

# A-B Mobility Preliminary Draft Recommendations Feedback

In December 2019, after considerable research, public engagement, and analysis, the BPDA presented [Preliminary Draft Recommendations](#) for the A-B Mobility Study. A series of public engagement activities followed, including:

- Open House at the Jackson Mann School gymnasium on December 16, 2019;
- Meeting with the Allston Brighton Health Collaborative (ABHC) on January 16, 2020;
- Meeting with Brighton Main Streets on January 22, 2020;
- Meeting with the Allston Village Main Streets on February 10, 2020;
- Meeting with the Brighton Board of Trade on February 12, 2020;
- Meeting with the Allston Board of Trade on February 19, 2020;
- Meeting with the Brighton Allston Civic Association on February 19, 2020;
- Meeting with Brighton Center Businesses on February 22, 2020;
- Meeting in the Oak Square community on March 5, 2020; and,
- Meeting with the Brighton Allston Improvement Association (BAIA) on March 5, 2020.

As of March 17, 2020, when the City's stay-at-home directives were issued for all non essential employees, the BPDA had completed most of the public engagement that we had intended during the current phase of the A-B Mobility Study (namely, review of the "Preliminary Draft Recommendations"), with the exception of a public meeting scheduled at Charlesview on March 12, which was canceled in light of the emerging Covid-19 crisis.



*December Open House*



*Presentation at BAIA Meeting*



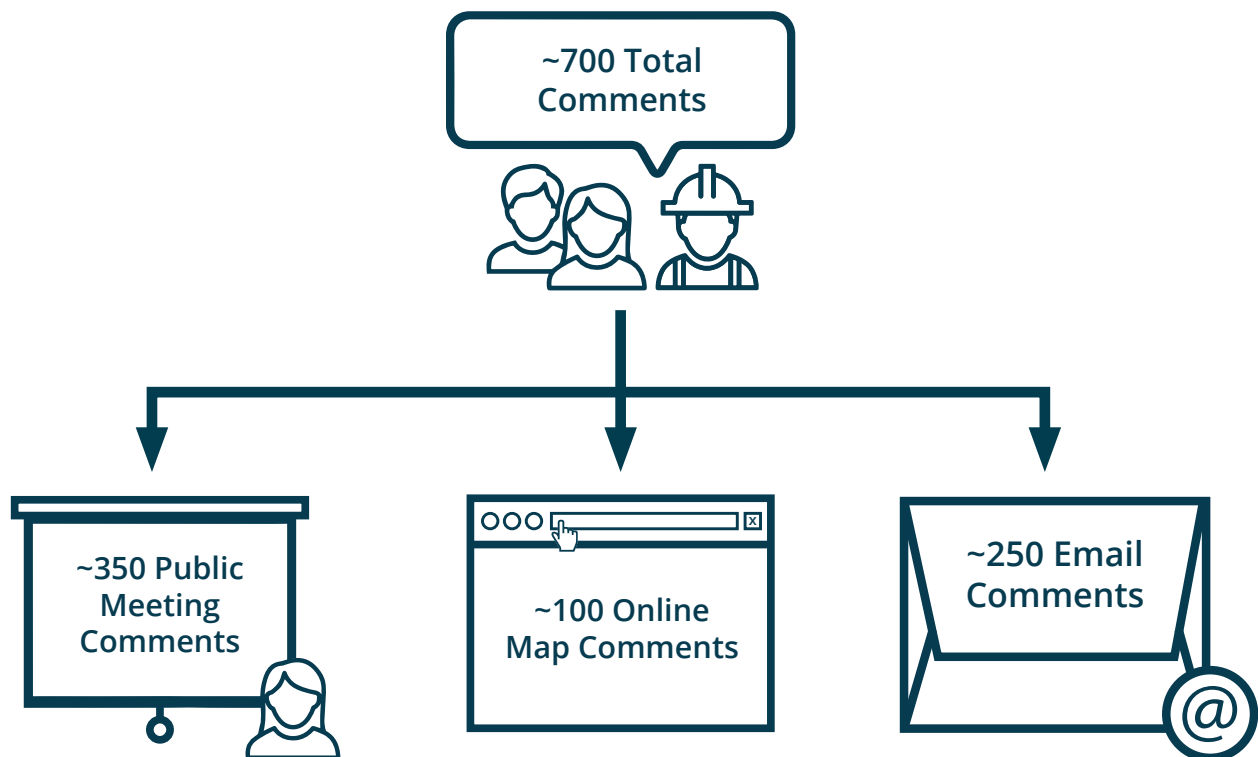
*Workshop at Oak Square Meeting*



## Comment Summary

We received nearly 700 comments throughout our public engagement on the preliminary draft recommendations. There were over 350 public comments from all of the meetings referenced above. In addition to these public meetings, public comments were also elicited through other means, including an [Online Interactive Map](#), which generated over 100 comments; the [ABMobility@Boston.gov](mailto:ABMobility@Boston.gov) email address, which generated approximately 250 comments.

These included comments from comment cards and sticky notes submitted at public meeting boards; staff notes<sup>1</sup> reflecting public comments made orally during public meetings and events; comments submitted on the interactive Online Map and Google Form; and, comments excerpted<sup>2</sup> from emails submitted to the [ABMobility@Boston.gov](mailto:ABMobility@Boston.gov) address. The Team cataloged the comments by topic/subtopic. The table below shows all comments received and cataloged in order of geography. To download an editable excel spreadsheet, please [visit this link](#).



<sup>1</sup>Staff wrote on large sheets of paper during presentations and Q&A sessions.

<sup>2</sup>Staff pulled out specific comments from emails to catalog them more efficiently.

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
66 Bus	Regarding the Route 66 bus, the bus stops need to be re aligned, timed so that the buses are stacked up 3 or 4 in a row (the first being jammed with riders and the next ones virtually empty). The auto announcement of "route 66 service to Harvard" is much too loud and needs to be lowered in volume. There are stops exactly opposite each other which causes traffic tie ups because there is not enough space for oncoming vehicles to pass. There is a bus stop at the intersection of Hooker-North Harvard Streets that blocks the driveway of the house on Hooker street.	Transit: Bus Stop	"Stay Engaged" Google Form	Constituent	3/2/20
86 Bus	More frequency on the 86	Transit: Bus Service	BAIA Meeting	Staff Notes	3/5/20
Barry's Corner	I recommend adding a bicycle traffic light, that turns green a few seconds after the pedestrian light turns white.	Bicycle: Bike infrastructure	Email	Constituent	2/27/20
Barry's Corner	there may be locations were flex posts / planters can be used to tighten the corner radius at intersections to slow turning vehicles. The sweeping turn at the Barry's Corner Trader Joe's is one that comes to mind.	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/30/20
Bicycle Network	Extend the network to make connections to the Charles River and major public transit hubs like Reservoir.	Bicycle: Bike infrastructure	Email	ABHC	2/3/20
Bicycle Network	Any new implementations must include a safety buffer from dooring.	Bicycle: Safety	Email	ABHC	02/03/20
Bicycle Network	bike parking isn't addressed anywhere that I noticed.	Bicycle: Bike Parking	Email	Constituent	1/30/20
Bicycle Network	Refer to comment re Lincoln Street. The bike network map should be expanded to show this connection and especially how this could serve as a spine for Allston and Brighton to connect to West Station.	Bicycle: Bike infrastructure	Phone Call	Constituent	2/28/20
Bicycle Network	Intersection of Cambridge Street and Harvard Ave needs to be in the plan for much better bicycle access to the footbridge, both a separate bike path and safe signal accommodation for bikes (with bicycle signal heads)	Bicycle: Bike infrastructure	Online Map	Constituent	1/17/20
Bicycle Network	<p>As a cyclist and pedestrian I was very excited by many of the recommendations from the study. As someone who regularly bikes on all of the areas highlighted for the bike network report, I think that they would benefit greatly from protected bike lanes. However I do have some concerns about the limitations of this study's recommendations. I think that many of the proposed bike lanes are too narrow, all these lanes should be 6'. Having bike lanes that are too narrow makes it much harder for cyclists to avoid any road hazards that might appear and makes it impossible for faster cyclists to pass slower cyclists while leaving an appropriate amount of space (a current example of this problem are the existing separated bike lanes on Comm ave). Also, I noticed that none of the documents mentioned any planning around discouraging cars from turning through the bike lanes at intersections without checking for bikes or keeping cars from side streets from rolling into the bike lanes when stopping. This sort of behavior from cars is very dangerous (and much more likely to be the cause of an accident for a cyclist than a car hitting a bike traveling in the same direction) so it was concerning to me that it wasn't addressed. Additionally, I was disappointed that some of the "existing infrastructure" was marked as such. Some of these streets have stretches with no marked bike infrastructure (e.g. portions of Western Ave that are marked in the study as existing) and others only have faded paint markings for bike lanes in the door zone for cars and which disappear at many intersections. I am an experienced cyclist and biking on the western part of Comm ave marked as "existing" is a very stressful experience and I've been hit by a car on Market st which is also marked as an "existing" part of the bicycle infrastructure.</p> <p>I know that it isn't part of the bike network map, but I think many of the other suggestions to improve pedestrian safety and calming traffic are also great. Cars regularly drive far too fast in Allston-Brighton and are reckless about the safety of pedestrians and other vulnerable road users all to save a few seconds of their time. Almost any day that I walk for more than 20 minutes in our neighborhood (which is most days) I have a stressful experience with a car coming too close to hitting me while I am legally crossing the street. People's lives are far too valuable to continue to be treated like this by the design of our public spaces.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	02/12/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Bicycle Network	I'm not sure if this is the correct place for this comment. Warren St+Kelton St are marked as part of the Option 2, FAS proposed bicycle facility on the bike network map. I couldn't find a board that describes their improvements but I'd like to suggest that these streets should get some attention even if Option 1 (not FAS) is chosen as they provide an important connection between Washington St and various areas of Brookline/Boston such as Coolidge Corner, Longwood, Fenway, etc. A bike lane, the last 100 feet where Warren St meets Comm Ave (both sides) and on Kelton St would be great (the rest of Warren St where the street is wide and there isn't any/much parking is more or less ok).	Bicycle: Bike infrastructure	Online Map	Constituent	02/28/20
Bicycle Network	Please stop destroying our city with the bike lanes. Wherever there are bike lanes in the city we have traffic gridlocks. Which translates to greenhouse gas, aka CO2, emissions, increased disease for the people sitting in their cars, increased noise which is a major pollutant, lost productivity, wasted life time for so many people. I've heard time and again the argument that people will start riding bicycles. This is a most naive and simplistic argument. How can someone who lives 10+ miles away from their work ride a bicycle? NOT everyone is a freaking athlete!!! How can we ride bicycles in scorching heat or in rain or in snow or in cold or in wind? Let alone that this is an anti obese, anti disabled, anti ill person measure: we cannot ride a bicycle and you make our commute a hell. Please leave our city alone! The only way to address climate change is coming and it is technology: electric vehicles, geothermal energy etc. We cannot go back to living in a 19th century mode. The conveniences and absolutely necessary amenities of the 21st century for the 21st century life are here to stay. Technology will improve things and not bicycle ideology and dogma. Thank you.	Bicycle: Other	Online Map	Constituent	1/15/20
Brighton Ave	A, B proposed is great! Will ease bus lane congestion. TNC zone for entire Linden Street to Harvard Street. (Duplicate)	Parking: Flex Zone	12/16 Public Meeting	Brighton Ave Board	12/16/19
Brighton Ave	Flex zones would be amazing. A reducing double parking which negates the benefit of the bus lanes.	Parking: Flex Zone	12/16 Public Meeting	Brighton Ave Board	12/16/19
Brighton Ave	need enforcement on bus/bike lane	Transit: Bus Lanes	12/16 Public Meeting	Brighton Ave Board	12/16/19
Brighton Ave	A, B proposed is great! Will ease bus lane congestion. TNC zone for entire Linden Street to Harvard Street. (Duplicate)	Transit: Bus Lanes	12/16 Public Meeting	Brighton Ave Board	12/16/19
Brighton Ave	need enforcement on bus/bike lane	Transit: Bus Lanes	12/16 Public Meeting	Brighton Ave Board	12/16/19
Brighton Ave	I LOVE THEE BUS BULBOUT. I'm afraid if TNC's can use flex zones, they'll block buses even more than they do now. The bulbout might prevent motorists from cannibalizing the bus lane, which they currently do; if a single driver starts down it, others will follow suit, often delaying the buses.	Transit: Prioritize transit over vehicles	12/16 Public Meeting	Brighton Ave Board	12/16/19
Brighton Ave	Cars double parking to pick up food on Brighton Ave reduces the effectiveness of the bus/bike lane. There is a need for enforcement either human or automated.	Parking: Enforce Parking	12/16 Public Meeting	Ongoing City Projects Board	12/16/19
Brighton Ave	Is it possible to add in lane bus stops on Brighton Avenue?	Transit: Bus Stop	Allston Brighton Health Collaborative Meeting	Staff Notes	01/16/20
Brighton Ave	Some support for the flex zones	Parking: Flex Zone	Allston Village Main Streets Board Meeting	Staff Notes	02/10/20
Brighton Ave	Could've tripled parking by angling it instead of adding bus lanes	Parking: Other	Allston Village Main Streets Board Meeting	Staff Notes	2/10/20
Brighton Ave	Commercial vehicles come on Harvard/Linden/Brighton- commercial traffic needs to be talked about!	Vehicle: Other	Allston Village Main Streets Board Meeting	Staff Notes	2/10/20
Brighton Ave	Enforcement of parking, double parking, bus lanes, and bike lanes are all crucial to the success of the recommendations. The City needs to establish how enforcement would happen to make the recommendations effective. This section of Brighton Ave is particularly impacted by double parking.	Parking: Enforce Parking	Email	Walk Boston	3/9/20
Brighton Ave	Flex areas for TNCs and drop off/delivery zones are a good idea, and we hope they will be implemented.	Parking: Flex Zone	Email	Walk Boston	3/9/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Brighton Ave	Bus bulb out is a good idea!	Transit: Bus Stop	Email	Walk Boston	3/9/20
Brighton Ave	the Brighton Ave bike/bus lane (EB) is in desperate need of enforcement.	Transit: Prioritize transit over vehicles	"Stay Engaged" Google Form	Constituent	1/25/20
Brighton Ave	parking meters with demand-based pricing should be added on Brighton Ave to reduce double-parking in the bus/bike Lanes	Parking: Change parking regulations	Email	Constituent	1/30/20
Brighton Ave	15 minute limits or designated pickup/dropoff only spaces would also help (Duplicated)	Parking: Flex Zone	Email	Constituent	1/30/20
Brighton Ave	support the flex zones	Parking: Flex Zone	Email	Constituent	2/3/20
Brighton Ave	Support the flex zones, would support a more ambitious effort to convert some parking to parklets and outdoor seating.	Parking: Flex Zone	Email	Constituent	2/10/20
Brighton Ave	I support the idea of flex zones, and think this idea should be extended to Washington St. when the 57 bus lane is extended	Parking: Flex Zone	Email	Constituent	3/23/20
Brighton Ave	would support a more ambitious effort to convert some parking to parklets and outdoor seating.	Placemaking: Active Areas	Email	Constituent	2/3/20
Brighton Ave	I strongly support the flex zones.	Parking: Flex Zone	Online Map	Constituent	2/3/20
Brighton Ave	Bring back the A branch with signal prioritization. δÿ™, This will bring what truly feels like transit to this community.	Transit: Other	Online Map	Constituent	1/16/20
Brighton Ave	Better use of the curb is a high priority here. The two main priorities, from my point of view are: 1. making much more of the curb (especially westbound between Linden and Harvard) short-term (15-min) and/or drop-off/pick-up only (rather than 2-hour), to reduce double parking (blocking the bus/bike lane) in that area, and 2. replacing curbside parking with curbside turn lanes where turning vehicles in the bus/bike lane typically slow buses getting through intersections. The intersection I see this most often is eastbound at Harvard Ave where the combination of many turning vehicles and many pedestrians crossing against the pedestrian signal frequently slows the bus. But I also see this westbound and Linden and Harvard streets.	Parking: Flex Zone	Online Map	Constituent	3/15/20
Brighton Center	Compatible with Option 1, this recommendation would extend the curb opposite Winship Street and eliminate the left turn from that street to provide both more pedestrian space and shorten crossing distances. This idea makes good sense.	Pedestrian: Improve safety	Email	A Better City	3/6/20
Brighton Center	Elimination of the lane connecting southbound Market Street to westbound Washington Street can provide a long-term placemaking opportunity in the center of the square. In order to maintain the traffic capacities, the parking lane on the northbound side needs to be eliminated to maintain the existing northbound travel lane and continue the important southbound left turn lane into Washington Street along with a through lane and right turn lane replacing the closed turn lane. Buses on the northbound lane of Market Street would need to stop in traffic, but that trade off seems worthwhile given the placemaking benefits offered in the concept.	Placemaking: Active Areas	Email	A Better City	3/6/20
Brighton Center	Extend Cambridge St bike lane in front of BPD D14.	Bicycle: Bike lanes	Email	ABHC	2/3/20
Brighton Center	Increase the amount of 2hr parking spaces or consider providing 4hr parking zones to promote small business use.	Parking: Change parking regulations	Email	ABHC	2/3/20
Brighton Center	Keep left turn from Winship St to Washington St. Maintain parking for residential area.	Parking: Other	Email	ABHC	2/3/20
Brighton Center	Remove Market St @ Washington St bus stop.	Transit: Bus Stop	Email	ABHC	2/3/20
Brighton Center	Love concept 1. Remove the slip lane, turn signals into scramble crossing! (Duplicated)	Pedestrian: Other	12/16 Public Meeting	Brighton Center Board 1	12/16/19
Brighton Center	Retime [Market Street] traffic signal - sometimes you have to wait two cycles before all the ped activates	Pedestrian: Other	12/16 Public Meeting	Brighton Center Board 1	12/16/19

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Brighton Center	remove right turn lane and create concept 1. Brighton center would benefit from placemaking	Placemaking: Plaza/Art	12/16 Public Meeting	Brighton Center Board 1	12/16/19
Brighton Center	Love concept 1. Remove the slip lane, turn signals into scramble crossing! (Duplicated)	Vehicle: Other	12/16 Public Meeting	Brighton Center Board 1	12/16/19
Brighton Center	Can the bike lane be extended through the intersection past the police station?	Bicycle: Bike lanes	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Brighton Center	Maintain short term parking for businesses, whole area is resident only with only two short term spaces	Parking: Other	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Brighton Center	Consider bus stop consolidation for the 86, remove bus stop in the intersection that duplicates a nearby stop at the senior center. Do not remove stop at senior center	Transit: Bus Stop	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Brighton Center	There are 4 traffic lights for only three lanes at Washington, resulting in a confusing intersection where people are unsure which light is for which lane	Vehicle: Other	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Brighton Center	Left turns from Chestnut Hill are dangerous, The current traffic light provides no protected left turn sequence, Can we improve traffic signals as part of this project?	Vehicle: Reduce Congestion	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Brighton Center	Snow banks are an issue	Other	BAIA Meeting	Staff Notes	03/05/20
Brighton Center	Regulate tractor-trailer deliveries - they double park	Parking: Change parking regulations	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Folks in residential buildings park on streets	Parking: Change parking regulations	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Businesses are impacted by parking	Parking: Other	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Police station already has limited parking	Parking: Other	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	More public parking for patrons - garage/lifts at municipal lots	Parking: Other	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Parking during snow emergencies in new lots	Parking: Other	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Double length buses?	Transit: Other	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Why make cars go slower through here?	Vehicle: Other	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Right-turn only off Winship St may not work	Vehicle: Other	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Buses stopping in the street cause congestion	Vehicle: Reduce Congestion	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Yes to left turn lanes onto Washington St	Vehicle: Reduce Congestion	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	People in new developments causing congestion	Vehicle: Reduce Congestion	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	In-lane bus stops can be an issue if people have bikes/ramps	Vehicle: Reduce Congestion	BAIA Meeting	Staff Notes	3/5/20
Brighton Center	Not long enough queue length EB Washington/Winship - cars may be illegally parked	Vehicle: Reduce Congestion	BAIA Meeting	Staff Notes	3/5/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Brighton Center	People park in the municipal lot all weekend	Parking: Change parking regulations	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Market/Washington: how much parking is lost?	Parking: Other	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Designate parking/make parking garage for police	Parking: Other	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Market/Washington: indicate all-way crossing	Pedestrian: Improve safety	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Make Brighton Center a place for people to stop and walk around	Placemaking: Active Areas	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Market/Washington: need to consider maintenance of island/plaza	Placemaking: Plaza/Art	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Market/Washington: bus stop consolidation consider inbound 86 stop on Market St @ Washington St	Transit: Bus Stop	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Washington/Winship: Double lefts from Washington are not clearly marked --> wayfinding signs, dotted lines through the intersection would help	Vehicle: Other	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Market/Washington: make concurrent left turns	Vehicle: Reduce Congestion	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Market/Washington: congestion along Market St NB	Vehicle: Reduce Congestion	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Signals as an early action item	Vehicle: Reduce Congestion	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Washington/Winship: Removing left would push people to Chestnut Hill Ave where there is already congestion at Market/Washington	Vehicle: Reduce Congestion	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Washington/Winship: Right turn onto Winship is causing congestion because of parked cars conflicting with RH turn and not enough queue length	Vehicle: Reduce Congestion	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Market/Washington: 65 RH turn onto Washington St causes congestion	Vehicle: Reduce Congestion	Brighton Businesses Meeting	Staff Notes	2/22/20
Brighton Center	Can a bus stop be removed at Market/Washington?	Transit: Bus Stop	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
Brighton Center	For the Market/Washington change, concurrent lefts make sense	Vehicle: Reduce Congestion	Brighton Main Streets Board Meeting	Staff Notes	1/22/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Brighton Center	Thank you for proposing to remove the right turn slip lane. Your illustration of both quick-build and a possible transition to long-term changes is very effective, as are the nearby examples of Davis Square in Somerville and Brattle Square in Harvard Square.	Placemaking: Plaza/Art	Email	Walk Boston	3/9/20
Brighton Center	I'm writing to comment specifically on Brighton Center removal of the southbound slip lane on Market St ("concept 1). I think this is an absolutely fantastic plan. A no-brainer... increase pedestrian safety, slow down cars through the intersection, and create the perfect amount of space for a decent sized parklet.	Placemaking: Active Areas	"Stay Engaged" Google Form	Constituent	1/17/20
Brighton Center	This is a lot less parking for police and police already takes all the parking	Parking: Other	BAIA Boards	Constituent	3/5/20
Brighton Center	At the other municipal lot next to the police station, employees at station 14 take most, if not all of the parking in the lot next to their building seven days a week for their own personal use and no one in parking enforcement does anything about it. Before anything of significance is done, these two parking lots need attention.	Parking: Enforce Parking	Email	Constituent	1/24/20
Brighton Center	My main problems crossing Winship are the placement of the curb cuts, which prevent me from seeing cars turning from Washington St eastbound onto Winship St. Adding a "no turn on red" sign and moving the curb cut would allow me to cross without worrying about those cars.	Pedestrian: Improve safety	Email	Constituent	2/6/20
Brighton Center	[Market/Washington] If you change it to allow pedestrians to walk in parallel with the direction that vehicular traffic is going, then I can cross one street and then another, and get where I'm going in two light phases rather than three.	Pedestrian: Other	Email	Constituent	2/6/20
Brighton Center	All you need to do to improve pedestrian conditions is retime the pedestrian signal to be able to cross Washington and Winship in one light cycle.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	1/15/20
Brighton Center	I would support Concept 2's plan to increase sidewalk area unless it interferes with a bus lane.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	3/23/20
Brighton Center	I would support Concept 2's plan to increase sidewalk area unless it interferes with a bus lane.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	3/25/2020
Brighton Center	I support Concept 1, and think the plaza should have planters and outdoor seating for patrons of nearby establishments.	Placemaking: Active Areas	Email	Constituent	3/23/20
Brighton Center	I support Concept 1, and think the plaza should have planters and outdoor seating for patrons of nearby establishments.	Placemaking: Active Areas	Email	Constituent	3/25/2020
Brighton Center	I love the idea of the plaza on Market/Washington	Placemaking: Plaza/Art	Email	Constituent	1/18/20
Brighton Center	Removal of Channelized Right- I agree with this proposal	Placemaking: Plaza/Art	Email	Constituent	2/6/20
Brighton Center	Another example of what can be done to improve traffic is that there are two bus stops at opposite corners of the intersection of Washington, Market and Chestnut Hill Ave, one of the stops is in front of my office and the other is in front of Mirror Cafe. The buses frequently cause traffic to back up into the intersection when the bus drivers don't pull completely off to the side of the road as they are supposed to. A solution to this would be to move the stops a few hundred feet away from the intersection.	Transit: Bus Stop	Email	Constituent	1/24/20
Brighton Center	As a resident of Brighton Center, removing the left turn from Winship onto Washington st would make it significantly harder for me to navigate the area by car	Vehicle	Email	Constituent	2/6/20
Brighton Center	I am a resident of Winship Street and am strongly opposed to Concept 2 of the Brighton Center plan to eliminate left turns from Winship onto Washington Street.	Vehicle: Other	Email	Constituent	1/15/20
Brighton Center	I believe the changes proposed to Brighton Center in the attached Mobility Study will do harm to the small businesses in Brighton Center because it will further deter people with cars from visiting our business district.	Vehicle: Other	Email	Constituent	1/24/20
Brighton Center	[Market/Washington] you should add a left turn light in all 4 directions to allow drivers to make left turns before traffic is allowed to go straight.	Vehicle: Other	Email	Constituent	2/6/20



Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Brighton Center	[Winship/Washington/Cambridge] I do not want this taken away, because I find it faster and more convenient than trying to go through the Chestnut Hill/Market St/Washington St intersection	Vehicle: Other	Email	Constituent	2/6/20
Brighton Center	I would probably not be opposed to having a single lane on Winship St that allows both left turns onto Washington St, and right turns on to Washington St and Cambridge St.	Vehicle: Other	Email	Constituent	2/6/20
Brighton Center	trying to turn onto Washington St. (W) from Washington St. (N), there is currently only about one light-cycle worth of traffic, which is relatively good for the area. However, sometimes Washington St. (W) gets backed up, usually when a bus goes through going west and is unable to pull over to the bus stop.	Vehicle: Reduce Congestion	Email	Constituent	3/9/20
Brighton Center	A similar [congestion] issue would occur where Washington St. (W) crosses Market/Chestnut Hill Ave, as the bus stop there is also just after the light.	Vehicle: Reduce Congestion	Email	Constituent	3/9/20
Brighton Center	If you are concerned about the speed of the cars going down Winship St toward that intersection I suggest narrowing the entire street to prevent people from seeing a big wide road and going fast as a result.	Vehicle: Reduce speed/calm traffic	Email	Constituent	2/6/20
Brighton Center	I am concerned about this creating congestion for car traffic. The proposals decrease parking and will likely lead to double parking as is now present in Allston. The region is already congested for car traffic during rush hour and this should be alleviated as much as possible	Parking: Other	Online Map	Constituent	03/09/20
Brighton Center	I attended the BAIA meeting last night. I think an easy solution would be for the city to provide more parking as an alternative to the street parking and then also allow the bus lanes. Essentially add another tier next to the police station and at market street. and then also another lot further down near post office on Washington. I am in favor of the removal of the right turn from Market onto Washington. But again, the parking spaces lost should be addressed somehow. I am AGAINST the right turn only modification from Winship st. onto Cambridge. That needs to continue to be a left turn option. Also the parking there needs to be maintained (I personally use that parking when I go to my doctor's office on Washington St.). So don't change anything on Winship except for the white lines drawn, which is a good idea. Parking is tight and it needs to be addressed. I live near Brooks St with wife and four kids. A car is really the only option for me to go to the post office, my doctor's office, etc. I am for modification of busing etc. but with beefed up parking options as a substitution.	Parking: Other	Online Map	Constituent	03/06/20
Brighton Center	Generally I'm supportive of removing channelized turn lanes in order to slow turning vehicles, and I am supportive of that here, too. I am concerned that the placemaking proposal doesn't reflect the current conditions there (since there is not a restaurant that is poised to expand onto new public space, for example). I actually hope that this could be a spot for a BlueBikes location in the middle of Brighton Center. And I can imagine over time that with plantings this could be a small lovely green space in Brighton Center.	Placemaking: Active Areas	Online Map	Constituent	03/10/20
Brighton Center	<p>Taking a left from Market Street onto Washington Street (towards the police station) is nearly impossible at peak commuter times. I travel this way each morning and often times, only one car is able to race in front of oncoming Chestnut Hill Road traffic to make the turn. If the first car in line isn't daring enough, sometimes not one single car can make it through the light. (Which leads to several cars frantically turning after the light turns red.) This is part of the reason Market Street gets gridlocked. The left lane light should be on a different time setting than that of the oncoming traffic that travels down from Chestnut Hill Road to Market Street.</p> <p>I also think the placement of the 86 bus stop at the corner of Market and Washington Street should be re-examined. At peak traffic hours, there is not enough room or visibility to drive around the stopped bus. As a result, traffic piles up in all directions in the 4-way intersection. There are a large number of passengers at this stop, so the boarding/dismount time is significant. I've witnessed many near-accidents here due to the bus stopping. Especially dangerous when a bicycle is added to the mix. No where for them to go.</p> <p>I like that the walk signals at this intersection are timed to run simultaneously in all directions. Seems to reduce jaywalking and increase safety. I disagree with the commenter who didn't feel there was enough time to cross. Perhaps this person is elderly or disabled, but I've never had an issue when walking at a normal pace here and haven't seen anyone struggling to make it through.</p> <p>I think it's great that you are looking into solutions! Excited to see what improvements can be made. Thank you.</p>	Vehicle: Reduce Congestion	Online Map	Constituent	02/05/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Brooks St	Incorporate into the network a plan for to safely access the Charles River via the Brooks Street intersection.	Bicycle: Bike infrastructure	Email	ABHC	2/3/20
Brooks St	Did we look at bike connections to the river via Brooks Street?	Bicycle: Bike infrastructure	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Brooks St	Please give some thought to Brooks Street as a biking/pedestrian link between Faneuil Street and the Charles River trail.	Bicycle: Other	Email	Constituent	03/01/20
Brooks St	I am dissapointed that Brooks street is out of your suggestions to improve at all. Especially the awful Brooks & Faneuil intersection, and the crosswalk across church. There going to be more traffic, and no one even wants to help to reduce speed/congestion. All we got is 64 bus added to through traffic.	Pedestrian: Improve safety	Online Map	Constituent	1/21/20
Charles River	I have concerns for access to the Charles river bike path. Going down Brooks St. is the safest access but under the bridge is so congested. The sidewalk can barely accommodate two people. There are two sidewalks but the one to the street lights and crosswalk is the most frequently used by people.	Bicycle: Bike infrastructure	Online Map	Constituent	1/12/20
Chestnut Hill Ave	Love the idea of PBLs on [Chestnut Hill Ave]. Painted bike lanes in the door zone currently are not safe!	Bicycle: Bike lanes	12/16 Public Meeting	Lake/Foster Board	12/16/19
Chestnut Hill Ave	A similar concern is at the intersection of Union & Chestnut Hill at Jackson Square. I would appreciate some consideration of a revolving pedestrian lights	Pedestrian: Improve safety	"Stay Engaged" Google Form	Constituent	2/10/20
Chestnut Hill Ave	I also support bike lanes along Chestnut Hill Ave and Washington Streets [Duplicated]	Bicycle: Bike lanes	Email	Constituent	3/9/20
Cleveland Circle	Train tracks are a hazzard - ADA, peds, bikes. can we brighten tracks/outline them so there is no tripping More lights on SW side of streets too dark	Other	12/16 Public Meeting	Cleveland Circle Board	12/16/19
Cleveland Circle	Loading management needed, commercial zones/short-term parking	Parking: Flex Zone	12/16 Public Meeting	Cleveland Circle Board	12/16/19
Cleveland Circle	angled backing in parking or parallel spaces	Parking: Other	12/16 Public Meeting	Cleveland Circle Board	12/16/2019
Cleveland Circle	I support Concept 1 because it increases open space and adds bus bulbs.	Transit: Bus Stop	Email	Constituent	3/23/20
Cleveland Circle	I support Concept 1 because it increases open space and adds bus bulbs.	Transit: Bus Stop	Email	Constituent	3/25/20
Cleveland Circle	Cleveland Circle is such a run down, unsightly and busy intersection literally covered in trash every day of the week. In terms of transportation we are lucky to have the terminus for the green c line trains HOWEVER it looks like a complete DUMP!!! It has run down chain link fence with dead tree branches woven into them and the entire track area and surround is covered in huge weedscan365 days a year. We need more cleaning by the city because of the high population and many college students....it's just shabby and well-worn. We could also use some more planters and flowers. I've long thought that a great addition would be flower planters mounted high up on the light poles in Cleveland circle. It would beautiful the area while remaining out of reach to drunk college students. I would also like to suggest some zoning laws in terms of rules about storefronts and signs. Every shop has a different style sign so the neighborhood looks disheveled. It would also be great to get some landscaping/flowers on beacon Street at the entrance to the Chestnut Hill Reservoir. It is a wonderful community area that has sadly been neglected for so long. Thank you so much for your time! I look forward to Cleveland Circle being improved!  Cleveland Circle is desperate for improvements especially at the Mbta stop. Please contact me if you would like to know more about my comments above or would like clarification. Thanks!!	Other	Online Map	Constituent	1/2/20
Comm Ave / Naples Rd	Crossing Comm Ave at Packard's corner is horrendous and dangerous. Put a pedestrian bridge over the T tracks at Naples Road. People cross the tracks there anyway and take their lives into their own hands. - Ken Sacharin	Pedestrian: Improve safety	12/16 Public Meeting	Harvard Ave Board 1	12/16/19
Comm Ave / Naples Rd	Put a pedestrian bridge over the T tracks at Comm Ave and Naples St.	Pedestrian: Other	12/16 Public Meeting	Harvard Ave Board 1	12/16/19

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Everett St	Specifically, Western Ave, Everett Street, and North Harvard Street are important routes that too often have double-parking, blocked bike lanes (North Harvard St), poor pavement (Everett St at the Mass Pike overpass), or conditions that in general are stressful and not appropriate for people of all ages and skill levels who might want to bike. (Duplicated)	Bicycle: Safety	Email	Constituent	1/30/20
Everett St	there are streets that badly need repaving that I hope can be included. For example, Everett St from the overpass to North Beacon and Harvard Ave	Bicycle: Safety	Email	Constituent	1/30/20
Faneuil St	The committee recommends creating a 4th option that emphasizes traffic calming measures.	Vehicle: Reduce speed/calm traffic	Email	ABHC	2/3/20
Faneuil St	like the cycle track. Raise crosswalks. Traffic calming @ McKinney Playground (Duplicated)	Bicycle: Bike infrastructure	12/16 Public Meeting	Faneuil St Board	12/16/19
Faneuil St	yes - make intersection improvements. Great for cyclists	Bicycle: Bike infrastructure	12/16 Public Meeting	Faneuil St Board	12/16/19
Faneuil St	YES concept 1, consistent seperated bike lanes	Bicycle: Bike lanes	12/16 Public Meeting	Faneuil St Board	12/16/19
Faneuil St	Two-way cycle tracks only work when you take into account the needed turn. What is a west-bound person on a bike suppose to do when they get to the rotary? I'd rather support one-direction bike lanes on each side of the street - option B. Safety islands are a great idea here - so many kids cross the street here For what it's worth, I walk and/or bike on Faneuil everyday	Bicycle: Bike lanes	12/16 Public Meeting	Faneuil St Board	12/16/19
Faneuil St	crosswalk at Faneuil St and Dundouy	Pedestrian: Sidewalk/Crosss walk	12/16 Public Meeting	Faneuil St Board	12/16/19
Faneuil St	like the cycle track. Raise crosswalks. Traffic calming @ McKinney Playground (Duplicated)	Vehicle: Reduce speed/calm traffic	12/16 Public Meeting	Faneuil St Board	12/16/19
Faneuil St	New crosswalks on Faneuil and Washington Street! Lots of distance between crossings [Duplicated]	Pedestrian: Sidewalk/Crosss walk	12/16 Public Meeting	Quick Build Overview Board	12/16/19
Faneuil St	Faneuil & Arlington - I don't have an issue with the mini roundabout proposed. However, some of the geometry at the intersection is still unresolved. Travelling east on Faneuil, taking a right onto Arlington, there is an awkward turn that forces one to dip around a concrete separator between the lanes. I understand why the separator is there--because the angle taking the right forces one into the other lane naturally. I feel that the if the angle was less dramatic, potentially even the concrete separator wouldn't be necessary. But as it is, I feel like I have almost run up onto the concrete separator a few times and would like this corner smoothed out.	Vehicle: Other	"Stay Engaged" Google Form	Constituent	2/10/20
Faneuil St	I support Option A, to improve bicycle infrastructure.	Bicycle: Bike infrastructure	Email	Constituent	3/23/2020
Faneuil St	I support Option A, to improve bicycle infrastructure.	Bicycle: Bike infrastructure	Email	Constituent	3/25/20
Faneuil St	I love the study's recommendations for [Brighton Center, Oak Square, and] Fanueil St.	Other	Email	Constituent	1/18/20
Faneuil St	Arlington /Faneuil intersection - a rotary is NOT needed here.	Other	Email	Constituent	1/26/20
Faneuil St	Fanueil is very narrow near Oak Sq Ave. There should NOT be parking on both sides of the street.	Parking: Change parking regulations	Email	Constituent	01/26/20
Faneuil St	A pedestrian safety island with trees or raised tables for calming speed on Fanueil should be sufficient.	Pedestrian: Improve safety	Email	Constituent	1/26/20
Faneuil St	I like the idea of pedestrian safety islands, but from my experience, the biggest danger for pedestrians along Faneuil Street is from cars turning from Faneuil onto the side streets.	Pedestrian: Improve safety	Email	Constituent	3/1/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Faneuil St	[Faneuil/Arlington] The idea of the traffic circle there is interesting if it would actually slow traffic down. Maybe flashing lights, pedestrian crossing signals, or even some kind of forced stop at that intersection? But whatever would slow traffic down in that area would be good.	Vehicle: Reduce speed/calm traffic	Email	Constituent	3/1/20
Faneuil St	The proposal to remake the intersection of Faneuil and Arlington Streets is also very important. Not sure if the traffic circle is the best idea as opposed to stop signs, but again, whatever would slow down cars is good and make them STOP FOR PEDESTRIANS IN CROSSWALKS would be most appreciated.	Vehicle: Reduce speed/calm traffic	Email	Constituent	03/09/20
Faneuil St	I support Concept 1 to add a rotary.	Vehicle: Reduce speed/calm traffic	Email	Constituent	03/23/20
Faneuil St	I support Concept 1 to add a rotary.	Vehicle: Reduce speed/calm traffic	Email	Constituent	3/25/20
Faneuil St	Faneuil St between Brooks and Dunboy is a LTS4 (not LTS3) for bicycles - in both directions. Going to Brooks from Oak Sq that section narrows and cyclists need to move into the travel lane to prevent a car from passing as there is not enough room for both unless the car crosses into the other travel lane. The FAS proposal involved eliminating parking spaces in this section (as well as others). Perhaps eliminating them in this section should be considered (sooner rather than later) if it is not removed as part of FAS... Also, I think Brooks street should be included in the bicycle network proposal as it is a link to the river path. There are limited places you can cross the pike to get to the river and they're all pretty heavily used. Brooks St isn't terrible for cyclists but it could use some improvement. Heading from Faneuil St some kind of a bike lane so cars give you space if they try to pass you would be helpful. Currently if there ends up being oncoming traffic that the car going up hill couldn't see due to the rise, there isn't enough space for two cars and a cyclist at the same time. Going the other way some green paint to connect from the end of the bridge out to where the parked cars start would be useful to make it clear to the people driving cars what the cyclists want to do there. Likewise if there's room at the intersection with Faneuil St, a bike lane line to get the cars to leave room for bicycles to pass between them and the parked cars (while the cars are stopped at the intersection).	Bicycle: Bike infrastructure	Online Map	Constituent	2/27/20
Faneuil St	Faneuil St between Brooks and Dunboy is a LTS4 (not LTS3) for bicycles - in both directions. Going to Brooks from Oak Sq that section narrows and cyclists need to move into the travel lane to prevent a car from passing as there is not enough room for both unless the car crosses into the other travel lane. The FAS proposal involved eliminating parking spaces in this section (as well as others). Perhaps eliminating them in this section should be considered (sooner rather than later) if it is not removed as part of FAS... Also, I think Brooks street should be included in the bicycle network proposal as it is a link to the river path. There are limited places you can cross the pike to get to the river and they're all pretty heavily used. Brooks St isn't terrible for cyclists but it could use some improvement. Heading from Faneuil St some kind of a bike lane so cars give you space if they try to pass you would be helpful. Currently if there ends up being oncoming traffic that the car going up hill couldn't see due to the rise, there isn't enough space for two cars and a cyclist at the same time. Going the other way some green paint to connect from the end of the bridge out to where the parked cars start would be useful to make it clear to the people driving cars what the cyclists want to do there. Likewise if there's room at the intersection with Faneuil St, a bike lane line to get the cars to leave room for bicycles to pass between them and the parked cars (while the cars are stopped at the intersection).  I'm surprised in general by the Bicycle LTS rating maps. I'm a year round commuter and have a fairly high tolerance/low baseline level for stress and there are several places rated three than I think should be higher as well as several I think should be lower. Then there was a LTS2 where you're crossing rotary traffic to go straight on Washington St entering Oak Square - doesn't seem that's a low stress situation.	Bicycle: Bike infrastructure	Online Map	Constituent	2/27/20
Faneuil St	Create a separate left turn lane from Market Street onto Faneuil Street. Include a left turn traffic light. Remove parking spaces on the right side of the road at this intersection. Cars waiting to take a left turn will hold up traffic behind them.  In general, cars taking left turns will hold up traffic behind them. Create left turn lanes and left turn traffic lights for major roads and intersections.	Vehicle: Reduce Congestion	Online Map	Constituent	2/6/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Faneuil St	I will admit the proposed mini roundabout at the intersection of Faneuil and Arlington sound like a good idea and what is there now is a mini disaster,	Vehicle: Reduce speed/calm traffic	Online Map	Constituent	2/12/2020
Faneuil St	I'm a strong supporter of Concept 1 - the intersection is stressful now on foot, on bike, and in a car. I'm hopeful that a roundabout would make it better for all. Option B is confusing to me because as far as I know there is no bus that goes on Faneuil St around Goodenough St.	Vehicle: Reduce speed/calm traffic	Online Map	Constituent	3/16/20
FAS	Option A! Option A! Option A!	Bicycle: Bike lanes	12/16 Public Meeting	FAS Board	12/16/19
FAS	Option A. Two separated bike lanes (10' travel lanes, no parking)	Bicycle: Bike lanes	12/16 Public Meeting	FAS Board	12/16/19
FAS	Option A or B is preferred. B provides more space but will require cyclist to move - will they?	Bicycle: Bike lanes	12/16 Public Meeting	FAS Board	12/16/19
FAS	Important to connect bike infrastructure, sections of unconnected cycle paths are useless unless they have good links to each other	Bicycle: Bike infrastructure	Allston Brighton Health Collaborative Meeting	Staff Notes	01/16/20
FAS	Concerns were noted about the terrain along this corridor	Bicycle: Other	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
FAS	Attendees asked to see data about the current parking utilization in the area	Parking: Other	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
FAS	Concerns were noted that this project would remove parking along the street, and the other projects would remove nearby parking, and they want to make sure the total impact from all projects is combined	Parking: Other	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
FAS	Consider traffic calming to improve cycling comfort without a lot of parking removal	Vehicle: Reduce speed/calm traffic	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
FAS	Understand parking displacement	Parking: Other	Brighton Main Streets Board Meeting	Staff Notes	01/22/20
FAS	the FAS alternative is great if you're going to/from Oak Square and points west, but Brighton Center is a major destination so it doesn't replace safe bike facilities on Washington and Cambridge.	Bicycle: Bike infrastructure	Email	Constituent	1/30/20
FAS	I am strongly opposed to this	Bicycle: Bike infrastructure	Email	Constituent	2/28/20
FAS	I support any of the options here - whatever can make this safe for biking. Again, parking should not be the main issue - there are residential parking lots and side street parking that could be better managed than they currently are to allow more room for bikes on these streets.	Bicycle: Bike infrastructure	Email	Constituent	3/1/20
FAS	I would strongly urge you to consider eliminating all three options.	Bicycle: Bike infrastructure	Email	Constituent	3/8/20
FAS	I live close to Faneuil Street and strongly support a bike corridor as proposed along the Faneuil - Arlington - Sparhawk corridor.	Bicycle: Bike infrastructure	Email	Constituent	3/9/20
FAS	Neither plan would be good for the neighborhood.	Bicycle: Bike infrastructure	Email	Constituent	3/9/20
FAS	I support any of the options to improve bicycle infrastructure, especially if it creates cycle tracks	Bicycle: Bike infrastructure	Email	Constituent	03/23/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
FAS	I support any of the options to improve bicycle infrastructure, especially if it creates cycle tracks	Bicycle: Bike infrastructure	Email	Constituent	3/25/20
FAS	I would like to see more space between the cars and sidewalk on the south side of Sparhawk St.	Pedestrian: Improve safety	Email	Constituent	2/6/20
FAS	I would suggest including a blinking stop sign (instead of the regular stop sign) on the corner of South Hobart and Arlington to discourage those who run that stop sign and encourage safer road conditions for all.	Vehicle: Reduce speed/calm traffic	Email	Constituent	3/8/20
FAS	I cycled to BWH for years using Arlington St and Sparhawk to Brookline. Presently I find Sparhawk too congested to cycle safely. I believe the cause is more cars parked on the street on both sides. Cars cannot travel both ways if a garbage truck or St. E's commuter bus is on Sparhawk - the car going the opposite way cannot pass. I now use the sidewalk when I bike on Sparhawk.	Bicycle: Bike infrastructure	Online Map	Constituent	01/12/20
FAS	<p>As a homeowner on Arlington Street for the past 9 years, I find both the proposals and the process to be unacceptable for the residents of Arlington Street. I have been discussing this with many neighbors who feel the same way.</p> <p>1. I am unable to think of another completely residential street in Brighton that has been asked to bear a burden like this. Our on-street parking is used regularly by me and our neighbors. Some neighbors only have room in their driveway for a single car and some houses have no driveway. It is unfair to ask a street of long term homeowners to sacrifice our parking. I understand the city's desire to move towards fewer cars but we have many elderly neighbors for whom biking is not an option. In my home, I need my car to drop off and pick up my two children on my way to and from work. Commuting by bike is not a viable option for my family either. I believe the city needs to explore other large scale changes like bringing back more commuter rail stops before they can even consider eliminating any on-street parking for homeowners and community members.</p> <p>2. The lack of information in this entire process has been very upsetting to me and my neighbors on Arlington Street. Many of my elderly neighbors don't use social media. We had to inform many of them of the proposal which I luckily learned about from a neighbor. The typical procedure for homeowners who want to make a change in Boston is to notify abutters and allow them to share concerns. In this case, the city did not notify a single person on Arlington or Sparhawk that they were proposing to take away the needed parking directly in front of our homes. This is unacceptable. Flyers and mailings should have been provided to alert homeowners and taxpayers.</p> <p>3. Several bikers have noted that the concerning area for bike travel is on Sparhawk Street and not Arlington Street. The current proposal says that Option C is the only viable option for that portion of the street which would prescribe one lane of parking, two lanes for travel and one bike lane. This is clearly not accurate since currently there is not even enough room for one lane of parking and two lanes of travel. There is no room for a bike lane which means adding one would eliminate all of their parking. Again, this is an unacceptable option for homeowners.</p> <p>I would strongly urge you to consider eliminating all three options. We need to preserve parking options for the homeowners on our street. If we want to encourage biking as a green alternative, it is possible to include sharrows on our street to alert drivers to be more aware of bikers. Additionally, I would suggest including a blinking stop sign (instead of the regular stop sign) on the corner of South Hobart and Arlington to discourage those who run that stop sign and encourage safer road conditions for all.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	03/09/20
FAS	While biking into to work this October, I was hit by a car (while I was stopped) on Arlington just across from St. Columbkille, and have experienced several near misses on the FAS corridor in the past. I ride my bike downtown often but nowhere gives me more anxiety than along this stretch of narrow road filled with speeding motorists and impatient commuters. For context, I also own a car, and, for work, drive large commercial vehicles. This improvement plan NEEDS to happen, and soon.	Bicycle: Bike infrastructure	Online Map	Constituent	01/30/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
FAS	I live in this area and two of the recommendation eliminate street parking. Where are these cars going to disappear to? We don't need bike lanes on these streets more than room for cars. I've cross Arlington and Faneuil frequently with a dog; I'm over 80 and look at these suggestions and see nothing that would make life easier for anyone except bicyclists. All of these streets have many residents and they don't all have driveways and even if they did, they have company. The cars will just end up on surrounding streets which are already congested with cars. We don't live in the Netherlands or Portland; we're an old city with narrow streets and although some of these ideas make the streets a little wider; the plans do not help anyone except those on a bicycle. It seems to me you are trying to make the city unlivable. Most people who own a bike also own a car and I'm sure if they live in Brighton, they probably don't have a driveway. And they will leave their car on the street.	Bicycle: Bike infrastructure	Online Map	Constituent	02/12/20
FAS	<p>It is unclear how this proposal solves any of the issues plaguing brighton commuters. While I have plenty of parking and some others do - not everyone on the street does. Also, there is limited bike traffic on the street and people do use the parking during the day if not overnight. Further up Arlington street where a bike lane may be useful, there is no parking and barely room for 2 cars, so it is unclear how this proposed change would help. Making Arlington safer by enforcing the stop sign at the corner of Arlington and South Hobart.</p> <p>As mentioned below, some notice to the owners on the street or at least a letter informing us of the meeting would have been great.</p> <p>I am for marking the road for bikes in the traffic lanes but otherwise I do not see the need or rationale for dedicated bike lanes on Arlington.</p> <p>It would have been great to be notified about this directly rather than needing to hear it from people on the street. If you are going to make changes to the environment of homes, it would be good to let the people most directly affected aware before instituting the changes.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	03/09/20
FAS	If I understood that the cycling community was emphasizing lower-stress bicycle network, I would be more supportive of the proposals. However, my understanding is that the cycling community is aiming to have cycle facilities on main roadways. So this doesn't seem like a good match to cyclists priorities. In addition, there is tremendous and emotional resistance to removing parking. Without it being a cycling priority, it doesn't seem worth the political capital to remove parking for something that isn't a cycling priority.	Bicycle: Bike infrastructure	Online Map	Constituent	03/14/20
FAS	I would give the section of Faneuil St between Dunboy St and Brooks Street a bicycle comfort rating of 4 not 3. There is only (barely) enough space in that section for 2 cars to pass each other - not enough room to add a bicycle. The proposal indicates that its feasible to remove parking on either one or both sides of the street. This section of the street is bad enough that maybe this should be considered separately from the rest of the proposal. Even removing the cars from one side would be useful. There are no 12' sidewalks in that part of the road - not sure where the "existing" cross section drawing is from.	Bicycle: Bike infrastructure	Online Map	Constituent	02/27/20
FAS	I just learned of this plan today. As a life long resident of Arlington Street I am opposed to the plan. I hope my email is not too late.	Bicycle: Bike infrastructure	Online Map	Constituent	03/09/20
FAS	<p>I do not like any of these options. We can't afford to lose street parking for residents on Arlington Street. To accommodate bikers:</p> <p>1--We could have shared biking arrows painted on to the street. Currently, our street is wide enough that bikers and cars can share while still allowing room for parking. Many bikers have expressed that the stressful part of the ride is on Sparhawk and not on Arlington.</p> <p>2--In addition, a blinking red stop sign at the intersection of South Hobart and Arlington could slow traffic down since many people go right through that stop sign. Slowing the traffic down would make it a more bike friendly street.</p> <p>This needs to be more widely advertised and communicated to residents. If you are planning to take on street parking away, residents should be notified through a mailing or flyers.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	03/06/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
FAS	<p>Our neighborhood has had a very active conversation about the potential for bike lanes to be put on Arlington St. Many of my neighbors do not want bike lanes on our street.</p> <p>To me, the only feasible option is Option C. Elimination of parking on our street is an unacceptable outcome to me.</p> <p>I regularly bicycle to and from work. I have no problems cycling on between Market St. and Faneuil St, but Sparkhawk is a completely different story. There is not enough space on that street for cyclists, parked cars, and moving cars. The various options that I have seen indicates that only Option C is feasible for Sparkhawk St. I believe strongly that this means Option A and B should be thrown out completely. As a cyclist, I want consistency. I do not want to switch side of the road every couple of blocks based on what is feasible for that stretch.</p> <p>Please eliminate Option A and Option B for consideration.</p> <p>To be clear, I am not in favor of option C for Arlington St. I believe there is enough space for cyclists, parked cars, and moving cars. I would be in favor of marking a bike lane, but nothing that eliminates parking on Arlington St. Option C is only needed on Sparkhawk Street.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	03/09/20



Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
FAS	<p>I am opposed to any plans to designate bike lanes on Arlington St, and on the entire corridor that includes Sparkhawk and Faneuil, for several reasons:</p> <p>1. It is a solution in search of a problem. Though the data is incomplete (see <a href="https://www.boston.gov/departments/boston-bikes/bike-data">https://www.boston.gov/departments/boston-bikes/bike-data</a> for the latest data, regrettably from 2017), it seems unlikely that there is enough bike traffic, or safety concerns (2 bike related traffic incidents in the 2015-2017 period) to warrant such a project on this corridor.</p> <p>2. The stated goals of the city with respect to bicycles amount to: if we build them (lanes), they will come (bikes); poor people need safe biking; and we want to be green. It's possible that better bike lanes encourage more bikers (first goal), but it's not clear from the data whether this is true. I'm neutral on the second goal. As to the third, given that motor vehicle traffic has increased (an estimated additional 300,000 vehicles in the metropolitan area for the period from 2014-2019; see <a href="http://apps.bostonglobe.com/metro/investigations/spotlight/2019/11/19/seeing-red/boston-traffic-stuck-politics/?p1=Article_Inline_Text_Link">http://apps.bostonglobe.com/metro/investigations/spotlight/2019/11/19/seeing-red/boston-traffic-stuck-politics/?p1=Article_Inline_Text_Link</a>), it seems unlikely that the environmental impact is substantial. Also, it is estimated that vehicle traffic nationwide accounts for 6% of carbon emissions, which calls into question the assertion on the Mobility website that in Boston vehicles account for 25% of such emissions. In any case, as admirable as these goals may be, impacting the corridor in question won't do much to further them. So it strikes me that the proposals are more anti-automobile, as opposed to addressing a real issue on Arlington St.</p> <p>3. As a taxpayer, I'm willing to subsidize quite a lot, and given the expansion of bike lanes in the past several years, I have already done so. But in this case, it seems that I would be subsidizing a reduction in the quality of my life for a questionable benefit. I draw a hard line there. Part of the charm of Arlington St is its suburban feel - we are in the city limits, but we are hardly 'in the city'. I bought a house on Arlington St for this reason, and any attempt by the city to reduce the quality of this lovely street, to make it harder for working people, the elderly and others to use their vehicles is not something I can support. Additionally, it is unlikely that the city would stop at removing even 1/2 of the parking (as in option C). My fear is that if such an option were chosen, we'd wake up in a few years and have no parking.</p> <p>4. Related to 3, bicyclists have no financial stake in this game. I'm paying to subsidize their convenience and safety, yet bicyclists don't need to register their vehicles as I do my automobile, or in any way contribute to the traffic system that they benefit from (home owning taxpayers who also bike are the obvious exception to this). Basic fairness would dictate that Boston introduce some form of registration and fee schedule for bicycles. For reference, when I lived in Wisconsin years ago, we had an extensive system of bike lanes. But we contributed - the bikes were required to be registered, which cost a small amount per year, and the bike police were vigilant in ensuring that bicyclists obeyed traffic laws and were cited for failure to do so. I was unable to find any data on citations giving to bicyclists, other than one day in 2013 where 40 tickets were issues near the BU bridge. (see <a href="https://boston.cbslocal.com/2013/09/12/police-enforce-bicycle-safety-in-boston-40-citations-issued/">https://boston.cbslocal.com/2013/09/12/police-enforce-bicycle-safety-in-boston-40-citations-issued/</a>)</p> <p>I would suggest an 'option D' - do nothing, or, an 'option E', simple paint markets that remind drivers to share the road with bikes. Anything more than that is an overreach by the city, for the reasons stated above. And please register bikes - if cyclists want to be considered vehicles, they should share in the tax and fee burden, as opposed to getting a free ride on my tax dollar.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	03/09/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
FAS	<p>I have been a homeowner on Arlington Street for the past 7 years. My understanding is that there are multiple proposals to create bike lanes on our street and all of them would result in the elimination of street parking. I am opposed to the elimination of all street parking on Faneuil, Arlington and Sparhawk Streets. While my family regularly utilizes public transit and bikes to commute, we own one car and often have friends and family that visit us. Eliminating street parking is not an option.</p> <p>Furthermore, from my experience, Arlington Street is a fairly wide and safe street and there is no complaints for cyclists riding on that street. The issues are with the narrowness of Sparhawk Street. However, I believe if you eliminate street parking on Sparhawk in order to enable more bike lanes, it will result in more and overflow traffic on our street.</p> <p>Finally, I would like to see a full comprehensive plan with respect to transportation in Allston/Brighton as we know that there are always unintended consequences and I would like to be well aware of how any changes will impact our street and neighborhood.</p> <p>I am not opposed to encouraging biking as a green alternative and in fact hope that my kids will be able to bike more around the city in about 5 years as they will be old enough to get around independently. If it is possible, I would support the addition of sharrows on our street to alert drivers to be more aware of bikers. Additionally, support including a blinking stop sign (instead of the regular stop sign) on the corner of South Hobart and Arlington to discourage those who run that stop sign and encourage safer road conditions for all.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	03/09/20
FAS	I oppose the plans for a bike lane on Faneuil, Arlington, and Sparhawk Street	Bicycle: Bike infrastructure	Online Map	Constituent	03/10/20
FAS	<p>I do not want to see any of the options offered by the city's Green Initiative to be implemented on Arlington Street. They all interfere with the current state of parking on my street, which is not acceptable for many of us who live on Arlington Street- most of whom need to drive to and from work (and almost everywhere else). I also do not see any benefit to adding bike lanes on Arlington Street, especially since Arlington Street is wide enough to effectively accommodate both bikers and motorists. As a homeowner, I rely on the street parking for my own cars, and considering I've been a homeowner on Arlington Street for over twenty years, I find it unacceptable to only hear about the city's new Green Initiative Proposal through second-hand sources.</p> <p>I would like to know why I, as a Brighton resident and taxpayer for the last twenty years, did not hear directly from the city about its plan to upend Arlington Street?</p>	Bicycle: Bike infrastructure	Online Map	Constituent	3/8/2020

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
FAS	<p>My wife and I have owned (and lived in) our home on Arlington Street for over 14 years now. In addition, I am a daily bike commuter, riding up Arlington Street and then Sparhawk street. I fully support a more bike-friendly city.</p> <p>We feel that the complete loss of parking in options A and B makes those two essentially non-starters, despite the benefit of separated bike lanes. Option C is interesting and is certainly doable on Faneuil and Arlington, at least up to the narrowing prior to Parsons street, and then again after Parsons until Market. It would have limited benefit to bikers on Arlington as the roadway is already quite wide but would be quite nice on Faneuil. The loss of one side of parking would certainly have an impact on abutters but we feel that would not be substantial, at least after an initial period of change.</p> <p>For my own commute, the problem area is most definitely Sparkhawk. This is a very narrow roadway and sharing it with drivers is challenging for both drivers and bikers. Getting a separate lane on the uphill side would help substantially. However, I do not see how this can be done without complete loss of parking on this street. It is already too narrow and can barely support two-way traffic with one-sided parking as is (and in fact cannot when larger trucks, such as on garbage day, need to use the road).</p> <p>As I suspect our neighbors are pointing out, there is significant concern about overflow traffic diverting from Washington Street. We live quite close to the S. Hobart Street/Arlington Street intersection and very often see cars either completely miss/ignore the stop sign or barely come to a stop. Including modifications to this area, perhaps by adding a raised intersection there to help force cars to slow down, would be a welcome change.</p> <p>We are lucky that one of our neighbors happened to come across this study and alerted everyone about it. There does not seem to have been sufficient information provided to those of us who will be directly impacted. After having found the details, it is clear that information is being generated, but someone needs to rethink how people are made aware.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	3/9/20
FAS	<p>Corner of Faneuil &amp; Arlington - I don't have an issue with the mini roundabout proposed. However, some of the geometry at the intersection is still unresolved. Travelling east on Faneuil, taking a right onto Arlington, there is an awkward turn that forces one to dip around a concrete separator between the lanes. I understand why the separator is there--because the angle taking the right forces one into the other lane naturally. I feel that the if the angle was less dramatic, potentially even the concrete separator wouldn't be necessary. But as it is, I feel like I have almost run up onto the concrete separator a few times and would like this corner smoothed out.</p> <p>Pedestrian safety at other intersections not addressed in the Brighton Study. The home of Boston's Orthodox Jewish community is in Brighton Allston. My great-grandparents lived in Allston on Brainerd in the 1930s and '40s. I am proud to live in Brighton as a professor at Boston College. No other part of Boston needs to tend to the unique concerns of the Orthodox community, specifically pedestrian safety on Friday nights, than Brighton-Allston. Orthodox Jews do not drive cars or ride in transportation on Friday nights and Saturdays. We walk/drive to synagogue Friday before sundown and then walk home after dark. We do not use electricity and therefore cannot activate pedestrian cross walk lights. I am aware of a couple bad spots for my community. A person at my synagogue was hit on a rainy Friday night by a car at an intersection on Arlington St. near Parsons. The synagogue I attend, Khal Tiferes Yosef, is at the corner of Bennett and Parsons. This is an awful intersection to cross over Parsons, with or without young children in tow. Parsons is angled downhill as people head from Washington, down Parsons, over to N. Beacon/Soldier's Field. They are not expecting pedestrians and drive quite fast over the hill before seeing the crosswalk. There are no lights at this intersection.</p> <p>A similar concern is at the intersection of Union &amp; Chestnut Hill at Jackson Square. Crossing over Chestnut Hill is awful there, but a necessary intersection really at the heart of the Orthodox community between the various Orthodox synagogues in the area, ranging from Congregation Chai Odom on Strathmore over to Khal Tiferes Yosef on Parsons. I would appreciate some consideration of a revolving pedestrian lights at these two intersections listed, or something similar to what other municipalities in the US have done to accommodate the Orthodox Jewish community on Friday nights and Saturdays.</p>	Pedestrian: Improve safety	Online Map	Constituent	2/10/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Foster / Lake	Seperated bike lanes *check*	Bicycle: Bike infrastructure	12/16 Public Meeting	Lake/Foster Board	12/16/19
Foster / Lake	Don't block the box paint @Kenrick and Lake	Bicycle: Other	12/16 Public Meeting	Quick Build Overview Board	12/16/19
Foster / Lake	Lake Street does not make a good candidate for a bike facility because of its hilly character, narrow (if even existent) sidewalks, lower bicycle ridership from the B.U. community, community desire for on street parking, and little interest in connecting to the Brighton Center area. Loss of parking on Lake Street is a major concern. There are fewer concerns about planning dedicated bicycle lanes on Foster Street. B.U. would not have concerns about dedicated bike lanes (and attendant parking reductions) along Chestnut Hill Avenue. What about a bicycle couplet incluing Foster Street and Chestnut Hill Avenue?	Bicycle: Bike lanes	Phone Call	Constituent	2/21/20
Foster / Lake	We need permanent protected bike lanes and raised crosswalks to protect my neighbors, our local school kids, and even me! It shouldn't be so hard to cross the street in front of my house. I wish the whole street was safer.	Vehicle: Reduce speed/calm traffic	"Stay Engaged" Google Form	Constituent	1/24/20
Foster / Lake	I believe Option B, creating a seperated bike lanes on Chestnut Hill Ave is the best as it would provide greater access to points south, east, and west, including the Cleveland Circle and Reservoir T Stations.	Bicycle: Bike infrastructure	Email	Constituent	3/1/20
Foster / Lake	The Foster Street proposal takes away 50% of the parking. This area is inundated with Boston College students who have automobiles and who overcrowd rental units. The college must make some agreement to provide parking areas for its students who are forced to live off-campus during their junior year.	Parking: Other	Email	Constituent	12/23/19
Foster / Lake	The elimination of 50 to 75 Resident parking spaces to allow for a bicycle lane on a street which has minimal bicycle traffic and is narrow to begin with is unacceptable.	Parking: Other	Email	Constituent	2/26/20
Foster / Lake	My major concern is the loss of parking spaces on Foster Street, Lake Street and Chestnut Hill Avenue. If Lake Street had one bike lane going north and Chestnut Hill Avenue had one bike lane going south, it could perhaps be designed to allow for the spaces on the street to remain in place.	Bicycle: Bike infrastructure	Email	Constituent	3/14/2020
Foster / Lake	I support either option A (bike lanes on Lake and Foster) or B (improving Chestnut Hill Ave. bike lane) to improve bicycle infrastructure	Bicycle: Bike infrastructure	Email	Constituent	3/25/20
Foster / Lake	I support either option A (bike lanes on Lake and Foster) or B (improving Chestnut Hill Ave. bike lane) to improve bicycle infrastructure	Bicycle: Bike infrastructure	Email	Constituent	3/23/20
Foster / Lake	Please implement seperated bike lanes on Lake, Foster, and Chestnut Hill Ave.	Bicycle: Bike infrastructure	Online Map	Constituent	02/03/20
Foster / Lake	I am a longtime resident of Lane Park off Foster St, and as a commuting bicyclist I ride on Foster St. almost every day. Most of the time there is not much traffic on Foster, and I feel that it is already a pretty good bike route as is. Additionally, as Foster St. is one of the few places near my house that has non-resident parking for when people visit my family and me. I would hate to lose those parking spaces. With regard to Lake St, I do often find it inconvenient that it's a one-way street. If you're going to put a seperated bike lane there, please make it a southbound contraflow lane. That way, northbound cyclists can ride in the regular traffic lane and southbound cyclists can ride in the bike lane.  This project will significantly affect lots of people's daily lives, but I only found out about it by chance. Please publicize this better. Put up fliers in lots of public places: stores, lampposts, etc. Put it in people's property tax bills and water bills, etc.	Bicycle: Bike infrastructure	Online Map	Constituent	02/05/20
Foster / Lake	I do not believe we need to add a second bike lane going the wrong up Lake Street. This is the first year that my guests can actually find parking spaces when they visit. We do not need to lose any parking spaces. Contrary to what seems the prevailing belief people still drive in large numbers. I live on Lake Street and I stood outside on 3 different occasions to watch traffic. On a Saturday afternoon at about 3:30, 28 cars passed by me and that does not include those that turned onto Kendrick Street. I live on the corner of Lake and Cenacle Road. There were 8 pedestrians and only 2 bikers and one was going up the wrong way. At 5:30 pm on a Thursday afternoon, 47 cars drove by me, 10 pedestrians went by and only 1 biker. On a Friday at 4:45 pm, 32 cars went by, 6 pedestrians and 1 biker going the wrong way up Lake Street. It has been my experience that bikers rarely follow the traffic rules. It would be a much better idea if crosswalks were added to Lake Street and Foster Street as there are quite a few pedestrians and it is sometimes difficult to cross the street.	Bicycle: Bike infrastructure	Online Map	Constituent	02/16/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Franklin St Bridge	1: Proposed pathway illumination, pedestrian lighting, and public art would be worthwhile additions to the experience of users on this bridge.	Placemaking: Other	Email	A Better City	3/6/20
Franklin St Bridge	Better lighting on bridge!	Pedestrian: Improve safety	Allston Village Main Streets Board Meeting	Staff Notes	02/10/20
Franklin St Bridge	Please come up with a plan to address the actual problem with the only real solution : either an extension of the pedestrian bridge OVER Cambridge st, or a crosswalk at the bottom of the ramp to add safety. Something must be done and more lighting will not solve this very dangerous intersection.	Pedestrian: Improve safety	Email	Constituent	01/10/20
Franklin St Bridge	I support both Concept 1, to improve the pedestrian bridge	Pedestrian: Other	Email	Constituent	3/25/20
Franklin St Bridge	as well as Concept 2, to make Linden St. 2-way. However, I believe the bridge is slated for demolition and replacement as part of the I90 project.	Vehicle: Other	Email	Constituent	3/25/20
Franklin St Bridge	I support both Concept 1, to improve the pedestrian bridge	Pedestrian: Other	Email	Constituent	3/23/20
Franklin St Bridge	as well as Concept 2, to make Linden St. 2-way. However, I believe the bridge is slated for demolition and replacement as part of the I90 project.	Vehicle: Other	Email	Constituent	3/23/2020
Franklin St Bridge	A safe crossing of Cambridge St must be provided at Linden St for pedestrians and cyclists travelling to and from the bridge. Even today many many people choose to cross here instead of walking 1/8 mile out of their way to Harvard Ave.	Bicycle: Safety	Online Map	Constituent	03/02/20
Franklin St Bridge	Today, bikers traveling north on Linden Street to the Franklin Street bridge are able to pass the cars waiting to turn right by riding up the left side of the street. Making the north half of Linden Street two way for cars takes away this option while providing no benefit for southbound cars who could otherwise take Highgate Street. Instead I suggest making this section a two way protected bike lane. Together with a safe crossing of Cambridge St this would form a key part of a Packard's Corner-Lower Allston connection.	Bicycle: Safety	Online Map	Constituent	03/02/20
Franklin St Bridge	Strongly support the place making option. Strong oppose the idea of making Linden St two way	Placemaking: Plaza/Art	Online Map	Constituent	2/11/20
General	longer pedestrian crossing signals and mid-block crossing	Pedestrian: Other	12/16 Public Meeting	Harvard Ave Board 1	12/16/19
General	install LPI at signalized intersections	Pedestrian: Improve safety	12/16 Public Meeting	Murdock/Sparhawk Board	12/16/19
General	Need more employee parking	Parking: Change parking regulations	Allston Board of Trade Meeting	Staff Notes	2/19/20
General	Look at signal timing and coordination	Vehicle: Other	Allston Board of Trade Meeting	Staff Notes	2/19/20
General	Parking policy that includes employee parking stickers for using resident regulations	Parking: Change parking regulations	Allston Village Main Streets Board Meeting	Staff Notes	2/10/20
General	Connections to lower Allston- peak hour bus lane on Market St	Transit: Bus Lanes	BAIA Meeting	Staff Notes	3/5/20
General	Consider spillover parking if new regulations are implemented along major corridors	Parking: Change parking regulations	Brighton Businesses Meeting	Staff Notes	2/22/20
General	Need consistency in regulation types across residential areas and business areas	Parking: Change parking regulations	Brighton Businesses Meeting	Staff Notes	2/22/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
General	ENFORCEMENT	Parking: Enforce Parking	Brighton Businesses Meeting	Staff Notes	2/22/20
General	Flex zones and combining Bluebikes + pickup/dropoff locations	Parking: Flex Zone	Brighton Businesses Meeting	Staff Notes	2/22/20
General	Is there a parking inventory of the neighborhood?	Parking: Other	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
General	Placemaking and more sidewalks should be programmed intentionally	Placemaking: Active Areas	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
General	Please give more attention to the blind and visually impaired community who can be hit by both cars and bikes.	Pedestrian: Improve safety	12/16 Public Meeting	Western Ave Board	12/16/19
General	Also, it's pretty difficult to safely get onto the Paul Dudley bike path from the South to SE part of the neighborhood without going really far out of your way.	Bicycle: Other	"Stay Engaged" Google Form	Constituent	1/25/20
General	Narrow all automotive travel lanes. Shorten pedestrian crossing distances. analyze one-way and two-way streets. add loading zones and delivery parking spaces. Increase bike parking. Pretty please!	Other	"Stay Engaged" Google Form	Constituent	1/24/20
General	The proposals for removing parking on main streets is severely detrimental to both businesses and neighborhoods boring residential streets. We have enough empty store fronts as it is and these proposals will hurt the businesses that we do have.	Parking: Other	"Stay Engaged" Google Form	Constituent	2/2/20
General	MBTA bus stop signs should have a button that lights up the sign to indicate to bus drivers that someone is at the stop.	Transit: Other	Email	Constituent	3/6/20
General	Bike lanes are often blockaded by delivery trucks, pulled-over cars and other traffic, so that as a bike rider I would be forced to ride on the sidewalk or over into mainstream traffic.	Bicycle: Safety	Email	Constituent	1/28/2020
Greening Program	More trees are great. Make sure they don't impede/obstruct line of sight for vehicles and peds	Placemaking: Trees/Landscaping	12/16 Public Meeting	Greening Program Board	12/16/19
Greening Program	Greening - I very much support any effort to add trees to our streets where possible.	Placemaking: Trees/Landscaping	Email	Constituent	1/26/20
Harvard Ave	The committee also recommends mapping current cycling use on this corridor and anticipated use if the corridor was safer.	Bicycle: Safety	Email	ABHC	2/3/20
Harvard Ave	The committee recommends Option C, in particular to support the movement of key priority bus route 57 and BPS school buses.	Transit: Prioritize transit over vehicles	Email	ABHC	2/3/20
Harvard Ave	remove beg buttons for major ped intersections, e.g. Brighton/Harvard. Comm/Harvard, Cambridge/Harvard ... walk signals should be automatic. Lengthen the walk cycles! They are too short.	Pedestrian: Other	12/16 Public Meeting	Harvard Ave Board 1	12/16/19
Harvard Ave	Bus stop relocation - confused about placement of new bus stop on Brighton, 66 bus can't stop there	Transit: Bus Stop	12/16 Public Meeting	Harvard Ave Board 1	12/16/19
Harvard Ave	Eliminating the Harvard @ Brighton bus stop paid adds 5-10 minutes of walking or 5+ minutes of vehicle delay (boarding H/Colmumbus) to all trips from Allston Village to Brookline & points south. Opposed option A as written; please keep the stop until/unless the Union Sq deriation can be greatly accelerated.	Transit: Bus Stop	12/16 Public Meeting	Harvard Ave Board 1	12/16/2019
Harvard Ave	Option C: more efficient use of space, more pedestrian space, safer for everyone, less noise pollution from cars.	Other	12/16 Public Meeting	Harvard Ave Board 2	12/16/19
Harvard Ave	In support of option c - dedicated bus/bike lanes and no vehicle traffic. A bold vision that AB deserves!	Other	12/16 Public Meeting	Harvard Ave Board 2	12/16/19

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Harvard Ave	I love the pedestrian model. Please make it work. But where are those cards going to go instead of down Harvard Ave? What neighborhood will feel the brunt of traffic?	Other	12/16 Public Meeting	Harvard Ave Board 2	12/16/19
Harvard Ave	C is too radical	Other	12/16 Public Meeting	Harvard Ave Board 2	12/16/19
Harvard Ave	Yes option B! TNC park in bike lane and option A won't change that. Option c isn't ideal for Harvard Ave b/c of the number of small businesses. 66 bus passengers aren't stopping, drivers more likely are.	Other	12/16 Public Meeting	Harvard Ave Board 2	12/16/19
Harvard Ave	I think it's time for Boston to lead the way with an extreme transportation intervention like option c	Other	12/16 Public Meeting	Harvard Ave Board 2	12/16/19
Harvard Ave	option C looks great to me as a pedestrian. I find that stretch of Harvard Ave drab because it's so car dominated and congested.	Other	12/16 Public Meeting	Harvard Ave Board 2	12/16/19
Harvard Ave	LOVE option C. transit mall/ped zone between Comm and Brighton on Harvard (with bias allowed)	Other	12/16 Public Meeting	Harvard Ave Board 2	12/16/19
Harvard Ave	Option c is preferred, option is as backup. Love the idea of more people-centered space on Harvard Ave instead of car space!	Placemaking: Active Areas	12/16 Public Meeting	Harvard Ave Board 2	12/16/19
Harvard Ave	Parking garage for Harvard Ave	Parking: Other	Allston Board of Trade Meeting	Staff Notes	2/19/20
Harvard Ave	Divert traffic to other streets to reduce congestion	Vehicle: Reduce Congestion	Allston Board of Trade Meeting	Staff Notes	2/19/20
Harvard Ave	Commercial truck traffic significant on Harvard Ave	Vehicle: Reduce Congestion	Allston Board of Trade Meeting	Staff Notes	2/19/20
Harvard Ave	Get numbers on bus ridership through Harvard Ave	Transit: Other	Allston Village Main Streets Board Meeting	Staff Notes	02/10/20
Harvard Ave	C: Option C is interesting, but needs more information about how it works for all modes. We assume that the bus lanes would function as a shared bike lane similar to Brighton Ave, but it is not called out in the text.	Other	Email	Walk Boston	3/9/20
Harvard Ave	A: Bus stop relocation and addition of wider sidewalks are good ideas in Option A.	Transit: Bus Stop	Email	Walk Boston	03/09/20
Harvard Ave	Option C might change that - I can see a bus/bike/pedestrian mall being a big attraction, and with better bus service and safer bike lanes to get to this area, I would definitely go more.	Placemaking: Active Areas	Email	Constituent	03/01/20
Harvard Ave	A significant option to the bottleneck on Harvard Street would be to create a bypass. You indicated that your engineers didn't see one but Linden Street sure looks good to me.	Vehicle: Reduce Congestion	Email	Constituent	2/26/20
Harvard Ave	I support Option C, to turn Harvard Ave into a pedestrian plaza. I believe this is the boldest suggestion in the whole study, and I believe it would transform Harvard Ave.	Placemaking: Plaza/Art	Email	Constituent	3/25/20
Harvard Ave	there are streets that badly need repaving that I hope can be included. For example, Harvard Ave from the Brookline line to Comm Ave.	Bicycle: Safety	Email	Constituent	1/30/20
Harvard Ave	On Harvard ave I am very excited to support option C with bus and ped only on harvard ave in Allston village.	Other	Email	Constituent	2/10/20
Harvard Ave	it would be a big lift and I'm interested in where vehicle traffic would be diverted to, but I kind of love the idea of a bus/bike only Harvard Ave.	Other	Email	Constituent	1/30/20
Harvard Ave	15 minute limits or designated pickup/dropoff only spaces would also help (Duplicated)	Parking: Flex Zone	Email	Constituent	1/30/20
Harvard Ave	Option c: pedestrian and bus only on Harvard ave.	Other	Email	Constituent	2/3/20
Harvard Ave	I support Option C, to turn Harvard Ave into a pedestrian plaza. I believe this is the boldest suggestion in the whole study, and I believe it would transform Harvard Ave.	Placemaking: Plaza/Art	Email	Constituent	3/23/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Harvard Ave	I am enthusiastically in favor of option B, with the addition of loading and rideshare zones, which would be very helpful to improving traffic flow for buses as well as cyclist safety. I am also very intrigued by option C, however, I am concerned about the downstream effects that closing Harvard Ave to car traffic may have on more residential streets such as Linden Street and Allston Street. It is also worth considering that phase 3 & 4 of the Commonwealth Ave redesign project (if/when it is funded) calls for the pedestrianization of the Comm Ave carriage roads at the intersection of Harvard Ave, which I see as a much more elegant intervention.	Bicycle: Bike lanes	Online Map	Constituent	1/9/20
Harvard Ave	The section of Harvard Ave from the border with Brookline at Brainerd Road to Comm Ave is very stressful for northbound cyclists and should be included in this study and improved. Current hazards include: 1) Poor pavement conditions. 2) Disappearing bike lane. 3) Cars pulling out of driveways and parking lots. 4) Cars parallel parking. 5) Cars moving right in preparation for a right turn at Comm Ave. 6) The bus stop in front of Great Scott. Improvements along this stretch would benefit the 66 bus too, which suffers from significant delays here.	Bicycle: Safety	Online Map	Constituent	3/2/20
Harvard Ave	The best option for Harvard Ave. is the bus/bike lane and pedestrian corridor.  The next best option is the separated bike lane, but the travel lanes should be 10' and the parking lanes should be 7'. Use the additional 4' to make bike lanes wider, make buffers wider, or add more space making amenities.  Car lanes should be 10'. Parking lanes should be 7'. These widths shouldn't be exceeded in any of the plans, and that space should instead be allocated to other modes.	Other	Online Map	Constituent	2/3/20
Harvard Ave	My main concern in this area is better use of the curb so that commercial deliveries, food pickups, and TNC pickups could always find a space and not block traffic. From my observation, hours-long parking prevents this. I appreciate the ambition of Option C, but am concerned that with all the businesses on the street that (a) it would not work with commercial deliveries and food delivery services and (b) the road network around Harvard Ave would poorly handle vehicles diverted from Harvard Ave. (I would love to have my concerns addressed!)	Parking: Flex Zone	Online Map	Constituent	3/16/20
Harvard Ave	I strongly prefer option C. If not completely eliminating cars, eliminating parking would be a great improvement for the road.	Placemaking: Active Areas	Online Map	Constituent	2/11/20
Harvard Ave	I really like the ideas put forth in option C. As a home owner in the area, I do think it is important to maintain vehicle access to Glenville Ave as it feeds into many streets in the area.	Placemaking: Other	Online Map	Constituent	1/4/20
I-90 Construction Mitigation	The plan should tee up mid term strategies that would support significant/meaningful construction mitigation for the I-90 Interchange project.	Other	Phone Call	Constituent	2/28/20
Leo Birmingham Parkway	A: One travel lane in each direction would be located in the existing eastbound carriageway, and the north barrel would accommodate a separated two-way bike lane and open space for pedestrians and placemaking. This arrangement that assembles a larger continuous open space would provide more opportunities for accommodating new uses.	Placemaking: Other	Email	A Better City	3/6/2020
Leo Birmingham Parkway	B: The roadway would accommodate one travel lane, a separated bike lane, and a wide sidewalk in each barrel, but would not add space for placemaking.	Placemaking: Other	Email	A Better City	3/6/20
Leo Birmingham Parkway	PBLs would be great here! But option A (new repurposed carrigeway) is also good	Pedestrian: Other	12/16 Public Meeting	Leo Birmingham Board	12/16/19
Leo Birmingham Parkway	look at reconfiguring N. Beacon and Birmingham Parkward intersection to T the parkway into N. Beacon. Slow traffic and improve site lines.	Vehicle: Reduce speed/calm traffic	12/16 Public Meeting	Leo Birmingham Board	12/16/19
Leo Birmingham Parkway	Option B is an upgrade from what currently exists for people walking or biking. (Duplicated)	Bicycle: Other	Email	Walk Boston	3/9/20
Leo Birmingham Parkway	Option B is an upgrade from what currently exists for people walking or biking. (Duplicated)	Pedestrian: Other	Email	Walk Boston	3/9/20
Leo Birmingham Parkway	Option A is preferred because it creates more usable open space (Re-purpose north carriageway) and can connect to the existing parkland and bocce court. It is great how you show both quick-build and a possible transition to long-term changes.	Placemaking: Active Areas	Email	Walk Boston	3/9/20



<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Leo Birmingham Parkway	I support Option A	Other	Email	Constituent	3/1/20
Leo Birmingham Parkway	I support Option A, as it improves conditions for both bicyclists and pedestrians (Duplicated)	Bicycle: Other	Email	Constituent	3/25/20
Leo Birmingham Parkway	I support Option A, as it improves conditions for both bicyclists and pedestrians (Duplicated)	Pedestrian: Improve safety	Email	Constituent	3/25/2020
Leo Birmingham Parkway	The proposed bike facility on Birmingham Parkway needs to go all the way to the Charles River at the North Beacon St Bridge.	Bicycle: Bike infrastructure	Email	Constituent	1/30/20
Leo Birmingham Parkway	On the Leo Birmingham I support Option A - this would be a good way to add parkland as the Leo Birmingham is a redundant road.	Placemaking: Trees/Landscaping	Email	Constituent	2/10/20
Leo Birmingham Parkway	Support Option A: this would be a wonderful upgrade to an underused part of the neighborhood.	Bicycle: Bike infrastructure	Email	Constituent	2/3/20
Leo Birmingham Parkway	I support Option A, as it improves conditions for both bicyclists and pedestrians (Duplicated)	Bicycle: Other	Email	Constituent	3/23/20
Leo Birmingham Parkway	I support Option A, as it improves conditions for both bicyclists and pedestrians (Duplicated)	Pedestrian: Improve safety	Email	Constituent	3/23/20
Leo Birmingham Parkway	Option A seems appealing, but without a more appealing park area (which recently seems to have been used mostly for construction material staging), it seems like it wouldn't be used much. Option B seems theoretically interesting, but I don't have confidence that there's much bike demand on this stretch (unless perhaps there's a two-way connection on Lincoln St).	Bicycle: Bike infrastructure	Online Map	Constituent	3/16/20
Leo Birmingham Parkway	I am 100% in support of Option A for the Birmingham Parkway.	Bicycle: Safety	Online Map	Constituent	12/27/19
Lincoln St	Bike paths and noise wall along I-90?	Bicycle: Bike infrastructure	12/16 Public Meeting	Lincoln St Board	12/16/19
Lincoln St	Lincoln street parking chicane will be very hazardous for people on bikes - unless there is a bike lane painted	Bicycle: Bike lanes	12/16 Public Meeting	Lincoln St Board	12/16/19
Lincoln St	Concept 1 and 2 would make this area feel so much safer as a cyclist	Bicycle: Safety	12/16 Public Meeting	Lincoln St Board	12/16/19
Lincoln St	Consider what MassDOT is proposing for Franklin St. overpass and align	Other	12/16 Public Meeting	Lincoln St Board	12/16/19
Lincoln St	All 3 are awesome - concept 3 is critical to keeping traffic out of the residential area!	Vehicle: Reduce Congestion	12/16 Public Meeting	Lincoln St Board	12/16/19
Lincoln St	Raised crossing coming off Franklin St. Ped bridge would be fantastic. Speeds are way too high there	Vehicle: Reduce speed/calm traffic	12/16 Public Meeting	Lincoln St Board	12/16/19
Lincoln St	I ADORE concept 2. All 3 concepts sound great together, but I feel like 2 is teh most important to my life.	Vehicle: Reduce speed/calm traffic	12/16 Public Meeting	Lincoln St Board	12/16/19
Lincoln St	Concept 3 absolutely needs to happen to mitigate traffic cutting through the neighborhood side streets. Furthermore, Portsmouth, Waverly, South Waverly, Litchfield all need to be made one-way. This is a serious safety concern.	Vehicle: Reduce speed/calm traffic	12/16 Public Meeting	Lincoln St Board	12/16/19
Lincoln St	Turning from Lincoln St onto Market/LBP: signal is too short, backups along Lincoln, narrow because of cars parking close to the intersection, signage and wayfinding needed for cars turning into correct lanes	Vehicle: Reduce Congestion	Brighton Businesses Meeting	Staff Notes	2/22/20
Lincoln St	I support both Concept 2, to improve access to the pedestrian bridge (although the I90 project may relocate the bridge)	Pedestrian: Other	Email	Constituent	03/25/20
Lincoln St	as well as concept 3, to turn Lincoln St. into a 2-way street.	Vehicle: Other	Email	Constituent	3/25/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Lincoln St	A chicane might help too, but please also look at restriping the road with 10' lanes and removing on-street parking to create protected bike lanes.	Bicycle: Bike lanes	Email	Constituent	1/30/20
Lincoln St	A raised intersection at Franklin/Lincoln is a great idea.	Vehicle: Reduce speed/calm traffic	Email	Constituent	01/30/20
Lincoln St	To calm traffic sufficiently please also consider raised intersections at Mansfield/Lincoln, Everett/Lincoln, and Antwerp/Lincoln.	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/30/2020
Lincoln St	At lincoln Street I support concepts 1 and 2.	Vehicle: Reduce speed/calm traffic	Email	Constituent	2/10/20
Lincoln St	The raised intersection there will be great for bikers and pedestrians who are crossing the foot bridge. [Duplicated]	Bicycle: Safety	Email	Constituent	2/6/20
Lincoln St	The raised intersection there will be great for bikers and pedestrians who are crossing the foot bridge. [Duplicated]	Pedestrian: Improve safety	Email	Constituent	2/6/20
Lincoln St	Support options 1 and 2, chicanes should include tree wells to deal with storm-water. Speeds are very high and dangerous at pedestrian overpass. Raised crossing would be hugely helpful. I use this intersection multiple times a day and am amazed at the dangerous speed some cars drive.	Vehicle: Reduce speed/calm traffic	Email	Constituent	2/3/20
Lincoln St	I support both Concept 2, to improve access to the pedestrian bridge (although the I90 project may relocate the bridge)	Pedestrian: Other	Email	Constituent	3/23/20
Lincoln St	as well as concept 3, to turn Lincoln St. into a 2-way street.	Vehicle: Other	Email	Constituent	3/23/20
Lincoln St	The plan should provide accomodations for bicycle lanes in the near term along Lincoln Street. Longer term, it should also contemplate a possible separated, two way bike path in the landscaped corridor between Lincoln Street and the Mass Turnpike which would ultimately connect to a multimodal path along the southern perimeter of the I-90 Interchange project on the east and a modified Soldiers Field Road with separated bicycle accomodadtions.	Bicycle: Bike infrastructure	Phone Call	Constituent	2/28/20
Lincoln St	I bike over this bridge multiple times every week. There is a strong need for a better solution for the Lincoln Street side of the bridge. Dumping bikers and pedestrians into a very small area while attempting to cross a very challenging Lincoln street cross walk without good sight lines for cars is very dangerous. There are too many cars speeding along Lincoln street and crossing is unnecessarily dangerous.	Bicycle: Bike infrastructure	Online Map	Constituent	1/4/20
Lincoln St	Lincoln St provides an important bicycle connection for people heading west between Harvard Ave/Union Sq and Market St as an alternative to North Beacon St and it also connects from Western Ave to Market Street as an alternative to riding south on Leo M Brimingham Pkwy. Instead of making the section from Market St to Portsmouth St two-way, a two-way bike lane (or cycletrack) could be installed in that space making this an even better connection. A cycle track extending all the way to the Cambridge St bridges would be even better - the automobile traffic on that street moves quite quickly. Another alternative to option 3 is to have both two-way automobile traffic and two way bicycle traffic; one of the west bound travel lanes becomes a two way bicycle lane (or move the parking over and put in a 2 way cycletrack).  I'm surprised this gets a Bicycle LTS3 rating for its entire length. The traffic is fairly light, its a pretty wide road - esp once it becomes one way - and there are limited numbers of parked cars. Much of it feels more like a 2.	Bicycle: Bike infrastructure	Online Map	Constituent	2/27/20
Lincoln St	I support the introduction of chicanes, a separated bicycle facility in the MassDOT right of way (sooner than later, ideally), and the improved crossing for the Ped Bridge at Franklin. I support any changes to Lincoln Street that will slow cars, reduce the number of vehicles using Lincoln, and increase bicycle and pedestrian safety. The road and sidewalks on Lincoln are underused by bikes and pedestrians because it's so unwelcoming and unsafe.	Other	Online Map	Constituent	12/27/19
Lincoln St	Lincoln Street badly needs traffic calming, especially in the area near the Franklin Street Footbridge. I am all for concept 1 and 2.	Vehicle: Reduce speed/calm traffic	Online Map	Constituent	1/9/20
Lincoln St	I strongly oppose turning the west end of Lincoln Street into a two way.	Vehicle: Other	Online Map	Constituent	12/27/19

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Lincoln St	Please make Lincoln Street 2 way at Leo Birmingham Pkway. This will greatly improve the quality of life for the North Brighton area by eliminating the need to cut through the neighborhood to reach Lincoln eastbound and I-90	Vehicle: Other	Online Map	Constituent	2/10/2020
Lincoln St	I support both traffic calming (like with chicanes) and two-way vehicle travel (for motor vehicles and bicycles), though don't know this roadway well enough to say much more than that.	Vehicle: Reduce speed/calm traffic	Online Map	Constituent	3/16/20
Linden St	work with the Fire Department to permit a parking protected bike lane in front of the Nova Allston project. Currently they are opposing this needed safety improvement.	Bicycle: Bike infrastructure	12/16 Public Meeting	Franklin St Bridge	12/16/19
Linden St	Linden between Brighton and Cambridge is dangerous for peds due to the volume and speed of through vehicle traffic. This connection is entirely superfluous as vehicles can use Harvard Ave and Brighton Ave to access Cambridge Street and the Pike. The I-90 project will add a Malvern St. Bridge, making Linden even less needed. Linden north of Brighton should closed to through traffic, or turned into a ped plaza next to Novo Allston	Pedestrian: Improve safety	12/16 Public Meeting	Franklin Street Bridge Board	12/16/19
Linden St	Could take away parking on Linden St	Parking: Other	Allston Village Main Streets Board Meeting	Staff Notes	2/10/20
Linden St	Travel lanes on Linden St. should be 10'. Remove parking and create protected bike lanes. Car lanes shouldn't be more than 10' wide, to discourage speeding. Parking lanes shouldn't be more than 7' wide.	Bicycle: Bike infrastructure	Online Map	Constituent	2/3/20
Linden St	I think the Franklin Street Bridge needs to be considered more in the context of the Allston I-90 project. For the A-B Mobility Study, a signalized Linden St intersection with two-way traffic seems like a useful enrichment of the street network, but I wonder whether it precludes any better bike network connections that might be made on Linden St.	Bicycle: Bike infrastructure	Online Map	Constituent	3/16/20
Market St	Please consider a bus-only lane on Market Street from Western to Comm Ave!	Transit: Bus Lanes	12/16 Public Meeting	Transit Overview Board	12/16/19
Market St	Market St bus service guest street to serve Boston Landing	Transit: Bus Service	12/16 Public Meeting	Transit Overview Board	12/16/19
Market St	[Market/Faneuil] Many intersections with traffic lights do not show a walk signal unless a button is pushed. This creates a problem on shabbat when observant Jew cannot push the electronic buttons, and seems like a safety issue. (Duplicated)	Pedestrian: Other	Email	Constituent	3/9/20
Market St	[Market/Sparhawk] Many intersections with traffic lights do not show a walk signal unless a button is pushed. This creates a problem on shabbat when observant Jew cannot push the electronic buttons, and seems like a safety issue. (Duplicated)	Pedestrian: Other	Email	Constituent	3/9/20
Market St	I don't understand why you say Market Street is not a candidate street. It badly needs trees and it's very wide.	Placemaking: Trees/Landscaping	Email	Constituent	1/26/20
Market St	I also suggest removing the bike lanes on Market Street and replacing them with sharrows & 'bike may use full lane' signs.	Bicycle: Other	Email	Constituent	2/27/20
Market St	[Market/Guest] There is no dedicated pedestrian light and so the only effort to protect pedestrian crossing Market St is a sign: "Watch for turning cars." Crossing from one of Guest to the other at this intersection is also hazardous for pedestrians	Pedestrian: Improve safety	Email	Constituent	3/9/20
Market St	[Market/N Beacon] But the pedestrian light has a very short cycle. There is barely enough time for a person walking at a normal pace to go straight across on of the streets.	Pedestrian: Improve safety	Email	Constituent	3/9/20
Multimodal Corridor	The greatest benefit of peak period dedicated bus lanes is moving the greatest number people more reliably with the potential of increasing bus ridership and reducing vehicle congestion. Buses at stops would not impact the flow of other vehicles or cyclists in parallel dedicated bike lanes. Parking can be restored to the curb side in off peak periods. Where the width of the roadway cross section allows, this solution seems to be the best option on balance provided that exclusive use of the bus lanes at designated times can be enforced.	Transit: Prioritize transit over vehicles	Email	A Better City	3/6/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Multimodal Corridor	Option B. The Comm Ave Cycle track has been successful and has demonstrated that when infrastructure is provided people will use it.	Bicycle: Bike infrastructure	12/16 Public Meeting	Multimodal Corridor Board	12/16/19
Multimodal Corridor	I think option B is the safest for cyclist, pedestrians, and people taking the bus. We need to make biking much safer to encourage people of all ages to bike.`	Bicycle: Bike infrastructure	12/16 Public Meeting	Multimodal Corridor Board	12/16/19
Multimodal Corridor	Option B. Separated Cycle tracks!	Bicycle: Bike infrastructure	12/16 Public Meeting	Multimodal Corridor Board	12/16/19
Multimodal Corridor	BIG fan of seperated bike lanes. I'm afraid of the peak period bus lanes because I have no faith in the no-parking enforcement. A car with a ticket in the way is still an obstacle preventing bus mobility, and the buses should the priority in that area. Removing parking in favor of loading szones is almost always okay. (Duplicated)	Bicycle: Bike lanes	12/16 Public Meeting	Multimodal Corridor Board	12/16/19
Multimodal Corridor	with option C, you'll have constant double parking with uber/lyft and food deliveries [on Washington Street]. As a pedestrian, bus rider, and cyclist I prefer option B, double parking will not create dangerous situation for cyclist. Thanks!	Parking: Enforce Parking	12/16 Public Meeting	Multimodal Corridor Board	12/16/19
Multimodal Corridor	BIG fan of seperated bike lanes. I'm afraid of the peak period bus lanes because I have no faith in the no-parking enforcement. A car with a ticket in the way is still an obstacle preventing bus mobility, and the buses should the priority in that area. Removing parking in favor of loading szones is almost always okay. (Duplicated)	Parking: Enforce Parking	12/16 Public Meeting	Multimodal Corridor Board	12/16/19
Multimodal Corridor	option c is preferred, provides optimal safety for cyclist while efficiency for the cooridor and public transit particularly.	Transit: Bus Lanes	12/16 Public Meeting	Multimodal Corridor Board	12/16/19
Multimodal Corridor	Since people avoid cycling on this road due to safety concerns, what is the potential demand for the corridor if bike facilities are built? Must understand that current bike counts miss latent demand for cycling on the corridor	Bicycle: Other	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Multimodal Corridor	Attendees asked whether bus infrastructure improvements could improve frequency and reliability of buses, and would the MBTA increase frequency in response to the improvements. Find data from other similar projects that have been completed and present that in support of this proposal	Transit: Bus Service	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Multimodal Corridor	Can we quantify the positive impacts for school bus passengers in the area? How many students are currently delayed or inconvenienced by late buses? Route 57?	Transit: Other	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Multimodal Corridor	Bus lanes can move more people during peaks	Transit: Prioritize transit over vehicles	BAIA Meeting	Staff Notes	3/5/20
Multimodal Corridor	Peak bus lanes could help prevent all-day parking	Parking: Other	Brighton Businesses Meeting	Staff Notes	2/22/20
Multimodal Corridor	Need to understand parking utilization	Parking: Other	Brighton Businesses Meeting	Staff Notes	2/22/20
Multimodal Corridor	Move/consolidate some bus stops	Transit: Bus Stop	Brighton Businesses Meeting	Staff Notes	2/22/20
Multimodal Corridor	Consider the conflict with loading zones	Vehicle: Other	Brighton Businesses Meeting	Staff Notes	2/22/20
Multimodal Corridor	How does it address cars? Specifically Washington St congestion	Vehicle: Reduce Congestion	Brighton Businesses Meeting	Staff Notes	2/22/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Multimodal Corridor	Parking loss is a concern	Parking: Other	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
Multimodal Corridor	Who's parking during peak times? AM time frame should start at the earliest 7AM for concept C	Parking: Other	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
Multimodal Corridor	Need to consider side streets and overflow for concept C	Parking: Other	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
Multimodal Corridor	More pedestrian crossings of Washington Street are a good idea per local feedback. Pedestrian safety islands should be considered wherever there is a crossing, not just at signalized intersections. There is a gap of almost 1500 feet (measured on Google Maps) between a crosswalk in Oak Square nearest to the YMCA and the next closest crossing on Washington at Fairbanks Street.	Pedestrian: Sidewalk/Crosswalk	Email	Walk Boston	3/9/20
Multimodal Corridor	If they remove parking on Washington Street leading up to CVS you will be obliterating a community that needs to function.	Parking: Other	Email	Constituent	3/5/20
Multimodal Corridor	I personally like Option A best (in-lane bus stops with bike lanes), but I think Option C (bus priority during rush hours) would be the most palatable to businesses and residents.	Other	Email	Constituent	3/1/20
Multimodal Corridor	I vehemently oppose a dedicated bus/bike lane on Washington from Lake Street into Oak Square	Transit: Bus Lanes	Email	Constituent	2/29/20
Multimodal Corridor	offer under suggestion #7 that peak period bus lanes be added. At least in the stretch of Washington Street between Oak Square and Lake Street, I am strongly opposed to that	Transit: Bus Lanes	Email	Constituent	2/28/20
Multimodal Corridor	I support Option C. Continuing the Brighton Ave. bus lane for the 57 all the way to at least Oak Square (preferably to Newton Corner) on both sides is the single change that will have the greatest positive impact on the neighborhood.	Transit: Prioritize transit over vehicles	Email	Constituent	3/25/2020
Multimodal Corridor	We need both good bus transit and safe biking all day, not just for a few hours each morning and afternoon.	Other	Email	Constituent	1/30/20
Multimodal Corridor	for the multimodal corridor options, in my opinion B is the only one worth supporting	Bicycle: Bike infrastructure	Email	Constituent	1/30/20
Multimodal Corridor	I want to express my opposition to adding a dedicated bus/bike lane or lanes to Washington Street (even if this is only done for peak hours).	Transit: Bus Lanes	Email	Constituent	3/5/20
Multimodal Corridor	I would love to see Option A, with the bike lanes and bus extensions.	Other	Email	Constituent	3/9/20
Multimodal Corridor	We want to go on record that putting dedicated bike and bus lanes is NOT a good idea.	Transit: Bus Lanes	Email	Constituent	3/10/20
Multimodal Corridor	I would like to voice my support for bike lanes and devoted bus lanes in this corridor, even at the expense of on-street parking if necessary.	Other	Email	Constituent	3/9/20
Multimodal Corridor	The entire stretch of Washington Street from Oak Square to Lake Street suffers from a woeful shortage of crosswalks. I hope any redesign of the street adds at least two more crosswalks for pedestrian safety.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	3/9/20
Multimodal Corridor	I support Option C. Continuing the Brighton Ave. bus lane for the 57 all the way to at least Oak Square (preferably to Newton Corner) on both sides is the single change that will have the greatest positive impact on the neighborhood.	Transit: Prioritize transit over vehicles	Email	Constituent	3/23/20
Multimodal Corridor	Creating bus only lanes along this corridor, albeit only during rush hour, would likely exacerbate the shortage of parking in this area.	Transit: Bus Lanes	Email	Constituent	3/9/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Multimodal Corridor	<p>Hello, I would love to see a protected, separated bike lane that I could take along Cambridge Ave all the way to River Street Bridge. Especially around Union Square, the intermittent variation between 1 and 2 lanes and on-street parking create a very dangerous environment for those traveling by bike. I'd love to push parked cars and bus stops off the curb and see a protected bike lane put in analogous to what has been built through BU on Comm Ave. This would have an additional positive impact of pushing moving cars further from the sidewalk, which increases safety and environment for side walk users who want to access local businesses.</p> <p>Our community needs more protected, separated bike infrastructure. People drive through here at dangerous speeds and engage in hazardous behavior. Protected bike infrastructure helps everyone move along faster and more safely.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	01/24/20
Multimodal Corridor	Option B - Separated Bike lanes is the best option. Keeping door zone bike lanes on this corridor will not protect people on bikes or encourage more people to ride bikes. The design of Option A is dangerous because it causes bikes to have to shift laterally while traveling down Washington St. Bicycles must be separated from moving traffic to provide the highest level of safety.	Bicycle: Safety	Online Map	Constituent	01/01/20
Multimodal Corridor	The best option is option 3 - peak period bus and bike lanes. The next best option is option B.	Transit: Prioritize transit over vehicles	Online Map	Constituent	02/03/20
Multimodal Corridor	Priscilla road walking path that connects Priscilla road to blenford is a very dangerous bike path that is being used as a two way road by ups, iber, lyft, fedex, amazon etc. Children are at major risk. We need to order google maps and wayze and other applications to remove that path from their navigation. We also need to fill in major potholes and consider adding a speedbump. Children's lives are at risk every day, especially as the weather gets warmer.	Vehicle: Reduce speed/calm traffic	Online Map	Constituent	03/09/20
Multimodal Corridor	Chestnut hill near wallingford is a dangerous area. There are hundreds of children crossing chestnut hill. The traffic lights should reflect this at crosswalks....many crosswalks are super dangerous as the road is windy.	Pedestrian: Improve safety	Online Map	Constituent	03/09/20
Multimodal Corridor	Option C! Dedicated bus lanes during peak travel please! This will dramatically improve the transit for thousands of 66, 64, and 50x riders every day. As we add new riders in the many construction projects (Specifically StopnShop and Jack Young projects) we'll need the buses to run faster during rush hour.	Transit: Bus Lanes	Online Map	Constituent	03/06/20
Multimodal Corridor	I support Option C, peak period bus lanes, in those parts of the corridor where congestion typically slows buses. In my experience, much of the proposed Multimodal Corridor does not have conditions which slow buses and call for peak period bus lanes, so, in my opinion, it's not worth the installation costs and political capital to install them.	Transit: Prioritize transit over vehicles	Online Map	Constituent	03/09/20
Murdock / Sparhawk	lots of pedestrians at night crossing. Check street lighting, add street light	Pedestrian: Improve safety	12/16 Public Meeting	Murdock/Sparhawk Board	12/16/19
Murdock / Sparhawk	Please extend the curb. People drive during peak hours in a manner that route 2/3 lanes which makes walking/biking up the street dangerous	Pedestrian: Sidewalk/Crosswalk	12/16 Public Meeting	Murdock/Sparhawk Board	12/16/19
Murdock / Sparhawk	Add street lighting @[Murdock/Sparhawk]. Lots of crossing at night to Murdock St. "house parties"	Pedestrian: Improve safety	12/16 Public Meeting	Quick Build Overview Board	12/16/19
Murdock / Sparhawk	I support the proposed curb extensions at this intersection	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	3/1/20
Murdock / Sparhawk	I support the proposal to widen the sidewalk at the intersection	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	3/25/2020
Murdock / Sparhawk	When I'm trying to turn right onto Cambridge St, I can't see oncoming traffic because of the cars that are parked on Cambridge St along Cunningham Park. You need to remove some parking there to improve visibility at that intersection.	Parking: Other	Email	Constituent	2/6/20
Murdock / Sparhawk	To get visibility you're going to have to something about the neighbor's fence and the bamboo in the front yard of the house next to it.	Vehicle: Other	Email	Constituent	2/6/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Murdock / Sparhawk	I support the proposal to widen the sidewalk at the intersection	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	3/23/20
Murdock / Sparhawk	<p>I have been hit by a car here while on my bike and both my partner and I are constantly having issues with motorists that speed on Murdock/Sparhawk, refuses to yield to pedestrians and frequently block the box. I have lived on this corner for over 5 years now and near misses/cars running up on the sidewalk commonly happen, yet I've never seen the police doing anything here to address it.</p> <p>Bump outs here as proposed would be a vast improvement that would stop the motorists that treat Murdock like a two lane road and sneak into the intersection. But I don't think it does enough to resolve the issue of cars traveling too fast on Sparhawk, we will still have to deal with cars that refuse to yield at this intersection.</p> <p>What is being done to calm traffic on Sparhawk?</p> <p>This neighborhood could be a lot safer for pedestrians and cyclists if we stopped making it so easy for motorists to cut through and speed on our streets.</p>	Bicycle: Safety	Online Map	Constituent	12/23/19
N Beacon St	remove on-street parking on N. Beacon St and put in a bike lane on each side of the street	Bicycle: Bike lanes	12/16 Public Meeting	N Beacon St Board	12/16/19
N Beacon St	crossing at night is almost impossible. Adding an island with lighting would be a great improvement	Pedestrian: Improve safety	12/16 Public Meeting	N Beacon St Board	12/16/19
N Beacon St	We agree that pedestrian safety improvements are needed on North Beacon Street. Similar to Washington Street, pedestrian safety islands should be considered wherever there is a crossing, not just at signalized intersections.	Pedestrian: Improve safety	Email	Walk Boston	3/9/20
N Beacon St	I support Concept 2 to add bicycle lanes on Braintree and Guest Streets.	Bicycle: Bike lanes	Email	Constituent	3/25/2020
N Beacon St	We need some bike facilities on this section of North Beacon St in order for there to be a better story for biking from Cambridge St to the Everett St bridge.	Bicycle: Other	Email	Constituent	2/6/20
N Beacon St	I support Concept 2 to add bicycle lanes on Braintree and Guest Streets.	Bicycle: Bike lanes	Email	Constituent	3/23/20
N Beacon St	<p>The North Beacon proposal is by far the worst of the proposals, and maintains a status quo of danger, stress, and discomfort for people who don't drive a car.</p> <p>I ride my bike on North Beacon every day, and it's an absolute nightmare. The transition from Brighton Ave to N. Beacon leaves cyclists to fend for themselves while they try to merge into the fast-moving car lane, and at Everett St. the safer option is to stay in the right turn lane, as drivers repeatedly honk, try to unsafely pass, and cut me off when I try to merge left to go straight.</p> <p>Braintree/Guest is nice, but many cyclists (like me) are coming from Brighton Ave and getting to Braintree from Brighton Ave is difficult, essentially requires a good deal of backtracking, and is arguably more dangerous than taking North Beacon.</p> <p>There need to be better facilities for bikes on North Beacon. Please remove one side of parking and put in protected bike lanes.</p> <p>At a bare minimum, car lanes here should not be more than 10' wide, and parking lanes should not be more than 7' wide. The space saved provides 6' more to make conditions safer for non-car modes. At a minimum, use it to make a 6' door-zone bike lane going east. The westbound side should have an advisory bike lane so that drivers know they have no right to tailgate, honk, or try to unsafely pass.</p>	Bicycle: Bike infrastructure	Online Map	Constituent	02/03/20
N Beacon St	I happen to favor low-stress bike network options, so Concept 2 is appealing. If a connection could be made to comfortable facilities on Leo Birmingham (and across to Watertown), I can see these bike facilities being appealing and useful.	Bicycle: Bike infrastructure	Online Map	Constituent	03/16/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
N Beacon St	North Beacon Street must be made safe for cyclists. Telling cyclists to go out of their way to Guest Street is unacceptable for many reasons, including: 1) Visitors or infrequent cyclists will not know about the back roads of the neighborhood. 2) Allston Yards and other projects promise years of construction along Guest Street and Braintree Street. 3) Connections from North Beacon to Guest Street are inadequate.	Bicycle: Bike infrastructure	Online Map	Constituent	03/02/20
N Harvard St	Specifically, Western Ave, Everett Street, and North Harvard Street are important routes that too often have double-parking, blocked bike lanes (North Harvard St), poor pavement (Everett St at the Mass Pike overpass), or conditions that in general are stressful and not appropriate for people of all ages and skill levels who might want to bike. (Duplicated)	Bicycle: Safety	Email	Constituent	1/30/20
Oak Square	Add Protected Bike lanes!	Bicycle: Bike lanes	12/16 Public Meeting	Oak Square Board 1	12/16/19
Oak Square	I vote option A - more public space, less cut-through of driveways through public space. Love the removal of slip lanes!	Placemaking: Plaza/Art	12/16 Public Meeting	Oak Square Board 1	12/16/19
Oak Square	Option a: It seems like vehicles will be slowed down due to the turning that is required. This will make option A safer by design without having to enforce speed limits.	Vehicle: Reduce speed/calm traffic	12/16 Public Meeting	Oak Square Board 1	12/16/19
Oak Square	There's a set of unregulated parking now in a portion of Brighton near Oak Square that should be converted to restricted parking	Parking: Change parking regulations	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
Oak Square	What are all of the parking changes?	Parking: Other	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
Oak Square	Parking should be maintained or increased near businesses	Parking: Other	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
Oak Square	Need more daylighting, especially west of Oak Square	Pedestrian: Improve safety	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
Oak Square	Option A: people will still cut through on Tip Top St	Vehicle: Other	Brighton Main Streets Board Meeting	Staff Notes	1/22/20
Oak Square	Sharrows for bikes	Bicycle: Other	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Bike signage to help bikes travel more safely - green painted bike lanes	Bicycle: Safety	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Add more short term parking	Parking: Change parking regulations	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Parking regulations - take out, deliveries, double parking	Parking: Change parking regulations	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Flexible parking zones in high turnover areas (take out, etc.) address double parking	Parking: Flex Zone	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Retain parking as in today- flex zones for greater turnover	Parking: Flex Zone	Oak Square Workshop Report-Back	Staff Notes	3/5/20



<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Oak Square	Keep all parking	Parking: Other	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Do not lose parking	Parking: Other	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Maintain parking + traffic flow	Parking: Other	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	More ped warning signs + stop signs	Pedestrian: Improve safety	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Make safer to get from YMCA, library, and Friends Center	Pedestrian: Improve safety	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Improve ped safety at Washington St and Faneuil St	Pedestrian: Improve safety	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Daylighting a big issue	Pedestrian: Improve safety	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	More crosswalks - Murphy Stairway	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Crosswalk between gas station and YMCA	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Raised crosswalks esp @ Dunkin Donuts and the YMCA	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Zebra crosswalks for greater visibility	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Crosswalk from YMCA to gas station	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	More raised crosswalks	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	More crosswalks, including raised, especially near the YMCA	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Consolidating + expanding green space in common (also more trees)	Placemaking: Trees/Landscaping	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Improve bus service by moving bus stops - also TSP, accessibility	Transit: Bus Stop	Oak Square Workshop Report-Back	Staff Notes	3/5/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Oak Square	No bump outs	Transit: Other	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Bring back train station	Transit: Other	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	1-way rotary with stoplights	Vehicle: Other	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Moving and reshaping the common to create more traditional intersections	Vehicle: Other	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Slip lane in front of YMCA problematic	Vehicle: Other	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Traffic calming - raised x-walks and curb extensions	Vehicle: Reduce speed/calm traffic	Oak Square Workshop Report-Back	Staff Notes	3/5/20
Oak Square	Extend the bike lane on Washington St EB into the square	Bicycle: Bike lanes	Oak Square Workshop	Table #1	3/5/20
Oak Square	Flex zone in front of the Pizza Etc and Thai North	Parking: Flex Zone	Oak Square Workshop	Table #1	3/5/20
Oak Square	Widen sidewalk at Tremont St @ Washington St EB, the bus shelter blocks the path of travel for pedestrians	Pedestrian: Sidewalk/Crosss walk	Oak Square Workshop	Table #1	3/5/20
Oak Square	Add a RRFB at the Washington St crossing near Breck Ave	Pedestrian: Sidewalk/Crosss walk	Oak Square Workshop	Table #1	3/5/20
Oak Square	New crossing between the gas station area and the YMCA	Pedestrian: Sidewalk/Crosss walk	Oak Square Workshop	Table #1	3/5/20
Oak Square	Curb extension in front of the YMCA to reduce crossing length	Pedestrian: Sidewalk/Crosss walk	Oak Square Workshop	Table #1	3/5/20
Oak Square	Expand central island to include the South, West and Northeast islands in the central plaza and use the reclaimed space to increase greenspace in the square	Placemaking: Plaza/Art	Oak Square Workshop	Table #1	3/5/20
Oak Square	Expand traffic island on Western portion of Washington St as you are entering the Square	Placemaking: Plaza/Art	Oak Square Workshop	Table #1	3/5/20
Oak Square	Add art to the islands on the west side of Washington	Placemaking: Plaza/Art	Oak Square Workshop	Table #1	3/5/20
Oak Square	Clearly define the right turn lane from Washington St onto Champney Street as right only	Vehicle: Other	Oak Square Workshop	Table #1	3/5/20
Oak Square	Enforce the No Trucks rule on Washington Street WB leaving Oak Sq	Vehicle: Other	Oak Square Workshop	Table #1	3/5/20
Oak Square	Change light timing of the light at Washington and Champney	Vehicle: Reduce Congestion	Oak Square Workshop	Table #1	3/5/20
Oak Square	Traffic is so bad at Lake and Washington that people go through Oak Square to avoid intersection	Vehicle: Reduce Congestion	Oak Square Workshop	Table #1	3/5/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Oak Square	Repaint current bike markings in and around square	Bicycle: Bike infrastructure	Oak Square Workshop	Table #2	3/5/20
Oak Square	Keep bikesharing at current location	Bicycle: Bikeshare Station	Oak Square Workshop	Table #2	3/5/20
Oak Square	Need a handicap space in front of the library	Parking: Change parking regulations	Oak Square Workshop	Table #2	3/5/20
Oak Square	Enforce No Parking on East side of Breck Ave	Parking: Enforce Parking	Oak Square Workshop	Table #2	3/5/20
Oak Square	Keep all parking in Oak Sq, Faneuil St and Washington St	Parking: Other	Oak Square Workshop	Table #2	3/5/20
Oak Square	Add daylighting around crosswalk at Washington St and Breck Ave	Pedestrian: Improve safety	Oak Square Workshop	Table #2	3/5/20
Oak Square	Add RRFB at south crossing in front of the YMCA	Pedestrian: Improve safety	Oak Square Workshop	Table #2	3/5/20
Oak Square	Add crosswalk from east of gas station to rear of YMCA including an RRFB	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #2	3/5/20
Oak Square	Raised crosswalk and RRFB at east Faneuil St entrance to Oak square next to bus stops	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #2	3/5/20
Oak Square	RRFB at Adair Road and Faneuil St crossing	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #2	3/5/20
Oak Square	Make traffic island at Washington St west entrance to Oak Sq more green	Placemaking: Trees/Landscaping	Oak Square Workshop	Table #2	3/5/20
Oak Square	No dedicated bus lane from Lake St into Oak Square	Transit: Bus Lanes	Oak Square Workshop	Table #2	3/5/20
Oak Square	64 bus should be more frequent	Transit: Bus Service	Oak Square Workshop	Table #2	3/5/20
Oak Square	Make Breck Ave right turn only onto Washington St	Vehicle: Other	Oak Square Workshop	Table #2	3/5/20
Oak Square	Improve timing at Washington St and Champney St intersection	Vehicle: Reduce Congestion	Oak Square Workshop	Table #2	3/5/20
Oak Square	Add stop sign on Washington St WB entering Oak Sq	Vehicle: Reduce speed/calm traffic	Oak Square Workshop	Table #2	3/5/20
Oak Square	Make all crosswalks ADA compliant	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #3	3/5/20
Oak Square	Add sharrows where bike lanes are not feasible	Bicycle: Bike infrastructure	Oak Square Workshop	Table #3	3/5/20
Oak Square	Add bike lanes	Bicycle: Bike lanes	Oak Square Workshop	Table #3	3/5/20
Oak Square	The entrance to the YMCA is in the rear and the exit is in the front, keep in mind when thinking about where pedestrians and bus riders are coming from and going to	Other	Oak Square Workshop	Table #3	3/5/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Oak Square	15 minute parking for takeout restaurants (Pizza Etc area)	Parking: Flex Zone	Oak Square Workshop	Table #3	3/5/20
Oak Square	Repaint crosswalks where Faneuil St enters the square	Pedestrian: Improve safety	Oak Square Workshop	Table #3	3/5/20
Oak Square	The left merge from Bidelow St onto Faneuil St is too wide to cross as a pedestrian	Pedestrian: Improve safety	Oak Square Workshop	Table #3	3/5/20
Oak Square	Add curb extensions in front of the YMCA	Pedestrian: Improve safety	Oak Square Workshop	Table #3	3/5/20
Oak Square	Add daylighting at Washington and Nonantum St	Pedestrian: Improve safety	Oak Square Workshop	Table #3	3/5/20
Oak Square	Improve Faneuil St crossings east of the square, RRFB, raised, better signage, etc	Pedestrian: Improve safety	Oak Square Workshop	Table #3	3/5/20
Oak Square	Add crosswalk, potentially raised or RRFB from area east of the gas station to rear of YMCA	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #3	3/5/20
Oak Square	Move the 64 stop into Oak Square	Transit: Bus Stop	Oak Square Workshop	Table #3	3/5/20
Oak Square	Add a train station on Newton St and remove all express buses	Transit: Other	Oak Square Workshop	Table #3	3/5/20
Oak Square	Add a queue jump from the bus stop on Tremont St into the square during rush hours	Transit: Prioritize transit over vehicles	Oak Square Workshop	Table #3	3/5/20
Oak Square	There is a car conflict in front of the YMCA where cars have to cross each others paths	Vehicle: Other	Oak Square Workshop	Table #3	3/5/20
Oak Square	Left turn from Washington onto Biglow St has poor visibility, relocate turn to closer to the YMCA	Vehicle: Other	Oak Square Workshop	Table #3	3/5/20
Oak Square	Make Champney St one way into the square	Vehicle: Reduce Congestion	Oak Square Workshop	Table #3	3/5/20
Oak Square	Speeding on Washington St WB leaving the square	Vehicle: Reduce speed/calm traffic	Oak Square Workshop	Table #3	3/5/20
Oak Square	Fix the two lane to one lane merge heading WB through the Champney/Washington St intersection	Vehicle: Reduce speed/calm traffic	Oak Square Workshop	Table #3	3/5/20
Oak Square	Nonantum St is a cut through	Vehicle: Reduce speed/calm traffic	Oak Square Workshop	Table #3	3/5/20
Oak Square	Add a speed feedback sign on Tremont heading towards the Pike	Vehicle: Reduce speed/calm traffic	Oak Square Workshop	Table #3	3/5/20
Oak Square	Can BTM restrict business delivery times	Parking: Change parking regulations	Oak Square Workshop	Table #4	3/5/20
Oak Square	Delivery trucks double park at rush hour	Parking: Enforce Parking	Oak Square Workshop	Table #4	3/5/20
Oak Square	Enforcement of parking regulations and resident permits would help	Parking: Enforce Parking	Oak Square Workshop	Table #4	3/5/20
Oak Square	Flex zone in front of the liquor store	Parking: Flex Zone	Oak Square Workshop	Table #4	3/5/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Oak Square	Flex zone in front of retail at Tremont @ Washington	Parking: Flex Zone	Oak Square Workshop	Table #4	3/5/20
Oak Square	Add daylighting and curb extensions at the south and north YMCA crossings into the square center	Pedestrian: Improve safety	Oak Square Workshop	Table #4	3/5/20
Oak Square	Restrict parking near the crosswalks at all approaches into the square	Pedestrian: Improve safety	Oak Square Workshop	Table #4	3/5/20
Oak Square	Crosswalks at bus stops on the south side of the YMCA	Pedestrian: Sidewalk/Crosss walk	Oak Square Workshop	Table #4	3/5/20
Oak Square	Raise crosswalk between the Dunkin and the YMCA	Pedestrian: Sidewalk/Crosss walk	Oak Square Workshop	Table #4	3/5/20
Oak Square	Keep islands but add raised crosswalks to and from them	Pedestrian: Sidewalk/Crosss walk	Oak Square Workshop	Table #4	3/5/20
Oak Square	Crosswalks at bus stops	Pedestrian: Sidewalk/Crosss walk	Oak Square Workshop	Table #4	3/5/20
Oak Square	Add a M-F 7a-9:30a and 6-8p bus lane on Washington St leaving the Square	Transit: Bus Lanes	Oak Square Workshop	Table #4	3/5/20
Oak Square	Add lighting at bus stops	Transit: Bus Stop	Oak Square Workshop	Table #4	3/5/20
Oak Square	Analyze ways of directing traffic through residential streets then make some streets or portions of streets one way to redirect traffic and help overall traffic flow	Vehicle: Reduce Congestion	Oak Square Workshop	Table #4	3/5/20
Oak Square	Rush hour traffic all comes from Tremont and crosses the square to Faneuil, need to analyze why and how we can move this traffic out of the square	Vehicle: Reduce Congestion	Oak Square Workshop	Table #4	3/5/20
Oak Square	Make Nonantum St resident only during rush hour	Vehicle: Reduce speed/calm traffic	Oak Square Workshop	Table #4	3/5/20
Oak Square	Bike parking at YMCA south side	Bicycle: Bike Parking	Oak Square Workshop	Table #5	3/5/20
Oak Square	Square is impossible to navigate on a bike heading west on Washington St into the square	Bicycle: Safety	Oak Square Workshop	Table #5	3/5/20
Oak Square	Consider converting the square into a one-way roundabout, extend plaza on south side of square to remove other direction traffic flow	Other	Oak Square Workshop	Table #5	3/5/20
Oak Square	15 minute parking in front of Dunkin	Parking: Flex Zone	Oak Square Workshop	Table #5	3/5/20
Oak Square	15 minute parking in front of south side of YMCA	Parking: Flex Zone	Oak Square Workshop	Table #5	3/5/20
Oak Square	Flex zone in front of Pizza Etc retail area	Parking: Flex Zone	Oak Square Workshop	Table #5	3/5/20
Oak Square	Keep useful parking in front of Pizza Etc retail area	Parking: Other	Oak Square Workshop	Table #5	3/5/20
Oak Square	The ped signal timing at the southwest intersection is poor, could have far more walk opportunities if programmed correctly	Pedestrian: Other	Oak Square Workshop	Table #5	3/5/20
Oak Square	widen sidewalk in front of Dunkin	Pedestrian: Sidewalk/Crosss walk	Oak Square Workshop	Table #5	3/5/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Oak Square	Crosswalk at YMCA southside	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #5	3/5/20
Oak Square	Raised crosswalk from Liquor store to YMCA island	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #5	3/5/20
Oak Square	Crosswalk beyond bus stops at YMCA south east corner	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #5	3/5/20
Oak Square	Bus frequency needs to improve	Transit: Bus Service	Oak Square Workshop	Table #5	3/5/20
Oak Square	Bus shelter and wider sidewalk at Washington St @ Breck Ave EB	Transit: Bus Stop	Oak Square Workshop	Table #5	3/5/20
Oak Square	Stop sign on Faneuil St entrance to the Square	Vehicle: Reduce speed/calm traffic	Oak Square Workshop	Table #5	3/5/20
Oak Square	Cars make illegal right on red where Tremont St enters the Square, dangerous for pedestrians	Vehicle: Other	Oak Square Workshop	Table #5	3/5/20
Oak Square	Better lane markings in front of the fire station	Vehicle: Other	Oak Square Workshop	Table #5	3/5/20
Oak Square	narrow and slow the left merge from Bigelow NB onto Faneuil St	Vehicle: Reduce speed/calm traffic	Oak Square Workshop	Table #5	3/5/20
Oak Square	Fix road quality of Breck Ave	Other	Oak Square Workshop	Table #6	3/5/20
Oak Square	Improve Brook St intersection	Other	Oak Square Workshop	Table #6	3/5/20
Oak Square	Better parking management at retail near fire station	Parking: Change parking regulations	Oak Square Workshop	Table #6	3/5/20
Oak Square	Flex zones on the south side of Oak Sq	Parking: Flex Zone	Oak Square Workshop	Table #6	3/5/20
Oak Square	15 minute parking areas by fast food shops	Parking: Flex Zone	Oak Square Workshop	Table #6	3/5/20
Oak Square	Do not change parking spaces as they exist	Parking: Other	Oak Square Workshop	Table #6	3/5/20
Oak Square	Street lighting at crosswalks	Pedestrian: Improve safety	Oak Square Workshop	Table #6	3/5/20
Oak Square	Make all crosswalks in square high visibility ones (standard zebra crossings)	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #6	3/5/20
Oak Square	Raise the existing crosswalk to the south of the YMCA	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #6	3/5/20
Oak Square	Raised crosswalk at Faneuil and Adair Rd	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #6	3/5/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Oak Square	Ped warning signs on Faneuil St ped crossings	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #6	3/5/20
Oak Square	Curb extension, bus bumpout, bus shelter, raised crosswalk, on street parking and street trees at Washington St EB bus stop	Transit: Bus Stop	Oak Square Workshop	Table #6	3/5/20
Oak Square	Bus bumpout at Washington St EB stop	Transit: Prioritize transit over vehicles	Oak Square Workshop	Table #6	3/5/20
Oak Square	"Left on red please!"	Vehicle: Other	Oak Square Workshop	Table #6	3/5/20
Oak Square	Bicycle wayfinding and paint through square	Bicycle: Bike infrastructure	Oak Square Workshop	Table #7	3/5/20
Oak Square	Bike parking near Pizza Etc	Bicycle: Bike Parking	Oak Square Workshop	Table #7	3/5/20
Oak Square	Make square more of a rotary, but consider bikes!	Other	Oak Square Workshop	Table #7	3/5/20
Oak Square	It is unsafe for cars and peds in the whole square	Pedestrian: Improve safety	Oak Square Workshop	Table #7	3/5/20
Oak Square	Crosswalk between YMCA and gas station	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #7	3/5/20
Oak Square	RRFB needed at Brooks and Faneuil for peds and bikes getting to river via Brooks	Pedestrian: Sidewalk/Crosswalk	Oak Square Workshop	Table #7	3/5/20
Oak Square	Add tactical or real plazas into existing sliplanes	Placemaking: Plaza/Art	Oak Square Workshop	Table #7	3/5/20
Oak Square	Consolidate and expand greenspace to make it more usable	Placemaking: Trees/Landscaping	Oak Square Workshop	Table #7	3/5/20
Oak Square	Not enough green space	Placemaking: Trees/Landscaping	Oak Square Workshop	Table #7	3/5/20
Oak Square	More greenspace by YMCA	Placemaking: Trees/Landscaping	Oak Square Workshop	Table #7	3/5/20
Oak Square	Bus lane from East of square to Union Square and back	Bicycle: Bike lanes	Oak Square Workshop	Table #7	3/5/20
Oak Square	Left sliplane from Faneuil down towards Tremont is a problem	Vehicle: Other	Oak Square Workshop	Table #7	3/5/20
Oak Square	Turn Oak Square into a traditional 4 way intersection of Washington, Tremont and Faneuil. This would occupy the space currently used by the square but allow more greenspace and public space outside of it that doesn't have to be surrounded by cars at all times	Placemaking: Plaza/Art		Table #7	3/5/20
Oak Square	Crosswalk between YMCA and gas station	Pedestrian: Sidewalk/Crosswalk		Table #8	3/5/20
Oak Square	Flashing pedestrian light and raised crossing at existing Washington St crossing at south YMCA	Pedestrian: Sidewalk/Crosswalk		Table #8	3/5/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Oak Square	Repair Breck Ave crosswalk	Pedestrian: Sidewalk/Crosswalk		Table #8	3/5/20
Oak Square	Raise all crosswalks in front of PSF and add flashing lights	Pedestrian: Sidewalk/Crosswalk		Table #8	3/5/20
Oak Square	Fill in entire plaza in front of YMCA and only maintain the curved sliplane portion	Placemaking: Plaza/Art		Table #8	3/5/20
Oak Square	No bus lanes from Tremont St to Brighton Center	Transit: Bus Lanes		Table #8	3/5/20
Oak Square	Move bus back from Wash&Oak Sq to Fairbanks and Washington St	Transit: Bus Stop		Table #8	3/5/20
Oak Square	Make Langley Rd one way no street cleaning	Vehicle: Reduce speed/calm traffic		Table #8	3/5/20
Oak Square	No more than 2 timed/zoned parking spaces in front of the liquor store and Energize would be great.	Parking: Flex Zone	Email	Constituent	3/7/20
Oak Square	We do not have a parking garage to accommodate patrons.	Parking: Other	Email	Constituent	1/27/20
Oak Square	My number one request would be to have a raised crosswalk from the Dunkin Donuts to the YMCA.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	3/7/20
Oak Square	More street trees would also be wonderful.	Placemaking: Trees/Landscaping	Email	Constituent	3/7/20
Oak Square	There is also an extreme danger having the 57 Bus Stop at Oak Square Ave and Washington Street. The bus blocks all traffic coming in the other direction.	Transit: Bus Stop	Email	Constituent	3/5/20
Oak Square	I TOTALLY OPPOSE the ill-founded (albeit doubtless well-intentioned) recommendations and options for Oak Square put forward in the preliminary draft Allston-Brighton Mobility Study.	Other	Email	Constituent	1/24/20
Oak Square	The apparent elimination of the few parking spaces in front of our neighborhood enterprises could be a DEATH KNELL for the drop in/take out business aspects of these vibrant, crucial contributors to our community	Parking: Other	Email	Constituent	1/24/20
Oak Square	Paving over the safety and traffic-calming islands of Oak Square would be outright DANGEROUS.	Pedestrian: Improve safety	Email	Constituent	1/24/20
Oak Square	For pedestrians' safety, flashing light crosswalk "on-demand" button systems could be installed, especially for the crossing from the YMCA towards the Faneuil Library, and for the approach to the Y from the crossing on Washington at Breck Avenue.	Pedestrian: Improve safety	Email	Constituent	2/29/20
Oak Square	much better signage at crosswalks (akin to that at 10 Guest St.), especially for the crossing from the Y towards the Faneuil Library	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	1/24/20
Oak Square	additional crosswalks near Oak Square Common on Faneuil St. and Washington St.-- as well as periodic required painting of all crosswalks	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	1/24/20
Oak Square	Also, we need additional crosswalks between Faneuil and Brooks Street -- pedestrians jaywalk because the current distance between crosswalks is excessive.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	2/29/20
Oak Square	Additionally, the islands planted by the Friends of Oak Square Common represent the environmental heritage of our Square.	Placemaking: Trees/Landscaping	Email	Constituent	1/24/20



Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Oak Square	Another particularly HORRIFIC proposal is to plunk a bus stop blocking the front doorway of the YMCA that has thousands of Y Members daily passing through those doors: youngsters, parents pushing baby carriages, seniors, differently-abled folk... NO need to move this bus stop from its current ideal side location on Faneuil St.	Transit: Bus Stop	Email	Constituent	1/24/20
Oak Square	traffic-slowing speed bumps for the right turn in front of the Y and for the approach to the crossings at Breck Ave. towards the Y	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/24/20
Oak Square	The new plan looks less safe because places where we currently have to walk across 2 lanes of traffic we'd now have to make it across 3 lanes of traffic with no islands. In addition where pedestrians currently cross to an island with traffic only going in one direction, we'd now have to cross looking both ways to cross traffic going in both directions.	Pedestrian: Improve safety	Email	Constituent	1/25/20
Oak Square	We urge you not to eliminate the islands which are very important and meaningful to our neighborhood.	Placemaking: Trees/Landscaping	Email	Constituent	1/25/20
Oak Square	The relocation of the Faneuil bus stop to be in front of the YMCA would create a huge an eyesore and a bottleneck. The bus stop also should be kept where it is so that it doesn't impede traffic.	Transit: Bus Stop	Email	Constituent	1/25/20
Oak Square	Changing the traffic patterns resulting from any proposal to change Oak Square will have a big impact on Nonantum Street many residents who have no other option but to drive through Oak Square every time they leave your house.	Vehicle: Other	Email	Constituent	1/25/20
Oak Square	While the park in Oak Square is pleasant, I find that it is underutilized, mostly because of its size. Nearly all outdoor neighborhood activities are scheduled for Brighton Common because it is much larger. I would support any effort to increase the green space in Oak Square park.	Placemaking: Trees/Landscaping	Email	Constituent	3/25/2020
Oak Square	I am writing to express my opposition to the proposed project of paving over the traffic islands in Oak Square which would eliminate the few parking spaces in the square.	Parking: Other	Email	Constituent	1/29/20
Oak Square	These islands are part of the historic landscaped of Oak Square.	Placemaking: Trees/Landscaping	Email	Constituent	1/29/20
Oak Square	It looks like in both proposal A and B parking the few spaces available in front of long time local businesses will be lost.	Parking: Other	Email	Constituent	1/13/20
Oak Square	I do agree there are some pedestrian safety concerns that need to be addressed but I do not think these proposals do that adequately.	Pedestrian: Improve safety	Email	Constituent	1/13/20
Oak Square	Langley Road, will become more of a cut through street than it currently is. In order to not have to stop at the proposed light at Breck Ave people will cut through Langley Road.	Vehicle: Reduce Congestion	Email	Constituent	1/13/20
Oak Square	The alternative plans don't appear to compare the impacts of car parking availability.	Parking: Other	Email	Constituent	1/20/20
Oak Square	Removing traffic islands will greatly increase danger for pedestrians.	Pedestrian: Improve safety	Email	Constituent	1/20/20
Oak Square	Another provision that should be considered is the use of roadway "neck-downs" at street corners to reduce the amount of roadway width that pedestrians need to traverse at crossings.	Pedestrian: Improve safety	Email	Constituent	1/20/20
Oak Square	Both A and B design alternatives can work to streamline traffic functions, however, I feel that option B would clearly offer the most benefits in terms of simplifying traffic movements through Oak Square, as well as creating expanded public open space areas adjacent to the YMCA and at Washington and Champney Streets.	Placemaking: Active Areas	Email	Constituent	1/20/20
Oak Square	The loss of the Washington Street median and other traffic islands would represent a considerable reduction of natural amenities and diminish the "garden" like quality that is part of Oak Square's heritage.	Placemaking: Trees/Landscaping	Email	Constituent	1/20/20
Oak Square	Upgrade crosswalks only.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	1/26/20
Oak Square	I do NOT like either of the Oak Square traffic reconfiguration proposals.	Vehicle: Other	Email	Constituent	1/26/20

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Oak Square	Equally CRUCIAL is to maintain EVERY ONE of the parking spaces In front of our salons and shops since they are essential facilities for our customers.	Parking: Other	Email	Constituent	2/2/20
Oak Square	it is essential to maintain all of the safety and beautifully-landscaped islands that calm traffic and assure safe passage of our neighbors and customers across the Oak Square Common area	Pedestrian: Improve safety	Email	Constituent	2/2/20
Oak Square	You would take away precious parking spaces from the small community-minded businesses in the Square.	Parking: Other	Email	Constituent	1/27/20
Oak Square	You need to pave the streets and put in the crosswalks that have been destroyed	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	1/27/20
Oak Square	I Strongly oppose the proposed removal of parking spaces in front of the stops/restaurants on Washington street in Oak Square	Parking: Other	Email	Constituent	2/2/20
Oak Square	I OPPOSE the recommendations and options for Oak Square put forward in the preliminary draft Allston-Brighton Mobility Study.	Other	Email	Constituent	1/28/20
Oak Square	The apparent elimination of the few parking spaces in front of our neighborhood enterprises could be a DEATH KNELL for the drop in/take out business aspects of these vibrant, crucial contributors to our community.	Parking: Other	Email	Constituent	1/28/20
Oak Square	Paving over the safety and traffic-calming islands of Oak Square would be extremely DANGEROUS.	Pedestrian: Improve safety	Email	Constituent	1/28/20
Oak Square	One thing that would be a positive is the prospect of funding for pedestrian improvements near Oak Square Common, such as additional crosswalks and stop signs, better signage at crosswalks	Pedestrian: Improve safety	Email	Constituent	1/28/20
Oak Square	Additionally, the islands planted by the Friends of Oak Square Common represent the environmental heritage of our Square.	Placemaking: Trees/Landscaping	Email	Constituent	1/28/20
Oak Square	Another particularly ill-conceived aspect of the proposal is to move the bus stop to face the front doorway of the YMCA that has thousands of Y Members daily passing through those doors: young children, parents pushing baby carriages, seniors, and people with mobility challenges of many sorts.	Transit: Bus Stop	Email	Constituent	1/28/20
Oak Square	It should be understood that traffic needs to be slowed, not made faster.	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/28/20
Oak Square	traffic-slowing speed bumps for the right turn in front of the Y and for the approach to the crossings at Breck Ave. towards the Y.	Vehicle: Reduce speed/calm traffic	Email	Constituent	1/28/20
Oak Square	I love creating a larger center green at Oak Sq, with more amenities to induce people to actually use that space.	Placemaking: Active Areas	Email	Constituent	1/18/20
Oak Square	The mobility study ignores the impact losing parking will have on small businesses around the common, as well as the impact of losing overnight parking for residents.	Parking: Other	Email	Constituent	1/26/20
Oak Square	Removing the islands will make crossing this busy intersection more dangerous for pedestrians, who will have to monitor traffic in two or three directions at once to cross a larger space.	Pedestrian: Improve safety	Email	Constituent	1/26/20
Oak Square	Adding three traffic lights around the common will create traffic jams, especially once delivery trucks park in front of businesses on Washington and Tremont and traffic can't proceed smoothly.	Vehicle: Reduce Congestion	Email	Constituent	1/26/20
Oak Square	While the park in Oak Square is pleasant, I find that it is underutilized, mostly because of its size. Nearly all outdoor neighborhood activities are scheduled for Brighton Common because it is much larger. I would support any effort to increase the green space in Oak Square park.	Placemaking: Trees/Landscaping	Email	Constituent	3/23/20
Oak Square	Removing the traffic islands would make the intersections far less safe for pedestrians than they are now.	Pedestrian: Improve safety	Email	Constituent	1/16/20
Oak Square	Crossing from the clock island to reach the Y is also safer when you have to deal only with traffic coming from the east and turning right in front of the Y. It's one lane of traffic.	Pedestrian: Improve safety	Email	Constituent	1/16/20
Oak Square	And crossing is relatively safe for pedestrians.	Pedestrian: Other	Email	Constituent	1/16/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Oak Square	My other major objection to this plan is that it decimates the attractive plantings in the islands, particularly the clock island, plantings that members of the Friends of Oak Square and others in the community have worked for over years and have invested a lot resources in. The city needs more vegetation, not more concrete and asphalt.	Placemaking: Trees/Landscaping	Email	Constituent	1/16/20
Oak Square	I also object to the proposal to have buses park in front of the Y entrance.	Transit: Bus Stop	Email	Constituent	1/16/20
Oak Square	<p>Realigning Champney Street is the worse of the two proposed plans. There is not enough thru traffic on Champney to make that necessary and there will be a backup at the intersection for cars turning from Fanieul to the connector towards Tremont Street. The second option makes much more sense as long as the delivery drivers along Fanieul street are not allowed to park in the driving lane. Enforcing the street rules there would make a huge difference on it's own.</p> <p>Really happy to hear plans are being made and the residents are given a chance for feedback!</p>	Other	Online Map	Constituent	01/15/20
Oak Square	In both options, I like the consolidation of green space and the bus stops being in front of the Oak Square YMCA. As someone who travels this area frequently, my main existing concerns are: the long wait at the light when coming down the hill on Washington St., and the double-parking of cars in front of the restaurants on Fanieul Street. Of the two options, I don't have a clear preference and would like to learn more about the traffic effects of stoplights vs. stop signs, as well as the current volume of traffic experienced on Champney Street. Thank you for your work on this project!	Other	Online Map	Constituent	01/20/20
Oak Square	<p>Both options involve major changes to the green space. Has the Parks Department been involved in these plans? The proposals go well beyond considering transit options. Have the businesses, Presentation Community Center, the library and the Fire Department been contacted directly? It's not clear from the plan how parking would be affected. While I understand the goal to make it easier to cross from one side to another, does changing streets from one way to two way traffic accomplish that? One note, moving the bus stops in front of the YMCA would eliminate election day parking. Those are three very busy precincts. Somehow I had thought there had been two-way traffic on Fanieul Street years ago (the section in front of the library and fire station,) but I was mistaken. More traffic and safety islands have been added over the years, so the square is not the free-for-all it once was.</p> <p>Let me add that there is a Friends of Oak Square Common group that has been involved in improving and maintaining the square for many years, and they should be asked for their perspective. There is also a very active Friends of the Fanieul Branch Library organization. It's very hard to reach neighbors given the lack of a common information source, so engagement has to be very direct and proactive.</p>	Other	Online Map	Constituent	01/12/20
Oak Square	I most support measures to improve pedestrian safety and comfort by slowing/stopping motorized vehicles where pedestrian crossings are marked already, and where pedestrians frequently cross. More marked pedestrian crossings (especially on Washginton St in the .3mi between Oak Sq and Langley/Fairbanks intersection), would also be helpful.	Pedestrian: Improve safety	Online Map	Constituent	03/11/20
Oak Square	I am 100% in support of the proposed changes to Oak Square (either option would be a huge improvement)	Other	Online Map	Constituent	12/27/19
Oak Square	I apologize for "raining on the parade" so to speak, but I have BIG problems with the proposed changed to the Oak Square Common area. Because of family adult day care issues (my elderly Mom), I cannot make the number of meetings I used to, so I have not been able to attend the evening meetings and weigh in on the plans. But as the president of the Friends of the Oak Square Common for MANY years, which has also invested time and effort in landscaping and maintaining the surrounding traffic islands- just planting extensive rosebushes in our "clock island" for example two years ago- I oppose the radical configurations that are potentially proposed for Oak Square. While preserving the Common, these changes would affect much of our landscaped spaces. I of course welcome improvements in crosswalks, etc.- but do NOT support the wholesale changes to the physical layout of Oak Square.	Placemaking: Other	Online Map	Constituent	12/23/2019
Oak Square	I don't understand why neither of the proposed plans is to eliminate traffic lights and convert to a true roundabout with full-time yield to pedestrians. I also am confused by the fact that both plans seem to indicate spending city money on private space (in front of the Y and in front of what I believe is a school or child care center). I believe this money should be focused instead on the city's true green space in Oak Square itself. A water feature seems short-sighted and wasteful to me. Wouldn't this small space be put to better use adding more plants that will help clean our air? Perhaps even planting a new oak tree? Maybe even a couple?	Placemaking: Other	Online Map	Constituent	01/14/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Oak Square	<p>My husband and I have lived in Oak Square for 10 years. I attended the AB Mobility study meeting at the PSF on March 5. I thought a lot of excellent options were suggested, including more crosswalks near bus stops and traffic calming measures such as stop signs at problem yield intersections near the fire station as well as bump out islands to assist with pedestrian crossings around Oak Square. I also thought flexible parking (15-30 min parking) near high volume businesses was a great solution</p> <p>We do not however, agree with the vocal minority that we want to preserve parking along Washington Street at any cost. If we truly want to encourage people to depend less on cars and thus lessen the parking burden, we need to make public transit options, especially the bus, more efficient. My husband takes the 501 to work every day and sometimes it can take 45 minutes just to get to the pike. It can also take up to an hour to travel the 4 miles to Kenmore Square. We are in favor of rush hour bus lanes in Oak Square and Brighton Center (say from 7am-9am and 4pm-6pm) to help make bus travel more efficient. Most businesses do not open until 9am and so would be unaffected by the morning parking restrictions. The idea that people will not get up to move their overnight parked cars by 7am is simply not true. We live in a city, and so must be prepared to favor public transportation improvement options.</p>	Transit: Prioritize transit over vehicles	Online Map	Constituent	03/06/20
Oak Square	<p>I would like there to be serious consideration given to turning Oak Square into a roundabout (without the two-way section on the south side of the square that exists now and which causes confusing and difficult turning/crossing movements). According to <a href="https://www.bostonmpo.org/data/pdf/studies/other/roundabout_tool.pdf">https://www.bostonmpo.org/data/pdf/studies/other/roundabout_tool.pdf</a> the vehicle volumes in the square would work with a single-lane roundabout, and with a roundabout setup, it seems that the traffic lights would not be needed any more (so vehicles could move slower than they do now through the square, but without delays at traffic lights). It also seems like this could be piloted with traffic cones and signs (and blinking yellow traffic lights) to see how the square's traffic works as a roundabout. Lastly, the current westbound travel lane on the south side of the square could be converted to eastbound parking and parking access lane " so those existing parking spaces wouldn't be lost for the people who value parking so dearly.</p>	Vehicle: Reduce Congestion	Online Map	Constituent	03/12/20
Other	<p>Washington St and Comm Ave- This wasn't part of your study, but you need to make the traffic lights more pedestrian friendly here.</p>	Pedestrian: Other	Email	Constituent	02/06/20
Other	<p>I'm concerned that speeding and increasing traffic on Antwerp and Portsmouth Streets aren't addressed. I would love to see speed tables and/ or curb extensions on both those streets, or, at the very least, a crossing to the park on Antwerp and a speed table before the entrance to the Portsmouth Playground.</p>	Pedestrian: Improve safety	Online Map	Constituent	12/27/19
Parsons St	<p>This is an awful intersection to cross over Parsons, with or without young children in tow. Parsons is angled downhill as people head from Washington, down Parsons, over to N. Beacon/Soldier's Field. They are not expecting pedestrians and drive quite fast over the hill before seeing the crosswalk. There are no lights at this intersection</p>	Pedestrian: Improve safety	"Stay Engaged" Google Form	Constituent	2/10/20
Parsons St	<p>Please consider adding a 4 way stop sign on the corner of Parsons and Bennett.</p>	Vehicle: Reduce speed/calm traffic	Email	Constituent	3/9/20
Parsons St	<p>Stop sign at Bennet and Parson st</p>	Other	Online Map	Constituent	3/9/20
Parsons St	<p>Cars go whipping through the intersection of Parsons and Bennett and I've seen a few accidents there. A 4 way stop would be a great idea there.</p>	Vehicle: Reduce speed/calm traffic	Online Map	Constituent	03/09/20
Shuttle	<p>Municipal shuttle services?</p>	Transit: Other	Brighton Businesses Meeting	Staff Notes	2/22/20
Soldiers Field Road	<p>At-grade crossings should be encouraged. Ped bridges are more expensive, less accessible, and signal priority for moving cars over the safety of humans. Need to slow the vehicle traffic down.</p>	Pedestrian: Other	12/16 Public Meeting	Soldiers Field Road Board	12/16/19
Soldiers Field Road	<p>I support a crossing at both Everett St. (Option A), and in the back of Smith Field (Option D).</p>	Pedestrian: Improve safety	Email	Constituent	3/25/2020
Soldiers Field Road	<p>I support a crossing at both Everett St. (Option A), and in the back of Smith Field (Option D).</p>	Pedestrian: Improve safety	Email	Constituent	3/23/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Soldiers Field Road	The plan should envision a future condition along Soldiers Field Road as a boulevard with at-grade crossings	Pedestrian: Improve safety	Phone Call	Constituent	2/28/20
Soldiers Field Road	Would it be possible to bring the bike path under the bridge where Market St. and Western Ave intersect? It would keep bikes from having to cross the two lanes of traffic to gain access back onto the bike path. There are so many cars making many turn variations on the intersections. Many families use this area and crossing can be nerve wracking. If the path was brought under the bridge like at BU it could alleviate congestion and make for a smoother ride for cyclist's.	Bicycle: Bike infrastructure	Online Map	Constituent	01/12/20
Soldiers Field Road	I'm supportive of making pedestrian and bike crossings of Soldiers Field Road safer and more comfortable.	Pedestrian: Improve safety	Online Map	Constituent	03/16/20
Transit Network	There were questions as to why Faneuil Street is shown as having bus improvements when no buses currently serve that route. Route 64 was rerouted in December.	Transit: Bus Service	Allston Brighton Health Collaborative Meeting	Staff Notes	1/16/20
Transit Network	How about enforcement of traffic rules? I love the bus/bike lane but there are private vehicles blocking it	Transit: Bus Lanes	12/16 Public Meeting	Transit Overview Board	12/16/19
Transit Network	The plan should contemplate West Station and particularly bus/BRT access to West Station. More specifically, the plan should continue BRT connection to West Station over the long term, including along Cambridge Street between Allston Village and Cambridge, and along the prospective Cambridge Street bypass road between the Cambridge Street bridge and West Station. Additionally, the plan should contemplate BRT connections from Malvern Street (near West Station) to Longwood Avenue, either along Commonwealth Avenue or along Brighton Avenue and Harvard Avenue.	Transit: Bus Lanes	Phone Call	Constituent	2/28/20
Transit Network	The map is confusing to me - showing green lines where buses do not run now, and missing green lines where the 64 bus runs now. If this is to suggest re-routing the 64, that's not clear.	Transit: Other	Online Map	Constituent	03/16/20
Union Square	The committee's priority is a plan to improve pedestrian safety.	Pedestrian: Improve safety	Email	ABHC	2/3/20
Union Square	Pedestrian Signals need to be at least 25 sec and coordinated to go all the way across.	Pedestrian: Improve safety	12/16 Public Meeting	Union Square Board	12/16/19
Union Square	Union Square is often forgotten area of Boston. Placemaking will produce an environment that people will want to congregate.	Placemaking: Other	12/16 Public Meeting	Union Square Board	12/16/19
Union Square	Love the fact that this study is going on. A little more green goes a long way.	Placemaking: Trees/Landscaping	12/16 Public Meeting	Union Square Board	12/16/19
Union Square	Cars turning right from Cambridge to Brighton Ave are confused because bus only lane doesn't extend all the way to the intersection. They don't merge and stay in their lane.	Transit: Bus Lanes	12/16 Public Meeting	Union Square Board	12/16/19
Union Square	Is there any way to further reduce crossing distances even more? These are long multi-stage crossings at this point. Multi-stage crossings with long delays make it more likely people will cross when it seems safe even if the signal says to wait.	Pedestrian: Improve safety	Email	Walk Boston	3/9/20
Union Square	On the Plaza in front of Grasshopper (north side of the Square), the sidewalk is so cluttered that pedestrians are hidden from drivers, and vice versa, for vehicles traveling westbound (bearing right) from Cambridge St to North Beacon. Rather than adding more wayfinding signage, the sidewalk should be cleared of obstructions to improve safety and visibility.	Pedestrian: Improve safety	Email	Walk Boston	3/9/20
Union Square	Agreed- plaza should be enhanced focal point- european like perfect pedestrian area	Placemaking: Plaza/Art	BAIA Boards	Constituent	3/5/20
Union Square	The three bike rack loops at Jackson Mann Community Center sit parallel to the building with roughly a foot of space; they are essentially non functional.	Bicycle: Bike Parking	Email	Constituent	3/9/20
Union Square	Anything you can do to make this intersection safer for pedestrians and bicyclists is good.	Other	Email	Constituent	3/1/20
Union Square	I support eliminating the crossing median in favor of a wider sidewalk	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	3/25/2020

<b>Recommendation Geography</b>	<b>Comment</b>	<b>Topic</b>	<b>Source</b>	<b>Source Detail</b>	<b>Date Received</b>
Union Square	In Union sq I support the support the elimination of the median strip to create a larger sidewalk.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	2/10/20
Union Square	Union square improvements are nice but don't go nearly far enough to reprioritize this intersection for pedestrians	Pedestrian: Other	Email	Constituent	1/30/20
Union Square	Could the right turn cut through from brighton ave to Cambridge st be eliminated or become more pedestrian friendly?	Pedestrian: Improve safety	Email	Constituent	2/3/20
Union Square	support the elimination of the median strip to create a larger sidewalk.	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	2/3/20
Union Square	I support eliminating the crossing median in favor of a wider sidewalk	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	3/23/20
Union Square	Can the slip lane between Brighton Avenue and Cambridge Street be redesigned with a raised crosswalk?	Pedestrian: Sidewalk/Crosswalk	Email	Constituent	2/6/20
Union Square	Please remove the median and add placemaking amenities. The most dangerous thing about this intersection for cyclists traveling from Brighton Ave straight to North Beacon St is the disappearance of the bike lane -- and with it any semblance of safety -- when N. Beacon begins.	Bicycle: Safety	Online Map	Constituent	02/03/20
Union Square	This intersection seems like a viable candidate for a "peanut-about" intersection, and I was disappointed to hear at a meeting that it had been considered, but not pursued because of uncertainty about the future of the Jackson-Mann school site. Also, I'm concerned that the proposed Option A realignment makes for a longer single crossing without a median than the existing crossing that does have a median. I think I understand that the intention is to make a shorter overall crossing, but in such a stressful pedestrian environment, not having any space to stop halfway across seems unpleasant.	Pedestrian: Improve safety	Online Map	Constituent	03/13/20
Union Square	The current pedestrian crossings are inadequate but were not addressed in the document. They connect all the sidewalks but not at the angles and times that people want to walk, which leads to pedestrians walking outside of the crossings and against signals. For example, crossing the slip lane in front of the fire station from the island towards Brighton Ave requires either walking along the crossing in the direction of Cambridge Street or hopping down one curb and up another. And walking south across Brighton Ave from that same island requires waiting through two separate phases of the light. All of the crossings in this intersection should be revisited, realigned, and retimed.	Pedestrian: Improve safety	Online Map	Constituent	03/02/20
Union Square	Lots of people use the Eastbound bus stop on Brighton Avenue for bus and other connections. Would we consider also relocating the Allston Street stop to Higgins Street to coincide with this change? Allston Street and Harvard Ave bus stops are already frightfully close to one another. I traverse this intersection on foot or bike or car 2-6 times daily. Eliminating the "partial crossings" for pedestrians will make it safer for everyone, particularly those who are unfamiliar with the strange patterns.	Transit: Bus Stop	Online Map	Constituent	03/06/20
Washington St	New crosswalks on Faneuil and Washington Street! Lots of distance between crossings [Duplicated]	Pedestrian: Sidewalk/Crosswalk	12/16 Public Meeting	Quick Build Overview Board	12/16/19
Washington St	Slow vehicles on Washington west of Oak Square	Vehicle: Reduce speed/calm traffic	12/16 Public Meeting	Quick Build Overview Board	12/16/19
Washington St	Similar to Washington Street near Oak Square, we believe that pedestrian safety islands should be considered wherever there is a crossing, not just at signalized intersections.	Pedestrian: Improve safety	Email	Walk Boston	3/9/20
Washington St	Love option A! Two-way cycle track	Bicycle: Bike infrastructure	12/16 Public Meeting	Washington St Board	12/16/19

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Washington St	two-way protected bike paths are great in theory but you must take into account how people are support to turn into side streets and how they work at major intersections.	Bicycle: Bike infrastructure	12/16 Public Meeting	Washington St Board	12/16/19
Washington St	option A - safety for cyclists	Bicycle: Safety	12/16 Public Meeting	Washington St Board	12/16/19
Washington St	Traffic Calming Washington St between Comm Ave and Corey Road. Responsive signaling for elders and persons with disabilities	Vehicle: Reduce speed/calm traffic	12/16 Public Meeting	Washington St Board	12/16/19
Washington St	Yes to a 2-way cycle track - Option A.	Bicycle: Bike infrastructure	Email	Constituent	3/1/20
Washington St	I support Option A, to create a 2-way cycle track, to improve bicycle infrastructure	Bicycle: Bike infrastructure	Email	Constituent	3/25/2020
Washington St	A two-way cycle track (or at least a climbing bike lane) from Cambridge St to Monastery Rd would be a good idea.	Bicycle: Bike infrastructure	Email	Constituent	2/6/20
Washington St	I also support bike lanes along Chestnut Hill Ave and Washington Streets [Duplicated]	Bicycle: Bike lanes	Email	Constituent	3/9/20
Washington St	I support Option A, to create a 2-way cycle track, to improve bicycle infrastructure	Bicycle: Bike infrastructure	Email	Constituent	3/23/20
Washington St	I strongly urge the city to implement Option A, the two-way cycle track, on Washington St.	Bicycle: Bike infrastructure	Online Map	Constituent	02/03/20
Washington St	What about parking?  Im very concerned about diminishing street parking. We can't uber with our children and we carpool every day back and forth to school. Please require these mega apartment developments to build surplus parking for their tenants. Not doing so will be disastrous to traffic making an already congested area unbearable. This goes for the entire washington street and chestnut hill.	Parking: Other	Online Map	Constituent	03/09/20
Waverly / Holton	I love the idea of a contra-flow lane on Holton! I bike against traffic here already and it would be great to formalize it. Flex posts to keep cars out would be great!	Bicycle: Bike infrastructure	12/16 Public Meeting	Waverly/Holton Board	12/16/19
Waverly / Holton	Seperated bike lanes *check*	Bicycle: Bike infrastructure	12/16 Public Meeting	Waverly/Holton Board	12/16/19
Waverly / Holton	I LOVE THIS IDEA. Holton Street isn't very high-stress in my opinion, so getting a contra-flow lane could be beneficial CITY WIDE by normalizing the concept. Big long-term win for safety and traffic order.	Bicycle: Bike infrastructure	12/16 Public Meeting	Waverly/Holton Board	12/16/19
Waverly / Holton	I support the recommendation to create a contra-flow bike lane	Bicycle: Bike lanes	Email	Constituent	3/25/2020
Waverly / Holton	The Holton Street contra flow lane is a good idea!	Bicycle: Bike infrastructure	Email	Constituent	2/10/20
Waverly / Holton	does the Waverly/holton quick build include contraflow bike lanes? It should!	Bicycle: Bike lanes	Email	Constituent	1/30/20
Waverly / Holton	Support the contra flow on Holton street.	Bicycle: Bike infrastructure	Email	Constituent	2/3/20
Waverly / Holton	I support the recommendation to create a contra-flow bike lane	Bicycle: Bike lanes	Email	Constituent	3/23/20
Waverly / Holton	A counter flow bike lane is easy and non-intrusive, and should be quickly and swiftly built, rather than being caught up in the bureaucracy of the more complicated projects	Bicycle: Bike infrastructure	Online Map	Constituent	02/05/20
Waverly / Holton	I am 100% in support of the contra-flow bike lane and consistent one-side parking for Holton Street	Bicycle: Bike lanes	Online Map	Constituent	12/27/19
Western Ave	Right now there is plenty of parking off street. If development could be required to build/retain adequate parking one side of the street could be parking free. Western ave could be developed as more of a Boulevard with wider sidewalks, trees and bike lanes.	Parking: Other	Email	Constituent	2/26/20

Recommendation Geography	Comment	Topic	Source	Source Detail	Date Received
Western Ave	Specifically, Western Ave, Everett Street, and North Harvard Street are important routes that too often have double-parking, blocked bike lanes (North Harvard St), poor pavement (Everett St at the Mass Pike overpass), or conditions that in general are stressful and not appropriate for people of all ages and skill levels who might want to bike. (Duplicated)	Bicycle: Safety	Email	Constituent	1/30/20
Western Ave	[Western/Antwerp] I am writing to request that lighted signs be placed at this crosswalk so that families can safely cross this busy and dangerous area. Thank you for your time and attention to keeping our kids and families safe!	Pedestrian: Improve safety	Email	Constituent	3/2/20
Western Ave	Western Avenue should include significant accommodations for BRT to improve transit access to future development along the corridor.	Transit: Bus Lanes	Phone Call	Constituent	2/28/20