

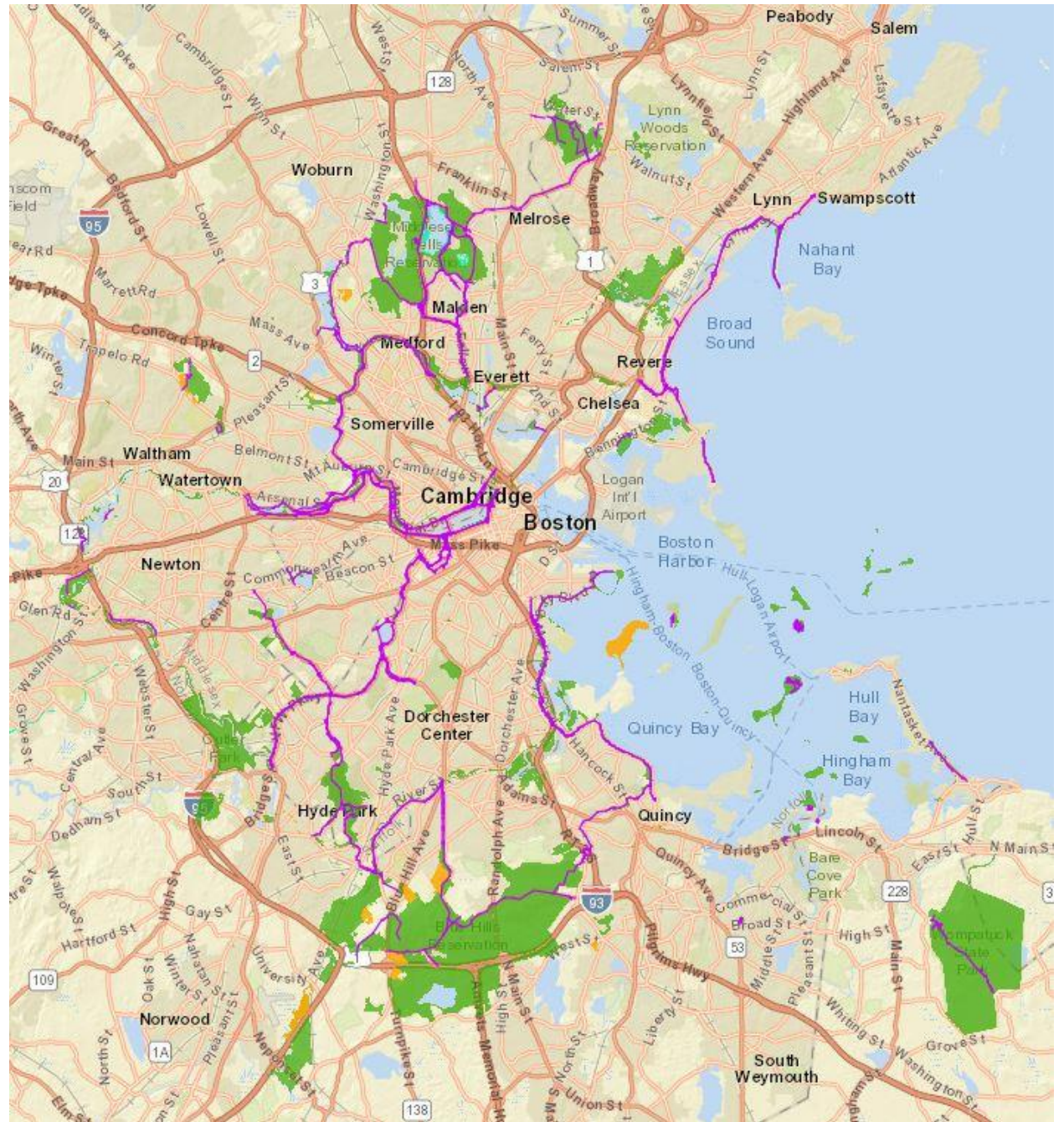


# DCR PARKWAYS MASTER PLAN PRESENTATION

January 14, 2025

# HISTORICAL BACKGROUND

- Parkway included in the original layout of the DCR's Metropolitan Park System
- A vision of parkways providing regional connectivity for pedestrians, horses and bikes between the open space reservations of the Metropolitan Parks System
- Concept of roads as parks – distinguishes parkways from all other roads
- Impacts of growth and automobiles in the layout, function, and design priorities on the Metropolitan Parkway System





# ORIGINAL VISION



# PARKWAYS MASTER PLAN VISION

- The Parkways of the Boston Metropolitan Region provide safe and comfortable access and mobility for people of all ages and abilities.
- The Parkways are an integral component of the regional walking and bicycling networks.
- DCR established Urban Parks & Pathways Committee (UPPC), which provided important guidance and input for the study vision. The UPPC and community representatives have expressed strong support for the DCR Parkways Master Plan
  - Metropolitan Area Planning Council
  - MassBike
  - WalkBoston
  - Boston Cyclists Union
  - LivableStreets Alliance
  - Regional Bike Committees

# PARKWAYS STUDY GUIDING PRINCIPLES

- Enhance **Safety** for all parkway users & strive for **Vision Zero**.
- Produce parkway concept designs that promote all users to experience **Comfort**
- Strengthen **Connectivity** for Pedestrians/Bikes from parkways to residential neighborhoods, DCR Reservations, local parks/playgrounds, retail, schools, public transit, and commercial zones
- Promote parkway designs that maximize opportunities for public exercise and **Health**
- Create new opportunities for public **Recreation** along the parkways
- Implement **Conservation** oriented design principles whenever possible
- Follow “Best Management Practices” and design principles guided by **Sustainability**
- Develop a Master Plan that provides a balanced distribution of parkway projects throughout the Metropolitan region to ensure inclusion of EJ communities and project **Equity**



# 67 PARKWAYS INCLUDED IN MASTER PLAN

## Grouped by Reservation

### Blue Hills Reservation

Blue Hills Parkway  
Blue Hill River Road  
Hillside Street  
Wampatuck Road  
Chickatawbut Road  
Green Street  
Unquity Road

### Breakhart Reservation

Hemlock Road  
Forest Street  
Elm Street

### Charles River Reservation

Boulevard Road  
Charles River Road  
Everett Street  
Forest Grove Road  
Land Boulevard  
Birmingham Parkway  
Park Road  
Quinobequin Road  
North Beacon Street  
Norumbega Road  
Recreation Road  
Soldiers Field Road  
Greenough Boulevard

### Chestnut Hill Reservation

Chestnut Hill Drive  
Saint Thomas Moore Drive

### Furnace Brook Reservation

Furnace Brook Parkway

### Hammond Pond Reservation

Hammond Pond Parkway

### Lynn Shore Reservation

Lynnway  
Lynn Shore Drive

### Middlesex Fells Reservation

Fellsway  
Fellsway East  
Fellsway West  
Lynn Fells Parkway  
East Border Road  
Elm Street  
Hillcrest Parkway  
North Border Road  
South Border Road  
South Street

### Muddy River Reservation

Parkman Drive  
Perkins Street  
Park Drive  
The Fenway

### Mystic River Reservation

Mystic Valley Parkway  
Mystic River Road

### Nahant Beach Reservation

Nahant Rd

### Nantasket Beach Reservation

Hull Shore Drive  
Nantasket Avenue

### Neponset River Reservation

Neponset Avenue  
Neponset Valley Parkway  
Brush Hill Road

### Old Harbor Reservation

Columbia Road  
Day Boulevard  
Old Colony Avenue

### Quincy Shore Reservation

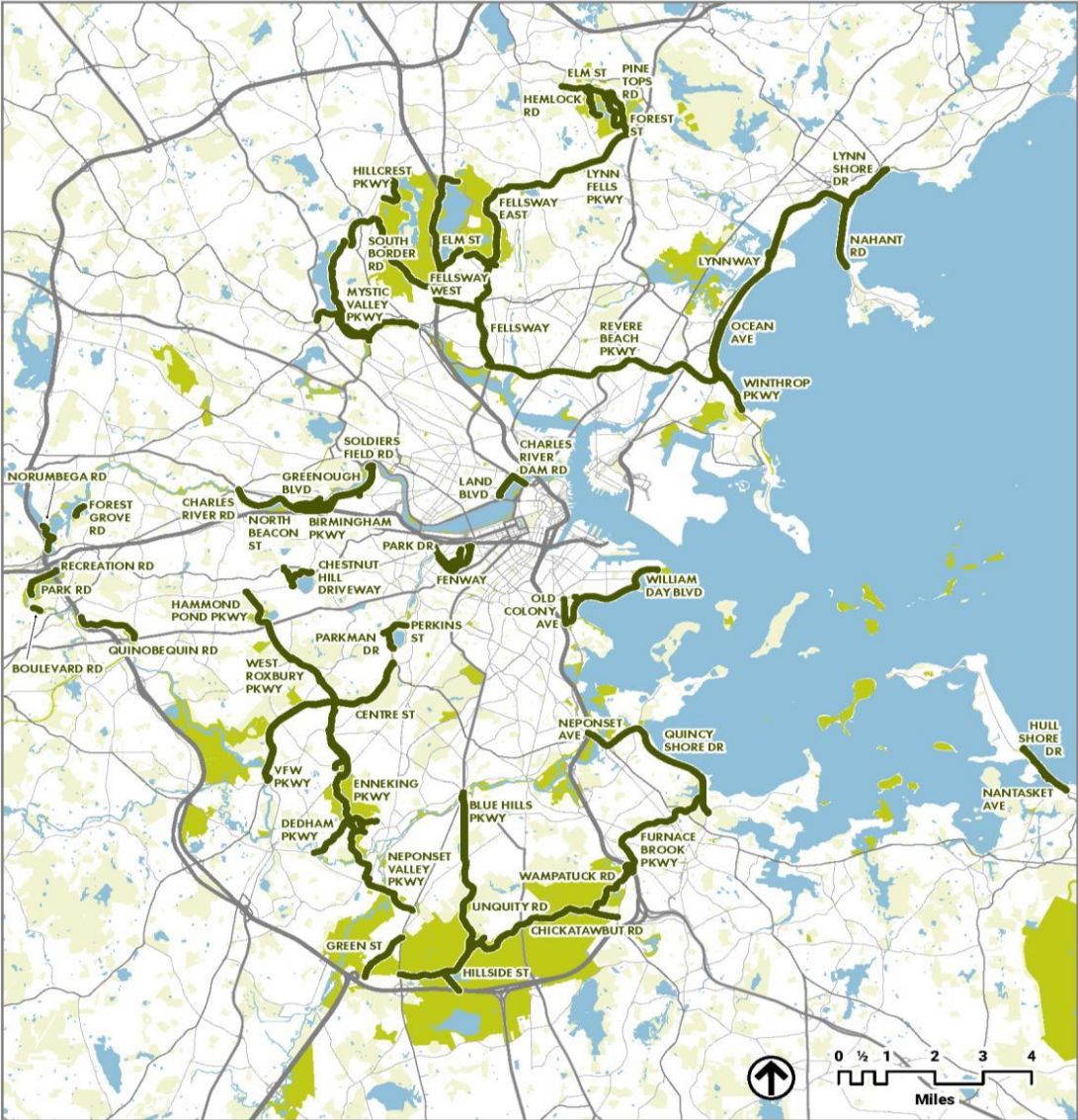
Quincy Shore Drive

### Revere Beach

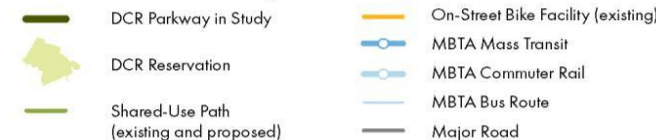
Revere Beach Boulevard  
Revere Beach Parkway  
Ocean Avenue  
Winthrop Parkway

### Stony Brook Reservation

Bellevue Hill Road  
Dedham Parkway  
Enneking Parkway  
Smith Field Road  
Turtle Pond Parkway  
VFW Parkway  
West Roxbury Parkway  
Centre Street



### DCR Parkway Study



# PLAN ORGANIZATION

- Existing Conditions Assessment
- Design Strategies
- Program and Policy Recommendations
- Project Recommendations

# EXISTING CONDITIONS DATA COLLECTION

- Understanding safety and connectivity issues for pedestrians and bicycles
- Data-driven maintenance program
- Data collected by consultant staff in the field
  - Presence and condition of pedestrian facilities, including sidewalks, curb ramps, traffic signals, goat paths
  - Presence and condition of all bicycle facilities
  - Accessibility (ADA compliance)
  - Bus stops and transit routes





# INVENTORY KEY TAKEAWAYS

*For Parkways in the Master Plan Study*

**115.7** roadway centerline miles  
in 30 different municipalities

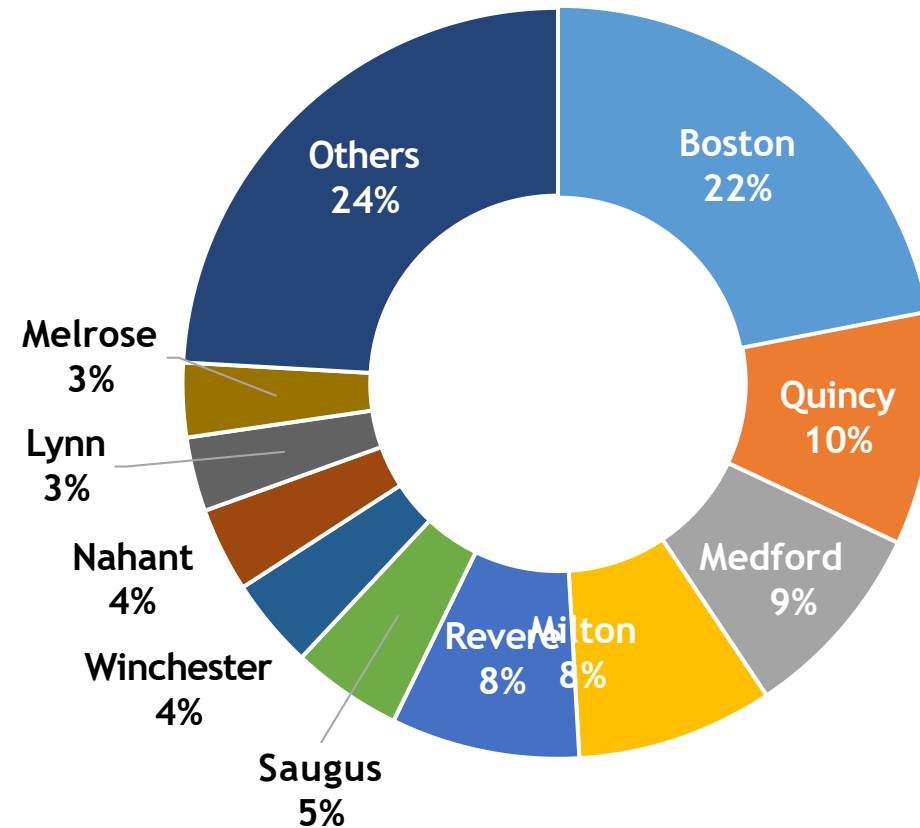
**741** intersections

**103** miles of sidewalks

**18** miles of shared use paths

**30** municipalities

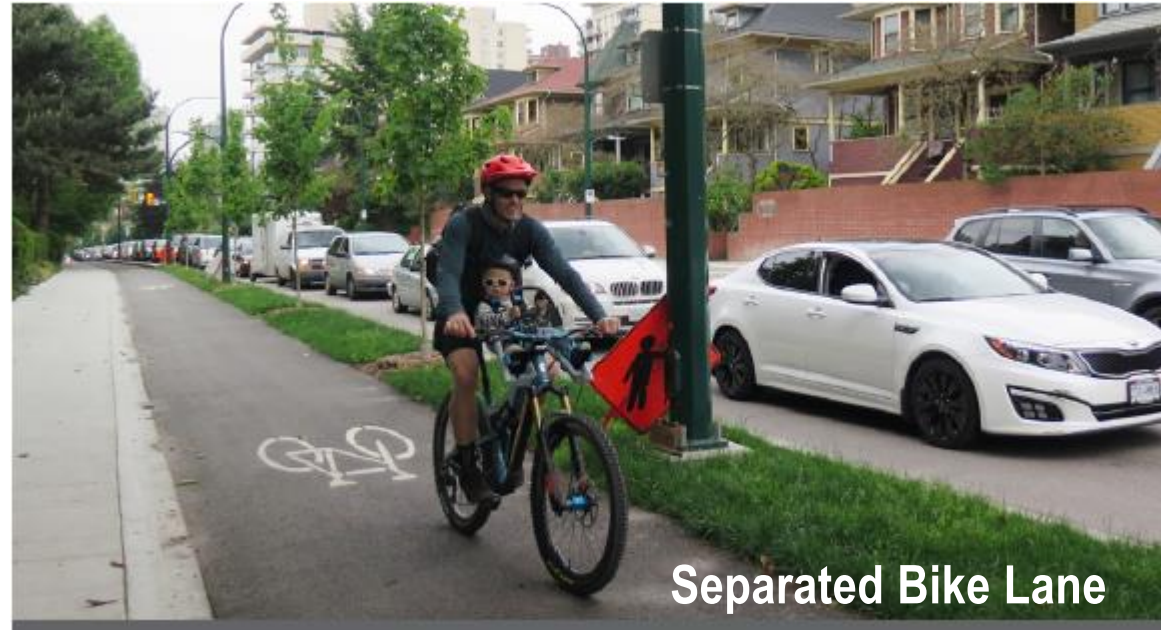
Mileage by Municipality



# DESIGN STRATEGIES

- Sidewalk Repair and Reconstruction
- Shared Use Path
- Separated Bike Lane
- Buffered Bike Lane
- Standard Bike Lane
- Climbing Lane
- Bicycle Boulevard
- Contra-Flow Bike Lane
- Advisory Bike Lane
- Shared Lane Markings
- Bicycle and Pedestrian Bridge
- Lane Reduction

“Design Strategies” refers to the application of specific facilities that have proven effective at improving safety, comfort, and convenience for non-motorized users of the parkway network.



Separated Bike Lane



Shared Use Path

# PROGRAM & POLICY RECOMMENDATIONS

Examples of recommended policies and operational procedures to make incremental improvements to pedestrian and bicycle accommodations through routine maintenance activities.

- Allocate resources to develop striping and signing plans for bicycle facilities.
- Add bicycle-related pavement markings to resurfacing construction bid documents.
- Extend pavement marking limits beyond resurfacing limits where necessary to connect with existing bikeways.
- Integrate sidewalk and pathway maintenance and replacement within the existing roadway resurfacing program.
- Expand and publicize a policy on winter maintenance and a prioritized list of sidewalks and shared use paths.



# PLAN RECOMMENDATIONS

## Restriping

**16** miles of new separated bike lanes



**16** miles of new buffered bike lanes



**30** miles of traditional bike lanes





# PLAN RECOMMENDATIONS

## Improved Crossings

**119** new pedestrian crossings

**54** improved pedestrian crossings

**45** shared use crossings





# PLAN RECOMMENDATIONS

## Capital Projects

**46** miles of shared  
use paths



**51** miles of new  
separated bike lanes



**3.5** miles of new sidewalk  
connections





# PLAN IMPLEMENTATION

## Adding Bike Lanes Through Repaving

- Evaluate annual paving list for opportunities to add bike lanes.
- Bike facilities installed on 15 parkways.
- Conduct pre- and post-install field visits.

Parkway	Facility	Community
<b>Old Colony Avenue</b>	Buffered Bike Lane	South Boston
<b>Lynn Fells Parkway</b>	Bike Lane	Melrose and Saugus
<b>Blue Hill River Road</b>	Bike Lane	Milton
<b>Fellsway West</b>	Buffered Bike Lane	Medford
<b>Fenway</b>	Buffered Bike Lane	Boston
<b>Park Drive</b>	Bike Lane	Boston
<b>Day Boulevard</b>	Buffered Bike Lane	South Boston
<b>Fellsway</b>	Buffered Bike Lane	Malden
<b>Mystic Valley Parkway</b>	Bike Lane	Winchester
<b>Unquity Road</b>	Bike Lane	Milton
<b>Truman Parkway</b>	Bike Lane, Muti-Use Path	Milton

# PLAN IMPLEMENTATION

## Major Capital Projects

- Feasibility, Design Development, and Construction of entire parkway segments
- Requires extensive public involvement, informed by the Master Plan
- Examples of projects in progress:
  - **Feasibility Stage** – Norumbega Road
  - **Feasibility Stage** – Lynnway (partnership with MBTA/DOT)
  - **Preliminary Design Stage**– Gerrys Landing Road/Fresh Pond Parkway (TIP)
  - **Planning Stage** – Revere Beach Boulevard/Ocean Avenue
  - **25% Design Level** – Arborway
  - **100% Design Level** – Memorial Drive Phase III
  - **Construction Phase** – Birmingham Parkway
  - **Construction Phase** -- Hammond Pond Parkway
  - **Construction Phase** – Charles River Road



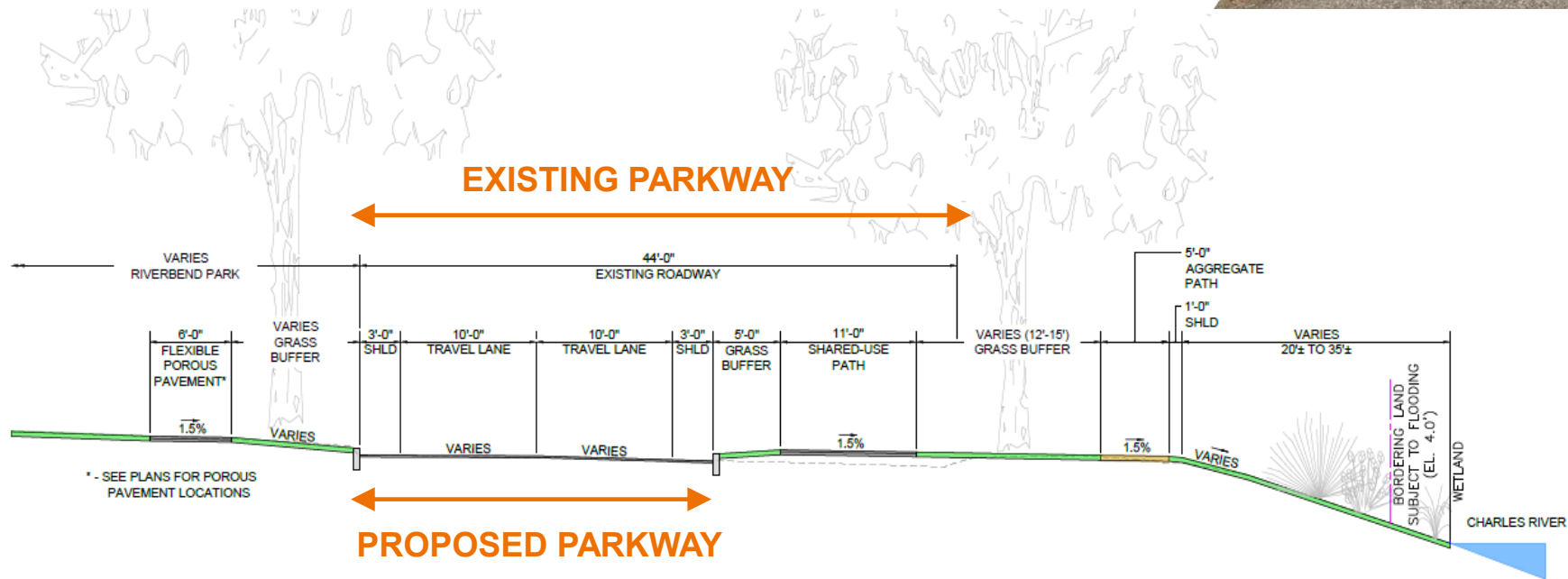
# Preferred Design Alternative - Arborway





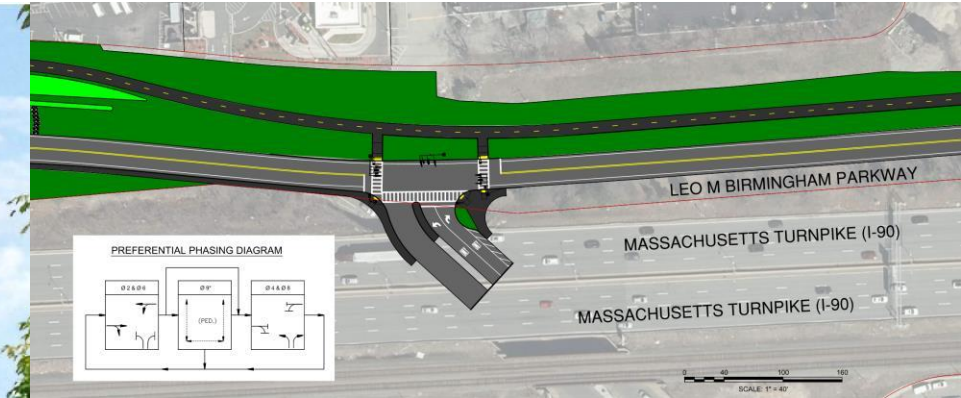
# Memorial Drive – Phase III

## Proposed Cross Section





# Proposed Design –Birmingham Pkwy at N. Beacon Street





# HAMMOND POND PARKWAY (Newton)

## Prior Condition

- Two lanes in each direction
- Very high vehicle running speeds
- Limited pedestrian and bicycle accommodation

## Final Condition (In Construction)

- Removed two travel lanes and excess pavement
- Creating new open space
- Building connections to trail heads to DCR and Newton open space & trail network.
- Building new 12-foot multiuse path, and 5-foot pedestrian path on eastern side
- Improving overall safety and decreasing speed
- Installing new signalized pedestrian crossing
- Connecting to Beacon Street bike facility





# Greenough Boulevard (Watertown & Cambridge) – Before & After



# PLAN IMPLEMENTATION

## Funding

- The two DCR capital programs which are the primary sources of support for the *Master Plan* are Parkway Maintenance and Parkway Reconstruction.
- Parkway Maintenance provides the capital funding for annual maintenance programs including Resurfacing, Guardrail and Fence Replacement and Installation, Sidewalk Rehabilitation and Installation, Street Lighting Maintenance, Traffic Signal Maintenance, Pavement Markings, Catch Basin Rehabilitation and Signage.
- Parkway Reconstruction supports the more extensive and transformative capital-intensive full parkway reconstruction
- DCR estimates that ongoing implementation of the parkway maintenance and full reconstruction recommendations identified in the Master Plan could take up to 20 years.



# WRAP-UP

DCR is using the plan to:

- Set priorities for maintenance activities and capital improvements
- Identify short-term improvements that can be rapidly implemented
- Identify opportunities to build Complete Streets through maintenance activities
- Provide policy and design guidance for improving the parkways for all travel modes
- Articulate a long-term vision for reconstructing some of the parkways into Complete Streets through capital investment



MASSACHUSETTS DEPARTMENT OF  
CONSERVATION AND RECREATION