

## **Jamaica Hills Association, Inc.**

P.O. Box 300392 :: Jamaica Plain, Massachusetts 02130 :: [www.jamaicahills.org](http://www.jamaicahills.org)

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September 27, 2007

Honorable Dianne Wilkerson  
State Senator  
State House, Room 312-C  
Boston Mass. 02133

Dear Senator Wilkerson:

Re: Jamaica Hills Association's opposition to proposed reduction  
of current number of Arborway traffic lanes

Between Kelley and Murray Circles there exist and have existed for well over fifty years four lanes of automobile traffic outbound from Boston and four lanes of traffic inbound toward Boston.

Traffic in both directions has grown exponentially over time.

Since its inception, the Arborway Coalition has had one real agenda item, to return the "carriageways", the two inbound lanes and the two outbound lanes of traffic on this piece of the Arborway, immediately abutting homes on the Arborway, to the exclusive use of the abutting residents.

Marty Francis represented Jamaica Hills when the Arborway Coalition pushed for the original Arborway Master Plan. He found that traffic approaching Murray Circle from the monument in Jamaica Plain and from the Forest Hills overpass (from Dorchester, Mattapan, Quincy, Milton and beyond) flows into the "carriageway" passing directly in front of homes on the Arborway between Murray Circle and the pond. Traffic approaching Murray Circle from the Faulkner Hospital on Centre Street (from Roslindale, West Roxbury, Brookline, Dedham and beyond) uses the middle roadway between Murray Circle and the pond. This splits the traffic between the four lanes and facilitates a fairly smooth flow.

Marty's review of traffic studies showed these traffic patterns to be efficient. Residents of Jamaica Hills may recall that when one of the two middle inbound lanes between Murray Circle and the pond was closed for a number of months, for a water project, traffic backed up on a regular basis well beyond the Faulkner Hospital every morning and for much of the day and evening as well.

This had a profound affect on our neighborhood and others. Directing traffic from the overpass to the middle inbound lanes would replicate and compound this situation permanently.

The Arborway Master plan draft report first presented years ago was lobbied for by abutters of the "carriageway" to return the thoroughfare that has evolved over time to the "horse and carriage" lifestyle the roadway was originally intended to accommodate. Significant expenditures have been incurred to support this effort. The original traffic study supported the existing traffic pattern. A number of different groups have been hired to come up with studies to change the traffic pattern. Those opposed to this kind of spending should make their opinions known.

The tenaciousness of the Arborway Coalition can be admired; however their plan has been rejected on its face repeatedly because of the potential impact on the rest of us. Some versions would have even forced some Jamaica Plain residents to drive through Brookline to enter and exit their homes, and alienating and inconveniencing less activist long time residents on nearby streets.

Very truly yours,

JOHN LOVETT, President  
Jamaica Hills Association, Inc.