

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
10/8/2015 10:38	Andrew Schwartz	<p>As both a cyclist and driver along Centre St, I would like to second most of the comments by one of the attendees of the Oct 7 meeting. Specifically, that cycle lanes / tracks located outside of the sidewalk, or otherwise physically separated from the road, along Centre St would be a huge improvement for safety, encouraging and allowing more people to opt to transport themselves by bike if Centre St is along their commute. As was mentioned during the meeting, the combination of vehicle speed and abuse of the bike lane (either driving or parking in it, depending on location) make Centre St particularly perilous for cyclists with the current design. Green paint along the existing bike lanes would also be a good, inexpensive first step, but physical separation would really open up an effective, attractive, and traffic-easing parallel commuting option to a lot of people. Contrary to that gentleman's remarks, however, I would like to applaud your efforts with the flashing pedestrian alert signs. Complete traffic control signals are not always better, and in my view often breed ill will between drivers and pedestrians & cyclists. With that, the cited 80% compliance is obviously much better than 20% for regular crosswalks, and with some parallel efforts with education and enforcement I easily believe we could get that number up to 95%. Thank you for all of your efforts in improving the infrastructure around the area!</p>	11 Eugenia Rd	Roslindale	MA	02131	ozydingo@gmail.com		X
10/8/2015 10:46	Andrea Schwartz	<p>While I am eager to learn of the alternative proposal for Murray Circle that will be unveiled on Oct 14th's meeting, I have to for now comment on the proposal mentioned on Oct 7th's meeting. This was the proposal to replace the traffic circle with a three-way, what I'll call "highway-style" intersection. While I am open to differences, this design is very much like the intersection near Mt Auburn St in west Cambridge near Watertown. That intersection is perhaps one of my least favorite in the area. It's not terrible as a driver, but it's abysmal as a cyclist or a pedestrian. If the current proposal accommodates cyclists and pedestrians better than the design of the Cambridge intersection I would love to hear these considerations, but if it will be in any way similar, I have to object to the proposal on these grounds. And in any case, I look forward to learning what is unveiled next week. As always, thank you for all your efforts in improving the transportation infrastructure in the area!</p>	11 Eugenia Rd	Roslindale	MA	02131	ozydingo@gmail.com		X

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
10/8/2015 10:57	Rob Larsen	Rep. Sanchez shared some slides from this meeting which I was unable to attend. First of all, I'd like to thank you all for taking a look at access to the pond and the overall infrastructure of the area. I live in Roslindale and run/ride/walk/drive through this area constantly, so I'm aware of the shortcomings that mar one of the great areas of the city. Looking at one slide in particular I wanted to add my voice to those raised in the meeting regarding the transition from Centre St. to the VFW parkway. That area is especially dangerous for cyclists as they, along with the cars, are traveling at a high rate of speed owing to the downhill and any cyclist that is attempting to continue onto Centre st. towards West Roxbury has to cross the path of traffic zooming onto the Parkway. I'm a very experience urban cyclist and even I have trouble with that transition at times. I'd love to see that made safer for all involved.	38 Ardale St #1	Roslindale	MA	02131	rob.react@gmail.com		X
10/8/2015 12:31	Neil C	please review this article from David Hembrow http://www.aviewfromthecyclepath.com/2014/05/the-best-roundabout-design-for-cyclists.html presenting a roundabout design in Assan, Netherlands with data showing 7x safer than Dutch design. Thank you	14 Hillcrest Cir.	Newton	MA	02468	2neil2day@gmail.com		X
10/12/2015 21:43	GeorgeRigas	Some of the concepts for Centre st were good, like synching the lights at the corner of Allandale/Centre st with the light across from Faulkner Hospital. Synching lights at Louders Ln with the lights at Murray circle will not only help alleviate traffic but also allow those exiting from louders lane to exit with minimal problems. Adding a rotary at the intersection of Walter/Centre st will add more traffic and cause an increase in accidents while adding a light will add to the congestion. One option is to add an island for those exiting right from Walter to Centre and vice-versa will help alleviate some of the traffic problems. A stop sign for those exiting right from Walter to Centre will also help. The long term concept for Murray circle will do nothing but cause additional traffic and an increase in accidents. having weekly street cleanings will help bicyclists stay in their lanes. also bicyclists should follow the traffic rules and should be pulled over and ticketed like cars.	35 Orchard St	Boston	MA	02130	georgerigas@yahoo.com		X

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
10/14/2015 20:42	Thomas Iglehart	1) SPEED LIMIT SIGNS PROBLEM: Going south from Murray Circle to Allandale Street, how many speed limit signs are there? The answer is zero. Going the other direction, there is exactly one (just before Murray Circle). I am flabbergasted that the extensive study performed didn't take notice of this. SOLUTION: Post speed limit signs on every street lamp post, including those on the median. All of them. Motorists must be put on immediately unavoidable public notice with signs that also say "STRICTLY ENFORCED". Otherwise, there is effectively "no speed limit" and drivers feel free to do what they want. The majority of law-abiding drivers will, all by themselves, have a considerable traffic-calming effect. Please see my attached letter on this and other issues.	28 Louders Lane	Jamaica Plain	MA	02130	tom@iglehart.net	attached	X
10/14/2015 21:47	Carter Wilkie	This is a Roslindale issue and Roslindale residents have not been notified. Letter attached.	990 South Street	Roslindale	MA	02131-2314	ccw35@comcast.net	attached	X
10/16/2015 14:29	Jonathan Keselenko	In page concerning Louder's Lane, it is noted that the light is a "pedestrian signal timed to serve pedestrian phase without pedestrian demand." This is not entirely accurate. The light also serves to allow the hundreds of people who live in that area of Moss Hill to safely access Centre St. At rush hour in particular, it can be very difficult and dangerous to make a left turn onto Centre St from Whitcomb, Westchester and Louder's Lane. The light at Louder's Lane permits these residents to safely turn onto Centre Street. Please leave the light as is. Better yet, have it go 24/7, rather than only during the day Mon-Fri (which is it's current operation). Thank you.	1 Arborview Rd	Jamaica Plain	MA	02130	jak@foleyhoag.com		X

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
10/19/2015 21:22	Joshua Jacober	This plan seems to assume that the current vehicle speeds are appropriate and do not need to be greatly reduced. It also assumes that the only problems with the bicycle lanes are the gaps in them. This is not a comfortable street to ride a bicycle on because of 45-50mph multi-lane car traffic with a narrow and debris strewn bike lane. If the goal is to encourage active transportation (which is the only way that congestion will ever improve) then physically separated bike lanes with separate signaling at intersections are needed. The roadway also needs to be redesigned to drastically reduce average vehicle speed. Murray circle is the least pedestrian and bicycle friendly area of the entire corridor, and drivers fail to yield at the crosswalks nearly all the time. It is not a pleasant place to walk or bike or drive, and it serves as a physical barrier to the Arboretum. This section of Centre Street is completely car dominated and does not even do that well per the LOS and crash stats.	7 Alveston St., Apt 2	Jamaica Plain	MA	02130	joe.jacobor@gmail.com		X
10/20/2015 11:21	Susan Warne	The proposed improvements are small ones but should be done, especially the change at Walter St. I think the RRFBs are worth a try. One issue that was not addressed that would make a big difference is measures that would force cars to obey the speed limit.	65 Prince St.	Jamaica Plain	MA	02130	susan.warne19@gmail.com		X
10/21/2015 8:39	Kay Sloan	I still worry about removal of all traffic lights at pedestrian crossings. Seems unsafe. Will Boston drivers really slow down and yield? I doubt it! Link below is to an article in the Guardian that claims that in Britain they are moving away from roundabouts because of larger number of accidents injuring cyclists and pedestrians: http://www.theguardian.com/cities/2015/oct/19/traffic-lights-roundabouts-way-out?channel=us Not clear how cars on Pond Street turning north onto JWay will be able to get across traffic going south without a light.	33 Pond Circle	Jamaica Plain	MA	02130	kay.sloan@comcast.net		X

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
10/21/2015 19:50	Carol Carveth	I wish I could have gone to the meeting, but by the time I'd heard about it the meeting was in the past. I have not used that section of Centre St very much except in a car. This is mostly because Murray Circle is a confusing and dangerous intersection to get through. The short term plan to repaint the ground does not appear to anything to help with pedestrian access. Maybe this was expanded on in the meeting? I feel like the only way I can safely get to the Arboretum on foot is to go all the way down South Street to Forest Hills. I hope that some other plan will be put into place for Murray Circle that will allow pedestrians more safety. I find it somewhat appalling that it was not addressed in either the short term or long term plans.	10 Perkins Sq, Apt 9	Jamaica Plain	MA	02130	tloicto@gmail.com		X
10/23/2015 16:12	Patricia Walsh	Hi DCR, I'm sending my comments as an attachment in Word. It's title is DCR2. I am also going to mail my comments in case my attachment does not go through. Thank you. Patricia M. Walsh Sophia Snow Place 1205 Centre St., Unit 411 West Roxbury, MA 0132-7747 Email: tuatha2@verizon.net Phone: 617-323-3383	1205 Centre Street, Unit 411	West Roxbury	MA	02132-7747	tuatha2@verizon.net	attached	X
10/26/2015 9:30	Peg Moloney	Regarding Louders Lane traffic light, currently cars are constantly speeding thru light when it is red. Light should be changed to Traffic Signal Control. When the trees are leafed out, this light is obscured by trees as you approach the light from Roslindale. The trees should be pruned. As far as RRFBs and crosswalks for Rambler and Westchester Roads, theoretically sounds good. However, many drivers consider Centre Street to be a speedway, completely ignoring the 30 mph speed limit, often driving 50 miles per hour and higher. Are they going to stop for RRFBs? Very disappointed that the presentation and DCR staff did little to recognize the ever present and dangerous issue of speeding on Centre Street.	20 Rambler Road	Boston	MA	02130	mmccm70@gmail.com		X
10/26/2015 13:23	David Wean		19 Congreve St.	Roslindale	MA	02131	david@weanzabin.com	attached	X

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
10/27/2015 16:16	Bob Goodman	> Hello; I am a resident of Moss Hill and I am generally positive about the plans. However, please note that the Louders Lane traffic light, which we rely on daily, needs work rather than being kept as is. It is dangerous to to turn from Louders onto Centre because drivers very frequently run the red light and act as if it is not there at all. > Something must be done to approve the visibility and attention at this crosswalk/traffic light. It is not safe for drivers or pedestrians. > > Thank you > > Bob Goodman > 51 Lila Road, > Jamaica Plain, MA 02130	51 Lila Road	Jamaica Plain	MA	02130	rfgoodman@gmail.com		X
10/27/2015 22:50	Joseph STRAUT	GENERAL-Meter all traffic flow w./ "timed" traffic lights. WALTER ST- Install concept #2,NOW.ALLENDALE ROAD -Take 10' from Arboretum for bike lane et al,City of B., owns Arboretum,leases to H.U.,Promote as envro. conserve.-bikes not officially allowed in Arboretum.,Approach Arboretum management first.ALSO-include hospital entrance in traffic counts,regulate"flow" at hospital driveway-integrate hosp. driveway w./ centre/Allendale inters.-"traffic" lights(pipe-dream?)or consider stop sign@ hospital exit+allendale /hosp. ex. TOWARD centre.P.S.rock @cent./allen. appears to be Roxbury conglomerate(pudding stone)(i.e. easier to "work"). RAMBLER ROAD-bad location for a residential street(in a "gully") I still covert potential energy into kenetic to have momentum carry me "back" out, A speed bump at this location would most likely invite more curses/road rage blowback...(a trial installation,somehow labeled as temporary,that never goes away,?)...	43Montclair Avenue	W, Roxbury	MA	02132	jcstraut@comcast.net		X
10/28/2015 7:45	Helen Raizen	Problem with your traffic data is that around 3:30 in the afternoon, traffic also backs up onto the Arborway (where I live). I'm in favor of traffic signal concept 2 at Walter St. intersection. I very much like the use of RRFB at the crosswalks (and improved crosswalks) on Centre St. Would suggest this should be used on the Arborway, Perkins and Parkman as well. In particular, all the pedestrian walkways near Murray Circle should get RRFBs. These pedestrian crossings, which I and my family members frequently use, are very dangerous now, especially when the snowbanks build up. Also, consider the snowbanks when you place these devices.	75 Arborway	Jamaica Plan	MA	02130	raizen@earthlink.net		X
10/28/2015 9:25	Mary Hickie						mhickie@emeraldneckla ce.org	attached	X

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
10/28/2015 10:17	Nathan Hall	After reviewing the slides for this presentation I am concerned about the lack of vision shown with this plan. While it is intended to increase multi-modal safety and access, much of it seems focused on level of service for drivers, giving only moderate improvements for pedestrians and token improvements for cyclists. For example the solution for the VFW parkway intersection is simply to have cyclists ride on the existing sidewalk. While it is a difficult intersection, there must be a better solution than just cramming both pedestrians and cyclists onto the sidewalk. Additionally, when addressing pedestrian crossings we should be looking at more than just adding some flashing lights. We should also be considering raised crosswalks to slow speeding cars and protect the most vulnerable on our roadways. I realize that this was only a first attempt, but I hope that future versions of this plan provide real improvements for multi-modal access. Sincerely, Nathan Hall	13 Marmion St	Jamaica Plain	MA	02130	nkhall@gmail.com		X
10/28/2015 14:37	Robert Orthman	Comment attached. Thank you!	69 Walter Street	Roslindale	MA	02131	robert.orthman@gmail.com	attached	X
10/28/2015 17:39	John Stein	I am a resident of Cataumet Street and concerned about the intersection of Cataumet, Pond Street, and The Arborway. Currently, there is a traffic light at that corner. The light has a motion detector aimed at Cataumet that stops traffic on the busier streets so that residents of Cataumet can egress. There is also a pedestrian button that stops traffic for pedestrians (there are many people who walk between The Arboretum and the Pond). I can see removing the current timed light that automatically stops traffic on the Arborway, but I think it would be a mistake to eliminate the motion detector for Cataumet and the pedestrian signal. Leaving Cataumet by car, there is no visibility up Pond Street unless the car pulls all the way onto the Pedestrian crosswalk. No Visibility! Please consider keeping the motion detector light and the pedestrian crossing light. They would have very little impact on Pond St traffic, only stopping traffic briefly for cars leaving Cataumet or pedestrians.	8 Cataumet Street	Jamaica Plain	MA	02130	jstein@berklee.edu		X

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
10/29/2015 10:26	Amiel Cooper	Our home (116 Prince St-- the "little Prince St on the north side of Jamaicaway) is the first house next to Murray Circle and faces the beautiful and historic Olmsted wall with a view to the Jamaica Pond. We adamantly support the revised plan, keeping our Prince St and the wall intact and are equally opposed to diversion of Prince/Cataumet traffic through a break in the wall into Parkman Drive! Thank you, Drs Amiel Cooper & Lori Adcock	116 Prince St	Jamaica Plain	MA	02130	loriamiel@aol.com		X
10/29/2015 14:55	Sarah Freeman	Arborway Coalition strongly supports improved safety for all users. The proposed new crosswalks are welcome additions. Louders Ln: Light is important for safe exit onto Centre. Optimize timing to accommodate thru traffic while responding to local need. Allendale St.: "Gaps" in both directions, historic stone wall & lack of width, but no recommended change. Hope something can be done: - Shared use on sidewalk (short-term: + ramps, - obstacles; long term: widen road on Faulkner side?) - Replace median & traffic light with mast arms - Gaps = deterrents; prevent many from using corridor Walter St.: Of 2 signalized options, wider one is preferable. Roundabout needs further study. Murray Circle: Hilcroft St. comparable to Louders Ln, but lower use & proximity to Murray Cir may support sensor/loop & ped button; stop thru traffic only for motorist exiting onto Centre from Hilcroft or ped crossing. General traffic calming: raised crosswalk self-enforcing withou	22 Arborway	Jamaica Plain	MA	02130	freemansherwood@hotmail.com		X
10/29/2015 16:25	Sarah Freeman	Please see the attached Word Document, which replaces an earlier online comment that was submitted in error & incomplete. Thank you, Sarah Freeman	22 Arborway	JP	MA	02130	freemansherwood@hotmail.com	attached	X
10/29/2015 17:56	Mark Tedrow	Please find attached Adobe Acrobat PDF file. If you have any problems opening it, please call or email. Sincerely, Mark Tedrow cell: 857.719.7143 email: mctedrow@verizon.net	169 Sycamore St	Roslindale	MA	02131	mctedrow@verizon.net	attached	

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
10/30/2015 14:42	Dorothea Hass	WalkBoston is very concerned that park users north of Jamaica Pond be able to easily access the Pond. We strongly support a signalized crossing on Perkins Street to enable the 300 residents of Cabot Estates to safely cross to Jamaica Pond. The residents have been waiting for 20 years to obtain a safe crossing to this outdoor space which many of them use on a daily basis. WalkBoston hopes that the signalized crossing will be undertaken in the near future. We understand that funds have been appropriated for this project. Dorothea Hass Sr. Project Manager WalkBoston	94 Perry Street	Brookline	MA	02446	dhass@walkboston.org		
11/2/2015 21:54	Mark Tedrow	Many people opposed the use of RRFB's on Centre street during the meeting thinking that they couldn't work on a busy four lane road. BETA said that the median was too narrow to install one there. Would it be possible to mount RRFB's on a mast arm much like a normal traffic signal so that vehicles in the middle lanes as well as vehicles in the outer lanes could easily see them? Along with advance yield markings (AKA sharks Teeth) and "yield here" signs this may help to create a crossing that is safe for people on foot. I apologize for submitting this comment so late. Sincerely, Mark Tedrow Roslindale, MA	169 Sycamore St	Roslindale	MA	02131	mctedrow@verizon.net		
11/3/2015 13:38	Alicia Powell	I am a very local resident of the JP area in question. My child rides her bike to school, my spouse commutes to work by bike, & we are a single car family. As a cyclist & a driver, I prefer a bike lane which is physically separate from any traffic. Having ridden in such lanes before, I find them to be very safe & encouraging of bike use, which can lower car use. As a driver, I feel more secure with separated bike lanes, since the lane serves as a firm visual reminder of bike presence. I think in general we need more parkway/greenspace than more car parking for this area.	Newsome Park	Jamaica Plain	MA	02130	powellshrink@gmail.com		
11/3/2015 15:51	Moses Strassfeld	Please see uploaded document (this form creates ragged breaks) and character limit leaves very little ability to comment.	35 May Street	Jamaica Plain	MA	02130	red.sea@verizon.net	attached	
11/3/2015 15:52	Jean Weinshel	Please see uploaded document!	35 May Street	Jamaica Plain	MA	02130	red.sea1@verizon.net	attached	

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
11/7/2015 1:21	Joe Golding	As some one who has lived, biked, and run in JP for more than a decade, I whole heartedly support the changes to the arborway rotaries. The current traffic patterns and speed make the link between the pond and the arboretum one of the worst places to walk, run or bike in JP--even my bike commuter friends loathe the arboretum rotary. It would be lovely to see this area developed into something more than a speedway.	19 May St	JP	MA	02130	wjoegolding@hotmail.com		
11/16/2015 9:37	ElizabethGraham-Meredith	I recognize a traffic light is needed at this dangerous intersection in order to keep pedestrians and cyclists safe in addition to helping the flow of traffic, and am hoping you will consider allowing possibly right turn on red from Walter onto Centre St in the analysis of this intersection due to the high volume of cars that traverse this way during peak times. I believe that a significant back up could likely occur down Walter St which would make cars and cyclists have an even harder time turning left and right from Bussey St onto Walter. Perhaps a good compromise might be to allow turning on red during certain portions of the day? Just something to consider, thank you!	6 Crandall St.	Roslindale	MA	02131	shigidigi@yahoo.com		
11/16/2015 12:14	Brian Harms	Hi there, I have commuted by bike for many years on Centre Street and Walter Streets in this area. I feel that there is a significant deficiency to the plan for Centre Street southbound from Sophia Snow Place to VFW Parkway. The idea of a shared bike/pedestrian path in this section is highly unappealing. I know I would never use that path and would just continue to cycle on the road. The reason is that a cyclist going this direction is heading downhill and carrying a great deal of speed. Crossing VFW by leaving the road and coming to a stop at the proposed crosswalk is undoubtedly safer, but I'll take the risk of staying on the main road if I can keep my downhill speed. The proper solution is to slightly widen the roadway there in order to create a dedicated bike lane for continuing south on Centre. Probably there should also be a dedicated bike lane for turning right onto VFW. Thank you for your consideration!	91 Bellevue St.	West Roxbury	MA	02132	brianharms@hotmail.com		

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
11/16/2015 16:54	Rebecca Phillips	I would like for DCR to consider right turn on red at Walter/Centre Street. I think that would lead to smoother traffic flow and avoid backups and people trying to race through the light (which creates its own hazards). I would strongly endorse this, especially if signs similar to what I have seen elsewhere(such as in JP) are displayed, eg. Right turn on red; watch out for pedestrians. To this signage I would also add cyclists. Thank you for your consideration.	10 Tappan Street	Roslindale	MA	02131	rebecphillips@gmail.com		
11/18/2015 13:43	Gregory Murphy	I think Alternative 1 exacerbates an already challenging morning commute - asking all the traffic heading into Boston (right turn on Centre St. from Walter St.) to queue into a single lane and wait for a light to change (Alternative 1) will cause even more backup and wait time down Walter and Bussey Streets, than already exists, with resulting emissions. What a nightmare Alternative 1 will create for our local morning commuters. There are almost no pedestrians in that area, during the morning commute, and I feel the addition of the traffic light and installation of crosswalks (per Alternative 2) will address any existing issues with pedestrian access and safety. I am in favor of an Alternative 3, which would have two left turn lanes at the proposed traffic light and a greatly reduced traffic island footprint,	56 Murray Hill Road	Roslindale	MA	02131	gsjmurphy@gmail.com		
11/18/2015 17:12	Adam Kessel	Please see attached comment letter sent on behalf of WalkUP Roslindale.	36 Taft Hill Terrace	Roslindale	MA	02131	kessel@fr.com	attached	
11/22/2015 21:03		Like some of what I see in the presentation. Have been a bike commuter from Norwood to Fenway area for several years. There is a good bike lane on the VFW parkway and we need a safe, easy way to get from there to the Jamaica Pond bike paths. Please, when you are designing, pay attention to creating safe on/off points for the bike infrastructure -- too often this is overlooked and people are forced into dangerous situations. Please also include a path for bicycles coming down the hill on Pond Street to get onto the Jamaica Pond path. Currently the only safe path is the sidewalk which is not safe for pedestrians. Between Murray Circle and Kelly Circle there should be fewer car paths, from my bike I have seen cars become confused by the labyrinth and nearly end up going against traffic.							

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
11/24/2015 14:36		<p>1. Please don't add a roundabout to this section of Centre Street. The space is too small to accommodate a safe roundabout for the level of heavy traffic. There's a small roundabout in North Dorchester that terrifying, and adding one to Centre Street will make the traffic worse. 2. I think there should be lights controlling all turns. There should be a red light to stop the Centre Street traffic. Right now even on the evening commute heading west, there's a traffic bottleneck at that intersection anyway where all lanes cautiously slow down, because no one is sure if a turning car is going to pop onto Centre Street suddenly. 3. I think this Option 2 is stronger than Option 1. In the morning, cars making turns queue up into three lanes anyway (left, right, right). It would be much safer for the two lanes of right turning cars to actually have real lines draw for them so they all funnel into their respective lanes on Centre correctly.</p>							
11/30/2015 8:55	Gary Fallas	<p>I attended the Centre Street and the Arborway meetings, and wanted to thank everyone involved with improving our neighborhood. As resident of Jamaica Plain, I support any effort to reduce traffic speed and improve pedestrian and bicycle safely. For Centre Street, I support the recommendations to add traffic lights and raised crosswalks with rapid flashing beacon lights. In addition, please increase the number of speed limit signs, add radar speed signs, and improve enforcement of the speed limit. During the the Spring sessions, I hope to hear more about how the proposed road changes will help with traffic calming and reducing speed, reconnecting open spaces, and improving pedestrian and bicycle access between the different neighborhoods on Centre Street and the Arborway. It would also be useful to understand the historical trends with respect to traffic speed and volume, and how the Casey Arborway project will impact traffic on Centre Street and the Arborway in the future.</p>	12 Rambler Rd	Jamaica Plain	MA	02130	garyfallas@comcast.net		

Improved Multi-Modal Safety Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

Date and Time	Name	Comment	Address	City	State	Zip	Email	Uploaded Document	I would like to receive future DCR Updates
11/30/2015 15:17	Lois Tow	I live in Jamaica Hills neighborhood and walk and drive affected intersections multiple times daily. I am happy with proposed RRFBs at Westborough and Ramblers. I would like to see a *real* traffic light at Louders, because far too many cars run the red light (endangering both pedestrians and those turning from Louders), and because during heavy traffic people turning left from Louders are too tempted to squeeze into a too-small gap in traffic.	50 Lila Road	Jamaica Plain	MA	02130	btow@ix.netcom.com		
11/30/2015 16:53	Lois Tow	See attached	50 Lila Rd	Jamaica Plain	MA	02130	loistow@ix.netcom.com	attached	
11/30/2015 20:01	Kai Johnson	My wife is blind and walks with a stroller in JP. One of the biggest issues in new areas is understanding the traffic flow - which way traffic is approaching, whether there's a median, if it's light controlled or a yield-only crosswalk. Audible crosswalk signals (with the beacon to locate them) are a huge help, but don't solve the problem of unfamiliar areas. Tactile maps included on the crosswalk post that would help greatly in making the intersection more understandable to visually impaired pedestrians. For more info: http://www.apsguide.org/chapter4_tactile.cfm It would be so helpful to my family if all new crosswalks could be the audible crosswalks with tactile maps included. Thank you!	17 Parkside Dr	Jamaica Plain	MA	02130	ksjohnson3@gmail.com		

Centre Street Corridor Study

Comments on the proposed changes described at the meeting on October 7 at the Arnold Arboretum

Note: I did not attend the meeting and am basing my comments on the slide deck which is currently posted at

<http://www.mass.gov/eea/docs/dcr/news/public-meetings/materials/projects/dcr-centrestreet-20151007.pdf>

General points:

- The presentation notes that this corridor was once part of Route 1. A lot of people still treat it as if it is a major highway, which it should not be. It is ok if in some instances, the redesign results in LESS service - it should not be a requirement to maintain the current level of motor vehicle service when that is in conflict with other considerations, such as noise level, pedestrian access, egress from the surrounding neighborhoods, etc.
- While there are many good ideas presented in this proposal, I'm in favor of Toole having an opportunity to review and revise this (as well as the first presentation, from the October 1 meeting) with an eye toward further bike and pedestrian design improvements.

VFW intersection

- The design dumps southbound bike traffic onto the sidewalk, calling it a shared use path. It is not clear where this begins, nor what the transition looks like.
- It would be preferable to provide separate bike and pedestrian spaces due to the very different speed profiles of a cyclists traveling down a steep hill at 20-25 mph and pedestrians walking at 3 mph.

Walter Street

- It appears from the written presentation that the designers favor concept #2 . What was the feeling at the meeting?
- In the roundabout option:
 - the same comments apply about a preference for separate bike and pedestrian paths as they go around the roundabout, rather than shared.
 - I don't see lane markings, yield markings, arrows indicating appropriate lane positioning in the rotary as is common in modern roundabouts. Why not? (These features were included in the short term Murray Circle proposal on slide 50.)
 - This appears to have a large enough radius that traffic, at least in some directions, will attempt to go through at high speed, which is undesirable.
- Signal Concepts (#1 and #2):
 - There should be "no turn on red" from Walter to Centre, and I don't see this in the slides. Without this, northbound cyclists will get wiped out by non-stopping and non-yielding Walter Street traffic. (Spend some time at

- any intersection market NTOR and count the number of drivers that actually come to a stop, and then yield to conflicting traffic.)
- A bike box (to make a left turn) is useful only when the light is already red. If the light is green, cyclists can't get from the bike lane across the right turning traffic to position for a left turn. Instead, they need to wait until the light turns red (or "never" if there is no NTOR) and then position themselves in the bike box, waiting for the light to turn green again. In addition to the box, the bike lane should split before the intersection with a spur continuing to the left of the right turn lane(s).
 - Why is there no crosswalk on the north part of the intersection? Hopefully not because it is intended to allow right turn on red. Someone going from the Arboretum to, say, Allandale Woods, would need to wait for two pedestrian cycles to clear the intersection.
 - I can't read the signal phasing on slides 29-30 as posted. Can you send me a clean copy?
 - On Concept #2, the right slip lane onto Walter encourages higher speed turns, in conflict with northbound cyclists.
 - Also, on #2, northbound cyclists may clear the light but can't get beyond the right turn lanes from Walter onto Centre before those lanes get the green. (It's uphill so they'll be going relatively slowly.) Alternative #1 reduces the likelihood of this and also ensures that the Walter Street traffic will actually see them. This would be even worse if there is not a NTOR.
 - Also, in Concept #2, having a double right turn will make it even harder for a cyclist to move to the left to make a left turn, even if the bike lane is split for a left-turn spur.
 - Was there any discussion of Walter Street (both sides) being parked up daily by employees of Hebrew Rehab? I'm not sure whether the parking there is good (traffic calming) or bad (distraction).

Allandale Road

- It is good that the bike lanes will no longer disappear as they currently do. It's not really a bike lane if, when you need it the most (at intersections) you're thrown into high speed traffic. The sharrows and "bikes can use full lane" signs we currently see at intersections like this (and all along the VFW Parkway to Dedham) are a joke - it's hard for a 10 mph cyclist to merge into 40 mph traffic.
- There are notes on slide 35 that road widening is unfeasible. Does this mean that the plan shown on that slide cannot happen, or does it all (including continuation of the bike lanes) take place within the existing space?
- I assume that the rock ledge between Walter and Allandale which collapsed onto the sidewalk a couple of years ago (resulting in the sudden elimination of the bike lane where pedestrians were routed onto the roadway) will be addressed, but I don't see any indication in the slides. Please confirm?

Westchester, Rambler

- What is the logic of using Rectangular Rapid Flashing Beacons (RRFBs - hey, I learn something new every day) instead of a traditional pedestrian crossing signal with a red light? The slide claims 80% compliance with RRFBs, but I bet the

- compliance is even higher at a red light. And since this a pair of 2-lane crossings, the pedestrian will have to be confident that both lanes have stopped before crossing as instructed ("Wait for vehicles to stop before crossing"). Will there be an actuator in the median refuge? (Will there be a refuge, or do pedestrians just hope that the edge of the median will provide protection if they get stuck?)
- A real red light could also allow Westchester and Rambler traffic out to make a left turn, which is very difficult now. It could be activated by the presence of a vehicle, or "timed to require frequent stops" as Louders and Hillcroft currently are (or used to be - see a later comment). Again, this is no longer Route 1 and it is ok for people using this as a through route to be a little inconvenienced once in a while.
 - Out of curiosity, why was this design of RRFB chosen, in contrast to what is used at Washington Street near Arboretum Place just south of Forest Hills, which has bright lights embedded around the pedestrian sign. (See https://www.google.com/maps/place/Simpli+Bar+%26+Bites/@42.2972331,-71.1167244,3a,58.5y,260.6h,84.67t/data=!3m7!1e1!3m5!1sSzysGafKo2bMNG0KccELBw!2e0!6s%2F%2Fgeo0.ggpht.com%2Fcbk%3Fpanoid%3DSzysGafKo2bMNG0KccELBw%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D161.42311%26pitch%3D0!7i13312!8i6656!4m2!3m1!1s0x0000000000000000:0xd63a98873ac3b833!6m1!1e1?hl=en)

Lowders and Hillcroft

- At the Arborway meeting on 10/14, an out-of-scope comment from someone who lives on Hillcroft indicated that the lights there are not motor vehicle activated, and that recently they were changed to activate only when a pedestrian pushed the button. Is this correct, and why can't they be motor vehicle activated as well?

Murray Circle

- It is not clear whether the "Short term" changes are actually in the scope of this meeting, but, just in case, I offer a few comments.
- Arrows directing proper lane positioning are a good idea, as are yield lines.
- The pedestrian crossings should be perpendicular to the traffic they're crossing. This is not the case on most of them shown on slide 50.
- Please keep the longer-term planning of this in the Arborway part of the project. I'll have comments on the 10/14 meeting by its deadline.

Thanks for considering these comments.

David Wean
 19 Congreve St.
 Roslindale, MA 02131
 david@weanzabin.com
 617.327.2813

**** PLEASE NOTE: THIS COMMENT REPLACES AN EARLIER ONLINE VERSION WHICH WAS SUBMITTED IN ERROR & INCOMPLETE.**

The Arborway Coalition strongly supports improved safety for all users.

The proposed new crosswalks are welcome additions.

Louders Ln: The light is important for safe exit onto Centre St. Optimize timing to accommodate thru traffic while responding to local need.

Allendale St.: There are "gaps" in the bike lanes in both directions, historic stone wall & lack of width, but no recommended change. We hope something can be done, e.g.:

- Shared use on sidewalk (short-term: + ramps, - obstacles; long term: widen road on Faulkner side?)
- Replace median & traffic light with mast arms
- Gaps = deterrents; prevent many from using corridor

Walter St.: Of 2 signalized options, wider one is preferable. Roundabout needs further study.

Murray Circle: Hilcroft St. comparable to Louders Ln, but lower use & proximity to Murray Cir may support sensor/loop & ped button; stop thru traffic only for motorist exiting onto Centre from Hilcroft or ped crossing. General traffic calming: raised crosswalk self-enforcing without causing back-up of traffic exiting Murray Circle to Centre St. Proposed intersection looked intimidating. Further comments after Arb. presentation.

Please address speeding.

Thank you for this opportunity – on behalf of the Arborway Coalition,

Sarah Freeman, 22 Arborway, JP, MA 02130

President
Julie Crockford

BOARD OF DIRECTORS
Benjamin Taylor, *Chair*
John R. Cook, Jr., *Vice Chair*
Leo Swift, *Treasurer*
Susan Helms Daley, *Clerk*
Michael Dukakis
Life Trustee
Janet P. Atkins
Peter Barber
Anne Connolly
Lynn A. Dale
Chris DeSisto
Courtney Forrester
Sarah Freeman
Marjorie Greville
Roger F. Harris
James Hunnewell, Jr., AIA
Beth Krudys
Allison O'Neil
Adrienne Penta
Katherine Post
Wendy Shattuck
Katherine Sloan
Peter Sougarides
Linda Edmonds Turner
Carroll Williamson,
Chair, Park Overseers

PARK OVERSEERS
Arborway Coalition
Arnold Arboretum
Boston Committee of the
Garden Club of America
Boston Society of
Landscape Architects
Brookline Greenspace Alliance
Emerald Necklace
Greenway Project
The Fenway Alliance
Fenway Civic Association
Fenway CDC
Fenway Garden Society
Franklin Park Coalition
Franklin Park Zoo/
Zoo New England
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
MASC
Museum of Fine Arts, Boston

DCR Office of Public Outreach,
251 Causeway Street, 6th Floor
Boston, MA. 02114

October 27th, 2015

Re: Centre Street Corridor Study

To DCR staff:

We are writing to submit our comments on the above public meeting that took place on October 6th. We are pleased that the DCR has undertaken this series of public meetings. The Centre Street Corridor, as described in this project, is clearly an area of many intersections in need of upgrades.

- VFW Parkway: This intersection is unfriendly to both pedestrians and bicyclists and prompts us to raise two questions. If the sidewalks are to become shared use for bikes and peds could they be widened to facilitate both? We also wondered if the right-turn lane onto the VFW Parkway could be modified? A more acute turn (i.e. closer to 90°) would both decrease the travel distance for peds and bikes across the intersection and would slow the speed of vehicles turning onto the Parkway?
- Walter Street: The volume of traffic passing through this intersection has grown in recent years and the many curb cuts along the northwest side of Centre St often conflict with traffic turning left from Walter increasing the danger for all. Creating safe crossings for pedestrian and bike traffic deserves special attention here. While Traffic Signal Concept 1 seems to be the most straightforward proposal it looks as if it could not accommodate the traffic load that uses the intersection. Traffic Signal Concept 2 appears to allow for greater flexibility of movements and seems to work best with the many driveways along Centre St. It also appears that all of the alternatives impact the parking on the Arboretum side of Walter St, reducing the available parking for Arboretum visitors.

- Allendale Street: Although there are constraints on both sides of Centre Street we feel that something could be done to allow for the safe passage of bikes through the intersection. We do not agree that nothing should be done; sharing the sidewalk or some other means should be looked at.
- Whitcomb Ave., Westchester and Rambler Roads: We agree with the crosswalk upgrades at all of the intersections and would like to see the use of the RRFBs as an answer to slowing the traffic for pedestrians. We also wondered if the use of raised crosswalks would be an appropriate traffic calming measure for Centre St.
- Louders Lane: We heard comments that the timing of the light at Louders Lane had been adjusted and now does not work as efficiently as it had. Perhaps that could be looked into.
- Murray Circle: The complexity of Murray Circle presents a big challenge and we believe it has to be looked at in the broader context of all the roadways entering and exiting it. For this reason we'd like to hold our comments for the meeting that will address the Arborway, including Murray Circle.

We appreciate that the DCR is moving forward with the Centre Street Corridor project. Thank you for your presentation and for the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Julie". The signature is written in a cursive, flowing style with a large loop at the beginning of the word.

Julie Crockford
President

Robert P. Orthman
69 Walter Street
Roslindale, MA 02131
617-733-9259
robert.orthman@gmail.com

Via Online Delivery

October 28, 2015

Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street, Ste. 600
Boston, MA 02114

Re: Improved Multi-Modal Safety & Access to Emerald Necklace Parks, Boston (Centre Street) – Public Comments

Dear Sir or Madam:

I am writing with comments regarding the Centre Street Corridor Study and the presentation shown to the public at a meeting on October 7, 2015 at the Arnold Arboretum. I am a resident of the affected area and currently serve as president of the Longfellow Area Neighborhood Association (LANA) in Roslindale. This project will have substantial impact upon our abutting neighborhood. LANA and area residents have advocated for changes to this corridor for years.

The intersection of Centre Street and Walter Street requires particular attention and significant redesign. The data presented to the public shows this intersection has the second-highest crash rate in the entire study area, significantly higher than any other intersection except Murray Circle. This data confirms the experience of residents of the dangers present at this intersection for all users.

The BETA Group, Inc. consultant team presented three re-design options for the public to consider for the Centre/Walter intersection. Of the three designs presented, I believe Traffic Concept 1 brings the most benefit. The inclusion of a traffic signal is a must as recommended by the consultants. A roundabout at this intersection as presented in one proposal should be a non-starter as it will endanger cyclists and make pedestrian crossings perilous while doing little to improve the traffic flow. Concept 1's pedestrian crossings are shorter and do not require the multiple stages of Concept 2. This intersection is abutted by two day care centers, senior housing, a rehabilitation complex, and a hospital in addition to resident homes. It is imperative that all these individuals have a safe and easy crossing to the Arboretum's green space and elsewhere. Concept 1 best accomplishes that goal.

Concept 1 is also preferable to Concept 2 for vehicles turning right from Walter Street onto Centre Street. The angle of the right-hand turn in Concept 2 will encourage vehicles to speed through the intersection, endangering the safety of pedestrians and cyclists there. Concept 1 requires vehicles to make a ninety-degree right-hand turn and, in contrast to Concept 2, will discourage vehicles from cutting that corner at high speeds. Concept 1's design is also preferable for vehicles turning right from Centre Street onto Walter Street to discourage motorists from speeding around the corner, which Concept 2 would encourage.

Robert P. Orthman
69 Walter Street
Roslindale, MA 02131
617-733-9259
robert.orthman@gmail.com

A significant omission from the entire plan for the Centre Street corridor is a focus on cyclist safety. Centre Street is one of two main arteries from southwest Boston to Jamaica Plain and points north. We know the number of city residents commuting via bicycle continues to increase. Anecdotally, in our neighborhood, I know many residents personally who commute on their bikes daily. Centre Street must provide a safe cycling environment that protects cyclists from adjacent vehicles traveling well above the speed limit. The final design for this corridor must incorporate a buffer between cyclists and those vehicles. Additionally, specific to the Centre/Walter intersection, cyclists on Walter Street must be protected from cars as they turn onto Centre Street – that end of Walter Street has a steep incline that puts cyclists at a disadvantage going uphill relative to cars accelerating uphill there.

In public remarks at the October 7th meeting, I mentioned that the City of Boston is planning to redesign the nearby intersection at Walter Street and Bussey Street. I encourage DCR and the consultant team to meet with your city counterparts to ensure any redesign at the Centre/Walter intersection is consistent with city planning for the Walter/Bussey intersection. Our neighborhood has waited a long time for these changes and we need to ensure they all coordinate appropriately. In the same vein, DCR should coordinate with the city to ensure proper landscaping at the Centre/Walter intersection to match the surrounding green space and prevent a visually unappealing wide expanse of asphalt and concrete.

Lastly, I echo the concerns of other residents about the rampant speeding on Centre Street and the need to address that. I do not see much in these plans to calm traffic on this road. The design calls for the installation of Rectangular Rapid Flashing Beacons (RRFBs) on Centre Street at the crosswalks. I fear drivers will ignore these RRFBs and still put pedestrians at risk trying to cross four lanes of traffic. I myself have experienced drivers ignoring flashing RRFBs at a crosswalk on Washington Street near Forest Hills, which is a busy road in its own right. RRFBs may work fine on less-traveled roads but in this dense, high-traffic corridor they are not enough to slow down traffic and make crossing safe. I request that DCR and the consultant team get creative and come back to the community with a more expansive plan to deploy measures to calm the traffic and protect pedestrians crossing Centre Street. Particular attention should be paid to the crosswalk in front of the Faulkner Hospital and bus stops on Centre Street

Thank you for your consideration of my comments. I am happy to discuss them at more length at any time. I appreciate that DCR and our state officials are looking to improve this area and look forward to continuing to work towards our shared goals of a safe and walkable Centre Street corridor.

Sincerely,



Robert Orthman

Robert P. Orthman
69 Walter Street
Roslindale, MA 02131
617-733-9259
robert.orthman@gmail.com

Cc: The Honorable Michael Rush, State Senator
The Honorable Edward Coppinger, State Representative
The Honorable Liz Malia, State Representative
The Honorable Jeffrey Sanchez, State Representative
The Honorable Timothy McCarthy, Boston City Councilor
The Honorable Matthew O'Malley, Boston City Councilor
Chris Osgood, Chief of Streets, City of Boston
Stephanie Seskin, Active Transportation Director, City of Boston
Christine Galatis & David McNulty, Mayor's Office of Neighborhood Services



A Call to Action to Make Roszie the Most Walkable Neighborhood in Boston

BY EMAIL ONLY

November 18, 2015

Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street, Ste. 600
Boston, MA 02114
Email: Mass.Parks@state.ma.us

RE: Centre Street Corridor Study, Boston — Public Comments

Dear Sir or Madam:

I write on behalf of WalkUP Roslindale with comments regarding the Centre Street Corridor Study and the presentation shown to the public at a meeting on November 10, 2015 at the St. Nectarios Greek Orthodox Church in Roslindale.

WalkUP Roslindale, which takes its name from the international movement to foster “Walkable Urban Places,” is a collaborative group of residents informally founded in June of this year to make Roslindale the most walkable neighborhood in Boston. We advocate for a dynamic, livable neighborhood and streetscape. And, we support positive changes to our public and private built environment that strengthen walkability as a means toward better public health, safety, social capital, economic development and environmental sustainability. In our first four months we have already built up a core group of about 30 people and almost 300 additional supporters. More information about WalkUP Roslindale and our initiatives can be found at walkuproslindale.org. We recognize that no single group of people can be said to speak for our entire neighborhood – instead, please take these comments as representing the collective, specific viewpoint of our steering group members (indicated below) and offering what we see as the analysis that results from [our mission and principles statements](#).

With respect to the Centre Street Corridor Study, our concern is primarily pedestrian safety and access as well as the importance of accommodating and encouraging bicycle travel on this congested roadway. Making it easier for people to walk or bike rather than drive will alleviate traffic and pollution, and all data point to a future where people engage in more active transportation. On this note, the intersection of Centre Street and Walter Street requires particular attention and significant redesign. The data presented to the public—which we note is likely artificially low because it relied solely on State Police information and did not include data from the City of Boston or insurer databases - show this intersection has the second-highest crash rate in the entire study area, significantly higher than any other intersection except Murray Circle. The data confirm the anecdotal experience of Roslindale residents of the dangers present at this intersection for all users.

The BETA Group, Inc. consultant team presented three re-design options for the public to consider for the Centre/Walter intersection. Of the three designs presented, we believe Traffic Concept 1 brings the most benefit.¹ The inclusion of a traffic signal is a must, as recommended by the consultants. A roundabout at this intersection as presented in one proposal should be a non-starter as it will endanger cyclists and make pedestrian crossings perilous while doing little to improve the traffic flow. Concept 1's pedestrian crossings are shorter and do not require the multiple stages of Concept 2. This intersection is abutted by two day care centers, senior housing, a rehabilitation complex, and a hospital in addition to residential homes. It is imperative that all these individuals have a safe and easy crossing to the Arboretum and Allandale Wood's green space and elsewhere. Concept 1 best accomplishes that goal.

Concept 1 is also preferable to Concept 2 for vehicles turning right from Walter Street onto Centre Street. The angle of the right-hand turn in Concept 2 will encourage vehicles to speed through the intersection, endangering the safety of pedestrians and cyclists there. Concept 1 requires vehicles to make a ninety-degree right-hand turn and, in contrast to Concept 2, will discourage vehicles from cutting that corner at high speeds. Concept 1's design is also preferable for vehicles turning right from Centre Street onto Walter Street to discourage motorists from speeding around the corner, which Concept 2 would encourage.

A significant omission from the entire plan for the Centre Street corridor is a focus on cyclist safety. Centre Street is one of two main arteries from southwest Boston to Jamaica Plain and points north. We know the number of city residents commuting via bicycle continues to increase. Anecdotally, in our neighborhood, we know many residents—including many who have attended the public meetings on this project—who commute on their bikes daily and currently shy away from using Centre Street due to its very unsafe design for cyclists. This fact skews the data the BETA Group collected about cyclist demand. Centre Street must provide a safe cycling environment that protects cyclists from adjacent vehicles traveling well above the speed limit. The final design for this corridor must incorporate a buffer between cyclists and those vehicles. Additionally, specific to the Centre/Walter intersection, cyclists on Walter Street must be protected from cars as they turn onto Centre Street—that end of Walter Street has a steep incline that puts cyclists at a disadvantage going uphill relative to cars accelerating uphill there.

We also encourage DCR and the consultant team to meet with their city counterparts to ensure that any redesign at the Centre/Walter intersection is consistent with city planning for the Walter/Bussey intersection, which we understand is also undergoing a redesign process. Our neighborhood has waited a long time for these changes and we need to make sure they all work together. In the same vein, DCR should coordinate with the city to ensure proper landscaping at the Centre/Walter

¹ We have attached the three concepts presented at the DCR public meetings for this intersection as an appendix to this letter for convenient reference.

intersection to match the surrounding green space and prevent a visually unappealing wide expanse of asphalt and concrete.

We echo the concerns of other residents about rampant speeding on Centre Street. The current proposals do little to calm traffic on this road. The design calls for the installation of Rectangular Rapid Flashing Beacons (RRFBs) on Centre Street at the crosswalks. We fear drivers will ignore these RRFBs and still put pedestrians at risk trying to cross four lanes of traffic. Although RRFBs may be effective on less-traveled roads, in this dense, high-traffic corridor they may be insufficient to slow down traffic and make pedestrian crossing safe. We ask that DCR come back to the community with a more expansive plan to deploy measures to calm the traffic and protect pedestrians crossing Centre Street. Particular attention should be paid to the crosswalk in front of the Faulkner Hospital and bus stops on Centre Street.

Finally, we understand that DCR will not implement the improvements under discussion in this study soon as much of the work awaits the completion of construction at the former Casey Overpass. In view of this delay, DCR should take interim immediate steps to repaint traffic lines and engage in other proactive traffic calming measures such as addition of flexi-poles and lane-narrowing, to make the affected area safer for bicyclists, pedestrians, and automobiles until the full redesign can be completed. These measures will save lives and should be implemented sooner rather than later.

We very much appreciate your careful consideration of our comments and would be happy to discuss any questions you may have on them.

[This page ends here. Signature appears on following page.]

Sincerely yours,



Adam Kessel

Resident @ 36 Taft Hill Terrace, Roslindale, on behalf of
WalkUP Roslindale Steering Group, including

Steven Gag, Resident @ 631 South Street, Roslindale
Liz Graham-Meredith, Resident @ 6 Crandall Street, Roslindale
Diane Johnson, Resident @ 3 Ramsdell Avenue, Roslindale
Sarah Kurpiel Lee, Resident @ 65 Cornell Street, Roslindale
Matt Lawlor, Resident @ 15 Basto Terrace, Roslindale
Monika Montrymowicz, Resident @ 11 Haydn Street, Roslindale
Robert Orthman, Resident @ 69 Walter Street, Roslindale
Rebeca Phillips, Resident @ 10 Tappan Street, Roslindale
Adam Rogoff, Resident @ 28 Ashfield Street, Roslindale
Rachele Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale
Greg Tobin, Resident @ 1 Sheldon Street, Roslindale
Alan Wright, Resident @ 98 Birch Street, Roslindale

Copy to:

Ms. Christine Galatis, Mayor's Office of Neighborhood Services (christine.galatis@boston.gov)
Mr. David McNulty, Mayor's Office of Neighborhood Services (david.mcnulty@boston.gov)
The Honorable Michael Rush, State Senator (mike.rush@masenate.gov)
The Honorable Edward Copping, State Representative (Edward.coppinger@mahouse.gov)
The Honorable Liz Malia, State Representative (liz.malia@mahouse.gov)
The Honorable Jeffrey Sánchez, State Representative (jeffrey.sanchez@mahouse.gov)
City Councilor Tim McCarthy (matthew.omalley@boston.gov)
City Councilor Michelle Wu (michelle.wu@boston.gov)
City Councilor Ayanna Pressley (ayanna.pressley@boston.gov)
City Councilor Matthew O'Malley (matthew.omalley@boston.gov)
City Councilor Michael F. Flaherty (michael.flaherty@boston.gov)
City Councilor-Elect Annissa Essaibi-George (annissaforboston@gmail.com)
Ms. Stefanie Seskin, Active Transportation Director, BTM (stefanie.seskin@boston.gov)
Mr. Chris Osgood, Chief of Streets, City of Boston (chris.osgood@boston.gov)

Walter Street

Appendix to WalkUP Roslindale DCR
Comment Letter re Walter/Centre

- **Roundabout Concept**



Walter Street

- **Traffic Signal Concept 1**



Walter Street

- **Traffic Signal Concept 2**



CARTER WILKIE
990 SOUTH STREET
ROSLINDALE, MASSACHUSETTS 02131

October 14, 2015

Commissioner Carol I. Sanchez
Department of Conservation and Recreation
251 Causeway Street, Suite 900
Boston, MA 02114-2104

Dear Commissioner:

For years, residents of Roslindale have asked for state help to fix the dangerous substandard intersection that has long plagued the West Roxbury / Roslindale Jamaica Plain boundary at Centre and Walter Streets. We have petitioned four of your predecessors, but still nothing has been done.

DCR recently invested a significant sum to enhance the Arborway, a beautiful parkway in Jamaica Plain. That project was prioritized for funding while this one, a greater threat to public safety, goes unfunded. Does DCR neglect its responsibility for ensuring traffic safety on roads it controls that are not beautiful parkways?

This intersection is one of the most dangerous intersections in southwest Boston. State engineers concede this intersection does not meet state safety standards and must be improved. There is no traffic signal or even a stop sign to mitigate the free-for-all at this spot. Accidents happen there frequently. Claims arising from accidents inflate our insurance rates in the Roslindale zip code, even when the drivers and commuters at fault reside outside Boston, or even Massachusetts. A commuter from Rhode Island rear ended me at this intersection a week before Christmas in 2003. They told me I would have died that day if not for my seat belt.

Twelve years ago, the Boston Redevelopment Authority approved a new institutional facility at this location, Rogerson Community's Sophia Snow House. Amazingly, nothing was done to address traffic safety at this site. Now, the employees there dart across the median cuts in a game of chicken.

Increased traffic from the recent expansion of four institutions at this location (the new Sophia Snow House, the ever expanding Hebrew Rehabilitation Center and Faulkner Hospital, and a new Arnold Arboretum building) make this problem all the more urgent. Yet nothing is being done to coordinate transportation managed by the state at DCR and development planning managed at City Hall.

For more than 12 years, we have petitioned DCR and our elected officials (including Sen. Mike Rush, and Reps. Jeffrey Sanchez and Ed Coppinger) for help. Please secure funding to install the needed signal at this hazardous intersection before people get killed in preventable deaths.

Sincerely,

Carter Wilkie

TO: Department of Conservation and Recreation
FROM: Patricia M. Walsh, Sophia Snow Place
SUBJECT: Centre Street Corridor Study
DATE: October 23, 2015

I moved to Sophia Snow Place from Brighton about seven years ago, and have been mystified by what a mess this section of Centre Street is--dangerous and cumbersome for pedestrians and a nightmare for drivers. So, I am very pleased that the DCR has a plan to change all that. Here are my comments on several of the proposed changes:

PEDESTRIAN LIGHT AT ALLANDALE AND CENTRE STREETS:

I strongly approve of a pedestrian light at Allandale and Centre streets. For those of us who frequently walk to and from Faulkner Hospital that intersection is treacherous. Many of us don't cross at the intersection because we can't see the traffic coming from so many directions. Instead, we walk down Allandale Street--to the middle of the block--from where we can see *all* the oncoming traffic, and cross when there is a break in the traffic, including vehicles from Faulkner Hospital's driveway.

I also approve of a crosswalk running from that intersection to the other side of Centre Street alongside the Arboretum.

TRAFFIC LIGHT AND CROSSWALK IN FRONT OF SOPHIA SNOW PLACE:

I strongly approve of a traffic light, and a crosswalk from Sophia Snow Place across Centre Street and continuing to the sidewalk that runs alongside the Arboretum. Residents who live across the street from the Arboretum shouldn't have to drive to it because walking there is so dangerous.

ROTARY IN FRONT OF SOPHIA SNOW PLACE:

I'm originally from Brighton where there are no rotaries. Rotaries are the main reason I do not like driving in West Roxbury. They are a nightmare, so the idea of putting one in front of the building where I would have to drive scares me. However, I don't know how to solve the traffic mess at the Walter-Centre streets intersection. The current arrangement is very dangerous.

BTW, I hope that you have factored in the traffic that comes out to Centre Street from the Trinity Lutheran Church driveway next door to Sophia Snow Place. I have almost had several head-on collisions with drivers exiting that driveway who are looking up Centre Street for a break in the oncoming traffic, and then taking a right-hand turn down Centre Street without looking to see if there are other cars directly across from them--at the Walter Street turnaround--also trying to turn into Centre Street.

SIGNAGE NEEDED

In the meantime, an inexpensive, temporary way to help alleviate the problem of drivers taking the wrong turnaround at Walter and Centre streets, would be to install signage indicating exactly where to turn. (Currently, there is a sign indicating where NOT to turn, but no sign telling drivers where TO TURN.) I have asked for this signage several times, and can't understand why it can't be put in place as an interim measure.

CENTRE STREET-VFW PARKWAY CROSSING:

The Centre Street-VFW pedestrian crossing is also treacherous. Pedestrians have to get in "road-runner" mode (beep beep) to make the crossing without getting hit by cars racing down Centre Street to the Parkway attempting to beat the traffic light.

MISSING SIDEWALKS/CURBS:

Sidewalks/curbs are missing in front of the vacant lot between Sophia Snow Place and Spaulding Rehab. next to the bus stop. That is a very dangerous place for pedestrians to walk, especially at dusk and at night, because speeding cars ignore the striping on the street and drive very close to the uncurbed sidewalk--inches from pedestrians--as they attempt to beat the light.

Submitted by Patricia M. Walsh
Sophia Snow Place
1205 Centre Street, Unit 411
West Roxbury, MA 02132-7747
(617) 323-3383
tuatha2@verizon.net

October 29, 2015

Department of Conservation and Recreation
251 Causeway Street – Suite 700
Boston, MA 02114

Subject: Centre Street Corridor Study

LivableStreets Alliance is pleased to provide comments for the Centre Street Corridor Study presented by DCR and BETA Engineering on October 7, 2015.

LivableStreets Alliance believes that the alternatives presented generally do not meet Complete Streets standards and need to be redesigned to accommodate both pedestrians and cyclists while calming motor vehicle traffic. We realize that the high volumes of motor vehicle traffic and the constrained width of the right of way make it difficult to make significant changes to the cross section of Center Street, there are improvements that can be made.

We recognize that while the crash data is incomplete, the data does illustrate the dangerous conditions that exist along Centre Street and the need for significant improvement. We note the meeting purpose "...to consider improvements to pedestrian, bicycle, and vehicle safety and accommodation along Centre Street." Given the crash rates, improvements should be mandated.

We note that DCR's mission statement is "To protect, promote, and enhance our common wealth of natural, cultural, and recreational resources for the well-being of all. The proposed solutions need to reflect DCR's mission.

After reviewing the October 7th Presentation we have the following comments:

VFW Parkway

- Widen the sidewalk to at least 8' wide to function as the proposed shared-use path.
- We recommend tightening the turning radii at the intersection to slow turning vehicles and improve safety.

Walter Street

- In general we prefer the proposed "traffic concept 1" for the significant improvements to pedestrian and bicycle accommodation and the traffic calming effect of a T intersection. The roundabout option does not work for bicyclists as currently proposed, and Traffic Signal Concept 2 has crosswalks that are much too long and geometry that allows cars to drive too fast.
- We recommend for concept 1 that a two-stage turn queue box added just northwest of the Walter Street crosswalk to help northbound cyclists on Center Street to make the left turn.
- The proposed "traffic concept 2" could likely be significantly improved if the channelized right turn lane were changed to a signalized short right-turn only lane. The effect on vehicle level of service might be negligible. The

turning radii needs to be tightened to slow turning vehicles and improve safety.

- A second bike crossing across Center Street for concept 2 should be added to the left of the pork chop and a two-stage turn queue box be added to help northbound cyclists on Center Street to make the left turn.
- For both concepts (1 and 2), add bicycle detection in the lanes and bike boxes.
- Add a crosswalk across Center St on the east side of this intersection as well. Many people will naturally want to cross here rather than cross twice
- We recommend that transit priority signaling be included along with the proposed emergency vehicle preemption.
- Reexamine the intersection to provide a short-term solution to help reduce turning vehicle speeds and calm traffic. The DCR Parkways study may provide a short-term suggestion to do this.

Allendale Street

- We note that there appears to be no proper way for cyclists traveling northbound on Centre can make the left turn onto Allendale Street without merging across two travel lanes and using the left turn lane. This is a very unnerving maneuver for most cyclists and likely reduces the number of people using bikes to commute or travel to Faulkner Hospital and Allendale Farm. A bike box should be considered at this location.
- The right turn lane on Centre St should be reduced to the minimum length required by traffic queues. We suggest that a design exception be requested to allow the sharrow markings to be within the right-turn lane to help reduce the merge distance for cyclists.
- We support the added crosswalk and wheelchair ramp at Allendale Street.
- An additional crosswalk should be installed on the west side of the intersection. People will naturally want to cross there rather than crossing twice.
- The Improvement Concept drawing should show the existing right of way and the existing stone walls to better show the design constraints. The diagrams should also include widths for each element of the cross section within the R.O.W.

Whitcomb Avenue

- A crosswalk across Centre St should be added at Whitcomb Ave as well, either signalized or with a rectangular rapid flash beacon.

Westchester and Rambler Road

- We support the new proposed crosswalks, but would like to see crosswalks on both sides of Westchester and Rambler Road.

Louders Lane

- We believe that this intersection should be redesigned to help calm traffic turning onto Louders Lane and to reduce both pedestrian crossing distances and crossing times.

Hillcroft Road

- We strongly recommend that this be a signalized intersection. This is the only place for a signalized pedestrian crossing for people walking along the

Arboretum side of the Emerald Necklace and an important pedestrian connection for the Arboretum and Jamaica Pond. Pedestrian safety must be the primary consideration here. We remind the design team that DCR's mission is "To protect, promote, and enhance our common wealth of natural, cultural, and recreational resources for the well-being of all".

Murray Circle

- We note that both BETA and Toole are working on separate long term designs for Murray Circle. The Toole Design is far superior in our opinion, as it is safer and more accommodating for pedestrians, bicyclists, and drivers. We ask that you eliminate the BETA long term design for Murray Circle from this Centre Street plan..
- The short term improvement concept does clarify the operation of the circle, making it operate more like a roundabout than a rotary which we are glad to see.
However, while the short term concept provides a connection to the eastbound off-street path, there are no accommodations for cyclists traveling along the Arborway.

Rectangular Rapid Flashing Beacons

- RRFPs can be used successfully in lieu of full signalization for mid-block crosswalks. However on a multi-lane road, there is a multiple threat danger, where a vehicle in one lane stops for the pedestrian while a vehicle in the adjacent lane does not. To mitigate this risk, we ask that advance yield markings (a.k.a. sharks teeth) and "Yield" Here signs be installed prior to the crosswalk coming from both directions, as recommended by FHWA.

Crosswalks and walk signal phasing

- We recommend that crosswalks be added to both sides of intersecting streets, not one side as shown. Pedestrians will naturally prefer to cross one street rather than two. Pedestrian convenience must be considered along with vehicle levels of service to promote the well-being of all.
- We recommend that all crosswalk signals where the right turn volume is 250 cars per hour or less be concurrent phased with a leading pedestrian interval to improve pedestrian safety.
- We recommend that all crosswalk signals where the right turn traffic volume is over 250 vehicles per hour have exclusive walk phases. If possible, when off-peak turnings volumes are lower we would prefer to have the walk phase revert to concurrent.
- We recommend that all crosswalk walk signals be automatic and timed to occur at 60 seconds or less to improve pedestrian compliance and safety.
- Time pedestrian walk phases for a walking speed of 3.5 feet per second or less except at the mid-block crossing at Faulkner Hospital and at the Hebrew Rehabilitation Center bus stop where we strongly recommend a walking speed of 3.0 feet per second or slower to accommodate people who may have difficulty walking and use public transportation.
- All curbcuts should have wheelchair ramps and be ADA/MAAB compliant.

Bus Stops

- We recommend that all bus stops be located at the far side of the intersection or crosswalk that they serve to improve bus operations.
- We recommend that transit priority signaling be installed at all traffic signals to improve bus operations.

DCR Parkways Study

- We recommend that further designs for the Centre Street Corridor Study incorporate recommendations from the DCR Parkways Study that will be addressing both short and long-term improvements for this corridor.

The Massachusetts Department of Conservation and Beta Engineering are to be commended in their efforts to improve the Centre Street corridor, but further improvements for people who walk and bike are needed. We look forward to seeing the design develop and the project be built.

Sincerely,

Mark Tedrow
Member, LivableStreets Alliance Advocacy Committee

Centre st. public comments – 11-30-2015-tow

Improved Inter-Modal Safety and Access to Emerald Necklace Parks in Jamaica Plain (Centre Street)

I live on Lila Road in the Jamaica Hills neighborhood of Jamaica Plain (JP). The only access points to our neighborhood are by way of Centre Street: two roads in (Whitcomb and Westchester) and three roads out (Whitcomb, Westchester, and Louders). As both a pedestrian and driver, I feel that getting in and out of my neighborhood is very unsafe. Drivers routinely speed on Centre Street significantly over the speed limit.

We use all three roads to drive in and out. Getting out of our neighborhood safely by car is often difficult due to the heavy traffic and speeders. I find your crash data suspect. It seems understated, especially if it uses only police crash reports. Additional data from insurers would give a more complete picture. I am surprised that you have decided not to improve the Louders intersection since it has a high accident rate.

My husband and I purchased our home specifically for its proximity to parks, public transit, and a walkable business district. I drive several times a week, but I walk to and from my home more frequently (at least daily, sometimes more than once a day), whether to do errands in central JP, to enjoy the Emerald Necklace parks, or to reach public transit.

We walk across four lanes of traffic on Centre Street at Westchester without a crosswalk to reach the bus stop or the entrance to the Centre Street gate of the Arnold Arboretum (for recreation or to walk to the Forest Hills Station.) We run across between cars and wait on the tiny median strip before running across the next section. It is unsafe. This intersection needs a crosswalk and a full red/yellow/green traffic light. The proposed RRFB will be an improvement for pedestrians, but I doubt that it will be enough. It does not help drivers who need to get in/out from Westchester onto Centre. Drivers need to be slowed down and they need strong inducements to stop for pedestrians. They are not looking for pedestrians or turning/entering cars. Too many are using their cellphones while they speed by me.

We cross four lanes of traffic from Louders Lane to get to the bus stop or to walk toward central JP. Drivers routinely ignore the signal at Louders and Centre. Typically as I am attempting to cross on foot or in my car, the first car speeds through the intersection cutting into what little time I have to cross.

Centre st. public comments – 11-30-2015-tow

It is especially bad when traffic is backed up on Centre Street heading south, which is typical of the afternoon rush hours. The traffic backs up through the intersection. Cars cannot get out of Louders Lane because the intersection is blocked. Pedestrians are also prevented from using the crosswalk at such times because most drivers who are stuck in stop and go traffic on Centre Street heading south either choose to ignore the red light or have gotten close enough to the intersection that they can no longer see the red light (which is before the intersection on the southbound side.) In either case, they start up as soon as the traffic in front of them moves. They ignore me in the crosswalk even though I have the walk signal. As a driver, that light is often my only chance to get out.

Louders Lane at Centre needs a full red/yellow/green traffic light and improved crosswalks. It has a high accident rate. It is heavily used by drivers exiting our neighborhood, especially parents who have just dropped off or picked up their children at the JP Manning School.

Also, in general, pedestrians need better lighting for safe crossings after dark. For many months of the year, the evening commute takes place after dark. My husband and I have resorted to wearing flashing lights normally used by bicyclists for our walk home after dark.

I am concerned that the current proposals do little to calm traffic on Centre Street where drivers routinely speed and ignore pedestrians and cars turning in/out of side streets. I am also concerned that these proposals may not be implemented for a couple of years or longer. In the meantime, the DCR should immediately start interim traffic calming measures, repaint traffic lines, etc., to protect pedestrians right away.

Entrusted with historic parkways preservation, the DCR is now presenting a plan for the Arborway that will “make the carriageway comfortable for all.” The intent, however, is to semi-privatize it for approximately 30 abutters – a privileged few in light of the number of cars, pedestrians and bicyclists who travel through this area. The question is why. Why buy a house that’s next to the railroad tracks, and then complain when a train goes by? Did these people really not know about the Arborway traffic when they bought their houses?

Now we have a plan before us that adds more concrete in the form of multiple roundabouts and less green space, with the taking down of 60 trees in a stretch of road that is approximately 1/2 mile long. Kelley Circle is to be replaced – again, the question is why. Kelley Circle actually works, effectively moving cars from Prince and Parkman onto the Arborway, from the Arborway onto Pond, and the reverse from Pond onto the Arborway in either direction - especially since the addition of newly marked traffic lanes and arrows. The new plan would eliminate it, as well as the red light at Pond Street, resulting in a steady flow of traffic up Pond. The carriageway there would also steer more cars directly onto Pond Street. I walk my dog to the pond and along the Arborway on a regular basis. The existing light, stop sign at Prince, and yield sign at Parkman make it easy to cross to access Jamaica Pond, as does the light that allows crossing the Arborway at Pond. Why mess with Kelley Circle, unless it is the only way to allow turning onto the proposed semi-private carriageway roads, which will travel in the opposite direction of through traffic on the middle lanes of the Arborway?

No consideration has been taken for emergency vehicles – fire engines and ambulances – that will have to navigate through the area. Will the turnarounds and cut-throughs be large enough? Will the response time of the vehicles be hampered? Then there’s the snow plows and sanitation trucks – similar question: will they be able to do their jobs easily and efficiently?

At the same time that the DCR talks about excessive speed on the Arborway, it also plans to eliminate three major red lights, and tries to convince us that roundabouts, yield signs and raised crosswalks will naturally calm traffic and allow for easier pedestrian crossings. The same commuters who now hurry to work, racing between lights, will miraculously slow down and yield way? Hard to believe. Looking at the posted videos, it’s all too easy instead to imagine convoluted back-ups along the way, spilling over onto side roads.

The only real beneficiaries of the plan as it now exists are those who bought their houses near the railroad tracks and then complained about the trains going by.

Centre st public comment 11-3-2015-weinshel

The Arborway plan as presented on October 14th is almost overwhelming in scope, and requires an enormous leap of faith that it will actually work. The replacement of the existing Murray Circle rotary and Kelley Circle with three roundabouts, the elimination of three major traffic lights, the semi-privatization of the carriageways and the funneling of all through traffic onto the existing four middle lanes of the Arborway – we are told that the commute will take only seconds longer and that traffic will naturally calm and slow itself to allow other cars access, and to make it easier for pedestrians to cross. That's a lot to take on faith!

In the process, approximately 60 trees (on the Arborway – how ironic) will need to be cut down, and we will gain more cement rather than green in the form of various cut-throughs to side streets and the carriageway, as well as roundabouts that circle back on themselves. And none of the proposed changes will actually cut back on overall traffic – they will simply route it in different directions.

There are definitely existing traffic problems and accidents in the area, and many pass through at too great a speed. But perhaps some less disruptive, less destructive and less dramatic measures can be implemented to help with these issues? Perhaps we need to remember some history, that of the failed Southwest Expressway which left a nasty scar in Jamaica Plain that took years to heal.

Why can't some changes be implemented more immediately, to allow us time to assess their value?

Please add those raised sidewalks now!

Please try to enforce the law – stop and ticket those who speed (and if the state police feel it is beyond their capacity to do so, then we need to consider having the road policed by another force).

Why not add a new traffic light at the intersection of the Arborway and Centre Street, traveling toward the Arboretum? Move the existing light on Centre at Hillside closer to Centre at the Arborway. There are already lights on Centre at the Arborway, traveling from JP Centre, as well as on the Arborway at Centre traveling toward downtown. Time the lights to allow one at a time to be green – that should surely help cut down on accidents at Murray Circle, and will also slow traffic going onto the Arborway.

Don't touch Kelley Circle – it works! Traffic from the Jamaicaway flows onto the Arborway and is slowed by the existing light at Pond Street. Drivers on Prince and Parkman have little problem getting onto the Arborway there. Those coming down Pond can easily turn and proceed either way on the Arborway. (It's also a lovely green space, with some beautiful full-growth trees)

And do not eliminate the light at Pond Street! It's a blind corner, for pedestrians, drivers and bicyclists. Without it, the area would be more hazardous. And it helps slow traffic flowing from the Jamaicaway onto the Arborway.

Couldn't we try some of these measures before resorting to this proposed plan, which fails to provide us with the needed amount of construction time and says nothing about where traffic will go and how it will be diverted during construction? (Another frightening thought)

Centre st public comment 11-3-2015-weinshel

The difficult-to-read, out-of-focus drawings of the proposed changes, the late posting of the promised video enactments three weeks later rather than right after the October meeting, as well as the privatization of the existing carriageways that would serve only a privileged few in the grand scope of things, the lack of planning for emergency vehicles throughout the revised roadways – these have all left a bad taste and an inauspicious phase of plans here. Jamaica Plain can't afford another Southwest Expressway-type debacle.

Comments by:

Tom Iglehart
28 Louders Lane
Jamaica Plain, MA 02130
617-522-9889 (H)
617-529-9889 (M)

As a resident of Louders Lane, I attended the Oct. 7 meeting on "Improved Multi-Modal Safety & Access to Emerald Necklace Parks in Jamaica Plain" held at the Arnold Arboretum visitor center.

I appreciate the excellent data offered in the presentation (also available at <http://www.mass.gov/eea/agencies/dcr/public-outreach/public-meetings>).

However, this data and related meeting comments make it quite clear to me that the plan is inadequate.

In particular, the LOS formula being used, like so many other formulas, ignores essential safety points that don't "fit" in the formula.

As to such formulas, Ford engineers knew that Ford Pinto gas tanks exploded on rear-end impact. But their engineering formula showed that the risk was "within range" and "reasonable". What it missed was that many are bad drivers, including those of Pintos. Oops.

The existing risks along this stretch of road require a little thinking outside of the formula. Following are problems and solutions currently being ignored.

1) SPEED LIMIT SIGNS

PROBLEM: Going south from Murray Circle to Allandale Street, how many speed limit signs are there? The answer is zero.

Going the other direction, there is exactly one (just before Murray Circle).

I am flabbergasted that the extensive study performed didn't take notice of this.

Our state senator (and many others present) referred to that stretch of road as the "Grand Prix". Why is anyone surprised that this is so? And why do we wonder why motorists do not respect the red lights there? It seems the city cannot meet a basic responsibility to post the limit.

SOLUTION: Post speed limit signs on every street lamp post, including those on the median. All of them. Motorists must be put on immediately unavoidable public notice with signs that also say "STRICTLY ENFORCED". Otherwise, there is

effectively "no speed limit" and drivers feel free to do what they want. The majority of law-abiding drivers will, all by themselves, have a considerable traffic-calming effect.

2) FULL-SIZE TRAFFIC LIGHTS AT WESTCHESTER, LOUDERS, AND HILLCROFT

PROBLEM: The data in the presentation show daily traffic volumes on Westchester, Louders, and Hillcroft at 650, 500, and 250 respectively. Louders Lane is a tiny, one-way street (with no sidewalks) pointing to Centre, so all traffic on Louders (dumped from elsewhere on the hill) is entering Centre. The other two are wide, two-way streets, for which let's assume 1/2 of traffic is entering to Centre St.

The total is nearly one thousand vehicles per day (950) entering Centre from these three streets. The presentation does not explain exactly how this fails the MUTCD formula.

But that is beside the point. The following solutions will have a huge impact on traffic-calming, pedestrian access, and safety for cyclists too.

SOLUTIONS: The ideal solution is a full-time police presence to enforce existing regulations. But we know that's not going to happen.

OPTION A: FULL-SIZE, FULLY-WORKING TRAFFIC LIGHTS AT HILLCROFT, LOUDERS LANE & WESTCHESTER

By "fully-working" I mean lights that are NOT arbitrarily "timed to require frequent stops" (as the signs say), but use conventional magnetic sensors to detect when vehicles are waiting to enter Centre St. from the side streets, in addition to the pedestrian crosswalk buttons. Such lights would ONLY change when there is a pedestrian or side-street motorist waiting.

At the same time, the signs (now defaced with stickers to read "Signals timed to HARASS" and "Signals time to CAUSE POLLUTION"), should be replaced with signs that read "Pedestrians and vehicles crossing on RED". (It would, of course, help to double the fines for running red lights there.)

OPTION B: VEHICLE SENSORS AT HILLCROFT & LOUDERS, SAME TYPE OF NEW LIGHT AT WESTCHESTER

This would be less preferable but also less expensive.

By simply changing how the existing lights operate at Hillcroft and Louders (and installing an identical light at Westchester) so that they change ONLY when a vehicle (magnetic sensor) or pedestrian (crosswalk button) are waiting to enter Centre St., motorists will begin to recognize that these are not arbitrary lights but "real" lights that serve a "real" purpose.

OPTION C: FULLY-WORKING TRAFFIC LIGHT AT WESTCHESTER

Again, "fully-working" means both a crosswalk button and magnetic sensor to detect vehicles waiting on Westchester.

This is the cheapest option of all. This single change would serve two purposes quite important to local residents, all who use that stretch of road, and to visitors to the extremely popular Arnold Arboretum: 1) traffic calming (against reckless speeding and running red lights), and 2) much safer access to and from Westchester for pedestrians, vehicles, and cyclists. (N.B.: Many visitors to the Arboretum park on Westchester.)

Motorists today do not respect the red lights. How are we to expect these same motorists to respect a new, small pedestrian crosswalk light placed at Westchester? The answer is they won't and someone is going to be killed. Traffic calming with real, fully-working lights is the only answer.

CONCLUSION:

CLEARLY the main thing that is needed on this stretch of road is traffic calming. The current scheme is nearly 60 years old. It's an experiment that has run its course and has failed. It cannot safely handle today's traffic volumes.

Simply adding a modest pedestrian crossing at Westchester is not the answer.

To: DCR/Massachusetts
From: Roif Fuessler
Re: Comments on October 6th meeting on Center Street Corridor Study
Date: 15 October 2015

Cc: Rep. Jeffery Sanchez

I attended this meeting at the Arnold Arboretum Visitor Center as a concerned resident of Louder's Lane, which feeds into Center Street. Two quick comments before I focus on the Louder's Lane/Center Street intersection.

1. Walther Street/Bussey St. feeder streets. Strongly agree that something needs to be done to transform this anything-goes bottleneck into a safer and more structured intersection.
2. Murray Circle. Many drivers, included Boston residents, either ignore or are unaware of the traffic rules when entering the circle. I endorse the suggestion to stripe the circle with lanes that guide you to the nearest or furthest exit. This was the solution implemented at the Horace James Circle in Brookline (where West Roxbury Pkwy, LaGrange St., Newton St., and Hammond Pkwy converge), which I use frequently. It has produced less chaos and smoother entry/exit traffic flow.

Now to Louder's Lane/Center Street.

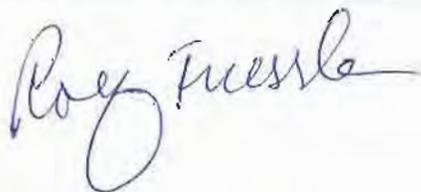
1. The consultants indicated that the light at this intersection is a pedestrian activated signal. That is true but it is also a timed light, which has been operating during the morning commute. I would like to thank Rep. Sanchez for making this happen and eliminating a very dangerous situation.
2. For quite a while during the summer for whatever reason, it was returned back to a pedestrian activated light. Since Louder's Lane is the only signalized intersection from this area of Moss Hill, the majority of residents use Louder's Lane to exit during the morning commute, especially if commuters plan to turn left towards Boston. Right turns can be made at Westchester and Whitcomb.
3. When Louder's Lane was a pedestrian-activated intersection for several months, it was extremely dangerous to make a left turn during the morning commute. I know. Every morning between 7:15 and 7:45 I would come to the intersection either in a car or a Vespa. Trying to find a break in traffic **flow in both** directions at the same time was almost impossible. This **resulting** in having to make a left turn in dangerous situations. Often, **I would** have to get out of my car to press the pedestrian button, run back, **and then** turn left.

4. The consultants stated that the signal at Louder's Lane was antiquated, out-of-code and that when it finally failed it would not be replaced. I strongly urge that when and if this happens that it be replaced with a signalized light. And maybe the DCR and the consultants should consider replacing a "not to code" light now as part of this project. UNDER NO CIRCUMSTANCES SHOULD THAT LIGHT REVERT BACK TO A PEDESTRIAN-ACTIVATED LIGHT. Without it, this is a major safety issue and I was not surprised that Louder's Lane, a small street, had a high number of accidents over the years when it was pedestrian-signalized.
5. Not directly related to improvements to Center Street but of great concern to those exiting Louder's Lane - whether at rush hour or at other times - is the high number of Center Street drivers who completely ignore the red light. Many times cars just keep going. Even to the point where a car behind a stopped vehicle will weave around and drive on, sometime 5/10 seconds after the light has turned red.

The state police, who has jurisdiction over Center Street, should conduct more frequent ticketing exercises. If they stationed themselves on different days over a month, they could catch hundreds of red-light runners.

6. Making Center Street more pedestrian/bicyclist/commuter friend is admirable. But without addressing red-light-running and circle-rules-ignorant drivers this project will have missed an opportunity to make it a much safer street.

Rolf Fuessler, commuter
73 Louder's Lane
Moss Hill



TO: Department of Conservation and Recreation
FROM: Patricia M. Walsh, Sophia Snow Place
SUBJECT: Centre Street Corridor Study
DATE: October 23, 2015

I moved to Sophia Snow Place from Brighton about seven years ago, and have been mystified by what a mess this section of Centre Street is--dangerous and cumbersome for pedestrians and a nightmare for drivers. So, I am very pleased that the DCR has a plan to change all that. Here are my comments on several of the proposed changes:

PEDESTRIAN LIGHT AT ALLANDALE AND CENTRE STREETS:

I strongly approve of a pedestrian light at Allandale and Centre streets. For those of us who frequently walk to and from Faulkner Hospital that intersection is treacherous. Many of us don't cross at the intersection because we can't see the traffic coming from so many directions. Instead, we walk down Allandale Street--to the middle of the block--from where we can see *all* the oncoming traffic, and cross when there is a break in the traffic, including vehicles from Faulkner Hospital's driveway.

I also approve of a crosswalk running from that intersection to the other side of Centre Street alongside the Arboretum.

TRAFFIC LIGHT AND CROSSWALK IN FRONT OF SOPHIA SNOW PLACE:

I strongly approve of a traffic light, and a crosswalk from Sophia Snow Place across Centre Street and continuing to the sidewalk that runs alongside the Arboretum. Residents who live across the street from the Arboretum shouldn't have to **drive** to it because walking there is so dangerous.

ROTARY IN FRONT OF SOPHIA SNOW PLACE:

I'm originally from Brighton where there are no rotaries. Rotaries are the main reason I do not like driving in West Roxbury. They are a nightmare, so the idea of putting one in front of the building where I would have to drive scares me. However, I don't know how to solve the traffic mess at the Walter-Centre streets intersection. The current arrangement is very dangerous.

BTW, I hope that you have factored in the traffic that comes out to Centre Street from the Trinity Lutheran Church driveway next door to Sophia Snow Place. I have almost had several head-on collisions with drivers exiting that driveway who are looking up Centre Street for a break in the oncoming traffic, and then taking a right-hand turn down Centre Street without looking to see if there are other cars directly across from them--at the Walter Street turnaround--also trying to turn into Centre Street.

SIGNAGE NEEDED

In the meantime, an inexpensive, temporary way to help alleviate the problem of drivers taking the wrong turnaround at Walter and Centre streets, would be to install signage indicating exactly where to turn. (Currently, there is a sign indicating where NOT to turn, but no sign telling drivers where TO TURN.) I have asked for this signage several times, and can't understand why it can't be put in place as an interim measure.

CENTRE STREET-VFW PARKWAY CROSSING:

The Centre Street-VFW pedestrian crossing is also treacherous. Pedestrians have to get in "road-runner" mode (beep beep) to make the crossing without getting hit by cars racing down Centre Street to the Parkway attempting to beat the traffic light.

MISSING SIDEWALKS/CURBS:

Sidewalks/curbs are missing in front of the vacant lot between Sophia Snow Place and Spaulding Rehab. next to the bus stop. That is a very dangerous place for pedestrians to walk, especially at dusk and at night, because speeding cars ignore the striping on the street and drive very close to the uncurbed sidewalk--inches from pedestrians--as they attempt to beat the light.

Submitted by Patricia M. Walsh
Sophia Snow Place
1205 Centre Street, Unit 411
West Roxbury, MA 02132-7747
(617) 323-3383
tuatha2@verizon.net



A Call to Action to Make Roszie the Most Walkable Neighborhood in Boston

BY EMAIL ONLY

November 18, 2015

Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street, Ste. 600
Boston, MA 02114
Email: Mass.Parks@state.ma.us

RE: Centre Street Corridor Study, Boston — Public Comments

Dear Sir or Madam:

I write on behalf of WalkUP Roslindale with comments regarding the Centre Street Corridor Study and the presentation shown to the public at a meeting on November 10, 2015 at the St. Nectarios Greek Orthodox Church in Roslindale.

WalkUP Roslindale, which takes its name from the international movement to foster “Walkable Urban Places,” is a collaborative group of residents informally founded in June of this year to make Roslindale the most walkable neighborhood in Boston. We advocate for a dynamic, livable neighborhood and streetscape. And, we support positive changes to our public and private built environment that strengthen walkability as a means toward better public health, safety, social capital, economic development and environmental sustainability. In our first four months we have already built up a core group of about 30 people and almost 300 additional supporters. More information about WalkUP Roslindale and our initiatives can be found at walkuproslindale.org. We recognize that no single group of people can be said to speak for our entire neighborhood – instead, please take these comments as representing the collective, specific viewpoint of our steering group members (indicated below) and offering what we see as the analysis that results from [our mission and principles statements](#).

With respect to the Centre Street Corridor Study, our concern is primarily pedestrian safety and access as well as the importance of accommodating and encouraging bicycle travel on this congested roadway. Making it easier for people to walk or bike rather than drive will alleviate traffic and pollution, and all data point to a future where people engage in more active transportation. On this note, the intersection of Centre Street and Walter Street requires particular attention and significant redesign. The data presented to the public—which we note is likely artificially low because it relied solely on State Police information and did not include data from the City of Boston or insurer databases - show this intersection has the second-highest crash rate in the entire study area, significantly higher than any other intersection except Murray Circle. The data confirm the anecdotal experience of Roslindale residents of the dangers present at this intersection for all users.

The BETA Group, Inc. consultant team presented three re-design options for the public to consider for the Centre/Walter intersection. Of the three designs presented, we believe Traffic Concept 1 brings the most benefit.¹ The inclusion of a traffic signal is a must, as recommended by the consultants. A roundabout at this intersection as presented in one proposal should be a non-starter as it will endanger cyclists and make pedestrian crossings perilous while doing little to improve the traffic flow. Concept 1's pedestrian crossings are shorter and do not require the multiple stages of Concept 2. This intersection is abutted by two day care centers, senior housing, a rehabilitation complex, and a hospital in addition to residential homes. It is imperative that all these individuals have a safe and easy crossing to the Arboretum and Allandale Wood's green space and elsewhere. Concept 1 best accomplishes that goal.

Concept 1 is also preferable to Concept 2 for vehicles turning right from Walter Street onto Centre Street. The angle of the right-hand turn in Concept 2 will encourage vehicles to speed through the intersection, endangering the safety of pedestrians and cyclists there. Concept 1 requires vehicles to make a ninety-degree right-hand turn and, in contrast to Concept 2, will discourage vehicles from cutting that corner at high speeds. Concept 1's design is also preferable for vehicles turning right from Centre Street onto Walter Street to discourage motorists from speeding around the corner, which Concept 2 would encourage.

A significant omission from the entire plan for the Centre Street corridor is a focus on cyclist safety. Centre Street is one of two main arteries from southwest Boston to Jamaica Plain and points north. We know the number of city residents commuting via bicycle continues to increase. Anecdotally, in our neighborhood, we know many residents—including many who have attended the public meetings on this project—who commute on their bikes daily and currently shy away from using Centre Street due to its very unsafe design for cyclists. This fact skews the data the BETA Group collected about cyclist demand. Centre Street must provide a safe cycling environment that protects cyclists from adjacent vehicles traveling well above the speed limit. The final design for this corridor must incorporate a buffer between cyclists and those vehicles. Additionally, specific to the Centre/Walter intersection, cyclists on Walter Street must be protected from cars as they turn onto Centre Street—that end of Walter Street has a steep incline that puts cyclists at a disadvantage going uphill relative to cars accelerating uphill there.

We also encourage DCR and the consultant team to meet with their city counterparts to ensure that any redesign at the Centre/Walter intersection is consistent with city planning for the Walter/Bussey intersection, which we understand is also undergoing a redesign process. Our neighborhood has waited a long time for these changes and we need to make sure they all work together. In the same vein, DCR should coordinate with the city to ensure proper landscaping at the Centre/Walter

¹ We have attached the three concepts presented at the DCR public meetings for this intersection as an appendix to this letter for convenient reference.

intersection to match the surrounding green space and prevent a visually unappealing wide expanse of asphalt and concrete.

We echo the concerns of other residents about rampant speeding on Centre Street. The current proposals do little to calm traffic on this road. The design calls for the installation of Rectangular Rapid Flashing Beacons (RRFBs) on Centre Street at the crosswalks. We fear drivers will ignore these RRFBs and still put pedestrians at risk trying to cross four lanes of traffic. Although RRFBs may be effective on less-traveled roads, in this dense, high-traffic corridor they may be insufficient to slow down traffic and make pedestrian crossing safe. We ask that DCR come back to the community with a more expansive plan to deploy measures to calm the traffic and protect pedestrians crossing Centre Street. Particular attention should be paid to the crosswalk in front of the Faulkner Hospital and bus stops on Centre Street.

Finally, we understand that DCR will not implement the improvements under discussion in this study soon as much of the work awaits the completion of construction at the former Casey Overpass. In view of this delay, DCR should take interim immediate steps to repaint traffic lines and engage in other proactive traffic calming measures such as addition of flexi-poles and lane-narrowing, to make the affected area safer for bicyclists, pedestrians, and automobiles until the full redesign can be completed. These measures will save lives and should be implemented sooner rather than later.

We very much appreciate your careful consideration of our comments and would be happy to discuss any questions you may have on them.

[This page ends here. Signature appears on following page.]

Sincerely yours,



Adam Kessel

Resident @ 36 Taft Hill Terrace, Roslindale, on behalf of
WalkUP Roslindale Steering Group, including

Steven Gag, Resident @ 631 South Street, Roslindale
Liz Graham-Meredith, Resident @ 6 Crandall Street, Roslindale
Diane Johnson, Resident @ 3 Ramsdell Avenue, Roslindale
Sarah Kurpiel Lee, Resident @ 65 Cornell Street, Roslindale
Matt Lawlor, Resident @ 15 Basto Terrace, Roslindale
Monika Montrymowicz, Resident @ 11 Haydn Street, Roslindale
Robert Orthman, Resident @ 69 Walter Street, Roslindale
Rebeca Phillips, Resident @ 10 Tappan Street, Roslindale
Adam Rogoff, Resident @ 28 Ashfield Street, Roslindale
Rachele Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale
Greg Tobin, Resident @ 1 Sheldon Street, Roslindale
Alan Wright, Resident @ 98 Birch Street, Roslindale

Copy to:

Ms. Christine Galatis, Mayor's Office of Neighborhood Services (christine.galatis@boston.gov)
Mr. David McNulty, Mayor's Office of Neighborhood Services (david.mcnulty@boston.gov)
The Honorable Michael Rush, State Senator (mike.rush@masenate.gov)
The Honorable Edward Copping, State Representative (Edward.coppinger@mahouse.gov)
The Honorable Liz Malia, State Representative (liz.malia@mahouse.gov)
The Honorable Jeffrey Sánchez, State Representative (jeffrey.sanchez@mahouse.gov)
City Councilor Tim McCarthy (matthew.omalley@boston.gov)
City Councilor Michelle Wu (michelle.wu@boston.gov)
City Councilor Ayanna Pressley (ayanna.pressley@boston.gov)
City Councilor Matthew O'Malley (matthew.omalley@boston.gov)
City Councilor Michael F. Flaherty (michael.flaherty@boston.gov)
City Councilor-Elect Annissa Essaibi-George (annissaforboston@gmail.com)
Ms. Stefanie Seskin, Active Transportation Director, BTB (stefanie.seskin@boston.gov)
Mr. Chris Osgood, Chief of Streets, City of Boston (chris.osgood@boston.gov)

Walter Street

Appendix to WalkUP Roslindale DCR
Comment Letter re Walter/Centre

- **Roundabout Concept**



Walter Street

- **Traffic Signal Concept 1**



Walter Street

- **Traffic Signal Concept 2**

