

Num	Paper or Online	GlobalID	Creation Date	If the MBTA extends the Silver Line onto Rutherford Avenue, where should we prioritize placing a new station?	What locations should be prioritized for connection to the MBTA Orange Line stations by shuttle bus service?	Please share any thoughts you have about the proposed Silver Line extension and shuttle service ideas:	Do you prefer the shuttle bus route shown in Scenario 1 or Scenario 2?
1	Online	423cd9ca-6298-4b62-878b-430ebec79ef7	7/20/22	all four in survey 1		shuttle isnt meaningful i just want better service	Scenario 2
2	Online	ebb7abe0-59bf-42d6-8b31-3cb2b441280d	7/21/22	Scenario 1 looks like it provides the best options for Silver Line stops. Stops at both Sullivan Sq & Bunker Hill Community College are key to keeping Charlestown connected. This is especially important if a new infill Commuter Rail station is added at Sullivan Sq. Having 2 stops along the redeveloped Rutherford Av that would server both the new Hood Park development as well as supplement transit for residents along the proposed T101 route would provide more connection options for residents.	Sullivan Sq and Bunker Hill Community College are the most important Orange line stops to Charlestown. Having the shuttle bus serve both would provide better access to the T's heavy rail network for those that do not live near the current 92/93 lines; this would also provide access to destinations serviced by the possible new Silver Line route.	I think having the Silver Line travel through Charlestown is a great idea as it will allow for better access to/from Cambridge, Everett, and Chelsea. The proposed shuttle in Scenario 1 is important as it will provide the missing access link to the T for current and future (new developments) residents along Medford St. Additionally, it will fill in the missing link for the Navy Yard if the 93 bus does turn into the T7 and follows the proposed route change. While not specifically related to bus transportation, the proposed infill stop for the Commuter Rail line at Sullivan Sq would be a huge win for residents in Charlestown, Somerville, Everett, and others that would be able to easily connect without having to first go into downtown Boston. This would be especially huge as the T looks to transition to an electric Commuter Rail fleet which will allow the T to provide improved schedule options.	Scenario 1
3	Online	a721dab9-61d3-4971-8c3b-c0fe5411cd3f	7/21/22			In Scenario-2, shuttle buses are sent through Monument Square and High Street, which will disrupt quiet residential neighborhoods with bus traffic. To what avail? Shuttle bus Scenario-1 can provide access to Bunker Hill Mall when it drops off passengers near the T-Station. The southwesterly side of Bunker Hill Mall is directly across Rutherford Avenue from the northeasterly side of the T-Station. Scenario-2 aggressively violates protection of the inner residential core of Charlestown, for the purpose of servicing its future industrial part. I believe many residents will consider the Scenario-2 shuttle bus route as egregiously arrogant, being a concept foisted upon citizens by an insensitive planner. This is not an outcome to be encouraged.	Scenario 1
4	Online	c743aaf5-9aba-4b99-8394-f5fc544301f8	7/22/22	we should not you can use the orange line between community college and sullivan square- the silver line would add a stop in the middle - from the middle it is walkable to the orange line stops now	Medford street	No need for the silver line and the shuttle more directly to the orange line makes sense. Wandering through the navy yard adds time and frankly few will use the ferry	Scenario 1
5	Online	0534ca9b-b701-413e-8ed2-4db9df57c20d	7/22/22				Scenario 2
6	Online	0bb08ca3-2578-45a9-8347-07fbb2844689	7/22/22				Scenario 1
7	Online	40002e1a-e1a6-4ed8-817e-417a53a5897b	7/23/22	convenient to destinations	include the navy yard in shuttle service	more stations means easier access, separated bus lanes will help offset time loss for an additional station.	Scenario 1
8	Online	a600e106-ed6f-4803-8a2b-05025c9072f7	7/23/22	Why do you need a new station - can't this need be filled by Sullivan Station?	Medford Street Community College all along Rutherford Avenue		
9	Online	d0fa249a-3699-4a0b-873b-b6d087ea73fb	7/25/22	As close to Community College station as possible, as well as near Essex St. Close to the intersection with Medford St as well, to allow people access to the different streets cutting along the length of the neighborhood.	Senior housing, tourist sites, public housing, and groceries. This means both the Monument *and* the navy yard. I think Scenario 2 is better because it climbs the hill and fills a gap in the bus network.	The City should run more community shuttles overall to connect short trips that are difficult for the T to serve. I think this shuttle also has the potential to alleviate tourist traffic by connecting Orange Line stations to the Monument and the Navy Yard, and that should be taken into account.	Scenario 2
10	Online	388e88ef-bdd0-431a-84c0-1603d9c58bc1	7/26/22	No where Leave things alone	Along the existing bus route		
11	Online	65b0a1bb-8475-43ed-80cf-f259c6112724	7/27/22	I think the station should be towards the middle of rutherford ave with stops closer to the rotary and community college	The shuttle stops should be prioritized around the commercial/mixed used properties to keep incoming/outgoing traffic to a minimum		Scenario 1
12	Online	b6892309-e8b5-4de3-8b5e-176a0b596c11	7/28/22		Seems like there's a whole	My strong preference is Scenario 1 - I LOVE the idea of having a shuttle that connects to the Navy Yard. Coming from a family in the neighborhood that doesn't use a car, the Navy Yard is a nightmare to walk or bike along in the winter (so cold!) Also, Scenario 1 keeps the shuttle out of the heart of Charlestown - I don't think it's great for the historic ambiance to have a shuttle trucking past the monument numerous times a day - unless it's a cute cable car or trolley. As a resident who lives on the Main St side of town, a shuttle that runs predominantly over to Medford Street would be of no use for our family. The connection along the Navy Yard gives it a destination we actually spend time at/visit, but it still helps connect Medford St to the rest of town.	Scenario 1

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13	Online	ca7aa380-5b51-4d3e-837b-d6445e91656d	7/28/22	The placement of the proposed station in the map above look good. This new line would be incredibly helpful especially for those of us who work in Cambridge - Kendall Sq and don't have a good way to get there on public transit now.		Please please bring the silver line extension to Charlestown - having this additional option will help reduce uber rides and individuals driving to work and will support a cleaner environment in terms of carbon emissions.	Scenario 2
14	Online	3e1a5db1-5e32-4727-877a-659a742fe4b3	7/28/22	NOPE! No room without giving up what we need! Besides during the high AM/PM commuting windows the pathway is already saturated with traffic. These stretched buses themselves then create more gridlock when they get caught in the mess so cross-over traffic can't get by (us). The only viable end point is Sullivan Sq T station. After the Rutherford Ave 2019 design is built and out transit needs served within the community lets revisit this. Frankly, the Orange Line spur line would be the better solution! It's already designed and built upto the commuter rail bridge. All thats needed is to add in the needed bridge elements to get across the Mystic then follow the rail pathway into Everett. Granted not cheap! But a better investment for all! There is no technical gain here for us to use the Silver Line service. We have the better orange line to get to Boston and the altered 92 Bus route serves our Cambridge access needs. So why???	While you've got maned shuttle design here which is the safe pathway of getting something done. It's too costly overtime! It also fails to meet the full need, as you've compromised too far! Scenario-1 Stays on the flat lands and offers the Navy Yard and BHH-R what they need to get to transit but fails to serve their food shopping even getting to the C-Town Mall. And for many who live in BHH-R the cost of food from Whole Foods is too much and doesn't offer Asian or European staples newly settled families would desire. Scenario-2 Misses a sizable group of people! It really only serves BHH-R and HS and part of the hills. W School St is too steep street which is not the best route I would do. In the snow it can be dangerous! If you need to prove the desire then stick with Scenario-1 Sadly, it still it won't be well used as you fell too short! Getting to the Mall? Stop & Shop In Somerville? How about Market Basket in Chelsea? Or even Wagmans In Medford? Which all offer cheaper food	You don't break the car addiction! As both don't meet the full need. As you are using streets you face the AM/PM gridlock conditions around Sullivan Sq and Auston St. Using the rail pathway is the better direction. Then you can off load Medford St and move more people faster, yet going slower (MPH) I spent years! Spending hours watching what was happening on the streets. The design I gave you is the better! Using Level 5 autonomous Micro Buses will be a lot cheaper! Than a manned van for the a limited intra-community routes and besides the service can run longer per day. It is also not limited to such stringent routes.	Scenario 1
15	Online	1059784d-82d3-46bd-8ff7-9ada950297d0	7/29/22	At The Bunker Hill College.	Bunker Hill College and Sullivan Station	I truly do not understand either of the Silver lines. Not the why, or for whom . Unless its for the high school students that have to travel from other parts of our city for their education at Charlestown High.	Scenario 1
16	Online	e23459b3-afe2-4410-8d1e-eca313c95d8d	7/29/22	If silver line is extended down Rutherford Ave, then there should be at least 4 stops. Charlestown has waited way too long for this reconfigured road system to be implemented, and now further delayed to plan for this new service. It would be a missed opportunity as well as an insult if there isn't a silver lining to the delays e.g. as many stops as possible, rather than treating our community as merely or mostly a pass through.	See above	Though I chose scenario 1 because it was a forced choice question, I think there could/should be 2 shuttle routes to cover both scenarios.	Scenario 1
17	Online	1b0e36a8-6d35-4cfe-8139-04ce1c1a48c0	8/1/22	The silver line is terrible. Keep it out of Charlestown.		Shuttle to the ferry is a great idea	Scenario 1
18	Online	991a9df0-c662-4941-8cfa-6ce7c0194055	8/1/22	By Hood Park!	Monument Square		Scenario 1
19	Online	63348022-aa04-4af7-8c63-c66ad099410d	8/1/22				Scenario 1
20	Online	f410039e-fac7-4b6b-8533-a0aaf38e8538	8/2/22	I think you'd want to make it central and accessible, so keeping Sullivan and CC as stops makes sense. A third station in the middle makes sense as well.	Bunker Hill HD residents	I think these are both wonderful ideas. I worry a little bit about more buses on those streets, and keeping them safe. Any consideration to making any of the major streets one-way?	Scenario 1
21	Online	33c8978a-2a1a-40dd-862a-d0dfaf1e0de6	8/2/22	Close to Austin St.	Medford @ Polk; Austin St.; Medford @ Short; Spaulding Rehab, First @ Eighth.	Seems like a good idea! In determining between scenario 1/2 for the shuttle, it would depend on how quickly the shuttle ran. If going to the Navy yard means service will be much slower, then I would prefer scenario 1.	Scenario 2
22	Online	a8d11806-2b50-4819-8d2e-0ebd216bb7ae	8/3/22				Scenario 1
23	Online	e36c46cf-2112-47f0-8cc2-083de84a1a2b	8/3/22	Forget about this. Why are you taking the 92 away ,that will be very hard on the elderly. A huge mistake. What does that shuttle service do ?	Why are you changing the 92 bus service? These plans are disruptive for the elderly . I do not like either of these "Scenarios" !	Horrid , useless and confusing.	

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24	Online	d206a504-9ac8-44dc-8d4e-5a2bd6cf4a22	8/3/22		Definitely the public housing developments along Meford Street and by the Dollar Tree. Those consistently are the stops that are the busiest picking up and dropping off people when I take the 93 either direction.	This would be fantastic. Everett is hard to get to from Charlestown since the Wellington stop is a bridge away from the shopping center. There is a bus that runs that direction but a silver line extension would make that whole route easier to get to without the need to transfer or walk to Sullivan Station.	Scenario 2
25	Online	1c89d4d1-145e-4cf3-80e8-a6d00da4ea2f	8/4/22		Access to the waterfront should be prioritize to encourage the use of ferry and water taxi		Scenario 2
26	Online	8e535571-b37d-483c-8bb1-218dbc6441e9	8/4/22				Scenario 1
27	Online	e2fdceb7-92cd-44c5-8145-fce2a1c56c64	8/5/22				Scenario 1
28	Online	aa439f13-0e6c-416d-82df-2c6dcb3a18af	8/5/22	Close to other public transport (Community College) and main retail/residential destinations (hood park, etc)		Shuttle service in option #2 provides access to other transportation connections (orange line, silver line xt, etc). That route also provides residents along Medford transport access that they cannot otherwise get via 93 bus line (into navy yard)	Scenario 2
29	Online	21f83771-1664-406e-8be5-73e06bad6095	8/7/22	By Hood Park.	Bunker Hill projects		Scenario 1
30	Online	fee47b4c-5615-4681-86cb-e99c73a09086	8/11/22	I like Scenario 2 - it gives more options, and because its on one main straight road it won't add a ton of time because of stops	I live around the Bunker Hill Monument, so I would say more locations around there or easy walking distance from there		Scenario 1
31	Online	245f3f7-436e-4af2-8c8c-78094a9b395f	8/12/22	No opinion			
32	Online	a87e0bbb-10d8-4d8b-8eaa-05ac6c17cf25	8/14/22			The Navy Yard is the major recreational space in Charlestown. We are only barely seeing residents from the "main" part of Charlestown regularly come to the Yard, thanks to the new art shows, a better maintained harbor walk/Shipyard Park, and the Anchor beer garden (esp. Salsa nights.) A shuttle would be a very clear signal that the Yard is open to all.	Scenario 1
33	Online	0e339c1d-c5fa-4ab8-84cc-8d5e6846f192	8/16/22		please include the navy yard large population of city workers		Scenario 2
34	Online	7125f3cf-5279-43ed-8ec2-e3258170cd2f	8/17/22			The shuttle in Scenario 2 is close enough to the T101 and T7 that I don't think it would be very useful, I'd just walk to MBTA's frequent service. The shuttle in scenario would also be slower than the T101 and T7, but it would at least serve a new location (the Navy Yard / Spaulding) that MBTA doesn't cover.	Scenario 1
35	Online	3595a465-5b47-4302-8605-c5370ff713c0	8/19/22	At the bridge crossing near the "Tradesman", or where any light fro crosswalks is installed.	Really, none. It is already easy to get to the orange line on foot. Repair the pedestrian bridge across Rutherford Avenue at BH Community College. If construction occurs at the BH Mall near the '99's" restaurant then include a public elevator that accommodates bikes. This has already been done at Sanofi Park on the Cambridge side of the Orange Line. This will facilitate use of bikes for T-riders.	Shuttle service should not cut across through residential districts at Concord, High, & School Streets	Scenario 1
36	Online	75ecf67c-aaae-4ae1-8625-bff270bc81f8	8/21/22	don't ride the T much, don't know—but i like the idea of a line that works for both public housing and the more affluent navy yard, together on the same vehicles. richer people will fight for good service!	navy yard, access to waterfront	haven't really studied map. would like to get from sullivan sq orange line stop to waterfront, maybe bunker hill mall. was shocked when i moved to charlestown >30 yrs ago that i couldn't get a bus to Harvard Square. Or even Union Square.	
37	Online	0971f19a-fbe2-46c6-8362-0f835332ab37	8/22/22	I like the Community College stop location from Scenario 1 but think it can be paired with just the one other Rutherford Stop from Scenario 2. 3 Stations total is fine.	Monument stop, Whole Foods Plaza stop	I think I'm in between Scenario 1 and 2 for the Shuttle. I'm worried the #2 route would take so long that it would make it less useful because of low frequency.	Scenario 2
38	Online	73c08936-edf9-4b48-8aa9-a02951e57e6d	8/22/22	Silver Line stations should match Orange Line and not be closer to each other than that. MBTA should change the 92/T7 to connect to Kendall as proposed. do this yesterday.		shuttles wouldnt be necessary with the proper level of T bus service (93/T101)	Scenario 1
39	Online	90247778-8628-4dbe-8aff-c6f85544d238	8/24/22	The end of Baldwin St.		Re-brand the "Silver Line" - it's a bus, not a subway train.	Scenario 2
40	Online	b7bdd823-9303-44ce-8754-7ce70802d398	8/24/22	Close to Hood park.	I think the shuttle bus is unnecessary except for individuals with disabilities.	I like the idea of a stop at Sullivan and Hood Park- since it will connect to the orange line and the future jobs. I don't understand why it also stops at Community College.	Scenario 2
41	Online	957c6745-7999-4660-8f3b-7807152db85c	8/25/22	The plan 2 seems appropriate for locations for the silver line stops	love to have a stop at bunker hill street and high street. would be nice to have it do a full loop. Prefer scenario 2 for this which includes the middle of Charlestown but I do think the Navy yard should be serviced.		Scenario 2

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42	Online	66907d87-e398-4618-881c-8f2351750c85	8/29/22	There should only be 3 stations- not 4	The locations that can also service the new Silver Line:	The shuttle bus service Scenario 1 works well if you are changing the 92 and 93 bus routes which I think are a good idea. because the shuttle service should hit the 2 senior living areas around Warren and Park Streets. Not sure they need to go to the Navy Yard so extensively. Not sure the advantage of Scenario 2 shuttle service cutting off the eastern part of the town,	Scenario 1
43	Online	f87371df-c0f5-4bf6-8b57-4f27ef61a49c	8/30/22	Silver line seems redundant to the Orange Line. Put too much pressure on Rutherford Ave.	Town loop to Orange Line.		Scenario 1
44	Online	c0a8a8c0-07cc-4669-86b9-1a23591a1510	8/30/22		Need to drive more people to Sullivan Orange Line,		Scenario 1
45	Online	9339445f-6dac-4e93-86fe-d41b3bf3ae25	9/2/22			Shuttle to the ferry is only useful if the ferry stops are expanded to useful stops and expanded hours	
46	Online	2601598a-c7bb-4949-8706-4756f022a591	9/3/22			I am concerned about trying to fit 1 more thing on Rutherford Ave - but I see how it could cut down in vehicle traffic. The overall hope through all of this is the make Rutherford feel less like a highway and connect areas on both sides of it. Hopefully addition of a silver line route and stations can bring us closer to that aim, and that design/planning keeps this aspect in mind.	Scenario 2
47	Online	9c8bfc2d-3e77-4fd6-8d51-e778c49296cc	9/6/22	That will definitely depend on what the development patterns in that area look like. I definitely think the Sullivan & community college connections are necessary; as to whether one or two interim stations are required will probably depend on the density of the development there - I would actually reverse scenarios 1 & 2 - favoring more stops if there are more residents in the area.	I feel like the constitution marina and spaulding hospital are underserved by transit currently so it would be good to have the shuttle serve that area.		Scenario 1
48	Online	3401f379-c9b0-4f20-8f57-d6659411df25	9/7/22			I defer to Dan Jaffe. From Mickelson	
49	Online	45aa44df-12a0-4238-8601-cea2028b062c	9/7/22				
50	Paper		8/27/22	Outside the 99. Take their green space + put a bus station	Again Bunker Hill shuttle to 99		Scenario 1
51	Paper			By Bunker Hill Mall with a public elevator between the pedestrian bridge (across Rutherford) and the station. (Public elevator should have a bicycle capacity).	Mass General hospital in the Navy Yard, City Square, & the 2 MBTA Orange Line Stations	Need a dedicated bus lane over the Prison Point Bridge (to be shared with bikers).	Scenario 2
52	Paper			Baldwin or Essex St + Sullivan Sq + Community College	All of Clown!		Don't take up too much space with the silver line - NEED open space!
53	Online	a518ae95-fba6-4f3e-823d-0899e1b92210	9/7/22	Near the Austin St mall.	Bunker Hill St and Medford St.	A little confused about what this shuttle is exactly for? Seems like it should also have a stop by the mall where Whole Foods and other businesses are for errands, etc. and also go by the monument.	Scenario 1
54	Online	a54a57d4-11b3-4d0c-8bdd-85dee9ce0947	9/8/22				Scenario 1
55	Online	dcc8fe47-fda8-4a79-8d34-c7782508828b	9/8/22	Somewhere near the middle of the T stations at Sullivan Square and BHCC.	Those locations where the most people will need to go: BHCC, the MGH/Spaulding properties in the Navy Yard and the Hood Park development.	The Silver Line Extension would be great. If the T doesn't go forward with that, then a shuttle service should be added to provide service along Rutherford Avenue.	Scenario 1
56	Online	7ec8f6ea-4d8f-4898-8637-b2e92a2bb753	9/9/22	Unless, they are going to be electric buses. I am nit in favor of bus lanes.			
57	Online	2a8a3983-ad8d-47f-8f5a-11d0b97262f7	9/10/22	Baldwin Street	Medford Street	Internal shuttle within Charlestown is important for shopping, etc.	
58	Online	9bf99d02-477c-4553-88c3-31e860bd121e	9/11/22	I have no strong views on this - except to say I like the model where there are protected bus lanes and more greenspace (i.e. eliminating the underpasses). I really dislike the underpass models for Rutherford Ave.	No strong comments except the one above re: Rutherford Ave Underpasses (hate 'em).	I think it's wonderful that you're trying to make sure Charlestown has better bus connectivity. But please don't forget - we already have the orange line!!! It often doesn't feel that way because the Community College and Sullivan Square stations are VERY disconnected from the main community. But improving those connections by shrinking and slowing those roads (Rutherford Ave and Sullivan Square respectively) would DRAMATICALLY improve the experience of public transportation users for the T. I think this should be a higher priority than the potential Silver Line Extension.	Scenario 2
59	Online	414e5794-ab02-480d-8069-45542e4d1b8a	9/13/22	1 a Sullivan Square, 1 at Essex, 1 at Austin	Only Sullivan. It is the hub. Community is already served.		Scenario 1
60	Online	faaf9f33-5db9-406a-8e2f-7d12db511551	9/14/22		It would be nice to connect somehow to green lines closer to Fenway.		
61	Online	791286fa-8594-4154-8288-97fc8f3eee10	9/14/22			Any shuttle route should also have a bike lane. That way the plan is promoting more active lifestyles not more opportunities to sit.	

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62	Online	6d49dbb0-5a19-449b-8237-134a80ab8091	9/14/22				Scenario 2
63	Online	2db1399a-844a-4c21-8191-94900a297edf	9/14/22			we need better car access out of charlestown. there are bottle necks at all 3 exits- Gilmore Bridge, Washington St. Bridge, and Sullivan square.	
64	Paper		9/15/22	Hood Park, Bunker Hill Community College		The Silver line extension makes sense if it goes to kendal square but not if it goes downtown (because Charlestown would duplicate the orange line, bus route 92, and to some degree bus route 93)	Scenario 1
65	Online	f71e9bc0-406b-49a4-8db1-3dd5cd9bdba0	9/15/22				Scenario 1
66	Online	b956fe87-78ed-47b6-8308-5bb8d75ed1e6	9/15/22	Yes!	Main street	Great	Scenario 1
67	Online	e55d3f7d-ae68-40a2-89ad-38d78b3cd74b	9/15/22				Scenario 1
68	Online	57874df3-69a7-430b-8c40-7d64f305e22d	9/15/22	in between Sullivan and Community College	at the stations	Shuttle buses along High Street are a bad idea. They should be prioritized for the Mystic River side which is further from other public transport	Scenario 1
69	Online	cc676bf8-fa52-4ea4-80d7-532d0ac80aa0	9/15/22	I think the 3 proposed spots seem perfect. If you had to reduce to 2, I'd eliminate the mid point of Rutherford, and if there could only be 1, go with Sullivan Sq as a way to connect to several additional options (buses, subway, and it sounds like maybe Commuter Rail) to reach your final destination in Charlestown or beyond.	I think it really needs to connect to both Bunker Hill Community College AND Sullivan Sq, otherwise it would just feel incomplete.	I think it is really important to get service to Medford St and into the Navy Yard, so I think if such a shuttle came to fruition, Scenario 2 would be a big miss on servicing a significant area of Charlestown that currently has no public transportation options nearby.	Scenario 1
70	Online	a59ba676-171c-484e-8359-b1e3fbbeab5f	9/15/22	What a great idea!		I don't understand the purpose of the shuttle.	
71	Online	f5a6abff-9d47-4315-8c20-53c93f38ec5c	9/15/22	put an additional swing land on rutherford behind the 99's		The shuttle service seems unnecessary	Scenario 1
72	Online	fc832c8c-5c7a-4546-8513-f14b286f52e2	9/20/22	I like the proposed stops for the Silver line but why does the 92 bus have to stop going down Main Street. I'd prefer the 92 to continue to the end of Main Street.		There is NO WAY a shuttle bus should be traveling up Concord Street by the Monument. That should NOT be a through way! It's already too tight for 2 cars to squeeze through let alone a big bus. Plus, I think it would be nice to offer bus services to the many people living in the Navy Yard. No bus or shuttle should go over the hill...the residential streets are too narrow & too many kids walking. Buses should only be allowed on the main streets.	Scenario 1
73	Online	41fd8eed-e7ca-4078-8f28-b34dab64fe7b	9/20/22	Neutral but somewhere where it won't affect traffic at intersections.	Neutral.	Three new stops are plenty. A fourth stop will congest traffic.	Scenario 2
74	Online	6ffa3a37-1294-47b7-80e3-13efe3980d86	9/21/22	The Chelsea St intersection is a major pedestrian thoroughfare and would capture a lot of people.	The new Bunker Hill housing development/Newtown, along with Spaulding Hospital.	Boston should incorporate shuttle bus service to large green spaces/parks. Charlestown has no woods where people can recreate but Middlesex Fells is nearby (yet currently 1+ hours by public transport).	
75	Online	c0395695-0a79-427b-86e7-3319676f7c57	9/21/22				Scenario 2