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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