

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/18/2020 15:08	As a Forest Hills Resident, I commute on the Arborway twice a day. I approve of your improvement, particularly the addition of a buffered bike line. This is a notoriously dangerous road for cyclist but also an important transportation corridor connecting multiple neighborhoods to the rest of the city. A much-delayed but still very positively welcome improvement for sustainable and safe transportation!	Caterina	Scaramelli	caterina.scaramelli@gmail.com	48 weld hill st apt 3	boston	MA	02130
9/18/2020 18:02	<p>I approve of the proposed changes, and appreciate the effort to add safer bicycling facilities to this well-used corridor. As a Jamaica Plain resident and daily traveler on these rotaries and roadways, I really appreciate your efforts to make them safer! The existing road configuration is actively hostile to people walking and riding bikes, and this is a good first step.</p> <p>I would urge you to protect the buffered bicycling lanes with flex posts or the precast concrete blocks currently in test with the city of Boston. Improvements to slow the speed of vehicles in the major rotaries will also improve safety for all road users. Thanks!</p>	Nate	Deshmukh Towery	bakerbiker@gmail.com	23 Cheshire St	Boston	MA	02130
9/19/2020 7:21	Why not put the bike lane between the sidewalk and the parked cars for safety of the bike riders like is done on Beacon Street in downtown Boston. Thanks.	Joseph	Maranzano	jmaranzano@gmail.com	95 Mason Ter Apt 2	Brookline	MA	02446

Arborway Short-Term Improvements
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Time	Comment	Name		Email Address	Address	City	State	Zip
9/19/2020 8:08	<p>I applaud DCR's effort to test improved multi-modal safety in the Arborway corridor via striping that will redirect and guide travelers of all kinds. These are encouraging steps that should prove the efficacy of making alterations to the road geometry before any more permanent curb-line changes are made. Thank you.</p> <p>In studying your Short-term striping plan diagrams three areas stand out to this neighbor and long-time participant in Arborway planning efforts as lacking in clear user guidance and missed opportunity to create more complete and equitable multi-modal facilities:</p> <p>1) The westerly/southbound intersection where Cataumet and Pond St meet the Arborway could be improved by including additional Arborway striping that more clearly directs southbound vehicles to the "main barrel" center lanes.</p> <p>2) Pedestrian and bicycle users desperately need a crosswalk across Centre St to/from the residential east-side southerly Upper Arborway Carriage Road by Guardian Healthcare and Murray Circle.</p> <p>3) Though I applaud proposed changes along the southbound Arborway on the Arboretum side, I'm disappointed that no effort has been made to improve facilities for non-vehicle modes along the opposite, easterly and northbound side between the Forest Hills Gate crosswalk (South St area) and Centre St.</p> <p>Lastly, I would note FYI that you've consistently misspelled "Arborway" as "Arboway" on the third and fourth proposed striping plans (drawings TR-03 and TR-04).</p> <p>Thank you,</p> <p>Clay Harper 44 Hampstead Rd</p>	Clay	Harper	clay_harper@comcast.net	44 Hampstead Rd	Jamaica Plain	MA	02130

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Time	Comment	Name		Email Address	Address	City	State	Zip
9/19/2020 8:45	<p>Dear Sirs/Mesdames:</p> <p>Thank you for this opportunity to comment on the short-term Arborway improvements.</p> <p>Reducing the outer Arborway carriageways to one motor vehicle lane between Murray and Casey Circles is a much needed change and will dramatically improve traffic, recreation, and residential use and access to the surrounding parks. I applaud this change.</p> <p>However, use of line painting and signage alone to redirect through traffic to the center barrel is unlikely to work and will contribute to even more motor vehicle accidents. The traffic separation points for the outer carriageways and the center barrel are already high frequency accident points due to driver confusion, undisciplined lane switching, and last minute changes of mind. Adding line painting that directs traffic to the center barrel in conflict with the curb configuration which directs traffic to the outer carriageways will add to this confusion and traffic conflicts. Cars in the right lane steered by the lines to the center barrel will collide with cars in the left lane steered by the curb configuration to the outer carriageway. Many motorists will be confused by the conflicting signals and simply stop at the separation point, and get rear-ended by cars following behind.</p> <p>My recommendation and request is to please simultaneously reconfigure the road and median curbing to complement and reinforce the line painting and directional signs.</p> <p>Thank you for your attention and efforts to improve this important community resource!</p>	KEVIN	HANDLY	khandly@bostonbankinglaw.com	26 Arborway	Jamaica Plain	MA	02130

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Time	Comment	Name		Email Address	Address	City	State	Zip
9/19/2020 9:22	<p>Thank you for this opportunity to comment on the planned short term improvements to the Arborway in Jamaica Plain. The proposed reduction of motor vehicle traffic on the outer carriageways to one lane, with the addition of room for recreational and bicycle use, will be a dramatic and much-needed improvement. I applaud this aspect of the proposal.</p> <p>Unfortunately, use of pavement line painting and directional signage without conforming changes in the configuration of the curbs protecting the Arborway medians and verges is unlikely to accomplish the desired objectives. It also is likely to contribute to a significant increase in the frequency of already all-to-frequent auto accidents. The north and south separation points for traffic between the outer carriageways and the center barrel are already the sites of a very large number of auto accidents, mostly fender benders. This is due to driver confusion and last minute changes of mind, coupled with undisciplined lane switching. Drivers confronting the road split for the first time simply don't know which way to go, and frequently change their minds at the last minute, resulting in sudden stops, lane switches, and accidents. Painting pavement lines and erecting directional signage directing through traffic to the center barrel rather than to the outer carriageways without conforming changes to the existing curb configuration will add to this confusion and increase the number of accidents. Many drivers accustomed to speeding down the outer carriage ways will simply ignore the new pavement markings and directional signs and continue their</p>	Kevin	Handly	khandly@bostonbankinglaw.com	Comment submitted via email			
9/19/2020 17:50	<p>We strongly support the Proposed Improvements. They will offer increased access to pedestrians and bikers, while better organizing (and perhaps slowing) the car traffic, which will result in increased safety for all who use the Arborway.</p> <p>These changes could provide insight into how the project might be fine-tuned during the design and construction phases.</p>	Diane	Pierce-Williams	dianebpw2@gmail.com	71 Arborway	Jamaica Plain	MA	02130
9/20/2020 21:42	<p>I think this project will be wonderful! My wife likes to bike to work from Roslindale to Longwood but this stretch of Arborway feels too dangerous for her. I hope it ends up getting done.</p>	Evan	Zinner	ejzinner@gmail.com	396 beech st, Unit 1	Boston	MA	02131

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Time	Comment	Name		Email Address	Address	City	State	Zip
9/21/2020 7:41	<p>1) Bike lanes go only one-direction (SB) on Arborway from Arboretum to Forest Hills. Why not make this a two-way cycle track, instead of only SB?</p> <p>2) How will pedestrians cross from Arborway Rd to Orchard St and Prince St? According to your plans, there are no pedestrian crossings to walk from the south side of Centre St at Arborway Rd to the north side of the street adjacent to Orchard St and Prince St. This is a common pedestrian and cyclist path to and from the Pond and Arboretum. Peds and cyclists will have to conflict with traffic, putting their lives at risk.</p> <p>3) How will cyclists cross Murray circle to access the buffered bike lanes on the carriage roads? There are no markings or crossings for cyclists to get across Murray Circle?</p> <p>4) Cycling lanes are unprotected, which increases risk of death or injury from mistakes of drivers of motor vehicles.</p> <p>5) Pedestrian wait time is too long at Jamaicaway and Elliot street. Timing needs to be adjusted to shorter wait after pressing the "beg" button, and longer time to cross. I have seen elderly and children not be able to cross in time after it turns to "walk".</p>	Kyle	Vining	viningk86@gmail.com	70 Patten St Apt 1	Jamaica Plain	MA	02130
9/21/2020 10:01	This is a smart idea and will make cycling much safer on a key road. I feel a physical barrier is important to protect cyclists and keep vehicles out of the bike lane, especially on such a high speed road.	Robert	Cant	cant.rob@gmail.com	15 Howard St	Cambridge	MA	02139
9/21/2020 11:47	Hello, I've really excited about the addition of buffered bike lanes on the arborway! However, I would encourage DCR to add flex posts or some form of protection to these bike lanes. With the new repaving, there should be plenty of room for flex posts and in previous installations, we have seen motorists not respect the buffered bike lanes. This is especially true for regions that have previously been parking and I think even after the lane marking numerous people will still park in the bike lanes. Please add some protection and flex posts to the design.	Gregory	Ely	gregoryely@gmail.com	44 Morrison ave	Somerville	MA	02144

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9/21/2020 12:01	<p>With regard to the proposed lane markings for Murray Circle.</p> <ol style="list-style-type: none"> 1. Yay! Long overdue. A huge improvement. 2. Make sure there are two yield signs visible at every entrance. 3. The lane markings on the eastern-most part of the circle are confusing (this is the only place where there are 3 marked lanes in the circle). The right-most lane only exits so it should be marked with a right arrow. The middle lane can go straight or left, so it should have the corresponding arrow. 4. The right-most entering lane on Centre St NB should be marked right only, not right or straight. Otherwise, both lanes entering could aim for the middle lane in the circle. If the left lane entering at Centre St must aim for the left-most lane in the circle (and it is not clear), then traffic entering from that lane cannot lawfully take the 2nd exit to continue on Centre Street and should be warned of that. <p>With regard to the bike lanes</p> <ol style="list-style-type: none"> 1. I support marking these bike lanes, but do not support installing any physical barriers, which can be an obstacle to bicyclists and which can prevent proper, lawful merging at intersections (all right turns are to be made from the bike lane). 2. On the Arborway southbound adjacent to the Arboretum, I suggest a 5' bike lane next to a 10' parking lane (instead of 6' + 9') to give drivers room to exit while ensuring that doors, which can extend as much as 3' from a 7' car, do not encroach on the bike lane. 3. Please install Shared Lane Markings (sharrows) where the bike lane ends at 	Paul	Schimek	paul.schimek@gmail.com	50 SAINT ROSE STREET	JAMAICA PLAIN	MA	02130

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9/21/2020 16:00	<p>(1) Based on the way I see people drive around here, I will be really surprised if adding painted lanes to Murray Circle actually "organizes movements."</p> <p>(2) Narrow, painted bike lanes that appear and disappear out of nowhere don't improve safety and usability for cyclists. There needs to be a protected bike lane along the ENTIRE road in BOTH directions, or better yet, a raised, off-road bike lane.</p> <p>(3) There should not be parking anywhere on the Arborway. It's a highway. Highways aren't designed to be parked on. If you want it to not be a highway, you're going to have to take a much more radical approach to this project.</p> <p>(4) Please design this project to reduce car usage and increase sustainability in our city.</p>	Melissa	Vining	viningm06@gmail.com	70 Patten St. Unit 1	Jamaica Plain	MA	02130
9/21/2020 21:45	<p>Thank you very much for these short term improvements, and for making such an effort to improve conditions for bicyclists. I think the buffered bike lanes along the carriageways will be amazing. That seems like the perfect solution there because it should work for bikes and cars. I'm surprised by the plan for the Arborway southbound from Murray Circle to Forest Hills. Reducing that section to one traffic lane seems extreme for the volume of traffic. I have always thought that the sidewalk in this section is very wide and could accommodate both bike and pedestrians paths.</p>	Ben	Wetherill	bwetherill@fastmail.com	380 W Roxbury Pkwy	West Roxbury	MA	02132
9/22/2020 8:38	<p>The traffic is congested there. I'm having a hard time understanding why removing lanes is a good idea. Commuting is miserable enough without adding extra traffic. The wait to get to Murray Circle from Roslindale is incredibly bad. This is going to make it so much worse. Why isn't that being considered? Bike commuting is for healthy people. Not all of us can do it. Seems very ableist. Why not take part of the grassy area and fit bikes in there?</p>	Eileen	Brennan	eileen.brennan@gmail.com	242 Poplar St Unit 3	Boston	MA	02131

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Time	Comment	Name		Email Address	Address	City	State	Zip
9/22/2020 10:15	I am in total support of more cycling infrastructure along Arborway. Going from Jamaica Pond to the Arboretum is terrifying for a lot of people. I do it because I'm more comfortable sharing the road with cars, but cars in Murray Circle have almost killed me on multiple occasions. I know a lot of cyclists who refuse to go down Arborway because of how utterly terrifying it can be. Please make these improvements!	Trevyn	Langsford	tlangs@icloud.com	44 Gartland St Unit 3	Jamaica Plain	MA	02130
9/22/2020 10:45	I deeply appreciate the inclusion of bike lanes in the proposed improvements; it feels like DCR is listening. I used to live in JP and often bike in the neighborhood to see friends or frequent businesses, and biking along the Arborway has felt really dangerous due to high speeds and having to share a lane with cars, so I appreciate the effort and care that has gone into the proposal. I would encourage DCR to make these bike lanes fully protected with pre-cast concrete barriers, rather than simply painted or buffered, to really keep users safe from speeding drivers. I would also ask that the team pay special attention to how legible intersections and conflict zones will be. Striping often doesn't give enough guidance to people on bikes or in cars, and that's where accidents are most likely to happen! For example, when coming off Centre St to Murray Circle, the plans only show a break in the lanes to accommodate vehicles coming off Prince St, and don't seem to show people on bikes how to engage the traffic circle. There's a lot of potential for conflict right there - legibility for all is key to make these improvements effective! Thank you for the opportunity to comment.	Katherine	Eshel	katherine.eshel@gmail.com	5 N Margin St	Boston	MA	02113
9/22/2020 10:51	Thank you so much for releasing the draft plans for comment! I'm very pleased to see the evident commitment to reducing travel lanes for cars, thank you for taking that on. On the carriageways and in other places where cars might interact with bikes, I'd love to see further engineering to reduce speeds - narrower lanes, raised sidewalks, and the like. Furthermore, while a painted buffer is an excellent start, my experience with such lanes on a bike makes me very wary: without protection such as a pre-cast concrete barrier, drivers have little compunction parking in or veering into bike lanes, pushing me out into traffic and into danger. Please consider protecting the bike lanes you have striped in the draft with pre-cast concrete barriers similar to what has been done by the city of Boston in Mass Ave between Symphony and Berkley College of Music, or coming south, between the river and the BSO. Finally, there are some spots in the striping plan where lane guidance disappears right as I'm entering conflict zones - for example, travelling from West Roxbury via Centre Street, through Murray Circle, to Centre Street in JP, the bike lane disappears in Murray Circle. I understand space is tight for that specific route, but it's one I travel often, and I would appreciate some more guidance as to how I am to make that particular transition and negotiate	Carmel	Levy	carmelsoup@gmail.com	14 Saint John St.	Boston	MA	02130

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9/22/2020 12:39	As a frequent biker through the Arborway area, I am excited about this plan. The 8-lane section of the Arborway is unnecessary, and changing two of those lanes to separated bike lanes is an excellent idea. I am also intrigued by the plan for a bike lane in front of Arnold Arboretum. Striping Murray Circle is an obvious way to improve car safety. I hope this plan will be a positive intermediate step to on the way to a fully realized plan for better walking and biking transport through and across the Arborway in the vicinity of Kelly and Murray circles. I think this new striping plan does not do enough to improve the safety of the pedestrian crossings at Murray Circle.	Noah	Snyder	noahpnoahp@yahoo.com	41 May Street	Jamaica Plain	MA	02130
9/22/2020 12:59	I am excited to hear about the buffered bike lane. I live in Roslindale and travel this corridor often via car. I always wondered what the point of the "mainline" was, as it always seems empty. I'm happy to see it utilized by cars to keep the carriage road calmer. I also travel from Forest Hills to Jamaica Pond often on my bicycle. However, I currently do not use this corridor on my bike. I tried a few times, but it does not feel safe. I now go out of my way to avoid it, taking a longer route through side streets. It will be nice to have a direct route. Will the long term plan involve a protected bike lane? Buffering is nice, but I've found it often turns into free parking, like the southbound section of Washington street near Emporium Carwash and the Mosaic school.	peter	recore	peterrecore@gmail.com	4106 Washington St Unit 2	Roslindale	MA	02131
9/22/2020 19:20	We are writing with our strong support for the proposed addition of the buffered bike lanes and calming of traffic in the Arborway. As a family without a car in Boston, it can be a struggle to navigate safely between neighborhoods and to green spaces, especially now with public transit reserved for our essential workers. This project is a step in the right direction; it will help obtain safer streets, encourage less polluting travel, and make that neighborhood a quieter and more pleasant environment.	Alex	Twist	abtwist@gmail.com	Comment submitted via email			
9/22/2020 19:29	Fully support your plan to add pop up protected bike lanes on the arborway in JP. Way too many motor vehicle traffic lanes there today. Great idea to repurpose on lane in each direction for bicycles!	Matt	Lawlor	matthew.j.lawlor@gmail.com	15 Basto Terrace	Roslindale	MA	02131

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9/23/2020 7:26	<p>Thank you for taking steps to make the arbor way safer for biking and walking! My brother loves in JP and I enjoy walking, running and biking in the area. I also used to work at Brigham and Woman's and myself and many coworkers commutes through the area.</p> <p>I'm excited to have safer bike lanes along the road where I could actually ride with my kids now!</p> <p>My only comment is that maybe it could be even safer, 6 lanes for cars still seems like a lot when the rear of the road in that area is only 4.</p> <p>Thanks again for making this improvement!</p>	Brendan	Connor	brconnor1@gmail.com	20 Irving Street	Reading	MA	01867
9/23/2020 7:49	<p>I use the bicycle as my main mode of transportation. The Arborway is a terrifying places to ride, and its current state is very dangerous.</p> <p>I implore you to keep moving ahead with the plan to make the Arborway a more safer place to ride a bicycle for everyone trying to get places on foot and bike.</p>	David	Gutierrez	daf3553@gmail.com	Comment submitted via email			
9/23/2020 8:16	<p>I am a resident of Jamaica Plain and I am in full support of this project! Murray Circle needs serious overhaul and has way too many auto lanes. The Arborway should have safe and protected bike lanes so all residents can access the wonderful park systems of Boston. Thank you</p>	Matthew	Connor	mrconnor967@gmail.com	10 Hyde park ave apt 3	Boston	MA	02130
9/23/2020 8:20	<p>I am in full support of this project. My father and I both cycle in this area regularly and would love to see better protection for bikers. In addition as a driver, eliminating a lane will make people drive less haphazardly, more slowly and safer. People frequently speed in this area unnecessarily so I am happy to see a project that will male bikers safer an</p>	Elizabeth	Haney	haneyel@gmail.com	30 Beaufort Road	Jamaica Plain	MA	02012

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9/23/2020 8:55	<p>The arborway, particularly around murray circle promotes hazardous driving conditions. In 2017, i was struck on the northbound side of the arborway in the far lane in the crosswalk, almost 10 seconds after the red light went on and with walking indicator on, while commuting from center street to the arboretum, where i was employed at the time. Cars frequently run this red light, and drivers do not understand where the lanes are or how to navigate this traffic feature. I suggest not only modifications to inhibit driver abuse of this feature, but to enhance pedestrian and cyclist access, flow, and use of the arborway in a manner consistent of the original, contemplative and appreciatory function of the emerald necklace. The current layout is far too complicated and lacks the ability to clearly inform drivers of how to navigate the feature. The redlight northbound on murray circle is easily ignored by drivers as seen in the bone structure of my left tibia. Neighborhood kids should be able to access the emerald necklace without fear or intimidation of agitated and confused drivers.</p> <p>Sincerely, Adam Beck</p>	Adam	Beck	Abeckhort@gmail.com	51 pleasant st	Framingham	MA	01701
9/23/2020 8:56	<p>I wanted to write to say thank you for the people first design on the arborway. This is a greatly needed improvement to create a healthier, greener, and more connected Boston. I want to say thank you and hope to see more of the great work the DCR is doing!</p> <p>This is really accomplishing DCR's goal of creating recreational space and promoting recreational activity on streets that previously were very dangerous.</p>	Alex	Frieden	alex@frieden.org	Comment submitted via email			
9/23/2020 10:11	<p>Thank you for this plan to remove car lanes and put people using the walk and bike lanes first!</p>	Ian R	Hutchinson	ianchillin@gmail.com	37 Post Road	Warwick	RI	02888

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9/23/2020 10:21	<p>Small changes with have a big impact on safety:</p> <ul style="list-style-type: none"> - Please consider using flex posts (or something stronger) to separate bike and car travel. Without a physical barrier, especially on the carriage roads, cars will park in the bike lane. - 12' with a 2' shoulder is still very wide for a 25 mph carriage road and will encourage speeding, consider lowering this width to 10'. - Murray Circle westbound exit: Consider lowering the exit lanes to 12' as you have on the northbound exit, This will give buffer space to the bikes on exiting the circle and give them room to stage crossing the street. - Bike lanes don't need an offset SWEL from the curb - Bike lanes should have green paint entering, exiting, and through roundabouts. As well as any major street or driveway crossings (eg. Arboretum entrance) <p>And the big one:</p> <p>Southbound Arborway South of Murray Circle: This bike lane is both buffered incorrectly and not protected. The buffer is supposed to separate bikes from potential dooring from people getting out of parked cars (when next to parked cars). This setup has bikes immediately adjacent to the most used door (driver side front door) and will cause accidents. This is improper and dangerous.</p> <p>The Arborway at this point has a 28'-30' width curb to curb and allows much safer options. A very easy option would be the following:</p> <p>West curb line, 5-7' bike lane, 3-5' buffer, 8' parking, 12' travel lane, East curb line</p> <p>This would create a safe, usable, protected bike facility to the Arboretum. I know the DCR doesn't like flex posts or bike lanes inside the parking lane. It's the only way to make it safe though, you will be doing everyone a disservice by not trying</p>	Dan	Merrow	dmerrow@gmail.com	29 Child Street, #3	Boston	MA	02130

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Time	Comment	Name		Email Address	Address	City	State	Zip
9/23/2020 11:08	<p>Dear DCR</p> <p>I am in full support of removing car lanes and adding buffered bike lanes to the Arborway. As a resident of Medford that lives on the Fellsway, I dream that this road will be taken to one lane to slow traffic down (as daily I risk being hit by speeding cars when I try to cross on the now well-marked crosswalks) and that bike lanes will be added so that one could bike safely from Melrose to JP on this old network of PARKways originally meant for pleasant travel!</p> <p>Regards,</p> <p>Ellery Klein 37 Fells Avenue Medford, MA 02155</p>	Ellery	Klein	elleryeklein@gmail.com	37 Fells Ave	Medford	MA	02155
9/23/2020 11:20	<p>Thank you for prioritizing bike lanes in the Arborway Improvement project! My understanding is that it still isn't 100% clear how bikes are supposed to navigate Murray Circle, so any improvements that could be made to that would be great. Thanks.</p> <p>Sincerely, Emily Bloomenthal</p>	Emily	Bloomenthal	emilybloomenthal@gmail.com	159 South St.	Jamaica Plain	MA	02130

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9/23/2020 12:39	<p>Hello, as a Jamaica Plain resident and regular bicyclist and active user of the DCR parkways and the open spaces they connect, I strongly support the proposed changes as a first step to improving conditions and safety for all users. I would propose that bicycle facilities include some form of physical element in addition to paint. Flex posts would be a minimum as they improve visibility, but more significant physical protection should be included in the short term and certainly in the longer term.</p> <p>In the longer term, and understanding that not all the roadways are under DCR control, the system should be designed as an integrated network connecting the open spaces, Centre Street towards Faulkner Hospital, the commercial district of Jamaica plain, and Forest Hills. All these elements can be connected by safe, comfortable bicycle and pedestrian infrastructure. The rotaries pose a particular problem and in the long term significant reconfiguration and better signalization for pedestrians and bicycles should be implemented.</p> <p>Thank you.</p>	Gerald	Autler	autler.gerald@gmail.com	7 Zamora Court	Boston	MA	02130
9/23/2020 14:48	<p>I very much support the wider parking lane along the roadway in front of the Arboretum.</p> <p>I am concerned about the evening rush hour in that southbound section of the Arborway however. Traffic often backs up from the lights at Forest Hills station. And when traffic is turning right at the second set of lights to go on toward Hyde Park and immediately meets an uncoordinated red at the entrance to the lower busway, backups can completely block cross traffic on from New Washington and South Streets and stretch along the Arborway until the Centre Street rotary. Definitely something to plan on watching.</p>	Pat	Suhrcke	pat.suhrcke@gmail.com	27 Doncaster Street	Roslindale	MA	02131
9/24/2020 8:54	<p>I am a cyclist and car driver who lives in JP. I am so excited to see plans to improve safety for cyclists along the arborway. I love to ride my bike but safe options heading out of JP are limited along this corridor. Improvements for both bicycle, pedestrian, and car safety are greatly needed here as the roadway design encourages cars to reach speeds approaching those posted for highways with limited to no protection for other road users. Boston and it's surrounds need better bike infrastructure and I am so excited for this redesign</p>	Rachel	Scheckman	rscheckman83@gmail.com	Comment submitted via email			

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9/25/2020 10:26	I want to express my thanks for the proposed improvements, especially in Murray Circle! I bike commute, and the fastest way for me is to take the Emerald Necklace up to the Longwood Medical Area. However, I always feel like I'm risking my life coming back through the circle. These changes will make it much safer going north in particular (south is still tricky, though the organization of the circle right now makes that very difficult). I am in full support of these short term improvements -- thank you so much!	Adam	Rodman	adam.rodman@gmail.com	27 Marcella St, Unit 27C	Roxbury	MA	02119
9/25/2020 12:49	<p>I attended the August 6th "Arborway Site Walk for Community Leaders", and explained why directing traffic to middle lanes was not appropriate. My comments have been ignored.</p> <p>When inbound traffic had one lane shut down a number of years ago for a water line project lasting for months, traffic was gridlocked back to the Faulkner hospital on Centre Street during rush hours. This condition was relieved when the project ended.</p> <p>About twenty plus years ago a small minority of people residing between the two rotaries on the Arborway wanted to have the "carriageways" restricted for thier use only. They started a group they called :The Arborway Coalition" which was set up primarily to accomplish this objective.</p> <p>Some years ago a neighbor Marty Francis and I were driving by the area and he said "I know that Guy". We stopped and talked with a guy Marty grew up with in Brookline and now had a business doing traffic surveys. The State had hired him and he explained that his folks were counting every vehicle, bike and pedestrian coming through by hours of the day, and days of the week. Inbound traffic from Forest Hills primarily used the inbound carriageway, and from the Faulkner Hospita direction on Centre Street used the middle two lanes. Outbound traffi toward the Faulkner used the carraigeway and traffic toward Forest Hills used the middle two lanes. He said they were wrapping up the study and that the existing traffic pattern was perfect.</p> <p>Sometime later we attended a meeting held to discuss planned changes and</p>	John	Lovett	jhnlov@msn.com	120 Westchester Road	Jamaica Plain	MA	02130

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deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/25/2020 13:59	<p>I'm very happy with this design. Thank you for the buffered bike lanes and the overall lane reduction. i think this will help a lot.</p> <p>My main concern is on the carriage roads... on both ends, there is very little to discourage drivers from continuing down the carriage road as before. I would like to see a small curb/barrier and a sign saying "local traffic only". at least something that will force them to slow down an consciously take a right turn to enter the carriage way. paint won't be enough.</p> <p>additionally, i would also like to see some dotted lines for people leaving JP on Centre street to steer them into the circle rather than the carriage way.</p> <p>lastly, for all the buffered zones to protect the bikepaths near Murray Circle, i would love to see some bollards included to really reinforce the protection. drivers are going to be learning how to maneuver through this, and a physical object helps reinforce that.</p> <p>thanks for this! geoff Cisler</p>	Geoff	Cisler	gcisler@gmail.com	19 Dunster Rd 2	Jamaica Plain	MA	02130
9/25/2020 15:25	<p>The proposed lane designations for the rotary, addition of protected bike lanes and reduction of lanes on the carriage roads should result in enhanced safety to all in the community as well as all driving through it. Having only 1 lane merge at the ends of the carriage roads will dramatically enhance safety. I enthusiastically support these thoughtful safety improvements.</p> <p>The sidewalk and ramp improvements are also improving safety and accessibility in our community. Thank you.</p>	Kathryn	Rexrode	krexrode@bwh.harvard.edu	46 Arborway	Boston	MA	02130
9/25/2020 16:18	<p>I strongly support the proposed improvements to the Arborway in terms of pavement markings, including lane striping at Murray Circle & bike lanes, which will help to provide safer multi-modal access between parks & neighborhoods. This approach should calm traffic on the feeder roads. I appreciate the efforts to use the extra lanes to improve pedestrian and cycling safety.</p>	Christopher	Cassa	ccassa@gmail.com	103 GORE ST APT 2	CAMBRIDGE	MA	02141

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/25/2020 17:29	<p>As a local resident, I have been delighted to see curb cuts getting installed on the Arborway to make it accessible. It has been an unwelcoming area for walking and rolling for far too long, and this is a step in the right direction, particularly if we want to enable people to get places without cars, thereby helping to reduce greenhouse gas emissions and improve health and wellness. This is a way to enable area residents and visitors to more safely and sustainably access green spaces such as the Arboretum.</p> <p>As a motorist, a pedestrian, and a cyclist, I am eager to see additional, more substantial safety improvements such as protected bike lanes, road diets, removal of parking, and changes to the areas surrounding Kelley and Murray Circles to make them less scary and dangerous. Currently, it is a stressful place to drive and I constantly fear I am going to get into a crash because of all the necessary merging, combined with the rampant speeding of the drivers around me.</p> <p>Perhaps increased Zipcar spaces in the area can help alleviate the removal of parking spaces, since Zipcar helps reduce the need for individual car ownership and reduces the need for so many parking spaces. The area can also benefit from infrastructure to support e-bikes, such as solar-powered charging stations. There is also a need for more bicycle parking.</p>	Erica	Mattison	ericahmattison@gmail.com	Comment submitted via email			
9/26/2020 12:16	<p>Love the improvements. Some thoughts:</p> <p>All pedestrian crossings need signs and lights to give way to pedestrians. Bikes also need Signs to give way to pedestrians.</p> <p>The carriage lanes will need to have speed bumps or traffic will continue to speed through them and avoid the center lanes.</p> <p>There should be a speed bump at the end of May street and the yield sign needs to be A stop sign that is moved forward so that it is visible to drivers. They never yield before barreling onto center street and now they</p> <p>Speed limit signs and digital displays need to be added all over the place including on center and Jamaica way.</p> <p>Thank you for making this park usable area rather than The scary speedway it is.</p>	Shelly	Lmore	smart313@gmail.com	33 Hillcroft Rd	Boston	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/26/2020 15:03	<p>I am writing in support of the Arborway Short-Term Improvements, but also with several points of concern. While I am currently a resident of South Boston, I will be relocating to JP this fall. In addition, my parents live on Prince St and I visit them by bike.</p> <p>This project and the eventual permanent redesign of the Arborway will serve as a critical link connecting the Southwest Corridor with the Emerald Necklace. Safe connections for cyclists is essential to fully realize the value of both of these sections of our regional bicycle network. This is exciting, essential work and I am grateful that DCR is undertaking it on an accelerated timeline.</p> <p>I do, however, have several concerns about the short-term designs:</p> <p>1. There do not appear to be any accommodations made for northbound cyclists between Forest Hills and Murray Circle. Ideally, cyclists could be safely accommodated on the Northbound Arborway Mainline. If this is not possible during the interim phase, signage should be installed at Forest Hills to direct cyclists onto the City of Boston-owned carriageway road the parallels the Arborway Mainline. If this approach is taken, DCR should coordinate with the City of Boston to paint "sharrows" or shared lane markings on the parallel carriageway to remind drivers that this is an essential route for bikes.</p> <p>2. The termination of the bike lane on Arborway SB at Forest Hills has the potential to be very dangerous. As drawn, the bikelane merges in with the parking lane before joining the existing path. This is an invitation for cars to park in the bike lane. This would force cyclists to ride into a car travel lane to get around parked cars. Physical barriers (flex posts, pre-cast curbs, etc.) should be</p>	Jascha	Franklin-Hodge	jascha@gmail.com	17 Thomas Park	Boston	MA	02127
9/26/2020 16:22	<p>Please make sure there is a marked crosswalk across Centre Street on the east side of Murray Circle. Currently, pedestrians walking along the eastern carriageway have to dodge traffic or walk several blocks out of their way (all the way to Ballard Street) to get safely across Centre Street so they can continue walking along the Arborway. A crosswalk across Centre at Orchard Street would eliminate this problem and improve safety for pedestrians. Thank you.</p>	Marni	Centor	mcentor@comcast.net	233 Pond St.	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/26/2020 19:09	I understand the idea of adding the bike lanes to the area of the arborway where there are interior lanes, but bikes lanes are already present from forest hills to that area and rush hours are pretty heavy in both directions in that section. I never see bicyclists in those bike lanes, they're on the nice wide sidewalk to connect to the bike path that was recently built near forest hills. I'm a fan of biking and do just that whenever I can, but this seems like a poor idea in an area that gets a lot of auto use. There was a recent thread about this on the JP Facebook page and I labeled the section from forest hills to the pond as "Mortality Mile" because I don't see it being adopted well by drivers that sometimes go 60 mph in that stretch.	William	Manley	wmchman@gmail.com	47 Westchester Road	Jamaica Plain	MA	02130
9/27/2020 7:10	All sounds great. Could you consider putting a yield sign up on the left median as one enters Arborway from Jway by the pond? As one enters the rotary before Parkman Drive. I think that people genuinely don't see the one on the right and simply blaze through the intersection.	Cornelia	Hoskin	corneliahoskin@hotmail.com	325 Pond St	Jamaica Plain	MA	02130
9/27/2020 9:26	From observation, the loss of one travel lane southbound on the Arborway at the Arboretum will cause backups, especially at peak hours. Rather, a more efficient use of limited space would be to convert the wide sidewalk which I believe is not fully used to a shared-use pedestrian/bicyclist path.	Hugh	Mattison	hmattison@aol.com	209 Pond Ave.	Brookline	MA	02445

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/27/2020 12:36	<p>I am a long time resident of Prince St., JP, and the mother of a son who uses bikes as a main mode of transportation. Because I am concerned about both the environment and my son's safety, I am writing in support of the proposed safety and bike lane changes to the Arborway. I was particularly glad to hear of the plans to add safer bike lanes to the Arborway and to make changes that would reduce speeding on the travel lanes. As more people turn to biking, both as a result of the pandemic and out of a desire to reduce climate change, I think it's important for Boston to do more to make biking safer for those riders.</p> <p>And, as a walker who uses the Pond and Arboretum for recreation, I would like to see improvements in the ability to cross the Arborway safely in more places. Right now, it's hazardous to cross the Arborway anywhere except for crossing points with lights and signals and particularly dangerous at the circles that have no lights. Cars speed along the Arborway and carriage roads and sometimes even through the lights at the corner of the Arborway and Prince St.</p> <p>In addition, I would like to see a much safer way for cars to enter the main part of the Arborway right before Prince St. when going northbound on the carriage road. That merge is really hazardous, especially in times of high traffic when there are many cars speeding ahead and not making room for the cars merging onto the main roadway from the carriage road. I hold my breath every time I have to make that merge.</p> <p>If the proposed temporary modifications prove successful, I would like to see the</p>	Diane	Franklin	diane.franklin@gmail.com	24 Prince St.	Jamaica Plain	MA	02130
9/27/2020 16:54	Plans looks great. I have heard very positive feedback from people who live in this neighborhood. I applaud the DCR for making these improvements.	Randall	Albright	rhalbright423@gmail.com	423 Marlborough Street, #3	Boston	MA	02115

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 10:25	<p>Hi</p> <p>I am writing in support of adding protected bike lanes along the Arborway ASAP. This area can be very unsafe for bicyclists, and protected cycle tracks would be a huge improvement for bicyclists in this area. In addition, it is a change that could be made without any significant negative impacts for cars, which is all the more reason to add the protected bike lanes.</p> <p>Thank you for your time and consideration, and I look forward to seeing the new lanes installed!</p> <p>Sincerely,</p> <p>Alan Christ</p>	Alan	Christ	alanrchrist@yahoo.com	117 Kent Street #2	Brookline	MA	02445
9/28/2020 10:26	<p>I absolutely support having bike lanes on the Arborway, short- and long-term. I've commuted by bike since 1985 - although not currently, due to covid-19 - and am delighted at how much safer it is to bike in and around Boston now.</p>	Giulia	Norton	gnorton1@gmail.com	19 Cranston St	Jamaica Plain	MA	02130
9/28/2020 10:28	<p>I am a JP resident and support the addition of bike lanes to the Arborway. Protected bike lanes.</p> <p>I also want to see public transportation on the Arborway from Dorchester lower mills down Morton st to downtown as a bus route. It is fast and mini buses could navigate it easily. This is a economic justice issue to give Boston residents access to other parts of the city quickly. It is time to reimagine the usefulness of the car.</p>	Louise	Johnson	lsj2020@gmail.com	20 Malcolm Rd	Jamaica Plain	MA	02130
9/28/2020 10:30	<p>We need more dedicated and safe bike lanes throughout the city. Adding bike lanes to the Arborway would be a good start.</p>	jim	strickland	jim_strickland@outlook.com	7 virgil road	boston	MA	02132-3229

Arborway Short-Term Improvements
Public Comments
deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/28/2020 10:39	<p>I saw the proposed changes, and I think they are generally a move in the right direction. I'm particularly in favor of the proposed bike lanes and the efforts to make the Edward J Murray circle a more managed intersection. I am a cyclist and a motorist and I feel that the intersection is always sketchy - there are no lane markers so some people treat it as a single lane, others try to shoot around and cut people off, and it's never clear what another driver's intention is based on their placement in the rotary. So I feel that adding clear lane markers will make the intersection safer and more straightforward to navigate.</p> <p>As a cyclist that intersection is currently a disaster, and I wholeheartedly support efforts to have decent, protected bike lanes connecting Jamaica Pond to Forest Hills (and the Arb, the Corridor path, etc). I think the proposed changes are a step in the right direction.</p> <p>I think they should be implemented as soon as possible.</p>	Alice	Pote	alice.writes.wrongs@gmail.com	154 Poplar Street #2	Roslindale	MA	02131

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 10:40	<p>Dear Friends at DCR:</p> <p>THANK YOU for your insight, dedication and willingness to improve the Arborway/Murray Circle area for all users including drivers, pedestrians and cyclists. As a long-time driver and cyclist in the area, I know how daunting this stretch can be even for drivers: no separations, visual overload, confusion from two lanes to four to rotary to two. Cycling or walking this stretch can be a life-risking move.</p> <p>Several small suggestions for your plans:</p> <p>--the merge at Prince St inbound can be visually difficult for drivers. Adding physical barriers for bike lanes will help guide cars into their appropriate lanes. Long term, DCR might consider a redesign that more effectively accomplishes the merge, slows traffic through the rotary onto the Jamaica way or around to Pond St, and reduces accident potential while maintaining good access to cyclists and pedestrians. This may require removing green space from the rotary which is no loss as this is impossible for anyone to access as park land in any event.</p> <p>--bike lanes with physical barriers along the Arboretum length both inbound and outbound are needed. If the inbound lanes are integrated with the carriage road to the north, adequate street paint and signage is needed at the entrance and exit points to the Arborway.</p> <p>--careful modeling of driver visual clues, lane change requirements and distractions along the entire length of roadway is needed as part of any redesign. We need to improve safety and reducing visual challenges and lane changes are ways to accomplish that.</p> <p>--speed reduction strategies also need to be considered. Average speeds on the Arboretum and central Arborway stretches are excessive, especially when considering the need for abrupt slowing at each rotary.</p>	Stephen	Ringlee	stephenringlee@hotmail.com	28 Parkton Rd	Jamaica Plain	MA	02130
9/28/2020 10:42	<p>I support the plan to remove driving lanes and add dedicated bike lanes. As someone who regularly bikes (and drives) in that area with children it will be much safer with a dedicated bike lane. Adding physical barriers to separate cars and bicycles would also go a long way toward increasing safety and making sure cars adhere to the lanes.</p>	Caitlin	Connolly	cambria999@hotmail.com	12 Enfield St	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 10:43	<p>I live in Jamaica Plain and I often drive my car and ride my bike along the Arborway and through the large roundabout on Centre St. The addition of buffered cycling lanes (and removal of some driving lanes) would be a great improvement. In the current configuration there are often cars speeding through the area at great speed and very close to myself or other cyclists.</p> <p>Additionally, this area has so many travel lanes that I feel there is zero car traffic on at least one part of the arborway. Removing some lanes would also simplify the area from a driving perspective - few lanes to worry about when making sure it is safe to go.</p> <p>These look like wonderful and much needed changes</p>	John	Broussard	john.c.broussard@gmail.com	2 Termine Ave #1	Jamaica Plain	MA	02130
9/28/2020 10:44	Please add buffered bike lanes to the Arborway.	Gina	Crandell	ginamcrandell@gmail.com	117 Stedman Street	Brookline	MA	02446
9/28/2020 10:45	<p>Thank you for your plan to add buffered bike lanes the Arborway. I commute to work daily by bike and this would vastly increase bike safety in the area! I also run frequently in this area and the rotaries always feel like an extremely dangerous part of any excursion I take.</p> <p>One request would be to please add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p>	Evan	Tschirhart	ectschirhart@gmail.com	20 Forbes Street Unit 3	Jamaica Plain	MA	02130
9/28/2020 10:49	<p>I didn't mention in my last note that I 100% support to reduction of automobile lanes in favor of bicycle lanes with a buffer to protect them.</p> <p>My main use case is being able to ride my bike outbound on Centre St towards West Roxbury and wanting that to be safe and easy.</p> <p>thanks</p>	Geoff	Cisler	gcisler@gmail.com	19 Dunster Rd #2	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 10:50	<p>I've been a cyclist in Boston for over 10 years, and the Arborway remains one of the places most in need of safe bike infrastructure in the city. I avoid biking on the Arborway and often ride or walk on the sidewalk because of the speed at which traffic flows here, and the lack of a safe shoulder or bike lane to ride in. It makes riding from Jamaica Pond to Arboretum or out to Forest Hills dangerous or impossible and puts citizens at risk of an accident.</p> <p>So, I'm hugely in support of DCR's proposed plan to reduce traffic lanes and add buffered bike lanes here. I'd love to see physical barriers included to ensure cars follow new traffic patterns and to better protect bikers. I also think there should be a short-term solution to include bike lanes for cyclists on the inbound side of the Arborway. Could there also be signage at the rotary alerting drivers of the presence of cyclists?</p> <p>Thanks again for these improvements-looking forward to seeing them in action!</p>	Jamie	Burke	jmeburke@gmail.com	11 Ellery Street, Apt. 10	CAMBRIDGE	MA	02138
9/28/2020 11:03	<p>Thank you for removing driving lanes and adding buffered bike lanes in the plans and for the recent improvements to sidewalks and curbs.</p> <p>I urge you to add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>The bike lane on the Arboretum block is shown only in the outbound direction. People on bikes traveling inbound also need a safe short-term solution.</p> <p>I often bike along the Arborway, but entirely avoid the section between the Arnold Arboretum and Jamaica Pond given how dangerous and dysfunctional the current roads and rotaries are.</p>	Patrick	Barron	barron.patrick@gmail.com	45 Jamaica Street	Boston	MA	02130

Arborway Short-Term Improvements
Public Comments
deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/28/2020 11:06	<p>I am very excited to see the the DCR's short term improvement plans to add bicycle lanes to the Arborway. The proposal as shown will not only make cycling along entire the emerald necklace much safer than it has ever been. It will also improve car traffic safety by slowing down car traffic and making lanes in the rotaries much clearer.</p> <p>A few suggestions:</p> <ol style="list-style-type: none"> 1. please add physical barriers between all traffic lanes and bike lanes. Physical barriers, even minimal ones, will increase cyclist safety and lane use, increasing their utility to everyone. These barriers are especially important close to the rotaries. 2. Please consider adding a cycling lane to the inbound side of the arborway beside the arboretum. The lack of a cycling lane here is inconsistent with the rest of the plan, and bicycles should be able to travel safely in both directions. <p>In concrete terms, this will change how my family and I travel by bicycle in our neighborhood, so I am excited to both see these short term improvements as well as the more permanent solutions that are also coming.</p> <p>In broader terms, this is but one small step that Massachusetts can take to encourage non-petroleum based forms of transportation to mitigate what will be the drastic impacts of climate change to all of our communities. More policies like this everywhere in the state, implemented as fast as we can, will only help.</p>	David	Moses	dpmoses@gmail.com	73 Elm Street #2	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 11:12	<p>Thank you for removing some driving lanes and adding buffered bike lanes in the plans and for the recent improvements to sidewalks and curbs! Every bit helps pedestrians and cyclists!</p> <p>Please add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>The bike lane on the Arboretum block is shown only in the outbound direction. People on bikes traveling inbound also need a safe short-term solution.</p> <p>Please also give more signage and markings at the rotary to ensure the safety of pedestrians and bikers! I cross there often with my children on our bikes--it is terrifying how few cars pay attention at the pedestrian walks. I hope that there will be in the long term some plans to facilitate safer crossings of the Arborway rotary at Centre Street.</p> <p>Thank you!</p>	Eve	Sorum	eve.sorum@umb.edu	81 Sedgwick Street	Jamaica Plain	MA	02130
9/28/2020 11:17	<p>I cross the arborway regularly as part of my commute and adding more bike lanes will make my ride safer and more pleasant and connect now broken up bike infrastructure into a more useable network.</p>	Abbi	Holt	oldeforest@gmail.com	38 Burnett St	Boston	MA	02130
9/28/2020 11:20	<p>I ride from downtown to the Arboretum twice a week in good weather - out the SE Corridor and back on the Emerald Necklace. The Arborway is always the most confusing, dangerous part of the ride.</p> <p>Please buffer the bike lanes, even in the short-term, to protect from speeding cars - especially around the rotaries! Bikers travelling inbound will also need a short-term solution.</p> <p>Thank you for the opportunity for input.</p>	Bill	Nigreen	bill.nigreen@gmail.com	7 Fayette Street	Boston	MA	02116
9/28/2020 11:25	<p>Thank you for making interim improvements for the safety of bicyclists. Reducing unnecessary driving lanes to create buffering from the fast speeds along the carriageway and adequate space for bicycle traffic will make a huge difference for bicycling. Probably the other single most valuable effort the DCR could make would be to reduce traffic speeds (not just speed limits, but actual vehicle speeds) along the roadway and through the rotaries.</p>	Richard	Voos	richard.voos@gmail.com	61 Park Drive, Apt 1	Boston	MA	02215

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 11:33	Hello! I've been biking more and more because I don't feel safe on the T. I'd love to bike safely on the arbor way, please consider me and people like me when creating the bike lanes. We don't need more parking or car lanes, we need to move more as a society. Please help our community move around safer!	Carmen	Dongo	cmdongo@gmail.com	27 Murray Hill Rd	Boston	MA	02131
9/28/2020 11:34	Thank you for including striping for bike lanes in your short term plan. Bike and pedestrian facilities need to have more presence in this area, so thank you for including them! I ride this area frequently, always scared that I'll become car fodder. I urge you to carry out this striping pattern ASAP and work towards protected bike facilities in the nearest of futures! Thank you for your work, Keihly	Keihly	Moore	keihlymoore@gmail.com	580 Centre St, Apt 2	Boston	MA	02130
9/28/2020 11:39	I'm pleased that efforts are moving forward to improve the Arborway. For too long, the configuration of 4 lanes to 8 lanes to 4 lanes has encouraged speeding, reckless driving, and confusing conditions. All users - drivers, bicyclists, and pedestrians - are perpetually at risk for collisions that cause life-changing injuries and death. Furthermore, it is mind boggling that 8 lanes of pavement have prioritized the movement of motor vehicles in the Emerald Necklace, one of our city's great recreational resources, right between the natural wonders of Jamaica Pond and Arnold Arboretum. I'm pleased that plans are put forth to improve access to bicyclists and pedestrians as well as to slow down and limit motor vehicles. I hope that fully-buffered bike lanes will be installed in both directions of the Arborway as they have been proven to be a safe way for people of all ages and abilities to ride bikes for commuting or recreation. Drivers also prefer fully-separated bike lanes as sharing roadways with smaller and slower bicycles is often confusing and frustrating for them. I also encourage a full redesign of the rotaries on the Arborway to better address the safety needs of bicyclists and pedestrians and to make them safer and less confusing for drivers .	Liam	Sullivan	liamothemts@gmail.com	6 Craft Place, #3	Jamaica Plain	MA	02130
9/28/2020 11:47	So glad you are addressing these needs! It is a tough situation on the Arborway and it is clear that you are committed to improving it.	John	Linehan	jlinehan@zoonewengland.org	123 Franklin Park Road	Boston	MA	02121-3252

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 12:00	<p>Hi:</p> <p>We live on Louders Lane and bike/walk often to JP Centre. We generally avoid anything to do with the Arborway circle given how confusing and dangerous it is both as a biker and a pedestrian. As a bike, there is no way to ensure your safety as cars go too fast. I think that is a critical concern because these are travelers who are generally passing through and do not pay attention to their speed coming to the AC from the pond or from West Roxbury. The speed cars travel on Centre (on both sides) is incredible at times (often 45, 50 and 60 mph). These cars need to be slowed down by multiple lights. The cross walks near the AC as well as abutting the AC either do not have lights or have those awful flashing lights that you don't see when driving (especially your first few times) toward the AC. These should be changed to traditional lights or lights that are timed to slow cars down. We find it intolerably dangerous crossing as a pedestrian or bicyclist at these junctures all the way up to the Winchester St flashing yellow light. Cars often don't stop although sometimes they jam on their brakes if you enter the cross walk. They just are not alert to that ineffective yellow flashing light.</p> <p>This is really dangerous for kids. While the traditional light at Louders lane works (although speeding cars regularly run this light), more "real" lights should be added to control the speed of cars since speed is a major culprit. While bike lanes are necessary, real traffic lights are equally, if not more important.</p> <p>I hope this was helpful.</p>	James	Budreau	jamesbudreau@gmail.com	7 louders lane	jamaica plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 12:58	<p>Thank you for removing some driving lanes and adding buffered bike lanes in the plans and for the recent improvements to sidewalks and curbs.</p> <p>I like it that as a driver can more safely share the road with bikers.</p> <p>Please add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>I really don't want to kill anyone.</p> <p>The bike lane on the Arboretum block is shown only in the outbound direction. People on bikes traveling inbound also need a safe short-term solution.</p> <p>Again, I really don't want to kill anyone.</p>	Natasha	Seaman	natsea@gmail.com	366 Arborway	Jamaica Plain	MA	02130
9/28/2020 13:01	<p>Thank you for adding the buffered bike lanes to the Arborway. This will add to the safety of bicyclists and is a much needed improvement. I hope that these short term improvements will be made permanent. They are an important addition to bicycle safety in a much used bicycle corridor.</p>	Andrew	Fischer	afischer@jasonandfischer.com	21 Bartlett Crescent	Brookline	MA	02446
9/28/2020 13:28	<p>Thanks for all you do to keep cyclist safe in Boston and MA. I also appreciate work in the arbor way as this is the primary route I take to work everyday. Please add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>Thanks for everything you do! Sam</p>	Sam	Pillen	samantha.debow@gmail.com	134 tyndale st	Boston	MA	02132

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 13:44	<p>Hello,</p> <p>I spend a lot of time biking around Brookline, but even though the Arboretum is a short ride away, historically I have never gone there because of the dangerous conditions on the Arborway. With the speed that cars go on that road, I just didn't feel safe unless there is a physical barrier between cars and bikes.</p> <p>However recently, I have been able to access it because of your work in reducing the number of lanes of cars and creating dedicated space for bikes. Thank you so much for this, it really does make a big difference.</p> <p>I hope that as you consider the long term plan for this road, you will be able to make some of these changes permanent.</p> <p>Best regards, Paul</p>	Paul	Moghtader	paul.moghtader@gmail.com	16 Chilton St	Brookline	MA	02446
9/28/2020 13:57	<p>Thank you for including plans to improve the Arborway by scaling back the driving lanes toward something more appropriate for a city street and not a high-speed, multi-lane highway. I am glad to see buffered bike lanes in the plan, please try to ensure that they are *physically* separated because we know if they're only paint, they will be used as just another turning and parking lane.</p> <p>In order to support people of all ages and abilities, please ensure that safer, low-street bike infrastructure works bi-directionally. A protected bike lane in only one direction really defeats the point, because cautious riders will still avoid it unless they have a safe route home.</p>	Edward	Faulkner	edward@eaf4.com	61 Bay State Ave, Apt 2	Somerville	MA	02144

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 14:46	<p>I live nearby and my entire family uses bikes to get around JP (and beyond). This Arborway area has long been extremely dangerous to bike riders (and pedestrians).</p> <p>We would like to thank DCR for removing some driving lanes and adding buffered bike lanes in the plans and for the recent improvements to sidewalks and curbs.</p> <p>Please add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>The bike lane on the Arboretum block is shown only in the outbound direction. People on bikes traveling inbound also need a safe short-term solution.</p> <p>The rotaries are a challenge until full redesign with bikes in mind, but in the meantime some paint and clear signage could go a long way to help incorporate bike riders into traffic flow safely.</p>	Alicia	Powell	powellshrink@yahoo.com	3 Newsome Park	Jamaica Plain	MA	02130
9/28/2020 14:55	The inclusion of buffered bike lanes would do a lot for rider safety! folks drive way too fast through that section of the arborway, and riding there often feels life-threatening .	Catherine	Willett	kptnkate@comcast.net	18 Burr Street #2	Jamaica Plain	MA	02130
9/28/2020 15:33	For residents, BIKE LANES would be one of the best or most needed improvements to that roadway. How does one SAFELY continue from the bike path at the pond to the Arboretum or to Forest Hills. Right now, one is dumped onto the roadway at Parkman Drive, alongside raging, speeding cars. NO ONE pays attention to the 25mph speed limit as it is NEVER enforced by the State Police. By the way, for TOURISTS it is incredibly confusing. (I've helped many continue on in the correct direction)	NANCY	NEE	nancyneehanifin@gmail.com	61 Pershing Roa	Jamaica Plain	MA	02130
9/28/2020 16:10	I would like to see some kind of physical barrier between fast-moving cars and bicycles. I had biked on this section before and it isn't pleasant when some cars are driving really fast! Having some kind of barrier would improve the experience and probably also safety. I think this section of road doesn't need 2 full lanes of cars. Having the 2 full lanes allows some people to drive very very fast. thank you	Brodie	Henry	brodiehenry@gmail.com	87 Willow Street	West Roxbury	MA	02132

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/28/2020 17:03	<p>Hey DCR people!</p> <p>Wanted to leave testimony in support of both temporary and permanent protected bike lanes on the Arborway. I think it's very good thing that DCR is thinking about these things already, removing some driving lanes and adding buffered bike lanes in the plans and for the recent improvements to sidewalks and curbs. Thank you for that.</p> <p>However, there are methods that can further enhance cyclist safety and slow down what is far too much through traffic in our residential streets. Adding physical barriers to ensure cars follow new road markings around both rotaries and at the beginning of the bike lanes can ensure cars follow new road markings and to maximize safety for all users. Additionally the bike lane on the Arboretum block is shown only in the outbound direction. People on bikes traveling inbound also need a safe short-term solution.</p> <p>Having a safe cycling network along the Arborway could a tremendous boon to residents of the area, giving commuters, parents, students from Rosi and JP safe and convenient cycling access to the emerald necklace corridor, including schools like Curley and BLA, the Longwood area, and the all too congested Fenway.</p> <p>In addition, we need better management of the traffic in the Centre rotary. It is a terrifying juncture for any pedestrian, with no clear right of way given to those on foot or bike, and full of through traffic speeding around without concern for the residents. I would liove to see clearer signage and markings on the street, as well as the addition of traffic calming devices to get drivers to slow down and pay</p>	Eugene	Torres	eugene.torres@gmail.com	12 Rocky Nook Ter	Jamaica Plain	MA	02130
9/28/2020 17:33	<p>The Arborway should be reduced to one car lane each way for now, and then eventually zero. Or if you must keep cars, reduce the speed limit to 20 mph and enforce it. It is already too narrow as a 4 lane road most of the way anyway. Please consider banning cars from the city.</p> <p>Thanks, John</p>	John	Burkhardt	john.burkhardt@gmail.com	51 Westminster Ave.	Arlington	MA	02474

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 17:38	<p>Mr. Parenti and other DCR Staff:</p> <p>My wife and I are homeowners on Prince Street between Centre St and The Arborway and we want to express our strongest support for the current plans to reduce motor vehicle travel lanes in order to accommodate buffered bike lanes during the ongoing improvement project, as detailed in the Public Notice letter dated September 18.</p> <p>Our block of Prince Street is uniquely dependent on The Arborway: the singular vehicular access to our home is via Kelley Circle; the singular vehicular egress from our home is via Murray Circle. Even with this dependence on The Arborway for car access, we <i>*fully and wholeheartedly*</i> support the slowing of traffic, the reorganization of lanes, and also the removal of traffic lanes from the roadway in order to improve the pedestrian and bicycle safety in our neighborhood.</p> <p>Again, we support the removal of traffic lanes to achieve the following designs articulated in the 9/18/20 letter:</p> <ul style="list-style-type: none"> • "Adding a buffered bike lane and wider parking lane southbound in front of the Arboretum..." • "Adding new buffered bike lanes on the carriage roads in both directions. This requires removing a lane of travel in each direction." <p>The Arborway (as well as Jamaica Way and Pond St) are dangerous raceways for cars. Given the residential neighborhoods on all sides and the large number of visitors to the popular park destinations all along the Arborway, all efforts must be made to slow traffic speeds and increase roadway priority for pedestrians and bike riders. Doing so will make it safer and more comfortable to walk and bike to the park spaces and to the Forrest Hills Station area.</p> <p>Thank you for the sidewalk and ramp improvements thus far - much appreciated!</p>	Gustavo	Quiroga	QUIROGA.GF@GMAIL.COM	49 Prince Street, #1	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/28/2020 19:12	<p>Some suggested points to include:</p> <p>Thank DCR for removing some driving lanes and adding buffered bike lanes in the plans and for the recent improvements to sidewalks and curbs.</p> <p>Thanks DCR. The more protected bikelanes the better</p> <p>THIS >> Please add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>THIS TOO >>> The bike lane on the Arboretum block is shown only in the outbound direction. People on bikes traveling inbound also need a safe short-term solution.</p> <p>The Arborway and the JWay are dangerous roads but critical to navigating around JP and the like. Please be bold</p> <p>John</p>	John	Goodwin	jfg7953@gmail.com	106 Child Street	Jamaica Plain	MA	02130
9/28/2020 19:39	<p>I've had to ride my bike through the area several times to get from Hyde Park or West Roxbury into the Boston area, passing through the roundabout from Center St. onto the Arborway before I could access the shared walk/bike path around Jamaica Pond and/or take a different, less-trafficked street. Traffic moves extremely quickly there despite the speed limit and I frequently feel exposed and in danger of getting hit. I've also been harassed (honked or yelled at, had drivers pass extremely closely and quickly to scare me, one time someone threw a half-full plastic water bottle out their window at me) for taking a full lane on that stretch, as there is no shoulder or bike path and I sometimes need to turn left, which I can't safely do from the far right. I would really appreciate a bike path there, and would definitely take more trips into Boston on that route, which is otherwise wonderfully scenic and a treasure to witness.</p>	Lucia	Vilallonga	laliferous@gmail.com	84 Garnet Rd	West Roxbury	MA	02132

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 20:49	<p>I support this project.</p> <p>It is good to have vehicle safety, and pedestrian and bike improvements on the Arborway.</p>	Robert	Kearns	robsterkmc@gmail.com	200 Pilgrim Road	Braintree	MA	02184
9/28/2020 20:54	<p>I would like to express my support for the pending short-term improvements on Arborway. These are a huge improvement over the existing conditions, however this should only be a stepping stone towards a roadway redesign that offers additional safety improvements. The rotaries are both dangerous and frustrating to navigate on a bicycle. These changes are similar to the changes at the BU Rotary on Memorial Drive in Cambridge which added definition to the travel paths.</p> <p>These paint changes make it clear where you should be, but that does not fix the conflict points when a bicyclist is on an outer bicycle lane and continuing along the rotary when a motor vehicle exits improperly. This is precisely what happened to a cyclist in Murray Circle in 2018. I dream of a day when there will be a safe off-street path and simplified intersections along the Arborway! Not to mention creating a happier & healthier connection for recreation by reclaiming this section as a parkway and making it an inviting space for people to walk, run, and gather.</p> <p>For the short-term improvements, I encourage you to add physical separation (ideally similar to the precast curbing that has been installed on Massachusetts Ave in Boston) to the bicycle lane buffers to block motor vehicles from entering the bicycle lane. This will make the road safer for all users. In addition, the lack of bicycle lane from Forest Hills towards the Murray Circle is a major issue which should be replicated. There should be a safe way for bicyclists to travel in both</p>	Brandon	Cardley	brandoncardley@gmail.com	1558 Centre St #1	Roslindale	MA	02131
9/28/2020 21:48	<p>I drive this corridor frequently and think that reducing the lanes will make it a much safer road - cars go too fast and multiple lanes entering the circle is extra confusing. I ride through the areas as well but go out of my way to avoid this stretch, a direct link between the Pond and the Arboretum would be a great amenity for our family to ride on.</p>	Tom	Evans	ottertom87@gmail.com	18 Mendum St	Roslindale	MA	02131
9/28/2020 22:28	<p>Thank you for considering buffered bike lanes in your short term proposal. They would be a HUGE improvement!</p> <p>And just a thought regarding bikes and rotaries (traffic circles). What would be really cool would be a flying crossover for bikes (and pedestrians). Rotaries are always fraught places. Physically separating cars from bikes with a bike overpass would make it easier for the car drivers, too.</p>	Edward	Lipchus	ed@lipchus.com	14 Grant St.	Reading	MA	01867-2315

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/28/2020 23:02	<p>Kudos to experimenting with change before committing taxpayer \$\$, tho this is not a fair test because traffic is significantly below normal due to the pandemic.</p> <p>I object to eliminating 25% of car travel capacity (which largely benefit homeowners along the Arborway). There is little foot traffic & bikes can travel on the sidewalk or on Prince or May St. DCR could easily widen the sidewalks except at trees & everyone could be accommodated. Bikes with 50,000 cars = injured bicyclists.</p> <p>Cutting 50% of car capacity from Murray to Forest Hills will be disastrous. Try it for a day first.</p> <p>DCR should not be permitted to eliminate 25% 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>As for this Kelley to Murray plan:</p> <ol style="list-style-type: none"> 1. 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. 2. Start w/ lines in Murray 1st. 3. If you eliminate 25% of the car travel capacity, could you please eliminate the "No turn on red" sign from the Arborway at Kelley Circle onto Pond Street heading to Brookline? By DCR's count, that is 300 rush hour cars/hour moving more quickly out of Kelley Circle sooner. 	Vickie	Henry	vickiehenry88@gmail.com	83 May Street	Jamaica Plain	MA	02130
9/28/2020 23:11	<p>I'm writing in support of bike lanes on the Arborway as I ride regularly in this area and would appreciate the safety inherent in this change.</p> <p>Thank you.</p>	Cynthia	Zabin	cynthia@weanzabin.com	19 Congreve Street	Boston	MA	02131

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/29/2020 8:16	<p>There was a chapter in an environmental history of Boston book I read about the parks and all those streets ending in "way." While I had previously only known them as the most bike-hostile streets in the area, I grew livid and disillusioned as I read how they were originally put in place for the citizenry to enjoy the parks. They were installed for us to take leisurely walks and enjoy pleasure rides on bicycles and in carriages. The decision makers who commandeered and disfigured these paths by turning them into motorways wronged us. There is no leisure or pleasure to be found on them now when one dares to venture onto them.</p> <p>But I just read that there may be hope for the Arborway. Please let this happen. https://mass.streetsblog.org/2020/09/21/dcr-plans-to-remove-car-lanes-add-buffered-bikeways-on-the-arborway</p>	Adrienne Marie	Naylor	cyd.grayson@gmail.com	Comment submitted via email			
9/29/2020 8:45	<p>Hi there! I'm writing to let you know of my unwavering belief in the need for reduced car-traffic lanes and the addition of permanent, protected bike lanes on the Arborway. This stretch of road is terrifying as both a driver and a cyclist, and the only solution is to reduce the number of car-traffic lanes. Thank you for including some buffered bike lanes in the plans -- I appreciate it! But we must push for greater change that will lead to increased safety for all.</p>	Andrew	Bloniarz	andrew.bloniarz@gmail.com	149 FISHER AVENUE	Roxbury Crossing	MA	02120
9/29/2020 9:25	<p>Please prioritize the proposed changes that include lane reductions to Arborway and the carriageway. These streets are currently designed for carrying more vehicles than necessary and the wide design promotes unsafe driving making it a dangerous area for pedestrians and cyclists.</p> <p>It would be useful if you could explore the installation of a two way bike lane on the carriageway on the west side (southbound) between Pond St and Murray circle. Realistically, most bike commuters from Centre St/West Roxbury use the sidewalk to connect from Centre to the Jamaicaaway/Emerald Necklace bike path.</p>	Evan	Judd	evantjudd@gmail.com	12 Sunset Hill Path	West Roxbury	MA	02132

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/29/2020 9:41	<p>Cycling and crossing the street on the arborway always feels dangerous. The newer separate, buffered bike lanes southbound approaching forest hills are a huge improvement. The rest of the arborway needs separate, physically buffered bike lanes in both directions to give bikes a safe space to travel without worrying about speeding cars.</p> <p>Kelley Circle: driving northbound on arborway, entering kelley circle, where the main barrel and the carriageway rejoin to form three lanes, seems improperly signed as is. The carriageway has a Yield sign even though there is not a direct merge, the third lane continues for a good while with room to move left to stay in the circle. The lane paint is also faded here and makes the fact that there are 3 lanes unclear. Cars consistently careen into the middle lane from the carriageway at the point when the lanes rejoin as though it was a hard merge. The yield sign contributes to this confusion and an Added Lane sign is more appropriate there. When cycling, I usually get on the sidewalk at kelley circle when approaching northbound, to cross using the crosswalk at Eliot St and continue north on the emerald necklace path and avoid the circle entirely. It would be great if it felt safe to bike on the arborway through kelley and directly onto the emerald necklace bikepath somehow.</p>	Ryan	Cassidy	cassidyryant@gmail.com	4440 Washington St	Boston	MA	02131
9/29/2020 10:19	Please keep bikes in mind throughout this process. There is no more hectic crossing in my regular riding than this area. The high, high speeds of cars entering and exiting the rotary are crazy. Giving us better visibility, some space and slowing down cars are all going to help. The rotary is broken for bikes, but at least that would help	Rob	Larsen	rob.react@gmail.com	38 Ardale St Apt 1	Roslindale	MA	02131

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/29/2020 12:44	<p>Thank you DCR for the design that removes some roads to create dedicated bicycle lanes. This part of the Arborway is extremely treacherous on bicycle which is quite a shame as it's nearby many great biking routes. Using the carriageway for this purpose and encouraging drivers to use the middle lanes is a great use of space and will help abutters by migrating car traffic and its noise and pollution to further away from houses.</p> <p>However, with the high speed of car traffic in this area the bicycle lanes really should have some level of physical protection from cars. Paint is simply not enough. I do appreciate this plan is for the short-term but the City of Boston and Boston Transportation Department have had great success using temporary barriers [barrels, cones, plastic poles] to provide some level of protection to bicyclist.</p> <p>Simply put, the painted lanes will be appreciated by current cyclists but will be unlikely to encourage people who do not currently cycle to try biking in the Arborway.</p> <p>Further, the rotary is the biggest danger point for bicyclists and the short-term plan does not improve the rotary for bicyclists. In the Netherlands, many rotaries have a protected cycle track around the perimeter of the rotary. Such a design allows cyclists to stay on the outside of the rotary giving them protection and making them highly visible to cars on the interior of the rotary. I highly encourage DCR to add protection along the entire bike lane and to create a cycle track on the outer perimeter of both rotaries. Creating dedicated spaces will also serve to cut down on confusion and make transitioning the rotary more efficient for all vehicles.</p>	Adam	Pieniasek	dcr@adamp.com	38 Edwin Street	Boston	MA	02124
9/29/2020 13:14	<p>The Arborway is a very important route for bicycle recreation. Right now it is unsafe for children on bikes due to vanishing bike lanes and impossible to navigate rotaries. Please do what is possible to mitigate these risks at the earliest opportunity.</p>	Larry	Lapson	ablarrylapson@gmail.com	78 Stearns Rd.	Brookline	MA	02446

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/29/2020 13:16	<p>As a 22 year JP resident who lives on the Arborway we are very pleased with the short term proposal. I'm cautiously optimistic the goal of diverting more traffic away from the carriageways will be successful. Activity along the Arborway for bicyclists, runners and pedestrians has seen a significant increase since the Forest Hills gateway was created by the removal of the overpass. If speeds along the roadway can also be reduced this should be a successful endeavor.</p> <p>Thank you for your efforts.</p> <p>John Paras John Dupuis</p>	John	Paras	capecod44@gmail.com	81 Arborway	Jamaica Plain	MA	02130
9/29/2020 13:29	<p>would like to submit comments regarding the subject of this email. After reading the letter, I approve of going ahead and trying the changes with the temporary measures described. If they don't work out, they can be readily reversed or changed appropriately.</p> <p>I would like to know how bicyclists will be directed through the rotaries. How will they get from the bike path adjacent to Jamaica Pond to the proposed southbound carriage lane bike path and then to the proposed bike lane next to the Arboretum? In the other direction, how will they be directed from the proposed northbound carriage lane bike path across the Arborway to join the Jamaica Pond bike path?</p> <p>I would like to offer two ideas as well as the questions above. First, in the proposed short-term improvements, I'd suggest allowing vehicles to go right on red at the light at the T intersection at Pond Street and the Arborway. If southbound traffic does get backed up at that intersection, which it does now, this would alleviate some of the congestion by keeping cars moving who are going up Pond Street to Moss Hill, Brookline and beyond, allowing vehicles continuing south more room to maneuver.</p> <p>Second, I've wondered for years why there isn't any public transportation on the</p>	Claire	Humphrey	clairejp83@gmail.com	Comment submitted via email			

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/29/2020 13:32	<p>My family are all avid bikers for commuting, exercise and exploring Boston. The arborway has great potential for connecting inland Boston neighborhoods and the south shore to the Charles River and north of Boston. Therefore it is very important to bikers!</p> <p>We appreciate the removal of some driving lanes and adding buffered bike lanes in the plans and for the recent improvements to sidewalks and curbs!</p> <p>Please add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>The bike lane on the Arboretum block is shown only in the outbound direction. People on bikes traveling inbound also need a safe short-term solution.</p> <p>Thank You!</p>	Andrea	Roberts	alroberts@rcn.com	122 Naples Rd	Brookline	MA	02446
9/29/2020 13:47	<p>I'm concerned about the two lanes coming out of Murray Circle East towards Prince/Center streets; as marked there is a left-turn-only and a straight lane. The majority of the traffic here goes straight, and it's not uncommon for it to be backed up into the circle. If made a strict left-turn-only lane, this means there will be a major back-up in the other lane, deep into Murray Circle, that will obstruct traffic until the light turns.</p>	Martin	Coster	martincoster@gmail.com	155 Moss Hill Rd	Jamaica Plain	MA	02130
9/29/2020 15:23	<p>I would like to add one more comment. As a resident of May Street, some measures would need to be taken to prevent May Street from becoming a cutthrough for people going to Centre Street. Increased traffic, such as we experience during road repairs, would greatly change our quality of life.</p>	Claire	Humphrey	clairejp83@gmail.com	Comment submitted via email			

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/29/2020 15:38	<p>I live on Orchard St near Murray Circle. I'm writing to comment on the plan for short-term improvements to the Arborway. I strongly support protected bike lanes, particularly to help reduce the crashes that bicyclists have suffered.</p> <p>I submit the following comments on these maps: https://www.mass.gov/doc/arborway-short-term-striping-plan-proposal/download?emci=9f9ee4a0-42ff-ea11-96f5-00155d03affc&emdi=da51bbb9-9501-eb11-96f5-00155d03affc&ceid=2866988.</p> <p>PAGE 1 and 2 (Murray Circle- Kelly Circle bikelane): 1) Reducing the eastbound carriageway to one lane is very doable. I drive that carriageway often, and one lane of car traffic would help sort out the merge as cars come into Kelly Circle. 2) But what will protect cyclists in that merge, especially if they want to go left around Kelly Circle?</p> <p>PAGE 2 (Murray Circle): 1) Are the lane markings exiting the Circle onto Centre Street just for bicyclists? If yes, it does make sense that a bike would turn left from the left lane onto the Arborway going east. 2) If the markings are for cars too, a driver turning left from that lane would impede traffic coming out of Centre St. 3) Merging of Carriageway west bound with traffic going west on Centre St is a mess, with cars going west on the Carriageway and wanting to merge left to continue on the Arborway or exit onto JP Centre St. Cars travel at high speed there and I've seen considerable road rage and close calls. How does this plan address that?</p> <p>GENERAL 1) Lane markings and enforcement are sorely needed at Murray Circle, where we all see uncontrolled and danger traffic mixing - drivers turning right from the left lane, left from the right lane, etc. Drivers will never follow lane markings without</p>	claire	barker	claire@barker.net	32 orchard st	Jamaica Plain	MA	02130
9/29/2020 17:32	<p>Thank you for your current work and continued plans to improve the Arborway. I want to weigh in on your plans to replace car lanes with bike lanes. I applaud them and believe this is a positive step that will help lower emissions, keep bikers safe, and slow car traffic in the area. The latter will inevitably lead to fewer car accidents and protect pedestrians as they cross the street. Both important to saving lives.</p>	Karen	D'Amato	dunster@tiac.net	92 Dunster Rd	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/29/2020 17:46	<p>Dear DCR,</p> <p>THANK YOU for this plan to add bike lanes to the Arborway. This is currently a major missing link, and I will be so excited to be able to bike from Jamaica Pond to the Arboretum.</p> <p>Please do put in physical barriers to ensure that cars respect the bike lanes and to make them feel safe for biking with children.</p> <p>And I look forward to more improvements in the long-term plans.</p> <p>Thanks again,</p> <p>Laurie Hutcheson</p>	Laurie	Hutcheson	lmglen@gmail.com	74 Montebello Rd	Boston	MA	02130
9/29/2020 18:45	<p>Thank you for taking bicycles into account as you upgrade the Arborway. I have biked numerous times from Forest Hills to the Faulker Hospital along the Arborway. I love the bike ways around the entrance to Franklin Park at Circuit Drive and past Forest Hills Orange Line Station. However, as I ride past the Arboretum, the sidewalk is the only safe route, and it is wide enough to create a split sidewalk for pedestrians and bikes. For me, that is the safest route possible. If there is a way to make the rotaries bike friendly, I would welcome that improvement.</p> <p>Painted lines are a bit of improvement, but the cars go very fast along all of Morton Street, so an actual barrier between moving traffic and bikes is very important. And bicycle traffic lights (like at the BU Bridge) would be welcome. Thank you for your consideration of these ideas.</p> <p>MG</p>	Mary	Glenn	mdglenn@gmail.com	1 Robeson Street	Jamaica Plain	MA	02130

Arborway Short-Term Improvements
Public Comments
deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/29/2020 19:54	<p>As a local resident, I have been delighted to see curb cuts getting installed on the Arborway to make it accessible. It has been an unwelcoming area for walking and rolling for far too long, and this is a step in the right direction, particularly if we want to enable people to get places without cars, thereby helping to reduce greenhouse gas emissions and improve health and wellness. This is a way to enable area residents and visitors to more safely and sustainably access green spaces such as the Arboretum.</p> <p>As a motorist, a pedestrian, and a cyclist, I am eager to see additional, more substantial safety improvements such as protected bike lanes, road diets, removal of parking, and changes to the areas surrounding Kelley and Murray Circles to make them less scary and dangerous. Currently, it is a stressful place to drive and I constantly fear I am going to get into a crash because of all the necessary merging, combined with the rampant speeding of the drivers around me.</p> <p>Perhaps increased Zipcar spaces in the area can help alleviate the removal of parking spaces, since Zipcar helps reduce the need for individual car ownership and reduces the need for so many parking spaces. The area can also benefit from infrastructure to support e-bikes, such as solar-powered charging stations. There is also a need for more bicycle parking.</p> <p>People should not have to fear for their lives to access local businesses and green spaces such as Jamaica Pond and the Arboretum. By implementing safety measures, we can create a more welcoming, inclusive community that meets the</p>	Erica	Mattison	ericahmattison@gmail.com	251 Heath Street #217	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/30/2020 8:12	<p>I am concerned that the traffic going south on the Arborway through Kelley Circle will be slowed greatly. One way to speed the flow of traffic safely is to add a right turn arrow to the light within the circle at Pond Street. I agree that the "No Turn on Red" is needed but only because of exiting traffic on Cataumet Street. At any other time during the light cycle (unless a pedestrian has pressed the Walk button), there is no need for "No Turn on Red". Thus, that sign could be changed to an arrow in the light and be green at all times except when Cataumet has a green or pedestrians have "Walk".</p> <p>I am also very concerned that the traffic will lead to a large increase of traffic on May Street, which is a small pedestrian street with lots of children. It would be much better to make May Street a "No Through Traffic" street.</p> <p>Thank you!</p>	David	Weinstock	dweinstock@partners.org	6 Moss Hill Road	Jamaica Plain	MA	02130
9/30/2020 10:24	<p>I think adding clear lane lines to Murray Circle is a great first step in trying to improve that area. As I've been a driver in that circle, I can attest to how confusing it can be with no lane lines helping to direct people where they need to be. I also think adding buffered lanes to protect bicyclists is super important-even more so now that many people have opted to bike for their commute instead of taking public transportation. I think these proposed work are a great first step in improving that area of the Arborway.</p>	Kelly	Washburn	na@na.com	-----	Boston	MA	02130
9/30/2020 10:24	<p>I'd like to write in support of the short-term plans to add buffered bicycle lanes to the Arborway. I've been biking in Jamaica Plain since about 1990 and have often thought that there should be a safer bike route between the Arboretum and Jamaica Pond, and that there are a crazy number of car lanes on that stretch of Arborway. While the plan could undoubtedly be better with real physical separation between bike riders and drivers and safer bike routes around the two rotaries, this is a good, inexpensive first step. It fits in perfectly with the historical vision of a connected Emerald Necklace and meets modern needs to make carbon-free transportation easier and safer.</p> <p>Please move forward quickly on this, and continue to collect input on how to improve on it for the safety of all road users.</p>	Matthew	Glenn	matthglenn@gmail.com	1 Robeson St	Boston	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/30/2020 10:36	<p>As a family in Jamaica Plain with a young child whose primary means of transportation is bicycle and walking, we desperately need these temporary improvements to calm vehicle traffic and reallocate space away from cars, ASAP.</p> <p>We hope these short-term improvements can get underway soon. Motor-vehicle aggression in the study area is a huge danger to those of us on bike and foot.</p> <p>Something called a "parkway" should not feel like the most dangerous road in the neighborhood that we hold our breath to travel or cross.</p>	Zack	DeClerck	zackdeclerck@gmail.com	20 Forest Hills St. #3	Boston	MA	02130
9/30/2020 10:37	<p>I have live in the Moss Hill area of Jamaica Plain for 10 years, and have always been a bike commuter primarily, but also drive my kids around this area.</p> <p>I support these plans. Today there is just no safe and convenient way to get, via bike, from the Emerald Necklace bike path to the Arboretum / Centre Street bike lane. At least once a week, I bicyclists riding directly on the Arborway which is horribly dangerous.</p> <p>There is one scenario that is missing and not supported well: a cyclist who is traveling east on Pond Street from Moss Hill (as I do almost every day) to the intersection with the Arborway, and who wants to get to the Pond/Emerald Necklace bike path. It looks like the way to do that will continue to ride on the sidewalk, which is not great, especially for pedestrians on that sidewalk. I'm not quite sure what to recommend, however.</p>	Matt	Sly	mattsly@gmail.com	20 Woodland Road	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/30/2020 11:10	<p>Thank you for removing some of the driving lanes to create biking space on the arborway. That's a great step in the right direction.</p> <p>I frequently bike across the BU bridge and down into Jamaica Plain on the arborway. And it's one of the places I feel least safe biking, especially at night.</p> <p>I try to make use of the park trails and even get on and off my bike at parts to go over stairs in the path to try to avoid being on the roads. The section from Jamaica Pond and around the Arboretum is particularly tough though. I will often use the sidewalk because cars are going too fast to feel comfortable on the shoulder.</p> <p>And the rotary on the northwest corner of the arboretum is particularly scary. Even marking out a bike lane would make me feel much more comfortable there. I end up having to get off my bike and cross as a pedestrian through the crosswalk to feel safe on these rotaries.</p> <p>Thank you for your consideration and planned improvements.</p>	Allen	McGonagill	allen.mcgonagill@gmail.com	175 Tremont St, Unit 3	Somerville	MA	02143
9/30/2020 11:32	<p>I'm writing as a cyclist to thank the DCR and support the short term Arborway plans. Removal of some driving lanes and adding buffered bike lanes are a needed step in the right direction.</p> <p>However, I'd also like to note that physical barriers wherever possible would increase safety even more for both cyclists and drivers, and the absence of a bike lane on the Northbound side of the Arboretum block seems strange if a Southbound lane is being added. Cyclists would presumably be returning on the Northbound side and need one there too. Thank you.</p>	Dan	Watkins	dan.j.watkins@gmail.com	769 Watertown St.	Newton	MA	02465
9/30/2020 11:38	<p>Generally speaking I am against reducing space for cars on already dense road ways for... additional bike space. The safety of bikers on the road is indeed important, but there is already scant space to begin with.</p>	Daniel	Keenan	dkeen5374@gmail.com	46 Meadow Ln Apt 3	Bridgewater	MA	02324

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/30/2020 12:07	<p>To Whom It May Concern,</p> <p>First off, thanks for removing some driving lanes and adding buffered bike lanes in these plans and for the recent improvements to sidewalks and curbs. I'd love to see you add physical barriers to ensure cars follow the new road markings and to maximize the safety for all users, especially in and around rotaries and at the beginning of bike lanes. I hope you'll also give some thought to bikes traveling inbound and their safety.</p> <p>Best,</p> <p>Leo Crowley Cambridge, MA</p>	leo	crowley	leoxcrowley@gmail.com	16 dudley street, 1	cambridge	MA	02140
9/30/2020 12:18	<p>I am writing in support of the proposed safety and bike lane changes to the Arborway as the current conditions are anathema to the City's goals for Vision Zero, Climate Action Plan, and Go Boston 2030. What's more, Jamaica Plain as a neighborhood is family-, green-, transit- and equity-oriented in it's personality; all inclinations contrary to the current state of the streets in question.</p> <p>As someone who loves using the Pond and Arboretum for recreation, these improvements are long overdue. We know how to create slow streets, and yet these throughways encourage drivers to behave both foolishly and recklessly. Our most vulnerable citizens especially-seniors and children, who move more slowly-are at the mercy of confusing intersections, dangerous crossings, and drivers rushing at high speeds. It's time we made these streets for individuals on foot and on wheels-be they bikes, scooters, strollers, or otherwise.</p> <p>I am fully in support of these proposed changes, and encourage you to go even farther, broader, and more long-term in your efforts. Only by doing so can the City, and Mayor, ensure the safety of JP residents and the vibrancy of our beloved neighborhood.</p> <p>Sincerely, Kevin Derrick</p> <p>21 Eliot Street, Jamaica Plain</p>	Kevin	Derrick	kevin.derrick@gmail.com	21 Eliot Street	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/30/2020 12:50	<p>Thank you for taking initial steps to reduce the number of car lanes and increase the number of bike lines. It's reassuring to see this moving in the most equitable direction.</p> <p>Please consider ensuring both inbound and outbound bike lanes in all places where improvements are being made, as well as strong permanent barriers wherever possible (e.g. concrete) and clear markings to help keep drivers and bikers alike safe.</p>	Sam	Vilaboa	samantha.vilaboa@gmail.com	55 Halifax St	Boston	MA	02130
9/30/2020 13:32	I support increasing protected bike lanes along the Arborway. I am a cyclist and a motorist in Boston. I accept that car traffic slows when we properly share the road. Everyone benefits from this effect- safety increases.	Colleen	McGuire	colliemcguire@gmail.com	35 windom st	Allston	MA	02134
9/30/2020 13:44	<p>Thank you for removing some driving lanes and adding buffered bike lanes in the plans and for the recent improvements to sidewalks and curbs!</p> <p>Please add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>The bike lane on the Arboretum block is shown only in the outbound direction. People on bikes traveling inbound also need a safe short-term solution.</p> <p>I often avoid the Arborway because it is so unsafe to bike, which is a shame because the route is so beautiful. Instead I have to ride up South and Center Streets through traffic to get to any destinations in Brookline, Allston/Brighton or Cambridge. I have especially avoided the Arborway since a cyclist was killed in the rotary a couple years ago.</p> <p>Generally cars drive too fast on the Arborway and in the rotary. Painted bike lanes are not enough. We need separated bike lanes with physical barriers to make cyclists feel safe.</p> <p>Many people have had to return to work, and with COVID-19, don't feel safe riding public transit. This is a great opportunity to convert more commuters to the best form of transportation - cycling! Thank you for helping us transition to a greener future!</p>	Michael	Pinkham	pinkham.mike@gmail.com	37 Wachusett Street, #3	Jamaica Plain	MA	02130

Arborway Short-Term Improvements
Public Comments
deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/30/2020 14:17	<p>DCR,</p> <p>Thank you for your continued efforts to make the Arborway safer for all by removing driving lanes which calm traffic/reduce speeding and have added buffered bike lanes to this essential corridor.</p> <p>I urge you to keep this momentum going by erecting further barriers to protect cyclists and pedestrians alike and adding inbound bike lanes for commuters.</p> <p>As an experienced cyclist, I have always avoided the Arborway as many drivers treat it like a mini-highway making the road dangerous and motor vehicle collisions a regular occurrence. Going around the Arborway adds considerable time to my commute. The speed of traffic also divides neighborhoods and reduces the ability for people to access the beautiful Emerald Necklace. I'd love to see continued progress in this area to make this road and its amenities safe and accessible to all.</p> <p>-Peter</p>	Peter	Gray	petegray@gmail.com	9 Dorr St	Roxbury	MA	02119

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
9/30/2020 14:23	<p>As a resident who travels daily by bike, foot and car with my 2 young kid in the project area, thank you for these plans which I think will add clarity for cars and safety for bicyclists and pedestrians. My primary feedback is that people who have been driving here for many years will not change their driving behaviors with only paint and that physical barriers will provide more obvious instruction to drivers to stay out of the areas in the plan with hash lines. I think this is particularly important at the beginnings of the bike lanes on the Carriage roads and the bike lane in front of the Arboretum, as well as in Murray Circle to really narrow the driving lanes and slow cars down. In addition, I think cars will have trouble following the jog in the road on the Southbound exit of Murray circle and that cyclists need more space there separated from cars and physical separation. I also have the following suggestions:</p> <ul style="list-style-type: none"> -Eliminate the right turn lane on Centre St going into Murray circle between Orchard St. and Prince St and in its place, paint a bike lane there so bikes are cued up for the bike lane and cars are cued up for the middle lanes. -Please add a crosswalk across Centre St by Prince St or Orchard St! Our family and many others already cross here to get to the Pond. -Please add a bike lane inbound for cyclists. I see Bluebikes cyclists on the road here often and they look very scared. There is no sidewalk on this side so no other option. -In the North-bound bike lane on the carriage road, add a buffer to the outside of 	Eliza	Parad	elizaparad@gmail.com	67 Jamaica Street	Jamaica Plain	MA	02130
9/30/2020 14:59	<p>I'm very glad to see DCR's proposed lane striping at Murray Circle & the creation of bike lanes. These improvements will provide safer multi-modal access between parks & neighborhoods and will begin to repair a long-standing break in this world-famous linear park system designed by Frederick Law Olmsted.</p> <p>Phil Saunders</p>	Philip	Saunders	phil@philipsaunders.com	445 Glen Rd.	Weston	MA	02493
9/30/2020 15:33	Increase bicyclists access and safety on the arborway.	Rebecca	Stouff	rs603474@gmail.com	55 Walk Hill street	2	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/30/2020 15:41	Thank you for making improvements to the bicycling infrastructure along the Arborway. I have commuted daily along this route since 2016 and it makes me glad to see the city taking steps forward to make cycling in Boston safer. I am concerned that the speed limits are not being enforced along this stretch of road which makes me uncomfortable, hopefully once these measures are in place I won't feel the need to retreat to the safety of the sidewalk. Please add physical barriers to ensure cars follow new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes. The new painted lines at the BU rotary were blatantly disregarded by traffic until bollards were installed. I fear the same will be true in this case.	April	Collins	ammullins@gmail.com	14 Walk Hill St	Jamaica Plain	MA	02130
9/30/2020 16:43	I commute by bike to work Along the Center St bike lane then along the Arborway until I pick up the bike path at Jamaica Pond. From West Roxbury to Kenmore Square the only terrifying and really dangerous part of my ride is the Arborway. Please provide safe bike lanes!!	Deeana	Klepper	dklepper0@gmail.com	26 Greateon Rd	West Roxbury	MA	02132
9/30/2020 18:12	<p>I greatly appreciate DCR's efforts to improve safety for cyclists on the Arborway! The proposed changes are a great start on making the Arborway safe and enjoyable for a more inclusive group of users. I live nearby, in West Roxbury, and try to use my bike as my primary means of transportation (my wife and I recently downsized from 2 cars to 1, and I have been trying to reduce reliance on our car for health, environmental, and financial reasons). I currently generally avoid biking along the Arborway due to safety concerns and I think the proposed changes would make using the Arborway much more appealing for me. This would open up new routes for me, and enable me to enjoy more of the emerald necklace without needing to use a car.</p> <p>I apologize if any of my comments below reflect my misreading of the proposed changes.</p> <p>Would it be possible to make more of the bike lanes physically protected from car lanes, especially at key points of vulnerability? My experience is that car drivers often drift onto bike lanes. Any sort of physical barrier (even just strips of raised asphalt) would alert car drivers that they are out of their lane.</p> <p>I like the improved section for cyclists going from Murray Circle toward Forest Hills along Arnold Arboretum. Would it be possible to also add a buffered bike lane going in the opposite direction (from Forest Hills toward Murray Circle)?</p> <p>Biking safely through rotaries is always difficult, and I realize that also creates</p>	Robert	Triest	robert.triest@gmail.com	138 Mount Vernon Street	West Roxbury	MA	02132

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/30/2020 19:53	<p>I'm thrilled that DCR is including new bike lanes in the Arborway improvements! As a resident of Jamaica Plain, in a carless family that uses bikes as our primary transportation, this is really exciting for us. Thank you for prioritizing it.</p> <p>To make the most of these new lanes, I'd encourage DCR to add a physical barrier between car traffic and the bike lanes in both directions. I experience regularly how easily drivers disregard painted bike lanes that aren't physically protected, using them to get to the curb or to move around slower traffic in front of them.</p> <p>I'd also love to see attention to how bikes can get around the rotary near the Arboretum. It's currently pretty harrowing under the best of circumstances, even when trying to use the pedestrian crosswalks, which drivers frequently blow right past even when walkers are waiting. I understand that this might be part of the longer-term improvements that are planned, but I encourage you to do what you can in the meantime to make that rotary safer for pedestrians and cyclists alike.</p> <p>In thirteen years of daily biking in Boston, the only crash I've experienced was on a DCR road -- Park Drive, near the Fenway -- when a driver hit me from behind, sending me flying over my handlebars. I was pretty beat up, and I know that if she had hit me at even a slightly different angle, I would have landed in moving traffic in the next lane, and it would have been much worse. All my regular precautions -- bright lights, hand signals, constant scanning of the road -- couldn't protect me</p>	Sutton	Kiplinger	skiplinger@gmail.com	106 Rockview Street, Apt. 3	Boston	MA	02130
9/30/2020 20:40	<p>This is a great first step to address long standing public safety issues along the Arborway. I'm really excited to see the DCR take this project seriously and open commentary up to the public to weigh in. I support all 4 projects and trust that the measures that are proposed will help balance traffic needs with park accessibility. Thank you for doing this work!</p>	Jessica	Andersen	j.andersen3@gmail.com	39 Saint John St., Apt 1	Boston	MA	02130
9/30/2020 21:26	<p>I bike from Dorchester to JP as part of my daily work commute, and I would like to see buffered bike lanes along the Arborway make this road safer for cyclists. Cars usually drive too quickly along the arborway and this would make me feel much safer.</p>	Kimberly	Gilmore	kimmy.gilmore@gmail.com	6 Medway Street	Dorchester	MA	02124

Arborway Short-Term Improvements
Public Comments
deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/30/2020 21:45	I wish to express my support on the Arborway Short-term improvements plan, specifically the proposal to add bicycle lanes to the outer carriageway lanes. This will provide a great route from Roslindale, Forest Hills, West Roxbury and other points West to Jamaica Pond, the Emerald Necklace paths, JP Center, Brookline, and Boston. This could provide both recreation and increased sales to the businesses in the area, and will be a welcome and safe addition for cyclists to traverse the area for commuting as well. Thank you.	Wiley	Cox	wiley.cox@gmail.com	48 Bradfield Avenue	Roslindale	MA	02131
9/30/2020 21:52	I fully support the addition of separated bike lanes on the Arborway. I ride often between Forest Hills Station and Jamaica Pond and must ride on the sidewalk. I feel strongly that it is not safe to ride in the painted lanes along the roadway. Separated bike lanes are needed to connect these two areas and I strongly support it.	marc	springer	mspringer68@gmail.com	4 bradford terrace	brookline	MA	02446

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/30/2020 22:29	<p>I am in agreement with the testimony submitted by Vickie Henry, copied and pasted below:</p> <p>I object to eliminating 25% of car travel capacity (which largely benefit homeowners along the Arborway). There is little foot traffic & bikes can travel on the sidewalk or on Prince or May St. DCR could easily widen the sidewalks except at trees & everyone could be accommodated. Bikes with 50,000 cars = injured bicyclists.</p> <p>Cutting 50% of car capacity from Murray to Forest Hills will be disastrous. Try it for a day first.</p> <p>DCR should not be permitted to eliminate 25% 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>As for this Kelley to Murray plan:</p> <ol style="list-style-type: none"> 1. 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. 2. Start w/ lines in Murray 1st. 3. If you eliminate 25% of the car travel capacity, could you please eliminate the "No turn on red" sign from the Arborway at Kelley Circle onto Pond Street heading to Brookline? By DCR's count, that is 300 rush hour cars/hour moving more quickly out of Kelley Circle sooner. 	Holly	Newman	hanezman44@hotmail.com	252 Pond Street	JAMAICA PLAIN	MA	02130
9/30/2020 22:40	<p>With all the cars in the center of the Arborway, what is the plan for safety? Won't there be more cars driving at each other? How many serious accidents are considered tolerable or acceptable.</p> <p>Why is the speed limit on the Arborway so poorly enforced? How many speeding tickets have been given out in the past year on the Arborway? Why so few, when 90% of all cars drive over the speed limit?</p>	John	Salsberg	jrs@salsbergglaw.com	252 Pond Street	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
9/30/2020 22:47	I frequently bike along the Emerald Necklace and head back towards Downtown Boston along the Southwest Corridor. Connecting between these two trails is very dangerous on a bike unless I illegally ride on the sidewalk. Sidewalks are also generally long enough without ramps to the street that I get in the way of pedestrians. I think having a protected bike lane connecting these two trails would add a top tier bike route in Boston.	Samuel	Wischnewsky	samw430@gmail.com	149 Fisher Ave	Boston	MA	02120
10/1/2020 7:52	<p>Kudos to experimenting with change before committing taxpayer \$\$, tho this is not a fair test because traffic is significantly below normal due to the pandemic an</p> <p>I object to eliminating 25% of car travel capacity (which largely benefit homeowners along the Arborway). There is little foot traffic & bikes can travel on the sidewalk or on Prince or May St. DCR could easily widen the sidewalks except at trees & everyone could be accommodated. Bikes with 50,000 cars = injured bicyclists.</p> <p>Cutting 50% of car capacity from Murray to Forest Hills will be disastrous. Try it for a day first.</p> <p>DCR should not be permitted to eliminate 25% 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>As for this Kelley to Murray plan:</p> <ol style="list-style-type: none"> 1. 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. 2. Start w/ lines in Murray 1st. **3. If you eliminate 25% of the car travel capacity, could you please eliminate the "No turn on red" sign from the Arborway at Kelley Circle onto Pond Street heading to Brookline? By DCR's count, that is 300 rush hour cars/hour moving more quickly out of Kelley Circle sooner. 	Jean	Weinshel	red.sea@verizon.net	35 May Street	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/1/2020 8:01	<p>Monitoring traffic during a pandemic when more people are working from home? Tracking bicycle use at a time of year when usage starts to slow down?</p> <p>Cutting down so g many trees so it can become the Arborless Way? And contributing to global warming by taking away that green (and all those new sidewalks for people to walk on and admire - what???)</p> <p>You never really address how you are going to reduce the amount of cars overall -</p> <p>But you do seem to be rewarding some homeowners on the Arborway (didn't they see all that traffic when they bought their homes?) at the expense of many more homeowners on adjacent side streets,</p> <p>Pond Street will likely become even more backed-up - and if you are not willing to make turns onto May Street illegal during commuting hours, then May Street will become a high-speed short cut.</p> <p>We thought the Arborway was a historical landmark and couldn't be tampered with...</p>	Moses	Strassfeld	red.sea1@verizon.net	35 May Street	Jamaica Plain	MA	02130
10/1/2020 9:33	<p>I am delighted to see buffered bike lanes in your proposal for the Arborway. These will go a long way to making this stretch safer for driving, walking and biking.</p> <p>Even better would be some kind of vertical separation (bumps, flex posts...) to give a little more of a hint to drivers to slow down and avoid these lanes.</p> <p>Additionally, most trips are two-way (out and back). Please add lanes on the inbound side to help us return from the Arborway after we visit.</p> <p>Thank you!!</p>	Andreae	Downs	ANDREAEDOWNS@YAHOO.COM	854 chestnut st.	Waban	MA	02468

Arborway Short-Term Improvements
Public Comments
deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/1/2020 12:09	<p>I am pleased by the inclusion of bicycle lane markings on the carriageways and the removal of one lane of vehicle traffic each direction on the carriageways and going past the arboretum. I am a daily cyclist on this route, going northbound from Centre St, through Murray circle and onto the Jamaicaway separated path north. As an experienced cyclist, I generally avoid Murray circle entirely and either use the sidewalk on the southbound side of the Arborway or just cut over to May St while avoiding the circle. Either way, the crosswalks at Murray Circle & Centre St, as well as on the north side of Murray Circle are extremely dangerous to pedestrians and cyclists. I feel that this restriping plan does not do enough to improve safety at Murray Circle nor does it do enough to slow down vehicular traffic navigating the circle.</p> <p>What is the intended route for a cyclist to take from Centre St NB to the Jamaicaway shared-use path? The bike lane at Murray Circle is squeezed until it disappears. The crosswalks still have vehicles entering and exiting a 2-lane, very wide circle often at 30+mph. There is no way to easily get from here over to the newly striped bike lane on the southbound carriageway! With this plan, I would continue using my current route of diverging to May St or taking the sidewalk. The roadway allocated to bikes at Murray circle is insufficient, unsafe and the vehicle lanes are far too wide to encourage safe, slow driving.</p> <p>P.S. I have sent a separate email with diagrams clearly indicating the location of problems in this proposed striping plan.</p>	Jason	Bylsma	bylsma.jason@gmail.com	1579 Centre St #1	Boston	MA	02132

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/1/2020 12:10	<p>Hello, DCR! Thank you for deciding to remove some driving lanes to give space for buffered bike lanes in your plans to improve sidewalks and curbs. In these buffered lanes, please add physical barriers to ensure cars follow the new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>Also, the bike lanes shown appear to be only in the outbound direction. It is very important that cyclists traveling in both directions are able to use some kind of bike lane, preferably separated.</p> <p>I live in West Roxbury, and frequently travel through this corridor to access Jamaica Plain and Cambridge. The MBTA does not run very much service down this corridor, and these improvements would help me both on a bike or in a car: for my own physical safety, and to make it easier to share the road with cyclists while I am driving.</p> <p>As traffic circles, the rotaries themselves are probably better than a multi-way traffic light. However, they are very bad and very scary in their current configuration: very wide, unmarked rings of pavement that force all traffic into a high-speed free-for-all. This is what makes it so scary for pedestrians and cyclists: the more dangerous vehicle "wins" any conflict. Please, please make the lanes and entry points in the rotary as few and as narrow as possible, and clearly mark that there are pedestrians and cyclists present.</p>	Jason	Brown	jason6@gmail.com	747 VFW Pkwy	West Roxbury	MA	02132
10/1/2020 14:07	<p>I'm very happy to finally see that you are putting in infrastructure that will physically protect cyclists on the arborway. The arborway is a potential hub for cyclists looking to avoid public transit as they return to work. I typically avoid the area, but I can start to use it as a route for going to both my job and to run errands.</p>	Sam	Greenblatt	sam.greenblatt@gmail.com	81 Montebello Rd, Apt 1	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/1/2020 14:19	<p>Dear DCR staff,</p> <p>Thank you for proposing to remove some driving lanes and add buffered bike lanes in the Arborway plans, and thank you for the recent improvements to sidewalks and curbs. These are huge steps in the right direction, and will make getting around the area much safer for all people - not just people in cars.</p> <p>Please add physical barriers to ensure that cars follow the new road markings and to maximize safety for all users, especially in and around both rotaries and at the beginning of the bike lanes.</p> <p>The bike lane on the Arboretum block is shown only in the outbound direction. People on bikes traveling inbound also need a safe short-term solution. Please include a safe inbound for people on bikes.</p> <p>I sincerely hope to see all future rotaries and all major improvement projects to existing rotaries, including those along Arborway, adhere to MassDOT's Separated Bike Lane Planning & Design Guide on safe rotary design (https://www.mass.gov/doc/chapter-4-intersection-design-0/download).</p> <p>Thank you, Nathan Kaufman</p>	Nathan	Kaufman	natekauf@rcn.com	56 Gorham St	Somerville	MA	02144
10/1/2020 15:47	<p>Adding bike lanes and reducing traffic on the arborists is a great idea. Please make sure that traffic is not just rerouted down side streets. As a parent of a young family on May Street I worry that the result of the changes will be to increase high speed cut throughs on our street. There is a large community of young families on the street. The kids often play together outside. As parents we are as vigilant as possible. A small number of cars already cut down our street and often at high speed. To avoid this unintended consequence please add a no through street during rush hour sign. I look forward to bringing this up at the meeting.</p> <p>Sophie Amos</p>	Sophie	Amos	sophie.amos1@gmail.com	15 May Street #2	Boston	MA	02130
10/1/2020 16:04	<p>Could you please prohibit through traffic on May street during daily rush hours? The Arborway is made for large traffic volume. Foisting traffic on side streets is not a solution</p>	JENNIFER	WIGNARAJAH	jennifer_wignarajah@yahoo.com	12 May Street	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/1/2020 16:26	As a resident of May St. close the rotary I welcome changes to reduce the horrific traffic pattern and incredible speeds people drive in the area. I am concerned that no matter what happens there will be increased traffic on May St as folks use it as a cut through to access the rotary. We already have a problem on the street with people speeding as they cut through, especially during rush hour. Please consider making it illegal to use May St as a rush-hour alternative. Additionally, adding speed bumps to May St would reduce speeding overall. There are a lot of kids/walkers/bikers and I'd hate to see increased accidents to out those populations at risk.	Christy	Schultz	c.hegerschultz@gmail.com	15 May St, Unit 1	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/1/2020 18:56	<p>We are residents of May Street in Jamaica Plain and have elementary age children. Our street is already a dangerous cut through with fast driving cars. These proposals with increase the traffic and further endanger the many children who live on our street. We have upwards of 15 kids under the age of 12.</p> <p>Kudos to experimenting with change before committing taxpayer \$\$, tho this is not a fair test because traffic is significantly below normal due to the pandemic.</p> <p>I object to eliminating 25% of car travel capacity (which largely benefit homeowners along the Arborway). There is little foot traffic & bikes can travel on the sidewalk or on Prince or May St. DCR could easily widen the sidewalks except at trees & everyone could be accommodated. Bikes with 50,000 cars = injured bicyclists.</p> <p>Cutting 50% of car capacity from Murray to Forest Hills will be disastrous. Try it for a day first.</p> <p>DCR should not be permitted to eliminate 25% 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>As for this Kelley to Murray plan:</p> <ol style="list-style-type: none"> 1. 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. 2. Start w/ lines in Murray 1st. 	Aimee	Rives	alempey@yahoo.com	67 May Street	Jamaica Plain	MA	02130
10/1/2020 19:24	<p>As a resident of May St and a father of a four-year-old, I already fear for her safety on a daily basis due to cars driving at dangerously high speeds. My wife and I have done our best to train her to be careful but increasing traffic would create circumstances incompatible with outside play and that could lead to serious injuries and/or deaths.</p>	Matt	McCullough	mccullough.matt@gmail.com	85 May St.	Boston	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/1/2020 20:04	I am so happy to see DCR take a step in the right direction with this first round of suggested improvements to the Arborway. I look forward to further dialogue, and hopefully even more progressive changes in future iterations. As a person who confidently bikes mostly places in the Greater Boston area (my general willingness-to-ride-radius is ~20mi from JP, yes, one-way), I can say that the Arborway - especially on this stretch under consideration - is one of my most-avoided routes. I appreciate making space for active modes on the carriageways - it seems like an obvious move given the extreme capacity of this 8-lane thoroughfare. I hope that the "buffers" turn into pre-cast concrete, or a curb, or a grade change in someway, because as we know all too well: paint is not protection. Any engineering solutions that can be implemented to reduce speeds to *actually* 25 MPH would be most welcome. Even to the untrained eye (like mine) it is clear that the design of the road encourages extreme speeding, which has dire consequences for more vulnerable road users like pedestrians and folks on bikes, including older adults (who I see frequently biking in this part of JP, even while I try to avoid this stretch of the Arborway itself, as previously mentioned) and folks biking with their families and little ones. It's not just middle-	Jaclyn	Youngblood	jaclyn.youngblood@gmail.com	14 St John St	Boston	MA	02130
10/1/2020 20:14	Dear DCR, With the changes to the Arborway (Arborway Short Term Improvements) the number of cars cutting through May Street (as a short cut) will be more attractive to people and increase the through traffic. We have twenty plus kids who live on this street, and we are already managing with increased traffic, and speeding as many people who use this as a short cut are not respecting the Boston street speed limits. We request A) that this cut through be made illegal during rush hours. I.e. no through traffic during rush hours. B) the street speed limit(s) be clearly marked, i.e. there is no signage related city street speed limits Kind regards - Naresh Wignarajah	Naresh	Wignarajah	nareshw@gmail.com	12 May Street	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/1/2020 22:32	<p>I strongly support the proposed short-term pavement striping plans for Murray Circle lane lines & bicycle facilities. For the first time in many decades, this part of the Arborway will come closer to being the green multi-use parkway that Frederick Law Olmsted designed. The conversion of some pavement into buffered bike lanes is a step towards restoring the balance that was lost.</p> <p>DCR's recent sidewalk repairs have transformed this area for pedestrians - thank you!</p> <p>Wish list (short-term if possible, and long-term if necessary):</p> <p>Environmental health & public health stand to benefit from the increased active transportation & physical activity - especially if traffic-calming measures can be included to keep vulnerable road users safe. Speeding is pervasive.</p> <p>In order to encourage motorists' compliance with the painted buffers, would DCR consider some protection for the bike lanes:</p> <ul style="list-style-type: none"> - at least at the beginning of each block, to remind motorists to stay off the paint? - at the rotaries, which are the highest crash locations? <p>How should bicyclists navigate through the rotaries? Will there be signage?</p> <p>The buffered bike lane adjacent to the Arnold Arboretum is 1-way outbound. In order to be family-friendly, accommodations for bicyclists are needed in both directions with minimal crossings of the parkway.</p> <p>A crosswalk on Centre St. near Guardian Health/890 Centre St. & the Upper Arborway is a great need. I often witness people trying to figure out where to cross the street there.</p> <p>Since these proposed changes are "paint only", they can be modified if needed. Monitoring & evaluation will be important factors in developing the long-term design</p>	Sarah	Freeman	freemansherwood@hotmail.com	22 Arborway	Jamaica Plain	MA	02130
10/2/2020 0:59	<p>The overall concept is great but the execution of the path can use improvement.</p>	John	Riley	jriley23@att.com	823 Main St.	Boston	MA	02139

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 5:43	I love the idea of removing car lanes and having bike lanes. I run, bike, and drive through the area. However, I refuse to go near the rotary on foot or bike, as it feels way too unsafe. Even in my car it feels unsafe, so I'm thrilled to see these improvements moving forward.	Amy	Linsky	amylinsky@gmail.com	52 Wyman St, 3	Boston	MA	02130
10/2/2020 7:45	Please add physical barriers to protect the bike lanes from cars and ensure that cars stay in their driving lanes and not in the bike lanes. Thanks Joe Maranzano	Joseph	Maranzano	jmaranzano@gmail.com	95 Mason Ter Apt 2	Brookline	MA	02446-2609
10/2/2020 7:46	Thanks so much for the excellent work you've done on the short-term Arborway improvements. I'm really happy to see that there has been traffic calming and buffered bike lanes. I worry, though, that there's only an outbound bike lane and nothing inbound, since this is half of my commute! I'm hoping, too, that there will be physical barriers, particularly around the rotaries. I use the Arborway and Murray circle most days to commute from Forest Hills to Kenmore, and this stretch is the scariest part of my commute -- particularly Murray circle! The more separated space you can help provide for cyclists and pedestrians, the easier and happier this commute will be. Many thanks, again.	Benjamin	Siegel	siegelb@bu.edu	48 Weld Hill Street	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 8:32	<p>Thank you so much for persevering with the Arborway redesign project, despite these challenging times. Seems like we've had twenty years of stops and starts on planning for this area--your progress is so welcome!</p> <p>And thank you for pursuing these short-term gains. So often, it seems that nothing happens because the overall plan is complicated and takes so long, but in the meantime, we miss smaller improvements that could really make a difference. I applaud you for this kind of thinking!</p> <p>I think all of your short-term plans make sense. As you say, it's only paint, so it's a relatively easy way to test out some ideas (like reducing southbound Arborway to one lane) that can be reversed if they don't work out. Again, a great approach!</p> <p>Will there be a bike lane through Murray Circle? I myself am not brave enough to bike through the rotary, but I see others doing it and right now it seems really risky.</p> <p>Many thanks, Susan Warne</p>	Susan	Warne	susan.warne19@gmail.com	65 Prince St.	Jamaica Plain	MA	02130
10/2/2020 9:22	<p>On behalf of the Solomon Foundation, I'd like to:</p> <ol style="list-style-type: none"> 1. Thank the DCR for your hard work toward safety improvements for all users on the Arborway. We are excited to see you are moving forward quickly with short term pedestrian and bike and other safety improvements. 2. To ensure that you can quickly learn from and iterate on the short term improvements, and move quickly to permanent infrastructure, we request that you collect quantitative AND qualitative data on usage, safety, and comfort for all mode users before and after the installation. This means both collecting use data, crash data, and assessing all users comfort with the new layout. The Solomon Foundation and our partners are happy to help with design, collection, and analysis of data as appropriate. 	Allison	Burson	allisonburson@solomonfoundation.org	10 Laurel Ave	Wellesley	MA	02481

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 10:00	<p>(Part 1)</p> <p>What a good start! I love how we're reducing part of the Arborway from 8 lanes to 6. And using the extra space in the carriage roads for people riding bikes is an improvment, consistent with the idea of a carriage road.</p> <p>Adding physical separation of these lanes would be a huge improvement. If driveway access is an issue, why not put the separated bike lanes on the left side of the carriage roads, and a stop sign for auto traffic at the end of each carriage road (after all, the carriage road should really just be for local access to the houses on those roads, rather than through traffic, which will already have two lanes available in each direction). If we're concerned that people will use the carriage roads when the main road is congested, "Abutters Only" signs might help (though the plan from a few years ago, which had the carriage roads running in the opposite direction from their current route, would handle this issue even better).</p> <p>From the diagram, I'm not clear how we prevent through-traffic coming from Centre St in JP (and Prince St., though there's far less traffic on it) from using the carriage road. Making it impractical as a through-route (e.g. speed bumps, the stop sign I mentioned, etc.) could help.</p> <p>What is the intended movement for a person riding a bike on Centre St. from the South (e.g. the Faulkner) to go toward Jamaica Pond and points north? It's not obvious, and even the lowest-stress route includes the uncontrolled crosswalk where the rotary dumps traffic into the SB Arborway, and then waiting for the light to partially cross the NB Arborway,</p>	David	Wean	david@weanzabin.com	19 Congreve St.	Roslindale	MA	02131

Arborway Short-Term Improvements
Public Comments
deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
10/2/2020 10:26	<p>(part 2)</p> <p>Adding a bike lane to the "southbound" section next to the Arboretum is also a welcome enhancement. Where is the lane on the "northbound" side? I realize that at Forest Hills we have 3 lanes of traffic in that direction, with a lane drop at the U turn. But that is overbuilt, and we shouldn't let that mistake (which is correctable) govern what we do here.</p> <p>Why not put the SB bike lane along the Arboretum along the curb, and move the parking outward, as has been done elsewhere in Boston? That would reduce the risk of cyclists being doored by drivers exiting their cars. Parking-protected bike lanes are sometimes problematic at intersections, but on this stretch there are no intersections.</p> <p>Also, the "Existing Path" along the Arboretum makes it look like there is already a bike lane. More correctly, it should be labeled "existing concrete sidewalk". We're glad to see the repairs to the broken-up concrete, but riding it is still jarring over the cracks between the squares.</p> <p>Coming from the south on Centre St, where the rotary is 3 lanes (3-o-clock on page two of the maps) the right hand lane should have a right arrow rather than straight, no?</p> <p>At the top end of the map, it looks like the inbound bike lane is routed onto the side road portion of Pond Street in anticipation of using the signal to cross the Jamaica way at Eliot. While not shown on the map, this should be made clear. And there should be a better way to get to that crosswalk than riding up someone's driveway and conflicting with pedestrians - how</p>	David	Wean	david@weanzabin.com	19 Congreve St.	Roslindale	MA	02131

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 10:49	<p>(Part 3)</p> <p>Since the Eliot St. crossing is DCR-controlled, how about the timing of the crosswalk signal? It usually makes people wait at least 90 seconds after a crossing signal before the light turns red again, and people cross against the signal frequently. At many times of day (and weekends) traffic is light enough to cut that down to 30 seconds.</p> <p>Where Centre St intersects with Hillcroft (and Louders, though not on the map), please remove the "Signals Timed to Require Frequent Stops" signs. They just annoy drivers - I don't see any real purpose. You don't have explanatory signs at all the other DCR intersections (like "Signals Timed to favor people driving cars" at the Eliot crossing).</p> <p>I hate to mention it, but the crosswalk on map 3 (just after the main Arboretum entrance) works very well. As long as it hasn't been used in (I think) something like 30 or 45 seconds, it will turn red on demand. All ped-only crossings should be that way.</p> <p>And (yes I know it's out of scope) the RRFB crosswalks on Centre St. (Whitcomb, Westchester and Rambler) just plain don't work and are a hazard on a 4-lane road. Recently I followed the instruction (push button, wait for traffic to stop) and twenty cars went by without stopping. After traffic cleared, I crossed the first half of the road and pushed the button again. A car in the near lane stopped (yay!) but two in the next lane</p>	David	Wean	david@weanzabin.com	19 Congreve St.	Roslindale	MA	02131
10/2/2020 10:53	<p>Thank you for preserving/improving the parking access to the Arboretum along the Arborway. It looks like the changes will also improve upon the safety of the crosswalk by the Arborway gate.</p>	Stephen	Schneider	stephen_schneider@harvard.edu	125 Arborway	Boston	MA	02130

Arborway Short-Term Improvements
Public Comments
deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 11:02	<p>(part 4 - and I promise, this is it)</p> <p>Where Pond St NB meets the Jamaica way, there are three lanes. No arrows are shown on the map (#1) but currently the middle lane is left and straight, creating a two lane left turn. Sometimes, in light traffic, people ride their bikes on the roadway, go left at the top of that rotary to get onto the bike path (either by riding across a short patch of grass to get to it, or riding to the ramp at Parkman Drive and making a sharp u-turn onto it). The double lane left turn makes this difficult - generally cyclists want to be in the right-most lane that goes in the direction we want to go, which, right now, is the middle lane, which is sometimes treacherous. If on Pond St NB, you could make the left lane left-only, and the two right lanes straight-only, that situation could be improved.</p> <p>Finally, thanks for taking this on, and thanks, also for making temporary improvements. As you know, it may take a really long time (still) to agree on a plan for this whole stretch in a way that improves safety for all (and then, to fund and build it.) And these temporary changes, despite all my suggestions, will make a big difference!</p> <p>David</p>	David	Wean	david@weanzabin.com	19 Congreve St.	Roslindale	MA	02131

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 11:04	<p>This plan provides clarity to a corridor I travel both on a bike and as a driver. These can be positive changes.</p> <p>On a technical note, the Murray Circle circulation can be further improved by reducing the number of circulating lanes from 3 to 2 in the quadrant between Centre St and Arborway. As presented on the proposed striping plans, the outside through movement on Arborway in the outside lane indicates a strong possibility for encroachment into the middle lane. In addition, the exit lane onto Arborway from Murray Cir requires short, successive, impractical vehicular maneuvers. Maintaining two-circulating lanes around the entire circle leads to better clarity for the drivers, which leads to more predictable vehicular movements and less chaos. The third circulating lane does not add capacity and will lead to the opposite effect where traffic turbulence leads to decreased capacity for the circle. Chaotic traffic operations also prevent drivers from focusing on the crosswalk and interactions with people walking and biking at the intersection.</p> <p>Please review the new resources on roundabouts and rotaries available from MassDOT at mass.gov/roundabouts.</p> <p>Thank you for taking these notes into consideration.</p>	Radu	Nan	radunan@gmail.com	69 Robeson St	Jamaica Plain	MA	02130
10/2/2020 11:21	<p>I support your proposals to add bike lines to the Arborway. As it currently stands, I am uncomfortable riding a bike along the Arborway. These improvements would make it safer to ride.</p>	Katherine	Ralston	kpruess@gmail.com	132 Williams St. Unit 2	Boston	MA	02130
10/2/2020 12:21	<p>Thank you so very much for the pavement striping plan and for the sidewalk cuts and repairs underway. We are residents of the Arborway hillside, between Murray Circle and Forest Hills T Station. We encounter and observe the many accidents and near misses in this area daily. We are still seeing what looks like confusion on faces of pedestrians and cyclists attempting to navigate Murray Circle, especially at Center Street and the health center. It is encouraging to see so many more cyclists now, but I am not seeing a safe inbound bike lane or painted lanes used in other locations. We are also seeing very little evidence of methods of traffic calming, so very scary at peak commuting times.</p> <p>Thanks for offering us a chance to comment.</p>	Ann and Jim	Stillman	astillman@hotmail.com	270 Arborway	Jamaica Plain	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 12:24	<p>Hi there,</p> <p>Firstly, thank you for the long term vision to redesign the Arborway and associated roundabouts and traffic ways. I would like to submit the following comments on the temporary striping plan. I am an active cyclist, and commute and ride around the area (I live in Roslindale) frequently. I am a confident cyclist, but the Arborway roundabouts are still terrifying, and I don't like to ride on the sidewalks. Any improvements are therefore welcome, to protect the lives of pedestrians and cyclists who pay for the roads and sidewalks on which they walk and cycle.</p> <p>- As the Jamaicaway enters the traffic circle, in the NW corner(TR-01), there is an absence of any striping until Pond St. I presume cyclists are expected to ride on the sidewalk, to keep them away from traffic? I would suggest some form of signage, or painting on the sidewalks if that was this case. With the various junctions right in this corner, it is an extremely dangerous area for cyclists on the road and pedestrians as they cross.</p> <p>- Around the Murray Memorial Circle, the striping disappears. I would ask that the striping is either continued all the way around the roundabout until Centre St, where it could blend with the left turn arrow, allowing cyclists to head north or east; or to create clear striping that tells cyclists to merge with pedestrians to cross at the pedestrian crosswalks - here clear striping would have to be made across Centre St and the Arborway as it continues south/west.</p> <p>- Please, please, please, can we have the striping on the INSIDE of the parked cars on the Arborway as it heads east. This dramatically increases the safety of cyclists, and provides a temporary 'free' physical barrier, in the form of the parked cars. This would also allow an easy merging of the is path with the path down at Forest Hills.</p>	Adam	Shutes	ashutes@mac.com	318 Metropolitan Ave	Roslindale	MA	02131

Arborway Short-Term Improvements
Public Comments
deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 13:17	<p>We're very encouraged that DCR's short-term pavement striping plans include Murray Circle lane lines & short-term bicycle facilities.</p> <p>The sidewalk repairs have been a great improvement for pedestrians - thank you! These next steps will improve safety & access for bicyclists & motorists, reduce greenhouse gas emissions & improve public health.</p> <p>These changes are "paint only", so they can be adjusted based on observations before any long-term changes are made. Since motorists don't always abide by the paint, protection for the bike lanes, at least at the beginning of each block, could remind motorists to not drive on the paint.</p> <p>Ongoing sidewalk repairs have required lane closures for the past month - a good indication that some pavement can be allocated for bike lanes.</p> <p>The bike lane on the Arboretum block is only shown in the outbound direction. Is there a recommended inbound treatment? Could it be 2-way (with physical separation)?</p> <p>There isn't a crossing of Centre St. by 890 Centre St./Upper Arborway, a frequently mentioned need.</p> <p>It looks like the bike lane outbound begins at the intersection of Arborway/Pond St./Cataumet St. Can the sidewalk between Jamaica Pond & that intersection be a shared path temporarily?</p> <p>The Arborway approach to Murray Circle still looks like a highway ramp. Can it be painted to require a sharper turn?</p> <p>How should bicyclists navigate through Murray Circle? There's no dedicated space for bicyclists.</p>	Arborway Coalition	Freeman	freemansherwood@hotmail.com	22 Arborway	Boston	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 14:11	Two additional comments: It would be great to add some additional handicap parking spots on the Arborway. Perhaps two before the crosswalk and two after the crosswalk by the main gate of the Arboretum. Also, please consider adding signs along the Arboretum that say "dawn to dusk parking only"	Stephen	Schneider	stephen_schneider@harvard.edu	125 Arborway	Boston	MA	02130
10/2/2020 15:33	<p>Thank you for your hard work on the Arborway project! I've always been scared to bike on the roadway in this area, and these changes will go a long way towards helping to make this safer and more accessible to me and many neighbors who use a bicycle to get around in JP. I'm so appreciative of your work on projects like this.</p> <p>If possible, please make sure to add physical barriers to ensure that drivers do not block the lane. If even a few cars block the lane, the safety benefits of a buffered lane are ruined because of the danger of going around cars into faster moving traffic.</p> <p>There are also parts of the inbound bike lane that appear to be missing - please make these continuous if possible. Small disconnects have a major impact of the overall safety and feel of the lanes.</p> <p>I think that these impacts will go along way, but the major challenge here in the long-term will be to make sure the rotaries are safe. Right now they are terrifying! I'm looking forward to seeing DCRs plans for addressing bicycle safety in the rotaries. I think the State's new guidelines for rotaries are excellent and would have a major benefit here.</p>	Ian	Schneider	ian.schneider.1842@gmail.com	28 Pinckney St, Apt 2	Somerville	MA	02145

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 16:05	<p>(I think I sent this already, but worry that it didn't contain the correct link, or maybe didn't get sent at all, so, with apologies, I'm resending.)</p> <p>This plan is brilliant in many respects, and will add a lot of safety for cyclists, pedestrians, motor vehicle occupants, and Arboretum visitors who park on Arborway.</p> <p>I have some suggestions for improving the striping plan. My full set of comments is too great to fit into 2000 characters. To see my full set of comments, including drawings to show what I mean, please see my web site, http://www.northeastern.edu/peter.furth/arborway/ The comments and drawings there are all pdf's.</p> <p>Here's a summary of the suggestions:</p> <ol style="list-style-type: none"> 1. Kelley Circle, NB near Prince: Provided a buffered bike lane. 2. Kelley Circle, NB near Prince: redraw the curves for the travel lanes to make them smoother; otherwise, cars in the right lane will smoothen the curves and encroach on the bike lane. There's a sketch of what I mean on my web site, http://www.northeastern.edu/peter.furth/wp-content/uploads/2018/11/Sheet-11.pdf 3. Murray Circle, departing onto Arborway EB: redraw the curves for the auto lane to make them smoother; otherwise, cars will smoothen the curves and encroach on the bike lane. There's a sketch of what I mean on my web site, http://www.northeastern.edu/peter.furth/wp-content/uploads/2018/11/sheet- 	Peter	Furth	furth.peter@gmail.com	87C Brookside Ave	Boston	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Adress	Address	City	State	Zip
10/2/2020 16:28	<p>Thank you for including bike lanes in the Arborway Short-Term Improvements plan. I am a resident of the Forest Hills neighborhood and I have lived in the Boston area without a car since 2005. I am writing in support of these bike access improvements. The Arborway is extremely unsafe for people walking, biking, and using wheelchairs, and it is unjust that the situation has gone on for so many decades. I would also like to see traffic calming measures in the short term, including speed cameras, in line with Boston's commitment to Vision Zero. At 40mph, a driver of a car or truck has at least an 80% chance of killing a person. This number drops to a 20% chance of death at 20mph. The noise and sense of danger also decreases dramatically at lower speeds. It is reasonable to expect that the State will do more to control traffic speeds using best practices in the short term. What you are doing now is insufficient.</p> <p>Sincerely,</p> <p>Dana Busch Tower Street</p>	Dana	Busch	dana.busch@protonmail.com	PO Box 390259	Cambridge	MA	02139
10/2/2020 16:33	<p>Glad this is underway, as a >45 year urban cyclist who uses a bike as transportation in this area. Please ensure no discontinuity in bike lanes especially at rotaries</p>	Ronald	Beland	beels134@gmail.com	34 Augustus Ave	Roslindale	MA	02131

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 17:36	<p>I congratulate DCR on its planning and design efforts (short-term and long-term) to improve safety and access for all users of the Arborway.</p> <p>Several comments:</p> <p>1. I would encourage adding flexible post delineators to the buffer zones for the bicycle facilities to reduce the incidence of encroachment by vehicles (adding to the safety of bicycle users).</p> <p>2. It is not clear to me how lane marking alone can achieve the goal of channeling through traffic to the " main barrel" of the Arborway. It seems to me that regulatory traffic signage may also be needed.</p> <p>3. All of the pedestrian crosswalks should be marked with thermoplastic which has a higher reflectivity than paint, and is less likely to wear as fast. The Continental Zebra pattern is appropriate.</p> <p>4. Colored bicycle lanes (standard green) should be used to help bicycles navigate through both Kelley and Murray circles, and provide visibility to motorists of the presence or potential presence of bicycles in the two circles.</p>	David	Spiller	davidspiller1952@gmail.com	92 Common Street	Watertown	MA	02472
10/2/2020 18:02	<p>As a resident of Jamaica Plain, I ride and drive the Arborway on regular bases. The improvements proposed pavement marking plans start to implements the types of facilities separations needed for people biking and turn lane assignments needed for vehicles.</p> <p>This will be a good step forward while we await the reconstruction of the Kelley and Murray Circle.</p> <p>As a trained traffic engineer, I'd like to add the attached lane assignment change suggestions to the public record for consideration in the final plans.</p> <p>The operational and safety reasons for my suggestions are included in the attached PDF. (Arborway_RNan_10-2-20.pdf)</p>	Radu	Nan	radunan@gmail.com	Comment submitted via email with attached pdf			

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 18:27	<p>I would like to write in representing the Massachusetts Bicycle Coalition in support of the short-term improvements to the Arborway and Murray Circle, specifically related to the removal of duplicative travel lanes, and the adding of buffered bike lanes southbound in front of the Arboretum, and on the carriage roads in both directions. This will allow cyclists to ride on a more contiguous safe bicycling infrastrucue on the Emerald Necklace pathway network, which is one of the true world-class parks in the Boston area, and to allow residents in Brookline and Jamaica Plain to better access their parks by facilitating safer crossings and a continuous protected bicycle lane network. We applaud the DCR in this decision and encourage the department to track the efficacy of these changes through robust traffic, bicycle, and pedestrian counts in order to look to make these changes permanent.</p> <p>Thank you for the consideration, and the work on this tough area.</p> <p>Best, Galen Mook Executive Director MassBIke</p>	Galen	Mook	galen@massbike.org	50 Milk St, 16th Floor	Boston	MA	02109

Arborway Short-Term Improvements
Public Comments
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Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 19:07	<p>I commend DCR for being open to better bike infrastructure along this corridor and for possibly implementing much needed speed reduction measures and lane closures for motor vehicular traffic. During Covid my family and I have transitioned to bike commuting for most of our needs and we use this route daily. If a lane in the carriage road were to function as a protected bike lane my kids could get to school on bike without me fearing for their lives! It has been frustrating how unsafe and unconnected all the bike paths along this corridor are, particularly around the rotary but also connecting from the Pond to the Arboretum. The good news is there is plenty of physical space to not just accommodate the needs of all the users but to improve the Arborway making it greener and safer! I encourage DCR to think bold here for future generations. Something as simple as a physical barrier between car and bike can go a long way to encouraging families and future generations who wouldn't normally consider biking as a viable means of transit and recreation. Thanks for taking on this project.</p>	Alex	Auriema	alex.h.auriema@gmail.com	44C Burroughs St.	Jamaica Plain	ME	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/2/2020 21:53	<p>I am a cyclist. I am commuting between Milton and Brookline for work on a regular basis.</p> <p>I would like to thank you for adding the bike lanes to the Arborway. With the improvements at around the Forest Hills station a much safer cyclable corridor to Brookline will be created.</p> <p>As a cyclist I feel very vulnerable around rotaries, especially in rainy weather or in the dark. Please add physical barriers to the bike lanes at the rotaries and at the beginning of the bike lanes. Especially in the rotaries the cars should be slowed down as much as possible by creating markings and a road layout the creates sharper turns, and narrower lanes. That is in the interest of all cyclist and pedestrians and sensible drivers and could potentially save lives.</p> <p>Especially on the inbound lane we need another protected bike lane!</p> <p>Many thanks for your attention.</p> <p>Best Christian Schabbon</p>	Christian	Schabbon	mail1@schabbon.com	570 PLEASANT ST	MILTON	MA	02186
10/3/2020 23:10	<p>Hi! I live in Jamaica Plain, very close to this project. Just want to say that I strongly support the plans to create more bike lanes in the short term, to remove car lanes, and to clarify the lanes and flow of traffic.</p> <p>I hope that the bike lanes will have physical separation, as cars in this area are often driving at high speeds and in traffic patterns that are difficult to predict.</p> <p>Thank for your work to make cycling and walking safer in our neighborhood.</p>	Marc	Chen	marc.a.chen@gmail.com	29 Seaverns Ave unit 2	Boston	MA	02130

Arborway Short-Term Improvements

Public Comments

deadline 10/2/2020

Time	Comment	Name		Email Address	Address	City	State	Zip
10/4/2020 13:24	<p>Regarding your email of 9/21/20 on short-term steps in the Arborway Improvement Project, I note with interest your last line: "If we find that queueing or delays to vehicles substantially increases, we will revisit these changes where appropriate."</p> <p>I have lived on Rockwood Street for more than 40 years. This neighborhood's greatest concern is whether these changes will have an adverse impact on Rockwood Street, which is not designed to safely accommodate commuter traffic. To DCR's credit, you opened Parkman Drive back up to through traffic after its recent closure resulted in a substantial increase in traffic on Rockwood and other neighborhood streets. I hope you will modify your Arborway plans if those results are essentially the same.</p>	Bill	White	bwhite@rockwood-enviro.com	Comment submitted via email			
10/4/2020 21:04	<p>We know our comments are late, but at least it isn't Monday morning yet. Hope you'll accept them.</p> <p>We live at 75 Arborway. Our biggest concern is about getting in and out of our driveway safely, across the bike path. Will the bike path be one way? That would make it safer. Our second concern is about traffic flow. We very much support directing the traffic into the middle lanes and off the carriage roads. We hope there will be sufficient room off of the carriage roads to hold the flow of traffic in the afternoons when traffic tends to back up in front of our house. Another question is about the bike lanes when they come into Murray Circle. It looks like they are directed only onto Centre St. How does a bicyclist get around the rotary? Will there be lanes for bicycles in the rotary?</p>	Helen	Raizen	raizen@earthlink.net	Comment submitted via email			