

Improving The Arborway

Starter Idea
March 2015

The Massachusetts Department of Conservation and Recreation (DCR) is seeking to provide high-quality bicycle and pedestrian accommodations along the Arborway, a major gap for bicyclists in Olmsted's Emerald Necklace park system. The project area includes two large, high-volume traffic circles, Kelley Circle and Murray Circle, which carry traffic from a complex network of local streets and vehicle-oriented parkways. The project aims to provide bicyclists and pedestrians with a seamless, comfortable route between two of the park system's most popular destinations – Jamaica Pond and the Arnold Arboretum – and to connect at either end to two primary regional bicycle paths.

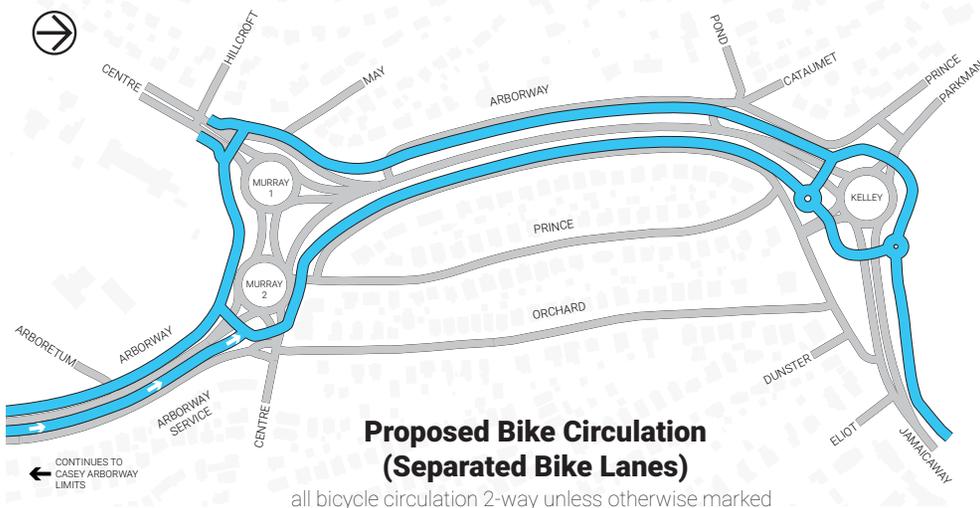
During the week of February 2, 2015, DCR and the project consultant, Toole Design Group, conducted a three-day charrette with DCR staff, public officials, community stakeholders, and interested neighbors. During the initial meetings, stakeholders and members of the public discussed their major concerns about the Arborway, which include: high speeds of motorists, complexity of the traffic circles, disconnected pedestrian and bicycle facilities, and preservation of historic trees. It became clear through these discussions that high-quality pedestrian and bicycle accommodations were not feasible due to the size and complexity of the traffic circles. Therefore, addressing these issues would require modifications to the roadway. As a result, a "starter idea" for the redesign of the Arborway was developed and presented at a public meeting at the end of the week, initiating a public comment period. This document provides further detail on the starter idea.

The starter idea includes continuous separated bike lanes between Casey Arborway and Jamaica Pond, separated from pedestrians and motorists by pavement markings or a raised median. Proposed pedestrian routes would be more direct, and all proposed pedestrian and bicycle crossings would be raised to provide greater safety and comfort for people traveling by those modes.

Changes to vehicular circulation would include:

- Remove traffic signals at:
 - Pond Street at Kelley Circle
 - Arborway Northbound at Kelley Circle
 - Centre Street at Hillcroft Road
 - Center Street at Arborway Northbound
- Replace Kelley & Murray Circles with modern roundabouts in order to:
 - Reduce vehicle speeds
 - Reduce conflicts between users
 - Improve traffic flow & reduce delay
 - Improve crossings for bicyclists & pedestrians
- Direct all through-traffic on the Arborway to the mainline road between the circles
- Reverse direction of Arborway carriage roads to prevent cut-through traffic
- Direct Pond Street traffic to the proposed modern roundabout via Prince Street and Francis Parkman Drive
- The option to convert operation of Prince Street (east of Arborway) and Orchard Street to two-way except at the southern terminus, which will be restricted to one-way operation in order to prevent cut-through traffic. This suggested change is an option for consideration by residents of these streets.

For more information, including how to submit comments or to view the presentations from previous public meetings, please visit: <http://www.mass.gov/eea/agencies/dcr/public-outreach/public-meetings>



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LEGEND

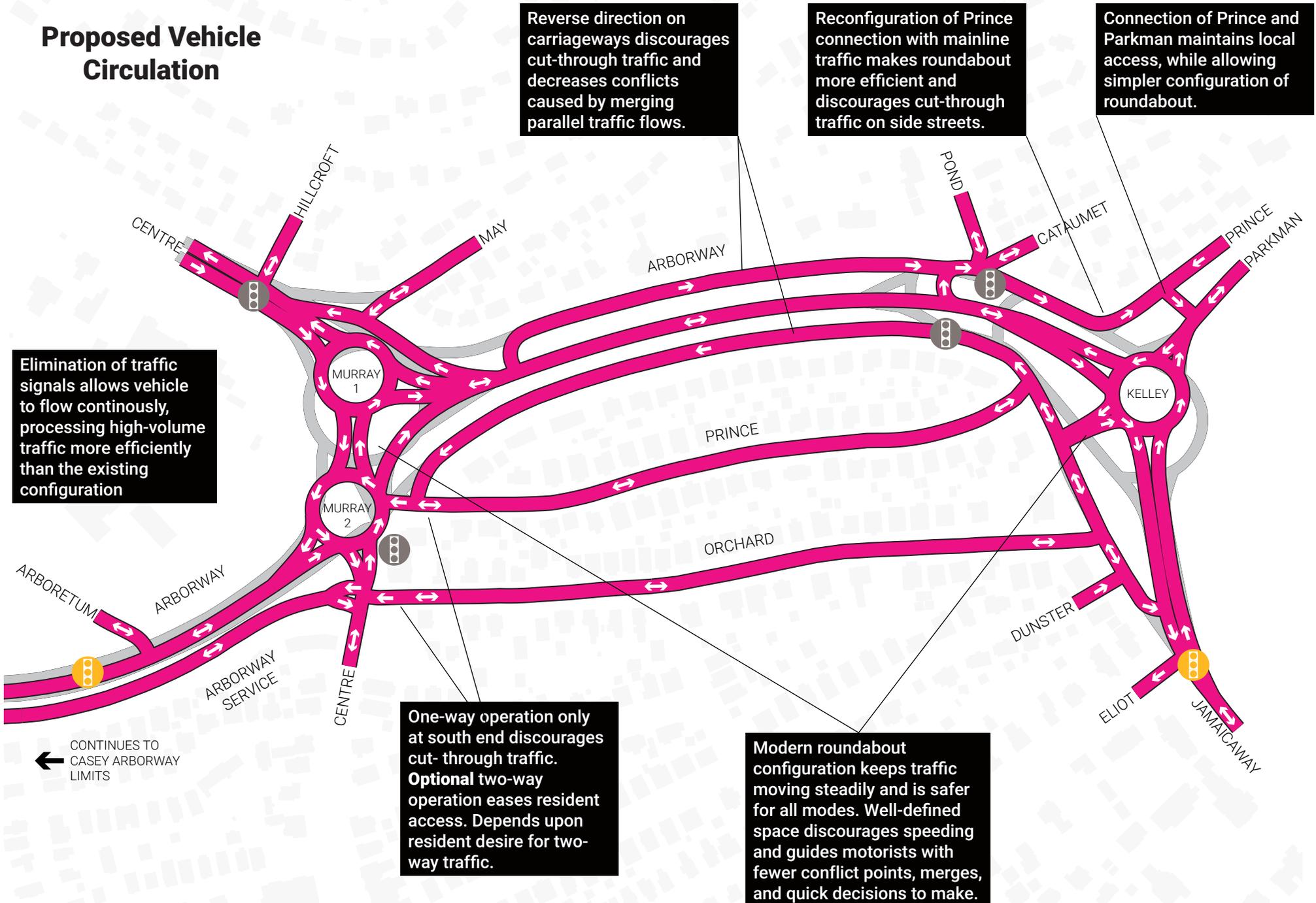
 vehicle route
 existing roadway

 1-way travel
 2-way travel

 existing signal maintained
 existing signal eliminated



Proposed Vehicle Circulation



Murray Circle Conceptual Design



Kelley Circle Conceptual Design

