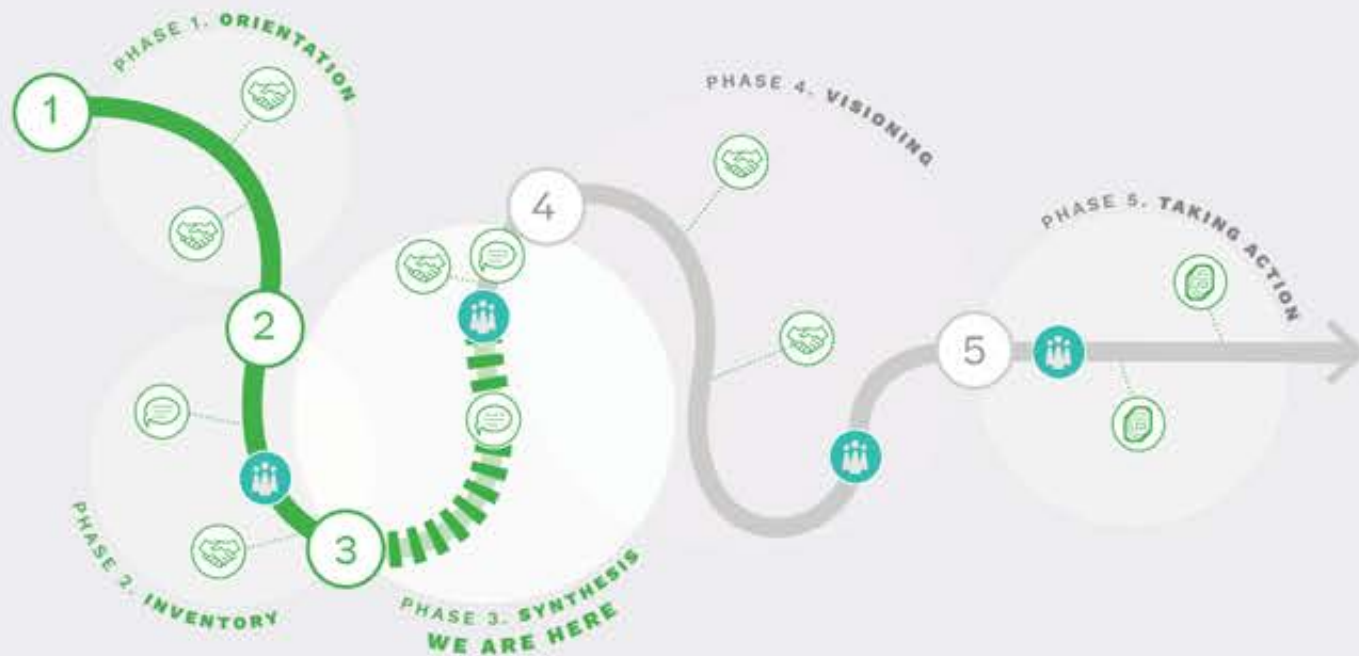


Dear Franklin Park neighbors and friends,

A Plan for Action

With \$28 million in funding from the City of Boston dedicated to improvements in the park (including \$5 million for a maintenance endowment), the purpose of the 18-month planning effort is to understand the plans that have come before it, what is working and isn't working in the park, and how surrounding neighborhoods want to make investments for its future. Ongoing community engagement is designed to enable park users and neighbors to become partners in creating a shared vision for the future and determining how that money is spent.

The following pages are a working draft of the Action Plan team's analysis of historic and existing conditions in Franklin Park. This draft is a preview of the work that will be discussed in the upcoming public workshop and engagement throughout the summer. For more information on upcoming engagement and feedback opportunities, visit the project website: www.FranklinParkActionPlan.com.



Created from your feedback

Beginning in November 2019, the Action Plan team reached out to the communities surrounding Franklin Park to understand how people use the park, hear favorite memories, and gather ideas for how their experiences could be improved through future investment. Community partners and neighbors have been instrumental in spreading the word and expanding our reach— thank you! We have connected with you through the following outreach efforts:

- Over 6,000 responses to the community survey
- 2,900 households by neighborhood canvassing
- Over 300 people by attending community and park events
- Nearly 300 people at community workshop #1
- ...and many others through park signage, comments sent through the project website, and the online mini-poll

Understanding the Park

These summaries capture our current understanding of the park's historic and existing conditions through four themes. We have separated the work for clarity, but each theme informs the other so you will find some overlap between the summaries. Below is a quick list of what you'll find highlighted in each theme as a starting point.

The Action Plan does not formally include all areas of the park (as shown on the map). However, it is important to understand the park as a whole. The work reflects the relationship between these elements to inform future decision making.



In the summaries, you will learn about:

History

- Pre-park history & the original character of the land
- The park's design intent & its relationship to the city
- How the park and the surrounding communities have evolved over time
- Key challenges and opportunities as we think about the park's next century

Communities

- Engagement and outreach to date
- Surrounding demographics and public health
- Community and park stewards
- Places, programs, park architecture, and utilities

Connections

- Regional and city open space systems
- Transit connectivity
- Park edges and entries
- Park circulation and parking
- Public awareness and wayfinding

Ecology

- Drainage and infrastructure
- The park's urban forest
- Ecological habitats and soils
- Heritage trees
- Park maintenance



Connections

Assets Become Barriers

Regional Asset, Neighborhood Park

The City's Largest Open Space

Franklin Park is Boston's largest open space and the final link of The Emerald Necklace. With a diverse array of nearby open spaces and urban parks, what unique role can Franklin Park play for both surrounding neighborhoods and the city at large?

The park must first and foremost serve its surrounding neighborhoods, but the opportunity exists to welcome regional communities and visitors to connect with a landscape unlike anywhere else in the city.



Regional Transit Connections

Franklin Park is accessible to many communities within a 90-minute transit ride.

Regional Open Space Network (left)

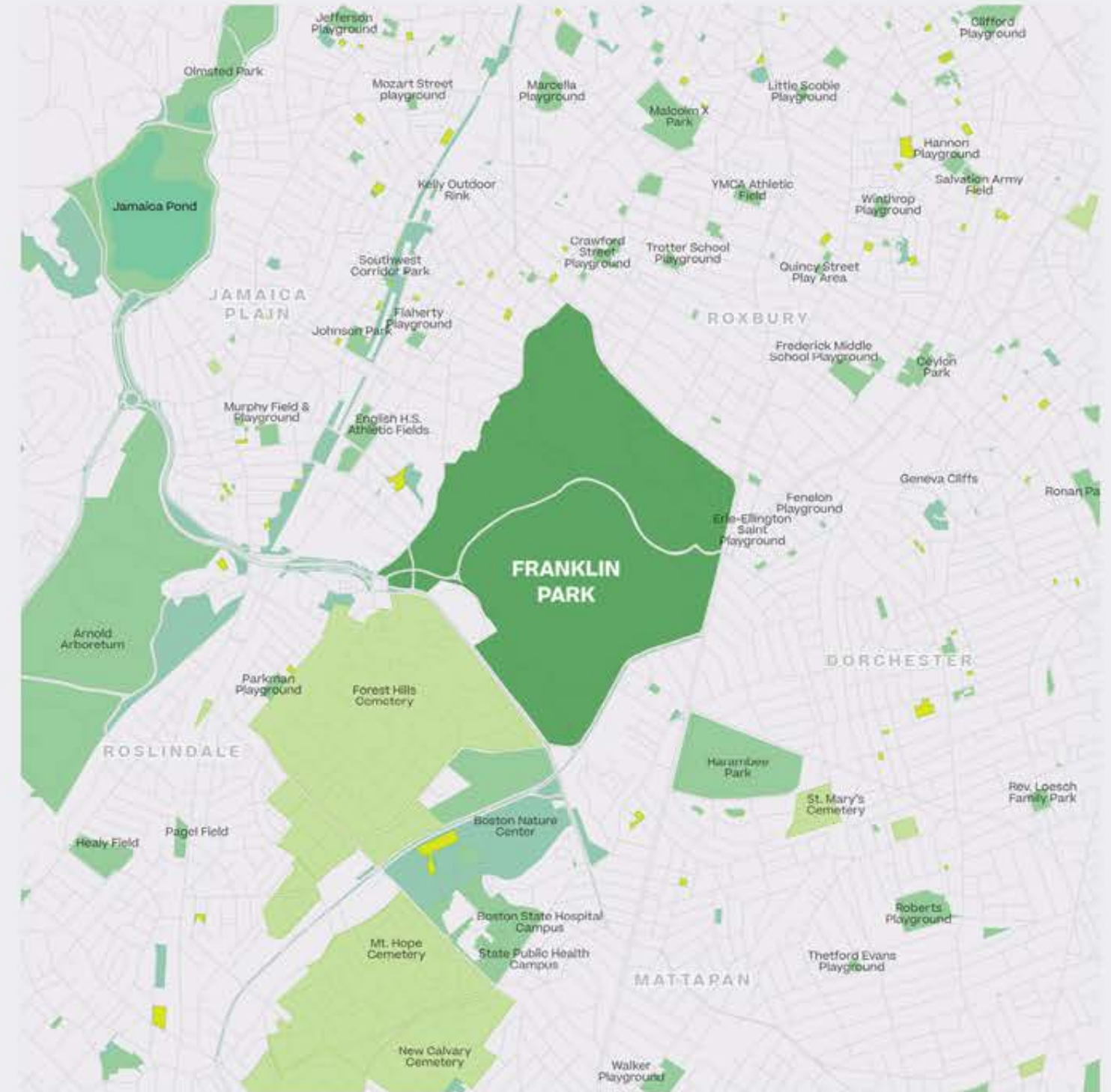
- Parks, Playgrounds, Gardens
- Cemeteries
- Community Amenities and Recreation
- Nature Reserves
- Golf Courses

Open Space Connections

Franklin Park is surrounded by a diverse array of neighborhood open spaces. It is also integral to a larger open space network extending to the Charles River (via the Emerald Necklace) and Downtown Boston (via the Southwest Corridor).

Surrounding Open Space Network (right)

- Franklin Park
- Parks and Playgrounds
- Parkways and Urban Wilds
- Cemeteries
- Community Gardens

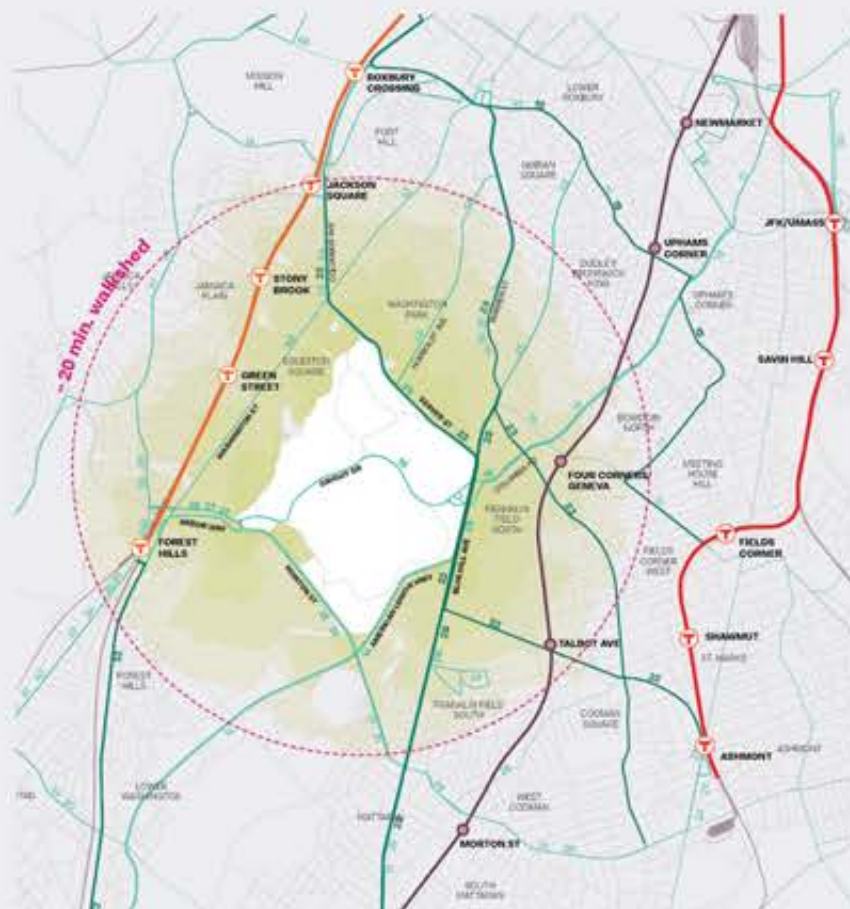


Under the Radar

Inconsistent Messaging Limits Awareness

The areas around Franklin Park are well-served by mass transit connections to Downtown. Five nearby Orange Line and Commuter Rail Stations are located within a moderate walking distance from the park, but lack adequate signage or wayfinding to guide visitors to park entrances. Local bus routes serve the park, especially the Blue Hill Ave. entrance, but most bus stops are in poor condition and are located along busy roads with few crossing points.

Whether arriving from nearby transit or searching online, the park's identity is unclear and often focused on Franklin Park Zoo. As a city-wide resource, communicating the park's presence and full range of offerings is critical to welcoming new users.



Public Transit Access

On a map, the Park appears to be a short walk from many modes of transit but nearby stations lack signage identifying routes to the park. As a result, connections from the Orange Line and Commuter Rail are underutilized.

Transit Lines

- MBTA Red Line
- MBTA Orange Line
- Commuter Rail
- Bus Routes
- Key Bus Routes



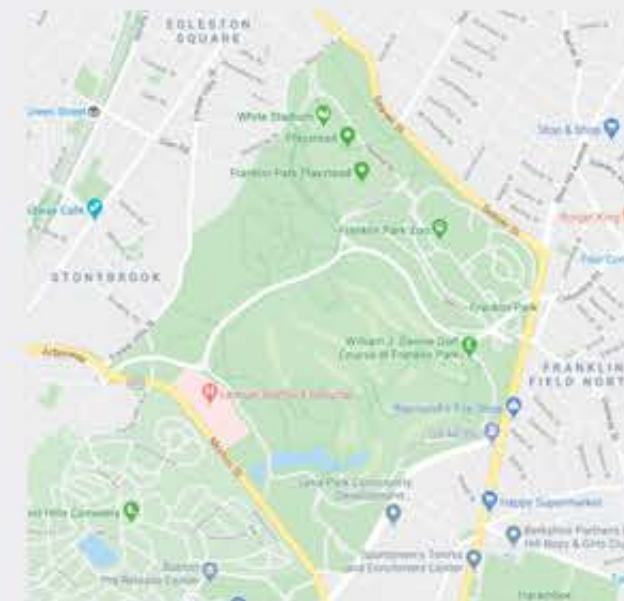
Forest Hills Station

Popular Online Searches

Search terms are primarily related to the zoo and the park in general, with the highest quantity of searches occurring in summer months on mobile devices.

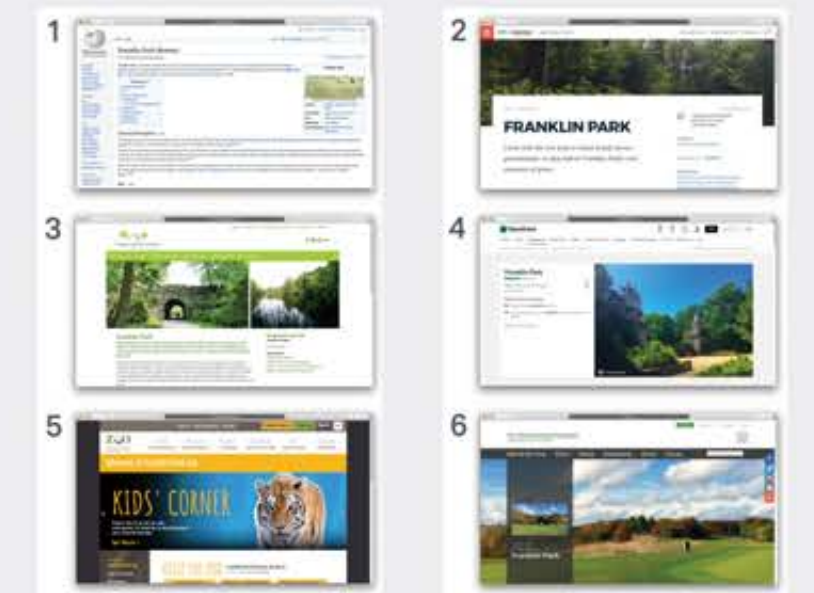
- █ Franklin Park
- █ Franklin Park Zoo
- █ Directions / Address / Map
- █ Events & Athletics
- █ Nearby Businesses
- █ Crime & Safety

Google Maps locate the zoo, golf course, stadium, and hospital within the park, but do not highlight 'Franklin Park' as the place that contains these destinations. The label for the Park is not as strong as those for the individual pieces within it.

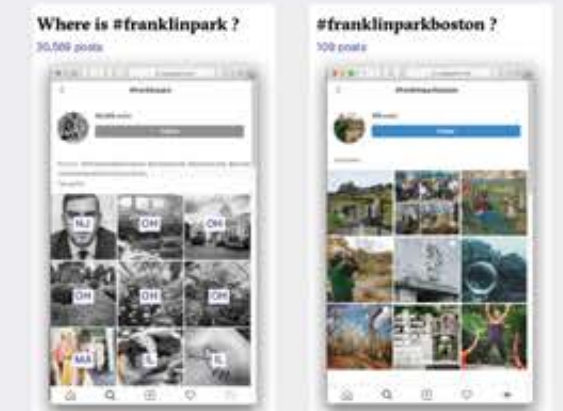


Top Search Results for 'Franklin Park'

The variety of web pages related to Franklin Park means increased opportunity for conflicting details about the park online leaving it unclear who is the 'keeper' of this information.



#FranklinPark on social media produces parks across the country, while #franklinparkboston reveals more accurate location results.



Barriers to Entry

Topography and Maintenance Challenges Discourage Access

Edges can be welcoming frames for park life or exclusive barriers that hinder access. An examination of edges, beginning with the physical perimeter and extending into the park and surrounding neighborhoods, reveals where better access and visibility can welcome all users.

Elements originally intended to create a welcome separations between park and city now create barriers to access. Busy traffic intensifies this divide. Future work should address barriers at the edges to improve pedestrian and bicycle access from the adjacent neighborhoods.



Inconsistent Edge
Stretches of the park perimeter along Seaver Street, Forest Hills Street, and Morton Street lack paved sidewalks, which creates unsafe pedestrian conditions along busy roads.

- Crosswalks, Entries, and Edges**
- Vehicle Access
 - - - Restricted Vehicle Access
 - Paved Perimeter Sidewalk
 - - - - Crosswalk
 - Primary Pedestrian Entrance
 - Secondary Pedestrian Entrance
 - Primary Vehicle Entrance
 - Secondary Vehicle Entrance

Forest Hills Street and Walnut Avenue



- **NEARBY NEIGHBORHOODS:** Jamaica Plain
- **ENTRANCES:** 7
- **CROSSWALKS:** 8
- **NEARBY PARK SPACES:** Playstead, Wilderness

Seaver St.



- **NEARBY NEIGHBORHOODS:** Roxbury
- **ENTRANCES:** 3
- **CROSSWALKS:** 7
- **NEARBY PARK SPACES:** Long Crouch Woods, Playstead, Zoo

Blue Hill Avenue



- **NEARBY NEIGHBORHOODS:** Dorchester
- **ENTRANCES:** 3
- **CROSSWALKS:** 6
- **NEARBY PARK SPACES:** Zoo, Golf Course, Circuit Loop

American Legion Highway



- **NEARBY NEIGHBORHOODS:** Dorchester, Mattapan
- **ENTRANCES:** 4
- **CROSSWALKS:** 6
- **NEARBY PARK SPACES:** Golf Course, Playgrounds, Scarborough Pond, Circuit Loop

Arborway and Morton Street



- **NEARBY NEIGHBORHOODS:** Roslindale, Jamaica Plain
- **ENTRANCES:** 3
- **CROSSWALKS:** 5
- **NEARBY PARK SPACES:** Scarborough Pond and Hill, Shattuck Picnic Area, The Wilderness, Circuit Loop



43% of survey respondents said they typically arrive by walking or running, while 17% said they typically arrive by bicycle.

Quiet Streets, Multiple Entries

Forest Hills Street and Walnut Avenue

Abundant entrances serve the Jamaica Plain community, opening onto a diverse range of spaces with active and passive uses, including the Playstead and White Stadium, El Parquesito Playground, Glen Road, and The Wilderness. MBTA Orange Line connections including Stony Brook, Green Street, and Forest Hills Stations are all within a 15-minute walk, but lack posted information about the Park or how to reach it.

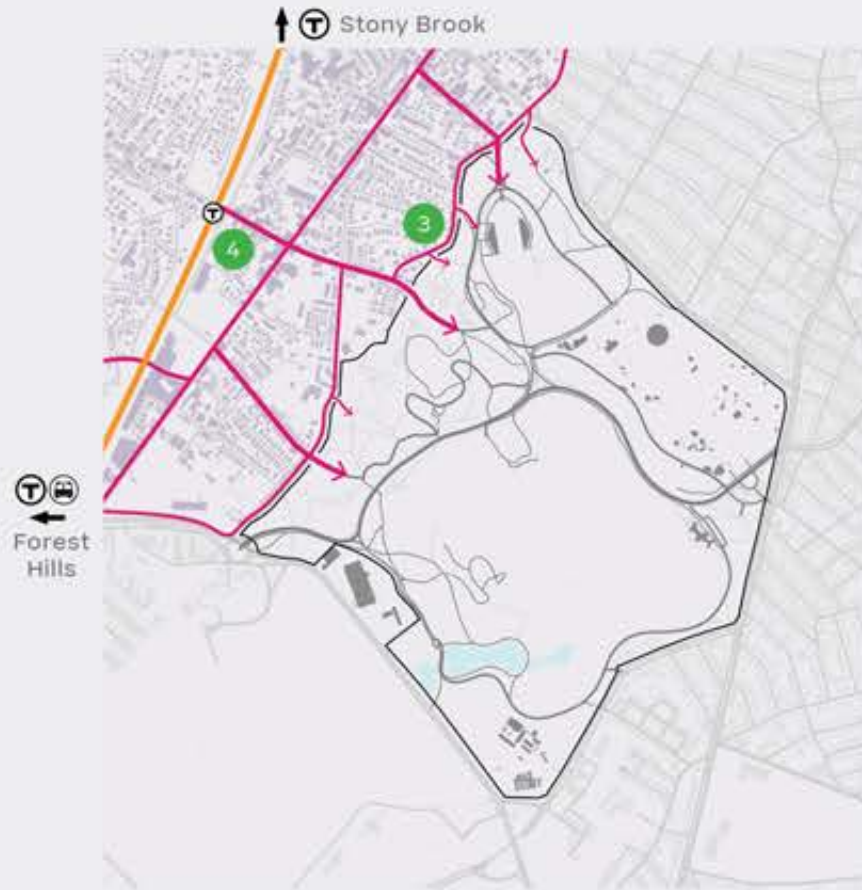
Pedestrian access from Jamaica Plain is easy - but only if you know where you are going. Posted signage along walking and biking routes from the Orange Line and enhanced wayfinding in The Wilderness can improve access for new users as well.



34% of survey respondents said they access the park from Forest Hills Street and 21% said Walnut Ave., making this the second most-used edge



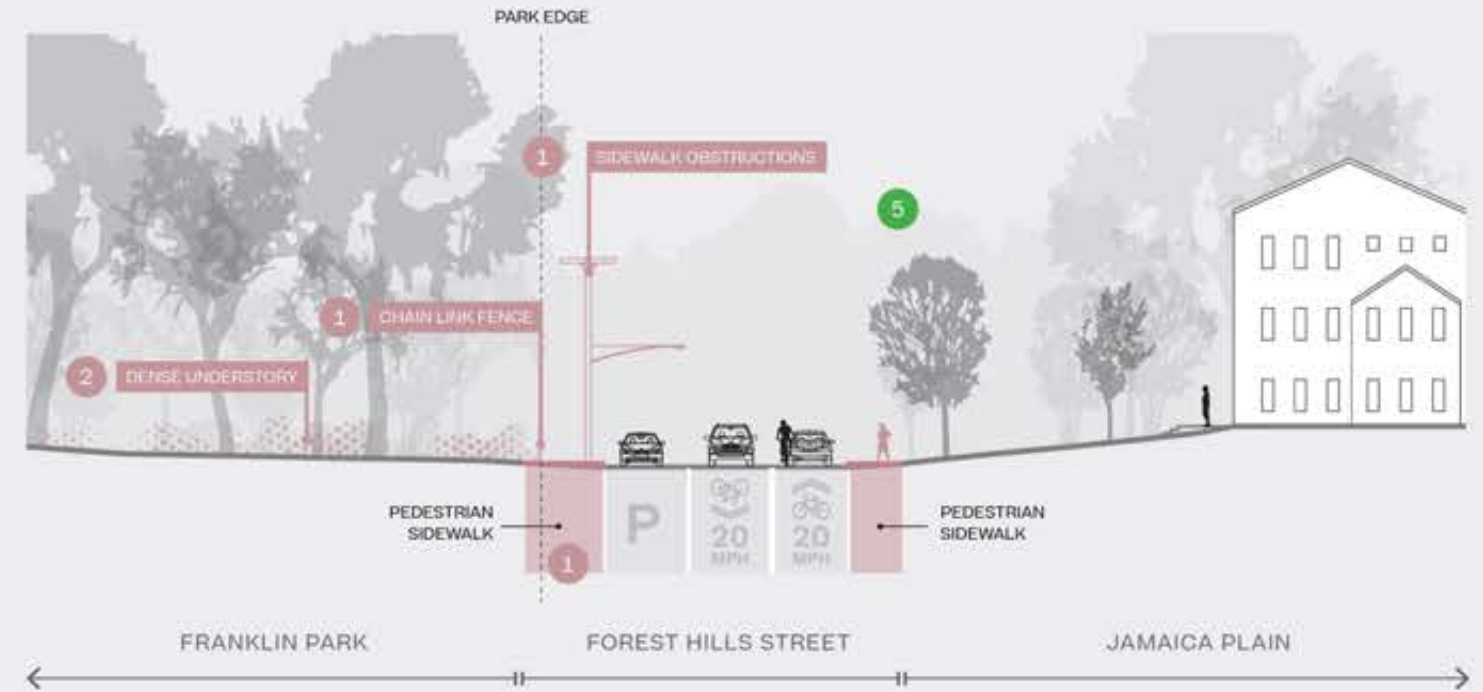
Only park edge not bound continuously by roads



Community Memory

My son's fourth birthday party was at the Williams Street entrance to the park. We picniced, made snowmen, explored the small 'river'. It was magic. The tunnel to the park from Williams Street entrance is like Narnia in the snow. I loved pulling a sled through it with my kids and walking into our neighborhood winter wonderland.

- Jamaica Plain Resident, Action Plan Survey

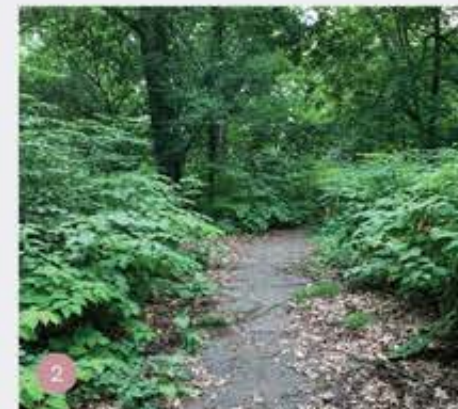


What are the barriers?

- 1 Difficult Passage**
Fence, walls, and light/utility poles leave little room for pedestrians on perimeter walkways. Forest Hills Street has long stretches of unpaved sidewalk, chain link fencing. There is no pedestrian walkway along the park perimeter between Forest Hills Street and Walnut Ave.
- 2 Dense and Disorienting Arrival**
Arriving into the Wilderness can be disorienting for new visitors. A dense woodland understory with thickets of invasive Glossy Buckthorn and Japanese Knotweed inhibit views into the park, making it difficult to find your way and can feel unsafe.

Where are the Connections?

- 3 Multiple Entrances**
Many entry points bring users to a range of active and passive use spaces.
- 4 Transit Access**
Forest Hills (off map to the east), Green Street, and Stony Brook (off map to the North) MBTA stops are within a 15-minute walk of the park.
- 5 Continuous Canopy**
Mature canopy trees extend the character of the Wilderness, unifying park and neighborhood.



Dangerous Crossing, Difficult Entry Seaver Street

Very few entrances along Seaver Street serve the Roxbury community. The adjacent neighborhood is one of the densest residential districts surrounding the Park, but busy traffic, rock ledges, and fences separate the community from the most actively-programmed areas of the park.

Although access is available between Humboldt and Elm Hill Avenues, the Park's densest residential edge is also challenged with the most difficult access. Ensuring safe crossings and improving entries into the park can welcome many more Roxbury neighbors. The Zoo and Park can also project a more unified identity at the street as a beacon to welcome visitors arriving from near and far.



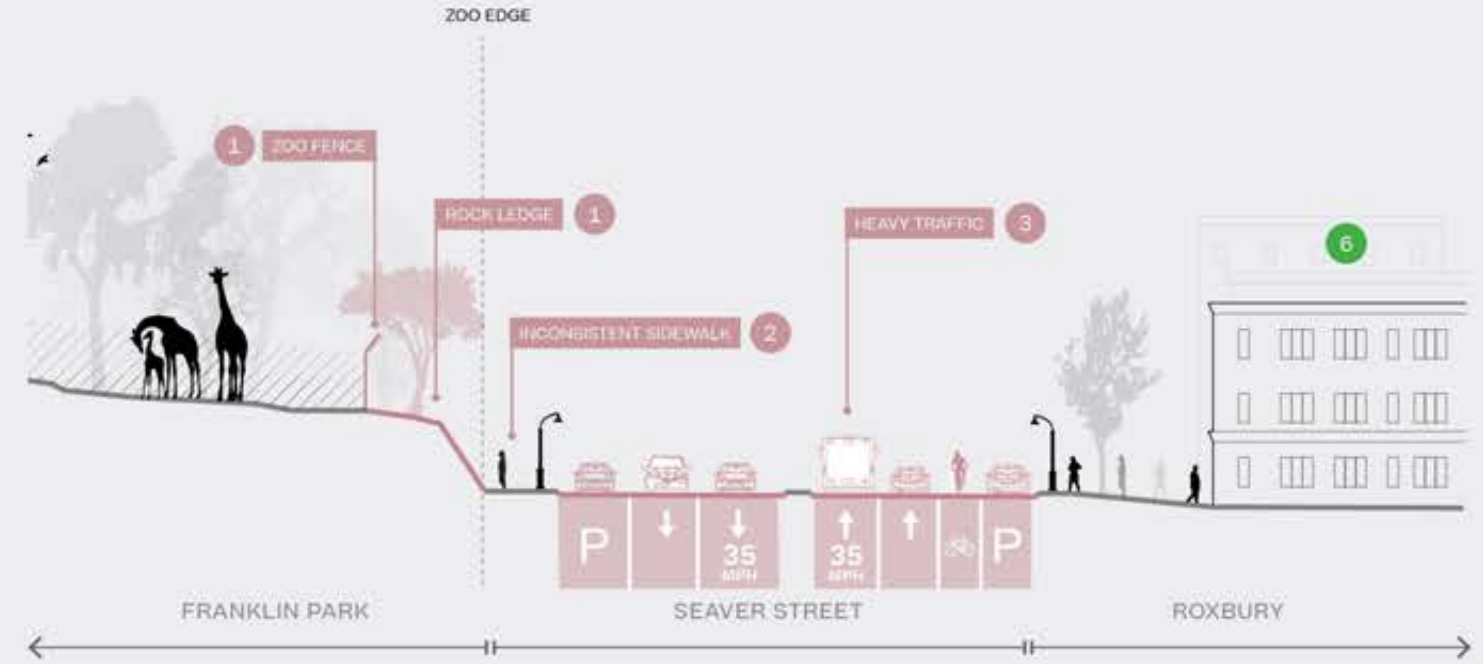
27% of survey respondents said they typically access the park from Seaver St.



Roxbury residents ranked car emissions and noise pollution as their top environmental health concern, followed by dangerous traffic. Source: Boston Public Health Commission



21 - 25% of people living in Lower Roxbury speak another Indo-European language as a first language



What are the barriers?

- 1 Rock Ledge and Zoo Fence**
Rock ledges create an impassable barrier and block views into the park. The Zoo fence projects an exclusive and uninviting image of the Park to the neighborhood.
- 2 Inconsistent Sidewalk**
The sidewalk is interrupted with many obstructions and is precariously narrow from Humboldt Ave to Elm Hill Ave. Variations in material and width create safety and universal access challenges.
- 3 Heavy Traffic**
Four lanes of vehicular traffic and two lanes of parking create a noisy barrier of constantly-moving traffic.
- 4 Dead-End Crosswalks**
Crosswalks at Harold Street and Maple Street lead to southbound bus stops, but a ledge and barbed-wire fence create unwelcoming edges, rather than entries at these locations.

Where are the Connections?

- 5 High-Frequency Bus Routes**
Many bus stops provide frequent service along the edge.
- 6 Dense Residential Neighborhood**
Roxbury is the densest neighborhood adjacent to the Park. Adapting or minimizing barriers along Seaver will enhance access for a significant number of users.
- 7 Overlook Potential**
High points provide neighborhood and city views from inside the park.



Vibrant Edge, Main Arrival

Blue Hill Avenue

The main entrance at Peabody Circle connects visitors arriving in car and on foot to The Franklin Park Zoo, The William Devine Golf Course, and the pedestrian Circuit Loop. Blue Hill Avenue is a historic main street and lively commercial corridor, but the broad street, busy traffic, and lack of crossings create a strong divide between Dorchester residents and the Park.

The park's main entrance is separated from a vibrant street edge and local businesses by wide roads and busy traffic. Inside, parking and confusing navigation divides gathering spaces at the Zoo and Golf Course entries. Prioritizing pedestrians and clarifying circulation can bring the street's social life into the park.



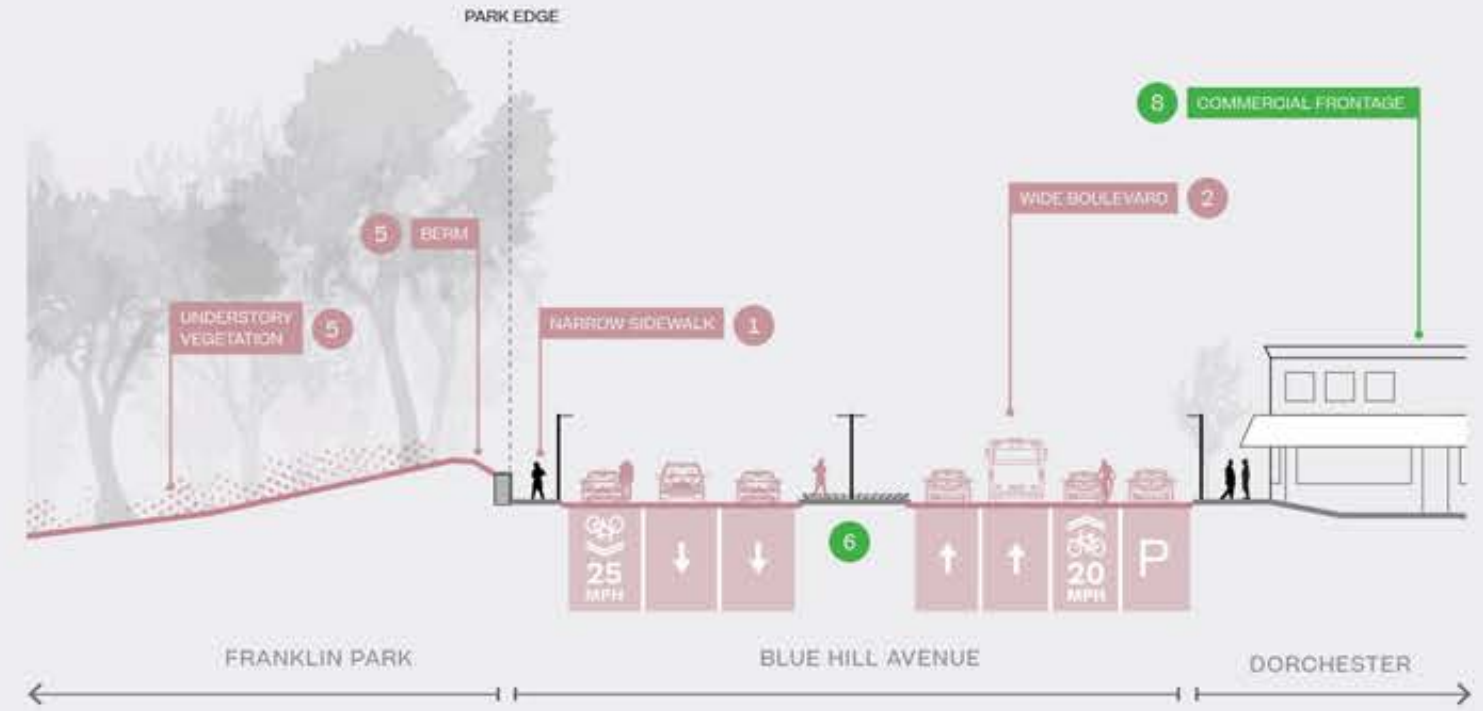
62% of survey respondents said they typically access the park from Blue Hill Avenue, making it the most-used entrance.



Franklin Field North and south neighborhoods have the highest number of children living adjacent to the park.



Blue Hill Avenue has the most frequent local bus service of any park edge.



What are the barriers?

- 1 Narrow Passage**
Narrow sidewalk along both edges creates uneasy pedestrian experience.
- 2 Wide Boulevard, Few Crossings**
Six lanes of traffic and one lane of parking create the widest vehicular right of way adjacent to the Park.
- 3 Vehicular Arrival Priority**
Peabody Circle entrances are dominated by roads and parking, making an uncomfortable environment for pedestrians.
- 4 Entrance Ruin**
The former Refectory service entrance is underutilized.
- 5 Low Visibility**
Berm, stonewall, dense vegetation and a steep drop into the park combine to inhibit views into the Park.

- 6 Wide Median**
A wide median can accommodate a crossing refuge island.
- 7 Main Entrance**
Peabody Circle is a well-scaled entrance for a large park. Clarifying and prioritizing pedestrian circulation movement will heighten a sense of arrival into the Park's immersive environment.

Where are the Connections?

- 8 Commercial Frontage**
The Park's only commercial edge is an opportunity to engage local businesses.



Welcoming Edge, Limited Crossings

American Legion Highway

Multiple entrances along American Legion Highway serve families, many with young children. Like Blue Hill Avenue, American Legion Highway is busy with traffic and difficult to cross, but the park spaces beyond are well-used and welcome visitors with views of the park and neighborhood alike.

Shady canopy trees and long views beckon visitors, but crossing American Legion Highway is difficult and dangerous. Improving crossings can welcome more schoolchildren, families, and walkers to nearby playgrounds and the Circuit Loop.



26% of survey respondents said they typically access the park from American Legion Highway

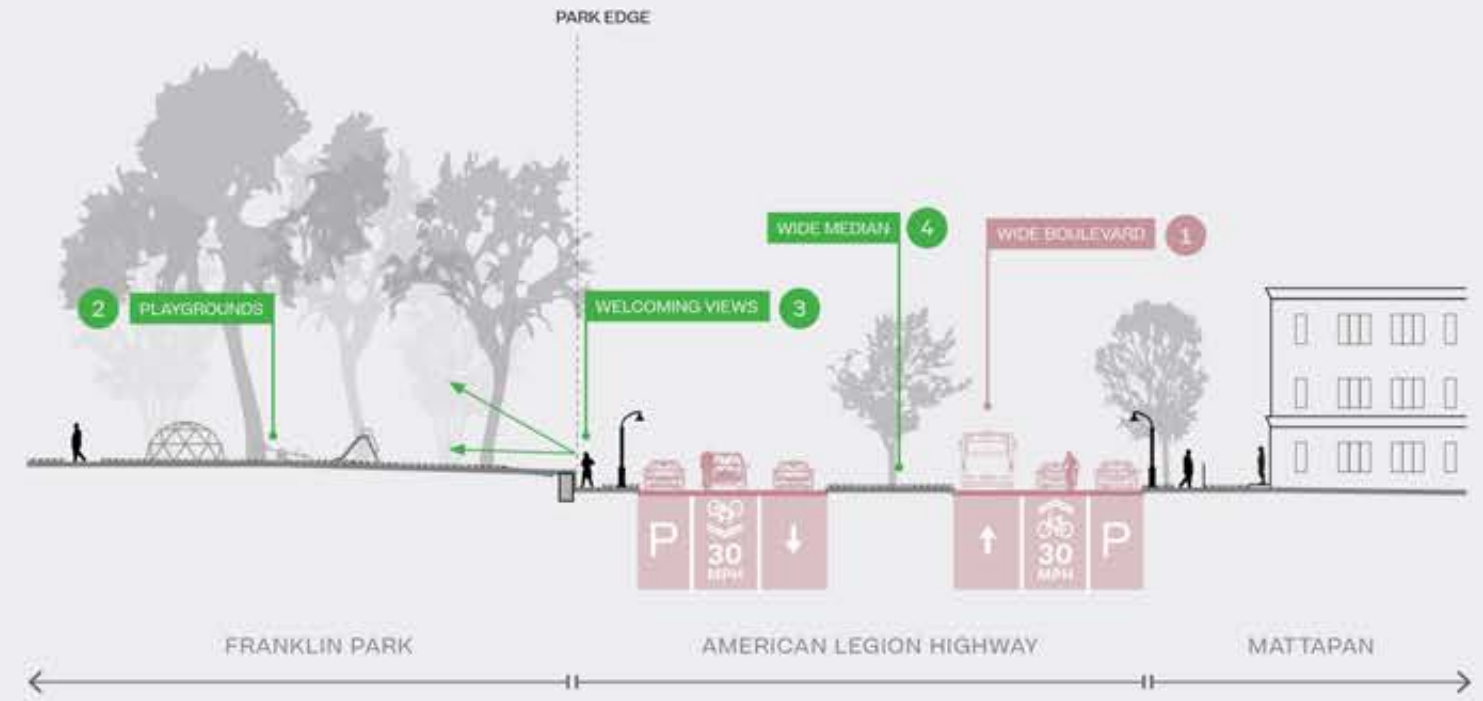


81 - 90% of people living in Franklin Field South speak Spanish as a first language.

Community Memory

Our Brooke Mattapan scholars have enjoyed countless afternoons in the American Legion playspace. "Why don't we come here all the time?" I wish the path that allows our kids to access that park was cleaned up more consistently, acting as a welcome to kids that love wide, open spaces.

- Mattapan Resident, Action Plan Survey



What are the barriers?

1 Wide Boulevard, Few Crossings
High-traffic boulevards make crossing from the neighborhood difficult.

Where are the Connections?

2 Community Amenities
Playgrounds and picnic tables are located near neighborhoods with many families with young children.

3 Welcoming Views
Low boundary wall, high canopy, and good visibility of park life invite visitors in, while providing important separation from the busy street.

4 Wide Median
Wide medians with shade from street trees offers the opportunity to create crossing refuge islands for pedestrians.



Uninviting, Limited Entry Morton Street

The Casey Overpass removal and public realm improvements around Forest Hills Station greatly enhanced bicycle and pedestrian connections from Jamaica Plain and Roslindale to the Park's westernmost entrance. The remaining frontage along Morton Street, however, is almost completely inaccessible to pedestrians due to a lack of sidewalks and crosswalks. Overgrown thickets and fences make Morton St. feel like the back side of the park.

This overgrown and inaccessible edge feels overlooked, but the Forest Hills entrance is an untapped opportunity to connect pedestrians and cyclists to the Wilderness, Circuit Drive, and the renovated pathways at Scarboro Pond.



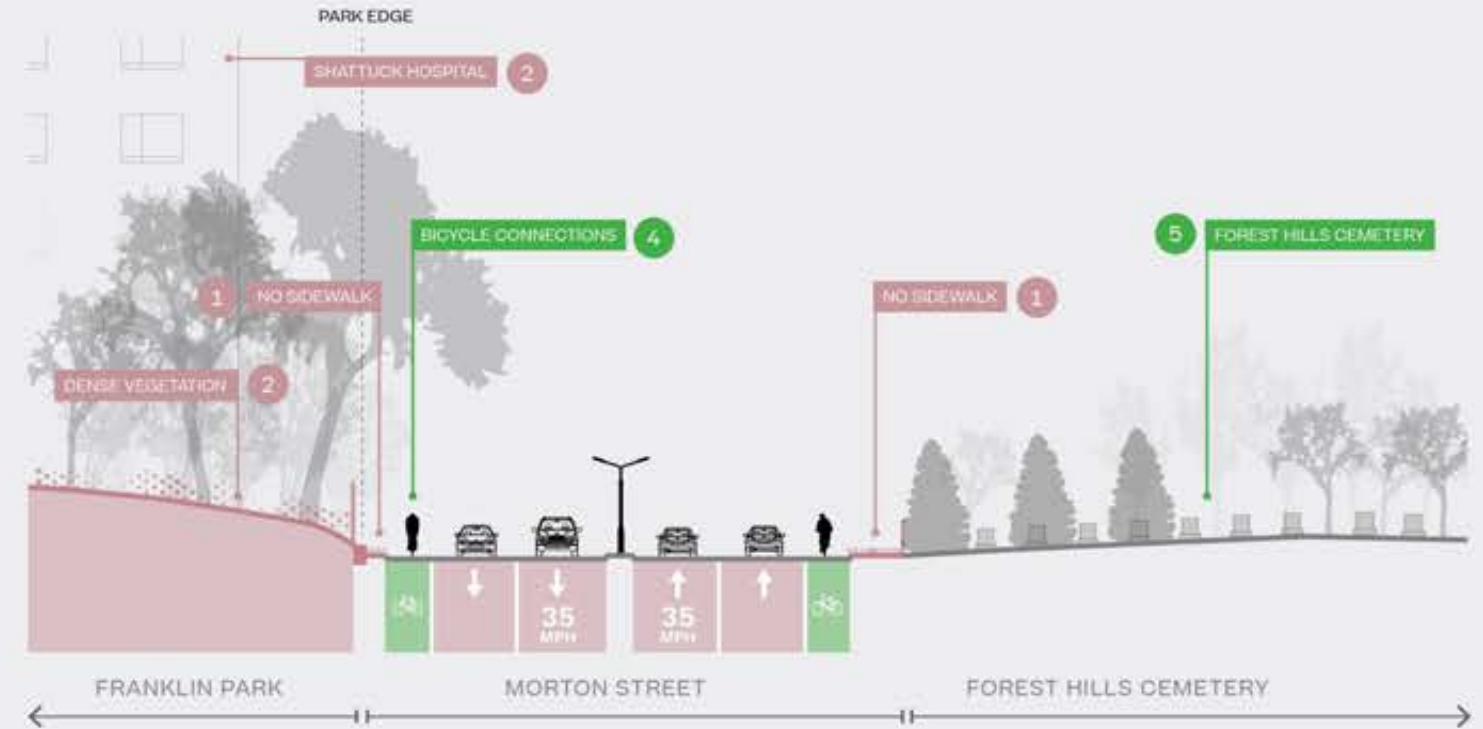
23% of survey respondents said they access the park from Morton Street and 17% said Arborway, making this the least-used edge



Community Aspirations

"My dream is for Franklin Park to be a tranquil place to walk where my family can access nature via walking paths and safe biking paths. I want to feel safe biking to and from the park via Forest Hills, and for the park to connect on both sides to safe bike infrastructure so that I can commute through the park every day."

- Roslindale Resident, Action Plan Survey



What are the barriers?

- 1 Limited Pedestrian Access**
The perimeter sidewalk ends at Shattuck Hospital and cemetery adjacency limits access. The southeastern entrance on Morton Street is large in scale, but there aren't any sidewalks for pedestrians to access it.

- 2 Dense Back Edge**
The Shattuck Hospital, Maintenance Yard, fences, and dense vegetation create a thick edge inhibiting views and access. From the outside, this edge does not project a welcoming or unified identity.

- 3 Southern Separation**
A lack of pedestrian connections inhibit access from Mattapan.

Where are the Connections?

- 4 New Pathways**
Recent updates to bicycle and pedestrian paths improved connections from Forest Hills Station.

- 5 Open Space Adjacency**
Nearby open spaces including the Forest Hills Cemetery, Mass Audubon Wildlife Sanctuary, and Arnold Arboretum make for a large and diverse network.



A Connector Divides Traffic Splits the Park

Vehicular traffic not only rings the Park's outer edges, it also bisects the interior. Circuit Drive and dispersed parking facilitate vehicular and service access for a significant portion of users and programs, but its adaptation as a thru-street came at the cost of pedestrian wayfinding and safety. Important moments of orientation and arrival, such as the Valley Gates and Peabody Circle, are now a complicated system of paths, drives, and parking.



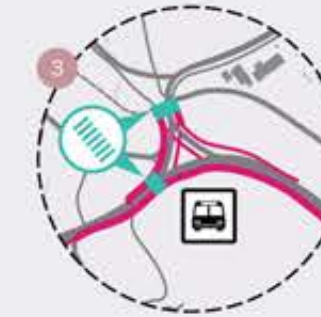
Circuit Drive's fast and noisy traffic create a divisive internal edge, interrupting both physical connections and the experience of being immersed in the park. Confusing intersections at Peabody Circle and the Valley Gates leave pedestrians and cyclists vulnerable and unsafe. Improving pedestrian connections across and along the road can enhance visitor arrival circulation and safety.



75% of survey respondents said they typically arrive to the park by car.



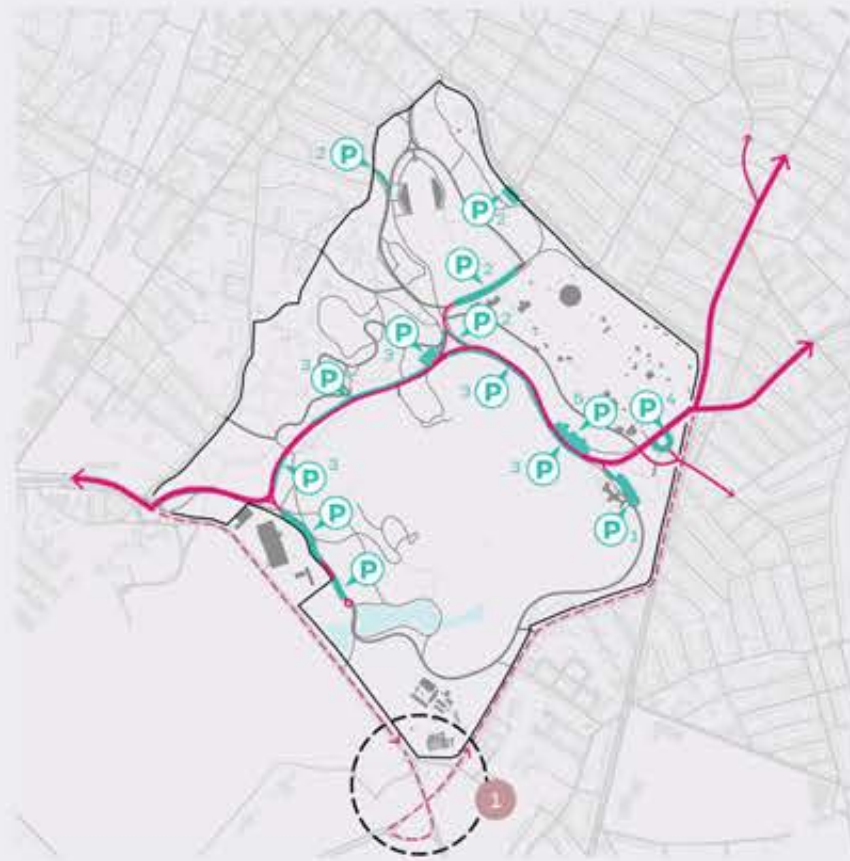
Forest Hills Entry



Valley Gates



Peabody Circle Entry



Parking and Vehicular Traffic

P Parking Lot or Roadside Parking

1 Shortcuts and Traffic Patterns

Confusing eastbound traffic patterns at Morton Street and American Legion Highway encourages drivers to use the park as a out-through.

Parking Data

Extensive parking is available within the park, but it is mostly informal in nature, leading to inefficiencies and users parking in the surrounding neighborhoods during large events. The majority of parking is accessed via Circuit Drive, meaning that park visitors arriving by car contribute to traffic throughout the park.

Location	Spaces
1 Golf Course	120-140
2 Playstead, Stadium, Valley Gates & Seaver Street	315-345
3 Circuit Drive	220-250
4 Blue Hill Ave Entrance	120-140
5 Sausage Lot	140-155
TOTAL	915 - 1,030



Circuit Loop and Pedestrian Paths

P Parking Lot or Parking along road

E Ellcott Arch

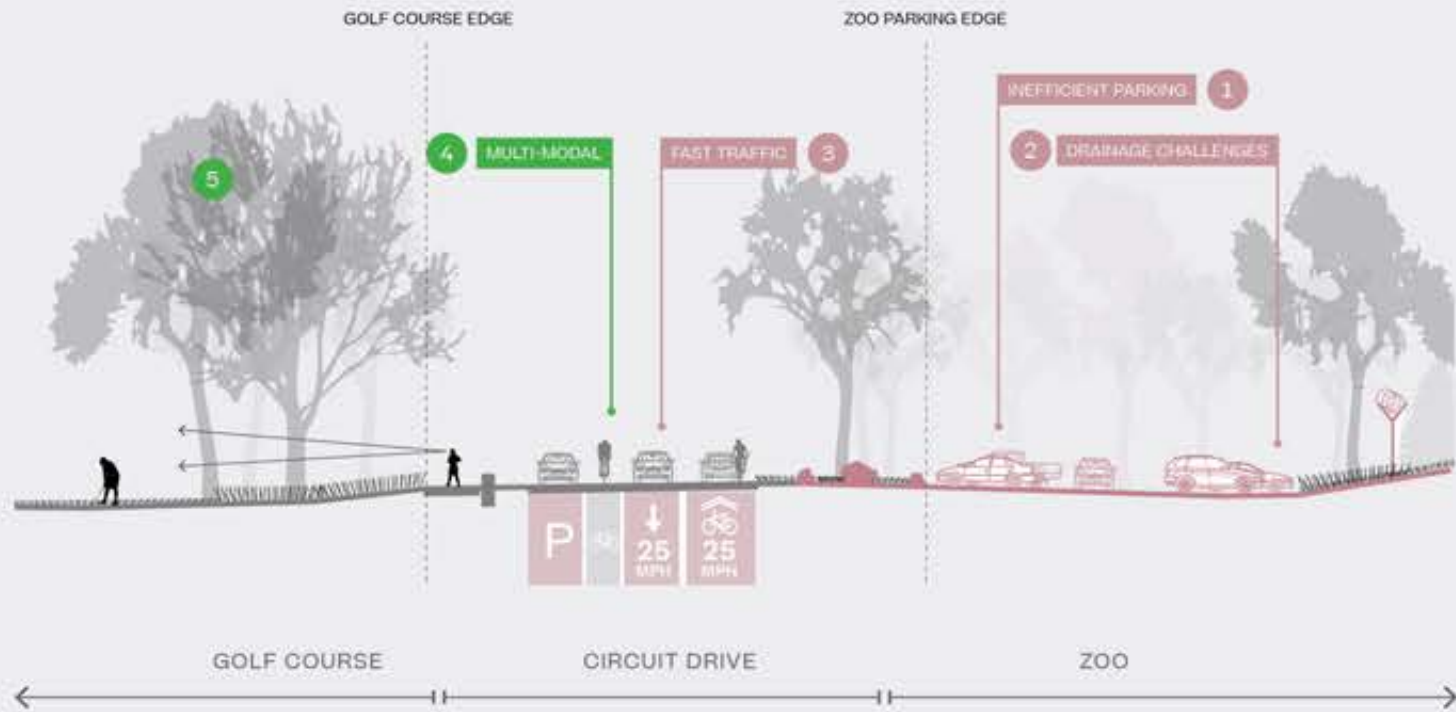
B Bus Stop

Intersection Confusion

Insufficient signage at three key intersections creates confusion for drivers seeking parking and park amenities. Numerous pedestrian paths cross roads and parking, adding another layer to the wayfinding confusion.



The Circuit Loop is the third most popular destination in the park.



Section A

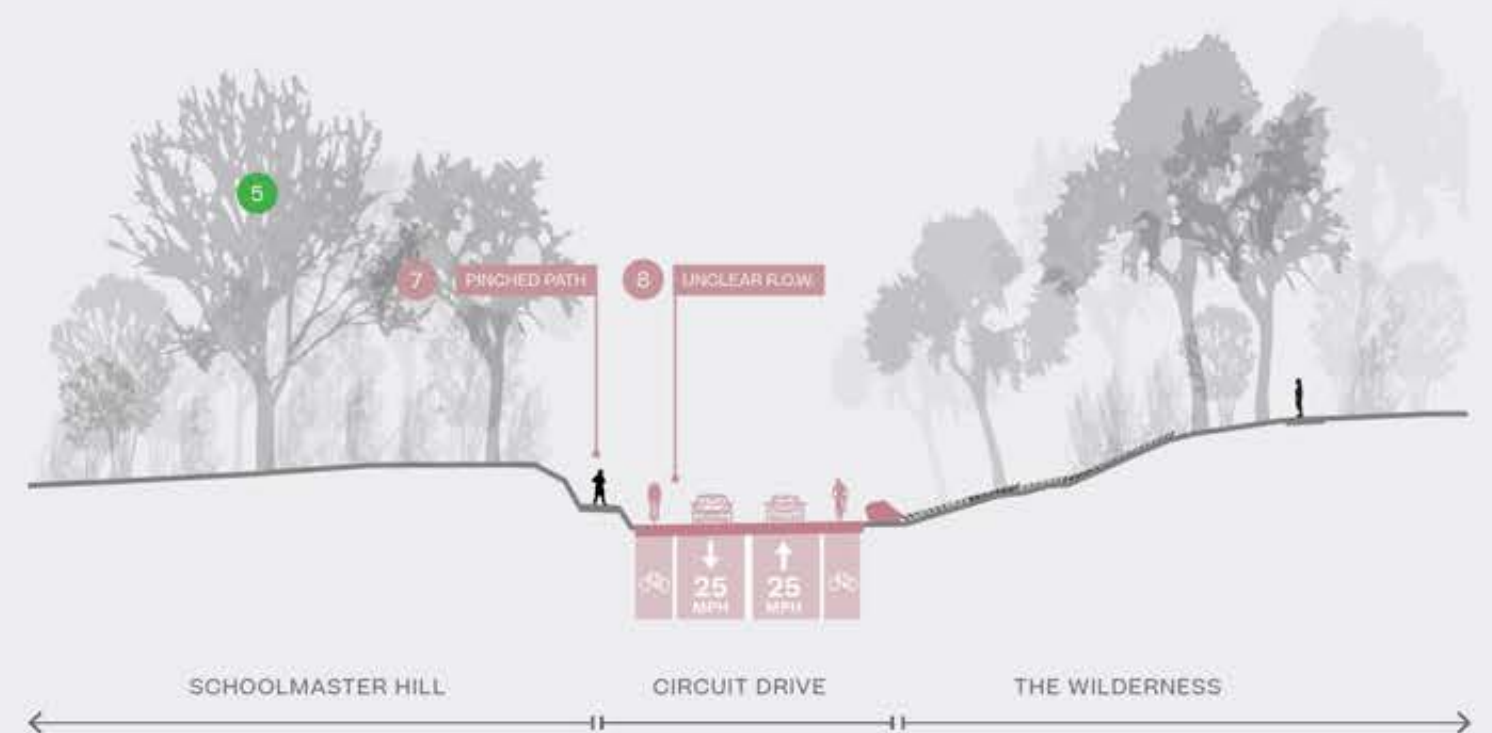
What are the barriers?

- 1 **Inefficient Parking**
The majority of parking is informal, unmarked, or unregulated, leading to inefficiencies that decrease available spaces.
- 2 **Drainage Challenges**
Compacted soils from mowing and low points contribute to standing water and stormwater washouts.

- 3 **Park Space Fragmentation and Compression**
Cars tend to exceed the posted speed limit (25 mph). Fast traffic and parking divide major open spaces including The Wilderness, Golf Course, and Playstead. Park experience is compressed into a narrow space between the Zoo Parking Lot and Golf Course.

Where are the Connections?

- 4 **Multi-modal**
The width of Circuit Drive can accommodate many uses, but clear separation of those uses can improve safety for pedestrians, cyclists, and motorists alike.
- 5 **Canopy Connection**
Mature canopy surrounds Circuit Drive, though additional planting could establish the corridor as a parkway, rather than a divider.



Section B

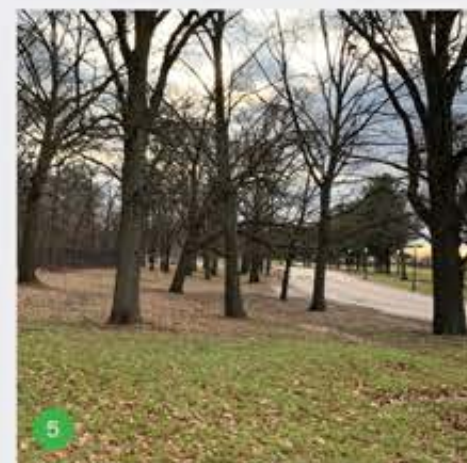
What are the barriers?

- 6 **Infrequent Crossings**
Key crossings are missing to make connections across Circuit Drive.
- 7 **Inconsistent Circuit Loop**
The Circuit Loop shrinks in width between the Wilderness and the Golf Course, pinching pedestrians between fast traffic and dense vegetation, and obscuring the main pedestrian circulation route around the park.

- 8 **Unclear Right of Way**
Intermittent lane markings blur distinctions between parking and bicycle lanes.

Where are the Connections?

- 9 **Bus Connections**
Stops along Circuit Drive bring public transit access into the heart of the park. (See previous page)



Community Aspiration
"A better Bike/Ped loop would be great. [The Circuit Loop] is fantastic, but the area along the road that cuts through the park is difficult and dangerous with kids."
 - Jamaica Plain Resident,
 Action Plan Survey



Lost Clarity

Path Hierarchy and Materials Erode Over Time

Differentiation of routes and separation of uses was a key component of the original park design. A clear hierarchy of path widths and materials served as important cues for movement and wayfinding throughout the park. Today, arbitrary and abrupt changes in width or material obscure the intuitive system of loops and circuits of the original network.

The original circulation design was carefully calibrated to use, offering a clear and immersive experience of landscapes across the Park. As cars replaced carriages and new uses were introduced, this clarity was lost. Reinstating rules to guide circulation hierarchy is critical to restoring a cohesive park experience.



Path Width and Scale

VEHICULAR AND SERVICE

- Circuit Drive
- 16' - 30' +

PEDESTRIAN

- 8' - 15'
- 5' - 7'
- 1 - 4'

Path Material

- Asphalt
- Concrete
- Gravel
- Unpaved
- Stone



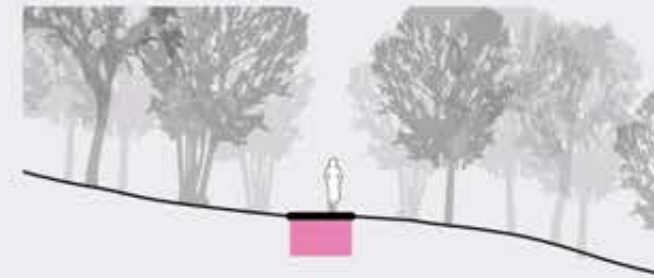
Multi-Use Vehicular, Service, and Pedestrian Paths (16 - 30'+ Width)

Vehicular-scale paths lack definition for different uses. The widely-paved areas are generous and inviting, but are often flanked by cobblestone gutters and redundant pedestrian path, making an already underarticulated expanse of paving even wider.



Primary Pedestrian Paths (8 - 15' Width)

Most paths are paved with asphalt, leading through glacial cuts and around hillsides. This width accommodates larger groups of walkers and cyclists. The Golf Course cart paths are this same material and scale, which confuses pedestrians.



Secondary Pedestrian Paths (5 - 7' Width)

Narrowly-scaled paths of asphalt, gravel, and concrete are located sporadically throughout the park. This width accommodates walkers in pairs, joggers, and solo cyclists, but would benefit from material consistency and clear connections.



Woodland Trails (1 - 4' Width)

Intimately-scaled gravel or worn trails are prevalent throughout the woodlands and The Wilderness, but too many trails with a lack of hierarchy or route markers inhibit wayfinding. This width accommodates hikers and dog walkers in pairs or alone.



Divisions Intensify

Internal Edges Built to Define Ownership and Use Limit Experience

Built features from the original park design, such as walls, steps, and overlooks, were meant to guide access, curate visitor experience and provide a sense of place. In response to changing uses and programs, incremental solutions meant to control vehicles, restrict access, and improve safety now form barriers and edges throughout the park, creating visual distractions and an increased sense of division.

Fences, walls, and gates define boundaries between use and ownership but disrupt views and restrict access, which breaks down the larger park experience. Rethinking the character of these edges can improve visibility between ownership areas and create connections to adjacent landscapes.



Zoo Fence

Fencing creates a problematic visual and physical barrier around the whole Zoo perimeter. One example is the stretch of fence between the playstead and the Golf Course. What was once an orienting and sweeping view south through the Valley Gates is now interrupted by chain link and barbed wire at the edge of a parking lot, making it feel like the sports fields about a service yard rather than being situated with a view to the valley below.



Granite Blocks and Boulders

Granite blocks and boulders were once a low cost way of preventing vehicular access to pedestrian areas. While effective, they do not feel integrated into the design, and, in some cases, actually inhibit pedestrian connections. In other areas, they are located along paths, where vehicular access is already restricted by gates, making them redundant.



Security Gates

Freestanding vehicular gates were also added over time to restrict vehicular access. A more systematic and aesthetically-unified approach to the vehicular perimeter can call less attention to these controls while improving their security functions.



Stadium Enclosures

The Stadium is a tall structure occupying the center of the Playstead, visually dividing an area where lively sporting activities were once viewed from the shady prospect of the Overlook. In addition to solid concrete walls, chain link fences covered in overgrown vines extend the opaque perimeter.

Mixed Messages

Inadequate Signage Hinders Use

Signage and wayfinding elements in the landscape can work in both explicit and intuitive ways, providing clues of where you are and where you can go, directing visitors and keeping them safe. Signage also serves an important educational purpose, teaching us about our surroundings and indicating important landmarks.

The majority of signage in the park focuses on rules and regulations, with little helping to orient visitors or interpret the park's historic significance. Carefully designed signage can guide wayfinding, provide interpretation, and encourage exploration without interrupting visitor experience.

Community Aspiration

"Not only better communication about what the park has to offer, but also clear recommendations for how to explore it. I would like to explore trails but do not want to get lost."

- Mattapan Resident, Action Plan Survey



Signage and Wayfinding Elements

- Entry & Arrival
- Identification & Regulatory
- Interpretive and Educational

Entry & Arrival

- 1 Unannounced Arrival**
There is little indication that visitors have arrived in the park, aside from the zoo. Signage does not help visitors determine their location.
- 2 Entry Barriers**
Large bollards prevent unwanted vehicular entry but also project an unwelcome message.
- 3 Opportunity: Signage Support**
Elements, like stone walls, present opportunities to integrate signage that indicates arrival and unique elements.



Identification & Regulatory

- 1 Dos and Do-Nots**
Most of the park signage is regulatory in nature, focusing on what should not happen, rather than what visitors can enjoy. While signage of this type is critical, adding signage that lets visitors know what they can enjoy would encourage use.
- 2 Legibility**
Typeface and font size is difficult to read. A lack of hierarchy makes it hard to identify where visitors are and what is nearby. Most signage is oriented toward roads, rather than pedestrian paths.



Interpretive and Educational

- 1 Inconsistency**
An inconsistent approach to providing maps with available destinations, landmarks, or hiking paths leaves visitors unaware of the park's complete offerings.
- 2 Opportunity: Tiny Treasures**
Subtle markers can increase educational opportunities for the passer-by.

