

Patrice Kish, Director
Office of Cultural Resources
Department of Conservation and Recreation
251 Causeway Street - Suite 700
Boston, MA 02114
P: 617.626.1378
F: 617.626.1349
patrice.kish@state.ma.us

Subject: Casey Arborway Project Bicycle Facilities

Dear Ms. Kish:

LivableStreets Alliance is pleased to submit this comment in reference to the proposed Casey Arborway Project Bicycle Facilities.

The Casey Arborway Project has great potential to become a sustainable infrastructure that will act in the interest of enhancing and connecting the surrounding communities of Boston. After careful review, we find the proposals presented for the bicycle facilities are still aligned with this vision, and will improve access for pedestrians, cyclists, and motorists, alike.

The road between Murray Circle and Kelley Circle is used by about 49,200 vehicles each day, with its fair share of confusion due to unclear road directions. The proposal to replace the current large rotaries with medium sized roundabouts will increase the safety of all users by slowing down the speed of traffic and calming it through the use of lane deflection, which would better direct traffic toward continuing routes. Though not necessary, the removal of traffic signals at the roundabouts in conjunction with their redesign is logical and consistent with the goals of the project as it would avoid congestion and the associated pollution of resting cars. As the traffic signals were placed originally to mitigate the traffic issues in the area, their presence is unnecessary with a design that resolves those very issues (controlled traffic speed, for one). With rotaries losing popularity at large intersections, this proposal will preserve the essential historic integrity of these structures but also incorporate and adapt to the modern uses and needs of the area. Following Olmsted's vision with the Emerald Necklace, the project will keep historic trees whenever possible and increase the amount of tree cover and green space all along the Arborway, thus re-linking the Emerald Necklace where it had been previously and currently segmented.

While all elements of the project are important, the greatest change will be the emphasis on equal consideration of safety and accessibility for all users of the Arborway. Cyclists and pedestrians will have continuous paths from Leverett Pond to Franklin Park Zoo, another green space that can now be enjoyed through expanded modes of transportation. The project's proposal for cyclists to have buffered bicycled facilities fully supports the plan for an effectively shared road by increasing comfort and security, and subsequently discouraging any reckless behavior that might have arisen otherwise. The project also has strategically placed raised bicycle-pedestrian crossings, unreliable and few in number before, which are both critical for the effective expansion of sidewalks and pathways. Residents and visitors will now want to travel more often to adjacent neighborhoods, such as Brookline, Longwood Medical, Fenway, and beyond, and in alternative modes because of the increased convenient (connected) and safe paths available to non-motorists. Finally the project's aims to direct traffic into the middle travel lanes and

away from neighborhood access roads will create calmer and quieter neighborhoods, reducing noise pollution and disturbance from traffic, on both sides of the Arborway.

We believe that all of these benefits significantly outweigh the potential drawbacks, if any, of the project. While we realize that the changes proposed for the project are major, they encourage and support neighborhoods to be healthy, integrated, and thriving communities for everyone. We look forward to following the project as it progresses to the next design and implementation phases.

We appreciate this opportunity to make this public comment and hope to be part of the continuing discussions about the project. Please keep us on your information distribution lists and feel free to contact us with any questions or comments you may have.

Sincerely,

Mark Tedrow & Lisa M. Tran

On behalf of the LivableStreets Alliance Advocacy Committee

From: Mike Kriley [mailto:mikekriley@gmail.com]

Sent: Friday, March 27, 2015 4:37 PM

To: Updates, DCR (DCR)

Subject: Arborway Bicycle Facilities

The bike lanes separated by concrete berms is an EXCELLENT idea. It is how most major cities in the world ensure bike, pedestrian, and traffic safety. This would be a monumental step forward for cycling and walking in Boston.

Michael Kriley

From: Miranda Hoffman [<mailto:mirandahoffman@gmail.com>]

Sent: Monday, March 23, 2015 2:45 PM

To: Updates, DCR (DCR)

Subject: Arborway Bicycle Facilities

To Whom it May Concern:

I am writing in response to the DCR's proposed alterations to the Arborway Parkway. Although there are many positives to this proposed plans - namely making the parkway more safe and accessible to pedestrians and bicycles and creating a more parklike environment - there are some troubling aspects to the plan as they affect residents of Prince Street.

My concerns are threefold:

I am concerned about the proposal to make Prince Street a two-way street. Its negative impact on essential parking aside, this alteration will make drivers even more tempted to use our small street as a detour to bypass gridlock backed up from Jamaicaaway.

Secondly, It's not clear whether we will have sufficient safe access to our street from the roundabout during high traffic periods. Is there a way to remedy that?

I'm also particularly concerned about the safety of our street during the period of construction. I hope serious planning will go into how the construction is staged in order to avoid additional traffic. As I mentioned above, we already have serious problems with speeding, impatient commuters using our street to bypass gridlock. This situation will be worsened if the surrounding area is made impassible because of construction. This is not just an issue of peace and quiet; it is a safety issue, as Prince Street is very densely populated with small children.

I hope these concerns will be taken into consideration.

Sincerely,

Miranda Hoffman
39 Prince Street

From: Allan Ihrer [mailto:aihrer@comcast.net]
Sent: Monday, March 23, 2015 2:13 PM
To: Updates, DCR (DCR)
Cc: sonia.chang-diaz@masenate.gov; 'Liz Malia'; russell.holmes@mahouse.gov; matthew.o'malley@cityofboston.com; Jullianne Doherty; 'Gupta, Vineet'; stephen.murphy@cityofboston.gov
Subject: Arborway Bicycle Facilities

Re: Arborway Bicycle Facilities (see also attached pdf)

To whom it may concern,

I was told by a neighbor told that the DCR extended the “Arborway Bicycle Facilities” comment period. The DCR website does not post the closing date of that extended comment period. **I believe the lack of a posting on this comment deadline date belies a lack of concern for the input for the broader community.**

Using the title of “Arborway Bicycle Facilities” for this project and its meetings is extremely misleading. This is in fact a major “Arborway Roadway Redesign” with likely major impacts to regional traffic flow thru the area. Using the seemingly innocuous name of Arborway Bicycle Facilities has fooled stakeholders into not realizing the potential impact to their lives and property.

At minimum, large well advertised and properly named meetings should be held to show the current status of these plans, prior to any further work. Advertising should extend into communities whose residents commute thru this area, or who might otherwise be impacted by these changes to regional traffic movements. In addition to implementing legitimate meeting advertising, it is suggested that DCR acquire MassDOT’s attendance records for it’s Casey Arborway public meetings as a way to further engage stakeholders.

Residential streets in the Pondside Neighborhood are wrongly being turned into two way streets. This appears to indicate a weakness in some of the planning principles, if this is needed to make the plan work. There will be a loss of valuable and much needed residential parking. This will negatively impact people's daily lives, the functioning of their community, and their property values.

This Arborway roundabout design is very complex and it will be difficult for drivers to figure their travel paths out whilst negotiating other traffic. In another words, even with signage, “wayfinding” will be difficult. This will cause the flow of traffic to be slow and cumbersome. This will be greatly exacerbated at rush hours. I believe it is destined to cause traffic backups and great aggravation.

The designer's pdf presentation images show only lightly traveled roundabouts; none with the volume of traffic that occurs on the Arborway. I have been in somewhat similar roundabouts in Carmel Indiana, when the traffic is heavy, and their performance has been very poor. (They work fine when traffic is light.) We know the Arborway experiences very heavy traffic and thus we should expect these proposed roundabouts to perform very poorly as well.

The resulting traffic backups and aggravation at these roundabouts will lead drivers to seek alternate routes on residential side streets thru neighborhoods in Jamaica Plain. This has not been addressed in the planning.

This section of the Arborway will also be impacted by changes to the traffic flow resulting from the redesign of the Casey Arborway section of the Arborway, in Forest Hills. Traffic models for that project show long traffic backups during rush hours. It can be expected that vehicles will seek alternate routes thru residential neighborhoods to get around that blockage to this section of the Arborway. Rerouted drivers may come in from south of the Arboretum on Centre St. or they may make their way through Jamaica Plain and come in from the north on Centre St., causing a different set of planning parameters.

Further design on this project should be halted, pending completion and settling in of the Casey Arborway. The traffic counts used on this project are subject to great change when the Casey Arborway is completed and thus are inherently inaccurate. Traffic should be allowed a year or two to reach a new balance after Casey Arborway completion. New accurate traffic counts should occur at that time, and then properly named well advertised public meetings, and design work might commence on proposed roadway changes to this section of the Arborway.

Stop this project now, and do it right, at the right time.

Sincerely,
Allan Ihrer

116 Williams St., #2
Jamaica Plain, MA 02130
617-595-5145
aihrer@comcast.net

From: Pete Stidman [mailto:pete@bostoncyclistsunion.org]
Sent: Monday, March 23, 2015 1:27 PM
To: Reece, Tom (DCR); Orfant, Joe (DCR); Updates, DCR (DCR)
Subject: Comment RE: Arborway Bicycle Facilities

DCR Office of Public Outreach
251 Causeway St. Suite 600
Boston, MA 02114

RE: Arborway Bicycle Facilities

Dear staff and leadership of the Department of Conservation and Recreation,

The Bike Union, on behalf of over 1,300 dues paying members, fully supports the concept for the Arborway put forward the Hunnewell Building in the Arnold Arboretum on February 5th.

Connecting the Arboretum with Jamaica Pond, along with other construction projects now underway, would create an uninterrupted connection for cyclists from Franklin Park to Landmark Center in the Fenway neighborhood. For the first time in many decades, people will be able to traverse a significant portion of the Emerald Necklace without having to fear for their very lives as cars speed by them.

But this is not simply a connection for cyclists, this project would represent a massive step forward for the City of Boston and for the Department of Conservation and Recreation's positive impact upon the lives of Bostonians. One of the many commonalities shared by the cities most often cited as the most livable in the world is a network of safe, inviting biking and also walking paths. This is common to Vancouver, Stockholm, Copenhagen, Munich, Vienna, and more. With a restored connection for non-motorized users, the Emerald Necklace can be a signature part and a symbol of Boston's livability for all, and also a restoration of Olmsted's original intention for the parkways—as a place where all can enjoy the benefits of nature.

Sincerely,

Pete Stidman

Executive Director

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Promoting the bicycle for transportation.

Pete Stidman
Executive Director
Boston Cyclists Union

PO Box 301394
Jamaica Plain, MA, 02130
617-620-1989

Sign up for the [Union Rider Newsletter!!!](#)

or check out our website at bostoncyclistsunion.org!

Boston Cyclists Union

375 Dudley St.
Roxbury, MA 02119
617---620---1989
info@bostoncyclistsunion.org
DCR Office of Public Outreach
251 Causeway St. Suite 600
Boston, MA 02114

RE: Arborway Bicycle Facilities

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Sincerely,

Pete Stidman
Executive Director

From: sanzoneja@gmail.com [mailto:sanzoneja@gmail.com] **On Behalf Of** John Sanzone
Sent: Friday, March 20, 2015 6:09 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

I am writing to wholeheartedly support the efforts by local advocates and DCR to continue expanding and enhancing the Commonwealth's bicycle infrastructure network.

We have an opportunity to, within half a generation, create a connected, useful, pleasing network for biking that will, like the aqueducts of Rome and the cobblestone streets of medieval Europe, be a collective monument declaring our Commonwealth's values and our generation's sense of our special place and places. We interact with place by experiencing it; we activate cities, towns, villages, parks, by designing for human-scale experiences. The bicycle, and more importantly, great infrastructure for biking, is a healthy, sustainable, comfortable, and beautiful way to have these experiences.

It is a special thing to be able to bike across town, or between towns, or out to the woods. We should encourage local advocates, from 8 to 80, to dream up design and access, and we should all work to create the means for these special experiences, for all.

--

John Sanzone

sanzoneandpark.com

617.453.8434

john@LembuRealEstate.com

22 Pearl St. #4, Cambridge

From: CLAIRE [mailto:clairevickie@comcast.net]

Sent: Friday, March 20, 2015 7:17 PM

To: Updates, DCR (DCR)

Subject: Arborway Bike Facilities comments

Hello--

Please accept my comments on the misnamed Arborway Bike Facilities project. I know I've gotten into the weeds below but I really hope someone takes the time to go through my comments. I will have to live with the results of these plans every day. I love my house. I love my neighborhood. You couldn't get me out of here with a forklift. I think there's a lot of good in this plan that will improve living in JP.

I know my use of Prince, Pond and Centre Street can be confusing, but I hope context will make it clear to which section of these streets I'm referring.

My impression is this plan works well for people using the Arborway and great for people living on it. But, for other local residents who want to cross the Arborway, not as much.

I was at the February 3rd meeting and left so excited about the potential improvements I was hearing about. I sent in comments right after that meeting. Now, when I look at some of the details that most impact me, I just want to cry. I'm so disappointed. I'm very worried.

DRIVING

I hate to start with driving, because driving usually hogs all the attention on transportation projects but my most serious objection to this plan lies in this section as you will see. (This is not surprising since it's a pretty low bar to improve walking and biking from what exists here now.) As a local resident, I am deeply concerned about how the plan will affect my ability to access my neighborhood and the effect it will have on my family's daily life.

I've used modern roundabouts in other cities and think they work really well. I think these will calm traffic for everyone's benefit. From that experience, I'm optimistic about what the effects of losing most traffic lights will be. I'm not sure why a modern roundabout isn't planned for the new Shea Square near Forest Hills Cemetery at the end of the Casey Arborway project.

Murray -

I like the Murray peanut. The offshoot lane that curves from the first roundabout on the Monument side of Centre St directly to the Arborway going toward Jamaica Pond is elegant from a driver's point of view without adversely affecting homeowners nearby. That said, was there some reason this was a better choice than having two lanes lead into the second roundabout which would allow more contiguous green space which is

now cut by the offshoot lane? Same question for the single lane that appears to run past the end of May Street though it's not as much of an issue there.

On this part of the Murray roundabout, is there only a single lane going from the Arborway coming from Jamaica Pond onto Centre Street toward Roslindale? What's the point of the lane shown going from the Arborway past the end of May Street? Is it only for emergency vehicles as it is now? Or also a second lane to access Centre Street? Seems like extra encounters with traffic for pedestrians, if so. Does this plan bring more traffic closer to the houses along there as opposed to their neighbors just around the corner?

Kelley - This brings me to a glaring problem in the plan for the Kelley roundabout. Every single other road in the entire plan area is given smooth access to a modern roundabout, except for Pond Street coming from Moss Hill. The plan has all the Pond St traffic being funneled over to a u-turn on Prince St to enter into traffic on Parkman Drive from everyone coming around the back side of Jamaica Pond. This seems like a terrible idea. All of Moss Hill comes down Pond St as well as considerable traffic from Brookline and Newton. I live right there a block away from the Arborway and watch the backups up the hill as it is now. Ditto for Parkman Drive. Combining them seems crazy. Why isn't Pond Street treated as fairly as all other entering streets? Even sleepy little Prince Street near Orchard has better access. In addition, all the Pond St traffic funneled to the left will have to cross the oncoming traffic from the Arborway trying to get onto Pond St. with no light.

I don't understand why there's not a peanut replacing the Kelley rotary that would prevent these problems. I've never seen such a convoluted, counter-intuitive approach into a modern roundabout as this in my previous experience with them nor was I led to expect one in any of the examples given in the presentation materials for this project.

All other aspects of this plan seem to increase ease of access. Indeed my concerns and complaints otherwise have to do with areas unaddressed by this plan, and preserving options and opportunities for the widest benefit, not objections to elements of the design. As a local resident a block from the Arborway, this is a nightmare, which will seriously impair my ability to move around my neighborhood and worsen the separation we experience from the rest of JP.

I am terribly concerned about this part of the plan, which seems very uncharacteristic of the rest of it. I urge you to please bring it into harmony with the rest of the design.

Between Rotaries -

I understand there's only two lanes in each direction above the Arborway section between the Murray and Kelley rotaries and below it, which begs the question why that's not enough in between as well. But on that stretch, along with local traffic, there's also traffic trying to come from or to the bulk of JP, or Brookline and Newton, or West Roxbury and Roslindale. I can more easily see reducing traffic to three lanes in each direction and adding a bike lane.

It appears that Prince and possibly Orchard Streets could become cut-throughs which they really don't have the width or the atmosphere to accommodate. Presently, Prince St. barely needs to be closed off for its annual block party.

BIKING

I think creating continuous bike paths from the Arboretum to Jamaica Pond is great. I am a four season bicyclist. This is a great improvement and frankly, there's nowhere to go but up. I'm happy for those who will be blessed by it. But, I think improvements for me will be marginal. I really hoped this would improve my life as a bicyclist. The proposed bike infrastructure actually will take me out of my way most of the time, which is no small thing for a bicyclist, since our momentum depends on physical effort, not just moving our foot on a gas pedal.

I cross the Arborway numerous times a day to get from my home one block from the Arborway to the local business I own in JP, JP stores and public facilities, and my children's schools, friends and activities, etc.

Presently, if I want to do so on a bike, using the traffic lights, coming from Pond Street, I have a straight shot to Prince Street. It's not clear to me from the proposal where I can access the bike path. It appears that to get on the bike path I have to go across oncoming traffic trying to get onto Pond St. with no light which doesn't seem safe. Or, I would go left with Moss Hill traffic. Not sure how this will be safe either. Will I be back on the sidewalks like I am now to go to Jamaica Pond? No improvement there. Either option requires me to swing left some distance. If it's only to the end of Prince St, that's manageable. If it's out to Parkman Drive every time, that's not. I'm 56 with double knee replacements (if I can bike, anyone can), so that extra distance adds up given how many trips I make that way.

I'm very disappointed that the proposed bike infrastructure ends between Prince and Orchard Sts. and shunts bike traffic over to the other side of the Arborway to join the Jamaica Pond bike path. This is a setback for anyone whose goal is to cross the Arborway and go into central JP or the reverse. The proposed plan does nothing to improve bike conditions on the little squib of Pond Street that runs from just after Prince St to Eliot St., although it's part of the area studied and used by lots of bicyclists since it's quiet. Presently, since the Eliot St Improvement created a dangerous bump-out (dangerous for bikes, good for pedestrians) that forces bikes to compete with cars to get around it, most bicyclists use the last driveway before Eliot Street to go up on the sidewalk, obviously an unsatisfying situation for bikes and pedestrians and very difficult in the winter. Nothing is fixed under this proposed plan. Under the proposal, I could follow the bike path back across the Arborway and then try to cross it a third time at Eliot St. But again, this adds a lot of extra distance for me making multiple trips.

It appears in the plan that the Pond St. squib will be straightened out and accessed from Prince St rather than the Arborway, which is an improvement from a bike perspective since it eliminates the need to choose between using a curbcut and driveway (never

shoveled in the winter) or riding on the Arborway with cars around you to access it. As a driver, I appreciate that the squib will be two-way since my kids have numerous friends on Dunster Road and surrounds. As a bicyclist, now me and my kids will be coping with two-way car traffic since the proposed bike plan ends prematurely without addressing that area.

WALKING

You should be congratulated for significantly improving the walkability of the Arborway in this plan. I've tried walking my dog along it as it is now and it's no fun, with traffic zooming by so close. I'm curious how will drivers know to stop for pedestrians at night without a traffic light? Locating sidewalks through the trees rather than in front of houses has a dreamy appeal, whether or not it's practical. It has benefits for abutters, too. Perhaps best to leave the trees be.

TREES

I am concerned about the trees that will be lost in this process. For instance, there's a stunning full-grown tree on Centre Street at the end of May which is a rare city tree that hasn't been cut to accommodate wires, buildings or vehicles. I'd like to see an overlay of the proposal showing existing trees which would be protected or lost, along with size information (full-grown, and/or years old) so the public can see how much they would be impacted. Lots of big green circles are shown on the plan, but in truth, they'll be a lot of skimpy little saplings for a long time, rather than the majestic trees in place now. The greenscape takes so long to come back and is one of the best features about living in the Arborway area as I do. The public really should have an easy way to evaluate this before plans are finalized, so informed decisions can be made.

OPTIONS FOR PUBLIC TRANSPORT

I'd like to know if this plan will allow for public transportation to be extended to the Arborway sometime in the future. It seems an obvious way to decrease traffic and congestion along the entire parkway. So many people use it just to access the Longwood Medical area, even without those trying to get to parts of Brookline, the Fens, universities or beyond. This is a serious question as our city will increasingly and rapidly have to look for ways to cut carbon emissions. It's an important option to preserve.

CARRIAGE LANES

I've seen a number of documents, articles and comments that refer to creating carriage lanes for the use of "local residents". But, it's not all local residents that stand to gain, only the direct abutters. I live one block away from the Arborway, across it from everyone else in JP and definitely consider myself a local resident, but these carriage lanes offer no benefit to me or my non-abutting neighbors in getting around JP.

No disrespect to the abutters. I know they've got real concerns about speeding, trying to get in and out of their driveways safely, noise, bicycles on the sidewalks and other frustrations and dangers for them and their kids. I hope that bike lanes will give them better separation from traffic. I hope the traffic-calming measures and better traffic flow really increases their enjoyment of their homes.

When I look at this plan, I can't help but be taken aback by the sheer acreage that will be given over to abutters of the Arborway, relative to other planned uses. From what I can see, each side is gaining a lane of on-street parking and basically an extended, shared driveway. This is a huge giveaway of public property to benefit only about 30 households with effects on thousands of others. Congestion and speeding have gotten worse over the years which should be addressed, but to be fair, the abutters chose to buy a house on a major thoroughfare. Addressing their concerns to this extent seems disproportionate and closes options for other more widely beneficial uses. Poetic as it might be to say this is a road through a park, in fact it is the major route to connect the neighborhood with surrounding areas and resources.

I'm not surprised. I was at the February 3rd meeting from which this plan resulted. Given the blinding snowstorm, pretty much the only people who could attend the meeting were those who could walk to it. Thus, abutters were heavily represented. I only walked out in a blizzard because I'm a bicyclist who lives and frequently bikes in the immediate area. I think the turnout and emphasis of comments would be very different if the meeting had been held in better weather and publicized under a more appropriate title. Arborway Bike Facilities in no way reveals the extent of changes under consideration for non-bikers. The scope and objectives of the project expanded to all users, but the name has remained the same.

OUTREACH

I wonder if you're doing outreach to surrounding affected neighborhoods like Brookline, Newton, West Roxbury, Dedham, and Chestnut Hill. The title of this project is seriously misleading about its effect on car travel through the area.

Are the comments that have been submitted publicly available? I would like to see them and learn from what others have been saying.

By the way, it is very difficult to access the presentation materials unless you have the exact wording of the project. The webpage names for these materials are very long and buried in the bowels of the DCR page. This does not lend itself to easy public access to this information.

Please confirm that these comments were accepted. After writing for over six hours, I'd hate to find they were not included. I'd really like someone from O'Toole Design or DCR to contact me about my concerns or call me and walk me through some of my questions. As I said, I will have to live with the results every day. This is my life. I really want to understand impacts of the plan and would appreciate your help.

Thank you for your consideration.

Claire E. Humphrey
83 May Street, JP
617-966-6855

From: Baker, Michael (HOU) [mailto:michael.baker@mahouse.gov]
Sent: Friday, March 20, 2015 5:29 PM
To: Updates, DCR (DCR)
Subject: Arborway Bike Facilities Study Letter to DCR- Rep. Sanchez

Please see attached letter for comments regarding the Arborway Bike facilities Study from Representative Jeffrey Sánchez.

Michael Baker
District Affairs Director

Office of State Representative Jeffrey Sánchez
Joint Committee on Healthcare Financing, House Chair
Massachusetts State House, Room 236
Boston, MA 02133
Office: 617.722.2430
Cell: 781-820-3821
Michael.Baker@MAHouse.gov
www.JeffreySanchez.org



The Office of State Representative Jeffrey Sánchez
Chairman, Joint Committee on Healthcare Finance

Massachusetts State House, 24 Beacon Street
Room 236, Boston, MA 02133
Phone: (617) 722-2430 | Fax: (617) 722-2346
E-mail: Jeffrey.Sanchez@mahouse.gov

March 20, 2015

Commissioner Murray:

I am writing this letter to express my concerns regarding the Department of Conservation and Recreation's (DCR) Arborway Bicycle Facilities Project, specifically with the public outreach process. With few public meetings, virtually no coverage in the media, and minimal outreach to the residents, I share the community's frustration with DCR during this process. While I appreciate DCR's extension of the public comment period, more needs to be done. This letter is a formal request for DCR to conduct greater outreach and publicity regarding public meetings.

This project is labeled a "Bike Facilities Project"; however, it is essentially a master plan of this area. This title is misleading about the breadth of this undertaking. I understand that the weather

was a factor in the low turnout for the February 3 and February 5 meetings but DCR could have rescheduled and publicized them better.

There are still concerns from neighbors of the Jamaicaway, Price Street, Orchard Street, and Centre Street whose questions have not been answered. Once again, residents are frustrated that DCR is not responding in a way that promotes an active dialogue about proposed community projects. The streets and sidewalks in Jamaica Plain are in total disrepair and my requests for crosswalks and other street improvements have been consistently overlooked. I have contacted DCR annually for several years about implementing these changes and I still have nothing to show for this advocacy.

The neighborhood residents are entitled to know more about the logistics of this project and to better understand how their concerns fit into the proposal. The residents of Jamaica Plain that have contacted my office are anxious that there will be significant changes to their streets without substantial community approval. This design is still in its infancy but I am concerned that the community has not been heard by DCR and the project managers. I expect a much greater outreach effort going forward with this community process and a commitment from DCR to seriously improve this area.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Sánchez", enclosed within a hand-drawn oval. A wavy line extends from the bottom right of the oval.

Jeffrey Sánchez
15th Suffolk District

CC: Secretary Matthew Beaton, Executive Office of Energy and Environmental Affairs
Carlo Basile, Chief Secretary for Governor Charles Baker

-----Original Message-----

From: Celeste Walker [mailto:walker.c@verizon.net]

Sent: Friday, March 20, 2015 4:23 PM

To: Updates, DCR (DCR)

Subject: Arborway Bike Facilities

I attended both meetings with the DCR and Toole and have to say that they were the best traffic meetings that I have ever attended--both the management and the content were excellent.

I have to say that I am staunchly in favor of the new design with one caveat and two questions.

First of all, I like the double roundabouts for Murray Circle. It is one of the most dangerous areas of the roadway and I think your solutions are terrific. This is the area I drive and walk through most often. I have some reservations about doing away with the light at Hillcroft and Centre because it controls the flow of traffic between Hillcroft and Louders Lane and allows the only openings in traffic for vehicles in exiting and entering residences on that stretch of Centre. But I am open, but not convinced, to that detail working.

I do have reservations about the solution to Kelley Circle by opening up lanes on Prince Street to connect to the new roundabout. That will put traffic from Pond Street on the first stretch of a quiet residential street. That seems to be a problem, and will be a problem with the residents. The plan isn't all bad, but it may be too different to be accepted by the community. And the homeowners there, rightly so, will object. I'm in favor of looking for a new solution for the Pond St. traffic.

My two questions involve parking. Providing parking on the service or outer lanes of the current Arborway near the bike lanes between Kelley and Murray Circles seems to go against the goal of making it a road through a park, rather than a park near a busy road. I think a line of parked cars up and down the street will take away from the whole plan.

The second parking question seems like just the opposite. With no parking during the week on the Arborway on the Arboretum side between Murray and Forest Hills, there is a great loss of spaces for people visiting the Arboretum. Yes, most visitors are on weekends, but there is a sizeable number of people who visit on Spring and Summer evenings. Where would these people park?

Thank you for undertaking this project and for all your fantastic ideas and plans. I fully support a plan for the roads to be safer for bikes, pedestrians, and vehicles.

Celeste Walker
990 Centre St.
Jamaica Plain, MA 02130
617-524-7449

Updates, DCR (DCR)

From: Jonathan McCurdy [jasmccurdy@earthlink.net]
Sent: Thursday, March 19, 2015 6:49 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Hello,

I am writing to extend my support of the plans for the changes to the Arborway as presented by DCR and Toole Design Group at the 2/5/15 public meeting at the Arnold Arboretum. I think the plans accommodate all modes of traffic, and increase the safety for all users, including pedestrians and cyclists, who are not given safe passage under the current conditions of the Arborway.

My only concern is that some members of the public may view the way the planning and presentation meetings on 2/3/15 and 2/5/15 as not inclusive, as they were advertised as "Bicycle Facilities" meetings, but really created a design for all users. I would not want to see the excellent designs tainted by a bad first impression with the non-cycling public.

Thank you,

Jonathan

Jonathan S. McCurdy
10 Plainfield Street, Apt 2
Jamaica Plain, MA 02130
617-983-0637
jasmccurdy@earthlink.net

Updates, DCR (DCR)

From: Barrie Keller [barriek2@yahoo.com]
Sent: Thursday, March 19, 2015 1:26 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

To Whom It May Concern:

I am writing in response to upcoming public comment deadline regarding initial conceptual plans for Arborway related traffic, pedestrian and bicycle access changes, currently being proposed and reviewed by yourselves, the DOT and submitted by Toole Consulting.

The proposed traffic pattern change for Orchard and Prince Streets is, in my opinion, impractical and unworkable for the following reasons:

- It is a narrow street. People do not even park in their driveway because it is almost impossible to back out.
- The housing stock is predominantly 2 or 3 family units. Each household has 2-3 cars
- Parking is already an issue as there is not enough of it, especially in the center of the 1st block.
- A two-way street would mean no parking on one side. Where are cars to go?
- There are many children in the neighborhood and a two way street would make the area more dangerous and inhibit playing outside.
- It would change the character of the neighborhood as it would become a pass through from the Jway to Centre Street.
- Orchard Street is often used for parking for Jamaica Pond visitors. Less parking for residents would mean less parking for Pond visitors.

As a 31 year resident of this street, I feel I have a perspective that is grounded in facts and actual experience. Changing this street to two ways would have a very negative impact on the residents.

As far as the rest of the proposal, it seems rather impractical. The need for more bicycle access and pedestrian safety is, of course, paramount. However, as the Jamaica way has become a major thoroughfare from downtown to West Roxbury, Roslindale, Mattapan and even Milton, I envision backed up traffic for miles at rush hour both ways. However, that is for your traffic consultants and smarter minds than I to figure out. It is a very narrow thoroughfare and I don't see how you can really make it work.

I hope that you will reconsider the portion of the proposal that changes the traffic pattern on Orchard and Prince Streets. It is a terrible idea!

Respectfully,

Barrie Keller

Barrie Keller
99 Orchard Street
Jamaica Plain, MA 02130
617-522-5024 (h)
617-388-5025 (c)

Updates, DCR (DCR)

From: Andy Pond [andy.pond0@gmail.com]
Sent: Thursday, March 19, 2015 11:15 AM
To: Updates, DCR (DCR)
Cc: liz.malia@state.ma.us; Sonia Chang-Diaz; Jeffrey Sanchez; JPA02130@aol.com; matthew.omalley@boston.gov; Julianne Doherty; mayor@boston.gov
Subject: Arborway Bicycle Facilities: Comment Letter opposing 2-way traffic from Orchard Street Residents
Attachments: Letter of opposition 2way and list March 16 2015.pdf

I am writing on behalf of the 46 neighbors (so far) who have registered their opposition to converting Orchard Street to two-way automobile traffic.

The attached letter gives a summary of our reasons for concern, and **lists the names and/or the addresses and emails of the residents who have reviewed and agreed to the language of this letter.**

Please feel free to contact me with any questions about this letter.

Andy Pond
42 Orchard Street

Orchard Street United Against Two-Way Traffic

The recent proposal presented to DCR (“Arborway Bicycle Facilities”) to improve traffic flow, bicycle access, and pedestrian safety has many interesting and potentially useful components.

However, the idea of converting Orchard Street from one-way to two way automobile traffic is opposed by residents of the street. We are particularly concerned about safety for residents if Orchard becomes a cut-through street during times of heavy traffic, and the potential loss of on-street parking.

The most recent posting (March 2015) on the DCR Website¹ notes that this part of the plan “...depends upon resident desire for two-way traffic.”

The neighbors on the attached list have signed on to express their opposition to this component of the DCR plan.

¹ <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/2015-03-10-arborway-addendum.pdf>

Orchard Street Residents Opposed to 2-Way Auto Traffic							
First	Last	email	address				
Bobby	Isberg	isberg@comcast.net	74 Orchard				
Seth	Alper	salper@bidmc.harvard.edu	74 Orchard				
Mary	Rauh	mlrauh@comcast.net	95 Orchard				
Collins	Allen	acuallen@aol.com	89 Orchard				
Linda	Marino	linda.marino2010@gmail.com	89 Orchard				
Margie	Bigham	bighamslp@aol.com	101 Orchard				
Vicki	Holian	vicki@vickiholian.com					
Franchesca	Delling	fdelling@bidmc.harvard.edu					
Debbie	Keefe	dkeefe@wheelock.edu					
Paul	Keefe	oaykjeefemd@gmail.com					
Kiki	Mekuriam	tmekuriam@gmail.com					
Michael	Wessenyeyes	wessenyeyes@gmail.com	81 Orchard St				
Andy	Pond	Andy.Pond0@gmail.com	42 Orchard				
Susie	Albert	salbert616@gmail.com	42 Orchard				
Frances	Obrien	franob36@gmail.com	36 Orchard				
Joseph	Schmitt		36 Orchard				
Kevin	Ohashi	klohashi@gmail.com	60 Orchard				
John	Rigas	JOHNPRIGAS@aol.com	35 Orchard				
George	Rigas	georgerigas@yahoo.com	35 Orchard				
Elise	Morgan	elisefmorgan@gmail.com	60 Orchard				
Ellie	Kellman	kellman@brandeis.edu	58 Orchard				
Sarah	Swartz	ssswartz@aol.com	58 Orchard				
Don	MacKenzie	macmason@comcast.net	25 Orchard				
Steve	Kaufman	steen734@aol.com	99 Orchard				
Barrie	Keller	barriek2@yahoo.com	99 Orchard				
Jen	Amory	Jenamory@yahoo.com	95 Orchard				
Claire	Barker	claire@barker.net					
Riana	Good	rianagood@gmail.com	13 Orchard				
Salem	Mekuria	smekuria@wellesley.edu	81 Orchard				
Nancy	Wheeler	NAWheeler33@gmail.com	42 Orchard				
Christina	Becker-Birck	cbeckerbirck@gmail.com	40 Orchard				
Georg	Becker-Birck	georg@becker-birck.eu	40 Orchard				
Jenna	Hoeler	jhoeler@gmail.com	40 Orchard				
Joseph	Lust	lifeoflust@gmail.com	40 Orchard				
Rebecca	DeWitt	rebecca.s.dewitt@gmail.com	13 Orchard				
Samantha	Hale	swissarmysam@gmail.com	13 Orchard				
Adrienne	Wilson	acwilson866@gmail.com	13 Orchard				
Kate	Smith	katesmith1285@gmail.com	11 Orchard				
Maggie	Leddy	mmleddy@mac.com	11 Orchard				
Rianna	Good	rianagood@gmail.com	13 Orchard				
Rob	Boxer	rob.boxer@gmail.com	85 Orchard				
Snehal	Shah	ssshah72@gmail.com	85 Orchard				
Katie	Strunk	kestrunk@gmail.com	78 Orchard				

Updates, DCR (DCR)

From: Jk4004@aol.com
Sent: Wednesday, March 18, 2015 6:45 PM
To: Updates, DCR (DCR)
Cc: jeffrey.sanchez@mahouse.gov; liz.malia@mahouse.gov; michael.baker@mahouse.gov; sonia.chang-diaz@masenate.gov; matthew.omalley@boston.gov; hannah.smith@boston.gov; jullianne.doherty@boston.gov
Subject: Arborway Bicycle Facilities
Attachments: JPA-DCR-Arborwaybikecomments-3-18-15.pdf

Attached are the initial comments from the Jamaica Pond Association for the Arborway bike facilities more accurately identified as the Arborway proposal including Murray and Kelley Circles.

JAMAICA POND ASSOCIATION

March 18, 2015

To: MA Department of Conservation and Recreation

Subject: Initial comments about the Arborway Proposal between Murray and Kelley Circles
The Jamaica Pond Association, which represents the Pondsides neighborhood, one of the most impacted neighborhoods, submits the following comments about the proposed changes for the Arborway between and including both Murray and Kelley Circles and also some local streets.

First, the JPA wants to recognize and thank the leadership and staff of the DCR for their work in the past and continuing efforts for the Jamaica Pond and Arborway. As far as the starter proposal is concerned, the Board of Directors of the JPA support the conceptual proposal presented by the consultant, believing the proposal has merit. At the same time, the JPA believes that it needs further work to address certain issues. From an overall design, the proposal appears to improve safety for drivers, pedestrians, and cyclists and likely reduce speed in the area on the Arborway between Murray and Kelley Circles.

Based on discussion at the JPA board meeting on March 2, 2015, there are two areas that need to be analyzed in much more detail. The first is proposing that both Orchard and Prince Streets change to two way traffic. The JPA supports the majority of residents on both streets in opposition to changing either of these streets to two way traffic. Our rationale is that it is unnecessary and unsafe; the streets are narrow with parking already on both sides; and it would result in increased traffic and added confusion. In addition, there needs to be further clarification about what choices there are for the traffic on the outer Arborway that connects with Prince Street near Centre Street. Does that traffic enter Prince Street to exit to the roundabout at Centre Street?

A second issue is the Pond Street traffic that exits to the other side of Prince Street and then to Parkman Drive. At the last Arborway Advisory meeting, residents discussed the current back-up of traffic happening on Parkman Drive heading into Kelley Circle. This new proposal appears to vastly underestimate the traffic impacts especially at rush hours from and to Pond Street and Parkman Drive, and adds further congestion by diverting this traffic from Pond Street to Parkman Drive, when going toward Murray Circle. The JPA finds the current "starter" design in this area unacceptable.

The JPA looks forward to the next public meeting and expects that it will be appropriately titled and that discussion will include cost estimates and if and when financing in the capital budget is available.

The JPA recommends that all further correspondence and announcements concerning DCR's proposal no longer refer to it as "bicycle facilities planning" as it has only led to confusion and lack of focus from the residents and the local media.

Thank you for extending the comment date to March 20th to allow the JPA an opportunity to have the JPA board meet to discuss this. You can contact the JPA at JPA02130@aol.com.

Sincerely,

Jack Fay, JPA Chairperson

Updates, DCR (DCR)

From: Steven Kaufman [stevenk734@aol.com]
Sent: Wednesday, March 18, 2015 5:47 PM
To: Updates, DCR (DCR)
Subject: Re: Arborway Bicycle Facilities

Sorry for all the typos. Was a bit busy. Correct home number is 6175225024 S Kaufman

Sent via Pony Express.

> On Mar 18, 2015, at 5:38 PM, "Updates, DCR (DCR)" <dcr.updates@state.ma.us> wrote:

>

> Thank you for your comments. We appreciate your interest and your input.

>

> -----Original Message-----

> From: stevenk734@aol.com [<mailto:stevenk734@aol.com>]

> Sent: Tuesday, March 17, 2015 4:29 PM

> To: Updates, DCR (DCR)

> Subject: Arborway Bicycle Facilities

>

> Dear Sirs,

>

> I am writing in regard to the upcoming public comment deadline, regarding initial conceptual plans for Arborway related traffic, pedestrian and bicycle access changes, currently being proposed and reviewed by yourselves, the DOT and submitted by Toole Consulting.

> As a 31 year homeowner and property tax payor of 99 Orchard Street, Jamaica Plain, I feel that I have a reasonably valid opinion regarding the part of these initial designs, that would call for Orchard Street becoming a two way street.

>

> Although I encourage any creative ideas you may continue to consider, regarding ways to slow the traffic down and improve the lifestyle of pedestrians and bicyclists in and around the arborway area, whether it be multiple roundabouts or such, I am clear in my opinion that making Orchard Street two way, in summation, is simply ridiculous. That would seem to apply to Prince Street as well, but I'll leave its residents to submit their own opinions on the matter. To begin with, there would simply not be enough on street parking, or off street parking to accommodate any reduction in those spaces. The street can barely accommodate its current needs. The street is simply a narrow one way, that requires all the on street parking it can muster. Besides its simply being too narrow and having always been a one way street, that people moved to for the purpose of being in a lower trafficked area, the lack of off street parking makes this a no brainer from the start. Based on my rough approximation of the number of cars per household, you should realize the following. the following. Orchard Street is predominantly filled with two family homes. Over time, those have been converted into individual condominium units. Either way, my rough, but accurate estimate of cars per household finds each unit utilizing 2-2 cars per unit, thus 5-6 per house, and that is conservative. There is not even the slimmest of possibilities that the street could accommodate the proposed changes.

> You will, in addition, be receiving my opinion through a group email signed by a coalition of neighbors whom met last week. I think its fair to day., in just day to day conversation, that the street is unanimous in this opinion.

>

> I do also want to put on the record that, as a long time resident and daily newspaper reader, i did not observe nor receive any announcement regarding whatever regarding any public meetings that were held to date and frankly, I find the heading the heading of Arborway Bicycle Facilities, to have been deceptive, at best. The Jamaica Plain Gazette

newspaper, in specific, stated that it did not send a reporter to cover said meetings, because the title seemed minor.

>

> That you for your attention to this matter. If you wish to discuss this further, i can best be reached by cell (617-388-5024)(6174225024(house) Please note, that in addition, I will be forwarding these comments to city councilors Woo, O'malley and Sanchez, as well as Liz Malia and representatives of the state EPA, as well as the city's Department of Transportation.

>

> Sincerely,
> Dr. Steven Kaufman
> 99 Orchard Street
> Jamaica Plain, MA

Updates, DCR (DCR)

From: JoAnn Robinson [LandscapeResearcher@isgm.org]
Sent: Wednesday, March 18, 2015 4:39 PM
To: Updates, DCR (DCR)
Cc: 'Elena Saporta'
Subject: Arborway Bicycle Facilities Comments

To whom it may concern at DCR:

This letter is written in response to the initial Starter Ideas published on the DCR web site and presented at the February 5 Public Meeting at the Arnold Arboretum and the latest document, "Improving the Arborway, Starter Idea, March 2015." We are extremely grateful to DCR for hiring a consultant who is knowledgeable about both modern roundabout design and complete streets and we greatly appreciate your intention and plans to provide safe conditions for pedestrians, bicyclists and motorists, alike, along the Arborway.

While we recognize that the roadway designs are still at a schematic level, in future iterations of the plans we would like to see careful attention paid to the preservation of existing landscape features that are integral to the character of the historic parkway, including its mature trees. When the current roadway plans are superimposed on the existing parkway, it appears that a number of significant trees may be impacted, particularly at the re-designed Kelley Circle. While replacement trees will undoubtedly be a part of any scheme, it is the existing continuous canopy of mature large trees that effectively provide the highest environmental value and lend the parkway its unique historic character.

We would like to see plans that take into account the Arborway's many significant large trees, plans that marry the goals of traffic safety and the historic preservation of natural resources. Finally, we encourage the exploration of roundabout alternatives that preserve as many viable trees as possible. One potential reconfiguration would be to consider an elliptical system, rather than a circular one at Kelley Circle, for example.

In order to give proper consideration to the existing trees during the roadway design process, we feel it is essential for the survey to reflect the existing landscape, including: 1) exact tree placements, 2) tree canopy spreads, 3) identification, 4) tree calipers and 5) contours. We greatly appreciate the attention you have already shown with respect to maintaining the character of the parkway by restricting most of the roadway changes to the area within existing curb lines and we trust that you will remain sensitive to the need for preserving as many significant trees as possible.

We very much look forward to following the continued evolution of this exciting project.

Thank you.

Sincerely,

Elena and JoAnn, Members of the Access Working Group, Emerald Necklace Conservancy Board of Overseers

Elena Saporta, ASLA, RLA, LEED AP
Elena Saporta Landscape Architecture

JOANN ROBINSON
LANDSCAPE RESEARCHER
TEL 617 278 5160

ISABELLA STEWART GARDNER MUSEUM
25 EVANS WAY, BOSTON MA 02115
GARDNERMUSEUM.ORG

Updates, DCR (DCR)

From: Julie Crockford [jcrockford@emeraldnecklace.org]
Sent: Wednesday, March 18, 2015 10:55 AM
To: Updates, DCR (DCR); Kish, Patrice (DCR)
Cc: Mary Hickie; Sarah Freeman
Subject: Arborway Bicycle Facilities
Attachments: Emerald Necklace Conservancy Arborway Facilities Comment letter.doc

Patrice,

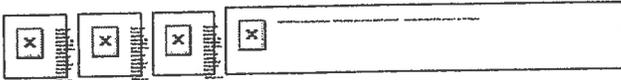
Please find our comment letter attached. I have copied Mary Hickie who staffs the Access Working Group of the Park Overseers, and Sarah Freeman, chair of that group. How fitting, right?!

The design of bicycle and pedestrian facilities on the Arborway is a very important undertaking. I fear substantial backlash from Prince and Pond Street neighbors and those on Moss Hill if there isn't an additional meeting with them to hear their concerns and discuss ways to address them. We are available to assist in scheduling additional information meetings with neighbors to keep the process moving in a positive way.

Many thanks for taking on this potentially wonderful improvement.

Julie

Julie Crockford
President, Emerald Necklace Conservancy
125 The Fenway, Boston, MA 02115
T: 617-522-2700 F: 617-522-2770
www.emeraldnecklace.org





Connecting People and Parks and Conserving the Emerald Necklace

BACK BAY FENS * RIVERWAY * OLMSTED PARK * JAMAICA POND * ARNOLD ARBORETUM * FRANKLIN PARK

President:
Julie Crockford

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Brookline Greenspaces Alliance
Emerald Necklace
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The Fenway Alliance
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Friends of Jamaica Pond
Friends of Leverett Pond
Friends of the Muddy River
Garden Club Federation of
Massachusetts
Isabella Stewart Gardner Museum
Jamaica Hills Association
Jamaica Pond Association
MASCO
Museum of Fine Arts, Boston

18 March, 2015

DCR Office of Public Outreach,
251 Causeway Street, Suite 600,
Boston, MA 02114

Re: Arborway Bicycle Facilities

To Whom It May Concern,

We are writing to comment on the proposed Arborway Bicycle Facilities following the public meeting on February 5th, 2015. We attended both the public meeting and the charrette on February 3rd and were very pleased with the outcomes. Toole Design put together an impressive presentation in short order and proposed some very creative solutions to the multiple issues involved.

We appreciated the comprehensive approach to look at all modes of transportation along this corridor in order to find the best solutions for bicycles and pedestrians. This stretch of the Emerald Necklace has been one of the missing links for safe bicycling for far too many years and to be able to solve for that while improving the corridor for all users would be a great improvement over what exists today.

With input from our Overseers we submit the following comments for your consideration:

- We appreciate the idea of the proposed improvements being achieved within the existing curb-to-curb dimension of the parkway to minimize disruption. We also welcome the idea of raised crosswalks throughout the project area.
- We believe that preservation of existing trees should be a priority, most especially the mature trees. It would be helpful to see an overlay of existing trees (and their canopies) on the proposed plan. Where possible, alignment of existing and proposed rotaries may help save existing trees.
- We believe that it is important to accommodate parking along the Arborway for Arboretum visitors, and not just at off-peak and weekend times. However, on the proposed plan we see the potential for conflict since those parking and exiting their cars onto the bike path (with only a 2.75' wide buffer) would likely conflict with cyclists, especially if strollers, wheelchairs or walkers had to be unloaded. Could the proposed bike lane and existing walking path be swapped?
- Given the comments we have heard, it will be important to have existing traffic counts available and to illustrate the reasons why a reduction in the number of traffic lanes between rotaries will not negatively impact traffic flow. This was explained well at the meeting but for those who were not there it is a big question.

- We would like to see further study of the area where Pond St meets the Arborway. This is perceived as a busy intersection that funnels traffic both east and west and a simpler way for cars to head east from the end of Pond St would be welcome. The proposed configuration raises fears of traffic backing up on Pond St. and seeking shortcuts on local roads; it has also engendered strong resistance from residents of Prince Street who believe they would be “trapped” and unable to enter the traffic stream. Could another small roundabout be considered here?
- One item not addressed in the presentation about roundabouts was how they are navigated by the visually impaired? Are there any advantages/disadvantages to the roundabouts as shown?

As stated above, our overall response to the “starter” plans is very positive and we believe that this project would go a long way to support the state’s goal of promoting mode shift. We realize this is just the beginning of a long process but the ideas presented by Toole are a great beginning.

Sincerely,

A handwritten signature in cursive script that reads "Julie Crockford". The signature is written in black ink and is positioned below the word "Sincerely,".

Julie Crockford
President

Updates, DCR (DCR)

From: stevenk734@aol.com
Sent: Tuesday, March 17, 2015 4:29 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear Sirs,

I am writing in regard to the upcoming public comment deadline, regarding initial conceptual plans for Arborway related traffic, pedestrian and bicycle access changes, currently being proposed and reviewed by yourselves, the DOT and submitted by Toole Consulting. As a 31 year homeowner and property tax payor of 99 Orchard Street, Jamaica Plain, I feel that I have a reasonably valid opinion regarding the part of these initial designs, that would call for Orchard Street becoming a two way street.

Although I encourage any creative ideas you may continue to consider, regarding ways to slow the traffic down and improve the lifestyle of pedestrians and bicyclists in and around the arborway area, whether it be multiple roundabouts or such, I am clear in my opinion that making Orchard Street two way, in summation, is simply ridiculous. That would seem to apply to Prince Street as well, but I'll leave its residents to submit their own opinions on the matter. To begin with, there would simply not be enough on street parking, or off street parking to accommodate any reduction in those spaces. The street can barely accommodate its current needs. The street is simply a narrow one way, that requires all the on street parking it can muster. Besides its simply being too narrow and having always been a one way street, that people moved to for the purpose of being in a lower trafficked area, the lack of off street parking makes this a no brainer from the start. Based on my rough approximation of the number of cars per household, you should realize the following. the following. Orchard Street is predominantly filled with two family homes. Over time, those have been converted into individual condominium units. Either way, my rough, but accurate estimate of cars per household finds each unit utilizing 2-2 cars per unit, thus 5-6 per house, and that is conservative. There is not even the slimmest of possibilities that the street could accommodate the proposed changes.

You will, in addition, be receiving my opinion through a group email signed by a coalition of neighbors whom met last week. I think its fair to day., in just day to day conversation, that the street is unanimous in this opinion.

I do also want to put on the record that, as a long time resident and daily newspaper reader, i did not observe nor receive any announcement regarding whatever regarding any public meetings that were held to date and frankly, I find the heading the heading of Arborway Bicycle Facilities, to have been deceptive, at best. The Jamaica Plain Gazette newspaper, in specific, stated that it did not send a reporter to cover said meetings, because the title seemed minor.

That you for your attention to this matter. If you wish to discuss this further, i can best be reached by cell (617-388-5024)(6174225024(house) Please note, that in addition, I will be forwarding these comments to city councilors Woo, O'malley and Sanchez, as well as Liz Malia and representatives of the state EPA, as well as the city's Department of Transportation.

Sincerely,
Dr. Steven Kaufman
99 Orchard Street
Jamaica Plain, MA

Updates, DCR (DCR)

From: red.sea [red.sea@verizon.net]
Sent: Tuesday, March 17, 2015 12:09 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

As long-time (35-plus years) residents of May Street, we are both dismayed and appalled by this proposed plan to "calm" area traffic.

Our concerns are as follows:

SAFETY

- Removing most traffic lights: doing so will make walking to the Arboretum, the Pond, or Centre Street even more terrifying than it is now. Residents know to wait, even after a light has turned red, for the inevitable number of cars that still run through it (but the DCR has given little help in that situation, by perhaps working with police to enforce these infractions). How will we safely cross?
- Fire department and other safety vehicle access does not seem to have been taken into consideration. What kind of time will be added to an emergency vehicle routes when they encounter these roundabouts? And where will cars be able to pull over to allow them quick passage, once all are routed into the middle sections of the Arborway, and traffic being routed in a slingshot manner to change direction?
- Concrete barriers that would be added for the "protection" of bicyclists would further hamper anyone trying to move out of the way, and in terms of a car accident, would only likely make for further damage and more traffic jams.

TRAFFIC FLOW

- Will the Arborway be actually "calmer" – or is this in fact a plan that robs Peter to pay Paul? It will spread, re-direct and divert traffic onto side streets, including Prince and Orchard, that are not built to carry large amounts of two-lane traffic. The misery will simply be spread out a block or so away.
- Parkman Drive and the back of Jamaica Pond will also likely incur additional traffic, as cars slingshot from the roundabouts in order to turn direction. And Goddard Road in Brookline is a small, two-way street that already carries its fair share of traffic.

ISOLATING A NEIGHBORHOOD AND ANNOINTING A NEW SPECIAL CLASS

- Travelling onto or off Jamaica Hills to get anywhere will take additional time and a more circuitous and not necessarily safer route (no lights!) – and as stated before, the elimination of traffic lights will hamper and endanger any pedestrian attempts to walk elsewhere in Jamaica Plain.
- A privileged few on the Arborway will find themselves on one-way carriage roads – will they be paying additional taxes for this privilege? (And is their carriage road creation worth the impact on the 50,000 drivers who go through this area?)
- Eliminating parking on the Arborway to ease flow – where do you propose people visiting the Arboretum park? Or do you suggest they only be allowed to visit if they use public transit or bicycles?

UNKNOWN IMPACT OF THE FOREST HILLS PROJECT

- The Casey Bridge is to be torn down beginning this spring, and will be replaced with either six to eight lanes of surface traffic. How will this flow into the Arborway?
- The MBTA buses that enter and leave Forest Hills will necessarily be impacted by these new surface roads, encountering additional surface traffic, and in some cases necessitating changing part of their routes. (The heavily-used #39 is foremost among these. Re-routing its entrance and exit from Forest Hills is already causing concern in the abutting neighborhood.)

- Drivers faced with this mammoth crossroad will likely be tempted to avoid it. But large tracts of existing parkland such as Franklin Park and the Arboretum are barriers that will serve to push more traffic onto existing side roads that may have their own problems handling it – among these, South Street and Cummings Highway – to say nothing of additional small streets in Jamaica Plain that motorists may try to use as “a way around” this new and mammoth intersection.
- Why was this “bicycle facilities” study completed in advance of this major project? It will certainly impact these proposed roundabouts just a few blocks (without the current benefit of traffic lights) away?

We simply do not know what this proposed “Arborway Bicycle Facilities” plan will benefit – even the title is seriously misleading, as the potential impact on neighborhoods, pedestrians and drivers is overwhelming.

Less trees (although you are sly about showing exactly where and how many), less green and more concrete (three roundabouts versus two rotaries) – and oh, those lovely concrete barriers!

Remind us: what does the “C” in “DCR” actually stand for? And what of the supposed mission of the DCR “To protect, promote and enhance our common wealth of natural, cultural and recreational resources for the well-being of all”?

Moses Strassfeld and Jean Weinschel

Updates, DCR (DCR)

From: Bob Goodman [rfgoodman@gmail.com]
Sent: Monday, March 16, 2015 3:54 PM
To: Updates, DCR (DCR)
Subject: Questions On Murray Circle Redesign

Hello; I am a resident of the Green Hills area of Jamaica Hills near Faulkner Hospital and I have some questions/concerns about the proposed Murray Circle Redesign. Please note that like many families in the area, we depend on Centre St and the rotary for access to our son's school, JP center, and in fact, all of Boston. Getting out to Center via Louder's Lane, Westchester Road, or Whitcomb Ave are only means of exit and enter. I support the effort for bike safety but I also want to make sure that your proposal would (a) improve and not worsen traffic along Centre and (b) also be mindful of the great need for pedestrian safety, which at current is very challenging. More specifically:

1. Will the pedestrian traffic light and stop light heading West on Centre near the convent, past the rotary, be maintained? This is currently one of the only safe + full stop places to cross on foot.
2. What is the expected impact to traffic backing up on Centre or making it around the rotary to the monument? (We depend on this route daily as do school buses to get to elementary schools such as Curley School and Mission Hill School.
3. Will there be any improvements to other problem areas along Centre which cut off the Green Hills community from foot or bike access to the Arboretum?
4. Will there be any improvements to the Louders Lane light and cross walk, which is often ignored by cars in both directions and requires Louders Lane car drivers turners to take a left turn on Red, and bike and pedestrian crosswalkers to proceed with some peril?

Again, these are open questions to make sure that you have a more complete usage picture and that the effort to optimize for bike use does not pessimize for pedestrian use and car use.

Thank you

Bob Goodman

Updates, DCR (DCR)

From: Karen Okland Wepsic [wepsic@gmail.com]
Sent: Saturday, March 14, 2015 11:57 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

The plan as is currently proposed has Prince Street as a two-way traffic street. It is currently one way. Changing this to a two way street will make it less safe for both the auto driver, bicyclist as well as children who do play in the street. It will decrease the number of on street parking spaces. This proposal seems to have resulted in unintended consequences in order to favor both bicyclists as well as Arborway residents.

Karen Wepsic
84 Prince Street
Jamaica Plain

Updates, DCR (DCR)

From: Jeanne Wilson [jeannewilson1987@gmail.com]
Sent: Friday, March 13, 2015 9:14 AM
To: Updates, DCR (DCR)
Subject: Arborway Redesign

Dear Sir/Madam:

I am writing this to express my concern about--and opposition to--the proposed Arborway redesign. I am a bicycle rider and I appreciate the thought of bike lanes. However, I also own a car and live in the Moss Hill area of Jamaica way and drive the Arborway on a regular basis. The prospect of reducing eight lanes of traffic to four lanes has alarming implications for traffic flow. This winter the adverse implications of squeezing traffic into reduced lanes because of the snow indicates the problematic nature of this plan.

Sincerely

Jeanne Wilson
14 Conry Crescent
Jamaica Plain, MA

Updates, DCR (DCR)

From: Peter Furth [pforth@coe.neu.edu]
Sent: Tuesday, March 10, 2015 4:35 PM
To: Updates, DCR (DCR)
Cc: Pete Stidman; Mary Hickie
Subject: Arborway Bike Facilities

I am a Jamaica Plain resident and am affiliated with the Boston Cyclists Union (board member), Emerald Necklace Conservancy (member of their Access Working Group), Livable Streets Alliance (member), and WalkBoston (member), though I do not speak for those groups. I am a professor of civil engineering with specialization in urban transportation, though I do not speak for Northeastern University.

I enthusiastically support the proposal for Arborway whose key features include roundabouts, through travel lanes reduced to two per direction, continuous bike facilities, and high quality pedestrian crossings.

Overall, the plan is great for bikes, pedestrians, residents, and for the integrity of the parks. It will make auto travel safer. It will make auto travel faster (slightly) in off-peak periods by eliminating some traffic signals. And I think it adequately serves peak period traffic, which has capacity bottlenecks closer to the city anyway; that remains to be studied, however.

The roundabout plans involve a large number of single-lane crossings, which are both very safe and very convenient (no signal delay) for pedestrians. There are several double-lane crossings as well, which could be problematic, but I am hopeful that with the right design details (curvature, raised crossing) they will be excellent for pedestrians aged 12 and older (and I don't anticipate many unaccompanied children under 12 crossing these roads). The consultants clearly understand the need to make crossings safe for pedestrians, and seem to know how to get the details right in order to make that happen. I know that complaints about blind pedestrians are sometimes raised, but I don't see how for a blind pedestrian these crossings will be any more difficult than other unsignalized crossings, which abound in any city.

In fact, because (a) traffic comes from only one direction, (b) crossings will have no more than 2 lanes, and (c) traffic will be going slow because of the forced curvature, these crossings will be safer and easier to negotiate than most unsignalized crossings.

The plan calls for confining through traffic to 2 lanes per directions.

That is a LONG OVERDUE correction to the Arborway between Kelly Circle and Murray Circle. Allowing through traffic to pollute 8 lanes is a crime against our parks that needs to be solved. I hope that historic preservation policies will be not be invoked to force us to preserve the foolish car-oriented mistakes of the 1950's.

I understand that in the interest of economy, the service roads in the plan are proposed to be left (physically) as they are now, for the most part. I suggest that the DCR also consider an alternative in which the service roads are shrunk in their dimensions, allowing the medians to be widened, and allowing the northeast-side median, which is now broken into two sections, to be reunited. Then the cycle tracks could instead be a path (shared with pedestrians) in the widened medians, which would be even more park-like. The cost of removing pavement is relatively small, and the benefit that would result from paths being *in* the park instead of just next to it would make it worthwhile. Reuniting the northeast-side median would be a major positive impact of such a change.

I am concerned about maintaining parking alongside the Arboretum, which on nice days offers hundreds of people access to the parks. That access to the parks does not have to be

Updates, DCR (DCR)

From: Tekikil Mekuria [tmekuria31@comcast.net]
Sent: Wednesday, March 04, 2015 9:20 PM
To: Updates, DCR (DCR)
Cc: Senator Sonia Chang-Diaz
Subject: DCR proposal for major redesign of arbor way traffic

I am writing this e-mail to voice my concern about this re-design proposal, I live on orchard street and have been for 22 years.

1.
 - (a) The title is misleading because this is a massive re-design of critical access points in Jamaica Plain.
 - (b) After conferring with many friends and neighbors, many people do not know about this significant project. The Gazette article came out just a week before the deadline for comments. That is not reasonable.
2. The one-way carriage lanes will make travel less safe in the center lanes.

According to this draft plan, traffic coming from Kelly Circle will have the right to slow and turn right either to go on Pond Street towards Brookline or to access the carriage lane on the Brookline side of the Jamaica Way. (And presumably, the plan is similar on the other side.) That slowing traffic will back up traffic flowing through and/or create a dangerous condition as cars slow dramatically to make those turns. By DCR's own count, at peak hours that is over 300 cars trying to get to Pond Street towards Brookline.

3. This plan diverts significant traffic onto Prince and Orchard Streets.

Those who purchased homes on Prince Street and Orchard Street did not opt to live on a busy road. This plan clearly proposes to divert hundreds or thousands of cars a day down those streets but the proposal does not give those numbers at all or explain why that is safe or desirable. If I understand the design, the most efficient path for every car entering the Arborway from Pond Street or Parkman Drive that wants to head towards Forest Hills is either Prince or Orchard Street.

For the Prince Street on the Brookline side of the Jamaica Way, hundreds of cars will be added to traffic flow that then have to merge onto Parkman Drive.

4. Moss Hill residents will be significantly burdened in driving access to Jamaica Plain's center and Boston.

All traffic from Moss Hill will be funneled to Parkman Drive via a left turn onto the new carriage lane, then left on Prince, and a u-turn. At the non-peak times, this will add significant distance and time to every trip. At peak hours, the hundreds of cars (using your numbers, which seem low) leaving Moss Hill will have to merge into the hundreds of cars on Parkman Drive. This will double the already backed up traffic on Parkman Drive and is not reasonable. Please calculate how much extra distance this is for everyone coming off of Moss Hill. And please estimate how much time this will add for every trip for every car. It also will make the already horrible traffic on Parkman worse by doubling the vehicles traveling through there.

Similarly, when cars want to access Moss Hill, the trip will be slowed and longer. Right now there is a third traffic lane that lets those cars bypass much of the Arborway traffic, albeit weaving through. Now these cars will have to stay in that traffic and then turn right on a carriage lane and then left on Pond. (And are you then planning a stop sign because otherwise opposing traffic coming off Cataumet will be in conflict? A stop sign will then back cars up onto the Arborway.)

It seems like you could fix this by leaving Kelly as is with raised cross walks (though I have my concern about those) or you could do the double rotary at Kelly like DCR is proposing for Murray.

5. The idea of removing traffic lights sounds terrific but is in fact actually crazy and contrary to everything traffic officials have claimed to Moss Hill residents for the past decade.

(a) I regularly cross on foot at Kelly Circle. A pedestrian can only cross most of the time by pushing the signal. Even then you have to be careful. The lack of a walk signal will be too unsafe for most pedestrians. Your answer is that pedestrians should stake our lives on a raised crosswalk. But a raised cross walk is nothing to the many SUVs that drive through this area. Moreover, the draft plan places the cross walks right after the circle, especially from Moss Hill into JP center, so a car coming around the rotary has to be looking ahead to see the pedestrian. That seems a bad design. Assuming the car stops, which is questionable, traffic will back up into the circle. That does not make sense. I know from my experience at Murray Circle that even when a car can see the pedestrian for quite a distance (it is a straight-away in the middle), the cars rarely stop.

(b) Turning to Pond Street, I, personally, would love to have "right on red" from the Arborway to turn on Pond Street towards Brookline. But that has not been permitted (except briefly during the U.S. Open golf tournament more than a decade ago) because residents of Pond Street say the traffic is non-stop and too oppressive. Now, suddenly, DCR seems to believe that not only could we have right on red, no signal is necessary ever. This sudden about face is not believable.

(c) I regularly cross on foot at Murray Circle where there is no traffic light. DCR acknowledges that many cars do not stop for pedestrians. Actually, almost no cars stop when entering Murray from Kelly. But a raised cross walk is not going to change that behavior. Today's SUV's can cross one of those raised cross walks with ease. A police car that is sometimes empty and sometimes manned would. But DCR hasn't managed even that, which is far less expensive and radical as this plan. Indeed, cars regularly run the lights at both circles and have done for years and DCR has not cared. So how about the police try a little enforcement before subjecting nearly 50,000 people to a radical re-design.

6. This plan requires the removal of trees but DCR does not say which ones or how many. One has to get two computers side by side and guess. DCR should be forthright because it seems like DCR contemplates removing some beautiful and large trees. If that is the plan, then let's look at options.

I recognized that I have not mentioned bicycles in commenting on this draft plan. That is because I think anyone who bikes in these rotaries has a death wish. Nothing in the draft plan convinces me any differently. The plan is to slow cars considerably. In my experience, that will just make them speed up at these rotaries.

DCR can repeat over and over that parkways are not roads, but parks with roads. But 49,000+ cars travel this parkway every day. Not to mention all the walkers and bikers. This plan either assumes it can divert thousands of those drivers onto side roads (which is ridiculous and unfair to those people) or perhaps make automobile traffic so unpleasant some of those cars will go away (which cannot happen because there is nowhere else to go if you want to get around this part of Jamaica Plain).

Tekikil Mekuria/Tesfamichael Wessenyeleh
81 Orchard st #1
Jamaica plain mass 02130

sacrificed for bike travel, because bikes can already travel just fine on the shared use path that is there (I know that some people call it a sidewalk, but it's a shared use path). This can be resolved in two ways.

-- One is to use the existing shared use path in place of a cycle track on the Arboretum side of Arborway. After all, there is almost no pedestrian activity on that path except for people going to / from their cars. There is now some confusion as to whether bikes belong on this path because it's made of sidewalk material (PC concrete), but if it's rehabbed and paved with bituminous like the other paths in the Emerald Necklace and Esplanade, that confusion will disappear.

-- The other is to study parking patterns and traffic patterns and see whether the periods of high parking demand coincide with periods of lower traffic. If that is the case, that would allow one of the two travel lanes to be used for parking in low traffic periods, in which case the cycle track option would work very well.

I am pleased to see that bike paths are proposed along both sides of Arborway, and most of them are two-way. That is important, as Arborway is a formidable challenge for crossing. The one-way section that is proposed, along Arborway Hillside, makes sense given the constraints.

Peter G Furth

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Peter G. Furth

Professor, Department of Civil & Environmental Engineering Northeastern University, 400 SN
360 Huntington Ave.

Boston, MA 02115

617.373.2444

Updates, DCR (DCR)

From: David Buchanan [david@horstbuchanan.com]
Sent: Sunday, March 08, 2015 3:26 PM
To: Updates, DCR (DCR)
Subject: Arborway bicycle facilities

I strongly approve of the preliminary ideas presented by DCR to improve the bicycle and pedestrian routes along the Arborway.

The current overuse of the parkway as a major automobile route, increasingly used during morning and afternoon rush hours, is unsustainable and disrespectful of the concept of the Emerald Necklace.

This design (in conjunction with the removal of the Forest Hills overpass) initiates a real step forward in reclaiming the Arborway as a significant pedestrian and bike friendly space within the city!

A few specific comments understanding that this is still a preliminary design:

P14: Bike lanes on the south section of the Arborway need a safe generous buffer from traffic - consider having only the double-wide bike lane on the southbound side of the road and no bike lane on the northbound side - use the additional space to provide a better buffer (Raised berm, planted area, or wall?) between bikes and cars. This space could also be used for better parking outside the Arnold Arboretum - parked cars help slow traffic and also can provide a buffer between car traffic and bikes.

P22: Consider adding another raised pedestrian crosswalk near the Forest Hills Arboretum gate - this could improve the pedestrian experience on this end of the Arborway and provide traffic calming to cars entering Forest Hills intersection.

P24: Outbound auto traffic between Kelley and Murray circles seems like it will flow smoothly and safely - inbound is a bit more complicated as cars merge/negotiate Murray.

P28: At Kelley Circle - the access to Pond Street (heading towards Brookline) seems complicated - it has potential to back up with traffic.

P28: Prince, Orchard, Dunster, and Eliot Streets should all continue to be one-way streets in their current directions. (I realize this is not a DCR issue but it needs to be coordinated with City of Boston.) Need to make certain that Arborway traffic does not try to "shortcut" through these local streets

I appreciate all of the work to date and look forward to seeing this plan develop further

David Buchanan

Updates, DCR (DCR)

From: Sarah Freeman [freemansherwood@hotmail.com]
Sent: Saturday, March 07, 2015 4:49 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities
Attachments: 20150307160232210.pdf

Dear DCR,

Thank you for extending the comment period for "Arborway Bicycle Facilities" and safe access for all users. As I continue to think about the starter idea & speak with people about it, I am struck by the widespread support for the goals of completing the gap in the bike network and improving safe access for all users. This is very encouraging since several previous planning efforts were not as well-received.

The Murray Circle double roundabout is a new idea, and while many embrace it, some will need to see how it can work. This seems quite achievable.

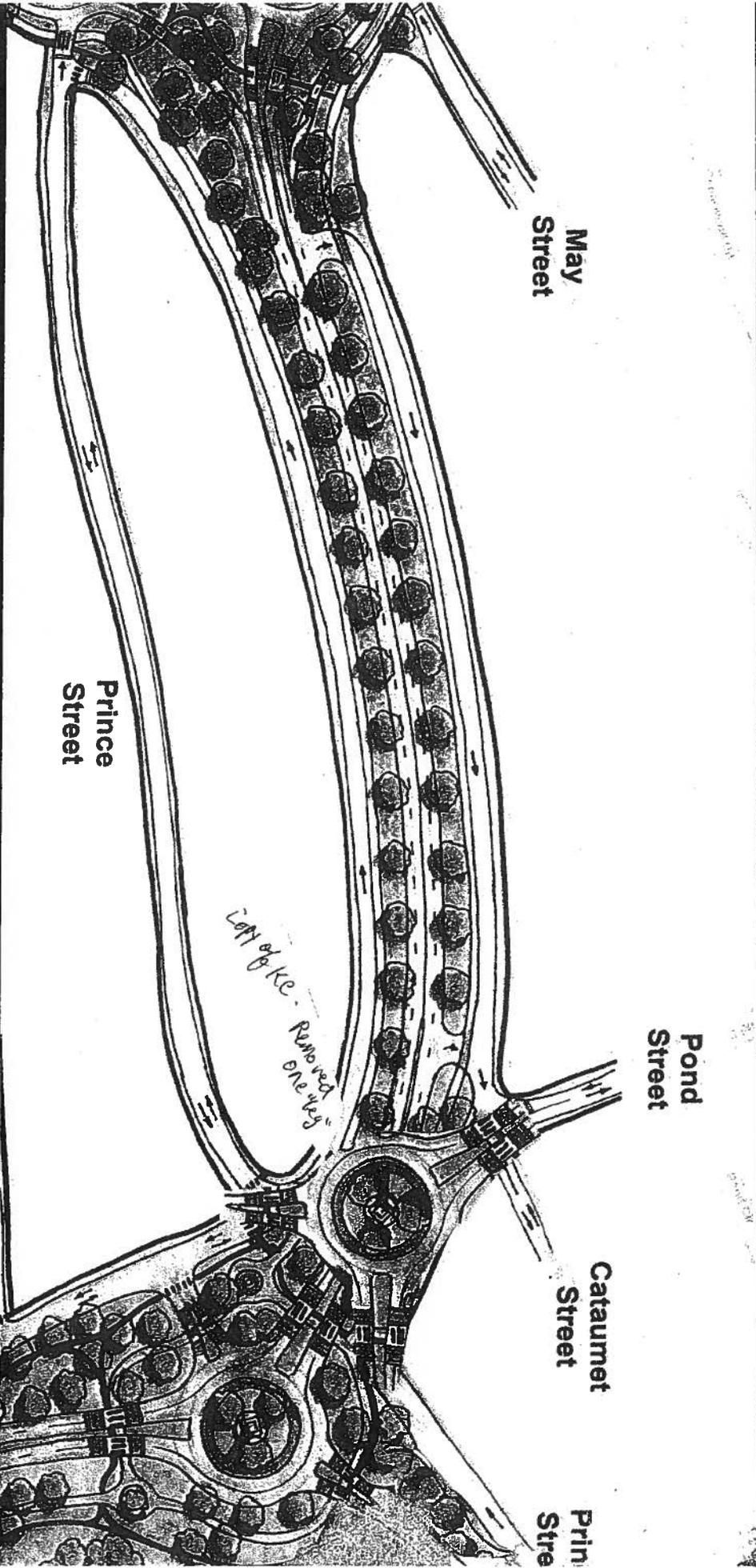
In contrast, by far, the most concern and negative feedback has been about the Kelley Circle end of the project, specifically on the Moss Hill (western) side including Pond St., Prince St. & Parkman Drive, the "3 P's".

There are many ways the starter idea could be tweaked, and the Toole Design team is probably many steps ahead of me, but attached is one potential modification that would simplify access to Kelley Circle from Moss Hill, avoid routing Pond St. traffic onto Prince & Parkman, and avoid impacts to the historic stone wall. I xeroxed the circle to see if it would fit closer to the intersection of Pond St., Cataumet St. & Arborway, and it does indeed seem to fit. In this location, it could be either in addition to or instead of the location shown in the starter idea. Feedback is welcome!

Hoping for modifications that the entire community can embrace,
Sarrah Freeman

Sent from my Verizon 4G LTE Smartphone

North Part of Arborway



May Street

Prince Street

Pond Street

Cataumet Street

Prim Street

Left of Ke. Removed one way

Updates, DCR (DCR)

From: diane.dolan@aol.com
Sent: Saturday, March 07, 2015 9:33 AM
To: Updates, DCR (DCR)
Subject: Orchard street

I am opposed to turning Orchard Street into a two way I have a special needs brother who can barely board a van in summer months never mind this winter. People are so rude that even in the last few weeks I have had people actually expect the van to some how or someway pull over so they can get by. I have watched them inch by knocking their mirrors off because they cannot wait a few minutes. I could not have The Ride pull into our driveway to pick up my mom who was wheelchair bound because this street is so packed with cars. I have witnessed fire trucks have a difficult time. I was in favor of keeping the Casey overpass .If you plan a bike trail keep it along the Arborway so all can experience the Emerald Necklace as I have heard so often and leave our neighborhood alone .

diane.dolan@aol.com

Updates, DCR (DCR)

From: JHG-Bakker [jhg-bakker@verizon.net]
Sent: Friday, March 06, 2015 10:16 PM
To: Updates, DCR (DCR)
Cc: hbakker@uoguelph.ca
Subject: Arborway Bicycle Facilities

I want to first thank you for the opportunity to respond to the suggested changes. At the same time, I want to register a concern about the process. I live along the route that will be affected directly by these changes. Yet I was not aware of the proposed Arborway Bicycle Facilities or of the process involved in developing preliminary plans. I, therefore, believe that these plans may have been constructed without the benefit of adequate input from people like me.

For example, I read—with interest—the comments that emerged from the small group discussions. As presented, it was not clear that the commenters were focused on finding a way to co-exist harmoniously with the people who travel these roads in vehicles. Instead there seemed to be an emphasis on “design for the people,” “not for cars,” greenery, etc. I appreciate the importance of preserving the greenery and would like to indicate some considerations that you seem to have ignored.

While I appreciate the nature and the historical context of the Emerald Necklace, I am not certain that your focus pays adequate attention to what will happen to the people who travel these roads in vehicles. What will be the effects on the morning and afternoon-evening commutes? Will the redesign of the rotaries alter/improve the traffic flow? Will the plantings affect visibility? If the flow of traffic improves, this will improve the quality of our environment and our lives. If it doesn't what are the cost-benefits?

Along similar lines, I was not sure who were the intended users of these bicycle facilities. Information was provided about the numbers of cars that use the roadway, but no information was provided about the numbers of bicyclists who spill off the path at the Jamaica Pond.

Clearly, there are some extremely important issues that need to be addressed so that bicyclists and pedestrians can be safe when they use this area. This includes how and where to cross safely at Murray Circle. In order to be safe it is important to find ways for pedestrians and bicyclists to cross safely at the Murray Circle.

One principle you are not following is to separate the precise nature of a pedestrian crossing from a bicycle path. For example, in your field observations you note “minimal pedestrian crossing opportunities” and “Many drivers don't yield to pedestrians at un-signalized crossing locations.” I would like to add that many drivers do not yield to pedestrians even at signalized crossing locations. Drivers drive way over the speed limit and sometimes do not stop at stop signs. Sometimes they do not even slow down at stop signs, particularly during rush hours. Nothing in your proposal directly assists pedestrians. If you only help bicyclists but not pedestrians you are not really improving the situation for the community and neighborhood as a whole, especially if it adversely affects the flow of vehicles.

Additionally, it was not clear to me how bicyclists would traverse the Murray rotaries. I saw the possibility of raised crosswalks for pedestrians, but I was not sure whether the intention is/was to have pedestrians and bicyclists share the same pathways. If the plan is to share, then I believe there will be many “rules of the road”

that need to be addressed by both bicyclists and pedestrians. I am wondering how this will be addressed in ways that ensure pedestrian safety.

I understand further that you gave a description of what I describe as “theoretical” function of the bicycle path. However, I am interested in understanding its actual practical function. After people reach Forest Hills, where will they go, e.g., what plans have you made to deal with the spill-out from this path? Have you also considered the alternatives for bicyclists who will continue along Center Street into West Roxbury? I raise the latter question because the extant path merges into a traffic lane at the signal at the intersection of Center and Weld. It seems reasonable to me that this new planning project should consider ways to improve what exists rather than having a narrow focus and not looking at the immediately adjoining areas.

In sum, additional input from the community is important, as is a look at the bigger picture and the context into which you wish to place this project. At a minimum you should focus more on separating the actual flow of bicycles and pedestrians.

Sincerely,

J. Heidi Gralinski-Bakker, Ph.D.

Updates, DCR (DCR)

From: susan weeks [sortweeks@hotmail.com]
Sent: Friday, March 06, 2015 4:35 PM
To: Updates, DCR (DCR)
Subject: "Arborway bicycle facilities"

It is way too early to end comments on 3/6/15 for a major disruption of our Neighborhood. Only on the website of the 3rd meeting in February is there a depiction of the specific changes to traffic flow, yet there is no detail of changes to parking for residents, or any mitigation of rush hour inflow to local streets.

This inflow will occur from vehicles backed up on Centre st. Attempting to get to inbound thru Access to Jamaica way at Dunster, Eliot, Burroughs sts.

There are many other questions of exclusivity of the carriage road to the neighborhood, etc.. There seems to have been little or no attempt to inform, thru pamphlet in mailboxes etc. of decisions being made.

I am sure with proper notification, future meetings will have more than the 6 or 8 attendees looking for answers.

Thomas Weeks
51 Orchard Street

Sent from my iPad

Updates, DCR (DCR)

From: Rebecca Hammond [hambecky@gmail.com]
Sent: Friday, March 06, 2015 3:00 PM
To: Updates, DCR (DCR)
Subject: comments on Arborway bike path plans

Hello,

I live on Orchard Street in Jamaica Plain, MA and I am writing to comment on the city plans for renovating the Arborway near my home. I applaud the thoughtful planning that has gone into providing safe bike paths along the Arborway, but unfortunately after reviewing these plans I am left with some strong concerns about the resulting effects to Orchard street and Prince Street. I am also concerned about traffic being worsened during rush hour on the Arborway resulting in longer delays in my commute time.

Specifically, my main concerns are:

(1) With Orchard and Prince being 2-way, on street parking for residents will be reduced. Many of us (including myself) do not have access to off street parking and this would be a huge burden.

(2) Increased traffic on the Arborway and Orchard and Prince becoming 2-way will push the overflow traffic onto our residential streets- reducing the safety for our families. I understand other measures are being considered to mitigate this, such as speed bumps or 'do not enter' signs for non-residents, but the reality of the situation is that those measures will not deter through-traffic on our streets and given the high traffic volumes already on Arborway, if they get worse there will inevitably be cut-through traffic on our streets.

Thank you for allowing me to comment here.

Best,
Rebecca

Updates, DCR (DCR)

From: jeffgilesvmd@gmail.com
Sent: Friday, March 06, 2015 8:37 AM
To: Updates, DCR (DCR)
Subject: Orchard street proposal

My name is Jeff giles and I have lived in and owned my condominium at 45 orchard street for the past 11 years. I was very surprised recently when a neighbor told me of your proposal to make orchard st a two way street. The street is a very quiet street and to make it two way would completely change the character of the street and the neighborhood. We have many pets and children in the street that would be very much more at risk for injury from speeding cars. The street is very narrow as it is and I can't imagine parking on one side along with two way traffic. Just driving down the street would make it very clear that this street is not wide enough for this use. Also to remove half of the parking would severely affect the parking situation. I want to let you know that I think that this is a terrible idea and that it will be very bad for the residents of not only orchard street but the surrounding neighborhood as well!

Jeff giles
45 orchard street
617-763-9033

Sent from my iPhone

Updates, DCR (DCR)

From: Benjamin Brady [benjamin.s.brady@gmail.com]
Sent: Friday, March 06, 2015 12:30 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

To Whom It May Concern,

Thank you very much for sharing the proposal for changing the traffic patterns on the Arborway from Kelley Circle to Murray Circle.

I live in the Moss Hill Neighborhood and I am in favor of improving the pedestrian and bike connections from Moss Hill to Jamaica Pond, Jamaica Plain center and the Arboretum. As you have laid out in your presentations, the current crossings from the Moss Hill neighborhood are not safe for pedestrians or bicyclists.

However, I am concerned about the plan isolating our portion of Moss Hill (the area around Moss Hill Road) from the rest of the city by making vehicular access unworkable. As I'm sure you know, the main vehicular access to and from this portion of Moss Hill is via Pond Street. Your plan would make it very difficult for traffic from Pond Street to access the Arborway in either direction. To go either north toward the Jamaica Way or south toward Murray Circle, cars will (i) turn left from Pond Street onto the Carriageway, (ii) turn left onto Prince street, (iii) perform a U-Turn onto Francis Parkman Road and then, finally, (iv) enter the newly designed Kelley Circle. With any traffic, this maneuvering would add significant time for any trip taken from Moss Hill to the rest of the city. Your plan also makes it more difficult to get to Pond Street from the Jamaica way by eliminating the dedicated right turn lane onto Pond Street. This forces local traffic into the rush hour through traffic going towards Murray Circle.

As you know, during the evening rush hour, traffic can back up (i) on the Arborway from Kelley Circle all the way to Murray Circle headed south, (ii) on Francis Parkman Road headed toward Kelley Circle and (iii) on Pond Street headed toward the Arborway. In this scenario, a trip from Pond Street in either direction would suffer through all of these backups.

I would like for the DCR to provide analysis on how the currently proposed redesign would impact travel times in general through this area including at peak times. In particular, please share how you see this plan impacting travel times from Pond Street headed in either direction on the Arborway.

I have two suggestions for improving the problem I have identified.

1. Turn the Kelley Circle into a double circle (just like the Murray Circle redesign). This would allow Pond Street to come straight into a circle and onto the Arborway.
2. Keep the carriage ways the same direction as they currently are. Devote one lane to bikes. Your presentations show street parking on the carriage way, but this is not necessary as all houses on the carriage way currently have off street parking. Thus there should be plenty of room to have a biking lane together with a vehicular lane.

I look forward to seeing additional analysis on the plan to redesign traffic patterns in this area.

Best regards,

Ben Brady

Updates, DCR (DCR)

From: Kevin L. Ohashi [klohashi@gmail.com]
Sent: Thursday, March 05, 2015 11:29 PM
To: Updates, DCR (DCR); mayor@boston.gov; matthew.omalley@boston.gov
Subject: Arborway Bicycle Facilities Proposal Opposition

Dear Mayor Walsh, Councilor O'Malley, and DCR Representatives:

I am a long time resident and homeowner on Orchard Street in Jamaica Plain with two elementary school aged children. Our family walks, runs and bikes along the Emerald Necklace and Arboretum area year round.

I have reviewed your current proposal for the Arborway Bicycle Facilities project and have significant concerns regarding the impact on surrounding community streets. I understand the proposal is intended to make the Arborway safer and more bike friendly. However, I STRONGLY OPPOSE the proposal in its current form.

Reasons for my opposition:

1. Changes to the Arborway with two-way street adjustments to Prince and Orchard street will result in significant cut through traffic on Prince and Orchard. I understand the proposal would include 'signs' to stop traffic during certain periods thru these two streets. However, realistically, the significant traffic backlog on Arborway during rush hour commute will only encourage cars cutting thru these streets, regardless of any signage (let's be honest, Boston drivers ignore many traffic rules and will ignore these signs and cut thru Prince and Orchard).
2. The transformation of these two streets into two-way streets will have significant impact on street parking for the home owners on Prince and Orchard as it will require removal of one side of the street parking. Many multi-family and single-family homes do not have sufficient off-street parking. Moreover, due to the proximity to Jamaica Pond and Arboretum on weekends and evenings, many visitors park on Prince and Orchard street. Removal of parking will create more problems with no benefit to homeowners.
3. We already have cut through traffic that drive at excessive speeds UNSAFE for CHILDREN on Orchard. This two-way proposed change will only decrease children safety as they walk and bike. I do not want increased traffic traveling through our local streets – keep it on Arborway.

I see NO BENEFIT to homeowners for making these two streets two-way. LEAVE PRINCE AND ORCHARD STREET ONE WAY STREETS. Changes will be UNSAFE for the CHILDREN on our streets.

I am quite disappointed at the lack of adequate and appropriate DCR outreach to the local homeowners regarding this proposal. Moreover the 'Arborway Bicycle Facilities' title is quite MISLEADING – the changes proposed are much more extensive and impactful on neighborhood community than 'Bicycle Facility' changes would imply. It is only through active neighbors that I learned of these proposed changes. Significant changes to traffic patterns on local streets should have had notification to the residences on those street delivered in a dedicated letter to each home to notify of the proposal.

Sincerely,

Kevin Ohashi

Updates, DCR (DCR)

From: Kathryn Tarnoff [kathryne_tarnoff@yahoo.com]
Sent: Thursday, March 05, 2015 11:03 PM
To: Updates, DCR (DCR)
Subject: Arborway Traffic Re-design

To Whom It May Concern:

My name is Kathy Tarnoff and I am speaking on behalf of the residents of 50 Orchard Street, #1. It was recently brought to our attention that the DCR is in the process of re-designing the Arborway. Although I agree with the notion, and like the suggested changes to improve the safety of a road that is operating at or above capacity at peak times, I do question the notion of changing both Prince and Orchard Streets to 2 way. I brought your information, the slide show and maps, to a traffic engineer and requested his opinion. He too likes the design of the Arborway but finds that changing the one way streets in small neighborhoods as unnecessary and concerning. Simply put, making Orchard and Prince 2-way will dramatically increase the amount of cut-thru traffic, and with an increase in traffic comes an increase risk of accidents - this is especially concerning when considering the number of families with small children living in the area. Additionally, parking will no longer be available on both sides of the street, which in the long run will force residents to search for parking in other areas causing further crowding on neighboring streets.

I appreciate your efforts to make the Arborway more appealing and to reduce the risk of accidents, but I strongly disagree with changing Orchard and Prince to 2-way traffic avenues. Please contact me at this email address to inform me of any and all upcoming meetings regarding this topic.

Thank you for your time and attention to this matter,

Sincerely,

Kathy Tarnoff

Updates, DCR (DCR)

From: Elise Morgan [elisefmorgan@gmail.com]
Sent: Thursday, March 05, 2015 10:23 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

To Whom it May Concern,

I am a homeowner on Orchard Street (02130), an avid bicycle rider/commuter, and a parent of two young children. Although I appreciate the apparent intention of the "Arborway Bicycle Facilities" proposal to make the Arborway safer and more bike-friendly, I STRONGLY OPPOSE THE PROPOSAL at the present time.

I learned of the proposal from a neighbor three days ago. Since then, I have spent about 2.5 hours reviewing the meeting presentations and drawings posted on mass.gov and also reading the report "Traffic Calming - State of the Practice" published by the Institute for Transportation Engineers (ITE). I also have discussed the proposal with neighbors after they attended the Jamaica Pond Association meeting on March 2.

My opposition is as follows:

1. The meeting materials that have been made available do not indicate how the DCR has assessed the estimated impact of the proposal on Arborway AND on neighboring streets. The ITE report that I mentioned above notes that traffic-calming measures like those proposed for Arborway increased volume on neighboring routes by amounts that were comparable to the reductions on the "calmed" routes. The report also noted specifically that the studies that were available at the time of the report did not assess the effect on accident frequency on neighboring streets. Under the proposed plan, a 2-way Orchard Street would be a tempting cut-through for commuters. I do not want traffic volume increased on my street.
2. The ITE report also did not address the effect of traffic-calming measures on moving violations other than speeding, which are plentiful in this area. One the days that I drive to work (about 20% of the time) and traffic becomes congested, I routinely see illegal u-turns, ignored "Do Not Enter" signs, dangerous merges, "blocking the box", and many other moving violations, none of which seem to be caught by law enforcement. If the traffic calming on Arborway falls short of creating a smooth and jam-free commute along Arborway, the changes could serve to increase driver frustration, which would lead to various moving violations—whether on Arborway or neighboring streets—that threaten safety.
3. I learned from the neighbor who attended the Jamaica Pond Association meeting on March 2 that Orchard St and Prince St would each have a "Do Not Enter" sign at their south ends, to prevent drivers from using these streets to bypass northbound Arborway. I am very skeptical as to whether frustrated and/or rushed car commuters would obey these signs. I am very worried about the impact on the safety of my children as they walk or bike to school.
4. Making Orchard St. a 2-way street would be unworkable unless street parking were eliminated on one side of the street. Many houses on Orchard have little to no off-street parking. Many visitors to the Pond on weekends and evenings park on Orchard. Eliminating 50% of the street parking would create problems for the residents.
5. The community outreach about this proposal has been extremely poor. I do read the paper version of the JP Gazette, and yet I only found out about this proposal by a chance conversation with a neighbor. More time and more information for dissemination of information to the community should be given, even if the majority of the feedback that DCR receives by

March 6 is positive. There is a very good chance that a large percentage of the area's residents do not know about this proposal.

6. The proposal pertains to much more than bicycle facilities. The name of the proposal is thus very misleading and sows mistrust in the DCR.

Sincerely,
Elise Morgan

Updates, DCR (DCR)

From: Oliver Rosen [oliverrosen@sbcglobal.net]
Sent: Thursday, March 05, 2015 8:44 PM
To: Updates, DCR (DCR)
Cc: Oliver Rosen
Subject: Arborway Bicycle Facilities

Hello,

While the proposed plan has a lot of good aspect I'm writing to express my concern.

As a regular biker on and around the Arborway I certainly appreciate the fact that more attention is paid to bikers in this plan. Furthermore, I certainly appreciate the intention to reduce traffic velocity while reducing the traffic wait time, addition of safe pedestrian crossings, the increase in green space and the restoration of a more park-like atmosphere. I have to admit that without the voiceover it is hard to understand how some of the expected improvements will materialize.

I like the idea to remove traffic lights from a pedestrian perspective. It is better than to have to wait for ever if a pedestrian green light is requested twice within a short period of time. Nevertheless, it might require some initial education / enforcement to ensure that the cross walks are respected. The fact that the cross walks will be raised is certainly supportive.

My main and very severe concern is the idea of opening up traffic in both directions on Prince St. This is unacceptable and extremely unrealistic to not lead to chaos. This could only be achieved by sacrificing street parking on one side of the street. The existing parking space is urgently needed. I have the impression that the idea is intended as an insurance policy to secure sufficient traffic flow between Murray and Kelly circle in case the concept lead to a reduction of traffic velocity and not to a reduced traffic wait time. It is unacceptable to allow for a traffic shift from a state highway to a narrow residential street.

Thank you for 'listening'.

Sincerely,
Oliver Rosen

Updates, DCR (DCR)

From: Jonathan McConathy [jothsue@comcast.net]
Sent: Thursday, March 05, 2015 5:27 PM
To: Updates, DCR (DCR)
Subject: "Arborway Bicycle Facilities"

Hello,

As a property owner living on Prince Street for 15-years, I would like to share a few observations on the proposed Arborway bicycle facilities.

Prince Street, like many of the adjacent narrow streets in this Pondside neighborhood only allows for a single lane of moving traffic. Many of the residents, especially those living in condominiums, have no parking option other than the street and their cars presently populate both sides of much of the street. Making Prince a two way road is a dangerous proposition at best, with the many children who live in the neighborhood and the tendency for "cut-through" drivers to speed dangerously.

The plan also calls for the elimination of the light at Murray circle, which would make it very dangerous for residents to enter the Arborway. In the evening, those residents returning from Boston would encounter another dangerous gauntlet. There will not be enough "runway" for residents entering Kelley Circle from the outbound Brookline side to safely enter Prince (a very dangerous situation presently and possibly even more dangerous with this plan). A light here and the continued use of a traffic light at Murray circle are the best solution.

There are certainly many merits to the larger vision, but a careful re-examination of the Prince Street solution is required.

Respectfully,

Jonathan McConathy
79 Prince Street
Jamaica Plain, MA

Updates, DCR (DCR)

From: Andy Stein [aferastein@gmail.com]
Sent: Thursday, March 05, 2015 3:49 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

To whom it may concern,

I live at 48 Prince St, in Jamaica Plain. I am distressed by details I have seen for proposed changes to Prince St, as part of the Arborway Bicycle Facilities project. Specifically, I am strongly opposed to the change from 1-way to 2-way car travel. The road is too narrow for this, which would mean the loss of the on-street parking that so many of us residents currently rely on.

I don't feel strongly about the rest of the changes currently being proposed for the area. However, if the proposal hinges on making Prince Street into a 2-way road, then I would very much prefer to see the entire project cancelled.

Best regards,
Andy Stein

48 Prince St, #1
Jamaica Plain, MA 02130

Updates, DCR (DCR)

From: ssswartz@aol.com
Sent: Thursday, March 05, 2015 2:41 PM
To: Updates, DCR (DCR)
Subject: Fwd: Arborway Bicycle Facilities

Please see my message below.

-----Original Message-----

From: ssswartz <ssswartz@aol.com>
To: DCR.Updates <DCR.Updates@state.ma>; kellman <kellman@brandeis.edu>
Sent: Wed, Mar 4, 2015 10:02 pm
Subject: Arborway Bicycle Facilities

As residents of Orchard Street in Jamaica Plain, we would like to protest against your suggested plan of changing Orchard St to a 2-way street.

(1) This is a small, very residential street with lots of very young children and animals and needs to be kept residential. It should not become a bypass street.

(2) The street is also far too narrow for 2-way traffic as evidenced this winter when large garbage trucks can hardly pass by as a 1-way street.

(3) Parking is another concern. We currently have parking on both sides of the street making the roadway very narrow. Since many houses on this street are condos, with at least 2 families per building, and few private driveways, street parking on both sides of the street should not be eliminated.

In conclusion, Orchard Street is just not wide enough to hold 2-way traffic.

Please keep us posted on the status of your plans.

Best regards,
Sarah Swartz & Ellen Kellman
58 Orchard St #2, Jamaica Plain, MA 02130
617-524-8717

ssswartz@aol.com
kellman@brandeis.com

Updates, DCR (DCR)

From: frances obrien [franob36@gmail.com]
Sent: Thursday, March 05, 2015 1:52 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

From Frances OBrien, 36 Orchard St. Jamaica Plain, Ma. 02130

Changing Orchard St. from one to two way will exacerbate an already difficult parking situation due to a congested neighborhood, a relatively narrow street and few driveways. Of necessity parking must continue to be available on both sides of the street. In both practical and quality of life terms this proposal is not a good idea.

Certainly two way biking is sensible.

Updates, DCR (DCR)

From: David Baron [david.baron@gmail.com]
Sent: Thursday, March 05, 2015 12:52 PM
To: Updates, DCR (DCR)
Cc: David Baron
Subject: Arborway Bicycle Facilities

To Whom It May Concern,

I am writing to you today in regards to the Arborway redesign.

As I am a strong advocate for increasing the safety for motorized vehicles, bicyclists and pedestrians, it has come to my attention that part of the redesign is to make Prince Street a two way street. I am strongly against this for several reasons.

1. **Parking:** I own my condo on Prince Street and do not have a driveway. One of the reasons my wife and I moved to Prince Street was due to the availability of street parking. If you are to remove street parking, what is the city offering as a solution? You are essentially creating a hardship for the residents on Prince Street. Neighboring streets would not be able to accommodate the additional cars if the residents on Prince were displaced. Again, what is your solution?
2. **Children:** There are several families with children that reside on Prince Street. Children play in the street on a daily basis. Many of the residents that have children or intend to have children decided to move to Prince Street due to the neighborhood (Prince Street) having low traffic and thus making it a residential and charming area for children to play without having to have great concern for a child being struck by a vehicle. Making Prince Street a two way street will not only increase the amount of traffic, but also increase the likelihood of more accidents due to motorists using Prince Street as a “cut through”.
3. **Deterioration:** Deterioration of Prince Street will increase dramatically due to increase traffic flow. This includes deterioration of the street, trees and property value.

Please review the above and think of how your proposed redesign will affect the residents on Prince Street. We are against making it a two way street.

Regards,

David Baron

28 Prince Street, Unit 1

Jamaica Plain, MA 02130

Updates, DCR (DCR)

From: Jenna Hoeler [jhoeler@gmail.com]
Sent: Thursday, March 05, 2015 7:51 AM
To: Updates, DCR (DCR)
Subject: Arborway Bike Facilities

To whom it may concern:

I am a home owner and resident at 40 Orchard St. in Jamaica Plain, and I am writing to express concern and objection to the proposal that Orchard St. become a two-way street.

My husband and I moved to the neighborhood last summer and one of the things that attracted us was the quaint suburban feel with all of the conveniences of the city. We love the pond side location in particular because it is nestled among one-way streets used almost exclusively by residents. Making Orchard two way would take all of that away. With the renovations to the Arborway, Orchard St. will become easier to access (great for residents) but if it is two ways it would also quickly become a thoroughfare for people to use as a shortcut when there is traffic on the Arborway. It would also mean less parking, which can already be challenging when the weather is nice and people come to visit the pond.

Thank you,
Jenna Hoeler

Sent from my iPhone

Updates, DCR (DCR)

From: Christina Becker-Birck [cbeckerbirck@gmail.com]
Sent: Wednesday, March 04, 2015 6:41 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Hello,

I have reviewed the map for the new bicycle facilities and am thrilled to learn that there are efforts to make biking safer in JP! I am an avid biker but have had close calls, particularly due to speeding drivers who do not look for bikers and car doors being opened while I've been in the bike lane.

I noticed that the new plan includes the possibility of making Orchard St a two-way street. Doing so runs the risk of Orchard being a cut through during peak rush hour, creating less parking availability, increased traffic, reduced parking for pond visitors. I am requesting a modification to the plan which would keep Orchard Street a one way street.

Thank you for your consideration.

Best,

Christina Becker-Birck

Resident of Orchard Street

--

Christina Becker-Birck

Updates, DCR (DCR)

From: Emy Chen [chen.emy@gmail.com]
Sent: Wednesday, March 04, 2015 6:39 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

March 1, 2015

Department of Conservation and Recreation

Office of Public Outreach

251 Causeway Street, Suite 600

Boston, MA 02114

Email: dcr.updates@state.ma.us

RE: Arborway Bicycle Facilities

Dear Sir or Madam:

I am writing regarding the proposed Arborway Bicycle Facilities of February 3rd and February 5th of this year. I am a 15-year resident of Jamaica Plain and a five-year resident of Prince Street, and have two young children.

I believe the proposed changes have great and positive impact for cyclists and appreciate that you are asking for feedback regarding your proposal. There are a couple of proposed changes that greatly affect the quality of life of my family and my Prince Street neighbors. First, I am vehemently opposed to changing the traffic pattern of Prince Street to two-ways from its current state of one-way. Second, I am against the proposed traffic patterns that do not have traffic lights at either the southern end or the northern end of Prince Street.

1. Proposed change from one-way to two-way traffic pattern of Prince Street

--Currently, there is heavy parking congestion from the current residents of Prince Street, and from visitors of the Arboretum and Jamaica Pond

--In the proposed plan of two-way traffic, parking on one side of the street would have to be removed and would cause an incredible amount of increased parking congestion and stress to residents

--Although traffic is not supposed to enter from Centre Street, if traffic is backed up, my neighbors and I are concerned that there would be some vehicles who will attempt to cut through Prince Street to Kelly Circle

2. Removal of traffic lights at southern and northern ends of Prince Street

--Currently, it is difficult to exit from or enter onto Prince Street during times of peak traffic

--I see that the new circle is designed differently, but I am still concerned that without traffic lights, it would be very difficult to exit or enter Prince Street.

Other questions that I have:

1. Have you done analysis on how backed up the traffic will be in the proposed plan? Yes, traffic will be slower, however during peak traffic time, I have great concern that traffic will back up for miles on Centre Street toward Faulkner Hospital and towards Perkins Street.

2. Similar to Question #1, I was wondering if you have a sense of the traffic pattern from Pond Street in Moss Hill being diverted to Parkman Drive.

3. Has any one analyzed the traffic flow for back-to-back circles as the ones that are proposed to replace Murray Circle? I am skeptical about its efficiency to improve traffic flow. I believe that it will slow traffic, but to what extent?

4. Is "Arborway Bicycle Facilities" the most appropriate name for this project given the scope of this project?

Finally, I am really disappointed in the outreach to the residents of the neighborhoods directly affected by this proposal. Many of the neighborhoods have associations that could have disseminated information directly to residents regarding the proposals and meetings. The Jamaica Pond Association is an example. There should have also been notification in the Jamaica Plain Gazette.

Thank you for your efforts in putting this proposal together and for soliciting feedback.

Sincerely yours,

Emy Chen

57 Prince Street

Jamaica Plain, MA 02130

Email: chen.emy@gmail.com

Home tel: 617.524.6963

Updates, DCR (DCR)

From: jak [jak270@msn.com]
Sent: Wednesday, March 04, 2015 5:14 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities -- comment

I'm providing a brief comment about the Arborway proposal that I read about in the JP Gazette. I am concerned about the suggestion that the plan would reduce the number of traffic lights, particularly if that affects the light at Hillcroft Rd/Centre St. Hundreds of people rely on this light on a daily basis to get out of their neighborhood; without the light, it is extremely unsafe to exit via car, particularly at rush hour. The same goes for the light at Louders Lane (though I don't understand this to be under consideration). These lights (particularly the Hillcroft light which operates 24/7) control traffic flow between Murray Circle and Allendale Road. Without them, there would be a steady flow of traffic down Centre St., which would have a severe negative affect on the ability of residents to leave their neighborhood via car.

As for the remainder of the project, I believe it would be a mistake to reduce lanes for motorists, as this will just increase traffic (and air pollution). It's simply unrealistic to believe that people will consider other options, particularly in light of the unreliability of the MBTA. Please also consider the affect of any changes on May Street. If traffic flow on the Arborway is changed, May Street will suffer the spillover.

As for bicycle options through Murray Circle, cyclists already have the option to cross with a light at Hillcroft, and minor adjustments can safely be made to direct bikers to May Street, thereby bypassing the Circle all together.

Thank you.

Updates, DCR (DCR)

From: joshhabib@comcast.net
Sent: Wednesday, March 04, 2015 12:55 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

I am writing in support of the plan to revamp Murray and Kelly circles in JP. The rotaries, particularly the Murray, are a nightmare as presently constituted for cars, bicycles, and pedestrians.

I think the double rotary approach will work.

Would Prince and Orchard Streets become 2 way? That's how it appears on the map. I fear that could increase neighborhood traffic.

Josh Habib
Dunster Rd, JP
617 388 8746

Updates, DCR (DCR)

From: Shannon Derby [shannon.derby@gmail.com]
Sent: Wednesday, March 04, 2015 11:47 AM
To: Updates, DCR (DCR)
Subject: Arborway Rotary Reconstruction

Dear DCR,

I was happy to learn that improvements are to be made to the Arborway rotaries and walkways. However, as a resident of Orchard Street, I am concerned about the proposal to make Orchard and Prince Streets two-way roads. Doing so will both increase traffic on these streets and decrease valuable on-street parking. Many of the homes on Orchard Street are two- and multi-family homes and many homes either have a driveway that only fits one car or no driveway at all. Both Orchard and Prince Streets have a higher population than Pond Street and I am concerned that transforming our street into a two-way street will place much of the burden on our residents.

How do you plan to resolve this issue? I am very hopeful that the proposed changes can be made to the Arborway without changing Orchard and Prince Streets to two-way roads.

Thank you for your time,
Shannon Derby

Updates, DCR (DCR)

From: Michael [michael1103@verizon.net]
Sent: Wednesday, March 04, 2015 10:58 AM
To: Laurie Glassman
Cc: Updates, DCR (DCR); Sarah Freeman; Lori Adcock; Michael Neighbor; Owen Young; Valerie Young; Carla Bettano; Rani & Jonathan
Subject: Re: "Arborway Bicycle Facilities" & safe access

Hi Lauri,

Thank you for making those very valid observations. The proposed Road changes on Prince would negatively affect the aesthetics and beauty of the used green space adjacent to and the historic stone wall, as well as create unwanted traffic congestion during all peak times for people traveling from Brookline, to Brookline, from downtown Boston to Boston, even just to Jamaica Plain Ctr.

I think you are also correct that commuters using automobiles and residents that may be non-bike riders have no idea of the impact this "intersection" would have on their daily routine due to lack of awareness.

I agree for more public comments the more appropriate title could be "proposed road changes affecting residents, drivers, bike riders using the Arborway and pond"

Thank you

Michael
120 Prince

Sent from my iPhone

> On Mar 4, 2015, at 8:40 AM, Laurie Glassman <glassano@aol.com> wrote:

>
> Thank you for extending the public comment period.

> I wanted to add to my comments below, that there is also a small park of used green space that would be destroyed if a road was cut. I was also looking at the proposed area this morning & observed the daily traffic gridlock that happens at the end of Parkman drive (in both directions) every morning (& also every evening). I will try to take some photos & forward them as well. I can't imagine how another several cars from May, Pond, Cataumut, & Prince & other Moss Hill roads will possibly be able to enter this intersection!

>
> I also think the title "Arborway Bicycle Facilities" & safe access is very misleading for getting public comment. Non bike riders may not even bother to learn what is going on. The more appropriate title should be something like "Proposed road changes effecting drivers, & bikers along the arborway". I think you'll find that many more comments will come.

>
> Thanks again for listening.

>
> Laurie Glassman
> 140 Prince St

>> On Mar 3, 2015, at 9:27 AM, Laurie Glassman <glassano@aol.com> wrote:

>>

>> Dear DCR planning committee,

>> I want to express my concern & worry primarily for our safety based on your proposed plan for Prince St. (the side of Prince St. parallel to Parkman Drive). Although some of our street is not residential, Prince is still a residential street with people, children, and pets living on it directly in the area you have proposed to change. Here are my concerns based on your proposal:

>> 1) In order to exit our street, we would have to make a left turn from Prince St. to get onto Parkman Drive. Once on Parkman Drive we theoretically can make a right or a left turn. In order to make a right onto Parkman, someone would have to let us in from a long line of built up traffic. In order to make a left turn onto Parkman Drive, we would be at great risk entering the 1st lane of traffic, & even worse risk crossing over the 1st lane with poor visibility from high speed cars coming from the right (off of the Jamaicaway). Unlike Pond Street residents who can make a left on Pond & go toward Brookline, we'd have no choice but to get onto Parkman Drive or to cross over the Jamaicaway in a few loops of challenges just to get to the Brookline or West Roxbury side.

>> 2) The street parking at the end of Prince would not be possible for the houses who rely on it & for visitors to the Pond (due to the lack of parking elsewhere).

>> 3) The historic rock wall would be destroyed. Our neighbors have tried to care for this wall often using their own money even to preserve it.

>> 4) Built up traffic causes air pollution and pedestrian safety risk. When people are in traffic longer, they tend to drive faster when able to make up for their lost time further putting pedestrians & bikers in harms way.

>>

>> I have lived in Jamaica Plain for 30 years and love it for it's community, diversity, and green space. I have been a dedicated business supporter and volunteer for JP non-profit organizations. I continue to raise my children here. I enjoy using the parks every day with my dog, & I am an avid bike rider. I can appreciate what you are trying to do to make JP even greener & bike friendlier, however cars are our primary & necessary transportation! As you can imagine, I use my car to get to work, shop, bring my child to & from school, attend doctor appointments and a multitude of other things. I not only need to use my car, but need to use it in a gas saving efficient & of course safe manner. Your proposed plan would cause me to be in the car longer with additional traffic and most concerning pose a threat to my family's safety trying to leave & return home on our street.

>>

>> I'd be happy to meet with you directly and have our neighbors on Prince St. & Cataumut meet too. I think the impact is similar for both of our streets & probably similar for Moss Hill residents as well.

>>

>> I thank you for your time & consideration of my comments. Please understand that this plan would significantly effect us & we want to ensure that our voices are heard.

>>

>>

>> Laurie Glassman

>> 140 Prince St. JP

>> 857-203-1193

>

Updates, DCR (DCR)

From: Laurie Glassman [glassano@aol.com]
Sent: Wednesday, March 04, 2015 8:41 AM
To: Updates, DCR (DCR)
Cc: Sarah Freeman; Lori Adcock; Michael Neighbor; Owen Young; Valerie Young; Carla Bettano; Rani & Jonathan
Subject: Re: "Arborway Bicycle Facilities" & safe access

Thank you for extending the public comment period.

I wanted to add to my comments below, that there is also a small park of used green space that would be destroyed if a road was cut. I was also looking at the proposed area this morning & observed the daily traffic gridlock that happens at the end of Parkman drive (in both directions) every morning (& also every evening). I will try to take some photos & forward them as well. I can't imagine how another several cars from May, Pond, Cataumut, & Prince & other Moss Hill roads will possibly be able to enter this intersection!

I also think the title "Arborway Bicycle Facilities" & safe access is very misleading for getting public comment. Non bike riders may not even bother to learn what is going on. The more appropriate title should be something like "Proposed road changes effecting drivers, & bikers along the arborway". I think you'll find that many more comments will come.

Thanks again for listening.

Laurie Glassman
140 Prince St

On Mar 3, 2015, at 9:27 AM, Laurie Glassman <glassano@aol.com> wrote:

- > Dear DCR planning committee,
- > I want to express my concern & worry primarily for our safety based on your proposed plan for Prince St. (the side of Prince St. parallel to Parkman Drive). Although some of our street is not residential, Prince is still a residential street with people, children, and pets living on it directly in the area you have proposed to change. Here are my concerns based on your proposal:
- > 1) In order to exit our street, we would have to make a left turn from Prince St. to get onto Parkman Drive. Once on Parkman Drive we theoretically can make a right or a left turn. In order to make a right onto Parkman, someone would have to let us in from a long line of built up traffic. In order to make a left turn onto Parkman Drive, we would be at great risk entering the 1st lane of traffic, & even worse risk crossing over the 1st lane with poor visibility from high speed cars coming from the right (off of the Jamaicaway). Unlike Pond Street residents who can make a left on Pond & go toward Brookline, we'd have no choice but to get onto Parkman Drive or to cross over the Jamaicaway in a few loops of challenges just to get to the Brookline or West Roxbury side.
- > 2) The street parking at the end of Prince would not be possible for the houses who rely on it & for visitors to the Pond (due to the lack of parking elsewhere).
- > 3) The historic rock wall would be destroyed. Our neighbors have tried to care for this wall often using their own money even to preserve it.
- > 4) Built up traffic causes air pollution and pedestrian safety risk. When people are in traffic longer, they tend to drive faster when able to make up for their lost time further putting pedestrians & bikers in harms way.

>

> I have lived in Jamaica Plain for 30 years and love it for it's community, diversity, and green space. I have been a dedicated business supporter and volunteer for JP non-profit organizations. I continue to raise my children here. I enjoy using the parks every day with my dog, & I am an avid bike rider. I can appreciate what you are trying to do to make JP even greener & bike friendlier, however cars are our primary & necessary transportation! As you can imagine, I use my car to get to work, shop, bring my child to & from school, attend doctor appointments and a multitude of other things. I not only need to use my car, but need to use it in a gas saving efficient & of course safe manner. Your proposed plan would cause me to be in the car longer with additional traffic and most concerning pose a threat to my family's safety trying to leave & return home on our street.

>

> I'd be happy to meet with you directly and have our neighbors on Prince St. & Cataumut meet too. I think the impact is similar for both of our streets & probably similar for Moss Hill residents as well.

>

> I thank you for your time & consideration of my comments. Please understand that this plan would significantly effect us & we want to ensure that our voices are heard.

>

>

> Laurie Glassman
> 140 Prince St. JP
> 857-203-1193

>

>

>

Updates, DCR (DCR)

From: Jay Howland [jayhowland@earthlink.net]
Sent: Wednesday, March 04, 2015 6:55 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear DCR,

We appreciate the ideals and good intentions represented in the early concepts for rerouting traffic on the Arborway between Murray and Kelley Circles. And we understand the concerns of those who live on that stretch of the Arborway, particularly the inbound side.

However, barring through traffic from the “carriageway” lanes will have profound knock-on effects on neighboring streets such as Newton/Pond Street and Goddard Avenue/Perkins Street. Both of those roads are already horrendously congested—again, especially during the morning commute. It is imperative that these neighborhood impacts be very carefully studied.

Possibly a compromise would benefit Arborway abutters but reduce the potential for havoc on Pond and Goddard. How about a posted speed of 20 mph and installation of speed humps (as on Eliot Street)? Maybe an additional traffic light? Measures like these could deter some speeding commuters but perhaps not send all of them to Pond and Goddard.

Thank you.

Jessie W. Howland
Rockwood Street, Jamaica Plain, resident

Updates, DCR (DCR)

From: Salem Mekuria [salem@gmail.com]
Sent: Wednesday, March 04, 2015 3:25 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

I am in awe of your utter disregard of the rights of residents in the Arborway area and the way you have proceeded a plan to change our traffic patterns without proper consultation of the homeowners.

I am a homeowner on Orchard Street, I pay high taxes because I live on a desirable residential street. I thus am in complete disagreement of this plan and I request a proper public hearing before any of this plan goes forward. I am also against any public land being "gifted" to private business or any other entity without the necessary procedures in which we the property tax paying public have our say.

I hope you will listen to the voices of the citizens of the Arborway area and institute the proper process to examine this ill conceived plan.

With great concern;

--

Salem Mekuria
Mekuria Productions, LLC

www.salemmekuria.com

Updates, DCR (DCR)

From: Sarah Freeman [freemansherwood@hotmail.com]
Sent: Wednesday, March 04, 2015 12:55 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities
Attachments: S15030314000.pdf

Dear DCR,

Attached are comments from the Arborway Coalition re: Arborway Bicycle Facilities and safe access for all users.

Best regards,
Sarah Freeman

Sent from my Verizon 4G LTE Smartphone



Dear DCR,

March 3rd 2015

Thank you for once again addressing the safety issues on the Arborway and the gap in the bike network. After nearly 20 years of studies, we thought we "had seen it all", but the current starter idea developed by Toole Design Group is full of innovations and shows great promise. We encourage you to continue to develop this preliminary idea while being as responsive as possible to public concerns. We understand that you can't please all the people all the time, but it would be helpful to either modify the starter idea in response to specific comments or to explain why not.

There is much to like about the starter idea:

- Safer for all users – pedestrians, bicyclists, motorists & residents. The area between Kelley Circle and Casey Overpass is a high accident area, speeding is rampant, and the current design encourages speeding by motorists while discouraging use by pedestrians & cyclists. We commend DCR for attempting to level the playing field.
- Traffic calming, while accommodating the traffic volume via design; slow & steady rather than hurry up & wait
- Alter the 2 large "traffic circles" by creating 3 smaller "modern roundabouts"; designed to slow down motorists and provide safe ped/bike crossings
- Provision of safe bike facilities throughout the corridor between Jamaica Pond & the Casey Arborway Project
- Raised crosswalks for pedestrian safety
- Direct the through-traffic into the center lanes
- The residential service roads between the circles would remain one-way, but in opposite direction from now. In the space gained by directing through traffic to the center, there is space for a 2-way bicycle facility on each side of the parkway, adjacent to the medians, avoiding conflicts with each driveway.
- In the space gained by directing through traffic to the center, there would also be space for a parking lane.

Concerns that have been expressed:

* Prince St. West (by Parkman Drive) would like to avoid:

- impacts to the historic stone wall
- increased traffic flow, e.g. from Pond Street to Kelley Circle

* Prince Street East (and others): generally favorable re: safety improvements & bicycle facilities, but:

- some question the removal of traffic signals (worried that there won't be gaps to enter the roundabout); roundabouts presumably create a "kinder gentler" atmosphere, but some residents have responded that believing this is not only a leap of faith, "it's delusional" (it would

be helpful to show evidence of high volume roundabouts in action)

- 2-way traffic on Prince Street has been described as a "non-starter", especially at the Murray Circle end of the block, where some houses do not have driveways. Can the consultants please show how they think this could work?

* Other:

- Pond St. (by Cataumet): complicated access to Centre St., Forest Hills, or Prince St. East via Arborway, Prince, Parkman Drive, Kelley Circle: is there a simpler way?

- Is there video of an existing double roundabout?

- Can the crosswalk from Pond/Cataumet/Arborway (to #10 Arborway) be preserved? It's a desire line & it may be difficult to enforce the revised route (longer for anyone mobility-impaired).

- Capacity: Some residents would like to better understand how the capacity will be maintained.

We look forward to seeing this starter idea evolve into something that can be implemented and bring the Arborway one step closer to fulfilling its role as a green multi-use parkway that is safe for all users. As the Historic Parkway Initiative states, "A parkway is not a road. It's a park with a road in it."

Best regards,
Sarah Freeman
22 Arborway



Updates, DCR (DCR)

From: Georg Becker-Birck [georg@becker-birck.eu]
Sent: Wednesday, March 04, 2015 12:41 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear Sir or Madam,

As an resident of Orchard St Jamaica Plain, I would like to submit my comments and concerns regarding the planned "Arborway bicycle facilities" project that was presented on February 3 and 5:

General

I am a frequent cyclist and use my bicycle for transportation and commuting to work. I believe the upgrade of the facilities is a fantastic idea that will provide save biking facilities, reduce speed of cars and ease the navigation of traffic, especially around Murray Circle.

Murray circle:

- Modern roundabout will eliminate the double U-turns and thus make it safer for car traffic to turn into Orchard St (coming from Boston), eliminating the need to cross 3 traffic lanes.
- Please keep in mind that there is no bike lane on Francis Parkman drive. Please include merge lane so that cyclists can leave the bike path turning north into Francis Parkman drive and can safer merge with traffic (instead of having to cross fully into the traffic lane to make the turn)

Orchard St/ Prince Street

- It looks like Orchard St and prince Street are planned as two-way streets instead of the current one way streets. As a resident of Orchard St, I am opposed to this idea and urge you to keep Orchard and Prince Streets as one way streets (going north to south) for these reasons:
 - A two way street pattern is not necessary for the intended design and traffic flow and just an add on function
 - Two way traffic would eliminate parking on one side of Orchard St and thus heavily reduce the amount of available parking for both residents and Jamaica Pond visitors. This would create unnecessary parking issues for residents and their visitors.
 - A two way street or a traffic pattern south to north on Orchard could be used by drivers to avoid traffic on the Arborway circles, using Orchard St as a cut-through, thus increasing traffic on Orchard St.
 - Orchard St and Prince St have children living in the area, with additional young families moving into the neighborhood. Two -way traffic would unnecessary increase the accident risk to children playing on or near the street.

- Increased traffic could negatively affect the attractiveness of the neighborhood.
- I therefore strongly suggest to keep the existing one way street pattern going north to south on both Prince St and Orchard St.

Thank you for your consideration.

Best regards,

Georg Becker-Birck

--

Georg Becker-Birck
40 Orchard St., Apt. 2
Boston, MA, 02130

Updates, DCR (DCR)

From: Susan Tulchin [stulch@gmail.com]
Sent: Tuesday, March 03, 2015 8:10 PM
To: Updates, DCR (DCR)
Subject: Arborway bicycle facilities

Hello, I am a resident of Prince Street in Jamaica Plain (#11). I have read through the proposed changes to the Arborway, the rotaries and the necessary changes to help with safe use of bicycles and safety for pedestrians.

I am very excited about the wonderful improvements - in terms of improved road design, safety and beauty. I am also in full support of the improvements for bicyclists.

However, I am quite concerned about the proposal to make Prince St a two way street and possible changes in the direction of the flow of traffic on our street. Prince Street is a very narrow street. Many of our neighbors do not have off-street parking and depend entirely on parking on the street. It is absolutely impossible to make this narrow, residential street into a 2 way thoroughfare. (you should see it with the snow!). In addition, if the direction of the street changes, there will be a marked increase in traffic. We have many children and pedestrians on our street. The direction change would prove to be dangerous and change the character of our lovely, tree-lined street.

Please consider these concerns.

thank you.

Susan Tulchin 11 Prince St #1, stulch@gmail.com.

Updates, DCR (DCR)

From: Paul Keefe, M.D. [paulkeefemd@gmail.com]
Sent: Tuesday, March 03, 2015 7:19 PM
To: Updates, DCR (DCR)
Cc: Debbie Keefe; rboxer@partners.org
Subject: Arborway Bicycle Facilities

I am very concerned about the DCR draft plans. I am an avid biker. I commute on the Arborway. I love to amble on the residential streets your plan would so drastically change.

Orchard and Prince streets are heavily pedestrian-a major reason is that they are not 2 way and heavily trafficked. Bikers use Orchard quite heavily as a quiet safe cut through. Children play in these streets. To divert a substantial number of the 50,000 vehicles which daily drive over the Arborway and Jamaica way to Orchard and Prince Streets would dramatically and wrenchingly change the character of these quiet residential streets.

One of the major reasons people bought houses on these 2 streets were because they were quiet and lightly trafficked one way streets. This is in distinction to those who purchase homes on the Jamaica way who know there is very heavy traffic out the front door.

The people who live on these 2 streets park on these 2 streets. The residents vehicles essentially fill both sides of the street. One of the reasons people bought these houses was because you could park essentially right in front of your house. If these streets become 2 way, most if not all of the parking spaces will be lost or severely restricted. Your plan would very negatively impact the quality of life on these streets.

On such short notice I have not had a chance to review other aspects of the plan.

I am upset about lack of substantial notice of these plans.

Updates, DCR (DCR)

From: pepe abola [pepe.abola@gmail.com]
Sent: Tuesday, March 03, 2015 6:24 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities & Rotary Reconstruction

Dear DCR,

First I must apologize as I was not aware that these meetings were happening. I'm a resident on Orchard St and have lived here a decade. I reviewed the PowerPoints online and I'm very impressed with the thought and process that went into these.

However, I'm a little alarmed I saw that part of the proposal meant making Orchard St. and Prince St. two way and potentially doubling our traffic at the cost of potentially losing our street parking.

How do you plan to address these issues?

Orchard is extremely quiet and we live here for that reason. I live in a duplex and regularly park on the street in front of our house. It would be extremely difficult for me to find a good parking spot if everyone on the street also lost their parking. Additionally, just as you are diverting traffic from the residential part of Pond street (that leads into Murray circle and the entry to Orchard), you are re-routing that traffic to us. Orchard and Prince are both much more highly populated than that single stretch parallel to the Arborway.

In general I am in favor of these changes to make the arboretum and the pond and the arborway safer, but I do not like the idea of Orchard and Prince bearing the burden of that change, especially because it does not seem like any of us knew about it until we read the paper this past Sunday.

I hope you've all already thought of this and have an easy solution in hand.

Thank you for reading,

Jose Abola.

--
Pepe Abola
46 Orchard St, Apt. 1
Jamaica Plain, MA 02130
412.302.6322

Updates, DCR (DCR)

From: Debbie Keefe [dkeefe@wheelock.edu]
Sent: Tuesday, March 03, 2015 5:51 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

To Whom it may concern;

My husband and I were extremely upset when we heard about the plan to make both Prince St. and Orchard St. two way streets. Both Prince St. and Orchard St. are residential streets with many young children. There is very little parking available except on the street. If these streets become two-way streets they will become like the Arborway, a major thoroughfare. They will become cut through streets for traffic. This quiet residential neighborhood will be burdened with fast moving cars and no parking. This is not safe or fair to the residents in this neighborhood. We think this plan must be reconsidered. As bicycle enthusiasts we support creating more biking lanes. However, this should not be done at the expense of this neighborhood or any other neighborhood.

Deborah Keefe

85 Orchard St.

Jamaica Plain

Updates, DCR (DCR)

From: Kay Sloan [kay.sloan@comcast.net]
Sent: Tuesday, March 03, 2015 4:58 PM
To: Updates, DCR (DCR)
Cc: Sarah Freeman
Subject: Arborway bicycle facilities

I want to applaud DCR and the Toole Design for attempting to develop fresh ideas to improve both bicycle and pedestrian access to the area between Murray and Kelley Circles. The concept that the Arborway and Jamaicaway should be viewed as a park first and traffic conduit second is an important and novel approach.

One major problem with the starter proposal, however, is its failure to offer a satisfactory solution for traffic entering and exiting the Jamaicaway from Pond Street north. Many JP residents, as well as others, need to access the Jamaicaway via this route.

It appears that traffic exiting the JWay onto Pond Street would be required to make a right turn across the inbound local access/bike lanes as well as a left turn in front of the traffic exiting Pond Street onto the JWay. This seems infeasible, especially during rush hours when Pond Street is blocked up.

Traffic exiting Pond Street trying to go inbound on the JWay will be forced into Parkman Drive, something that appears nearly impossible at rush hour.

The design for the Pond Street intersection needs to be rethought to allow for better access to the Jamaica Way. The proposed solution is unacceptable in this regard.

Kay Sloan
Pond Circle
JP

Updates, DCR (DCR)

From: Bill Sloan [bill.sloan@comcast.net]
Sent: Tuesday, March 03, 2015 4:44 PM
To: Updates, DCR (DCR)
Subject: Re: Arborway Bicycle Facilities

To add to my comment, I think the only viable solution will be for you to move the Kelley traffic rotary south to the Pond Street intersection. You could connect Parkman Drive eastbound (if at all) via a one-lane local road south to the new Pond Street rotary.

- Bill

> On Mar 3, 2015, at 2:17 PM, Updates, DCR (DCR) <dcr.updates@state.ma.us> wrote:

>

> Thank you for your comments. We appreciate your interest and your input.

>

> -----Original Message-----

> From: Bill Sloan [<mailto:bill.sloan@comcast.net>]

> Sent: Monday, March 02, 2015 8:36 PM

> To: Updates, DCR (DCR)

> Subject: Arborway Bicycle Facilities

>

> I believe most of the changes incorporated into the "Starter Ideas" concept are good ones. However, I don't believe the design firm has yet solved the intersection between Pond Street (near Moss Hill) and the Jamaicaway.

>

> In the "Starter Ideas" concept, it would be nearly impossible for south-bound traffic to go west up Pond Street, especially in heavy traffic. No one would yield to a car coming out of the north-bound local lane trying to turn left up Pond Street. Moreover, all the traffic coming east down Pond Street would have to wait forever (presumably at a stop sign) to enter Parkman Drive and thus Kelley Circle.

>

> The "Starter Ideas" plan largely isolates Pond Street, and would force much more traffic to traverse Goddard Street past the Park School to the top of Parkman Drive. The planners need to drive Goddard Street, preferably in traffic, to see how impractical that would be. (Are you cooperating with the town of Brookline on this?)

>

> Please find a way to modify your ideas to accommodate Pond Street traffic in a reasonable manner. Thank you.

>

> - Bill

Updates, DCR (DCR)

From: Alisa Rosen [alisarosen@yahoo.com]
Sent: Tuesday, March 03, 2015 3:00 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities plan - STRONG OBJECTION

Hello -

I am writing in response to the proposed Arborway redevelopment in Jamaica Plain - and I would like to voice my STRONG objection to the proposal to make Orchard Street into a two way street.

Along with many other residents of Orchard Street, I have a small child. I chose to buy a house on Orchard Street because it is a quiet one way street. It is narrow and there are a lot of children. If the street were to be made into a 2 way street, I am absolutely sure it would be used as a cut through for people to drive from Center Street to the Arborway, which would increase traffic - and would change our quiet child-friendly street into a busy street. I do not think most of us would be comfortable having our children play outside if there were this increased traffic. This would NOT BE FAIR to the residents of Orchard (or Prince) Street.

Additionally, the street is narrow and already full of cars. If the street were to be made into a two way street, I can't imagine how there would be enough room. Parking would become very problematic.

This is a VERY unfair proposal which would NOT be safe for our children and would decrease our property values.

Please DO NOT ruin our homes by making Orchard Street into a two way street. There has to be another way to improve traffic.

Thank you for your consideration,

Alisa Rosen
Orchard Street Resident

Updates, DCR (DCR)

From: Susie Albert [salbert616@gmail.com]
Sent: Tuesday, March 03, 2015 1:55 PM
To: Andy Pond
Cc: Updates, DCR (DCR); Nancy Wheeler; liz.malia@state.ma.us; Sonia Chang-Diaz
Subject: Re: Arborway Bicycle Facilities: NO to Orchard street becoming two-way

I second this!!! No to making Orchard St. a two way road.

Thanks - Susie Albert
42 Orchard St.
JP, MA 02130

On Tue, Mar 3, 2015 at 1:18 AM, Andy Pond <andy.pond0@gmail.com> wrote:
In the most recent plans issues by the office of Energy and Environmental affairs, it appears that Orchard Street is slated to become a two way street.

I object strongly to this move. It would entail a major shift in the current culture of the street. Parking would be cut in half. We would need to institute a resident parking system.

Worse, a two way orchard street becomes an tempting cut-through during heavy traffic. There are many small children who would be at risk from turning Orchard street into a busy thoroughfare.

An informal survey of residents of our street shows no support for 2 way conversion.

It's crazy to mess with something that is working well for all residents Of the street--with no clear benefit to the overall (admirable) goal of improving traffic flow an bike safety.

I've lived on orchard street for 25 years. I've never been so worried about my neighborhood.

Sent from my iPhone

Andy Pond
42 Orchard Street #2
JP, MA 02130

Phone: [617-522-7701](tel:617-522-7701)

Updates, DCR (DCR)

From: SARAH FREEMAN [freemansherwood@hotmail.com]
Sent: Tuesday, March 03, 2015 1:28 PM
To: glassano@aol.com; Updates, DCR (DCR)
Cc: Lori Adcock; Michael Neighbor; Owen Young; Valerie Young; Carla Bettano; Rani & Jonathan
Subject: RE: "Arborway Bicycle Facilities" & safe access

Well said, Laurie. Thank you for taking the tie to comment.

Sarah

> From: glassano@aol.com
> Subject: "Arborway Bicycle Facilities" & safe access
> Date: Tue, 3 Mar 2015 09:27:32 -0500
> CC: freemansherwood@hotmail.com; Lori.Adcock@steward.org; gmleigh@verizon.net;
youngowenc@gmail.com; valsullivan@aol.com; carla_bettano@nhp.org; jonathan1664@gmail.com
> To: dcr.updates@state.ma.us
>
> Dear DCR planning committee,
> I want to express my concern & worry primarily for our safety based on your proposed plan for Prince St. (the side of Prince St. parallel to Parkman Drive). Although some of our street is not residential, Prince is still a residential street with people, children, and pets living on it directly in the area you have proposed to change. Here are my concerns based on your proposal:
> 1) In order to exit our street, we would have to make a left turn from Prince St. to get onto Parkman Drive. Once on Parkman Drive we theoretically can make a right or a left turn. In order to make a right onto Parkman, someone would have to let us in from a long line of built up traffic. In order to make a left turn onto Parkman Drive, we would be at great risk entering the 1st lane of traffic, & even worse risk crossing over the 1st lane with poor visibility from high speed cars coming from the right (off of the Jamaica way). Unlike Pond Street residents who can make a left on Pond & go toward Brookline, we'd have no choice but to get onto Parkman Drive or to cross over the Jamaica way in a few loops of challenges just to get to the Brookline or West Roxbury side.
> 2) The street parking at the end of Prince would not be possible for the houses who rely on it & for visitors to the Pond (due to the lack of parking elsewhere).
> 3) The historic rock wall would be destroyed. Our neighbors have tried to care for this wall often using their own money even to preserve it.
> 4) Built up traffic causes air pollution and pedestrian safety risk. When people are in traffic longer, they tend to drive faster when able to make up for their lost time further putting pedestrians & bikers in harms way.
>
> I have lived in Jamaica Plain for 30 years and love it for it's community, diversity, and green space. I have been a dedicated business supporter and volunteer for JP non-profit organizations. I continue to raise my children here. I enjoy using the parks every day with my dog, & I am an avid bike rider. I can appreciate what you are trying to do to make JP even greener & bike friendlier, however cars are our primary & necessary transportation! As you can imagine, I use my car to get to work, shop, bring my child to & from school, attend doctor appointments and a multitude of other things. I not only need to use my car, but need to use it in a gas saving efficient & of course safe manner. Your proposed plan would cause me to be in the car longer with additional traffic and most concerning pose a threat to my family's safety trying to leave & return home on our street.

>
> I'd be happy to meet with you directly and have our neighbors on Prince St. & Cataumut meet too. I think the impact is similar for both of our streets & probably similar for Moss Hill residents as well.

>
> I thank you for your time & consideration of my comments. Please understand that this plan would significantly effect us & we want to ensure that our voices are heard.

>
>
> Laurie Glassman
> 140 Prince St. JP
> 857-203-1193

>
>
>

Updates, DCR (DCR)

From: dtarbet@comcast.net
Sent: Tuesday, March 03, 2015 12:01 PM
To: Updates, DCR (DCR)
Cc: warne, susan; David H Friedman; martinthomson@comcast.net; chen.emy@gamil.com; tehnaz@yahoo.com
Subject: Arborway Bicycle Facilities

Dear DCR:

This is a comment on the DCR's plan affecting the Arborway, particularly the part of the plan that concerns the section between the Kelly and Murray Circles on the Arborway.

There are many admirable features to the DCR plan, but, as it presently stands, the plan would have a seriously bad effect on the section of Prince Street between the Arborway and Centre St.

The plan shows Prince Street as a two-way street. This change, if made, would have a deliterious effect on the character of the street. The street is narrow and there is not enough off-street parking to accommodate the parking needs of the residents if--as would be necessary--parking was eliminated on one side of the street. But, far more serious would be the traffic that would travel up Prince Street from the Murray Circle (Arboretum)/Centre Street end of the street toward the Kelly Circle (Jamaica Pond) end of the street. That happens now, even though the street is marked as "one way" on the Centre Street end. Prince Street would be seen as a short cut when traffic backed up (as it inevitably would) entering the first of the two Murray Circle rotaries. This sort of traffic would travel at high speed on a street with older residents and school-aged children.

Admittedly, making Prince Street one-way would complicate entrance and egress. Residents would have a harder time entering on the Kelly Circle end. That could be managed, but, without a light to permit traffic to exit from the Centre Street end when entering the first of the two Murray Circle rotaries, leaving the street would be close to impossible. There is a light at that end of the street now. That light shows a recognition of the current difficulty of exiting Prince Street. A light of that sort would have to be maintained in order to make leaving Prince Street possible.

Whatever may be the other admirable features to the proposed plan, the plan for Prince Street needs rethinking.

Sincerely, David Tarbet and Carol Flynn
80 Prince Street, Jamaica Plain

Updates, DCR (DCR)

From: Sue Warne [susan.warne@comcast.net]
Sent: Tuesday, March 03, 2015 11:24 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear DCR: I'm excited by the possibilities presented in the new plan. It promises to reduce the speed of cars going along the Arborway, eliminate some dangerous merges, and make things safer for cars, bikes, and pedestrians alike. I encourage you to continue with the process of refining the plan. This is a very complicated stretch of road, and there are many details to be considered, but I'm sure that the issues below and the many you will hear from other residents can be worked out.

A couple of particulars:

1. Currently, the traffic lights provide breaks in the traffic flow that allow cars to enter the rotaries or cross east-west across the Arborway. Without such breaks, merging into the roundabouts during peak traffic periods may be difficult. Are there any traffic studies on this issue that could help determine whether this plan is feasible with the current volume of traffic?

2. The plan shows all traffic coming from the west side (Brookline side) of Pond turning right on the Arborway access road and right again onto the the west side of Prince, where it meets Prince St. traffic coming in the other direction. You'd need some sort of barrier to funnel both of those streams of traffic into the roundabout.

3. In general, the north end of the plan is really complicated. It's hard to imagine the volume of traffic we have at peak times being able to navigate all these ins and outs. E.g., traffic coming south from the Jamaica Way and heading west on Pond will have to merge with traffic coming east on Pond. Hard to imagine that won't cause accidents if there is no light at Pond/Arborway access road.

3. Keep east Prince St. one way going south. First, if Prince St. (and Orchard St.) is two-way, cars will use it as a shortcut going north, to avoid the roundabouts. Second, Prince St. is a narrow street. The south half of the street is almost all two-family houses, each of which has at least two cars, so the south half of the street is parked solid on both sides except during the day on weekdays. There's no room for cars to pull over to let others pass.

4. You really need to rename this project! "Arborway Bicycle Facilities" sounds like a Trojan horse!

Thanks for your hard work and creativity in coming up with this plan.

Sue Warne
65 Prince St.

Updates, DCR (DCR)

From: Laurie Glassman [glassano@aol.com]
Sent: Tuesday, March 03, 2015 9:28 AM
To: Updates, DCR (DCR)
Cc: SARAH FREEMAN; Lori Adcock; Michael Neighbor; Owen Young; Valerie Young; Carla Bettano; Rani & Jonathan
Subject: "Arborway Bicycle Facilities" & safe access

Dear DCR planning committee,

I want to express my concern & worry primarily for our safety based on your proposed plan for Prince St. (the side of Prince St. parallel to Parkman Drive). Although some of our street is not residential, Prince is still a residential street with people, children, and pets living on it directly in the area you have proposed to change. Here are my concerns based on your proposal:

- 1) In order to exit our street, we would have to make a left turn from Prince St. to get onto Parkman Drive. Once on Parkman Drive we theoretically can make a right or a left turn. In order to make a right onto Parkman, someone would have to let us in from a long line of built up traffic. In order to make a left turn onto Parkman Drive, we would be at great risk entering the 1st lane of traffic, & even worse risk crossing over the 1st lane with poor visibility from high speed cars coming from the right (off of the Jamaica way). Unlike Pond Street residents who can make a left on Pond & go toward Brookline, we'd have no choice but to get onto Parkman Drive or to cross over the Jamaica way in a few loops of challenges just to get to the Brookline or West Roxbury side.
- 2) The street parking at the end of Prince would not be possible for the houses who rely on it & for visitors to the Pond (due to the lack of parking elsewhere).
- 3) The historic rock wall would be destroyed. Our neighbors have tried to care for this wall often using their own money even to preserve it.
- 4) Built up traffic causes air pollution and pedestrian safety risk. When people are in traffic longer, they tend to drive faster when able to make up for their lost time further putting pedestrians & bikers in harms way.

I have lived in Jamaica Plain for 30 years and love it for it's community, diversity, and green space. I have been a dedicated business supporter and volunteer for JP non-profit organizations. I continue to raise my children here. I enjoy using the parks every day with my dog, & I am an avid bike rider. I can appreciate what you are trying to do to make JP even greener & bike friendlier, however cars are our primary & necessary transportation! As you can imagine, I use my car to get to work, shop, bring my child to & from school, attend doctor appointments and a multitude of other things. I not only need to use my car, but need to use it in a gas saving efficient & of course safe manner. Your proposed plan would cause me to be in the car longer with additional traffic and most concerning pose a threat to my family's safety trying to leave & return home on our street.

I'd be happy to meet with you directly and have our neighbors on Prince St. & Cataumut meet too. I think the impact is similar for both of our streets & probably similar for Moss Hill residents as well.

I thank you for your time & consideration of my comments. Please understand that this plan would significantly effect us & we want to ensure that our voices are heard.

Laurie Glassman
140 Prince St. JP
857-203-1193

Updates, DCR (DCR)

From: Andy Pond [andy.pond0@gmail.com]
Sent: Tuesday, March 03, 2015 1:18 AM
To: Updates, DCR (DCR)
Cc: Susie Albert; Nancy Wheeler; liz.malia@state.ma.us; Sonia Chang-Diaz
Subject: Arborway Bicycle Facilities: NO to Orchard street becoming two-way

In the most recent plans issues by the office of Energy and Environmental affairs, it appears that Orchard Street is slated to become a two way street.

I object strongly to this move. It would entail a major shift in the current culture of the street. Parking would be cut in half. We would need to institute a resident parking system.

Worse, a two way orchard street becomes an tempting cut-through during heavy traffic. There are many small children who would be at risk from turning Orchard street into a busy thoroughfare.

An informal survey of residents of our street shows no support for 2 way conversion.

It's crazy to mess with something that is working well for all residents Of the street--with no clear benefit to the overall (admirable) goal of improving traffic flow an bike safety.

I've lived on orchard street for 25 years. I've never been so worried about my neighborhood.

Sent from my iPhone

Andy Pond
42 Orchard Street #2
JP, MA 02130

Phone: 617-522-7701

Updates, DCR (DCR)

From: Kai Johnson [ksjohnson3@gmail.com]
Sent: Monday, March 02, 2015 11:55 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Hi,

I live on Parkside Dr in Jamaica Plain, and my wife is blind and she walks with a Seeing Eye dog. We walk to JP Centre and Jamaica Pond, crossing the Kelley Circle, for shopping, visiting the park, and seeing friends. The crossings on the Arborway, particularly at Cataumet and Pond St across the Arborway are very difficult to navigate for my wife, as the crosswalk signs are not audible, and the pedestrian paths are not squared off with the sidewalk, and have no tactile or other guidance on where they are. It's very easy to wander off the crosswalk and end up missing the median, and walking on the lane that circles back towards the pond. We avoid the Murray Circle entirely because it is so difficult to judge traffic, and it has never felt safe crossing, let alone with our children.

In the documents on the Arborway plan, I don't see any details on the accessibility of the pedestrian routes being considered. And while I am sure the designers are meeting standard regulations, I ask you to carefully consider if there are other accessible features that could make the lives of visually impaired pedestrians easier.

For instance, audible beaconing on the crosswalk posts would let my wife find the button to cross, some of which are very far from the main pedestrian paths due to local features of the sidewalks and intersecting paths.

And at these intersections and rotaries with multiple lanes of traffic and medians, a tactile map on an audibly discoverable crosswalk sign would make a huge difference:

http://www.apsguide.org/chapter4_tactile.cfm

When we have found these, mostly while traveling abroad, we have marveled at how much information they can convey in a small place, and how it nearly eliminates hours of mobility orientation, during which one of the main tasks is memorizing the layout of streets and the flow of traffic.

If this is something that more information or even anecdotal experience could be helpful, please let me know. I hope to raise our family in Jamaica Plain, and the walkability of the neighborhood is of the utmost importance for my wife's independence.

Thank you,

Kai Johnson

17 Parkside Dr

Jamaica Plain, 02130

Cell: 917-251-8074

Updates, DCR (DCR)

From: Todd Consentino [tconsentino@gmail.com]
Sent: Monday, March 02, 2015 9:34 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Greetings,

I'm writing to lend my support to the Arborway Bicycle Facilities, as drawn up by Toole Designs. I attended both of the recent meetings on this subject. The presentations were impressive. These public meetings marked the first time, for me, that I'd noticed not a single attendee stated a negative opinion of the project! I eagerly look forward to being able to utilize these bicycle facilities with my young daughters.

Sincerely,

Todd Consentino
37 Annafran St
Boston, MA 02131

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<http://www.consentino.com/>

Updates, DCR (DCR)

From: Bill Sloan [bill.sloan@comcast.net]
Sent: Monday, March 02, 2015 8:36 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

I believe most of the changes incorporated into the "Starter Ideas" concept are good ones. However, I don't believe the design firm has yet solved the intersection between Pond Street (near Moss Hill) and the Jamaicaway.

In the "Starter Ideas" concept, it would be nearly impossible for south-bound traffic to go west up Pond Street, especially in heavy traffic. No one would yield to a car coming out of the north-bound local lane trying to turn left up Pond Street. Moreover, all the traffic coming east down Pond Street would have to wait forever (presumably at a stop sign) to enter Parkman Drive and thus Kelley Circle.

The "Starter Ideas" plan largely isolates Pond Street, and would force much more traffic to traverse Goddard Street past the Park School to the top of Parkman Drive. The planners need to drive Goddard Street, preferably in traffic, to see how impractical that would be. (Are you cooperating with the town of Brookline on this?)

Please find a way to modify your ideas to accommodate Pond Street traffic in a reasonable manner. Thank you.

- Bill

Updates, DCR (DCR)

From: David Hodes Friedman [dhfriedm@mit.edu]
Sent: Monday, March 02, 2015 3:09 PM
To: Updates, DCR (DCR)
Subject: Arborway bicycle project

From: Michael Gero [mggero@gmail.com]
Sent: Monday, March 02, 2015 10:51 AM
To: David Hodes Friedman; Martin Thomson; Sue Warne
Subject: Re: Prince St and the DCR

I am out of town and responding via very slow machine so my comments will be brief.

I agree completely with David's comments especially those about two-way traffic. This will be a disaster. For an illustration, consider traffic on Burroughs street last week - essentially impassable.

Also agree with the comments about entrance and egress at each end. The Kelley circle idea seems like a silly compromise that should be tossed out. What we have today is far better.

To the extent that any sort of vote or opinion count is taken, any of the addressees above have my authority as proxy to add to the chorus.

Thank you.

Michael Gero
35 Prince

On Sun, Mar 1, 2015 at 3:11 PM, David Hodes Friedman <dhfriedm@mit.edu> wrote:

Fellow Prince St residents:

The DCR plan to reconfigure the Arborway in the vicinity of Prince St has many virtues, including the reduction of commuter lanes on the Arborway and the establishment of dedicated bike paths. It does, however, pose a serious threat to the character of Prince Street. The principal issue is the establishment of two-way traffic on the street. At present Prince St supports a single lane of moving traffic. The rest of its width is consumed by parked cars. A two way street will cut parking in half and that will not provide enough spaces for the number of cars parked here every day. On a snow-bound day like today (I hope we never see the like again) the situation would be much worse. The advantage of the arrangement is that it will allow Prince St residents, but also the residents of the 16 houses on the Arborway service road, to enter the Arborway travel lanes at either Murray or Kelley circle. That can only increase traffic on Prince Street.

The changes to the traffic patterns at the two ends of Prince St (Murray in the south, Kelley to the north) also raise concerns. The plan calls for the elimination of the light at Murray circle. During the hours of the morning commute when there is a steady stream of traffic inbound on the Arborway and fairly heavy traffic on Center St coming from the Monument, it may be very hard to find an opening to enter the Arborway. In the evening Kelley circle will pose another problem. For anyone arriving at Kelley from the Brookline side of the Pond it has always been difficult to cross the traffic coming out of the city on the Arborway and to get to the turnaround that leads to Prince St. Presently we have about 50 yards to accomplish this. When the Kelley become a true

circle we will have about ten yards to get into the left lane and then another ten to get into the right lane to turn into Prince. This route is dangerous now but the circle does not solve the problem. A light here and another at Murray circle (the present situation) are the solutions safest for us.

If the Arborway plan is implemented as proposed we will see a significant degradation in the environment of Prince Street: more traffic and more frustrating and dangerous access to and from the Arborway.

The link to the full project, from Martin and Sue's emails on the plan, is:
<http://www.mass.gov/eea/agencies/dcr/public-outreach/public-meetings/>

Choose "See All" below the most recent "material". Go down the list to February 3 and 5, 2015. "Arborway Bicycle Facilities": For the Prince St area plan look at part 3. page 26

The DCR is soliciting reaction to the plan. The address, again from Sue's email is:
dcr.updates@state.ma.us and write "Arborway Bicycle Facilities" in the subject line.

Deadline March 6.

David Friedman

76 Prince

--
Michael G Gero

35 Prince St
Jamaica Plain MA 02130

mggero@gmail.com

617-942-2744
617-875-9328 (c)

Updates, DCR (DCR)

From: leestru@gmail.com
Sent: Monday, March 02, 2015 2:51 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities - "no to the Prince Street two-way option"

To DCR,

We are writing regarding the Arborway Bicycle Facilities and Prince Street specific issues that need to be resolved. As residents of Prince Street we are (1) opposed to the two-way option for Prince Street, and (2) concerned about the dangerous Prince Street interchange including rush-hour traffic and how access will flow from Prince Street and Arborway.

We are very appreciative of the overall plan. The reduction of commuter lanes on the Arborway and reduced of traffic velocity and associated accidents; dedicated bicycle lanes; multiple pedestrian crosswalks; increase of green space etc., have the potential to greatly impact the quality of life for JP and other Boston residents.

Lee Strunin

Morris Lounds Jr.

83 Prince Street

Jamaica Plain, MA 02130

Updates, DCR (DCR)

From: Michael Gero [mggero@gmail.com]
Sent: Monday, March 02, 2015 10:59 AM
To: Updates, DCR (DCR)
Cc: Martin Thomson; Sue Warne; David Hodes Friedman
Subject: Prince Street Bike facilities

I have reviewed the proposed changes to Prince Street and offer the following comments.

Two way traffic at both ends of the street will be a huge problem in terms of traffic flow and parking facilities. One way access at one end MIGHT be acceptable in that it provides 2 way flow to residents but restricts flow through which be unwelcome to all.

The proposed changes to flow at both circles seem to be cumbersome and possibly dangerous. The current vehicle volumes - especially at rush hours - make it unlikely that drivers will be able to safely navigate the proposed routes safely and/or comfortably.

Michael Gero
35 Prince St.

--

Michael G Gero

35 Prince St
Jamaica Plain MA 02130

mggero@gmail.com

617-942-2744
617-875-9328 (c)

Updates, DCR (DCR)

From: Elmut, Peter [PELMUTS@PARTNERS.ORG]
Sent: Monday, March 02, 2015 8:41 AM
To: Updates, DCR (DCR)
Subject: ARBORWAY BICYCLE FACILITIES (PRINCE STREET, JAMAICA PLAIN, MA)

Importance: High
Sensitivity: Confidential

Hi,

Please be advised that I am vehemently opposed to a two-way traffic on Prince Street. It would be impossible to turn Prince Street to a two-way traffic pattern as there are cars already parked on both sides of the street - which would create significant problems having cars approaching the opposite direction to get by. There is barely enough room currently to have cars heading in the same direction. Also, there are many children and elderly residents on Prince Street - which would create a very dangerous safety issue.

Thanks!

Peter Elmut
21 Prince Street
Jamaica Plain
MA 02130

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Updates, DCR (DCR)

From: Emily Edwards [emilykaneedwards@gmail.com]
Sent: Monday, March 02, 2015 5:45 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Thank you for the project you are considering on and near Prince St and for the opportunity to provide feedback as a Prince St home-owner (36 Prince, Unit 2). I join Tehnaz, David, Emy and others on the street who have already written you to express profound concern about Prince St becoming two-way. My husband and I have 3 children ages 5, 3.5 and almost 2, and one of the reasons we chose Prince St was given the safety of a rarely used street beyond those who live here. Furthermore, since so many of us don't have driveways, I don't understand how we'd continue to be able to park in this new scenario.

Traffic safety is a huge reason why so many of us with young children move to and remain on Prince St, please do not alter this "quiet and safe street" irrevocably.

Again, grateful for the opportunity to provide feedback here, thank you!!

Emily and Thomas Edwards (and Ian, age 5, Caleb age 3.5 and Leo almost 2) 36 Prince St, Unit 2

Emily Edwards
617-510-5310

Updates, DCR (DCR)

From: Vickie Henry [vickiehenry88@gmail.com]
Sent: Sunday, March 01, 2015 8:47 PM
To: Updates, DCR (DCR)
Cc: Vickie Henry
Subject: Arborway Bicycle Facilities

I write to express my concerns about what DCR is calling "Arborway Bicycle Facilities."

In considering my comments, please know that I am a regular walker, biker, and driver on and around the Arborway. I also have a 13 year old who walks and bikes across this area without a parent present and an 11 year old who will be doing so soon. I fully support greater safety, bike access and pedestrian access.

I have several objections to the current draft plan, which I summarize here and then discuss in detail below:

1. Lack of notice to the neighborhood.
2. The plan privatizes 25% of the Arborway without public benefit.
3. The one-way carriage lanes will make travel less safe in the center lanes.
4. This plan diverts significant traffic onto Prince and Orchard Streets.
5. Moss Hill residents will be significantly burdened in driving access to Jamaica Plain's center and Boston.
6. Removing traffic lights is not safe for pedestrians in this area.
7. The current draft plan removes significant trees without clearly showing that so users cannot make a fair evaluation.

What follows is a detailed explanation of my concerns.

1. DCR has not given sufficient notice of this plan or its purpose.

(a) The title is misleading because this is a massive re-design of critical access points in Jamaica Plain.

(b) After conferring with many friends and neighbors, many people do not know about this significant project. The Gazette article came out just a week before the deadline for comments. That is not reasonable.

2. This plan privatizes 25% of the Arborway between Kelley and Murray Circles by giving 2 of the 8 traffic lanes to the abutting homeowners for what will essentially be a private carriage lane. This is wrong for several reasons.

Giving away land to abutters is mission fail for DCR, which is supposed "To protect, promote and enhance our common wealth of natural, cultural and recreational resources for the well-being OF ALL." (Emphasis added.)

Giving private homes a large swath of public land also is outrageous. Selling it to them would be pretty horrible but at least DCR could do something meaningful with the millions of dollars that would raise.

But to offer a give-away at the expense of thousands of neighbors and tens of thousands of daily passers by is so stunning that words fail.

People who live on the Arborway bought homes knowing they were going to live on a very busy road. If they are unhappy they can sell (for an enviable amount of money) and live elsewhere.

3. The one-way carriage lanes will make travel less safe in the center lanes.

According to this draft plan, traffic coming from Kelly Circle will have the right to slow and turn right either to go on Pond Street towards Brookline or to access the carriage lane on the Brookline side of the Jamaica Way. (And presumably, the plan is similar on the other side.) That slowing traffic will back up traffic flowing through and/or create a dangerous condition as cars slow dramatically to make those turns. By DCR's own count, at peak hours that is over 300 cars trying to get to Pond Street towards Brookline.

4. This plan diverts significant traffic onto Prince and Orchard Streets.

Those who purchased homes on Prince Street and Orchard Street did not opt to live on a busy road. This plan clearly proposes to divert hundreds or thousands of cars a day down those streets but the proposal does not give those numbers at all or explain why that is safe or desirable. If I understand the design, the most efficient path for every car entering the Arborway from Pond Street or Parkman Drive that wants to head towards Forest Hills is either Prince or Orchard Street.

For the Prince Street on the Brookline side of the Jamaica Way, hundreds of cars will be added to traffic flow that then have to merge onto Parkman Drive.

5. Moss Hill residents will be significantly burdened in driving access to Jamaica Plain's center and Boston.

All traffic from Moss Hill will be funneled to Parkman Drive via a left turn onto the new carriage lane, then left on Prince, and a u-turn. At the non-peak times, this will add significant distance and time to every trip. At peak hours, the hundreds of cars (using your numbers, which seem low) leaving Moss Hill will have to merge into the hundreds of cars on Parkman Drive. This will double the already backed up traffic on Parkman Drive and is not reasonable. Please calculate how much extra distance this is for everyone coming off of Moss Hill.

And please estimate how much time this will add for every trip for every car. It also will make the already horrible traffic on Parkman worse by doubling the vehicles traveling through there.

Similarly, when cars want to access Moss Hill, the trip will be slowed and longer. Right now there is a third traffic lane that lets those cars bypass much of the Arborway traffic, albeit weaving through. Now these cars will have to stay in that traffic and then turn right on a carriage lane and then left on Pond. (And are you then planning a stop sign because otherwise opposing traffic coming off Cataumet will be in conflict? A stop sign will then back cars up onto the Arborway.)

It seems like you could fix this by leaving Kelly as is with raised cross walks (though I have my concern about those) or you could do the double rotary at Kelly like DCR is proposing for Murray.

6. The idea of removing traffic lights sounds terrific but is in fact actually crazy and contrary to everything traffic officials have claimed to Moss Hill residents for the past decade.

(a) I regularly cross on foot at Kelly Circle. A pedestrian can only cross most of the time by pushing the signal. Even then you have to be careful. The lack of a walk signal will be too unsafe for most pedestrians. Your answer is that pedestrians should stake our lives on a raised crosswalk. But a raised cross walk is nothing to the many SUVs that drive through this area. Moreover, the draft plan places the cross walks right after the circle, especially from Moss Hill into JP center, so a car coming around the rotary has to be looking ahead to see the pedestrian. That seems a bad design. Assuming the car stops, which is questionable, traffic will back up into the circle. That does not make sense. I know from my experience at Murray Circle that even when a car can see the pedestrian for quite a distance (it is a straight-away in the middle), the cars rarely stop.

(b) Turning to Pond Street, I, personally, would love to have "right on red" from the Arborway to turn on Pond Street towards Brookline. But that has not been permitted (except briefly during the U.S. Open golf tournament more than a decade ago) because residents of Pond Street say the traffic is non-stop and too oppressive. Now, suddenly, DCR seems to believe that not only could we have right on red, no signal is necessary ever. This sudden about face is not believable.

(c) I regularly cross on foot at Murray Circle where there is no traffic light. DCR acknowledges that many cars do not stop for pedestrians. Actually, almost no cars stop when entering Murray from Kelly. But a raised cross walk is not going to change that behavior. Today's SUV's can cross one of those raised cross walks with ease. A police car that is sometimes empty and sometimes manned would. But DCR hasn't managed even that, which is far less expensive and radical as this plan. Indeed, cars regularly run the lights at both circles and have done for years and DCR has not cared. So how about the police try a little enforcement before subjecting nearly 50,000 people to a radical re-design.

7. This plans requires the removal of trees but DCR does not say which ones or how many. One has to get two computers side by side and guess. DCR should be forthright because it seems like DCR contemplates removing some beautiful and large trees. If that is the plan, then let's look at options.

I recognized that I have not mentioned bicycles in commenting on this draft plan. That is because I think anyone who bikes in these rotaries has a death wish. Nothing in the draft plan convinces me any differently. The plan is to slow cars considerably. In my experience, that will just make them speed up at these rotaries.

DCR can repeat over and over that parkways are not roads, but parks with roads. But 49,000+ cars travel this parkway every day. Not to mention all the walkers and bikers. This plan either assumes it can divert thousands of those drivers onto side roads (which is ridiculous and unfair to those people) or perhaps make automobile traffic so unpleasant some of those cars will go away (which cannot happen because there is nowhere else to go if you want to get around this part of Jamaica Plain).

Vickie Henry

Updates, DCR (DCR)

From: Helen Raizen [raizen@earthlink.net]
Sent: Sunday, March 01, 2015 8:38 PM
To: Updates, DCR (DCR)
Cc: Kathy MacDonald
Subject: Comments on Arborway Bicycle Facilities Proposal

Dear folks at DCR,

We own and live in the home at 75 Arborway. One of us is a bike rider. We are very interested in the proposal you've made for reconstructing the vehicle, bicycle and pedestrian traffic in our neighborhood and in front of our house, but we have lots of questions and concerns.

We like the raised cross walks. However, we would suggest that you add flashing yellow lights over or beside the roadway that pedestrians can activate to make it safer to cross at these locations. (See crosswalk across Broadway in Cambridge in front of the Marriott Hotel as an example.)

We like the idea of the regional traffic being directed farther away from the residences (but see concerns below).

We like the idea of slowing the traffic down and making the area more park like and safer for all forms of traffic, etc.

Our concerns:

Today during the evening rush hour, traffic is often backed up in front of our house in all four south bound lanes. Could you explain to us how traffic will keep flowing with two less lanes?

We note that parking is being eliminated along the side of the Arboretum. This parking is often completely utilized on a spring, summer or fall weekend day. The gates to park inside the Arboretum are closed on weekends. Where are visitors to the Arboretum supposed to park? We see you might allow parking and a single lane of traffic on the weekend, but this could also be a problem.

In the reconstruction of Murray Circle, we see many problems:

- There seems to be no driveway access for Arborway houses from the corner of May and Centre to the house next to ours (79 Arborway). At least the two next to us have current driveway access.
- Given what we see out our window, we think that traffic going from Arborway to outbound Centre, toward Faulkner Hospital is going to back up into the main Arborway roadway and block traffic trying to get to the roundabouts or to the reverse direction carriage road in front of our house.
- when you come around the corner to get onto the road in front of our house, it looks like the bicycle path is crossed. Who has the right of way there? How will accidents be prevented?
- what will happen to the mature oak that is currently next to our driveway?

We don't understand how traffic flows in the double roundabout arrangement at Murray Circle. Could you explain this?

In the reconstruction of Kelley Circle, the short road between Prince and Parkman that allows a left turn on Parkman is likely to get very congested during the morning rush hour and

possibly the evening rush hour as well. This congestion is likely to back up onto Prince and then onto the carriage road.

It looks like you are proposing to make Prince St. between the Arborway and Centre into a two-way street. Why? How can there be room for this?

Are you proposing to remove all the trees along the sidewalk on the outbound side of the Arborway between the two circles? Why? This seems like a bad idea. They are shown in some pictures, so perhaps we've misunderstood.

There's something wrong with the picture showing the two frontage roads and bike paths. The 2-way bike paths are marked as 2.5 feet which is way to small and the lane markings between the cars and the bike paths are marked as 3 feet, but shown as much smaller than the bike path. In another version, the numbers seem to be correct.

How would we safely get from the 2-way bike path to our driveway and vice versa?

As you can see, we have lots of questions and without answers, we can't really comment on the overall proposal in terms of whether it is a good idea or not. Please let us both know of any further meetings or publications.

Helen Raizen and Kathy MacDonald

Helen Raizen
raizen@earthlink.net

Updates, DCR (DCR)

From: Andy Tsai [bostontsai@gmail.com]
Sent: Sunday, March 01, 2015 8:04 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Hi,

I am a Prince Street resident, and I just reviewed the DCR plan to make Prince Street a 2-way street. I am vehemently against this plan.

Respectfully,

Andy Tsai

Updates, DCR (DCR)

From: Tehnaz [tehnaz@yahoo.com]
Sent: Sunday, March 01, 2015 4:58 PM
To: Updates, DCR (DCR)
Subject: Arborway bike facilities

To whom it may concern:

I am a resident of Prince Street in Jamaica Plain. Plans to make Prince street a 2-way street came to my attention as part of the reconfiguration of the Arborway. I am concerned that this plan will destroy our quiet and neighborly street by converting it into an access road for commuters.

I wish to register my dismay and strong disagreement with this plan for two reasons:

1. Prince street is a narrow road with parking on both sides, which is utilized by residents of the street (most do *not* have other parking options). This leaves space for one lane of traffic only. Eliminating half the parking will leave 50% of the residents without *any* parking in vicinity of their homes. With heavy snow, this will be simply untenable.
2. Making Prince street a 2-way street will dramatically increase the volume of traffic. As a street immediately adjacent to the Arborway, our road will inevitably be used by individuals cutting through. I have 2 small children, who are among the many children who live on Prince street. This could make our quiet street suddenly very dangerous.

I think of all the one-way streets in the South End, where residents face many of the same issues. We are no different.

If you have further questions, please do not hesitate to call on myself or my neighbors.

Tehnaz Boyle
36 Prince Street

Updates, DCR (DCR)

From: Paul Calner [paulcalner@gmail.com]
Sent: Sunday, March 01, 2015 4:39 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

As a resident and home owner on prince street in Jamaica Plain, I am opposed to making Prince street a 2 way street. I think this is an awful idea as 1, the street is already difficult to park on if you lack a driveway and second, it will encourage it to become a cut through street. As a parent of small children I am concerned about the design suggested. This will encourage seeding on what is currently a quiet, kid friendly street.

Regard,
Paul Calner

44 Prince street

Updates, DCR (DCR)

From: David Hodes Friedman [dhfriedm@mit.edu]
Sent: Sunday, March 01, 2015 3:13 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Fellow Prince St residents:

The DCR plan to reconfigure the Arborway in the vicinity of Prince St has many virtues, including the reduction of commuter lanes on the Arborway and the establishment of dedicated bike paths. It does, however, pose a serious threat to the character of Prince Street. The principal issue is the establishment of two-way traffic on the street. At present Prince St supports a single lane of moving traffic. The rest of its width is consumed by parked cars. A two way street will cut parking in half and that will not provide enough spaces for the number of cars parked here every day. On a snow-bound day like today (I hope we never see the like again) the situation would be much worse. The advantage of the arrangement is that it will allow Prince St residents, but also the residents of the 16 houses on the Arborway service road, to enter the Arborway travel lanes at either Murray or Kelley circle. That can only increase traffic on Prince Street.

The changes to the traffic patterns at the two ends of Prince St (Murray in the south, Kelley to the north) also raise concerns. The plan calls for the elimination of the light at Murray circle. During the hours of the morning commute when there is a steady stream of traffic inbound on the Arborway and fairly heavy traffic on Center St coming from the Monument, it may be very hard to find an opening to enter the Arborway. In the evening Kelley circle will pose another problem. For anyone arriving at Kelley from the Brookline side of the Pond it has always been difficult to cross the traffic coming out of the city on the Arborway and to get to the turnaround that leads to Prince St. Presently we have about 50 yards to accomplish this. When the Kelley become a true circle we will have about ten yards to get into the left lane and then another ten to get into the right lane to turn into Prince. This route is dangerous now but the circle does not solve the problem. A light here and another at Murray circle (the present situation) are the solutions safest for us.

If the Arborway plan is implemented as proposed we will see a significant degradation in the environment of Prince Street: more traffic and more frustrating and dangerous access to and from the Arborway.

The link to the full project, from Martin and Sue's emails on the plan, is:

<http://www.mass.gov/eea/agencies/dcr/public-outreach/public-meetings/>

Choose "See All" below the most recent "material". Go down the list to February 3 and 5, 2015. "Arborway Bicycle Facilities": For the Prince St area plan look at part 3. page 26

The DCR is soliciting reaction to the plan. The address, again from Sue's email is:
dcr.updates@state.ma.us and write "Arborway Bicycle Facilities" in the subject line.

Deadline March 6.

David Friedman
76 Prince
(Professor Emeritus, Department of Architecture, MIT)

Updates, DCR (DCR)

From: Nate Hall [nkhall@gmail.com]
Sent: Sunday, March 01, 2015 2:00 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

I am writing to strongly voice my support for the proposed Arborway redesign plan. While the stated goal developing the plan was to provide safe bicycle facilities, this design does so much more.

- Provide safe bicycle facilities throughout the design area. There are good bicycle facilities along the Jamacaway, the Southwest Corridor Path, and with the Casey Overpass removal there will soon be good facilities from South St. through to Blue Hill Ave. This redesign provides an important connection between these
- Improve pedestrian safety throughout the area. Navigating the current traffic circles as a pedestrian is impossible. This means there is no safe pedestrian crossing between Custer St. and Elliot St., a distance of roughly half a mile. With the new rotaries providing safe pedestrian crossing, the longest distance without a crossing is reduced to roughly 1/4 mile.
- Eliminate cut-through traffic on the access roads and keep through-traffic to the central Arborway. This will make the neighborhoods on either side of the Arborway more pleasant for residents.
- Reduce speeding, without reducing traffic flow at peak times. As shown in the presentation, traffic speeds are often well above the speed limit. This is because the current roadway design encourages speeding by appearing similar to a highway. These high vehicle speeds are a major factor in crashes such as the one that paralyzed Kevin Cellucci in 2013. By discouraging such speeds, this new design will save lives and many dollars of medical bills and property damage. This is all done without reducing the amount of traffic which can pass through during rush hours.
- Return the park to being a park. What currently feels like a huge roadway with a little park space beside it will instead become a beautiful park that shares its space with a roadway. This will be much more like the Jamaicaaway between Kelley Circle and Route 9, and much more in keeping with DCR's mission.
- By staying within the existing roadway footprint for most of the design area construction costs are contained. This is a wise way to provide large public benefit at low cost to Massachusetts taxpayers.
- Staying within the current roadway footprint also preserves most of the trees through the area.

As a resident of Jamaica Plain I look forward to the day I can safely bicycle between the Arboretum and Jamaica Pond with my wife and daughter. This redesign will make that possible, and will provide many additional benefits for residents of Jamaica Plain and the region. With so many benefits I hope the DCR can prioritize implementation of this redesign.

Sincerely,

Nathan Hall

Updates, DCR (DCR)

From: Robert Chapman [robert.c.chapman@gmail.com]
Sent: Saturday, February 28, 2015 9:59 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

To Whom It May Concern,

As a resident of Boston, i fully support the plan to transform the Arborway with the addition of cycletracks. This will be a huge improvement to the connections that pedestrians have to the beautiful parks of Boston. Being able to walk/bike/run unimpeded from the Arborway to Longwood will go a long way in improving not just recreational activity for residents, but also for commuters to those areas as well.

Best,

Rob Chapman

Updates, DCR (DCR)

From: Brian Jones [brian.d.jones@gmail.com]
Sent: Friday, February 27, 2015 11:41 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Hello,

I am a resident of Price St in JP and have some input on the proposed updates to the Arborway.

1. First off, thank you for addressing this stretch. It's currently a confusing and inefficient design, and the lack of bicycle access is frustrating. A new design, if done well, would be a huge benefit for residents, pedestrians, cyclists and commuters. (Fyi, I count myself in each of those categories, though mostly as a commuter these days.)

2. Video please! The pdf slides are good, but there are a bunch of them, and getting to the parts that explain how the traffic flow will work takes time. Then understanding how the flow requires reading & thinking. Lots of people who would be interested in this won't do this and hence won't understand the proposal(s). However, if there were a simple 2 minute YouTube video of someone narrating the pdf diagrams, pointing out how the traffic will flow to/from various points (e.g. how would a driver get from Prince St to Pond St heading towards Moss Hill?), that would very many more people on board. Creating this video could be done by a teenager with someone's phone in under half an hour. Honestly, there is no excuse for not creating a simple video that will get more people on board and prevent misunderstandings and community backlash.

3. The stop lights on Centre St SW of Murray Circle have always annoyed me, and many others. I was told that the (unstated) purpose of these lights is to allow residents on these streets to access the inbound lanes of Centre St. Fine. These lights, if they need to exist, should have vehicle sensors. 95% of the time I'm at one of these red lights, there is no one (pedestrian or car) crossing. If these lights are for traffic calming, they are not very efficient. These lights, if not addressed in this project, will create backups in rush hour that clog the roundabouts. A solution that does not address those lights is not a complete solution.

Thanks for taking this into consideration!

Brian
27 Prince St

----- Forwarded message -----

From: "Sue Warne" <susan.warne@comcast.net>

Date: Feb 27, 2015 1:42 PM

Subject: Reminder: Please review & comment on the Arborway redesign plan by March 6.

To:

Cc:

Hi, all. Remember that comments on the Arborway redesign plan are due March 6.

Please submit any comments & questions to: dcr.updates@state.ma.us and write "Arborway Bicycle Facilities" in the subject line.

Quick links to the presentation (which you can view online or download as PDFs; see Sarah's helpful email, below, with full details):

Part 1 (introduction plus traffic data—volume and speed):

<http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part1-pm2-2015-02-05.pdf>

Part 2 (explanation of modern roundabouts and examples of places they have been used):

<http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part2-pm2-2015-02-05.pdf>

Part 3 (the “starter idea” itself):

<http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part3-pm2-2015-02-18.pdf>

I'll send a separate email with comments from some neighbors.
Sue

Begin forwarded message:

From: SARAH FREEMAN <freemansherwood@hotmail.com>
To: "arborway-coalition@googlegroups.com" <arborway-coalition@googlegroups.com>
Subject: [arborway-coalition] **Reminder: Please review & comment on the Arborway Bicycle Facilities & safe access for all users by March 6.**
Date: February 25, 2015 at 2:31:39 PM EST
Reply-To: freemansherwood@hotmail.com

Dear all,

Reminder to please review & comment on the “Arborway Bicycle Facilities” & safe access for all users by Fri. March 6. The consultants (Toole Design) have come up with a very innovative & interesting “starter idea”. As local residents, we all bring a depth of knowledge & experience, so our input is important in achieving the best possible design. Please submit any comments & questions to: dcr.updates@state.ma.us and write “Arborway Bicycle Facilities” in the subject line. I'm also interested in your comments & questions & would appreciate a copy sent to freemansherwood@hotmail.com.

Background:

Since the existing Jamaicaway bike path goes to Kelley Circle (by Jamaica Pond), and the Casey Arborway Project will create off-road bike facilities between Franklin Park & Arnold Arboretum, this planning process aims to address the gap between Casey & the Pond. In attempting to provide safe access for cyclists (& all users), they realized that changes needed to be made at the two traffic circles by the Pond & the Arboretum.

There is much to like about the starter idea, but there may be aspects about which you have questions or concerns. So, please look for yourselves, decide what you like, don't like, or don't understand, and then comment to DCR.

Here are some highlights:

- Safer for all users – pedestrians, bicyclists, motorists & residents (between 2008 & 2012, there were 135 accidents & more than 20 injuries; speeding is rampant).
- Traffic calming, while accommodating the traffic volume via design; slow & steady rather than hurry up & wait
- Alter the “traffic circles” by creating smaller “modern roundabouts”; removal of several traffic signals. Murray Circle, by Arnold Arboretum, would become 2 smaller roundabouts; Kelley Circle, by Jamaica Pond, would remain 1 circle, designed to slow down motorists

- Provision of safe bike facilities throughout the corridor between Jamaica Pond & the Casey Arborway Project
- Raised crosswalks for pedestrian safety
- Direct the through-traffic into the center lanes
- The residential service roads between the circles would remain one-way, but in opposite direction from now.
- In the space gained by directing through traffic to the center, there is space for a 2-way bicycle facility on each side of the parkway, adjacent to the medians; this avoids conflicts with each driveway.
- In the space gained by directing through traffic to the center, there would also be space for a parking lane.

Here are the links (all of which were e-mailed previously) for understanding the "starter ideas" that were developed & presented.

The "starter idea" is at: Part 3 of the Feb. 5 presentation:

<http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part3-pm2-2015-02-05.pdf>

* Thank you to Clay Harper/Arborway Matters for writing a detailed summary of the proposal:

<http://arborwaymatters.blogspot.com/2015/02/connecting-casey-bike-paths-to-jamaica.html>

Here's a link to the JP News on the subject:

<http://www.jamaicaplainnews.com/2015/02/proposal-make-murray-circle-into-two-roundabouts/#more-8474>

* and here are links to the presentations:

Feb. 3 presentation:

< <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-pm1-presentation-2015-02-03.pdf> >

<http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-pm1-presentation-2015-02-03.pdf>

Feb. 5 presentation:

Part 1: <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part1-pm2-2015-02-05.pdf>

Part 2: <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part2-pm2-2015-02-05.pdf>

* Part 3, the "starter idea": <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part3-pm2-2015-02-05.pdf>

Thank you in advance for taking the time to understand the starter ideas, asking any questions & sharing your reactions and/or additional ideas for improvement. Looking forward to working towards a safer Arborway for all users. As the Historic Parkways Initiative slogan, which was referenced at the 2/5 meeting, says: "A parkway is not a road. It's a park with a road in it."

Best regards,
Sarah Freeman
22 Arborway

--
You received this message because you are subscribed to the Google Groups "Arborway Coalition" group.

To unsubscribe from this group and stop receiving emails from it, send an email to arborway-coalition+unsubscribe@googlegroups.com.

To post to this group, send email to arborway-coalition@googlegroups.com.

Visit this group at <http://groups.google.com/group/arborway-coalition>.

For more options, visit <https://groups.google.com/d/optout>.

Updates, DCR (DCR)

From: Marjorie Greville [mdgrev@gmail.com]
Sent: Friday, February 27, 2015 5:00 PM
To: Updates, DCR (DCR)
Subject: Arborway bicycle facilities

Dear DCR,

I support your PROPOSED PLAN for bicycle and pedestrian access along the Arborway. Bicyclists and pedestrians need to have safe access to their homes and our parks. The problem is a designed parkway is now a highway - and the cars travel too fast for the design of the roadway and put both bicycles and pedestrians at risk. I wonder if you do not need to go further and restrict the number and speed of the cars so that the roadway reverts back to a parkway - and drivers to not expect to speed. More lights, more grooved paving, more trees to reinforce the message.

Marjorie Greville

Updates, DCR (DCR)

From: SARAH FREEMAN [freemansherwood@hotmail.com]
Sent: Thursday, February 26, 2015 5:10 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear DCR,

I received the following e-mail re: Arborway Bicycle Facilities, and in follow-up, I was asked to relay the message to you.

Best regards,
Sarah Freeman

Hi Sarah,

As a long time resident of the Arborway I am thrilled to see a plan that will reconnect the portions of the Arborway from the Pond to the Zoo in a safe and effective manner for pedestrians and bicyclists. I definitely agree with Sue that traffic lights provide gaps for cars to enter the rotaries and for residents on the Arborway the ability to back out of our driveways. If the plan is to truly force traffic into the four center lanes it would certainly help alleviate a number of the problems we encounter with congestion and open up the carriage lanes for bicyclists and pedestrians. I also like the idea of two smaller rotaries by Murray Circle which would force traffic to the center lanes (If I am reading the proposal correctly). I still need to get my head around reversing the one way direction of the Arborway. I'm sure with proper vetting this won't be an issue.

Sarah, as usual thanks for keeping us informed.

Best,

john

John E. Paras
Vice President/Operations Director
ABA Retirement Funds Program

ABA Ret

ABA Ret

30 Braintree Hill Office Park
Braintree, MA 02184
E-Mail:john.paras@voya.com

781-796-9652

NYSE: VOYA

Updates, DCR (DCR)

From: Claire Barker [claire@barker.net]
Sent: Thursday, February 26, 2015 10:03 AM
To: Updates, DCR (DCR)
Subject: comment on DCR plans for bicycle access in the Arboretum - Forest Hills road

Hello,

Thanks to updates from Sarah Freeman, I've been able to review starter plans for bicycle access in the section of the Arborway. I live on Orchard St, 2 blocks away, and look forward to a safe biking connection in this stretch of road.

My comments:

- Very important that a bike path be protected from car traffic by more than painted lines. With the history of vehicular speeding and accidents on this stretch of road, it's going to take a long time for drivers to change habits.
- Some kind of stop lights to allow bicyclists to cross big intersections. Crosswalks and traffic cones aren't enough.
- Signage to separate walkers and bikers.
- As a bike user, I'm sorry to realize that bicyclists, particularly at rush hour, are a ruthless bunch: ignoring traffic signals, speeding past slower folks and walkers, generally biking unsafely. No idea how that can be addressed, but it's important to note.

Thank you for the opportunity to comment.

Ms. Claire Barker
(617) 522-2657

32 Orchard Street
Jamaica Plain MA 02130

Updates, DCR (DCR)

From: Don Haber [haber.don@gmail.com]
Sent: Wednesday, February 25, 2015 10:23 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities Design

I live in Jamaica Plain and drive along the Arborway almost every day entering and exiting at Pond Street. It is my understanding that the two current lanes of pavement that comprise the service/frontage/carriage roads that run closest to the houses along the Arborway between Kelley and Murray circles would become bike lanes, one lane of traffic for locals and for people who live along the Arborway to get to their houses, and one lane of newly created street parking.

On the slide labeled "Principles" presented at the community meeting on February 5, 2015, "Park experience" and "Add to the green" are listed as two of the principles guiding this project. The creation of new street parking along the service/frontage/carriage roads does not further those goals. New parking areas would not "Add to the green" or make it a "Park experience" but rather would add a lot of car clutter to the Arborway that doesn't exist now. Creating parking along those roads goes in the opposite direction of the stated principles and goals for the project and would make the area more parking lot-like instead of park-like. I recommend transforming the proposed lanes of new parking into new green space with added trees in order to enhance the parkway/park-like experience.

Finally, creating more green space along the service/frontage/carriage roads would not take away parking from the current homeowners. The service/frontage/carriage roads do not currently have a shoulder for parking and all the houses along that part of the Arborway have driveways for parking cars.

Updates, DCR (DCR)

From: virginia marcotte [virginia_marcotte@hotmail.com]
Sent: Wednesday, February 25, 2015 2:34 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Greetings,

I was not able to attend the meetings where this plan was discussed.

The things I like about this plan: the **separation of bike traffic from vehicle traffic**. I support the idea of increased bicycle usage, but am often annoyed by bikes not following traffic rules, am startled by them slipping by beside my car, or, because of their needing to share narrow streets with cars (me) am inconvenienced by their slowing traffic.

Because I often walk to JP center from Moss Hill, I like the **improvements for pedestrians**: traffic calming, raised crosswalks behind the first or second car in line and the "splitter islands and pedestrians refuges."

I like the idea that this area is **a park with a road in it**, with this plan providing for less asphalt, more green.

However, I am uncertain how this plan directs cars from **Pond Street** into Kelly Circle in order to get either to town or Forest Hills.

Does the idea that **removing traffic lights** improves the flow of traffic really work?

Does the attractive **double round-about**, replacing Murray Circle really work?

Virginia Marcotte
6 Hopkins Road
Jamaica Plain, MA 02130

617 522 9877

Updates, DCR (DCR)

From: rockwood60@comcast.net
Sent: Wednesday, February 25, 2015 9:51 AM
To: Updates, DCR (DCR)
Subject: Arborway/Bicycle plan

Dear DCR,

I have viewed the plan and am against it. The plan to close the outer lanes to traffic is ridiculous. If indeed 49,200 cars go down that stretch of road closing 4 of the 8 lanes are impossible. Those cars will go on side streets as drivers try to avoid a jam packed Arborway. The residents of the Arborway have for all 30 years I have live in Jamaica Hills wanted to keep the outer lanes for themselves. If they wanted a quiet road they should have bought on a side street. Bicycles are nice but look at our weather! Its not conducive to putting bikes before cars on the Arborway.

I live in Jamaica Hills and I feel this plan will cut us off from the Centre street section of Jamaica Plain. We might as well annex to Brookline. I also feel the traffic will increase by large amounts on Pond, Rockwood, Avon and Goddard/Perkins if this plan were to take effect. The streets on the other side of the Arborway will feel the impact also.

Sincerely,
Susan White

617-524-1325

Updates, DCR (DCR)

From: Matt Ridout [ridout.matt@gmail.com]
Sent: Tuesday, February 24, 2015 7:06 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Ladies and Gentlemen,

I'm writing to express my support for the proposed Arborway bicycle and pedestrian facilities. As a runner and person who bikes, I know all too well how dangerous this road is, particularly the traffic circles. The current circles are extremely difficult for even a fit runner to cross safely, and treacherous to navigate on a bicycle.

I would, however, urge you to proceed only with a truly high-quality protected bike lane that is safely and conveniently connected to the rest of Boston's growing bike lane network. High quality bike lanes are sure to generate heavy use along this stretch, but poorly conceived, unsafe ones will not. I would also urge you, as is the topic du jour, to make thorough snow clearance of a protected lane a high priority. Every person who bikes knows that come the first snow all of the formerly dedicated bike lanes disappear underneath mountains of snow and parked cars. You can build the best bike lane in the world but it will be no use to anyone if it is full of snow.

Best regards,

Matt Ridout
Roslindale, MA

Updates, DCR (DCR)

From: Lori Adcock [Lori.Adcock@steward.org]
Sent: Sunday, February 22, 2015 9:59 PM
To: Updates, DCR (DCR)
Subject: Fwd: JHA eNews: Proposed Arborway Re-Design
Attachments: arborway-part3-pm2-2015-02-05.pdf; ATT00001.htm

Sent from my iPhone

Begin forwarded message:

From: "Laurie Glassman" <glassano@aol.com>
To: "Michael Neighbor" <gmleigh@verizon.net>, "Lori Adcock" <Lori.Adcock@steward.org>, "Owen Young" <youngowenc@gmail.com>, "Valerie Young" <valjsullivan@aol.com>
Cc: "Carla Bettano" <carla_bettano@nhp.org>
Subject: Fwd: JHA eNews: Proposed Arborway Re-Design

This email came from a friend on May st..

Sent from my iPhone

Begin forwarded message:

To: "Laurie Glassman (glassano@aol.com<<mailto:glassano@aol.com>>)" <glassano@aol.com<<mailto:glassano@aol.com>>>
Subject: Fwd: JHA eNews: Proposed Arborway Re-Design

Hi Laurie & Carla - Have you seen this proposed re-design of Kelly and Murray Circles? It looks like it will bring quite a bit of traffic to your house. For us to come out on Pond and get on the J-Way, we would turn LEFT at what is currently the J-Way and then turn left on your street and then do a u-turn. Did you know about this? I thought they were re-designing Murray but leaving Kelly alone. Comments are due by March 6. I'm forwarding an email from a friend on Moss Hill who was forwarding an email he received.

---email from my friend---

Thanks for forwarding this email along. I've attached a pdf showing the proposed redesign of both Kelley Circle (the oblong rotary at the corner of Jamaica Pond) and Murray Circle (the large rotary at the corner of the Arboretum).

There is a lot I like about the redesign. I think it will connect our neighborhood much better to JP center and the pond and Arboretum by foot and bike. That is a huge positive in my view.

The only thing that worries me is the proposed car access from our section of Pond street to the Jamaica Way/Arbor Way. Since they have

reversed the direction of both carriage ways, to go either way on the Jamaica Way/Arbor Way we will need to turn left from Pond Street, then turn left again on Prince Street, then U-Turn onto Francis Parkman Road, then enter the newly designed rotary.

The only solution I can think of is a second rotary at the base of Pond Street which would allow us to go straight from Pond Street into a rotary that would allow us to go either way. Not sure that would work or what other problems that would present.

Before I send in any comments I thought I'd get your views if you have any.

---email he forwarded---

Date: February 21, 2015 at 5:23:49 PM EST

Subject: JHA eNews: Proposed Arborway Re-Design

From: JHA Advocate <jamaicahills@gmail.com<mailto:jamaicahills@gmail.com>>

To: JHA Advocate <jamaicahills@gmail.com<mailto:jamaicahills@gmail.com>>

Dear Neighbors,

"Major changes to the Arborway Parkway between Forest Hills and Jamaica Pond are now being planned by the Department of Conservation and Recreation (DCR)." We have been informed that the "proposed changes will impact vehicular access to abutting neighborhoods, the flow of traffic within those neighborhoods, the larger regional flow of traffic thru the area, and on street parking. It even looks like some neighborhood one way streets are being turned into two way streets."

Comments are being sought before March 6. More information appears below. Sincerely, JHA

Starter Plan for Arborway Redesign

At two public meetings held February 3 and 5, the Department of Conservation and Resources and the Toole Design Group undertook the issue of improving bikeway access on the Arborway.

The DCR's goals are to:

Incorporate bicycle facilities

Increase connectivity between Jamaica Pond and Forest Hills

Improve comfort and safety for all users

Reduce conflicts between all modes

Increase predictability of each mode

Maintain existing historic landscape

The DCR is inviting comments on the plan before March 6. Here is their update:

“Dear Stakeholder, in case you were unable to join DCR for our recent public meetings regarding Arborway Bicycle Facilities, we want to let you know that the presentations shared are posted on our website at <http://www.mass.gov/eea/agencies/dcr/public-outreach/public-meetings/material-from-past-2015-meetings.html>.

We encourage you to share with us your feedback on the starter ideas presented at the February 5 public meeting by emailing DCR.Updates@state.ma.us <<mailto:DCR.Updates@state.ma.us>> , noting “Arborway Bicycle Facilities” in the subject line, or by writing to the Department of Conservation and Recreation, Office of Public Outreach, 251 Causeway Street, Suite 600, Boston, MA 02114. The public comment deadline is Friday, March 6. Please note that public comments submitted to DCR may be posted in their entirety on the DCR website, and no content, including personal information, will be redacted.

We appreciate your interest and input on this important project.

DCR Updates”

Breaking down the presentations, you will find that for February 3 here:

<http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arbormway-pm1-presentation-2015-02-03.pdf>

Those for February 5 are here:

February 5 Presentation Part 1

Part 2

Part 3

For a helpful summary of the plan you can read Clayton Harper's blog post at:

<http://arbormwaymatters.blogspot.com/2015/02/connecting-casey-bike-paths-to-jamaica.html>

We hope everyone will submit their comments before the March 6 deadline.

--

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To send comments or unsubscribe, email
advocate@jamaicahills.org<<mailto:advocate@jamaicahills.org>>.

Updates, DCR (DCR)

From: Lori Adcock [Lori.Adcock@steward.org]
Sent: Saturday, February 21, 2015 6:01 PM
To: Updates, DCR (DCR)
Cc: Michael; freemansherwood@hotmail.com; <glassano@aol.com>; <youngowenc@gmail.com>; <valjsullivan@aol.com>; <carla_bettano@nhp.org>
Subject: Re: Arborway Bicycle Facilities and safe access for all users

Another concern for the pond side of Prince St. residents is the increased traffic that our street would incur with your proposed plan. We live on a residential one way street with five homes on it. This proposed plan would put much more traffic on our small residential street.
Lori Adcock

Sent from my iPhone

> On Feb 20, 2015, at 10:36 AM, Updates, DCR (DCR) <dcr.updates@state.ma.us> wrote:
>

> Thank you for your comments. We appreciate your interest and your input and are forwarding your email to our project team.

>
> -----Original Message-----
> From: Lori Adcock [<mailto:Lori.Adcock@steward.org>]

> Sent: Thursday, February 19, 2015 9:29 AM

> To: Michael; Updates, DCR (DCR)

> Cc: freemansherwood@hotmail.com; <glassano@aol.com>; <youngowenc@gmail.com>; <valjsullivan@aol.com>; <carla_bettano@nhp.org>

> Subject: RE: Arborway Bicycle Facilities and safe access for all users

>
> In addition to the historic stone wall, Prince Street provides needed parking for those people who use and enjoy the pond. As everyone is aware, there is very little parking for people already.
> And the proposed plan would limit parking... altogether? or just one side of Prince Street.
> Lori Adcock
> 116 Prince Street

> _____
> From: Michael [michael1103@verizon.net]

> Sent: Thursday, February 19, 2015 8:42 AM

> To: dcr.updates@state.ma.us

> Cc: freemansherwood@hotmail.com; Lori Adcock; <glassano@aol.com>; <youngowenc@gmail.com>; <valjsullivan@aol.com>; <carla_bettano@nhp.org>

> Subject: Arborway Bicycle Facilities and safe access for all users

>
> Please forgive the incomplete previous email.

>
> I am quite concerned about the proposed new design for Prince Street opening into Parkman (slide 26, part3). This cut away creating two way traffic on Prince Street at Kelly Circle end into Parkman would destroy quite a large section of the historic Olmsted wall!
> This significant four foot tall, hand cut stone barrier wall lines the whole length of Prince Street from Perkins to Kelly Circle. We need to be thinking of the preservation of this beautiful landmark not destroy and knock down a large section of it permanently.

>
>
> Thank you,

>
> Michael (Prince Street)

Updates, DCR (DCR)

From: Nate Deshmukh Towery [bakerbiker@gmail.com]
Sent: Thursday, February 19, 2015 1:21 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

To whom it may concern,

This email seeks to comment on the proposed Arborway bicycle facilities as discussed at the public meetings on Feb 3 and Feb 5, 2015.

The recently discussed Jamaica Plain Arborway bicycle facilities are terrific. The proposed rotary redesigns appear to be a safety oriented re-thinking of traditional rotaries and the protected bicycle lanes will encourage riders of all ages to use the paths, enhancing the local community. I heartily endorse these proposed bicycle facilities and encourage the DCR to adopt them with minimal or no changes.

Sincerely,
Nate Deshmukh Towery
34 Chestnut Ave
Jamaica Plain, MA
bakerbiker@gmail.com

Updates, DCR (DCR)

From: Lori Adcock [Lori.Adcock@steward.org]
Sent: Thursday, February 19, 2015 9:29 AM
To: Michael; Updates, DCR (DCR)
Cc: freemansherwood@hotmail.com; <glassano@aol.com>; <youngowenc@gmail.com>; <valjsullivan@aol.com>; <carla_bettano@nhp.org>
Subject: RE: Arborway Bicycle Facilities and safe access for all users

In addition to the historic stone wall, Prince Street provides needed parking for those people who use and enjoy the pond. As everyone is aware, there is very little parking for people already.

And the proposed plan would limit parking... altogether? or just one side of Prince Street.

Lori Adcock

116 Prince Street

From: Michael [michael1103@verizon.net]
Sent: Thursday, February 19, 2015 8:42 AM
To: dcr.updates@state.ma.us
Cc: freemansherwood@hotmail.com; Lori Adcock; <glassano@aol.com>; <youngowenc@gmail.com>; <valjsullivan@aol.com>; <carla_bettano@nhp.org>
Subject: Arborway Bicycle Facilities and safe access for all users

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Thank you,

Michael (Prince Street)

Updates, DCR (DCR)

From: Michael [michael1103@verizon.net]
Sent: Thursday, February 19, 2015 8:42 AM
To: Updates, DCR (DCR)
Cc: freemansherwood@hotmail.com; Lori; <glassano@aol.com>; <youngowenc@gmail.com>; <valsullivan@aol.com>; <carla_bettano@nhp.org>
Subject: Arborway Bicycle Facilities and safe access for all users

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This significant four foot tall, hand cut stone barrier wall lines the whole length of Prince Street from Perkins to Kelly Circle. We need to be thinking of the preservation of this beautiful landmark not destroy and knock down a large section of it permanently.

Thank you,

Michael (Prince Street)

Updates, DCR (DCR)

From: Michael [michael1103@verizon.net]
Sent: Thursday, February 19, 2015 8:33 AM
To: Updates, DCR (DCR)
Cc: <lori.adcock@steward.org>; <glassano@aol.com>; <youngowenc@gmail.com>; <valjsullivan@aol.com>; <carla_bettano@nhp.org>; freemansherwood@hotmail.com
Subject: Arborway Bicycle Facilities and safe access for all users

I am quite concerned about the proposed new design for Prince Street opening into Parkman (slide 26, part3). This cut away creating two way traffic on Prince Street (currently a one-way) at Kelly Circle end into Parkman would destroy quite a large section of the historic Olmsted wall!

This significant four foot tall, hand cut stone barrier wall lines the whole length of Prince street from Perkins to Kelly Circle. We need to be thinking of the preservation of this beautiful landmark and not destroy and knock down a large section of it permanently.

Thank you,
Michael (Prince street)

Updates, DCR (DCR)

From: Updates, DCR (DCR)
Sent: Friday, February 13, 2015 3:16 PM
To: Kish, Patrice (DCR); 'Mdanila@tooledesign.com'
Subject: FW: Arborway Bicycle Facilities

From: [Clay Harper@comcast.net](mailto:Clay_Harper@comcast.net) [mailto:Clay_Harper@comcast.net]
Sent: Friday, February 13, 2015 2:26 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

I want to thank the DCR for hosting two highly stimulating public meetings on the subject of bike facilities (and more) along the Arborway recently. I attended both meetings and was quite impressed by Toole Design Group, the quality of the discussion and ideas on the first night, and by Toole's "Starter Idea" from the second evening.

As a neighbor from the Arborway Hillside area I wholeheartedly support DCR's efforts to reconsider the recreational opportunities in the corridor as well as to reconfigure access and safety for vehicles, pedestrians and cyclists. I was particularly struck by two sentiments expressed: Patrice Kish's reiteration of the Historic Parkways guiding principle that "A parkway is not a road. It's a park with a road in it" and Ian Lockwood's contention that "commuters traveling through your neighborhood should do so on your terms, not theirs." I hope that those ideas can continue to govern the development of this project as it reaches a wider audience, comes more refined, and seeks funding.

I was very happy to see that the proposal calls for raised table-style crosswalks throughout the area. No other single innovation could do more to tame the relentless vehicle speeding and danger in the area. And I was very pleased with the proposal for a new crosswalk on the Arborway frontage road at St. Rose street - pedestrian continuance from South Street or the Forest Hills Gate of the Arboretum through the Hillside has been hoped for since at least the 2008 Gateway to the Arborway proposal.

I'm pleased too by the notion of keeping the existing curblines while re-imagining who gets priority in each portion. Returning the residential portions to these neighbors, and placing the cycling accommodations near the most park-like plantings are both inspired ideas.

That said, I'm somewhat wary of the westbound Arborway commuting through-traffic coming out of Forest Hills and heading towards the Jamaica way and beyond, squeezing it down to a single lane at the Murray roundabouts. The dual roundabouts themselves are intriguing, and the traffic data Mr. Lockwood presented shows that a.m. commuting traffic on the central Arborway between the rotaries is split approximately 50/50 with traffic coming from Forest Hills and traffic coming from the VFW/Faulkner area. I understand that. But I'm not yet sure the design adequately accommodates the through traffic coming from the south. I believe based on local experience that the a.m. portion continuing on towards the Jamaica way rather than exiting to the SW towards Faulkner to be something like 80% of the volume. I'm reluctantly not yet convinced that this design can handle the volume of arterial commuting traffic. I certainly hope I'm wrong, and look forward to additional data that supports the proposal - and to commuters passing through the neighborhood on our terms, whatever they may be.

The Casey Arborway Project will immeasurably enhance the southern reaches of the Emerald Necklace and fix portions of the Arborway that have been substantially broken since the elevated train first crossed it in 1908. With so much positive change coming so soon to this portion of the parkway, now is a good time to fix this "broken tooth" in the system.

Thank you again,
Clayton Harper
ArborwayMatters
44 Hampstead Rd
Jamaica Plain, MA
02130

Updates, DCR (DCR)

From: Goodman, Matthew [matthewgoodman@fas.harvard.edu]
Sent: Wednesday, February 11, 2015 10:28 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities
Attachments: Arborway.jpg

To the Arborway Bicycle Facilities design team,

As a resident of 42 Goldsmith St. the Arborway Bicycle Facilities proposal affects my immediate neighborhood, where I walk, bike and drive on a daily basis.

I make the daily commute to Longwood medical area by Bicycle using the Emerald Necklace bike path, so bike accessibility really matters to me. (By the way, the Rt 9 / Huntington crossing is another area that desperately needs attention!) The current Murray Circle / Kelley Circle interchanges are treacherous enough that by bike I use Dunster Rd to access the bike path at Jamaica Pond. I think the new proposal is a vast improvement, with many intelligent features and details. (See attached map).

1. By car, from Murray Circle the best route to Route 9/Cleveland Circle as well as Brookline Village is by way of Kelley Circle and Francis Parkman Drive. This means a fairly large proportion of drivers approaching Kelley Circle from the south need to cross through the traffic entering from the Jamaica way and get in the exit lane for Francis Parkman Drive. I know you have heard a concern about this crossover from the meetings which you noted under 'complex traffic circles'. However, I am not convinced that the new proposal solves the problem.

The current layout has some advantages: A) Currently, drivers entering Kelley Circle from the Jamaica way are actually more courteous because they are aware of the cross traffic and are prepared to yield to it. In particular, traffic entering Kelley Circle from Jamaica way in the right lane actually enters in an "off ramp" right-turn-only lane that leads to Francis Parkman, which means they feel they immediately have to merge left and gives them incentive to yield to the traffic already in the circle. B) Currently, when coming from Murray circle, entering Kelley Circle from the Arborway side in the middle lane allows one a relatively easy exit at Francis Parkman because of the yielding traffic and the additional exit lane.

The new proposal gives no incentive for the right lane entering Kelley from Jamaica way to yield. In fact because of the proposed Jamaica way splitter island blocking the outer lane, the southbound Jamaica way right lane will perceive they have 'right of way', and no obstacles to their entering the rotary without looking. I would encourage the designers to gain experience driving these particular routes under various traffic conditions before making a final proposal. I suggest retaining the third exit-only lane for Francis Parkman Drive and routing the right southbound lane of the Jamaica way into this lane, much as it is now.

2. I am concerned that the "raceway effect" between Kelley and Murray circles may actually be heightened when the through traffic is put in the 'buffered' center lanes. (But at least there won't be the two roads in the same direction where drivers compete to be first to the next rotary). Because of the likelihood of continued high speeds in this stretch, it would be better to put the turn back to local access at the point where traffic has slowed down to prepare for the raised crossings at Murray circle (see map). This is particularly important because cars will be interacting with the bike lane while making a 180 degree change of direction.

3. I am not sure that the one-way bike lane on the east side of the Arborway between Forest Hills and Murray is a good use of space. I just don't think it would be well utilized. This side of the road does not give access to residential streets from South St until the raised crossing at St. Joseph street. Riders in this direction also have the alternative to use the Arborway liner road between Forest Hills and St. Joseph St. (which I use currently). (If resources exist, a bike lane could be put in along the liner road). A better use of the space would be a permanent parking lane on the west side of the Arborway next to the Arboretum, enabling a true separated bike lane as well as a very popular parking area for the Arboretum especially during peak visitation.

I look forward to hearing your response.

Thanks,

Matthew Goodman

Pond Street

May Street

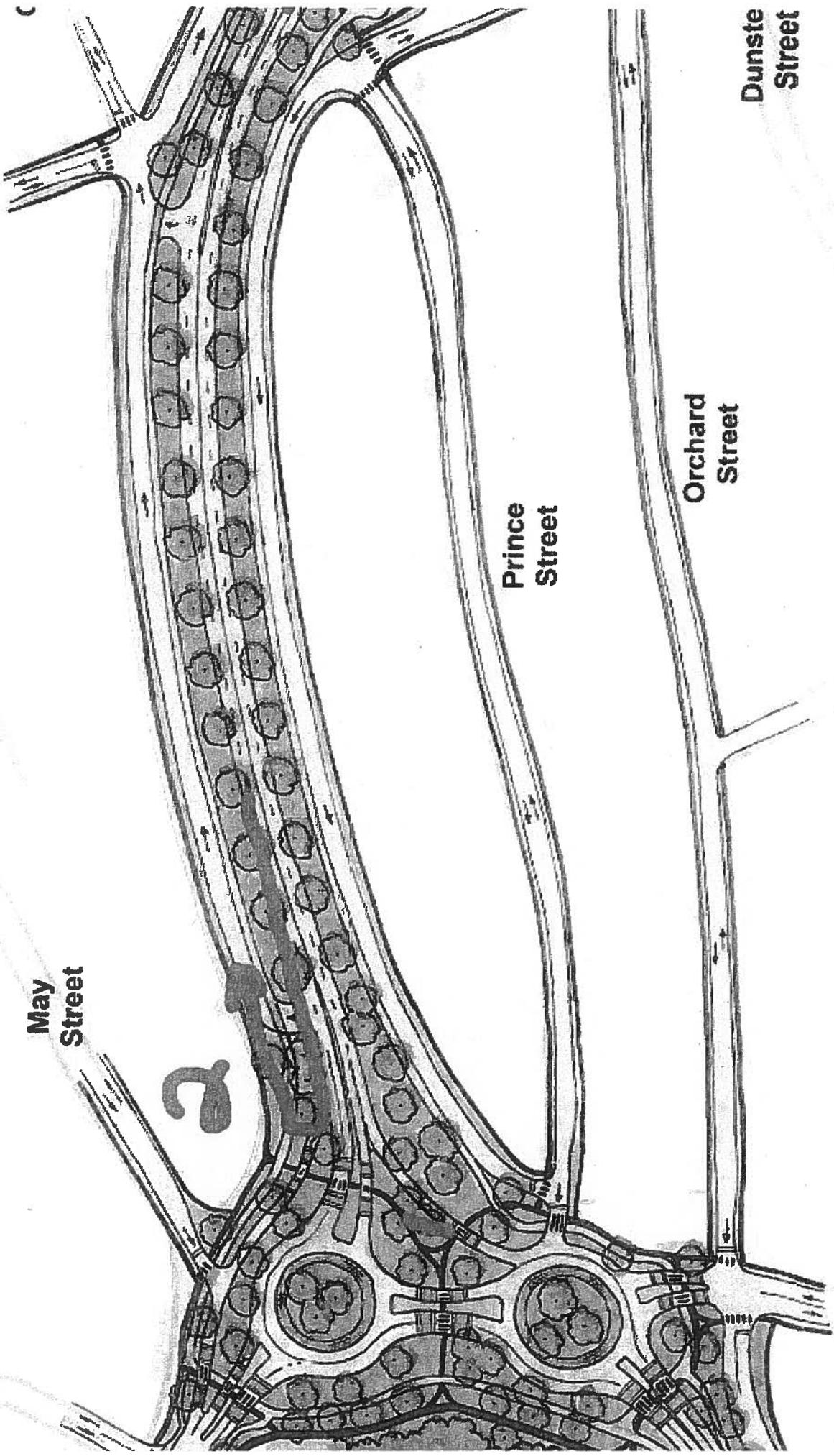
2

Prince Street

Orchard Street

Dunste Street

Centre Street



Updates, DCR (DCR)

From: Brian Murray [bm_inboston@yahoo.com]
Sent: Wednesday, February 11, 2015 3:30 PM
To: Updates, DCR (DCR)
Subject: Arborway cycle track looks GREAT for all of Boston.

Hello,

I live near Franklin Park, and this new Arborway plan could RE-LINK the Emerald Necklace in a beautiful way. If this, and the Casey project, are completed according to plan, it could result in much more bike traffic, taking cars off the road.

Folks from Dorchester and Roxbury could bike through Franklin Park (or from Mattapan via Morton), and continue through Forest Hills, Muddy River, and into downtown Boston!

PLEASE re-link the Emerald Necklace in a bike-friendly way to create a beautiful, free, clean commute for thousands who might use the entire Necklace, or just parts.

THANKS SO MUCH!

Brian Murray
Jamaica Plain
Parkside (Off Franklin Park)

Updates, DCR (DCR)

From: Updates, DCR (DCR)

From: Allison (Quinn) Sequeira [mailto:allisoneq@gmail.com]

Sent: Tuesday, February 10, 2015 10:49 AM

To: Updates, DCR (DCR)

Subject: Arborway Bicycle Facilities

Good morning DCR Staff,

I wanted to write to express my great support for the Arborway Cycletrack plan. I am impressed with the incredible efforts of the DCR staff in coming up with such a creative plan, which seems to improve this stretch of road for all users: motorists, cyclists, and pedestrians.

My husband and I both commute via bicycle all over the city of Boston, but we live in Jamaica Plain and frequent this particular area often. For me, Forest Hills feels totally off-limits on my bike. The access route via Jamaica Pond does not feel safe and, as much as I adore the Southwest corridor path, the final crossings under the Casey Overpass feels so unsafe.

I hope for a day when we can safely bike to the Arboretum, to the Forest Hills area, and Franklin Park. And, moreover, we hope for a day when we have children and can safely bike with them to all of these gems of our city! This plan makes for an even more appealing place to settle down for the long term.

THANK YOU for your wonderful efforts. I stand in great admiration and support.

Allison Sequeira

Cyclist, pedestrian, and transit user

Jamaica Plain

Updates, DCR (DCR)

From: Ajay S [ajay99@gmail.com]
Sent: Wednesday, February 11, 2015 2:01 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Hi,

I planned to attend the Monday public meeting but was not able to attend the postponed meeting on Tuesday or the one on Thursday. I am writing to voice my support for separated bike lanes on the Arborway and connections to Jamaica Pond and the Muddy River path.

As a bicyclist who has tried to merge with traffic in the rotaries, and as a pedestrian who has tried to cross in the crosswalks around the rotaries, I can say firsthand that these are very dangerous roads and that drivers move at unsafe speeds.

Please create separated bike lanes, slow down drivers, and make connections to existing bike paths in your new design.

Thank you.
Ajay Sequeira

Updates, DCR (DCR)

From: Andreas Wolfe [andreas.w.wolfe@gmail.com]
Sent: Tuesday, February 10, 2015 9:44 PM
To: Updates, DCR (DCR)
Subject: Aborway Bicycle Facilities - Recommendation of Raised Crosswalks

DCR,

I'm writing to recommend the usage of raised crosswalks at roundabouts along the section of the Aborway under study.

Here is an example of a recently reconstructed roundabout in Golden, CO that includes raised crosswalks.

<http://www.itre.ncsu.edu/ITRE/research/Pedestrian-Accessibility/raised-crosswalk.html>

This would be a great addition as it wouldn't take up any additional room, and would encourage safer yielding for drivers. I did not see any mentioned of raised crosswalks in the presentation, but was wondering if they were under consideration?

-Andreas

Updates, DCR (DCR)

From: Andrew Farnitano [afarnitano@gmail.com]
Sent: Tuesday, February 10, 2015 4:37 PM
To: Updates, DCR (DCR)
Subject: Public comment on Arborway Bicycle Facilities

Dear Commissioner Murray and DCR staff,

I am writing in support of the Arborway redesign plan presented by Toole Design Group at a public meeting on February 5. I attended the meeting, and found their plan an innovative concept to improve the Arborway for all users.

As a Boston resident who enjoys walking and biking along the historic Emerald Necklace, I was delighted to see how the plan helps restore Frederick Law Olmstead's vision of Arborway as a place for all Bostonians to enjoy safely and pleasantly. As an occasional driver on the Arborway, I appreciated how the plans would encourage drivers to treat the road as a neighborhood thoroughfare, and not a high-speed freeway.

Eliminating the dangerous rotaries and replacing them with modern roundabouts would improve the safety of the road for all people who use it by reducing car speeds, improving flow of traffic, and providing safe, separated bike and pedestrian paths. Especially admirable in this plan is the inclusion of additional green space, protected bike paths, and raised pedestrian crossings and other traffic calming methods.

I urge you to proceed with this plan and continue to make DCR's parkways safe and usable for all Massachusetts residents. Thank you,

Andrew Farnitano
1 S Whitney Street, Apt. 1, Boston MA 02120
afarnitano@gmail.com
[925.917.1354](tel:925.917.1354)

Updates, DCR (DCR)

From: Martin Thomson [martinthomson@comcast.net]
Sent: Tuesday, February 10, 2015 4:26 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear DCR,

Thank you for the opportunity to comment on the plan for Arborway Bicycle Facilities presented by the DCR and the Toole Design Group this past Thursday. Since attending the meeting I have had many conversations regarding the plan both with my Prince St. neighbors and with my fellow members of the Jamaica Pond Association - our neighborhood community/zoning organization. I have encouraged everyone I have spoken with to comment on the plan.

As I said in the meeting, I believe that this plan represents the most comprehensive and creative redesign of the Arborway/Rt.203/(former US1) interchange I have seen in my almost two decades of residence on Prince St. I think it is a wonderful plan that will significantly improve the quality of life for the immediate neighborhood as well as for the greater community wishing to access the parks of the Emerald Necklace (including those people just driving through). That it resolves the myriad obstacles to safe bicycle and pedestrian passage through the area as well as addressing the current deadly free-for-all for motor vehicles speaks to the comprehensive scope of the plan. I cannot recommend fast-tracking its implementation more highly. At minimum, as the discussion moderator - Toole Design Group P.E. Ian Lockwood - suggested, I recommend that very quickly implementing the northern portion of the plan (from the Murray Circle roundabouts north to the current Kelly Circle), with it's relatively modest estimated price tag (\$4 Million), should be considered very seriously indeed.

That said, I think it wise that we Prince St. residents turn down Toole Design Group's generous proposal that our street be converted to two-way north of the entry from the roundabouts. As you would see if you were here right now, the street has one relatively narrow travel lane and only accidents, obstructions and bad humor could result from conversion to a two-way street for any portion of its length.

Thanks again for the opportunity to respond.

Sincerely,
Martin Thomson
60 Prince St.

Updates, DCR (DCR)

From: Erica Quigley [bluedarner@gmail.com]
Sent: Tuesday, February 10, 2015 12:05 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

I would like to register my wholehearted support for the Arborway cycle track and modern roundabout plan presented February 5 by Toole Design Group. The plan will reduce crashes and fatalities, increase cycling and walking, and make the Arborway a more beautiful and pleasant place to be.

Thanks for your consideration.

Erica Quigley
Jamaica Plain resident

Updates, DCR (DCR)

From: Updates, DCR (DCR)
Subject: FW: Arborway Bicycle Facilities

From: Greg Buckland [<mailto:gbuckland@gmail.com>]
Sent: Tuesday, February 10, 2015 10:25 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear DCR,

As a resident of Jamaica Plain, a citizen of Boston, and a person who bicycles, drives, and walks the Arborway regularly, **I am writing to strongly support the Boston Bike Union's recommendations for protected bike lanes** (aka cycle tracks) in the upcoming designs for updates to the Arborway.

I find it challenging to walk or ride my bike around and/or through the Arborway, and protected bike lanes and calmer, smaller roundabouts (replacing the current high speed, high volume rotaries) would make it safer and more beautiful for everyone who uses the corridor.

Many thanks for your time and attention. I'm so glad that the Arborway is getting much needed updates!

In community,
Greg

--
Greg Buckland

199 South St, Apt 5
Jamaica Plain, MA 02130-3926

gbuckland@gmail.com

Updates, DCR (DCR)

From: Updates, DCR (DCR)
Subject: FW: Arborway Bicycle Facilities

From: Ann Finnerty [<mailto:ann@annfinnerty.com>]
Sent: Monday, February 09, 2015 1:46 PM
To: Updates, DCR (DCR)
Cc: freemansherwood@hotmail.com; martin thomson
Subject: Arborway Bicycle Facilities

Re: Arborway Bicycle Facilities

This is an email of support for the latest design proposal.

I am a 22-year resident of Prince Street and an architect. I have not attended the public meetings, but I have looked at the presentation.

My opinion from an initial brief review is that this design is extremely strong and resolves many issues. It is appropriately supportive of separating the local residential traffic from the commuter traffic - in its present configuration the mix of local and commuter traffic is a significant contributor to both annoying and dangerous conditions. I think the design proposal seems remarkably creative, resourceful, and reasonable. It has the potential to be a very positive and beautiful change to our neighborhood.

Kudos to the creative minds that have contributed to this. Thank you for the time and attention spent on it - I wish us all luck as the community process continues!

Ann Finnerty
72 Prince Street
Jamaica Plain

Updates, DCR (DCR)

From: Updates, DCR (DCR)
Subject: FW: Arborway Bicycle Facilities - FW: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users

From: SARAH FREEMAN [<mailto:freemansherwood@hotmail.com>]
Sent: Monday, February 09, 2015 11:47 AM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities - FW: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users

Dear DCR Updates,

The questions below re: historic stone wall & traffic patterns come from residents of Prince St. (the section by Parkman Drive & Hellenic Hill). They'd appreciate a reply (FYI, the traffic pattern question was submitted earlier, but I forgoot to note "Arborway Bicycle Facilities" in the subject line.

Thank you,
Sarah

Date: Mon, 9 Feb 2015 11:03:29 -0500
Subject: Re: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users
From: michael1103@verizon.net
To: freemansherwood@hotmail.com; lori.adcock@steward.org; glassano@aol.com; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org

Hi Sarah,
Thank you for sending this information along.
I am also a neighbor on this end of Prince Street. Am I correct in assuming that this new design configuration would also impact the historic Olmstead wall which continues to the arborway?
Thanks, Michael

On 2/9/15 10:55 AM, "SARAH FREEMAN" <freemansherwood@hotmail.com> wrote:

Hi again, neighbors. I have forwarded Lori's more detailed understanding of the traffic flow to DCR & will ley you know when. I receive a reply.

Best regards,
Sarah

> **From:** Lori.Adcock@steward.org
> **To:** freemansherwood@hotmail.com; glassano@aol.com; gmleigh@verizon.net; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org
> **Subject:** RE: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users
> **Date:** Mon, 9 Feb 2015 15:19:24 +0000
>
> Thank you Sarah! Please pass my comments on to the people at DCR. To me it looks like we have one way traffic

on part of Prince St. and one way traffic on the other part along with an opening somewhere onto Parkman drive.

> Not sure if that is correct..but a brief summary to go with the pictures would be very helpful.

> Thanks again and you as well.. be safe. Lori

>

> From: SARAH FREEMAN [freemansherwood@hotmail.com]

> Sent: Monday, February 9, 2015 10:10 AM

> To: Lori Adcock; glassano@aol.com; gmleigh@verizon.net; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org

> Subject: RE: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users

>

> Hi Lori & everyone,

>

> I'll try to get a reply from DCR - or a statement whether my description below is accurate (don't know who's working today, so it may take a few days). I'm sorry you couldn't be at the meetings - the consultants were excellent listeners, had a very positive/competent presence, gave lots of relevant examples, and there's nothing like being able to ask questions directly. The comment period is through March 6, which is longer than usual.

>

> Stay safe during the storm,

> Sarah

>

> > From: Lori.Adcock@steward.org

> > To: freemansherwood@hotmail.com; glassano@aol.com; gmleigh@verizon.net; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org

> > CC: freemansherwood@hotmail.com

> > Subject: RE: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users

> > Date: Mon, 9 Feb 2015 14:30:48 +0000

> >

> > Hi Sarah and Laurie,

> > I'm the other Lori on Prince Street. Sorry I couldn't get to the meetings. Thank you for keeping us in the loop. Is there a way to get someone to summarize...in words.. exactly what these plans are? It is great to see the plans..but with no language attached those of us who did not attend the meetings are somewhat confused.

> > In particular.. we on Prince Street would like to know what these plans have in store for our street. I see arrows and what looks like perhaps a different traffic pattern flow but if someone can put down in words the plan for our side of Prince Street that would be very helpful.

> > Thank you very much.

> > Lori Adcock

> >

> > From: SARAH FREEMAN [freemansherwood@hotmail.com]

> > Sent: Sunday, February 8, 2015 11:53 AM

> > To: glassano@aol.com; Lori Adcock; gmleigh@verizon.net; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org

> > Subject: RE: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users

> >

> > Hi Laurie & Prince St. Neighbors,

> >

> > Laurie: That's a great question; I'll try to answer, but I think you should also comment directly to DCR (or I can forward your question if you prefer). I don't want to speak for DCR, but here's my understanding:

> >

> > I think you are right that motorists from Prince St. would exit to Parkman Dr. rather than Arborway. The Parkman traffic is lighter than Arborway traffic, and the design promotes traffic-calming. I don't know where signs will go (I asked about that at the meeting since getting from point A to B would change for several movements. The consultant said the routes would be a lot more clear than they are now. They would also remove a lot of signals and rely on the design to calm traffic in a self-enforcing way.)

> > If you are trying to turn left during heavy traffic, if no one lets you out, you could always turn right and go around the roundabout, which would be much smaller than your current route around Kelley Circle. Does that make sense? I'd like to hear everyone's thoughts. Laurie: Please let me know if you'd like me to forward this question to DCR.

> >

> > I think this plan is so much better than the previous efforts, it is very exciting. But there may still be room for improvement. We should look at it closely & ask any questions during the comment period.

> >

> > Thank you all for thinking about what you like or dislike about it.

> >

> > Sarah

> >
> >
> >
> > From: glassano@aol.com
> > Subject: Fwd: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users
> > Date: Sun, 8 Feb 2015 09:35:55 -0500
> > To: Lori.Adcock@steward.org; gmleigh@verizon.net; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org; freemansherwood@hotmail.com
> >
> > Hi Prince St. neighbors & Sarah,
> >
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> >
> > Thank you!
> >
> > Laurie
> > 857-203-1193

> > PS, I'm going to forward this email to a few Catumut neighbors as I'm sure they will be interested as well.

> > Begin forwarded message:

> > From: SARAH FREEMAN <freemansherwood@hotmail.com<<mailto:freemansherwood@hotmail.com>>>
> > Subject: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users
> > Date: February 7, 2015 at 5:39:59 PM EST
> > To: "arborway-coalition@googlegroups.com<<mailto:arborway-coalition@googlegroups.com>>" <arborway-coalition@googlegroups.com<<mailto:arborway-coalition@googlegroups.com>>>
> > Reply-To: freemansherwood@hotmail.com<<mailto:freemansherwood@hotmail.com>>

> > Dear all.

> > Here are some helpful links for understanding the "starter ideas" that were developed & presented last week for Arborway Bicycle Facilities & Safe Access for All Users. Your input is important in achieving the best possible design. Please submit any comments & questions to DCR by March 6, 2015 - the e-mail address is: dcr.updates@state.ma.us<<mailto:dcr.updates@state.ma.us>> (please write "Arborway Bicycle Facilities" in the subject line). I'm very interested in your comments & would appreciate a copy.

> > * Thank you to Clay Harper/Arborway Matters for writing a detailed description of the proposal:
> > <http://arborwaymatters.blogspot.com/2015/02/connecting-casey-bike-paths-to-jamaica.html>

> > * Here's a link to the JP News on the subject:
> > <http://www.jamaicainnews.com/2015/02/proposal-make-murray-circle-into-two-roundabouts/#more-8474>

> > * and here are links to the presentations:

> > Feb. 3 presentation<<http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-pm1-presentation-2015-02-03.pdf>>

> > <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-pm1-presentation-2015-02-03.pdf>

> > Feb. 5 presentation:

> > Part 1: <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part1-pm2-2015-02-05.pdf>

> >

> > Part 2: <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part2-pm2-2015-02-05.pdf>

> > Part 3: <http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/parklands/arborway-part3-pm2-2015-02-05.pdf>

> >

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> >

> > Best regards,

> > Sarah

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> >

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> > --

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> >

Updates, DCR (DCR)

From: Updates, DCR (DCR)
Subject: FW: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users

From: SARAH FREEMAN [mailto:freemansherwood@hotmail.com]
Sent: Monday, February 09, 2015 10:48 AM
To: Updates, DCR (DCR)
Subject: FW: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users

Hello,, DCR,

I received the question below from a resident of Prince St. (the section by Parkman Drive & Hellenic Hill) and would appreciate a reply.

Thank you in advance,
Sarah

> From: Lori.Adcock@steward.org
> To: freemansherwood@hotmail.com; glassano@aol.com; gmleigh@verizon.net; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org
> Subject: RE: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users
> Date: Mon, 9 Feb 2015 15:19:24 +0000
>
> Thank you Sarah! Please pass my comments on to the people at DCR. To me it looks like we have one way traffic on part of Prince St. and one way traffic on the other part along with an opening somewhere onto Parkman drive.
> Not sure if that is correct..but a brief summary to go with the pictures would be very helpful.
> Thanks again and you as well.. be safe. Lori
>
> From: SARAH FREEMAN [mailto:freemansherwood@hotmail.com]
> Sent: Monday, February 9, 2015 10:10 AM
> To: Lori Adcock; glassano@aol.com; gmleigh@verizon.net; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org
> Subject: RE: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users
>
> Hi Lori & everyone,
>
> I'll try to get a reply from DCR - or a statement whether my description below is accurate (don't know who's working today, so it may take a few days). I'm sorry you couldn't be at the meetings - the consultants were excellent listeners, had a very positive/competent presence, gave lots of relevant examples, and there's nothing like being able to ask questions directly. The comment period is through March 6, which is longer than usual.
>
> Stay safe during the storm,

> Sarah

>

>> From: Lori.Adcock@steward.org

>> To: freemansherwood@hotmail.com; glassano@aol.com; gmleigh@verizon.net; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org

>> CC: freemansherwood@hotmail.com

>> Subject: RE: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users

>> Date: Mon, 9 Feb 2015 14:30:48 +0000

>>

>> Hi Sarah and Laurie,

>> I'm the other Lori on Prince Street. Sorry I couldn't get to the meetings. Thank you for keeping us in the loop. Is there a way to get someone to summarize...in words.. exactly what these plans are? It is great to see the plans..but with no language attached those of us who did not attend the meetings are somewhat confused.

>> In particular.. we on Prince Street would like to know what these plans have in store for our street. I see arrows and what looks like perhaps a different traffic pattern flow but if someone can put down in words the plan for our side of Prince Street that would be very helpful.

>> Thank you very much.

>> Lori Adcock

>>

>> From: SARAH FREEMAN [freemansherwood@hotmail.com]

>> Sent: Sunday, February 8, 2015 11:53 AM

>> To: glassano@aol.com; Lori Adcock; gmleigh@verizon.net; youngowenc@gmail.com; valjsullivan@aol.com; carla_bettano@nhp.org

>> Subject: RE: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users

>>

>> Hi Laurie & Prince St. Neighbors,

>>

>> Laurie: That's a great question; I'll try to answer, but I think you should also comment directly to DCR (or I can forward your question if you prefer). I don't want to speak for DCR, but here's my understanding:

>>

>> I think you are right that motorists from Prince St. would exit to Parkman Dr. rather than Arborway. The Parkman traffic is lighter than Arborway traffic, and the design promotes traffic-calming. I don't know where signs will go (I asked about that at the meeting since getting from point A to B would change for several movements. The consultant said the routes would be a lot more clear than they are now. They would also remove a lot of signals and rely on the design to calm traffic in a self-enforcing way.)

>> If you are trying to turn left during heavy traffic, if no one lets you out, you could always turn right and go around the roundabout, which would be much smaller than your current route around Kelley Circle. Does that make sense? I'd like to hear everyone's thoughts. Laurie: Please let me know if you'd like me to forward this question to DCR.

>>

>> I think this plan is so much better than the previous efforts, it is very exciting. But there may still be room for improvement. We should look at it closely & ask any questions during the comment period.

>>

>> Thank you all for thinking about what you like or dislike about it.

>>

>> Sarah

>>

>>
>>
>> From: glassano@aol.com
>> Subject: Fwd: [arborway-coalition] Presentations etc. - Arborway Bicycle Facilities & Safe Access for All Users
>> Date: Sun, 8 Feb 2015 09:35:55 -0500
>> To: Lori.Adcock@steward.org; gmleigh@verizon.net; youngowenc@gmail.com; valisullivan@aol.com; carla_bettano@nhp.org; freemansherwood@hotmail.com

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>> Reply-To: freemansherwood@hotmail.com<<mailto:freemansherwood@hotmail.com>>

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>>
>> Best regards,
>> Sarah
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>> --
>> You received this message because you are subscribed to the Google Groups "Arborway Coalition" group.
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>> Visit this group at <http://groups.google.com/group/arborway-coalition>.
>> For more options, visit <https://groups.google.com/d/optout>.
>>

Updates, DCR (DCR)

From: Updates, DCR (DCR)
Subject: FW: Arborway Bicycle Facilities

From: David Hodes Friedman [<mailto:dhfriedm@mit.edu>]
Sent: Sunday, February 08, 2015 12:24 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

How do you propose to keep morning commuters from turning off Murray circle into an inbound Prince St?
What parking regulations would you propose for this residential, and heavily parked, street once it is asked to accommodate 2 lanes of traffic, no matter how heavily used?

David Friedman, 76 Prince.

Updates, DCR (DCR)

From: Updates, DCR (DCR)
Subject: FW: Arborway Bicycle Facilities

-----Original Message-----

From: Lorna Gibson [<mailto:ljgibson@mit.edu>]
Sent: Sunday, February 08, 2015 2:15 PM
To: Updates, DCR (DCR)
Cc: Jean Hess
Subject: Arborway Bicycle Facilities

I'm delighted to see the development of a plan to make the Arborway more inclusive and safe for all users, including pedestrians, bicycles and cars. I travel by all three modes regularly in this area: walking our dog, bicycling to run errands in JP and to work at MIT, and doing errands in the car.

I like many of the proposed ideas (e.g. two smaller, tighter radius traffic circles to replace Murray Circle; protected bicycle lanes; raised crosswalks to calm the traffic). I live on Prince Street, between Murray and Kelley circles, and am very concerned, however, about the proposal to make the currently one-way Prince Street two-ways. I see two difficulties with this. First, I am concerned that heavy traffic from the Arborway/Centre Street will use Prince St as an alternative route, increasing traffic on the street. Second, Prince St. is narrow, and many of the houses are two-families, with many cars parking on both sides of the street; there simply isn't sufficient width to make the street two ways without eliminating much needed on street parking. And in winter weather, with large snowfalls, the street becomes even narrower.

Thanks for considering my input!

Lorna Gibson
56 Prince St
JP

Updates, DCR (DCR)

From: Updates, DCR (DCR)
Subject: FW: Arborway Bicycle Facilities

From: Noah Snyder [<mailto:noahpnoahp@yahoo.com>]
Sent: Sunday, February 08, 2015 4:05 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear DCR staff,

I think the Toole Design Group initial proposal for reconfiguring Kelley and Murray circles is exciting and should be pursued further.

Noah Snyder
44 Hampstead Road #3
JP, MA 02130

Updates, DCR (DCR)

From: Updates, DCR (DCR)
Subject: FW: Arborway Bicycle Facilities

From: SARAH FREEMAN [<mailto:freemansherwood@hotmail.com>]
Sent: Sunday, February 08, 2015 9:59 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear DCR and Toole Design,

THANK YOU for addressing this gap in the bicycle network along the Arborway section of the Emerald Necklace park system between Kelley Circle & Casey Overpass - and for including safe access for all users while preserving the historic landscape to the maximum extent possible.

Having worked toward these goals since 1996, and having participated in multiple previous planning efforts, I'm VERY impressed with the starter ideas that were presented on 2/5/15. The proposal is very innovative and manages to "accentuate the positive & eliminate the negative" features of the study area.

The crash data and speed data emphasize the magnitude of the problems. With the Casey Arborway Project currently under construction, there is incentive to have a plan in place and a commitment for implementation to connect the new Casey facilities with the existing facilities at Jamaica Pond.

Comments & questions:

* 1. Trees:

As the design evolves, many of us would appreciate if the mature trees at Kelley & Murray Circles are taken into consideration. Could you please create a base map with locations & descriptions of the mature trees at & around the circles and when the impacts are determined, have a plan for their replacement (e.g. 2:1)?

* 2. Bike route inbound from Casey to Murray Circle:

If inbound cyclists cross over to the Upper Arborway, what will they do when they get down to Centre St.? Will one of the roundabouts extend to the Upper Arborway/Centre St. intersection?

* 3. Different "buffers" in each section:

The Casey end of the Arboretum block seems to have physical barriers between cyclists & motorists (perhaps to accomplish the grade change). The separation in the middle of the Arboretum block looked like a texture change. The block between Murray and Kelley looked like paint only. Is that correct?

* 4. Parking along Arnold Arboretum:

In order to minimize the impact to the parking for visitors to the Arboretum, could the consultants please monitor parking demand during a variety of days & times (when the weather improves) and traffic demand (which may be aberrant due to Casey construction underway)? Would it be possible to include parking all the time except afternoon rush hour?

* Plowing snow:

One huge, but unexpected, benefit of the proposed change in direction of the travel lanes on the service roads

between Kelley & Murray Circles is that if the snow plows continue to use right-facing blades (as we've been told they are required to do) , the snow will be plowed onto the median instead of into residential driveways. Since the pavement on each service road is approximately 30 feet wide, that is a huge negative impact of the current design. When residents shovel out the plowed snow, the piles are very high, and it is scary and dangerous to back out of driveways into high-speed high-volume traffic.

* Access to residences, southbound/outbound service road between Kelley & Murray Circles from points south:

Could the service road be 2-way with parking, similar to the recommendation for Prince St. on the opposite side of the Arborway? It could simplify access if I understand correctly. I've been impressed with how civil motorists have been during the recent snow storms which have resulted in narrowed streets, and motorists heading opposite directions have pulled over for each other.

Those are my initial reactions. There is so much to like about this proposal - it is very encouraging, and I look forward to seeing it evolve in response to ongoing feedback.

Sarah Freeman
22 Arborway
Jamaica plain, MA 02130

Updates, DCR (DCR)

From: Jk4004@aol.com
Sent: Saturday, February 07, 2015 2:23 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

I would suggest that a chart be prepared and distributed in the next week based on the proposal that identifies each street in the area drawing at Murray Circle, etc and what is being proposed that is hard to capture from the drawing but can be very significant. Also, what is being proposed for each traffic light location, etc.

Arborway inbound (outside) lane	reversing direction
May Street	??

As example, May Street today is two direction but does not reach the rotary and only fire trucks can exit rotary onto May Street.

It is hard to understand every part of the proposal without more distinct info. Thanks

Jjack Fay

Updates, DCR (DCR)

From: Jerry Long [jerrytlong@gmail.com]
Sent: Saturday, February 07, 2015 8:36 PM
To: Updates, DCR (DCR)
Subject: Arborway Bicycle Facilities

Dear Sir or Madam,

I read with much interest the February 5th presentations posted on your website.

<http://www.mass.gov/eea/agencies/dcr/public-outreach/public-meetings/>

I am a current resident at 87 Prince St and I observe daily many of the same concerns that were raised in the initial presentation. I also appreciate the desire to improve traffic flow for vehicles, bicycles and pedestrians in the area. While I believe many of the ideas in the presentation are good, I would ask you reconsider two elements:

(1) Prince St remains one way, Southbound. We on this street like the fact that many commuters cannot easily bypass their commute by simply gunning down our street. There are many small children on this block (mine are 3 and 5) and given our speeding observations currently on Arborway, we would be concerned that with the new design at both Murray and Kelley circles that commuters could easily bypass the controls you are putting in place on the Arborway.

(2) That some consideration be given to maintain a path from Pond St. to Prince St. Many families in the "Monument Square" neighborhood (including Prince St) have friends and family in Moss Hill. Today that connection from Pond St to Prince St. is facilitated by Kelley Circle. I really like the direction you are taking overall - so perhaps some slight modification could be made to help retain this connection. This second concern is a distant second concern to my first - which remains paramount.

Thank you very much for your thoughtful consideration. Should you wish to speak directly to me, please reach out to this email address.

Kind Regards,
Jerry Long
87 Prince St.
JP, MA

Updates, DCR (DCR)

From: John Sanzone [sanzoneja@gmail.com]
Sent: Thursday, February 05, 2015 5:18 PM
To: Updates, DCR (DCR)
Subject: Arborway bicycle facilities comments

Dedicated bicycle infrastructure is the future. A paradigm shift away from reliance on automobiles has the ability to humanize the street-level and transportation experience. Giving all people a comfortable place to travel by bicycle enhances interaction with historic and natural landscapes and contributes to vibrant economies.

Sent from my iPhone

John Sanzone
sanzoneandpark.com
617.453.8434
john@lemburealestate.com