Centre St/Walter St St Improvement

February 13th, 2020
Sophia Snow House
Commonwealth of Massachusetts

Governor
Charles D. Baker

Lieutenant Governor
Karyn E. Polito

Energy and Environmental Secretary
Kathleen Theoharides

Department of Conservation and Recreation Commissioner
Jim Montgomery
DCR Mission Statement

To protect, promote and enhance our common wealth of natural, cultural and recreational resources for the well-being of all.
Agenda

Welcome
  Jeff R. Parenti, PE, PTOE, PTP, ENV SP, DCR Deputy Chief Engineer

History
  Nate Cabral-Curtis, Howard Stein Hudson, Manager for Public Involvement

Overview of Existing Conditions
  Bob Stathopoulos, PE, PTOE, Howard Stein Hudson, Traffic Engineer

Breakout Sessions

Closing Remarks
  Jeff Parenti
History

• In the 1950s, control, care, and maintenance of Centre Street was transferred from the City of Boston to M.D.C. (now D.C.R.).

• DCR’s limit of jurisdiction, as defined in the legislation, is “from back of sidewalk to back of sidewalk”.

• Centre Street was formerly designated as US Route 1. The designation was removed in the late 1980’s, but Centre Street’s role in the regional roadway system has not changed.

• The corridor runs from VFW Parkway in West Roxbury to Murray Circle in Jamaica Plain

• Centre Street Corridor Study completed in 2015
Project Area

A. Our Lady of the Annunciation Melkite Catholic Cathedral
B. Hebrew Rehabilitation Center
C. Sophia Snow Place
D. Springhouse Senior Living
E. Little Blessings Daycare And Preschool
F. Brigham And Woman’s Faulkner Hospital

Centre Street/Walter Street Improvement Project
Project Area - Issues

For Pedestrians
- Lack of sidewalks
- Lack of marked crosswalks
- A long walk to the next crosswalk:
  * ~1/4 mile to VFW Parkway
  * ~1/3 mile to Allandale Street

For Bicyclists
- No westbound connections from Walter to Centre Street
- High speed turn approaches

For Drivers
- No lane markings
- Long queues turning into and out of Walter Street from Centre Street

*Assumes Sophia Snow Place as starting point and Arboretum as destination
Walter Street Existing Conditions – Issues for Pedestrians

- No marked crosswalk to cross Walter at Centre Street
- No sidewalk along the perimeter of the Hebrew Rehabilitation Center
Walter Street Existing Conditions—Issues for Bicyclists

- Bicyclists missing safe connections to Centre Street Westbound from Walter Street
Walter Street Existing Conditions – Issues for Drivers

• No lane markings
• No clear traffic direction
Centre Street Existing Conditions – Issues for Pedestrian

- No clear crosswalk marking to other side of Centre Street from bus stop
- Wheelchair ramp is not ADA compliant
- Wheelchair ramp doesn’t lead to anywhere
Centre Street Existing Conditions – Issues for Bicyclists

- High speed turn approach which can be unsafe for bicyclists
Centre Street Existing Conditions – Issues for Drivers

- Long queues turning into and out of Walter Street from Centre Street during peak hours
- High speed corridor with speeds of 40 mph though marked speed limit is 25mph
Centre Street at Walter St – Existing A.M. Peak

Map showing Centre Street at Walter St and surrounding areas with landmarks and labels:

- **A**: Our Lady of the Annunciation Melkite Catholic Cathedral
- **B**: Hebrew Rehabilitation Center
- **C**: Sophia Snow Place
- **D**: Springhouse Senior Living
- **E**: Little Blessings Daycare and Preschool
- **F**: Brigham and Woman’s Faulkner Hospital
Centre Street at Walter St – Existing P.M. Peak

Not to scale.

- A: Our Lady of the Annunciation Melkite Catholic Cathedral
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## 2013 to 2020 Traffic Data Comparison

<table>
<thead>
<tr>
<th>Centre Street</th>
<th>2013</th>
<th>2020</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>7:30 – 8:30</td>
<td>7:15 – 8:15</td>
<td>-</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>4:45 – 5:45</td>
<td>3:15 – 4:15</td>
<td>-</td>
</tr>
<tr>
<td>Average Daily Traffic</td>
<td>36,600</td>
<td>33,400</td>
<td>-8.7%</td>
</tr>
<tr>
<td>Average Speeds Eastbound</td>
<td>N/A</td>
<td>34</td>
<td>N/A</td>
</tr>
<tr>
<td>Average Speeds Westbound</td>
<td>N/A</td>
<td>27</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Crashes</td>
<td>36</td>
<td>19</td>
<td>-47%</td>
</tr>
<tr>
<td>Bicycles</td>
<td>50</td>
<td>48</td>
<td>-4%</td>
</tr>
</tbody>
</table>

- 2013 Study Info:
  - Counts done on December 2013
  - Crash years 2009-2013
- 2020 Study Info:
  - Counts done on January 2020
  - Crash years 2014-2018

*Note: 85 percentile speed is 40 mph*
## Bus Ridership – Route 38

<table>
<thead>
<tr>
<th>Direction</th>
<th>Average Total Number of Ridership 2015*</th>
<th>Average Total Number of Ridership 2018**</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inbound (WKDY)</td>
<td>475.1</td>
<td>377</td>
<td>-20%</td>
</tr>
<tr>
<td>Outbound (WKDY)</td>
<td>428.7</td>
<td>371.0</td>
<td>-13.4%</td>
</tr>
<tr>
<td>Inbound (SAT)</td>
<td>132.0</td>
<td>126.3</td>
<td>-4.5%</td>
</tr>
<tr>
<td>Outbound (SAT)</td>
<td>173.1</td>
<td>109.6</td>
<td>-36%</td>
</tr>
</tbody>
</table>

* data available that was closest to 2013
** data available that was closest to 2020
PLEASE NOTE:

The following concepts are drafts; works in progress shown only for the purpose of collecting public feedback for their improvement
Next Steps

• Mid March: DCR selects a preferred alternative

• Last Week of March: DCR presents to the public the preferred alternative
For More Information:

• If you have comments on this project:
  – Write: Department of Conservation and Recreation, Office of Public Outreach, 251 Causeway Street, Suite 600, Boston, MA 02114
  – Comment Period (pertaining to this meeting):
    February 13, 2020 – March 5, 2020
    • Note: Public comments submitted to DCR may be posted on the DCR website in their entirety.

• If you have questions, please email: mass.parks@mass.gov or call 617-626-4973.