

Draft A-B Mobility Plan Feedback

May 2021

In November 2020, after considerable research, public engagement, and analysis, the BPDA released the [Draft Allston-Brighton Mobility Plan](#) for public review and comment. A series of virtual public meetings followed, including:

- Meeting with the Allston Brighton Health Collaborative (ABHC) on November 19, 2020;
- Chat-with-a-Planner on November 23, 2020;
- Open House on December 1, 2020;
- Chat-with-a-Planner on December 10, 2020;
- Chat-with-a-Planner (Transit Focus) on December 14, 2020;
- Meeting with Brighton Main Streets on January 6, 2021;
- Meeting with Allston Village Main Streets on January 19, 2021; and,
- Meeting with the Brighton Allston Improvement Association (BAIA) on February 4, 2021

In addition to the above virtual meetings, the BPDA created and posted a **25 minute, pre-recorded video presentation about the plan on YouTube**, linked from the project website at bit.ly/ABMobility. This pre-recorded presentation allowed members of the public to learn about the plan at any time, without having to attend a public meeting. YouTube also allows simultaneous translation of the pre-recorded presentation through closed captions, so viewers speaking virtually any foreign language were able to view the video presentation and receive simultaneous closed captioning in their preferred language. The pre-recorded presentation received nearly 300 views on YouTube.

Using **ArcGIS Story Maps**, the BPDA also created an online tool which allowed viewers to selectively scroll through any chapter of the Draft Plan and make comments on specific sections of the plan. The BPDA also made the draft plan available as a downloadable pdf on the project website. Hard copies of the draft plan were also placed on reserve at local Allston-Brighton libraries.

The following table organizes comments by geography.

~400 Total Comments



~150 Public Meeting Comments



~180 Email Comments



~75 Online Commenting Tool Comments



Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
A-B Bikeway	Interested in bike path on Lincoln Street - doesn't want to hit people - Lincoln too narrow for a bike path, envisions that the railroad tracks might be able to be used	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
A-B Bikeway	Suggest that A-B Bikeway should be considered along with a new sound barrier along I-90 (Market Street to Cambridge) - others agreed "deafening on Lincoln Street"	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
A-B Bikeway	Note that the A-B Bikeway would be a nice alternative to the Paul Dudley White Bike Path for fast cyclists	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
A-B Bikeway	This is a visionary, great idea, but it probably makes more sense for the path to continue on the north side of the new Pike alignment, so that it can connect to the PDW Path at the "throat" area, rather than have it cross over to pass south of the Pike, as depicted.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	12/7/2020
A-B Transit Corridor	The implementation of the existing pilot of peak hours bus lane is an important step to improving the efficiency of public transportation and minimize travel lane disruption. [To enhance bike safety, the bike lane needs to be separated from the traffic lane.]	Transit: Bus Lanes	Online Commenting Tool	Constituent	11/13/2020
A-B Transit Corridor	[The implementation of the existing pilot of peak hours bus lane is an important step to improving the efficiency of public transportation and minimize travel lane disruption.] To enhance bike safety, the bike lane needs to be separated from the traffic lane.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	11/13/2020
A-B Transit Corridor	Comment about delivery trucks impeding a potential bus lane.	Transit: Bus Lanes	Allston Brighton Health Collaborative Meeting	Staff Notes	11/19/2020
A-B Transit Corridor	What is the Timeframe for implementing the AB Transit Corridor? 2021?	Transit: Bus Lanes	Allston Brighton Health Collaborative Meeting	Staff Notes	11/19/2020
A-B Transit Corridor	A lot of parking around Brighton Center is private	Parking: Other	Allston Brighton Health Collaborative Meeting	Staff Notes	11/19/2020
A-B Transit Corridor	Ambitious approach by doing the rush hour bus lanes - can you include a parking study?	Transit: Bus Lanes	Virtual Chat with a Planner #1	Staff Notes	11/23/2020
A-B Transit Corridor	Rush hour - how enforceable is the bus lane? How are we going to plan to enforce the bus lanes?	Transit: Bus Lanes	Virtual Open House	Staff Notes	12/1/2020
A-B Transit Corridor	Bus Lane on peak hours, which ones? Impact on businesses?	Transit: Bus Lanes	Virtual Open House	Staff Notes	12/1/2020
A-B Transit Corridor	Which Cities do you look at as good models for bus lanes?	Transit: Bus Lanes	Virtual Open House	Staff Notes	12/1/2020
A-B Transit Corridor	Multiple were happy to see the bus/bike lanes along washington street, currently like the brighton ave bus lane	Transit: Bus Lanes	Virtual Open House	Staff Notes	12/1/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
A-B Transit Corridor	I hope the Bus priority projects can be implemented as soon as possible.	Transit: Bus Lanes	Virtual Open House	Staff Notes	12/1/2020
A-B Transit Corridor	Bus lane recommendations seem to be incremental towards a BRT system. Is that the end goal down the line?	Transit: Bus Lanes	Transit-Focused Chat with a Planner	Staff Notes	12/14/2020
A-B Transit Corridor	Could the bus lane parking be metered during the day and then at night become free?	Parking: Change parking regulations	Brighton Center Main Streets	Staff Notes	1/6/2021
A-B Transit Corridor	When would the bus lane hours be?	Transit: Bus Lanes	Brighton Center Main Streets	Staff Notes	1/6/2021
A-B Transit Corridor	Would the bus lanes operate at the same time in both directions, or just in one direction at a time?	Transit: Bus Lanes	Brighton Center Main Streets	Staff Notes	1/6/2021
A-B Transit Corridor	Moving cars at 5 AM takes away a ton of parking spaces, and Faneuil street with proposed bike ones would remove parking, so what will people do with their cars? Hard to support the bus lanes now without knowing what the parking implications are. (This is a question asked more than once during the meeting.)	Parking: Other	Brighton Center Main Streets	Staff Notes	1/6/2021
A-B Transit Corridor	Approval of the plan is going before the parking study on which seems backwards	Parking: Other	Brighton Center Main Streets	Staff Notes	1/6/2021
A-B Transit Corridor	When I used to take the 501, not many people got on because the 57 was so close. With the 57 becoming more desirable, even fewer people might take it!	Transit: Bus Service	Brighton Center Main Streets	Staff Notes	1/6/2021
A-B Transit Corridor	I support #1 and #2.	Transit: Bus Lanes	Comment Letter	Constituent	1/18/2021
A-B Transit Corridor	I support extending the bus-bike lane past Union Square. I wish it went past Parsons Street to Oak Square (at least to Oak Square Avenue). This section is important not just for the 57 bus, but also the 501 and 503 express buses (which would only be able to use a bus lane for around a quarter mile in the current plan). These express buses do and could serve as an important connection between Brighton and downtown. The 501/503 spends a lot of time in traffic between Brighton Center and Oak Square. The \$4.25 501/503 trips from Brighton Center are currently 10-15 minutes faster to downtown than a \$2.40 57-Green Line trip (depending on transfer time at Kenmore). However, if the bus lane is extended to Parsons Street, the 501/503 time advantage will evaporate, and will be useless to anyone not living near Newton Corner (where the 501/503 gets onto the Pike). I wish you would consider how much a bus lane that goes to Oak Square (or at least Oak Square Avenue) would save time on not just 57 trips but also on 501/503 trips. I believe the express buses would be much more utilized if they did not waste so much time in traffic going the "wrong way" down Washington Street before they get onto Tremont Street and then the Pike (separately, express buses also should be much cheaper).	Transit: Bus Lanes	Comment Letter	Constituent	1/18/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
A-B Transit Corridor	I support pilot peak hour bus lanes along Washington Street from Union Square to Brighton Center (I wish it went all the way to Oak Square) the creation of a permanent bus priority corridor based on the pilot	Transit: Bus Lanes	Email	Constituent	1/19/2021
A-B Transit Corridor	I support extending the bus priority lane past Union Square.	Transit: Bus Lanes	Email	Constituent	1/19/2021
A-B Transit Corridor	Have you looked into the success or failure of the projects done in Malden and Medford that also replaces car lanes with shared bus and bike lanes? And what other examples of this recommendation have you analyzed?	Transit: Bus Lanes	Allston Village Main Streets	Zoom Chat Log	1/19/2021
A-B Transit Corridor	If the parking and the bike lanes were swapped from the provided image it would provide a safer space for cyclists that would be less likely to be blocked by trucks/cars	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	1/21/2021
A-B Transit Corridor	The AB Transit Corridor and parallel bike priority route - very strong support As a Brighton resident who frequently travels into Allston, downtown Boston, and Cambridge, I enthusiastically support the concept of the AB Transit Corridor and the associated bike priority route down Faneuil/Market/N. Beacon Streets. I think will work very well and will bring tremendous benefits to residents and businesses. It also deals with the fact that in Brighton Center, you simply can't fit in an easy, safe bike route along with a bus lane and still accommodate car traffic (as much as I wanted that to be possible!). Thus prioritizing buses there with cars (with room for bikes), makes sense, and focusing on the Faneuil/Market/N. Beacon (instead of the originally proposed Faneuil/Sparhawk/Warren) for a bike priority route is fabulous.	Transit: Bus Lanes	Email	Constituent	1/29/2021
A-B Transit Corridor	I would like to see the bus priority lanes extended from Parsons Street to Oak Square. It would help make the buses significantly faster as they tend to get backed up on that portion of Washington Street.	Transit: Bus Lanes	Email	Constituent	1/29/2021
A-B Transit Corridor	Sidewalk-level protected bike lanes can and should be provided in both recommendation 1 and 2. An unprotected bike lane located between general traffic and a bus lane is unsafe and will not encourage more bicycle use on this corridor.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	2/12/2021
A-B Transit Corridor	I support pilot peak hour bus lanes along Washington Street from Union Square to Brighton Center (I wish it went all the way to Oak Square) the creation of a permanent bus priority corridor based on the pilot	Transit: Bus Lanes	Email	Constituent	2/15/2021
A-B Transit Corridor	I support extending the bus priority lane past Union Square.	Transit: Bus Lanes	Email	Constituent	2/15/2021
A-B Transit Corridor	We particularly support the implementation of the following recommendations: 1. A-B Transit Corridor Pilot: "Three-year pilot to transform Washington Street and Cambridge Street into a transit-priority corridor that will improve transit travel time and reliability and maintain access for local businesses. [Complementary bicycle-priority routes of the A-B Transit Corridor are essential components of this network recommendation" (p.29).]	Transit: Bus Lanes	Comment Letter	ABHC	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
A-B Transit Corridor	I support the full implementation of the proposed Allston-Brighton Transit Corridor and Cambridge Street Bus Transit Corridor. These proposed corridors have the potential to be transformative projects for the neighborhood. Though I understand the need for incremental implementation of these corridors through such measures as an initial pilot program, I ask that the Mobility Study expand intended plans for these corridors to allow for the incorporation of as many elements of gold standard Bus Rapid Transit as possible. Implementation timelines for these corridors should include steps to incorporate such BRT elements as off-board fare collection, platform-level boarding and median-aligned busways where feasible.	Transit: Bus Lanes	Comment Letter	Councilor Breadon	3/4/2021
Action Plan	For 2021 improvements- do you expect to start right away?	Other	Virtual Open House	Staff Notes	12/1/2020
Action Plan	In the study, 2021 Improvement recommendations - are these final and approved?	Other	Allston Village Main Streets	Zoom Chat Log	1/19/2021
Allston Street	What about potential for bike lane on Allston Street?	Bicycle: Bike infrastructure	Meeting with Councilor Breadon	N/A	3/1/2021
Allston Village	I'm excited about parklets in Allston Village near our restaurants for better and permanent outdoor dining options	Placemaking: Other	Virtual Open House	Zoom Chat Log	12/1/2020
Allston Village	Could there be some dedicated delivery truck area?	Parking: Change parking regulations	Allston Village Main Streets	Staff Notes	1/19/2021
Allston Village	The removal of on street parking removal would be bad for business, especially with new apartments coming online and their demand for parking--plus, availability of parking is already a problem	Parking: Change parking regulations	Allston Village Main Streets	Staff Notes	1/19/2021
Allston Village	I do like the idea of a dedicate parking garage in the area in the event of removing street parking, I think that would help facilitate things nicely.	Parking: Other	Allston Village Main Streets	Zoom Chat Log	1/19/2021
Allston Village	Can't take public transportation to here from places like West Roxbury	Transit: Bus Service	Allston Village Main Streets	Staff Notes	1/19/2021
Allston Village	I like the recommendations for other areas like Allston Village, [Cleveland Circle, and the proposed bike lanes along Chestnut Hill Avenue and Washington Street between Cambridge Street and Commonwealth Ave.] They all sound like they will improve the experience of walkers, transit riders, and bicyclists in Allston Brighton. But I am not as frequent user of these areas and routes (other than walking). So I defer to others who know them better.	Other	Email	Constituent	1/29/2021
Area-Wide	Finally, we request that the following recommendations be added to the plan: 1. Establish neighborhood-wide parking management: Allston-Brighton has no overarching parking management or regulation. While regulations must vary according to neighborhood location, the lack of any plan or enforcement remains a root problem of neighborhood transportation access and mobility challenges. We request a neighborhood wide parking study to document both current public parking use and in private developments, and model options according to access.	Parking: Change parking regulations	Comment Letter	ABHC	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Area-Wide	Is there anything the City can do to help preserve more ZipCar spaces in public parking spaces/lots?	Parking: Other	Meeting with Councilor Breadon	N/A	3/1/2021
Area-Wide	Preventing tenants in new-build rental residential buildings from accessing resident parking permits via lease restrictions, as agreed to by project developers. Projects like Allston Yards have agreed to restrict tenant access to resident permits.	Parking: Other	Comment Letter	Councilor Breadon	3/4/2021
Area-Wide	Working with community members to convert neighborhood streets into resident parking permit-only. Conversion of streets to resident parking-only has not kept pace with new development in the neighborhood.	Parking: Change parking regulations	Comment Letter	Councilor Breadon	3/4/2021
Area-Wide	Consider the possible temporary leasing of underutilized parking lots in either Brighton Center or Allston Village for public use. I acknowledge the concerns of small business owners in both Brighton Center and Allston Village in regards to loss of parking, and ask that the Study team work closely with these businesses to identify and mitigate these concerns. In Brighton Center in particular, there are multiple underutilized private parking lots that could be leased on a temporary basis for public parking during the initial stages of the implementation of area bus/bike lanes.	Parking: Other	Comment Letter	Councilor Breadon	3/4/2021
Area-Wide	There is great need for a neighborhood-wide parking demand and management plan in Allston and Brighton. I ask that the Study team conduct a neighborhood-wide parking study to assess current demand for both on-street and private parking; based on study results, parking management strategies can be created for different areas of the neighborhood based on demand and transit accessibility. Additionally, as the Study team knows, a key barrier to the implementation of many Study recommendations will be parking removal. Though the Study proposes to conduct parking studies along specific corridors, a comprehensive, neighborhood-wide parking management plan may help allay community concerns in regards to overall parking demand.	Parking: Other	Comment Letter	Councilor Breadon	3/4/2021
Areawide and Network Recommendations	Strongly support the dual bicycle-priority route and bus-bike lane on "parallel" routes. Happy to see a concern for enforcement of these lanes, as this seems to be a problem in the existing "bus/bike only" lanes. I would like more information on how these existing only during peak times will be handles. I strongly support all green line and bus improvement proposals outlines on pages 37-38.	Other	Online Commenting Tool	Constituent	2/15/2021
Arlington St	What's the process for adding a flashing light to a stop sign? Cost? Arlington St/S Hobart St would benefit from this, especially on Arlington St	Vehicle: Reduce speed/calm traffic	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
Arlington Street	I am interested in learning more about the traffic calming elements that will be used on Arlington Street. As a resident here, my neighbors and I were very alarmed about the earlier proposal's loss of parking. We are glad to see that has changed! Thank you! I would like to see the radar speed signs or the crosswalk but not the chicane which would (a) reduce parking which we don't want and (b) would be dangerous to the fire trucks and ambulances who fly down our streets to St. E's and from the Oak Square Fire Station regularly.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	12/1/2020

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Arlington Street	I live on Arlington Street. The street would benefit from enhanced crosswalks and a visual alert about how fast a driver is traveling. Drivers drive well over the speed limit and many ignore the South Hobart-Arlington street stop sign. Given drivers a visual warning about how much they are over the speed limit would be valuable for the safety of the street. I am glad Arlington Street will not have dedicated bike lanes. The street would not be well served by those.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	12/2/2020
Arlington Street	Another area of concern is Arlington St from Parsons to Market and then Sparhawk to Warren to Comm. Ave. Mostly my concern is all the parked cars, it makes Arlington St area difficult when going towards Brookline, you are moving uphill trying to compete w/ automobiles. Once you cross Market and are on Sparhawk cycling has worsened over the last 5-10 years. There use to be barely any on street parking so going up hill towards Brookline was fine. Presently w/ parked cars you can often see cars having difficulty passing each other, if a minibus, garbage truck or oversized truck is on one side it is very difficult for cars to pass each other. Cycling is difficult heading to Brookline and when I return from Brookline while cycling I have been using the sidewalk due to all the congestion. Once you cross to BHS it is not bad but once you get to end of street again more parked auto congestion. Again heading to Brookline I will cycle on the street but when returning to Brighton I have been using the sidewalk until I get to Franciscan Children's Hospital where I return to street.	Bicycle: Bike infrastructure	Email	Constituent	1/26/2021
Bike Network	Would also be nice to add bike racks, it's hard to bike places and then have nowhere to safely leave your bike	Bicycle: Bike Parking	Online Commenting Tool	Constituent	1/21/2021
Bike Network	<p>[It would be nice if the Green line had right of way at intersections because it currently has to stop for cars at several intersections and stop signs through the Allston/Brighton neighborhood which makes it very slow. The slowness of the Green line is a major deterrent in my interest/ability to use it. It is not included in the plan outlined, but in the future I think that it is important that the public transit options be made more accessible so that people with limited mobility have access to public transportation.]</p> <p>I like this project is focused on increasing multimodal transportation. Existing bike lanes could have a lot of work to make them safer and more functional. They are often blocked by cars and trucks. Moving the bike lanes to between the sidewalk and street parking would help somewhat with both the safety and function concerns. Currently bollards are used and they get run over by cars and knocked off very quickly and do not prevent cars from going into bike spaces.</p>	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	1/21/2021
Bike Network	I appreciate the Study's proposed expansion to Allston and Brighton's bicycle network, and strongly support the installation of separated bicycle lanes and improved bicycle facilities on as many of Allston and Brighton's streets as possible. Given the urgent need for increased safety for bicyclists on neighborhood roads, I ask that these proposed bike lanes be implemented as soon as possible, even through temporary measures that can be made permanent incrementally. Finally, I ask that the Mobility Study team continue to work with Allston and Brighton's bicycling community throughout recommendation implementation.	Bicycle: Bike infrastructure	Comment Letter	Councilor Breadon	3/4/2021

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Bikeway: Oak Square to Barry's Corner	2. Oak-Square to Cambridge and beyond ----- This is minor but I think the bike route from Oak Sq to Market St on Fanueil St should be considered part of a major route via Market St and down Western Ave rather than just as part of an alternate route to the main A-B route on Washington St. This Oak Square-Barry's Corner Allston route is a bicycle route as important as the OakSquare-Union Sq route. You can't get (safely) from Union Sq to the river so the solution is to use Western Ave and for getting to Harvard Sq, this is the natural choice anyway.	Bicycle: Bike infrastructure	Email	Constituent	2/12/2021
Bikeway: Oak Square to Union Square	I support the parallel bike priority route along Faneuil - Market - N. Beacon Streets.	Bicycle: Bike infrastructure	Email	Constituent	1/19/2021
Bikeway: Oak Square to Union Square	The bike priority route follows the way I have biked and walked for years albeit without feeling very safe (I live just off Faneuil), and it gives good access to Union Square (Allston), all the new development in North Allston, Boston Landing, and Cambridge (both Harvard and Central Squares, and from Central on to Kendall). Having the Faneuil Street portion of this be a separated 2-way bike lanes is really great, and the only way to make it safe for bicyclists on Faneuil St. I really hope this will happen. With the multitude of life science developments all through those areas, the bike priority route will be extremely popular. And some day, I hope, West Station.	Bicycle: Bike infrastructure	Email	Constituent	1/29/2021
Bikeway: Oak Square to Union Square	I support the parallel bike priority route along Faneuil - Market - N. Beacon Streets.	Bicycle: Bike infrastructure	Email	Constituent	2/15/2021
Bikeway: Oak Square to Union Square	We particularly support the implementation of the following recommendations: 1. [A-B Transit Corridor Pilot: "Three-year pilot to transform Washington Street and Cambridge Street into a transit-priority corridor that will improve transit travel time and reliability and maintain access for local businesses.] Complementary bicycle-priority routes of the A-B Transit Corridor are essential components of this network recommendation" (p.29).	Bicycle: Bike infrastructure	Comment Letter	ABHC	2/15/2021
Brighton Ave	Flex zones are needed. Work with Uber/Lyft on that to ensure they use them.	Parking: Flex Zone	Virtual Open House	Staff Notes	12/1/2020
Brighton Ave	How many parking spots will be lost on [Harvard Ave] and Brighton Ave with proposed recommendations?	Parking: Other	Virtual Open House	Staff Notes	12/1/2020
Brighton Ave	Flex zones are badly needed, particularly on the north of the street between Linden and Harvard. Parking in the bus stop and double-parking in the bus lane is constant during the PM peak and evening. But any interventions must actually be ENFORCED in order to be effective. TNC drivers ignore the current signage, so why would they listen to new signs without enforcement?	Parking: Enforce Parking	Online Commenting Tool	Constituent	12/7/2020
Brighton Ave	I support #1.	Parking: Flex Zone	Comment Letter	Constituent	1/18/2021
Brighton Ave	I support repurposing Brighton Ave parking for flex zones in the Allston Village area	Parking: Flex Zone	Email	Constituent	1/19/2021

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Brighton Ave	Also, in terms of short term parking and other recommendations (bus lanes) is the COB also going to do enforcement? Especially , on Brighton Ave, there is no enforcement of the bus lanes, therefore everyone double parks all the time. Just to follow up, in terms of the short term parking areas without constant enforcement, I don't see it working. and calling police or 311 every time makes no sense	Parking: Enforce Parking	Allston Village Main Streets	Zoom Chat Log	1/19/2021
Brighton Ave	I support repurposing Brighton Ave parking for flex zones in the Allston Village area	Parking: Flex Zone	Email	Constituent	2/15/2021
Brighton Avenue	As for the Study's recommendations for flex zone parking along Brighton Avenue, I ask that the Mobility team work with local businesses on Brighton Ave to determine optimal locations for these parking zones prior to implementation.	Parking: Flex Zone	Comment Letter	Councilor Breadon	3/4/2021
Brighton Center	Ped traffic and popular bus lines. Difficult to transfer between buses. Are we looking into those patterns? (i.e. 86 to 57)	Transit: Bus Stop	Virtual Open House	Staff Notes	12/1/2020
Brighton Center	Could you do a parking benefits district - commercial properties manage it, and business owners get money back from it	Parking: Change parking regulations	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
Brighton Center	Is a parking benefits district a possibility?	Parking: Change parking regulations	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center	One of the problems with Brighton center is that there's nowhere to park. It's an aged population and there are a lot of senior citizens who don't use buses. That's why there's 50% automobile usage.	Parking: Other	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center	Traffic flow through here is really bad and that needs to be considered with bus lanes	Vehicle: Reduce Congestion	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center	Any way to work on redesigning the green space in front of the police building?	Placemaking: Other	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center	I support #1, #2, and #3. I support suggestion #1 to create a place for outdoor seating (there very few good public spots to sit down outside and eat a meal in Brighton Center).	Other	Comment Letter	Constituent	1/18/2021
Brighton Center	I anticipate there may be concerns regarding the loss of parking, both in Brighton Center and along Faneuil Street. As I have said to the planning team, I have frequently counted parking spaces at different times of the day in both areas, and there is a LOT of asphalt devoted to parking that is never fully utilized. I support our small businesses and want them to thrive, they are the heart of our community, but I believe with better parking management, we could have plenty of parking AND have safe streets for transit, pedestrians, and bicyclists. In fact, I believe businesses will do better when our streets are more full of people using these modes, rather than just popping in and out in a car. I could envision a parking benefits district in Brighton Center, and/or some kind of system where owners of the many private lots were able to install meters for public parking to more fully utilize these lots. There should also be much better signage for the public parking lots that are already there.	Parking: Other	Email	Constituent	1/29/2021

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Brighton Center	This chapter does not address bicyclist safety and I think that this is an oversight given the LTS level and crash history of this area.	Bicycle: Safety	Online Commenting Tool	Constituent	2/12/2021
Brighton Center Bus Hub	Regarding the Brighton Center Bus Hub: I live at 29 Henshaw St (which looks directly down Wirt St out of our front Windows), and would not like to see Henshaw St become busier than it already is. Parking on Wirt St. is already full all the time, and the police often create a couple of extra "virtual spots" by parking in triangle areas at the end of the diagonal parking, and on sidewalks. I see trucks try to turn from Henshaw St onto Wirt St all the time, and they often have problems getting a tight enough turning radius. It's unclear to me how you're regularly going to have busses making that turn.	Transit: Bus Stop	Online Commenting Tool	Constituent	11/15/2020
Brighton Center Bus Hub	Unclear how many spaces are police parking spots in the lot, how many/which ones are for the public, and what the impacts would be.	Parking: Other	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center Bus Hub	The parking lot doesn't really function as a municipal lot- people park there all day. Others agree.	Parking: Enforce Parking	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center Bus Hub	Issue in the parking lot is poor signage	Parking: Other	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center Bus Hub	Would eastbound buses use the hub? They would have to go off route and circle around	Transit: Bus Stop	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center Bus Hub	Where did the comment about a bus hub come from? What community member?	Transit: Bus Stop	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center Bus Hub	Even if bus hub doesn't happen could you still revise the parking layout?	Parking: Change parking regulations	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center Bus Hub	I support Brighton Center Bus Hub	Transit: Bus Stop	Email	Constituent	1/19/2021
Brighton Center Bus Hub	I support Brighton Center Bus Hub	Transit: Bus Stop	Email	Constituent	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Brighton Center: Market/Washington/Chestnut Hill	Regarding #1 Closure of Channelized Right. Do it! Also redo the traffic light by getting rid of the pedestrian scatter phase of the light, so that pedestrians don't have to wait as long to cross (they cross at the same time as the parallel vehicular traffic), and so that this intersection becomes less of a traffic bottleneck for cars coming from Oak Square.	Other	Online Commenting Tool	Constituent	11/15/2020
Brighton Center: Market/Washington/Chestnut Hill	I support the closure of right turn channel at Market and Washington. I support suggestion #1 to create a place for outdoor seating (there are very few good public spots to sit down outside and eat a meal in Brighton Center).	Placemaking: Active Areas	Email	Constituent	1/19/2021
Brighton Center: Market/Washington/Chestnut Hill	I strongly support the recommendations for Market St./Washington St/Chestnut Hill Road intersection in Brighton Center. I think the closure of the channelized right turn will make this a much easier intersection to navigate on foot, bike or car for that matter. I wish there could be a left-turn signals but I think the BTD said this wasn't possible if there is also to be an all direction walk sign. Not sure I understood why that is.	Placemaking: Plaza/Art	Email	Constituent	1/29/2021
Brighton Center: Market/Washington/Chestnut Hill Ave	I support the closure of right turn channel at Market and Washington. I support suggestion #1 to create a place for outdoor seating (there are very few good public spots to sit down outside and eat a meal in Brighton Center).	Placemaking: Plaza/Art	Email	Constituent	2/15/2021
Brighton Center: Washingt/Winship/Cambridge	I support improved signage at intersection of Washington, Winship, and Cambridge Streets for easier auto navigation and safer pedestrian crossings	Vehicle: Reduce speed/calm traffic	Email	Constituent	2/15/2021
Brighton Center: Washington St/Market St/Chestnut Hill Ave	Why no left turn light from Market Street onto Washington Street at Brighton Center? Multiple people concerned about traffic delay at this intersection. Can this be added into the recommendations?	Vehicle: Reduce Congestion	Virtual Open House	Staff Notes	12/1/2020
Brighton Center: Washington St/Market St/Chestnut Hill Ave	The area outside the Rockland bank, that soft right that they are looking to take out and put seating - it will be a very difficult turn and people aren't looking to congregate right now, it's better to put street parking instead of taking it away. Should look at the historic configurations of these places to understand what works and doesn't.	Parking: Change parking regulations	Virtual Open House	Staff Notes	12/1/2020
Brighton Center: Washington St/Market St/Chestnut Hill Ave	I do like the recommendation on Brighton Center, particularly taking the turning lane out to increase the public realm.	Placemaking: Plaza/Art	Virtual Open House	Staff Notes	12/1/2020
Brighton Center: Washington St/Market St/Chestnut Hill Ave	How do bus stops work at Washington/market intersection? The bus stop on NB Market Street right near Washington Street obstructs traffic - can it be moved up the street?	Transit: Bus Stop	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center: Washington St/Market St/Chestnut Hill Ave	Definitely need to have the left turn lanes at market and Washington	Vehicle: Reduce Congestion	Brighton Center Main Streets	Staff Notes	1/6/2021
Brighton Center: Washington St/Market St/Chestnut Hill Ave	Like the slip lane closure, very few good public places to eat outside so that would be great	Placemaking: Plaza/Art	Brighton Center Main Streets	Staff Notes	1/6/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Brighton Center: Washington/Winship/Cambridge	I support improved signage at intersection of Washington, Winship, and Cambridge Streets for easier auto navigation and safer pedestrian crossings	Vehicle: Other	Email	Constituent	1/19/2021
Brighton Center: Washington/Winship/Cambridge	The modest recommendations for the Washington/Cambridge/Winship Street should be a bit helpful in terms of making things clearer for car drivers. And anything to help pedestrians here would be great!	Vehicle: Other	Email	Constituent	1/29/2021
Brooks Street	Brooks street bike lane under the bridge near SFR and why that is not being recommended, possibly remove sidewalk on one side to create that.	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Brooks Street	Lastly I would love to see improvements at the end of Brooks St with access to Charles River Path. There is a sidewalk that is barely used on one side and one that is over used and narrow on the other.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	1/26/2021
Brooks Street	One crossing that is NOT in the AB Mobility Study but I hope will be included is the potential for Brooks St. to be a connection for Brighton residents to the Charles River (it runs from Faneuil St to Nonantum Road). There is already a good pedestrian crossing light here, and it is the path to the Paul Dudley Bike Path that I and everyone I know in my neighborhood already uses. The crossing is fine, but getting to it under the Mass Pike is the dangerous part. If there could be some adjustment of the sidewalks and car lanes under the bridge to make this safe for cyclists, that would be a tremendous improvement in connectivity for bicyclists in the neighborhood, and would be an important branch off the main Faneuil/Market/N. Beacon Street bike route. If you look at the sidewalks and car lanes under the bridge now, one possibility would be to use the sidewalk on the east side of the underpass which is never used (it doesn't connect to anything) as the north-bound (river-bound) bike lane, then have a green box at the intersection to make a safe crossing to the west sidewalk where the current signalized crossing is. Or an even less expensive option - put in signage or flashing lights to warn drivers to expect bicyclists. It just seems like there must be a way to make this safe, and the return for doing so would be very high. Whatever is done, it would be good to preserve or refurbish the existing murals on the underpass.	Bicycle: Bike infrastructure	Email	Constituent	1/29/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Brooks Street	<p>1. I think some cycling improvements for Brooks St should be included:</p> <p>-----</p> <p>As the draft document points out on page 119 Brooks Street provides a critical connection between Brighton and the Charles River and into Watertown. The hills and very narrow passage beneath I-90 create unsafe and uncomfortable conditions for walking. and there are two comments from residents (green sticky note on p20) Please give some thought to Brooks Street as a biking/ pedestrian link between Faneuil Street and the Charles River trail. —Email from Area Resident and a bubble on p116 with a comment from the Area 3 Workshop Sub-Area Map 03/04/2019 Need traffic calming on Parsons Street and Brooks Street</p> <p>and yet the only modifications on Brooks St are to the bus service.</p> <p>Brooks St connects Oak Square (and that side of Brighton) to the Paul Dudley White which in turn is often the preferable way to get to Cambridge/Boston, at least when its not winter time. In addition to what the draft document mentions regarding pedestrian safety/comfort, the hill in particular provides a hazard to cyclist in that the cars cannot see oncoming traffic over the crest of the hill and yet they insist on passing people riding bicycles in that zone. At least removing some parking on the northbound side (which is the bigger issue) would go a long way to making this a whole lot more comfortable for cyclists. Personally I think all the connections to the PDW should be considered priority routes for cycling as the PDW is a preferred route for many people.</p>	Bicycle: Bike infrastructure	Email	Constituent	2/12/2021
Bus Route 65	The #65 bus services public housing; is there any way service on this line can be enhanced?	Transit: Bus Service	Meeting with Councilor Breadon	N/A	3/1/2021
Bus Route 86	I also ask that the Mobility Study team consider expanding planned transit priority corridors to include bus priority lanes designed to serve the 86 bus as it moves through Allston and Brighton. The 86 is a vital bus route that links the Red Line in Harvard Square to the Green Line in Cleveland Circle; though under-served today, it has the potential to become a key route that provides an essential north-south link through the neighborhood. These bus priority lanes could be implemented in strategic locations so as to improve travel times through route bottlenecks.	Transit: Bus Lanes	Comment Letter	Councilor Breadon	3/4/2021
Cambridge St	Regular 66 rider going to Harvard Square, have you looked at a bus and/or bike lanes on cambridge street? That's a major trouble spot	Other	Allston Village Main Streets	Staff Notes	1/19/2021
Cambridge Street Bridge	Finally, I want to flag to the Mobility Study team that the Cambridge Street bridge, a MassDOT structure, is currently categorized as structurally deficient. This bridge will be put under increasing strain as construction of new development increases in this immediate area. A long-term strategy for the replacement of this bridge is needed.	Other	Comment Letter	Councilor Breadon	3/4/2021
Charles River	Interested in new connections to the river	Other	Virtual Open House	Staff Notes	12/1/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Charles River	Interested in River connection at Market Street and Western Avenue	Other	Virtual Open House	Staff Notes	12/1/2020
Chestnut Hill Ave	Chestnut Hill Ave has a long section between Hatherly Rd and Market St with no traffic lights or traffic calming measures. It is hard for pedestrians to cross at Academy Hill Rd, Winship St, and at Wallingford Rd because traffic does not slow down, and curves in the road make it hard to see cars coming. Can we target this area for traffic calming measures and/or enhanced crosswalks.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	11/15/2020
Chestnut Hill Ave	Page 149, Chestnut Hill Ave recommendations: are there any opportunities for TSP, bus lanes, or queue jumps?	Transit: Prioritize transit over vehicles	Email	MBTA	1/15/2021
Chestnut Hill Ave	I support #1.	Bicycle: Bike infrastructure	Comment Letter	Constituent	1/18/2021
Chestnut Hill Ave	I support separated bike lanes between Washington St and Commonwealth Ave	Bicycle: Bike infrastructure	Email	Constituent	1/19/2021
Chestnut Hill Ave	If the bike lane was between the sidewalk and the parking it would be a lot safer for cyclists and more difficult for motorists to block	Bicycle: Safety	Online Commenting Tool	Constituent	1/21/2021
Chestnut Hill Ave	I support separated bike lanes between Washington St and Commonwealth Ave	Bicycle: Bike infrastructure	Email	Constituent	2/15/2021
Cleveland Circle	The curb extensions and decision to enhance the area with flexible green space and placemaking is a welcomed change. As it stands, this area is tremendously dangerous for pedestrians, cars, bicyclists, and people who use public transportation. The road is in major disrepair and traffic/parking laws are rarely enforced leading to double parked cars blocking through traffic and reducing visibility.	Placemaking: Plaza/Art	Online Commenting Tool	Constituent	11/13/2020
Cleveland Circle	I realize the tracks in Cleveland Circle present serious challenges - some things I see as potential improvements over this quick build concept include: eliminating the NB slip lane (just let transit use that space, limit the other vehicles allowed to use it so that the crossing is safer/shorter); reversing the head in angle parking shown in the top tight to back in; and moving the WB approach to the intersection over to the curb, protecting it, and then orienting the movement through the intersection so that bikes can cross the tracks are a less shallow angle (Would also prefer to see the existing bike crossing markings through the intersection preserved, as well).	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	12/4/2020
Cleveland Circle	Page 139, Cleveland Circle recommendations: Would it be possible to pull the outbound bus stop at Chestnut Hill Ave @ Englewood Ave (stop #1027) for Routes 51 and 86 back to the new plaza that's being created at Beacon St? This would provide better stop spacing as well as a better connection to the Green Line station. For the other side of the street, would the redesign make the stop at Chestnut Hill Ave @ Beacon St (stop #1092) accessible? The tree that is currently there makes that path of travel inaccessible. It's be great if this project could resolve this problem.	Transit: Bus Stop	Email	MBTA	1/15/2021
Cleveland Circle	I support #1 and #2.	Placemaking: Plaza/Art	Comment Letter	Constituent	1/18/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Cleveland Circle	I support curb extensions and placemaking to make it safer for pedestrians	Placemaking: Active Areas	Email	Constituent	1/19/2021
Cleveland Circle	I support developing a plan for to re-design this entire intersection	Other	Email	Constituent	1/19/2021
Cleveland Circle	I like the recommendations for other areas like [Allston Village,] Cleveland Circle, [and the proposed bike lanes along Chestnut Hill Avenue and Washington Street between Cambridge Street and Commonwealth Ave. They all sound like they will improve the experience of walkers, transit riders, and bicyclists in Allston Brighton. But I am not as frequent user of these areas and routes (other than walking). So I defer to others who know them better.	Placemaking: Plaza/Art	Email	Constituent	1/29/2021
Cleveland Circle	3. Cleveland Circle track hazards ----- The Cleveland Circle bicycle comfort analysis probably neglects the effect the presence of the tracks and the angles that the tracks cross the roads. These tracks are an extreme hazard to cyclists and need to be crossed at a non-oblique angle (eg. closer to 90degrees than not) to avoid a crash. The network of tracks at various angles, combined with trying to (perhaps) make a turn onto the cross street make for a very challenging tasks. Having bicycle facilities which take into account the tracks and create safe crossing angles would go a long way to improving cyclist comfort in the area. Its a high LTS3 and deserves some attention. The same is true of the intersection of Chestnut Hill Ave and Comm Ave just to the north.	Bicycle: Bike infrastructure	Email	Constituent	2/12/2021
Cleveland Circle	I support curb extensions and placemaking to make it safer for pedestrians	Placemaking: Active Areas	Email	Constituent	2/15/2021
Cleveland Circle	I support developing a plan for to re-design this entire intersection	Other	Email	Constituent	2/15/2021
Commonwealth Avenue	Cycling on Commonwealth Ave has been a pleasure, except for the block between Brighton Ave and Naples Rd, where there is neither access road nor separated bicycle path. (And, I might add, where I personally was almost hit by a car which went shooting out of its parking spot like a rocket while cycling.) Are there any plans to add the "missing" block of bicycle path?	Bicycle: Bike infrastructure	Email	Constituent	12/15/2020
Commonwealth Avenue	How can the carriage streets on comm Ave be made more safe and pedestrian friendly?	Pedestrian: Improve safety	Brighton Center Main Streets	Staff Notes	1/6/2021
Commonwealth Avenue	Page 26, the reference to the Commonwealth Avenue cycle track: we have yet to resolve, as far as I'm aware, the issue of the half-mile stop spacing in the inbound direction between Commonwealth Ave @ Pleasant St (stop #934) and Commonwealth Ave @ Carlton St (stop #937). If I remember correctly, I believe the solution the MBTA prefers is to re-activate the stop farside of Amory St (where the current Street View shows a bus box), but this would require extending the curb and having buses stop in-lane. Can we use this project to restart discussions about fixing this problem?	Transit: Bus Stop	Email	MBTA	1/15/2021
Everett Street	176 Lincoln Development - Everett Bridge is really important - no mention of an improvement at this location - main crossing for cyclists cross I-90	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Everett Street	A signal at the intersection of new/old Everett Street will be helpful	Other	Virtual Open House	Staff Notes	12/1/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Faneuil St	Support for the Faneuil street bike lanes as more appealing due to less traffic	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Faneuil St	What will Faneuil Street bike lanes look like, distinct colors?	Bicycle: Bike lanes	Virtual Open House	Staff Notes	12/1/2020
Faneuil St	Faneuil St Mini roundabout, doesn't seem that it would be able to work. This study is taking steps backwards. Drivers are impatient and run the stop sign or distracted by phones -- driver error is what makes the intersection not work.	Vehicle: Reduce speed/calm traffic	Virtual Open House	Staff Notes	12/1/2020
Faneuil St	And support for Faneuil, {Market, and North Beacon} bike lanes. From me at least.	Bicycle: Bike infrastructure	Virtual Open House	Zoom Chat Log	12/1/2020
Faneuil St	I really like the bike lanes on Faneuil St	Bicycle: Bike infrastructure	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
Faneuil St	Have you gotten pushback on parking loss? Should have a strategy to address this.	Parking: Other	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
Faneuil Street	While I understand the need for more biking infrastructure, I do NOT think it should come at the expense of losing neighborhood residential parking- and I think the proposed separated bike lane on the south side of Faneuil Street will be a mistake, since it seems like it will eliminate parking along most of that side of Faneuil Street. I have many friends and neighbors who live on the side streets off of Faneuil, and they currently face tight parking situations, and removal of the parking spaces will negatively impact them, as cars that once parked on Faneuil will now be forced most likely onto those side streets. Especially near Oak Square, in the vicinity of streets like Brackett, Fairbanks, and Brooks Street, there are a number of older apartment buildings or triple-deckers who currently have no dedicated parking that will be impacted.	Parking: Change parking regulations	Online Commenting Tool	Constituent	12/16/2020
Faneuil Street	If you eliminate parking on one side of Faneuil Street, where do you think those cars are going to park? Many of the streets in the neighborhood simply not have enough off street parking. Drive down Bennett Street at night or the weekend and it's almost wall to wall parked cars. Nice for the bicylists but maddening for residents.	Parking: Change parking regulations	Online Commenting Tool	Constituent	12/17/2020
Faneuil Street	Page 134, Faneuil Street recommendations: I know there is interest in re-routing Route 64 to stay on Faneuil St between Oak Square and Market St, but that isn't mentioned here. I only mention it given the proposal to put a two-way cycle track along Faneuil St, and the potential implications for bringing bus service to Faneuil St between Brooks St and Market St.	Transit: Bus Service	Email	MBTA	1/15/2021
Faneuil Street	I am writing to express my opposition to the proposed elimination of parking places on the south side of Faneuil Street because parking is already tight and it is difficult to go to local restaurants and the library. While I support increased safe bike infrastructure, removing the already limited parking is not the solution.	Bicycle: Bike infrastructure	Email	Constituent	1/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Faneuil Street	<p>I'm writing to comment on what I consider to be an extremely ill-advised recommendation (even with fashionable intentions!) for Faneuil Street in Oak Square, namely a separated two-way bike lane, necessitating forfeiting half the available resident parking. Anyone who has used Faneuil Street in winter time could advise you that the street is nearly impassable with snowbanks on two sides and two lanes of traffic. There is simply no space for a separated two-way bike-lane in addition, even with the draconian elimination proposed of neighborhood parking on the south side of the entire length of Faneuil St. now available to residents and to patrons of non-governmental groups (including the YMCA, the Faneuil Branch Library, the corner church, and Hardiman Park and Playground).</p> <p>I'm persuaded that the current bike lane on the north side of Faneuil St. could function well, provided the city allotted maintenance funds for periodic re-painting of the bike symbols and increased/better bike signage. This could safely serve the cycling community.</p> <p>A solution needs to be found in any case for the constant tearing up of the tarmac for uncoordinated utility repair and maintenance — which is then not repaved or repainted at crosswalks or bike lanes. The result is dangerous craters, lousy for car tires and worse for cyclists, with barely visible bike lanes and crosswalks.</p>	Bicycle: Bike infrastructure	Email	Constituent	1/15/2021
Faneuil Street	Another community-based priority for pedestrian and cycling safety on Faneuil Street is several additional crosswalks, preferably raised for traffic calming (in addition to the welcomed one proposed for near the Y).	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/15/2021
Faneuil Street	Terrible proposal for Faneuil St. This will remove about half the on-street parking on Faneuil, with a horrible impact on local residents. Parking is already in short supply. And it is very unrealistic to assume that people will give up their cars and start biking. The loss of parking will also hurt patrons of the Faneuil Library as the library has no parking lot.	Parking: Change parking regulations	Online Commenting Tool	Constituent	1/16/2021
Faneuil Street	I support #1 and #2.	Bicycle: Bike infrastructure	Comment Letter	Constituent	1/18/2021
Faneuil Street	I support a two-way separated bike lanes structure along Faneuil Street (a critical part of the parallel AB corridor bike route)	Bicycle: Bike infrastructure	Email	Constituent	1/19/2021
Faneuil Street	I support mini-roundabout at intersection of Faneuil and Arlington Streets	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/19/2021
Faneuil Street	I have concerns regarding the section of Faneuil St as you enter Oak Square. Once you pass Hobson St and get towards Brooks St the road begins to narrow. After Brooks St it narrows further to Dunboy St. Also there is solar glare starting at that point. So combine drivers and cyclist and add the narrowing of the road while the sun is setting, and it can make for a nerve racking drive for both cyclist and driver. (I speak as both driving and cycling at this area).	Bicycle: Safety	Email	Constituent	1/26/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Faneuil Street	<p>I am writing to let you know about the impact that a proposed bike lane would have on residents on Faneuil Street.</p> <p>A proposed bike lane sounds like a good idea for the environment, for traffic congestion, and for the health benefits of the riders. But this proposal would come at the direct expense of those who already cannot accommodate further parking difficulties.</p> <p>If my parents were younger, if they were computer literate and knew how to send emails, if their English were stronger, they would be reaching out to tell you themselves what I am telling you - that you need to consider the impact that removing parking on Faneuil Street will have on those who currently live here and consider how detrimental this would be to long term residents of Faneuil Street.</p>	Bicycle: Bike infrastructure	Email	Constituent	2/14/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Faneuil Street	<p>To begin I and my family live at ____ Faneuil street Brighton in our 2 family home that has been in our family since the 60's.</p> <p>I and my family are very upset and in total opposition with the proposed dedicated bike lane that is being proposed on the side of Faneuil street where are home is located, since it would greatly negatively effect our family.</p> <p>This is especially the case considering I and my siblings are the care takers of our elderly parents and aunt all of whom reside in the same home, whom all have various health & mobility issues (they utilize walkers & wheel chairs) and who would personally, especially feel the negative brunt of the said proposal.</p> <p>The dedicated bike land would eliminate all on street parking spots in front of our home which would result in major inconvenience for the them, also other family members, friends and other various medical guests (e.g. such as nurses, physical therapists and lab technicians etc.) who visit our home on a regular basis to would have to park blocks away from our home (parking spots are already hard to find and eliminating parking completely from 1 side of Faneuil street would only hasten the problem and make it more difficult to find a parking spot) and would also create multiple safety hazards by forcing all to have to cross very high traffic Faneuil street, all of which would result in a diminished enjoyment of our home, great reduction in the quality of our lives and our property value.</p> <p>The amount of bikers who would utilize the dedicated bike lane would be a much lower volume then compared to the amount individuals (including our family, other families and residents on Faneuil street) who currently utilize the parking spots which are being proposed to be eliminated by the dedicated bike lane.</p> <p>It just does not make sense to take away parking spots that are utilized by individuals who live on the street and use the parking spots every day and in some cases multiple times, like is the case for our family in order to allow fewer bikers many of whom who do not live on the street and whom would utilize the same to a much lower degree, just to have there own dedicated bike lane.</p> <p>For the above reasons, I and our family believes a NON dedicated bike lane should be designed and added to the east side of Faneuil street.</p> <p>If its such a priority for the city to add a bike lane on Faneuil street then adding one while also maintaining all current parking spots should be the plan, if not then the idea of a solely dedicated bike lane should be entirely scraped.</p> <p>My family, other families who pay high property taxes in Boston and residents who rent homes on our street & who help landlords pay the same, deserve to have parking spots in front of our homes, not a dedicated bike lane that would not serve the majority of us any purpose, but would as mentioned again and can not be stressed enough, only diminish our quality of life, enjoyment of our property, property value and create safety hazards for us to deal with (especially the elderly disabled residents like those in our family) so for these reasons , we hope the city will listen to our and the others residents complaints also, who are voicing there disapproval with this dedicated bike lane proposal and either alter the proposal as described above or cancel the proposal all together.</p>	Bicycle: Bike infrastructure	Email	Constituent	2/14/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Faneuil Street	I support a two-way separated bike lanes structure along Faneuil Street (a critical part of the parallel AB corridor bike route)	Bicycle: Bike infrastructure	Email	Constituent	2/15/2021
Faneuil Street	I support mini-roundabout at intersection of Faneuil and Arlington Streets	Vehicle: Reduce speed/calm traffic	Email	Constituent	2/15/2021
Faneuil Street	<p>So I just wanted to put another word in for a parking study and the consideration of parking management options that will allow us to solve both the bike/transit/pedestrian safety issues and help regulate parking better in the neighborhood.</p> <p>I very strongly support the bike priority lane along Faneuil Street (I live just off Faneuil St and walk it every day). Many people would use this if it were safe, including me, a 62 year old woman. Right now you're taking your life in your hands to cycle there. And I don't feel it's a safe walking environment as is. The Faneuil Street bike corridor promises to provide a critical safe biking route through our neighborhood with access points to Allston, Cambridge and downtown Boston. And creating a safer environment for pedestrians and cyclists helps increase customers for businesses all along the way - there is a lot of research that shows that.</p>	Bicycle: Bike infrastructure	Email	Constituent	2/15/2021
Faneuil Street	<p>The current situation is really bad - I know, I experience it every day. Let's make it better! Let's figure out a good way to handle parking so we can also safely bike and walk. I walk to Oak Square many times each week and there are always spaces, empty driveways, and empty lots in the back of the apartment buildings. Throughout Brighton there is a LOT of asphalt devoted to parking that is going unused much of the day. We don't suffer from lack of parking pavement, we suffer from lack of parking management. A parking study would allow us to look at this more in detail and figure out good options.</p> <p>Bottom line - let's work to solve parking issues AND improve mobility. They go together!</p>	Parking: Other	Email	Constituent	2/15/2021
Faneuil Street	Dedicated Bike lanes should not come at the expense of losing neighborhood residential parking. I think the proposed separated bike lane on Faneuil Street will be a a problem for the neighborhood and will eliminate parking for many people who live there. Parking in the Oak Square is difficult and many homes to not have dedicated parking for the tenants. This proposal will only add to the congestion and parking problems that that now exists.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	2/15/2021
Franklin St Bridge	This chapter does not at all address the significant problems with the bridge intersecting with Cambridge St. As a cyclist, you are forced to either hop the sidewalk and enter speeding traffic OR squeeze on the sidewalk (poorly maintained, insufficiently wide, and cracked with elevation differences) with pedestrians. As a pedestrian, you have to hop across four lanes of traffic on Cambridge St to get to the bridge. There need to be recommendations here to resolve the bicycle and pedestrian connection of the bridge to Cambridge St and that is completely missing currently. Bicyclists need to be safely able to maneuver at the end of the bridge - the easiest way to do this is to eliminate the right turn lane for motorists onto Franklin Street and instead extend the existing bike lane to the intersection, with added buffering to make it safer. Combined with a leveling of the sidewalk with the bike lane, cyclists can then exit safely.	Bicycle: Safety	Online Commenting Tool	Constituent	11/16/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Franklin St Bridge	<p>To expand on my last comment (too many characters), my proposed short-term solution for the Cambridge St connection, of course, does not address cyclists ENTERING the bridge from Cambridge Street, so a long-term recommendation is needed here to solve this critical connection issue!</p> <p>Additionally, improvements are needed at the bridge's connection with Lincoln St. The barrier presently there along the sidewalk is inappropriate and tailored for CARS and not the people using the bridge. It condenses the space on the sidewalk, again creating conflicts between cyclists and pedestrians unnecessarily. The roadway at Lincoln Street should be improved and given the relatively low traffic volume, markings should at a minimum be used to improve safety and bicyclists should receive priority at the intersection, not cars traveling along Lincoln St.</p>	Bicycle: Safety	Online Commenting Tool	Constituent	11/16/2020
Franklin St Bridge	We need more at the Franklin Street Bridge than improving crossings and lighting - "it needs a lot of work" - suggested placemaking in this location	Placemaking: Other	Virtual Open House	Staff Notes	12/1/2020
Franklin St Bridge	Would art on Franklin Bridge be in the current bridge? Like the community/graffiti aspect of the bridge as it is now. Can we still allow the community to incorporate graffiti into the design?	Placemaking: Plaza/Art	Virtual Open House	Staff Notes	12/1/2020
Franklin St Bridge	Utility pole at the bottom of the Franklin Street Bridge Ramp - people are behind the utility pole creating a sight distance issue - westbound people cannot see them	Pedestrian: Improve safety	Virtual Open House	Staff Notes	12/1/2020
Franklin St Bridge	I live on Franklin Street and the thing we like most about the bridge is that it provides a surface for graffiti. At least two previous "public art" installations have failed and been supplanted with graffiti that actually comes from the hearts and minds of neighborhood residents, rather than being imposed upon them. Furthermore, there seems to be a mistaken impression that the graffiti is why people feel unsafe on the bridge; let me say emphatically that that is not the case. People feel unsafe because of the awful lighting, the speeding cars on both ends of the bridge, and the fact that it's literally falling apart; MassDOT recently had to patch a hole where you could see the ground from 25 feet up. I understand that replacing the bridge is not within the purview of this study, but the worst thing about it is that it's a product of the destructive, pedestrian-last Urban Renewal planning that brought us the Pike. The bridge's alignment adds more than 500 feet to the crossing distance.	Placemaking: Plaza/Art	Online Commenting Tool	Constituent	12/7/2020
Franklin St Bridge	The bridge is very slippery for bikes in rain, which can lead to cyclists losing control as they enter sidewalk intersections. Recommend a tactile or water resistant paint.	Bicycle: Safety	Online Commenting Tool	Constituent	12/28/2020
Franklin St Bridge	I support #1.	Placemaking: Plaza/Art	Comment Letter	Constituent	1/18/2021
Franklin St Bridge	Also, the Franklin Street bridge is difficult because of the steep slopes on either side and they are not ADA accessible; the landings at either end of the bridge are narrow, don't provide maneuvering room, and are difficult to bike on!	Bicycle: Safety	Allston Village Main Streets	Staff Notes	1/19/2021
Franklin St Bridge	I support the recommendation for improved lighting and public art installation	Placemaking: Plaza/Art	Email	Constituent	1/19/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Franklin St Bridge	<p>There is no bike lane leading to the bridge or on the other side which makes it difficult to use as a cyclist. There should also be a cross walk in front of the bridge that allows pedestrians from the other side of the street to access the bridge without walking fairly far out of their way. People try to cross there frequently and that is not very safe.</p> <p>Additionally, the speed limit on Cambridge coming into the intersection by the Franklin Street Bridge is very fast and would be safer for cyclists and pedestrians if it were lowered</p>	Bicycle: Safety	Online Commenting Tool	Constituent	1/21/2021
Franklin St Bridge	I support the recommendation for improved lighting and public art installation	Placemaking: Plaza/Art	Email	Constituent	2/15/2021
Frankling Street Bridge	I appreciate the Study's proposed short-term improvements to the Franklin Street Bridge, which has longneeded updates. Given the uncertain status of the Allston I-90 Intermodal Project, I believe that furtherconversation regarding the Franklin Street Bridge is needed to ensure that the bridge is replaced with anupgraded structure in a timely manner. The dilapidated state of this bridge is a primary concern to manyresidents of Allston, who utilize the bridge on a daily basis.	Placemaking: Other	Comment Letter	Councilor Breadon	3/4/2021
Frankling Street Bridge	I am concerned that the Draft Mobility Study does not contain recommendations for the construction ofpedestrian/bicycle facilities that will allow residents to safely cross Cambridge Street at its intersectionwith Linden Street, thereby ensuring easy access to the Franklin Street Bridge. Though the Mobility Studydoes mention that a feasibility study will be conducted to investigate this possibility, I believe that aconcrete timeline for implementation of these improvements should be identified, particularly given thatthe construction of both the Allston Square and the Allston Green projects will bring an influx of newresidents to this area. To clarify, will the feasibility of such improvements be included as part of themobility study that will be conducted by Allston Square in the near future?	Other	Comment Letter	Councilor Breadon	3/4/2021
General	Can crosswalk buttons also turn on additional street lights or beacons in order to alert drivers that people are in the crosswalk that are about to cross	Pedestrian: Sidewalk/Crosswalk	Virtual Open House	Staff Notes	12/1/2020
General	Why aren't big parcels dedicated to parking?	Parking: Other	Virtual Open House	Staff Notes	12/1/2020
General	I want to feel safer when riding my bike in the neighborhood	Bicycle: Safety	Virtual Open House	Staff Notes	12/1/2020
General	I want a big idea - like West Station, Bike Path on Lincoln, Red Line to Barry's Corner, etc.	Other	Virtual Open House	Staff Notes	12/1/2020
General	Generally interested in planted buffers between separated bike lanes and motor vehicle traffic	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
General	How to take back street from parking to make the area more exciting?	Parking: Change parking regulations	Virtual Open House	Staff Notes	12/1/2020
General	COVID, right now the buses are pretty empty. Hopefully people get back to buses.	Transit: Other	Virtual Open House	Staff Notes	12/1/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
General	Raised crosswalks? - there are not any on Brighton.	Pedestrian: Sidewalk/Crosswalk	Virtual Open House	Staff Notes	12/1/2020
General	Does Boston have raised crosswalks?	Pedestrian: Sidewalk/Crosswalk	Virtual Open House	Staff Notes	12/1/2020
General	There are many developments. How will that coordinate?	Other	Virtual Open House	Staff Notes	12/1/2020
General	Can we make sure that the contributions stay in the community?	Other	Virtual Open House	Staff Notes	12/1/2020
General	Suggest a central parking location/garage	Parking: Other	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
General	You approve this new plan and what happens when the feasibility studies are executed?	Other	Brighton Center Main Streets	Staff Notes	1/6/2021
General	With so much new development being approved with reduced parking, how can we be considering reducing on street parking?	Parking: Change parking regulations	Brighton Center Main Streets	Staff Notes	1/6/2021
General	Procedurally, I thought you were doing feasibility over the past year so when do we actually see things happening?	Other	Brighton Center Main Streets	Staff Notes	1/6/2021
General	How can we manage student parking on public streets?	Parking: Change parking regulations	Brighton Center Main Streets	Staff Notes	1/6/2021
General	Have you done analysis regarding the MBTA service cuts and impacts on Allston-Brighton?	Transit: Bus Service	Allston Village Main Streets	Staff Notes	1/19/2021
General	Because of Covid, more and more people don't want to take the bus. And will be a long time before it gets back to anything close to normal.	Transit: Other	Allston Village Main Streets	Zoom Chat Log	1/19/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Green line	<p>It would be nice if the Green line had right of way at intersections because it currently has to stop for cars at several intersections and stop signs through the Allston/Brighton neighborhood which makes it very slow. The slowness of the Green line is a major deterrent in my interest/ability to use it. It is not included in the plan outlined, but in the future I think that it is important that the public transit options be made more accessible so that people with limited mobility have access to public transportation.</p> <p>[I like this project is focused on increasing multimodal transportation. Existing bike lanes could have a lot of work to make them safer and more functional. They are often blocked by cars and trucks. Moving the bike lanes to between the sidewalk and street parking would help somewhat with both the safety and function concerns. Currently bollards are used and they get run over by cars and knocked off very quickly and do not prevent cars from going into bike spaces.]</p>	Transit: Prioritize transit over vehicles	Online Commenting Tool	Constituent	1/21/2021
Greening	Are there plans to implement the tree trench program on Western Avenue between the intersections of Market St and Cambridge St? While there there are several trees along this avenue, they are still quite, sparse, and do not have significant canopy coverage such that it is significantly hot walking along this stretch in the spring and summer (I work in the Charlesview complex).	Placemaking: Trees/Landscaping	Online Commenting Tool	Constituent	11/20/2020
Greening	Tree canopy plan: Mayor Menino started a tree planting program and the objectives were great, but the problem has been maintenance. People started pruning trees themselves but don't know what to do	Placemaking: Trees/Landscaping	Virtual Chat with a Planner #1	Staff Notes	11/23/2020
Greening	I support greening initiatives and tree trenches.	Placemaking: Trees/Landscaping	Comment Letter	Constituent	1/18/2021
Greening	I was also very happy to see the concern for adding more street trees, using tree trenches, with pilot programs on N. Beacon, Market, and Chestnut Hill Avenue (all places I frequently walk). Apart from shade, these could help with stormwater drainage.	Placemaking: Trees/Landscaping	Email	Constituent	1/29/2021
Greening	I support greening initiatives and tree trenches.	Placemaking: Trees/Landscaping	Email	Constituent	2/15/2021
Harvard Ave	Parking lots off Harvard Ave - City owned lot. Should we start charging for parking? Encourage turnover, etc. Could potentially be done as part of "first phase."	Parking: Change parking regulations	Virtual Open House	Staff Notes	12/1/2020
Harvard Ave	Only issue [with Harvard Ave plaza], moving Studio 52 to storage building behind K-Town Chicken. How will musicians be able to load in/out of practice space?	Parking: Other	Virtual Open House	Staff Notes	12/1/2020
Harvard Ave	Alarming to see bikes mixed with cars, can we provide separated space for bikes?	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Harvard Ave	At Blanchard's, bus turning corner, rear end of bus often in the bike lane when at the bus stop. Can bus stop be moved further down Harvard Ave?	Transit: Bus Stop	Virtual Open House	Staff Notes	12/1/2020
Harvard Ave	Area in front of Blanchard's is an area where people congregate. Set up less for people to hang out in a "sketchy" way.	Placemaking: Other	Virtual Open House	Staff Notes	12/1/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Harvard Ave	As a cyclist, I love the concept of closing the street to vehicles.	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Harvard Ave	I like the long term plan.	Placemaking: Active Areas	Virtual Open House	Staff Notes	12/1/2020
Harvard Ave	Uncomfortable biking on Harvard Ave in Allston Village	Bicycle: Safety	Virtual Open House	Staff Notes	12/1/2020
Harvard Ave	How many parking spots will be lost on Harvard Ave and [Brighton Ave] with proposed recommendations?	Parking: Other	Virtual Open House	Staff Notes	12/1/2020
Harvard Ave	I'm all for limiting SOV traffic and generally making things more difficult for private vehicles, but recommendation #2 is a wonky and somewhat bizarre intervention, since, in my opinion, it doesn't actually solve an existing problem. Firstly, eliminating the main north/south throughway between Brookline and the Mass Pike/Cambridge will only push private vehicles onto more residential streets like Linden and Allston where speeding is more of an issue than on Harvard, where high commercial traffic and pedestrians generally keep speeds lower. Secondly, making Harvard Ave. bus-only presupposes that this section is a chokepoint for the #66--but in my experience, Brigham Circle, the loop through Union Square, and the North Harvard Street Bridge are much worse in this respect. Finally, the pedestrian plaza seems a bit redundant if the Comm. Ave. carriage roads are going to be pedestrianized anyway. Curb extensions and replacing street parking with café seating would be welcome, though.	Other	Online Commenting Tool	Constituent	12/7/2020
Harvard Ave	Thrilled at the thought of the Harvard Ave bus lane, is it correct that there is no car through traffic through that road?	Transit: Prioritize transit over vehicles	Transit-Focused Chat with a Planner	Staff Notes	12/14/2020
Harvard Ave	What about the bus stop that was moved to the opposite corner across comm Ave on Harvard. Is this a temporary move for the construction going on? I have had several complaints from our tenants directly in front of the new bus stop location, which has taken the delivery zone away.	Transit: Bus Stop	Email	Constituent	1/15/2021
Harvard Ave	I am very concerned about this proposed project concerning Harvard Ave. Removing all that parking in an area that already has a problem with parking will greatly affect many area businesses. Also the many residents will have no overnight parking. There are several large apartment complexes in construction which will also overload the parking situation. Where will delivery trucks park?	Parking: Change parking regulations	Email	Constituent	1/15/2021
Harvard Ave	Page 57, under the Long-Term Recommendation: it looks like the proposal is to eliminate the stop pair at Harvard Ave/Brighton Ave and keep the stop pair at Harvard Ave/Commonwealth Ave. Might we consider placing the bus stops somewhere along Harvard St and the pedestrian plaza?	Transit: Bus Stop	Email	MBTA	1/15/2021
Harvard Ave	Page 57, I see that the recommended location of the inbound Route 66 bus stop at Harvard Ave @ Brighton Ave is in its present location in front of the Blanchard's. I know that, pre-Thanksgiving, BTD met with Blanchard's to discuss this stop. Do we know what came out of this discussion?	Transit: Bus Stop	Email	MBTA	1/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Harvard Ave	I support #1, #2, #3, and #4.	Other	Comment Letter	Constituent	1/18/2021
Harvard Ave	Recommendation #2 for a shared bus/bike lane and pedestrian plaza for Harvard Avenue is the boldest suggestion in the whole study. I believe it would transform Harvard Ave. in a radically positive way, and create a vibrant walkable commercial district that could serve as an example for the entire city.	Other	Comment Letter	Constituent	1/18/2021
Harvard Ave	Another issue is that the current bus stop placement in front of McDonald's- what is your recommendation for that bus stop in the Plan?	Transit: Bus Stop	Allston Village Main Streets	Staff Notes	1/19/2021
Harvard Ave	How can stakeholders on Harvard Ave remain part of the process and not just get something approved without input? Re bus stop relocation in front of Blanchards	Other	Allston Village Main Streets	Staff Notes	1/19/2021
Harvard Ave	Concern about business deliveries having issues today and how can we expect to keep changing curbside uses? Specific concern raised about removing parking at the corner of Brighton Avenue and Harvard Ave.	Parking: Change parking regulations	Allston Village Main Streets	Staff Notes	1/19/2021
Harvard Ave	Comment about Blanchards and removing parking in front of building and any parking removal would be very bad for all of the existing stores and all the vacant stores as well	Parking: Change parking regulations	Allston Village Main Streets	Staff Notes	1/19/2021
Harvard Ave	The parking lot next to Blanchards is not sufficient for the people in the neighborhood right now	Parking: Other	Allston Village Main Streets	Staff Notes	1/19/2021
Harvard Ave	Getting rid of parking spaces on Harvard Ave would hinder business and customers getting to park is a major benefit, but customers come in from outside of Boston all the time! The municipal lots are not managed well at all and some people park in them all day long	Parking: Change parking regulations	Allston Village Main Streets	Staff Notes	1/19/2021
Harvard Ave	I agree with _____. The parking lots you pointed out get filled often. Unless there can be more parking lots created, removing parking on Harvard Ave. will devastate the area.	Parking: Change parking regulations	Allston Village Main Streets	Zoom Chat Log	1/19/2021
Harvard Ave	I support bus stop relocation and curb extensions	Other	Email	Constituent	1/19/2021
Harvard Ave	I support eventual shared bus/bike lane and pedestrian plaza. Recommendation #2 for a shared bus/bike lane and pedestrian plaza for Harvard Avenue is the boldest suggestion in the whole study. I believe it would transform Harvard Ave. in a radically positive way, and create a vibrant walkable commercial district that could serve as an example for the entire city.	Placemaking: Active Areas	Email	Constituent	1/19/2021
Harvard Ave	I support placemaking	Placemaking: Other	Email	Constituent	1/19/2021
Harvard Ave	Love the long term plan for Harvard Ave	Placemaking: Plaza/Art	Allston Village Main Streets	Staff Notes	1/19/2021
Harvard Ave	Comment about the parklets- they will not be used how you think they will, because there are people who congregate there. Adding more seating adds a lot more loitering, adding more greenery with someone to tend to them might be a good idea!	Placemaking: Trees/Landscaping	Allston Village Main Streets	Staff Notes	1/19/2021
Harvard Ave	Differing needs in the area- would be more accessible to people who aren't as mobile to have benches	Placemaking: Other	Allston Village Main Streets	Staff Notes	1/19/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Harvard Ave	Concern from many business owners: By installing permanent parklets and other street furniture, there would be more of an opportunity for individuals experiencing homelessness to set up encampments	Placemaking: Other	Allston Village Main Streets	Zoom Chat Log	1/19/2021
Harvard Ave	If the bike lanes and the parking were switched so the bike lane was closer to the curb it would be safer for cyclists and less likely to be blocked (like in the picture of the existing street) Additionally something sturdier than bollards should be used to separate bike and car space	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	1/21/2021
Harvard Ave	Recommendations 1 & 3 should incorporate protected bike infrastructure. Intersections are where cyclists are most vulnerable and it would be simple and cheap to incorporate bike lanes into these recommendations.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	2/12/2021
Harvard Ave	Eliminating metered parking in any capacity on Harvard Ave will negatively impact many of the Businesses that rely on street parking, this will cause more difficulties for the stores operating their businesses, especially in the wake of the pandemic. The capacity in the city lot is not sufficient enough even today, with all of the metered parking that currently exists. These problems would only get worse with reduced or eliminated metered parking. Delivery trucks serving businesses will not be able to deliver goods efficiently.	Parking: Change parking regulations	Email	Constituent	2/15/2021
Harvard Ave	A dedicated Bus Lane is not practical on such a short street, it will cause even more traffic congestion issues.	Transit: Bus Lanes	Email	Constituent	2/15/2021
Harvard Ave	I support bus stop relocation and curb extensions	Other	Email	Constituent	2/15/2021
Harvard Ave	I support eventual shared bus/bike lane and pedestrian plaza. Recommendation #2 for a shared bus/bike lane and pedestrian plaza for Harvard Avenue is the boldest suggestion in the whole study. I believe it would transform Harvard Ave. in a radically positive way, and create a vibrant walkable commercial district that could serve as an example for the entire city.	Placemaking: Active Areas	Email	Constituent	2/15/2021
Harvard Ave	I support placemaking	Placemaking: Other	Email	Constituent	2/15/2021
Harvard Ave	Double wide sidewalks for outside dining, is not practical here. This is not the type of area for that type of dining, especially when considering the type of restaurants that are in the area.	Placemaking: Plaza/Art	Email	Constituent	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Harvard Ave/Cambridge St	I'm extremely disappointed that this study does not specifically address the intersection of Harvard Ave and Cambridge Street, which is one of the most dangerous intersections in the entire neighborhood and a key conflict point between peds/cyclists and high-speed vehicle traffic. At the very least, there need to be curb extensions to reduce crossing distances for peds and the high-speed turns often made by vehicles. Even I, an able-bodied young person, cannot cross the intersection diagonally in the time allotted. This is to say nothing of the frequent conflicts between drivers turning left from Cambridge onto Harvard and eastbound traffic on Cambridge Street, which causes road rage, near-accidents, and hazards to pedestrians and cyclists, as turning vehicles often creep into the middle of the intersection and are caught between light cycles, either completing their turns during the walk signal or obstructing the crosswalk.	Pedestrian: Improve safety	Online Commenting Tool	Constituent	12/7/2020
Harvard Ave/Comm Ave	Concern from businesses about proposed Comm Ave/Harvard Ave plaza by public works.	Placemaking: Plaza/Art	Virtual Chat with a Planner #1	Staff Notes	11/23/2020
Harvard Avenue	I support the Mobility Study's recommendations to create a pedestrian plaza and shared bus/bike lanes along Harvard Avenue in Allston Village. The creation of a pedestrian-centered plaza along Harvard Avenue would serve as a fantastic amenity for Allston residents and for the many small businesses located in Allston Village.	Other	Comment Letter	Councilor Breadon	3/4/2021
Holton St/Waverly St	YES! This is so, so necessary. GPA and German School students need to be able to commute safely to school. The current configuration is an accident waiting to happen.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	11/13/2020
Holton St/Waverly St	Text says between Franklin St. and Everett St. but the graphic shows between Everett and Antwerp.	Other	Online Commenting Tool	Constituent	12/7/2020
Holton St/Waverly St	The recommendation is for a contra-flow bike lane on Holton Street between Franklin Street and Everett Street, but the map shows that it is between Antwerp and Everett. The contraflow should extend the length of Holton, from Litchfield to Franklin, to limit inconsistencies and breaks in the network, which only create more danger for cyclists and drivers alike.	Other	Online Commenting Tool	Constituent	12/28/2020
Holton St/Waverly St	I would suggest that a sidewalk level protected bike lane would be much safer for bicyclists to use in place of the recommended contraflow bike lane because it would provide physical protection from oncoming automobiles. Alternatively, flexposts could be recommended to accompany the contraflow bike lane.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	2/12/2021
Holton Street	I support creating contra-flow bike lane on Holton	Bicycle: Bike infrastructure	Email	Constituent	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Implementation	<p>Finally, we request that the following recommendations be added to the plan: 2. Establish cross-department project team: While the Action Plan lists Lead Agencies specific to each improvement, there is no overarching team accountable to plan deliverables and neighborhood communication. We request that a project team be established to include Boston Transportation Department, BPDA, Office of Neighborhood Services, and Department of Public Works staff. We request that this team:</p> <ul style="list-style-type: none"> - Establish progress metrics for the plan as a whole and produce an annual progress report - Maintain communication channels with the neighborhood through a project website, contact email, and bi-annual public meetings. 	Other	Comment Letter	ABHC	2/15/2021
Leo Birmingham Parkway	<p>I love this! This is something my family has talked about for years. Reclaiming the road to expand the park here would be incredible.</p> <p>My only concern is the preservation of the existing trees in the current median, rather than removing them to accommodate the bike lane. But the drawing for 1 may not reflect that actual proposal. The "long term placemaking" option shown in 3 seems more accurate and looks ideal.</p>	Placemaking: Active Areas	Online Commenting Tool	Constituent	11/13/2020
Leo Birmingham Parkway	The pool on LBP is supposed to be rebuilt - having the walkway would facilitate people being to access the pool when it gets reopened	Pedestrian: Sidewalk/Crosswalk	Virtual Open House	Staff Notes	12/1/2020
Leo Birmingham Parkway	What is New Balance paying for re: Leo Birmingham? They committed monies many years ago and I have always wondered where those monies are??	Other	Virtual Open House	Zoom Chat Log	12/1/2020
Leo Birmingham Parkway	I support #1, #2, and #3. The transformation of Leo M Birmingham in this plan looks great.	Placemaking: Active Areas	Comment Letter	Constituent	1/18/2021
Leo Birmingham Parkway	I support repurpose North Carriageway of Leo Birmingham. The transformation of Leo M Birmingham in this plan looks great.	Placemaking: Active Areas	Email	Constituent	1/19/2021
Leo Birmingham Parkway	I support redesign intersection of Leo Birmingham/Market/Lincoln Street	Other	Email	Constituent	1/19/2021
Leo Birmingham Parkway	There should be sidewalk on both sides of the street	Pedestrian: Sidewalk/Crosswalk	Online Commenting Tool	Constituent	1/21/2021
Leo Birmingham Parkway	I would like to suggest that this section of Leo M Birmingham Parkway be completely closed and replaced with green space and a shared use path. This is a underutilized road with several parallel routes and closing it would benefit the community, those who travel by bike or foot, and would reduce maintenance costs.	Placemaking: Active Areas	Online Commenting Tool	Constituent	2/12/2021
Leo Birmingham Parkway	I support repurpose North Carriageway of Leo Birmingham. The transformation of Leo M Birmingham in this plan looks great.	Placemaking: Active Areas	Email	Constituent	2/15/2021
Leo Birmingham Parkway	I support redesign intersection of Leo Birmingham/Market/Lincoln Street	Other	Email	Constituent	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Leo Birmingham Parkway	We particularly support the implementation of the following recommendations: 2. Leo Birmingham Parkway: "A redesign of the intersection of Leo M. Birmingham Parkway/ Market Street/Lincoln Street would complement the proposed redesign of Leo Birmingham Parkway to the west. With only one carriageway entering the intersection, the redesign would simplify traffic movements and pedestrian crosswalks. The redesign would also solve the skew for southbound vehicles traveling from Leo Birmingham Parkway onto Market Street" (p.91). The plan also recommends to design and construct a tactical/temporary repurposing of the north carriageway for a two-way bike path.	Other	Comment Letter	ABHC	2/15/2021
Lincoln Street	Look at implementing a HAWK/beacon at Franklin Street Bridge and Lincoln Street	Pedestrian: Improve safety	Virtual Open House	Staff Notes	12/1/2020
Lincoln Street	Sidewalk on Lincoln Street should be widened to create more space for people using the sidewalk (bikes and peds and baby strollers)	Pedestrian: Sidewalk/Crosswalk	Virtual Open House	Staff Notes	12/1/2020
Lincoln Street	Important to slow traffic on Lincoln Street	Vehicle: Reduce speed/calm traffic	Virtual Open House	Staff Notes	12/1/2020
Lincoln Street	Likes the idea of creating a better landing area from the Franklin St Bridge to Lincoln Street	Pedestrian: Improve safety	Virtual Open House	Staff Notes	12/1/2020
Lincoln Street	Lincoln St could become one way and you can dedicate the rest of the space for bike lanes.	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Lincoln Street	<p>The A/B Mobility Study recommends Raised Intersections including on Lincoln St and used Brookline's raised intersections as an example.</p> <p>Based on past experience and similar projects, please give an estimate of the probability of the city implementing such raised intersections.</p> <p>Past experience includes during 2017 our neighborhood went through the long process of a petition, public meetings, our task force meeting with the BTM's commissioner including BTM engineers and elected officials to address the traffic issues in the neighborhood.</p> <p>BTM followed up with a written commitment for a raised crosswalk on Portsmouth St at the entrance to Portsmouth St Park/Playground. It will soon be 2021 and BTM still has not installed the raised crosswalk despite City Councilor Liz Breadon intervening and repeated attempts by the neighborhood to get BTM to honor their 2017 raised crosswalk commitment.</p>	Vehicle: Reduce speed/calm traffic	Email	Constituent	12/7/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Lincoln Street	<p>The A/B Mobility Study recommends returning the one-way section of Lincoln St between Portsmouth St and the intersection with Market St / Birmingham Pkwy.</p> <p>Based on the below, past experience and similar projects, please give an estimate of the probability of this being approved. If approved, please give an estimated timeline and an estimated of the approximate year of completion.</p> <p>Consider the following:</p> <ul style="list-style-type: none"> a. Requires narrowing the sidewalk at a busy intersection. b. Possible issues with the bridge over I-90. c. A new parking ramp near the intersection for the condos currently under construction. d. Opposition by home owners and businesses for removing parking at their locations and other issues. e. A Proposed marihuana dispensary near the intersection. f. Requires cooperation between the BTDC and DCR. g. BTDC has been adamant against this proposal in the past. h. Any other issues the study is aware of. 	Vehicle: Reduce speed/calm traffic	Email	Constituent	12/7/2020
Lincoln Street	These are all welcome and badly-needed interventions. Speeding is rampant on Lincoln Street despite the high number of pedestrian crossings at Franklin St. Raised intersections, a wider landing area, and stop signs should be top priorities.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	12/7/2020
Lincoln Street	I support #1, #2, and #3.	Vehicle: Reduce speed/calm traffic	Comment Letter	Constituent	1/18/2021
Lincoln Street	<p>I support</p> <p>install chicanes (curb bump-outs) on Lincoln St</p> <p>enhance access to Franklin St. Bridge from Lincoln Street</p> <p>making Lincoln Street 2-way between Market and Portsmouth Streets</p>	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/19/2021
Lincoln Street	This chapter should justify what logic, if any, dictates that turning Lincoln St from one-way street between Market St and Portsmouth St into two-way will reduce cut-through traffic. It seems likely that this section of one-way street is a traffic calming feature which reduces cut through traffic.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	2/12/2021
Lincoln Street	I suggest that the BPDA recommend a contra-flow bike lane for this section of the street or implementation of a modal filter to restrict automobile cut-throughs.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	2/12/2021
Lincoln Street	I support #1, #2, and #3.	Vehicle: Reduce speed/calm traffic	Email	Constituent	2/15/2021
Lincoln Street	I ask for further clarification of the plans for the inclusion of a bicycle lane on Lincoln Street. What is the timeframe for the implementation of this bike lane?	Bicycle: Bike infrastructure	Comment Letter	Councilor Bredon	3/4/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Linden St	How does Linden St work? How we will get the extra space?	Other	Virtual Open House	Staff Notes	12/1/2020
Linden St	Like wide sidewalks on Linden St, however, concern about the 2-way. Too small for a 2-way. (2 people concerned with this)	Vehicle: Other	Virtual Open House	Staff Notes	12/1/2020
Linden St	16' travel lane on Linden St is too wide for one-way. Can we leave it one way and just have a bike lane?	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Linden St	How does this widened part of Linden affect the streetscape of Allston Green?	Placemaking: Trees/Landscaping	Allston Village Main Streets	Staff Notes	1/19/2021
Linden Street	Question - is there sufficient ROW along Linden Street to increase from the current 38' cross-section to the recommended 54' cross-section? If not, are there plans to acquire more space?	Other	Online Commenting Tool	Constituent	11/19/2020
Linden Street	Given that Linden St is a potential route in the bike network, it seems more effective to reallocate sidewalk space to cycling space? 4' from each sidewalk would allow for 8' cycle lane and 8' sidewalks.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	12/28/2020
Linden Street	I support #1.	Vehicle: Other	Comment Letter	Constituent	1/18/2021
Linden Street	I support the recommendations for widening Linden St to improve auto circulation, study feasibility of bike and ped facilities across Cambridge St	Other	Email	Constituent	1/19/2021
Linden Street	The stop sign at Linden should be a stop light or be camera enforced. Cars blow through that intersection at full speed which is a danger to bikes and pedestrians.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	1/21/2021
Linden Street	The existing cross section you provide is 38 ft in total width while the proposed cross section is 54 ft. It would be helpful to explain why the two are different. Because the street is currently being used as a cut through, I would suggest that this chapter should recommend a modal filter on Linden St to prevent motor vehicle cut-throughs while leaving this route accessible to pedestrians and cyclists.	Other	Online Commenting Tool	Constituent	2/12/2021
Linden Street	I support the recommendations for widening Linden St to improve auto circulation, study feasibility of bike and ped facilities across Cambridge St	Other	Email	Constituent	2/15/2021
Litchfield St	Requested a 4 way stop sign at Duval/Litchfield- multiple crashes recently. Drivers don't even stop at the existing stop signs and there is truck traffic.	Vehicle: Reduce speed/calm traffic	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
Lower Allston	Question about resident parking restrictions in Lower Allston that happened when Boston Landing came in - any opportunity for visitor parking?	Parking: Change parking regulations	Virtual Chat with a Planner #1	Staff Notes	11/23/2020
Market St	And support for [Faneuil,] Market, and [North Beacon] bike lanes. From me at least.	Bicycle: Bike infrastructure	Virtual Open House	Zoom Chat Log	12/1/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Municipal Parking Lots	Improvements to existing municipal lots in Brighton Center and Allston Village. The municipal lots located in both Brighton Center and Allston Village lack signage, and can be difficult to locate if one is not familiar with the area. I ask that the Study team utilize various wayfinding strategies to ensure that residents can identify municipal parking lots.	Parking: Other	Comment Letter	Councilor Breadon	3/4/2021
Murdock Street/Sparhawk Street	In much the same way as Saybrook, Dustin and Murdock streets are one way; Glencoe, Etna and Elmira should also be designated one way in whatever direction makes the most sense. E. G. Elmira should be one way east to west to complement Mapleton going one way from west to east. Also, allowing parking on both sides of Murdock all the way to Sparhawk would slow down speeders. A left turn lane at Murdock and Sparhawk would also alleviate a busy bottleneck.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	11/13/2020
Murdock Street/Sparhawk Street	Please make sure to do something about visibility for drivers exiting Murdock St (either to turn onto Sparhawk St. or to cross the intersection). We can't really see cars that are coming from Warren St. Please also improve visibility for cars turning from Murdock St on to Cambridge St. The parked cars on Cambridge St make it hard to see what's coming from Cambridge St.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	11/15/2020
Murdock Street/Sparhawk Street	I support #1.	Vehicle: Reduce speed/calm traffic	Comment Letter	Constituent	1/18/2021
Murdock Street/Sparhawk Street	I support curb extensions at the intersection of Murdock and Sparhawk Streets to make this safer for pedestrians	Pedestrian: Improve safety	Email	Constituent	1/19/2021
Murdock Street/Sparhawk Street	I support curb extensions at the intersection of Murdock and Sparhawk Streets to make this safer for pedestrians	Pedestrian: Improve safety	Email	Constituent	2/15/2021
N Beacon St	And support for [Faneuil, Market,] and North Beacon bike lanes. From me at least.	Bicycle: Bike infrastructure	Virtual Open House	Zoom Chat Log	12/1/2020
N Beacon St	Page 124, North Beacon recommendations: are there any opportunities for TSP, bus lanes, or queue jumps?	Transit: Prioritize transit over vehicles	Email	MBTA	1/15/2021
N Beacon St	I support #1.	Bicycle: Bike infrastructure	Comment Letter	Constituent	1/18/2021
N Beacon St	I support the proposed bike lanes on N. Beacon St ((a critical part of the parallel AB corridor bike route)	Bicycle: Bike infrastructure	Email	Constituent	1/19/2021
N Beacon St	This street could use a light at the pedestrian crossing because currently cars do not stop for pedestrians there. Also having a bike lane instead of the street parking would be helpful because I have experienced a lot of car aggression as a cyclist on this street	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	1/21/2021
N Beacon St	I support the proposed bike lanes on N. Beacon St ((a critical part of the parallel AB corridor bike route)	Bicycle: Bike infrastructure	Email	Constituent	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
N Harvard St	Recommendation for separated lanes on N Harvard Street from Western Ave to SFR	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
N Harvard St	Is North Harvard St included in the Western Avenue Study?	Other	Virtual Open House	Staff Notes	12/1/2020
N Harvard St	Issues on N Harvard Street re: traffic and bus transit	Transit: Other	Virtual Open House	Staff Notes	12/1/2020
N Harvard St	North Harvard Street: "it's like a freeway for huge trucks"	Vehicle: Reduce speed/calm traffic	Virtual Open House	Staff Notes	12/1/2020
N Harvard St	No improvements are planned for N Harvard St, why not? You have a bunch of other streets nearby that you're looking at. There's a lot of traffic and a lot of construction vehicles that show up everywhere.	Vehicle: Reduce Congestion	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
N Harvard St	The loudspeakers on the buses are very annoying	Transit: Other	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
N Harvard St	When the outbound and inbound buses stop across the street from each other, it blocks up the street completely (at Franklin St)	Transit: Bus Stop	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
N Harvard St	I am disappointed that there are no improvements to North Harvard Street/Barry's Corner by way of the Allston Brighton Mobility Study. This area is omitted from improvement by the AB Mobility study group. From Cambridge Street to Soldiers Field Road, N. Harvard is a main connection across the river to Harvard Sq. via the Rte. 66 MBTA bus. This service needs serious improvement. I live on N. Harvard St (since 1972 and my house is at a bus stop (Franklin/Kingsley Streets.) so I am very familiar with the problems. Since the Pandemic, there are one after another EMPTY MBTA buses driving on N.Harvard St. The same schedule is used as if there were a full ridership. One bus comes along, followed by another + 2 or 3 more empty buses. This is such a waste of manpower, vehicles and energy, nevermind the noise. The buses sound like a herd of elephants with loud speakers announcing the route from 11 pm-2 am and again at starting at 5:30 am, and enviromental pollution effects from this heavy industrial traffic. There is a bus stop directly across the street from my house at the Rockland Bank. When all these buses stop opposite each other, it creates a back up and traffic jam. PLEASE MOVE THE BUS STOP IN FRONT OF MY HOUSE TO ALLEVIATE THESE PROBLEMS.	Transit: Bus Stop	Email	Constituent	2/15/2021
N Harvard St	With the imminent developments planned at Barry's corner (the tower Samuels Continuum 2 project, Harvard's ERC, the Baptist Church development across from the Honan-Allston Library, all the huge developments along Westen Ave. such as Nexus, the Skating Club, WBZ-TV, another high rise on the site of the car wash, the Metro Cab site for another high rise apartment building, Lincoln Street, Everett St, the Birmingham Parkway developments--it is OVERWHELMING and quite disturbing to say the least. The residents and homeowners need a real construction mitigation plan to survive all of this over-development being forced upon us. I respectfully implore you to pay attention to us. We urgently need your help.	Other	Email	Constituent	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Oak Square	<p>The recommendation falls far short of the opportunity to make real change in Oak Square to be more friendly to families and cyclists. The park remains a disconnected island surrounded by a jumble of crosswalks; the signaled intersections remain dangerous with huge visibility issues for motorists and cyclists alike; and pedestrian safety at the Faneuil/Bigelow intersection by the library remains questionable at best.</p> <p>I urge the BPDA to re-visit with the original draft released last year regarding placemaking in the middle of the square and re-aligning some of the intersections to promote better traffic flow and visibility in the square.</p>	Other	Online Commenting Tool	Constituent	11/16/2020
Oak Square	Oak square- short term parking, how long, how it will be managed, and if business owners are on board?	Parking: Flex Zone	Virtual Open House	Staff Notes	12/1/2020
Oak Square	Multiple folks happy to see the oak square crosswalk between YMCA and Dunkin' Donuts	Pedestrian: Sidewalk/Crosswalk	Virtual Open House	Staff Notes	12/1/2020
Oak Square	Why weren't there any recommendations for bicycle infrastructure improvements in Oak Square? The rotary is dangerous on a bike, because many cars speed through it from Tremont St onto Washington St heading towards Brighton Center.	Bicycle: Bike infrastructure	Virtual Open House	Zoom Chat Log	12/1/2020
Oak Square	I appreciate that the planners really DID listen to the comments most of us in Oak Square had about the original proposals, and did indeed change the draft recommendations accordingly.	Other	Online Commenting Tool	Constituent	12/16/2020
Oak Square	<p>During our last lively in-person Oak Square workshop in March, we agreed any changes to Oak Square parking proposals would first be discussed by BPDA with businesses on the spot -- I do not have the impression that this has yet been able to happen (perhaps owing to Covid?!). The owners and managers of businesses located between Breck Ave. and Nonantum St. (the block extending from Oak Square Liquors to Energize) and others nearby (in the block from Fiorella's to City Tails) desperately need that modest amount of parking for their workers. This we're told is their priority, not the proposed reserved pick up/ drop off" loading zone. And similarly for those on the northern side of Oak Sq. from Thai North to Pizza Etc., parking spots are the rare commodity, also for adjacent neighbors: the staff and patrons of the Faneuil Branch Library who will already lose earlier-available on-site parking owing to the major Library expansion project right now underway. So this is already an extremely parking-scarce situation that would only be exacerbated by eliminating any current parking for the suggested exclusive "food delivery" zone!</p> <p>In sum, I myself and many others in our community (including businesses and not-for-profit entities in the vicinity) strongly oppose the 1) "pickup/ drop off" loading zone and 2) food delivery zone recommendations mentioned in the latest draft A-B Mobility Plan on page 109. As one long-standing business owner in Oak Square has said, citing a tried-and-true adage: "If it ain't broke, don't fix it!" I along with numerous neighbors thus exhort you to expunge from your A-B Mobility Plan these euphemistically-labelled "diversifying the on-street parking" recommendations which are really negative-impact bad ideas concerning these Oak Square business and community learning-hub blocks!</p>	Parking: Flex Zone	Email	Constituent	1/13/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Oak Square	By contrast, absolutely welcome are BPDA's specific proposals of two raised crosswalks and rectangular rapid flashing beacons (not the other options) to slow down traffic that often arrives at most treacherous speeds into Oak Square! This is crucial for safety in our community, thus a spot-on cost-beneficial set of pedestrian-friendly BPDA recommendations. These suggestions naturally met with great enthusiasm in our interactive March Workshop with you!	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	1/13/2021
Oak Square	Conversations also need to actively include the needs of neighborhood businesses. Parking and pedestrian access are important to the viability of businesses in our neighborhood, and having them is in turn very important to the surrounding community. Elimination of parking spaces is simply not business friendly. We already have difficulty retaining businesses in and around Oak Square, and the plan so far will exacerbate existing problems.	Parking: Change parking regulations	Email	Constituent	1/15/2021
Oak Square	<p>I want to again emphasize that the streets in and around Oak Square -- at least in "normal" times -- seem to be getting ripped up constantly. I've asked a couple of our neighborhood elected officials about this, and I realize that there is a lot of complexity around trying to control the ability of utilities & others to tear apart the roads. Still, that remains as an issue that must be addressed in some way. We simply can't afford to spend millions of dollars on reworking the neighborhood street only to have this work ripped apart within weeks of the completion (if not sooner).</p> <p>The starting point for your study needs to include conversations with utilities & road construction consultants. We need a better handle on what is anticipated for future road work and how plans can in some way incorporate these kinds of needs. I see well-maintained road surfaces as the best way to promote bike use. A bike lane, especially one that is just painted on, is a wasted effort if the road is about to be ripped open and then badly patched back together.</p>	Other	Email	Constituent	1/15/2021
Oak Square	Page 109, for the Oak Square recommendations: at one time I recall seeing a major redesign of Oak Square. Is there a reason that redesign wasn't proposed?	Other	Email	MBTA	1/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Oak Square	<p>There are a few issues I'd like to bring up about the mobility study as it relates to Oak Square and Faneuil St. As always, where are people going to park to enter(not pick up from) local businesses like Oak Square Liquor, Fiorella's, Pizza, Etc., Thai North, Last Drop, to name a few? The study eliminates parking around Oak Square and on portions of Faneuil St. in favor of bike lanes. The parking study for the entire project chose 4 to 8 pm as prime time for studying the parking situation. In most of AB it seems a better window to see the real musical chairs game we all play for parking spaces to be 8am to 1 pm, when all buses are running, people are dropping off kids to PSF and dogs to groomers, delivery trucks are arriving, the YMCA and library patrons are coming and going. The fact that there are two private parking lots in the area does not help anyone utilize the businesses.</p> <p>If parking is to be removed for bike lanes, maybe Boston Planning Board could come up with one or two small public parking lots in the area. If the answer is that if parking exists, more cars will come to fill those spaces(OMG!), I say to look at the parking lots in Coolidge Corner for examples of good planning. Some of these parking areas are even available to apartment renters to buy passes between 8 pm and 7:30 am so they can get their cars off the street overnight, another problem created by the removal of spaces around the Square. Oak Square, and all of Brighton, has many families. That means a car for transporting kids, grocery shopping, errand running.</p> <p>The high hills surrounding Oak Square prevent easy access to public transportation close enough to one's home to handle multiple bags and accompanying children. Just answer this. How many of you do not own a car and, if you do own one, how many of you feel you can get to work on schedule by opting for public transit or will go grocery shopping without a car? Please be honest.</p>	Parking: Change parking regulations	Email	Constituent	1/16/2021
Oak Square	It also seems better to reevaluate the directions of the one way streets between Fairbanks and the YMCA to help eliminate some bottlenecks.	Vehicle: Reduce Congestion	Email	Constituent	1/16/2021
Oak Square	<p>You can not possibly eliminate any parking spots in our neighborhood!! Especially in light of transforming previous single family homes into multi unit development. Parking is desperately inadequate.</p> <p>How about building a public parking garage in our area instead of any more luxury condos</p>	Parking: Change parking regulations	Online Commenting Tool	Constituent	1/16/2021
Oak Square	Adding an enhanced crosswalk on Faneuil Street at Bigelow Street would help slow down traffic entering Oak Square. This is a location that I traverse daily, and drivers most often do not stop (unless I am walking the dog, who gets all kind of deference.) Please consider this strategy for either the one linking the Pentecostal church and the YMCA, or the one between the northeast traffic island and the Faneuil Branch Library.	Pedestrian: Sidewalk/Crosswalk	Online Commenting Tool	Constituent	1/16/2021
Oak Square	I support #1.	Parking: Change parking regulations	Comment Letter	Constituent	1/18/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Oak Square	I support the [proposed pedestrian crossings] and loading zones	Parking: Change parking regulations	Email	Constituent	1/19/2021
Oak Square	I support the proposed pedestrian crossings and [loading zones]	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	1/19/2021
Oak Square	We are a good, solid, small community of residents, both owners and renters, who would like to keep businesses in business. It will be a slippery slope, to eliminate parking, and the effect it would have on LOCAL businesses. (Don't we want the business owners, who are trying to support themselves, to succeed?) We want them to be an active merchant in Oak Square, and not be limited for business, because of parking elimination.. I oppose all of the parking elimination proposals for Oak Square, Brighton.	Parking: Change parking regulations	Email	Constituent	2/12/2021
Oak Square	This chapter does not address bicycle safety at this intersection and I feel that it should given the LTS level and number of bicycle crashes in the area.	Bicycle: Safety	Online Commenting Tool	Constituent	2/12/2021
Oak Square	I endorse the raised crosswalk and speed bump recommendations...	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	2/14/2021
Oak Square	...while opposing those that exchange parking spaces for delivery zones. I live near and frequent Oak Square for its shops, library, and bank ATM. I need to park and now struggle to find a parking spot. I think the reduction of parking places jeopardizes the businesses that serve us. Please consider removing any efforts to reduce street parking in Oak Square.	Parking: Change parking regulations	Email	Constituent	2/14/2021
Oak Square	As a long time resident of Oak Square, we have witnessed many small business failings from the very limited parking choices in Oak Square directly on Washington St, Tremont St and Faneuil St. Numerous store fronts and businesses only have street parking available to their customers. There is a large rental population here that rely on these above mentioned streets for parking. Removing these options will have a huge impact on the already overburdened availability for parking from residents and customers. I feel more restrictions and less parking options, will have a devastating impact on the remaining small business trying to survive.	Parking: Change parking regulations	Email	Constituent	2/14/2021
Oak Square	I support the [proposed pedestrian crossings] and loading zones	Parking: Change parking regulations	Email	Constituent	2/15/2021
Oak Square	I support the proposed pedestrian crossings and [loading zones]	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Oak Square	What, exactly, are the proposed "food delivery area" and "pick up/drop off zone?" So many businesses, especially restaurants, are having a tough time due to the pandemic. I think short-term parking would help them, balanced so that it serves the needs of all customers. Maybe 15 or 30 minutes limits might be the right amount, perhaps up to an hour. Ask the businesses what their customers need. Perhaps the commercial block along Tremont Street, opposite Presentation School, should have short-term parking. Also, it should be simple, creating a new terminology of "areas" and "zones" is confusing. I support whatever the business community believes will help them.	Parking: Change parking regulations	Online Commenting Tool	Constituent	2/15/2021
Oak Square	Given ongoing confusion in regards to the parking adjustments proposed for Oak Square, I ask that the Allston-Brighton Mobility Study team provide further clarification of this proposal to area residents. This clarification should make clear that the current recommendations do not propose to remove parking spaces in Oak Square, but rather propose to convert specific parking spaces to short-term spaces so as to improve parking circulation in the area. Further information in regards to the number of parking spaces that will be impacted by this proposal and the parking time limits associated with these spots should be provided to residents. Additional clarification as to whether impacted spots will still allow for overnight residential parking after local business has closed should also be provided.	Parking: Change parking regulations	Comment Letter	Councilor Breadon	3/4/2021
Other	Construction impacts are going to continue to grow and grow and grow, especially with the Mass Pike project	Vehicle: Reduce Congestion	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
Other	Developments should have lower parking ratios, but apparently residents in those developments get resident permits	Parking: Other	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
Packard's Corner	Finally, I also ask the Study team to consider the possibility of implementing placemaking strategies in Packard's Corner.	Placemaking: Other	Comment Letter	Councilor Breadon	3/4/2021
Parsons Street	Thank for the updated draft of the mobility study. As a voting member of the BAIA, I get lots of feedback from my synagogue members on various issues, and one that many people are interested in and have told me about is the question: how do we get a stop sign, stop light at the corner of Parsons Ave and Bennett St. [The synagogue is currently at this intersection with lots of little children crossing both in the daytime and late on Friday night. I myself commented in the first round of comments, and so I am VERY happy to see PAGE 119 that Parsons is being labeled a "traffic calming corridor." It is unclear to me which intersection on Parsons is being indicated by the pink dot for an "enhance crosswalk." Please let me know and I will share with my synagogue. Thank you.]	Vehicle: Reduce speed/calm traffic	Email	Constituent	11/13/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Parsons Street	[Thank for the updated draft of the mobility study. As a voting member of the BAIA, I get lots of feedback from my synagogue members on various issues, and one that many people are interested in and have told me about is the question: how do we get a stop sign, stop light at the corner of Parsons Ave and Bennett St.] The synagogue is currently at this intersection with lots of little children crossing both in the daytime and late on Friday night. I myself commented in the first round of comments, and so I am VERY happy to see PAGE 119 that Parsons is being labeled a "traffic calming corridor." It is unclear to me which intersection on Parsons is being indicated by the pink dot for an "enhance crosswalk." Please let me know and I will share with my synagogue. Thank you.	Vehicle: Reduce speed/calm traffic	Email	Constituent	11/13/2020
Placemaking	Placemaking aspect a favorite part of this plan. Worked out during COVID. Should make this permanent.	Placemaking: Other	Virtual Open House	Staff Notes	12/1/2020
Placemaking	Time frame for placemaking?	Placemaking: Other	Virtual Open House	Staff Notes	12/1/2020
Placemaking	Placemaking. Connecting all the places of interest. How are we going to connect them? The Parks are off the beaten path.	Placemaking: Wayfinding	Virtual Open House	Staff Notes	12/1/2020
Placemaking	As reflected in the Mobility Study's recommendations, there is great opportunity to improve public space in both Allston and Brighton through placemaking and greening initiatives. This is particularly true for many of Allston-Brighton's major intersections and 'squares,' which have often been neglected in comparison to those in Somerville and Cambridge. If possible, I ask that some of these placemaking initiatives (i.e. the initiatives proposed for Leo Birmingham Parkway, Cleveland Circle, parts of Harvard Avenue) be implemented even by temporary means by this summer to serve residents seeking outdoor space during the ongoing pandemic. I also ask that the Mobility Study team incorporate commissioned work from neighborhood artists in these placemaking initiatives.	Placemaking: Other	Comment Letter	Councilor Breadon	3/4/2021
Plan Content	In Fig 10, it's very hard to distinguish between existing neighborways and existing bike lanes (same color), and proposed neighborly and proposed bike lanes (same color). Is the map indicating that N Harvard is a neighborway or bicycle lane?	Other	Online Commenting Tool	Constituent	12/28/2020
Plan Content	Page 114, for the Brighton Center recommendations: it doesn't look like the street design is integrating the proposed bus lanes east of Parsons St	Other	Email	MBTA	1/15/2021
Plan Content	Pages 51, 67, 108, 113 note that Route 503 is currently suspended.	Other	Email	MBTA	1/15/2021
Plan Content	Page 32, the section on Transit Network Gap references Figure 12 when it should reference Figure 11.	Other	Email	MBTA	1/15/2021
Plan Content	Page 32, the section on Transit Network Gap references a gap between Union Square and the Cambridge Street bridge, but Routes 64 and 66 travel between these two points, so I'm not sure what gap they are referring to. Perhaps they mean to reference a gap between Cambridge and the Washington St/Cambridge St corridor south of Beacon St?	Other	Email	MBTA	1/15/2021
Planning Process	A missed opportunity was not reaching out to the Veronica Smith Center	Other	Virtual Chat with a Planner #1	Staff Notes	11/23/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Planning Process	Reach out to the 2Life communities for another population	Other	Virtual Chat with a Planner #1	Staff Notes	11/23/2020
Planning Process	How are you incorporating IAGs at all?	Other	Virtual Chat with a Planner #1	Staff Notes	11/23/2020
Planning Process	Who is going to help with the Western Avenue Corridor Study?	Other	Virtual Open House	Staff Notes	12/1/2020
Planning Process	The Action Plan. Is it available online?	Other	Virtual Open House	Staff Notes	12/1/2020
Planning Process	What does the Action Plan involve?	Other	Virtual Open House	Staff Notes	12/1/2020
Planning Process	This is great stuff. Where is the over the top thinking, the big ideas?	Other	Virtual Open House	Staff Notes	12/1/2020
Planning Process	Is it possible for IAGs to recommend transportation improvement projects for developers to contribute to and implement?	Other	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
Planning Process	How many of these projects are pie in the sky?	Other	Virtual Chat with a Planner #2	Staff Notes	12/10/2020
Shuttle	As part of the St. Gabe's IAG, there were questions about parking on the St. Gabe's site and the related shuttle. What is the City's stance on opening this to the public? Concern about MassDOT using a publicly accessible shuttle as an excuse to not expand service. Also, how does the Allston-Brighton TMA get involved?	Transit: Other	Virtual Chat with a Planner #1	Staff Notes	11/23/2020
Soldiers Field Road	Suggest a shared use path inbound from LBP along SFR to North Harvard Street - improve walking/biking conditions - alternative to Dudley Path	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Soldiers Field Road	Inbound bike lane on SFR from Leo B Road to Harvard St. One of our neighbors got hit by a bus and fought a concussion. Along SFR parallel to the Dudley path. All the development happening there might open new opportunities there.	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Soldiers Field Road Crossings	At grade crossing on SFR. Telford- bridge. Everett St will be an at grade crossing. Is there a timeline for that?	Pedestrian: Improve safety	Virtual Open House	Staff Notes	12/1/2020
Soldiers Field Road Crossings	Was there any assessment of installing a crossing b/t Arsenal and N. Beacon Sts? There is more housing development proposed in that section north of the Pike. Paul D White path is currently barricaded from the shops on the south side of SFR, so the only customers who can access those shops are by car or bus. A new crossing would allow greater access to the path from those shops, and for future residents.	Pedestrian: Sidewalk/Crosswalk	Online Commenting Tool	Constituent	12/28/2020
Soldiers Field Road Crossings	I support #1 (ABCDE all crossways).	Pedestrian: Other	Comment Letter	Constituent	1/18/2021
Soldiers Field Road Crossings	I support all the proposed road crossings - these are very important for safe access to the river for AB residents	Pedestrian: Other	Email	Constituent	1/19/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Soldiers Field Road Crossings	More stop lights and crosswalks on this road! The pedestrian overpasses are awful, they're not functional for bikes and would be very difficult for people with mobility problems to navigate. Additionally, it would be nice to see Soldiers Field Road slowed and or have a bus lane added so that the park could be more easily accessed and to reduce noise and environmental pollution exposure to parkgoers	Other	Online Commenting Tool	Constituent	1/21/2021
Soldiers Field Road Crossings	The proposed Soldiers Field Road crossings are extremely important. Three of them have been long discussed and planned, I believe, as part of the Harvard developments (Everett, Smith Field, and Telford Street). With the immense amount of residential development occurring in North Allston and across the Mass Pike (e.g., Allston Yards), these crossings are critical.	Pedestrian: Other	Email	Constituent	1/29/2021
Soldiers Field Road Crossings	A re-designed intersection at North Beacon St./Nonantum Road/Soldiers Field Road with some kind of pedestrian crossing would be extremely helpful. Right now it is just impossible, so I never use it except in a car, and no one I know would try to get across there on bike or foot. It's really bad, but I don't know how it could be improved, and the study doesn't really make a recommendation.	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/29/2021
Soldiers Field Road Crossings	This chapter should consider the benefits of reducing the number of lanes on Soldier's field road in the study area, which would in turn simplify and reduce the cost of the discussed pedestrian crossings.	Vehicle: Other	Online Commenting Tool	Constituent	2/12/2021
Soldiers Field Road Crossings	I support all the proposed road crossings - these are very important for safe access to the river for AB residents	Pedestrian: Other	Email	Constituent	2/15/2021
Soldiers Field Road Crossings	2) Add a pedestrian bridge to connect Smith Field to Herter Park (reinforce the recommendation in Draft Plan's Section 6, Area-Specific Recommendations,, item C).	Pedestrian: Sidewalk/Crosswalk	Online Commenting Tool	Constituent	2/16/2021
Traffic Calming	The traffic calming measures need to be expanded to more locations in the Brighton area. Sutherland road is a race track and where it intersects Commonwealth Ave is dangerous. At that intersection is crosswalk that is misaligned with the MBTA station, parking on Comm ave blocks the view from Sutherland road forcing cars to pull into the crosswalk, past the stop sign to see. Additionally, cars DO NOT stop for the cross walk at the MBTA station.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	11/13/2020
Traffic Calming	The Neighborhood Slow Streets is fantastic and consistently under-funded, having to turn away applications. If the City is going to encourage communities to actively participate in creating safe streets, then the City also needs to fully fund that opportunity and not pit communities against each other for a safety resource that they all have an equal right to.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	12/28/2020
Traffic Calming	I support the proposed traffic calming measures on slower neighborhood streets in Brighton	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/19/2021
Traffic Calming	Decreasing speed limits is fantastic as long as it is enforced. Cars in the Allston/Brighton neighborhood generally go well over posted speed limits and also run traffic lights without apparent consequences. Stricter enforcement of distracted driving would also help increase bike and pedestrian safety and work towards a vision zero Boston.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	1/21/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Traffic Calming	<p>Yes! Anything to slow traffic especially on Faneuil and Arlington Streets is good. I would like to see flashing stop signs at Arlington and South Hobart Streets if possible - cars on Arlington Street routinely drive right through that intersection past the stop signs.</p> <p>I'm not sure the round-about at the intersection of Faneuil and Arlington Streets will make a much difference in speed, especially for cars going east from Faneuil to Arlington Streets which is where the biggest problem is I believe (I walk by this intersection almost every day). But I defer to the street designers if they think it will slow cars down. Maybe if you could just put up stop signs or something?</p>	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/29/2021
Traffic Calming	<p>4. Use of speed bumps ----- When using speed bumps as part of traffic calming, please use a design which allows bicycles to avoid going over them. They can be quite abrupt. Best is if they can be avoided entirely as a traffic calming measure.</p>	Vehicle: Reduce speed/calm traffic	Email	Constituent	2/12/2021
Traffic Calming	This chapter has discussed but not recommended limiting vehicular access through physical barriers (sometimes referred to as "modal filters"). I am certain that there are opportunities to calm traffic within the study area using modal filters, so I am disappointed that these opportunities have not been identified in this chapter and I would encourage the authors to broaden their thinking.	Vehicle: Reduce speed/calm traffic	Online Commenting Tool	Constituent	2/12/2021
Traffic Calming	I support the proposed traffic calming measures on slower neighborhood streets in Brighton	Vehicle: Reduce speed/calm traffic	Email	Constituent	2/15/2021
Transit	How does COVID affect the MBTA cuts?	Transit: Other	Virtual Open House	Staff Notes	12/1/2020
Transit Policy	I do not recommend that the bus lane enforcement pilot rely on law enforcement, and ABHC's Transportation Committee will not support this method in the policy proposal. I recommend that BTD work with ABHC, Livable Streets Alliance, and the Vision Zero Coalition to develop an enforcement model that is managed by civilians (parking enforcement, ambassadors etc). and camera enforcement.	Transit: Other	Online Commenting Tool	Constituent	12/28/2020
Transit Policy	On p. 37 'Brighton Center Information,' the plan states: "Work with MBTA to develop the appropriate app and algorithms to produce this customer-facing data." Who is tasked with this recommendation? What is the recommended timeline and funding source?	Transit: Other	Online Commenting Tool	Constituent	12/28/2020
Transit Policy	New Off-Board Fare Collection Pilot', which requires the drivers to confirm, won't be effective with the future all-door boarding system	Transit: Other	Online Commenting Tool	Constituent	12/28/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Transit Policy	ABHC's Transportation Committee does not support the recommendation to "Ensure that new and pending development agreements require that developers join the ABTMA and participate in a joint transit connector fixed route service." (p.40). This encourages a two-tiered, privatized system that decreases investment in our public transit system. Developers should be encouraged, not discouraged, to fund the MBTA and BTD/BPDA should work instead to establish feasible funding mechanisms to the MBTA. New shuttles should be established only as a last resort if demand is clear along routes and within gaps not currently served by the MBTA. While 'examine public access' is also a recommendation, it is does not guarantee this outcome and still allows for a privatized system to be operationalized and funded. It's too slippery a slope.	Transit: Other	Online Commenting Tool	ABHC	12/28/2020
Transit Policy	Page 32, in the section on Bus Stop Modifications: the section should also note the general preference for far-side bus stop locations.	Transit: Bus Stop	Email	MBTA	1/15/2021
Transit Policy	Page 37, for the Brighton Center pilot: the City would need to work with the Customer Technology division to procure an E-Link sign	Transit: Other	Email	MBTA	1/15/2021
Transit Policy	Page 37, for the Green Line Transfer pilot: the City would need to work with the Operations Technology division to figure out how to make these types of announcements onboard buses	Transit: Other	Email	MBTA	1/15/2021
Transit Policy	Page 37, for the Off-Board Fare Collection pilot: the City would need to work with the AFC office to make sure anything lines up with future fare technology	Transit: Other	Email	MBTA	1/15/2021
Transit Policy	I support improved enforcement on bus lanes. I support improved information to help transit riders make decisions on vehicles and at stops.	Transit: Other	Comment Letter	Constituent	1/18/2021
Transit Policy	I also appreciate and support the various transit modifications described in the Area-Wide and Network Recommendations, including bus priority lane enforcement, improved signage and information systems, and coordination of the various new shuttle services. It would be really excellent to have new connections to Longwood and Nubian Square, and more frequent connections to Kendall Square. It's unclear to me what the MBTA is going to do in the near or long term future, but I sincerely hope they will get on board (no pun intended) with the AB Mobility Plan to help make bus travel more efficient and speedy. The Brighton Ave bus lanes are fantastic (I was happy to be passed by the 57 one day when I had to drive down there), and I look forward to seeing the bus-only lanes along the whole of the AB Transit Corridor.	Transit: Other	Email	Constituent	1/29/2021
Transit Policy	We request that the following changes be made to two key study recommendations: 1. New Private Transit Options: "The City will encourage participation in the Allston-Brighton TMA (ABTMA) and fund a study to further study the potential for joint shuttle operations in the neighborhood" (p.40). We have an opportunity to better fund our existing transit system, yet this recommendation encourages a two-tiered, privatized system. While "examine public access" is included in the recommendation, it still allows for a privatized system to be operationalized and funded. Developers should be encouraged, not discouraged, to fund the MBTA and the City should work to establish feasible funding mechanisms to the MBTA. New shuttles should be established only as a last resort, if demand is clear along routes and within gaps not currently served by the MBTA, and if it is free and open to the general public.	Transit: Other	Comment Letter	ABHC	2/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Transit Policy	I support improved enforcement on bus lanes. I support improved information to help transit riders make decisions on vehicles and at stops.	Transit: Other	Email	Constituent	2/15/2021
Transit Policy	We request that the following changes be made to two key study recommendations: 2. Use of law enforcement to enforce Brighton Ave bus lane use: As part of a pilot program to understand the impact of bus lane violations on bus on-time arrivals, the City would employ "BPD cruisers, BPD officers on foot or bicycle, bus-mounted cameras, fixed-location cameras" and, "Camera footage and officer reports would be reviewed for violations and to determine current impact on transit riders, following a similar standard as New York City. No tickets would be issued." The City would further "work with Boston Police Department to continue monitoring of bus lane infractions" (p. 35). The Committee does not support the use of law enforcement to ensure safe streets and reliable transit. Instead, we encourage partnership with the MA Vision Zero Coalition to develop an enforcement model that is managed by civilians, and support camera enforcement statewide legislation.	Parking: Enforce Parking	Comment Letter	ABHC	2/15/2021
Transit Policy	I do not support the recommendation for the implementation of an ABTMA Shuttle service, or any additional private shuttles funded and operated by development projects in Allston and Brighton. Private shuttle systems, many of which are not accessible to the public, create two-tiered transit systems divided by income, class, and race that are unjust. Much of Allston-Brighton's development is occurring in areas served by public transit; with appropriate investment and improvement, our public transit system can serve all Allston-Brighton residents. Funds generated by mitigation and benefits from neighborhood projects should be allocated towards the improvement of public transit infrastructure or public transit subsidies instead of privatized shuttle systems.	Transit: Other	Comment Letter	Councilor Breadon	3/4/2021
Transit Policy	Finally, beyond the shuttle issue, I do believe that the Allston-Brighton TMA has an important role to play in implementing coordinated transportation demand management strategies in Allston and Brighton; this includes the further implementation and expansion of their commuter programs. As membership in the ABTMA expands, I ask that the Mobility Study team work with the ABTMA to tailor their commuter programs more specifically to Allston-Brighton commuters.	Transit: Other	Comment Letter	Councilor Breadon	3/4/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Transit Policy	Instead of focusing on the creation of an ABTMA Shuttle service, I believe that the neighborhood would be better served through potential improvements to and expansion of existing institutional shuttles that currently operate in both Allston and Brighton. Harvard University and Boston College operate shuttles that link areas of the neighborhood to key MBTA stops; though both of these shuttle systems are open to Allston-Brighton residents, the public accessibility of these shuttle services is not well-known. More specifically, as development increases along Western Avenue, Harvard University's shuttle system has the potential to play an increasingly important role in connecting neighborhood residents to Harvard Square. As Harvard University continues to expand its presence in Allston, I ask that the Mobility Study team work with Harvard University and its commercial tenants to both 1) expand shuttle service further into Allston-Brighton via Western Ave, so as to better serve projects developed on Harvard-owned land, and 2) create strategies to ensure that neighborhood residents are aware that they can access Harvard's shuttle service. Additionally, I believe that Harvard University's shuttle service has the potential to create a much-needed link between Allston-Brighton and the Longwood Medical Area. MASCO currently operates limited shuttle service between Allston, Harvard Square, and the LMA. Following completion of the ERC, there is potential to explore the implementation of a more direct and frequent shuttle that connects Harvard's Allston and Medical Campuses.	Transit: Other	Comment Letter	Councilor Breadon	3/4/2021
Transit Policy	I do not support the use of law enforcement to monitor any bus/bike lanes within Allston and Brighton. I ask that the Mobility Study work with community organizations to identify appropriate alternativesolutions.	Transit: Other	Comment Letter	Councilor Breadon	3/4/2021
Transit Policy	Of the policies proposed in this section of the Study, I ask that the Study team prioritize implementation of the off-fare board collection pilot program in Allston and Brighton.	Transit: Other	Comment Letter	Councilor Breadon	3/4/2021
Transit Policy	I am committed to advocating for policies that will improve transit connections to Allston and Brighton.Actions that advance the early construction of West Station and improve service on the Worcester Lineare of particular importance given the recent increase in proposed development along the Commuter RailLine in the neighborhood.	Transit: Other	Comment Letter	Councilor Breadon	3/4/2021
Transit Policy	If needed, I am happy to work with the Mobility Study team to ensure that the rail corridor right-of-wayin Brighton is preserved for potential future transit improvements.	Transit: Other	Comment Letter	Councilor Breadon	3/4/2021
Union Square	Union Square - Intersection is a nightmare for pedestrians. Will there be an opportunity for it to be led by pedestrians (leading pedestrian interval - LPI)?	Pedestrian: Improve safety	Virtual Open House	Staff Notes	12/1/2020
Union Square	Union Square - Is the plan to take out the median for pedestrians?	Pedestrian: Improve safety	Virtual Open House	Staff Notes	12/1/2020
Union Square	Are there any proposed bus stop changes?	Transit: Bus Stop	Virtual Open House	Staff Notes	12/1/2020
Union Square	I don't understand why the crosswalks are still at such sharp angles instead of being perpendicular to the streets, which would physically shorten the crossing distances.	Pedestrian: Sidewalk/Crosswalk	Online Commenting Tool	Constituent	12/7/2020
Union Square	I support #1.	Other	Comment Letter	Constituent	1/18/2021
Union Square	I support the proposed intersection realignment	Vehicle: Other	Email	Constituent	1/19/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Union Square	[The bike lane leading into and out of this space is intermittent which feels unsafe.] Also this intersection is a nightmare to navigate as a pedestrian because you cannot cross the street in one traffic signal. Having a frequent all way walk would vastly improve this intersection for pedestrians.	Pedestrian: Sidewalk/Crosswalk	Online Commenting Tool	Constituent	1/21/2021
Union Square	The bike lane leading into and out of this space is intermittent which feels unsafe. [Also this intersection is a nightmare to navigate as a pedestrian because you cannot cross the street in one traffic signal. Having a frequent all way walk would vastly improve this intersection for pedestrians.]	Bicycle: Safety	Online Commenting Tool	Constituent	1/21/2021
Union Square	This chapter does not address the needs of bicyclists even though it correctly identifies this area as LTS 4. Sidewalk level, protected bike lanes can likely be incorporated into the short term recommendation by selectively narrowing travel lanes, removing parking, and narrowing the sidewalk. Note that sidewalk level bike lanes are easily used by pedestrians in the case of crowding.	Bicycle: Bike infrastructure	Online Commenting Tool	Constituent	2/12/2021
Union Square	I support the proposed intersection realignment	Vehicle: Other	Email	Constituent	2/15/2021
Union Square	I am happy to see that the Study's recommendations for Union Square include short-term strategies for placemaking, which are greatly needed in this area.	Placemaking: Other	Comment Letter	Councilor Breadon	3/4/2021
Union Square	When a long-term, comprehensive redesign of Union Square is conducted, I ask that this design consider future plans for the redevelopment of the Jackson/Mann School.	Other	Comment Letter	Councilor Breadon	3/4/2021
Warren St	Warren street t stop has a lot of folks with disabilities, and the stop is totally inaccessible	Transit: Other	Brighton Center Main Streets	Staff Notes	1/6/2021
Warren Street	I am writing to inquire if there were any plans to upgrade, repave, and make improvements to the bicycle lanes on Warren Street which has 3 schools and two hospitals St Elizabeth's & Franciscan's Children's Hospitals? Warren Street houses Brighton High School, Boston Green Academy, and The Franciscan Children's School. Brighton Marine has its campus entrances and exits for medical services and veterans housing on Warren also. The intersection of Warren Street and Commonwealth Avenue which has two carriage streets have some trickiness to navigate as a pedestrian, bicyclist, and/or motor vehicle also.	Bicycle: Bike infrastructure	Email	Constituent	12/15/2020
Washington St	Concern about Temple Kadimah Toras and allowing for handicapped parking on the side of the temple which is not possible with a cycle track.	Bicycle: Bike infrastructure	Virtual Open House	Staff Notes	12/1/2020
Washington St	Concern about turning movements, especially left turns with both bike lanes on one side.	Bicycle: Safety	Virtual Open House	Staff Notes	12/1/2020
Washington St	Parsons and Washington Street with new development there (Parsons Crossing), many people trying to cross Washington to get to post office there, many park at cvs parking lot and cross and there is no crosswalk, 3 different members all agree.	Pedestrian: Sidewalk/Crosswalk	Virtual Open House	Staff Notes	12/1/2020
Washington Street	Two way separated bike lanes are a major improvement for safety!	Bicycle: Safety	Online Commenting Tool	Constituent	11/13/2020
Washington Street	Is there enough space for floating bus stops on the side of Washington St with the two-way cycle track?	Transit: Bus Stop	Email	MBTA	1/15/2021

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Washington Street	Page 144, Washington Street recommendations: Is the plan proposing to eliminate the stop pairs at Snow St and Euston Rd? The MBTA would support these eliminations to improve stop spacing.	Transit: Bus Stop	Email	MBTA	1/15/2021
Washington Street	I support #1.	Bicycle: Bike infrastructure	Comment Letter	Constituent	1/18/2021
Washington Street	I support 2-way separated bike track between Cambridge Street and Commonwealth Ave	Bicycle: Bike infrastructure	Email	Constituent	1/19/2021
Washington Street	I like the recommendations for other areas like [Allston Village, Cleveland Circle,] and the proposed bike lanes along Chestnut Hill Avenue and Washington Street between Cambridge Street and Commonwealth Ave. They all sound like they will improve the experience of walkers, transit riders, and bicyclists in Allston Brighton. But I am not as frequent user of these areas and routes (other than walking). So I defer to others who know them better.	Bicycle: Bike infrastructure	Email	Constituent	1/29/2021
Washington Street	I support 2-way separated bike track between Cambridge Street and Commonwealth Ave	Bicycle: Bike infrastructure	Email	Constituent	2/15/2021
Waverly/Holton	I support #1.	Bicycle: Bike infrastructure	Comment Letter	Constituent	1/18/2021
Western Ave	In Western Ave and New Balance. How are you going to get people in and out?	Other	Virtual Open House	Staff Notes	12/1/2020
Western Ave	1) Repair and resurface Western Ave. The street is in very poor condition due to major constructions in the area which have completed for years now. Side streets that are part of the construction zones are beautifully paved but Western Ave is not.	Other	Online Commenting Tool	Constituent	2/16/2021
Western Avenue Corridor Study	Both the lack of bike lane and the poor condition of the road are unsafe for cyclists.	Bicycle: Safety	Online Commenting Tool	Constituent	1/21/2021