

# Morrissey Boulevard Redesign for Reconstruction

deadline October 18, 2016

Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
9/26/2016 10:24		<p>I cannot attend the public meeting regarding the Morrissey Boulevard reconstruction, so I will offer my general comments here.</p> <p>1) High quality / separated bike lanes must be included in this design. The lanes should be smooth asphalt with proper substrate to prevent heaving. The bike facilities must also drain properly so they do not build up pools of water or ice.</p> <p>2) DCR should provide bicycle counts annually to help determine usage. The count data could also be used to determine if plowing of the bike path is needed during the winter months.</p> <p>3) Crossings &amp; intersections should have bike specific traffic signals, as well as clear sight lines to avoid conflicts with automobile traffic.</p> <p>4) Ensure the bike path has adequate lighting at night.</p> <p>5) Ensure the bike path is constructed in conjunction with the roadway. Do not build the road first and force people who bike to wait longer for the bike path to be completed. The cycle path &amp; pedestrian walkway should be given equal priority during construction.</p>	Jon Ramos	320 West 2nd Street, Unit 413 Boston, MA 02127 US	Boston	MA	02127	southiebikes@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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9/26/2016 16:08		<p>Hello,</p> <p>I'm writing to submit comments on the re-design of Morrissey boulevard. I have lived in Dorchester's Upham's corner neighborhood for three years, and have been attending UMass Boston for two of those years. Bicycling is the quickest, cheapest way to get around in the neighborhood, and I bicycle commute everywhere. It's been really tricky getting over from one side of Morrissey to the other, and though it would be more direct to bike Columbia past the traffic circle and down Morrissey to get to UMass, I now take a detour through Savin Hill to avoid Morrissey altogether. Morrissey is really dangerous, it would be wonderful to see it redesigned with a separated, safe and protected bike lane. This could be an area of major attraction if there was a decent bike path, as it goes right along the water and connects parts of southern Dorchester to the rest of the city. As it is, I'm even kind of wary driving on it, let alone biking anywhere along it.</p> <p>Thank you for collecting public comments, I appreciate it!</p> <p>Noah Augustine UMass Boston Urban Planning and Community Development 6 Cameron St #1 Dorchester MA 02125</p>	Noah Augustine	6 Cameron St #1 Dorchester, MA 02125 US	Dorchester	MA	02125	noah.david.augustine@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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9/27/2016 18:18	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Thank you very much for inviting public comments!</p> <p>I am a homeowner in Dorchester. I don't have a car and my partner and I bike to and from work each day, including during the winter. Here are the most important aspects to me of the Morrissey Redesign:</p> <ol style="list-style-type: none"><li>1) A biking connection between the Neponset Trail and the Dorchester Harborwalk that does not involve getting into the street on Morrissey (between Tenean and JFK).</li><li>2) Bus stops.</li><li>3) A red line stop somewhere between JFK and North Quincy. Potentially a red line stop at the traffic circle where Morrissey goes under the tracks. (There is a Dunkin Donuts.)</li></ol> <p>Thank you so much! Hammad</p>	Hammad Ahmed	22 Jerome St. #3 Dorchester, MA 02125 US	Dorchester	MA	02125	hammad@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
9/28/2016 9:52	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>1. Trees - When planting trees, diversify and plant a large variety, not just all one type. (Maples, Sycamores, Flowering Trees, Pine Trees and Evergreens, Sumacs, Lindens, and more.)</p> <p>2. Lighting - Please consider indirect/reflective lighting technology. I've seen this type of lighting along the new walkway between the JFK Library and Harbor Point. There are no shadows, no glare, and minimal light pollution. It is easier on the eyes and makes seeing at night easier. You can't see the bulb because it is inside the fixture, pointing up to a type of hat cover that reflects the light downward, spreading it nicely and without any shadows, which seems like an amazing magic trick. Please no goose neck lights. And while the lights down by Savin Hill/Malibu beach are fancy and old fashioned, they are too bright, glare in your eyes, and cast dark shadows. Thank you for considering indirect/reflective lighting.</p> <p>3. Crosswalks/HAWK lights - Please consider putting one by the bathhouse/parking lot area. If feasible, please also consider one by Old Colony Terrace. Many people cross at these locations by darting across the Blvd.</p> <p>4. The safety of the crosswalk by I93 still concerns me. I do not have any suggestions, but hope you can look into this and come up with some ideas.</p> <p>5. Truck enforcement - Since we can't rely on the state police to enforce this, perhaps we can put something up like they have on Storrow Drive (the hanging signs that say 'Cars Only'). Or if you do end up building a pedestrian bridge, make it low enough so trucks can't get by. The neighborhood is concerned about trucks on this road, particularly in the middle section by the bridge.</p> <p>THANK YOU! Great presentation last night!</p>	Heidi Moesinger	253 Savin Hill Ave Boston, MA 02125 US	Boston	MA	02125	savinhill@outlook.com	

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9/28/2016 19:30	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Please re-upload the presentation from September (<a href="http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/projects/2016-9-27-morrissey-presentation.pdf">http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/projects/2016-9-27-morrissey-presentation.pdf</a>). The graphics are so compressed that the legends and text are completely unreadable.</p> <p>The proposed widths for the bike lanes and sidewalks are laughably narrow. A two-way bikeway should be 10' MINIMUM, and should really be 12'. And any sidewalk should be at least 6' wide. Cramming in substandard facilities is a bad investment - please do it right the first time.</p>	R Ahlberg	214 Bradford St Provincetown, MA 02657 US	Provincetown	MA	02657	rikahlberg@mac.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
9/28/2016 20:48	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	Oct 18 is not enough time for comments. Some Dorchester Civic Associations will not have even met during that time period to discuss it. You need to give at least a month!	Maria Lyons	176 Walnut Street Dorchester, MA 02122 US	Dorchester	MA	02122	mtlteach@comcast.net	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
9/30/2016 9:23	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	The plans look good,unfortunately i was unable to attend the meeting.i live on savin hill avenu and used to be able to get to morrisey using a path from the end of fox point road,in front of the traffic light opposite the yaught club.it was my understanding that this area at the end of fox point road is dcr property.unfortunately the path is overgrown with weeds and a metal retaining wall put up by dcr makes the step up very high.now we cannot access the blvd.to cross to the yaught club.can you help with this issue?	Karen Pavidis	233 savin hill ave Dorchester, MA 02125 US	Dorchester	MA	02125	quipav@hotmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
9/30/2016 11:37	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Hello,</p> <p>Thank you for including separated bicycle lanes in your proposed design for Morrissey Boulevard. If possible it would be great to have wider sidewalks, especially along the scenic areas.</p> <p>I'm very glad to see that what looks like four lanes of traffic will be eliminated in removing the jug handle at the UMass entrance. That will be a great park.</p> <p>I don't see why the sidewalk needs to juke toward the road in one rendering shown in the presentation from this week's meeting. The sidewalk is separated from the bike lane with a planting strip, then at a driveway intersection the sidewalk shifts closer to the bike lane, then after the driveway it shifts back. I suspect that people will not follow the sidewalk as it curves and instead will continue to walk straight.</p> <p>Also thank you for making the presentation available online- however, it's fuzzy. I couldn't read a lot of the details, specifically such crucial things as the road, sidewalk, and bike lane widths. I would like to see a higher resolution version made available.</p> <p>Thank you, Kara</p>	Kara Chisholm	34 Coddington Street Quincy, MA 02169 US	Quincy	MA	02169	kchisholm@quincyma.gov	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
9/30/2016 11:46	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Hi there,</p> <p>I've recently moved to the Ashmont neighborhood of Dorchester and have gradually learning the best cycling routes in the area and between my home and places I like to visit. Morrissey Boulevard has been a consistent challenge. I'd love to see the redesign incorporate the needs of all users (including cyclists) and a safer, slower, traffic flow.</p> <p>Thanks!</p>	Nathaniel Brooks	35 Beaumont St. Dorchester, MA 02124 US	Dorchester	MA	02124	brooks.nathaniel@gmail.com	

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10/3/2016 14:12	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	The proposed signal of MB SB with Service Rd (near Globe driveway and U-Turn to SB) should all be made into one signalized intersection to allow for better access for future Globe site development. i.e., MB SB as phase 1, Globe Driveway/U-Turn (but relocated across from driveway) and Ped as phase 2, Service Road as phase 3. Keep u-turn as one way under this option.	David Matton	17 Mill Street Dorchester, MA 02122 US	Dorchester	MA	02122	dmttn@hotmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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10/3/2016 14:17	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Comments below:</p> <p>@ General</p> <ol style="list-style-type: none"> <li>1. There should be regular pedestrian/cycling crossings integrated into the entire length of the Phase 1 "middle" section. These crossings humanize the environment - without them, and slower car traffic, pedestrians will never use these routes.</li> <li>2. Vehicular pavement should be reduced as much as possible.</li> </ol> <p>@ North Segment</p> <ol style="list-style-type: none"> <li>1. Pedestrian/cycling route crossing Bianculli Blvd is cumbersome. The directness of the their route shouldn't be subservient the the cars'.</li> <li>2. There needs to be a crossing at Old Colony Terrace for pedestrians and bicycles. Best as an activated crossing (HAWK) but could be a passive crosswalk if there's enough room to wait in the median.</li> <li>3. There needs to be a way for cyclists to go from the Phase 1 "middle" section to JFK station/Columbia</li> </ol> <p>@ Mid Segment</p> <ol style="list-style-type: none"> <li>1. There needs to be a connection/crossing from the west/south bound cycle track to the Greenway</li> <li>2. Art/other beautification should happen under the I-93 crossing</li> <li>3. Add street parking near Boat Launch / beach on east / northbound side; HAWK crossing here is good to Malibu.</li> </ol> <p>@ South Segment</p> <ol style="list-style-type: none"> <li>1. Pope's Hill T Station should be brought back! Or at least flexibility should be in the design in case it ever is.</li> <li>2. Crossing at Victory Rd and other locations (like at Popes Hill) are imperative to add.</li> <li>3. Cycle Track / cycling infrastructure (i.e. sharrows) should continue up Freeport St to Ashmont Station</li> </ol>	Evan Brinkman	4 Remington Street Boston, MA 02124 US	Boston	MA	02124	Evan_brinkman@hotmail.com	



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10/3/2016 14:21	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	Do not understand the need for a HAWK near boat launch as shown. I have never seen a crossing made there. Is there a demand?	David Matton	17 Mill Street Dorchester, MA 02122 US	Dorchester	MA	02122	dmttn@hotmail.com	
10/3/2016 14:29	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	Do not like the elimination of SB Freeport right turn yield onto MB SB. Freeport backs up daily, often to beyond Mill Street and this right turn relieves some of the queuing that happens. MB NB left to Freeport queue, particularly on Saturdays often exceed storage bay causing people to take it as a double left from through lane. Consider either longer time for this move or lengthening the bay.	David Matton	17 Mill Street Dorchester, MA 02122 US	Dorchester	MA	02122	dmttn@hotmail.com	
10/3/2016 14:39	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	Elimination of the MB SB U-turn at ped overpass will force Dunkin Donuts plaza traffic and Popes Hill traffic that is destined NB to travel 2200' south to u-turn at a location with very poor sight distance.	David Matton	17 Mill Street Dorchester, MA 02122 US	Dorchester	MA	02122	dmttn@hotmail.com	
10/3/2016 14:45	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	Old Colony Ter. peds destined for UMass will j-walk on south side of proposed intersection to get to UMass pathway along the south side of Bianculli Blvd. instead of crossing at crosswalk as shown on north of proposed intersection. The concrete of the bridge deck over waterway to Pattens Cove isn't shown and it would be very inviting.	David Matton	17 Mill Street Dorchester, MA 02122 US	Dorchester	MA	02122	dmttn@hotmail.com	
10/4/2016 10:25	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	Hi! I'm so excited to see the reconstruction plans. I'm a frequent walker and runner and it is so important to be able to have better sidewalks and more devoted crosswalks. I know this doesn't cover the traffic circle by the JFK-UMass T station, but eventually I'd love to see that have better pedestrian crossing. There are crosswalks, yes, but drivers are so focused on each other that they neglect to notice whether people are trying to cross, and travel safely from the T station to Moakley Park or Carson Beach.  Thanks!	Clare Fitzgerald	28 Edison Green Dorchester, MA 02125 US	Dorchester	MA	02125	clare.r.fitzgerald@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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10/4/2016 15:22	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>The designs for Morrissey Boulevard, relative to pedestrians and bicyclists, look great and are a long time coming. Special care must be taken to connect those improvements to Day Boulevard and Old Colony Avenue to the north, and Neponset Circle and the Neponset Greenway to the south. That's the difference between having long individual stretches of quality bike infrastructure, and building a truly connected, off-street transportation alternative.</p> <p>I live in Port Norfolk, and often see cyclists racing through the neighborhood between the river and Neponset Circle. Even some small amount of signage or painted bike lanes between the river and the circle would go a long way to protect cyclists, pedestrians, and drivers.</p> <p>At rush hour, I often see cyclists coming off the Neponset Bridge or the bike trail and entering busy traffic in the circle, either to get around to Neponset Avenue or on to Morrissey Boulevard. It's a dangerous condition for cyclists that could be alleviated with major infrastructure improvements, or signage indicating safer alternative routes.</p>	Tim Czerwienski	52 Walnut Street Dorchester, MA 02122 US	Dorchester	MA	02122	czerwienski@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
10/6/2016 0:02	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>I think the whole plan for the redesign of morrissey blvd is a great idea,the cars drive on the boulevard like it's a highway.my biggest concern and what I haven't noticed is any safe places for any kids to cross the boulevard.i live in port Norfolk and have 2 children who I have to drive across the street because there are no crossing signals and you need to time the red lights and nobody should expect children to understand how to do that,while a major renovation is underway I'd like to bring it to someone's attention that such a common sense thing is missing,crosswalks for children and older people who aren't capable of timing the lights or running across the boulevard and dodging cars.</p>	Stephen Omalley	49 redfield street Dorchester , MA 02122 US	Dorchester	MA	02122	stvoml@gmail.com	

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10/8/2016 13:37	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>I am an active member of the Neponset Greenway Council and the Environmental Chairperson for the Port Norfolk Civic Association. I am all for trees, walkways and bike tracks, but this plan goes too far and adds unnecessary costs. There is no need of taking away the 3rd travel lane northbound. Anyone on a bike going north from Quincy, Cedar Grove, Port Norfolk, Milton will be traveling on the Nep. Greenway Trail. There is room to enhance the trail in the North Section of Morr. on the side of the road from where it will connect to last segment of Nep Greenway, (when completed to Malibu Bridge), to K Circle, without taking away a lane. The bike trail crossing the x-way off ramp at the gas tank will be dangerous. Taking away lane will cause extreme backups in all of East Dot., Quincy, Milton. Your Traffic estimates are too low and you are not accounting for future condo development. If there is a 2 way cycle track on southbound side, plus a side road bike track on the North side, there is no need of taking travel lane for another bike track. If you want to make Morr. more neighborhood friendly, you need to add more cross streets that will allow car passage across and slow down traffic. Port Norfolk needs another safe way to get out of the area. If we are traveling south, we will have to dangerously go into Nep Circle or all the way down to Freeport St to turn around. We need a traffic light and cross St at Conley St both north and south to accommodate cars traveling to and from Port Norfolk homes, Tenean Beach, Venezia, Yacht Club, Winery, Distillery, Boat Yard, Sully Mac and other companies and future condos. You need to redo your traffic studies during rush hours on a Tuesday. At the very least, you need to test your plan by taking away lanes and changing light timings and see what happens. It is a beautiful plan, but unrealistic and with no considerations for consequences. Taking away lanes is the easy way, plenty of space along Morr. Blvd. Use your imagination.</p>	Maria Lyons	176 Walnut Street Dorchester, NH 02122 US	Dorchester	NH	02122	mtlteach@comcast.net	

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10/11/2016 13:07	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Hi</p> <p>For the section of the reconstruction project between Freeport and the UMass traffic lights I would like the lighting designer/contractor to consider 'dark sky' solutions to lighting this tract, see <a href="http://www.darksky.org">www.darksky.org</a>, as opposed to the highway lighting pattern/level used now. The new lighting for this tract would be concentrated downward onto the sidewalk/bicycle paths being proposed and allowing that lighting to wash onto the roadway preserving and enhancing the unique visual of the night sky in this area. This may also allow for the lamp posts to be located farther from the roadway reducing the lamp posts taken out by auto accidents.</p> <p>This section of the Boulevard is unique from the other sections and I believe deserves to be treated in a special way for maybe the same if not much more money..</p> <p>Thanks...</p>	al knasas	8 Evandale ter dorchester, MA 02125 US	dorchester	MA	02125	abk02125@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
10/12/2016 13:41	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>I am so happy to see the reduction of car lanes and the addition of good walk/bicycle lanes. The expressway already provides N/S transit. We don't need MB to do the same. I like the vision of it as a parkway with emphasis placed on access to the beach and parklands for bikers and walkers. I would ride/walk on MB much more frequently if it didn't feel like a speedway dominated by cars. I would applaud any efforts to slow the traffic. I also appreciate the addition of trees and landscaping - to make it more visually beautiful and to also help ameliorate the effects of car exhaust. I've heard some say that it isn't used much by bikers, so bike lanes aren't needed. It isn't used much because it is currently unpleasant and unsafe to bike on. If one goes south on MB, once you get to Lamberts there is absolutely no safe way to continue on. (especially since Lamberts has been known to place things for sale right on the sidewalk). Build the bike and walking lanes and the bikers and walkers will come! Finally, it is important to consider what works for people who live in the neighborhood as opposed to people who simply pass through it. As I said above, the expressway already provides an option for people commuting south to suburbs.</p>	Kathleen Schnaidt	192 Savin Hill Avenue Dorchester, MA 02125 US	Dorchester	MA	02125	knoelle2@yahoo.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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10/15/2016 10:43	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Unfortunately I was unable to attend the meeting and I expect that some of my concerns and comments were addressed there. I like the concept of narrowing to two lanes to allow for improved pedestrian and bike access. My questions/concerns:</p> <ol style="list-style-type: none"> <li>1. Intersection with Freeport St. The presentation states Reduced Cycle Length/Improved Efficiency. The only detail offered is Southbound Left Turn Relocated to Victory Road. I infer that the improved efficiency is from reducing the number of cycles from 4 to 3. Maybe some of the traffic would also use the new light at Victory Rd. I would be interested in seeing the analysis that justifies how the multiple cycle wait for the westbound Freeport St and northbound left turn routes is going to be eliminated.</li> <li>2. Is there going to be some coordination of the Victory Rd light with the Freeport St light?</li> <li>3. Eliminating the U-turn by Stop &amp; Shop is a loss. Whenever I go to Lamberts or Stop &amp; Shop, it is how I got home. What are the proposed alternatives?</li> </ol>	William Bonnice	49 Bakersfield St Dorchester, MA 02125 US	Dorchester	MA	02125	wfbonnice@gmail.com	
10/16/2016 12:13	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Thank you for including bicycle accommodations in this plans. I am concerned with the parts of the plan that have the cycletracks and pedestrian sidewalks at the same grade, next to each other, with bikes having 8 feet and peds having 5 feet. Being directly next to each other, at the same grade, means that the 2 will mix, and they don't mix well. Peds will want to walk side by side and therefore mix with bikes. Designs in which the two are separated by greenery or grade seem much better. Please reconsider the design to have better divisions between bikes, peds, and cars (which is included in part of this presentation in which the bikes are at the same grade as cars but with a separated barrier, then greenery, then sidewalk.). Thank you!</p>	Jenny Duquette Norcott	254 E St #3 Boston, MA 02127 US	Boston	MA	02127	jennynorcott@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
10/17/2016 11:06	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>The addition to public art installations along Morrissey BLVD between BC High and Freeport st would be great.</p>	Jennifer Deabler	237 Savin Hill Ave Dorchester, MA 02125 US	Dorchester	MA	02125	deablerj@gmail.com	

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10/17/2016 15:27	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>The accomodations provided for people on foot and on bike are commendable. I look forward to using them. However, I would suggest that you consider reducing the lane width from 10 ft to 9. According to the Federal Highway Administration, this reduction in lane width would reduce motor vehicle speeds by about 5 m/h.</p> <p>Reducing vehicle speeds results in increased safety for all, including drivers. Reducing the lane width means lower maintenance costs when it comes to paving and plowing operations, and lower levels of stormwater runoff that need to be treated. Lastly, saving a combined 4-6 feet of width along the corridor means an additional row of trees or other plants can be added, resulting in more land conserved and more pollution filtered from the air we breathe.</p>	Michael Lalli	21 Parkdale St. Somerville, MA 02143 US	Somerville	MA	02143	michael.j.lalli@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

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10/18/2016 8:36	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>On the 7th slide "Design Project Scope" recommend a different color for I-93 be used instead of black because it looks to be the main focus of the locus map.</p> <p>Slide 11 " General Concept Features" recommend Design and posted speed be 30 MPH and not 35 MPH.</p> <p>Slide No. 17 - "Proposed Bicycle &amp; Pedestrian Facilities - South Segment" please provide detail plan drawing and section drawing for "Narrow Pass" areas. Also the Leahy Holloran Community Center is shown in the wrong place on this slide.</p> <p>Please include Mt Vernon intersection with Morrissey Blvd as part of your "Traffic Design: Focus Locations: because you begin with the Bianculli Blvd. Intersection and work your way South from there.</p> <p>On slide 23 show driveways for BC High.</p> <p>On Slide 30 Please include plan and detail section at the Malibu Bridge.</p> <p>Also on Slide 30 Suggest at 1-93 off ramp that it be stop controlled and let bikes cross parallel to Morrissey Blvd and not at Right Angles.</p> <p>Finally on slide 30 why is there no deceleration lane to main entrance to the service road for CVS/National Wholesale Liquidators mall.</p> <p>Recommend keeping bike lane parallel to Morrissey Blvd as it crosses this service road. Design shows crossing the service road at a 90 degree angle.</p> <p>Is there any consideration for turning the following streets into one-ways from Morrissey: Pope Street &amp; Tolman?</p> <p>Is there any consideration of Turning Freeport Street between Morrissey and Neponset Ave into a two-way?</p> <p>At the Tolman Street intersection you incorrectly show Neponset Ave where Bloomington Street is.</p>	John McCormack	5 Longwood Road Quincy, MA 02169 US	Quincy	MA	02169	Jmak220@comcast.net	



# Morrissey Boulevard Redesign for Reconstruction

deadline October 18, 2016

Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
10/18/2016 10:22	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>I worked for 5 years at UMass Boston. I took the T rather than biking out of fear of Morrissey Boulevard. From my home in Quincy, it would be far, far quicker -- and healthier! -- for me to bike. These redesign elements would address my concerns: they are vital and need to happen soon!</p> <p>This update to a flood-vulnerable piece of infrastructure will allow the booming number of students, staff, and faculty at UMB to commute from the South Shore. As our city's only public university continues to grow -- and continues to suffer severe constraints on parking and access -- we have the chance to connect two important objectives: supporting public education and encouraging more bike commuting.</p>	Conevery Valencius	218 Harvard STreet Quincy, MA 02170 US	Quincy	MA	02170	cvalencius@post.harvard.edu	<p><b>Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic</b></p>

# Morrissey Boulevard Redesign for Reconstruction

deadline October 18, 2016

Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
10/18/2016 14:00	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>To the Project Leaders on Morrissey Boulevard:</p> <p>This is a good start, but I urge you to do more. Morrissey Boulevard abuts some of the most beautiful shoreline in Boston. Give bicyclists and pedestrians safe, continuous, and protected passage. The demand is there. Crossing Freeport Street and the I-93 off-ramp remains a barrier for neighborhood access. Please re-measure and better balance your design to accommodate those who use this road by other means than a motor vehicle</p> <p>1. Reduce the width of vehicle travel lanes. Given the current widths of 11.5' – 12', drivers will still be encouraged to speed and everyone will lose out on space that could be better utilized for wider bicycle/pedestrian paths and landscaping. A curb-to-curb width of 22' – a pair of 10' lanes with 1' offsets -- better aligns with the project's goals (traffic calming), Boston's Complete Street Guidelines (10' lanes where there are no or few heavy vehicles- as will be the case here), and NACTO Guidelines.</p> <p>2. Increase the width of bike paths and sidewalks. At 5' (one-way) and 8' (two-way) the cycle tracks are barely making the grade for "minimum width in constrained locations" according to the NACTO design guidelines. 8' (one-way) and 12' (two-way) cycle tracks are not only more desirable but will do tremendous work in reducing conflicts between people on bikes and people walking. If the DCR is serious about their commitment to creating a roadway that is "more-accommodating of non-vehicular modes...and more of a connector between abutting communities and all of the recreational and open-space resources that the Dorchester Bay has to offer" they need to provide more than the minimum allowance of space to people on foot and on bikes.</p> <p>3. As a rule, cycle tracks along Morrissey should be two-way. It is a difficult road to cross, and so on any given side of the street people will ride both ways. One place where it is especially important to have 2-way cycle tracks is by the Boston Globe property</p>	Lynn Holmgren	46 Everdean St, Apartment 2 Boston, MA 02122 US	Boston	MA	02122	lynn.holmgren@gmail.com	

# Morrissey Boulevard Redesign for Reconstruction

deadline October 18, 2016

Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
10/18/2016 14:50	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>I commute by bike between Milton and Boston year-round, and Morrissey Blvd (in combination with the Neponset River Greenway) is the most convenient and direct route for me.</p> <p>There are a lot of stake holders in this project, but I would urge the DCR to prioritize safe bicycle accomodation. Protected bike lanes, where possible, would be wonderful, but even better shoulder accomodations and properly marked intersections would be a significant improvement.</p> <p>Thank you for your consideration.</p>	Mike Blackwell	357 Blue Hills Pkwy Milton, MA 02186 US	Milton	MA	02186	mkblackwell@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
10/18/2016 15:23	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Your current plan eliminates the "U-turn" near the Stop &amp; Sop and the Dunkin' Donuts that currently allows cars to go from Southbound Morrissey Boulevard to Northbound Morrissey Boulevard. In so doing you have made it impossible (or at least very difficult) for a car going southbound on Morrissey Boulevard from the stores and Dorchester access streets south of Freeport Street to reach the Port Norfolk neighborhood or Tenean Beach.</p> <p>This reduction in access does not accord with the "primary project goal" and the important public need to "strengthen connections to recreational facilities, natural resource areas, and neighborhoods." This reduction is also inconsistent with the professed "purpose of this project" to have Morrissey Boulevard serve "as the primary means of access to abutting properties" and as "a key connector providing access to important open spaces and recreational areas, including ... Tenean Beach."</p> <p>If you must remove this "U-turn" - which I think is a mistake - then there needs to be added a legal and safe way for a car to turn left off of Southbound Morrissey Boulevard onto Conley Street.</p> <p>Indeed, Conley Street should have both a Northbound and Southbound Morrissey Boulevard entrance and exit, so as to serve properly as a means of access to and from the Port Norfolk neighborhood and Tenean Beach.</p> <p>Thank you.</p>	Geoffrey Bok	169 Walnut Street, Unit 6 Dorchester, MA 02122 US	Dorchester	MA	02122	gbok@scmlp.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

# Morrissey Boulevard Redesign for Reconstruction

deadline October 18, 2016

Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
10/18/2016 15:53	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Thank you for your efforts to improve the corridor. I am particularly pleased to see the proposals to make Morrissey Blvd more bicycle and pedestrian friendly. I have included some suggestions which I hope will help to improve the project.</p> <p>General Comments: Please try to make the bikeways wider wherever possible. There have been a number of proposals to add dense residential developments along Morrissey Boulevard and in the Port Norfolk area, and the new Boulevard should allow these thousands of future residents to safely bike to their local stores, restaurants and train stations.</p> <p>SOUTHERN SEGMENT: Neponset Circle entrance to Morrissey Boulevard - can this be reduced from two lanes to one, to encourage more drivers to use the Expressway instead? I strongly suggest that the ped/bike crossing from Redfield Street to Morrissey Boulevard across the I-93 onramp should include a HAWK or other pedestrian crossing signal. Crossing two lanes of accelerating traffic to access Morrissey Boulevard is intimidating for most vulnerable road users. The Norwood Street intersection with Morrissey Blvd is designed for high-speed car movement. This would set up ped/bike crossing conflicts. I suggest turning the intersection into a perpendicular turn, possibly with a deceleration/acceleration lane. Is it necessary to have Norwood Street enter Morrissey Boulevard when Tolman Street is less than 300 feet away? Consider making Tolman St, Conley St and/or Victory Road connect across Morrissey Boulevard. Neighbors would prefer to be able to cross Morrissey Boulevard more easily, and they suggest that adding more intersections would reduce speeding and make the roadway safer. Freeport Street at Boston Bowl - consider moving the northbound motor vehicle travel lanes into the median to make more room for ped/bike access along Freeport Street. Alternately, consider putting the bike/ped route on an easement between the businesses and I-93.</p>	Lee Toma	58 Aberdeen Road Milton, MA 02186 US	Milton	MA	02186	lee.toma@bikemilton.org	

# Morrissey Boulevard Redesign for Reconstruction

deadline October 18, 2016

Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
10/18/2016 15:54	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p><b>MIDDLE SEGMENT:</b>            It is interesting how at Freeport Street the bikeway on the northbound side of Morrissey Boulevard is diverted to the opposite side to avoid the I-93 offramp. We hope to encourage more people to bike to the UMass Boston campus, and they would prefer not to have to cross the Boulevard twice. Please install signage directing northbound bicyclists to take Victory Road to the proposed Harborwalk / Neponset Greenway segment past the National Grid parcel. Alternately, while this would be a more expensive solution, please consider installing a lighted tunnel under the I-93 offramp.</p> <p>Also at the Exit 14 I-93 offramp, please consider shifting the motor vehicle travel lanes to the left to allow a merge lane for the offramp.</p> <p>The I-93 underpass lists ped/bike facilities as a 'narrow pass'. Please shift the southbound motor vehicle travel lanes eastward into the paved median to provide more room.</p> <p>Freeport Street eastbound - How will the existing bike lane integrate with the proposed off-road bikeway?</p> <p>Malibu Beach parking access - should acceleration / deceleration lanes be added?</p> <p>If the roadway is raised, how will the elevation transitions be handled?</p> <p><b>NORTHERN SEGMENT:</b>            Morrissey northbound right turn onto Bianculli Boulevard: Please consider making the turn sharper to slow traffic and reduce the severity of any potential car vs. ped/bike conflicts at that turn.</p> <p>The UMass train station is a popular destination, and will likely be even more so as the new condos open and the Globe and WLVI sites are redeveloped. A wider, two-way cycletrack would be much more useful than a one-way route. I suggest eliminating the new trees from the secondary median, and/or making the travel lanes and buffer narrower.</p> <p>Thank you again for your consideration.</p> <p>Sincerely,            Lee Toma            On behalf of the Milton Bicycle Advisory Committee</p>	Lee Toma	58 Aberdeen Road Milton, MA 02186 US	Milton	MA	02186	lee.toma@bikemilton.org	

# Morrissey Boulevard Redesign for Reconstruction

deadline October 18, 2016

Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
10/18/2016 19:59	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>Safe biking and pedestrian access is very important to me. Morrissey Boulevard is currently far too wide and fast, cutting dorchester off from the waterfront and making it far too dangerous and difficult to navigate by any means other than car. I live at Fields Corner and work in the seaport. I would like to bike along morrisey up through South Boston, but it is too inconvenient. This forces me onto Dorchester avenue which is also very dangerous. I would bike commute significantly more if options were safer. I have bike commuted for years in the city, so I am normally quite brave. but morrissey boulevard is currently unbikable.</p> <p>Overall I was pleased with the new design. More places to cross morrissey boulevard as a pedestrian is also important.</p> <p>I do use Kosciusco Circle for some driving errands, it is routinely very dangerous and congested. It is also very dangerous to cross as a pedestrian.</p>	Britt Harter	41 tremlett street dorchester center, MA 02124 US	dorchester center	MA	02124	brittenharter@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic

# Morrissey Boulevard Redesign for Reconstruction

deadline October 18, 2016

Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
10/18/2016 22:03	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>I am writing in regards to the presentation that was given on September 27, 2016 at the Leahy Halloran Community Center. I would have liked to have attended in person, however, it would appear that the people who actually live in the neighborhoods that would be affected were not invited. It seems that from the outset this process has been hijacked by special interest groups, specifically, cyclists. It strikes me that the DCR is proposing to spend millions of dollars to placate a very small, albeit vocal, group. Your own data clearly states that Morrissey Boulevard is not utilized by cyclists, yet is used by thousands of people everyday to go to work, travel home, and generally live their lives. Yet, instead of dealing with the issue, that being improving the movement of traffic, your solution is to actually make traffic worse by taking lanes away. It is utterly preposterous to believe that by doing this you are going to force people onto a highway already past the point of saturation. What you will succeed in is creating additional traffic on secondary and neighborhood roads as people seek alternative routes.</p> <p>I would also like to comment on this plans impact on the Port Norfolk neighborhood. Your proposal includes provisions to further limit access to our neighborhood. As we are already geographically isolated by the MBTA rail lines and Interstate 93, it is unwise and unsafe to further limit accessibility. Fire, Police, and EMS has a difficult enough time in accessing our neighborhood as it is, delays, even in seconds, can mean the difference between life and death. There was also no mentions on the negative effects this will have on the many business in the area,</p> <p>I would respectfully ask that you actually reach out to the communities affected, perhaps through neighborhood associations, to actually understand what the issues are and how best to deal with the needs of the entire community, not just agenda driven special interest group</p>	Edward McCarthy	157 Walnut St Dorchester, MA 02122 US	Dorchester	MA	02122	emccarthyiii@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
10/18/2016 22:07	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	There has not been enough time for comments. Some Dorchester Civic Associations have not even met since the Sept DCR presentation of the Morrissey Blvd. Plan. There needs to be an extension on the comment period.	Maria Lyons	176 Walnut Street Dorchester, MA 02122 US	Dorchester	MA	02122	mtlteach@comcast.net	

# Morrissey Boulevard Redesign for Reconstruction

deadline October 18, 2016

Date	Topic on Which You are Submitting Your Comment	Comment	Name	Address	City	State	Zip	Email	I would like to receive future DCR updates
10/18/2016 22:55	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	Please add continuous bike lane!	Keren Horn	21 Spring Garden Street Boston, MA 02125 US	Boston	MA	02125	kerenhorn@gmail.com	Please add my contact information to an outreach list on the selected topic, in order to receive future DCR updates and public meeting notices on the topic
10/18/2016 23:20	Morrissey Boulevard Redesign for Reconstruction - deadline October 18, 2016	<p>I am a Port Norfolk resident. Please consider that if you take away the left turn on Freeport going South, you have a left turn on VictoryRd. We should not have to go all the way to Neponset Circle where traffic backs up. Also consider an entrance north and south at Conley St.(also need to get to Stop and Shop). I think Dunkin Donuts will lose business if can't be accessed as it is presently. Also do you know that Port Norfolk may have a housing development next to Venezia restaurant increasing the number of people coming in and out of Port Norfolk. Neponset Circle is horrible to get out of already.</p> <p>Please also consider that you might have only one bike lane on both sides. One going North on the right and one on the other side coming South. I don't see how 2 lanes will work with just changing the lights.</p> <p>Just some thoughts. The drawings look real nice, of course.</p>	Emy Thomas	171 WALNUT ST UNIT 15 DORCHESTER, MA 02122-3635 US	DORCHESTER	MA	02122-3635	emythomas@comcast.net	



**From:** Paul N [<mailto:pfndot@hotmail.com>]  
**Sent:** Monday, October 17, 2016 12:05 PM  
**To:** Fiesinger, Anne (DCR); Parks, Mass (DCR); McCarthy, Mary (DCR)  
**Subject:** Comments on Morrissey Blvd

Hi Anne and Mary: Attached are my comments in response to the presentation we saw on Sept. 27 about Morrissey blvd. I wanted to send them as an attachment as opposed to the online form because I've included a graphic.

Could you please see to it that my document finds its way to the correct staff?

Thank you, Paul Nutting

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As someone who has been involved in many studies about the public realm on Columbia Point, please accept these comments for the Morrissey Blvd (MB) reconstruction.

It is my hope that more consideration will be given to connecting the neighborhoods to the west of MB to the waterfront and providing more vehicular movement options by creating additional controlled intersections.

At least three more intersections are needed. From south to north:

- Connect Conley St to upper Freeport St in front of the Stop and Shop. This would allow residents of Port Norfolk to easily access other parts of Dorchester.
- Victory Rd should be rejoined. This would take a lot of pressure off of the Freeport Street intersection by allowing many more routing options. It also would reduce cut through traffic on the Clam Point side streets.
- Plan for an intersection for a future road that is called for in the Columbia Point master plan. This new road is part of a long term solution to congestion at K-Circle and could possibly be paid for by the Globe developer or as part of a Bayside development. It would be prudent account for this in your planning. See below



I realize that these additional intersections would create more stops for through traffic but my goal is to provide more connections for Dorchester residents, while keeping through traffic on the highway, and to plan for the coming development of the Globe and Bayside Expo sites.

-----Original Message-----

From: Donna Bishop [<mailto:donnabishop@comcast.net>]

Sent: Tuesday, October 18, 2016 10:34 PM

To: Parks, Mass (DCR)

Subject: Morrissey Blvd

Hello -

I am a resident of the Port Norfolk area of Dorchester, and therefore an abutter of Morrissey Boulevard. The Morrissey Boulevard you describe in your project description is not recognizable to me. I have traveled Morrissey Boulevard for more than 30 years. At one time there were frequent floods where the old Burger King used to be (closer to Neponset Circle) but the road has long since been repaired and it has never flooded again. There were also floods at the top of Morrissey, but that flooding has decreased considerably and it has been a long time since I have seen a road closure. It would be best to stick to facts.

There is nothing "difficult" about travel on the Boulevard. There are never any pedestrians and no matter how beautiful you might make it, there will still be no reason for foot traffic. The bike trail goes through my neighborhood and continues both north and south.

As for the "robust" public involvement you talk about, tonight was the first time I have discovered that the plans for Morrissey Boulevard include anything more than flood control. While I live within two minutes of Morrissey Boulevard I was never notified, nor was anyone else in my neighborhood, of these outrageous plans or of any public meetings (of which there seems to have been only one). I doubt very much that the people who live and work on or next to Morrissey Boulevard have had any part in these plans. The misleading description of the "problems" is wholly inaccurate.

The reason Morrissey Boulevard is busy is because Route 93 is so overcrowded much of the time that people try to avoid it. Your plans will make Route 93 and all local roads, including Morrissey Boulevard, intolerable.

Finally, there appears to be no plan for access to and from our neighborhood for residents, business owners and employees, for firetrucks or other emergency vehicles. Many years ago it was discussed that there ought to be a turn from Morrissey Boulevard onto Conley Street (formerly Tenean Street). This would help but it would certainly not be enough.

Thank you for your attention to this matter. I hope you will consider this a "public comment".

Donna Bishop  
39 Lawley Street  
Dorchester 02122  
617 825-6867  
[donnabishop@comcast.net](mailto:donnabishop@comcast.net)



**UNIVERSITY OF MASSACHUSETTS BOSTON**  
GOVERNMENT RELATIONS AND PUBLIC AFFAIRS

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[www.umb.edu](http://www.umb.edu)

October 18, 2016

Commissioner Leo Roy  
Department of Conservation and Recreation  
251 Causeway Street, Suite 900  
Boston, MA 02114-2104

**Re: Comments on Morrissey Boulevard Redesign for Reconstruction**

Dear Commissioner Roy:

On behalf of the University of Massachusetts Boston (“UMB”), I am writing to provide comments on the Department of Conservation and Recreation’s (“DCR”) Morrissey Boulevard Redesign for Reconstruction project. We appreciate your commitment to a robust public and community process for this project, and believe that a thoughtful and well-planned redesign and reconstruction of this critical thoroughfare, as currently envisioned by DCR, will result in significant improvements for our students, employees, and visitors, as well as neighbor residents, businesses, and institutions.

UMB has a significant presence on Columbia Point, with over 17,000 students and 3,000 employees, many of whom rely on Morrissey Boulevard every day to travel to and from our campus. Morrissey Boulevard also provides critical access to our neighbor institutions on Columbia Point, including the John F. Kennedy Presidential Museum and Library, the Edward M. Kennedy Institute, the Massachusetts Archives, and Boston College High School, as well as numerous residents and businesses.

With respect to this project, we would like to offer several specific comments. First, DCR has identified reducing flooding conditions along the Phase 1 (Middle) portion of Morrissey Boulevard as a project construction priority. Current stormwater drainage and flooding conditions serve as an impediment to safe travel along Morrissey Boulevard for our students, employees, and neighbors – irrespective of transportation mode – and accordingly UMB shares your goal of reducing flooding in this area. Moreover, campus safety is a priority for UMB, and reducing flooding conditions along Morrissey Boulevard will help ensure that our students and employees can safely evacuate from campus during an emergency.

Additionally, for some time we have worked collaboratively with DCR and the City of Boston to enhance pedestrian and bicycle access to our campus and the broader neighborhood, including the Harbor Walk. We believe that DCR’s project presents a unique opportunity to further improve non-vehicular access along the corridor, including through landscape and urban design improvements that will encourage the use of pedestrian and bicycle facilities. We are available to work with you to ensure that these facilities seamlessly integrate into our existing and future pedestrian and bicycle infrastructure.



At the same time, we recognize that Morrissey Boulevard will continue to serve as a major vehicular thoroughfare, both generally and for visitors to our campus and neighbor institutions on Columbia Point. As you are aware, UMB's Master Plan envisions growth to 25,000 students by the year 2025. Because of this, as well as plans for significant private development along the Morrissey Boulevard corridor, it is critical for us that any signalization and roadway design adjustments, including lane reductions, provide adequate vehicular capacity for our students and employees, especially during peak travel periods. As part of this effort, it is especially important that we collaborate on improvements at the Bianculli Boulevard intersection, which serves as the main gateway to our campus. We look forward to the opportunity to continue working with you on our shared goal of ensuring reliable, efficient vehicle travel along Morrissey Boulevard, and are available to meet with you and your staff to provide you with data that will help ensure a maximally effective roadway redesign.<sup>1</sup>

Finally, we anticipate significant construction on our campus and development in our neighborhood over the coming years. Any redesign of Morrissey Boulevard must take into account the impacts of these projects, both from a design and construction perspective. While we recognize that construction on the Morrissey Boulevard project may not commence until 2018 and that UMB and DCR's construction timelines may not align, we are mindful of the accrued impact of construction, and are available to work with you to coordinate our construction efforts, where practicable, in order to mitigate any short-term impacts on our neighbors.

Thank you again for the opportunity to submit comments, and we look forward to continuing working with you on this important project.

Sincerely,



Edward M. Lambert, Jr., Vice Chancellor  
Government Relations & Public Affairs

cc: **DCR Office of Public Outreach**  
Brian Golden, Boston Planning and Development Agency  
State Senator Linda Dorcena Forry  
State Representative Nick Collins  
State Representative Dan Hunt  
City Councilor Frank Baker  
City Councilor Bill Linehan

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<sup>1</sup> Additionally, the current concept plan includes a boat launch along Morrissey Boulevard, across from Malibu Beach. It is our understanding that water level and bottom composition in that area may not be ideal for launching or hauling vessels of any type, and accordingly we are available to further discuss this specific design component with you.