

WEST ROXBURY ~ ROSLINDALE BULLETIN

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The work on Centre Street is nearing completion and residents have a lot to say about it.

PHOTO BY JEFF SULLIVAN

Centre redesign partially complete Paving way for strong perspectives

**Ariane Komyati
and Jeff Sullivan**
Staff Reporter

After five years of public meetings and social media discourse, the implementation of the West Roxbury Centre Street redesign, known on the street as the “road diet,” is well underway. The new design, which aims to make Centre Street safer for motorists, pedestrians, and cyclists, has been implemented from the intersection of Centre Street and Lagrange, up to the Holy Name Rotary.

The subject has been one of contention ever since the diet was introduced in the spring and summer of 2018 after resident Marilyn Wentworth was struck and killed while crossing Centre Street. The idea of the diet is to reduce the lanes of travel to make drivers more wary of their surroundings and drive slower, hopefully helping to reduce the incidence of fatal crashes (the slower the impact, the better the survival rate).

Construction started two months ago and the repaving and painting is pretty much finished. Over the next few weeks, there will be changes to traffic signal timing, new parking regulations, flex posts will be installed, and more pavement markings will be added. The new parking regulations include the addition of short-term loading zones to reduce double parking, which opponents have been pointing out has been an issue for some truck drivers.

Many Parkway residents and some local businesses have

been strongly opposed to these changes. A local group, called the West Roxbury Safety Association (WRSA), was very vocally against the road diet. The WRSA suggested on-demand pedestrian lights at several intersections, stronger police presence, and more flashing signage. The group distributed red and yellow anti-road diet yard signs to residents who were against the changes.

Some residents have been voicing their anger regarding these implemented changes on various social media platforms, including Facebook, X (formerly known as Twitter), and Nextdoor. Others have been reporting the changes to 311, an app to request non-emergency city services. One report stated: “The resident feels Mayor Wu does not care about anyone in West Roxbury. The road diet started yesterday and there was an accident already. Lots of West Roxbury’s residents are over 70 and are not going to ride a bike. If the Mayor had any brains she wouldn’t be doing this. Traffic all the time.”

On Nov. 30, shortly after the lanes on Centre Street were changed, a pedestrian was struck by a vehicle in the crosswalk at Maple Street and Centre Street. On social media, some residents were quick to blame the road diet for the accident. According to the police report, the driver of a Jeep Grand Cherokee went around the left side of a stopped Ford F150 pickup truck, thinking the turning lane was a lane of travel. “Mr. [redacted] stated he had not driven on Centre Street

since a new traffic pattern was put in place, and stated he drove into what he believed was a lane of travel. Mr. [redacted] stated that he heard a thud and realized that he had struck a pedestrian,” the police report states. The driver of the pickup truck told police he was stopped outside the crosswalk when he observed the Jeep go around him. The victim, who was conscious but felt faint, was transported to a hospital to treat a large laceration on his head.

Many residents have been vocal online against the diet, but out and about on the street itself it was difficult to find dissent with the changes. Several residents said they did not want to be interviewed because they hadn’t fully made up their minds. Many said they felt it was an improvement. Though one resident, who identified himself only as Joe S., said he was definitely against the diet.

“It’s gotten a lot worse, and everyone I’ve spoken to about this area is also very upset about it,” he said. “I haven’t spoken to anyone who said, ‘Yeah this looks awesome and it’s really useful.’ I don’t think there are many bikers here either. I mean, I’m a driver, so of course I curse the bikes as they pass, but you don’t see a lot of bikers on Centre Street. I think it was useless and I think it was a waste.”

Bob Jackson said he wasn’t too concerned about the diet itself, but felt like some parts of it could be removed.

“Personally, I think they

Road Diet

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An aerial view of Stantec and Moody Architects’ schematic of the proposed new White Stadium.

COURTESY PHOTO

Boston Unity proposes \$ 500k annual fund

Richard Heath
Staff Reporter

The second public meeting on the redevelopment of White Stadium was held virtually by the Boston Office of Community engagement on Nov. 29.

Hosted by Brianna Millor, Chief of Community Engagement, the meeting, referred to as an “in-depth workshop,” had 95 residents and 10 city senior staff on the call. Those on the call included Segun Idowu, Chief of Economic Development, John Boarders, Chief of Tourism, Nakia Hill from neighborhood services, and Ebony DaRosa, BPDA project manager who has been assigned to the White Stadium project.

The theme was community benefits, one of which is a proposed \$500,000 annual community-allocated fund for the duration of the 10-year lease to Boston Unity Sports Partners (BUSP).

The meeting came on the heels of the Letter of Intent filed by BUSP with the BPDA on Nov. 28 that begins the Article 80 large project review process.

Unity Fund
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Crane Ledge Woods considers city initiatives

Jeff Sullivan
Staff Reporter

The Crane Ledge Woods Coalition (CLWC) met last Thursday in a virtual format to discuss proposed initiatives.

The meeting comes as a follow up discussion from the group’s forum in October, and

while the Crane Ledge Woods development – a proposed 270-unit development on the Hyde Park, Roslindale and Mattapan lines is currently stalled in the Boston Planning and Development (BPDA) Article 80 process and was

Crane Ledge Woods
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Road Diet *continued from page 1*

should do away with the bike lane,” he said. “My shop, we can only park so long and load the truck up and then we got to go. I don’t think that’s right.”

Marino’s Market employee Ahmad Faris said he’s seen more traffic slowed down on the street recently.

“I have never heard anyone complain so much about something; I just hear so many people complain about it,” he said. “I’m undecided personally.”

Others were more succinct.

“Some of these people just can’t see you when you’re walking across the street,” said resident Paul Tenney. “I do know some people who had some choice words for the diet. They used to treat Centre Street like a highway. They don’t like stopping.”

“I’ve used the new configuration on foot, on my bike and in my car, and I’ve been pleasantly surprised,” said resident Jason Brown. “Crossing the street and riding my bike alongside traffic feels better than before. Even in the afternoon rush, I’ve still driven smoothly through the corridor.”

Several residents said they also feel like cars are moving slower on Centre.

“I’ve noticed a bit of a slowdown,” said resident Steve Beam. “Truth be told, I try to stay on the periphery and I don’t go down this street very often... I’m for it, I’m a cyclist myself and I’d

rather have the bike lanes than not have the bike lanes.”

“This new street design makes Centre Street in West Roxbury feel like a world-class main street district. With the reduced footprint of vehicle traffic, it is a very pleasant place to be as a pedestrian, and it is now a welcoming space for people on bikes. I think this will be a win for the businesses on Centre Street,” stated Ben Wetherill of West Rox Bikes, who can often be seen biking on the new lane, despite even freezing temperatures.

Resident Bob Fish said he and his wife bike a lot around West Roxbury and felt this was an improvement, but one big issue he still sees is people speeding through the red lights.

“Constantly,” he said. “When I walked across here just now it was a guy in a big SUV. They see it’s turning red and they just speed up to get through because they’re impatient. The idea was this was supposed to make it more safe. It might be more safe if you’re walking in the bike lane but if you’re crossing the street? Forget it.”

West Roxbury resident Kuan Ju Liu said that the new design makes driving on Centre Street more relaxing.

“There’s a surprising calm that comes with knowing I will be in the single through lane for the entirety of Centre Street — no need to be constantly changing lanes or otherwise being on the look-

out for a double-parked car, a car making a turn, etc,” Liu stated.

Roslindale resident Chris Lang, who works at an office on Centre Street, has been a supporter of the road diet, but is concerned about the ongoing division within the community. “I support the redesign and the City’s effort to improve safety. Centre Street desperately needed it. But for sure, it will take time for us to get comfortable with it, and some folks will never accept it. I am most concerned not with the road, but with how divisive the neighborhood has become over it. Online, we seem to be tearing each other apart needlessly,” he said.

Resident Corinne Brennan said she liked the redesign, but also had some notes.

“This is great, but we still have people blocking the crosswalks!” she said. “I really like this, even though you have to be more careful when you park and open the door. But people have been slowing down, which is good.”

Liu said he also hopes opponents of the road diet give the new design a chance. “After all, we who supported the road diet gave prior attempts at calming Centre Street a proper go, too,” Liu said.

For more information about the Centre Street redesign and updates from the BTB, visit www.boston.gov/departments/transportation/centre-street-design-project.

Commonwealth of Massachusetts
The Trial Court – Probate and Family Court Department
Docket No. SU23C0478CA

CITATION ON PETITION TO CHANGE NAME Suffolk Probate and Family Court
24 New Chardon St.
Boston, MA 02114
617-788-8300

In the Matter of: Brooke Elizabeth Hiltner
A Petition to Change Name of Adult has been filed by
Brooke Elizabeth Hiltner of Brighton, MA
requesting that the court enter a Decree changing their name to:
Riley Ian Harper

IMPORTANT NOTICE
Any person may appear for purposes of objecting to the petition by filing an appearance at: **Suffolk Probate and Family Court** before 10:00 a.m on the return day of 12/21/2023. This is NOT a hearing date, but a deadline by which you must file a written appearance if you object to this proceeding.
WITNESS, Hon. Brian J. Dunn, First Justice of this Court
Date: November 27, 2023
Stephanie Everett, Register of Probate

Boston Bulletin: 12/14/2023

Commonwealth of Massachusetts
The Trial Court – Probate and Family Court Department
Docket No. SU23C0534CA

CITATION ON PETITION TO CHANGE NAME Suffolk Probate and Family Court
24 New Chardon Street
Boston, MA 02114
617-788-8300

In the matter of: Leroy Johnson Davis
A Petition to Change Name of Adult has been filed by
Leroy Johnson Davis of Allston, MA
requesting that the court enter a Decree changing their name to:
Leroy Davis Johnson

IMPORTANT NOTICE
Any person may appear for purposes of objecting to the petition by filing an appearance at: **Suffolk Probate and Family Court** before 10:00 a.m on the return day of 01/05/2024. This is NOT a hearing date, but a deadline by which you must file a written appearance if you object to this proceeding.
WITNESS, Hon. Brian J. Dunn, First Justice of this Court
Date: December 05, 2023
Stephanie Everett, Register of Probate

Boston Bulletin: 12/14/2023

Holiday Wash Books

- 6 Basic Washes \$50
- 6 Extreme Washes \$75
- 6 Ultimate Washes \$100

Available for purchase at our wash, website, and app.

WAVES
1680 VFW Parkway
West Roxbury, MA 02132
(617) 323-2055
waveswash.com

Squares + Streets
is a new planning and zoning initiative that will focus on housing, public space, arts and culture, and transit in neighborhood centers and along main streets.

Squares + Streets will develop Small Area Plans in 6–9 month timeframes. These plans are being launched with intentional, transparent goals and will stick to a predictable timeline.

Planning & Zoning for: Housing & Retail
Public Space | Transportation | Arts & Culture

bostonplans.org/squares

CITY of BOSTON bpda

PLAZAS + CALLES 广场 + 街道 廣場 + 街道 QUẢNG TRƯỜNG + ĐƯỜNG PHỐ PLAS + RI YO