



18:08:54 From Matthew Petersen, BTD to Everyone:

Will this presentation be distributed after the meeting?

18:09:46 From Dan Cushing to Everyone:

Replying to "Will this presentation be distributed after the me...":

Yes! We will upload it on our event page and send a follow-up email that includes a link to the event page.

18:15:09 From Preston Gutelius to Everyone:

Has it been considered to only have one lane heading west to Nonantum Rd? It seems like the intersection would benefit from narrowing.

18:18:09 From Anne Smagorinsky to Everyone:

Will northbound traffic from Brooks St be able to turn directly left onto Nonantum Road?

18:19:08 From Preston Gutelius to Everyone:

It would also be nice to know if have separate bike and pedestrian paths for the section along the river have been evaluated, it can make for a much more pleasant walking experience and make the space safer for everyone.

18:20:06 From Harry Mattison to Everyone:

Replying to "It would also be nice to know if have separate bi...":

I agree!

18:21:14 From Tyler Swanson to Everyone:

Replying to "It would also be nice to know if have separate bi...":

Since the mission is for natural and recreational resources and not for highway efficiency, I agree that emphasis should be on the pedestrian and bike experience of the river

18:22:52 From Rosalinda Sotomayor to Everyone:

Replying to "It would also be nice to know if have separate bi...":

Public Pool?

18:23:35 From Tyler Swanson to Everyone:

Our parks should not be used to store vehicles.

18:25:00 From Harry Mattison to Everyone:

Replying to "Our parks should not be used to store vehicles.":

that is true

18:25:09 From Christine Varriale to Everyone:

Replying to "Our parks should not be used to store vehicles.":

+1

18:25:35 From Michael Zeevi to Everyone:

What are the pedestrian crossing distances across the 6+ lane section? Why are we including slip lanes in a parkway?

18:26:44 From Cullen Deimer to Everyone:

How will the experience as a biker or pedestrian coming down Brooks St trying to reach the pedestrian/bike infrastructure improve? The reduction in pavement and new park land seems great but it doesn't seem easy to access from the neighborhood

18:26:59 From Christine Varriale to Everyone:

Will there be physical barriers between roadway and shared use path? I'm scared of the death of the cyclists on Memorial Drive happening here.

18:27:04 From Jeff Epstein to Everyone:

I hope you know the existing crosswalks (e.g. to/from the bridge, do not work for peds/bikes. We need dedicated integrated ped phases on the lights.

18:27:13 From Christine Varriale to Everyone:

Replying to "I hope you know the existing crosswalks (e.g. to/f...":

+1

18:27:23 From Tyler Swanson to Everyone:

Replying to "I hope you know the existing crosswalks (e.g. to/f...":

+1

18:27:28 From Tyler Swanson to Everyone:

Replying to "How will the experience as a biker or pedestrian c...":

+1

18:27:29 From Derek Hug to Everyone:

Replying to "What are the pedestrian crossing distances across ...":

Roughly 75' - However, there will be dedicated pedestrian phases at all three signals

18:27:32 From Tyler Swanson to Everyone:

Replying to "Will there be physical barriers between roadway an...":

+1

18:27:36 From Liam Axon to Everyone:

Replying to "I hope you know the existing crosswalks (e.g. to/f...":

+1

18:27:39 From Preston Gutelius to Everyone:

It seems like the slip lanes are a major hazard for only minor potential auto throughput

18:27:43 From Tyler Swanson to Everyone:

Replying to "It seems like the slip lanes are a major hazard fo...":

+1

18:28:11 From Jordan Bryant to Everyone:

Replying to "It seems like the slip lanes are a major hazard fo...":

+1

18:28:17 From Eric West to Everyone:

so how will one will go from Brooks to west bound?

18:28:48 From Preston Gutelius to Everyone:

The lane capacity seems excessive give the changes planned for the nearby roads and potentially changes to soldiers field road.

18:28:57 From Michael Zeevi to Everyone:

Replying to "What are the pedestrian crossing distances across ...":

Thanks! Will the timing be sufficient for a pedestrian to cross at least 2 legs?  
(Thinking of scenarios where a "diagonal" is necessary)

18:29:10 From Tyler Swanson to Everyone:

Replying to "The lane capacity seems excessive give the changes...":

+1

18:29:14 From Jordan Bryant to Everyone:

Replying to "The lane capacity seems excessive give the changes...":

+1

18:29:19 From Megan Bishoff to Everyone:

Could you comment on the status of the proposed tow lot at the end of Parsons St?  
It seems like the presence of tow trucks in that already busy intersection would be  
challenging

18:29:27 From Christine Varriale to Everyone:

Can we make the pedestrian signals automatic?

18:29:33 From Derek Hug to Everyone:

Replying to "How will the experience as a biker or pedestrian c...":

It should be improved as all street crossings will be signalized. Currently, crossing  
the westbound N. Beacon leg is uncontrolled

18:29:34 From Harry Mattison to Everyone:

The DCR Parkways Master Plan says "Bike lanes can be installed in both directions on the North Beacon Street Bridge by narrowing the existing travel lanes. However, the feasibility of a road diet should be considered. Long-term, consider the feasibility of widening the sidewalks on both sides to accommodate pedestrians and two-way bicycle operations." Have you considered either of those?

18:29:44 From Eugene Epshteyn to Everyone:

Is there a way to turn left from Brooks to Nonantum?

18:30:09 From Cullen Deimer to Everyone:

Not sure if we should think of the pedestrian/bike signals as a "delay", instead of members of the public accessing their park

18:30:26 From Derek Hug to Everyone:

Replying to "I hope you know the existing crosswalks (e.g. to/f...)":

Dedicated ped phases are planned at all 3 signals

18:30:59 From Eugene Epshteyn to Everyone:

Right now the left turn is possible with moving around and turning around. Not clear if there's an opportunity for a U-turn with the new design.

18:31:02 From Tyler Swanson to Everyone:

Replying to "Not sure if we should think of the pedestrian/bike...":

+1

18:31:08 From Harry Mattison to Everyone:

Tighter curb radius, especially at the right turn onto Parsons St, would make cars take the turn more slowly and safely

18:31:13 From Tyler Swanson to Everyone:

Replying to "Tighter curb radius, especially at the right turn ...":

+1

18:31:31 From Eric West to Everyone:

Tie in with the 64 bus?

18:31:50 From Harry Mattison to Everyone:

Thank you Matthew for noting that this is a very wide street cross-section

18:32:02 From Tyler Swanson to Everyone:

Replying to "Thank you Matthew for noting that this is a very w...":

+1

18:32:13 From Rosalinda Sotomayor to Everyone:

Replying to "It would also be nice to know if have separate bi...":

No bridge to cross over difficult traffic?

18:35:08 From Anne Smagorinsky to Everyone:

Replying to "so how will one will go from Brooks to west bound?":

Yes, would vehicles wanting to go left on Nonantum have to turn from Parsons St?

18:37:31 From Eric West to Everyone:

Replying to "so how will one will go from Brooks to west bound?":

brooks traffic: small relative to the mass of traffic, but for Oak Sq is a common access to Nonanton

18:37:56 From Harry Mattison to Everyone:

I don't think anyone is asking for one lane in each direction

18:38:13 From Harry Mattison to Everyone:

But you are proposing 6 lanes

18:40:55 From Anne Smagorinsky to Everyone:

Replying to "so how will one will go from Brooks to west bound?":

Will the flow from Parsons St be improved? Because it now takes multiple light cycles to go either east or west from Parsons St.

18:40:57 From Cullen Deimer to Everyone:

It'd be great if we could think beyond current traffic demand towards a greener, more climate resilient future

18:41:09 From Eric West to Everyone:

Replying to "so how will one will go from Brooks to west bound?":

future-looking — not increasing capacity?, but the amount of building that is going on just in Allston around Harvard will increase traffic pressure -

18:41:17 From Harry Mattison to Everyone:

Replying to "It'd be great if we could think beyond current tra...":

we can if we decide that we want to



18:47:22 From Saul Blumenthal to Everyone:

Just a pedestrian signal with countdown would help immensely, approaching on foot or bike and when north beacon eastbound has a red, you have no idea if you can cross or if the light's about to change

18:48:06 From Saul Blumenthal to Everyone:

Replying to "Just a pedestrian signal with countdown would help...":

and channeling the westbound slip lane onto north beacon to one lane

18:48:27 From Nathan Mandell to Everyone:

Amy, did you just say that the push button signals are present to prevent cyclists and pedestrians from feeling too safe? That seems to imply that they are in fact not safe enough in this current configuration

18:49:14 From Sarah Randall to Everyone:

Replying to "Tie in with the 64 bus?":

+1, might need to rethink bus stop locations and possibly add a drop off area

18:50:32 From Tyler Swanson to Everyone:

Replying to "Tie in with the 64 bus?":

+1. There have seemingly been no communications with the T about current closures of North Beacon and the fact that a bus stop there got its sidewalk fully removed.

18:50:36 From Tyler Swanson to Everyone:

THANK YOU DOUG

18:50:39 From Christine Varriale to Everyone:

+1 to Doug's comments

18:50:59 From Harry Mattison to Everyone:

+1 to Doug's comments

18:51:14 From John Pelletier to Everyone:

100% Doug thanks!

18:51:23 From Liam Axon to Everyone:

+1 to Doug's comments as well

18:51:31 From Jordan Bryant to Everyone:

+1 for Doug

18:51:43 From Nick Block to Everyone:

I've been confused why the pool will be put on the north side of the roads, away from the population. My kids could walk from Brooks but not if the pool is on north side. Put the pool on the south side so pool ppl don't have to cross over many lanes of traffic

18:51:48 From Nathan Mandell to Everyone:

+1 to Doug!

18:51:51 From Megan Bishoff to Everyone:

Agree with Doug! Could there be a "No Right on Red" sign for cars driving south on N Beach St and turning on Nonantum? This would discourage cars from blowing through the pedestrian crosswalk

18:52:03 From Derek Hug to Everyone:

Replying to "Just a pedestrian signal with countdown would help...":

All intersections will have signalized ped crossings that will be part of dedicated phases, halting all vehicle movements at the intersection.

18:52:19 From Sarah Randall to Everyone:

Replying to "Will there be physical barriers between roadway an...":

+1 rip

18:52:31 From Saul Blumenthal to Everyone:

Replying to "Just a pedestrian signal with countdown would help...":

right, as a short-term measure that doug alluded to

18:54:06 From Tyler Swanson to Everyone:

+1 to Harry's comments

18:54:17 From Annie Mazzola (Office of Sen. Brownsberger) to Everyone:

The addition of lanes at the crosswalks (changed from your last presentation) do not feel pedestrian friendly. Imagine excited children eager to get to the other side.

18:54:30 From Ben Finch to Everyone:

Is there a way to slow cars heading northbound over the N Beacon bridge, currently the crossing from Squibnocket park to Greenough over very dangerous

18:55:04 From Sasha Vallieres to Everyone:

Replying to "Is there a way to slow cars heading northbound ove...":

+1

18:55:16 From Saul Blumenthal to Everyone:

Replying to "Is there a way to slow cars heading northbound ove...":

+1

18:55:16 From Tyler Swanson to Everyone:

Replying to "Is there a way to slow cars heading northbound ove...":

+1

18:58:54 From Michael Zeevi to Everyone:

To Harry's point, I think we in the neighborhood would love DCR to do something like the Paul Dudley White path on the esplanade near the hatch shell

18:59:03 From Pam Mullaney to Everyone:

Seconding question regarding 64 bus

18:59:07 From Christine Varriale to Everyone:

+1 to separation. I will be walking these paths with my dog reactive dog and the extra space is great for going around other folks walking and bicycles

18:59:17 From Rosalinda Sotomayor to Everyone:

Safe for elderly and handicaped?

18:59:25 From Matthew Petersen, Boston Transportation Department to Everyone:

Perfectly ok. I can wait

18:59:45 From Derek Hug to Everyone:

Replying to "Agree with Doug! Could there be a "No Right on Red...":

Yes, we will strongly consider this

19:00:48 From Jeff Epstein to Everyone:

a/k/a Barnes dance

19:02:05 From Matthew Petersen, Boston Transportation Department to Everyone:

There are also other kinds of fully-protected non-exclusive phases

19:04:31 From Jeff Epstein to Everyone:

Replying to "Agree with Doug! Could there be a "No Right on Red...":

Option: a lighted NTOR sign timed on and off to match diff traffic flows. I sense the flows are quite different at different times of day.

19:04:53 From Harry Mattison to Everyone:

This is from DCR's Historic Parkway Preservation Treatment Guidelines

"The number of lanes and lane width are character-defining features that contribute to the parkway experience and have a profound impact on historic character. DCR parkways are not designed to be primary travel routes"

19:06:39 From Sasha Vallieres to Everyone:

Cars pour off the pike from Charles Bank Road - with all the new lab spaces in Watertown and Western Ave., traffic won't improve without investment in public transit

19:06:41 From Eugene Epshteyn to Everyone:

I wouldn't call it "free flowing". Have you \*seen\* it during the rush hour? :)

19:06:48 From Harry Mattison to Everyone:

"In areas where travel lanes are wider than necessary, narrow them to as little as ten (10) feet to slow traffic and increase safety, reclaim green space, and restore the historic travelway and landscape."

19:06:55 From Tyler Swanson to Everyone:

Replying to "This is from DCR's Historic Parkway Preservation T...":

+1

19:07:00 From Tyler Swanson to Everyone:

Replying to ""In areas where travel lanes are wider than necess...":

+1

19:07:08 From Matthew Petersen, Boston Transportation Department to Everyone:

What design speed was used for this design?

19:07:09 From Harry Mattison to Everyone:

Replying to "I wouldn't call it "free flowing". Have you \*seen\*...":

100% true

19:07:16 From Tyler Swanson to Everyone:

Replying to "I wouldn't call it "free flowing". Have you \*seen\*...":

I can't imagine this being anything other than gridlocked no matter how much modeling they do.

19:07:19 From Jordan Bryant to Everyone:

Replying to "This is from DCR's Historic Parkway Preservation T...":

+1

19:07:22 From Jordan Bryant to Everyone:

Replying to ""In areas where travel lanes are wider than necess...":

+1

19:07:55 From Christine Varriale to Everyone:

Replying to "I wouldn't call it "free flowing". Have you \*seen\*...":

Yeah it can already gridlock. I see SFR backed up to the bridge at western/arsenal when I walk home around 6 on Wednesday and Thursdays usually

19:08:35 From Tyler Swanson to Everyone:

Replying to "I wouldn't call it "free flowing". Have you \*seen\*...":

You can't actually expect people to merge from 2 lanes to the one lane Nonantum Rd westbound in an efficient manner

19:10:21 From Christine Varriale to Everyone:

Replying to "I wouldn't call it "free flowing". Have you \*seen\*...":

For sure

19:10:43 From Tyler Swanson to Everyone:

<https://www.sciencedirect.com/science/article/pii/S2213624X22002085>

19:11:22 From Sarah Randall to Everyone:

Replying to "I wouldn't call it "free flowing". Have you \*seen\*...":

And not even just gridlock, people are just jerks about merging a lot of the time