

# **Appendix G: Survey Comments**

## Chelsea-Everett Route 16 (Revere Beach Parkway) Survey

The Boston Region Metropolitan Planning Organization (MPO), in conjunction with the Massachusetts Department of Transportation (MassDOT) and the Cities of Chelsea and Everett, is conducting a transportation planning study for a segment of Route 16 in Chelsea and Everett. The segment of focus is from Route 99 to Garfield and Webster Avenues, as shown in the map below. The objectives of the study are to collect traffic data, analyze existing roadway conditions, identify transportation problems, and develop improvements for safe accommodation of all roadway users. This survey will help the MPO staff to understand the public's perception of the existing transportation problems and collect ideas to address them. The MPO staff will consider the survey responses as they develop recommendations for safe and efficient accommodations in the study corridor. Please take a few minutes to complete this brief survey.



### 1. How do you typically use Route 16? (Check all that apply)

- Vehicle driver
- Ride share (i.e. Uber or Lyft)
- Pedestrian
- Bicyclist
- Bus rider
- Other (please specify)

**2. Please indicate any problems that you encounter or that keep you from bicycling or walking on Route 16.**

**(Check all that apply)**

- High volume of traffic
- High speed of vehicles
- Lack of bike lanes or useable shoulders
- Gaps in sidewalk network
- Difficulty crossing Route 16
- Sidewalks in poor condition (damaged or lacking accessible curb/wheelchair ramps)
- Insufficient pedestrian crossing times at the signalized intersections
- Poor street lighting
- Personal safety concerns
- Lack of greenery or unwelcoming streetscape
- Not applicable
- Other (please specify)

**3. While driving on Route 16, what problems do you encounter?**

**(Check all that apply)**

- Traffic congestion
- Long wait times or delays at intersections with traffic signals
- Safety concerns and/or crashes
- Difficulty turning into and out of side streets
- Poor street lighting
- Not applicable
- Other (please specify)

4. Please use the space below to describe safety and operations problems at specific locations (intersections or roadway segments) that you would like to see addressed.

Click here to enter text.

5. Please indicate any improvements that you would like to see implemented in the Route 16 corridor. (Check all that apply)

- Increase safety for all road users and reduce crashes
- Improve traffic flow and circulation, and reduce congestion
- Enhance safety at intersections and reduce crashes
- Enhance walking and bicycling environment to accommodate pedestrians and bicyclists
- More greenery and a welcoming streetscape
- Other (please specify)

6. Please use the space below to describe specific improvements that you would like to see implemented in the Route 16 corridor.

Thank you!

Click here to enter text.

# FREE RESPONSES

## PROBLEMS

1. Entering and exiting the car wash on Route 16 is a big hazard. The car wash sometimes affects traffic on Route 16, Second Street and Spring Street.
2. Webster intersection is a death trap. Everyone runs the lights in Everett section of Route 16. Cars pulling out recklessly in front of businesses on Route 16
3. Everett Avenue intersection needs a turn only light and major improvements
4. Red light runners, illegal left turns, turning from incorrect lanes. Bike riders in lane that can keep up with traffic.
5. Really long, wait times at the intersection of Route 16 and Second Street, only 4-5 cars getting through, which then backs up traffic on Second Street.
6. The intersection at Everett Avenue is very bad for vehicles turning onto Route 16 because there is no left turning light.
7. Heading westbound, the merge of cars exiting the Sweetser Circle with cars already on Route 16 do not yield. Route 16 becomes even more congested in this area. Cars exiting the traffic circle need a traffic light.
8. Retime the traffic lights, some sections have longer wait times
9. Going east on Route 16 after the Route 99 underpass, the right lane is sometimes used as two lanes and sometimes one lane-depending on who happens to be driving there. It is technically one lane but two cars fit side by side and it is needed as a two lane lanes for much of the day and evening. Can we divide that lane into two lanes officially and paint the appropriate lines?
10. Garfield, Webster, and Washington Avenues crossing Route 16 should have split phase for traffic exiting and entering. When both light are green at the same time, it is a free for all to get through the intersection.
11. Eastbound drivers turning left onto Washington Avenue constantly run red lights. The lights at Garfield and Webster Avenues should have dual left turn arrows at the same time. Other intersections (like at Everett Avenue) have confusing signals with red & green lights at the same time.
12. The intersection of Webster and Route 16 is terrifying when trying to turn onto Route 16 from Webster Avenue or Garfield Avenue.
13. When turning left onto Route 16 from Webster Avenue, a green arrow would be helpful since there is already a delay. At that same intersection, a right turn only lane

backs up onto Webster Avenue (under Route 1 overpass). An earlier sign for Route 107 exit is not placed correctly; you cannot see it until you are on top of it.

14. When driving past Richie's ice people turn the far right lane into two lanes all the way down to the right hand turn onto Second Street. I am not sure how you would ever stop everyone from forming that fourth lane at this point so maybe it should be built to suit.
15. At Garfield and Webster Avenues, it would be nice to see painted lanes to show two lanes and have painted arrows on the road one for straight and one for left turn only. From Webster Avenue have a flashing yellow left turn arrow.
16. This is supposed to be a Parkway, yet there are no parks in sight. Please reclaim portions of the right of way for uses other than cars.
17. At Webster and Garfield intersection, the light cycle needs to be addressed.
18. Near the tuxedo shop in Chelsea, the pedestrian button does not work sometimes, and it is scary to cross sometimes because there is not enough time to cross.
19. Washington Avenue backs up for blocks into Prattville at Route 16 light since the left lane was changed to left turn only a couple of years ago. It is very unusable for the morning commute. Turning left onto Route 16 from Garfield is dangerous due to conflicts with backed up straight-through traffic in the oncoming direction.
20. Public streetlights needs attention.
21. Section from Route 99 to Everett Ave has too many lights poorly timed, which causes people to speed unnecessarily attempting to make green lights. Section from Everett Avenue to Washington Avenue is too narrow for three lanes
22. Traffic signal at Lewis Street should have timing reprogrammed to stay green longer for the majority, which is Route 16.
23. Second Street intersection--road conditions poor and light timing inconsistent
24. At Second Street, vehicles block the intersection and prevent them from entering the intersection from Second Street.
25. Webster Avenue at Route 16, the turn onto 16 from Webster Avenue has turns into a game of chicken.
26. Alignment between Everett Avenue and Washington Avenue
27. The intersection at Everett Avenue and Route 16 is challenging, especially if turning left onto Route 16 at that light.

28. A left arrow indication should be added when turning onto Route 16 westbound from Webster Avenue.
29. A dedicated left turn lane from Webster Avenue onto Route 16
30. Clearly marked lanes and stop lines in the corridor, especially Washington Avenue at Route 16, Second Street at Route 16, and Everett Avenue at Route 16.
31. It seems like the City of Everett is hostile to the concept of "green waves," where the entire street lights synch up so I do not have to stop at every intersection. In addition, DCR does not fill potholes (see the massive ones that always appear at Second Street every winter and spring). Also, the right eastbound lane is a mess—sometimes, drivers turning from Route 16 right onto Second Street, treat it as both a travel and a turning lane, and customers entering/exiting the Richie's Slush store nearly cause crashes with drivers on Route 16 or coming onto 16 via the ramp from Sweetser Circle. In addition, the Simoniz car wash customers create massive backups as they wait to turn into the business. I cannot wait to see the horrible traffic the new brewery across the street will create since Everett does not seem to be capable of adapting to new businesses' traffic volumes. Most importantly, every time it rains heavily, Route 16 from about Revere Street through Boston Street turns into a chain of deep lakes that sometimes stalls cars.
32. The 'yield' sign onto Route 16 eastbound from the Gateway Center is AWFUL. Drivers entering Route 16 barely ever yield because the signage is unclear.
33. Lights at Everett Avenue intersection are dangerous. Forward arrow and a red light means go?
34. Route 16 at Second Street in Everett: cars traveling on Route 16 eastbound block the intersection causing back-ups on other streets. Cars run the red lights at all intersections that are included in this study. Potholes are notorious on Route 16 especially at the bridge above the train tracks on Route 16 westbound.
35. Everett Avenue entering Route 16, put turn signals coming from each direction on Everett Avenue to turn left onto Route 16.
36. I travel more on Webster/Garfield and Washington Avenues, and there are certainly times where law is not followed, such as turning onto Garfield Avenue from Route 16 eastbound or turning left onto Webster Avenue from the straight-through lane of Route 16 westbound. In addition, there are new "Left Turn Must Turn Left" on both Webster and Garfield that people do not follow.
37. Taking a left from Garfield Avenue onto Route 16 is almost impossible due to light settings.
38. Getting onto Route 16 westbound from Route 1 south and then moving over to left lane to take left turn onto Webster Avenue is dangerous.

39. Traffic backups at the left turning lanes at all intersections.
40. The lights especially at the intersection of Webster Avenue to Route 16 heading into the Prattville neighborhood and out of the neighborhood are horrific. The light turns red in one direction and people plow through the intersection. It is a joke to play the guessing game of who can go straight and who is turning. That intersection is absolute chaos. I do not choose to travel through it and will make alternate plans to avoid in while riding in a car or walking to do errands. I should not have to worry about it but I have seen several accidents and people almost being hit when the crosswalk light was on and it is the pedestrians turn to cross.
41. On Everett Avenue between Carter St and the parkway has almost no lighting and the sidewalk is a mess.
42. There is no walking space throughout Route 16
43. Turning left onto 16 from Washington Street is a little hair-raising. There is no dedicated left turn arrow, and it is often hard to see traffic coming straight from the opposite direction because they will be blocked by cars waiting to turn left from other side.
44. The intersections of #8, #10, and #11 are a disgrace. The intersections are a complete mess. I think the best solution might be to have a turn only lane on Washington Avenue, Everett Avenue, and Webster Avenue and only have the light on the turn only lane be a green arrow instead of having both sides be both circular green at the same time. It is a nuance. Recently, there have been new signs put up which indicates that the left lane on this intersections are turn only lanes, however this has not helped the problem and actually has made it worse. The entire light cycles have to change in order to be safer for the community.
45. Intersection #11 is huge problem. If you are trying to gain access from Prattville neighborhood, you end up stuck in traffic for 15 minutes. If you are trying to get from Route 1 south to Route 16 east, you have to dive across four lanes. If you are trying to get to Prattville from Route 1 north, you just cannot get there especially during rush hour. The clover needs to be completed to allow traffic to flow better. Right now it just does not work
46. The light turning from eastbound 16 to Washington Avenue needs to be fixed. The intersection at Webster Avenue is very dangerous.
47. The traffic turning left while traveling east tend to keep traveling left through the light even after it turns red. Typically at the Kentucky Fried Chicken light and ALWAYS at the McDonalds light and then again the left onto Webster St... HORRIBLE life threatening.
48. It is often difficult to turn left onto Route 16 from a side street, even when at a traffic signal.



49. Welling Circle is a nightmare
50. Awful congestion on Route 16 east at the Lewis St light
51. A dedicated left turn traffic light would be of great help to improve traffic from Webster Ave onto Route 16 West same and from Garfield Ave onto Route 16 East.
52. Excessive traffic on Webster Avenue causing heavy congestion and numerous accidents.
53. Vehicles exiting off the Route 1 to Route 16 westbound have to cut across the highway to turn onto Webster Avenue or make a U-turn—it is dangerous off ramp.
54. Several panhandlers interfering with vehicles.
55. Webster Avenue traffic light is heavily used and it takes several cycles to turn onto Webster Avenue from the westbound side. Several people run the lights and turn left from the second lane cutting drivers off in the turn lane.
56. The trash on the median strip and the underpass near Richie's Slush is unnecessary and disgusting.
57. Lights are not timed correctly at the Washington Avenue intersection
58. Drivers in such a hurry. No courtesy anymore!
59. Public safety concerns at night. Should have more police patrolling the area
60. Bicycling unsafe and unfriendly throughout the route.
61. Taking a left on Route 16 to Spring Street (by the stadium) is horrendous. The light changes too quickly, causing serious backups.
62. Poor and confusing lane markings, e.g. lanes unexpectedly converging as they go through an intersection.
63. Entry and exit to the Gateway Center - drivers rarely yield. Little to no pedestrian access from Main Street in Everett to Gateway Center—pedestrians have to cut across grass and medians.
64. The city put medians in the streets on Broadway that some people cannot get into their driveways which is making it unsafe now.
65. Crossing Route 16 at any of the traffic lights is a disaster. Drivers run red lights, do not pay attention to not blocking the roadway, and use zero common sense when turning. Everett Police Department should be actively watching and stopping incompetent and dangerous drivers.
66. Fixing length of lights, better flow of traffic with connecting cities that is the issue other cities have to be involved for better flow.

67. Intersection Everett ave and Route 16 bad intersection needs better signals. Light cycles to long.
68. Generally better light coordination
69. The issue with Route 16 is that there is constant "homeless people" that beg for change every day. They harass and follow pedestrians who walk in the corridor for money. It has happened to my wife and myself. We have put in numerous complaints but still nothing is done.
70. Traffic lights should be synchronized
71. Crossing to the shopping center is difficult.
72. Everett Avenue and Route 16 intersection is dangerous.
73. Panhandlers hold up traffic in these areas at the lights. Consider exclusive left-turn phasing at the traffic lights, this reduces the amount of cars trying to turn while others going straight, moves traffic along faster.
74. Wellington circle and Route 16 is always a mess, the traffic there always congested as too often motorists ignore traffic signals and congestion and block intersections.
75. Route 16 rotary by Best Buy and Target is very dangerous for bicyclists, especially coming back from Medford Station Landing towards Everett.
76. The congestion is ridiculous, people constantly blocking the intersection and take turns from wrong lanes.
77. Frequent traffic congestion, leading to blocked intersections
78. The traffic lights need to be synchronization; this would go a long way to create better traffic flow.
79. The city needs to manage the intersection of Everett Avenue and Route 16. It is dangerous with two opposing lanes both turning left while the other lanes are trying to traverse straight-through.
80. Poor street lighting, it is hard to see pedestrians at night. Traffic at the rotary is horrible and dangerous to enter in rush hours.
81. Excessive congestion by the rotary, which causes many problems.
82. The exit to Route 16 at Sweetser Circle that connects Main Street and Broadway can be problematic because of high speeds and drivers not signaling to turn. The side street at D'Angelo's that connects to Route 16 has long delays.
83. There are often cars ignoring lanes and merging (particularly on the eastbound side between Lewis Street and Second Avenue). This makes driving difficult and biking terrifying. There are many potholes along the road, which make biking horrible.

84. Nothing specific, just a lot of traffic. The road does not look or feel pedestrian friendly.
85. I worry for the children and parents walking to and from school in the morning - as well as the crossing guard. Traffic is often so congested that people spend time scrolling on the phone and are not paying attention. What a weight to bare should someone be seriously injured or even killed because they were just trying to get to school.
86. Tons of potholes, narrow lanes, extreme congestion.
87. Traffic is the biggest problem at most intersections and drivers blocking intersections
88. Drivers illegally turn from Route 16 onto Second Street.
89. I am a frustrated lifelong Everett resident:
- The intersections of Route 16 at Second Street and Spring Street are extremely dangerous for everyone. The lane markings have faded and the traffic lights are poorly timed. In addition, the off ramp from Sweetser Circle to Route 16 eastbound is used as two lanes, although it is not marked and it is very dangerous.
  - Route 16 and Vine Street intersection is dangerous, cars turning onto Route 16 from Vine Street are constantly running red light and blocking the intersection.
  - Route 16 and Everett Avenue intersection is dangerous, has poorly timed lights, no street markings, and cars turning left and going straight and going right all at the same time. Extremely dangerous for the students at Chelsea High School who cross the intersection.
  - Reconstruct the intersection of Route 16 and Second Street, it is has high volume of large produce trucks.
90. Rush hour traffic is terrible at Santilli and Sweetser circles. Please no bike lane on Route 16; someone will be killed because of high traffic volumes, speeds, and trucks. The whole parkway needs work.
91. Richie's Slush parking is a problem also the intersection at Lewis street crossing that street to the other side is a suicide mission with cars going through red lights and have witnessed many accidents at that intersection over the years.
92. Traffic queues at Lewis Street and Second Street intersections are constantly blocking the intersection. The short left turn lanes on Route 16 at Spring Street cause that intersection to back up forcing drivers to run through the red lights. The pedestrian signals at Vine Street intersection does not work well and needs longer crossing interval.
93. The traffic light at South Ferry street takes forever on weekends

94. There is a lot of traffic congestion at Route 16 and Second Street intersection, especially large 18-wheeler trucks. It is also difficult to turn left onto Route 16 from Everett Avenue (both approaches).
95. Queues always block traffic on the side streets from entering Route 16; it is a complete gridlock.
96. The intersection of Route 16 and Lewis Street is dangerous because run red lights and speed through causing accidents.
97. Drivers running red lights, especially large trucks turning out of Second Street. I have seen on multiple occasions the light turn red and not just one or two cars, but three and four will run the light.
98. At Second Street and Spring Street intersections, traffic block the intersections constantly, backing up traffic, and prevent side street traffic from entering Route 16. Vehicles entering and exiting the car wash backs up onto Route 16.
99. Wellington Circle is a nightmare, especially in the morning during the rush hour commute. It should not be a circle at all, it should be a four-way. The lanes that let you turn cause accidents and traffic jams. Get rid of them.
100. Long wait for left turns at Everett Avenue and Route 16 intersection. Long wait for left turn from Second Street into Route 16
101. Beautification, Glendale Square to the Central Fire station.
102. Low speed, more traffic signals, should be timed better.
103. Traffic merging onto Route 16 near Lewis Street is terrible.
104. Traffic lights needs to be more coordinated. Intersections are constantly blocked. Second Street always blocks traffic so driver cannot turn when the light changes.
105. Clean it up.
106. On Route 16 where Route 99 traffic merges is very congested and difficult to merge.
107. Trying to get into the Gateway is ridiculous. There should be an overpass so that people are not cutting each other off in all directions. That area makes no sense and is a hazard.
108. The intersections of Route 16 at Vine Street and Washington Avenue need to be completely reworked in order to allow side traffic to fully and safely complete turns.
109. Cars blocking intersections; and no police around to enforce the law.
110. At Lewis Street intersection, three lanes become four when you get to Second Street.

111. Pedestrian crossings that mimic the "natural paths" that have been worn into the green space at Santilli Circle - which area needs more pedestrian crossings to bring people from the Village to the Gateway Center safely and efficiently. Current pedestrian crossings there (if they even exist) do not make any sense to anyone walking to the Gateway Center. Also in Santilli Circle, it does not make sense that cars cannot take a left at the traffic light coming out of the Gateway Center. This seems like an easier way to reduce traffic at Santilli Highway leading to Best Buy/Teddie. In addition, the entire stretch of Route 16 in Everett/Revere Beach Parkway is just terrible for pedestrians, bicyclists and cars (it would be awful for public transit riders if a bus route existed here - which it should!). Sidewalks need repair, and new businesses should be accessible by pedestrians from the street - with storefronts in front and parking in back. This could be safer for pedestrians. Would be easier to do this on a map!
112. None of the left-turn lanes provides adequate room for demand, which renders the left lane useless and incites road rage and poor driving. This is true from Route 1 to Wellington Circle with few exceptions. The traffic light timing between Route 99 and Wellington Circle has been broken for months and the constant flow of cars entering the exit only right lane at the Best Buy is dangerous.
113. My entire commute from Arlington to Everett is on Route 16 and from Medford Square to Everett; the entire road is unsafe for bikes. In particular, all of the traffic circles are dangerous for bikes and there is no safe way to cross these intersections.
114. The lights are timed to keep the parkway traffic moving ignoring the needs of local drivers to simply get around. Going from stop and shop to Ferry Street is sometimes an adventure. The lights are uncoordinated so intersections just gridlock.
115. There are certain traffic signals that you sit at for a couple of minutes and are green for 30 seconds.
116. Large billboards that are distracting, advertising for products that are not healthy for the community.
117. The angles of the intersections between Santilli and Everett Avenue are wide and can be difficult for foot crossing.
118. The whole stretch just looks worn and kind of looks like a dump.
119. I would like to see the traffic lights have better timing, such as Spring Street intersection and Second Street intersection. There are also numerous breaks in the sidewalk, which I do not feel safe walking with my child.
120. Lights are timed poorly and do not allow traffic to flow smoothly.
121. Would be great to have separate lanes for turning vehicles.

122. It would be awesome if there was another sidewalk from Route 16 going into Gateway Center specifically the side where BLINDS TO GO, so that you do not have to walk the long way. In addition, going westbound on Route 16, the U-turn section near Wendy's is sometimes used illegally by drivers heading eastbound to turn. In addition, the intersection of Route 16 and Garfield Avenue can be made better so people can cross the streets to go to the shops at Parkway Plaza Shopping Center.
123. The invisible fourth lane which people make turning into second street
124. Too many people block the intersection at Second Street. The car wash traffic backs on to the parkway.
125. People running red lights and blocking intersections, especially at lower Ferry Street.
126. Better lights, lots of pot holes, even in the summer
127. There should be better streetlights and sidewalks and crosswalks need repairs. More posted speed limits signs. Very difficult to bike on the route.
128. Roads not well paved and lanes very narrow.
129. Pretty much the entirety of Route 16 is a concrete hell-scape. Any business that has traffic entering the highway means that they are parked right in the middle of the sidewalk for however long it takes them, which as a pedestrian, is extremely annoying.
130. The intersection of Everett Avenue and Route 16 is congested because of drive thru lines for fast food restaurants.
131. All intersections should have some work done to improve traffic efficiency.
132. Certain spots flood and are with poor streetlights. With the high volume of traffic becomes stressful.
133. The road conditions are awful. Poor lighting and lack of real planning for bike safety etc.
134. A more efficient flow of traffic, while maintaining a level of safety for drivers and pedestrians.
135. The roads are in rough shape, Route 16 eastbound is jammed pack from the hours of 3-6pm, and in the westbound, the new merges are awful in the morning. Left turn only lanes are pointless, not efficient, and creates outstanding traffic.
136. No left turn signal at Second Street coming from Medford.
137. The traffic pattern at the Gateway Center in Everett is horrible. The signage does not prepare you for the multiple required lane shifts over short distance.

138. People trying across to the turn lane to enter Ferry Street are causing congestion and accidents. Maybe a raised curb separating the turn lane.
139. Left hand turn lane cannot handle amount of vehicles turning.
140. Bridges near Santilli circle are in terrible condition
141. Lower Ferry and Route 16 very difficult to get into Ferry due to congestion and drivers illegally overlapping lights so you cannot turn.
142. Route 16 and South Ferry Street, streetlights missing, badly timed, faded pavement markings.
143. The timing of the traffic lights are not coordinated with the traffic—they all act independently and therefore create more congestion and gridlock than to alleviate it. It is awful lights should be optimized.
144. Traffic backs up from the intersection of 16 and the Fellsway in the morning all the way back to Santilli Circle. The traffic is horrible. In the afternoon, traffic backs up from the South Ferry Street intersection all the way back to the state police barracks. Also terrible.
145. It is shocking that no MBTA buses use this road, It makes sense to allow them in here since it runs directly past many businesses including stop and shop and traffics moved better than on Chelsea Street where thousands more people live are the cars are tied up at badly managed traffic lights.
146. More police presence at a turnaround spot before Taco Bell to get back to Chelsea Street.
147. Intersection of Route 16 and Everett Avenue, turning left backs up traffic into Chelsea.
148. Rotaries (and the road in general) are way too many lanes and are terrifying to drive on, let alone walk or bike on, for instance at the one near the Teddy peanut butter factory.
149. Traffic queue build-up at Washington Avenue intersection extend into Union Street intersection, making it difficult to enter Route 16 from Union Street.
150. Left hand turn onto South Ferry Street is always backed up.
151. Crossing Route 16 at Santilli Highway is very challenging. Pedestrian signals often do not work, and wait time is long. Lane configuration and traffic congestion makes navigating the traffic circle at this location in a car very difficult.
152. Second Street at Route 16 is often times difficult to cross due to congestion.
153. There should be crosswalks on all sides of an intersection, including at Second Street and Vale Street. Crosswalks across Route 16 are missing completely at

Boston Street and South Ferry Street. In addition, signals at all or most intersections do not seem to be MUTCD compliant signals.

154. There is no yield sign at the merge from the Route 99 rotary to Route 16 East (just prior to Richie's slush) - then that feeds into a one lane that is used as two lanes for right turns on Second Street toward Market Basket in Chelsea. The Chelsea Street/Norwood Avenue intersection is extremely dangerous, more needs to be done to prevent lane blockage by those crossing Route 16, and then the light is often extremely short, adding to the danger. Would like to see more yellow flashing "pedestrian crossing" lights, especially near the Santilli Circle.
155. I live near Spring Street. It is not pleasant to walk any length of Route 16. Crossing is awful as people run red lights. I would bike if I thought it was safe, but drivers are aggressive.
156. Simoniz Car Wash entrance/exit onto Route 16 should relocate. Cars entering/exiting the car wash/Bank of America ATM occasionally blocks traffic.
157. Santilli Circle merging. Overall, lanes throughout 16 are extremely narrow and markings are often missing.
158. Longer pedestrian intervals for crossing Route 16 and the following cross streets -- Lewis, Second, and Everett Avenue
159. I would like maybe a bus lane to help cut back on congestion with busing and maybe smart lights.
160. Traffic light phase interval for Second Street is too short. Only about three cars can get through and that is if the intersection is not blocked by cars on the Parkway.
161. Turning from Route 16 eastbound onto South Ferry Street is difficult; traffic on Route 16 westbound often blocks the flow of left-turn traffic once the light turns green. Turning onto Route 16 westbound from Webster Avenue across traffic from Garfield Avenue is a mess.
162. All the intersection are out dated. The road does not need a bike lane, it requires and upgrade of the roadway, signals and drainage.
163. Bus stops and service is a big problem because of construction so they do not stop and are heavily delayed on their route
164. Too wide a street to cross. Not pleasant walking so I tend to drive from store to store or avoid going at all to this Area. Also impossible to safely bike.
165. The lane to turn left onto Spring Street should be longer as during peak times like around 3:30-6:30 the queue gets longer and spills onto the through lanes interrupting traffic flow. Alternatively, the light should be green for longer.



166. Route 16 should be easier to cross overall, more crosswalks and pedestrian signals. It is too dangerous to walk across the parkway. For drivers, too much congestion during school time and getting out is hectic and dangerous. Better sidewalks and more adapted roads.
167. All the left turns offs are not long enough to handle the volume of vehicles.
168. More wheelchair accessible sidewalks.
169. The area of Webster Avenue and Sagamore Avenue is backed up with nowhere to go. People block the roads taking illegal left hand turns out of the side street.
170. Lights are poorly timed on 16. More police enforcing the gridlock law at the intersections around Everett stadium will also help.
171. Sidewalks are in poor condition
172. At the intersection of Second Street and Route 16, drivers (more than one) on Rt 16E run the red light and block the intersection, so that the already short green light for vehicles on Second Street is significantly affected, creating backups on Second Street that go back past Spring Street. A longer green light and police presence would alleviate the problem.
173. Many potholes and the street should be done over correctly.
174. More ways to decrease traffic going into Boston.
175. Entrance from Sweetser Rotary onto Route 16 going east needs improvement in merging of traffic onto Route 16.
176. Turning lanes do not seem sufficient in length during peak traffic hours or timing is off.
177. Traffic congestion, poor sidewalk conditions, no space for pedestrians or biking.
178. Lack of dedicated lanes to on-and-off-ramps at Sweetser Circle cause major congestion that lead to
179. Car wash on route 16 across from Everett stadium creates a huge traffic burden that should be addressed. Potentially dangerous and inconvenient for anyone traveling down Spring Street.
180. Fix the Gateway Center traffic pattern. In addition, the traffic circle at Broadway/ Main St in Everett at morning rush hour is not passable by bicycle.
181. There is so much congestion, too many large trucks, and an overall lack of politeness towards our fellow commuters.
182. I would like to see the roads be fixed especially the road part between the route 99 over pass and Santilli Circle

183. Too dangerous to cross Route 16 at Vale Street near Wendy's. Congestion near the rotary is too common and poor sidewalks and lack of greenery is common as well.
184. The intersection coming from the on-ramp from Sweetser Circle needs improvement, there is too much traffic from the ramp. Also, there are 3 lanes of traffic from the light at that location to the Second St intersection, drivers are making a fourth lane which causes issues.

## SUGGESTIONS FOR IMPROVEMENTS

1. Better street maintenance from the state, increased police patrol on Route 16, better light timing at Webster Avenue intersection and the intersections in Everett, and install bike lanes and decent pedestrian sidewalks.
2. Beautify Route 16 with streetscape to tone down ugly car repair shops and store fronts.
3. The intersections of Route 16 at Garfield/Webster Avenues and Washington Avenue should have split phasing. When both light are green at the same time, it is a free for all to get through the intersection.
4. Left turn green arrows and stop red arrows when turning from Webster Avenue to Route 16 in both directions.
5. The whole area in question looks and feels like it has not been addressed for decades. I am not sure how anyone can justify to taxpayers how this section of the city continues to look the way it does. The road need to be repaired, lines need to be painted, sidewalks need to be built, and street sweeping on a regular basis needs to be done.
6. Painted lanes and left turn arrows and flashing yellow turning light.
7. Two children died trying to cross the Route 16. Safe route needed from the shopping center. MBTA needs to make it easier to bus to shopping center.
8. Reduce lanes, intersections, and curb cuts. Provide safe, green environment for pedestrians and bicycles. Put the park back in parkway.
9. Better maintenance of the roadway, light cycles, better police patrols.
10. Greenery and nicer sidewalks and better street lighting near Everett Avenue intersection.
11. Streetlights along parkway not working for a couple of years.
12. Better timed lights, traffic-calming measures to prevent aggressive driving, speeding and tailgating.
13. Maybe one lane should be taken away to try to quell speeding drivers. Excessively many lanes makes the roadway look like a racetrack.
14. Less traffic and slower speeds, better-paved roads, improved crosswalks.
15. Separate bike lanes, which do not cross traffic, would be fantastic.
16. More visibility of local and state police.
17. I would like the ability to safely bike from Chelsea to Route 99—avoiding Beacham Street.

18. Put in protected bike lanes. People High vehicle speeds and too much heavy truck traffic call for protected bike lanes.
19. Improved signage (do not block intersection); improved street lighting; better roads; more police presence to prevent speeding and red light runners.
20. People cross at unsafe locations on Route 16 and crosswalk signals really can back up traffic significantly. What about some pedestrian bridges over 16? Perhaps for example the intersections of Route 16 at Everett Avenue and Washington Avenue.
21. A specific improvement would be to replace the "No Turn on Red" sign at Webster Avenue heading towards Route 16 eastbound to "Turn on Red after Stop." It is also worth putting the traffic light in a location where turning vehicles can actually see the lights. Last specific request is to paint lines on both Garfield and Webster to indicate a turn lane onto Route 16.
22. Provide enough time for left turn traffic to keep traffic flowing.
23. The addition of signals at intersections have compounded the traffic problems. Signal should be coordinated to relieve back-ups.
24. It is not safe, when it comes to the traffic lights at Webster/Garfield Avenue. This intersection needs to be looked at for better ways to improve safety and handle traffic flow so that pedestrians can cross the street without worry.
25. Fix the sidewalks; fill the potholes, and more greenery right down the medium of Route 16.
26. There are a few spots on Route 16 that I would like to walk or bicycle to, but it is such an ugly high traffic roadway it does not seem safe or enjoyable.
27. Fix the light at the intersections of Route 16 at Everett Avenue, Washington Avenue, and Garfield/Webster Avenues.
28. Time the lights on Route 16 correctly, so that motorists can actually move more than one intersection at a time
29. Stop 18-wheeler trucks from going on Webster Avenue, it was banned for years and recently the city removed it, it now causing more issues.
30. I live north of Route 16 and do everything I can to avoid crossing it on foot. It keeps me isolated from most of Chelsea. There also should be a redo of the whole Route 16 and Garfield/Webster Avenues intersection and the off-ramp from Route 1. It is all very dangerous.
31. Better traffic survey for better traffic flow.
32. Better timed lights.

33. A dedicated left signal traffic light would be of great help to improve traffic from Webster Avenue onto Route 16 westbound and from Garfield Avenue onto Route 16 eastbound.
34. Build a rapid transit tram right down the middle. Would be great.
35. Improve the drainage or, better yet, raise the road a foot.
36. Dedicated left turn traffic light at Route 16 and Webster and Garfield Avenues.
37. Widen the street and make a direct route to and from Tobin to casino from the road that comes through Chelsea fruit market
38. Please no bike lane Especially on route 16, High volume of traffic and A lot of 18 wheelers taking right turns not good for bike lanes, It would be disastrous
39. Make turn lanes longer.
40. More greenery landscaping and police patrol and less homeless people.
41. Good sidewalks and more trash cleanup.
42. Better coordination of light cycles. Road repairs to remove potholes. Do not allow bicycles.
43. Better traffic flow, fix sidewalks and wheelchair ramps, repair roads.
44. New traffic lights as to when right or left turns can be taken
45. Better signage
46. Better landscaping, other road options to avoid traffic/congestion.
47. Better timing of the lights
48. More efficient traffic signal timing.
49. Clean up, make safer for cyclists.
50. Better time traffics lights, clearly marked driving lanes that align with the flow of traffic
51. Longer turning lanes may help with the flow of vehicles
52. Improved street lighting. Traffic lights that warns pedestrian crossing
53. Protected bike lanes, clearer lane markers, and less potholes
54. More green space and pedestrian friendly space.
55. Again, the whole parkway needs to be revamped.
56. As well as the traffic congestion, I would love to see the strip beautified - similar to lower Broadway.

57. Safe crosswalks and cars stopping for red lights
58. A turning lane only into the side street of Lewis st. Better parking for richies slush and fix pot holes
59. Pedestrian refuge area in the median needs curb appeal
60. Trash and overgrown brush should be taken care of.
61. No potholes and better traffic flow coordination with traffic lights.
62. I think the timing of the lights needs improvement. I do not know what can be done or what would work, but some green lights are too short for the amount of traffic.
63. More police presence specifically at the Rte. 16 and Second Street intersection where cars consistently block intersection or run traffic lights.
64. Sidewalks added and made welcoming, bike lane added, trees planted, and signals synchronized. Congestion reduction measures.
65. It is ugly and industrial looking, and more trees, shrubs, and better-looking sidewalks are needed.
66. More greenery and better traffic flow.
67. There tends to be a lot trash and it would be nice to see it a bit more cleaned up. Some more greenery and more lighting would be nice.
68. More landscaping and greenery, and businesses should also be required to landscape in front of businesses.
69. Better traffic light timing. More consideration or room for left turn lanes. Stop the constant on ramp flow at the Best Buy. I have honestly never considered walking or biking on Route 16 as it is such a mess, don't know what to suggest there.
70. Traffic calming and multi-purpose paths on the side that are spacious enough for pedestrians and cyclists.
71. Cafes, art workshops, coffee houses with outdoor seating, more green spaces.
72. Lighting on center median to allow a more community type feel, add streetscape and trees
73. Less traffic and more beautification since area is being redeveloped.
74. There are too many drivers making left turns where signs state no left turns. Not sure how to correct this.
75. Fix the potholes and get rid of the ugly rundown buildings
76. More bike and pedestrian friendly

77. Walking bridges over highway to cross over.
78. Delayed green so people do not run lights and mess up intersections.
79. I really want to highlight the more greenery and welcoming streetscape option. There is nothing but concrete and cars on Route 16; it is extremely unwelcoming to anyone that is on a bike or walking along.
80. Definitely more greenery on the islands please. This will immensely improve Revere Beach Parkway.
81. Traffic diverted to other routes if possible. More safety for drivers and pedestrians
82. Roadways need repaired. Huge pot holes and ruts causing unsafe driving
83. More policing and better traffic light flow, more pedestrian places like breweries, restaurants, and custom shops.
84. Make it more walkable and bikeable, more attractive, and fix potholes
85. Add buses better crosswalk signals and lightning!!!!
86. Gap-free protected bicycle facilities, following the MassDOT Separated Bike Lane Planning & Design Guide. Shorter, lower-speed curb cuts for pedestrian & bicyclist safety. Bringing all sidewalks up to adequate width & good repair. Elimination of Level of Service as a design guideline.
87. Traffic light optimization. True rotaries instead of lights so traffic moves efficiently. Traffic guards at Wellington circle to stop people from blocking straight through lane on 16 and diving into left hand turn lanes.
88. Need protected bike lanes along the entire corridor, more pedestrian crossings, improved pedestrian crossings (shorter crossing distances, pedestrian friendly signal timing, etc.)
89. With increased residential properties and commercial use I think new ways of pedestrian access should be looked into
90. Better pedestrian facilities, more crosswalks, better street lighting, and a real game changer would be to add cycle tracks on both sides of Route 16.
91. Plenty of room for mature trees and some green space. How about a dedicated no turn lane that runs through Everett.
92. I would like to see dedicated bus lanes. You should be encouraging people to take public transportation.
93. Put lane markings between Route 16 and Lewis Street intersection and Route 16 and Second Street intersection. With this section being relatively wide, drivers turn this right lane into two lanes.

94. Add protected bike lanes Add east-west bus route(s) from Revere to Everett
95. Better merge with rotary ramp from Route 99 -- maybe lights
96. Synchronized traffic lights or removal of some.
97. Create left-turn lanes on Second Street.
98. Fewer lanes, add safe place for biking and walking with kids. Add trees!
99. As these communities grow and attract new residents, we are looking for beautification of the streets.
100. Police presence all day and night.
101. The entire section from Santilli Circle to Washington Avenue needs to be rebuilt to accommodate the high volume of traffic and proper drainage. This should also include greenery and healthy trees.
102. Better roundabout implementation, with improved signage.
103. Maintain better road conditions. Repave the road and fix the street that always floods.
104. Visibility and businesses could use better curb appeal
105. Cleaned up medians; more greenery; and more police patrolling to stop the speeding.
106. Greenery and better public transportation options (silver line).
107. There should be dedicated lanes for left hand turns and signals for left hand turns.
108. Better commercial industry, restaurants and attractions