

Morrissey Boulevard Redesign for Reconstruction
Public Comments
deadline July 18, 2017

Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
6/29/17 7:47 AM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Hello,</p> <p>1.)Can you advise what stage the design is at currently and provide schedule to design completion?</p> <p>2.)Has the construction funding been approved yet?</p> <p>3.) Please advise of the bike lane material over the Malibu bridge because when i commute by bike and it is raining out or just wet on the ground the steel grate of the bridge is extremely slippery and thereby hazardous to bicyclists.</p> <p>4.) Please coordinate with the city of Boston at the Mount Vernon street intersection, the signalization of Mount Vernon and Morrissey blvd Southbound is horrendous to all modes of transport.</p> <p>5.) have all utilities been notified to get their underground systems repaired/modified before this projects goes into construction?</p> <p>I applaud you folks for the design and traffic calming measures and this is a huge benefit to south shore bike commuters such as myself. I also think you are onto something with the Neponset Bridge inbound traffic realignment to have options for vehicles wishing to access Neponset Ave and Gallivan Blvd. more directly.</p>	John	McCormack	Jmak220@comcast.net	5 Longwood Road		Quincy	MA	02169
6/29/17 10:15 AM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Please include bicycle infrastructure in the redesign of Morrissey boulevard! Protected cycle tracks are a must - this road is very dangerous for bicycles and its a critical connector to South Boston for bike commuters. I bike the area regularly to commute to work in Boston and would appreciate improvements to bicycle infrastructure in this area. Consider eliminating a lane of travel to accommodate this.</p>	Timothy	Dufour	timdufour.public@gmail.com	2 Hancock ST	UNIT 521	Quincy	MA	02171
6/29/17 1:06 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Hi, I would like to ask for cycletracks on the Morrissey Blvd redesign.</p> <p>That road is a useful connector but its WICKED dangerous for bikes right now. I currently take a longer route to avoid Morrissey, but I would gladly change my route if it were safer for cyclists.</p> <p>Thank you.</p>	Gwenn	Lanouette	gwenn.lanouette@gmail.com	2 Hancock St	Apt 521	North Quincy	MA	02171

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
6/30/17 10:38 AM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Thank you for a great presentation. The overall design is beautiful!</p> <p>Some Suggestions/Comments:</p> <p>1. You need to do a pedestrian study at Old Colony Terrace, particularly in the morning commuting hours (7am-10am?) to see how pedestrians exiting Savin Hill from Old Colony Terrace get across Morrissey Blvd. I suggest doing this pedestrian study during UMass Boston's Fall semester (summer is not the best sample for obvious reasons). Many pedestrians currently cross the roadway closer to this side street, often near the little bridge in between Old Colony and the intersection of Morrissey and Bianculli. I look forward to some data at the next community meeting.</p> <p>2. The Quincy bridge. The idea of having traffic go straight is awesome! BUT not if you get rid of the turning lane going the other way. I see tons of cars using this turn. Going straight is not necessary if you are getting rid of something that is already greatly used. Unless you can keep that turning lane, I actually don't like the idea. There is no real added benefit since there is a U-Turn that is already closeby. I think adding lane markings would greatly benefit the traffic flow in that area. Cars are currently all over the place.</p> <p>3. Someone suggested getting rid of the median in certain areas to widen the sidewalk. I don't like this idea. Please keep the median. I think a median makes travel and crossing the street safer.</p> <p>4. Someone asked about the tidal data that you used, but you were unable to answer the question. Yet you are predicting and hoping for 3 roadway closures a year in 2065. What is the current tide levels and what are the predictions are 2065? You are raising the roadway and putting in drainage for these 2065 numbers, yet you do not know what they are? It makes the community skeptical about what exactly you are doing when you don't know the data you're working with.</p> <p>Thank You!</p>	Heidi	Moesinger	photoheidi@outlook.com	253 Savin Hill Ave		Boston	MA	02125

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7/1/17 6:52 AM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>I attended the 25% design meeting and found the proposed plans to be very good.</p> <p>I spoke with an engineer named Rob L??? and expressed the need to allow in this design for an on ramp to the north side of the Southeast Expressway from the south side of Morrissey Blvd just after the draw bridge before the Freeport St intersection..</p> <p>I understand that the actual ramp would be out of the scope of this DCR project.</p> <p>Having a north bound entrance that complements the existing south bound entrance would increase access and help reduce the mess at Koskozko Circle. Redesign of the circle is needed but we will still desperately need more access going north to the Xway from for the Columbia Point / UMass / Savin Hill areas.</p> <p>The DOT and the DCR need to make this added access happen. Development in our area makes things worse every day. We need Morrissey Blvd fixed and access improved if possible.</p> <p>The possible Patten's Cove on and off Xway ramps to UMass would be much more involved and less desirable on several fronts. Development of the Globe property will likely cause this proposal to resurface.</p>	Robert	Ross	roross@yahoo.com	18-20 Southview S	18-20 Sou	Boston	MA	02125

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7/5/17 2:06 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>I'm an employee of UMass Boston and I live in Milton. I commute to work both via bike and via car.</p> <p>As a cyclist, I could not be happier with these plans! I ride on the sidewalk between I-93 and campus. I'm pretty sure that's illegal, but it really is the safest way to go. These improvements will make the ride even better. However, I didn't see anything addressing the connection between the end of the Neponset Bike path and Morrissey. I am certain that an improved Morrissey will lead to even more bike commuters! So could there be some safety improvements between those points? Even a painted bike lane on the road would be helpful. There's not too much traffic back there, but the cars travel very quickly, and they don't always pay attention.</p> <p>As a person who commutes via car, I'm glad to learn that the light at the entry to the UMB campus will be re-timed. That light creates major backups, especially when the button is pushed for pedestrians or cyclists. However, even with a re-timed light, I'm really concerned about dropping Morrissey down to two lanes. One of the reasons I started cycling was because the car back-up to campus can eat up 5-8 minutes. I hope that the road engineers can figure out a way to minimize backups even while dropping to two lanes.</p> <p>Thank you for taking on this project.</p>	Alison	Moll	moll.alison@gmail.com	29 Winthrop St.		Milton	MA	02186
7/5/17 2:42 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>My comments are in a Microsoft Word document at this link. Please follow the link to see my input. Having my input as a Word document allows formatting and hyperlinks to references.</p> <p>I will be submitting my input, unformatted, using this system in case you cannot access the link below.</p> <p>https://drive.google.com/file/d/0Bzyj82dJUIFMcEpONUFGZG50VHM/view</p> <p>Thank you!</p>	Matt	Carty	mattyciii@gmail.com	58 Summit Rd		Medford	MA	02155

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/5/17 2:58 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Part 1 of 4. My input exceeds the 2000 char limit. A full roadway reconstruction is literally a once in a lifetime opportunity. I ask your forgiveness up front for going beyond the 2000 characters, this is important.</p> <p>Dear DCR,</p> <p>Regarding the Morrissey Blvd Redesign and Reconstruction project . There's a lot to like about what you presented at the 25% design public meeting. But I'm afraid that's because Morrissey Blvd is currently such an inhospitable place for people no matter what mode of travel they use.</p> <p>Please consider making the following changes in time for the 75% design public meeting:</p> <ol style="list-style-type: none"> 1. Make the default width for the sidewalks 6' rather than 5'. 2. Make the default width for the two-way protected bike lane 10' rather than 8'. 3. Make the default width for one-way protected bike lanes 6' rather than 5'. 4. Lower the design and posted speed limit from 35 mph to 30 mph. <ol style="list-style-type: none"> a. Please run a simulation of cars travelling through this project at both 30mph and 35mph, and present your findings about difference in average speed at the 75% design meeting. Would there even be a difference average travel time, given the many turns and traffic lights on Morrissey Blvd? 5. Reduce travel lane widths to 10' (to discourage drivers from speeding). 6. Eliminate the center median wherever possible – especially along the "Ocean Parkway" area. Use a double yellow painted line instead. <p>All of these suggested changes can be accomplished and should be vigorously pursued for this once-in-a-generation project.</p> <p>If you build it they will come...</p> <p>Parkland along Morrissey Blvd has the potential to be another Paul Dudley White linear park. But in order to encourage people to stroll, bike, skate or do other recreational activities here along Dorchester Bay, you'll need to slow the cars on Rutherford Ave further and widen the paths.</p>	Matt	Carty	mattyciii@gmail.com	58 Summit Rd		Medford	MA	02155

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/5/17 2:58 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Part 2 of 4. My input exceeds the 2000 char limit. A full roadway reconstruction is literally a once in a lifetime opportunity. I ask your forgiveness up front for going beyond the 2000 characters, this is important.</p> <p>Biking & Walking Path Widths: Your current sidewalk & protected bike lane widths are the absolute minimums allowed by design guides (meanwhile your travel lane widths are wider than the minimum for a 35 mpg design speed). These paths meet technical requirements, but in their current size they will not attract people to come and enjoy the waterfront. People walking or biking will use these paths to get from one place to another, but that's about it. Why? For starters, it's hard for people to walk two abreast on a 5' sidewalk. If people can't walk together they won't want to come visit. Also It's impossible for cyclists to ride side-by-side in a 4' lane, or even using the full 8' width of the 2-way path. It's stressful for cyclists to bypass each other in two adjacent 4' lanes, and it's frustrating for a faster cyclist to overtake a slower one in a single 4' lane. So I'm suggesting these paths be widened, a total of 3' more for walking & biking on both the northbound and the southbound sides: Increase the sidewalk to 6' wide and increase the 2-way protected bike lane to 10' wide.</p> <p>This space has to come from somewhere. I suggest you take a little space from the planted buffer, some from the travel lanes, and some from the median. Also, short sections of this corridor have unavoidable space limitations: for example the Red Line bridge near Lambert's Market cannot be widened. In places like this, please take the following approach: start with the absolute narrowest travel lanes possible (10'). Next, preserve the full 6' sidewalk width through the constrained area. If there's enough remaining space, maintain a 6' protected bike lane - but if not narrow the bike lane to 5' for the short duration of constrained right-of-way.</p>	Matt	Carty	mattyciii@gmail.com	58 Summit Rd		Medford	MA	02155

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7/5/17 2:59 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Part 3 of 4. My input exceeds the 2000 char limit. A full roadway reconstruction is literally a once in a lifetime opportunity. I ask your forgiveness up front for going beyond the 2000 characters, this is important.</p> <p>Design Speed: Maximum average speed through this corridor is bound by the traffic lights. Please run simulations of cars moving through this project area at both a 30 mph speed and at 35 mph, and present the results at the next public meeting. You may find that there is little time saved allowing people to drive at a 35 mph versus a 30 mph. I'd suggest that even if the difference in travel time is large, there's still compelling reasons to rebuild Morrissey Blvd to a 30 mph design/speed limit.</p> <p>First of all, it's been proven that faster moving drivers are far more likely to ignore crosswalks (http://www.ssti.us/2015/04/drivers-more-likely-to-ignore-crosswalks-at-speeds-above-30-mph/) than slower ones. HAWK signals work well, but a fast moving driver is just as hesitant to stop for a crosswalk no matter what type if signal is in use.</p> <p>Slower moving drivers have more reaction time to avoid hitting other cars or people crossing. And in the unfortunate event a driver hits a pedestrian (motorists frequently drive right off the road, or hit people in crosswalks) pedestrian survivability is substantially higher at 30 mph versus 35. A person is 55% more likely to die if hit by a driver going 35 mph than if they are hit at 30 mph (https://www.propublica.org/article/unsafe-at-many-speeds)</p> <p>Boston now has a default speed limit of 25 mph; a 30 mph Morrissey Blvd is better aligned with this lower default speed & is respectful of the city's values and smooth's out large disparities in vehicular speed (differences in speed are the most dangerous thing to traffic safety). There truly is no reason for Morrissey Blvd to support speeds greater than 30 mph.</p> <p>Finally: people in a hurry can simply use Interstate 93, which is right next to Morris</p>	Matt	Carty	mattyciii@gmail.com	58 Summit Rd		Medford	MA	02155

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7/5/17 2:59 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Part 4 of 4. My input exceeds the 2000 char limit. A full roadway reconstruction is literally a once in a lifetime opportunity. I ask your forgiveness up front for going beyond the 2000 characters, this is important.</p> <p>Lane Widths: The travel lanes in the current design are 11' wide. According to MassDOT's Project Development and Design Guide (http://www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/ProjectDevelopmentDesignGuide.aspx), paragraph 5.3.3.3, "Travel lanes between 11 and 12 feet in width are ... desirable for roadways with higher design speeds (45 miles per hour or more)". 11 foot lane widths - especially since there will be two parallel lanes of traffic, a buffer between the travel lanes and the curb, and a center median - will induce drivers to speed at 45 mph or more.</p> <p>10-foot travel lanes are plenty wide to safely move automobile traffic on Morrissey Blvd (https://www.citylab.com/solutions/2015/07/10-foot-traffic-lanes-are-saferand-still-move-plenty-of-cars/399761/)</p> <p>Consider removing the median in some areas: Since the new design has more opportunities for legal "U" turns via dedicated turning bays and signalized left turns, we don't need a center median to prevent U turns. So consider removing the median where it's currently just a narrow concrete divider (e.g., on the "Ocean Park" section of the road). Use a double yellow painted stripe instead. Painted centerlines are sufficient elsewhere in the Commonwealth and they should be applied here. Concrete center medians induce drivers to speed by making them feel protected from head-on crashes.</p> <p>Drivers lose control and go off the road all the time (recent example: http://boston.cbslocal.com/2017/06/29/shrewsbury-crash-car-vertical/). Even in broad daylight, on straight roads. People are less likely to be maimed or killed if the design and limit speed of Morrissey Blvd is 30.</p>	Matt	Carty	mattyciii@gmail.com	58 Summit Rd		Medford	MA	02155

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7/7/17 5:29 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>I would like to commend the DCR on their commitment to improving bicycling infrastructure along Morrissey Boulevard. Two of the real gems in Boston for cycling are the path along the harbor in Columbia Point to the north, and the bicycling paths from Port Norfolk out to Mattapan. As you mentioned in your presentation, the current paths are dangerous, disconnected, and unpleasant, and taking children along these paths should never be attempted. If the bicycling routes are connected safely and attractively, this would be an enormous quality of life improvement for residents of eastern Dorchester, Milton, and Mattapan.</p> <p>I hope you continue to prioritize this crucial link in making Boston a more liveable and healthy city.</p>	Jonathan	Greiner	jonmgreiner@gmail.com	94 Elmer Rd		Dorchester	MA	02124

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7/8/17 10:29 AM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>I have been attending the meetings for the redesign of Morrissey Boulevard for the past year or so. So far, I am please with what I see in terms of better pedestrian and bike safety, reduced speeds, more efficient traffic signalling, added landscaping, and better access to our waterfront.</p> <p>At the latest community meeting, part of the proposed plan presented for the third section, which includes the Neponset circle, creates a direct link coming off the Quincy bridge directly to Neponset Ave. While at first glance this might seem logical, this would in fact eliminate the left turn (under the highway) coming from Neponset Ave., which is currently used to access I-93N, Morrissey Blvd. North, and the Port Norfolk neighborhood. That would be a huge mistake as this left hand turn is used A LOT! There are always at least two to three cars waiting to make that turn whenever I head over the bridge there. A direct link from the bridge to Neponset Ave. would also eliminate a stand of much needed mature trees and greenery that help absorb the exhaust emissions of that heavily traveled area. It would make better sense to maintain the current design and clearly mark the lanes coming off the bridge via proper signage and road markings to indicate that cars looking to turn into the Neponset area MUST be in the left lane to do so. That left hand lane coming off the bridge from Quincy into the Neponset section of Dorchester needs to be dedicated for the left hand turn only. The two right hand lanes off the bridge should be dedicated to accessing Morrissey Boulevard north, the Port Norfolk neighborhood, and the on-ramp to I-93 N.</p> <p>In the meantime, please note that as of this date the lane markings in that area are basically non-existent, creating a hazardous free-for-all as cars jockey for last minute lane changes. It would be good to see proper lane markings put down now to help address the current problem.</p>	Doreen	Miller	doreenemiller@yahoo.com	253 Savin Hill Avenue		Dorchester	MA	02125

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7/14/17 1:40 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>First, I strongly support DCR's efforts to redesign Morrissey Boulevard into a multi-modal corridor that enhances our parklands and provides a safe and comfortable place for people to walk and bike for both recreation and transportation.</p> <p>With the recent completion of the Harvest River Bridge and other segments of the Neponset Trail, it has become increasingly important to redesign Morrissey Boulevard to connect the trail with North Dorchester, South Boston, the Harborwalk and the paths along Day Boulevard and Castle Island. Completing this connection will create a low-stress walking and biking route that will allow people of all ages and abilities to travel from Hyde Park, Mattapan Square and Milton nearly all the way to downtown Boston.</p> <p>In order to ensure this project provides the greatest benefit possible to our parklands and people using active modes of transportation, I request that DCR increase the proposed widths of the sidewalks, cycletracks and multi-use paths wherever possible. The current proposed plans provide the minimum required widths, which do not allow for people to comfortably ride bicycles side by side on cycletracks, or easily walk side by side on the sidewalks. Increasing these widths will encourage more residents to use active modes of transportation along this corridor.</p> <p>Moreover, increasing the widths of the sidewalks, cycletracks and multi-use paths and decreasing the widths of medians and travel lanes will encourage slower motor vehicle speeds. The current proposal calls for a speed limit and prevailing speed of 35 mph. With the City of Boston reducing the default speed limit to 25 mph, and the proximity of Morrissey Boulevard to I-93, I believe it is more appropriate to design for a maximum speed limit and prevailing speed of 25 mph on this corridor. Slower motor vehicle speeds will improve the pedestrian experience and increase safety for people walking, biking and driving.</p> <p>Thank you for accepting my comments and I look forward</p>	Daniel	Hudon	magritte64@gmail.com	31 millmont st	31 millmor	Boston	MA	02119

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7/14/17 3:23 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>First, I strongly support DCR's efforts to redesign Morrissey Boulevard into a multi-modal corridor that enhances our parklands and provides a safe and comfortable place for people to walk and bike for both recreation and transportation.</p> <p>With the recent completion of the Harvest River Bridge and other segments of the Neponset Trail, it has become increasingly important to redesign Morrissey Boulevard to connect the trail with North Dorchester, South Boston, the Harborwalk and the paths along Day Boulevard and Castle Island. Completing this connection will create a low-stress walking and biking route that will allow people of all ages and abilities to travel from Hyde Park, Mattapan Square and Milton nearly all the way to downtown Boston.</p> <p>In order to ensure this project provides the greatest benefit possible to our parklands and people using active modes of transportation, I request that DCR increase the proposed widths of the sidewalks, cycletracks and multi-use paths wherever possible. The current proposed plans provide the minimum required widths, which do not allow for people to comfortably ride bicycles side by side on cycletracks, or easily walk side by side on the sidewalks. Increasing these widths will encourage more residents to use active modes of transportation along this corridor.</p> <p>Moreover, increasing the widths of the sidewalks, cycletracks and multi-use paths and decreasing the widths of medians and travel lanes will encourage slower motor vehicle speeds. The current proposal calls for a speed limit and prevailing speed of 35 mph. With the City of Boston reducing the default speed limit to 25 mph, and the proximity of Morrissey Boulevard to I-93, I believe it is more appropriate to design for a maximum speed limit and prevailing speed of 25 mph on this corridor. Slower motor vehicle speeds will improve the pedestrian experience and increase safety for people walking, biking and driving.</p>	Nathan	Hall	nkhall@gmail.com	13 Marmion St		Jamaica Pla	MA	02130

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/16/17 9:15 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>To whom it may concern-</p> <p>This comment is in regards to the plans for Morrissey Boulevard reconstruction. I appreciate the Department of Conservation and Recreation's efforts to design a resilient and accessible Morrissey Boulevard that will hopefully stand the test of time.</p> <p>I am writing as an 18-year resident of the Pope's Hill section of Dorchester; as someone who uses Morrissey Boulevard as a driver, pedestrian and cyclist; and as a frequent patron of businesses along the boulevard. The design proposed by Mass DCR will address many of the problems that make the boulevard dangerous, unpleasant and inefficient. I particularly commend DCR for the proposal to add cycle tracks along the length of the boulevard, narrow the road to two lanes, and add an intersection and opportunity for pedestrian crossing at Victory Road. The addition of cycle tracks will help to close a critical link in our area's bike infrastructure and allow better access to our park system. The crossing at Victory Road will address a serious threat to public safety created by the current lack of any safe crossings between Freeport Road and the footbridge at Pope's Hill Street. These are vital and important improvements.</p> <p>I would urge DCR to pay particular attention to the need for safe pedestrian and bicycle access to Pope John Paul Park from Morrissey Boulevard and Neponset Ave. (at the edge of the project area), as well as to the need for safe pedestrian access to Port Norfolk.</p> <p>It is also critical that steps be taken to limit vehicular speeds along the boulevard. On several occasions, I have signaled for the walk sign to cross Morrissey at the Jiffy Lube, only to have motorists blow through the stop or slam on their brakes to come to a halt. The culture of driving on this road must change both for the safety of drivers and for the pedestrians and cyclists likely to be drawn to a newly attractive boulevard.</p> <p>Thank you for your consideration.</p> <p>Sincerely,</p> <p>Tony Dutzik</p>	Tony	Dutzik	tduzik@earthlink.net	24 Westglow St.		Dorchester	MA	02122

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7/17/17 8:29 AM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	I wanted to write and inform that I commute by bicycle. After living in multiple cities throughout the states, Boston, by far, needs the most improvement in terms of support for cyclists & pedestrians, especially going south from the city. I appreciate this redesign, as I know do all of the other pedestrians and cyclists. This is a step in the right direction.	Anabell	Deutschlander	patmelty@gmail.com	16 Juliette St #2		Dorchester	MA	02122
7/17/17 2:34 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	I love to bike ride and want safe ways to cycle, but THERE IS NO WAY Morrissey Blvd can lose a lane of travel in both directions. It is a major commuting route into and out of the city, alleviating the awful traffic on the Expressway. I drive into Boston every day and 50 percent of the time choose Morrissey Blvd on both my journey to work and my trip home. The thought of the already congested road losing a lane in each direction is horrifying. Please do not do it. Thank you. P.S. I drive into the city instead of taking public transportation because it is faster, less expensive, and more reliable.	Bernadette Bentley	Bentley	berbentley@gmail.com	43 Howe Street		Milton	MA	02186

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7/17/17 2:37 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>This letter is submitted as a Public Comment in regard to Phase 2 of the DCR plan to redo Morrissey Boulevard.</p> <ul style="list-style-type: none"> ●Flood Control -Should road level be raised higher? Focus money here. ●Neighborhood Connections and Safety-DCR Plan increases the disconnect of neighborhoods - eliminating U-turn at Dunkin' Donuts and exit from Port Norfolk at Bowling Alley, two way road from the Quincy Bridge, under the Xway, to Neponset Av. Emergency vehicles, fire, police, ambulances will be delayed reaching a fire or responding to a medical emergency.They will have to travel a longer distance,U-turn at Hallet,or face oncoming traffic tie-ups.The delay of fire, police or ambulances is a life threatening issue. ●Conley Street Connection-Return the cross street from Port Norfolk to the other side of MB at Conley St. Residents and Emergency Vehicles should be able to enter and exit North and South.Complete connections across Victory Road and Tolman Street should also be considered. ●Bike Paths-There is no need for the elimination of MB travel lanes.Neponset Greenway will provide a safer,off road bike/walk path parallel to MB.Engineering changes to the bridge,moving the stop gate to before the bridge,would improve the ride.This will eliminate path across intersections and crossing over Rt 93 off-ramp. ●Traffic-Eliminating lanes on MB,with no plan as to where the cars will go is not wise.Are there plans to add T stops or another exit ramp off Rt 93 at Glover's Corner?Are the future cars from condos at the Boston Globe site, Columbia Point, Port Norfolk or North Quincy being added to the traffic counts? What about breakdowns and snow removal with only 2 lanes?I am worried about gridlock and that commuters will find ways to cut through local streets making life miserable and unhealthy.At the very least, before any plan is finalized,it should be tested using cones for lane reduction and changing the timing of the signal lights. <p>Maria Lyons, Port Norfolk Civic Association Environ. Chair</p>	Maria	Lyons	mtlteach@comcast.net	176 Walnut Street		Dorchester	MA	02122
7/17/17 2:59 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Thank you for including robust bike and pedestrian facilities in your design. Please consider making incremental improvements as soon as possible. For instance, it would be simple to paint a crosswalk at the bottom of the Exit 14 ramp, and cut two small curb cuts, to increase safety and accessibility for cyclists and pedestrians. I run or bike the full length of Morrissey every day and even small improvements such as these will help me and everyone I see navigating this road now on bike or foot.</p>	Stephen	Brady	sbrady2@gmail.com	224 W 5th St #2		Boston	MA	02127

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/17/17 3:53 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	I'm extremely excited for new two way bike paths along Morrissey Boulevard. I often cycle between South Boston and Neponset and Morrissey Blvd feels so dangerous! Please make the new bike paths as wide as possible.	Ian R	Hutchinson	ianchillin@gmail.com	Staniford St		Boston	MA	02114
7/17/17 4:27 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Thank you for providing the presentation materials from the last Morrissey Blvd reconstruction project meeting, as I was not able to attend.</p> <p>I am a daily, year-round bike commuter between Milton and Boston Seaport, so this project is important to me. I currently rarely bike on Morrissey Blvd, even though would be the most direct, due to traffic speeds and narrow shoulders (inbound).</p> <p>I like what I'm seeing in the reconstruction plans so far, but have two particular concerns:</p> <p>1) I would like to see the travel lanes narrowed even further as a traffic calming measure, to reduce speeding. This would have the additional benefit of allowing the bike lanes and sidewalks (or tree lawns) to widen, making them more attractive to casual users.</p> <p>2) Inbound, the bike lane crossing the freeway offramp (just past Freeport Blvd) needs more attention. Right now it's placing the bikes right in the path of traffic trying to merge at high speed.</p> <p>Thank you, I look forward to the next meeting!</p>	Mike	Blackwell	mkblackwell@gmail.com	357 Blue Hills Pkwy		Milton	MA	02186
7/17/17 5:19 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	I'm a resident of Savin Hill and think the proposal to reduce the number of lanes and speed on Morrissey Blvd is a great idea and will make the area more pedestrian and bike friendly. I think the light at the Savin Hill Yacht Club and the crosswalk closer to the bridge will also help make the area pedestrian friendly. I would also like to see the rusted fence that separates Morrissey from the Malibu/Savin Hill Beach area removed and not replaced.	Peter	Yelacic	peter.yelacic@gmail.com	10 Fox Point Road		Dorchester	MA	02125

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/17/17 9:23 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	Two lanes in each direction is sufficient to move traffic, though you may need to change the timing for the traffic lights to ensure there are fewer backups. The bike/pedestrian lanes are a wonderful addition. There should be additional work to take the bike/pedestrian path along the Freeport to Tenean corridor to connect this piece of the bicycle/pedestrian way to the Neponset path. It would be wonderful to have the bike/pedestrian way be completed into downtown Boston in the next few years.	Bill	Walczak	billwalczak@gmail.com	20 Rockmere Street		Dorchester	MA	02125
7/17/17 9:23 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	Thank you so much for all the bike/ped improvements in this plan! I walk or bike on Morrissey everyday and these cycle tracks and improved crossings are a godsend. Just crossing the street can be dangerous : at Freeport and Morrissey cars have knocked down street signs and the traffic signal 3 times in the last month! Whatever stress you're getting from drivers rest assured that these improvements are greatly appreciated!	Wesley	Drew	wesdrew@gmail.com	46 Everdean St.		Dorchester	MA	02122

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/17/17 9:29 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>As someone who walks and bicycles on Morrissey Boulevard almost daily, it is very exciting to see what's in store for this crumbling old highway. Removing travel lanes and adding dedicated walking and biking paths is a strong start, but I would urge you to take the design further to accomplish your goals of traffic calming and reconnecting the neighborhoods to the natural resources and amenities.</p> <p>1. Traffic Calming: At a minimum, the speed limit on Morrissey Blvd should be reduced from 40 to 30mph. The road must also be designed in a way that will help to self-enforce the speed limit and restrict large trucks. Removing concrete medians, narrowing travel lane widths, and rethinking curb offsets are several ways to achieve this. Follow through and create a design that will serve the abutting neighborhoods and the people who reside within them by first providing a safe and inviting corridor for them to walk to and through.</p> <p>2. Destinations along the corridor: When thoughtfully designed, this seaside boulevard has the potential to serve as a destination in itself. In its current form, the design displays a monotonous treatment following a standard cross-section where possible. I urge DCR to look closely at vantage points for gathering and lingering rather than focusing mainly on maintaining traffic throughput and accommodating other modes where possible. The vantage points should be treated as such by design, through providing additional amenities to fit the use such as look-outs, and clustered seating areas.</p> <p>3. I applaud the project's plan to reduce the number of through lanes from 3 to 2 per direction. However, at two places the plan has a short third through lane added on an intersection approach leg and departure leg. In both cases, it is far safer and better operationally to keep only 2 thru lanes. One spot is northbound approaching Freeport and the other is northbound approaching Bianculli.</p> <p>Thank you for reading my comments.</p> <p>Lynn Holmgren</p>	Lynn	Holmgren	lynn.holmgren@gmail.com	46 Everdean St Apt 1		Dorchester	MA	02122

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/17/17 9:35 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>I'm writing to voice my strong support for the proposed improvements to bicycle and pedestrian facilities along the Morrissey Boulevard. I bike to work as often as possible and I use the Morrissey as my route between the end of the Neponset trail at Port Norfolk and downtown Boston. The proposed improvements are critical to provide a safe route for bicyclists and pedestrians, and to start to complete the missing links between the Neponset trail and downtown.</p> <p>Specifically, a dedicated cycle track at the same grade as the sidewalk, and separate from pedestrians, is a requirement as part of the Boulevard redesign in order to serve all users.</p> <p>I have had the pleasure of both walking and biking the new section of the Neponset trail between Mattapan Square and Central Avenue, and it is beautiful! It is wonderful to have this section join the other portions of the trail, and it will be great to see similar high-quality bicycle and pedestrian facilities as part of the Morrissey Boulevard project.</p> <p>Thanks!</p>	Ellen	DeNooyer	edenooyer@comcast.net	83 Capen Street		Milton	MA	02186

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/17/17 10:16 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Thank for for the proposed design, it seems like a great start. I laud the goals of reducing speeds and making this road more of an urban boulevard rather than a speedway that separates most of Dorchester from desirable seaside areas. Likewise, significant two way bike lanes along most of the Boulevard are very much appreciated, as well as lane reductions. Having said all this, there are a significant ways in which the design should be improved:</p> <p>The targeted speed reduction seems insufficient: the target speed on Morrissey Boulevard should be reduced to 30mph at most, and ideally to 25mph. Only then can the goal of decreased separation from the seaside be achieved.</p> <p>The speed reduction should be accomplished concomitant with narrowed lanes. This would allow increase in the width of pedestrian zones, which are too narrow (as proposed) for recreational strolling: either the pedestrian areas will remain underutilized or the pedestrians will walk in the bike lanes leading to bike/pedestrian conflicts. Narrowing travel lanes will not only serve to decrease speeds but will allow the necessary increase in the pedestrian walkable areas.</p> <p>Thank you for your consideration.</p>	Kirill	Shklovsky	kirill.shklovsky@gmail.com	944 Dorchester Av	944 Dorch	Dorchester	MA	02125
7/17/17 10:51 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Having lived and traveled on Neponset Ave for over thirty years I have experienced many a traffic nightmare, but none I fear will compare as to what will happen if Morrissey Blvd. will be narrowed to two lanes each way.</p> <p>The neighborhoods would bear the brunt of the traffic overflow. Already our city roads are clogged with school buses and delivery vehicles. We need Morrissey Blvd. to remain the way it is. It works great, it keeps the traffic flowing.</p> <p>Daily I use the rotary at the bottom of Popes Hill, it is a major access point to the Boulevard and flows and works well for this purpose. Eliminating the rotary would also create further backups on the side roads and create more headaches for those of us who live and work in the community.</p> <p>Thank you Deb Moleca</p>	Deborah	Moleca	debmoleca@gmail.com	162 neponset ave		boston	MA	02122

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/17/17 10:58 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>As a resident of Popes Hil for my entire life, I rely on Morrissey Blvd every day to leave and enter my home, to get on and off the highways, to go grocery shopping, and live my life - and the redesign of the Bullivard leaves me very concerned.</p> <p>First is the proposed removal of the circle around the Dunkin Donuts. On average I use the circle multiple times per day to enter and leave the neighborhood. With their being such a huge distance between the Neponset Circle and the light at Freeport street, this turn around is the only middle point. Freeport behind the car dealership can back up all the way to the highway offramp, and the left turn lane on Morrissey can easily back up enough it takes 3-4 lights to make it through. Taking away the turn around would create a massive hassle for us.</p> <p>I am also concerned about the proposed lane reduction to the Bullivard. While an improved sidewalk would be nice, I cannot see removing 2 lanes not making traffic through my neighborhood more painful than it already is. I can easily sit for 45 minutes in traffic in the morning approaching Kosciuszko Circle. I think twice about going to Shaws in the afternoon knowing how backed up the Beades Bridge becomes heading home. When the road floods (regularly) I've seen the road down to one lane and the backup that emerges. During start and finish hours at the Murphy School, the traffic turning onto Popes Hill St. backs up onto the Bullivard blocking a lane of traffic every morning and afternoon - and unless this redesign includes a redesign of the entrance and exit to the Murphy - the Bullivard will be down to one lane every morning and afternoon.</p> <p>There are really only two roads in and out of my neighborhood. Dorchester Ave. and Morrissey Bullivard. The Bullivard is more than just a bypass of rush hour traffic for people living on the South Shore. We rely on the road, and the ease of crossing from one side to the other. Please rethink the design of this project.</p>	Audrey	Condon	audreymcondon@gmail.com	162 Neponset Ave		Boston	MA	02122

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 9:36 AM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	Does the plan to raise Morrissey Blvd and reduce tidal flooding provide any protection from flooding from storm surge and sea level rise in low-lying residential areas near Old Colony Terrace and Malibu beach? (and commercial area around old Globe facility). Will the road itself serve as a barrier, or will water still flood in from under the bridges at Pattens Cove and Malibu beach? Emphasis seems to be on protecting the road and some storm-water management (extreme precipitation) rather than on storm surge resiliency - is this a missed opportunity?	David	Levy	david.levy@umb.edu	306 Savin Hill Ave.	Apt. 16	Boston	MA	02125

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 10:02 AM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Hello!</p> <p>I wish that I had been able to attend some of your meetings; but while there is still time I would like to comment on one of the biggest issues which affects me personally -- the left turns from Morrissey Boulevard northbound onto Freeport Street westbound.</p> <p>As you know, there is a single left-turn lane at that intersection, with the other lanes being separated it by a triangle of granite cobblestones. However, I cannot begin to count the number of times when a motorist, unwilling to take a place in line in the left-turn lane, pulls up in the adjacent lane and then, when the green left turn arrow comes on, makes a left turn onto Freeport Street -- often cutting off those who were in the left turn lane, because a traffic island narrows the flow of traffic and permits the safe passage of only one motor vehicle. More than once, I have been stuck in the middle of the intersection, faced with the prospects of either trying to continue on and hope that I do not get hit by a southbound motor vehicle on Morrissey Boulevard, or being stranded in the middle of the intersection, waiting for the southbound light to turn red.</p> <p>Your redesign, of this intersection, should include some sort of barrier to prevent those in that second lane -- not intended for left turns -- from making such turns onto Freeport Street, and some sort of No Left Turn signage for all lanes except the one intended for those turns.</p> <p>The other issue is of more recent vintage. It is often impossible, now, to complete these left turns onto Freeport Street in one light cycle; and it is often quicker for me to head north on Morrissey Boulevard, make a U-turn near the old Boston Globe building, and head home through the residential neighborhood of Savin Hill. I am hoping that the new left turns at Victory Road will alleviate this backup somewhat; but I would like to see a longer period for the green left turn arrow so that these backups are all but eliminated.</p>	Jonathan	Melick	bigjon1735@msn.com	18 Victoria Street	18 Victoria	Dorchester	MA	02125-1

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 12:31 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>the title of the plan gives it awaythe objective here is to convert morrissey blvd from a scenic motorway to a bikeway .</p> <p>It is a nice pie in sky plan that in my opinion does not grasp the reality of the use of WMorrissey Blvd. and the impact of residents from the west and south shore and subsequent traffic impacts on Dorchester Streets abutting the blvd.</p> <p>Currently the intersections at neponset circle register an "F" grade on traffic street capacity charts;</p> <p>To decrease the capacity of the blvd from 3 lanes to 2 is probably a design that is best left in the first year of architectural school and forgotten about . Where are the adults overseeing and producing the work here . !</p> <p>We have already seen the results of maintaining existing capacity of I 93 north and south bound during the redesign of the major roads during the big dig.....</p> <p>. it is already over capacity and did little to improve traffic movement through the city .</p> <p>To suggest this plan that reduces traffic capacity by one third in and out of a major connectors to the city is absurd with the projections of 2030 auto traffic only getting worse.</p> <p>why no graphics that show the intersection of freeport and the blvd. ? what about the left turn onto freeport south off of blvd. unclear ????????</p> <p>you eliminated the existing pedestrian crossing from redfield st cross blvd ??? no light ??????? no explanationthat crossing has existed for over 50 years.! explain this please.</p> <p>I cant believe that this irresponsible plan is being considered . In this area that traffic contributes lots of air polution due to traffic tieups envisioned further by this plan , has this been considered the effects of longer idilying time due to traffic nightmares.....have you even considered this health factor ???????</p>	John	Roche	erocheaia@msn.com	158 walnut st	158 walnu	boston	MA	02122

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 12:59 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>I support beautifying the Morrissey corridor and improving bicycle access. However solutions which frustrate the majority of users and residents will erode the quality of life for those who use the road on a daily basis. Even bicycle commuters are "just" commuters, whereas the residents of Cedar Grove, Neponset, Port Norfolk, Clam Point, and Savin Hill will be affected 24/7 if planning is not completed in a manner which recognizes how the road fits into their transportation patterns and daily routines. If Neponset Circle gridlock worsens, the effects will extend to Lower Mills, Mattapan, Milton and Quincy.</p> <p>My greatest concern is that the proposal will result in further isolation of the Port Norfolk neighborhood, which will not only inconvenience residents, but potentially restrict emergency vehicle response. The elimination of the exit at Boston Bowl, and the southbound turn at Popes Hill Street, must be balanced. Conley Street should be opened to Morrissey in both directions to allow southbound traffic to enter and exit the neighborhood. Even that change would only solve the problem for vehicles under 10'10", which is the height of the underpass at Conley. There are multiple businesses in the Freeport, Tenean , Conley and Port Norfolk neighborhood, which operate large vehicles and have ongoing deliveries. The plan completely fails to address this issue. The proposal to introduce 2 way traffic under the Expressway at Neponset Circle, and redirect traffic from Neponset Avenue to the Hallett Street turnaround is preposterous and a threat to public safety.</p> <p>There is no adequate solution in the proposal for the constant gridlock at Freeport Street, especially northbound on Morrissey and from the Expressway exit.</p> <p>The reduction in road capacity fails to consider future development in Glovers Corner, Bayside, Boston Globe, Sovereign Bank, and UMASS.</p> <p>No examples of success of similar projects in region are provided, and no willingness to test with temporary changes.</p>	John	Lyons	jijdcpa@aol.com	176 Walnut Street		Dorchester	MA	02122

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 1:48 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>I am a life-long Boston resident, and have resided in the Port Norfolk neighborhood of Dorchester since 1990. I note that Port Norfolk is home to two waterfront state parks – one of which is a beach area with a children’s play area and tennis courts, and other of which is a recently opened park providing easy public access to a long stretch of the Neponset River Estuary waterfront. The current proposal states that the project’s primary goals include to “strengthen connections to recreational facilities, natural resource areas, and neighborhoods” and to provide “appropriate vehicle accommodations.” The proposed plan clearly fails to meet these goals, and will make it very difficult for cars and emergency vehicles to access and leave the Port Norfolk neighborhood and its parks:</p> <ol style="list-style-type: none"> 1. The removal of the current U turn from Morrissey Boulevard south removes access to Port Norfolk from a long stretch of Morrissey Boulevard south and other Dorchester neighborhoods. There is no need for this change. 2. There should be a new traffic light at Conley Street to allow safe access and egress to Port Norfolk from and to Morrissey Boulevard both south and north. 3. The new proposal to have a two way portion of Neponset Circle will make an already difficult traffic pattern worse. Currently, it is very difficult and dangerous to exit the Port Norfolk neighborhood on Walnut Street into Neponset Circle (which is the main exit for the neighborhood), especially if you need to go across several lanes of traffic to be able to enter the portion of the Circle that goes under the highway to Morrissey Boulevard going south (for access to North Quincy, the closest hospital, etc.), since cars and trucks currently go through the Circle at high speeds to reach the I-93 north ramp. Instead of solving this problem, the proposed plan adds at the southern end of the Circle two lanes briefly going counterclockwise. This will increase the already serious traffic delays on Gallivan Boulevard east. 	Geoffrey	Bok	gbok@scmlp.com	169-6 Walnut Street		Dorchester	MA	02122

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 2:51 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Please do NOT allow northbound traffic coming from the Neponset Bridge to go up Neponset av without going around the circle.</p> <p>Better scyning of the lights would eliminate the afternoon backup!</p> <p>Better planning is needed for the CVS/Lambert's/liquor store/ plaza area beyond allowing a driving crossover for Victory road.</p>	Ed	Regal	edregal@aol.com	76 Chickatawbut St.		Dorchester	MA	02122
7/18/17 3:01 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Hi!</p> <p>In addition to my previous comment, I would like to comment about the section of Freeport Street which is alongside the Toyots dealership.</p> <p>Often, it takes two or more light cycles to get through the intersection with Morrissey Boulevard. In some cases, this is due to something beyond your control -- the thoughtless people who are too busy looking at their phones to pay attention to the traffic lights, or the flower sellers or panhandlers who will approach cars to sell flowers, or for handouts, even when the light is green. However, it is often due to short light cycles -- in some cases,as little as 15 seconds.</p> <p>I don't know if there are laws or regulations which could address the issues of the flower sellers or panhandlers; but as with the matter of the illegal left turns onto Freeport Street from the second lane on Morrissey Boulevard northbound, it seems like a little attention to both, from the police who have jurisdiction over the area, might be of assistance. At the very least, longer minimum light cycles would help.</p> <p>Thank you very much for giving me the chance to make this comment.</p>	Jonathan	Melick	bigjon1735@msn.com	18 Victoria Street	18 Victoria	Dorchester	MA	02125-1

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 3:07 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>(PART 1 OF 6)</p> <p>From: LivableStreets Alliance Boston Cyclists Union Landline Coalition, Metropolitan Area Planning Council WalkBoston StreetsPAC Massachusetts Dot Bike Mattapan Food and Fitness Coalition</p> <p>GENERAL COMMENTS: Designing for Reduced Speeds: In keeping with the first identified goal of the project, reducing traffic speeds, targeting a 5-mph decrease from 40 to 35 mph falls well short of meaningful change. In keeping with Mayor Walsh's commitment to Vision Zero, the City of Boston reduced the default speed limit on all city roads to 25 mph in 2017. At a minimum, the Morrissey Blvd should be design for reduced speeds from 40 to 30mph. Morrissey Blvd has the geographic advantage to serve as an urban boulevard as much as it does a regional connector. It is important to create a design that will serve the abutting neighborhoods and the people who reside within them by first providing a safe and inviting corridor for them to walk to and through. To achieve a 10-mph reduction, we strongly recommend that DCR take a more aggressive approach to traffic calming by implementing some of the following: •Eliminate concrete medians: Medians that are too narrow to be planted serve little purpose in making the roadway safer for drivers. In fact, they can make the roadway less safe by encouraging speeding. Moreover, the medians and asphalt buffers combined result in 5-6' of wasted space, especially in the more narrow sections of the roadway where space for pedestrians is highly constrained. For example, the Character Section for the Mid-Segment shows an unplatable median at the expense of a meaningful planting strip and sidewalk space.</p>	Nidhi	Gulati	nidhi@livablestreets.info	70 pacific street		Cambridge	MA	02139

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 3:08 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>(PART 2 of 6)</p> <ul style="list-style-type: none"> •Narrow the lane widths: The NACTO Urban Street Design Guide clearly states that urban thoroughfares do not require more than 10' lanes to move vehicles safely and efficiently. Wider lanes create a perception of abundance which leads to unsafe driving behavior and speeding. NACTO also states that in the event of truck traffic on a particular urban thoroughfare, ONE 11' lane may be created. We urge DCR to follow the guidelines to create more room for other road users besides private automobiles where the added 1'/lane would go much further. Furthermore, in case of roadside breakdowns, the roadway would function as a one-lane road irrespective of the lane-widths. •Rethink shoulders/curb offset: AASHTO guidelines do not require streets with design speeds of/or below 35 miles/hour to have any curb offsets. By pushing the physical barriers further out, the design negates the effects of traffic calming by creating a perception of abundant roadway width. •Consolidate Landscaping: Several sections of the design show multiple traffic lanes separating medians with landscaping. Eliminating the medians will permit wider planting strips along the edge of the roadway. 	Nidhi	Gulati	nidhi@livablestreets.info	70 Pacific Street		Cambridge	MA	02139

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 3:10 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>(PART 3 of 6)</p> <p>Pedestrian Accommodations: One of the intended outcomes of the design process is the recreation of an urban boulevard for the 21st century, a boulevard that will improve walkability in the area and draw people from all adjacent neighborhoods. We strongly believe that the design in its current form does little to achieve this vision because it fails to accommodate comfortable, two-way walking and passing movements on either side of the roadway. 5' sidewalks are adequate only for solitary walkers to pass one another, not for couples walking two abreast or families pushing strollers. Additionally, the seats on edge walls shown in the renderings, while highly desirable, will take space away from the movement zone, and further constraining the area. Two-way movements in groups of 2 or 3 will not be possible on these sidewalks and are a likely to be a high occurrence along the ocean-side boulevard. Actions to improve pedestrian accommodations can include:</p> <ul style="list-style-type: none"> •Reduce or eliminate shoulders: Per AASHTO guidelines, 2' shoulders are not required on streets designed for 35 mph or less. This space can be much better utilized by adding width to the narrow sidewalks to create a more comfortable environment for walking and snow storage in winter. •Install tree grates instead of narrow planting strips along pinch points: The Typical Character Section for Narrow Conditions shows 6' planting buffers and 5' sidewalks. For the narrowest of sections and pinch points, consider using tree grates and 4' wide planting buffers to maintain the canopy without compromising on safety and accommodations for people on foot and bicycles. •Amenity Zones: with the much desired and hence proposed improvements to safety along and across the corridor, the number of people wanting will rise many folds. Therefore, amenity zones should be included throughout the corridor that could house benches, trash receptacles, outdoor fitness equipment etc. 	Nidhi	Gulati	nidhi@livablestreets.info	70 Pacific Street		Cambridge	MA	02139

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 3:21 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>While the proposed improvements outlined in Morrissey Boulevard Redesign Project look beautiful, I have two major concerns. My primary concern is that the elimination of a travel lane for vehicles in order to make room for bike lanes (and to extend sidewalks and provide green space) is going to create even more of a traffic problem on Morrissey. I know I read somewhere that traffic flow will be improved or more efficient--something to that extent--but I've never read or heard an explanation for that. I do know, however, that decreasing lanes will lead to more of a back-up. Please do not mistakenly assume that fewer cars will travel the boulevard in order to avoid the increased traffic. There are limited road options from which to choose and traffic abounds already. A lane elimination will make a bad traffic situation, especially during rush hours, even worse. The traffic already negatively impacts the quality of life for my neighbors and me in Savin Hill. I often feel trapped when I have to drive somewhere in the afternoon and early evening. There are two ways in and out of our neighborhood: Morrissey Boulevard and Dorchester Avenue via Savin Hill Avenue. These two roads are probably some of the most congested in the city neighborhoods. I anticipate not being able to use Morrissey Boulevard if the lane change is implemented.</p> <p>My second concern is the elimination of the u-turn near Lambert's, and it is also related to traffic. I, as well as my neighbors in the area, regularly utilize the businesses in that area. Again, I anticipate a traffic back-up on Morrissey Boulevard and will not want to sit in traffic even longer by going further south towards Neponset in order to make a u-turn to head north to get back to Savin Hill. I already have to exit my neighborhood onto the boulevard from Old Colony and have to travel south (in traffic) in order to make a u-turn to head north. Ugh. I do, however, think the u-turn area at Lambert's was poorly planned.</p>	Kelly	Greene	kellykoushan@verizon.net	5 Davitt St		Dorchester	MA	02125

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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 3:41 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>In the June 2017 the renderings showed the street lamps very close to the road. Can't they be moved away for the roadway to minimize them from being hit like the existing ones?</p> <p>Can you ensure that the drainage at curbside will be sufficient so that it is possible to walk long the walking paths within 15 minutes after a downpour without being drenched by passing vehicles?</p> <p>Presently it could be hours before puddles evaporate allowing dry passage.</p> <p>Thanks</p>	Al	Knasas	abk02125@gmail.com	8 evandale terrace		Dorchester	MA	02125
7/18/17 4:09 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>To Whom it May Concern,</p> <p>Having commuted many years on Morrissey Blvd to and from my home in Dorchester I have experienced daily, time consuming traffic jams on this road. The removal of 2 vehicular lanes (1 northbound and 1 southbound), will make travel on this road nearly impossible for a good part of the day. The practical result is that it will dump thousands of cars onto neighborhood streets, especially the north/south thoroughfares, such as Dorchester Ave, Washington St, and possibly Blue Hill Ave. Simply tweaking the traffic light cycles at intersections will be ineffectual at alleviating traffic. This inconvenience will not result in less vehicle use and only increase the traffic in our neighborhoods.</p> <p>I am also concerned with the elimination of the U-turn at the base of Popes Hill. Not only will it harm a long time business, people wanting to make a U-turn will have to travel further down the Blvd and make a blind turn into oncoming traffic. Although a U-turn can be make at Neponset Circle, the light cycles and increased traffic would create grid-lock.</p> <p>I urge you to reconsider this plan.</p> <p>Thank you Patrice Foley-DeAngelo</p>	Patrice	Foley-DeAngelo	jpdeangelo@verizon.net	44 Auriga St		Dorchester	MA	02122

Morrissey Boulevard Redesign for Reconstruction
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Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 4:12 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	I am very happy to see that two-way cycle tracks are maintained on both northbound and southbound sides of Morrissey Boulevard. Because there are very few possible crossings of the main roadway, it is important that cyclists can get onto separated paths from neighborhoods on both sides of the Boulevard. In the winter, it will be much easier to keep the path on the southbound side clear of snow than the Neponset Trail segment which is on boardwalk south of the I-93 exit ramp. The new Victory Road crossing should make two-way cycle tracks less necessary south of that point, though a walk light crossing of Morrissey Boulevard at Conley St. would be a very helpful connection for pedestrians and bicyclists between the neighborhood and Tenean Beach and the Neponset Trail.	Jessica	Mink	jessica@masspaths.net	92 Neponset Ave.		Roslindale	MA	02131

Morrissey Boulevard Redesign for Reconstruction
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deadline July 18, 2017

Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 4:27 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>~One 2-way bike path is enough on NB side of MB. With improved X-walks no reason why need FOUR lanes of bike traffic and ONLY FOUR lanes of automotive traffic on a Boulevard! Please consider only NB bike lane and leaving 3 SB "going home" auto lanes</p> <p>~Along SB side of MB, Please plant noise barrier/privacy trees/bushes where MB property directly meets with its neighbors and not fenced off. With new plan, foot traffic and bike traffic will increase which increases noise and decreases privacy-> as a good direct property line neighbor, consideration should be given by MB planners since "MB is the neighbor changing our neighbor dynamic" Please</p> <p>~Add 3rd lane to NB/SB side of M.Blvd at new area of U-turn by SHYC to ease in wide turns accommodating to larger vehicles i.e. car and trailer, firetrucks.This will also aid cars w/boat trailer pulling out of SHYC to merge into traffic.</p> <p>~Reduction of speed from current-not necessary. This is a boulevard.</p> <p>~Heading S on MB approaching intX with Biancucci Blvd, looks like current grass median (btw going strait and turning into B.Blvd) is removed. Instead of allocating this land to the new middle island btw N&Sbound traffic-put more green space on side of Pattens Cove</p> <p>~SB on M.Blvd at intX with B.Blvd allow for 1 lane designation for turning(not 2) into BBlvd, and 3 lanes for strait, or 1 lane for both turning and strait->leaving 3 lanes for strait SB all the way to 93 bridge allowing for larger volume of traffic to flow at same time.</p> <p>~On Slide 19 Re:image-can we have (more) grass on the sidewalk side between the bike path and street between the trees instead of cobble stones. (this will also help absorb water...as you know Morrissey Blv'd has an issue with water) It will also help keep ground moist for trees...as you know the department is not good with watering newly planted trees, like the ones on the median near Vietnam Memorial.</p> <p>~Keep U-turn around D'D-add merge lane or yield light for oncoming traffic when car merging</p>	Celina	W	misiu00@aol.com	7 Evandale Ter		Dorchester	MA	02125

Morrissey Boulevard Redesign for Reconstruction
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deadline July 18, 2017

Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 4:35 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Thanks for designing a safer Morrissey Blvd for all users.</p> <p>The bike accommodations will benefit bicyclists from Milton, Mattapan, Hyde Park, Quincy and bike commuters from as far south as Sharon. The design changes are also in line with Massachusetts' and Boston's transportation mode shift goals, and will help make more people feel safe walking or biking to their destinations.</p> <p>While it's not shown in the presentation, I've been told that the new drawbridge gates will no longer block the sidewalk. Wonderful!</p> <p>At the I-93 offramp ped crossing, please install a HAWK or similar pedestrian crossing signal further up the ramp to warn drivers when people are crossing. Speeding drivers coming down the slope need more warning time and distance to stop safely.</p> <p>Thanks for including the southbound access to Victory Road. Maybe it is obvious, but it wasn't clear from the presentation - will the new Victory Road turns have traffic detectors to trigger the signal lights? Also, the presentation didn't show the signage plans, but please be sure to include wayfaring signage to show that this is the turn to access the Port Norfolk neighborhood since you've eliminated the southbound U-turn near the railroad underpass.</p> <p>Or if it is possible. please put an intersection to allow access at Conley Street.</p> <p>Please include a traffic detector at Walnut Street and tie that in to the Neponset Circle signals. There should also be 'Do not block the box' signage. Neighbors complain that I-93 onramp traffic makes it very difficult to negotiate that intersection.</p> <p>Please design the bikeways with enough of a base to prevent tree roots from breaking the pavement up, as happens on other DCR bikeways.</p> <p>Please coordinate with MassDOT to install secure Pedal & Park bicycle parking at JFK / UMass Station.</p> <p>Thank you again for your time and efforts on our behalf.</p>	Lee	Toma	lee.toma@bikemilton.org	58 Aberdeen Road		Milton	MA	02186

Morrissey Boulevard Redesign for Reconstruction
Public Comments
deadline July 18, 2017

Time	Topic	Comment	Name (First)	Name (Last)	Email Address	Address	Add 2	City	State	Zip
7/18/17 4:40 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>Has this project been presented to the Boston Civic Design Commission and the boston transportation department. ?</p> <p>The commission is particularly interested in the design of streets , public spaces , boulevards and the overall architectural character of the City , This project will have a major impact on the streets of Dorchester and South Boston .</p>	john	Roche AIA	erocheaia@msn.com	158 WALNUT ST		Dorchester	MA	02122-3
7/18/17 4:42 PM	Morrissey Boulevard Redesign for Reconstruction - deadline July 18, 2017	<p>-Malibu Beach used to be a neighborhood beach, when signs were put up on 93S that said "Savin Hill" more traffic started coming through the neighborhood, also increased was the number of trespassing and B&E in SH, several instances of perpetrators trespassing directly from Morrissey Blvd. To increase the feeling of security to MB neighbors can a barrier- even a natural one of trees or bushes be planted along the SB side of MB where properties meet?</p> <p>-On SB side of MB, do not remove the breakdown/pull over lane near Malibu Beach parking. Many ppl use this-i.e. check directions, answer phone, receive speeding ticket. W/o this lane if a car is pulled over- would only have 1 lane of active traffic moving also removes safety buffer for traffic to shift lane from pulled-over car. This is frequently used.</p> <p>-Especially during rush hours it is difficult with a full volume of vehicles on road to merge lanes for Emergency vehicles. In new plans looks near impossible, especially with no added street median, for cars to be able to do this from 2 lanes- merge into 1 to allow Emergency vehicles to pass. Morrissey Boulevard is often frequented by Emergency vehicles.</p> <p>-European countries (i.e. Poland)have bike paths that absorb UV light and glow when dark, please consider if possible, at least for X-walks or junctions.</p>	Celina	W	misiu00@aol.com	7 Evandale Ter		Dorchester	MA	02125

Comments on %25 design of Morrissey Boulevard

I commend the DCR for planning modern upgrades for Morrissey Blvd (MB). However, in my opinion, the %25 design plan is not forward thinking, has not sought the input of the City, and perpetuates mistakes of the past.

For 93 years, Dorchester has hosted the roadway, which was designed to expedite travel between communities to our south and downtown. While its construction included the creation of new openspaces and beaches, one of the tradeoffs was the truncation of many local roads and pathways to the sea.

For over 60 years, Dorchester has hosted the 8 lane (converted from 6 and breakdown lanes in the 1980's) I-93, which served to further cut off Dorchester from its waterfront, while adding more capacity for southern commuters.

The time has come to make Morrissey function as a Dorchester roadway that connects its neighborhoods as opposed to a second regional throughway.

This can be accomplished by adding two 4-way intersections in the plan's South Section to reconnect the truncated routes of Conley St to Freeport at the Stop and Shop, and Victory to Victory with many benefits:

- Signalized crossings for pedestrians and cyclists from the areas west of MB to the Harborwalk, Neponset Greenway, parks and beaches.
- Increased access between Port Norfolk and other Dorchester neighborhoods.
- Increased utilization of Freeport (parallel to RT93) to access various sections of Dorchester (Ashmont, Popes Hill, Clam Point, Fields Corner) for vehicles exiting 93 at Exit 13.
- Reduced need to rely on uturns on MB.
- Overall more dispersed traffic taking pressure off existing intersections at Neponset Circle and Freeport.
- More signals increase likelihood that commuters would opt for RT93.

Imminent and future development must be accommodated in this plan.

Boston's current hyper development cycle has the potential to release massive development of over 50 acres contiguous to the northern end of MB *alone*, no one has even contemplated what could happen on the vast, low density South Section dealerships, strip malls, and parking lots.

With recent and imminent transactions involving deep pocketed development firms for large tracts, and the eventual buildout of UMB's holdings, the current inefficient roadway design demands the DCR work with the BPDA and BTDA to plan for better traffic circulation and access to the 100's of thousands of square feet of future development.

We saw this coming 10 years ago. For close to two years, I and my volunteer colleagues worked with the then BRA to create the Columbia Point Master Plan, which called for (and now demands at least) one new 4 way signalized cross street beginning at the Globe property, heading east across the Santander/BC High property line, across Mt Vernon Street, through the Bayside property to Day Blvd.

The MB plan needs to accommodate the large intersection that will be built at this new road and I implore you to do so. I'm not asking you to build that road but simply do not block its eventuality with your current design that perpetuates the current southbound alignment, which includes the inefficient secondary parallel roadway.

With cooperation and forward thinking, State to private and vice versa land swaps, developer funding, and state investment, the solution to Kosciusko Circle could lie in relocating some of the Exit 15 ramps to the area behind the Globe and at the beginning of this new road. There is a rail tunnel beneath 93 that could be used to access a relocated SB onramp, and NB on & off ramps would connect to the new road. This would solve a multitude of problems, not the least of which is completing Olmstead's vision for the Columbia Road greenway linked to the sea.

Given the projected timetable and phasing of the MB project over 3 sections, I would ask that the DCR concentrate on completing the design of the Middle Section, and continue to work with the community and the City to refine the other two sections over time with the goal of making Morrissey Blvd work as a Dorchester parkway, and to plan for the future access to the impending development of Columbia Point/North Morrissey, and potentially the Southern Section's low density to high density conversion.

Thank you,

Paul Nutting

385 Savin Hill Ave

July 18, 2017

To: Mark MacLean, DCR
Dan Driscoll, DCR
Anne Fiesinger, DCR
Norman Orrall, DCR
Rob Lowell, DCR
Jerry Friedman, HDR
Francisco Lovera, McMahon

From:
LivableStreets Alliance
Boston Cyclists Union
Landline Coalition, Metropolitan Area Planning Council
WalkBoston
StreetsPAC Massachusetts
Dot Bike
Mattapan Food and Fitness Coalition

RE: Morrissey Boulevard Redesign for Reconstruction. 25% Design

Thank you for giving us an opportunity to review the design and ask questions about some of the specifics. This letter is jointly composed by LivableStreets Alliance, Boston Cyclists Union, the Landline Coalition, WalkBoston, StreetsPAC Massachusetts, Dot Bike, and Mattapan Food and Fitness Coalition. These advocacy organizations have a combined email lists of over 20 thousand people, social media following of 25 thousand and are involved with various aspects of making Boston a more livable city for people from all walks of life.

We applaud DCR for responding to the threat of flooding posed by rising sea levels along the thoroughfare, for initiating a traffic analysis for the length of the corridor, and for reducing the number of travel lanes to better fit the capacity. Below are our detailed comments split into two categories - general comments, and location-specific comments.

General comments

Designing for Reduced Speeds: In keeping with the first identified goal of the project, reducing traffic speeds, targeting a 5-mph decrease from 40 to 35 mph falls well short of meaningful change. In keeping with Mayor Walsh's commitment to Vision Zero, the City of Boston reduced the default speed limit on all city roads to 25 mph in 2017. At a minimum, the Morrissey Blvd should be design for reduced speeds from 40 to 30mph. Morrissey Blvd has the geographic advantage to serve

as an urban boulevard as much as it does a regional connector. It is important to create a design that will serve the abutting neighborhoods and the people who reside within them by first providing a safe and inviting corridor for them to walk to and through. **To achieve a 10-mph reduction, we strongly recommend that DCR take a more aggressive approach to traffic calming by implementing some of the following:**

- **Eliminate concrete medians:** Medians that are too narrow to be planted serve little purpose in making the roadway safer for drivers. In fact, they can make the roadway less safe by encouraging speeding. Moreover, the medians and asphalt buffers combined result in 5-6' of wasted space, especially in the more narrow sections of the roadway where space for pedestrians is highly constrained. For example, the Character Section for the Mid-Segment shows an unplantable median at the expense of a meaningful planting strip and sidewalk space.
- **Narrow the lane widths:** The NACTO Urban Street Design Guide clearly states that urban thoroughfares do not require more than 10' lanes to move vehicles safely and efficiently. Wider lanes create a perception of abundance which leads to unsafe driving behavior and speeding. NACTO also states that in the event of truck traffic on a particular urban thoroughfare, ONE 11' lane may be created. We urge DCR to follow the guidelines to create more room for other road users besides private automobiles where the added 1'/lane would go much further. Furthermore, in case of roadside breakdowns, the roadway would function as a one-lane road irrespective of the lane-widths.
- **Rethink shoulders/curb offset:** AASHTO guidelines do not require streets with design speeds of/or below 35 miles/hour to have any curb offsets. By pushing the physical barriers further out, the design negates the effects of traffic calming by creating a perception of abundant roadway width.
- **Consolidate Landscaping:** Several sections of the design show multiple traffic lanes separating medians with landscaping. Eliminating the medians will permit wider planting strips along the edge of the roadway.

Pedestrian Accommodations: One of the intended outcomes of the design process is the recreation of an urban boulevard for the 21st century, a boulevard that will improve walkability in the area and draw people from all adjacent neighborhoods. We strongly believe that the design in its current form does little to achieve this vision because it fails to accommodate comfortable, two-way walking and passing movements on either side of the roadway. 5' sidewalks are adequate only for solitary walkers to pass one another, not for couples walking two abreast or families pushing strollers. Additionally, the seats on edge walls shown in the renderings, while highly desirable, will take space away from the movement zone, and further constraining the area. **Two-way movements in groups of 2 or 3 will not be possible on these sidewalks and are a likely to be a high occurrence along the ocean-side boulevard.** Actions to improve pedestrian accommodations can include:

- **Reduce or eliminate shoulders:** Per AASHTO guidelines, 2' shoulders are not required on streets designed for 35 mph or less. This space can be much better utilized by adding width to the narrow sidewalks to create a more comfortable environment for walking and snow storage in winter.

- **Install tree grates instead of narrow planting strips along pinch points:** The Typical Character Section for Narrow Conditions shows 6' planting buffers and 5' sidewalks. For the narrowest of sections and pinch points, consider using tree grates and 4' wide planting buffers to maintain the canopy without compromising on safety and accommodations for people on foot and bicycles.
- **Amenity Zones:** with the much desired and hence proposed improvements to safety along and across the corridor, the number of people wanting will rise many folds. Therefore, amenity zones should be included throughout the corridor that could house benches, trash receptacles, outdoor fitness equipment etc. The current design splits green space into thinner segments throughout, leaving less room for usable green space for other functions. We recommend consolidating green space wherever possible along the sidewalks and cycle tracks for added amenity zones.

Destinations along the corridor: When thoughtfully designed, an oceanside boulevard has the potential to serve as a destination in itself. In its current form, the design displays a monotonous treatment following a standard cross-section where possible. We urge DCR to look closely at vantage points for gathering and lingering rather than focusing mainly on maintaining traffic throughput and accommodating other modes where possible. **The vantage points should be treated as such by design, through providing additional amenities to fit the use such as look-outs, and clustered seating areas.**

- **Conduct asset mapping along the corridor:** A community engagement technique extremely successful in creating great public spaces can be used to identify vantage points, preferred access points for the beach, desire lines for connections beyond the corridor and places of gathering. The design should reflect on these assets identified by the community and by allocating appropriate amount of space and amenities.

Location-Specific Comments:

- **The "Ocean Parkway" section along Malibu Beach (the ocean side) will be a popular destination and therefore should be designed with a wide sidewalk - 8' or 10'.** This can be achieved by removing the landscaping strip outside of the sidewalk (facing the beach). Given that the sidewalk is opening access to beach area, a landscaping strip there would be non existent and redundant but the wider sidewalk will promote gathering and lingering.
- On the Savin Hill Beach side (the cove side), the path should deviate away from Morrissey Blvd for the safety and enjoyment of people walking and biking. Pedestrians and cyclists can use existing paths so long as they are appropriately widened.
- We laud the project's plan to reduce the number of through lanes from 3 to 2 per direction. However, at two places the plan has a short third through lane added on an intersection approach leg and departure leg. In both cases, **it is far safer and better operationally to keep only 2 thru lanes.**
 - One spot is northbound approaching Freeport. The short proposed added lane will scarcely be used, because (a) people won't want to put themselves into a position in which they have to merge back into another lane and (b) it won't take much of a queue backup before entry to that lane is blocked anyway. If anybody does use that

- lane, that will be a continual source of driver frustration. A capacity analysis should account for the fact that the lane utilization factor with a short lane added like this will be so much less than 1 that it yields almost no capacity benefit.
- The other spot is northbound approaching Bianculli. Providing a right turn lane there for access to UMass is reasonable; adding both a right turn lane and an additional through lane is not. In addition to the capacity and driver frustration reasons given earlier, this intersection has a dangerous proposed lane configuration on the departure leg, with the added lane disappearing. Much safer to keep two thru lanes through the intersection, and allow motorists, after passing through the intersection, to peel off into the U-turn lane on the left or the frontage road on the right (if there still is one).
 - At the southernmost end of the project at Neponset Ave and Gallivan Blvd, the planned improvements end abruptly **without any proposed connections to the Neponset Greenway**. We understand that a connection between the two facilities will be designed separately, but the project extremity should still be looked as a gateway to a capital-intensive redesign. Not only will this lead to a lack of legibility from the network perspective, but also create a major safety hazard for people walking or bicycling along Morrissey and going further.

In summation, a thorough redesign of this oceanside boulevard should put the needs of the communities ahead of traffic throughput. It is a group of community with fewer options for alternate modes of transportation, poor access to nature and open space, and has been historically marginalized. This redesign should prioritize safety improvements for ALL age ranges and travel modes along the corridor. We strongly feel that 11' lanes with over 2' shoulders, planted medians and narrow sidewalks do not support the project goals of reducing travel speeds and enhancing safety.

We are truly grateful for this opportunity to look at the 25% designs for the corridor and submit our comments. We are ready and willing to support DCR in any way possible through to completion. Should you have any questions, please feel free to reach out to us.

Sincerely,
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Emerald Network Program Manager
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