffic, and funnels local bicycle traffic to the Arboretum crossing.	42.308241	-71.119805	Nick	Schmidt	02130
10/29/2020 21:32	Alt. 2	Something I Like	This newly accessible green space would be a great spot for a playground or dog park. Some sort of activated use.	42.308822	-71.120481	Nick	Schmidt	02130
10/29/2020 21:35	Alt. 2	Something I Would Change	Multi-lane approaches and exits will never be safe or comfortable to traverse by foot or bike. It is an inherent problem with both circle options shown for Murray. Multi-threat crash potential with every crossing. These crossings must be signalized if you ever want people to be safe crossing here.	42.309018	-71.121733	Nick	Schmidt	02130
10/29/2020 21:35	Alt. 2	Something I Like	This compact reconfiguration of the Prince/Arborway/Centre intersection is well done.	42.309239	-71.120832	Nick	Schmidt	02130
10/29/2020 21:39	Alt. 2	Something I Would Change	Is DCR not considering regrading the Arborway here to remove the median?	42.304181	-71.119708	Nick	Schmidt	02130
10/29/2020 21:43	Alt. 3	Something I Like	Conversion of the Arborway here to a regular two-lane street (no median) with a generous bike path is visionary. This is by far my most desired design approach for south of Murray Circle.	42.305923	-71.119609	Nick	Schmidt	02130
10/29/2020 21:51	Alt. 3	Something I Would Change	I appreciate the spirit of this, but let's be real: DCR does not have the funding to maintain a flush, special material shared street. Over time the surface quality will become poor for people biking. Separated asphalt paths like Concept A or B are smoother, provide continuous path legibility, and, especially for families and those who are uncomfortable biking in mixed traffic, provide a safer experience.	42.310863	-71.123021	Nick	Schmidt	02130
10/29/2020 22:01	Alt. 3	Something I Would Change	If Parkman Drive can't be returned to exclusive bike/ped use, at least remove Parkman's southbound lane (leave that direction of vehicle travel for Prince), shift the northbound lane to the west away from the Pond, and repurpose the lane closest to the Pond as a two-way bike path. There is no alternative bike connectivity here that is safe and comfortable without going all the way around the Pond via Jamaica way and Perkins.	42.313725	-71.122079	Nick	Schmidt	02130

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10/29/2020 22:06	Alt. 3	Something I Would Change	I appreciate what is being proposed but I think I prefer the intersection at Parkman as in Concept B. Comparatively, this intersection is more confusing and less ideal for people walking and biking with the harsh angles and slip lane. Realistically, would both intersections (Pond/Arborway and Pond/Parkman) function as a single huge intersection? There's so little queuing space between them that it's hard to imagine there wouldn't be long clearance times in the signal "flush out" vehicles.	42.312717	-71.122425	Nick	Schmidt	02130
10/30/2020 13:44	Alt. 3	Something I Like	The Alt C design brought a smile to my face. It is a truly visionary re-imagining of public space that equally balances the interests of pedestrians, bicycles and autos, while also better integrating with the character of the surrounding area, and restoring more 'green' to this link in the Emerald Necklace.	42.30908	-71.121489	Robert	Davis	02130
10/30/2020 13:48	Alt. 3	Something I Like	The re-purposing of the carriageway makes this residential area more comfortable and safe for foot traffic. It removes what has become, increasingly, a high-speed alternative route for motorists who don't want to deal with the slower traffic in the middle lanes of the Arborway.	42.309397	-71.12124	Robert	Davis	02130
10/30/2020 13:51	Alt. 3	Something I Like	I like placing a walkway here. It allows the residential areas on either side of the Arborway to connect.	42.31089	-71.122381	Robert	Davis	02130
10/30/2020 16:09	Alt. 2	Something I Would Change	I live the no-circle design here, but to get onto Prince St from the north, a driver would have to go all the way down to Murray circle/square and come back up here to take a right. Can an option be made to allow cars to turn left here without risking it being a cut-through?	42.312833	-71.121673	No First Name Given	No Last Name Given	-
10/30/2020 16:13	Alt. 2	Something I Would Change	I would love to see some curb bump outs along here to make it really clear that this is not to be used as a high speed pass through from Pond.	42.310577	-71.122522	No First Name Given	No Last Name Given	-
10/30/2020 16:22	Alt. 3	Something I Like	this looks so great with the parkland already next to the pond. and so useful now too. this is the best option for Kelley Circle!	42.313761	-71.121532	No First Name Given	No Last Name Given	-
10/30/2020 16:25	Alt. 3	Something I Would Change	coming from the north on the Jway, a driver would have to do a bunch of Uturns and extra driving instead of being able to turn left on Prince. is there a way to make all that unnecessary without Prince becoming a cut-through?	42.31279	-71.121658	No First Name Given	No Last Name Given	-
10/30/2020 16:32	Alt. 3	Something I Would Change	this is an odd zigzag. coming from may street, someone outbound will catch the bike lane at the intersection, and inbound will want to head further north. connect this with the other bike path 20 ft to the north to make an intersection.	42.309129	-71.122247	No First Name Given	No Last Name Given	-
10/30/2020 16:38	Alt. 3	Something I Would Change	As much as I am not a car driver, i do think there needs to be extra parking for all the visitors, with occasional bump outs so that it is not mistaken for a travel lane. if they don't park here, they will end up parking in the entire neighborhood nearby	42.305212	-71.119897	No First Name Given	No Last Name Given	-
10/30/2020 21:16	Alt. 3	Something I Would Change	return Parkman Drive to exclusive bike/ped use	42.31388	-71.122321	Jana	Pickard-Richardson	02130
11/1/2020 10:05	Alt. 1	Something I Would Change	I agree to deleting this lane. Instead move this lane with the other 2 and make it a dedicated right turn lane.	42.309385	-71.121897	GEORGE	LEONG	02130
11/1/2020 10:16	Alt. 1	Something I Would Change	I agree that bike path should be extended at least to recent new entrance to Arboredum where trucks use extended bow-tie turn. Possible to move all traffic lanes away from Arboredum to make room for a real bike path extended.	42.303033	-71.118852	GEORGE	LEONG	02130
11/1/2020 10:16	Alt. 1	Something I Like	Cars are terrific at yielding in both directions at Francis Parkman Dr. (they are not at Murray). I walk here frequently with my dogs.	42.313765	-71.122044	Vickie	Henry	02130
11/1/2020 10:20	Alt. 1	Something I Like	Alternative A: I really like the flow from Pond straight out to the Arborway. Option B is awful because it adds 2 long signals (in the current design we rarely get caught at the NB light so I'm not counting that as a current signal). Option B would be awful. 1. We'd have to wait for and cross Francis Parkman traffic. 2. We'd Have to then wait to turn left onto the Arborway to get to Boston.	42.312555	-71.122731	Vickie	Henry	02130
11/1/2020 10:28	Alt. 2	Something I Would Change	I do not agree with 1 lane each way. It do not make sense to go from 2 lanes to 1 back to 2. Too many cars use this during rush hour. Traffic would be a nightmare.	42.306126	-71.119472	GEORGE	LEONG	02130
11/1/2020 10:30	Alt. 2	Something I Like	2 way bike path here makes great sense. Do not need 2 way bike path on other side but would be convenient.	42.310216	-71.122342	GEORGE	LEONG	02130
11/1/2020 10:36	Alt. 2	Something I Like	Nice design here, delete rotary here. Makes land much more accessible and useful.	42.313368	-71.121527	GEORGE	LEONG	02130
11/1/2020 11:00	Alt. 3	Something I Like	Love how separate the bike path is from the sidewalk. Not sure I like the single lane each way tho. Could be a traffic nightmare during rush hour.	42.305799	-71.119722	GEORGE	LEONG	02130
11/1/2020 11:01	Alt. 3	Something I Would Change	Where will all the people park to visit the Arboredum?	42.305626	-71.119789	GEORGE	LEONG	02130

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11/1/2020 11:59	Alt. 1	Something I Like	I like a separated and protected bike lane	42.310237	-71.121851	Samantha	Pillen	02131
11/1/2020 11:59	Alt. 1	Something I Like	I like a separated and protected bike lane	42.311157	-71.122651	Samantha	Pillen	02131
11/1/2020 19:49	Alt. 1	Something I Would Change	Cyclists and pedestrians will have to go through many multi-lane crosswalks, where drivers are unlikely to yield properly	42.308651	-71.121358	Sam	Greenblatt	02130
11/1/2020 19:51	Alt. 1	Something I Would Change	Please make separate paths for cycling and walking. Many cyclists commute through this area, so they are often moving much faster than walkers, who might be going for a slow walk or walking dogs, etc...	42.309163	-71.121191	Sam	Greenblatt	02130
11/1/2020 20:00	Alt. 2	Something I Would Change	Please provide separate paths for cyclists and pedestrians. Cyclists move much faster, and a lot of pedestrians can make commuting by bike difficult and dangerous.	42.31071	-71.122476	Sam	Greenblatt	02130
11/1/2020 20:08	Alt. 3	Something I Like	Cars don't properly yield to bikes and pedestrians in the existing circle, there's no reason to expect them to improve. Sadly bad driving makes a signal necessary.	42.308927	-71.121578	Sam	Greenblatt	02130
11/1/2020 20:09	Alt. 3	Something I Would Change	Please provide separate paths for bikes and pedestrians. Bike commuting isn't possible on a path with heavy pedestrian traffic.	42.313001	-71.122184	Sam	Greenblatt	02130
11/2/2020 15:43	Alt. 3	Something I Would Change	Compared to the modern roundabout, the signalized intersection creates long crossing distances for people walking and biking.	42.309189	-71.121685	Margaret	Kent	02135
11/2/2020 21:17	Alt. 2	Something I Would Change	Reduce the number of lanes here and provide more space for bicyclist/pedestrian connections to the pathways all the way to Forest Hills.	42.302408	-71.117041	Brandon	Cardley	02131
11/2/2020 21:19	Alt. 2	Something I Would Change	As a driver, who has to drive for a living, entering right from Kelley Circle, it makes sense that there is one lane. However, there NEEDS TO BE MORE LANES soon after, as let's face it, this is a MAJOR "HIGHWAY" like it or not... So, to avoid a bottleneck and (imagine removing a highway and expecting harmony...) We need to appease the car traffic... I digress, so after the one lane right after Kelley Circle, let's open the lanes up again after the ped walk light that crosses into the Arboretum.	42.308641	-71.121166	No First Name Given	No Last Name Given	-
11/2/2020 21:22	Alt. 2	Something I Would Change	Add 2-way bicycle path to both sides of Arborway as seen in Option A.	42.30971	-71.121589	Brandon	Cardley	02131
11/3/2020 12:36	Alt. 2	Something I Would Change	There is no way for SB traffic to access Prince St (or Orchard or Eliot) without first having to travel all the way to Murray and double back. If we also eliminate the circle at Murray, a turnaround option near this location becomes even more imperative for residents.	42.313233	-71.121303	Gene	No Last Name Given	-
11/3/2020 12:41	Alt. 3	Something I Would Change	Similar to Alternative B, there is no way for vehicular traffic to access Prince, Orchard, or Eliot when driving SB from Jamaicaaway, without traveling all the way to Murray and doubling back. This plan is even worse, in that it also forces a left onto Centre, then another left onto the NB Carriageway, and then a merge onto NB Arborway, before one can reach the start of Prince. Please find a solution that doesn't require this complicated double-backing. This is a huge hindrance for residents.	42.313055	-71.121729	Gene	No Last Name Given	-
11/3/2020 12:43	Alt. 3	Something I Would Change	There is not enough room for more than one vehicle to wait or yield to pedestrians in order to access the NB Carriageway. This could cause frequent backups / blockages into travel lanes on Centre.	42.309135	-71.120828	Gene	No Last Name Given	-
11/3/2020 12:47	Alt. 3	Something I Would Change	Unless signage makes it abundantly clear, this configuration almost encourages wrong-way traffic onto Prince because it does not intuitively telegraph its sole purpose: vehicular access to the NB Carriageway.	42.309283	-71.120813	Gene	No Last Name Given	-
11/3/2020 12:55	Alt. 1	Something I Like	This is the only plan with a turnaround that permits vehicular access to Prince, Orchard, and Eliot for southbound drivers from the Jamaicaaway. Please maintain a solution that doesn't require double-backing to and from Murray, for residents who travel this every day.	42.312859	-71.122466	Gene	No Last Name Given	-
11/3/2020 13:00	Alt. 1	Something I Like	I'm in favor of eliminating rotaries/circles (especially at Murray), but Kelley is not a true circle, in that it maintains linear directionality for both northbound and southbound traffic, so it doesn't produce the same confusion. Keeping its current shape would permit a turnaround for access to Prince and Orchard when traveling southbound. Another benefit is minimal disruption to mature trees.	42.313265	-71.121824	Gene	No Last Name Given	-
11/3/2020 13:08	Alt. 2	Something I Would Change	There is not enough room for more than one vehicle to wait or yield to pedestrians in order to access the NB Carriageway. This could cause frequent backups / blockages into travel lanes on Centre.	42.309139	-71.120778	Gene	No Last Name Given	-
11/3/2020 13:56	Alt. 3	Something I Would Change	Vehicles traveling from Parkman to Arborway will encounter mass confusion here, because it requires a zig-zag and a signal at the Arborway with insufficient space for waiting.	42.312828	-71.122591	Gene	No Last Name Given	-

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11/4/2020 10:14	Alt. 2	Something I Would Change	Is a left turn from Prince toward the Monument permitted here? It would be nice not to have to go around Murray Circle to go in that direction, but a left here could be dangerous without a signal.	42.309109	-71.120827	No First Name Given	No Last Name Given	-
11/4/2020 10:21	Alt. 2	Something I Would Change	Looks like the only entrance to the Carriageway NB is via Prince St. That means all the traffic for Carriage NB, including delivery trucks, etc., will have to travel down Prince. Prince is a narrow street with lots of small children, so this doesn't seem like a great option.	42.309212	-71.12099	No First Name Given	No Last Name Given	-
11/4/2020 14:48	Alt. 3	Something I Like	Prefer this intersection design to rotary designs for traffic calming and safety for drivers, pedestrians, and bikers.	42.309142	-71.121551	No First Name Given	No Last Name Given	-
11/4/2020 14:50	Alt. 2	Something I Like	Arboretum parking is retained.	42.306285	-71.119504	No First Name Given	No Last Name Given	-
11/4/2020 14:52	Alt. 1	Something I Like	Crosswalk/signal before Arboretum entrance helps avoid safety issues for vehicles exiting driveway and immediately approaching crosswalk. May also slow vehicles before they reach signal by putting it closer to Murray Circle.	42.30775	-71.119743	No First Name Given	No Last Name Given	-
11/4/2020 14:53	Alt. 3	Something I Like	New accessible green space is appreciated!	42.309051	-71.122677	No First Name Given	No Last Name Given	-
11/5/2020 7:45	Alt. 1	Something I Would Change	This lane configuration does not match the main traffic flows along the Arborway. The Outside lane can be a shared through-right lane.	42.313893	-71.121457	Radu	Nan	02130
11/5/2020 7:46	Alt. 1	Something I Would Change	Strongly consider building up areas marked away from traffic with curb. Pavement markings fade and lose their effectiveness.	42.313536	-71.121079	Radu	Nan	02130
11/5/2020 7:47	Alt. 1	Something I Would Change	Strongly consider including a mid-block crosswalk as shown in the other alternatives. This provides better connectivity for people walking and biking and disrupts the straightaway which allows vehicles to accelerate to higher speeds.	42.310986	-71.12235	Radu	Nan	02130
11/5/2020 7:48	Alt. 1	Something I Would Change	Consider adding speed humps to discourage drivers from speeding and using the carriageway as a by-pass to the Main Barrel.	42.310077	-71.121739	Radu	Nan	02130
11/5/2020 7:48	Alt. 1	Something I Would Change	Consider closing the Carriageways at both ends to prevent them from being used a by-passes. Access can be provided mid-block.	42.309268	-71.121025	Radu	Nan	02130
11/5/2020 7:49	Alt. 1	Something I Would Change	Consult the MassDOT Guidelines for the Planning and Design of Roundabouts to improve the accessibility of the crosswalks at two-lane entry or exits for people of all abilities. Given the high vehicular volumes, pedestrian hybrid beacons seem appropriate.	42.309343	-71.121604	Radu	Nan	02130
11/5/2020 7:50	Alt. 1	Something I Would Change	If a right-turn by-pass is provided, consider extending the splitter island beyond the crosswalk in order to create two separate one-lane crossings.	42.308907	-71.122211	Radu	Nan	02130
11/5/2020 7:50	Alt. 1	Something I Would Change	Crosswalks should be added on both sides of this traffic signal.	42.308488	-71.122618	Radu	Nan	02130
11/5/2020 7:51	Alt. 1	Something I Would Change	Future iterations should show both sidewalks and bike lanes connecting to the main entrance to the Arboretum.	42.30849	-71.122111	Radu	Nan	02130
11/5/2020 7:52	Alt. 1	Something I Would Change	This section of bike lane should be one-direction only to discourage people biking from attempting to enter the bike lane on Centre St and riding the wrong way.	42.308377	-71.122337	Radu	Nan	02130
11/5/2020 7:52	Alt. 1	Something I Would Change	If a dedicated right-turn lane is required, consider providing a by-pass lane to split the crossing distance with a pedestrian refuge island.	42.308574	-71.122127	Radu	Nan	02130
11/5/2020 7:53	Alt. 1	Something I Would Change	Consult the MassDOT Guidelines for the Planning and Design of Roundabouts to remove entry and exit path overlaps between the two lanes.	42.30882	-71.121315	Radu	Nan	02130
11/5/2020 7:53	Alt. 1	Something I Would Change	The Arboretum driveway could be designed with driveway details instead of intersection flares. A raised driveway would also allow people walking and biking to advance without having to navigate two more sets of ramps.	42.307608	-71.119767	Radu	Nan	02130
11/5/2020 7:54	Alt. 1	Something I Would Change	The current shoulder usage as parking for the Arboretum should not be ignored. Parking should be accommodated. The Arboretum is a regional attraction.	42.306896	-71.119435	Radu	Nan	02130

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11/5/2020 7:54	Alt. 1	Something I Would Change	Consider adding another signalized pedestrian crosswalk connecting the neighborhood to the Arboretum. This provides another opportunity to slow down vehicles as they approach the busy crosswalk by the main entrance, and to divert some pedestrian activity from that location.	42.30637	-71.119394	Radu	Nan	02130
11/5/2020 7:57	Alt. 1	Something I Would Change	The Upper Arborway carries low volumes; therefore it could be narrowed to 26-ft to match a typical City of Boston neighborhood street.	42.303567	-71.118048	Radu	Nan	02130
11/5/2020 8:01	Alt. 1	Something I Like	A modern roundabout is a great replacement of the existing rotary. It fits well with the original design intent, it preserves most of the mature trees, controls traffic speeds, reduces emissions by reducing long waits at red-lights, and reduces the time people walking and biking need to wait around to cross the road. A modern roundabout can be designed to provide safer crossings for vulnerable users. Please consult the MassDOT Guidelines for the Planning and Design of Roundabouts.	42.308927	-71.121602	Radu	Nan	02130
11/5/2020 10:20	Alt. 1	Something I Like	bicycle path protected from vehicular traffic	42.312659	-71.120483	No First Name Given	No Last Name Given	-
11/5/2020 10:21	Alt. 1	Something I Like	pedestrian and bicycle paths protected from cars. access to arboretum	42.309381	-71.12239	No First Name Given	No Last Name Given	-
11/5/2020 10:27	Alt. 2	Something I Like	Agree about this addition on green space, and separation of bike path from cars for safety	42.313627	-71.121079	No First Name Given	No Last Name Given	-
11/5/2020 11:08	Alt. 1	Something I Would Change	The sidewalk is on this side of the Arborway so it makes sense to have the crosswalk on this side. This is the common desire line.	42.308828	-71.119958	Eliza	Parad	02130
11/5/2020 11:10	Alt. 1	Something I Would Change	The sidewalk is on this side of the Arborway so it makes sense to have the crosswalk be here. It is the current desire line.	42.308841	-71.119928	Eliza	Parad	02130
11/5/2020 11:11	Alt. 1	Something I Would Change	It would make sense for bikes from this neighborhood to also cross here instead of in the rotary.	42.308832	-71.11996	Eliza	Parad	02130
11/5/2020 12:03	Alt. 1	Something I Would Change	Provide bicycle accommodations along Jamaica Pond by Francis Parkman Drive. Bicycles are not allowed on the pond path in this section along. Consider converting Francis Parkman Dr. to one-way outbound and Prince St. to a one way pair to allow space for a two way cycle track along Francis Parkman Drive.	42.313917	-71.12239	No First Name Given	No Last Name Given	-
11/5/2020 12:15	Alt. 1	Something I Would Change	Since the Arboretum is a regional destination with heavy demand for parking, current parking along the should should be taken into account. Consider reducing the number of through lanes to add a formalized parking lane.	42.30688	-71.119437	No First Name Given	No Last Name Given	-
11/5/2020 12:17	Alt. 1	Something I Would Change	Consider adding additional signalized pedestrian crossing along the Arboretum (near St. Joseph St.) to provide better connectivity to the neighborhood and to calm traffic along the main barrel.	42.306324	-71.119051	No First Name Given	No Last Name Given	-
11/5/2020 12:18	Alt. 1	Something I Would Change	Consider additional traffic calming including speed humps and closing the ends and providing mid-block access along the the carriageways to prevent them from being used as a by pass.	42.309181	-71.120998	No First Name Given	No Last Name Given	-
11/5/2020 12:21	Alt. 1	Something I Would Change	Consider adding traffic separators in the center of crosswalks to shorten crossing distances and provide a spot for people to shelter mid-crossing.	42.312414	-71.122216	No First Name Given	No Last Name Given	-
11/5/2020 12:25	Alt. 2	Something I Would Change	Consider adding traffic separators in the center of crosswalks to shorten crossing distances and provide a spot for people to shelter mid-crossing	42.312989	-71.121749	No First Name Given	No Last Name Given	-
11/5/2020 12:27	Alt. 2	Something I Would Change	Consider additional traffic calming including speed humps and closing the ends and providing mid-block access along the the carriageways to prevent them from being used as a by pass.	42.309214	-71.120942	No First Name Given	No Last Name Given	-
11/5/2020 12:29	Alt. 2	Something I Would Change	Since the Arboretum is a regional destination with heavy demand for parking, current parking along the should must be taken into account. Consider reducing the number of through lanes to add a formalized parking lane.	42.306923	-71.119432	No First Name Given	No Last Name Given	-
11/5/2020 12:29	Alt. 2	Something I Would Change	consider adding additional signalized pedestrian crossing along the Arboretum (near St. Joseph St.) to provide better connectivity to the neighborhood and to calm traffic along the Arborway.	42.306368	-71.119115	No First Name Given	No Last Name Given	-
11/5/2020 12:43	Alt. 3	Something I Would Change	Traffic signal instead of a new round about prioritizes motor vehicles over other modes. People walking and biking will experience much longer delays with a signal than if a round about is used and be exposed to longer crossing distance and higher vehicle speeds. Prioritize safety and mobility of all people, not just mobility for cars.	42.308891	-71.121733	No First Name Given	No Last Name Given	-

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11/5/2020 12:43	Alt. 3	Something I Would Change	I'm concerned about the loss of trees here.	42.308935	-71.121519	No First Name Given	No Last Name Given	-
11/5/2020 12:45	Alt. 3	Something I Would Change	Consider adding traffic separators in the center of crosswalks to shorten crossing distances and provide a spot for people to shelter mid-crossing.	42.312501	-71.122254	No First Name Given	No Last Name Given	-
11/5/2020 12:47	Alt. 3	Something I Would Change	consider adding additional signalized pedestrian crossing along the Arboretum (near St. Joseph St.)to provide better connectivity to the neighborhood and to calm traffic along the Arborway.	42.306308	-71.119105	No First Name Given	No Last Name Given	-
11/5/2020 14:16	Alt. 3	Something I Like	It is exciting to see all of this green space accessible now via foot and bike! (It's such a shame in the current design that it is not able to be used because it is so hard to access).	42.313406	-71.121457	Eliza	Parad	02130
11/5/2020 14:21	Alt. 3	Something I Like	This is a more comfortable location for bikes to ride in because it is a little more removed from the main barrel (versus the cycle track in alternative A). This section of road could have a cycle track or a shared street with traffic calming since it is already such low traffic volume.	42.313092	-71.120934	Eliza	Parad	02130
11/5/2020 14:47	Alt. 2	Something I Like	A modern roundabout is a great replacement of the existing rotary. It fits well with the original design intent, it preserves most of the mature trees, controls traffic speeds, reduces emissions by reducing long waits at red-lights, and reduces the time people walking and biking need to wait around to cross the road. A modern roundabout can be designed to provide safer crossings for vulnerable users. Please consult the MassDOT Guidelines for the Planning and Design of Roundabouts.	42.308923	-71.121722	Radu	Nan	02130
11/5/2020 14:54	Alt. 2	Something I Would Change	Consider adding another signalized pedestrian crosswalk connecting the neighborhood to the Arboretum. This provides another opportunity to slow down vehicles as they approach the busy crosswalk by the main entrance, and to divert some pedestrian activity from that location.	42.306394	-71.119268	Radu	Nan	02130
11/5/2020 14:54	Alt. 2	Something I Would Change	The Upper Arborway carries low volumes; therefore it could be narrowed to 26-ft to match a typical City of Boston neighborhood street.	42.303533	-71.118048	Radu	Nan	02130
11/5/2020 14:54	Alt. 2	Something I Would Change	Consider moving this crosswalk north of the Arboretum driveway if another crossing can be added south of here.	42.307409	-71.119373	Radu	Nan	02130
11/5/2020 14:55	Alt. 2	Something I Would Change	The current shoulder usage as parking for the Arboretum should not be ignored. Parking should be accommodated. The Arboretum is a regional attraction.	42.306898	-71.119432	Radu	Nan	02130
11/5/2020 14:56	Alt. 2	Something I Would Change	The Arboretum driveway could be designed with driveway details instead of intersection flares. A raised driveway would also allow people walking and biking to advance without having to navigate two more sets of ramps.	42.307538	-71.119797	Radu	Nan	02130
11/5/2020 14:56	Alt. 2	Something I Would Change	Future iterations should show both sidewalks and bike lanes connecting to the main entrance to the Arboretum.	42.308415	-71.122245	Radu	Nan	02130
11/5/2020 14:57	Alt. 2	Something I Would Change	This section of bike lane should be one-direction only to discourage people biking from attempting to enter the bike lane on Centre St and riding the wrong way.	42.308568	-71.122036	Radu	Nan	02130
11/5/2020 14:57	Alt. 2	Something I Would Change	Crosswalks should be added on both sides of this traffic signal.	42.308427	-71.122591	Radu	Nan	02130
11/5/2020 14:58	Alt. 2	Something I Would Change	Consider using an elliptical roundabout shape to save more trees and provide better path alignments and deflection.	42.309139	-71.121859	Radu	Nan	02130
11/5/2020 14:58	Alt. 2	Something I Would Change	Consult the MassDOT Guidelines for the Planning and Design of Roundabouts to improve the accessibility of the crosswalks at two-lane entry or exits for people of all abilities. Given the high vehicular volumes, pedestrian hybrid beacons seem appropriate.	42.309345	-71.121685	Radu	Nan	02130
11/5/2020 14:58	Alt. 2	Something I Would Change	Consider closing the Carriageways at both ends to prevent them from being used a by-passes. Access can be provided mid-block.	42.309917	-71.12209	Radu	Nan	02130
11/5/2020 14:59	Alt. 2	Something I Would Change	Consider adding speed humps to discourage drivers from speeding and using the carriageway as a by-pass to the Main Barrel.	42.310077	-71.121728	Radu	Nan	02130
11/5/2020 14:59	Alt. 2	Something I Would Change	Strongly consider adding traffic separators to provide a refuge for people crossing and reducing the exposure to one direction of travel at the time. Medians will also provide deflection for the traffic and help calm speeds down. They could also be used to install traffic signals and remove the need for mast arms which may affect the corridor architectural view.	42.310803	-71.122296	Radu	Nan	02130

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11/5/2020 15:00	Alt. 2	Something I Would Change	Strongly consider adding traffic separators to provide a refuge for people crossing and reducing the exposure to one direction of travel at the time. Medians will also provide deflection for the traffic and help calm speeds down. They could also be used to install traffic signals and remove the need for mast arms which may affect the corridor architectural view.	42.312138	-71.12238	Radu	Nan	02130
11/5/2020 15:00	Alt. 2	Something I Would Change	Strongly consider adding traffic separators to provide a refuge for people crossing and reducing the exposure to one direction of travel at the time. Medians will also provide deflection for the traffic and help calm speeds down.	42.313128	-71.121527	Radu	Nan	02130
11/5/2020 15:01	Alt. 2	Something I Would Change	Perform a Traffic Signal Warrant at these new intersections. Given the lower volumes, they'll serve, signals may not be needed. Mini-roundabouts will process just at much traffic while also controlling vehicular speeds.	42.313402	-71.122149	Radu	Nan	02130
11/5/2020 15:01	Alt. 2	Something I Would Change	Perform a Traffic Signal Warrant at these new intersections. Given the lower volumes, they'll serve, signals may not be needed. Mini-roundabouts will process just at much traffic while also controlling vehicular speeds.	42.312628	-71.122685	Radu	Nan	02130
11/5/2020 15:02	Alt. 2	Something I Would Change	Consider adding a traffic separator to help slow down speeds for vehicles.	42.313622	-71.120607	Radu	Nan	02130
11/5/2020 15:02	Alt. 2	Something I Would Change	Strongly consider adding traffic separators to provide a refuge for people crossing and reducing the exposure to one direction of travel at the time. Medians will also provide deflection for the traffic and help calm speeds down.	42.31378	-71.119781	Radu	Nan	02130
11/5/2020 15:03	Alt. 2	Something I Would Change	Consider reducing Francis Parkman Dr to one-way outbound as a pair to Prince St. The additional space can be re-purposed for a two-way cycle track. Bicycles are not allowed on the parallel park path in this section; therefore Jamaica Pond lacks bicycle accommodations along Francis Parkman Dr.	42.313723	-71.122224	Radu	Nan	02130
11/5/2020 15:05	Alt. 3	Something I Would Change	Strongly consider adding traffic separators to provide a refuge for people crossing and reducing the exposure to one direction of travel at the time. Medians will also provide deflection for the traffic and help calm speeds down.	42.313778	-71.119826	Radu	Nan	02130
11/5/2020 15:05	Alt. 3	Something I Would Change	Consider adding a traffic separator to help slow down speeds for vehicles.	42.313527	-71.120939	Radu	Nan	02130
11/5/2020 15:06	Alt. 3	Something I Would Change	Perform a Traffic Signal Warrant at this new intersection. Given the lower volumes, it will serve, a signal may not be needed. A mini-roundabout will process just at much traffic while also controlling vehicular speeds.	42.312713	-71.122744	Radu	Nan	02130
11/5/2020 15:06	Alt. 3	Something I Would Change	Strongly consider adding traffic separators to provide a refuge for people crossing and reducing the exposure to one direction of travel at the time. Medians will also provide deflection for the traffic and help calm speeds down.	42.312535	-71.122283	Radu	Nan	02130
11/5/2020 15:07	Alt. 3	Something I Would Change	Strongly consider adding traffic separators to provide a refuge for people crossing and reducing the exposure to one direction of travel at the time. Medians will also provide deflection for the traffic and help calm speeds down. They could also be used to install traffic signals and remove the need for mast arms which may affect the corridor architectural view.	42.310982	-71.122342	Radu	Nan	02130
11/5/2020 15:07	Alt. 3	Something I Would Change	Consult NCHRP Report 834, Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities if designing right-turn by-pass lanes. The by-pass lanes could promote faster turns if additional geometric elements are not added.	42.30927	-71.121508	Radu	Nan	02130
11/5/2020 15:09	Alt. 3	Something I Would Change	The traffic signal prioritizes moving cars through this intersection. People biking and walking will experience much longer delays than if a roundabout is used and are exposed to longer crossing and higher vehicle speeds. The traffic signal is not an equitable control strategy at this residential location. Prioritize safety and mobility for all people not just cars.	42.30904	-71.121519	Radu	Nan	02130
11/5/2020 15:10	Alt. 3	Something I Would Change	Crosswalks should be added on both sides of this traffic signal.	42.308478	-71.122573	Radu	Nan	02130
11/5/2020 15:11	Alt. 3	Something I Would Change	This section of bike lane should be one-direction only to discourage people biking from attempting to enter the bike lane on Centre St and riding the wrong way.	42.30848	-71.12224	Radu	Nan	02130
11/5/2020 15:13	Alt. 3	Something I Would Change	Perform an objective safety-driven, traffic delay, and life-cycle cost evaluation of a change in intersection control strategy. There are tools and data that can bring clarity to the decision-making process as suppose to how we feel about the existing rotary.	42.309125	-71.121567	Radu	Nan	02130
11/5/2020 15:13	Alt. 3	Something I Would Change	Consider moving this crosswalk north of the Arboretum driveway if another crossing can be added south of here.	42.307604	-71.11941	Radu	Nan	02130
11/5/2020 15:14	Alt. 3	Something I Would Change	The Arboretum driveway could be designed with driveway details instead of intersection flares. A raised driveway would also allow people walking and biking to advance without having to navigate two more sets of ramps.	42.307622	-71.119772	Radu	Nan	02130

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11/5/2020 15:14	Alt. 3	Something I Would Change	The current shoulder usage as parking for the Arboretum should not be ignored. Parking should be accommodated. The Arboretum is a regional attraction.	42.307142	-71.119402	Radu	Nan	02130
11/5/2020 15:15	Alt. 3	Something I Would Change	Consider adding another signalized pedestrian crosswalk connecting the neighborhood to the Arboretum. This provides another opportunity to slow down vehicles as they approach the busy crosswalk by the main entrance, and to divert some pedestrian activity from that location.	42.306451	-71.119271	Radu	Nan	02130
11/5/2020 15:15	Alt. 3	Something I Would Change	The Upper Arborway carries low volumes; therefore it could be narrowed to 26-ft to match a typical City of Boston neighborhood street.	42.303615	-71.118096	Radu	Nan	02130
11/5/2020 15:19	Alt. 3	Something I Would Change	Strongly consider adding traffic separators to provide a refuge for people crossing and reducing the exposure to one direction of travel at the time. Medians will also provide deflection for the traffic and help calm speeds down.	42.308996	-71.120293	Radu	Nan	02130
11/5/2020 15:20	Alt. 3	Something I Would Change	Strongly consider adding traffic separators on both legs of the Arborway as it approaches the sign to provide a refuge for people crossing and reducing the exposure to one direction of travel at the time. Medians will also provide deflection for the traffic and help calm speeds down.	42.309274	-71.121685	Radu	Nan	02130
11/5/2020 15:28	Alt. 3	Something I Would Change	Consider simplifying this closely-spaced intersection configuration by creating an additional intersection along the Arborway just for the Francis Parkman Dr and Prince St pair north of this location.	42.312682	-71.122648	Radu	Nan	02130
11/5/2020 18:37	Alt. 3	Something I Like	Converting to a signal is the only way to make Murray significantly safer (and feel safer) for pedestrians and cyclists crossing. Furthermore circles can be confusing for motorists. If this project is happening, to me it would seem a waste of resources to try to improve the circle instead of converting.	42.30902	-71.121814	No First Name Given	No Last Name Given	02130
11/5/2020 18:51	Alt. 2	Something I Like	Alt B is my favorite design for Kelley, even though I'd like Alt C for Murray. This version at Kelley makes the most sense with continuous paths all down the barrel and big use of space for parkland.	42.313619	-71.121805	No First Name Given	No Last Name Given	-
11/5/2020 20:34	Alt. 1	Something I Like	Without the yellow center line, drivers perceive this as a one-way road! I've seen it a million times (before it got the lines).	42.304946	-71.119679	Natasha	Seaman	02130
11/5/2020 20:57	Alt. 3	Something I Like	I love that this makes this useable space, with this bike trail.	42.31386	-71.11995	Juan Jaime	de Zengotita	02130
11/5/2020 21:00	Alt. 3	Something I Like	this is the best option and I support it over the other ones.	42.309052	-71.121674	Juan Jaime	de Zengotita	02130
11/5/2020 21:02	Alt. 3	Something I Like	this is so much better than the indy 500 we have here at night. it is terrifying walking my dog at night as cars zoom by at 60 mph. I am afraid for my life when I cross. it love this option	42.310474	-71.121929	Juan Jaime	de Zengotita	02130
11/5/2020 21:06	Alt. 3	Something I Would Change	I live on Orchard. Aggressive drivers use this mini-section of Pond street to get around traffic on the Jamaicaaway. They zoom through here. some sort of traffic controlling measure would help- like a signal, or hump.	42.313263	-71.12055	Juan Jaime	de Zengotita	02130
11/5/2020 21:08	Alt. 3	Something I Would Change	this looks like you're suggesting that bicyclists could take this and ride around the Pond. I am a cyclist, and totally am behind not allowing bikes around the Pond. it is too narrow and lacks good sight lines.	42.313955	-71.12132	Juan Jaime	de Zengotita	02130
11/5/2020 22:11	Alt. 1	Something I Like	I think this is the best combination of bike and pedestrian lanes through this area.	42.308998	-71.122275	Noah	Snyder	02130
11/5/2020 23:14	Alt. 3	Something I Would Change	Make the same shared carriageway as lower down the route to the Arboretum !	42.31323	-71.120882	STEPHEN	HALE	02130
11/5/2020 23:39	Alt. 1	Something I Would Change	A slip lane here will just encourage speeding, cars will fly down it.	42.309187	-71.122001	No First Name Given	No Last Name Given	-
11/5/2020 23:39	Alt. 1	Something I Like	Good traffic calming of the carriageways and bike paths on both sides.	42.310894	-71.122608	No First Name Given	No Last Name Given	-
11/5/2020 23:40	Alt. 1	Something I Would Change	Just get rid of Kelley Circle. It turns lots of good parkland into a useless traffic island, and works fine as an intersection.	42.313556	-71.121462	No First Name Given	No Last Name Given	-
11/5/2020 23:42	Alt. 1	Something I Would Change	No need for a third lane before the immediate Forest Hills intersection. Extend the bike lane all the way to connect with the Forest Hills section.	42.302448	-71.117377	No First Name Given	No Last Name Given	-
11/5/2020 23:43	Alt. 3	Something I Like	The only alt that actually connects the bike paths! Well done! Still, there should not be a third eastbound lane west of this intersection.	42.302448	-71.117517	No First Name Given	No Last Name Given	-

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11/5/2020 23:46	Alt. 3	Something I Would Change	This is kind of a mess with all of the slip lanes, which will encourage speeding more than Alt B where all traffic has to go through the roundabout. Also loses a lot of mature trees.	42.308988	-71.121403	No First Name Given	No Last Name Given	-
11/5/2020 23:47	Alt. 3	Something I Would Change	Too many lanes here, and not as simple as the intersection in Alt B.	42.312787	-71.122283	No First Name Given	No Last Name Given	-
11/5/2020 23:48	Alt. 2	Something I Like	The best configuration. Reclaims lots of parkland without adding too many lanes, and offsetting the main barrel creates more usable parkland.	42.313247	-71.121883	No First Name Given	No Last Name Given	-
11/5/2020 23:50	Alt. 2	Something I Like	So much better than Alt A, with the slip lanes removed and the bike lanes given priority around the roundabout. Very Dutch design, I like it.	42.308915	-71.121352	No First Name Given	No Last Name Given	-
11/5/2020 23:51	Alt. 2	Something I Like	Really good bike path here.	42.308883	-71.122173	No First Name Given	No Last Name Given	-
11/6/2020 9:00	Alt. 2	Something I Would Change	In the street view of this map, Eliot St is listed as a one way, going the WRONG direction. As such, this intersection will need a left turn, or else there is a whole swath of this neighborhood who will not be able to access their residences via Southbound Jamaicaaway.	42.313695	-71.119561	Marvin	Wang	02130
11/6/2020 9:03	Alt. 3	Something I Would Change	Adding to the comment about left turns onto Eliot St - the planners have listed Eliot St 's one way direction in the WRONG direction. With this plan, if there is no left turn, a large portion of the neighborhood will not be able to access their residences via Southbound Jamaicaaway.	42.313691	-71.119668	Marvin	Wang	02130
11/6/2020 10:21	Alt. 1	Something I Like	Is this left turn to allow people to enter the carriage road? If so, that's good. Otherwise all carriage road traffic will have to go down Prince.	42.309026	-71.12087	No First Name Given	No Last Name Given	-
11/6/2020 10:41	Alt. 1	Something I Would Change	Start right lane after Francis Parkman Drive so FPD enters in exclusive lane	42.313614	-71.121958	No First Name Given	No Last Name Given	-
11/6/2020 10:42	Alt. 1	Something I Would Change	Narrow Roadway, lots of extra pavement, guessing this has to do with truck turns	42.312763	-71.122162	No First Name Given	No Last Name Given	-
11/6/2020 10:43	Alt. 1	Something I Would Change	Is this a raised crossing? Same applies for SB exit and NB entrance and exit to carriageway	42.311938	-71.122728	No First Name Given	No Last Name Given	-
11/6/2020 10:46	Alt. 1	Something I Would Change	Can we accommodate two separate crossings, one for peds one for bikes?	42.307691	-71.119652	No First Name Given	No Last Name Given	-
11/6/2020 11:05	Alt. 1	Something I Would Change	Separate crossing for those walking and biking is probably a good idea here to avoid confusion and mixing conflicts - recommended for all crossings	42.308822	-71.122216	No First Name Given	No Last Name Given	-
11/6/2020 11:16	Alt. 2	Something I Would Change	just adding bike lanes here on a curvature is bad and v uncomfortable! can the two way facility be extended to connect to SWC?	42.302652	-71.117675	No First Name Given	No Last Name Given	02130
11/6/2020 11:35	Alt. 1	Something I Would Change	This currently has a signal that allows for a legal and safe left turn from Hillcroft onto Centre Street. Return that please or make some solution that allows for safe travel in that direction. It is the safest crosswalk for pedestrians at present and appears to no longer exist in this plan	42.30834	-71.122669	No First Name Given	No Last Name Given	-
11/6/2020 11:37	Alt. 1	Something I Like	Happy to see this tree on the plans	42.308586	-71.122353	No First Name Given	No Last Name Given	-
11/6/2020 11:45	Alt. 2	Something I Would Change	This curve needs more deflection to slow drivers exiting the circle before they get to the bike/pedestrian crossing	42.308907	-71.122077	Jake	Berman	02130
11/6/2020 11:45	Alt. 3	Something I Would Change	This should be designed as a porkchop sliplane if it is kept at all to slow drivers before an unsignalized crossing	42.309238	-71.121878	Jake	Berman	02130
11/6/2020 11:46	Alt. 2	Something I Would Change	Kelley Circle should be a traditional traffic circle to slow vehicles and reduce conflicts.	42.313231	-71.121425	Jake	Berman	02130
11/6/2020 11:47	Alt. 1	Something I Would Change	Kelley Circle should be a traditional traffic circle.	42.313713	-71.121494	Jake	Berman	02130

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11/6/2020 11:48	Alt. 2	Something I Would Change	Crossings should all be raised.	42.308849	-71.122254	Jake	Berman	02130
11/6/2020 11:48	Alt. 2	Something I Would Change	Roadway should deflect more with a tighter radius for entering the circle.	42.309012	-71.121063	Jake	Berman	02130
11/6/2020 11:49	Alt. 1	Something I Would Change	Unnecessary, and will only encourage speeding.	42.30872	-71.121532	Jake	Berman	02130
11/6/2020 13:27	Alt. 3	Something I Like	I like the extension of the path.	42.302273	-71.117084	Robert	Triest	02132
11/6/2020 13:42	Alt. 2	Something I Like	no circle is great	42.313287	-71.121178	Wayne	Lencer	02115
11/6/2020 15:57	Alt. 1	Something I Would Change	This access to carriageway will double the traffic on Prince St. This applies to all schemes.	42.309221	-71.120963	No First Name Given	No Last Name Given	-
11/6/2020 16:00	Alt. 1	Something I Like	This alternative maximizes access to the city, Brookline/Cambridge and Newton, to and from Prince St.	42.313198	-71.121111	No First Name Given	No Last Name Given	-
11/6/2020 16:30	Alt. 1	Something I Would Change	Multi-lane approaches and exits at roundabouts will never be comfortable or safe for people crossing by foot or bike, and they encourage the practice of barging into and through the roundabout and generally higher speed flow for some drivers. But here where there are side lanes, these and the multi-lane exits could be left unsignaled while the two lane approaches are signalized. re approaches/exits.	42.309433	-71.121942	David	Moir	02130
11/6/2020 16:36	Alt. 1	Something I Like	This would be much better than what is there now, where traffic from Centre St. JP going NE tends to be funnelled onto the side carriage road. I believe that the hard right left "s" turn action and one lane of design will provide needed traffic calming and flow reduction.	42.309137	-71.120878	David	Moir	02130
11/6/2020 16:51	Alt. 1	Something I Would Change	As a JP veteran commuter-biker for more than 30 years, I know that the best commuter bike route from Forest Hills to the Longwood Medical Area (EG) is to avoid Murray and Kelly Circles altogether. Instead, I cross the Arborway here at this wonderful "new" crossing to get to the Arborway Carriage road then I cross Centre street and take Orchard or Aldworth Street to the wonderful "new" Eliot Street Crossing. Could you please install signage for this design of bike traffic flow?	42.307684	-71.119787	David	Moir	02130
11/6/2020 17:00	Alt. 1	Something I Would Change	Consider adding a bike lane from the Arboretum gate to the Jamaica Pond boathouse built with "Sharro" bike lanes from this crossing onto the Arborway side Carriage road, across Centre street to Orchard as far as Dane Street then on Aldworth to the Centre Street Carriage Road and the Eliot Street Crossing.	42.307867	-71.119518	David	Moir	02130
11/6/2020 17:04	Alt. 1	Something I Would Change	I am concerned that this "splitter island" will just be more pavement that is not in keeping with the Arborway. Delete bypass lane and there is no need for the added island separating cars from cars.	42.309107	-71.122004	ray	porfilio	02130
11/6/2020 17:05	Alt. 1	Something I Like	This is a very good and needed resign to calm the traffic onto the side carriage roads while also allowing the residents to maintain full access. Also, keeping normal pavement is good, unlike (apparently) Plan C, which would be rather rough for Bicycles/small scooters.	42.312014	-71.122665	David	Moir	02130
11/6/2020 17:12	Alt. 1	Something I Like	This is a huge improvement over the current setup where folks like me getting from Pond Street Moss Hill to Arborway inbound to Boston or outbound to Forest Hills have to do all sort of "s" manovers across lanes on the current Arborway layout. Thank you!	42.31266	-71.122414	David	Moir	02130
11/6/2020 17:19	Alt. 1	Something I Would Change	This plan has the "Kelley Egg-around" narrowing the wrong way. You should have the single lane be what was the left lane, allowing the traffic entering Arborway from J-Way to flow directly into the middle of the three lanes here. Currently, as I know well, J-Way drivers are timid when confronted with two or even one lane of Arborway speeders spinning around the "circle."	42.313616	-71.121022	David	Moir	02130
11/6/2020 17:26	Alt. 1	Something I Like	Limited pedestrian access to the interior of this "egg-around" is not a bad idea as Jamaica Pond Park is an extremely desireable and rather large walking area, and the undisturbed mature trees are majestic.	42.31356	-71.121372	David	Moir	02130
11/6/2020 17:32	Alt. 1	Something I Would Change	As a JP Bike/commuter for decades, I know that there is actually extensive bike traffic from here to the Arboretum THROUGH the side streets of Orchard and Dunster. Through the use of signage and "sharro" markings, this could be encourage this use and reduce the burden on the bike lane crossings at the two circles.	42.313318	-71.120381	David	Moir	02130
11/6/2020 17:38	Alt. 1	Something I Would Change	It seems better to have the crossing moved a few yards north to allow one signal and markings to be used to control the crossing and the merging/turning of traffic from Pond Street Moss Hill to Pond Street Jamaica Pond Neighborhood.	42.312658	-71.122098	David	Moir	02130

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11/6/2020 17:54	Alt. 1	Something I Would Change	I would love to see separated paths for people on bikes and people walking like there is proposed by Kelley Circle. This is a route I ride often and the sidewalk is not comfortable to ride on and there are often people from the arboretum. Similarly, when I am on a walk I don't want to be dodging bikes. Separating the traffic would make it more clear and comfortable for both users.	42.3086	-71.121093	Elizabeth	Beaton	02131
11/6/2020 17:55	Alt. 2	Something I Would Change	I believe narrowing the Upper Arborway to 1 lane beginning at this Circle is going to produce traffic flow nightmares compared to the flow we have. Going over to a signalized design will be much better.	42.308601	-71.121483	David	Moir	02130
11/6/2020 17:55	Alt. 1	Something I Like	Great to see more trees added here!	42.309487	-71.121489	Elizabeth	Beaton	02131
11/6/2020 17:55	Alt. 1	Something I Like	The off-street bike lane is necessary here, because cars speed around this corner and are at risk	42.313527	-71.120609	No First Name Given	No Last Name Given	-
11/6/2020 17:57	Alt. 1	Something I Like	Great to see the separation of people walking and people on bikes here. I'd love for this idea to be carried over to the crossing just before.	42.307444	-71.119709	Elizabeth	Beaton	02131
11/6/2020 17:58	Alt. 1	Something I Would Change	Is this a signalized crossing? Drivers do not yield for pedestrians, so all crossings need to be signalized, like they are at Elliot St.	42.312466	-71.122292	No First Name Given	No Last Name Given	-
11/6/2020 17:58	Alt. 2	Something I Would Change	There needs to be a bike lane designed on this side of the Arborway, either along the Arborway or with Sharro's through Dunster or Orchard to the Eliot Street Crossing.	42.309195	-71.120825	David	Moir	02130
11/6/2020 18:00	Alt. 1	Something I Would Change	It would be great to see the separated paths continue to better connect with Forest Hills. As is, it feels incomplete. Both as a person walking or by bike, sharing this space even for such a short section would feel crowded/not as comfortable.	42.30312	-71.118951	Elizabeth	Beaton	02131
11/6/2020 18:01	Alt. 2	Something I Would Change	How is Pond Street Moss Hill Traffic supposed to get Pond Street JP Central?? Overallly, I'm sorry to say that this plan is rather ridiculous!!	42.312672	-71.122524	David	Moir	02130
11/6/2020 18:02	Alt. 1	Something I Would Change	Drivers do not yield for pedestrians in crosswalks in Boston. All crossings of multiple lanes must be signalized, or reduced to only 1 lane to cross.	42.309018	-71.121167	No First Name Given	No Last Name Given	-
11/6/2020 18:03	Alt. 2	Something I Would Change	I would appreciate a separate bike crossing at this intersection like there is in plan Alt A.	42.313949	-71.11976	Elizabeth	Beaton	02131
11/6/2020 18:05	Alt. 2	Something I Would Change	I think another bike lane on this side would be helpful to reduce the number of crossings someone one bike would have to make.	42.309493	-71.121688	Elizabeth	Beaton	02131
11/6/2020 18:05	Alt. 2	Something I Would Change	The median makes it easier for drivers to speed. Remove median and make one-lane each way to keep speeds slow.	42.306779	-71.119362	No First Name Given	No Last Name Given	-
11/6/2020 18:06	Alt. 1	Something I Would Change	How are people going to cross here? Does this have a light with a ped/bike signal and stop light for cars? If not, cars will NOT stop.	42.312495	-71.122638	Melissa	Vining	02130
11/6/2020 18:06	Alt. 1	Something I Would Change	The median makes it easier for drivers to speed. Remove median and make one-lane each way to keep speeds slow.	42.307108	-71.119386	No First Name Given	No Last Name Given	-
11/6/2020 18:08	Alt. 2	Something I Like	The signalized intersection allows pedestrians to cross safely without having to risk being hit by a non-yielding driver	42.313058	-71.121602	No First Name Given	No Last Name Given	-
11/6/2020 18:08	Alt. 2	Something I Would Change	A raised crossing here would make it safer for people walking and biking. Currently, people driving rarely yield to people in the crosswalk. Having the raised walk could help drivers remember that they need to pay attention to. A blinking signal when people are crossing, to remind drivers they must yield, could also help	42.308623	-71.121938	Elizabeth	Beaton	02131
11/6/2020 18:09	Alt. 1	Something I Would Change	All bike/ped crossings need to be signalized.	42.308718	-71.122081	Melissa	Vining	02130
11/6/2020 18:10	Alt. 2	Something I Like	I like the paved connection between the sidewalk and bike path. This is great for people who are trying to get off the bike path/transition to walking.	42.309681	-71.122058	Elizabeth	Beaton	02131
11/6/2020 18:11	Alt. 1	Something I Would Change	There are way too many lanes in this circle. Dangerous for all users. Reduce lanes to a minimum.	42.309034	-71.12182	Melissa	Vining	02130
11/6/2020 18:11	Alt. 3	Something I Like	Drivers fail to yield for pedestrians in crosswalks, so a signalized crossing here is the only way to prevent needless deaths of innocent victims.	42.309141	-71.12168	No First Name Given	No Last Name Given	-

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11/6/2020 18:12	Alt. 3	Something I Like	In general, I think in urban areas, we need to reduce vehicle speeds to increase safety, which I think is best done through signalization. Circles are confusing and unsafe. Also the roadway should be straightened, which is also safer especially for drivers who are less familiar with the route and at night or in inclement weather when visibility is reduced. Straightening could also frees up space for bikeways. The metric cannot just be the speed and level of service for vehicles.	42.31106	-71.122301	Clint	Richmond	02445
11/6/2020 18:12	Alt. 3	Something I Would Change	It makes no sense to me to have the outbound lane of the Upper Arborway to be 1 lane, and the inbound lane to be three which is also the size of the inbound lane of Center Street from W. Roxbury. Going from the current circle to a fully signalized intersection has many advantages, but most importantly it should be balanced with two lanes coming and going out for each of the 4 roads (Centre St x 2; Arborway x 2).	42.308814	-71.121495	David	Moir	02130
11/6/2020 18:13	Alt. 2	Something I Like	Wonderful to see that these trees would remain!	42.309382	-71.122159	Elizabeth	Beaton	02131
11/6/2020 18:13	Alt. 3	Something I Would Change	This is way too many lanes to cross without a refuge. Seniors, children, or the less mobile may not be able to cross all the way without a break	42.312585	-71.122201	No First Name Given	No Last Name Given	-
11/6/2020 18:14	Alt. 2	Something I Would Change	Could green space be incorporated into this crossing? If not a tree due to visibility, then smaller plants would be a great addition.	42.308708	-71.121359	Elizabeth	Beaton	02131
11/6/2020 18:15	Alt. 2	Something I Would Change	Remove the median. The median encourages speeding and makes this neighborhood a raceway.	42.305543	-71.119748	No First Name Given	No Last Name Given	-
11/6/2020 18:16	Alt. 2	Something I Like	Love the separated paths! Riding on the side walk (as I do currently since the road traffic does not yield any space) is not comfortable. Having a smooth path would be a great improvement	42.303722	-71.119674	Elizabeth	Beaton	02131
11/6/2020 18:17	Alt. 1	Something I Would Change	This part of the arborway has ZERO congestion. Two inbound lanes are excessive and encourages speeding. Reduce to two-way traffic without a median to slow speeds.	42.303573	-71.119252	No First Name Given	No Last Name Given	-
11/6/2020 18:17	Alt. 3	Something I Would Change	Having the side roads cobblestoned makes using the side roads as bicycle path much more difficult as non-shocks road bikes don't take rough roads well. I believe rough pavement is over-kill for traffic calming, and makes it harder for the local residents.	42.309905	-71.122251	David	Moir	02130
11/6/2020 18:18	Alt. 2	Something I Like	I like one lane each direction!	42.303701	-71.119454	Melissa	Vining	02130
11/6/2020 18:20	Alt. 1	Something I Would Change	I think it is better to keep the crossing south of the Arboretum gate. I routinely commute northbound on the sidewalk and cross over to the upper arborway. Moving the crosswalk here would require commuters to cross the busy Arboretum gate before being able to get over to upper arborway	42.307762	-71.119551	No First Name Given	No Last Name Given	-
11/6/2020 18:20	Alt. 2	Something I Would Change	Please do something to ensure cars don't use this lane/shoulder as parking.	42.307034	-71.119448	Melissa	Vining	02130
11/6/2020 18:21	Alt. 3	Something I Would Change	Shared Carriageway and bike/pedestrian area does not improve safety for cyclists or walkers.	42.311671	-71.12276	Wiley	Cox	02131
11/6/2020 18:21	Alt. 3	Something I Would Change	Why no bike path over here, such as with Plan A? as a bike commuter, I like smooth roads over cobble stone style so I don't consider these side roads as good bike routes. Coming from Forest Hills and going to LMA I would continue my old habits of cutting through Aldworth and Orchard Streets to get to the Eliot Street Crossing.	42.309236	-71.121165	David	Moir	02130
11/6/2020 18:21	Alt. 3	Something I Like	The placement of the signalized crosswalk here is perfect, just south of the Arboretum gate.	42.307521	-71.119636	No First Name Given	No Last Name Given	-
11/6/2020 18:22	Alt. 2	Something I Would Change	Why does this need to change to two lanes northbound? Keep it one lane in each direction with the median.	42.30761	-71.119554	Melissa	Vining	02130
11/6/2020 18:23	Alt. 3	Something I Like	I love the added greenspace here. This is a once-in-a-generation opportunity to enhance the greenery of the arborway, and Alt C does a great job at it.	42.307204	-71.119628	No First Name Given	No Last Name Given	-
11/6/2020 18:23	Alt. 2	Something I Would Change	This circle has way too many lanes coming together. Dangerous for all users.	42.308883	-71.12151	Melissa	Vining	02130
11/6/2020 18:24	Alt. 2	Something I Would Change	All bike/ped crossings need to be signalized.	42.308695	-71.122078	Melissa	Vining	02130

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11/6/2020 18:25	Alt. 2	Something I Would Change	Greenspace in Alt C is wider. Please prioritize the greenery and walking/biking modes over vehicular traffic. The emerald necklace was not made to be a commuter highway. Alt C does a better job at making it feel more like a park.	42.306912	-71.119549	No First Name Given	No Last Name Given	-
11/6/2020 18:25	Alt. 3	Something I Like	I like that the bike and walker traffic is separated especially right before the entrance to the arboretum where a conflict between those two groups is more likely.	42.307957	-71.120082	Elizabeth	Beaton	02131
11/6/2020 18:25	Alt. 1	Something I Would Change	Greenspace in Alt C is wider. Please prioritize the greenery and walking/biking modes over vehicular traffic. The emerald necklace was not made to be a commuter highway. Alt C does a better job at making it feel more like a park.	42.307066	-71.119604	No First Name Given	No Last Name Given	-
11/6/2020 18:25	Alt. 2	Something I Like	I think this is my preferred configuration of this intersection.	42.313411	-71.122077	Wiley	Cox	02131
11/6/2020 18:27	Alt. 1	Something I Would Change	How will you address illegal parking on the upper arborway bike lane? In Alternative A and B, it appears the bike lane is next to the traffic lane, and will likely be filled with illegal parking. Physical separation is much preferred, not only to protect cyclists from drivers, but also to prevent parked cars from blocking the bike lane.	42.306145	-71.119554	No First Name Given	No Last Name Given	-
11/6/2020 18:27	Alt. 2	Something I Would Change	How will you address illegal parking on the upper arborway bike lane? In Alternative A and B, it appears the bike lane is next to the traffic lane, and will likely be filled with illegal parking. Physical separation is much preferred, not only to protect cyclists from drivers, but also to prevent parked cars from blocking the bike lane.	42.305866	-71.119701	No First Name Given	No Last Name Given	-
11/6/2020 18:28	Alt. 3	Something I Would Change	A raised crossing here would be great. Something to consider.	42.308829	-71.122513	Elizabeth	Beaton	02131
11/6/2020 18:29	Alt. 3	Something I Would Change	The road traffic flow from Parkman Drive and from Pond Street Moss Hills to the Arborway south does not look right. This is a very significant intersection as it combines the Parkman Drive and Pond Street flow which chooses to go inbound and outbound on the A-Way/J-way. For all the accessible parkland that is gained overall with this plan to remove the Circle, the replacement intersection here needs to be increased a bit in size to work right.	42.312672	-71.122529	David	Moir	02130
11/6/2020 18:29	Alt. 3	Something I Would Change	Need to be able to access Prince St. when coming from the north.	42.31288	-71.121763	No First Name Given	No Last Name Given	-
11/6/2020 18:31	Alt. 1	Something I Like	I love the bike lane separated from the road as opposed to the shared streets. It is much safer and more enjoyable to ride on. having the separated pedestrian sidewalk is a huge plus as well	42.311811	-71.122269	Declan	Devine	02131
11/6/2020 18:31	Alt. 3	Something I Like	I love this elimination of the confusing "circle" that's currently there.	42.313774	-71.12179	Melissa	Vining	02130
11/6/2020 18:31	Alt. 3	Something I Would Change	Separate bike/walker crossings could be implemented here. As a pedestrian, I would feel uncomfortable negotiating with fast bike traffic here.	42.312555	-71.122087	Elizabeth	Beaton	02131
11/6/2020 18:32	Alt. 3	Something I Would Change	Ped/bike crossings should be signalized.	42.313344	-71.122101	Melissa	Vining	02130
11/6/2020 18:33	Alt. 3	Something I Like	fantastic that this space can now be used by people! now it feels like it is connected / part of the park. really pleased with this	42.313503	-71.121237	Elizabeth	Beaton	02131
11/6/2020 18:33	Alt. 3	Something I Would Change	This intersection looks like a disaster. Somehow fewer roads need to come together here.	42.312611	-71.122406	Melissa	Vining	02130
11/6/2020 18:35	Alt. 3	Something I Like	I like the creation of this space - makes it more like a park for users while still allowing efficient connections for people walking and on bikes	42.308651	-71.121973	Elizabeth	Beaton	02131
11/6/2020 18:36	Alt. 3	Something I Like	I like how these crossings are clearly marked. I think that many drivers will cross them and block the traffic when dropping people at the arboretum. Raised crossings might help to discourage this while making it more comfortable for people walking and on bikes.	42.30756	-71.119799	Elizabeth	Beaton	02131
11/6/2020 18:38	Alt. 3	Something I Would Change	A path separated by use would be great to see here	42.309427	-71.122072	Elizabeth	Beaton	02131
11/6/2020 18:39	Alt. 3	Something I Would Change	Remove bypass lanes. Direct everyone into a square, signalized intersection. Thanks for removing the nightmare of a rotary though!	42.309171	-71.121342	Melissa	Vining	02130
11/6/2020 18:39	Alt. 3	Something I Like	Nice to see these mature trees preserved. The shade they provide will make the space more enjoyable in the summer months.	42.308315	-71.120254	Elizabeth	Beaton	02131
11/6/2020 18:41	Alt. 3	Something I Would Change	Why so many lanes? Keep it at two lanes with only one left turn.	42.308888	-71.121918	Melissa	Vining	02130

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11/6/2020 18:41	Alt. 3	Something I Would Change	Bike lane needs to continue. Have you ever tried to bike on brick??!!	42.309609	-71.122104	Melissa	Vining	02130
11/6/2020 18:42	Alt. 1	Something I Would Change	Four crosswalks on the eastern side of Murray Circle is feels like too many to safely and quickly get from one side to the other. I'm imagining taking a walk/bike to/from the Arboretum and encountering this. Ugh! The alternative would be to use the crosswalk further to the east, which would require about as many crossings and would require covering more ground to get to the Arboretum entrance. I don't have a suggestion for how to do this differently, but raise it for your consideration.	42.308872	-71.121132	No First Name Given	No Last Name Given	-
11/6/2020 18:43	Alt. 3	Something I Would Change	So many lanes coming together here... seems like it might need a signal.	42.308424	-71.122674	Melissa	Vining	02130
11/6/2020 18:44	Alt. 3	Something I Like	This seems like a much more pleasant ride/walk than the current situation. Great idea.	42.313828	-71.120583	Elizabeth	Beaton	02131
11/6/2020 18:44	Alt. 1	Something I Would Change	I like having properly paved roads here, but speed could continue to be an issue. As simple solution would signage giving notice of "RESIDENTIAL DISTRICT-15 MPH strictly enforced" and then install speed cameras.	42.309255	-71.121066	David	Moir	02130
11/6/2020 18:44	Alt. 3	Something I Would Change	One lane to three? This is way too many. Keep it at one or two.	42.308094	-71.119877	Melissa	Vining	02130
11/6/2020 18:45	Alt. 1	Something I Would Change	General comment about this option: Where sidewalks (yellow) are available to walkers/those on foot, I'd encourage making the shared use paths (purple) for use by those on bicycles and not those on foot.	42.310318	-71.121899	No First Name Given	No Last Name Given	-
11/6/2020 18:46	Alt. 3	Something I Like	Love how this is only one lane in each direction with no shoulder. The current shoulder is used as parking--- it's not meant for parking, it's a shoulder!!	42.306993	-71.119334	Melissa	Vining	02130
11/6/2020 18:49	Alt. 1	Something I Like	I like that the neck-down to one lane is done in this area, away from the Murray Circle area so that the traffic can sort itself out into one lane.	42.307445	-71.119616	David	Moir	02130
11/6/2020 18:49	Alt. 3	Something I Like	Alternative C is definitely the best one. Has a few issues, but overall much improved from the current layout.	42.302753	-71.117397	Melissa	Vining	02130
11/6/2020 18:55	Alt. 1	Something I Would Change	This could be a bike/pedestrian activated crossing light, while the two lane entering the circle would be a full signal. Basically, the optimal solution for this "circle" could be to keep the trees and grass but fully signalize the 4 major entry points to the circle and partially signalize the feeder exit lanes.	42.308877	-71.122282	David	Moir	02130
11/6/2020 19:09	Alt. 1	Something I Like	The landscape design of modern circle (or traditional circle) is classically good for introducing plantings into the road design, and is now good for spacing out where cars could be signalized to stop while giving off greenhouse gases. Lights spread apart can be coordinated by computer. So a modern circle with signals placed where best can be a good traffic and environmental solution for the 21st century.	42.309036	-71.121757	David	Moir	02130
11/6/2020 20:23	Alt. 1	Something I Like	Apparently this is the only pedestrian-accessible island at Kelley Circle in Plan A.	42.3124	-71.122471	Jason	Bylsma	02132
11/6/2020 20:28	Alt. 1	Something I Like	Traffic-calming tree between lanes of Murray Circle :)	42.309101	-71.121932	Jason	Bylsma	02132
11/6/2020 20:37	Alt. 1	Something I Would Change	This location would continue to be the safer choice for ped/cyclist crossing, as opposed to the crosswalk at the circle. A proper signalized crossing should be built to connect SB Centre St with the opposite 2-way cycle track to Jamaica Pond.	42.308302	-71.122516	Jason	Bylsma	02132
11/6/2020 20:45	Alt. 2	Something I Would Change	The separate pedestrian and bike crossings from Alternative A should be retained here.	42.313723	-71.119778	Jason	Bylsma	02132
11/6/2020 20:50	Alt. 2	Something I Would Change	Why is this turn so tight? Possible collision point between walkers and cyclists, especially entering the 2-way cycle track. This is only made worse if there's a large tree here. Bikes need their own dedicated path.	42.31403	-71.121339	Jason	Bylsma	02132
11/6/2020 20:54	Alt. 2	Something I Would Change	Add more trees blocking the vehicle traffic from people enjoying all this new green space!	42.31355	-71.120963	Jason	Bylsma	02132
11/6/2020 21:00	Alt. 2	Something I Would Change	The irregular shape of these cycle lanes from above is completely bizarre. How about instead of a layout like a tentacled sea-creature, we just make a circular cycle path outside the vehicular circle? (See Dutch "Ordinary" roundabout with cyclist priority)	42.309298	-71.121363	Jason	Bylsma	02132
11/6/2020 21:02	Alt. 2	Something I Like	This 2-lane rotary with 2-lane entry is a big improvement over the 3-lane set up of Alternative A. I suggest making the entry lanes at an even greater angle and tightening the radius of the rotary to help control speeds.	42.308746	-71.121916	Jason	Bylsma	02132

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11/6/2020 21:03	Alt. 2	Something I Would Change	Suggest separate pedestrian and cyclist crossings like the dual-crossings at Jamaica Pond in Alternative A. This would also help control speeds entering Murray Circle.	42.308693	-71.122146	Jason	Bylsma	02132
11/6/2020 21:08	Alt. 2	Something I Would Change	These bike lanes should be raised and separated from vehicle traffic. With the single vehicle lane, I could see cars driving excessively fast down this route, very close to that bike path.	42.305781	-71.119724	Jason	Bylsma	02132
11/6/2020 21:10	Alt. 2	Something I Like	Good separation here between cyclists and vehicles, unlike Alternative C. However, further south on Arborway Alternative C appears to have better separation than B.	42.308534	-71.120789	Jason	Bylsma	02132
11/6/2020 21:11	Alt. 3	Something I Like	Good separation here between cyclists and vehicles, unlike Alternative B.	42.306544	-71.119464	Jason	Bylsma	02132
11/6/2020 21:42	Alt. 1	Something I Would Change	Crosswalks like this at the mouth of the rotary are so dangerous. Drivers rarely stop. For this reason, I strongly endorse Alternative C for Murray Circle!	42.308993	-71.121148	Tom	Edwards	02130
11/6/2020 21:59	Alt. 1	Something I Like	Bike lanes on both carriageways are a great idea.	42.309962	-71.121747	Tom	Edwards	02130
11/6/2020 22:13	Alt. 3	Something I Would Change	I would love to see bicycle lanes parallel the carriageways as they do in Alternative A	42.309566	-71.121547	Tom	Edwards	02130
11/6/2020 22:40	Alt. 2	Something I Like	Due to frequent travel from our home in Moss Hill to and from Forest Hills- and points south- retaining this travel circle is highly desirable. If the circle is redesigned, there MUST be a quick and easy way to go to and from Centre St (i.e. Faulkner Hospital) and the Forest Hills T and beyond.	42.308686	-71.121588	Lynda	Brandt	02130
11/6/2020 23:26	Alt. 3	Something I Would Change	Would be helpful to have a slip lane here for cars to go from Centre st to Arboretum. Lots of traffic going this way.	42.308547	-71.121865	No First Name Given	No Last Name Given	-
11/6/2020 23:54	Alt. 2	Something I Like	Love all the extra green space and getting rid of so much roadway hardscape	42.313548	-71.121548	No First Name Given	No Last Name Given	-
11/6/2020 23:58	Alt. 2	Something I Like	A roundabout is so much better than a rotary for guiding vehicles through. Excellent. Also appreciate preserving the trees. This design will calm traffic better than Alt A	42.308986	-71.121953	No First Name Given	No Last Name Given	-
11/7/2020 2:31	Alt. 2	Something I Would Change	Decreasing the travel lanes from 2 to 1 will create bottlenecks - this is a common travel route to & from the medical area and other Boston business/recreation sites (i.e. Fenway Park, Storrow Drive) from the south of Boston towns. Anticipate significant traffic issues during rush hours, sporting events with aggressive drivers if reduced to 1 lane. End of Orange Line is here as well with the traffic associated with that.	42.302844	-71.118386	Lynda	Brandt	02130
11/7/2020 6:46	Alt. 2	Something I Like	Much better than A. Having the 3 lanes coming from the south to merge in simply won't work. Bostonians don't follow traffic rules and I see no way they will abide by the 3 lane entry proposal of scheme A. Option C will create a traffic nightmare at rush hour with cars backed up forever. While I have my own issues with how dangerous the traffic circle can be at times, it still works to keep traffic going.	42.308822	-71.121798	Jay	Siebenmorgen	02130
11/8/2020 17:17	Alt. 3	Something I Would Change	Please allow a U-turn here for access to Prince, Orchard, and Eliot streets. Otherwise it appears southbound traffic will have to go down to the Murray intersection (adding unnecessary volume there), then left onto Centre, then left onto Prince, then left onto the northbound carriageway (which we're trying to reduce traffic on), and finally right onto northbound Arborway. Major hindrance to those residents with negative externalities to others by adding to traffic volume.	42.312709	-71.122222	Michael	Schreck	02130
11/8/2020 17:24	Alt. 3	Something I Would Change	Suggest a separate left turn lane here, as is present in Alternatives A and B. The issue is, traffic seeking to turn left here will have just come through the Murray stoplight, so it will generally have a string of accumulated traffic behind it. This design forces the left turner to either hold up traffic behind it, or inch out into no-man's-land while the traffic goes around it. Granted, that happens all the time in Boston, but a brand new design should aspire to higher standards.	42.309073	-71.120979	Michael	Schreck	02130
11/8/2020 17:30	Alt. 1	Something I Would Change	Aren't crosswalks this close to the roundabout likely to either be ignored by cars (and mightily feared by pedestrians), or alternatively, if the cars respect them (due to raised crosswalk or signal), won't that snarl the roundabout? Bikers fear the circle designs because these crosswalks are too close to the circle. Why not arrange bike/ped crossing *further* from the circle, with raised crosswalks or signals to force the cars to slow down, and yet no traffic snarl in the roundabout?	42.308705	-71.121394	Michael	Schreck	02130
11/8/2020 22:12	Alt. 3	Something I Like	Love the green space here! Would be great to add a playground, picnic area, or physical activity equipment here.	42.313795	-71.121741	No First Name Given	No Last Name Given	-

Arborway Parkways Improvement Project
Public Comments Submitted via Social Pinpoint Interactive Map
deadline 11/6/2020

Time	Alternative	Prompt	Comment	Latitude	Longitude	First	Last	Zipcode
11/8/2020 22:26	Alt. 2	Something I Would Change	The expanded park/pond footprint is admirable, BUT the apparent consequence is that Prince, Orchard and Eliot have lost the U-turn that gives access coming from SB Arborway. This seems like a false choice -- please think creatively to accomplish BOTH the park expansion and the turnaround access.	42.31329	-71.121648	Michael	Schreck	02130

From: [Maria Morelli](#)
To: [Arborway](#); [Norwood, Jennifer \(DCR\)](#)
Subject: A+ for Alternative A
Date: Friday, November 6, 2020 9:57:11 AM

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

To the Arborway redesign team,

Thank you for your hard work on the Arborway redesign. I am very excited about the possibilities for advancing a safer multimodal network, conserving open space, and providing more spaces for neighbors from abutting communities to interact.

I wholeheartedly support Alternative A, which elegantly and efficiently meets the range of stated objectives most equitably.

The two circles would allow bicyclists to remain in motion, which is safer than the stop-and-start scheme necessitated by the intersection alternatives.

The intersection alternatives inexplicably eliminate open spaces, which defeats the intention of putting the "park" back in "parkway." The key junctures from Forest Hills, Centre, Pond, and Brookline are gateways to the Arborway and therefore should conserve or enhance as much open space and trees. Let's keep the "arbor" in "Arborway" from visual, experiential, and environmental perspectives. Alternative C looks and functions more like a highway to me--extremely disappointed with that option.

What I love about the Alternative A

- Circles keep bikers in motion
- Retains open space at key junctures with Arborway
- Access from Pond is retained and enhanced with a direct path toward north
- Retains at least one South-to-North U Turn

What I would add to Alternative A

- Access for pedestrians to Kelley open space.
- Crosswalk between Pond and Murray Circle
- Accommodate path for bikes separate from pedestrians, if possible
- Possibly replacing median near Arboretum with trees (from Alternative B)

Concerns about Alternative A

- I need to understand the pro/con about two versus three lanes from Centre NB to roundabout in terms of balancing bike safety and vehicular access from Centre.
- I'm conflicted about the bypass lanes at Murray. Curious about the bypass-less scheme in Alternative B.
- Therefore, I really would like to see some temporary striping or "practice runs" to understand the bike-pedestrian-car balance better .
- Retain right on red from Arborway SB to Pond-Cataumet for safer pedestrian access

Well done. Thank you.

Maria Morelli (please redact my email address from public posts)
Resident, Rockwood Terrace, Jamaica Plain
Urban Planner

From: [John Salsberg](#)
To: [Nathanael Lash](#)
Subject: Arborway changes
Date: Thursday, October 22, 2020 8:22:27 PM

Hello Nick,

Has anyone done a safety study? How many people will have to die or be seriously injured for the ‘improvement’? I’m serious about this. I’ve lived here in JP for over 40 years. People die or are seriously injured simply because of the narrow winding road which isn’t well navigated. The 8 lanes cut down on the danger. Also, the increased back up on May and Pond streets will add fumes and noise to our lovely neighborhood. It didn’t sound to me that anyone has a solution to that problem. Nor has anyone studied or tried to predict the impact. You’ve put the cart before the horse, by which I mean that you’re all set to do this and will be long gone when the bad things happen.

John Salsberg

Sent from my iPhone

From: [SARAH FREEMAN](#)
To: [Norwood, Jennifer \(DCR\)](#); [Fiesinger, Anne \(DCR\)](#)
Subject: Arborway Coalition Comment to DCR - 110620
Date: Friday, November 6, 2020 4:58:43 PM

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

Hi Jenny & Anne,

I submitted the comment below on behalf of the Arborway Coalition a few minutes ago, but I didn't receive an auto-reply, so here's a copy just in case.

Thank you,
Sarah Freeman

From: SARAH FREEMAN
Sent: Friday, November 6, 2020 4:53 PM
To: arborway@hshassoc.com
Subject: AC Comment to DCR - 110620

The 3 alternatives for the Arborway long-term improvements, presented on Oct. 21, 2020, are all significant improvements over the existing condition. This section of the Emerald Necklace park system designed by Frederick Law Olmsted can live up to the slogan of the Historic Parkways Initiative: "A parkway is not a road. It's a park with a road in it."

We encourage DCR to keep moving forward, with public input, towards completion of the design & implementation of the most park-like & ped/bike friendly design that can handle the motor vehicle traffic. Below is a summary of feedback we have heard:

Roundabouts vs. signalized intersections:

There are pros & cons to roundabouts & signalized intersections, and we're hearing from proponents of each.

Some people like the green space in a roundabout as well as the ability to change direction, only crossing 2 lanes at a time (ped/bike), and they dislike the extensive hardware/mast arms that would be part of a signalized intersection.

Others, who have experienced our local high-speed rotaries but not modern roundabouts, would like a signalized intersection.

Pedestrians & cyclists often prefer signalized intersections, with all traffic coming to a full stop before setting foot or bike tire on the pavement. But in 2015, Toole Design convinced many of us that well-designed roundabouts have benefits (e.g. fewer collision possibilities, less severe collisions etc. – plus they handle more traffic, don't stop people needlessly.) **But** with multi-lanes & slip lanes, it's harder to compare in terms of safety, capacity etc. Vision Zero advocates are especially concerned about safety if the roundabouts have to be multi-lane.

In the alternatives where Murray Circle is a roundabout, it is adjacent to the convent/veterans' memorial. As a signalized intersection, additional green space would be accessible.

Bicyclists' perspective:

All three alternatives address the project goals: slowing traffic, increasing safety, adding green space and closing a gap in the bike network. The priority is for any final plan to improve walking and biking through this area by including the following:

- If Murray circle remains a circle, please eliminate or address the “double threat” (crossing two traffic lanes with no traffic signal).
- If possible, extend the cycletrack in front of the Arboretum to connect with the existing cycletrack that was created as part of the Casey Arborway Project (MassDOT). Continuous paths are a goal.
- Include a cycletrack on both sides of the Arborway between Centre St. and Jamaica Pond
- Create separate spaces for pedestrians, cyclists and motorists throughout the corridor. Shared streets and shared-use paths are NOT preferred, especially when this area has enough space to accommodate separate spaces for each mode

Local access needs to be clarified (& perhaps coordinated with a signal as described below):

Local access, carriageways:

- How would local residents drive to & from their homes & various destinations, e.g. the Jamaicaway, Parkman Dr., Centre St., Forest Hills (by Faulkner Hospital & by the business district)? Access to the northbound/east carriageway from Centre St. at Prince St. could be more clear. Residents who support the goals of the project would like to understand more clearly how each alternative would impact them.

- Re: access on/off of the carriageways, particularly the northbound/east:

It looks challenging to exit from the carriageway onto the main barrel (near Prince Street). Can this movement be signal controlled, e.g. included in the signal that is slightly inbound?

- Changes, e.g. the 2-way extension of Parkman Drive in a location that is currently 1-way

seem worth noting. Such changes seem to be improvements (e.g. Prince St. (west) access to Parkman Dr. is simplified).

Additional feedback:

- Bicyclists would appreciate protected bike facilities on both sides of the parkway.
- The speed hump at Saint Rose St. is welcome by residents in that area; people drive too fast around the 'blind curve' towards St. Joseph from the Hillside.

- Many are happy to see the Centre St. crosswalks at the Upper Arborway near Guardian Health (former Boy Scout Bldg.)

- Good that the gas leaks are being addressed.

- Pleased re: fewer lanes for through traffic.

- Happy to see that traffic calming is being considered.

Best regards,

Sarah Freeman on behalf of the Arborway Coalition

General Comments:

I live quite near the Arborway on Centre St.

It is important for any final plan to keep traffic from cutting through neighborhood residential streets.

I favor the added pedestrian and bicycle connections. Much needed.

Kelley Circle

I like the added green space of the no-circle option, but in both proposals, the connection from Parkman Dr. to the main barrel is awkward with potentially large back-ups at the signal. If you have traffic number projections here, it would be useful to see them.

As it stands now, people on Parkman going towards the Faulkner Hospital at Murray Circle, will be tempted to turn right to Pond St. and then left on May St. to avoid waiting at the signal at the Arborway main barrel.

Given these alternatives, I choose remaining with one circle.

Carriage Roads and Main Barrel

I favor the shared use or separated bike lane on both the east and west sides.

Murray Circle

I strongly favor a circle design for many reasons. Here are three:

1. The project has been characterized as returning the Arborway into a park with a road in it, rather than the opposite. Having a large signalized intersection which will be highly visible from Kelley Circle and from all the other intersecting roads will give it more of a "highway" look than it has now. See the Shea intersection for reference.
2. Those of us "veterans" to the review process over the years, have heard from traffic engineers that circles are statistically safer than signals. Do you have statistics that address the issue?
3. Building upon #2, is another safety issue. Now, incoming traffic to Murray Circle has to slow by the very nature of the traffic pattern. My experience with signals in general, and the pedestrian signals near Murray on Centre in particular, is that when vehicles see a green to yellow signal, they speed up to make the light. The circle currently is the only feature that slows down the racetrack/speeding traffic on Centre St. inbound. Please consider this seriously. That traffic has taken out myriad light poles, fire alarm boxes, fences, and hydrants, in recent years. A signalized intersection in no way is faithful to the Olmsted vision for the Emerald Necklace.

I favor the bypass lanes to and from Centre St. going towards West Roxbury.

"South of Murray Circle"

There are back-ups on the Arborway going towards Forest Hills at rush hour, even sometimes now during the pandemic. Without data to back up reducing these two lanes

to one, I fail to see how it can work. Traffic will be backed up into Murray Circle causing a choke point for the Arborway in all directions.

Interestingly, parking for the Arboretum along the Arborway is not specifically mentioned. If the bike/pedestrian shared path is off the main road, is there no way to reduce the width of the two driving lanes (which will slow traffic) and still allow a parking lane for the Arboretum? Or a system where that part of the Arborway is two traffic lanes during the week, reduced to one lane on weekends to allow for Arborway parking?

Thank you for your consideration of these comments.

Celeste Walker
[REDACTED] Centre St.
Jamaica Plain

From: [Chip Rives](#)
To: [Nathanael Lash](#)
Subject: Arborway comments
Date: Tuesday, November 10, 2020 7:39:17 AM

I agree with Vickie's comments below.....

I am very concerned that May Street will become a cut-through more than it already is. There are a lot of small children on our street and they are already in danger from the Uber and Lyft drivers that cut through the street at high speeds. Choking off the Arborway traffic will push traffic to side streets and May street will become an unsafe raceway. That's not what I signed up for when I moved my 3 children to this neighborhood 8 years ago.

Chip Rives

■ May Street

Jamaica Plain, MA 02130

■

From: [David Spiller](#)
To: [Nathanael Lash](#)
Cc: [David Spiller](#)
Subject: Arborway Design Alternatives - Comments on Conceptual designs
Date: Wednesday, October 21, 2020 9:04:05 PM

Thank you for the DCR virtual meeting tonight. The presentations and Q&A were great! I had the opportunity to quickly scan the three alternatives and here are my comments.

Comments on the Three Arborway Design Alternatives

Alternative A – 2 Circles

- Doesn't solve the confusion of motorists in navigating the asymmetrical geographic space defined by Kelley Circle
- Slip lane at Murray Circle is dangerous to crossing pedestrians and bicycles across Center street
- Slip lane at Murray circle leads to higher motorist speeds

Alternative B – 1 Circle

This is a brilliant design alternative and the only viable one in my opinion.

- Greatly simplifies motorist navigation of the asymmetrical geographic space formerly defined by Kelley Circle; confusion by motorists at Kelly Circle frequently leads to uncertainty in entering and navigating the circle, with a concomitant increase in risk of rear end and side swipe accidents
- Design alternative is consistent with vehicular expectations to proceed straight from the Jamaica way to the Arborway
- Adds more parkland to the parkway
- Channels the through traffic to the main barrel of the Arborway; this lowers the volume on the carriageways (a desired outcome), and improves rationalization of the approach traffic entering Murray Circle
- Removes a dangerous slip lane at Murray Circle

- Allows for the redesign of Murray Circle in accordance with modern roundabout design principles: particularly an increase in the deflection angle at the approaches to Murray Circle so that vehicles effectively stop at the yield point, before proceeding in a gap acceptance mode into the circulatory lanes.
- Design alternative is consistent with a continuous flow traffic system which was Olmsted's vision, albeit with horse and carriage

Alternative C – No Circles

- Violates the continuous flow traffic system which was Olmsted's vision, and changes the character of the parkway
- Traffic signalization of Murray Circle will probably fail, with excessive queue lengths and delays
- The pressure to provide a progressive “green wave” will increase speeds on the Arborway

David Spiller

■ Common Street

Watertown, MA. 02472

From: [Mark Saperstein](#)
To: [Nathanael Lash](#)
Subject: Arborway feedback
Date: Tuesday, October 27, 2020 3:48:10 PM

Dear Mr. Lash:

I attended the virtual public meeting last week, and I have reviewed the three design options. Option C (without any circles) has my enthusiastic support.

I have lived on Mossdale Road for 24 years. Prior to that, I lived on the Arborway (at the corner of Custer Street) for 2 years. I have walked, biked, and driven in this area too many times to count.

Now that I have seen the results of the roads around Forest Hills, I am confident that the design engineers can come up with a plan that keeps traffic flowing and keeps everyone MUCH safer.

My only specific comment about the design is that I despise the current "intersection" at Pond Street, and the proposed design in Option C would be a dream come true.

Sincerely,
--Mark Saperstein
■ Mossdale Road

From: [Natan Seidel](#)
To: [Nathanael Lash](#)
Subject: Arborway Parkway Improvements - Comments
Date: Wednesday, October 21, 2020 1:00:36 PM

Just wanted to say thank you for working on this! I wholeheartedly approve of what you guys are trying to do, including:

- Helping prevent cars from speeding and crashing
- Emphasizing the importance of bicycle infrastructure as global warming continues to worsen
- Connecting the excellent bicycle path network (SW Corridor, Franklin Park, etc) with the Emerald Necklace
- General safety improvements and focusing on greenery/pedestrians/bicycles rather than loud, dangerous, annoying cars.

Just wanted to give you the positive feedback, since I'm concerned you may get a lot of negative comments from local NIMBYs. Thanks for all you do!

Natan

From: [Mark Hanson](#)
To: [Nathanael Lash](#)
Subject: Arborway Parkway Improvements Virtual Public Meeting
Date: Friday, October 23, 2020 3:57:03 PM

I found the meeting very difficult to digest.

1. Having to install yet another application in order to listen in was a pain in the butt.
2. The number of options was volumetrically daunting
3. The speakers used a whole lot of traffic management jargon
(and we have a world famous traffic planning expert in the family)
4. The meeting drowned in the details
5. There were a lot of presentation graphic issues that showed that the pre-event review had not been very thorough.

IMHO there are too many top line factors being given apparently equal weight in constraining the options -- too many constituencies that needed to be satisfied. I hasten to express my sympathy and even empathy for the design team - you have too many 'masters' in this situation in which to operate

I suggest that the sections that comprise the Barrel and Kelly Circle be grouped as OFF LIMITS to the public for direct access. As a neighbor (Mossdale Road) I recall that several of the human involved accidents were due to folks trying to use that space for picnics and the like

I found the presenters very professional and competent.

My wife and I both commented on the overarching presence of Bicycle--related influence

--

TTFN
Mark Hanson
Hansons of Boston

From: [Shamus Keohane](#)
To: [Nathanael Lash](#)
Subject: Arborway Parkway Improvements
Date: Wednesday, October 21, 2020 6:18:39 PM

Hello,

I am a neighbor and would like to provide some input and pose a question ahead of the public meeting this evening.

My own personal input is that I very much appreciate and support the options proposed to improve safety and accessibility in this area. As a neighbor, I most strongly support Alternative C, which I believe most aggressively improves traffic conditions and substantially improves the connectivity for users of the Arborway.

My question for this meeting is this. Given the substantial alterations to the main stem of Arborway south of Murray Circle, my concern is that commuters will use Upper Arborway to bypass backups on the main stem. Vehicle speed and visibility is already a concern on Upper Arborway, as the Safety Audit Report noted. Is the design team confident that the proposed improvements to Upper Arborway will be sufficient to minimize vehicle traffic and reduce speeds in the event that volume on Upper Arborway increases as a result of traffic trying to circumvent the main stem.

Thank you very much for your consideration. Also if you could please add my name to the distribution list for future public announcements, I would greatly appreciate it. I could not figure out how to submit a comment on the Social Pinpoint site...

Thanks,
Shamus Keohane
■ Arborway

From: [Janice Rogovin](#)
To: [Nathanael Lash](#)
Subject: Arborway Parkways Improvement Project
Date: Friday, November 6, 2020 1:30:35 PM

Dear Parways Improvement Project,
I have lived in Jamaica Plain since 1977 and have owned a 3-decker since 1986.
I am vehemently opposed to the plan that is being proposed to cut 4 of 8 lanes between Kelly Circle and Murray Circle. I don't see how this will enhance safety and don't know why you want to spend this money. Better to leave well enough alone based on other recent projects in the area that have been done with unpleasant results, i.e. removal of the overpass by Forest Hills Station.

Please count my vote as a 'No' from a concerned long-time resident of JP.

Sincerely,
Janice Rogovin

From: red.sea@verizon.net
To: [Nathanael Lash](#)
Subject: Arborway project
Date: Friday, November 6, 2020 7:43:28 AM

Pardon us for being cynical...but in September you touted adding new line and line painting, as well as buffered bike lanes along the Arborway. You indicated that you were going to gauge the effectiveness of such – but a little more than a month later, you have presented us with three possible design options that will result in major changes to the area. Were you able to monitor those September changes that quickly? And how accurate would they be when so many are telecommuting still in an era of COVID-19.

None of these plans show how traffic will be slowed (a major complaint in the past) – unless it will be slowed because of total gridlock in the area, due to the large number of lane closures you have proposed.

And once again, we are concerned that your plans for reducing traffic along the Arborway really just mean pushing traffic onto side streets – and this is truly aggravating. If you buy a house along the railroad tracks, you really can't complain if a train goes by...so what were people thinking when they bought homes along the Arborway? Didn't they notice how busy the road was? Why not show good faith and take a step to avoid foisting traffic on side streets, which is not a solution?

DCR should not be permitted to eliminate 50% of car travel capacity without doing something to reduce the sheer volume of cars (pushing cars to side streets does not count)

And can someone tell us why the big push to make the Arborway “more walkable”? There are many places along the Emerald Necklace, the Riverway and the Jamaica way that are not very walkable – why the extreme focus here? A huge amount of change and disruption to benefit how many households on the Arborway?

That a major project like this is being jammed through during a pandemic, when we cannot meet in person, when we are not able to ask all our questions, when many are not recognized in a virtual setting seems somewhat heinous. It seems like a few are making some very serious decisions for many!

Moses Strassfeld and Jean Weinschel
■ May Street
Jamaica Plain, MA 02130

From: [LAURIE GLASSMAN](#)
To: [Nathanael Lash](#)
Subject: Arborway Redesign comments Prince St
Date: Tuesday, November 10, 2020 12:07:06 PM

Dear Designer,

Please accept my apologies for writing to you beyond the deadline to submit comments for the Arborway Redesign project! My name is Laurie Glassman and I live at 140 Prince St. (the part of Prince that runs parallel to Parkman Drive). First of all I want to thank you for all your awesome work laying out some options to improve safety and efficiency for all. I've lived in Jamaica Plain for over 30 years and am always very appreciative to see the enhancements to our beautiful neighborhood.

My neighbors on this side of Prince St and I have discussed the 3 plans. We really like the idea of the carriage road and quieter traffic at the end of our street. We just want to make sure we can get out of our street and easily access the Jamaicaway/arborway in both directions. **We believe PLAN B would be in our best interest.**

PLAN B Northbound: We currently have to cross over 3 lanes of traffic in a very short distance to get to the northbound lane of the Jamaicaway. Your Plan B provides a much safer way for us to exit our street, turn left on the carriage road, and then turn right at the new Parkman Drive traffic light to go over to the northbound lane of the Jamaicaway. We are, however, a little worried about how many cars will also go on the carriage road from Pond St to the Parkman Drive new light to cross over to the northbound side and wonder if it will get backed up. Perhaps a right on red at the light will help with this issue. As for traveling on the Arborway northbound to go back onto Parkman Drive, can we assume that this new part of Parkman Drive will be a 2 way street, and we can make a left from the Arborway to go onto it? Will there be a designated lane for the left turn especially since there are only 2 lanes in the main barrel?

Plan B Southbound: As for Plan B's traveling southbound, it also seems safer for us to travel the carriage road to the on ramp in order for us to access Murray Circle. It is unknown however how much traffic will be adding in from Pond St to access the same on ramp. I would imagine that there will be gaps in traffic on the Arborway so that we can actually easily get onto the Arborway. Will there be timed traffic lights to help with this?

Thoughts about plan A: (Our second choice)

This is similar to what we have now, but we believe will be less safe. Reducing the 3 lanes at Kelly Circle for cars to go onto Parkman Drive will cause more traffic back up and return to the scary scenario for pedestrians trying to cross Parkman Drive. It used to be like that and the intersection was changed to make it more clear to pedestrians when cars would be taking a right onto Parkman Drive vs staying straight on the Jamaicaway. An extra lane was added for this reason. Before that there were many accidents. Traveling northbound on the Jamaicaway and accessing Kelley Circle with one less lane also seems more risky.

For southbound travel, I have the same comments as I already made above for the Plan B

design.

Thoughts on Plan C:

It is unclear how we would get to the northbound side of the Jamaica way. Would we still be able to cross over (now 2 lanes) to use our same loop around before reaching the new traffic light on Pond St? If not, how easy would it be for us to make a left at the light especially if much of the Parkman Drive traffic is trying to make the same left too. Going southbound, the access road is no longer a ramp but a squared turn onto the high speed Arborway. How would we easily get into the traffic especially if the added cars from Pond St and Cataumet are also trying to get in?

Thank you so much for considering our input and for all your creative and work!

Prince St neighbors:

■ Prince St
■ Prince St
■ Prince St
■ Prince St

If you would like to reach me, feel free to respond to this email or call me at 857-203-1193.
Laurie Glassman

From: [Vickie Henry](#)
To: [Nathanael Lash](#); [Vickie Henry](#)
Subject: Arborway redesign comments
Date: Friday, November 6, 2020 12:34:23 AM

Dear Mr. Lash & DCR:

Please accept the following comments about the proposed Arborway redesign Alternatives A, B, and C.

My first request, applicable to all alternatives, is that you protect side streets from cut through traffic. Specifically, please agree to ban through traffic on May Street, at least during rush hour. I understand that DCR thinks the redesign reducing 8 lanes to 4 will not cause backups, but I am deeply skeptical. Why not show good faith and take a step to avoid foisting traffic on side streets, which is not a solution? If you are wrong, I might have to move. The people who bought homes on the Arborway knew they were moving to a busy road. Those of us on side streets did not buy that and should not have it imposed upon us.

My second request is that you re-propose these plans and walk through how a car or bike or pedestrian would travel in each direction. Show us the flow. Post the pre-recorded program for people to view at their leisure over a period that includes at least 2 weekends. You should compare Kelley re-designs across plans. Then compare the barrel re-designs across plans. Then compare Murray across plans. Then compare South of Murray across plans. Then host a live meeting just to answer questions (on October 21, you let people fill up the time with comments, leaving those of us with questions stuck). I was left with many unanswered questions. This was a way that you unnecessarily frustrated people.

Here are some obvious questions:

Q: Every plan shows the direction of Eliot Street to be the opposite of what it is today. Is that a mistake or are you changing the direction of that street? (If it is a mistake – yikes, that really undermines my confidence in the work.)

Q: Would you please advise what you believe the drive time is during rush hours

(a) driving from the boat house (or Eliot Street) to Forrest Hills; and

(b) from Forrest Hills to the boat house for the current traffic pattern and versus Alternatives A, B, and C?

It seems like magical thinking that travel time will not increase unless many, many cars travel other routes. I thought I heard you say that the impact of slower travel will be mitigated by better signal timing. Is that right? And are there other things that will mitigate the time to travel through? Again, I hope you are right but what if you are not? Then what?

Q: Would you please tell us the anticipated time and cost of construction for each of the alternatives?

Q: I appreciated the 3 alternative designs (<https://www.mass.gov/doc/arborway-design-alternatives-flyer/download>). Could you please include in it the difference in increased parkland and trees cut down?

Q: Is DCR planning to eliminate all parking from Murray Circle to Forrest Hills? If so, you

are really limiting access to the Arboretum to those who can walk or bike to it? You are cutting off those who have to drive but you have not made that super clear by telling people what you are doing. Alternatively, you are foisting all of those cars to park on nearby side streets. That is not a solution.

Q: Why are you not posting signage on the Arborway alerting the 57,000 daily users of these proposed significant changes?

Here are my comments and questions on each alternative:

Alternative A - Kelley

* I love the straight flow from Pond Street (exiting Moss Hill) and going straight across to Boston. This would be so much more efficient than the current layout and far better than Alternative B (which is awful – it requires a left towards Francis Parkman, a signal there, and a significant signal to turn left on the Arborway to go to Boston). Alternative C's Kelley layout is second best but if DCR makes a right turn lane to get onto the Arborway, then C is best. DCR will have to time the signals at (1) Pond Street and Arborway and (2) to get on the Arborway carefully or cars will get trapped in the box.

* Alternative A should involve far less construction, which is less disruption and cost, both of which are major pluses.

But: Travelling from Boston to Moss Hill/Faulkner/Forrest Hills Southbound, Alternative A includes an unnecessary and huge bottleneck because it forces nearly all cars (except those going to Francis Parkman Drive) from 2 lanes to 1 heading and then that one lane has to merge into Northbound traffic turning around. Why? I do not see that this results in much (or any) increased parkland. What is the benefit that comes from this pain? You could just leave this aspect of Kelley alone as it works fine now. (The devastation of this lane reduction makes me question whether this is a legitimate alternative.) If DCR just keeps this part of Kelley the way it is now, I would like this alternative the best.

But: Alternative A also bottles up traffic from Boston to get to Moss Hill by eliminating the dedicated right turn lane onto Pond Street towards Brookline. Why? This is 300 cars per hour in your traffic studies. Please include it and allow a right on red onto Pond.

But: The entrance to the carriage way from Pond Street Southbound towards Faulkner is unnecessarily tight. The entrance in Alternative B or C is better. Cars entering the carriage way will get rear-ended or unnecessarily slow traffic on the barrel.

Alternative A - Barrel

* I like that Alternative A does not include a full pedestrian crossing in the middle of the barrel. There is no reason for people to cross the barrel mid-block and allowing it (as alternatives B and C do) just increases pedestrian/car interaction and conflict.

Alternative A - Murray

* For cars, Alternative A Murray outbound is great. I particularly like the bypass lane that heads towards Faulkner.

But: For pedestrians, this plan is awful. The main reason we can cross now is that the signals give a tiny pause in traffic so we can cross. Your plan removes all signals. In addition, it will so anger car drivers that they will hit this rotary at high speed and you will get people killed.

But: For cars, Alternative A Murray inbound (from the Faulkner) – it would be awful to increase from 2 to 3 lanes (passing over that the design has a left turn arrow into the rotary – ouch), the current configuration works and does not cause accidents so why increase it by a third? Is this because DCR knows that taking South of Murray to 1 lane is going to cause horrific traffic backups so give them their own lane?

But: Why change the May Street exit towards the Faulkner? I'm a May Street resident and the present configuration is fine. This is just spending money to spending money.

But: As an initial matter, your map fails to show that Prince Street on the Northbound side is 1 way. I take it the reason for the left turn lane is to allow people in the carriage way? Or is DCR changing the direction of Prince Street without telling us? (That was in an earlier proposal.) DCR did not adequately explain this at the public meeting. I've had to study these flows for a long time to deduce this.

Alternative A – South of Murray

But: South of Murray, why reduce to one lane to Forrest Hills? First, bikes can dip into the Arboretum. Second, this is a double-wide sidewalk with few pedestrians because they, too, can and do dip into the Arboretum to be away from the cars. So DCR would be causing significant burden on cars for no corresponding gain to bikes or pedestrians. Why? The traffic backups will be epic, especially in winter. This particularly makes no sense given the massive road size just constructed at Forrest Hills.

But: Where do you think people are going to park if they can do not live within walking distance?

Alternative B - Kelley

* Alternative B at Kelley is the worst of all worlds – it yields no extra park space and complicates traffic. For people who live on Moss Hill or who are coming from Brookline, this is awful. First, Alternative B Kelley adds 2 full signals to get to Boston, one at Frances Parkman Drive and a second to turn left on the Arborway versus just a pedestrian signal in the current configuration on the Northbound side. Second, this pits the Moss Hill traffic heading to Boston against Francis Parkman Drive traffic heading to Faulkner or Forrest Hills as they have to cross. Why? If Moss Hill residents want to get to the backside of the Pond, we can cut through Rockwood. If traffic from Brookline wants to get to the backside of the Pond, it bears left at Larz Anderson. So this just drags Moss Hill people through an ordeal that is very burdensome compared to the current design. Alternative B Kelley is so bad, it undermines your credibility.

* I like the entrance to the carriageways going southbound.

Alternative B – Barrel

But: why have a pedestrian crossing mid-way on the barrel? Who needs to cross mid-barrel? There is zero pedestrian or bike need, it will be a safety issue for them, and a great cost to the cars. It adds an extra signal, too. This is especially bizarre because you offer no pedestrian signal at Murray, which is where all Moss Hill foot traffic goes to walk to Forrest Hills.

Alternative B – Murray

But: Why change the May Street exit towards the Faulkner? I'm a May Street resident and the present configuration is fine. This is just spending money to spend money.

Alternative B – South of Murray

But: If I understand this, DCR is reducing to 1 lane each way. Why? First, bikes can dip into the Arboretum. Second, this is a double-wide sidewalk with few pedestrians because they, too, can dip into the Arboretum and be away from the cars. So this would cause significant burden on cars for no corresponding gain to bikes or pedestrians. The traffic backups will be epic, especially in winter. This particularly makes no sense given the construction at Forrest Hills. If there is an accident or breakdown, it seems like the entire road is closed. Am I misunderstanding (because if I'm right, wow).

But: You are eliminating all parking. So people who do not live within walking or biking distance of the Arboretum are just out of luck or you are foisting all those cars onto sidestreets to park?

Alternative C - Kelley

* I love the straight flow from Pond Street (exiting Moss Hill) and going straight across to Boston. This would be so much more efficient than the current layout and far better than Alternative B (which is awful – it requires a left towards Francis Parkman, a signal there, and a significant signal to turn left on the Arborway to go to Boston).

* Question, will people coming from Moss Hill be able to turn right into the main barrel or will they be forced to meander through the carriage way? The design drawing is not clear – it has arrows many places but not here.

* The flow from Boston is better than Alternative A or B because this has a dedicated right turn lane to enter Pond Street heading to Brookline.

But: Going from Pond/Moss Hill onto the Arborway, we should be able to turn right on red to get onto the Arborway. DCR has the room if you cut the gore and make a right turn lane.

But: Why make the carriage ways so complicated? The snow plow drivers will hate this. It seems to eliminate the bike lane so will they be biking against the flow of traffic or will bikes heading to Boston be restricted to the carriageway NB and bikes heading to Forrest Hills or Faulkner restricted to the carriageway SB?

Alternative C – Barrel

But: why have a pedestrian crossing mid-way on the barrel? Who needs to cross mid-barrel? There is zero pedestrian or bike need, it will be a safety issue for them, and a great cost to the cars. It adds an extra signal, too.

Alternative C – Murray

* First, you have not given adequate information to comment on this option. What will the dimensions of this proposed intersection be and could DCR identify an intersection in Jamaica Plain or great Boston that is about the size DCR is proposing to so we can have a feel?

* I have nothing positive to say about this design, which will accomplish the opposite of what you say you are trying to do. Rather than strengthen the Emerald Necklace this will create a

giant hole of concrete. Keep the smaller circle.

But: This is awful for all Moss Hill pedestrians heading to the Arboretum and we are plentiful. I cannot even tell what path DCR thinks we will follow! The crosswalk takes us out of the way and walkers won't follow your flow because you'll be dragging us significantly out of our way.

Alternative C – South of Murray

But: If I understand this, DCR is reducing to 1 lane each way. Why? First, bikes can dip into the Arboretum. Second, this is a double-wide sidewalk with few pedestrians because they, too, can dip into the Arboretum and be away from the cars. So DCR would cause significant burden on cars for no corresponding gain to bikes or pedestrians. The traffic backups will be epic, especially in winter. This particularly makes no sense given the construction at Forrest Hills. If there is an accident or breakdown, it seems like the entire road is closed. Am I misunderstanding (because if I'm right, wow).

But: You are eliminating all parking. So people who do not live within walking or biking distance of the Arboretum are just out of luck or you are foisting all those cars onto sidestreets to park?

General

* I continue to object to eliminating 50% of the car capacity to benefit a small number of people. Plus, most of this is unnecessary and costly. People go to the Pond or Arboretum. Most of us do not have the energy to do both so they are not walking between them. DCR could easily widen the sidewalks except at trees & everyone - bikers and walkers - could be accommodated while leaving the cars alone. Would you please measure backups when you do the new striping so you'll get a feel for this?

* You could restrict the carriage lanes to electric cars and hybrids. That would at least incentivize cleaner energy vehicles.

* DCR should not be permitted to eliminate 50% of car travel capacity without doing something to reduce the # of cars (pushing cars to side streets does not count). Could you work with the T to create public transportation on the Arborway from Forest Hills to the Longwood Medical area? It could be an electric vehicle. But we need to reduce the # of cars and you are not offering any way to do that.

* No matter what you do, anyone walking or biking on the barrel is next to cars traveling 25-40 miles per hour. That is unpleasant and nobody who is walking or biking here is doing it for relaxation. We will go on the side streets. So you are turning this neighborhood upside down but not really helping.

* As for this Kelley to Murray plan: Could you start by just closing 1 lane each way for a week and see what happens before you spend more taxpayer money? The day DCR closed the Arborway exit onto Huntington Avenue to allow work on the trolley tracks caused monstrous backups. I want to be able to get to my home.

Finally, thank you for telling us which trees you plan to cut down. I appreciate your forthrightness on this point.

Vickie Henry
■ May Street
Jamaica Plain, MA
■

(I request that you not publish my phone number or house number if at all possible.)

From: [Keselenko, Jonathan](#)
To: [Nathanael Lash](#)
Subject: Arborway Redesign
Date: Friday, November 6, 2020 3:21:12 PM

I am writing to submit comments regarding the Arborway redesign. I live in the Moss Hill neighborhood of JP behind the Faulkner Hospital. I believe that any plan that reduces motor vehicle lanes for the Arborway is a recipe for long-term traffic nightmares. Traffic (in normal/non-pandemic times) regularly backs up in the southbound direction between 3pm and 6:30pm with traffic design as is. It backs up going west along the Arborway from Forest Hills. Reducing lanes would cause this problem to get much worse, as there are no other realistic alternative routes for these drivers that don't take them through residential streets.

While I'm in favor of bike lanes generally, a wide bike lane already exists from south of the Pond to the VFW; there is also ample sidewalk space for walkers.

Thank you.

Jonathan Keselenko

■ Arborview Rd., JP

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For more information about Foley Hoag LLP, please visit us at www.foleyhoag.com.

From: [jm_carroll](#)
To: [Nathanael Lash](#)
Subject: Arborway Redesign
Date: Friday, November 6, 2020 4:28:18 PM

Dear Mr. Lash & DCR:

My wife, Jacquelyn Turpin, and I write to join in the comments submitted yesterday by our May Street neighbor Vickie Henry. We are deeply concerned that the current Arborway proposals will have a devastating impact on the quality of life for those living on May Street and the surrounding neighborhood. We did not select to live on the Arborway - others whose property values are clearly enhanced and quality of life improved by your proposals did. Respectfully, as a family who has lived in the area for over twenty years, we have seen the area's transformation with every new traffic pattern. Each of your proposals will once again turn May Street into a speedway endangering the safety of its residents, who currently include upwards of 15 young children. Whatever measures are enacted should - as Brookline does for some of its neighborhoods - include restrictions to preclude vehicles from traveling onto May Street. We look forward to additional forums appropriate in both size and format for constructive discussion of these issues.

Sincerely,
Jeanmarie Carroll
Jacquelyn Turpin
■ May Street

From: [laurie hanna](#)
To: [Nathanael Lash](#)
Subject: Cutting 1 out of 4 lanes on the Arborway between the rotaries
Date: Tuesday, October 20, 2020 4:42:38 PM

Hi,

I am extremely concerned about the potential plan to cut 1 of the 4 lanes on the Arborway, 203 between the rotaries to Forest Hills. I have lived for 15 years on the Arborway carriage road and have watched the traffic increase over the years.

This is a shortcut for a number of South Shore individuals who drive to the hospitals daily. The morning and evening commutes already generate air pollution. I am gravely concerned by dropping a lane that there will be more congestion, more air pollution and more traffic on the Arborway carriage road. If this "improvement" is for the bikers (I too am a biker) it is short sighted. The amount of traffic is ten fold more than the number of bikers on the road.

Please take this into consideration and find a different solution.

Thank you,

Laurie J Hanna

■ Arborway

From: [Claire Humphrey](#)
To: [Nathanael Lash](#)
Subject: DCR Arborway comments
Date: Friday, November 6, 2020 6:39:18 PM

Summary -

At Kelley, I like the design in Alternative A the best, but without the dedicated lane to Parkman which would eliminate frequent lane changes and lane restrictions. Alternative B at Kelley doesn't work for cars or bikes for reasons stated. Combining Parkman and Pond traffic with insufficient access to the Arborway in Alternative C is a disaster.

In the Barrel section, I prefer the design in Alternative A, though I don't see the need for midway crosswalks, let along with signals as in Alternative B. Alternative C in this section goes way too far to benefit abutters in essentially granting them a large private swath of public land for their car travel, while essentially eliminating car access if and when needed from the public to whom that land belongs. This is overkill though I do think the abutters' situation deserves to be addressed with a more balanced solution.

At Murray, I prefer Alternative A. I like that there's 2 lanes to Forest Hills. I question some aspects of the single lane to Centre St toward the Monument. There also needs to be more done to protect bikes and pedestrians in the crosswalks, especially in light of the removal of the signal near Prince St. Alternative B has too many restricted lanes and single lanes, without sufficient protection at crosswalks again. I do not want a square signalled intersection such as in Alternative C as was done at Shea Circle at Forest Hills. It solves some problems, but creates others and creates the most paved space and idling.

Along the Arboretum, I again like Alternative A the best, so long as the stretch of single lane southbound is redesigned to allow two lanes for safety and maneuverability. The parking adjacent to the Arboretum should be preserved as well. Better use of the wide under-utilized sidewalk should allow for better options to accommodate these needs.

More broadly, I want to know what DCR plans to do to add a public transit option to take more cars off the Arborway, which would go furthest to alleviate pressure and competition among all those who use the Arborway and its connecting roadways and paths. We could start with transport to Longwood Medical Center, perhaps with vans or short buses, as has been negotiated with medical facilities in other parts of Boston and Cambridge.

Secondly, what is being done to bring thru drivers on the Arborway into these proceedings? The Arborway is a STATE road, not local. Changes to the Arborway will impacts tens of thousands of people a day outside of the neighborhoods adjacent to it. They have a right to be informed and consulted as well.

Lastly, my comments as well as those of others include a number of questions. Will these be answered in some format rather than just privately considered before proceeding to the next stage of development? This has happened in the past and led to nothing fruitful. The answers to these questions impact the feedback that can be given by the people who will have to live with the consequences of these decisions for decades. The questions should be addressed and additional feedback gathered before continuing on.

My detailed observations of sections of each Alternative are included below. Please read them as they get into specifics from someone who lives here which took a lot of time to suss out. Thank you for your consideration.

Claire E. Humphrey

Alternative A - 2 Circles

Kelley -

- Eliot Street shown as one way opposite to the direction that exists now. (This is true on all plans.)
- Lots of lane changes and lane restrictions southbound to enter and then use Pond St which seems to complicate things. What if lane changes produce backups?
- How early will drivers be directed to switch to the appropriate lane before entering the rotary?
- All traffic except that going to Parkman is pushed into one lane. I don't like the Parkman dedicated lane due to this. There isn't that much traffic that heads that way rather than turning at Perkins, so a dedicated lane that excludes other drivers seems overblown.
- Parkman Drive crosswalks currently have mixed results regarding drivers stopping so people can use them. Some drivers speed up and blow past coming from Kelley in anticipation of a clearer roadway on Parkman. I don't see that changing from this design.
- What is the feature between Prince and Cataumet across bike path? It feeds into traffic lanes.
- Bike path options are generally good.
- In general, I like the design of Kelley here, except for the dedicated lane for Parkman. I like the improvement in northbound access from Pond Street to the Arborway

Barrel -

- I see the crosswalks added midway down the barrel to access median green space. Why are these crosswalks necessary? It's not a very attractive space, given cars streaming past on both sides.
- How much traffic is anticipated in carriage lanes? Will there be restrictions on their use by thru traffic? If so, will increased use of carriage lanes be allowed during rush hour?
- In taking thru traffic from 4 lanes to 2, how much flexibility have you built in to adjust traffic patterns in these designs if your initial assessments prove to be flawed? Neighbors have suggested temporary, reversible ways to adjust traffic patterns over the years that have never been tried by DCR.

Murray -

- I like the separate lane to go west on Centre toward WRox.
- There's a fair number of lane changes required depending on one's destination on a proposed smaller rotary. That seems tight given what I know of driving on the current configuration.
- How early will drivers be directed to enter the appropriate lane before entering the rotary?
- All other roads to and from the rotary have two lanes except eastbound on Centre toward the monument. It only has one, down from two which then merged. Will that cause backups into the rotary? Will there be backups if pedestrians, etc. are using the crosswalks?
- There's still no signals for pedestrians to cross roads to and from the rotary except the existing signal at Cedarwood. This doesn't fix the current situation of not all but most cars racing by pedestrians waiting to cross despite crosswalk markings and signage.
- The signal at the eastern Prince St side of the rotary has been removed. How does this affect the safety of bikes and pedestrians crossing here? This just exacerbates the bad situation for pedestrians and bikes trying to use crosswalks as in my last point. How will they be safe? There's nothing new here for them and the situation is bad.

Arboretum stretch -

- Two southbound lanes reduce to one lane then go back to two lanes and then to three as traffic approaches Forest Hills to allow drivers to turn right on South St. This lane reduction down to one lane seems likely to back up traffic.
- This reduction to a single lane seems to be made to accommodate a bike lane, as well as a separate sidewalk. This may not be the best design here, especially with the Arboretum at hand, although I support separating sidewalks and bike paths elsewhere.
- Throughout the plan, bike paths are marked as mixed use, though in many locations there are separate sidewalks. It seems that mixed use paths are expected to work in many other sections of this plan. So why not make a mixed use path along this stretch and have more room to not reduce car traffic to one lane, especially since the existing sidewalk along the Arboretum is little used, since pedestrians prefer to walk in the Arboretum?
- What if there's an accident in the single lane?
- How will emergency vehicles get through?
- Will parking along this single lane stretch still be allowed? If so, cars reversing into parking places will block the single lane. And, how will people exiting and entering their parked cars be protected? These folk have dogs, baby carriages, bikes, etc. If parking is not allowed here, that removes an awful lot of parking availability and access to the Arboretum, which will strain local streets where parking is already scarce.

Throughout this alternative-

- How will this plan avoid May Street, both Prince Streets and even Orchard Street from becoming tempting cutthroughs? The impact on these neighbors is a major issue that needs to be addressed in these plans. Recently, Parkman Drive was closed to allow more distanced, recreational space. Prince Street residents, west of the Arborway were dismayed by the resulting traffic increase past their doors. As the Big Dig transferred a lot of traffic onto connecting roads which were not addressed in its construction and these connecting roads have worse traffic. So, plans to mitigate the impacts on nearby through streets must be addressed as well as the area under construction if this project is to be successful. This is a very big deal.
- I greatly appreciate that fewer trees will be cut than was the case in previous plans offered.
- For any use of shared paths, much more education of pedestrians must be developed to teach them how to share with bikes and assert the intention of the paths for bike use. Currently, instruction leans on bikes. For example, path markings in the Jamaica Pond area currently warn bikes away from some paths, but there are no markings that steer pedestrians away from paths for bike use. This creates a situation where naturally pedestrians see little difference between a sidewalk and a bike path and behave accordingly. This is dangerous and unpleasant for all, as if the resentment sometimes shown toward the presence of bikes as a result.

Alternative B - 1 Circle

Kelley -

- This plan adds a signal at Parkman Drive. Now it would be 4 signals southbound to get to Pond St from the Arborway, instead of two. Same in reverse. Going northbound on the Arborway through Kelley would require 4 signals, instead of 2. This is a major increase in disruption.
- Bike path only on one side limits accessibility. That won't be adhered to. I foresee bikes taking a lot of shortcuts on sidewalks east of the Arborway, which is the situation now. This is especially true since the bike path lies on the opposite site of the Arborway from the commercial district, i.e., the common destination of the neighborhood.
- Bike travel depends on human effort for momentum, more than just a little pressure on a gas pedal. Bicyclists will not go out of their way as depicted, especially to compete with pedestrians on a shared path with no separate sidewalk.
- The bike path shown also involves multiple signals. The impact of these can be avoided by biking on sidewalks on the other side of the street which have fewer signals and fewer pedestrians and are commonly used by bikes now. So, that is where bikes will go.
- The bike path that crosses to Prince St on the east side of the Arborway appears to have bikes go to nowhere. Dumps bikes out into traffic or sidewalks.
- Mixed use paths end up frustrating both pedestrians and bicyclists and should be used sparingly and only when other needs dictate for as short a distance as possible. Unlike

other areas of the project, these are routes well-travelled by bikes and pedestrians and should be separated as much as possible.

Barrel -

- Requires 4 signals to go northbound from Pond St to Arborway, instead of 2.
- Signal added at Prince St, as well as midway along barrel, besides the signal opposite Cautamet which would then affect both directions of traffic, rather than just one as it is now. It would be 4 signals to get to Murray Circle, instead of 2. Same in the opposite direction. How is this an improvement? On top of the reduced lanes available, this seems especially counterproductive.
- I don't understand the need for mid barrel signaled crosswalks. There's never been much foot traffic along these sidewalks, nor is there a need to cross midway, except to access greenspace between lanes. Given that that green space isn't that attractive a place with all the cars going by, that doesn't seem attractive enough an option amid Arborway traffic to justify additional crosswalks or signals. Other needs to cross are accommodated at the ends of the barrel as they are now.
- Problems with a bike path on only one side persist. To date, this leads to bikes on sidewalks or in the Arborway, which is far from ideal.
- Unclear how the northbound carriage lane accesses the Arborway.
- How much traffic is anticipated in carriage lanes? Will there be restrictions on their use by thru traffic? If so, will increased use of carriage lanes be allowed during rush hour?

Murray -

- Lots of lane changes needed depending on destination in tighter rotary.
- Lots of restricted lanes. How will drivers be directed and how far in advance?
- Some arrows seem to point drivers the wrong way around the rotary which is disturbing.
- Don't like what single lane to Forest Hills leads to.
- Same comments as in Alternative A about eastbound traffic to Centre St toward Monument becoming single lane.
- Still no protection for pedestrians in crosswalks. Centre St signal on east side is removed. Ditto comments from Alternative A on this subject. No improvement for safety of pedestrians or bicyclists.
- Bike path to Prince St appears to dead end. What happens to bikes then?

Arboretum stretch -

- All one lane southbound until the divide into 3 lanes at Forest Hills. So, while less confusing with fewer merges and lane increases than Alternative A, there's only one lane throughout this section in this plan, which is an even longer stretch for potential

problems with only one lane.

- What if there's an accident in the single lane?
- How will emergency vehicles get through?
- Same question about parking along Arboretum as above. Will parking along this single lane stretch still be allowed? If so, cars reversing into parking places will block the single lane. And, how will people exiting and entering their parked cars be protected? These folk have dogs, baby carriages, bikes, etc. If parking is not allowed here, that removes an awful lot of parking availability and access to the Arboretum, which will strain local streets where parking is already scarce.
- Northbound has merge to one lane as well until after Arboretum Main Entrance crosswalk. Same problems about accidents, emergency vehicles, etc. apply?
- Will these single lanes make Upper Arborway more likely as a cutthrough?
- Same comments about the need for separated underutilized sidewalk and bike path in this stretch. Could the space be better used to widen roads for traffic, or to buffer parked cars? If not adding an additional lane, at least enough space so a car could maneuver around an obstacle more easily or let emergency vehicles by?

Throughout this alternative -

- There's excessive signals, but no additional protection for bikes/pedestrians at most crosswalks. What about this plan makes up for that?

Alternative C - No Circles

Kelley-

- The intersection at Cataumet seems particularly awkward and unworkable. Traffic from Parkman would be added to the traffic from Pond St at that intersection, with only a short, single lane before an additional signal to access the Arborway. I picture major backups morning and night on Pond and Parkman. Good luck, people on Prince, getting off your block during rush hour. Currently, both Pond and Parkman already consistently back up twice a day with fewer signals that halt traffic than are proposed in this design.
- Currently, traffic added from Parkman at Kelley is separated by a stretch of road from traffic entering from Pond St. In that stretch, some of the Arborway traffic is drawn off to turn onto Pond St. and some more is drawn off by those using the turnaround to go north on the Arborway.
- In this design, all traffic from Parkman and Pond, both north and southbound would be combined at the same intersection, navigating two signals over a short single lane to even reach the Arborway. The only potential exception would be Parkman traffic heading up Pond St. That wouldn't amount to much since instead of turning onto Parkman, drivers headed up the hill had the better option to continue up Perkins from the back side of Jamaica Pond.

- Even with the problems that occur now, at least we were all on the Arborway, not stuck trying to get to it. There's got to be a better way to separate or mitigate these two traffic streams.
- Bike path options are generally good as in Alternative A.
- I appreciate the additional green space.

Barrel-

- Carriageways appear to offer no option for relief of Arborway traffic during rush hours if needed. This appears to me to be a huge giveaway of public property to the 30 or so households along this stretch of the Arborway, while closing options for other residents and visitors. While I think the abutters along this stretch deserve some relief for their situation, this is overkill and unfair to the rest of the public for a number of reasons. Reducing thru traffic on the carriageways, rather than eliminating it altogether, seems more balanced and fair.
- Funneling Parkman Drive and Pond Street traffic together into the Cataumet intersection will exacerbate the need for relief access, motivating drivers to use the carriageways, despite the traffic calming design.
- The placement of the signal midway down the barrel in offcenter proximity to the crosswalks and is confusing and bears explanation. Again, this seems like an unnecessary impediment to add when there's little need that justifies it for reasons stated above.
- Why is there a connection south of the midbarrel crosswalks of the carriageway bricked design (which is not explained in the legend) and the lanes for cars?

Murray -

- The bypass lane going south from the Arborway to turn west onto Centre seems to make sense except I don't see when there will be a break in traffic for May St to enter Center St. at rush hour, given that one or another stream will always be coming down the bypass lane from Arborway or Parkman/Pond traffic.
- Cedarwood has a signal which avoids that problem, though it's not shown here. I assume that was an oversight and it's not being removed?
- The signal at Murray would provide more secure use of crosswalks, though I don't think it's the best design for balancing all uses.
- The rotary at Forest Hills was replaced with a signalled square intersection. Although an improvement this means lots of time idling at a traffic light and a large expanse of lanes without green space. I think a smaller rotary such as in Alternatives A and B would have worked better and could work here, so long as pedestrian and bike safety in crosswalks is sufficiently addressed.
- Again, there's just a single lane given to those going southbound to Forest Hills.

Arboretum Stretch -

- The same concerns remain about parking next to the Arboretum, next to a single lane for cars as described above.
- It appears that room for separated sidewalk/bike paths, room for cars to maneuver around obstacles and, possibly parking, has been sacrificed in this design to have one lane coming from Forest Hills, splitting into 3 lanes at Murray. This spot at Murray seems overly focused on cars and shortchanges other needs.

Throughout -

- It would be helpful to have these plans indicate which signals are intended as pedestrian lights or as lights that will stop traffic at designated intervals.
- Is it possible that signals be installed that can read whether there's other traffic, so people aren't idling for no reason? This may be a technology that's still coming along, but is worth exploring for its considerable benefits.

From: [Tibbitts](#)
To: [Nathanael Lash](#)
Subject: Re: GoToWebinar Update - Arborway Parkway Improvements Virtual Public Meeting
Date: Monday, November 2, 2020 9:36:02 PM

I tried commenting on the site. I mean, in a perfect world, I would love to not have to use a car to make a living. But that's a reality for me and others. I'd love to bike and walk like Olmstead wanted. But, this area needs to take into account a highway vibe... it is the main and only way working class people get from route 3 into Boston. Please, please come up with some plan that will not create a traffic nightmare. Like, can there be a "highway" situation that also takes into account the local bikers and pedestrian traffic? Please don't ruin the Arborway/Jamaicaway/Riverway I sooooo understand the environmental aspect of creating a cyclist, walking friendly city, but, the city feeds off the workers that have no other way of commuting from far away except via cars... please don't make the HVAC workers, the Comcasters, the Nurses hate their commutes to appease Joe Tandem who wants to bike around Jamaica Plain. (Did I go to far I may have strayed off topic, seriously I'm all for the enviroment and the Lorax, but sadly I like many have to get around via a car and traffic sucks as it is.)

5:36 PM

Karen Mauney-Brodek, *President*

November 6, 2020

Re: Long-term Arborway Improvements Project Feedback

Dear Jeff Parenti and the DCR team,

On behalf of the Emerald Necklace Conservancy, I would like to thank the entire DCR team for your extensive and clear public process throughout the Arborway Parkway Improvements Project. We are extremely grateful for the opportunity to express our priorities as you consider the needs of visitors and residents along the parkway.

Designed by Frederick Law Olmsted, the Arborway is a crucial stretch of the world-renowned Emerald Necklace Park System and the Arborway been a “missing link” in this linear park system for safe access for far too long. Especially surrounding Murray and Kelley Circles, what was once envisioned as a green multi-use parkway to connect Jamaica Pond, Arnold Arboretum and Franklin Park, is now a tangle of confusing roadways with high-speed cars, little to no pedestrian and bike access or safe crossings and some of the highest cash rates in the city. The Conservancy is excited that DCR has made steps to implement short term improvements this fall while developing long-term options for improvements for the Arborway Parkway. We look forward to seeing DCR progress toward design completion and implementation of these long-awaited improvements.

The continuation and re-imagination of the Emerald Necklace, as provided by the Casey Arborway, is essential for all members of the community, especially as the need for open space becomes more crucial given COVID-19. After carefully reviewing alternatives A, B, and C, we were pleased to see that feedback from previous stages of the public process had been included – including the desire to reclaim open space, improve safety conditions and zones for pedestrians and cyclists, the consideration of protecting/impacting as few trees as possible in the project area. We also appreciate your plan to coordinate your work with local utility repairs in the upcoming year. This is key, as we have lost trees along the Arborway due to utility work and gas leaks and it is imperative that this work is done in close coordination to ensure our investments in the landscape and roadway survive and allow the trees to thrive.

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While, overall, we believe that all three alternatives are all significant improvements over the existing condition, as you move forward in your process, we hope to see a design incorporating the following considerations:

Realignment of Traffic/Geometry at Kelly Circle

While alternatives A, B, and C all offer an increase in green space adjacent to the roadway, overall, it is clear that the alteration of the traffic flow around of Kelley Circle would allow for the reclamation of additional green and recreational space and provide safe multimodal transportation. Re-aligning the traffic flow at Kelley Circle, as alternatives B and C propose, would greatly simplify motorist navigation, which has consistently led to confusion and uncertainty among motorists entering and navigating the circle. Additionally, the recreational space gained in this design is a major benefit to the area, which effectively extends the park atmosphere of Jamaica Pond.

In alternative C specifically, we appreciate the bike path that would run through the newly created space along Kelley Circle. While a bike path is provided in alternative B, bicyclists would be placed adjacent to the road and passing vehicles. In C the new bike path in the green space is not only safer but would make great active use of the newly reclaimed space.

Perhaps most importantly, Olmsted's original plan channeled higher-speed, through traffic to the central roadways of the Arborway, away from the residential side roads (also called the carriage roads). This is one of the primary problems with the current configuration, with higher speed traffic "channeled" into the residential side streets, while the central roadways are less used much of the time. We are pleased your designs seem to address this and correct this current problem.

Safety, Speeds and Park-like Character

For decades, safety along Murray and Kelley Circles has been a point of extreme concern, with numerous vehicular collisions occurring annually, generally with cars, but also with bikes and pedestrians. Though all alternatives would offer a significant improvement, in particular, we are interested in an approach that will be found to slow/manage high-speed vehicular traffic and provide safe routes and crossings for pedestrians

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and bicycles. It is not clear, based on what we have now, which option would best achieve that goal, as that analysis was not provided yet. It is possible that the addition of well-timed signalized intersections in alternatives B and C would do that, but we would like to understand the advantages and disadvantages of this more.

Along Murray Circle, we understand that pedestrians and bicyclists may prefer a design similar to alternative C, where the roundabout/Murray Circle is eliminated, we have heard that having a well-designed, compact, well market and clear roundabout can provide benefits (including fewer collision possibilities, less severe collisions, and higher traffic capacity.) We appreciate that option B provides the space and traffic flow for multimodal transportation near Pond Street and along Murray Circle while retaining as many mature trees as possible (many of which would be lost with the removal of the roundabout).

Additionally, we would like to ask the design team to consider the park-like character of the area and study the visual changes to the nature of the space if the roundabout is changed or eliminated. It currently provides a “green space” character to the area, that may be lost depending on the design if new large traffic signals have to be introduced and this is not done in a very careful way. It would be important to make renderings to analyze the visual and functional change to the area and determine how a new traffic plan would could feel like a **parkway** and can be understood as such by all of those that travel along it.

Traffic Analysis:

As we understand, due to COVID-19, the team was unable collect current traffic counts for the area and, therefore, are basing the designs off pre-COVID traffic volumes. We would appreciate clarification on any traffic counts or analysis that has occurred. Do you intend to study recent traffic counts before the final design is completed? Have you preformed any traffic analysis based on the information you currently have? We would like to better understand how any changes to the configuration on would or would not be expected to alter volumes or usage of other surrounding streets. We could what to ensure that the final option is the best possible option for the community.

The Conservancy appreciates the hard work and dedication that your team has committed to providing the much-needed improvements along



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this corridor. On behalf of the Emerald Necklace Conservancy, our Board of Directors, Park Overseers, advocates and park users, thank you for your consideration of our suggestions. We look forward to seeing a design that incorporates the community's thoughts, to build a safer, greener Arborway.

Sincerely,

Karen Mauney-Brodek, President

Law Office of John Salsberg

Attorneys at Law

John Salsberg

Timothy M. Burton

Of Counsel

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

November 3, 2020

Dear Decision Makers and Planners:

I am writing as an abutter of the proposed Arborway changes. I've lived on Pond Street near May for the past 34 years, so I am very familiar with the Arborway and adjoining streets. As far as I can tell nobody has done the groundwork to help predict what will happen if the Arborway is reduced to 4 lanes. From experience driving to and from work downtown almost every day over the time I have lived here, I am in a position to address some realities that are being ignored.

Simply put, the most important consequence of the proposals is that there will be more accidents. People will be seriously injured and there will be deaths. That may sound dramatic or alarmist, but it's a fact. How many lives have to be damaged or lost before someone says this wasn't a good idea?

I say this because it is very clear that channeling all the traffic into a barrel in the middle won't work. There will continue to be speeding and there will be head-on crashes. How many accidents and deaths have there been on the stretch of road under consideration in the past ten, twenty or thirty years? How do those numbers stack up against the rest of the road from Brookline Ave. to Pond Street? These statistics should be part of the planning process.

Clearly, there has been no traffic enforcement for speeding on the Arborway. There isn't a safe place to pull over speeders and the State Police have limited resources. Accordingly, the State Police do not ticket speeders. Have you counted the number of 25MPH signs on the Arborway near the stretch of divided highway alongside the Arboretum? There are many speed limit and curve signs, yet they are ignored 95% of the time. I heard someone at the on-line event talk about somehow training people to obey the speed limit. That's wishful thinking. The only thing that will curtail speeding, under the proposals, will be the clogged roadway.

As a neighbor of the Arborway, I've seen the daily back up of cars in front of my house at rush hour. There are fumes, noise pollution, people on their cell phones and excessive congestion. These problems will only be exacerbated by narrowing/eliminating the lanes of

traffic. It will be a nightmare. Whenever anyone wants to cross the Arborway, they have to hit the pedestrian button on the stop light. That causes a delay in traffic that backs up Pond and also backs up the Arborway. This will only be worse.

Surely, there is some design that will make it safer for bikers on the roadway. I can see that turning the Arborway into three lanes on either side (a six lane road) poses its own problems, but it's a far better alternative. The current proposals don't include a divided highway with a center lane barrier. So, cars will be on a narrow road with nowhere to go, except into each other if someone mishandles their car. Does your plan take into account drivers who are under the influence of legal marijuana or legal alcohol, underage drivers, unlicensed drivers, older drivers who shouldn't be driving any longer, distracted drivers? There's no margin for error in your plan. At least now there are 8 lanes, which makes it a safer road. Over the most recent weekend, I was in my car at the corner of Pond Street, on the Brookline side of the J-Way and, guess what, there was a confused driver who was driving the wrong way towards the pond. Then, I took a right and drove down the center of the Arborway in the right-hand lane. A car passed me on the left and swerved in front of my car, straddling two lanes. Have you measured the width of the lanes in the barrel? They look to me to be narrower than on the rest of the Arborway. I could be wrong, but I don't think so. There's no room for error on these roads.

Have you been consulting with the State Police? What do they say? Do they have the police power to actually do traffic control and hand out tickets to speeders? We all know the answer is a resounding 'NO'. How do we know? Just go to the road on any given day and count the speeders and count the number of cruisers. There aren't any cruisers and virtually everyone speeds. Please don't tell me that your plan will successfully calm the traffic or cause drivers to slow down in accordance with the new lights. If that really happens, the traffic will be backed up to Brookline on Pond Street and down to Pond Street on the Jamaicaaway.

I won't ascribe any ill motives to the people behind these proposals because I don't have the evidence. However, I do wonder who the motivators are and what personal gain there is to be had.

Sincerely,

A handwritten signature in blue ink that reads "John Salsberg". The signature is stylized and cursive.

John Salsberg

Cc: Mayor Marty Walsh
Sonia Chang Diaz
Nika Elugardo
MA State Police

November 6, 2020

Department of Conservation and Recreation

Office of Public Outreach

251 Causeway Street

Boston, MA 02114,

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

Dear Mr. Jeff Parenti + Howard Stein Hudson Staff,

Thank you for hosting a public meeting on October 21, 2020, concerning the Arborway Parkway Improvements Project. We are glad that DCR is prioritizing this project and dedicating time and money to implementing short-term improvements, as well as embarking on a rapid "long-term" process to dramatically improve the Arborway's functionality for vulnerable road users, especially in Murray Circle, and improve park access for all.

In addition to the comments we provided in December 2019, April 2020, and July 2020, we propose the following suggestions to the short-term improvements and overall planning process.

We believe that all three alternatives are significant improvements to the existing conditions of the Arborway. In general, we hope DCR moves forward with a design that is the most park-like and pedestrian & bike-friendly as possible, while still supporting motor vehicle traffic. While more details are needed, it appears that [Arborway Design Alternative C - No Circles](#) may offer the most safety benefits for people walking, biking, and driving on the Arborway.

Regardless of the design alternative DCR advances, any design should include the following:

Bike accommodations: We are glad to see that the bicycle facilities are physically separated the entire length of the Arborway, regardless of whether they are a shared-use path, off-road, or on-road

facility. We recommend the use of cycle-tracks where there are paths through what is now Kelley Circle, with minimum damage to existing trees. Protected or physically separated bike lanes have been shown to improve safety for not only people who bike but for all road users.

Pedestrian accommodations: If possible, we would like to see more space allotted to pedestrians via sidewalks on the perimeters of Arborway, from Centre Street to Arboretum Drive, to ensure that people walking and rolling will have a safer, designated place to move that does not interfere with people on bicycles.

Concern About Traffic Projections: As you move forward conducting traffic studies, we encourage you and the consultant team to not only consider current vehicle demand to predict future behavior, but to take into consideration that a design that encourages walking and biking can actually get people out of their cars. Both the Commonwealth, under the Global Warming Solutions Act and the City of Boston, in their Go Boston 2030 report, have ambitious goals for reducing the number of cars on the roads. Emissions from the transportation sector have remained steady in the state and are not meeting the current reduction goals; as a State agency who has custody and control of the roadways, DCR must be a critical partner in meeting these goals. LivableStreets has created a report that provides guidance on areas to consider that are often not included in traditional traffic modeling, which you can reference here: [What Counts in Mobility? Improving Planning Tools for a Multi-Modal Future](#).

Wayfinding and Signage: We recommend plenty of wayfinding, including signs for separation and behavior directions, along these lanes to ensure no collision between people on bikes and people walking and rolling.

In addition, we understand some residents are concerned about the extensive hardware and mast arms that would be part of a signalized intersection. We recommend the design team work with residents to find a signage solution that ensures the intersections do not look highway-like.

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

Best,

Ambar Johnson, Program Director
LivableStreets Alliance



November 6, 2020

Jeffrey R. Parenti, Program Manager
DCR
Division of Planning and Engineering
251 Causeway St.
Boston, MA 02114

Re: WalkBoston Comments on the DCR Arborway Parkways Improvement Project

Dear Jeff:

WalkBoston is enthusiastic about the direction that DCR is taking for the Arborway Improvement Project, both the range of choices that you have shown and the approach of providing opportunities for extensive public comments and input well before any decisions have been made about the project design. We look forward to working with you and the design team to arrive at a truly transformative design for this beautiful but dangerous piece of the Emerald Necklace.

Our comments are framed from the standpoint of design options and operations and are therefore not focused on the specific concepts that have been illustrated to date. As you and the designers have noted, the drawings are indicative of design approaches rather than design specifics.

- We applaud the Common Features proposed in all three alternatives as outlined on the project website, including: the focus on safety for all modes, vehicle speed reduction throughout, increase in the amount of parkland and reduction in the amount of pavement, and special care given to the landscape design and trees along the corridor.
- We understand that the project is still in its early phases of planning and design, but echo the comments at the public meeting that the travel data for all modes is needed to better understand the pros and cons of each option. We caution that pedestrian and bike volumes will likely be understated if existing conditions are the baseline because so many walkers and cyclists avoid this portion of the Arborway in its present configuration. We hope that DCR and the consultant team can provide some understanding of how future conditions might reflect the likely increase in pedestrian and cyclist use of the project area.
- We believe that separate walking and biking paths must be provided throughout the project area. The Arborway is an important bike commuting corridor, and mixing pedestrians and commuting (higher speed) bicyclists reduces the safety and comfort for both groups. Once the improvements to the Arborway are made, we believe that the corridor will see significant increases in both pedestrian and bike usage.
- We like the introduction of a signalized pedestrian crossing between Kelley and Murray Circles in Alternatives B and C, and think it is an effective way of slowing traffic and making it clear to drivers that this is an area where there will be many pedestrians and cyclists.
- We believe that eliminating the traffic circles at Murray and Kelley Circle will provide significant safety improvements for both pedestrians and bicyclists. As noted in MassDOT's

September 2020 *Guidelines for the Planning and Design of Roundabouts*, locations specifically called out as places where “roundabouts may not be advantageous” include those with “intersections with a heavy concentration of pedestrians and bicyclists,” and “intersections with acute angles between approaches.” Since the Arborway project is being specifically designed to address pedestrian and bicycle safety, and because its geometry may pose problems, we believe that the elimination of the traffic circles is an important element of project design.

- While the different concepts show improved pedestrian crossings in many locations, we are concerned that there are still quite a few unsignalized slip lane crossings that remain in each of the alternatives. Significant design features, and possibly signals, will be needed to make these crossings safe for walkers and bicyclists.

In addition to our comments on the concepts and the broad conversation that DCR is undertaking, we also urge DCR to engage in more detailed conversations and outreach with the neighbors directly adjacent to the project whose travel patterns will be affected by the changes to the Arborway. We know that there is a long history of high concern by neighbors, and hope that intensive outreach can both answer questions and reduce anxiety about potential changes.

WalkBoston looks forward to continuing to work with you on this exciting project, and we also look forward to walking safely along a rejuvenated part of the Emerald Necklace from Jamaica Pond to Forest Hills in the (relatively) near future.

Sincerely,

Stacey Beuttell
Executive Director

Wendy Landman
Senior Policy Advisor

Cc Nate Lash, nlash@hshassoc.com