



September 18, 2020

Dear Friends,

DCR has started the design development process for the Arborway Parkway Improvement Project. While we wait for the design to complete and construction to start, we are making a series of short-term basic repairs and improvements.

As background, last spring, DCR removed the highway-grade guide signs, many of which were still left over from when the Arborway was also Route 1. This summer, we made a series of sidewalk and ramp repairs. Next, we plan to upgrade faded or missing pavement markings.

As part of the pavement markings work, we have an opportunity to improve safety, while adding some bike infrastructure. Here are the highlights of the proposed work:

- ***Adding clear lane lines to Murray Circle.*** New lines in that rotary, which has none at all today, will better organize movements approaching and within it. This will result in less confusion and fewer crashes.
- ***Directing through traffic into the “main barrel” between Kelley and Murray Circles.*** Today, the roadway design, combined with the line painting, guide through traffic onto the carriage roads at both Murray and Kelley Circles. By rearranging the line painting, the proposed markings will direct through traffic into the middle four-lane section (also known as the “main barrel.”)
- ***Adding a buffered bike lane and wider parking lane southbound in front of the Arboretum.*** The existing parkway section has no bike facility, and a very narrow parking lane forces people exiting the driver’s side to step into traffic. The proposed parking lane will be much wider and includes a buffered bike lane. This requires removing a lane of travel.
- ***Adding new buffered bike lanes on the carriage roads in both directions.*** This requires removing a lane of travel in each direction.

As noted, we are proposing to remove travel lanes in three locations. Before making this proposal, we carefully reviewed pre-pandemic traffic volumes (on which we have collected data on several occasions over many years) for the corridor. We found that eight lanes in the carriage road section is not necessary to carry the amount of traffic we counted. Additionally, a single lane southbound will be adequate to carry traffic in the Arboretum section. Further, these improvements will be made with paint only and are adjustable. If we find that queueing or delays to vehicles substantially increases, we will revisit these changes where appropriate.

COMMONWEALTH OF MASSACHUSETTS · EXECUTIVE OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS

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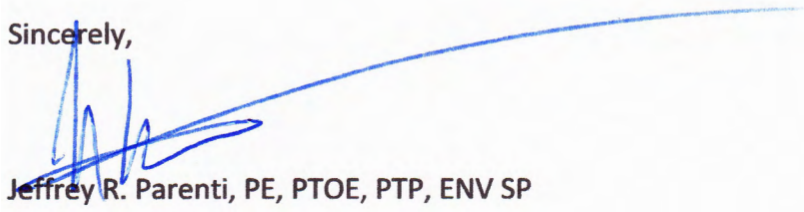
Kathleen A. Theoharides, Secretary
Executive Office of Energy & Environmental Affairs

Jim Montgomery, Commissioner
Department of Conservation & Recreation

We invite you to view the proposed plan for the pavement markings work, posted on DCR's website at <https://www.mass.gov/service-details/arbormway-parkways-improvement-project> and to provide us with your feedback. Comments may be submitted online at www.mass.gov/dcr/public-comment or via email to mass.parks@mass.gov, with a deadline of Friday, October 2, 2020. Please note that the content of comments you submit to DCR, along with your name, town, and zip code, will be posted on DCR's website. Providing additional contact information when commenting, notably email address, is optional, and will only be used for outreach on future updates on the subject project or property.

We appreciate your interest and appreciate your ongoing input as we seek to improve safety along the Arborway for all user groups and to improve access to open spaces such as the Arnold Arboretum and the Emerald Necklace.

Sincerely,



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Deputy Chief Engineer