

Neighborhood Slow Streets: Highland Park Centre Street Traffic Calming

July 20, 2021 Meeting Notes

Themes

We facilitated three small-group discussions to encourage dialogue between neighbors and with the City team. Though each group was distinct, comments generally reflected the following major themes:

Frustration about the lack of communication from the City. Better notification should have been provided to residents at each stage of the planning process. It should have happened more frequently, as well. A single letter or an email are too easy to forget. People felt they missed opportunities to participate and shape the community where they live.

Concerns about parking removal. In part due to the lack of clear communication to abutting neighbors, people expressed concern about the unexpected removal of parking spaces. They also shared concerns about the overall loss of parking in the neighborhood due to the changes proposed through the Slow Streets process.

Support for improving safety for people on foot. Everyone agreed that we should be working to make streets safer for people who are walking, traveling by wheelchair, and otherwise using sidewalks and crosswalks.

Desire to start over with Linwood at Centre Street. Neighbors who live in the immediate vicinity of Linwood Circle want the City to re-examine an option that would use the circle to divide traffic directions. Others questioned the median island: it is unnecessary because of a perceived lack of speeding, or it would be an object that drivers would hit regularly.

Desire to continue with the planned curb extension and median island. Other neighbors, most of whom do not abut the intersection but live nearby, offered support for the design as planned.

Notes from each of the breakout groups can be read below. Notes have been slightly modified to remove identifiable information.

Group A

Breakout room facilitator: Hannah

Notetaker: Margaret

- **Resident 1** - Can you tell us where the parking is going to be reinstated?
 - Is there a possibility of getting a bus stop put back on Linwood?

- **Resident 2** - Hoping to get someone from Parks here regarding the circle. I am trying to get some of that stuff cut down - when you're coming down Linwood, those trees are blocking sightlines. We're trying to get the parks to take out the trees, take out the bushes. There's a tree in the middle that can stay. Cutting back some of those low-hanging trees and branches doesn't need to go through the legislature. It will also help people who are walking through the park, especially if you're a young female, someone could be hiding in the trees. It's not safe.
 - **Hannah** - Formal way to request maintenance is to submit a 311 request or to submit a request to your neighborhood liaison.
 - **Resident 2** - I will try that approach. If this doesn't get done, though, it will be on Mr. Woods, the commissioner's onus to do something.

- **Resident 3** - I've been living here for 35 years, and I have never heard about the project until 2 weeks ago. I am concerned because we live in a city where parking is like jewels. I don't have a driveway. People that come to our building - plumbers, roofers, to paint the house - they won't have any access to # Centre Street. I feel invisible. I feel like I have never contributed to this. I raised my niece here to go to the university across the streets. I had never heard the name of the project. Why weren't neighbors who are mostly affected informed? You can make Linwood one-way. If someone makes a mistake, they can go around and come back. But limiting Linwood Street and which way they need to turn doesn't make sense. When we live in a city, we need to have consciousness and think about our neighbors. It's not just about me - this is the 2nd or 3rd time that the City of Boston has made a decision without informing me. The parcel next door, didn't even give me a chance to get a driveway, falsified my signature on the meeting. The other day I went to the grocery store and had to park next to the grey house.

- **Resident 4** - # Linwood Street at the corner on the bottom of the hill, across from Resident 3 house. I agree with everything that Resident 3 said. I don't understand how this design came about without getting in touch with the abutters. We don't have parking, and you took away parking in front of my house. How do you take parking away from in front of a resident's home? How do you make that decision without communicating? It feels like we were invisible. It feels like we don't exist. When the city is making these decisions, they need to contact these individuals. I

was reading the plan, and it says the plan is to lessen the severity of crashes, ...traffic flow, and improve quality of life. This is not improving quality of life.

- **Resident 5** - I'm not an abutter, I live on Beach Glen Street. I'm not affected in the same way as some of the people who have spoken. I am affected because I am a cyclist and pedestrian, and runner, and I have a garden in the Cooper Community Garden. I want to speak in favor of these changes to make streets safer, but I recognize there are costs that are borne by abutters. Is there a way to make changes that have less impact for abutters? Can we do a one-way in Linwood? Can we have resident parking permits? What creative solutions are possible?
 - **Resident 4** - I understand what you're saying in terms of safety -- and I'm not a cyclist but I do walk from time to time -- Linwood street is a street with a blind curve. When you're coming from Cedar Street up Centre Street you have to be careful about where you cross to be able to see both sides of the traffic. It can be very dangerous. That does need to be solved. But in terms of cyclists, I understand that there are a lot of cyclists in the city now, but they need to have concern for people who are not cycling, including people in cars. I'm a native Bostonian. We need to work together so that people who walk, drive, cycle, can be safe. Sometimes I feel like people who cycle disrespect people driving. I see you cycling in your lane, you see me driving in my lane, and we should respect each other. We need to think about both sides of the coin here. We all need to be careful for one another.
- **Resident 3** - I've been all over Cambridge and Somerville - there, they have a lot of pedestrian flow and cyclists. I have taken photos on the street where cyclists, the parking are still there, and crosswalks, and they did not eliminate parking. Things can be done, but we need to think about this - it affects quality of life. The other thing is, when you put the crosswalk and -- I don't know if you've seen the one near Wentworth -- it flashes -- we don't need to do something overdramatic in the middle where people will have confusion in the winter. About bicycles, I agree that we can all get together, but make Linwood Street a one-way street, get the parking in place for the abutters (there are 8 of us that have cars), do a crosswalk, and signs. Let's start with that first. I hope that you have some consideration for the 3 families that live on Centre Street - 9 parking spots taken away. And even where the bus stop was, it says No Standing. Also, what happened about looking both ways before you cross? Some of us neighbors have talked about alternatives besides the curb extensions and the island. We have a unique road.
- **Resident 6** - I live at # Centre Street - I want to thank everyone who is doing this work on the city's side as well as the volunteers who did the walk and negotiated

things with the city. Thank you Stefanie, Hannah, Dan, Megan, Alec, Margaret. You're not making any friends today and you're not getting thanked for your hard work. I was a little disappointed that the slides were not available in advance since I am only participating via audio, I couldn't see anything and would like to get the slides afterward. The speeds on Centre Street has been terrifying for 50 years -- Resident 4 and I remember when the street was rebuilt - it used to be 6 feet wider -- but it's still terrifying to cross the street at Linwood Street. I was struck by one comment that Stefanie said that it is too dangerous to put a crosswalk at Linwood -- going over the crest of the hill is here the peak speeds are -- a little more attention on how to slow traffic down would be good. I like Resident 3's idea of a flashing crosswalk sign like they have on Parker Street near Wentworth. If you're going to jigger your design a little bit, I would recommend looking at what you can do to slow vehicles down. A 4-way stop would be great, but understand if that's not in the cards. It would be nice if the vegetation would be cut back. Regarding process - nowhere has the number of parking that the city intends to remove been enumerated, nor the number of spaces given back. So we don't know where we're at. Parking is so precious that every space matters. You're in a better spot if you can say how many you took and how many you're giving back. That would help the neighbors swallow what you're proposing. If we could reduce the amount of asphalt at Linwood, that would be great because that's way too much pavement for the size of the intersection - too bad it's going to be concrete because it would be nice if there were opportunities for neighbors to plant.

- **Resident 4** - for clarity, that's city-owned property. At one point, my husband tried to maintain that, but we're old now and don't have the energy to do that. The city needs to find a way to maintain the circle and that whole corner there with overgrowth.
- **Resident 6** - we used to all take turns mowing and maintaining the circle.
- **Resident 4** - if the city doesn't take care of it, it feels like we're invisible.

- **Resident 7** - # Linwood Street - we come down that hill around the curves, we see the danger, we see the potential. But first, the city planning group responsible for this project and the parks department responsible for that circle at Linwood Street are not being responsible community partners. I want to call that out. I was engaged in the 2019 meeting. I did get a notice about it. To be totally honest, I don't remember how we got a notice. But the coverage was not the same as the notice that everyone seems to have gotten for that meeting. There's more people involved in the process now that there has been. I would be willing to bet that we have not covered 100% of the neighbors - older neighbors, people who speak other languages? Have these flyers gone out in repetition to generate some buzz? In other languages? You get a C-, and I'm being generous, because I do see that there is good

faith there. I do see that there is interest in making the neighborhood more safe, and I do agree that some changes need to happen. But you can't force these changes on us that are going to significantly impact our lives. How many people in the planning committee live in this neighborhood? How many people know this neighborhood? How many people have had direct or indirect people in this neighborhood? Our voices matter. These changes are significant. I agree with a couple things: 1) We should start slower. There is something we can do without significantly impacting the residents' lives. The curb extension at the bottom of Linwood Street will cut off the flow of that corner, and the corner's flow has saved my life a number of times. Cutting off that flow will be doing more damage. That's a radical change at that intersection. It's too radical for the needs of the community and the safety of the community. I agree with the crosswalks being illuminated. We should figure out a way to have the dividers and the speed bumps, but they need to be done in a way that they don't make the flow more dangerous in some instances. I definitely want to see an increase in safety for all users. 2) I, too, am concerned about parking. Linwood Street and Centre Street are the two streets that still have parking that's not resident only. People drive up the street and they park in front of my house. I'm lucky and have a driveway. I see them throwing their cigarette butts and trash on the ground in front of my house. I can't think of anything else at this time.

- **Resident 6** - I want to agree with what Resident 7 just said about the trash from Roxbury permit parkers who come and park, go to the T, and then come back and dump trash. Trash cans might be an idea. The second thing I want to say is that for the years I've been involved and been here, there's an awful lot of communication, notification for folk up the hill, but we people that live on the west side of Centre Street, we are rarely included. The store, when Mr. --- was going to put his bar in that...and when Resident 3 talked about missing the chance to get a driveway. The folks up the hill seem to congratulate themselves about how well they do with getting flyers, and this time I got a flyer for the first time I remember. It's a good thing I got a flyer, but it's bad that we haven't gotten them until now.
- **Hannah** showed the parking restriction graphic for Linwood and clarified that if we don't build the median and curb extension, then the parking restrictions would not be in place. If we don't do the design, then nothing changes with the parking.
 - **Resident 2** - I think they gave you back your parking, Resident 3
 - **Resident 3** - I am thinking about all of us. When I go to JP, I usually go up around the circle and park at # Centre Street. The curb extension is going to make it hard for me to get out of there. We need to start little by little. In 35 years things have remained the same. This is about all of us. This interferes with the flow of traffic. Why should [Resident], [Resident] when he's going out of this house have to go one-way?

- **Resident 4** - I'm confused about the diagram. The blue is the parking and the red is the non-parking spaces, correct? So when this was designed and they extended the curb coming down Centre Street, when you're coming out of Linwood, you need to go to the left and turn, and that doesn't seem safe. If you have a car coming up Linwood, it's problematic. One solution is to make Linwood Street one-way so that you don't have that congestion right there. And in the wintertime, it's really dangerous.
 - **Hannah** - The curb extension looks the way it is because it's the only way we could design a flat enough ramp to provide an accessible ramp and to make the crosswalk shorter, so that someone on the northern side would be visible when they are waiting to cross. If we don't build anything, then nothing changes regarding the parking restrictions. I'm hearing that it is hard to visualize how this looks on the street. In our internal processes, we can't get things improved if the trucks can't turn - there needs to be adequate width. This design incorporates all of those considerations. The width of the crosswalk here is similar to the standard width of a two-way street while avoiding putting a pedestrian in someone's blind spot.
 - **Resident 4** - it's already very narrow when you come up the hill, down the hill, because there's cars parked. I just don't see the benefits or safety for people who walk or drive.

- **Resident 2** - Put in your notes - why isn't BTM working with the legislature to make changes to that circle? Why should the residents have to do that? Why didn't [Boston Parks and Recreation Department] get involved in making adjustments to that circle to shrink it and make it wider. If that circle was shrunk, then there would be more room. I don't see how Fedex trucks. I'm at # Linwood. BTM, you should get involved to see what can be done with the circle if this project gets held up or doesn't go through.

- **Resident 3** - for people who are handicapped, can this crosswalk be on some other side of Centre Street? Like across the street? People who are coming down Linwood Street, they can take the sidewalk by Mr. and Mrs. ---'s house. But the tendency of people is to walk in the middle. It's about consciousness. We should work together, not neighbors against neighbors. We used to live here peacefully. I don't understand why we need the crosswalk across Centre Street. Let's try things little by little, don't be so abrupt. You're limiting Resident 6, [Resident], and [Resident], my neighbors.

- **Resident 6** - on the east side of the bump-out, it's two-toned. What is the dark brown part?

- **Margaret** clarified the stamped asphalt material.
- **Resident 6** - now that I'm seeing the plan, I think you've compromised very well, and it's going to work well. I like the plan. My only concern is that the median won't slow vehicles enough. I think your engineers should go back and see whether you can't go back and put a crosswalk across Centre Street and make it a crossing island. I did hear what Stefanie said about not enough sight distance.

- **Resident 7** - I agree there should be a crosswalk across there. But since you can't do speed bumps, you should do a flashing crosswalk or sign across there to slow people down. Plus it gives people a place to cross. It's considerably more dangerous to cross across Centre Street than Linwood Street. They both need crosswalks. The corner in front of the Resident 4's - was it considered to put the bump-out there instead of the other side so that you could curve it so that there could be parking in front of that curb. They do that in the South End where they tuck the parking in there. You could put the bump-outs on both sides. Are you saying this plan is as is or not at all?
 - **Hannah** - Yes, though we might be able to do signage changes, maybe requests for one-way, but we are not able to pour concrete.
 - **Resident 7** - Is that absolute and you'll take the feedback to the powers that be or is this meeting too little, too late?

- **Resident 3** - Why can speed bumps not be on the street? In England and parts of Europe, they have speed bumps and they don't interfere with the buses.
 - **Resident 2** - On a public way you can't do that, but Hannah can answer that.
 - **Hannah** - In Boston, we can't put speed humps on streets that have the traffic volumes there, and they get degraded quickly and have no effect.

- **Resident 4** - I understand that originally those curbs were not the way they are today - those curbs on Linwood Street were extended some time ago. Those are not the original sidewalks, they were extended, so what was the purpose of extending the curbs then, and what is the purpose of extending them now?
 - **Hannah** - I am not sure, but there are different types of engineering. Sometimes they build ramps that point into the street quickly, but the ramps we plan to build that point straight across the intersection require a different level of engineering.

- **Resident 7** - Thanks everyone for the dialogue. I have to sign off now, but encourage the city to acknowledge the communications failure and give the community an opportunity to participate in the final stages of planning.

- **Hannah** - Building something like this takes 2 to 3 years, so that's why we group. It's possible that something else can happen through a different program. This is budgeted to build, so to start that process again would not happen within the next 2 months. But otherwise, the median and curb extensions can be built.
- **Resident 5** - I strongly support the idea of having a crosswalk go across the center median.
- **Hannah** - As a reminder, any new crosswalk requires parking restrictions.
- **Resident 3** - Are we going to meet again?
 - **Hannah** - We will compare notes. We will review them and we will get back to you and schedule another meeting if necessary.
- **Resident 6** - Can I make a comment about the crosswalk across Centre Street? You had said there is a parking restriction that requires a 20' parking restriction, and if there were a crosswalk there, it looks like there's clearly 20' feet there with the median. Maybe it was a grade issue, but it would be great to talk to your engineers and try to shoehorn it in.

Group B

Breakout room facilitator: Dan

Notetaker: Alec

- **Resident 1:** Definitely displeased that the meeting started with a presentation and no dialogue. I am obviously one of the people who is upset with your plan. I'm not really sure what you want out of these groups.
 - **Dan:** We want to hear what your concerns and thoughts are.
 - **Resident 1:** I drive ~15 times per day through this spot. I had a severe crash at the intersection where you are extending the curb. I think you should extend the curb on the opposite side where I pull far off to the right to see oncoming traffic before turning. I think we should make Linwood @ Centre a one-way circle. In the winter, icy conditions are very bad, and closing Linwood opening will result in head-on collisions. I am also concerned about people speeding around the bend on Centre Street and hitting crossing pedestrians in the new crosswalk.
 - **Dan:** Large vehicles cannot make turns off of and onto Linwood if the curb extension is on the opposite side of the crossing.
 - **Resident 1:** How do medians slow vehicles if you remove parking anyway?
 - **Dan:** Adding objects in the middle of the street reduces speeds. This is an engineering principle I design around everyday.
 - **Resident 1:** Stop signs work too.
 - **Dan:** Stop signs require warrants which would not be met in this case. Circle cannot be one-way/roundabout because of truck (including fire) movements from Linwood toward Centre.
 - **Resident 1:** One idea we had was to shave back the corner on the right at the circle while approaching Linwood to allow for a roundabout.

- **Resident 2:** I agree with most of what Resident 1 said. I live around the corner from Linwood. It's interesting she said all the things that occurred to me when I was looking at the plan. Make the circle work like a [roundabout]. Placing the bump out on the right side coming off of Linwood onto Centre does not make sense. You cannot just follow manuals; we need to apply common sense. You have to pull all the way out of Linwood into Centre Street in order to see when turning onto Centre from Linwood. I also think that many of my other concerns are moot points if the extension is moved to the opposite side of the crossing.

- **Resident 3:** I find that no matter where you are crossing Centre, cars are flying past you. Having a refuge island is very helpful. I appreciate having a landing spot and chances to pause. I am a very mobile person, but I have many neighbors who are

much less mobile and would be even more uncomfortable darting across the street. Is there a place in the city where these things have been implemented where we can see it working? Something nearby?

- **Dan:** We do have these in other Neighborhood Slow Streets locations, but I am unsure off the top of my head. We will make a note and get back to you.
- **Resident 4:** I appreciate all the thought that goes into these decisions. Am I understanding that the bump out cannot be on the opposite side of Linwood crossing because of fire truck turning?
 - **Dan:** Yes.
 - **Resident 4:** Is there a reason not to extend the median on Centre Street beyond the intersection?
 - **Dan:** We could, but it would require more parking removal.
 - **Resident 4:** I am concerned drivers may not see medians around curves.
 - **Dan:** They have highly visible object markers.
 - **Resident 4:** I see. Is there any way some kind of warning light can be added around the bend on Centre Street approaching Linwood intersection.
 - **Resident 4:** Your median is not designed to cross, but it will encourage crossing. Have you considered making it into a crossing?
 - (Many agree with making this into a crossing.)
- **Resident 5:** Could we move the speed feedback sign farther up Centre Street toward Linwood?
 - **Dan:** I see several nods; we can look into that.
- **Resident 3:** If we decide for whatever reason that we won't do a piece of this project, will we lose our entire chance to have the improvement we reject?
 - **Dan:** I cannot say for certain, but I don't think we would stop work on the other parts.
- **Resident 6:** I use the neighborhood as a pedestrian, and I appreciate a lot of these changes and the goal behind them. Are there paths through which we as a neighborhood could advocate for specific changes such as ? Also, is there a way to do a pilot?
 - **Dan:** We generally have not done pilots for NSS, but we can look into it. We tried it with bike lanes downtown, but it was a bit of a disaster. Paint and signage are certainly plausible changes in the future.
- **Resident 1:** There are numerous other ideas we could explore as a group. Whom do we talk to in order to review some other options together. I don't believe that a fire

truck can't make that turn. How can we see these things? How can we see the data? There are several neighbors facing the Linwood intersection, we would rather see you do nothing rather than what you are proposing.

- **Resident 7:** I am also a resident of Linwood and support the proposal. I have seen the need for these interventions. Is there a way to coordinate for more improvements in the Linwood circle, including the park area.
 - **Dan:** We unfortunately cannot touch that park.
 - **Resident 7:** Can there be coordination with other agencies?
 - **Dan:** Yes, anyone could speak with the Parks Dept.

- **Resident 5:** Resident 1, I have to say that you are not fairly characterizing public engagement around this. Many of us in the community were heavily involved in this process. I agree that we should make the design better if we can, but I reject the idea that the community was not involved. We as a community all suffer due to high volumes and speeds in our neighborhood.
 - **Resident 1:** First of all, I 100% appreciate all of the efforts in this, especially the residents. What I am speaking to is that there must be a better way to communicate. If I received an email, it was a long time ago and I forgot. I believe the communication here fell short. I never saw a letter in my mail. It does not sound to me like there was great communication if 20 of us living at this intersection did not hear about this. We need to fix it.
 - **Dan:** Nothing will happen at this intersection without a letter and/or email notifying you.

- **Resident 8:** I live on Linwood Sq. I want to piggyback off of Resident 7 and ask: is there any way to incorporate planters or anything to reduce urban heat island effect? Can this be paired with the traffic calming elements proposed? The park in the circle is not used, so if we improve the area we could,
 - **Dan:** We have tried to do greenspaces in other neighborhoods, and our maintenance dept. will not maintain. It requires a legal agreement with the neighborhood for maintenance unfortunately.
 - **Resident 6:** There is so much opportunity for the space in the circle to improve it for use in the community, which would also further traffic calming if people were using it. Maybe that's the next step: to reduce hard surfaces and beautify the circle. That space could really be activated.
 - **Resident 8:** It's also an issue of equity. Back Bay, etc. have plenty of greenspace, so we should be getting these improvements too.
 - **Dan:** The space at Highland @ Centre is space that you can pursue in terms of beautification or improving as a community.

- **Resident 1:** Where can we go to improve things like the Linwood park before stuff is constructed? Is it the Parks Dept.?
- **Resident 2:** When we get snow, Centre St. @ Highland has snow piled on the corner. This ruins sightlines and often blocks ramp/sidewalk. Because no one directly abuts this corner, nobody in the community takes responsibility and shovels it.
 - **Dan:** We work closely with the maintenance department to ensure that any design will work with snow removal equipment.
- **Resident 4:** I wanted to say that I see that Resident 1 is deeply unhappy with the design and the communication. In an ideal world we would all be happy, but budgets, etc. are limited. I disagree with the notion that we should push this back and never get improvements if it isn't perfect. I would support the idea to open Linwood circle as a roundabout, which could even open parking spaces. But I would not want to slam the brakes and leave everything as is for however many years instead of this design. The status quo is not acceptable.

Group C

Breakout room facilitator: Stefanie

Notetaker: Megan

- **Resident 1**

- Not over by Centre Street, but she travels there. When you build medians, you're going to need neon, bright yellow paint on curb stones because it is a new traffic pattern and at dusk/dawn you can't see the grey curb stones. Going to need signage on it. Guarantee someone will lose the front end on it.
- You haven't considered the shoulder or somewhere for breakdowns. Motorists can break down anywhere. Nobody is going to push them up the hill. Once you put flex posts up, it is difficult for emergency vehicles and vehicular traffic during busy rush hour. If you have flex posts and emergency vehicles at the same time, where are you supposed to pull over?
- At times we will have wide loads coming through the neighborhood when something is being built or under construction, you also have delivery trucks including furniture deliveries. Nobody thinks about this. We have school busses of different sizes. Navigating this will not be easy. Warn BPS transportation department of changes so drivers can navigate and there aren't injuries to students.
- Need handicapped spaces for residents. We have those who are long-time residents caring for aging parents or relatives which is forgotten, along with those who have mobility issues and use medical apparatus. It doesn't matter how old they are. Special needs kids have been in wheelchairs and when they are displaced from their residence and have to park half a block that's a huge inconvenience. Driving a moving van in or out of Highland Park is difficult. Some of curves are longer.
- How do you expect moving trucks to get in and out? Trash disposal and recycle trucks. How many will be able to get through these traffic pattern changes. Trucks/delivery vehicles can't get through. Trash hasn't been picked up. Please inform BPD of these curb changes because if they are used to coming through trying to get to a call, good luck.
 - **Stefanie:** Everything is designed so that it works with school busses and ladder trucks. Some streets are challenging for those vehicles to be on. All design changes have been reviewed specifically with those needs in mind. Coordinate closely with Dept of Public Works and team that manages snow plowing, trash pick up, recycling. All changes we made do not preclude them from doing that work.

- **Resident 2**

Boston Transportation Department

August 16, 2021

- Owner of # Centre Street. Was not part of the discussion before. Civil Engineering background. There are a lot of other abutters that are closest to the measures and Linwood Street. Resident 4 has been helping to coordinate efforts in reaching out. Not trying to stop you. Believe we haven't been involved and informed with regards to these measures.
- In devising the curb extension at Linwood Street, we are curious if that circle can be used as a roundabout. I use it as a roundabout instead of going straight. Using a roundabout would be safer, more effective, making use of an existing feature. Planned curb extension doesn't address the existing problem for driving. Major problem is traffic turning left, because of sight distance. If you go around the roundabout, you position yourself in a better place for sight distance left. Extending the curb line is exacerbating the problem and making it worse. Take a serious look at using roundabouts in proper form. Make a two-way section one-way; it would allow parking because you wouldn't need as much room. He has a sketch he can share.
- Have issues with the median on Centre St. If the goal of traffic calming is to slow down traffic, that is not achieved. 14 foot wide lanes on either side of the median, not going to slow traffic because parking is restricted. Look at study by ITE where a traffic island in that configuration doesn't slow traffic. Losing 10 parking spaces here for what? Option could be to reduce road width, use parking itself as means of traffic calming. Drivers would keep in the middle of the roadway with this design.
 - **Stefanie:** Parking is currently allowed on both sides of the street, and speeds have not been reduced. Introduction of the median creates a chicane so you have to curve around it. Curb extensions are standard 6 feet wide so they are narrower than parked cars. Please send an email with the plans.
- **Resident 3**
 - 15 people is too many for a good conversation, not going to get all the points of view in the amount of time
 - How long do we have to give input tonight?
 - Did attend slow street meetings. Was aware of this. Her street is not directly impacted. Never once laid out impacts on parking. This is community feedback waiting to happen because it was never transparent how much parking we were going to lose. That's why you are experiencing what you are experiencing now. It's not that we don't participate. This was simply not communicated.
 - **Stefanie:** Can stay as long as we need

- **Resident 4**

- Self-identifies as instigator. Disappointed in how this was laid out. Was hoping that Resident 2 (neighbor affected by these changes severely), and myself could speak to the other neighbors to try and fill them in on what happened. Safety is a huge concern. [Resident] has been helping us. [Other Resident] came back from a trip in PR taking care of mother and came back to no parking in front of their house. Blindsided by this. [Residents], 40+ year residents on the corner of Linwood. Asking who did this? Interviewed 12 neighbors the next day. 10 had no idea this program was happening. Flow of information to the neighborhood is broken. Looked into it. Streetscape that is designed and plotted should have where parking is or parking isn't, if you are taking away parking, that should have been out there. Wanted to know exactly where parking was being taken out. These are connected people that didn't know about this.
- Heard estimates from someone in the neighborhood. Only 200 people on Highland Park Neighborhood listserve. This is the main artery for information in the neighborhood. Postings on the telephone poles do not indicate loss of parking. [Resident] is upset about this too, lives on Linwood Circle. We are hearing that this is already done, shoved through without the residents.
 - **Stefanie:** We can take out design elements. We just can't go back to the drawing board.
- When you pull out of Linwood Street, you pull out on the left because of the curvature of the road and trees (which we don't want chopped down). Exiting from the Circle as it was originally built 100 years ago is how we should use it.

- **Resident 5**

- Lives on Linwood. Attended many of the meetings and excited about the program. Wants to understand neighbor's concerns
- Seems like the issue is parking. Is it the overall loss of parking or specific spaces? We know there is a lot of parking and a lot of people flow over here to park.
 - **Resident 4:** it's both. If you eliminate parking on Centre Street, the parking flows to other streets and displaces other spots.
- Is this a parking policy issue? Want to think expansively about parking policy in the neighborhood. Does that help to alleviate it? If policies changed in neighborhood/city would that alleviate tension? Unlike other cities with

guest passes, etc. A lot of people park here for convenience, could that relieve pressure?

- **Resident 4:** still means loss of parking
- **Resident 2:** We already have a resident parking program. Not just about parking, it's about safety. Sight distance is only achieved by using the Circle as a roundabout. Wide sweep turn from Linwood Street. May be more productive to tighten the corner. Forces drivers to slow down.

- **Resident 6**

- Agree the corner of Linwood is tough. But another solution could be making Linwood a one-way street.
 - **Resident 4:** Could open a whole new can of worms.
 - Ziyad: I use it as two-way but could see the potential in making it a one-way.

- **Resident 8**

- 40 year resident of Linwood Square. Can we use large bumps crossing Linwood Street on either side, and Centre Street on either side and stop signs. Very impressed by bumps in Dorchester. Would make people stop and look both ways at either end. Driving with a median when there is snow is no easy feat. Have previously had to back down the street.
- Not feeling one-way street.
- Never been in support of resident parking. We like the neighborhood feel as opposed to “don't come here.” Who decided that most of Centre street is residential parking? It has the fewest houses.
- Stop Signs!
 - **Stefanie:** Raised crosswalk or other bumps on Linwood at Centre Street is not possible because of the hill and grading and long crossing. We always look to do raised crosswalks where we can. Not feasible in this case and would result in serious side effects (puddling). Opening is about 60 ft wide. I believe the resident parking program resulted from concern about people parking there to take the Orange line.

- **Resident 9**

- Did not participate actively in the process, but have done this professionally the past few years. Left it in the hands of my neighbors. Attended maybe one meeting. Understand where you are with this. Talking with Walk Boston hat on, from a pedestrian's point of view.

- With bus stops, think it's a good idea when consolidating to take the opportunity to put the bus stop at the exit of the intersection (oncoming traffic doesn't see them when they get off)
- Please consider when putting in new crosswalks, putting them on both sides of the intersection. Pedestrians are at a disadvantage when they have to make two decisions to cross the street (vs cars that make easier decisions). If doing any reevaluation of that intersection, think about crosswalks on Centre street.
 - **Stefanie:** We try to comply with MBTA preference for bus stops. They prefer far-side of the intersection. Would like people to cross behind the bus because they don't stop the traffic next to them. Weren't able to add an additional crosswalk because of the stopping distance.
- **Resident 10**
 - Centre Street at the corner of Cedar. Been there since 1980. City rebuilt Centre Street with uniform width which was a major improvement. Had been dangerous before it was narrowed. Put in a traffic signal. I had a car hit by a drunk driver in front of my house before.
 - Concerned that nothing is planned for the corner of Centre and Cedar except for speed signs. Very busy intersection. Despite traffic signals, people do speed, especially on Centre Street. Have seen multiple drivers run the red light. Disappointed that there are no substantial plans at this intersection.
 - **Resident 3:** Asked this question at the meeting in the past. Someone spent a long time explaining everything you can and can't do. Not that they didn't look at it, but it wasn't an option.
 - **Stefanie:** Disappointed too. Tough nut to crack to make work for everyone. Reconstructing signalized intersections is beyond what we are able to accomplish. Can be pricey. Looked at it and passed to the signals team but our focus for Neighborhood Slow Streets had to be other things.
- **Resident 3**
 - Number of streets without line (because parking would be removed). Decision was to line Linwood and remove parking. If you don't line it, you don't lose parking.
 - **Stefanie:** We are using this approach in multiple NSS zones to make clear where there are two-way streets and only restricting parking at the intersection. In this case about 60 feet.
- **Resident 4**
 - Will there be more parking loss on Linwood with the double yellow line?

- **Stefanie:** What we showed on the slides
 - **Resident 2:** Same location we have been looking at. ~3.5 spaces at circle.
 - Idea in other cities: speed cushions. Speed hump is broken in three so a bus can go through and a car would be forced to slow.
 - **Stefanie:** We have concerns from our snowplow team and freeze/frost cycles. We can only design speed humps that cross the whole street.
 - Parking at the previous bus stop- could that be turned back into parking?
 - **Stefanie:** By building the curb extension you are creating space to improve sight distance. Where the bus stop was, we can add parking.
 - Can a car still navigate and use the rotary as a rotary or will the sidewalk extension prevent that?
 - **Stefanie:** You will still be able to drive around the circle with the extension. Hear that people are interested in making people drive around the circle.
 - **Resident 2:** Understand that the extension is meant to narrow the entrance. Propose island in the middle to separate traffic exiting and entering.
 - Forcing to go out closer to that blind spot is not safer. Vehicles veer to the right when they approach Centre because they know there is a blind spot, which is located within the proposed curb extension. Feel that makes it less safe in that aspect.
- **Resident 6**
 - Live at the corner of Cedar and Centre.
 - Two bus stops are directly across from each other. When both buses are there at the same time, it clogs the intersection and makes it dangerous. Suggest moving one bus stop to the other side of the intersection.
 - **Stefanie:** We can bring this to the MBTA to consider.
 - **Resident 7**
 - Sounds like you know what you are talking about. Thanks for the effort so far and for meeting and giving everyone a chance to talk.
 - I really like the idea of tightening up the intersection at Lindwood crossing. I walk across that a lot with a baby stroller and it's unnerving to get across. The tighter you can make that, the better.
 - Walked around the neighborhood last week. Construction looked good. Saw people going through and it looked like it was working. Good job!

- A lot of people are amateurs at design, and don't understand what we are getting at when we say "feel." Isn't the intent that we are picking the thing that is the most safe.
- **Resident 3**
 - Safety is a huge issue. Columbus Avenue and Cedar Street raised as big issue, was told it was another jurisdiction. Accidents happen where cars ride up to Cedar at community college. Never use that crosswalk anymore. The bus stop to the left has a large metal panel divider. When you pull onto Columbus it is all you see is a huge blind spot.
 - **Stefanie:** We have made safety improvements at Cedar and Columbus, removing permissive left turns. There was also a request for a mid-block crossing near Roxbury Crossing, and have continued to bring those ideas forward.
 - Have to adopt lifestyle changes if you choose to live in this area, not perfect for cars + pedestrians.
 - **Resident 7:** What lifestyle changes do you recommend if you move here?
 - **Resident 3:** Scale back cars and drive less, hard to park with lots of out of state, student parking on street. Walk places now more, accessing public transportation has increased quality of life. Meeting neighbors, understanding points of view. This community requires a willingness to adapt to make the community work a bit better.
- **Resident 2:**
 - Can you repeat email address?
 - **Stefanie:** Sent in chat.
- **Resident 4**
 - Want to clarify. If it's not built yet, we have an opportunity to have more of a discussion on certain areas?
 - **Stefanie:** Yes. Construction on Centre Street is on pause until we have an opportunity to review everything. Will review internally and make recommendations back to the neighborhood.
 - What are next steps with sharing Resident 2's plan and further comments?
 - **Stefanie:** Asked him to send information our way. Going to take a couple weeks to review all the information. Will add all information to the website. Notes will be consolidated and uploaded. All questions and responses will be included. Continuing work elsewhere in the neighborhood and in other zones. Taking feedback about poor

communication seriously. This was one of the first neighborhoods to be a part of this program. Going to do a better job going forward. Have been better about communication in other zones. Will flyer again as we did a couple weeks ago.

- **Resident 7**

- Is there a timeline we are trying to fit into? Is there a time we can expect the updates to be included?
 - **Stefanie:** Turning around new design plans in the city takes time. Multiple departments are engaged. Want to make sure everyone has an opportunity to participate.
- Sounds like most of the people who have concerns are around Linwood Centre intersection. Is there resistance to other Centre intersections, would hate to see them delayed as part of this Linwood conversation
 - **Stefanie:** Heard that we didn't do a good job communicating. Going to give everyone on Centre Street a chance to give feedback, so we can't determine the exact schedule or determine what will go forward.
- Does anyone have any concerns about other locations?
 - **Resident 4:** a concern for the greater neighborhood because we are losing a big swatch of parking at Highland St/Highland Ave. Wanted to focus energy and time on what directly affected me but neighbors as a whole should be concerned about that too. Want to make sure people in subsidized housing are informed too (may not have internet). Important that we get this right, even if it takes longer
 - **Resident 2:** When considering the final solution, take advantage of using street-parking itself as traffic calming.
 - **Stefanie:** Challenge is today we have parking on both sides and speeds are still too high. Need to make sure crossings are safe. About 9 spaces at Highland at Linwood.
 - **Resident 4:** Columbus Ave by Northeastern, so dangerous, excess bike lanes (three lanes?), pedestrian could come out right behind a car
 - **Stefanie:** Columbus Ave regularly has about 20% of traffic on bikes. We did lose about 4 parking spaces per intersection to improve the visibility of those crosswalks. Balancing act with neighbors. We heard they would rather have more parking and to go slower down the street. We do need to restrict some parking for safety, but how much can each side each bend? Same process happened on the Columbus corridor.