

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/15/2020 9:37	Ben	Wetherill	<p>I am very happy that DCR is now serious about making Centre Street pedestrian and bicycle friendly. I really like the fact that connected sidewalks and separated bike paths are included in all of the designs for the Centre-Walter intersection. My preferred option is Concept #2, which has the separated channelized right-turn lanes from Walter St onto Centre St. This options seems to be the easiest for pedestrians, with refuge islands, and it provides the smoothest through-flow for cars and bikes. However, there are two features that should be brought over from the other T design. (1) Instead of just marking the bike lanes on Centre St. with paint, it would be much better to have the bike lanes physically separated with a curb. Putting the bike lanes on the sidewalk-side of the curb would protect bicyclists from heavy traffic. And (2), on the uphill right-turn lane from Walter to Centre, the bike lane could be moved off the street instead of combining cars and bikes. Putting bikes in the traffic flow in this spot would be very uncomfortable because bikes would be going slow uphill.</p> <p>Thank you.</p>	bwetherill@fastmail.com	380 W Roxbury Pkwy	West Roxbury	MA	02132

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/19/2020 10:48	Melissa	Vining	<p>I attended the public meeting on the Centre St/Walter St intersection on Feb. 13. The officials stated that traffic studies were done at this intersection in 2013, but no improvements were ever made. That was 7 years ago! It's almost impossible to cross the intersection, it's dangerous, and the sight-lines are awful (for drivers, pedestrians, and cyclists). With the amount of traffic both on Centre St and trying to cross onto Walter St, it's unbelievable to me that it's not a real intersection with a traffic light. Clearly, DCR has known this was a problem for many years and neglected to do anything. It's completely unacceptable. Moreover, the officials began the meeting on Feb. 13 by saying something along the lines of "just so you know, we are a parks organization, not a roads organization." They stated that their mission is to "To protect, promote and enhance our common wealth of natural, cultural and recreational resources for the well-being of all" and that their priorities for the project was to give people access to green space. Yet, the entire purpose of roads and related infrastructure is to get people safely from point A to point B. These goals are not inherently tied to each other. There are plenty of examples of people getting hurt or killed on DCR-owned roads because they neglected to provide safe road infrastructure. DCR SHOULD NOT OWN ROADS IN THE FIRST PLACE.</p>	mmv720@yahoo.com	70 Patten St.	Boston	MA	02130

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/19/2020 12:02	Kyle	Vining	<p>Centre St and Walter Street needs major reform and traffic calming to allow pedestrians and cyclists to safely access parkways and adjacent green-space, while also allowing drivers to safely turn and merge into traffic.</p> <p>However, I have significant concerns that the public's interests are not best represented by Mass DCR. Mass DCR should give up this project to BTD or Mass DOT. Mass DCR does not have the expertise or resources to adequately design roadways that adhere to national and local highway safety guidelines. They admitted in the public meeting last week that their mission is focused on providing green-space for the public, not road work. Mass DCR in recent projects (Park Dr in Boston) failed to follow Boston 2030 or Vision Zero recommendations, which puts the public at risk. Further, the prioritization of personal vehicles by Mass DCR in their road designs threatens our natural resources, by contributing to transportation pollution emissions, which is the largest source of greenhouse gas emissions in the state of Massachusetts.</p>	viningk86@gmail.com	70 Patten St Unit 1	Jamaica Plain	MA	02130
2/20/2020 10:37	Victor	DiModica	i would like to see the first option adopted where there are lights at the intersection and the road is squared off.	victordimodica@gmail.com	45 Desoto Rd	West Roxbury	MA	02132

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/21/2020 11:04	Jacob	Walker	<p>Hello,</p> <p>I'm a resident of Roslindale and frequently use this intersection. Coming from the city of Boston and making a left onto Bussey Street is often fraught; what is even worse is making a left from Bussey Street to head towards, e.g., the VFW Parkway. It often involves driving half way, then sitting exposed in the median to complete the turn. I fully support the decision to move forward with any one of these improvements, which will be vastly preferable to the current situation.</p> <p>The roundabout proposal seems the best to me. There are already so many roundabouts on the drive from the city that adding one more is not likely to be disruptive or confusing. It also seems to be the most efficient way of dealing with all of the things that need to happen at that intersection - - people continuing on or making turns of any kind.</p>	jakewalker@gmail.com	37 Beryl Street	Roslindale	MA	02131

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/21/2020 12:00	Joseph	DeMasi	<p>First, thank you for hosting the meeting.</p> <p>Second, Bob Stathopoulos, the traffic engineer, was wonderful at the meeting, great to talk to him, he was very receptive to comments.</p> <p>I drive that intersection twice a day (home to work, and work to home). I prefer the Signal Alternative II plan the best, in part because the traffic islands allow for pedestrians to stop traffic in one direction, walk to the island, and then stop traffic in the other direction. This, we were told, would have the least impact on traffic. The Signal Alternative I is also ok.</p> <p>A major concern is outbound traffic the will be turning left from Center to Walter backing up too far and blocking traffic.</p> <p>I do not like roundabout - I do not think it would be easy to move from the inner lane to the outer lane.</p> <p>And the sooner this intersection can be fixed, the better - it is so dangerous!</p> <p>Thanks.</p>	joedemasi@gmail.com	39 Tyndale St	Roslindale	MA	02131

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/21/2020 14:36	Shahar	Hecht	<p>I reviewed the proposal presented at the meeting on Feb 13 and posted on Next Door.</p> <p>I pass through this intersection at least twice every day at least once making the death defying left turn from Walter on to Center St.</p> <p>I strongly support one of the signaled solutions. Solution 1 that provides the most protection for cyclists and seems to be the cheapest and therefore most likely to be approved in my lifetime is preferable in my opinion.</p>	shaharli@hotmail.com	50 Northbourne Rd	Jamaica Plain	MA	02130
2/22/2020 7:27	Maria	Zolotarev	Option 1 gets my vote. I would like to try to keep it simple and retain as much green space as possible!	zolotarev.m@gmail.com	60 Walter st	Boston	MA	02131

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/23/2020 10:57	david	ascher	<p>1. there is virtually no reason at all for anybody to walk across this intersection. If the goal is to get to VFW PKWY there is already a better pedestrian crossing near the other end of the Hebrew Senior Life facility. If the goal is to get to Allendale St, then there is a better pedestrian crossing at that intersection. There should be NO pedestrian crossing at this intersection as it will be used a few times a month at most but will cause worse backups from this intersection toward Allendale St - leading to it being virtually impossible for anybody to make a right turn at the Allendale/ Center St. intersection.</p> <p>2. Forget the rotary alternative. They do not work well with the high volume of traffic in the area of this intersection - between the VFW Pkwy and the traffic coming out of Faulkner into Allendale, this would only make the current terrible traffic situation even worse.</p> <p>3. Signal Alternative 1 WITHOUT PEDESTRIAN CROSSING and the lengthening of the traffic light cycle that brings is clear the most desirable alternative.</p>	real.david.ascher@gmail.com	50 Symmes St.	Roslindale	MA	02131

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/24/2020 15:54	Robert	Guptill	<p>I am the Director of Service Planning at the MBTA and I heard about this project through my neighborhood contacts. This project has bus stop implications that should be noted. Right now, Route 38 has a stop prior to the intersection in both directions. The plan should show what DCR plans to do with the bus stops. The MBTA would generally advocate to move these stops to the far-side of the intersection in both directions. We prefer far-side stops to avoid delay caused by a traffic signal. I would also advocate for what we call a "floating" bus stop. This is a situation where the bus serves its stop from the traffic lane (as buses do today), but the curb is bumped out and the bike lane goes "behind" the bus stop to create a "floating" bus stop. This keeps a stopped bus from blocking the bike lane. Any of these designs would seem to accommodate a floating bus stop.</p> <p>Please feel free to reach out to me to continue the conversation about bus stops. Thank you.</p>	rguptill@mbta.com	45 High Street	Boston	MA	02110

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/25/2020 16:09	Michael	Schofield	<p>I hope that the team considers eliminating entirely the break in the Centre Street median at Walter St. Walter Street is not designed to be used as the parkway it has become. The density, pedestrian traffic, and children using what has become a cut-through to Walworth and points south are a recipe for disaster.</p> <p>I suggest no additional signals, continue to allow Walter Street (northbound) to feed into Centre, eliminate the break so vehicles stay on the thoroughfares of Centre and the Parkway as appropriate.</p> <p>I would also suggest that a sidewalk along Walter on the Hebrew Rehabilitation side be installed to ensure greater pedestrian safety. To have no safe walking surface between Centre and the Walter Bussey at this location is another tragedy waiting to happen.</p>	rutledge15@gmail.com	30 Knoll St	Roslindale	MA	02131

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/25/2020 20:53	Renée	Scott	<p>I'd like to comment on Draw 7 but the only option for this drop down box is Centre Street and Walter Street Intersection. Can you tell me how to comment on Draw 7? I'll tell you here, in case you can put it into the Draw 7 pile.</p> <p>The Great Lawn seems large. I suggest designing it smaller but planting the surrounding area with a low mow grass that could be mowed shorter. If the lawn gets used a lot, the surrounding low mow could be turned into lawn. If it isn't, the low mow could be allowed to encroach on the lawn to make the mowed area smaller. This way we can make it exactly what we need. Thank you.</p>	rts02143@gmail.com	63 Boston St., #2	Somerville	MA	02143

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/26/2020 18:07	Kate	Hutchinson	<p>I drive through this intersection almost daily on my way to work, and I make the left down Walter street most days in order to get to my son's daycare on the way home. I also drive through this intersection at least once on the weekends on my way to run errands. I dislike this intersection greatly, and have had more narrow misses for accidents than I care to remember. After reviewing the available options, I would prefer Intersection Alternative Option 2. This area has to process a lot of traffic, and it causes backup far beyond the usual rush hours in morning and evening. While I always like to see more green space, I think in this case, particularly since it's between several hospital/health care facilities, it's important to keep traffic flowing at greatest capacity to allow for emergency vehicles to get through.</p> <p>I also like Option 2 because it's not a major re-routing of traffic, and will cause the least disruption to those of us who use this intersection daily by not making us learn a very different traffic pattern. Please select Option 2.</p>	kehutchinson@gmail.com	5 Lennoco Rd	Boston	MA	02130

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/26/2020 19:55	Martin	Coster	<p>I am a parent of a toddler utilizing the Little Blessings daycare, dropping off and picking up at peak traffic times. While I am enthusiastic for a redesign of this intersection due to the current dangerous conditions of accessing this building (and also for the children taking walks outside to the Arboretum), I am extremely concerned that none of the proposed plans seem to account at all for traffic into and out of Little Blessings (/Trinity Church) other than coming from a Jamaica Plain direction and leaving towards West Roxbury. This parking lot is also used for Faulkner Hospital employee parking and so sees a lot of traffic. The traffic study presented does not appear to have even looked at traffic into and out of the Little Blessings parking lot.</p> <p>Commuters and parents coming to Little Blessings from West Roxbury or from Walter Street currently have a protected median in which to wait to make a left turn into the Little Blessings parking lot. None of the plans provide for this access, and it is unclear where these drivers would be expected to make a U-turn. The Allandale intersection would be the most likely place, but this intersection and the traffic light pattern is not set up for easy U-turns. Drivers leaving the Little Blessings parking lot can similarly currently wait in the protected median to turn left, but in the new plans, only the roundabout option would provide a way to head in a Jamaica Plain direction, by travelling around the roundabout.</p> <p>I urge the DCR to consider access to the Little Blessings parking lot - from all directions as a vital component to this intersection re-design.</p>	martincoster@gmail.com	155 Moss Hill Road	Jamaica Plain	MA	02130
2/26/2020 19:57	Shelly	Elmore	<p>We prefer alternative 1 option with the least cost.</p> <p>https://documentcloud.adobe.com/link/track?uri=urn%3Aaaid%3Aascds%3AUS%3A97906d12-3c44-4d14-b905-b8395a11419b</p>	smart313@gmail.com	33 Hillcroft Rd	Jamaica Plain	MA	02130

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/26/2020 20:18	Colleen	Manna	<p>As a parent who has a child at Little Blessings, and drops him off and picks him up every day during rush hour traveling to and from downtown Boston, I have significant concerns about my ability to safely (if at all) enter and exit the Little Blessings parking lot during both the morning and late afternoon.</p> <p>The Roundabout option appears to provide a way to exit Little Blessings and go east towards Boston; however, there does not appear to be a way to enter coming from West Roxbury without going all the way to Faulkner Hospital and making a U-turn. (The light at Faulkner does not currently allow for a U-turn so that would have to be changed to make this feasible.)</p> <p>With Alternative 2, I again do not see any way to enter Little Blessings coming from the direction of West Roxbury, and I'm unable to tell from the drawing if I can exit and head east on Centre Street towards Boston. Similar questions/concerns with Alternative 1.</p> <p>Since Sophia Snow appears to have much better access in all three of the proposed alternatives, I believe the best option is for DCR to provide access to the Little Blessings parking lot somehow through the Sophia Snow entrance / parking lot.</p> <p>Also note that there are dozens and dozens of people who work at Faulkner Hospital (including my husband) and have a sticker to park in the Little Blessings lot. I assume there will be significant concerns from all of those healthcare providers who rely on that parking lot because there is no available parking at the Hospital itself.</p> <p>Please propose another alternative that doesn't disregard us working families who already struggle every day to get our children back and forth to their daycare provider, sit in traffic, and juggle parenting with long work days. Adding a hardship such as what these alternatives are proposing will be greatly unappreciated.</p>	colleen.manna@gmail.com	106 Orange Street	Roslindale	MA	02131

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2/26/2020 20:52	Kimberly	Bartlett-Ra	<p>I am a parent of a toddler utilizing the Little Blessings daycare, dropping off and picking up at peak traffic times. While I am enthusiastic for a redesign of this intersection due to the current dangerous conditions of accessing this building (and also for the children taking walks outside to the Arboretum), I am extremely concerned that none of the proposed plans seem to account at all for traffic into and out of Little Blessings (/Trinity Church) other than coming from a Jamaica Plain direction and leaving towards West Roxbury. This parking lot is also used for Faulkner Hospital employee parking and so sees a lot of traffic. The traffic study presented does not appear to have even looked at traffic into and out of the Little Blessings parking lot.</p> <p>Commuters and parents coming to Little Blessings from West Roxbury or from Walter Street currently have a protected median in which to wait to make a left turn into the Little Blessings parking lot. None of the plans provide for this access, and it is unclear where these drivers would be expected to make a U-turn. The Allandale intersection would be the most likely place, but this intersection and the traffic light pattern is not set up for easy U-turns. Drivers leaving the Little Blessings parking lot can similarly currently wait in the protected median to turn left, but in the new plans, only the roundabout option would provide a way to head in a Jamaica Plain direction, by travelling around the roundabout.</p> <p>I urge the DCR to consider access to the Little Blessings parking lot - from all directions as a vital component to this intersection re-design.</p>	kimberlybartlett@gmail.com	31 Beryl St	Roslindale	MA	02131

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/26/2020 21:41	Marni	Centor	I think Alternative 1 would be a simple, efficient solution to the current issues at the intersection. Adding signals and crosswalks will solve most of the problems there. Alternative 2 would be my second choice. Please do not install another rotary. They are traffic nightmares.	mcentor@comcast.net	233 Pond St.	Jamaica Plain	MA	02130

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2/27/2020 9:20	Hadiya	Strasberg	<p>I am a parent of a toddler utilizing the Little Blessings daycare, dropping off and picking up at peak traffic times. While I am enthusiastic for a redesign of this intersection due to the current dangerous conditions of accessing this building (and also for the children taking walks outside to the Arboretum), I am extremely concerned that none of the proposed plans seem to account at all for traffic into and out of Little Blessings (/Trinity Church) other than coming from a Jamaica Plain direction and leaving towards West Roxbury. This parking lot is also used for Faulkner Hospital employee parking and so sees a lot of traffic. The traffic study presented does not appear to have even looked at traffic into and out of the Little Blessings parking lot.</p> <p>Commuters and parents coming to Little Blessings from West Roxbury or from Walter Street currently have a protected median in which to wait to make a left turn into the Little Blessings parking lot. None of the plans provide for this access, and it is unclear where these drivers would be expected to make a U-turn. The Allandale intersection would be the most likely place, but this intersection and the traffic light pattern is not set up for easy U-turns. Drivers leaving the Little Blessings parking lot can similarly currently wait in the protected median to turn left, but in the new plans, only the roundabout option would provide a way to head in a Jamaica Plain direction, by travelling around the roundabout.</p> <p>I urge the DCR to consider access to the Little Blessings parking lot - from all directions as a vital component to this intersection re-design.</p>	hadiya22@gmail.com	3 Emelia terrace	West Roxbury	MA	02132

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/27/2020 9:22	Bill	Sloan	<p>Alternative II makes the most sense, as it solves many of the safety issues at this intersection not solved by the first or third alternatives. Under no circumstances should DCR ever impose another traffic circle on the Commonwealth (alternative III)! This is a non-starter. I would rather live with the current bad intersection than have it be replaced by a traffic circle, which really only works well for horse-and-carriage traffic (if then).</p> <p>My only concern about Alternative II is that the two lanes curving to the right for traffic entering Centre Street northbound from Walter Street constitute a potential hazard, if they are causing traffic to merge into northbound Centre Street traffic. If a traffic light is blocking northbound Centre Street traffic, this merge will be easy and appropriate, but if traffic is flowing on Centre Street then having two lanes merge from Walter Street is just asking for traffic accidents. Please control north-turning Walter Street traffic in Alternative II by using a traffic light coordinated with the main intersection lights, permitting the right-hand turn and merge only when Centre Street traffic is halted. Otherwise, use only one right-turn lane, not two.</p>	bill.sloan@icloud.com	33 Pond Circle	Jamaica Plain	MA	02130

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/27/2020 10:40	craig	uram	<p>I am a parent of a toddler attending the Little Blessings Preschool at Trinity Church. I applaud your efforts to fix traffic patterns at the intersection of Centre Street and Walter Street, the source of daily angst and clearly one of the worst intersections in Boston. However, I am concerned at what seems to be a lack of attention to the way that cars will access and exit the Trinity Church parking lot (which is used as a parking lot for Faulkner Hospital and the Little Blessings). It does not appear to even show up in the study. There are at least 70 cars that fill that lot during the day and another 40-50 that drop off, meaning that 100-130 cars are entering and exiting onto Centre Street during the busiest travel times of the day.</p> <p>Alternatives 1 and 2 will certainly become a free-for-all, not much better than the current situation. In Alternative 1 it is nearly guaranteed that people will cross the painted median to turn left out of the parking lot to head toward JP or to turn left into the parking coming from W. Roxbury. Alternative 2 solves that problem but creates another one where people make u-turns and cross two lanes to get into and out of the parking lot. I don't expect "No U-turns" signs to prevent this from happening as there are current signs that are routinely ignored.</p> <p>Alternative 3 works well for leaving the lot, but does not have any satisfactory way to get into the lot without making a u-turn at the Allendale Road light or continuing to travel to the Arborway Circle, which will add a significant burden to those two locations and add 10-15 minutes to an already taxed commute. Perhaps this is solved in Alternative 3, but it is unclear what happens to the roadway that enters/exits the Sophia Snow Parking Lot. Does that road also provide access to the Trinity Church Parking? That could be a good solution if it's viable.</p> <p>I hope the concerns of this the Trinity Church Lot are taken into consideration going forward.</p> <p>Thank you, Craig Uram</p>	craiguram@yahoo.com	16 Hawthorne St.	Boston	MA	02131

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/27/2020 11:23	James	Budreau	<p>Hi:</p> <p>I live on louders lane in JP and have reviewed the above options. I prefer the rotary option for a couple of reasons. First, it allows traffic to move unless pedestrians/bikes use the crossings. This would reduce traffic congestion and back ups on walter st coming towards Centre. It would also slow down traffic as a whole given that almost every car traveling East on Center exceeds the speed limit by 10 or more MPH creating a danger all along the arborway heading toward JP.</p> <p>I do not see the need for additional green space in this area as proposed by the others. Bicycle travel going west should be fine while traveling East may be impacted. This can be resolved through real crossing lites rather than those flashing yellow pedestrian lites that no car seems to recognize. You should try crossing these cross walks with the flashing lights and see how dangerous it is. Its not the drivers (except for the high speeds and cell phone distractions) fault as these lights are just poorly designed for human recognition.</p> <p>On another subject, I would suggest substituting those yellow flashing pedestrian lights all along Centre St in this area as very few cars recognize them as a warning that pedestrians are crossing. We have children that we do not let use them without parental supervision because they are essentially useless. Its the wild west along this side of Centre Street and some young kid on a bike with get killed sooner or later.</p> <p>I would add real pedestrian traffic lites with cross walks about 10-20 feet before all entry points to the proposed Walter rotary and the existing one down by the JWay. I drive and understand the inconvenience, but bike and pedestrian safety is more important.</p> <p>Reducing speed along this stretch is critical to success and safety.</p> <p>James Budreau 7 Louders Lane JP 02130</p>	jamesbudreau@gmail.com	7 Louders Lane	Jamaica Plain	MA	02130

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/27/2020 15:30	Danny	Schissler	<p>Hello,</p> <p>I work as project manager for the Arnold Arboretum and I'm hoping to connect with someone on the project team to discuss the impacts of this project on the Arboretum--specifically with respect to the ownership/management of green space liberated or utilized by the proposed design.</p> <p>I would appreciate it if someone from the project team could connect with me directly.</p> <p>I can be reached by email at dschissler@fas.harvard.edu or by cell phone at 617-947-3485.</p> <p>Thanks so much! Danny Schissler</p>	dschissler@fas.harvard.edu	1300 Centre St.	Boston	MA	02131

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/27/2020 21:20	Laura	Kirshenbaum	<p>Hello,</p> <p>I recently became aware of plans to ban long distance swimming on Comet Pond in Hubbardston. I do not understand the rationale for this proposal and urge you to not formally ban the practice. This location serve as a beautiful, clean and safe place for serious swimmers looking to train for various open water races. With few boats and an amicable and respectful relationship between swimmers and fishermen/boaters Comet pond is a wonderful location for swimmers.</p> <p>Furthermore, I would urge you to abandon all plans to restrict public access to protected lands in central Massachusetts. Rutland state park is a gem of Central Mass. Do not restrict access to our public lands. Find other ways to trim budget without limiting access to the public open spaces we love.</p> <p>Regards, Laura Kirshenbaum 41 Britney Dr. Holden, Ma 01520 508-868-7519</p>	laurakirshenbaum@gmail.com	41 BRITNEY DR	HOLDEN	MA	01520

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Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/28/2020 8:00	Elaine	Gebhardt	I am a resident in this neighborhood. I live on Malcolm Rd. In the evening as I return home from work, coming Eastbound on Centre St, I am faced with outbound traffic blocking the turn onto Whitcomb Ave (bordering Faulkner Hospital). This forces me to sit for long periods of time with traffic on my side of the road whizzing by at 40+ miles per hour. It's very unsafe. A simple resolution would be to Paint those X's On the road on Centre Street at the end of Whitcomb to keep traffic from blocking that entrance when stopped. There is currently a sign with a warning of being fined but nobody pays attention and I've never seen a policeman enforcing it. Could correcting this problem be incorporated into this project? It seems like a good time to enhance the safety in this area as well.	emgebhardt@aol.com	54 Malcolm Rd	Jamaica Plain	MA	02130

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2/28/2020 10:32	Anne	Lusk	<p>The roundabout is the best option in terms of reduction in greenhouse gases and bicyclist's safety. In the signalized intersection designs in which the bicyclists have to share the lane with the drivers as they approach the intersection, the bicyclists are at a great disadvantage. The drivers are looking ahead to the light and, especially coming up either of the two hills, will speed. The drivers will not see or be patient with a bicyclist in their lane. The signalized intersections also mean the bicyclists have to make the turns with the drivers unless they take the pedestrian crosswalk, which is not allowed in Massachusetts. The bicyclists are having to travel with the cars at speeds of the cars and take a lane on what are two and three lane roads in a location that is tilted. Bicyclists have to make this maneuver at night in the dark when it is raining and they have groceries on their bike. For a car driver, the time of day, the weather, and carrying groceries matter little. The shared-use path surrounding the roundabout is not as safe as a sidewalk and parallel cycle tracks, as in the Netherlands, but at least the sight lines are good to share though the shared-use path should have bike/ped scaled lighting the entire route around. The addition of the HAWK signal at the intersections means the pedestrians and bicyclists can control the signal and have drivers stop when they are crossing. The crosswalk should have paint for the space for the pedestrian and the bicyclists. The other intersection designs only favor drivers, increase greenhouse gas emissions (and thus do not respond to climate change) and are extremely unsafe for bicyclists.</p> <p>Thank you, Anne Lusk, Ph.D.</p>	AnneLusk@hsph.harvard.edu	665 Huntington Avenue, Building	Boston	MA	02115

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deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
2/28/2020 17:26	Katherine	Tibbetts	<p>Commenting on which plan I think would work best.</p> <p>I like the one without the rotary and without the island. This way no one is stranded on the island, And is is possible to have two different timed walked signals, that is, one for "regular users" and a second that is a little bit longer for Seniors since the Sophia Snow place is going to have users that might need more time to crosss the road? Lastly I think the rotary would be a bad idea because seniors entering the rotary from their driveway would just be a NIGHTMARE! Take for example the rotary down the street at Centre and Arborway. No one Yields. Yield apparently means drive as fast as possible into a lane that has a car already in it. And upon entering the rotary youre expected to go from 0 to 40mph per the horn happy people behind you. So NIGHTMARE option to have this near the Senior community in my humble opinion.</p>	tibbit@gmail.com	836 Centre Street	Jamaica Plain	MA	02130
2/29/2020 13:08	M	T	<p>I would like to comment in support of option 1. From being a daily driver on that road I believe it is the best and safest option for bikes and cars.</p>	mika@resilientprints.com	802 centre st	Jamaica Plain	MA	02130

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/1/2020 21:49	J	Talbot	The rotary intersection seems to handle the pedestrian, and vehicle (car & bike) traffic most consistently smoothly. Especially considering the tremendous fluctuations in volume on Walter street through the day. This allows easy flow on Center street (the majority of traffic, the majority of the time), and slows all traffic proportionally when congestion occurs at rush hour on Walter and Center without necessitating signal delays for everyone, at off hours. All this while improving safety for peds and bikes near the arboretum (a major ped/bike destination). Also, 'unfamiliarity w/rotary intersections' is not really a valid 'con'. There are several others rotary intersections on connected roadways w/in a 2 mile radius.	jdtfish@gmail.com	25 Rawston Rd	Boston	MA	02131

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/2/2020 9:52	Jim	Kearney	<p>Good morning,</p> <p>I appreciate the effort the group is making in terms of increasing safety (both for commuters and pedestrians) at this intersection. That being said, I don't feel the existing 3 plans / proposals appropriately capture options for entry to and exit from Little Blessings Daycare & Preschool. While the existing turns in and out of LB parking lot are dangerous, there are at least options to enter/exit in either direction (towards JP or West Roxbury). If a roundabout option extended to the LB entrance, those options would still exist.</p> <p>The current roundabout option does not allow entry from WR, Roslindale or the VFW Parkway. This is unacceptable and will cause significant traffic jams if all LB daycare parents (and Faulker employees who satellite park in the LB lot) need to pull U-Turns at the Allendale St. intersection in order to enter the LB lot. This will also cause inbound traffic backups for everyone traveling inbound on Center street, as the left hand turn / light at Allendale St. will become a parking lot of it's own.</p> <p>The other options don't allow folks to exit the LB lot and head inbound to Boston, which is the direction where 90% of folks dropping off their children need to go during the morning rush hour commute.</p> <p>I would like additional options to be presented that adequately address the needs and commuting of folks coming in/out of the LB parking lot.</p> <p>Thank you for the continued support! Jim Kearney</p>	jim.m.kearney@gmail.com	28 Rossmore Rd.	Boston	MA	02130

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/2/2020 11:41	Megan	Putney	<p>Hi,</p> <p>I am completely in favor of a re-design of this intersection as it is extremely hazardous. I travel this route daily to access Little Blessings Daycare from Walter St. (from Roslindale direction). In the three proposed designs, it's unclear to me how access to Little Blessings Daycare will be accommodated. How will I be able to access that driveway? There is not a great way to make a U-turn on Centre St. now and that seems like the only option. In addition to daycare drop-off/pick up, that parking lot is also used for staff at the Faulkner and sees a fair amount of traffic.</p> <p>Thank you,</p> <p>-Megan</p>	meganputney@gmail.com	650 South St	Roslindale	MA	02131

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/3/2020 11:40	Jason	Bylsma	<p>As a daily bike commuter, I use this intersection every morning to get from West Roxbury to the Arborway and beyond. I strongly urge DCR to select any plan that includes protected bike lanes and vastly improved pedestrian infrastructure for those trying to cross Centre St to the Arboretum. The current lack of crosswalks and protected bike infrastructure at this intersection as well as the VFW Parkway, Allandale St and the entirety of Centre St is unacceptable.</p> <p>I also take issue with the traffic data that was collected as part of this study. The bicycle counts in 2013 and 2020 were done in December/January respectively, during a known low-point in bicycle use of this project area. Regarding speeding and wreckless driving, it is my experience that there is either a complete backup of vehicle traffic, in which case I feel relatively safe aside from cars in the painted bike lane, or vehicles travel around 40mph on average. Average speeds were not adequately captured in DCR's research. Furthermore, the Boston "Safest Driver Competition" recently identified this stretch of Centre St as one of the more dangerous streets in the city for speeding and wreckless driving.</p> <p>We need safe streets for all, urgently. --Jason West Roxbury, MA</p>	bylsma.jason@gmail.com	1579 Centre St	Boston	MA	02132

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/3/2020 15:33	Sid	Menon	<p>None of the 3 alternatives on slide 18 of the Centre St/Walter St Improvement presentation (https://bit.ly/3cwPDym) provide a way for eastbound traffic (from West Roxbury) to enter Little Blessings Daycare easily. Was the intention for Sophia's snowplace and little blessings to have connected parking lots? Right now both facilities have separate entrances from the street.</p> <p>As it stands, it appears that drivers who want to go to Little Blessings from West Roxbury would have to take a U-turn at some point, but knowing what I know of Center Street, during rush-hour the only feasible way for someone to take a U-turn would be to drive all the way to the Arborway roundabout (over a mile down the road). This seems very inconvenient.</p> <p>Of the 3 proposals, I tend to prefer the second. Round-abouts don't quite slow down traffic enough for pedestrians to cross the street.</p>	sidsnuggles@gmail.com	266 Arborway #2	Boston	MA	02130

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/3/2020 17:35	Marc	Kaufman	<p>Alternative II is the clear preference for me -- and many neighborhood residents that I've spoken with.</p> <p>Adding a rotary would be disruptive for the community and difficult for many drivers. It seems to be a needlessly complicated solution. Adding the two turnoffs from Walter, to take a right on Centre St, addresses the needs of the vast majority of outbound traffic at peak hours. It is preferable to adding a signal only.</p> <p>The situation is bad enough for cars as it is. Any solution really needs to make significant improvements for vehicles - and really ought to be based on the needs of the Roslindale community - coming from Walter to Centre in the morning, and from Centre to Walter in the afternoon/evening.</p> <p>Providing a safe dedicated way for both pedestrians and cyclists to cross is absolutely necessary, but there is relatively little pedestrian and cyclist traffic at this intersection. While I personally support both walking and biking, and I'm an advocate for pedestrian and cyclist's rights, this situation really ought to be resolved with a plan that prioritizes vehicles and allows them to safely and efficiently pass through a troubled intersection.</p> <p>Thanks!</p>	mdkauf@hotmail.com	18 Hawthorne St	Roslindale	MA	02131

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/4/2020 13:54	Kathryn	Allen	<p>Hello,</p> <p>I would just like to note that the data supplied in the Centre St/Walter St intersection analysis fails to include any traffic into and out of the Little Blessings parking lot, which involves two trips per family (drop off and pick up). This parking lot also includes parking for Faulkner Hospital employees. Many families that drop children off do travel from Walter St or are traveling inbound on Centre St- none of the proposed options for improving the intersection would allow them easy access to the Little Blessing parking lot. Essentially, they would need to go up to the intersection with Allendale Rd and do a u-turn to be able to enter to parking lot.</p> <p>Thank you,</p> <p>Kathryn</p>	leedskathryn@hotmail.com	22 Leland Rd	Chestnut Hill	MA	02467

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/5/2020 7:18	Kathleen	McCabe	<p>LONGFELLOW AREA NEIGHBORHOOD ASSN COMMENTS, Part 1 of 4</p> <p>The Longfellow Area Neighborhood Assn is the voice of residents who live on the east side vicinity of the Centre and Walter Street intersection. Improvement of the safety and aesthetics of this intersection for pedestrians, bicyclists, and vehicle travelers has been a long-time concern. We are glad to see that the engineering and design is advancing. We look forward to continued public input before the design is finalized. We are anxious to see the desired improvements realized.</p> <p>Our comments based on the initial presentation made in February are:</p> <p>1) The project should be fully funded based on what is needed, and not just funds available. We are very concerned that this project be fully and adequately funded, so that it is done right with high quality design and construction benefitting the roadway and the landscape, so that it is lasting and not in need of frequent future repairs. Based on our experience, we know this is a once in a generation improvement. Let's make sure it is done well! We have been waiting too long.</p> <p>2) ANA believes a holistic view of how the Centre/ Walter intersection functions within the Centre Street corridor stretching from the circle at Centre and Arborway south towards VFW Parkway and Weld Streets, as well as how Walter Street functions extending southeasterly including the Walter/Bussey Street, Walter/Weld Street, and Walter South/Street intersections. So that this occurs, we encourage DCR engineers and consultants to work closely with the Boston Transportation Dept.</p> <p>a. We remain concerned about the delays and backups caused by the Centre/ Walter Street intersection and queuing along Walter Street that regularly occurs in the morning rush hours extending upwards towards Weld Street and beyond. Any solution of the Centre/ Walter Street intersection must address this issue.</p> <p>b. Traffic calming of traffic turning on to Walter from Centre is important parameter</p>	mccabek@aol.com	12 Primrose Street	Roslindale	MA	02131

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/5/2020 7:21	Kathleen	McCabe	<p>LONGFELLOW AREA NEIGHBORHOOD ASSN COMMENTS, Part 2 of 4</p> <p>1) Crosswalks and sidewalks for pedestrians' safe passage and access, including "oases" when crossing wide swaths of pavement are very much needed.</p> <p>2) Bicyclists must be safely accommodated. Bicyclists need safe, separate lanes that enable them to be visible and connect with other bike paths.</p> <p>3) Lighting at the intersection is important since there is little ambient light from nearby users at night. DCR needs to better maintain lights so the bulbs work. Night sky standards should be applied, so light is directed to travelways for cars, bikes and pedestrians. The February 13, 2020 meeting presentation is silent on this issue.</p> <p>4) Signal Alternatives I and II are preferred over the roundabout/rotary option.</p> <p>a. Both signalized options could be enhanced if there was a central entry to the Sophia Snow House and Trinity Lutheran Church. We suggest that DCR work with all parties for better access management and a centralized ingress/egress to these two facilities. Since DCR regulates curb cuts, it should play an active role in encouraging better and more sensible access management on the approaches to the Centre/Walter intersections.</p> <p>b. We suggest that you post the full-size images of all the options on the DCR web site. The squeezing of the 3 options into one powerpoint slide renders them impossible to read.</p>	mccabek@aol.com	12 Primrose Street	Roslindale	MA	02131

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/5/2020 7:24	Kathleen	McCabe	<p>LONGFELLOW AREA NEIGHBORHOOD ASSN COMMENTS, Part 3 of 4</p> <p>7) The Centre/Walter Street intersection is part of the parkways and abuts or is a connector to major open space areas. As such, the final design of the intersection should reflect a parkway quality and design. The plans need to have additional detail and attention to the landscape design. The analysis as conveyed in the February 13 presentation slides focused on roadway and neglected the landscape. Both should be addressed. Centre Street and Walter Street are important connectors for both people and vehicles to the Arnold Arboretum and Allendale Woods, an urban wilds in the City of Boston and part of the Charles-to-Charles Open Space Corridor connecting several DCR reservations.</p> <p>a. How does each of the alternative plans affect parking along Walter Street and specifically the small parking area at the entrance to the Arboretum at Walter near Bussey Streets? Will morning queues block easy in and out access to this parking area?</p> <p>b. Centre / Walter intersection improvements provide an opportunity to address pedestrian connectivity to Allendale Woods and the Charles-to-Charles Open Space Corridor. The next iteration of the plans should address this point.</p>	mccabek@aol.com	12 Primrose Street	Roslindale	MA	02131

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/5/2020 7:27	Kathleen	McCabe	<p>LONGFELLOW AREA NEIGHBORHOOD ASSN COMMENTS, Part 4 of 4</p> <p>8) The technical summary presented in the Feb. 13, 2020 presentation slides indicates that there has been a reduction in average daily traffic counts (ADTs) at this intersection since 2013. This does not reflect residents' experiences with this intersection. We are experiencing longer periods of rush hour delay and back-ups on Walter Street, particularly in the morning. Rush hour starts before 7:15, since this is a major accessway to the Longwood Medical Area. Many people are striving to get to a 7 am work shift and pass through this intersection prior to 7 am. The AM rush continues through 9 am. The evening rush hour, doesn't stop at 4:15 pm, rather it's just keeps going through 6 pm. Analysis of traffic volumes at the Centre/Walter should not only address current volumes but also anticipated increased traffic attributable to Faulkner Hospital.</p> <p>9) We would encourage DCR take an expansive view as to the existing right-of-way lines at the Centre/ Walter Street intersection, including perhaps some small adjustments in the right-of-way, if necessary, so that pedestrians and bicyclists can optimally be accommodated with safety.</p> <p>Thank you in advance for addressing these concerns. We look forward to hearing the details on how DCR's proposals for improving the Centre and Walter Street intersection address these concerns. Please keep us informed of your progress.</p>	mccabek@aol.com	12 Primrose Street	Roslindale	MA	02131

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/5/2020 12:38	Carter	Wilkie	<p>As the former president of the local Longfellow Area Neighborhood Association in Roslindale, I first brought this intersection to the attention of DCR and then-State Sen. Marian Walsh in 2003, when I was rear-ended at the site by another driver. Since then, I have repeatedly lobbied our legislators (Sen. Rush and Reps. Coppinger, Scaccia, Sanchez, Elugardo) to obtain funding to fix this sub-standard intersection, which has one of the worst records for traffic accidents in Boston, if not the very worst in southwest Boston.</p> <p>I very much favor Alternative 1 with two lanes of right turning traffic from Walter Street onto Centre Street. It is very important for DCR to keep two right turn lanes. Without two right turn lanes, traffic during morning rush hour will back up on Walter Street, past Bussey Street and up to Weld Street, if not beyond. That will create hazards during winter ice storms when going up these hills is slippery and dangerous. These problems can be solved by installing two right turn lanes from Walter Street onto Centre Street and by prohibiting parking on the east side of Walter Street prior to 9am. DCR should coordinate with the City of Boston to prohibit parking on the uphill side of Walter Street during the morning commute as part of a holistic solution.</p> <p>Thank you.</p>	ccw35@comcast.net	990 South Street	Roslindale	MA	02131
3/5/2020 15:06	Irene	Daly	<p>Hello, as our family lives 5 houses away from the Centre Street/ Walter Street intersection I strongly support Walk UP West Roxbury/Roslindales recommendations for traffic calming. Thank you!</p> <p>Irene</p>	i_daileye@hotmail.com	148 Weld St	West Roxbury	MA	02132

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/5/2020 16:29	Sarah	Freeman (on be	<p>Thank you for addressing the Centre St/ Walter St intersection, a long-standing gap in the ped/bike network in this area as well as a high-crash area for motorists. On behalf of the Arborway Coalition, we encourage you to find a solution that works for all users and to implement it at the earliest possible time.</p> <p>The Arborway Coalition is a collaboration of JP residents & other interested parties working with City & State agencies, local neighborhood associations & elected officials to preserve the Arborway as a green multi-use parkway connecting 3 Emerald Necklace parks designed by Frederick Law Olmsted: Jamaica Pond Park, Arnold Arboretum and Franklin Park. Our goal is to improve access to these parks for all users and to keep the parkway clean & green. Since 1996, our activities have included:</p> <p>Public Safety, Public Health (promotion of physical activity: completion of the Emerald Necklace bicycle path & improved pedestrian conditions) & Historic Landscape Preservation.</p> <p>Feedback:</p> <ul style="list-style-type: none"> * Option 2 has received the most favorable comments from a variety of individuals. Pedestrians appreciate the green refuge, especially those who walk slowly, and someone who drives through there "every single day!" also favored option 2. * The roundabout option seemed to be the last choice. <p>* For bicyclists, separate green crosswalks would indicate where they belong.</p> <p>* We hope that future visuals will be more readable on the website. We saw separate links & photos of the posters via JHA & LANA, but it would streamline the comment process to have the information in one place & accessible to all.</p> <p>* Since Brigham & Women's Faulkner Hospital is currently proposing an expansion which may add 503 parking spaces, we hope they will be an active participant & contributor to the planning and implementation, especially for facilities for non-motorized uses & active transportation through the Centre St. corridor & the Arborway.</p> <p>Thank you for considering these comments.</p>	freemansherwood@hotmail.com	22 Arborway	Jamaica Plain	MA	02130

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/5/2020 16:47	Susan	Warne	<p>Thank you for your efforts to improve the Walter/Centre Its. intersection. Any of the three alternatives would be an improvement over what we have now.</p> <p>I prefer alternative 2 because it seems the best compromise for all modes of transportation. It delays cars the least, delays bicyclists the least, and provides comfortable crossings for pedestrians. Alternative 1 is my second choice. Alternative 3, the roundabout, seems the last preferable: most expensive, and given the volume of traffic, wait times may be long.</p> <p>In the future, it would be helpful if you would post larger images of the plans with the slide show. I was able to get them from a neighbor, but it would be best to have them posted from the outset with the slide show.</p> <p>Thank you!</p>	susan.warne19@gmail.com	65 Prince St.	Jamaica Plain	MA	02130
3/5/2020 17:07	Celeste	Walker	<p>My preferred option is Alternative II because it has some green space between the Walter St. turn lanes and gives people who are walking or biking a safe place to wait to cross the street easily.</p> <p>Initially I thought two right-hand turn lanes might be overkill but with the Brigham and Womens' Faulkner Hospital expansion and the currently planned 500 additional parking spaces, having two lanes may not be overkill.</p> <p>I hope the final plans will include a seamless and protected bike lane from the VFW Parkway and the same in the future between Walter and Murray Circle. That part of Centre St. is one of the most dangerous in the city according to a recent city of Boston report.</p> <p>Thank you for the outreach. I look forward to fine-tuning the preferred option at the next meeting.</p>	celeste.walker100@gmail.com	990 Centre St.	Jamaica Plain	MA	02130

Centre St. Water St. Intersection Improvements

Public Comments

deadline - 3/5/20

Time	First Name	Last Name	Comment	Email Address	Address	City	State	Zip
3/5/2020 17:39	Jason	Brown	<p>I would like to join the recommendations of West Rox Walks and WalkUP Roslindale regarding the options for intersection safety improvements for the Centre St/Walter St intersection presented at DCR's February 13, 2020 public meeting at Sophia Snow Place.</p> <p>presentation: https://www.mass.gov/doc/centre-street-and-walter-street-intersection-improvements-meeting-presentation/download.</p> <p>With respect to the three safety improvement options presented by DCR at the meeting, I concur with the group recommendation to strongly prefer Design Alternative 1: the T-intersection without the right-turn slip lanes. Design Alternative 1 is the safest design alternative for pedestrians, as well as cyclists, transit riders, and motor vehicle occupants, with the qualification that our groups recommend certain critical changes to this design alternative that we describe below.</p>	jason6@gmail.com	747 VFW Pkwy	West Roxbury	MA	02132
3/5/2020 19:21	Stephanie	Geis	<p>As a nearby resident and frequent driver in this area I appreciate that it is being looked at for improvements. From what I have witnessed during peak and off peak times, Options 1 and 2 are the only ones that make sense for drivers, pedestrians and cyclists. A roundabout would create a massive log jam of cars and decrease safety for pedestrians and cyclists. The light at Faulkner Hospital backs traffic up through this area, so adding a roundabout (option 3) does little to nothing to alleviate that congestion other than moving it over. While the other options help control the traffic and give distinct and shorter walkways for pedestrians.</p>	sgeis617@gmail.com	529 Poplar Street	Boston	MA	02131

From: Kathleen Mccabe <mccabek@aol.com>

Sent: Friday, March 6, 2020 12:22 PM

To: James.montgomery@state.ma.us; Montgomery, Jim (DCR) <jim.montgomery@mass.gov>

Cc: Parenti, Jeffrey (DCR) <Jeffrey.Parenti@mass.gov>; sforti1@comcast.net

Subject: LANA Comments re: Walter/Centre Street Intersection

Dear Commissioner Montgomery,

Attached please find the comment letter from the Longfellow Area Neighborhood Association (LANA). LANA serves the area adjacent to the Centre/Walter Street intersection where DCR is currently preparing intersection design plans for improvements.

We are pleased that DCR has started the engineering phase of the project, and our offering these comments. LANA submitted the comments online on March 5, 2020. We look forward to seeing these concerns addressed in the next iteration of the proposed plans for Centre/Walter Street.

We are very concerned about sufficient resources being allocated to this project. We believe the project should be engineered and designed for the best solution and resources be allocated to meet the engineering/design that results. Our neighborhood has been waiting a long time for these improvements -- over twenty years. So, we are pleased to see progress on the engineering and design phase. Since this is a once-in-a-generation project, LANA believes there needs to be full funding for a quality design that meets the needs of all persons using the intersection -- people, pedestrians, bicyclists, motor vehicles, addressing both landscape and pavement.

Our concerns are detailed in the attached letter. Thank for your consideration. We look forward to your response.

Sincerely yours,

LONGFELLOW AREA NEIGHBORHOOD ASSOCIATION

Kathleen McCabe
Vice President

mccabek@aol.com
617 549-7985



Longfellow
Area
Neighborhood
Association, Inc.

P. O. Box 222, Roslindale, MA 02131

longfellowarea@gmail.com

March 5, 2020

Commissioner Jim Montgomery
MA Department of Conservation & Recreation
251 Causeway Street, 9th floor
Boston, MA 02114

Attention: Joe Parente, DCR Managing Engineer

RE: Centre/ Walter Street Intersection, Roslindale

Dear Commissioner Montgomery:

The Longfellow Area Neighborhood Association is the voice of residents who live on the east side vicinity of the Centre and Walter Street intersection. Improvement of the safety and aesthetics of this intersection for pedestrians, bicyclists, and vehicle travelers has been a long-time concern. We are glad to see that the engineering and design is advancing. We look forward to continued public input before the design is finalized. We are anxious to see the desired improvements realized.

Our comments based on the initial presentation made in February are:

- 1) The project should be fully funded based on what is needed, and not just funds available. We are very concerned that this project be fully and adequately funded, so that it is done right with high quality design and construction benefitting the roadway and the landscape, so that it is lasting and not in need of frequent future repairs. Based on our experience, we know this is a once in a generation improvement. Let's make sure it is done well! We have been waiting too long.
- 2) LANA believes a holistic view of how the Centre/ Walter Street intersection functions within the Centre Street corridor stretching from the circle at Centre and Arborway south towards VFW Parkway and Weld Streets, as well as how Walter Street functions extending southeasterly including the Walter/Bussey Street, Walter/Weld Street, and Walter South/Street intersections. So that this occurs, we encourage DCR engineers and consultants to work closely with the Boston Transportation Department.
 - a. We remain concerned about the delays and backups caused by the Centre/ Walter Street intersection and queuing along Walter Street that regularly occurs in the morning rush hours extending upwards towards Weld Street and beyond. Any solution of the Centre/ Walter Street intersection must address this issue.
 - b. Traffic calming of traffic turning on to Walter Street from Centre is an important parameter.
- 3) Crosswalks and sidewalks for pedestrians' safe passage and access, including "oases" when crossing wide swaths of pavement are very much needed.
- 4) Bicyclists must be safely accommodated. Bicyclists need safe, separate lanes that enable them to be visible and connect with other bike paths.

- 5) Lighting at the intersection is important since there is little ambient light from nearby users at night. DCR needs to better maintain lights so the bulbs work. Night sky standards should be applied, so light is directed to travelways for cars, bikes and pedestrians. The February 13, 2020 meeting presentation is silent on this issue.
- 6) Signal Alternatives I and II are preferred over the roundabout/rotary option.
 - a. Both signalized options could be enhanced if there was a central entry to the Sophia Snow House and Trinity Lutheran Church. We suggest that DCR work with all parties for better access management and a centralized ingress/egress to these two facilities. Since DCR regulates curb cuts, it should play an active role in encouraging better and more sensible access management on the approaches to the Centre/Walter intersections.
 - b. We suggest that you post the full-size images of all the options on the DCR web site. The squeezing of the 3 options into one powerpoint slide renders them impossible to read.
- 7) The Centre/Walter Street intersection is part of the parkways and abuts or is a connector to major open space areas. As such, the final design of the intersection should reflect a parkway quality and design. The plans need to have additional detail and attention to the landscape design. The analysis as conveyed in the February 13 presentation slides focused on roadway and neglected the landscape. Both should be addressed. Centre Street and Walter Street are important connectors for both people and vehicles to the Arnold Arboretum and Allendale Woods, an urban wilds in the City of Boston and part of the Charles-to-Charles Open Space Corridor connecting several DCR reservations.
 - a. How does each of the alternative plans affect parking along Walter Street and specifically the small parking area at the entrance to the Arboretum at Walter near Bussey Streets? Will morning queues block easy in and out access to this parking area?
 - b. Centre / Walter Street intersection improvements provide an opportunity to address pedestrian connectivity to Allendale Woods and the Charles-to-Charles Open Space Corridor. The next iteration of the plans should address this point.
- 8) The technical summary presented in the February 13, 2020 presentation slides indicates that there has been a reduction in average daily traffic counts (ADTs) at this intersection since 2013. This does not reflect residents' experiences with this intersection. We are experiencing longer periods of rush hour delay and back-ups on Walter Street, particularly in the morning. Rush hour starts before 7:15, since this is a major accessway to the Longwood Medical Area. Many people are striving to get to a 7 am work shift and pass through this intersection prior to 7 am. The AM rush continues through 9 am. Moreover, evening rush hour, doesn't stop at 4:15 pm, rather it's just keeps going through 6 pm. Analysis of traffic volumes at the Centre/Walter should not only address current volumes but also anticipated increased traffic attributable to Faulkner Hospital.
- 9) We would encourage DCR take an expansive view as to the existing right-of-way lines at the Centre/ Walter Street intersection, including perhaps some small adjustments in the right-of-way, if necessary, so that pedestrians and bicyclists can optimally be accommodated with safety.

Commissioner Montgomery

March 5, 2020

LANA Comments RE: Centre/Walter Streets Intersection Design


Page 3 of 3

Thank you in advance for addressing these concerns. We look forward to hearing the details on how DCR's proposals for improving the Centre and Walter Street intersection address these concerns. Please keep us informed of your progress.

Sincerely yours,

LONGFELLOW AREA NEIGHBORHOOD ASSOCIATION

By: 
Sue Forti
President


Kathleen McCabe
Vice President

cc: Senator Mike Rush
Representative Edward Copping
Representative Nika Elugardo
City Councilor Matt O'Malley
City Councilor Ricardo Arroyo
City Councilor Michelle Wu
BTD Commissioner Greg Rooney
Vineet Gupta, Director of Planning, BTD
Charlotte Fleetwood, BTD
Joe Copping, Neighborhood Liaison

From: Melissa Vining [<mailto:viningm06@gmail.com>]
Sent: Wednesday, January 29, 2020 5:28 AM
To: Parks, Mass (DCR)
Subject: Fwd: Walter St/Centre St Intersection (Roslindale)

Good morning,

I am contacting you about the Walter St/Centre St intersection near Hebrew Senior Life and the Arnold Arboretum in Roslindale. I recently began commuting that way for a new job, and that intersection is absolutely terrible during morning rush hour.

It's almost impossible to cross the intersection (taking a left from Walter St onto Centre St), it's dangerous, and the sight-lines are awful. With the amount of traffic both on Centre St and trying to cross onto Walter St, it's unbelievable to me that it's not a real intersection with a traffic light.

I originally emailed BTM about this, and they told me that DCR is in charge of the intersection. I wanted to contact your office in writing to voice my concerns about the intersection. I also plan to attend the public meeting on February 13, which BTM informed me about.

Sincerely,
Melissa Vining
70 Patten St, Jamaica Plain, MA 02130

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

From: Joel N. Weber II <joel@joelweber.com>

Sent: Thursday, March 5, 2020 4:44 PM

To: Parks, Mass (DCR) <mass.parks@mass.gov>

Cc: Sutton, Peter (DOT) <Peter.Sutton@dot.state.ma.us>; Patricia Jehlen

<patricia.jehlen@masenate.gov>; Michael Rush <mike.rush@masenate.gov>;

denise.provost@mahouse.gov; edward.coppinger@mahouse.gov; tommy.vitolo@mahouse.gov;

michelle.wu@boston.gov; a.e.george@boston.gov; matthew.omalley@boston.gov;

westroxwalks@gmail.com; bwolfson@bostoncyclistsunion.org; eparad@bostoncyclistsunion.org;

edebarrros@bostoncyclistsunion.org; jterbush@bostoncyclistsunion.org; Joel N. Weber II

<joel@joelweber.com>

Subject: Centre St and Walter St in Boston

As DCR explores options for making the intersection of Centre St and Walter St safer, I think we should be exploring the possibility of reducing Centre St from Weld St to Arborway to a single automobile through lane in each direction (with additional turn lanes approaching intersections).

Slide 12 of the February 13, 2020 presentation is titled "Centre Street Existing Conditions -- Issues for Bicyclists", but it seems to completely ignore the lack of any attempt at providing protected cycling space for all ages and abilities.

I also don't understand why slide 13 claims "Long queues turning into and out of Walter Street from Centre Street during peak hours" when in the largest count that appears in slides 14 and 15, no conflict point in the intersection seems to have the 1800 vehicles per hour crossing it that one would expect if a vehicle crosses a conflict point every two seconds. However, it appears that perhaps the design of the intersection might be preventing vehicles from turning left from Walter to Centre when there's a long queue waiting to turn left from Centre to Walter, and perhaps that queue waiting to turn left from Walter to Centre might then delay right turns from Walter to Centre?

I would like to see Centre St between Weld St and Arborway reconfigured so that the portion to the west of the median which is currently used for two southbound automobile lanes would instead be used for one automobile lane in each direction, and the part of the road to the east of the median reallocated as dedicated cycling space.

Joel N. Weber II
225 Summer St #3
Somerville MA 02143



March 3, 2020

Massachusetts Department of Conservation and Recreation
Office of Public Outreach
251 Causeway Street Suite 600
Boston, MA 02114
Email: mass.parks@mass.gov
Submission portal: <https://www.mass.gov/forms/dcr-public-comments>

Re: Joint Comment Letter Regarding Safety Improvement Options
Centre St./Walter St. Intersection, West Roxbury/Roslindale, MA

Ladies and Gentlemen:

We write jointly on behalf of West Rox Walks and WalkUP Roslindale with comments regarding the options for intersection safety improvements for the Centre St/Walter St intersection presented at DCR's February 13, 2020 public meeting at Sophia Snow Place. The full presentation with the proposed alternatives can be found here: <https://www.mass.gov/doc/centre-street-and-walter-street-intersection-improvements-meeting-presentation/download>.

Our groups are community-based, grassroots organizations made up of residents of West Roxbury and Roslindale sharing among our goals the improvement of pedestrian safety and walkability in our neighborhoods by advocating for proven, common sense improvements to street and intersection design. Both of our groups have hundreds of supporters within our communities. Additional information about our respective groups can be found at the end of this letter.

With respect to the three safety improvement options presented by DCR at the meeting, **our groups strongly prefer Design Alternative 1: the T-intersection without the right-turn slip lanes.** Design Alternative 1 is the safest design alternative for pedestrians, as well as cyclists, transit riders, and motor vehicle occupants, with the qualification that our groups recommend certain critical changes to this design alternative that we describe below.

Design Alternative 2 is not preferred due to its inclusion of a two-lane slip lane for motor vehicle occupants turning right from Walter onto Centre. The Federal Highway Administration describes right turn slip lanes as "generally a negative facility from the pedestrian perspective due to the emphasis on easy and fast motor vehicle travel." Given the location of the intersection, as adjacent to a senior living facility, a rehabilitation facility, a church, and a daycare, as well as the Arnold Arboretum, a popular neighborhood and regional destination, as well as on a street – Centre Street – known for excessive vehicle speeds (posted speed limit 25 mph, 85th percentile

40 mph), resulting safety improvements must prioritize safety over motor vehicle speeds. Design Alternative 2 does the opposite and must be rejected.

Design Alternative 3, the Roundabout Alternative, is also not preferred because it similarly seeks to maintain unsafe motor vehicle speeds, and also due to the multiple-threat risks for pedestrians at 3 of the 4 crossings in the design. This design provides an unnecessary risk for pedestrians and cyclists, and again ultimately prioritizes motor vehicle speeds over the safety of all intersection users. Rotaries/Roundabouts at nearby Murray Circle and Centre/West Roxbury Parkway are already known to be difficult crossings for pedestrians and cyclists (see logged comments in the [Boston Vision Zero concerns map](#)) and this design would simply add another similarly difficult set of crossings to an already problematic stretch of road.

Finally, while Design Alternative 1 is our preferred option, we have the following recommendations to ensure this design provides our communities with safe and welcoming travel infrastructure for all users that slows motor vehicle traffic and promotes alternative modes:

- A single right turn-only vehicle lane onto Centre St from Walter St is strongly preferred to shorten the crossing for pedestrians and cyclists. We note with dismay that the prior 2015 design alternatives for this intersection showed such a two-lane (one straight-left-right, one right-only) approach for Walter Street. We find it inexplicable and frankly deeply disappointing that, despite the drop in motor vehicle volumes over the last several years that DCR presented at the February meeting, we are seeing more intersection space being given to turning motor vehicles.
- All motor vehicle travel lanes in all directions should be not more than 10'6" in width. This is sufficient for both ambulances and buses to operate safely. No design alternative should be promoting 11' motor vehicle lane widths given what we know about the manner in which wider lane widths induce motor vehicle speeding and endanger all street and intersection users.
- The Route 38 MBTA bus stop should be on the far side of the intersection in both directions to decrease delay to bus transit riders due to the traffic signal proposed for this intersection. We recommend that these relocated stops each be configured as a floating bus stop, where the curb at the bus stop is bumped out, and the bike lane goes behind the bus stop (i.e. between the bus stop and the sidewalk). This reduces instances of the bus blocking the bike lane while also reducing delay for bus riders.
- Separate bicycle and pedestrian areas need to be included through the entire intersection in all directions. This may mean pulling the intersection a bit northward to accommodate the movement for cyclists coming down Walter Street from Centre Street.
- Pedestrian/bicycle mixing areas should include clear and intuitive striping and signage to ensure both pedestrians and people on bicycles understand the area is shared-use and bicycles should yield to pedestrians.
- All medians should be constructed with curbing and landscaping to provide real refuge points for pedestrians and cyclists. Painted medians are not sufficient.
- The walk phase for crossings should be timed to allow completion of a full crossing in the time given.
- That the most recent presentation was held at Sophia Snow Place is no accident. We understand that the residents and staff there have been long-running advocates for much better walking connections from their collective home to the Arboretum and other destinations in the area. We were encouraged that DCR and its consultants recognized

how bad this intersection currently is for all users, especially those walking, cycling, and taking transit, and urge that Design Alternative 1 be further improved to make it as safe and comfortable for those modes as possible.

We appreciate your consideration of our comments and recommendations and look forward to working with you and all of our neighbors and stakeholders to improve this dangerous intersection for all street users.

Sincerely,

Ricardo Austrich, Resident @ 843 South Street, Roslindale
Lisa Beatman, Resident @ 180 Mount Hope Street, Roslindale
Rachel Blumberg, Resident @ 15 Newburg Street, Apt. 2, Roslindale
Ben Bruno, Resident @ 27 Colgate Road, Roslindale
Lucy Bullock-Sieger, Resident @ 33 Brookdale Street, Roslindale
Steve Gag, Resident @ 631 South Street, Roslindale
Liz Graham-Meredith, Resident @ 6 Crandall Street, Roslindale
Matthew Lawlor, Resident @ 15 Basto Terrace, Roslindale
Margaux Leonard, Resident @ 35 Harding Road, Roslindale
Mandana Moshtaghi, Resident @ 12 Arborough Road, Roslindale
Robert Orthman, Resident @ 31 Mendelssohn Street, #2, Roslindale
Rebecca Phillips, Resident @ 10 Tappan Street, Roslindale
Adam Rogoff, Resident @ 28 Ashfield Street, Roslindale
Adam Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale
Rachele Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale
Laura Smeaton, Resident @ 61 Cornell Street, Roslindale
Mark Tedrow, Resident @ 21 Conway Street, Roslindale
Greg Tobin, Resident @ 1 Sheldon Street, Roslindale
Nick Ward, Resident @ 35 Harding Road, Roslindale
Alan Wright, Resident @ 98 Birch Street, Roslindale
Evan Judd, Resident @ 12 Sunset Hill Path, West Roxbury
William Vincent, Resident @ 16 Sunset Hill Path, West Roxbury
Elizabeth Gross, Resident @ 23 Sunset Hill Road, West Roxbury
Bill Barrar, Resident, 80 Montclair Avenue, West Roxbury

About WalkUP Roslindale

WalkUP Roslindale, which takes its name from the international movement to foster “Walkable Urban Places,” is a collaborative group of residents dedicated to making Roslindale the most walkable neighborhood in Boston. We advocate for a dynamic, livable streetscape and we support positive changes to our public and private built environment that strengthen walkability and other forms of active mobility as means toward better personal and public health, safety, social capital, economic development, and environmental sustainability. We are led by a steering group of about thirty residents and have nearly 1,000 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 support of our steering group members (indicated above) resulting from our mission and principles.

About West Rox Walks

West Rox Walks is a group of West Roxbury residents committed to improving pedestrian safety, walkability, and promoting a better quality of life in West Roxbury. We support the Vision Zero Boston goal of eliminating traffic fatalities and severe injuries on our streets and believe that data-driven improvements to street design is a key component of meeting that goal. More information about West Rox Walks and our supporters can be found at <https://www.facebook.com/westroxwalks/>. While our organization has many supporters within our neighborhood, please consider these comments as representing the support of our steering committee.