

TRANSPORTATION & PUBLIC REALM IDEAS

E RECONFIGURE BELGRADE/CORINTH/ROBERTS INTERSECTION

Reconfiguring the Belgrade/Corinth/Roberts intersection creates more public space and safer pedestrian crossings.

- A modified intersection could create over 2,000 sf of new public plaza space and double the sidewalk space near The Square Root.
- The design concept allows flexibility in traffic control decisions (i.e. stop/yield control, full signalization, etc.). Analysis showed that the intersection can operate well with a signal, which would also make pedestrian crossings safer.
- The concept significantly shortens crosswalks. The existing 66-foot crosswalk of Belgrade Ave shortens by 20%. The 52-foot crosswalk of the eastern leg of Robert St shortens by half.

F SQUARE OFF BELGRADE INTERSECTIONS

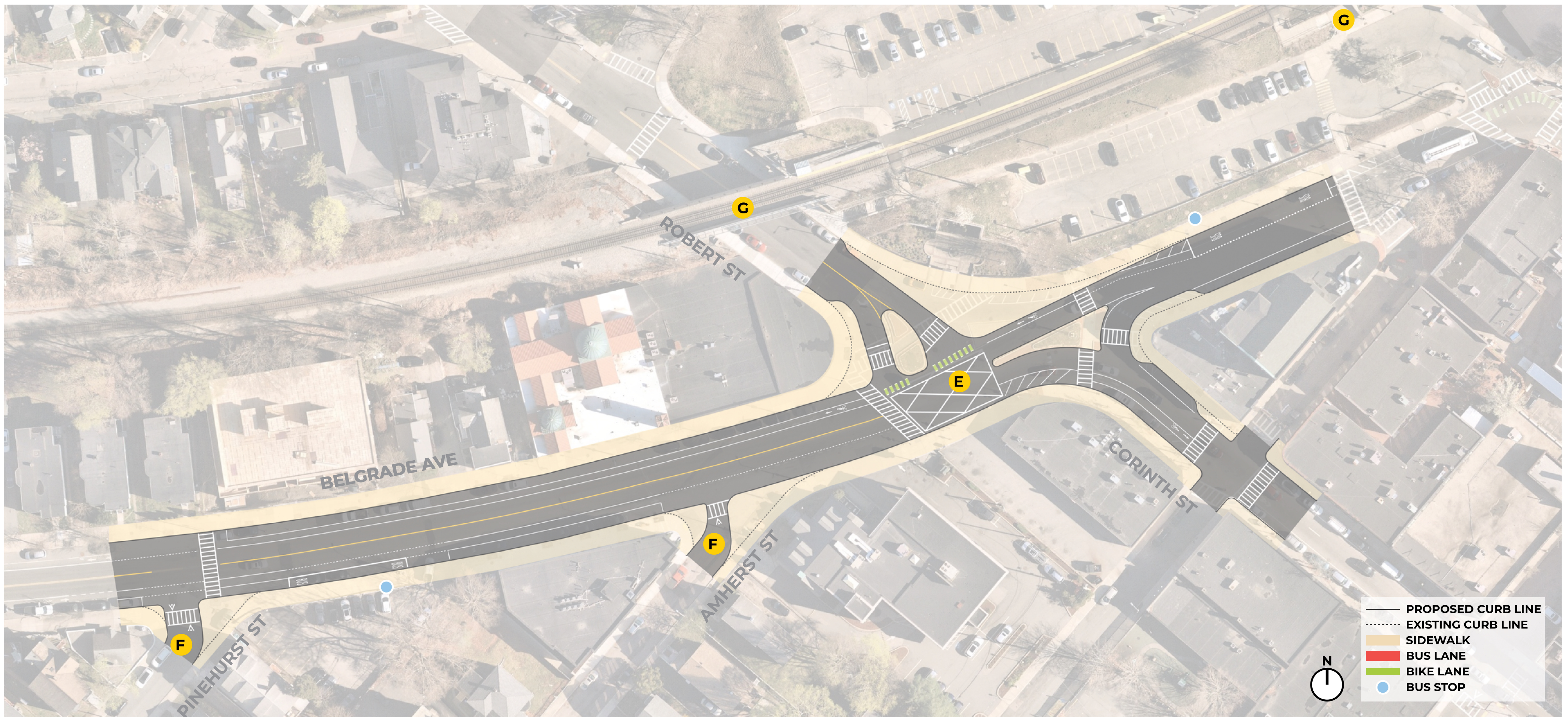
Adjusting the curb lines to square off existing intersections on Belgrade Ave would significantly reduce crosswalk distances, expand the public realm, and provide new opportunities for bus stop amenities.

- These concepts are designed to continue to safely allow all vehicle movements, while recapturing much needed space for pedestrians and bus riders.
- The concept includes a new crosswalk across Belgrade Ave at Pinehurst St. In addition to serving the existing bus stop, a new crosswalk at this location would reduce the distance between crosswalks on Belgrade Ave from over 1,000 feet today to roughly 550 feet.

G IMPROVE COMMUTER RAIL UNDERPASS

New lighting and artistic elements offer simple and effective solutions to create a safer and more welcoming walk to and from the Commuter Rail.

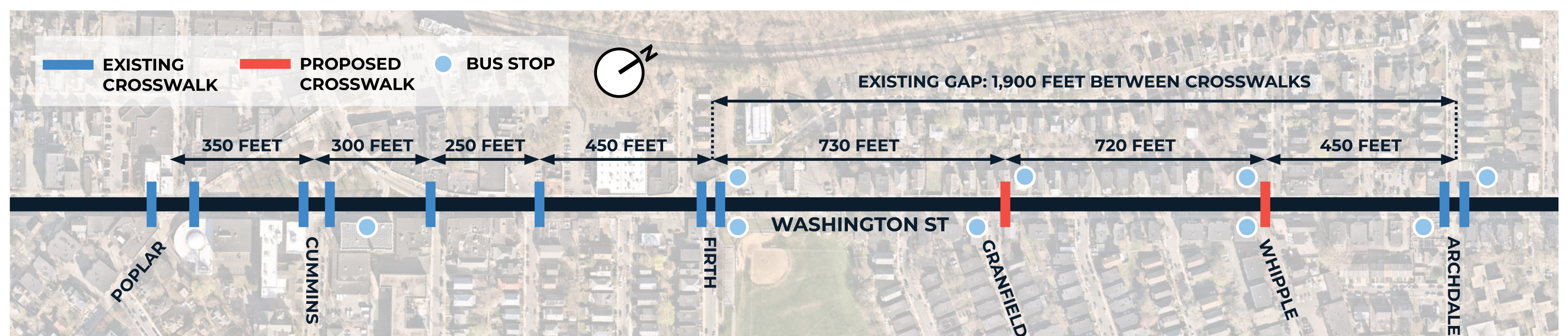
- Improved lighting will increase pedestrian safety and comfort.
- Combined with the addition of murals, the Commuter Rail underpass can become a unique cultural asset for Roslindale Square.



H REFRESH BUS LANES AND ADD CROSSWALKS

Refreshed paint and new crosswalks will help maintain reliable bus service for the 10 bus routes that operate on Washington St.

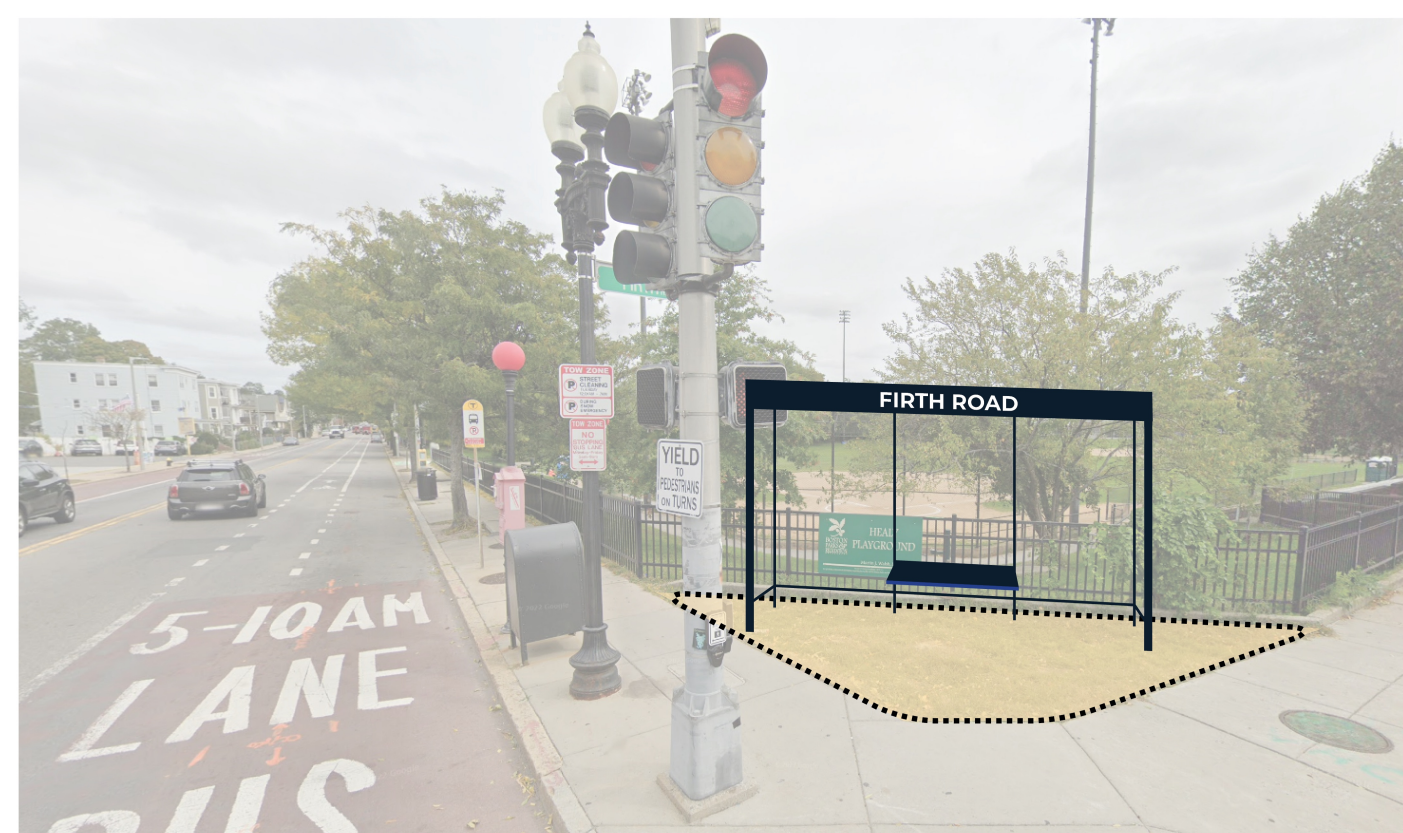
- Bus lanes on Washington St were installed nearly six years ago. Refreshed pavement markings will help ensure bus lanes operate as intended.
- There are long gaps of nearly 2,000 feet between crosswalks on Washington St. Several bus stops do not have a crosswalk nearby. New crosswalks at Granfield Ave and Whipple Ave would create more even crosswalk spacing and pair bus stops with crosswalks.



I ADD AMENITIES TO WELL-USED BUS STOPS

Providing amenities like benches and shelters at well-used bus stops will make waiting for the bus more comfortable.

- Bus stops at both Washington St/Firth Rd (northbound) and South St/Taft Hill Ter have high ridership, but lack basic amenities such as shelters and have constrained sidewalk widths.
- With sidewalk modifications proposed as part of the recommended circulation changes around Adams Park, a bench and shelter could be provided at South St/Taft Hill Ter.
- An existing underutilized area at the corner of Healey Field could provide space for a bus shelter and bench along a section of Washington St where expanding sidewalks is not possible. In coordination with the Parks Department, a new concrete pad could create space for a shelter to serve the hundreds of passengers who board the bus at this stop each day.



J ADVOCATE FOR A MORE FREQUENT AND ACCESSIBLE COMMUTER RAIL

Increasing service and reducing fares to subway fares would expand equitable mobility options for existing and future residents and visitors to Roslindale Square, and improve the economic competitiveness of small businesses.

- While the MBTA controls fares and schedules associated with commuter rail services, the City continues to advocate for more affordable and frequent service.

SHARE YOUR THOUGHTS!

