



TOWN OF HULL

Community Development and Planning
253 Atlantic Avenue
Hull, Massachusetts 02045

Christopher Di Iorio, Director
cdiiorio@town.hull.ma.us
tel: 781.925.3595

12.6.22

Julie Dombroski
Transportation Planner
Central Transportation Planning Staff
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Safety and Operations Analyses at Selected Intersections, FFY 2022-George Washington Boulevard at Rockland Circle in Hull

Ms. Dombroski:

Thank you and the CTPS staff for your efforts in analyzing the intersection at George Washington Boulevard and Rockland Circle, and for the opportunity to comment on the draft Technical Memorandum. The report included many interesting ideas and options. It is understood that this process is still in the early stages of exploring what can be done at that intersection and that the options provided by CTPS could be substantially modified as work progresses. The Town supports the finding that the existing condition and the no-build scenario is not a recommended outcome. Clearly, the current condition doesn't meet the needs and goals of the town or the state in regards to the pedestrian infrastructure in an area that sees heavy pedestrian activity.

The following are the Town's comments on the proposed short and long term improvements outlined in the Technical Memorandum:

Proposed Short Term Improvements:

Install jersey barrier(s) at northern DCR lot egress to prevent or discourage exiting onto George Washington Boulevard.

The elimination of the north bound exit for the DCR lot would need additional study. Delivery access to the property at 189 Nantasket Avenue flows through this area and may be negatively impacted by a closure there. Also, boaters that trailer their boats and put in at Nantasket Pier often times park in this area as it is easy to access and park with a trailer.

Proposed Long Term Improvements:

Northern DCR lot: This intersection is not addressed in the long term improvements. Analysis of a potential new intersection at the northern end of the DCR lot that allows both north and south

travel should be provided. Areas for limited trailer parking could be formalized and new pervious, green space installed.

Alternative 1: This shows the original vision for this intersection providing a formal and signalized crosswalk linking the existing sidewalk on Rockland Circle with the sidewalk on GWB. This design provides for basic needs that would improve ADA access, pedestrian movement and safety in this area.

Alternative 2: Construction of a Multi-use Path would be a great addition to the area, provide a safer condition for pedestrians and bicyclists and improve connectivity between Nantasket Beach, the Nantasket MBTA commuter rail station and Hingham Harbor. Concerns relate to the flow of vehicular traffic through the intersection. As we discussed in our meeting this is the main road in and out of Hull. The town and state needs to move emergency vehicles, equipment and snow plows through this intersection under often difficult environmental conditions. Also, this intersection needs to enable the movement of a substantial number of motorists during storm event evacuations, as well as, recreational traffic during the summer months. Additional barriers slowing southbound vehicles would exacerbate existing problems during these events. The reduction in the number of lanes out of town would have to be studied and data provided showing that this lane reduction would not negatively impact vehicular flow at the intersection. If possible, consider keeping two lanes moving out of town and eliminate one northbound lane to create space for the multi-use path.

Specifically for Options 1 and 2:

Option 1: Southbound traffic taking a left onto Rockland Circle could cause considerable backup on GWB. At minimum, a left turn lane should be considered here.

Option 2: Crosswalk should be signalized and possibly shifted further away from the intersection so a driver does not have to address multiple conflicts at the same time. Also, there would probably be space to provide more pedestrian protections with a center island big enough to stop and wait for traffic to pass in the event no signal is installed.

Again, the Town looks forward to working with you further on this project through the next stages of development. It is an intersection that the town feels needs to be addressed and find that the Technical Memorandum represents good initial progress in that direction. We sincerely appreciate all your efforts on this project and look forward to next steps.

Thank you,



Chris DiIorio

Cc: Rebecca Morgan
Philip Lemnios
Jennifer Constable