

Name (First)	Name (Last)	Comment	Address (City)	Address (State)	Address (Zip)
Saralynn	Allaire	The proposed median is not needed. Bicycle and pedestrian walkways are needed. Keep the 4 auto lanes. There is room for all.	CHESTNUT HILL	MA	02467-3277
Jonathan	Allen	As bicyclist of over half a century, who has pedaled himself up to 240 miles per week, and helped to deploy countless miles of bicycle lanes all over the Boston area, I find this proposal to be a sane and reasonably healthy upgrade. If there is anything that I may do to further this advancement, I will be eager to provide assistance. Sincerely, Jonathan Cooper Allen	BROOKLINE	MA	02445-7504
Justin	Allen	As a Newton resident and an avid cyclist, I strongly support DCR's proposed draft plan for Hammond Pond Parkway. This stretch of road is extremely dangerous for cycling, to the point of being unusable, and the proposed improvements would greatly improve access to Webster Woods and Hammond Pond Reservation, shops at The Street and Chestnut Hill Mall, and connection between Newton and Chestnut Hill.	NEWTON CENTER	MA	02459
Rory	Altman	I really like the plan. As a former transportation engineer who drives these roads and intersections frequently, I offer the following feedback: 1. For Hammond Pond Parkway, I agree that 1 lane in each direction will work well and bring all the benefits, i.e. space for bike path, etc. 2. You might consider a button-actuated (i.e. no ped phase without button) pedestrian crossing as part of the Chestnut Hill Mall driveway (top of hill), particularly on the north side of the intersection. It won't get used a ton, but the two residential towers have tons of residents who might walk to HPP and then want to cross to the woods, or walk up on the east side and then want to cross to head to their buildings. 3. I assume the ped cross on page 3 of 5 will be button-actuated with a pole-mounted flasher. Cars rip on this road and pedestrians will greatly value that button-actuated flasher. 4. You might consider adding another ped crossing immediately south of the MBTA overpass. There's no visibility of cars coming southbound over the overpass. These are cheap and will be highly valued by the peds and the community. 5. At the HPP/Beacon intersection, your design will produce long backups, particularly northbound LT and eastbound RTs, due to the proposed lane reductions. These backups are already very long, and that's *before* you reduce lanes. If your traffic study counts were pre-COVID they do not represent normal. I suggest lengthening the NB and EB right turn lanes from what you've shown in the diagrams and ensuring that the EB RT lane is generally free for right on red, except when peds request. You might even make a free flowing RT with a SB merge lane on HPP. You should at least add 150' of lane markings on Hobart to fully separate right turns from the shared left/through lane, or even better split that shared lane into a dedicated LT/dedicated through lane--you have the pavement already. Glad you are doing this. Happy to chat. --Rory	Newton	MA	02459
Rory	Altman	The traffic study revealed unacceptably poor levels of service (F) for certain lanes at the beacon/HPP intersection due to the reduction in the number of lanes of travel. It is unusual and bad practice to design for F. (I would have been fired to designing to F or even D when I was a traffic engineer.) This intersection already has poor service levels from time to time and these are expected to degrade as a result of the proposed design. I believe that these changes will cast a pall on the otherwise excellent features of this project. The city and the state will receive constant complaints from unhappy residents. Fortunately, we are still at the design stage where it's still just lines on a page. I urge you to add back the second NB LT lane and the width to receive that traffic on the westbound departure lanes, and consider making the EB RT lane free flowing. These changes will get you better LOS and may require a bit more pavement at the intersection but will not substantially change the overall project, which is wonderful.	Newton	MA	02459
Jared	Alves	I wholeheartedly support the proposed road diet, which will help put the "park" back in parkway. One small improvement that would make a tremendous difference: please reconsider the 3' shoulders. To a motorist in the 11' travel lane the extra 3' will make the lane feel 14'. That considerable width will encourage high travel speeds well in excess of the posted limit. Higher speeds will not only contribute to more deadly crashes, but will also make the shared path more unpleasant due to noise and a proven uptick in heart rates when people walk next to fast traffic. In contrast, an extra 6' for the shared path will help avoid conflicts between pedestrians and cyclists or could even serve to dedicate separate space specific to each user. Thank you for pursuing this project. I hope to see more parkways undergo this type of change in the future.	Boston	MA	02118

Sam	Archer	Hello, I'm writing in support of proposed improvements to Hammond Pond Parkway. I believe the lane reduction, new mixed use path, and modified signal patterns will all contribute to making this area more accessible and attractive. It is currently designed like a highway, with wide, high speed lanes, and little accommodation for people who are not driving cars. The new design will provide a new high value North/South connection for people who wish to walk and bike to go shopping at the Chestnut Hill Mall or enjoy the nature preserve. The effects on drivers who use the parkway to access Route 9 will be minimal compared with the value this new and improved public space will provide. I'm very glad to see DCR actively proposing such improvements to our urban parkways and I urge you to continue with such improvements on the segment which continues into Brookline and Boston. Thanks for all your hard work!	Brookline	MA	02445
nathan	aronow	I fully support DCR's project to add the bike and pedestrian path to Hammond Pond Parkway in Newton from Beacon St. to Rt. 9 (Phase 1), and I eagerly look forward to the completion of Phase 2 as well -- continuing a bike lane down to the rotary. As a member of the Steering Committee of BikeNewton, and avid bicyclist, I can say many people have been wishing this improvement to happen to HHP for many years. Frankly -- this is an ideal use of my tax money! The only improvement on DCR's plan that I would like to see is 2 or 3 bike-parking areas on the western side where the bike path is and where the trails are. Bike parking racks can take very small area and I really don't think it should be a big issue to put a couple of those in. Thanks for doing this.	Newton	MA	02460
Frank	Aronson	I strongly support this project, but would advocate ,0strongly,for extending it to Horace James Circle; stopping at Route 9 will not help cyclists much - - we would still have to use Hammond Street to head south, over Newton Street/Brookline St, etc . . .	Chestnut Hill	MA	02467
Miranda	Barrows	I strongly support this proposal to improve Hammond Pond Parkway. This bike and pedestrian path will make it easier for Newton residents like my family to enjoy Hammond Pond Reservation and Webster Woods. This is an excellent way to promote fewer car trips and easier access to nature areas, as well as the shops and dining at Chestnut Hill Mall. I think it will be beautiful!	Newton	MA	02460
Benjamin	Bayes	I support the current draft DCR plan to improve Hammond Pond Parkway. Please improve walking and biking options. Thank you!	Newton	MA	02465
Joseph	Bayes	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton	MA	02459
Matthew	Belamarich	I am in favor of this project. This is definitely an area where a bikeway/walkway would get a lot of use connecting by Newton Centre to the Route 9 businesses. Also, the path will facilitate access to the Hammond Pond and Webster Woods recreation areas. Finally, I agree that the parkway itself needs redesign. Four lanes is too much. It leads to drivers often speeding. I have never seen the section of road adjacent to the proposed path backed up to a point that I think lane reduction would be a problem. I liken this scenario to Nonantum Road which was successfully reduced from 4 lanes to two lanes which enhanced bike/pedestrian usability and provided traffic calming without a significant impact to car traffic.	Newton	MA	02465
Yvonne	Belanger	As a Newton resident, I am writing to express strong support for DCR's proposed draft plan for Hammond Pond Parkway. This is a great opportunity to improve multi-modal access through this part of Newton. I look forward to the opportunity to safely walk and bike Hammond Pond Parkway when this project is complete!	Newton	MA	02461
Margaret	Beller	I am pleased to see a nicely planned improvement to this stretch of Hammond Pond Parkway. I live at the Towers, and this is my way home... however there are several points to look into. This part of Hammond Pond Parkway has traditionally been very, very, badly plowed during a snow storm, and almost impossible to negotiate. I was told this part of the road is maintained by the state, or the state police, I am not sure which one. It has been very neglected. Please look into better plowing. Also, when there are football games at Boston College, the road is reduced to one lane in each direction, with cars parking along the sides. Would this happen under the new plan? Thank you for your consideration. Sincerely, Margaret Beller	Chestnut Hill	MA	02467
Margaret	Beller	As I have previously commented, this section of Hammond Pond Parkway is traditionally badly maintained in the winter. The plowing in a storm is very bad, and potentially dangerous. My additional comment, in light of this, is to wonder who will maintain the new pedestrian/bike paths in the winter snow? Newton has a sidewalk ordinance, but if Newton is not taking care of this road, who will plow the sidewalk? Thank you, Margaret Beller	Chestnut Hill	MA	02467
joshua	blouwolff	I'm writing to express my support for the proposed redesign of Hammond Pond Parkway to include bike lanes and a pedestrian path to create a significant connection between Beacon St and Route 9.	Brookline	MA	02446

Marnie	Bolstad	I support the Hammond Pond Parkway redesign but hope flashing lights will be installed to ensure safe crossing by hikers crossing the road north of the Boston College holdings.	Newton	MA	02459
Judy	Boroschek	Please build a protected bike land on Hammond Pond Parkway. It is an ideal conduit for workers as well as to folks who want o access the Dedham/Nohanton bike routes for recreation. The bike route needs to be protected because cars move at a fast speed on the Parkway. Thank you for your attention to this matter.	newton	MA	02459
Sue	Bottigheimer	The DCR plan will n make Hammond Pond Parkway much much safer for cyclists and pedestrians, and will thereby encourage more bike use and foot traffic. I'm fully in favor ot it.Sue Bottigheimer	Auburndale	MA	02466
David	Bronstein	I believe this is an important project that will open up a critical and SAFE north / south connector between parts of Newton, and Brookline and beyond. Currently there is not easy way to cut across without a long detour. Additionally, the parks around Hammond Pond Parkway are wonderful places and supporting better access is a benefit to our town.	Newton	MA	02460
Jason	Brown	I am a West Roxbury (Boston) resident, and I live on the Newton/Brookline/Boston border. I frequently use Hammond Pond Parkway to travel to points in Newton and Brookline. I am happy to see this proposal, I support it, and I urge the DCR to implement it as proposed. The trees and green space here are beautiful, but I would not travel here as a runner or on my bicycle; all of the path space is given over to automobile traffic. The current roadway through here is clearly set up to move as much car traffic as fast as possible. Jason Brown West Roxbury, MA	West Roxbury	MA	02132
Judi	Burten	I have a couple of questions about the proposed bike/pedestrian path proposed for Hammond Pond Parkway. 1. Will there be signage regarding speed, steepness of the road etc for bicyclists as they go down from Beacon Street on the path? There is a very steep part of the road and it could be a safety hazard-? proper signage might help. 2. Will there be pathways on both sides of the road? I think it would be safer if possible, especially if there are a lot of bicyclists and pedestrians on the path at the same time. Thank you for looking at these questions.	Waban	MA	02468
Joana	Canedo	I am in support of the improvements proposed for the Hammond Pond Parkway. Redesigning the Parkway as a "complete street" will improve transportation and recreational optional for many people, in addition to be good for the environment. It will provide more safety for people walking and biking, including students and children.I will improve access to the parks and shopping areas. It's very important to make it safe by adding protection between the driving lanes and the bike and walking paths. Thank you. Joana	NEWTON	MA	02460
Brandon	Cardley	I would like to express my support for all of the proposed changes along Hammond Pond Parkway. This project will make more parkland available for people to enjoy, add safer facilities for pedestrians/bicyclists/vehicles to reach and enjoy that parkland, and reduce the overall speed across the corridor. This is a wonderful link and this project will be a wonderful benefit to the citizens of Massachusetts. I would recommend if it is at all possible to include the segment underneath Route 9 in this phase of the project, even if in a temporary state until the next phase can be completed. This is a major intersection with unsafe facilities for all modes and would make the rest of the project much more accessible to all users.	Roslindale	MA	02131
Laurel	Carpenter	I write in strong support of the proposed pedestrian- and bike-friendly redesign of Hammond Pond Parkway. The DCR has a responsibility to make sure its parkways are user friendly to all modes of travel. This project is long overdue and it is wonderful news that this project is moving foward.	Lexington	MA	02421
Julio	carrera	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton	MA	02460

		I write in strong support of improvements to the Hammond Pond Parkway in Newton. It is important that the DCR make this road safer for people who walk and bike. Please focus on separated bike infrastructure and curb separated if possible. These roads have high speeds and we need to physically protect cyclists and pedestrians.			
Christopher	Cassa	Thank you for your help and effort!	CAMBRIDGE	MA	02141
Linda	Christie	I think this is a very good idea to have the bike path and wish it could be done sooner. Thank you.	Roslindale	MA	02131-2721
Kaleigh	Conway	The proposed plan will be a huge improvement to Hammond Pond Parkway. We live in Roslindale and our extended family lives in Newton. We would love to bike to visit each other but never have because of the lack of any sort of bike lane. We would be completely comfortable biking with our two small children on Hammond Pond Parkway portion as designed. Thank you for including a protected bike lane.	Roslindale	MA	02131
Doug	Cornelius	This is a great plan to turn an under-used speedway into an area welcome for all. I hope that you can find a way to better link the parklands on either side of the road with each other.	West Newton	MA	02465
Mary	Cotton	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton	MA	02465
Gina	Crandell	I am writing in support of the Hammond Pond Parkway in Newton between Beacon Street and Route 9 (Boylston Street). The new path would greatly improve bicycle and pedestrian access to the adjacent Webster Conservation Area and Hammond Pond Reservation, enhance opportunities for recreational riding, and increase bicycle connectivity between this part of Newton and nearby Brookline neighborhoods where I live. I am 70 years old and taking long rides from my home has become a most pleasurable form of exercise, as well as often a social one, and I like finding new places where I have lived for 25 years.	BROOKLINE	MA	02446
Abbe	Dalton Clark	I support this project. I briefly lived in the neighborhood and was terrified when my teenager wanted to walk to the mall with his friends because I know that cars are able to travel at speeds of 50 and 60 miles an hour. What is the benefit to anybody except shaving off a minute of travel time by speeding through an area that should be friendly to those who live here and pay taxes here? I have seen deer crossing between the two parks and felt more terrified than in awe because of the driving culture, and it's a miracle I didn't witness them getting hit. I drive here, I live here, I try to walk here, and I no longer bike here because Newton has become a cut through freeway for people trying to shave time off of their commutes, especially to homes that are not in Newton. Anything that comes traffic, encourages people to walk, allows better access to our beneficial and necessary conservation properties, and promotes non-hyphen automobile transportation benefits everyone but those who are just in a hurry. Please make it safe for me to live here.	Waban	MA	02468
Benjamin	Dauer	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Waltham	MA	02453
John	Dempsey	I support the plan for changing Hammond Pond Parkway in Newton to one vehicle lane in each direction and adding a ped/bike path. There is a marked crosswalk in about the midpoint of the parkway. That's good. Could that be redesigned to provide a pedestrian refuge in the middle of the vehicle lanes?	Brookline	MA	02445
Jonathan	Dietz	Very supportive of project. Project should include improved trail signage for Hammond Woods.	Newtonville	MA	02460
Lucia	Dolan	I live 0.6 miles away from Hammond Pond Parkway and frequently bike along Beacon to shops and church in Chestnut Hill. I never bike on Hammond Pond Parkway because car speeds are too fast, but would like to both bike and walk to the shops at Chestnut Hill and the Street I look forward to the improvements for bikes and walkers in the 25% design. Also, in the neighborhood, there is talk of Boston College lobbying hard to keep Hammond Pond Parkway as is, so they can keep using it as overflow parking for their football games. I hope their comments are discounted, they can run shuttles from their parking lots on Hammond Pond Parkway and Pine Manor or encourage people to use the T for their 6 or so annual games.	Newton	MA	02459

Murray	Eisenberg	<p>As a person who drives frequently north from Chestnut Hill Brookline to Newton I am totally against the proposed changes. This portion of Hammond Pond Parkway has heavy traffic during various times of the day traveling to and from the Chestnut Hill Mall as well as heavy commuting traffic. This proposed change would make this route heavily congested and very unpleasant for vehicle travel. It would also have significant adverse affects on emergency vehicle travel.</p> <p>There are alternate routes for pedestrian and bicycle travel between Route 9 and Beacon Street which should be examined. Alternately, if this travel is so important at Hammond Pond Parkway it can be accommodated by a relatively small widening of the parkway.</p> <p>In this world of Covid-19 personal travel in vehicles is even more important as it provides a way to assure personal control of exposure while traveling. It is time for this emotional war against vehicular travel by people who don't drive to stop. The need to battle climate change can be accommodated by a shift to electric vehicles, a carbon tax, and many other measures being pursued by the new administration.</p>	Chestnut Hill	MA	02467
Murray	Eisenberg	I would like to know why and how the Department of Conservation and Recreation appears to be responsible for a decision about road and traffic modifications.	Chestnut Hill	MA	02467
Thomas	Elkind	This is an excellent plan to improve this road for all users.	Waban	MA	02468
Robert	Ellertsen	Great plan!	Waban	MA	02468
Curtis	Fazen	Could you also extend the dedicated bike lane all the way to Newton Centre? This would enable people to park and then bike or rent bikes there from a kiosk. One way to do it would be to get rid of car parking on one side of Beacon Street. Studies have show when people can bike they will support the businesses. It needs to be a separate bike lane though. Just painting on the roads does not create a safe bike path. That can be more dangerous in my opinion. Thank you!	Newton	MA	02459
Corey	Fehnel	This is fantastic! I would LOVE to see this extended all the way into Brookline towards Putterham circle.	Brookline	MA	02467
Mark	Feldhusen	<p>As a Newton Conservators member and concerned citizen, I add my support to the plan as well as modifications to it as suggested in the joint letter. For too long now, Hammond Park Parkway use has been dominated by vehicle traffic and access to the open areas on either side has been limited and awkward, at best. This plan - and the modifications we offer - would go a long way towards dramatically increasing access to open space as well as including the parkway in the larger network of bicycle and pedestrian access.</p> <p>Thank you.</p> <p>Mark Feldhusen West Newton</p>	West Newton	MA	02465
Edith	Fenton	Consider the walkways from the Greenline D stop at Chestnut Hill to The Street and mall and medical offices. Currently it is unpleasant and unsafe especially for senior pedestrians. Currently I avoid the area, go to Copley or Park Street stations instead of Chestnut Hill stop. For Medical matters I go to Longwood. Copley, Park, Longwood and Fenway are pedestrian friendly. Chestnut Hill is difficult for pedestrians in all weather.	Newton	MA	02459
Maureen	Finnigan	Newton needs more options for safe, non motorized travel. I ride my bike, run and walk throughout Newton. It is not a safe option in many areas. Bike lanes need to be separate from the road. I believe people would bike or walk if it were safer. Traffic in Newton has gotten exponentially worse throughout the years (prior to pandemic). Newton needs to do something about traffic and about biking / walking safely if it is to remain a pleasant place to live,	Newton	MA	02465
Andrew	Fischer	<p>I commend the DCR for its plan for Hammond Pond Parkway to accommodate cyclists and pedestrians. After all, it is named a "parkway", not a highway and casual visual observations as well as traffic counts make clear that there is no need for two lanes for motor vehicles currently taking up the bulk of the roadway space.</p> <p>Currently there is only a shoulder for bicyclists and no accommodation whatsoever for pedestrians. The new design fixes this problem, allocating the roadway space more equitably. This is appropriate for a parkway that traverses a large park, making both the park and the Chestnut Hill malls accessible to cyclists and pedestrians.</p> <p>Please note my strong support for the proposed plan.</p>	Brookline	MA	02446

Lena	Fischer	<p>Many thanks for putting this proposal together. I am so happy and it will greatly support connectivity between Newton and Brookline. Please continue to make roads safe for pedestrians and cyclists. This year especially has shown us, how important it is to be able to move outside safely.</p> <p>I am hoping for a similar approach for the continuation of Hammond Pond Parkway in Chestnut Hill where we live.</p> <p>Best, Lena Fischer</p>	Chestnut Hill	MA	02467
Tom	Francis	<p>I try to use a bicycle whenever possible for local travel and frequently use Hammond St north bound and Beacon St east and west bound. I avoid Hammond Pond Parkway if at all possible because wide lanes encourage speeding and there is no shoulder. I'll note that Hammond St is similarly designed, but I really don't have many other options for getting into Boston and the frontage of homes and businesses seems to calm traffic somewhat.</p> <p>Accessing the Chestnut Hill Mall or the Wegmen's complex is extremely uncomfortable by bicycle under current roadway conditions. The roadway distance to both shopping centers is not that far from my home, but the emotional distance is enormous due sharing the road with motor vehicles which have no impediments to speeding.</p> <p>The Hammond Pond Parkway design including a separated pathway is a tremendous improvement. PLEASE, PLEASE, PLEASE keep the design as presented in the 1/21/21 public meeting. Connecting to the Beacon St bike lanes will provide a safe route in an otherwise unsafe area for myself and other active transport users.</p> <p>And please apply this design to Hammond Pond Parkway south of Route 9 to connect to the Newton St bike lanes in Brookline.</p>	Needham	MA	02492
Sarah	Freeman	<p>I strongly support the proposed redesign of Hammond Pond Parkway as presented on Jan. 21, 2021.</p> <p>These changes will help to make this parkway a multi-modal corridor, as it was intended to be when it was designed more than a century ago.</p> <p>The potential future connections south of Rt. 9 to the Emerald Necklace park system, Southwest Corridor Park and more will create a meaningful network that has great potential to benefit public health & environmental health. By making it safer to walk & bicycle on the parkways, there will be increased physical activity (& resulting health benefits) and decreased emissions & congestion (improved air quality).</p> <p>Thank you for the opportunity to comment.</p>	Jamaica Plain	MA	02130
Jeremy	Freudberg	<p>I support this project. I don't need to list the reasons why the project is good because you already know those (safety, connections, etc.) so I instead will just give a few suggestions.</p> <ol style="list-style-type: none"> 1. There must be an RRFB or a HAWK beacon at the crosswalk proposed to be installed to the north of the new parking area. 2. A widening of the multiuse path in any steep sections should be considered. When on a hill (uphill or downhill), pedestrians and bicyclists naturally separate into multiple classes and there needs to be enough width for all these classes. 3. I cannot understate my appreciation for having just one not-too-wide lane in each direction (as it will make the road so much safer), but at the same time it does seem a bit risky to have stretches of road with nowhere at all to pull over in case of an emergency behind the wheel. 4. At Beacon Street, detection will be very important for efficiency, though I didn't hear any mention of it at the public meeting. I think it is fair to say that without detection, the reconstructed intersection will be less efficient than today, but with detection, it will not just match the current efficiency but actually exceed by a great degree. For example, detection is useful to reduce how long drivers wishing to turn left from Beacon Street westbound to the Parkway southbound must wait. 	Newton	MA	02459
Heather	Friedman	<p>I am happy to see DCR's plan for an offset multi-use path for walkers, bikers, and other people who are not in cars. Currently, Hammond Park Parkway is NOT a place that I would want to walk or bike. As someone who frequently walks and bikes for recreation and for running occasional errands, I strongly support the DCR's proposals.</p>	Newton Highlands	MA	02461

Barbara	Gaffin	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton	MA	02461
Malick	Ghachem	Thank you for the Hammond Pond Parkway improvements plan. It looks like a great improvement over the existing state of affairs. My one suggestion would be to add a footbridge/overpass for pedestrians to use in crossing over from Webster Woods to Hammond Pond conservation area and vice versa, roughly halfway between Beacon St. and the Chestnut Hill mall area. I was not at the public presentation and cannot tell from the slides whether a crosswalk is part of the new design, but I think a footbridge overpass is the best solution to this.	Newton	MA	02459
Thomas	Gloria	I fully support the plan and look forward to enjoying the multi-use path.	Newton Center	MA	02459
Lynda	Goldberg	To Whom It May Concern, I LOVE the fact the plan includes dedicated bike lanes!!! It will make it so much easier to ride on that stretch of the Parkway. Can it be continued? It would be lovely to be able to ride to the Arnold Arboretum, the other greenbelt areas (Franklin Park, Forest Hills bike lanes into Boston,.....) Lynda Goldberg Newton resident	Newton	MA	02459
Jeff	Goldman	Suggestions: 1. PUT IN A PEDESTRIAN BRIDGE TO CONNECT BOTH SIDES OF HAMMOND POND PARKWAY. If you are going to spend the money to reconstruct the roadway, a pedestrian bridge is a small amount of money but very necessary. The traffic buildup and back ups that will result from the road diet will need to be helped any way possible. Having a pedestrian bridge to connect Webster Woods south of the train tracks will help to reduce traffic backups for pedestrians crossing the road to get from one side of Webster Woods to the other 2. PUT IN PLENTY OF PARKING SPACES. Once again, with the road diet, there will be more traffic congestion on Hammond Pond Parkway. One way to reduce the traffic of people circling for parking spaces is to put in plenty of spaces to begin with (at least 30). Thank you	Newton Centerq	MA	02459

John	Grandin	<p>We listened to the DCR presentation concerning Hammond Pond Parkway. We had heard nothing about this plan as members of the Chestnut Hill Association, residents of our community and abutters; but apparently a lot of work has been done and now it is presented as a 'fait accompli'. Chestnut Hill Association is disappointed in this late communication. The plan has much to recommend it, especially for walkers and bikers as well as esthetics. We do have the following concerns:</p> <p>.We believe the historic status of the roadway may limit what changes may occur. It was designed by Olmstead in 1932 and designated a historic component of the parks system in 2002. The response offered at the meeting did not quite sound correct. Please have more legal research done on this matter.</p> <ul style="list-style-type: none"> •There needs to be a wider regional traffic impact statement provided preliminary to this change. Concerns relate to Hammond Street traffic flow as well as Langley Road. <p>.We are concerned about the intersection of the Parkway and Beacon St with only one lane to turn left going North that this will be a chock point. Again, no traffic data was offered except that car flow is about 18,000 a day on the Parkway. Some attendees report a full back-up now at certain times from the Horace Mann Circle in Brookline to Beacon St in Newton, about 2 miles in length. Not sure how reducing lanes will help traffic flow. What are the metrics on this intersection? At a minimum it would seem best to maintain the two lanes turning left to move more cars through the light. (with better markings the sideswipe issue could be resolved)</p> <ul style="list-style-type: none"> •It is not clear why they do not just add the bike path/walkway to the West side of the existing berm that is quite wide or add one path on each side. This permits 4 auto lanes, as we have now. <p>From: Chestnut Hill Assoc. Fred Hochberg, Ken Lyons, John Grandin</p>	Chestnut Hill (newton)	MA	02467
Newton City Council	Group 1	See attached PDF.			
Newton City Council	Group 2	See attached PDF.			
bruce	hale	I strongly support this project, and would request that you consider also adding a pedestrian sidewalk on the west side of Hammond Pond Parkway between Route 9 and Horace James Circle. Pedestrian traffic has cut a trail on this side of the road, and it is an important thoroughway from the residential areas to the business areas.	Chestnut hill	MA	02467
Neil	Halin	I am concerned about loss of two traffic lanes. That traffic has to go somewhere. Where have the traffic planners proposed that the displaced traffic go and how will that be accomplished? Will there be a realistic speed enforcement? Would it not be safer to have a positive traffic isolation structure such as guardrails between traffic lanes or possible a land divider? 25mph is not a reasonable speed currently, what is the planned speed?	Newton	MA	02460
Lisa	Handorff	<p>I have a few comments regarding signage for pedestrians along the route. First, you mentioned that you are considering adding blinking lights to the yield to pedestrian sign on the parkway. You should absolutely add them. As someone who does not own a car and walks everywhere I can tell you it's hit or miss whether a driver will stop at a yield sign. Many act as if this is a choice, not the law.</p> <p>Second, I hope you will consider adding a walk button and signal to the traffic lights at the entrance to the Shops at Chestnut Hill (and The Towers). This is a no-brainer. The lights are already there so any added cost would be minimal and there are many benefits. As you anticipate increased walking traffic with the enhancements to the parkway, adding a walk signal will: (1) enable shoppers at The Street with an easy entrance point to The Shops - currently the only way is to cross at Route 9 and walk up a curving driveway with no sidewalk (also this could be useful for residents of The Towers who wish to shop at Star Market, etc.); (2) spread pedestrian usage across both shoulders of the parkway, making for a better ride for bikers (who won't have to say "On your left!" as often) and a more pleasant walk for those on foot (who won't have to be focused on stepping out of the path of bikers); (3) with only one crossing point between Route 9 and Beacon Street, there are bound to be individuals who will cross NOT at the yield sign - adding a second crossing point would help alleviate that possibility; and (4) pedestrians have just as much right to traveling the parkway as those in/on vehicles and deserve equal treatment. Some of us walk as a necessity as well as for recreation. The improvements DCR is planning, for which I am grateful, seem to be in line with the idea of individuals increasingly relying on other modes of transportation besides cars. Adding a walk signal to an already planned traffic stop costs little and would greatly improve the experience for all. Thanks.</p>	Newton	MA	02458

Jane	Hanser	<p>I am so happy that this is your plan. The proposal is excellent.</p> <p>During the presentation, one resident said she had never seen people walking on the parkway. The answer of course was that it's in such bad shape that it's not safe to. I attest to this. Sometimes it's safe and it's a false sense of security because then all of a sudden it's not. I used to try to bike there from my home in Newton Centre and eventually gave up.</p> <p>Nevertheless,I have seen many who work in the mall biking along the parkway, unsafe as it is, to get to work at the Chestnut Hill Mall from Route 9.</p> <p>To get more to the point, we had the big snow last week and I had to go to "The Street" for something. On my way back home (i.e. driving north on the parkway, toward Beacon St), I passed - yes that's right, I passed - somebody walking IN the parkway's east-most lane, heading south (toward Route 9), so I went into the other lane to avoid hitting him. On the same stretch, a little further, on the west side, where there is occasionally more of a path and where you/DCR plan the path, which is currently NOT shovelled, I also saw somebody walking south bound (heading toward Route 9).</p> <p>So I don't know what hiss one resident was talking about. I agree we NEED THIS multi-use pathway.</p> <p>The single lane will definitely slow drivers down.</p> <p>Thank you.</p>	Newton Centre	MA	02459
Michele	Hanss	<p>I appreciate that DCR is moving forward on this project. Some items that need addressing aside from what was mentioned at the meeting. One, a pedestrian activated crossing light is necessary despite the proposed reduction of lanes on the parkway. As one who lives off Hammond Street, the solar powered pedestrian sign is not fool-proof despite the continuous flashing sign. Something that appears suddenly may better get the attention of the drivers who will still drive fast despite having only two lanes. Greenough Blvd is a testament to that re-design. One can still drive over the speed limit there and they do. Crossing Hammond Pond Parkway right now is perilous. Let's do it "right" the first time.</p> <p>Also, more parking along the side of the parkway so that folks can access Newton's Deer Park is important. Hammond Pond Reservation and Webster Woods is already a popular spot as evidenced by the existing parked cars during the day. I know that there would never be enough spaces. Please consider adding more.</p> <p>Ash trees. Let's take them down now as part of the plan so that we are not dealing with these once the plants, trees, and new walkways are put in.</p> <p>Dare I mention maintenance? Please, please, please. Do not put a beautiful parkway in without maintenance.</p>	Chestnut Hill	MA	02467
Ira	Hart	<p>I live in Newton near Hammond Pond Parkway and run and hike there all the time. I think that adding a bike and pedestrian lane is a great idea! I fully support this. Thank you.</p>	Newton Center	MA	02459
Douglas	Haslam	<p>I am i favor of proposed plan to introduce an offset multi-use path for pedestrians, cyclists, and other modes of non-auto transportation. This is a beautiful piece of land and we should be encouraging people to enjoy it, as well as creating a safer connection for pedestrians and cyclists between the adjoining areas.</p> <p>It would also encourage car drivers to heed the posted 30 mph speed limit, making the road safer for all.</p>	Newton	MA	02458

John C	Hepburn	I enthusiastically support the project by DCR to enhance Hammond Pond Parkway (HPP) between Route 9 and Beacon Street in Newton. However, I have a major concern the proposal lacks parking along (HPP). I am most concerned about access to the Webster Conservation area on the west side of HPP, at the north end near Beacon St. I don't know if you have visited this small gem, but in case you are you not aware, there are unique, well-known and well-studied geological features in this Conservation area. These include exposures of one of the only visible ancient river channels in the Roxbury Conglomerate (Puddingstone) in the entire Boston area, as well as a lava flow across it's ancient flood plain about 585 million years ago. Because of this the area is noted in the new Newton City Open Space Plan (Section 4, p.37 of the version originally submitted) as an area of "special interest for scenic and unique geological features in Newton and of particular importance for recreational and educational value." As a retired academic geologist, I have lead many geological trips to these features for all kinds of groups, including college students, international geological professionals, High School Earth Science teachers and groups of Newton citizens. I am very concerned that without parking nearby access to this Conservation area will be lost. As of now, plenty of parking exists at the entrance to the Webster Conservation area on the west side HPP, just south of Beacon St. If one needs to walk the mile or more from the southern end of the proposed walkway access to this area will be lost. Thus, I would very much like to ask that DCR include more parking along HPP, particularly near the north end near Beacon St. I believe that there is plenty of room to accommodate this on the east side or on the west beyond the new proposed pathway. Having an occasional car cross the pathway at slow speed would be far safer than asking people to cross HPP, even with crosswalks.	Newton	MA	02468
Peter	Hertan	We need more alternative modes of travel than just automobiles. We all pay taxes, but we all don't share the concentration of spending in support of automobiles.	Newton	CA	02461
Peter	Ho	I support DCR's proposed improvements to Hammond Pond Parkway as presented on at its meeting on Jan. 21, 2021. My reasons are as follows: 1. The current configuration of Hammond Pond Parkway as a 4-lane road promotes vehicular traffic at high speeds at the expense of pedestrian and bicyclist use of the road. 2. The Webster Conservation Area between Boylston and Beacon Streets is underutilized the the Newton and Brookline populations given Hammond Pond Parkway's configuration as a high-speed thoroughfare that simply transects the area of parklands. 3. Safer passageways for walkers, runners, and cyclists are needed in general in the nearer western suburbs of Boston, but especially in this local area. 4. I use the similarly designed path along Nonantum Road and see that it is enjoyed by many local residents throughout the year, but especially in the spring, summer, and fall. Thank you for your consideration.	Newton Centre	MA	02459
Fred Hochberg	Hochberg	I am concerned about not being able to speak during the presentation and by the systematic mis-reading of my questions: 1. Please define the historic nature of the Parkway and define why this is being violated 2. Provide an impact statement as to Beacon and Hammond Streets - none was provided 3. Minimum bike path in MASS in 6.5 feet. Why expand this to 13 feet for a path? 4. The berm is sufficient to provide both bike path and walk path and your decision should take this into account and be explained 5. Integration with conservation ingress need to be defined What is the trigger for this entire activity? (A) reduce roadage? (B) bike paths? (C) accident prevention?	Chestnut Hill	MA	02467
Charles	Homer	I think this is excellent, and will enhance safety and appearance. My only question is why not continue the improvement past Route 9 to th traffic circle. This road is very difficult and dangerous for cycling.	Brookline	MA	02446
Steve	Idhaw	This would be a great update between Beacon and Rt 9. It would make access to Webster conservation area and Hammond Pond much easier. I'd love to have more space for my kids to ride bikes.	Brookline	MA	02445

		<p>Hi,</p> <p>I live a couple of miles from Hammond Pond Parkway and I am often in the area to go to the mall or just passing through. During the pandemic I took a hike through the reservation, a place I had often overlooked. This park is really a jewel in my neighborhood that is very underutilized because most of it is hard to access and completely cut off from sidewalks, bike paths etc. I really hope you go ahead with this proposal. The cross section you have proposed with a single multi-use path on one side will be a HUGE improvement over the current roadway, however I believe a configuration with two side-walks on either side of the road, a planted median and a physically separated two way cycle path on one side would be better.</p> <ul style="list-style-type: none"> - People need some way to walk between the trails that lead off into the woods on both sides of the Parkway. Without a sidewalk on either side people will continue to wear a path on the non-sidewalk side of the road and they will be more likely to cross in areas without cross walks which is dangerous. - Roads without center medians carry a higher risk for head-on collisions which are some of the most dangerous types of collisions. Many towns that have adopted Vision Zero planning no longer design roads with speeds over 30 mph without a center median. - Providing a center median makes it easier to design cross walks with a "rest-point" for older or disabled walkers who need more time to cross the road - All the paths in the surrounding areas (Jamaica Pond, Muddy River, Chesnut Hill Reservoir) have grown so much in popularity that they are busy, not just on the weekends but in the mornings and evenings, to a point there is just enough space on the single paths for people to walk. I am sure this will become a very popular way for students and staff to ride over from Boston College to the shops at Chesnut Hill. Please keep in mid the future growth of this path and provide a separate space for walking and biking. <p>Thanks,</p>			
Emily	Jacobsen	Emily	Brookline	MA	02445
Olivia	James	I support having a designated pathway for cyclists and pedestrians VERY much! It is dangerous the way the road is designed now.	Newton Center	MA	02459
Matt	K	I travel the road often and I'm against narrowing it at all. There are currently 2 travel lanes in each direction, and this is warranted by the level of traffic. Narrowing the roadway will create severe traffic backups in both directions.	Chestnut Hill	MA	02467
Chuck	Kadis	The project will create a major destination for the people of Newton, Boston, and the BC community. It will be easy to come down Beacon street from the East or West by bike and head to the restaurants and stores on Route 9. I hope its plowed and salted in the winter in order to make it year round.	Newton	MA	02460
Paul	Kalis	Where will autos park?	Newton	MA	02467
Ellen	Katz	<p>Kindly consider some kind of separation between the lane for pedestrians and the lane for cyclists.</p> <p>Cyclists are not always respectful with regard to pedestrians and I have been almost hit while walking on the pathway adjacent to the Charles River near Blue Heron bridge. (I am not in any way disabled.)</p> <p>Spandex warriors often don't even cry "left" as they pass.</p> <p>Even an imbedded texture strip might help.</p> <p>I attended a MassDOT meeting with regard to Needham St. in Newton some time ago and a visually impaired citizen also implored the Commonwealth to consider separating bikes from people on foot.</p> <p>Thank you.</p>	Newton	MA	02464
Nathan	Kaufman	The proposed redesign for Hammond Pond Parkway would make the street safer for pedestrians, cyclists, and drivers. This would be an excellent upgrade to the current conditions. Thank you for this proposal, and please implement these changes as soon as possible!	Somerville	MA	02144
Terri	Kellen	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton	MA	02464

Timothy	Kennedy	<p>I want to voice my support for the proposed plan reshaping Hammond Pond Parkway. Road diets that offer safe and nature-focused alternatives are key to climate resiliency and healthy cities. I especially appreciate the inclusion of a 'nature barrier' between road and path users, and the 12' of space offered by the path. Thank you to all who are working on this and for opening this feedback channel! My comments include one question for the designers to consider as well as 2 suggestions.</p> <p>My question is whether there could be marked bike lanes on the roads' shoulder on each side. Even with the inclusion of the multi-use path, having options for those who are using the road as a cyclist for transportation vs those who are riding for recreation can offer even more choice. It also would provide space for faster travelers away from slower moving walkers and riders. I pose this question under the current understanding that 3' is the legal space needed to be given by a vehicle to a cyclist on the road, and that it could be accommodated with making slightly more road space for bikes (citing NACTO, perhaps 10' car lanes instead of 11', for example).</p> <p>My first suggestion is that there be heavy clarification for bicycle/pedestrian connection at Hammond Pond Parkway South near the Boylston overpass. In my opinion, unless there are clear and responsive signals for crossings and lane indications for vehicles, there will be issues with drivers not understanding all the new foot traffic they will have to be vigilant for.</p> <p>My second and last suggestion is that the DCR look at curbing for the path to enhance its ability to exist alongside nature while not being impacted by it. This is a feature used often in French cycling paths, here is one example to show what I mean: http://cyclingfromguildford.co.uk/images/DieppeParisJun11/images/dsc04796.jpg</p>	Cambridge	MA	02139
George	Kirby	<p>Thank you very much for presenting important improvements to pedestrian and bicycle accommodations for Hammond Pond Parkway in Newton. My comment is concerning the single proposed crosswalk in the center of the project area.</p> <p>Currently, traffic on Hammond Pond Parkway runs at high speeds as noted during your presentation. This makes attempting a pedestrian crossing between trails on either side of the parkway extremely dangerous. Putting the Parkway on a "road diet" down to one lane in either direction will not decrease the amount of traffic, and it will still be dangerous with only a painted crosswalk.</p> <p>Please install a pedestrian activated crossing light, or at least a flashing "Hawk" signal, to enable people to cross more safely. Otherwise, I fear that many may attempt crossings elsewhere along the roadway, since a painted crosswalk alone is of very limited benefit on such a long stretch of road without other traffic controls.</p> <p>Also, please try to implement the pedestrian and bicycle improvements sooner than the two year time frame presented during the meeting.</p> <p>Thanks!</p> <p>George Kirby Newton resident and cyclist</p>	Newton	MA	02459
Alex	Klimov	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Waban	MA	02468
Marian	Knapp	See attached PDF.			
Marian	Knapp	See attached PDF.			
William	Knight	<p>I support this project because Newton needs cleaner air and safer places for cyclists to ride, so that more people will use their bicycles which is good for the environment and good for the cardiovascular health of the community.</p> <p>I am a Newton resident, property owner, taxpayer, and cyclist</p>	NEWTON	MA	02459
Richard	Kovaclik	This is a a major commuting route. Please do not do this. There seems to be plenty of shoulder room to install a shared pedestrian / bike path as well as maintain two travel lanes in each direction. Poorly designed changes like this have led to problems in Newton Centre which had to be backed out.	Newton Centre	MA	02459
David	Kroop	I support this excellent proposal. Currently, bicycling in this area is difficult, as most of the roads have high speed car travel but little in the way in bicycle accommodations. The path you are proposing would open up many alternatives both for bicyclists seeking to access these wonderful nature preserves, as well as those needing a practical route to travel within Newton and between Newton and Brookline. I suspect that many families that would have driven to the two nature areas for a day out would be able, with the new path, to turn their day outing into a car free one. I applaud the DCR for seeing this opportunity and look forward to using this new facility in the future. Bravo!	Brookline	MA	02446

Michael	Lauenger	I would like a footbridge to cross the Hammond Pond. Adding a crosswalk in the suggested location is great, but I would also like to add a footbridge down the road	Newton	MA	02459
Elsa	Lawrence	I support this plan.	Newton Highlands	MA	02461
Jennifer	Leonard	I am excited to see this design, and it opens up some new travel options for all of us who travel by bicycle. Thank you for designing for active transportation!	Roxbury Crossing	MA	02120
Robert	Leung	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton	MA	02468
Jeanne	Levesque	BC Questions about HPP project submitted to DCR on January 7, 2021, attn Jennifer Norwood and Craig Cashman BC Comment Letter from VP Tom Keady, Jr. submitted to DCR on February 4, 2021 attn Commissioner Jim Montgomery, Dan Driscoll, Jennifer Norwood and Craig Cashman	Chestnut Hill	MA	02467
Jeanne	Levesque	Boston College submitted a comment letter regarding the BSC Group Traffic report on the Hammond Pond Parkway project dated February 18, 2021 attn Commissioner Montgomery, Jennifer Norwood and Craig Cashman.	Chestnut Hill	MA	02467
Jeanne	Levesque	See attached PDF.	Chestnut Hill	MA	02467
Paul	Levitt	As someone who both drives on Hammond Pond Parkway, and frequently crosses the parkway while walking through the adjacent conservation land, I believe that the proposed redesign is a huge improvement, and addresses the issues that make HPP so hazardous to pedestrians. I just wish the project could be accelerated. As an interim measure, it would be helpful if a crosswalk and pedestrian signal (similar to the solar powered flashing signals in Kendall Square) could be installed at the existing trail crossing. Speed enforcement, which is currently nonexistent, would also help reduce the hazard. From personal experience, it's clear that traffic routinely exceeds the posted limit by 10 to 15 mph, with no enforcement effort at all.	Newton Centre	MA	02459
Jinlei	Liu	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton	MA	02459
David	Loutzenheiser	See attached PDF.			
Christian	Madsen	I support DCR's proposed draft plan for Hammond Pond Parkway. Newton needs transportation by multiple different means, including by other means than motor vehicles. Best regards, Christian Madsen	Newton Centre	MA	02459
Barbara	Maher	Yes, we need bike path on Hammond a pond Parkway.	Newton	MA	02461
Jeffrey	Marcus	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton	MA	02464
Harry	Margolis	This looks fabulous (and long overdue). I can't wait to ride the new bike lane. (I'm a town meeting member in Brookline.)	Brookline	MA	02445
Travis	Marshall	I'm writing in support of the proposed redesign of Hammond Pond Parkway to accommodate a mixed-use path for pedestrians and cyclists. The Parkway is a major connection between the towns of Newton and Brookline, but is also a major connection between Southwest Boston and towns surrounding the Charles River. Webster Woods and Hammond Pond Reservation are precious green space for area residents to enjoy, and making them more accessible is a major improvement. The current configuration allows access only for a few cars parked in space off the roadway for walkers and hikers. Improving bike and pedestrian access is also important for transportation reasons. Residents of the area would have improved walking and biking access to the shopping at Chestnut Hill, and bike commuters would have a safe way to travel the parkway. The current configuration of 4 travel lanes with no usable shoulder requires bike riders to take a whole lane or risk being driven off the road. Dedicating a travel lane (with snow clearing in the winter!) would make biking less hazardous and much more appealing for most bike riders.	Boston	MA	02131
Barbara	Martin	I support a multi use trail along side the existing road h Hammond Pond Parkway I support the design and the building of it. As a frequent bicyclist it's a little scary riding on that road; cars go pretty fast. It would be lovely to be able to get off of it on an adjacent bike path.	Newton	MA	02461
Jose	Martinez	I wholeheartedly support plans to put a multiuse path along Hammond Pond Parkway. The area has beautiful wooded areas that are now pretty much inaccessible except by car for anyone but immediate neighbors.	Auburndale	MA	02466
Sarah	Mathewson	I support DCR's proposed draft plan for Hammond Pond Parkway that will allow for family-friendly walking and biking to the Webster Conservation Area and Hammond Pond, and through this stretch of Newton.	West Newton	MA	02465

Jane	Matlaw	<p>I am writing in support of the design for Hammond Pond Parkway in Newton. For far too long this beautiful area has been accessible by car only. It is totally unsafe for pedestrians and bicyclists.</p> <p>With the current design, it will bring pedestrians and bicyclists to the area so we can enjoy this swath of beauty in Newton. Please do not let BC pressure you into allowing overflow parking there. It would defeat what you are trying to accomplish. If this pandemic has taught us anything, we need more pedestrian and bike friendly roads in Newton. For too long our planning has favored cars.</p>	Newtonville	MA	02460
Dan	McKinley	<p>I strongly support the aims of this project and I am encouraged the DCR is undertaking road diets in order to re-balance the allocation of our public right-of-ways to accommodate bikes and pedestrians. As-drawn, the project plans represent a substantial improvement over the status quo however I would like to offer the following comments on the proposed design:</p> <ol style="list-style-type: none"> 1. Please consider providing dedicated path lighting fixtures. As a co-equal form of transport, walking and biking should be lit the same as the roadway. A cost effective way of achieving this might be to install lighting poles with dual arms/fixtures. 2. Please stripe the dashed line down the middle of the shared-use path. This line is shown in the project drawings but not in the rendering and I believe it is a critical project component which encourages all path users to keep right and should be included. 3. Please consider installing raised tables at intersections where the shared use path has priority, e.g. when it intersects with the access to 300 Hammond Pond Parkway. 4. Please consider expanding the path size at the south corner of the intersection of the path with the road to the shops at Chestnut Hill. As drawn the path necks down at this intersection and would likely be a pinch point. <p>Again, these comments do not affect my strong support for this project and I hope you will take them into consideration. I look forward to utilizing this path on my commute.</p>	Watertown	MA	02472
Alexandra	McPeek	<p>I am concerned that reducing the number of travel lanes from two lanes in each direction to one lane in each direction as required by this project will double the amount of traffic problems on the Hammond Pond Parkway and lead to unintended negative and dangerous consequences for those of us who live adjacent to it.</p> <p>The fact is that Hammond Pond Parkway is in the middle of an area that has turned into an artery for Boston. It feeds traffic into Boston and it connects Route 128 with Route 9 through narrow streets filled with small single family homes. The reduction in travel lanes on the parkway will increase the extraordinary traffic problems already experienced on Brookline Street in Newton where an extreme number of cars and trucks barrel through our neighborhood from Route 128 to Route 9 on their way into Boston - and out again. Our neighborhood streets were not designed for this type of heavy traffic and our homes were not designed to deal with the highway noise generated from speeding trucks. Our families with young children cannot let them play outside. Our seniors are afraid to cross the street. There is an elementary school on Brookline Street, Memorial Spaulding School, resulting in children walking to school and these children try daily to cross the street in the face of dangerous traffic.</p> <p>We have had several individuals hit on our street this year alone.</p> <p>While in theory a walkway is a nice idea, I foresee that it will result an increase in danger day in and day out for the many more people, families and children, than the walkway would ever help.</p>	Chestnut Hill	MA	02467
Joanne	Mead	<p>Thank you for the thoughtful and thorough presentation on the Hammond Pond Parkway changes. I think the changes will increase access to a gem (Webster Woods and Hammond Pond) and help keep pedestrians safe. I often walk from my home in Newton Center through the Webster Woods and then cross the Parkway to continue through the other side of the woods. I am so happy you are making the road smaller and adding a crosswalk. Would you consider adding a pedestrian-activated light? Although the road being 2 lanes instead of 4 will help, I also know that many drivers don't "see" pedestrian crosswalks and anything that will bring their attention would help. (I'm not advocating a light that stops traffic...more of an alert light to get their attention.)</p> <p>I've lived in Newton, West Roxbury and Roslindale much of my life, and I fully endorse bringing the parkway to 2 lanes between the mall and Beacon Street. My experience is that the traffic is not bad at that point in the parkway; where it gets backed up, especially at rush hour, is the end of Hammond Street approaching the rotary near Newton Street and LaGrange Street.</p> <p>Thank you again for your work and commitment to our green spaces and pedestrians.</p>	Newton	MA	02459
Hans	Meier-Ewert Mullington	As a Newton resident and avid cyclist I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newtonville	MA	02460-2462
Keith	Merlin	I support the bike lanes	Chestnut Hill	MA	02467

		<p>As a frequent walker through the woods on both sides of Hammond Pond Parkway, I am thrilled of the proposed design to reduce the number of car lanes clearly not needed for the number of cars using this portion of the parkway, and to provide additional safe spaces for bicycles and walkers along the parkway. Crossing the parkway is currently extremely risky, so a safe pedestrian crossing is key for people to use the woods on both sides.</p> <p>I like to urge DCR to keep bicycles separate from each other as having both on one path increases not only the risk of accidents but also being in each others' way, as for example is often the case along the paths next to the Charles river.</p>			
Tatjana	Meschede	Thank you.	Newton Center	MA	02459
Benjamin	Meschede-Krasa	I am concerned about the proposed multi-use walk and bike path. There is enough space to create a designated bike and walking lane to encourage biking a s functional alternative to driving for transportation. With a shared use path, non-recreational bikers who are travelling from point A to B will either slow down and chose not to bike in the future or travel at speeds that are not safe for pedestrians. Cyclists who chose to stay on the roads face the dangers of a narrower road where cars currently go as fast at 50mph. I see no benefit to a shared use path and it will endanger pedestrians and cyclists no matter how you cut it. The european model has successfully engendered regular bike use but only because the infrastructure exists for designated bike lanes without pedestrians. I am curious why you are planning for shared use versus separate bike and walking paths here.	Newton	MA	02459
Carie	Michael	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater (and safer!) bicycle and walking access through this beautiful part of Newton.	Auburndale	MA	02466
David	Miller	As a Newton resident, I support DCR's proposed draft plan for Hammond Pond Parkway. I bike and drive through that area often, and this proposal will improve the area for all	Waban	MA	02468
Jeffrey	Miller	I love this project. Any chance to improve bicycle commuting in our communities is valuable.	Brookline	MA	02446
Galen	Mook	<p>On behalf of MassBike, we applaud the goals set by the DCR for complete streets, more green space, slower traffic, accessible parkland, a shared use path, and to create a destination.</p> <p>Our brief comments are below:</p> <p>*12' is too narrow for the shared-use path, especially as it's on a downhill slope. Faster cyclists shouldn't mix with pedestrians on a strolling path, and should have separate biking and walking paths, with marked space on the roadway for cycling. This project is not exactly comparable to Nonantum or Greenough or Truman, which are much flatter.</p> <p>*11' travel lanes encourage speeding. This project should seek a lower design speed limit of 20-25MPH. 11' lanes w/ 3' shoulders effectively makes the lanes feel 14'. 10' or 10.5' travel lanes, with adjacent bicycle lanes, will slow traffic and allow safer on-road cycling.</p> <p>*The pathway should be lighted at night. If taken seriously as a commuter way, this is crucial during nearly half of the year of Oct- Mar when Civil Twilight is 6pm or earlier.</p> <p>*Extend safety improvements as far under Rt 9 bridge as possible and beyond, with even temporary treatment, and fasttrack Phase II in order to see the potential as a truly accessible park within a network.</p> <p>*Beacon St intersection allows for uncontrolled auto turns in sliplanes - especially dangerous for pedestrians crossing.</p> <p>*Include the path in the DCR snow/ice maintenance plan. We assume the parkway will be cleared of ice and snow for automobile traffic, the same standards should be made for the pathway. Perhaps enter into a public-private agreement with Boston College or Chestnut Hill Mall to share resources in order to make the pathway accessible year round, as is done on the PDW with support from New Balance.</p> <p>By providing safe, accessible, and world-class bicycling and walking infrastructure these parkways will truly become what they were intended to be: parks which encourage active living, connection to nature, and general wellness.</p>	Boston	MA	02109

		<p>Thank you for the opportunity to comment on this crucial project. Generally, I am grateful to the DCR for their tone and approach being taken to revitalize this parkland and create a destination. It is refreshing to see that the agency is not looking to simply keep this under-utilized natural resource as it is today - a dangerous stretch of pavement with highway-speed traffic that is unfriendly to human-scale (or animal-scale).</p> <p>However, one concern I have from attending the public meeting relates to the use of the park, and I want to comment that this roadway is *not* a parking lot for BC football games. Rather it is a state park, and the DCR should not allow concerns around parking to diminish public lands in a conservation area. If Boston College has a surplus of demand for parking during its football games, the institution should meet its own needs and either provide adequate parking on its property for the 6 or 7 games a year, or mitigate that need for fans to drive to the football games. The school should work with DCR, and other abutters and stakeholders, to limit the burden on public park lands caused by its traffic problems, and not see these parklands as a pressure valve for car storage.</p> <p>This is a similar issue seen on other DCR properties, such as Herter Park in nearby Brighton along the Charles River, which has a parking lot regularly used by adjacent institutions not for park use.</p> <p>If the DCR is looking to turn these parkways back into destinations where MA residents and visitors can experience the wellbeing of connecting with nature, we need to break the misconception that these open spaces are available as parking lots.</p> <p>Thank you for the consideration, and for the transformative work you are doing on Hammond Pond Parkway and elsewhere to reconnect us with our parks.</p> <p>Sincerely,</p>			
Galen	Mook		Allston	MA	02109
Barbara	Nestle	<p>As a Swiss biker and walker, I very much appreciate this project and fully support it.</p> <p>I just wanted to make the point that there should be several pedestrian crossings between the two parts of our wonderful Webster Woods. With the pandemic people really started to discover these beautiful acres of natural beauty and your HPP project will massively enhance the area! Pls make sure that you have protected crossings especially where the Webster Woods connect by foot over the train line to the Chestnut Hill area - it is a great foot connection between Newton Centre and Chestnut Hill and a wonderful connection to the other part of the woods and Houghton Garden. You could also build a wooden footbridge.</p> <p>Ideally bikes and pedestrians are separated, the path isn't wide enough for both to be happy - so I suggest a wider path with a pedestrian walkway with no bikes (separate bike lane).</p> <p>HPP does not have much traffic at this north end, so the 2 lanes will definitely suffice for cars (which is confirmed in your traffic studies).</p> <p>The public interest in green space and recreation/bike paths/pedestrian paths outweighs the private interests of parking (BC) and other by far.</p> <p>We cannot wait to use the new path and hope it will be built soon!</p>	Newton	MA	02459

Alan	Nogee	<p>As someone who frequently drives in the parkway, (though rarely during rush hour), and has tried to bike it, I strongly support the proposed plan to increase its walkability and bikeability. I rarely see cars needing to use both lanes in the same direction.</p> <p>I have often hiked Webster Woods and the Hammond Pond and Houghton Garden areas. The ability to bike there safely would make it much safer and more useful.</p> <p>I also strongly support the improvements suggested by the Newton Conservators with respect to crossing signals, crosswalks, bike racks and parking. Thank you for advancing this terrific proposal.</p>	Newton Highlands	MA	02461
Herb	Nolan	<p>Thank you for this opportunity to comment on the proposed Hammond Pond Parkway redesign. This is an important next step in reclaiming all of the DCR parkways as verdant complete streets for all users. We are excited to see the gathering momentum behind this effort on the part of the agency.</p> <p>Hammond Pond Parkway today has a look and feel of a four lane highway slicing the Webster Woods reservation in two. When this project is complete the reservation should be knit back together and the road and path should be integral parts of the park again. It is not enough to be a "complete street gem," the road and path should be "park gems" as intended by Charles Eliot, the founder to the metropolitan park system. We applaud the bold move to narrow the parkway from four lanes to two and to provide a separate shared-use pathway. Building on this design premise we think things could better and far more sustainable.</p> <p>Greenough Boulevard was held up as a success story with "before" and "after" photographs. The "after" photograph was in fact a photoshopped illustration produced by the Solomon Foundation to depict a future vision for the boulevard. The built reality was far less verdant due the the lack of space and the resulting mortality of the vast majority of trees along that corridor. Though a success in many regards Greenough Boulevard is also a cautionary tale of what happens when you do not providing enough room for trees to survive let alone thrive. Hammond Pond Parkway is an opportunity to get this right. Please do not make the same mistake twice.</p> <p>We encourage you to revisit your conceptual design and double or triple the space you have provided for a green buffer between roadway and path. The room is there. The conditions all along the parkway vary tremendously with cliffs constraining some portions and much greater breath in other sections. The single cross-section provided by the designers does not reflect this changing context or take adv</p>	Wellesley	MA	02481
Herb	Nolan	See attached PDF.			
Robert	O'Brien	I am writing in support of the recommendations jointly proposed by the Newton Conservators, Bike Newton, et al (which can be found here: https://newtonconservators.org/wp-content/uploads/2021/01/Hammond-Pond-Parkway-letter.pdf).	Newton	MA	02465
Ed	Olhava	I support the proposed plan, as well as the enhancements suggested in the letters sent by 1) the advocacy groups (Bike Newton, Safe Routes to Schools, Transportation Advocacy Group, etc) and 2) The City of Newton.	Newton	MA	02460
Phoebe	Olhava	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton	MA	02460
Peter	Olsberg	<p>is it proposed to:</p> <ol style="list-style-type: none"> 1. Provide pedestrian access to The Shops at Chestnut Hill from the walkway? 2. Provide bench seating at intervals along the walkway/ 3. Where will additional parking be provided for people coming by car to use the walkway? 	Chestnut Hill	MA	02467-1935
Scott	Oran	<p>I strongly support DCR's proposed draft plan for Hammond Pond Parkway.</p> <p>This will allow for safer multi-modal access through this stretch of Newton.</p> <p>Thank you!</p>	Newton	MA	02465

Jeffrey	Orlin	<p>I am writing to support the creating of a separated bicycle (shared use) path along Hammond Pond Parkway between Beacon St and Route 9 (Boylston St). In fact, I think the separated bicycle facility should extend all the way to VFW parkway but that is not part of this project. The area this passes through is especially difficult to access (in a safe and pleasant) manner by bicycle as the alternate choices are to travel along Boylston St from the intersection with Langley Rd or to travel on Hammond St which is a very narrow, twisty street with poor sight lines (and cars tend to drive fast). Hammond St is especially unpleasant heading north which is uphill. While the conservation land is open to pedestrians to get from Beacon St to the Chestnut Hill Shopping area (Rt 9 and Hammond Pond Parkway), cycling is prohibited under the rules set by the Newton Conservation Commission. Given all this, a protected bicycle path would provide a missing link in getting from Beacon St (and north of Beacon St) do this area.</p> <p>Again, not part of this project, but extending this as far as the next rotary would also be tremendously helpful as there are very limited ways to cross that area between Rt 9 and Newton St/Brookline St.</p>	Newton	MA	02458
Harvey	Parad	<p>I have multiple safety concerns:</p> <ol style="list-style-type: none"> 1. Do you realize the Hammond Pond traffic impact when Beacon St. change to single lane 2. Have you done videos or surveillance or just traffic count 3. Your traffic count was done prior to COVID-19 but after Beacon St. Single lane 4. Are you aware GPS Navigation technology has identified that intersection as a "bad spot" 5. Is the plan to improve traffic flow 6. The southbound end at deadman's curve have you analyzed the impact of a single line. 7. The "red light ahead" helps late PM but have you considered impact of single lane on safety 8. 30MPH speed was discussed. If I drove today left or right @30 I would be passed by traffic @50. With single lane I predict several cars would follow behind until a car doing 50 will cross double yellow line to pass. Do you realize you will have head-on collision you never had before. <p>I have more....</p>	Chestnut Hill	MA	02467
Hannah	Parker	<p>This is a very exciting project and I look forward to biking it with my family. However, I wonder why you don't site the mixed-use pedestrian/bike lanes on the East side of the Hammond Pond Parkway instead of the West. They would then be more continuous and there would be less risk of bikes and pedestrians getting involved with collisions with turning motorist as they enter/exit the driveways from the Shopping Mall.</p> <p>The diagrams show the bikes traveling north on Hammond Pond Parkway from the southside of Route 9 needing to cross over the parkway---why not just make it a continuous pathway on the East Side of the Parkway?</p> <p>None the less, the concept of a protected pedestrian/bicycle path on this stretch of roadway is a terrific one.</p>	Chestnut Hill	MA	02467

Adam	Peller	<p>How exciting! As one who has been advocating for this project for many years, I want to express my thanks for bringing this project forward and promoting recreation and complete streets for the parkway. This road diet will benefit all users and create a wonderful public space. Some thoughts:</p> <p>Beacon Street</p> <p>This stretch of Beacon Street is very heavily traveled by bicycles during peak hours, and will hopefully see even more usage connecting to the new improved HPP. Turn lanes at this intersection eliminate the buffer between bicycles and vehicles. Please provide full protected bicycle lanes throughout the project limits along Beacon Street on both sides! This will benefit many users and create more opportunity for mode shift. Beyond the project limits, protected bike lanes could merge back into the roadway where there is plenty of buffer space.</p> <p>Hobart Road</p> <p>Please narrow the slip lane from Hobart to Beacon to a width consistent with the other slip lanes and change the angle to force vehicles to make a sharper turn and provide more safety to cyclists traveling on Beacon Street westbound.</p> <p>Route 9 underpass</p> <p>It's critical to connect this new facility to points to the south via Florence and Heath Streets, and getting through the underpass will require more creative thinking. The sharrow markings on this roadway are simply not fit for cycling, even for "advanced" cyclists. Widening the sidewalks a few feet would be great for pedestrians, but not adequate for cycling. Against the advocacy of local bike/ped groups, MassDOT constructed large islands at the underpass several years ago and no real bike facilities. Narrowing these islands would make possible dedicated bike lanes to connect with the project.</p> <p>Pedestrian crossings</p> <p>Even two lane roads in the area are difficult to cross without signals. I would urge DCR to provide signals at ped crossings, preferably HAWK signals, which have been very effective and are used in several nearby locations.</p>	Newton	MA	02459
John	Pelletier	<p>Good evening,</p> <p>I am a Newton resident at 92 Central Ave in Newtonville. First off, the design will be a significant improvement from what currently exists. We badly need to open up this gem of parkland to bicycle and pedestrian users. As Greenough Boulevard and Nonantum road have shown, 4 to 2 reductions work great! However, we need to do better with this plan. There is enough room in the design to create a fully protected intersection for bicycles traveling along Beacon street at the northern intersection of the project. This intersection should meet MassDOT's protected intersection guidelines. There is literally no reason to not do it. Second, the southern end connection through the Route 9 underpass should be significantly better to allow through traffic and to link up to potential changes on the southern side of Route 9. We need to increase the connectivity options across Route 9 and continue the work to remove it as a barrier in our community. Third, I would like to see, as is the case on Nonantum road, a small 4' shoulder paired with 10' travel lanes to allow faster cyclists to use the road, and winter cyclists to use the corridor if the path is iced up.</p> <p>Finally, I want to make sure path lighting is incorporated somehow to allow safe nighttime travel, this is especially important in the fall and winter as people are biking and walking at the start and end of the workday.</p> <p>Thank you, John</p>	NEWTONVILLE	MA	02460-1714

Blair	Pershyn	<p>This is a really nice proposal and happy to see DCR reducing a lane of traffic in order to reduce speeding and provide safer accommodations for walking and cycling.</p> <p>I live in Roslindale, and would very much like to take advantage of this new path when it opens. However, I don't know how I'd get to it on my bike. I'm also concerned about pushing cyclists at Rt. 9 and Hammond Pd onto sharrows as this is a very busy intersection and a lot of people speed here.</p> <p>I very much hope that a rumored Phase 2 of this project encompassing Hammond Pd Pky south to the rotary Henry James Circle is fast tracked so this whole corridor is safer and more accessible for pedestrians and cyclists.</p>	Boston	MA	02131
Nathan	Phillips	<p>I'm writing with strong support for the DCR proposed changes to make Hammond Pond Parkway a safer roadway for all users, including pedestrians and people on bikes, wheelchairs and scooters.</p> <p>In addition to excellent recreational benefits providing active transportation access to conservation land, the proposed off-street multi-user path will provide Newton residents a safe and enjoyable way to access the shops at the Chestnut Hill Mall, and opens up possibilities for a future safe biking route to the Chestnut Hill Green Line stop and points of interest further south into Brookline, including Skyline Park.</p> <p>In its Climate Action Plan, the City of Newton has committed to a goal of reducing Vehicle Miles Traveled in the City by 5% by 2025 and 20% by 2050. To achieve these goals we must provide safe and convenient options for residents to make trips other than by personal vehicle. This project will help Newton to fulfill this commitment, and to do so in a way that promotes mobility equity and quality of life.</p>	Auburndale	MA	02466
BARBARA	PITTEL	<p>I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton. Thank you for considering.</p>	Newton Highlands	MA	02461
Darren	Potz	<p>As a Newton resident and someone who frequently commutes and shops by bike, any measures taken to ensure safe biking through this corridor would be hugely beneficial and welcome. I can foresee myself leaving my car behind even more when I go to shop at The Street, for example.</p>	Newton	MA	02461
Jan	Preheim	<p>Dear DCR,</p> <p>I am so excited to hear about a proposed bike lane on Hammond Pond Parkway! I live near the Brookline Reservoir and I do not own a car, so my main form of transport is bicycle.</p> <p>I bike to the Webster Conservation Area for hiking and I also bike to the area for shopping and to see friends, so I am very in favor of this bike lane.</p> <p>Additionally, I would like to note that hiking from one area of conservation land to the other involves crossing Hammond Pond Parkway. Cars are going very fast. I hope that the speed limit could be reduced on the parkway, making it safer for walkers, bikers and hikers.</p> <p>Thank you! Jan Preheim 217 Walnut Street Brookline, MA</p>	Brookline	MA	02445
Robert	Riethmiller	<p>I support the DCR's proposed draft proposal for Hammond Park Pathway. This is a great way to allow multimodal use through this stretch of Newton.</p>	Newton	MA	02459
John Paul	Riquelme	<p>I live in the Coolidge Corner area of Brookline. Several of my doctors have offices on Beacon near Hammond Pond Parkway. Rain or shine, warm or cold I bike to my medical appointments whenever possible. The proposed change would improve the safety significantly.</p> <p>Please consider it seriously. JP Riquelme, Prof of English, Boston University</p>	Brookline	MA	02446

Philip	Rolfe	<p>Dear DCR,</p> <p>I saw your Jan 21 presentation concerning the proposed changes to Hammond Pond Parkway between Beacon St and Rt 9. The new design looks like a fabulous improvement to a road that's largely out of place for a department of recreation.</p> <p>Currently, walking and bicycling can be difficult on Hammond Pond given the lack of sidewalks and bicycle lanes or paths. The long straight segment encourages high motor vehicle speeds, which makes bicycling in the full-size lanes feel perilous at times. At the same time, there's often little traffic on the road and it's hard to see why two full-size lanes are needed in each direction.</p> <p>The redesign will bring ease-of-use to all users and will allow the Parkway to be used, in fact, as a parkway rather than a motor vehicle pass-through. Since you mentioned the recent re-builds of Nonantum Rd and Greenough - those are both excellent examples largely worthy of emulation in the rest of DCR's parkway system. At almost any time of day, it's easy to see so many pedestrians, cyclists, roller skaters, families, etc in both areas.</p> <p>As the design progresses, I hope you consider how to treat all users equally, rather than providing walking/cycling accommodations that are second-class. For example, the frequent stop signs on Nonantum's mixed-use path send a clear message that cars are still prioritized. Ideal traffic signals and control for Hammond Pond would ensure that pedestrians and cyclists can move safely and without extra stops or waits compared to motor vehicles.</p> <p>best, Philip Rolfe</p>	Newton	MA	02458
Andrea	Roman	I support DCR's proposed draft plan for Hammond Pond Parkway. It is a smart redesign of an underutilized stretch of roadway. Right now it feels dangerous (and unpleasant) to bicycle on or walk / run along. The current four lanes for cars are completely unnecessary. As a resident of Newton Centre, I'm looking forward to this!	Newton	MA	02459
Dahlia	Rudavsky	<p>I am writing to support the building of a multi-use path on the side of Hammond Pond Parkway. I have often nervously biked in the auto lanes, and been lucky that the cars zooming by have not hit me.</p> <p>It's a lovely stretch of Newton, and I'm sure would be popular with walkers and cyclists if there was a wide paved path that was safely separated from the motor vehicle traffic. Please create such a pathway between Beacon St. and Route 9 as a first step.</p>	Waban	MA	02468
Agi	Sardi	I am in favor of using the existing parking lot of "The Street" as a walk / and dining enjoyable recreation area . It is such a shame they use the beautiful lake as a front to parking! It should be an area for Newtonians to enjoy the scenery and be able to walk or breathe some fresh air without having to go in the woods. If Hammond Pond was narrowed to enable bikes, there should be a recreation area set up where the current asphalt parking is so people could enjoy meals and company there after exercising.	newton	MA	02458
Molly	Schaeffer	<p>The public mtg had reached the max # of participants and even though I registered, I was unable to join and make a comment. I am a senior citizen, a bicyclist and have been a resident of Chestnut Hill for 20+ years. I am very disappointed in this plan.</p> <p>There should be a dedicated bike lane/bike path on each side of Hammond Pond Parkway from Beacon St. all the way to Newton St. plus sidewalks and NOT a 2 way multi-use path on one side. This is a major bike route for recreational cyclists heading out to Needham and Dover. Bicycles and pedestrians need separate infrastructure, especially on a hill where bikes can easily reach speeds in excess of 20 mph. When a multi-use path is crowded with pedestrians walking side by side (many of them distracted by wearing headphones or looking at their phones) and often with children, there is no room for bicycles to safely pass them. When I walk, I don't want to have to jump out of the way of bicycles. When I ride a bike, I don't want to be dodging pedestrians. The crossing under route 9 as well as the entrance into the Chestnut Hill Mall privileges vehicle throughput over bicycle and pedestrian safety. There is plenty of width to provide separate facilities for bicycles and pedestrian in both directions.</p>	Chestnut Hill	MA	02467
Molly	Schaeffer	I strongly urge you to re-think these plans to enable safe bicycling and walking for all ages and abilities.			
		See attached PDF.			
E	Schlosberg	This is a good idea in theory but how about extending a safe walk/bike route along HPP from Rt 9 to the Horace James Rotary so residents of South Brookline and West Roxbury can access this lovely route without a car? I would not drop a lane on this stretch because commuting backups are already a nightmare (Florence St to the rotary at rush hour, yikes!) but there is an opportunity to cut back some of the land, build some protection from the 40mph cars, so kids can safely bike or families could walk to the Newton side of HPP for recreational land use and to frequent the shops at the mall and outdoor plazas.	Brookline	MA	02467

Catherine	Schneider	Who will be responsible for clearing snow or ice from the sidewalk/bikeway in the winter months? If that is not done, we will be back to the same situation we have now-bikes and walkers on the side of the road, only it will be much more dangerous because there will be only lane- cars won't be able to move over easily as they do now.	Newton	MA	02459
Eli	Schneider	I support the proposed plan to introduce an offset multi-use path for pedestrians, cyclists, and other modes of non-auto transportation on Hammond Pond Parkway.	Newton	MA	02459-2373
Wendy	Schwartz	As someone who often cycles in this area, I whole heartedly support the addition of a bicycle path along this stretch of parkway. It is a lovely road and wide enough to accommodate such a path. The bike path should be protected from cars. Thank you very much.	Allston	MA	02134-4562
ILANA	SEIDMANN	This is a fabulous idea! When I told my husband, he agreed that it seemed "obvious" but we'd never thought of it before. We live within walking distance of Newton Centre and it would be amazing to also live walking/biking distance of The Street. I'm sure there are people who feel the same way as us who'd go in the opposite direction! We would definitely visit a lot more having that option. This project will be pedestrian-friendly and a great outcome for local residents and for the environment. We fully support it whole-heartedly and we're very excited about it!	Newton Center	MA	02459
Enrique	Shadah	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton. Please make sure to add one additional street crossing point between Beacon St and the entrance to the Towers. Also, cars go really fast, way above speed limit. Perhaps you can put some speed moderation devices or at least pedestrian stop lights when activated (like those you find in the Watertown side of memorial drive, after passing mt auburn hospital)	Newton	MA	02459
Raveen	Sharma	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Auburndale	MA	02466
Robert	Sloane	WalkBoston would like to submit comments on this project.	Brookline	MA	02446
Robert	Sloane	We have been told that traffic numbers for Hammond Pond Parkway would be available on Feb. 15. Can you tell me how to access them, please? Thank you, Robert Sloane,, WalkBoston, 617-277-5805, bsloane@walkboston.org	Brookline,	MA	02446
Fred	Solomon	I support the proposed re-do of the parkway. It will finally make it possible for walking, running or biking in a beautiful part of Newton.	West Newton	MA	02465
Joel	Solon`	I'm writing to support the DCR plan for Hammond Pond Parkway. Besides giving pedestrians and bikers the ability to travel safely along the parkway, it could also bring more people to the commercial centers along Route 9.	Newton	MA	02461
Paul	Spagnoli	I enthusiastically support this proposed capital project. I have been walking almost daily in Webster Woods during the pandemic, and crossing Hammond Pond Parkway on foot about five times a week. Although I am 76, I am still able to run across the parkway so as to avoid traffic. Reducing the number of driving lanes, narrowing the parkway, and reducing the speed of the traffic would certainly make it easier for pedestrians to cross between the eastern and western sections of the Woods. The proposed location of the pedestrian crossing seems exactly right. I do not think it is necessary to add a traffic light at the crossing, and I oppose new fencing that might limit access to other existing trails.	Chestnut Hill	MA	02467
Phillip	Stern	I'm very much in favor of this project moving forward. Most of the design seems excellent. In general; however, I believe it doesn't do enough to link the two sides (east & west) of the wooded area. I have crossed back and forth over Hammond Pond Parkway at least 1500 times over the last 20+ years because I see the woods all as one large area, and I'd like any improvement to make the two sides more connected, not less. I have two specific comments: 1) slide 14 of the presentation, titled "Proposed Improvements -- 3 of 5, south to north" shows a small walkway on the east side of the parkway to get from the small parking area to the crossing area. I believe this walkway should be extended further to the north, at least to the other two trailheads on that side. And given the amount of effort the city is putting into making the deer park accessible, perhaps the walk should extend further and even up to Beacon St. 2) If there is going to be simply a marked crosswalk (with no lights to stop cars), then there should be a second crosswalk further to the north as well. I always cross further to the north because I can see the cars coming from Beacon St. better.	Newton	MA	02459
Laura	Studen	I support DCR's proposed draft plan for Hammond Pond Parkway. This will low for greater multi-modal access through this stretch of Newton. This is a very important project, at a very critical time when we are trying to encourage more people to ride bikes, and walk.	Newton	MA	02460
Kate	Sutliff	I fully and enthusiastically support DCR's proposed draft plan for Hammond Pond Parkway. I am deeply committed to improving cycling and pedestrian infrastructure to make walking and biking in Newton and in Massachusetts a safe and joyful option. I hope that these proposed changes are approved and implemented immediately. Thank you!	West Newton	MA	02465
Tai	Sutliff	This is an amazing and long overdue project. I really hope that this is implemented as designed and does not get changed. This will be a huge safety improvement (in so many ways) over existing conditions. At the same time it will give residents access to an area that in practical terms is only accessible in a motor vehicle. I look forward to the day when my daughter and I can safely ride our bikes along what promises to be a wonderful addition to the city. Thank you to all who have worked on this project! Please make this a priority for implementation.	West Newton	MA	02465

		<p>1. Problem: The "New twelve-foot wide shared use path":</p> <p>This path appears to be on one side of the road, is supposed to accommodate pedestrians and bicycles, each bidirectional, so each stream has 3 feet width. It is impossible to have these streams carry their traffic safely, especially if people are out with baby carriages. It will be dangerous.</p> <p>Solution: make the path on one side only for pedestrians and on the other side for bicycles. Even if it costs more, think about the hospital cost of people with broken limbs not to mention lawsuits against the city.</p> <p>On their game days Boston College takes over both sides of the Parkway for parking, so the new beautiful paths cannot be used. This parking must be eliminated. BC campus is big enough for parking. Besides the whole previous property of Temple Mishkan Hatfila off Parkway is theirs. Let the parking move there.</p> <p>2. Intersection with Beacon Street:</p> <p>It appears from the plan that way before the Parkway reaches the intersection its two lanes split, with the right one going to Boston and the left one turning towards New Center. This eliminates the merging of two lanes in the middle of intersection which created dangerous situation.</p> <p>3. Entrance of northbound lane of Rt. 9 to the Parkway:</p> <p>Currently right turn onto the Parkway is permitted after stop. However, on your left the bridge of Root 9 limits the visibility: the right turn on red here should be forbidden.</p> <p>4. Permanent potholes:</p> <p>About 300-400 feet after intersection with Beacon St. the right lane of the Parkway going toward the Towers has bad stretch apparently caused by underground roots or culvert. There was a bump and right after that a dip. I imagine that many cars were damaged here.</p>			
Ludwik	Szymanski		Newton	MA	02467
Ludwik	Szymanski	See attached PDF.			
barbara	trachtenberg	I strongly support this much-needed project. So much work has gone into the planning. Opening it to outdoorsniks from Boston-area youth and community would enrich our community.	Newton Highlands	MA	02461
barbara	trachtenberg	I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of Newton.	Newton Highlands	MA	02461
		As a bicyclist, I support DCR's proposed draft plan for Hammond Pond Parkway. This will allow for greater multi-modal access through this stretch of the Parkway. I hope that in the future the redesign is extended to the part of the Parkway south of Route 9.			
Robert	Triest	I look forward to improved safety for bicyclists and pedestrians on the Parkway and other rights of way under the jurisdiction of the DCR. Although I sometimes drive, I greatly prefer to bike when it is safe to do so.	West Roxbury	ME	02132
		I strongly support DCR's proposed draft plan for Hammond Pond Parkway. By doing so this will support the idea of multi - use of various groups (cyclists, pedestrians etc), so everyone can enjoy this stretch of land.			
Gisela	Veling-Warneke	Best, Gisela Veling-Warneke	Newton	MA	02459

Marie-Anne	Verougstraete	<p>Dear DCR,</p> <p>my husband and I are avid cyclists and regularly use the Hammond parkway when coming from the Boston College area, going to the Chestnut Hill malls area for anything from a walk in the Webster Conservation area, going for a bite to eat, or a doctor's appointment.</p> <p>Unfortunately, this parkway, with many cars often going too fast and coming too close to us, is very dangerous for bicycles. We welcome your proposed project enthusiastically and strongly support it. It looks beautiful and will make a huge difference for so many of us who are trying to minimize using our cars, for the environment, and to help unclog the roads.</p> <p>Thank you for considering our comment.</p> <p>Sincerely,</p> <p>Marie-Anne Verougstraete</p>	Brookline	MA	02446
Chris	Walah	Please also make a path for the segment from route 9 to the municipal golf course. It is hazardous to walk, jog, or bicycle over that segment!	Chestnut Hill	MA	02467
Deborah Jackson	Weiss	Thanks	Chestnut Hill	MA	02467
Benjamin	Wetherill	Once the bike path is completed, will cyclists be penalized (i.e. ticketed) for using the roadway?			
		I really like the design you have proposed for Hammond Pond Pkwy. That will be a huge improvement, reducing pavement that is not needed. The separated path for bicycles will be amazing. I hope you can do something similar soon to the section of Hammond Pond Pkwy south of Rt. 9. As a bicyclist, this is the section that I am looking forward to the most. Living in West Roxbury, this is a dangerous link if bicycling to the Chestnut Hill Mall area.	West Roxbury	MA	02132
Leonard	Wholey	<p>To whom it may concern:</p> <p>I have ridden by bicycle on this stretch of road and it does not feel safe.</p> <p>Please reduce the number of motor vehicle travel lanes from four to two on this stretch of the Parkway and create a 12-foot-wide shared-use path for bicycles and pedestrians on the west side of the roadway, separated by a landscaped median.</p> <p>If this change were made, I would be more likely to shop at the Chestnut Hill Mall, because there is not currently a safe way for me to bicycle there.</p> <p>Thank you for your time.</p> <p>Sincerely, Len Wholey</p>	Brookline	MA	02446
Pam	Woodworth	<ol style="list-style-type: none"> 1. Is there a master plan which puts this short walking/ biking trail in context of a longer dedicated route? 2. Why is this path slated for the west side of the parkway instead of the east side? The east side has safe and convenient parking at the lower mall near the path to the climbing rocks. A family beginning their outing from this location, traveling north to Beacon Street and back would not be interrupted by any cars crossing their path. This is not the case with a path in the west side. An east side path seems safer. Furthermore, this "trail head" parking area is well located for future enhancements of trails and boardwalks around the underutilized Hammond Pond itself. Finally if the path is extended under route 9, the east side seems to be less busy and less complex. 3. Could a path and a fence be installed adjacent to the T tracks, utilizing or modifying the existing T underpass, so pedestrians could explore the entire public woodland safely and without interrupting the vehicular traffic on the parkway at all? <p>Thank you for encouraging our input.</p>	Newton	MA	02459
Jonathan	Zalesky	I support DCR's proposed draft plan for Hammond Pond Parkway. Not only will it allow for greater multi-modal access through this stretch of Newton, but it will also likely improve overall safety by lowering vehicle speeds which are well in excess of the current posted speed limits as by narrowing the roadway, as cited in the conclusions of the traffic study done for the project proposal.	Newton	MA	02465
jack	zanini	Looks good and i think you need a plan for signage; also a light at 300 hammond parkway north. the crosswalk will be constantly blocked by cars waiting to exit, and the entry will be dangerous as the cars entering while heading south will not see or yield to cyclists and pedestrians. also where is the plan for parkway south? no safe bike route or linkage to brookline or boston.	roslindale	MA	02131

Alex	Zatsman	I support the current plans for the Hammond Pond Parkway. Thank you. Alex Zatsman	Newton	MA	02460
Amanda	Zimmerman	This is really a great idea. Cars drive way too fast down this road, and as a bicyclist I have felt unsafe many times. Protected bike lanes are the way to go, and if possible narrow the car lanes so that cars don't fly down as fast as they do currently. Please continue to redesign streets with pedestrians and cyclists in mind. Thanks, Amanda	Brookline	MA	02446
Evan	Zinner	I drive on this section of Hammond Pond Parkway as part of my daily commute. I think the project is wonderful, and I hope to see more like it throughout Boston. Maybe one day, I'll be able to bike to work on it.	Roslindale	MA	02131

From: [Jeanne Levesque](#)
To: [Montgomery, Jim \(DCR\)](#); [Norwood, Jennifer \(DCR\)](#); [Cashman, Craig R \(DCR\)](#)
Subject: BC Comment Letter-BSC Group Traffic Report, Hammond Pond Parkway Project
Date: Thursday, February 18, 2021 3:45:24 PM
Attachments: [BC Comment Letter-BSC Group Traffic Report , HPP Project.pdf](#)

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All, please find attached comment letter from Boston College regarding the recently released BSC Group Traffic report.

I will also submit a comment to the DCR on-line project portal indicating that BC's comment letter on the traffic report was submitted today, Thank you for your consideration.

Sincerely,

Jeanne

Jeanne Levesque
Director of Government Relations
617-552-4789



BOSTON COLLEGE

OFFICE OF GOVERNMENTAL AND COMMUNITY AFFAIRS

February 18, 2021

Commissioner Jim Montgomery
Massachusetts Department of Conservation and Recreation
251 Causeway Street, #900
Boston, MA 02114

RE: Hammond Pond Parkway Traffic Design Report

Dear Commissioner Montgomery:

On behalf of Boston College, I am writing with comments regarding the BSC Group's *Traffic Design Report for Hammond Pond Improvements, Phase 1, Beacon Street to Route 9 Newton, Massachusetts* (the report) recently made available by DCR. While Boston College appreciates DCR's release of the report, we request additional time to comment on the report. It is critical that all abutters, neighbors, and stakeholders have adequate time to fully review, analyze and comment on such a lengthy document. The report first became available to the public on the afternoon of Thursday, February 11th. Due to the Presidents Day Holiday, that left only five business days to review, analyze and comment on the 189 page report.

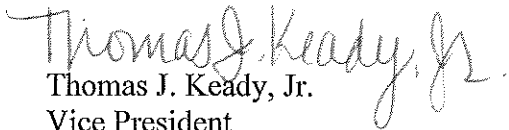
Below please find some initial concerns and comments from our preliminary review of the report.

- The scope of the report is inadequate and fails to analyze potential impacts of diverted traffic on Langley Road, Hammond Street, or other adjacent neighborhood streets. Furthermore, the report does not adequately address potential impacts of diverted traffic on the operation of other nearby signalized intersections such as Beacon Street at Hammond Street.
- The report does not adequately address impacts of additional traffic generated by development or redevelopment of 300 Hammond Pond Parkway. BC provided trip generation estimates for a potential build-out of the parcel to DCR on December 15, 2020.

- Our initial review of the data provided in the report, particularly the information provided in Tables 4-6, does not support DCR's conclusion in Section 6 that, "the improvements can be implemented with little impact to vehicular operations." The report does not clearly and fully address the overall traffic delays, back-ups and other impacts that will result from the Hammond Pond Parkway road diet.

Thank you for taking the time to review our initial concerns and comments on this report. We appreciate your consideration of an extension of the comment period to provide all stakeholders and concerned parties with sufficient additional time to make a more thorough and informed review, analysis, and comment on the report. If you need any additional clarification or information regarding BC's questions or comment letters submitted to DCR on the project, please feel free to contact me by phone or email.

Sincerely,



Thomas J. Keady, Jr.
Vice President
Boston College
Governmental & Community Affairs

CC: The Honorable Ruthanne Fuller
Councilor R. Lisle Baker
Ken Lyons, Esq., President, Chestnut Hill Association

From: [Alicia Bowman](#)
To: [Norwood, Jennifer \(DCR\)](#)
Cc: [Ruthanne Fuller](#); [Jonathan Yeo](#); [Alison M. Leary](#); [Andrea W. Kelley](#); [Andrae Downs](#); [Bill Humphrey](#); [Brenda Noel](#); [Christopher J. Markiewicz](#); [David Kalis](#); [Deborah J. Crossley](#); [Emily Norton](#); [Holly Ryan](#); [Leonard J. Gentile](#); [Maria Scibelli Greenberg](#); [Richard Lipof](#); [Susan Albright](#); [Victoria Danberg](#)
Subject: Newton City Council Comments Hammond Pond Parkway
Date: Wednesday, February 17, 2021 2:32:00 PM
Attachments: [CC letter of support DCR HPP.pdf](#)

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Please see the attached letter on behalf of a majority of Newton City Councilors regarding the proposed DCR project on Hammond Pond Parkway.



Alicia Bowman
Councilor at Large, Ward 6 (Newton Centre & Newton Highlands)
City of Newton, Massachusetts
abowman@newtonma.gov
617-257-8270

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February 17, 2021

Jennifer Norwood
Director of External Affairs and Partnerships
Department of Conservation and Recreation
251 Causeway Street, Boston, MA 02114

cc: Honorable Mayor Ruthanne Fuller

RE: 25% design plans for Hammond Pond Parkway Beacon to Route 9

Dear Ms. Norwood –

We, the undersigned Newton City Councilors, enthusiastically support the Department of Conservation and Recreation's plans to reconstruct Hammond Pond Parkway to create a roadway that serves pedestrians and bicycles as well as vehicles. We were inspired by Director Dan Driscoll's description of the project as an "opportunity to create a gem of a complete street." We are pleased that DCR's goals for this project align with City of Newton's transportation, climate change and open space goals. We also recognize that this project will increase livability for the many people who reside close by and will benefit nearby businesses.

Specifically, we support these elements of the plan:

- Creating a very wide multi-use path set back from the main roadway and further protected by a planting berm. This will make the area pleasant and will enhance access to the surrounding park areas.
- Creating the space for the multi-use path and planting berm by reducing Hammond Pond Parkway from four lanes to two lanes. This road diet will create a safer and more pleasant parkway by reducing speeding.
- Reducing impervious surfaces and decreasing stormwater runoff and pollution.
- Adding safety and access improvements at the reconstructed intersection of Beacon St and Hammond Pond Parkway and Route 9 interchange.
- Adding a crosswalk across Hammond Pond Parkway between the two conservation areas.
- DCR's vision of creating more park space along its parkways, putting the park back in parkway.

We have consulted with Newton's advisory, advocacy and friends groups, and generally support their suggestions for improvements as stated in their February 17 letter. ¹

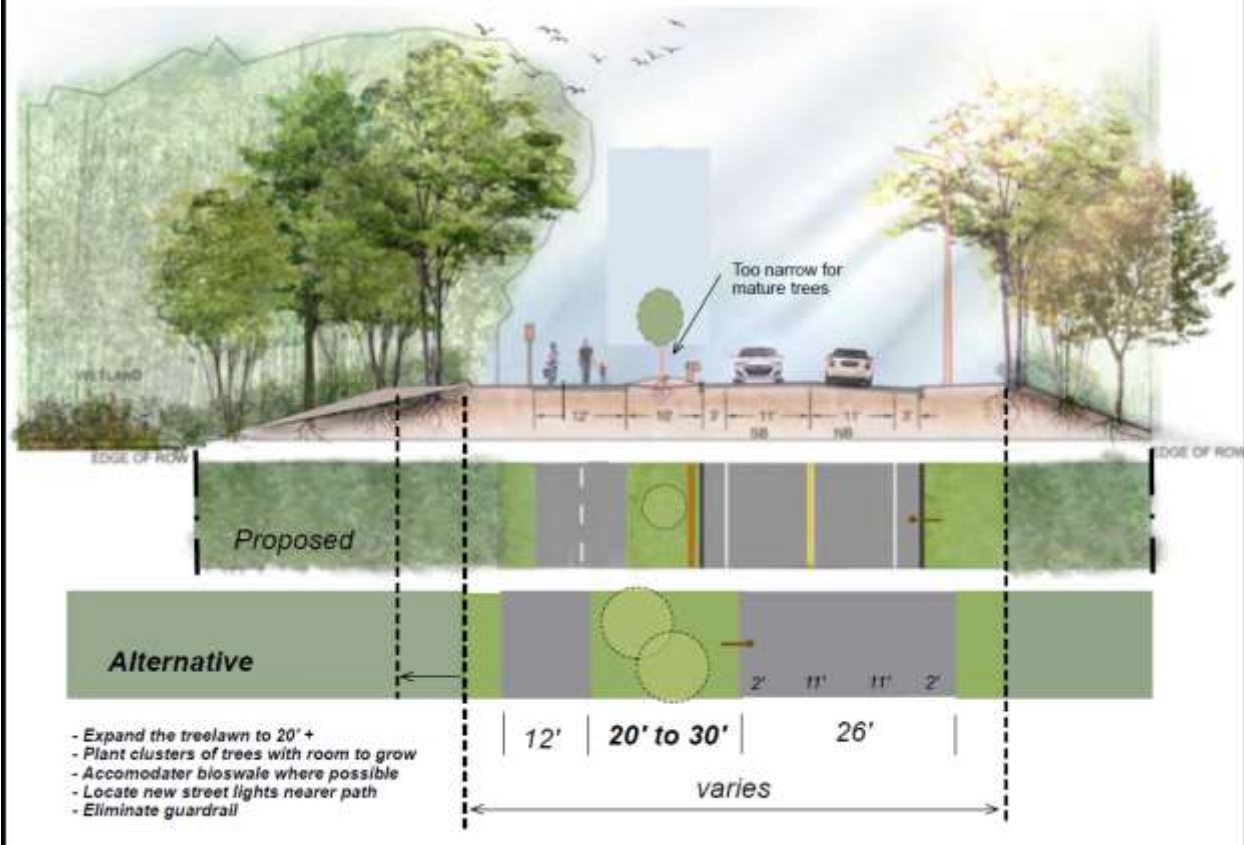
But we particularly urge you to consider these changes to further enhance this project:

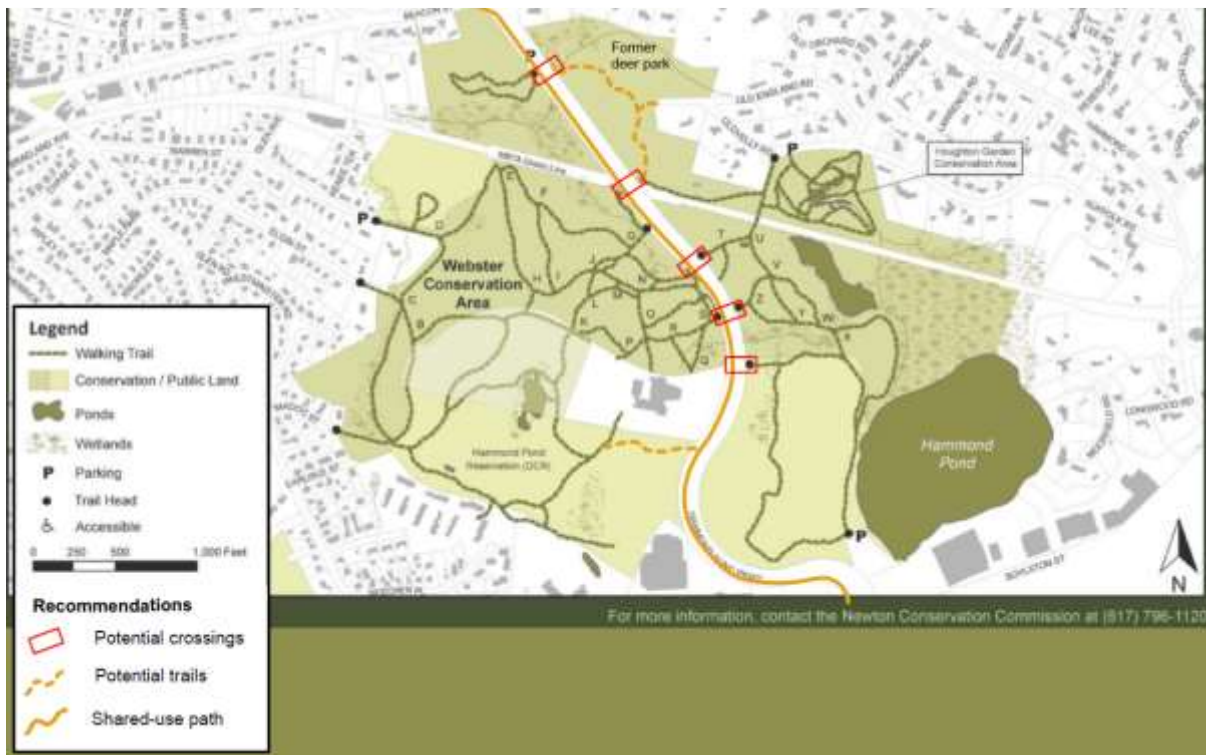
- Provide more protection for bicyclists at the intersection with Beacon Street.
- Move the multi-use path as close to the park as possible to increase comfort on the path. This may reduce the need for guardrails. This change will also significantly widen the planting berm. Increasing the planting berm from 10ft wide to up to 30ft will allow larger trees to thrive.
- Install bicycle parking at all entrances to the parks.

¹ Letter from the Transportation Advisory Group, Safe Routes to School, Bike Newton, Friends of Webster Woods, Green Newton, Newton Conservators

- Promote the two existing public parking areas on the east-side by Hammond Pond and on the west side adjacent to the Shops at Chestnut Hill by installing wayfinding signs
- Create safe pedestrian and bike access from the parking at the Shops at Chestnut Hill and the Towers to the multi-use trail. Consider creating additional parking in this area closer to the trail.
- If there is to be vehicle parking on Hammond Pond Parkway, it should be designed to be safe for cyclists who will be riding in the roadway and drivers.
- Consider widening the on-street painted buffer to make it more comfortable for thru cyclists, prioritizing width on uphill sections.
- Design roadway to match Newton's default speed limit of 25 mph.
- Instead of closing trailheads, add pedestrian crossings between the parks where trailheads exist. Crossing will be safer if design speed is lowered to 25 mph.
- Improve pedestrian safety from the residential developments south of Route 9, where there are a large number of residents. Of particular concern is the very wide south east crossing of the Route 9 on-ramp with a concurrent crossing without a leading pedestrian interval. This intersection has seen a number of serious crashes in recent years.
- Make the Parkway design senior-friendly. We have a large and likely growing number of seniors in close proximity to this park. Benches, vistas of Webster Woods, low-stress pedestrian crossings and curving the path slightly to slow bicyclist travel are several critical changes. Engage directly with residents at The Towers at Chestnut Hill, a large community with many seniors adjacent to this location, to further refine these ideas.

Hammond Pond Parkway - Alternative section





Respectfully,

Newton City Council President Susan Albright
 Newton City Council Vice President Rick Lipof
 Newton City Councilors Alicia Bowman, Deborah Crossley, Vicki Danberg, Andreae Downs,
 Lenny Gentile, Maria S. Greenberg, Bill Humphrey, David Kalis, Andrea Kelley, Alison Leary,
 Chris Markiewicz, Brenda Noel, Emily Norton, and Holly Ryan

1000 Commonwealth Avenue • Newton, MA 02459
 617-796-1210 www.newtonma.gov



February 18, 2021

Jennifer Norwood
Director of External Affairs and Partnerships
Department of Conservation and Recreation
251 Causeway Street, Boston, MA 02114

RE: 25% design plans for Hammond Pond Parkway Beacon to Route 9

Dear Ms. Norwood:

The undersigned Newton City Councilors are elected from the Ward in Newton which is the site of the proposed changes to Hammond Pond Parkway north of Route Nine. We have deferred our comments until we had a chance to review the updated traffic study released late last week.

We applaud the idea of improving the safety of the Parkway and making it more pedestrian and bicycle friendly. The benefits include slowing speeding cars, providing safe pedestrian and bicycle travel well separated from the travel lane (a separation which might even be greater by a planted berm), and basically enhancing the “park” in the Parkway.

At the same time, this Parkway section will continue also to serve the largest shopping area in the region, The Chestnut Hill Mall and The Street; the largest condominium complex in the region, The Towers at Chestnut Hill; and the largest educational institution, Boston College. (We understand that the College is now relying on its facilities at 300 Hammond Pond Parkway to provide support for all its campuses in Newton and Boston, as well as new facilities on Heath Street in Brookline, including maintenance and heavy equipment for which the DCR granted unusual approval, as its Parkways have traditionally been reserved for non-commercial vehicles.) This situation will require especially careful design. (The traffic study indicated almost 18,500 cars a day on this roadway before the Pandemic and anticipates more than that by the end of the decade after reconstruction.)

For example, we believe that pedestrian safety would be enhanced by some crossing signalization at the major crosswalk south of the MBTA tracks, as well as careful review of how the major facilities are reached and used by pedestrians and cyclists, including benches and bike racks. Also, we believe it is important to clarify how the truck and other vehicles from Boston College facilities will use a narrower roadway so as to minimize adverse impacts. Finally, we think it is important to design the roadway to avoid backups that could cause traffic to be diverted to neighborhood streets nearby, like Hammond Street and Langley Road, which were not part of the traffic study. (For instance, the BSC Group traffic study indicated in Table 4 on page 36 that northbound peak hour delays would increase after reconstruction of the Beacon-Hammond intersection.) Perhaps some thought could be given to experimenting with different configurations and lane design before final construction begins to reach an optimal design for safety and ease of travel for pedestrians, cyclists, and drivers.

This proposal marks an important opportunity for both the City and the Commonwealth. Thank you for this opportunity to comment, and we look forward to the next phase of design of this important Parkway.

R. Lisle Baker
Ward Councilor, Ward 7

Rebecca W. Grossman
Councilor-at-Large, Ward 7

Marc Laredo
Councilor-at-Large, Ward 7

Cc: Newton City Council; Mayor Ruthanne Fuller; Ken Lyons, Chestnut Hill Association; Tom Keady, Boston College

From: [Loutzenheiser, David](#)
To: [Norwood, Jennifer \(DCR\)](#); [Parenti, Jeffrey \(DCR\)](#); [Driscoll, Dan \(DCR\)](#)
Cc: [Bourassa, Eric](#); [Nicole Freedman \(nfreedman@newtonma.gov\)](mailto:nfreedman@newtonma.gov)
Subject: MAPC comments on Hammond Pond Parkway
Date: Thursday, February 18, 2021 10:53:28 AM
Attachments: [image001.png](#)
[HPP MAPC comment letter.pdf](#)

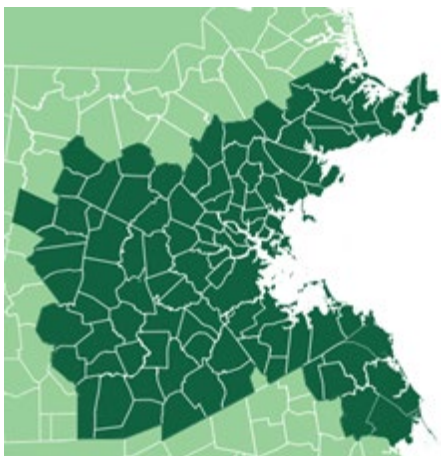
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All,

Please find enclosed MAPCs comments on the Hammond Pond Parkway Project. We are excited for the proposed road diet, though have a few recommendations to strengthen the proposed design.

Best,


David



David Loutzenheiser
Senior Transportation Planner
dloutzenheiser@mapc.org | 617-933-0743
Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
www.mapc.org

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February 18, 2021

Jennifer Norwood
Director of External Affairs and Partnerships
Dept of Conservation and Recreation
251 Causeway Street, 9th Floor, Boston, MA 02114

RE: Hammond Pond Parkway Project Comments

Dear Jennifer

MAPC is pleased to provide support and requested modifications to DCRs plans to reconstruction Hammond Pond Parkway.

We strongly support DCRs proposal to reduce the roadway width from four lanes to two lanes. The existing conditions with a four lane roadway without sidewalks or bicycle accommodations and that sever a regional park is unacceptable. We applaud DCRs similar past projects on both Greenough Blvd and Nonantum Road that have significantly increased safety and comfort for all users by reduction of travel lanes and improvements for all road users.

- The road diet will allow for a much safer crossing by pedestrians connecting both sides of the park.
- The proposed shared use path will create a special place for pedestrians and cyclists, separated by an ample tree buffer. If this path were to be added to the existing 4 lane section, not only would crossing perpendicular to HPP have safety issues, but there would be less room for a landscaped buffer along the roadway. The adjacent forest in the park may be impacted as well to fit in the shared use path
- There is only one driveway between the mall entrance and Beacon St. Given that roadway capacity is dictated primarily at the intersections, this provides further support for the road diet along much of the roadway.

MAPC has several comments and recommendations to improve the proposed design

- Route 9 – The proposed design of sharrows for cyclists under route 9 is not acceptable. There are 7 lanes of traffic under route 9 for a 4 lane roadway. Please consider lane reductions particularly in the northbound direction. Removal of one of the 4 lanes would allow for widening the sidewalk to a shared use path. The current sidewalk in the southbound direction should also be widened as much as possible to allow for continuity of the shared use path continuing up the hill toward Beacon St.
- Beacon St – Have you considered a roundabout at this location? There appears to be enough ROW and we believe would provide superior safety and traffic flow for all users compared to the proposed configuration. The proposed 4 phase signalized intersection will likely involve a longer than desired cycle length. We do appreciate however that the proposed signal phasing provides protected pedestrian crossings on all legs.
- Shops at Chestnut Intersection – We noticed that this intersection and access road to the mall, as well as a portion of the parking lot is on state park land. What is the agreement with the mall that allows for operation of non park uses on this parcel? This intersection could be moved to the south, closer to the mall, and the existing access road restored to it's natural habitat. This would also be easier to construct the new intersection without interrupting traffic flow. However regardless of the intersection location, we recommend continuing the one travel lane in the south bound direction down the hill, until just short of the intersection with route 9 where the



SMART GROWTH AND REGIONAL COLLABORATION

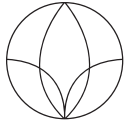
road could transition to two lanes. This would allow for a proper buffer between the shared use path and roadway without compromising traffic flow.

- Crossing Hammond Pond Parkway – One crosswalk is proposed to cross the Parkway between Webster Woods sections. However we see at least 3 locations where trails intersect both sides of the parkway and therefore should have crossings at these locations

Thank you for considering our recommendations and look forward to work with DCR to help advance this road diet along HPP.

Best,

David Loutzenheiser
Senior Transportation Planner



Date February 13, 2021

To Jennifer Norwood, Dan Driscoll, Jeff Perenni

From Herb Nolan, Solomon Foundation

Re Hammond Pond Parkway redesign

Thank you for this opportunity to comment on the proposed Hammond Pond Parkway redesign. This is an important next step in reclaiming all of the DCR parkways as verdant complete streets for all users. We are excited to see the gathering momentum behind this effort on the part of the agency.

Hammond Pond Parkway today has a look and feel of a four lane highway slicing the Webster Woods reservation in two. When this project is complete the reservation should be knit back together and the road and path should be integral parts of the park again. It is not enough to be a “complete street gem,” the road and path should be “park gems” as intended by Charles Eliot, the founder to the metropolitan park system. We applaud the bold move to narrow the parkway from four lanes to two and to provide a separate shared-use pathway. Building on this design premise we think things could better and far more sustainable.

Greenough Boulevard was held up as a *success story* with “before” and “after” photographs. The “after” photograph was in fact a photoshopped illustration produced by the Solomon Foundation to depict a future vision for the boulevard. The built reality was far less verdant due to the lack of space and the resulting mortality of the vast majority of trees along that corridor. Though a success in many regards Greenough Boulevard is also a cautionary tale of what happens when you do not providing enough room for trees to survive let alone thrive. Hammond Pond Parkway is an opportunity to get this right. Please do not make the same mistake twice.

We encourage you to revisit your conceptual design and double or triple the space you have provided for a green buffer between roadway and path. The room is there. The conditions all along the parkway vary tremendously with cliffs constraining some portions and much greater breath in other sections. The single cross-section provided by the designers does not reflect this changing context or take advantage of the opportunities.

We encourage you to explore the following concepts for an improved Hammond Park Parkway:

- Set the shared use path as far back from the parkway as possible to create greater safety and a more verdant park experience for all users. It should be possible to achieve 30 to 40 feet of set back in some places by locating the path directly adjacent to the existing historic fence.
- Plant this buffer with shade trees and locate benches along the path to support older users who live near the corridor.
- Provide up to five crossings of the parkway to reconnect the expanding trail system of Webster Woods and to increase public safety.
- Instead of a single parking lot at the mid point which constrains the roadway alignment, consider a mountable curb and reinforce shoulder along portions of the east side. This would accommodate more visitors and allow them to park their vehicles closer to the trail head of their choosing rather than to have to walk along the shoulder.

Again, thanks for the leading the overall effort to transfer our historic DCR parkways and for this chance to reflect on and provide ideas for the design of Hammond Pond Parkway.

With respect,

Herb Nolan
Solomon Foundation

From: [Parks, Mass \(DCR\)](#)
To: [Norwood, Jennifer \(DCR\)](#)
Subject: Fw: Hammond Pond Parkway meeting
Date: Tuesday, January 26, 2021 4:02:25 PM
Attachments: [image001.png](#)

From: Parenti, Jeffrey (DCR)
Sent: Tuesday, January 26, 2021 9:58 AM
To: Parks, Mass (DCR)
Subject: FW: Hammond Pond Parkway meeting

To add to the Hammond Pond Parkway comments.

Jeff

From: Nicole Freedman <nfreedman@newtonma.gov>
Sent: Monday, January 25, 2021 10:43 AM
To: Molly Schaeffer <schaeffer.molly@gmail.com>
Subject: RE: Hammond Pond Parkway meeting

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Hi Molly,

Thank you for your thoughtful comments. I am sorry you were not able to attend the meeting. The meeting was actual hosted by DCR, as the road is owned by DCR and this is their project. I am forwarding your comments to their project manager, Jeff Parenti for followup.

Keep smiling,

Nicole Freedman
City of Newton
Director of Transportation Planning
617-879-8148
nfreedman@newtonma.gov

From: Molly Schaeffer [<mailto:schaeffer.molly@gmail.com>]
Sent: Saturday, January 23, 2021 1:23 PM
To: Nicole Freedman
Subject: Hammond Pond Parkway meeting

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Hi Nicole,

I registered to attend the 1/21/21 public mtg, but it had reached the max # of participants and I was unable to join and make a comment. I submitted a comment to DCR, but wanted to give you my feedback on the plans directly, too.

I am a senior citizen and a bicyclist and have been a resident of Chestnut Hill for 20+ years. For 8+ years, I commuted year round and have ridden and driven this stretch of road many times. Now I ride a bike (mostly on a tandem with my husband) for exercise.

I would ride my single bike around town to do my errands if there were decent bicycle infrastructure.

I am very disappointed in this plan.

There should be a dedicated bike lane/bike path on each side of Hammond Pond Parkway from Beacon St. all the way to Newton St. plus sidewalks and NOT a 2 way multi-use path on one side. This would be a major bike route for recreational cyclists heading out to Newton Street to get to Needham and Dover via Nahanton and Kendrick, especially since Hammond Street (the other route between Beacon and Rt 9) is narrow and has no shoulder or bike lane and would need to be made one-way to add bike lanes or sidewalks on both sides. (see image from Strava Metro for current volumes on both routes)

Bicycles and pedestrians need separated infrastructure, especially on a hill where bikes can easily reach speeds in excess of 20 mph (35 mph on our tandem). This will be a major pedestrian path to the mall and to Webster Woods once there is a sidewalk.

When a multi-use path is crowded with pedestrians walking side by side (many of them distracted by wearing headphones or looking at their phones) and often with children and strollers, there is no room for bicycles to safely pass them even when ringing the bells the whole time. When I walk, I don't want to have to jump out of the way of bicycles. When I ride a bike, it's nerve-wracking and also not safe to be dodging pedestrians and trying to guess what they will do next. The crossing under route 9, the on-ramps to route 9 as well as the entrance into the Chestnut Hill Mall privileges vehicle throughput over bicycle and pedestrian safety and also needs to be rethought. There is plenty of width to provide separate facilities for bicycles and pedestrians in both directions.

I strongly urge you to re-think these plans to encourage more bicycling and walking for all ages and abilities and to make sure it is safe for an increasing number cyclists and pedestrians. This plan does NOT do this.

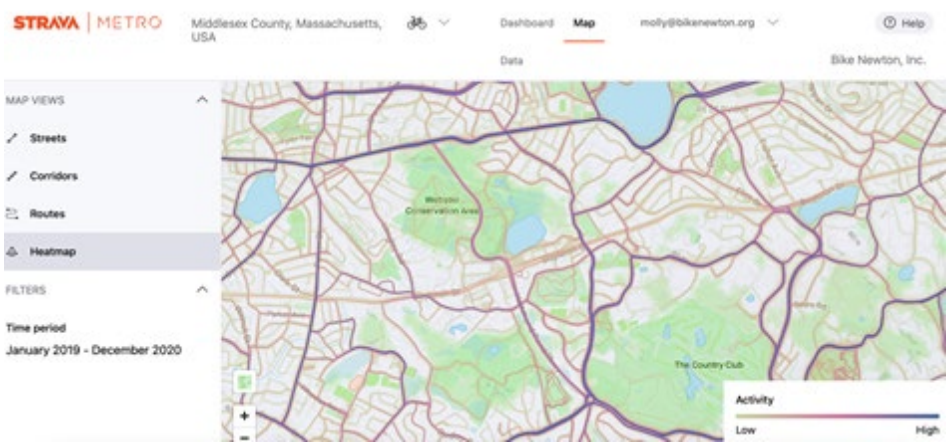
Thank you for your consideration,

Molly Schaeffer

43 Gate House Road

Chestnut Hill, MA 02467

781-800-3279



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From: [Marian L. Knapp](#)
To: [Norwood, Jennifer \(DCR\)](#)
Cc: [Alicia Bowman](#); [Marian L. Knapp](#); [Lois Goldman](#); [The Towers of Chestnut Hill](#); [Brenda Noel](#); [Vicki Danberg](#)
Subject: Hammond Pond Pkwy
Date: Sunday, January 24, 2021 1:27:41 PM

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Jennifer,

I was on the January 21, 2021 virtual meeting concerning the redesign of Hammond Pond Pkwy. I tried to get on the link to give feedback on that meeting, but the link didn't seem to work. Therefore, I am offering a few thoughts directly to you. Alicia Bowman is one of my City Councilors from Ward 6 and I am cc'ing her on this e-mail along with Vicki Danberg and Brenda Noel. I am also cc'ing members of the Towers management team.

First, a little information about me. I have lived in Newton for about 51 years. I have lived at the Towers of Chestnut Hill for about seven years after selling my house in Newton Highlands. I have been quite active in Newton around issues mostly related to older adults. I was on the Newton Council on Aging for about ten years, and was its chair for about six years. I have been writing a column for the Newton TAB – *Aging In Places* - for more than ten years. I have written two books on aging. I write about many of the issues that face older adults such as housing, adequacy of services, transportation and general getting around, what “age-friendliness” looks like in a community, and ageism.

Here are some categories of things that I present to you re HPP.

General:

1. I think the idea of redesigning Hammond Pond Pkwy is great. I thank you for everything you are doing.
2. I support the idea of narrowing HPP, as long as there is a way to avoid traffic back-ups. I both drive and walk on Hammond Pond Pkwy so I see what happens there. Although the speed limit is 30 MPH, people drive well over the speed limit. It is a dangerous situation.
3. The left-hand turn from HPP onto Beacon Street is disconcerting at best and hazardous at worst as two lanes have to merge into one at that turn.

Bike Lanes:

1. I think it is great to have bike lanes.
2. I am very concerned about un-separated bike lanes presenting hazardous conditions for pedestrians.

Pedestrians:

1. Contrary to what one of the meeting attendees said, numbers of people walk on HPP. I know because I am one of them.
2. I was concerned at the meeting that most of the discussion was around cars and bikes, and not enough about pedestrians.
3. The Towers is home to more than 600 people, many of whom are older – like me - and we are the only residents on this stretch of HPP..
4. Since the majority of people who live on HPP are older, I urge you to consider what this means for us pedestrians who use HPP for important, outdoor exercise.
5. Right now, as you know, the dirt pathway on HPP is not safe with many tripping hazards including rocks, roots, holes, and trash.
6. I urge you to consider ways to make HPP walking paths safe, beneficial for older walkers, and “age-friendly” such as:
 - a. Separated bike lanes
 - b. No tripping hazards
 - c. Walk signals at the entrance to The Street and The Towers
 - d. Benches at reasonable distances from each other, starting at the roadway between the Towers and HPP
 - e. Signage that shows how far an individual has walked
 - f. One or more age-friendly access points into trails in conservation land
 - g. Perhaps a few “exercise stations” similar to Cold Spring Park

There may be other “age-friendly” ideas. One good way to gather more information and perhaps a “visioning” session would be to meet with Towers management and residents. I would be happy to be involved with this.

The notion of “age-friendly” reflects Governor Baker’s efforts. More information about this is available related to the Governor’s Council on aging in Massachusetts.

<https://www.mass.gov/orgs/governors-council-to-address-aging-in-massachusetts>

Thank you for all of your work.

Marian

Marian Leah Knapp
617 869-4856

Sent from [Mail](#) for Windows 10

From: [Marian L Knapp](#)
To: [Norwood, Jennifer \(DCR\)](#)
Cc: [Vicki Danberg](#); [Brenda Noel](#); [Alicia Bowman](#); [Marian L. Knapp](#)
Subject: Hammond Pond Parkway Redesign
Date: Tuesday, February 16, 2021 3:51:12 PM
Attachments: [HPP redesign summary.01122021.docx](#)

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

Dear Ms. Norwood,

I am a resident of the Towers of Chestnut Hill, 250 Hammond Pond Pkwy, Chestnut Hill, MA 02467. On February 8, 2021, I convened a Zoom meeting with a number of interested residents to discuss the DCR plans for the redesign of Hammond Pond Pkwy from Route 9 to Beacon Street.

Our Ward 6 at-large City Councilor, Alicia Bowman, participated in this meeting and shared her extensive knowledge of the project. I have written a summary of this meeting, circulated it to participants, and received feedback. I have attached the summary dated February 16, 2021, which adheres to the deadline of February 18, 2021 for comments to DCR .

In general, Towers participants were favorable about the redesign plans. They also noted a number of concerns and had some positive suggestions. I think one of the main assurances that Towers residents need to have is that emergency vehicles will not encounter any barriers to reaching Towers' residents who need assistance.

Alicia Bowman is cc'd on this e-mail so that she also sees our report. You will note that I did not include Councilor Bowman's comments in the summary and have indicated the reasons for this.

Thank you for receiving this feedback and I am happy to help reconvene a meeting here at the Towers if you would find it helpful in your planning.

Sincerely,

Marian

Marian Leah Knapp
250 Hammond Pond Pkwy, 706N
Chestnut Hill, MA 02467
617 869-4856

Topic: HPP Redesign, Zoom meeting with 250 Hammond Pond Pkwy Residents

Meeting Date: February 8, 2021

Summary Date: February 16, 2021

Summary: Compiled by Marian L. Knapp, Towers Resident

Introduction

Several Towers of Chestnut Hill residents attended a Zoom meeting, hosted by Marian L. Knapp, to discuss Massachusetts Department of Conservation and Recreation (DCR) plans for the Hammond Pond Parkway redesign. Ward 6 Newton City Councilor, Alicia Bowman (AB), participated.

The meeting agenda was:

- What are some good things about the HPP redesign plan?
- What are your concerns about the HPP redesign plan?
- What are some suggested improvements on the HPP redesign plan?
- Next steps

Because of her knowledge of the DCR plan, Councilor Bowman was able to respond to many concerns. However, I did not include her comments so DCR can respond from their perspective.

Note: I have incorporated comments from several people who were not able to attend.

Agenda Items

Good Things

- Redesign is much needed
- Since the pandemic, walking trails have been discovered
- Advantages (nice, good, pretty, safer):
 - o Walking path
 - o Greenery and new plantings
 - o Better lighting
 - o Separating walking from the street
 - o Makes drab highway look enticing
 - o Safer to walk
 - o Encourages people to walk
 - o Level pathway
 - o Calm atmosphere
- Crossing HPP will be safer
- Traffic and speed calming

Concerns

Traffic and street scape

- How will plan impact emergency vehicle access, e.g., fire, police, EMS?
 - o Has traffic study been done on Emergency access? Note: MK collected data from the Newton PD; In 2020, 132 calls to the Towers, 2.5 per week average.
- Turning will be difficult from HPP into The Street & the Mall/Towers if only one lane

- Lights for turning onto Rte. 9 are dangerous
- How wide will traffic lanes be? Eleven feet?
- Speeding on HPP is currently a problem
- There is already back-up at the left-hand turn from HPP onto Beacon St.
- Has a traffic study been done?
- Overpass at left-hand turn from Rte 9 onto HPP makes it hard to see on the left
- Roadway is bad after turn from Beacon St onto HPP

Parking

- Where will people/visitors park to access parkland/pathway?
- B.C. parking during games is a problem
- HPP as a destination will bring more visitors in need of parking

Pedestrian Safety

- What are the safety plans for crosswalks?
- Hazard for Towers “walkers” to get to HPP; they must walk on road & in parking lots.
- Walkers and bicyclist sharing the same path. Walkers can be hit by bikes

Maintenance

- Trash is already a problem. What to do about trash?

General

- Is there any organized opposition to the plan?
 - o What does B.C. want? BC game parking takes over HPP?
 - o What are Ward 7 residents/elected officials concerns? Hammond St. traffic?

Suggestions

- Benches are needed on HPP pathways
- Need safe way to walk from the Towers to HPP. A sidewalk?
- Make pathways wide enough to accommodate walkers and cyclists
- Trash receptacles on pathway
- Pathways must remain clean, for safety and appearance
- Better communication between Towers residents, City of Newton, and DCR
- Good lighting for both pathway and street
- Better lighting on roadway from HPP to the Towers and Mall

Next Steps

- MK to do meeting summary, obtain feedback from attendees, & send to DCR & AB.
- AB will follow up on the following items
 - o Emergency vehicle access
 - o Lighting on the driveway from HPP to Towers/Mall
 - o Easy, walkable access to trails
 - o Walking path from Towers to HPP – avoid street and parking lot
 - o Potential meeting with Nicole Freedman, Newton Transportation Dept.
 - o Meeting with DCR after 75% plan completed

From: [Ludwik Szymanski](#)
To: [Marian L Knapp](#)
Cc: [Norwood, Jennifer \(DCR\)](#); [Vicki Danberg](#); [Brenda Noel](#); [Alicia Bowman](#)
Subject: Re: Hammond Pond Parkway Redesign
Date: Wednesday, February 17, 2021 6:36:35 PM

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Great summary and it clearly describes the issues.

I drove today to Newton Center along the Parkway and I paid more attention than usually. I wonder if someone from the city's planning or whoever prepared the colorful maps of all the options, actually went along the HPP between Towers and Beacon Street, before the snows came. The plans are for a 12 ft wide combined walkway for foot and bike traffic. That would be 3 feet width in each direction for walkers and bikers each. Because of the snow I could not walk it, but it does not look that it would be feasible. The bridge over the T tracks has a sidewalk (sort of) about 4-5 feet wide only! Besides, even before that the distance between light poles and edge of the roadway is less than 12 feet. In fact we need more than 12 feet width just for the actual path and for safety it has to have some 3- feet space between it and the roadway on one side and the fencing on the other. It should be carefully measured after the snow melts. Do you remember the debacle with rebuilding the intersection of Commonwealth and Grant? An elaborate intersection was built there a few years ago and was demolished when it turned out to be a bad idea. It must have cost pretty penny.

Thank to Marian and others for all their excellent work.

Ludwik Szymanski - Towers

On Tue, Feb 16, 2021 at 3:49 PM Marian L Knapp <knappml@comcast.net> wrote:

Dear Ms. Norwood,

I am a resident of the Towers of Chestnut Hill, 250 Hammond Pond Pkwy, Chestnut Hill, MA 02467. On February 8, 2021, I convened a Zoom meeting with a number of interested residents to discuss the DCR plans for the redesign of Hammond Pond Pkwy from Route 9 to Beacon Street.

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Alicia Bowman is cc'd on this e-mail so that she also sees our report. You will note that I did not included Councilor Bowman's comments in the summary and have indicated the reasons for this.

Thank you for receiving this feedback and I am happy to help reconvene a meeting here at the Towers if you would find it helpful in your planning.

Sincerely,

Marian

Marian Leah Knapp

250 Hammond Pond Pkwy, 706N

Chestnut Hill, MA 02467

617 869-4856

Sent from [Mail](#) for Windows 10



BOSTON COLLEGE

OFFICE OF GOVERNMENTAL AND COMMUNITY AFFAIRS

Boston College Questions for DCR Regarding Hammond Pond Parkway

- Did DCR or its consultants consider layouts for Hammond Pond Parkway other than a reduction from four to two lanes?
 - Why did DCR decide against creating a shared bike/walking path while maintaining two lanes in each direction?
- The preliminary plans for South of Route 9 on Hammond Pond Parkway call for maintaining the existing number of lanes with the addition of a shared bike/walking path; was that considered for this Project?
- Did the DCR or its consultants consider the impact of increased car and foot traffic during large events held by Boston College (move-in, sporting events, commencement etc.) in its traffic analysis of the proposed changes to Hammond Pond Parkway?
- Additionally, did the DCR or its consultants consider the impact of increased car and foot traffic at area malls and shopping centers during peak holiday shopping seasons in its traffic analysis of the proposed changes to Hammond Pond Parkway?
- Did the DCR or its consultants consider how any proposed changes to Hammond Pond Parkway would impact the driveway entrance to 300 Hammond Pond Parkway?
 - Would any access or egress to 300 Hammond Pond Parkway be impacted by any of the proposed changes to Hammond Pond Parkway?
 - Would there be any prohibitions on left or right-hand turns both for access and egress if the proposed changes to Hammond Pond Parkway move forward?
 - Are there dimensional configurations available for review regarding any changes to 300 Hammond Pond Park Parkway that would occur if this Project moves forward?

- What is the current timeline of the proposed changes to Hammond Pond Parkway?
 - Have there been any adjustments to the previous timeline?
 - How will all abutters or impacted entities be consulted and kept informed throughout the process?

- What state, local and federal permits, licenses or other approvals is DCR or its consultants required to obtain for the proposed changes to Hammond Pond Parkway?
 - Have any applications, requests or processes begun relative to any permits, licenses, or other approval requests?
 - What is the timeline for any such permits, licenses, or approvals?
 - Will abutters or impacted entities be notified and have input and comment throughout the permit, license and approval process?

- Have DCR or its consultants been in communication with any other abutters or impacted entities apart from Boston College (Chestnut Hill Mall, Apartment complexes etc.) regarding the proposed changes to Hammond Pond Parkway?
 - If so, what have been common questions, comments and concerns that have been raised during these conversations?
 - Has DCR or its consultants considered a temporary trial lane closure with a shared bike/walking path on Hammond Pond Parkway to evaluate the impact of the proposed lane closures on traffic, pedestrians, abutters and any other impacted entities?

- Has DCR proposed additional “road diet” plans for any of its roadways?
 - If so, please identify the additional proposed “road diets” and their proposed timelines.



February 28, 2021

Jeffrey R. Parenti, Program Manager
Department of Conservation and Recreation
251 Causeway St.
Boston, MA 02114

Re: Hammond Pond Parkway

Dear Mr. Parenti:

WalkBoston reviews public and private projects for their potential impacts on pedestrian activity throughout the region and much of Massachusetts.

Hammond Pond Parkway is an approximately two-mile long corridor that connects Beacon Street at its northern end to Horace James Circle near Route 9 at its southern end. It is presently a multi-lane roadway serving the commercial area around the Chestnut Hill Mall at Route 9 and bisects conservation areas for much of its route. Existing pedestrian access is limited to the Route 9 area and there are no bicycle accommodations.

The proposal is to reduce travel lanes from four to two lanes above the shopping mall and to create a shared use path for bicycles and pedestrians constructed to provide ADA compliant access, built on the west side of the roadway. We applaud the reduction of pavement, the use of narrower lanes for traffic and the construction of a facility that will enhance pedestrian access.

We are concerned that the proposed 12' path is too narrow for shared use by pedestrians and cyclists, and may be somewhat hazardous – especially for pedestrians. If the path is too narrow, cyclists on the downhill slope may reach speeds that would conflict with the safety of pedestrians on the path. To correct this difficulty, it would be appropriate to consider separate paths for bikes and pedestrians, with a narrower pedestrian path designed to be unattractive to cyclists, perhaps by using a stone dust surface.

Our opinion is that separate lanes for bikes and pedestrians are appropriate to accommodate anticipated high volumes and to assure the safety of people walking and people biking. If such separate lanes are infeasible, the proposed path should be as wide as possible, with pavement paint and signs alerting bicyclists that there are slower moving pedestrians on the single shared use path. At a minimum, a shared use path would need to be at least 14 feet wide.

In addition, there should be careful consideration of any unsignalized crossings for pedestrians in this new plan for the area.

Thank you for this opportunity to comment on the project. If you have questions do not hesitate to call us.

Sincerely,

Stacey Beuttell
Executive Director

Bob Sloane
Senior Planner

MAKING MASSACHUSETTS MORE WALKABLE

walkboston.org | 617.367.9255 | info@walkboston.org | facebook.com/walkboston | twitter.com/walkboston