

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

Submitted	First	Last	Comment	City	State	Zip
10/8/2020 22:19	Jermy	Eisman	<p>Great presentation and appreciate everyone's time and effort on this. I would stress the importance of safety being the priority with this project. Without safety, the other goals of the project will not occur; people will not come to enjoy the new trail improvements no matter how beautiful they are unless they feel safe getting to the river and enjoying the river.</p> <p>Having vehicles speed by you when you are enjoying the trails or listening to exhausts roar is not a pleasurable experience. With regard to the 3 options. Again, focusing on safety, I defer to #1 due to the fact that it will decrease the number of vehicles on the road. However, the issue is not about decreasing vehicles on Quinobequin Road. The issue is ensuring the vehicles drive slowly and carefully. I prefer Option 1 as the One-Way option which would 1) limit vehicles and could 2) ensure those limited number of vehicles slow down, if raised crosswalks are installed.</p> <p>There is only one way to ensure "street calming which leads to safety. That is, raised crosswalks which act like speed bumps. Quinobequin Road is notorious for motorists and motorcyclists who want to go fast down a winding road. The reputation of the street must change and making it a one-way will not discourage this behavior, only raised crosswalks acting as speed bumps will ensure the safety of our children, neighbors, visitors and loved ones. Once people feel safe, people will come and enjoy the other wonderful improvements like walking paths, ADA accessible sidewalks and the other DCA improvements.</p>	Waban	MA	02468
10/8/2020 22:39	Barbara	Brustowicz	<p>Based on the October 8th virtual public meeting, in consideration of the Assessment Criteria Matrix and public comments, Alternative 1, the 21st Century Parkway, is the superior option. The one-way traffic pattern is appealing, in hopes that it would significantly reduce the volume of cars on the roadway. Safety and traffic calming receive high scores on the criteria matrix. Additionally, Option 1 allows for the preservation of the naturalized character of the existing nature trail. It is imperative that the nature trail remains in its existing form with minor enhancements.</p>	Waban	MA	02468

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/11/2020 12:26	Alexander	Blumenstiel, Ph.D.	<p>Re: The Quinobequin Woodland Trail</p> <p>Please leave the Quinobequin Woodland Trail just the way it is now! Please do not change it. I have walked this lovely trail spring, summer and fall for 25 years. Even now at age 80, it is a great delight to put one foot in front of the other the whole way along it.</p> <p>This modest trail on the North bank of the Charles River, through the Quinobequin Woodland, a natural woodland in Waban, is so very special. Lovely and peaceful, this woodland is truly a delight for those of us humans who appreciate nature, and absolutely critical to preserve in its natural state for the other precious beings whose lives depend on it, and who unquestionably must be protected from our destructive meddling. Please: No grading! No gravel! No planks! No bridges. No pavement! No bikes tearing through the woods running down wildlife and folks relishing nature’s serenity! No contractors with their hideously raucous, polluting equipment terrifying and poisoning the song birds, rabbits, chipmunks, ducks, geese, raccoons, beavers, squirrels, wild turkeys, occasional deer, etc.</p> <p>Please preserve the Quinobequin Woodland and the simple, unobtrusive walking trail as they are. So-called ‘improvements’ are not needed! If political or financial pressures are nevertheless forcing you to do something, please make every effort to just restrict it to Alternative No. 1 of your Plan. Executing either Alternative II or III would unquestionably absolutely destroy this treasure! Both are outrageous attacks on nature, including on us.</p> <p>Additionally, nothing Mr. Richard Williams proposed is in any way, shape or form acceptable. From his October 8, 2020 presentation, it seems highly unlikely he has ever walked the Quinobequin Trail, other than, perhaps, to look for ways to sell his so-called ‘improvements’.</p> <p>Re: Quinobequin Road:</p> <p>Please: A) Reconfigure it into only one, one-way northbound lane for motorized traffic; and strictly enforce a slow speed limit. B) Don’t permit any motor vehicle parking, except for breakdowns, anywhere along either side. C) Provide a safe bicycle infrastructure along the road only, not anywhere within the woodland. D) Install sidewalks on the residential side only.</p> <p>Thank you. cc. Waban Area Council</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/11/2020 17:04	Jeff	Gelles	I was delighted to see the care and thought that the DCR and its contractors had put into developing plans to enhance public enjoyment of the parkland along Quinobequin Road. Improving the safety and accessibility of this area would be a welcome development. I very much liked options 1 and 2 discussed at the meeting. However, option 3 struck me as inadequate. I fear that keeping the present situation in which cyclists and motorists are together within the narrow width of the existing roadway with the poor sight lines and no separated bike lanes would perpetuate the unsafe situation that exists currently for cyclists on this roadway. Please, if we are going to spend money on improvements, let's make this park a safe place for cyclists, not just for pedestrians.	Waban	MA	02468
10/13/2020 15:56	John	Mordes	<p>Your presentation of the three alternatives was thoughtful and thorough. My comments are:</p> <ol style="list-style-type: none"> 1. Option 1 is preferred. One way traffic is a small price to pay. 2. Preservation of the forest footpath is exceptionally important to me and many neighbors and is why I favor option 1. Its conversion to a paved path to be shared with bicyclists, skateboarders, in-line skaters, motorized scooters, and the inevitable moped and ATV would be a tragedy for pedestrians, trees, and wildlife.. 3. Inasmuch as proper sidewalks are common to all three options and are the single most important and achievable safety measure, their construction should be implemented as Phase 1 of any reconstruction. 4. If the DCR really wants to lower speeds on Quinobequin Road, then go to bat for legislation to permit and install speed cameras. Only money talks in this world. 	WABAN	MA	02468

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/13/2020 17:52	Alexander	Blumenstiel	<p>Please leave the Quinobequin Woodland Trail just the way it is now! I have walked this lovely trail spring, summer and fall for 25 years. Even at age 80, it is a great delight to put one foot in front of the other the whole way along it.</p> <p>This woodland is truly a delight for those who appreciate nature, and critical to preserve in its natural state for the other beings whose lives depend on it and must be protected from our destructive meddling. Please: No grading! No gravel! No planks! No bridges. No pavement! No bikes tearing through the woods running down wildlife and folks relishing nature's serenity! No contractors with their hideously raucous, polluting equipment terrifying and poisoning the song birds, rabbits, chipmunks, ducks, geese, raccoons, beavers, squirrels, wild turkeys, occasional deer, etc.</p> <p>If political or financial pressures are forcing you to do something, please restrict it to Alternative No. 1. Either Alternative II or III would absolutely destroy this treasure! Additionally, nothing Mr. Richard Williams proposed is acceptable. From his October 8, 2020 presentation, it seems highly unlikely he has ever walked the Quinobequin Trail, other than, perhaps, to look for ways to sell his so-called 'improvements'.</p> <p>Re: Quinobequin Road: Please: A) Only one, one-way lane for motorized traffic; B) strictly enforce a slow speed limit. C) No motor vehicle parking anywhere on either side. D) A safe bicycle infrastructure along the road only, not anywhere within the woodland. E) Sidewalks on the residential side only.</p>	Waban	MA	02468
10/14/2020 9:18	Judy	Kohn	<p>There was mention of allowing parking on the Greenway. That would seem to defeat the idea of natural and nature. It would certainly affect the compacting and rutting of the earth, which has been a problem in the past. Most users walk or bike to the trail.</p>	Waban	MA	02468
10/14/2020 12:25	Alan	Nogee	<p>As someone who bikes on Quinobequin often, I greatly appreciate the proposal to upgrade this beautiful area! My preference is for Alternative 2, the Charles River Greenway, because of its consistency with other sections of the Greenway. Alternative 1 would also be a great improvement. Anything but the current shared use. The topography encourages cars to speed but often obscures the view of cyclists ahead. Thank you.</p>	Newton Highlands	MA	02461

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/19/2020 10:00	Lisa	Frank	<p>Thank you to all for your time and efforts working on this project. I have some thoughts, concerns and questions about the project. I live on Quinobequin Road.</p> <p>-Safety is my first concern regarding the area. I do think speed bumps are needed.</p> <p>-Side walks are needed too. But - will my front property lose land due to this? I have grass and a sprinkler systems near curb. Who will pay for system re-design? Maybe sidewalks on trail side best so not to take away property. Do we get paid for property taken and used for sidewalks? How is this legal to take property? Who is responsible for plowing sidewalks and other maintenance? Its always a “not my responsibility” for problems with street between Newton and DCR - long history of that.</p> <p>-The trail area is quiet and peaceful. I don’t like the idea of cars parking anywhere along road because there isn’t enough width or space anywhere, we don’t want crowds and litter coming to the area.</p> <p>-With all the possible changes, on-road parking for guests of residents is problematic already. Road should be wider to accommodate for guests of residents. That’s a safety issue now. Taking away road space would make this situation worse.</p> <p>-Cutting down many trees along the trail will cause highway noise to be louder. The trees to some extent help reduce noise and block the view of highway.</p> <p>-I think a lot of these ideas will have a negative effect on our home values. More cars, crowds, trash, speeding, fewer trees so highway is more visible , more highway noise.</p> <p>Overall, I think a minimum plan is best. All the ideas in my opinion are overwhelming to the area. We all enjoy the quiet area and don’t want crowds and more cars.</p> <p>*A HUGE SAFETY PROBLEM IS ALL THE OLD TREE LIMBS HANGING OVER THE ROAD. DCR DOES NOT PROVIDE ENOUGH MAINTENANCE FOR WHAT IS ALREADY PROBLEMATIC IN THE AREA*</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/19/2020 16:11	David	Lasater	I live on Quinobequin and absolutely love it. The riverfront paths, beautiful trees and wildlife provide a unique opportunity for Newton residents to enjoy nature. It is apparent that others share our love for this area as we see untold people taking walks, biking, rollerblading and even something that involves skis with wheels! Unfortunately, we also hear people yelling at cars as they sometimes speed by and force them off the road in places without sidewalks or as they cut over a hill and run bikers off the road. I highly support and urge this group to support sidewalks along both sides of Quinobequin, adding bike lanes, and in order to accommodate the space to do these steps, turning Quinobequin into a one-lane road going one-way. For those that love nature, it would be incredible to improve portions of the riverside pathway to address drainage issues, poison ivy and overgrowth. These steps will create a pseudo nature preserve and exercise corridor that Newton and its residents can be proud of. Thank you!!	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/19/2020 16:54	Sallee and Nelson	Lipshutz	<p>Comment on Sidewalks along Quinobequin Parkway from corner of Quinobequin and Radcliff Roads to Route 9:</p> <p>As residents whose property abuts Quinobequin Road, we are writing to ask that the proposed changes to Quinobequin Road NOT include installing sidewalks along the block of Quinobequin Road from Radcliff Road to Route 9. This short stretch of the roadway is extremely narrow and curvy and we and our neighbors along this small section of the roadway would prefer the country lane appeal of its present state. Our neighbors will be writing to you also to express their opinion about this. We do not object to the installation of sidewalks along the road from the north corner of Radcliff Road continuing north to Route 128.</p> <p>We hope that DCR will still be able to address the drainage problem along Quinobequin Road between the south corner of Radcliff Road at Quinobequin and the first driveway south of that corner leading onto Quinobequin Road.</p> <p>We are still studying the 3 alternative proposals and have not yet determined which one we prefer. We will send a separate comment with our final choice before Friday.</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/19/2020 17:58	Lee & Jean	Fisher	<p>My wife and I live on Chestnut Street near Quinobequin Road. We are strongly in favor of Alternative 3 for these reasons:</p> <p>1) Minimum impact on the historic parkway and riverside land (do no harm)</p> <p>2) Lowest cost during these times of economic stress</p> <p>3) Least impact on the Charles River Watershed to absorb flood waters.</p> <p>We strongly oppose Alternative 1, whose name alone induces an implicit bias toward sounding avant garde but in fact results in extra CO2 emissions let alone driving time as abutters and those on nearby streets are forced onto a tangle of side streets or onto the clogged highway to depart their homes heading south or to get home from the north. Your decision criteria matrix has no Objective relating to accessibility to and from neighboring residential homes and that is serious omission. Your public hearings attract activists who love this stuff, but imposing such a one-way change without mailing a questionnaire to at least the residents living on Quinobequin Road if not on surrounding streets is asking for an uproar.</p> <p>We also question the safety and cyclist penalty that Alternative 3 takes in your matrix. I don't recall any discussion of the history of pedestrian and cyclist accidents on the road over the last decades but I suspect it is quite low. The sidewalk improvements in Alternative 3 will improve pedestrian safety and (if I'm correct that the new roadway is a bit wider than now) the road improvements will improve cyclist safety. Cyclists share the road nearly everywhere else in Newton, and there really isn't that much traffic on this parkway where commercial vehicles are excluded.</p> <p>We agree with the matrix rankings showing the negative environmental impact of the shared use path in Alternative 2. We consider it an assault on the character of this park but would prefer it over Alternative 1.</p> <p>So our Ranked Choice Vote is first for Alt 3, second for Alt 2, and no vote for Alt 1.</p> <p>Thank you.</p>	Newton Upper Falls	MA	02464
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/20/2020 7:40	Barbara	Brustowicz	As residents whose property abuts Quinobequin Road, we are writing to ask that the proposed changes to Quinobequin Road NOT include installing sidewalks along the block of Quinobequin Road from Radcliff Road to Route 9. This short stretch of the roadway is extremely narrow and curvy and we and our neighbors along this small section of the roadway would prefer the country lane appeal of its present state. Our neighbors will be writing to you also to express their opinion about this. We do not object to the installation of sidewalks along the road from the north corner of Radcliff Road	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/20/2020 9:07	Lisa	Frank	<p>Thank you to all for your time and effort working on this project. Below are my concerns and questions about the project. I live on Quinobequin Road.</p> <p>-Safety is my first concern regarding the area. I do think speed bumps are needed and top priority.</p> <p>-Sidewalks are needed too. Will my front property lose land due to this? Or will the sidewalks be built on road area? I have grass and a sprinkler systems near curb. Who will pay for my repairs? Maybe sidewalks on trail side best so not to take away property. Do we get paid for property taken and used for sidewalks? How is this legal to take property? Who is responsible for plowing sidewalks and other maintenance? Its always a "not my responsibility" for problems with street between Newton and DCR - long history of that.</p> <p>-The trail area is quiet and peaceful. I don't like the idea of cars parking anywhere along road because there isn't enough width or space, safety issues, we don't want crowds and litter coming to the area.</p> <p>-On-road parking for guests of residents is problematic already. Road should be wider to accommodate for guests of residents. That's a safety issue now. Taking away road space would make this situation worse.</p> <p>-Cutting down trees along the trail will cause highway noise to be louder because it's a buffer for the noise. The trees help reduce noise and block the view of highway.</p> <p>-I think a lot of these ideas will have a negative effect on our home values. More cars, crowds, trash, speeding, fewer trees so highway is more visible, more highway noise.</p> <p>I like one way road idea.</p> <p>Overall, I think a minimum plan is best. All the ideas are overwhelming to the area. We all enjoy this quiet area and don't want crowds and more cars.</p> <p>*A CURRENT SAFETY PROBLEM FOR WALKERS/CARS ARE LARGE TREE LIMBS HANGING OVER THE ROAD. DCR DOES NOT PROVIDE ENOUGH MAINTENANCE FOR WHAT IS ALREADY PROBLEMATIC IN THE AREA*.</p> <p>Thank you, Lisa Frank Quinobequin Rd Waban, MA 02468</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/20/2020 21:40	robert and patricia	cantin	<p>We are indifferent about having or not having a sidewalk from Rt 9 to Radcliff Rd, although I would point out that there is not much room to have one. My greater concern is drainage as a result of snow plows that have destroyed the curb which was made of blacktop (A granite curb would be much better) between my house (#696) and my neighbor (#700). That result allows drainage of rain going downhill to leave the street pavement and wash the dirt into my driveway, and then continue into the pond. This same thing was addressed about 10 years ago, when the DCR put in or repaired the curb, plus added a "cape cod berm" (I think it was called?) to direct water to stay in the street until it has flowed beyond my driveway. I still have emails exchanged between me and the DCR from that time, which has names of the people I dealt with. If you would like me to send those, let me know.</p> <p>You probably also received other comments from my neighbors along this stretch of Quinobequin Rd. I think they lean "against" sidewalks which is OK , but as mentioned at the beginning of this comment, I am indifferent.</p>	waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/21/2020 10:00	Marya	Gorczyca	<p>Thanks you for providing a well thought out presentation of the improvements being considered by DCR for Quinobequin Rd. I am pleased with the focus on public safety for pedestrians, joggers, and cyclists. Though the roadway is currently highly used for these activities, conditions are unsafe. The improvements to safety and aesthetics would greatly increase safe use and enjoyment of this area along the Charles River and I would like to voice support and provide specific comments for DCR and their consultants to consider. I have been a resident at 312 Quinobequin Rd for 24 years with my family and we have rarely, if ever used, the existing trail because of the poor condition. We would frequently use the trail if the improvements are constructed as they would enhance safe access and enjoyment of the this natural resource.</p> <ul style="list-style-type: none">- I welcome the installation of sidewalks for pedestrians. Please clarify if there will be any encroachment beyond the existing property line required fort the width shown. Encourage respecting the existing property lines.- Not in favor of installing speed bumps.- For the parking areas proposed please consider locating them in areas that are not directly in front of individual homes. <p>This will be a significant negative issue and change for current residents to be looking at a parking area vs the current vegetation and/or water views. Specifically along design section 2 there are parking areas proposed directly opposite 312 and 286 Quinobequin. Please consider alternate locations possible at street intersections or other open areas to minimize negative impacts.</p> <ul style="list-style-type: none">- Alternate 1- not preferred making the road one way. Based on my experience with how the road and surrounding streets are used I expect this would push more traffic up into the neighborhood.- Alternate 2 - preferred as I believe this would provide greatest public benefit and safety with a walking/bikelane separate from car traffic.- Alternate 3 - least preferred	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments
deadline 10/23/2020

10/21/2020 13:19	Thomas	Medaglia	<p>To: The Massachusetts Department of Conservation and Recreation</p> <p>Re: The Proposal for Changes to the Quinobequin Trail and Parkway by OCR on October 8, 2020</p> <p>As residents whose property abuts Quinobequin Road, we are writing to ask that the proposed changes to Quinobequin Road NOT include installing sidewalks along the block of Quinobequin Road from Radcliff Road to Route 9. This short stretch of the roadway is extremely narrow and curvy and we and our neighbors along this small section of the roadway would prefer the country lane appeal of its present state. Our neighbors will be writing to you also to express their opinion about this. We do not object to the installation of sidewalks along the road from the north corner of Radcliff Road continuing north to Route 128.</p> <p>We hope that OCR will still be able to address the drainage problem along Quinobequin Road between the south corner of Radcliff Road at Quinobequin and at 696 Quinobequin Rd.</p> <p>Thank you for your attention.</p> <p>Thomas & Jane Medaglia 700 Quinobequin Road Waban, MA 02468</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/21/2020 14:25	Karen	Rose	I am in favor of installing a sidewalk along Quinobequin Road, even along the block from Radcliff Road to Route 9. I live on that block and it has become more dangerous to walk my dog outside my home because of the increasingly heavy traffic. To preserve the "country feel" of the road, it would be preferable to install a relatively narrow sidewalk from Route 9 to Radcliff Road. It would also be great if the road could be widen, perhaps on the Charles River side. In addition, the fences along the roadway are in disrepair and need immediate attention.	Waban	MA	02468
10/21/2020 14:48	Andrew	Fischer	Please note my support for the improved bicycle facilities for the Quinegeguin Road to Leo Martin Golf Course.	Brookline	MA	02446

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/21/2020 14:55	Sallee	Lipshutz	<p>PART ONE OF COMMENTS SUBMITTED BY NELSON AND SALLEE LIPSHUTZ 10-21-2020</p> <p>After studying the material presented by DCR on October 8, 2020 to the residents of Newton, our preferred choice from among the three proposed Improvement Alternatives for the Quinobequin Trail and Parkway is Alternative Three.</p> <p>There were two principles that guided us to this conclusion:</p> <p>1.)The first principle was pedestrian safety. As we are both currently describable as "elderly" and as there are many Waban neighbors nearby who fit with us into that category, we are much more comfortable walking a path that is bicycle-free. The sidewalks proposed along Quinobequin Road on the residential side from Radcliff Road north to Route 16 offer a safe pedestrian passage and we hope they will be installed. We do not, however, want sidewalks from Radcliff Road to Route 9 along Quinobequin Road since the road is so pinched and curvy and the sight lines so poor along this block that cars and bicycles would be forced to compete in an even worse environment than at present. We also love the country feel of this part of the roadway.</p> <p>2.)The second principle informing our choice is the preservation of the natural environment of the Quinobequin Parkland. We are delighted that Alternative Three improves the surface of the current footpath so that we would no longer have to watch our feet in order to dodge tree roots, but be able to transverse the trail while enjoying proximity to the river and its incomparable scenery. This Alternative does the least harm to the fragile riverfront. We frequently walk along the Upper Falls Greenway and find the crushed stone surface more than adequate for safe passage. It is our understanding that the footpath will be crushed stone or something equivalent that we will be able to use safely.</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/21/2020 14:58	Nelson	Lipshutz	<p>PART TWO OF COMMENTS SUBMITTED BY NELSON AND SALLEE LIPSHUTZ 10-21-2020</p> <p>If Alternative 3 is ultimately chosen, we hope that there will be accessible connections from the upgraded footpath to each lookout vista. We have visited the DCR path at the Wellesley Office Park and enjoy both Crowley's and Diddley's Landings that allow us to laze and gaze by the river and look forward to being able to do the same from the Newton side of the Charles without having to arrive there by car.</p> <p>The pedestrian safety principle that we mention above also forces us to ask DCR to offer raised table crosswalks at several points across Quinobequin Road. Not only would such crosswalks force the vehicular traffic to slow down from what we constantly observe as their current dangerous speeds, but it would also allow pedestrians to cross safely to the Parkland. We hope that Quinobequin, at Radcliff Road, would be among those raised crosswalks provided since we frequently observe speeders at this location.</p> <p>We understand that no matter which Alternative Proposal is adopted, there will be work done to ameliorate drainage problems on Quinobequin Road. Abutting the side boundary of our property on Quinobequin, between the corner of Radcliff and Quinobequin and our driveway just south of that junction, there is a perennial puddle. The puddle is on the Quinobequin Parkway and flows onto our property. We hope DCR will fix this problem so that water will flow away from this side of the roadway.</p> <p>We are delighted that DCR is recognizing the importance of this section of parkland and parkway and thank you for allowing us to offer our input into this essential planning.</p> <p>Sallee and Nelson Lipshutz 24 Radcliff Road (at Quinobequin) Waban, MA</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/21/2020 21:06	David	Kantrowitz	<p>Hi, I live in Waban just around the corner from Quinobequin Road and am writing to comment on the trail. First, I'd like to say how excited our family is about this project. It truly has the potential to open up that area for pedestrian and cycling use.</p> <p>My top priority for this project is giving my small children (3 and 5) a place to learn to ride and to ride their bikes. Where we are now, there is not a great place in our neighborhood for them to learn to ride. The streets are too busy, and the sidewalks are in too poor a condition. With that in mind, I believe Alternative 2 ("Charles River Greenway") is the best. As an initial matter, Alternative 3 will be too narrow and will not provide a great place for bikes. It's better than it is now, but we can do so much more.</p> <p>Given that the mixed-use path in Alternative 1 ("21st Century Parkway") and Alternative 2 are pretty much the same, the question is where to put it. I believe building it in the woods near the river is better for three reasons. First, it will be away from the traffic. Cars go quite fast up and down Quinobequin, and the narrow vegetation strip proposed for Alternative 1 would not dampen the noise and distraction from traffic. Second, Alternative 2 provides the best view of the river and nature. We're fortunate enough to have the river and woods there, so why not use it? Third, I believe Alternative 2 will provide the best experience for most people. My concern with Alternative 1 is that it will attract a lot of advanced cyclists who do not really need the greenway. They can go quite fast and make it difficult for walkers, runners, recreational cyclists and child cyclists. With Alternative 2, I think most advanced cyclists will prefer to use the road rather than to go out of their way into the woods to use the greenway. As a result, I think the mixed-use path in Alternative 2 will be used by more people and at lower overall speeds.</p> <p>Thanks for your attention to this matter.</p> <p>David Kantrowit</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/22/2020 0:07	Carole	Grossman	<p>I attended the informative October 8th virtual DCR meeting. Having lived on Quinobequin Road and enjoyed this stretch of land with my family for 54 years, I am advocating for preserving the natural area. Please do not add paving, gravel, sidewalks on the river side, parking areas and extensive boardwalks. This is one of the few treasured bits of nature in Newton. The path should be maintained. Invasive plants should be removed. Grass cutting has occurred more frequently in recent years and this is appreciated.</p> <p>In past neighborhood meetings, the problems most mentioned were the increased traffic, the speeding, the large trucks using the road to bypass Rte.128.. Police ticketing speeders and the blinking signs posting speeds have been helpful when available. It would be wonderful if DCR could make walking and biking safer. I am not qualified to determine whether any of the 3 plans could accomplish this.</p> <p>Thank you for your work and your sharing with our community.</p>	Waban	MA	02468
10/22/2020 9:50	Herbie	Robinson	<p>I think abutters to the road should be able to veto option 1 if they don't like it. It looks to me like the plan doesn't consider the people who live on the road. For at least half the year they are the only users. Also, every time I am on the road traffic is light. There could be an element of over design here...</p>	Newton	MA	02461-1338

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/22/2020 14:47	Peter	Swartz	<p>This is one of the last rural areas of Newton.</p> <p>I walk and jog along Q. often twice daily. I think it is great the way it is.</p> <p>The river side of Q. , as you have discovered, is a home and refuge to many animals. I often see turtles crossing the road to lay their eggs in the sand on the north side of the road. Any lighting or sidewalks would destroy the habitat.</p> <p>Furthermore, as. you also are aware, the historical relationship between the river and the wetlands should not be tampered with.</p> <p>Across the river is a trail in the office park along with two very overly engineered piers/ launch sites. In the many times I have walked that trail, I have seen four other people. Why replicate something that does not work ? If a person wants to walk along the river on a blacktop trail, they can certainly go into the office park , which is eerily empty.</p> <p>There is nothing wrong with doing nothing. When the new 128 access was opened, some of us loudly opined that Q. would become over-loaded with vehicles. We were wrong and the road has not lost its country appeal.</p> <p>One caveat. The introduction of the D.U.F.F. Project (Destroying Upper Falls Forever) , also known as the Northland Project, will very adversely affect Chestnut Street traffic, which is already bottlenecked much of the day.</p> <p>If Chestnut traffic gets. worse, Q. will be impacted and at that time perhaps Q. should be re-evaluated.</p> <p>Currently, motorists are very respectful of pedestrians and emergency vehicles have a quicker trip in aiding the victims they serve.</p>	Newton	MA	02468
10/22/2020 19:16	Ed	Olhava	I support alternative 1 - one-way auto traffic on the road with ample cyclist and pedestrian throughways. Let's promote non-carbon emitting forms of transport!	Newton	MA	02460
10/22/2020 20:46	Isabella	Gleckman	My vote goes to Alternative 2: The Charles River Greenway.	Newton	MA	02462

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 8:05	James	Jampel	<p>As a member of the Board of of the Friends of Leo J. Martin Skiing (FOLJMS), I offer our support of the plan to construct a multi-use pathway from Riverside to Newton Lower Falls.</p> <p>We very much look forward to the ability of Nordic skiers, and other users, to reach Leo J. from the Riverside MBTA station while being separated from vehicular traffic, via the abandoned railroad bridges over Route 128.</p> <p>We would strongly encourage the construction of the proposed spur that would provide direct access from the trail onto the golf course itself -- either via the existing footpath that drops down immediately adjacent to the western end of the bridge over the main traffic lanes lanes of the highway, or via a new, shorter path from the multi-use trail itself, originating at a point further west, perhaps near the junction of St. Mary's street.</p> <p>Should snow conditions permit, we would appreciate the ability to "groom" the trail for Nordic ski use -- this would require that there be no barriers that would prevent a snowmobile, trailing the appropriate grooming apparatus, from passing. This means no narrow fence openings, or other design features (switchback turns, etc.) that could be problematic.</p> <p>James Jampel Board Member Friends of Leo J. Martin Skiing (FOLJMS)</p>	West Newton	MA	02465
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 10:44	Deena	David	<p>Safety is the bottom line for me. I would like to see a sidewalk run the entire length of the Parkway.</p> <p>I prefer keeping Quinobequin 2-ways for traffic and with traffic calming measures in place.</p> <p>Thank you for the excellent presentation.</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 11:00	ANN MARIE	PAUL	<p>WE BOUGHT OUR HOME ON QUINOBEQUIN RD IN 1987, AND ONE OF THE REASONS WAS THE BEAUTIFUL VIEW FROM THE FRONT OF OUR HOUSE OF THE PATH TO THE CHARLES RIVER. WE WOULD LIKE TO CONTINUE TO ENJOY THAT VIEW. WE ARE ALWAYS HAPPY TO SEE PEOPLE WALKING DOWN THERE, TO FIND SUCH A VIEW.</p> <p>THEREFORE WE WOULD NOT WANT A PARKING PAD OR ACCESS ACROSS FROM OUR HOME TO GIVE ACCESS TO PEOPLE WHO WANT TO WALK THE TRAIL. WE THINK THE BEST PARKING ACCESS WOULD BE CLOSER TO THE UNDERPASS OF 128, THERE IS AMPLE ROOM THERE FOR A NUMBER OF CARS. QUINOBEQUIN RD IS APPROX. 1.5 MILES, SO,I WOULD IMAGINE ANYONE WALKING OR BIKING COULD EASILY PARK AT ONE END OF QUINOBEQUIN RD, AND WALK OR BIKE THEIR DESIRED ROUTE.</p> <p>WE HAVE ALSO SEEN THE TRAFFIC INCREASE OVER THE LAST 10 YEARS, IT IS DREADFUL, AND THERE HAS BEEN NOTHING DONE TO SLOW IT DOWN.</p> <p>WE HAVE REVIEWED ALL THREE PLANS, AND ALL THREE HAVE SOME GOOD MERITS.</p> <p>QUESTION, WHERE WOULD THE EXTRA LAND BE COMING FROM, IF THE PLAN OF A 5' SIDEWALK WAS ON THE RESIDENTIAL SIDE? WE DO NOT WANT ANY OF OUR FRONTAGE TAKEN FOR THAT PART OF THE PROJECT, WE ARE SHORT ON FRONTAGE AS IT IS.</p> <p>WE HOPE TO SEE A REALISTIC PLAN WHEN COMPLETED.</p> <p>THANK YOU</p>	WABAN	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 12:06	Greg	Ginsburg	<p>Thanks to all for a thoughtful presentation and zoom meeting. My family lives on Quinobequin Road. We are open-minded about the various proposals. Safety and traffic are at the top of our list of concerns.</p> <p>We are enthusiastic about the proposed sidewalk on the residential side of the street because it would improve safety for pedestrians, especially for children (who live on Quinobequin Road and walk to Angier School or Waban Center or friends' homes).</p> <p>Despite some obvious daily inconvenience, we are inclined to support the concept of 1-way traffic if it would translate into a large reduction in overall car volume.</p>	Waban	MA	02468
10/23/2020 12:42	Jennifer	Steele	Quinobequin_Comments_10-23-20.pdf (end of this document)	Newton	MA	02459

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 12:53	Catharine	Tumpowsky	<p>We have lived on Quinobequin for almost 20 years. We appreciate living across from the woods and the river and have long supported the idea of an improved trail and traffic mitigation so that people can take advantage of the natural landscape. We were involved with the effort to have the sound barrier built along I-95 with the specific intent of improving access and enjoyment of the trail.</p> <p>In keeping with these ideals, we have a strong preference to see the area kept as natural as possible. We would love to see an expansion of and improvements to the trail. However, we prefer that Quinobequin road, be preserved as much as possible. We do not want to see sidewalks along Quinobequin and especially not along the residential side. We recently drove the entire road to understand how and where sidewalks could be installed. Sidewalks would require numerous curb cuts, the removal of many trees and in some cases, telephone poles, and would disrupt numerous yards and plantings. Our understanding was that the purpose of the proposed development was to enable people to walk along the river and enjoy the natural landscape. We have a strong preference for a natural walking trail, well off of the road itself.</p> <p>As for the road, we support the idea of a bike lane and traffic calming measures.</p> <p>Finally, and possibly most importantly, we are very much opposed to parking lots along Quinobequin. While we can understand the need for some pull off areas, again, we hope that these would be kept as natural as possible with as little disruption to the natural landscape. In particular, we are horrified by one of the plans that puts a parking lot directly across from our front door. When considering parking, we urge the planners to consider the homes across from these parking areas and to identify areas that will not affect the view out people's windows. Further, we have serious safety concerns about parking lots that will be dark, empty and unpatrolled much of the time.</p>	WABAN	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 15:04	Sam	Galambos	<p>Hello,</p> <p>Thanks for all the great work + thought put into this project!</p> <p>As a person who primarily walks + bikes on Quinobequin, but rarely drives on it, option 1 for a full bike path would be great! It would mean being able to bike without worrying about cars and would reduce the traffic on that street.</p> <p>I realize that option 1 will probably have more pushback from folks who use the road, so if it doesn't end up being feasible, it would be really nice to fallback to option 2 -- being able to bike without cars passing by is a huge improvement.</p> <p>Thanks,</p> <p>Sam</p>	Newton	MA	02464
10/23/2020 15:04	FRED	WINER	<p>I think the road should remain open for two way traffic. The road is too small for a true bike path, unless it is extended toward the Charles River. I have lived off the road for over 60 years and travel along the road on a regular basis. The State Police needs to do more traffic control to keep the speed down of the commuters using the road as a cut through when 128 is busy.</p>	waban	MA	02468
10/23/2020 15:10	Teddy	Wong	<p>I live on Quinobequin Rd and have two small children who have been restricted from walking along the road and pathway due to increasing two way traffic. My main priority is safety and my second priority is to better utilize the path along the Charles River. I think all three initiatives are great but my preference is in this order: First Choice: Initiative 1 Second Choice: Initiative 2 Third Choice: Third Initiative</p>	Waban	MA	02468

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 15:29	Ted	Chapman	<p>The three primary goals that the study addressed and comments from the pubic emphasized include:</p> <ol style="list-style-type: none">1) Pedestrian and bike access and safety, both for residents and visitors.2) Maintaining as natural a corridor along the river with a footpath that has as little impact as possible on the riverfront habitat while being safe and accessible for the majority of users.3) Maintaining the transportation use of Quinobequin Road, while achieving the traffic calming features needed to assure safety. <p>The three alternatives presented all use models that would carry a consistent infrastructure the entire length of the corridor. They each have advantages. To determine the actual needs to address the three concerns above some additional information is required.</p> <ol style="list-style-type: none">1) Traffic studies to understand the daytime and peak hour traffic flows especially in relation to times during which I-95/Rte128 traffic congestion might cause Quinobequin Road to be seen as a quicker alternative.2) An analysis of whether the side walk is required and desirable for the entire length of the corridor to help understand the potential for alternate geometries to be applied to the road width.3) The optimal locations for pedestrian crossings. <p>A fourth alternative that may address the goals described above is a hybrid that includes features of Alternative 1 (21st Century Parkway) and 3 (Share the Road) . This model sometimes referred to as a neighborhood way, or what the Dutch call Woonerf Way.</p> <p>Woonerf, "living street", is about quality of life rather than speed of life. A woonerf-designed street has no division between cars and people, forcing cars to drive at a slower pace. It is as if a neighborhood suddenly gets a gigantic front yard, increasing social opportunities while creating an efficient use of space. The judicious use of chicanes, crossings, and designating traffic flow one-way or bidirectional depending on the time of day should be explored.</p>	NEWTON LOWER FALLS	MA	02462
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 16:00	Cathy	Wong	<p>Hello,</p> <p>My family and I have lived on Quinobequin Road for almost 10 years. I have two small kids. I have been asking for sidewalks and safer traffic management since we moved here. I attended the first Quinobequin Rd. public meeting. My main priorities again are:</p> <p>1) sidewalks all along the whole road (which I'm very pleased to see this is in all of the options).</p> <p>2) traffic safety- the road needs a better way to enforce the speed limit of 25mph or even 20mph. Whether that means traffic lights or an electronic speedometer that tracks people's or a raised speed bumps. I think something physical is needed to ensure that people slow down!</p> <p>My first choice would be Alternative 1 since it seems to be the best to address the safest way to walk along the road. It would be safest for my young kids to be able to walk home. We could also enjoy the river on the shared path and have a buffer from the cars. It's also one-way which would reduce traffic and improve safety. I regularly jog along the whole Quinobequin Road and the path with a buffer would be awesome!!!</p> <p>Second choice would be #2 and then #3.</p> <p>I also think many of the trees closest to the road need to be trimmed or cut down since they pose a real danger especially during the winter or storms. A few have fallen into the road. It is an accident waiting to happen.</p> <p>On a another kind of related point, there is a safety issue on Quinobequin Rd, closest to Washington St. There is a very dangerous spot where the exit from I-95 merges onto Quinobequin Rd toward Washington St. I have had many instances where cars exiting I-95 do not yield and almost hit my car as I'm driving on Quinobequin Rd. I strongly believe a more visible, attention-getting Yield sign is needed.</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 16:17	debra	leven	<p>Having lived on Quinobequin Road for over 22 years, I travel this road in both directions multiple times a day, as does my husband and now older children. The idea that this road might become 1way is just inconceivable, and a total nightmare to anyone living on this road or on the neighboring streets. Living at the upper edge, this would require me to head up to rte 16 to go anywhere. The intersection of QR and Rte 16 is already a nightmare, with back up during commuter hours, and cars coming off of 95 not yielding before merging. I do all I can now to avoid heading north into this intersection, but this 1way design would force me to sit in traffic just to leave my home, and my neighborhood. In addition, a 1way road cuts me and my neighbors off from easy access to each other, and our neighborhood including Waban Center. This design forces us out of Waban just to head to anywhere close by. Also if anyone living on QR or the neighboring streets needed to travel towards Needham, this would require us to head north and to turn onto Walnut to head south, which is also a traffic jam during commuter hours - or to head into the neighborhood to travel down Chestnut (parallel to QR) which is already a traffic heavy road. To be honest, I am shocked that this 1way option is considered a viable option by anyone from the neighborhood that lives and works and enjoys QR on a daily basis.</p> <p>I was under the impression the aim of this project was to improve safety. Option 1 focuses on beautification & leisure far more than safety. If safety is the goal, why not simply redo the road to improve the water issues so our homes stop flooding, add sidewalks so our kids and our neighbors can walk the beautiful street without fear of being hit by a car, and add speedbumps to slow down the traffic. The current pathway through the river is beautiful & natural. Why not just clean it up and improve signage. Why take down trees to build a man made path to enjoy nature? I vote Option 3 or 2.</p>	Newton	MA	02462
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 16:20	Steve	Goldberg	<p>We live on Quinobequin Road between Radcliff and Rt. 9. We have lived here for 28 years and walk/jog on the QBQ wetlands trail and along QBQ Rd. almost every day. Our priorities are to preserve the wetlands and to reduce the amount of traffic /speed of traffic on the road. In order to meet these priorities, here are our preferences:</p> <p>1) We DO NOT want a sidewalk from Radcliff Rd. to Rt. 9. We want to preserve the country feel of the road and the pond, and the road is too narrow to accommodate a sidewalk.</p> <p>2) We support Alternative 1, which calls for QBQ Rd. to be a one way road from Rt.9 to Rt. 16. Half the road will be for cars and the other half of the road will be for people - walkers, bicycles, strollers, wheelchairs.</p> <p>3) We want the wetlands trail to remain a natural dirt trail along the river and in the woods with bridges as needed to provide trail continuity over streams and patches of wet ground.</p> <p>Additional Considerations</p> <p>4) In order to allow a more natural wetlands trail experience, we would like to make minor modifications to allow continuous travel on the wetlands trail without going onto the QBQ roadway. To do this would require connecting some trail sections so that the trail goes entirely through the woods and along the river for the length of QBQ Rd.</p> <p>5) We would like folks to consider the addition of a pedestrian / bike / wheelchair footbridge from the QBQ trail to Crowley's landing. This would connect the QBQ wetlands trail to the DCR trail on the west side of the Charles River. It would also allow people to park over there, instead of on QBQ or the intersecting streets, in order to access the trails and QBQ Rd.</p>	Waban	MA	02468
10/23/2020 16:23	Andreae	Downs	Quinobequin_Comments_10-23-20.pdf (end of this document)			

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 16:25	charles	corson	<p>I dislike all of the plans. We don't need a paved pathway on this side of the river. There is already one on the Wellesley side - which also has parking. I have heard the argument that handicapped folks are denied access to the river because the current path is not paved. Unless there are a great number of handicapped folks that live close to the trail, they will need transportation. There is no parking along Quinobequin. It renders that argument moot. It's quite simple to drive to the parking lot across the river and use that path. The Charles is a fragile river and its alluvial plain does not need paving.</p> <p>Turning Quinobequin Road into a one-way street is not only an inconvenience to the residents but will lead to traffic on the surrounding roads and increased gas consumption. What happened to conservation in these plans? What is wrong with speed bumps on Quinobequin? They are in use in other parts of Newton and discourage rapid driving and those seeking shortcuts. Speed bumps will not affect the natural landscape, can happen quickly and are far less expensive than any of the proposals.</p>	Waban	MA	02468
10/23/2020 16:36	Ted	Chapman	Quinobequin_Comments_10-23-20.pdf (end of this document)			
10/23/2020 17:06	David	Sternburg	<p>Option 1 is terrible for residents who will be forced to travel circuitous routes when leaving their homes, and would increase traffic on smaller side streets.</p> <p>Option 2 is my preference. Quinobequin rd. Is a winding, dangerous, thin road that is difficult seeing around many bends. I feel it would be safer with bikes not on the road.</p> <p>Option 3 would be my second choice.</p> <p>But please, not a one way street.</p>	Waban	MA	02468

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 17:12	Maureen	Reilly Meagher	<p>I appreciate all the work that has been put in over the last few months to bring long hoped for improvements to Quinobequin Road and the parkland. I support alternative A.</p> <p>My highest priorities are:</p> <ol style="list-style-type: none">1.Safety for all users of the road and park2.Drainage improvements to the drainage infrastructure and greater protection from soil saturation and erosion.3.Maintenance <p>I traded a little for safety in making my choice.</p> <p>I hope you have heard the strong desire in the neighborhood for a continuous sidewalk to the greatest extent possible throughout the corridor. I am hoping this big idea, will lead to a pivot away from designing exclusively for the automobile driver and finally towards designing for all users.</p> <p>I also hope that any recommendation which prioritizes the needs of commuter bicyclists over people on foot will be rejected. Many have worked hard in this neighborhood over many years to advocate for the park, and complain to our city councilors about the speed conditions which have begun to be addressed with the lowering of the speed limit, please do not create a new condition which would be the speeding cyclist, in place of the speeding car.I welcome the recreational cyclist as I am one also.</p> <p>I would favor lowering the speed to 15mph, which would unlock so many pedestrian friendly options that are not available to us, but that feels years away.</p> <p>I also must include a personal note regarding drainage.The segment of the plan defined as Area B includes the block I live on. There are two outfalls which daylight short of the river. One is described as a critical area for Area B. I had hoped that there might be an improvement to the design of the area surrounding the outfall. It is a stagnant, still mosquito breeding ground throughout much of the year. It immediately abuts the road where people walk. It could be re-engineered possibly, in cooperation with the city of Newton.</p> <p>The second outfall actually appears to have two heads.I believe it is outfall #28a.</p> <p>When the river is high it becomes a reverse drain delivering water up through it's grate and onto my property. The frequency of these events has increased since it was rebuilt a few years ago. I am aware of the delicate engineering constraints involved in getting a sufficient pitch, but I need to bring it to your attention, in case your study did not reveal this hazard.</p> <p>It is my understanding based on your October 8th meeting remarks, as well as Ms.Johnson that all three options include a full depth reclamation.Does that apply to both road and trail improvement designs?</p>			
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 17:21	Maria	Rose	<p>Thank you for engaging the public and the City of Newton on this project. As the City of Newton's environmental engineer and person responsible for our NPDES Municipal Separate Storm Sewer System (MS4) permit, I fully support the alternatives that incorporate stormwater management, tread lightly on wetland resource areas and the riverfront protection area and encourage resource stewardship (i.e., reduce litter impacts).</p> <p>Alternative #1 is one of the better options, since it disconnects impervious areas and incorporates a vegetated buffer swale. Also, the multi-use path in this alternative has a better chance of snow removal (with small equipment) than one closer to the woods, which will extend it's usefulness for nearly year-round enjoyment. The Charles River path further downstream in Newton / Waltham / Watertown is icy in the winter months.</p>	Newton	MA	02472
10/23/2020 17:34	Andre	Solomita	<p>I have lived on Quinobequin Road for six years and have enjoyed the natural beauty of walking along the Charles River. Additionally I have appreciated the access I have to go both North and South on Quinobequin when I leave my home.</p> <p>I reviewed the current three proposals and feel that I strongly oppose option 1 which creates a one-way street and would force me to go North every time I leave my home. I worry that the one way street will cause a back up traffic that will cause delays in my commute and possibly traffic in front of our home. I believe you referred to a study that stated that 1000 cars go up and down Quinobequin a day. I wonder if this study was conducted during the Corona Virus pandemic when traffic was greatly reduced.</p> <p>I prefer Option 2 as it maintains the current two way traffic and creates a beautiful walkway.</p> <p>Thank you,</p> <p>Andre Solomita</p>	NEWTON LOWER FA	MA	02462

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 20:10	Katherine	Howard	<p>Hello - I live near Quinobequin and frequently walk there. (I am also on the board of Newton Conservators but these are my personal comments).</p> <p>I like aspects of both Alt 1 and Alt 3 and wish that they could be partly combined. Alt 2 seems to put too much very wide trail into the natural area by the river and seems too disruptive to the environment.</p> <p>For Alt 1 I like the idea of one-way traffic on the road, and the image you provided for the "parkway" concept is very attractive and appealing. The path near the road would make sense and be safe for bikers who really want to get from point A to Point B and for many walkers. I like that the existing footpath would remain for those (like me) wanting a more natural environment, and dogwalkers etc. It would be nice if the footpath could be minimally enhanced while keeping it narrow.</p> <p>However for Alt 1 I do not like the Area D plan, as it appears the existing footpath is gone. Trying to force everyone to the roadside is not great. I would like to see the Alt 3 treatment in Area D, with a footpath and possible boardwalk there.</p> <p>Thank you, Katherine Howard</p>	Waban	MA	02468
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 22:12	Brendan	Keegan	<p>The Bike Newton Steering Committee strongly supports enhanced bicycle accommodations along Quinobequin Road. We believe that Option #1, "21st Century Greenway," best satisfies the project criteria of creating the safest bicycle accommodations, calming traffic, and respecting the ecological and historic properties of this area.</p> <p>By constructing the multi-use path away from the river, the existing footpath can remain, maintaining access to this important natural amenity.</p> <p>A paved, rather than stabilized aggregate, multi-use path can serve more users and is safer for bicycles.</p> <p>The 5' swale buffer provides additional flood protection.</p> <p>The 10' single car lane will calm traffic much better than two 12' lanes. Narrower lanes have been shown to reduce traffic speeds and reducing the road to one lane will limit the amount of traffic passing through.</p> <p>Option 2 provides enhanced bicycle and pedestrian accommodations as well. This option should do away with 12' car travel lanes and maintain 10' lanes through all sections. The multi-use path should be HMA in order to provide the most safety for bicycles and other mobility devices.</p> <p>Option 3 should not be considered at all. It provides no enhancements to safety for bicyclists. Quinobequin Road is an important connection to planned trails at Riverside and should have 21st century bicycle accommodations.</p>			
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Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/23/2020 22:53	Theodore	Kuklinski	We certainly appreciate all the work that DCR has done in presenting a number of alternatives for the Quinobequin section of the Riverside Greenway system. It took a long time and much hard work I'm sure. As president of the Newton Conservators, I feel that the comment period is far too short and needs to be extended. For this sort of important open space project in Newton, our board likes to discuss it as a group and we meet once a month not always in sync with the meager two week comment window. In addition, we like to disseminate the info about the meeting when posted and likewise our newsletter does not necessarily get out within that two week window. It seems a case of wait (a long time for this plan to come along) and hurry up and evaluate a fairly complex set of alternatives. We were also surprised to learn that some of our important associates in the RGWG were somewhat unaware of the original meeting. I respectfully request that you extend the comment period at least two weeks.	West Newton	MA	02465
10/23/2020 23:42	Herb	Nolan	Quinobequin_Comments_10-23-20.pdf (end of this document)			

Quinobequin Road and Trail Improvements Public Comments

deadline 10/23/2020

10/24/2020 0:11	Faye	Snider	<p>Hello, thank you for the opportunity to give feedback.</p> <p>I live at 430 Quinobequin Rd., and have a large garden with established plants & trees that extend to the street. While I am in favor of sidewalks on the residence side for safety sake, I am concerned with the details of how (width or depth) they will be set down and whether or not my garden will be effected.</p> <p>Regarding the three plans outlined, there are positive and negatives in each. In general, I think the trail is in need of careful upgrading especially with regard to safety issues. As a senior walking the path, I find the roots are often a challenge to safe walking and the path is quite uneven in width and surface. Thus, I am in favor of upgrading the pat. Additionally, the idea of lookouts at specific points does have appeal.</p> <p>I am opposed to a one way street plan. As a resident who, post COVID, looks forward to coming and going east and west, I think a one way street would be impractical in managing day-to day travel.</p> <p>I look forward to the next phase</p> <p>flu .</p>	Waban	MA	02468
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Ruthanne Fuller
Mayor

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Barney S. Heath
Director

MEMORANDUM

Date: October 6, 2020
To: Ginna Johnson, Deputy Chief, Design and Project Management
From: Jennifer Steel, Chief Environmental Planner
Subject: **City of Newton Comments on DCR's Proposed Quinobequin Road and Trail Improvements:
3 Alternative Concepts to Address Existing Safety, Mobility, Accessibility, Stormwater, & Ecology**

Introduction

Thank you for taking on this very important effort to complete the long-term vision of a connected trail along the Charles River. And thank you for including Newton early in the process of considering alternative design concepts. We are eager to work closely with you throughout the planning, design, permitting, and construction phases.

Summary

- Best: Alternative 1
- Next Best: Alternative 2 and modified Alternative 3
- Worst: Alternative 3

Alternative 1: One-way northbound road, shared-use trail in road ROW, footpath along river

- Pros
 - This is the most bike/ped friendly alternative.
 - This is the least alteration of existing infrastructure.
 - This will result in the least alteration of natural areas.
- Concerns
 - Anticipate that some of the 900-1000 people/day who currently drive south on Quinobequin Road to oppose.
 - Sidewalk on east side AND shared-use trail on west side might be seen as excessive accommodation.
- Comments
 - DCR should work with the City of Newton to ensure that there are coordinated changes to the traffic design of Ellis Street.
 - DCR should coordinate with MassDOT and Wellesley to ensure that the new traffic patterns and new demographics associated with the redevelopment of the Wellesley Office Park are taken into consideration.



Alternative 2: Two-way road, shared-use trail along river

- Pros
 - This is the least alteration to vehicular access.
 - This mirrors the rest of the Blue Heron Path.
- Concerns
 - This would result in a large disturbance of the natural environment and the serene footpath.
 - Need to design shared use trail carefully to avoid bike/ped conflict, or maintain footpath for exclusive pedestrian usage.
 - Fill in flood zone could be significant; environmentally sensitive mitigation will be challenging.
 - Assuming the riverfront area would not be lit, nighttime sustainable transportation could be unsafe



Alternative 3: Two-way road, bike lanes and/or sharrows, 4-6' USFS stabilized path along river

- Pros
 - This is the least alteration of vehicular access.
 - This is a good option for recreational pedestrians.
- Concerns
 - This is not a good option for cyclists.
- Comments
 - Best practices require separated bike lanes.



Modified Alternative 3: Bike Boulevard: strategically located barriers to through vehicular traffic, painted continuous bike and ped lanes, and a 4-6' USFS stabilized path along river

- Pros
 - This maintains vehicular access, but reduces volumes and slows speeds.
 - This gives priority to bicyclists as through-going traffic.
- Concerns
 - This would require some local traffic to take more circuitous routes to and from home.
 - This would require through traffic to use I-95 or Chestnut Street.

Overarching comments

- DCR should work with the City of Newton to ensure that there are coordinated changes to the traffic design of Ellis Street.
- DCR should coordinate with MassDOT and Wellesley to ensure that the new traffic patterns and new demographics associated with the redevelopment of the Wellesley Office Park are taken into consideration.
- Where possible, the design should provide a “bike-free” alternative for pedestrians.
- A detailed cost-per-linear-foot comparison of at-grade trail along the river and boardwalk on helical piles should be made. An at-grade path will: result in a wider footprint, require more fill in flood zone, require more compensatory flood storage, and require more maintenance than an elevated boardwalk.
- Sidewalk on the east side (residential side) of Quinobequin Road is critical, though in narrow cross-sections, crosswalks to sidewalk on west side might suffice.
- DCR should coordinate with the Newton Fire Department about raised crosswalks – long, gradual approaches are preferred.
- Newton Engineering recommends that the surface of any shared use trail be asphalt.
- The surface of any trail near the river, and therefore subject to flooding, should be flood resistant.
- Some “out-of-town” parking should be considered.
- There are some high-priority, short-term “fixes” that should be considered, including the creation of a footpath connection to Route 9.

Re: City of Newton's comments: Quinobequin

DELETE

REPLY

REPLY ALL

FORWARD

Jennifer Steel <jsteel@newtonma.gov>

Mark as unread

Fri 10/23/2020 12:42 PM

To: Mintz, Howard;**Cc:** Devine, Dan; Johnson, Ginna (DCR); Norwood, Jennifer (DCR);[Bing Maps](#)[Get more apps](#)

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Thanks very much, Chief Mintz.

I am forwarding your note to DCR.

I am sure there will be lots of opportunity for the City to delve deeper into the details as DCR's project unfolds.

Jennifer

Jennifer Steel

Chief Environmental Planner

1000 Comm. Ave. Newton, MA 02459

617-796-1134 or 617-631-6982

From: Howard Mintz <hmintz@newtonma.gov>

Sent: Friday, October 23, 2020 12:36 PM

To: Jennifer Steel <jsteel@newtonma.gov>

Cc: Daniel P. Devine <ddevine@newtonma.gov>

Subject: Re: City of Newton's comments: Quinobequin

Ms. Steel:

We will support Alternative 1. The plan has been reviewed carefully by Traffic sergeant Daniel Devine. Either of us are available for any further questions or comments.

Howard L. Mintz
Interim Chief of Police

From: Jennifer Steel <jsteel@newtonma.gov>

Sent: Wednesday, October 21, 2020 2:04 PM

To: Johnson, Ginna (DCR) <ginna.johnson@state.ma.us>; Howard Mintz <hmintz@newtonma.gov>; Gino Lucche. <glucchetti@newtonma.gov>

Cc: Kish, Patrice (DCR) <patrice.kish@state.ma.us>; Cashman, Craig R (DCR) <craig.r.cashman@state.ma.us>; Norwood, Jennifer (DCR) <jennifer.norwood@state.ma.us>; Paren?, Jeffrey (DCR) <jeffrey.paren?@state.ma.us>; Nicole Freedman <nfreedman@newtonma.gov>

Subject: Re: City of Newton's comments: Quinobequin

Hi, Ginna. Thanks for reaching out.

I am, hereby, asking Chief Mintz and Luche if they have comments for you on the proposed changes to car, bicycle, and pedestrian traffic on Quinobequin Road.

Jennifer

Jennifer Steel

Chief Environmental Planner

1000 Comm. Ave. Newton, MA 02459

617-796-1134 or 617-631-6982

From: Johnson, Ginna (DCR) <ginna.johnson@state.ma.us>

Sent: Wednesday, October 21, 2020 10:38 AM

To: Jennifer Steel <jsteel@newtonma.gov>; Nicole Freedman <nfreedman@newtonma.gov>

Cc: Kish, Patrice (DCR) <patrice.kish@state.ma.us>; Cashman, Craig R (DCR) <craig.r.cashman@state.ma.us>; Norwood, Jennifer (DCR) <jennifer.norwood@state.ma.us>; Paren, Jeffrey (DCR) <jeffrey.paren@state.ma.us>

Subject: FW: City of Newton's comments: Quinobequin

[DO NOT OPEN links/attachments unless you are sure the content is safe.]

Jennifer: Following up on City of Newton Public Safety comments. Did Chief Mintz or Chief Lucchetti have any comments, questions or concerns? The public comment period closes tomorrow and we want to factor in the City's preferences as we give direction to our consultants. Let us know and thanks, Ginna

From: Johnson, Ginna (DCR)

Sent: Thursday, October 8, 2020 12:40 PM

To: Jennifer Steel <jsteel@newtonma.gov>

Cc: Jonathan Yeo <jyeo@newtonma.gov>; Nicole Freedman <nfreedman@newtonma.gov>; Paren, Jeffrey (DCR) <Jeffrey.Paren@mass.gov>; Norwood, Jennifer (DCR) <jennifer.norwood@mass.gov>; Cashman, Craig R (DCR) <Craig.R.Cashman@mass.gov>; Mellett, Danielle (DCR) <Danielle.Mellett@mass.gov>; 'Sorensen, Peter' <psorensen@VHB.com>; Kish, Patrice (DCR) <patrice.kish@mass.gov>

Subject: RE: City of Newton's comments: Quinobequin

Jennifer:

Great to talk to you. As discussed, DCR would like to loop in Newton Public Safety and get comments on the 3 Alternatives from Newton Police and Fire. We understand it may take some time to coordinate, but we hope to get comments back by October 23, the end of DCR the public comment period, so we can fold any information into the preferred scheme. The sections illustrating the 3 Alternatives are attached, along with the City of Newton comments you sent us. Let us know if we can answer any questions. My DCR cell is below.

Thanks in advance,

Ginna

Ginna Johnson, PLA

Deputy Chief, Design and Project Management

Division of Design and Engineering

Department of Conservation and Recreation

251 Causeway Street, Suite 700, Boston, MA 02114

ginna.johnson@mass.gov

cell: 857-324-1424



From: Jennifer Steel <jsteel@newtonma.gov>

Sent: Tuesday, October 6, 2020 11:27 AM

To: Johnson, Ginna (DCR) <Ginna.Johnson@mass.gov>; Norwood, Jennifer (DCR) <jennifer.norwood@mass.gov>;

10/26/2020

Re: City of Newton's comments: Quinobequin

'Sorensen, Peter' <psorensen@VHB.com>

Cc: Jonathan Yeo <jyeo@newtonma.gov>; Nicole Freedman <nfreedman@newtonma.gov>

Subject: City of Newton's comments: Quinobequin

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

All,
Attached

are the City of Newton's comments on the possible Quinobequin Road and Trail Improvements.

Thanks for inviting our input!

Jennifer

Jennifer Steel

Chief Environmental Planner

1000 Comm. Ave. Newton, MA 02459

617-796-1134 or 617-631-6982

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When responding, please be aware that the Massachusetts Secretary of State has determined that most email is public record and therefore cannot be kept confidential.



THE LAWRENCE & LILLIAN SOLOMON FOUNDATION

Date: October 23, 2020
To: Jennifer Norwood
From: Herb Nolan
Re: Quinobequin Road comments

Thanks for this opportunity to provide comments on the
Quinobequin Road and Trail Improvements - conceptual design.

That the DCR has decided to take this challenging project on is commendable. I also commend the team led by VHB for producing three distinct alternatives in a very constrained area and a set of thoughtful criteria by which to assess their merits. Before commenting on those I should point out that the public meeting was apparently not well publicized judging by the fact that a number of natural stakeholders including the Newton Conservators were not notified and missed the meeting. I'd suggest you do more to proactively reach out to notify key stakeholders well in advance of public meetings. These official planning projects are rare opportunities for members of the public to weigh in with comments and ideas of their own.

Alternative 1 - 21st Century Parkway

Of the three alternatives I think that *Alt 1 - 21st Century Parkway* has some distinct advantages over the other two alternatives.

Pros

- Provides a visibly safe and accessible shared-use path near the parkway to benefit pedestrians and cyclists. Local families will be able to easily reach this path with their kids.
- Path is visible from the parkway making it safe to use with "eyes" on the path
- Narrows the width of Quinobequin Road making it safer to cross (14' with traffic from one direction vs 24' with two way traffic)
- Ample room for landscaping to maintain the scale and character of this narrow parkway.
- Protects the existing natural environment along the river's edge

Cons. (These three negatives aspects can be mitigated I believe)

- One way travel will inconvenience some residents in the neighborhood

Mitigation: Consider reversing the direction of travel from NB to SB on Quinobequin since local streets already support NB movements. This will be a trade off for the abutters but they have much to gain.

- One way travel will inconvenience those wishing to continue to cut through the neighborhood on the parkway. (Local neighbors may applaud this outcome of course.)

Mitigation: The interstate highway is exactly parallel to Quinobequin and is a more direction and faster route to take for cut-through drivers much of the time.

- Excessive speeds on one way streets can be a problem

Mitigation: 1) Plant heavily along the edges to close in the corridor, 2. consider textured markings to narrow the travel way, 3. consider traffic tables at some of the eleven intersections along the corridor.

Alternative 2: Greenway

This alternative locates a 10' shared-use path close to the banks of the river and well away from the parkway. The impact on the natural environment rules this alternative out in my view given the other alternatives.

Pros

- Makes views to the river more accessible by means of a new path and extensive boardwalk.

Cons

- A 15' to 20' clear cut zone would be needed to build this path and represents a serious impact on the natural environment
- This area is underwater during portions of the spring and flooding is becoming more severe with the shift in weather patterns.
- The extensive boardwalk would be an ongoing maintenance burden on an agency with limited capacity.

Alternative 3: Share the Road

This alternative suggests that cyclists share the road with cars. High driving speeds and blind curves make that a difficult proposition. Recreational cyclists looking for a safe and relaxing experience would be left out entirely.

Pros

- Provides a very pleasant walking path along the river. If the budget would allow an ideal scheme might combine this path alignment and treatment with the shared-use path in Alt 1.

Cons

- This is the status quo alternative for cyclists who today are forced to share a narrow and dangerous road with cars. It leaves recreational low-risk cyclist out entirely.

~ end ~

[External] Quinobequin Road and Trail improvements Comments

DELETE

REPLY

REPLY ALL

FORWARD

Ted Chapman <tedclsd@gmail.com>

Mark as unread

Fri 10/23/2020 4:36 PM

To: Sorensen, Peter <psorensen@VHB.com>;

Cc: Jennifer Steel <jsteel@newtonma.gov>; Claire Rundelli <crundelli@newtonma.gov>;

Peter:

I have appreciated the work your team has done to date on the Quinobequin Road and trail Improvements Study. I am the project manager for the Riverside Greenway Working Group. We are addressing many of the issues you are confronting just a little bit downstream from Quinobequin. The Greenway is a combination of shared use and footpaths, which in some areas require the use of neighborhood streets when separated infrastructure is not possible.

The three primary goals that the study addressed and comments from the public emphasized include:

- 1) Pedestrian and bike access and safety, both for residents and visitors.
- 2) Maintaining as natural a corridor along the river with a footpath that has as little impact as possible on the riverfront habitat while being safe and accessible for the majority of users.
- 3) Maintaining the transportation use of Quinobequin Road, while achieving the traffic calming features needed to assure safety.

The three alternatives presented all use models that would carry a consistent infrastructure the entire length of the corridor. They each have advantages. But as you described there are distinct areas along the corridor with varying conditions and potential needs. To determine the actual needs to address the three concerns above some additional information is required.

- 1) Traffic studies to understand the daytime and peak hour traffic flows especially in relation to times during which I-95/Rte128 traffic congestion might cause Quinobequin Road to be seen as a quicker alternative.
- 2) An analysis of whether the side walk is required and desirable for the entire length of the corridor. This will help help understand the potential for alternate geometries to be applied to the road width.
- 3) The optimal locations for pedestrian crossings based on access by both abutters and those accessing the trail from neighboring streets or by car if parked within the corridor or on neighborhood streets.

A fourth alternative that may address the goals described above is a hybrid that includes features of Alternative 1 (21st Century Parkway) and 3 (Share the Road). This model sometimes referred to as a Neighborhood Bikeway, or what the Dutch call Woonerf Way.

<https://www.naturespath.com/en-us/blog/woonerf-the-dutch-solution-to-city-planning/>

Woonerf, "living street", is about quality of life rather than speed of life. A woonerf-designed street has *no division* between cars and people, forcing cars to drive at a slower pace. Street furniture might be placed in the street and areas for community play are encouraged. It is as if a **neighborhood suddenly gets a gigantic front yard, increasing social opportunities while creating an efficient use of space.**

Although this is a Dutch concept, it is also open to interpretation. It is meant to reflect a culture's own needs and designs. It must have a *clear entrance* so that cars entering are aware that they must slow down. Parking should

also be provided – just not everywhere. The street itself should not have more than 100 cars going through at peak times. Cars are the exception, rather than the rule.

A similar concept is the Neighborhood Bikeway which includes the following features:

<https://peopleforbikes.org/blog/neighborhood-bikeways-are-hard-to-explain-here-are-26-free-photos-to-help/>

1. Two-lane streets where bikes and cars share space and human-powered movement is prioritized above autos.
2. Relatively straight, with as few jogs and turns as possible.
3. Average daily auto counts < 3,000 trips/day, fewer than 1,500 preferred.
4. Auto traffic moves no faster than 25 mph, with 20 mph preferred.
5. Low-stress, usually signal-supported crossings at major streets for people on foot and bike; minimize the number of facing stop signs or fully uncontrolled intersections.
1. Include useful wayfinding for biking, pedestrians and autos

The corridor feels like an ideal location for this option to be explored. The park next to the River with its linear path near the water is an existing condition. The park is cut off by a road, that for most of the day is probably not used that heavily, but this traffic creates significant concerns for users in terms of access and safety. The Woonerf model would require attention to detail broken down by – use, location and time of day.

1. The corridor has a distinct beginning and end which would allow for signage that could alter access and traffic flow during different times of day.
2. The location of chicanes will narrow the road width, slow traffic and facilitate crossings at major street intersections improving safety.
3. With slow traffic and clear signage the need for a sidewalk on the residential side may be eliminated for much of the length allowing for a shared use path on the river side, as well as maintaining two-way traffic flow at not peak hours.
4. The road could be closed completely to thru traffic at certain times, creating a true park corridor.

There is a lot more to explore and discuss. I hope these comments open up possibilities.

Thanks for the opportunity to comment.

Best,

Ted

Ted Chapman
Project Manager
Riverside Greenway Working Group
(617) 680-5278
ehchapman@verizon.net
<https://riversidegreenwayma.org>

TO: Department of Conservation & Recreation

RE: Quinobequin road & Trail Improvements

CC: Rep. Ruth Balser, Ward 5 Councilors Deb Crossley, Bill Humphrey

FROM: City Councilor Andreae Downs

Thank you for the thoughtful presentation on October 8 <https://www.mass.gov/event/quinobequin-road-and-trail-improvements-newton-virtual-public-meeting-2020-10-08t183000-0400>).

It was particularly helpful to have the stage set with the community and DCR goals for this project, to clearly outline the criteria and possible options, and then to provide a decision matrix at the end



Project Goals

- Improve safety for drivers, cyclists, and walkers
- Create an accessible recreational path along the river
- Improve the ecosystem function of the Charles River Reservation
- Preserve the scenic character of the roadway and parkland, while accommodating both safety and access



Assessment Criteria Matrix

Point System		ALTERNATIVE 1 21st Century Parkway	ALTERNATIVE 2 Charles River Greenway	ALTERNATIVE 3 Share the Road
OBJECTIVES				
TOTAL POINTS		35	27	29
4 Best	Archeological Resource Preservation	4	1	2
3 Better	Historic Parkway Character Impacts	1	3	4
2 Bad	Natural Resource Preservation	2	1	3
1 Worst	Habitat Preservation & Restoration/Tree Removal	2	1	2
	Stormwater Management/Water Quality	2	1	3
	Floodplain Impacts	3	1	2
	Traffic Calming	4	3	2
	Safety	4	4	1
	Accessibility	4	4	2
	Cyclist Accommodations	3	3	1
	Pedestrian Accommodations	4	4	3
	Cost	2	1	4

After reviewing the matrix, Alternative 2 looks has the largest number of downsides—and the possible removal or root impact on 20 feet of trees in a park that in many places is only just more than 20 feet—and particularly so in in spring flood season. For me, and many of my neighbors, that is unacceptable.

To best achieve the goals of protection for cyclists and walkers, Alternative 1 has advantages that Alternative 3 clearly lacks—unless you really make Quinobequin a shared street with very slow speeds (which I would also support DCR taking a very close look at).

Both at the meeting and in various conversations with neighbors both abutting and near this road, I hear vehicle speeds and safety as the top concern, followed closely with preservation of the park.

I would ask that you re-examine the assumptions behind Alternative 1, particularly whether the preferred one-way alternative is north.

Without serious traffic calming, Quinobequin serves, unfortunately, as a bypass for Rt. 128/95 instead of as a neighborhood street or a park road.

Please analyze trip alternatives for the abutters and near neighbors on the nearest sections of Chestnut and the streets feeding into Quinobequin—how much time would be added if the road is made one-way (looking at south as well as north one-way) for common destinations, such as to Newton-Wellesley Hospital, Waban station, or Wellesley Center? What are the likely alternate routes? What is the likely traffic addition to local streets?

With this kind of data, I think the neighborhood would be better equipped to evaluate the alternatives.

On Alternative 1, I would also strongly encourage the traffic calming measures envisioned, as well as shade trees along the river edge (between the multi-use path and the roadway).

All of the designs presented all offer a continuous sidewalk on the residential side, which I support, although in very narrow sections, crosswalks to the west side may be enough. Repairing the very large intersections of cross streets for safety and to add more greenspace is also most welcome.

I would prefer pull-out areas for emergency vehicle passage in Alternative 1 be as small as feasible to reduce pavement—and as the road now does not need pull-out areas, adding them in the other alternatives is unnecessary. I ask that no additional parking be added to the road or the park—there is little demand now, and plenty of on-street alternatives nearby.

Thanks again for this interesting study of what could be accomplished in this stretch of river road—it is exciting to contemplate better connections to the Riverside trails and the Blue Heron trail from here, as well as just the simple connections from the neighborhood to the nearest park. The focus on access and on making the road truly park-like rather than a highway is also appreciated.

Respectfully,

Andreae Downs

City Councilor, Ward 5

854 Chestnut St.