

Quinobequin Road and Trail Improvements Public Comments
deadline 7/17/2020

Time	Name		Comment	Email Adress	Address			
6/27/2020 16:34	Robert	Ellertsen	<p>The Quinobequin Road and Trail Improvements - Concept Design Listening Session on June 25 was excellent. Here are comments from me.</p> <p>1. Road Salt. In the winter there is a very large quantity of salt used on this road. At times the use seems excessive and often the amount of salt is much more than the amount used by the City of Newton on nearby roads and streets.</p> <p>2. Roadside Vegetation. In the summer the vegetation that grows near the sides of the road in some places tends to force bicyclists, runners, and walkers away from the edge of the road. Cutting back this vegetation a few times each summer would be a low-cost way to improve the safety of the road.</p> <p>3. Missing Branch of the Trail. In Area 4, near the intersection with Radcliffe Road, there have been two parallel branches of the trail over most of the past 40 years. The branch closer to the river is still open and is used by many walkers and runners. The trail branch that is closer to the road goes along the lower side of the slope and is below the road's level. In recent years, two very large trees have fallen over this trail branch, one to the right of the Radcliffe intersection, the other to the left. This trail branch could be restored if a section of each fallen tree could be cut by chainsaw in the appropriate places.</p> <p>4. Trail Entrance Near Route 9. When a person walks from Hemlock George to the Quinobequin Trail, it is difficult to enter the trail because the entrance is not obvious to see and because one has to step high over the metal guard rail to get to the entrance. An appropriate opening to the guard rail, with a sign, would help people go directly onto the trail at its primary entrance rather than walk the full length of the guard rail until there is another entrance to the trail.</p> <p>Thanks for all you are doing to make this important project go forward. Robert J. Ellertsen 837 Chestnut Street Newton, MA</p>	rellertsen@aol.com	837 Chestnut Street	Waban	MA	02468

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Time	Name		Comment	Email Adress	Address			
6/27/2020 16:53	Sam	Galambos	<p>Hello,</p> <p>I was really pleasantly surprised to hear there is some planning going into improving Quinobequin for cyclists + pedestrians! My wife bikes that road every day to get to work. I missed the recent presentation, but the slides list many of the things we would improve about it.</p> <p>We love to walk the trail, but getting to the trail from the South side of Rt. 9 is unpleasant and dangerous. Particularly, there is no sidewalk from the route 9 intersection to the trail.</p> <p>One aspect I love about Quinobequin is that there aren't too many cars traveling that road now, which makes enjoying the river + trees so much easier. If there are plans to improve visibility on that road, we should take care not to inadvertently embolden drivers to travel faster on that road by eliminating the very thing that is slowing them in the first place. I highly recommend this article: https://www.strongtowns.org/journal/2018/2/2/forgiving-design-vs-the-forgiveness-of-slow-speeds . To quote, "When drivers see wide, straight stretches of pavement with no obstructions on either side, they intuitively think that it's safe to drive fast." Part of the beauty of Quinobequin is that there are relatively few cars on it traveling at relatively slow speeds.</p> <p>I'm excited about this project!</p> <p>Thanks,</p> <p>Sam</p>	sam.gbos@gmail.com	349 Elliot st.	Newton	MA	02464

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Time	Name		Comment	Email Adress	Address			
6/29/2020 11:19	Dan	Watkins	<p>I'm a Newton resident that regularly rides Quinobequin Road on my bicycle. At a minimum, wider shoulders, bicycle signage/sharrows, and traffic calming measures are a must! Likely due to its proximity to the 95 ramps, motor vehicles toward the west end of the road especially are always moving at an increased speed. With the shoulders so narrow, any debris or obstacles such as recycling bins, potholes, or overgrown vegetation can force a cyclist suddenly further into the lane with drivers who are going way too fast and not anticipating cyclists carefully moving over to avoid hitting things on their bike.</p> <p>I've been both honked at and yelled at to "move over" by drivers multiple times while cycling Quinobequin, despite already keeping over as far as possible. This is despite planning rides for off-peak commuting times in hopes of encountering less motor vehicles. In one instance last year a driver even pulled to a complete stop in the oncoming lane to yell at me for deviating from the nearly-nonexistent shoulder to avoid face-level branches. I was in full control of my bicycle at the time, slowed down as I approached the branches, and checked traffic coming behind me before carefully navigating around them. I haven't experienced these interactions anywhere else in the city.</p> <p>A separate cycle track or dedicated bike lane would be even better for keeping everyone safe, and would encourage more cyclists to utilize the area instead of driving. But wider shoulders, sharrows, and traffic calming measures absolutely must be a part of improving this area. Thank you.</p>	dan.j.watkins@gmail.com	769 Watertown St	Newton	MA	02465

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6/29/2020 13:18	Tom	Francis	<p>I occasionally drive Quinobequin Road and regularly bike on the road and trail. An improvement to the Quinobequin trail I would like to see is off-road connections to Hemlock Gorge at the Needham end and to the Cochituate Aqueduct trails and Cordingly Dam at the Wellesley end. Each of these are tantalizingly close to the Quinobequin trail, but not easily navigated on foot or bike. In addition, any connections to trails leading to Riverside Station and Riverside Park would be very useful. Riverside Station is less than one mile from the Wellesley end of the Quinobequin Trail.</p> <p>With regards to the roadway, any changes which slow motor traffic would be welcome.</p>	bostontomf@gmail.com	124 Highgate Street	Needham	MA	02492
6/30/2020 1:04	Nathan	Kaufman	<p>Quinobequin Road could be an amazing destination for family and leisure cyclists. It's flat, it's scenic, and there is access from many quiet side streets. However, sight lines are poor, there are no shoulders, there are only small sections with sidewalk, and the intersections with the quiet neighborhoods roads that come down from Waban are extremely wide - several are more than 100 feet across. It's also a popular route for serious cyclists.</p> <p>There should be a wide multi-use path for leisurely cyclists, serious cyclists, and pedestrians to share. Space should be removed from vehicle travel lanes if necessary to create a the path.</p>	natekauf@rcn.com	56 Gorham St	Somerville	MA	02144
6/30/2020 5:11	Alex	Twist	<p>The road need a dedicated protected bike lane to prevent road users from getting killed.</p>	abtwist@gmail.com	79 Gordon St	Boston	MA	02135
6/30/2020 21:08	Alexander	Blumenstiel	<p>I've been walking the wonderfully near-natural QuinobequinTrail almost daily Spring, Summer, and Fall, and even in the Winter when weather permits, for 25 years. Now you want to ruin this most lovely and peaceful delight with pavement, hordes of bikers, etc., etc. Why, for goodness sake? So you can make it into another public wasteland? Why do you have to ruin every little bit of what is left of nature's precious wonders so you can pack more people in? Leave it the way it is!!!! LET IT BE! Please!</p>	Blumenstie@verizon.net	40 Collins Rd.	Waban	MA	02468

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Time	Name		Comment	Email Adress	Address			
7/12/2020 16:13	Peter	Brown	<p>The biggest problem is the volume of traffic, especially with GPS apps redirecting traffic from Routes 95, 9 and 16. Close off access at both ends. That would eliminate pass through traffic and make it a road for the neighborhood. Close exit ramp from 95, which is unnecessary. Add speed bumps. Reduce and enforce speed limit.</p> <p>Keep rural feel. We don't need sidewalks and guardrails if there's dramatically less traffic-which there would be with suggestions above. Preserve the trees. Keep the trail rustic.</p>	pbrown@nutter.com	188 Quinobequin Road	Waban	MA	02468
7/14/2020 16:54	Robert	Ellertsen	<p>I commented a few weeks ago. Here are a few more comments.</p> <p>Commercial vehicles are not supposed to use Quinobequin Road, but do so frequently. A part of this problem may be the lack of signage on the road. There appear to be no signs at any kind on the intersections with other streets, instead only one or two hard to see signs at the start and end of the road. The installation of additional signs could be an improvement that could happen now.</p> <p>Radcliffe Road, which is near my house, is frequently used as a shortcut for commercial vehicles, which are not supposed to be on Quinobequin Road in the first place, to get to Chestnut Street, and vice-versa. Signage there might help.</p> <p>The intersections of Quinobequin Road with the various streets are mostly very wide at the end of the streets. The width seems to be for the convenience of motorists at the expense of pedestrians. Automobile traffic could be calmed by having intersections of narrower, more conventional width. I believe Newton is currently constructing narrower intersections with main roads during other construction projects.</p> <p>Robert J. Ellertsen 837 Chestnut Street Waban, MA 02468</p>	rellertsen@aol.com	837 Chestnut Street	Waban	MA	02468

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Time	Name		Comment	Email Adress	Address			
7/15/2020 13:52	STEPHEN	BRADLEY	Please make road and pedestrian safety a top priority by adding sidewalks and adding traffic calming measures. Thank you for your consideration!	Stephen@broder.com	19 Olde Field Road	Newton Center	MA	02459
7/15/2020 15:28	Kathryn	Brigham	<p>Hello-</p> <p>Road safety needs to be the priority. When I drive down this street going 5 mph above the speed limit, I have people tailgate and flash their lights at me, because they think I'm going too slow. There needs to be improved enforcement of existing speed limits or other ways to encourage people to drive slower (speed bumps)?</p> <p>Also, many many people walk, jog, and bike ride along there, and the road is not wide enough for pedestrians and cars going both directions. We really need sidewalks down the whole road, along with pedestrian crossing areas.</p>	kbrigham@gmail.com	256 Dorset Rd	Waban	MA	02468
7/16/2020 21:09	debra	leven	While I am excited for the addition of sidewalks and pathways to this street, and hopeful for improved water drainage, I am very concerned that someone might consider it a good idea to turn Quinobequin into a one way road. Any adjustment in traffic pattern, switching the road from two way to a one way road, will result in an increase in traffic and significant queues, at both ends of the road, which already have very high traffic back ups during rush hour. Additional traffic pushed to one end of the road, in one direction only, will cause Quinobequin to become more of a cut through to avoid highway traffic, and will increase the night time drag racing that already occurs. It also has the risk of increasing safety risk at the rte 9, or rte 16 entrance/exits. Changing this to a one way road also has a real risk of causing heavier traffic pushed through the smaller neighborhood roads, that connect quinobequin to the waban neighborhood and up to beacon. I believe this would be an enormous mistake - and hope this is NOT an idea in any of the plans.	debrajleven@gmail.com	106 Quinobequin Road	Newton	MA	02462

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Time	Name		Comment	Email Adress	Address			
7/17/2020 8:31	Melissa	Lyons	Hello, I live off Quinobequin and road safety should be the top priority. I would like sidewalks along the whole road so we can walk safely and there should be traffic calming measures put in place to enforce the speed limit. Thank you, Melissa	lyonsmg@gmail.com	54 Waban Ave	WABAN	MA	02468

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Time	Name		Comment	Email Address	Address			
7/17/2020 9:45	Philip	Rolfe	<p>Dear DCR,</p> <p>I saw your presentation from the June 25 virtual meeting about the Quinobequin Rd project. I fully support the stated goals of improving safety for all users (motorists, cyclists, pedestrians) and of creating an accessible recreational path. This is a chance for DCR to fulfill its mission of Conservation and Recreation, as Quinobequin serves a minimal transportation need. There are multiple other north-south roads nearby (Cedar, Chestnut, I95) and any decrease in motor vehicle speed or capacity would influence only the abbutters who would benefit from improvements on the street.</p> <p>Quinobequin is a rare flat road with beautiful scenery and relatively few cars, making it ideal for young cyclists or families. However, the limited visibility and narrow road may deter some potential users. An improved design might retain the current road layout (suitable for more experienced cyclists) while providing a mixed use path similar to the one through Newton/Watertown/Cambridge/Boston for pedestrians and less experienced cyclists.</p> <p>The current road is also dangerous for pedestrians in numerous places as there are few sidewalks, narrow shoulders, and poor visibility around curves or over small ridges. Again, a mixed use path between the road and river would allow access to the entire park space with substantially greater safety.</p> <p>Finally, the presentation noted safety concerns at the Rt 9 crossing. This may also offer opportunities - improved pedestrian facilities under Boylston and a vehicular stop line, emphasized by a crosswalk, closer to the eastbound Boylston/Ellis intersection (ie, move the stop line up but use crosswalk markings to emphasize it and perhaps push the travel lanes a few feet east) may improve vehicle safety while also linking the Quinobequin Rd area to the Echo Bridge area.</p> <p>In conclusion, please take this chance to turn a DCR road into more than just a road, but rather a true recreational area.</p>	arolfe@alum.mit.edu	34 Playstead Rd #2	Newton	MA	02458

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Time	Name		Comment	Email Adress	Address			
7/17/2020 10:28	debra	leven	<p>After listening to the session and viewing the slides, I have a few comments I would like to share:</p> <p>1) the "parking" at the end of Quinobequin, Area 1, is dangerous. People drive down from rte 16 enter the road after coming through the bridge overpass without ability to see cars going in, or out of this lot. It is not a wise spot to have parking. Overall, I do not support having parking lots/areas formally created any where on the road.... there are more than enough areas in the surrounding neighborhoods for people to park. By offering parking on the road, this will only increase traffic on the road that we are trying to protect.</p> <p>2) the highway remains far too visible in Area 1. While the sound barriers are appreciated, there is now graffiti that is visible on the barriers and the highway overpasses. Planting more to hide the barriers and highway more would improve the peacefulness of this beautiful land.</p> <p>3) There is reoccurring drag racing that occurs in the late evening on Q.Rd. I worry about making this road a one way street, as this will encourage this behavior even more. Overall, I do not like the idea of making this road one way, for many reasons. It will cause major challenges and inconveniences to people who live in the area, and use these roads daily to commute. Other methods should be considered to reduce traffic volume, and speed on this road. I would rather see a solution like speed bumps to discourage traffic (and drag racing).... even though those are horrible too.</p> <p>4) flooding and water table is an issue. As a homeowner on Q.Rd, I have had to spend a significant amount of money water proofing my basement, and replacing pumps almost every other year as they run constantly. In addition, my yard floods every year, as a result of the water run off from highway, and the high water table. This is an issue at many locations along the road; most homes in all areas have some sort of basement pumping system. The road under rte 128 floods as well.</p>	debrajleven@gmail.com	106 Quinobequin Road	Newton	MA	02462
7/17/2020 12:47	Lisa	Frank	Please add speed bumps all along road. Dangerous for all walkers, bikers and cars.	lisa.frank1@comcast.net	350 Quinobequin rd	Waban	MA	02468

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Time	Name		Comment	Email Adress	Address			
7/17/2020 12:58	maureen	reilly meagher	<p>Dear Project Leaders,</p> <p>The first thing I would want you to know about the people who may bring their ideas and concerns to this process, is that over the years I have lived here, I have had the privilege of hearing how deeply they feel about the Quinobequin parkland. I don't always share the same perspective on solutions, but I appreciate this process of allowing for us all to participate. It is my dearest hope that we might finally be able to move forward with substantive solutions for conserving, and improving this wonderful open space.</p> <p>My highest concern regards greater safety for all users of the road. In the short term, could a mirror underneath the Rte 9 deck at Ellis/Quinobequin make the entry onto the road heading north safer for drivers and others? Could striping and rebuilding the sidewalk area to mirror work done at Chestnut and Rte 9 be possible in the immediate? There are areas of aggressive vegetation spilling over the guard rails near Rte 9 end, and areas of crowding by vegetation heading north on the western edge of the road, which force people into the road, and is very unsafe. Could there be immediate aggressive pruning work done, while we wait for longer term solution? Myself and others continue to do patchwork pruning, but we need operations and their equipment to come in. Would the sites be appropriate for goats?</p> <p>Parts of the first segment of sidewalk going north from Rte 9 are buried under dirt, sand from winter. Could equipment clear and uncover the sidewalk?</p> <p>Longer term, I would support doing whatever it would take to increase safety for all users of Quinobequin Road, not just cars. I support exploring changing the use of the road to pilot closed to all but local use, becoming a one way road, introducing safe crossings, lighting, continuous sidewalk on the east side of the road which gets heavy use now even though it is in segments. Narrowing the wide openings at Annawan ,Carlton and an examination of merge with Varick road for safety .</p>	mreillymeagher@netscape.net	342 Quinobequin Road	Waban	MA	02468

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Time	Name		Comment	Email Adress	Address			
7/17/2020 14:04	Sallee	Lipshutz	<p>This comment is the first of three being sent with suggestions from Sallee and Nelson Lipshutz for the DCR designs for Quinobequin Road and Parkway:</p> <p>My husband, Nelson Lipshutz, and I are the owners of 24 Radcliff Road, a property in Waban that is on the corner of Radcliff Road and Quinobequin Road with a frontage on Quinobequin Road of 200+ feet. We have resided here since 1979. We have always loved the bucolic country look and feel of the roadway, but have been distressed with the increase in traffic and speeding along its path, especially since the project to widen Route 128 at Route 9 began several years ago. In addition, internet apps such as Waze have re-routed traffic around 128 and onto Quinobequin Road. In spite of signs warning against trucks using the roadway, just yesterday I had to call the Newton Police to assist a very long automobile carrier that drove north from Rt 9 and couldn't make any turns into Waban. This carrier posed a traffic hazard to anyone driving along this roadway, since it reduced the width of the road to barely one lane.</p> <p>After much personal consideration, we propose some solutions to what we believe would improve the roadway and restore the Parkland to a citizen-oriented use:</p> <ol style="list-style-type: none"> 1. Create a crushed stone pedestrian-only pathway from Hemlock Gorge to Route 16 along the Charles River. This would be the missing link that would allow hikers and families to walk from Boston through Newton. 2. Replace the fences along the roadway with ones that mimic the tasteful (albeit decayed) wooden ones that now abut Dresser Pond, since metal fences that look industrial reduce the country feel of this road. 3. Create several "overlooks" along the river where pedestrians can sit by the river's edge and enjoy the views of the water. Or where they can fish (with the proper licenses)! 	rrcexec@regulatoryresearch.com	24 Radcliff Road	Newton	MA	02468

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Time	Name		Comment	Email Adress	Address			
7/17/2020 14:07	Catharine	Tumpowsky	We have lived on Quinobequin for nearly 20 years and are very much in favor of improving the trail and pedestrian safety along Quinobequin. We support efforts to slow and reduce traffic, improve pedestrian access and safety, and improve drainage issues while maintaining and enhancing the natural environment. A priority, in our minds, is to maintain the rural character of Quinobequin. Our primary concern given our proximity to the trail is parking. We do not want to look at a parking lot. Further, we do not want increased traffic circling in front of our house and we worry about the safety issues that unmonitored parking areas bring to a neighborhood. We would also like to see a thoughtful, sensitive approach to lighting, signage and street crossings so that people's views from inside their homes are not adversely affected. -Jeff and Katie Tumpowsky	camtump@yahoo.com	164 Quinobequin Rd.	Waban	MA	02468
7/17/2020 14:15	Edna	Moody	My daughter's Girl Scout Gold project was to put the signs along the river path in "Area 4." Most of those signs are still in place. They have QR codes atop 4x4 pieces of lumber. The QR codes lead to a website, qbqtrail.org, and you can scan them with a phone. If you would like to install more of these unobtrusive signs along the new path, or move the ones that already exist, or update the website, I would be happy to help with any of those.	emoody@bidmc.harvard.edu	360 Quinobequin Road	Newton	MA	02468

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7/17/2020 14:15	Judy	Kohn	<p>What a joy to see the road once again being used for biking, hiking, walking (including your dog), and connecting with people. There always seems to be a search for green space and recreational space. Well, here it is.</p> <p>One thought came up which I think could be viable which is to make the road one way from Rte. 9 to Rte. 16. This would not in any way impede the use by ambulances (which has been the reason for no speed bumps) and still allow residents to reach their homes while keeping down the number of speeders and users. If this were done, it might be possible to use part of the road as a bike lane. All in all, an efficient money saver.</p> <p>I'm glad to see the interest in the road. It could be put to such good use.</p>	Judyk10@rcn.com	518 Quinoibequin Rd	Waban	MA	02468
7/17/2020 14:17	Becka	Yturregui	<p>Very much in support of this project. It's heartbreaking to live across the street from the river but to have to head to wellesley (other side of the river) to properly access it.</p>	907chestnutstreet@gmail.com	907 chestnut street	Newton	MA	02468

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Time	Name		Comment	Email Adress	Address			
7/17/2020 14:22	Nelson	Lipshutz	<p>Second of 2 comments sent by Nelson and Sallee Lipshutz re: Quinobequin Road</p> <p>4. Keep Quinobequin Roadway two-way in two lanes for cars. Removing the mid-road yellow stripe and reducing the driving lane to one lane's width (with two cycle lanes) would be disastrous.</p> <p>5. Since Chestnut and Beacon Streets are suitable for those cyclists who are in a hurry, restrict their ability to use Quinobequin Road, since it is a curvy densely-treed road with no sight lines around those curves.</p> <p>6. Create pedestrian crosswalks at Radcliff, Gould, Dwhinda/Pontiac and East Quinobequin/Varick Roads to allow pedestrians to cross to the Parkland. Use prominent signage and enforcement that awakens drivers to these crosswalks' existence!</p> <p>7. The City of Newton side of Quinobequin Road, from the north corner of Radcliff Road to Route 16 could be continuous sidewalks (hopefully continuous, pervious asphalt). However, from Radcliff Road to Route 9, the curves in the road are too severe and the roadway is too narrow to allow for sidewalks. To retain its rustic charm, there should be no sidewalks anywhere along the parkland side of the road.</p> <p>8. However, using crushed stone, create a two-way cycle track for slower cyclists inside a continuous wooden-look fence, separating the track from the roadway, along the Quinobequin side of the road. Design and build pedestrian openings at the crossroads large enough for families with strollers to gain entrance to the pedestrian path along the river. These openings could be "overlaps" so that cars could not intrude on the Parkland. Bike racks could be semi-hidden in the trees at these openings.</p> <p>9. While DCR's changes to Quinobequin Road and Parkway are being designed, we hope they can include proper drainage to a small area (about 4' x 10') adjacent and parallel to the road between our driveway and Radcliff Road where water provides a seasonal ice hazard to walkers and a mosquito breeding pool.</p>	nlipshutz@regulatoryresearch.com	24 RADCLIFF ROAD	WABAN	MA	02468

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7/17/2020 15:00	maureen	meagher	<p>Hi Project team,</p> <p>As you saw in your site visits, there has been riverbank erosion caused by lateral flooding from the river, as well as damage caused by sheeting stormwater coming onto the parkland without constraint.</p> <p>On the matter of storm water management and erosion, I was disappointed to see that the scope of the project did not include a recognition of the build up of silt in the river which directly informs the lateral flooding and soil hydrology of the parkland. I understand that confronting the damage caused by the loss of carrying capacity in our stretch of the river is expensive, but ignoring it has been expensive for both homeowners and nature. DCR is empowered to manage flood prevention as well as conservation and recreation, and this project might combine both roles. There are historical aerial photos which show that the silt islands have not always existed, and the appearance of such has impacted the reliability of the existing stormwater infrastructure and magnified the areas where more drainage design is needed.</p> <p>If a footpath or boardwalk is built at the riverbank edge, how will you design for continuous rise of elevation needed due to silt build up? After the flooding event in 2010, one of the first actions was to raise the elevation level of the river at Rte 9, and nothing else. Is that the plan going forward, just keep raising the elevation level, and allow continued lateral flooding? Please address the damage caused by the build up of silt between two dams and the reduction of carrying capacity of the river in response, which has led to erosion and changed the soil hydrology of the park. Short of dredging, what could be done that recognizes these issues?</p> <p>One of the goals of the project is to have a functioning ecosystem, what would that system look like if the silt had never been allowed to accumulate?</p>	mreillymeagher@netscape.net	342 Quinobequin Road	Waban	MA	02468

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Time	Name		Comment	Email Adress	Address			
7/17/2020 15:05	David	Jones	<p>I like the idea of developing the path and making it more accessible. I worry that this could cause problems for the stretch close to Rt 9 where it is more rugged -- I don't see how that could be made accessible to bicycle or wheelchair without major construction. There might be a way to build on the existing path, quite close to the road, but that is currently narrow, and on a steep slope.</p> <p>If river overlooks (or, better yet, boardwalks) are made, I hope they are prettier than the two made across the river near the Wellesley office park. The ones that DCR showed in the slideshow last month are much prettier.</p> <p>It would be terrific if the two stretches (downstream of Annawan Rd) where the trail runs along the road could me moved closer to the river. That could be done -- it just requires new bridges over some of the drainage streams. The local community has been improving the trail over the past several years, but that mission seems to be beyond our energy/talent.</p> <p>Is there any way to extend a trail usefully up to Rt 16, where it could link to the trail on the Wellesley side of the river? The I-95 access road is currently an unappealing stretch. My dream would be a continuous loop around that stretch of river, but i fear that there's an impassable stretch on the Wellesley side.</p> <p>I'd love a way to connect nicely to the Echo Bridge trails; passing under Rt 9 always feels treacherous. Coopting the existing tunnel with the stream is intriguing, but I can't see how that could be done in an appealing and safe way -- it would be a long dark tunnel...</p>	dsjones@gmail.com	75 Annawan Rd	Waban	MA	02468

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7/17/2020 15:52	John	Mordes	<p>1. Closing Quinobequin Road to hundreds of commuters and Waban residents who use it daily is an inappropriate action to take in favor of a tiny number of bicyclists or in response to the demands of a few abutting residents who knew or should have known (caveat emptor) that they were buying homes near a busy road.</p> <p>2. By far the best investment in safety along Quinobequin Road would be the completion of sidewalks that are a pleasure to use where they do already exist.</p> <p>3. If control of speeding along Quinobequin Road is a priority (it is not clear that control of speeding is a priority anywhere in the Commonwealth), then install speed cameras or speed bumps or hire more police. But don't close the road. The meeting make it clear that it is a safe road.</p> <p>4. For God's sake do NOT pave the riverside Quinobequin Trail. It's lovely as it is. No ATV or motorbike traffic. Sometimes it's muddy. So what? Most of the time it isn't. There are some places that should be left alone, unimproved at the hands of consultants. If you touch it and do not make it 100% ADA compliant, you will be using all the sidewalk money for lawyers. For paved pleasure, residents can already savor the ambience at Wellesley Office Park.</p> <p>5. Those of us who walk the trail daily would likely be of the opinion that we do not need consultants to improve the view.</p> <p>6. Please do fix the insane intersections of Route 9 ramps with Chestnut Street and Quinobequin Road. These are VASTLY more dangerous than the rest of Quinobequin Road.</p> <p>7. Go ahead and fix the interchange of routes 16 and 128. The interchange of routes 9 and 128 could serve as a model.</p>	john.mordes@gmail.com	80 Devonshire Road	Waban	MA	02468

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7/17/2020 16:12	maureen	meagher	<p>Hi Project team,</p> <p>I would like to ask why the existing abandoned sewer and underdrain under the road was not included in the inventory of existing infrastructure? If a new outfall was created upstream of the pump house it could serve to alleviate drainage issues for residents coping with the inability to drain to their properties due to groundwater levels and nonexistent alternatives. Alternatively, would you consider using existing outfall embedded in the ramp open space south of Washington St? I would ask you to look at the functionality of the outfall under DCR management, 28A. It was re-engineered several years ago and I was promised that the reverse flow from the river during storm events would be corrected. I have observed the opposite, depending on the time of year and the level of the river, it takes much less for the flow to reverse and result in scouring on my property. Is there still the intent to do a complete reconstruction of the road listed in the RFP for this project? I will always favor "nature based" stormwater design first where practical, but the volume of water during storm events which sheets from above the park ,from the road, and washes out the parkland trails may surpass the capacity of raingardens and berms being considered. How will curbing be viewed in the overall plan? The road has an inconsistent and inadequate series of storm grates, the lack of curbing and the policy of heavy application of road treatment during the winter has eroded and deadened the edge of the parkland, which has contributed to rampant growth of invasives which thrive in the soil hydrology created.</p> <p>Might you consider creating a designation of "sensitive area" designation for Quinobequin Road and consider alternative road treatments?</p> <p>Even I 95 southbound near the Weston line has this.</p> <p>Please consider utilizing and improving the existing storm water infrastructure in the road, and I welcome the nature based design elements for areas which are sized for them</p>	mreillymeagher@netscape.net	342 Quinobequin Road	Waban	MA	02468

Quinobequin Road and Trail Improvements Public Comments
deadline 7/17/2020

Time	Name		Comment	Email Adress	Address			
7/17/2020 16:48	maureen	meagher	<p>Hi Project leaders,</p> <p>I would like to raise the historical nature of the DCR parkland abutting Quinobequin Road, as that aspect was missing from the presentation. When you studied the history of the park and road, what conclusions did you draw? I know that there was an archaeological inventory that the city conducted several decades ago and Quinobequin Parkland was included. Do you have a sense of the possible history still remaining under the ground and river? The RFP recognized the concepts being informed by the DCR Historic Parkways document.</p> <p>Quinobequin Road has received a very broad historical designation(1900-1950's)</p> <p>This is an important point when you are considering signage and other hardscape elements recommended in the design concepts being developed. This is a chance to both set a tone and inform the public of history erased over time.</p> <p>Thank you for the opportunity to raise some concerns, ask questions and participate in this planning process.</p>	mreillymeagher@netscape.net	342 Quinobequin Road	Waban	MA	02468
7/17/2020 17:27	Richard	Kelley	<p>I live on Cobb Place at the intersection of Quinobequin Road. After every rain there is typically a large puddle on Quinobequin at the end of Cobb Pl. We recently had the section of Cobb Pl between Quinobequin and Dwhinda paved/ Part of the project was the installation of country drains on both sides of Cobb Pl. The paving and country drains has not mitigated the puddle. Can something be done during this project to improve the drainage on Quinobequin road in the area f Cobb Place.</p>	rkelley1943@comcast.net	41 Cobb Place	Waban	MA	02468

Quinobequin Road and Trail Improvements Public Comments
deadline 7/17/2020

Time	Name		Comment	Email Adress	Address			
7/17/2020 17:54	Alexander	Blumenstiel	<p>Leave it the way it is, for G_d sake! I've been walking the Quinobequin woodlands trail almost daily Spring, Summer and Fall for 25 years. Now you want to ruin this most lovely and peaceful delight with pavement, hordes of bikers, etc., etc. Why, for goodness sake? So you can make it another public wasteland? Why do you have to ruin every little bit of what is left of nature's delight so you can pack more people in? Leave it the way it is!!!! LET IT BE! Lovely and peaceful as always. A fantastic treasure as it is now for us, and especially for the wildlife whose home it actually is, whose lives depend on it, and who unquestionably deserve to have it protected from our destructive meddling. If you have to spend \$50K on it, do something that will preserve it in its entirely natural state! No pavement! No planks! No bikes! No construction. No landscapers with their hideous, noisy, polluting equipment terrifying and poisoning the birds, rabbits, squirrels, etc.! Leave the simple, narrow, dirt walking trails as they are. So what if people get their shoes wet or muddy! No one is forcing them to walk there. Leave it the way it is. Please.</p>	Blumenstie@verizon.net	40 Collins Rd	Waban	MA	02468

Quinobequin Road and Trail Improvements Public Comments
deadline 7/17/2020

Time	Name		Comment	Email Address	Address			
7/17/2020 21:10	John	Nadai	<p>PART 1 of 2</p> <p>I was not aware of this project until today, and am not familiar with it other than just having read the RFP, and listened to the audio recording of the 6/25/20 meeting.</p> <p>I live on Dwhinda Road and walk our dog along the trail by the river. I have also had ambitions to cross-country ski it, but only tried once. Often we also walk on Quinobequin Road itself, either in the aftermath of rain to avoid the mud on the trail, or when taking a longer (loop) walk, I may return on Quinobequin and stay on the road to be able to walk faster than I could on the trail.</p> <p>I think of this beautiful strip of nature as a gift to the residents of the area. Every time I walk my dog I am thankful that I live near such a great resource, that most people do not have. I also agree with the man who mentioned the relaxing drive home along the road itself. I remember 30 years ago (years before I moved to the area) I test-drove a car along Quinobequin and the special atmosphere / ambiance always stuck in my mind.</p> <p>My personal priority would be to clean up the trail, including the brush near the trail, and the shore of the Charles. There is just a lot of dead trees/bush/logs all around. There are also areas of swamp or "occasional-swamp" that can be messy. The bridges are good but there are at least 1 or 2 or more sections that may benefit from a bridge or boardwalk.</p> <p>Some may prefer a trail that is wider, and has a more uniform surface. I am NOT proposing a PAVED trail. That would take away from the natural, rustic, ambiance. I feel the path through the woods should remain a walking/hiking trail.</p> <p>RE: the crossing to Hemlock Gorge, the tunnel idea sounds OK, if feasible. Another idea is to build a gradual ramp for the trail to reach street grade by the time it reaches Route 9 (or along Quinobequin).</p>	jnadai@yahoo.com	10 Dwhinda Road	Waban	MA	02468

Quinobequin Road and Trail Improvements Public Comments
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Time	Name		Comment	Email Adress	Address			
7/17/2020 21:11	John	Nadai	<p>PART 2 of 2</p> <p>RE: the other end of the plot (at the I-95 overpass), I did not hear anything mentioned about pedestrian access to this part of the plot. From Quinobequin at the I-95 underpass, to Washington Street, I don't believe there is a pedestrian path and the road is narrow and possibly dangerous. A sidewalk here would be very useful. (Aren't there buses running along Washington St?)</p> <p>Re: sidewalks. I like the idea of a sidewalk on the river side. This can be wider than usual, and serve multiple purposes: non-dirt-trail walkers, slow bikes (not the big bike clubs), wheel-chairs, scooters, and runners (no curb interruptions!)</p> <p>I also like the idea of a sidewalk on the opposite side. This would allow residents living on Quinobequin to walk around their blocks without having to walk on the roadway.</p> <p>Re: parking. Cars can park on abutting streets. Parking lots, cross-walks, etc. would be overkill.</p> <p>RE: "one-way Quinobequin". The "inland" streets in Waban are very topsy turvy. Currently it's very easy to get anywhere from here. Why ruin that?</p> <p>Random thoughts: Lighting along the sidewalk (esp if on the river side) Benches along the sidewalk (esp if on the river side) "Scenic overlooks" by the river +/- bench</p> <p>Thank you John Nadai</p>	jnadai@yahoo.com	10 Dwhinda Road	Waban	MA	02468

Quinobequin Road and Trail Improvements Public Comments

deadline 7/17/2020

Time	Name		Comment	Email Adress	Address			
7/19/2020 20:01	Carole	Grossmam	I just got the link for commenting. Please keep this area as natural as possible - no paved paths, no parking lots, no curbs on the reservation side, little signage, only native plants.	carole@krcsg.com	556 Quinobequin Road	Waban	MA	02468