

Num	Paper or Online	GlobalID	Creation Date	What do you like about the street network changes in Scenario 1? What do you dislike?	What do you like about the street network changes in Scenario 2? What do you dislike?	What existing streets in Charlestown do you think should be improved with protected bike lanes, wider sidewalks, or by slowing down traffic for safety?
1	Online	35947de4-cc2f-4c40-82aa-b7f6ab6114cb	7/20/22			Bunker Hill, Medford, and Main Street should both have continuous protected bike lanes
2	Online	e8162abf-d16d-4ebd-8e0b-622e765fc712	7/20/22	Based on the most recent 425 site plan, passenger traffic to the site would traverse in a circular pattern of a one way ingress and one way egress, with most of the connecting traffic occurring below grade in the parking garage. Additionally, all delivery traffic would occur off Medford St and enter the site below grade. This improves pedestrian safety at the site. If any additional streets are planned for that area that are not currently part of the 425 site plan, would they also conform to a similar pattern? Also, can this same theory be applied to the Hood Park area? As for Bunker Hill Industrial Park Drive, what type of speed control measures would be implemented (e.g. speed tables, curb extensions at crossings, etc.) to improve pedestrian safety?	Based on the most recent 425 site plan, passenger traffic to the site would traverse in a circular pattern of a one way ingress and one way egress, with most of the connecting traffic occurring below grade in the parking garage. Additionally, all delivery traffic would occur off Medford St and enter the site below grade. This improves pedestrian safety at the site. If any additional streets are planned for that area that are not currently part of the 425 site plan, would they also conform to a similar pattern? Also, can this same theory be applied to the Hood Park area? As for Bunker Hill Industrial Park Drive, what type of speed control measures would be implemented (e.g. speed tables, curb extensions at crossings, etc.) to improve pedestrian safety?	Bunker Hill St: Street enhancements are required to improve speed control as traffic frequently travels above the posted limit which can make crossing the street quite dangerous at times. Has the city considered enhancement like raised street tables at key intersections along the street? Medford St: Like Bunker Hill, traffic frequently travels above the posted speed limit. Additional cross walks are required between Main & Terminal. Also, elements like raised street tables or curb extensions at cross walks could help control speeding along the street and make it safer for pedestrians to cross.
3	Online	58d65831-77d7-476e-86a5-6bc0b6aa586e	7/21/22	I like a tighter street grid and less car oriented streets. More intersections will hopefully help slow down traffic. I think a greenway along this industrial, barren feeling part of town would be positive.	I do like the evenly space blocks especially if they can enable more housing in this area.	The areas around both T subway stations are so depressing and uninviting. I think more focus should be on how to develop and improve those areas to better connect them to the beautiful older parts of Charlestown.
4	Online	66514b6f-f15c-4c83-808b-738370d9ae2a	7/21/22			
5	Online	621cb340-9114-4732-8f93-61ecd522928d	7/22/22	I like the greenway I do not like the large blocks	I like the even smaller blocks	Can we have a greenway with scenario 2?
6	Online	5098c80f-4a42-44df-87ab-6edafcc06f82	7/22/22	I don't like all of the traffic lights.	Alternatively to Scenario 1 I like the way traffic flows without lights to create traffic.	Bunker Hill Street is like the Indy Speedway in the morning and evening rush hour. With the amount of young families that live in the area I'm surprised there hasn't been more major accidents. I often see carriages in crosswalks and cars simply ignore them and blow right past.
7	Online	22cca779-6b48-45a3-8c86-de8a075a74c1	7/22/22	I like the new main street and the updated sullivan square. I don't like that nothing is being done to remedy the traffic jams caused by 1-93 sullivan square exit that leads to cambridge street. This is clearly a challenge, but congestion should be reduced here if at all possible. I like how there are more streets proposed on the northern mystic river side	I dislike that there are less streets on the northern mystic river side.	Parker street in the Lost Village needs speed bumps because it is used as a cut through to avoid sullivan square and drivers will go very fast down it. I have seen many new families in the area, and the residents would appreciate the attention in the Lost Village. It also needs stricter enforcement of the truck tonnage limit, a smart camera to identify and ticket large trucks would be innovative and greatly appreciated, especially as development in the inner belt begins.
8	Online	53190035-8660-464f-8720-580c5570fa7a	7/22/22	Neither of these scenarios addresses the already congested streets in Charlestown. Already access to/from Charlestown can be difficult because of our dense population and limited number of major streets. It's only going to get worse when the Bunker Hill Housing complex is completed with so many new residences. I don't see any planning to address this. If you are thinking to reduce the number of cars by limiting parking you live in a fantasy world that I have yet to see actually work!		Everyone will be safe when the roads are better maintained!
9	Online	f523811e-b4c0-408b-887d-a793dbffa5ce	7/23/22	dislike: so many new lights- wouldn't this really slow down the traffic on these streets?		Medford & Main Street needs protected bike lanes. Bunker Hill Street needs better bike signaling but not lanes as long as the other two thru-streets have these.
10	Online	cf53dfe8-fde7-4330-89c1-477b63a74b6a	7/23/22	I like that it leaves space for a greenway along Rutherford. I do not like the large block size that lends to super-block developments.	Smaller block sizes. Does this also leave room for a greenway?	Rutherford Ave, Medford St, Maffa Way, Cambridge St, Main St, Bunker hill St, Austin St, Warren St, Chelsea St, Tremont St, High St, Lexington St, Adams St, Park St, 1st Ave, and Constitution Rd.
11	Online	56d07b3e-0f8d-4332-88ce-44e387139b40	7/23/22	They look pretty similar. The one that preserves the most parking would be better.	They look pretty similar. The one that preserves the most parking would be better. Anything that also affords for more green space is highly recommended! And more TREES!	People race over Bunker Hill Street driving too fast. They ignore crosswalks. Signs in the middle of the crosswalk have been replaced -- no exaggeration -- at least 50 times. The one thing I think would work is a speed bump!
12	Online	e708c1f9-f462-43b9-86f2-d8b9f8ab671e	7/25/22	I think that the large-scale blocks, while attractive for commercial developers, create an environment that could be hostile to pedestrians. However that could be mitigated by narrower streets and more bike/ped accommodations than we sometimes see in new developments.	I like the evenly spaced blocks - they make the area legible and predictable. Ultimately, though, I believe that the width and character of the streets themselves matters more than the specific placement and spacing of streets.	All of them! Honestly I think Charlestown could benefit from a neighborhood-wide prioritization of bikes, peds, and transit, and wholesale narrowing of car lanes and removal or relocation of parking. The public realm should be for the public, not private vehicles.
13	Online	d496d8ae-a51c-44ba-842e-71902e820ddd	7/27/22	I like the smaller blocks and greenway feel of scenario 1		
14	Online	c6ae327b-5cba-4e11-8509-01c763779cd9	7/27/22	I love The greenway idea	Love the smaller blocks	
15	Online	04658941-d3da-486b-8133-ea715614ad38	7/27/22	Do the extended streets provide for 3 decker housing that is consistent with the current Charlestown neighborhood? (Example row houses). How do these streets minimize traffic? We need access to and from I93. You need a ramp at city square or bring back the overpass on Rutherford Ave. We do not want more congestion in our neighborhood. People still drive motor vehicles despite the City's disregard for that fact.	Same as above. We are building and developing at an unprecedented rate in Boston. We do not have the manpower to oversee these projects (hence the crane accidents) and we do not have the infrastructure or the resources to support this growth. Schools, police and fire infrastructure/buildings should be rehabbed before we allow this development. Fix what is in place now. This boom was created by Marty Walsh, I implore mayor Wu to slow it down. Adding new roads (unless it will stop the neighborhood from being surrounded by high rise buildings) does not solve the problems with Sullivan square or Rutherford Ave.	I think the bike lanes on already narrow streets are pointless. They get use in the summer, but never see anyone in the winter. You should have waited for Rutherford ave to be done over and put the bike path there. I think it's useful and great for outdoor bikers, but the constituents want parking for their cars, replaced roads, and safer crosswalks for the pedestrians. The bikers should have to register their bikes and be insured. Too many wrong way bikers and weaving in and out of traffic. The majority do not obey the rules of the road.

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16	Online	012faa15-9865-49c1-8985-83c1db6da675	7/28/22	<p>I am a little confused as to whether there are traffic lights in both scenario 1 and 2, as they only appear in scenario 1, but then it is not stated how traffic would be managed in scenario 2.</p> <p>This aside, overall I am very happy with the proposed new street system. It is hard to review these 2 scenarios in isolation - for example, greenway would be wonderful if there were attractions along the new roads that appealed to locals and visitors via foot traffic, such as cafes, restaurants, and shops.</p> <p>However, if it is primarily commercial, residential, or an access way, then prioritizing bike traffic makes much more sense.</p>	<p>As a family in Charlestown that uses a bicycle with a baby seat to commute to daycare and work every day, our personal preference is scenario 2.</p> <p>Currently, Rutherford Ave is a busy traffic road without a lot of shade or walkable destination points (such as shops/restaurants) so prioritizing a green area, unless these kind of destination points will be developed, seems superfluous when the road is mainly a throughway. Prioritizing a designated bike lane seems more in line with how the space will most commonly be used.</p>	<p>There are a few areas throughout the neighborhood (example: 52 Warren St) that it is impossible with tree/steps to get down the sidewalk with a stroller. Parents or people with mobility issues should be able to easily get down the sidewalk, without having to step out into traffic. There are also several areas in the neighborhood where the sidewalk crossing is not stroller/disable access friendly.</p> <p>It would be amazing if some of the bigger roads, such as Warren street, were restricted to parking on one side to make the sidewalk and bike access more accessible.</p> <p>It would be a dream if some of the new plans included garages for neighborhood parking permit holders (or perhaps paid for visitors) so street parking could be reduced to prioritize foot/bike/bus traffic, and cars were then more limited in the heart of the neighborhood, and could be placed in an area with easier access to the main roads (perhaps with cover from snow/the elements as an incentive).</p>
17	Online	6be2ae37-d417-bc8-8ee2-922e45c6dc99	7/28/22	<p>D St. (BHIDP rd) is a bit wacky! The south Austin St connection should not be done! The road should continue as it does under and then into Rutherford Ave. The location of the road entering Rutherford could be moved so its more in the middle between Austin and Rt1 entry. There should be a proper sidewalk & Bikeway that connects to the Millers River walkway so one can connect to the BHCC T station. The other side needs a Multi-use pathway at the elbow of D St. (where you have ended BHIDP roadway) to Cambridge St across the tracks so people can get to either Hood Park, the C-Town mall or the RiverWalk via the coming Rail Trail pathway.</p> <p>Leave the street alignments within the 93- Ruth. area as is. We can't move the current buildings to this alignment. The real issue is these roads are presently all private! & currently don't interconnect between the different owners. For Police and Fire the barriers that isolate need to be removed.</p> <p>The G-way can't steal from other side paths & buffer</p>	<p>Same as above for 93-Ruth. area. There is no need for new roads as presented except getting connection between the two T stations by walking or biking and getting to Millers.</p> <p>The Medford St diversion pathway should be for a community based transit solution (Micro-Bus) not for personal cars or trucks. This pathway needs to extend across Main/Ruth to Sullivan T & 275 Medford St to offer a high priority pathway to reduce personal vehicle count entering or exiting C-Town.</p> <p>Let Flatley do as they need to within their project. Arlington to Main St likewise needs to work for what Mystic one needs.</p>	<p>Alford St crossing along the RiverWalk pathway that is isolated from the traffic. Sized for Tandem & Bikes with trailers.</p> <p>Chelsea St crossover from Barry to 16th St is not well designed! People are going to get hurt here as BHH-R is populated! Need two crossings across and a 3rd path from the other side of the building to the Barry walkway so people aren't left at a dead end. And be correctly sized for tandem & trailers.</p> <p>Gilmore Bridge walkway is too narrow! And currently has a lot of bikers on it as the street is too dangerous for them & too congested even with peds! We need to build a new space on the other side to get from BHCC road to Camb-X so one can get to Lechmere T and onward to Mem/Storrow bike paths. The Micro-Bus also needs travel this pathway as well. There is not safe way to use the current street space for the bikers.</p> <p>We need more isolated ped/bike ways besides protected on street paths. And the paths need to knit together for both us and those passing through.</p>
18	Online	6a419c6e-084b-4291-82bd-81c1ba28e861	7/28/22			<p>Slowing down traffic would be nice. The sidewalks are plenty wide already and there needs to remain parking on Main Street for example and it would not be worth taking that away for even wider sidewalks or even bike lanes. Maybe a single bike lane on Main Street but not all main arteries of Charlestown</p>
19	Online	612fc980-5577-4d1b-8e72-5734b69ff29b	7/29/22	<p>leaving a greenway is a positive step, hopefully there is a on going fund along with it to ensure its upkeep.</p> <p>Not having a greenway on both sides is a huge mistake . The more green areas the better.</p> <p>The visual balance of both sides of Rutherford being a greenway brings more harmony to the whole area.</p> <p>What is happening to the parking areas for the Bunker Hill college in both one and two?</p> <p>Another huge mistake to eliminate them as they are used for many events, functions and as service areas.</p>	<p>What is happening to the parking areas for the Bunker Hill College?</p> <p>Again a huge mistake to eliminate these useful area's .</p>	<p>The two way bike lanes are horrid.</p> <p>Adding bike lanes across the town are horrid.</p> <p>Adding bike lane to Medford street is O.K. Its wide enough to see the bikers.</p> <p>In general bike lanes are hazardous to all, bikers, drivers , and in the compact streets of Charlestown it is double trouble as it is very hard to see bikers that are coming along side parked cars when stopping at a corner before making any turn. Bikers are often hidden by the shadows of buildings.</p> <p>Bike lanes are a negative in close compact areas. Bikers rarely obey stop signs, lights and cross walks.</p>
20	Online	abcb575d-2088-4b95-8163-58e11786f092	7/29/22	<p>I like the addition of streets in proposed development site at BHCC parking lots, though I have concerns about pedestrian access for new residents at this site.</p> <p>I'm not sure if greenway is necessary on this side of Rutherford as there's one proposed on other side.</p>	<p>I like the smaller blocks of proposed streets on I-93 side of Rutherford.</p> <p>I don't like that there's nothing proposed for access to new development at BHCC parking lot site.</p>	<p>If as proposed there will be significant new development on Medford Street, that road needs to become pedestrian and bike friendly, while managing its industrial traffic. This includes traffic-calming, protected bike lanes, improved sidewalks and crosswalks and other appropriate improvements.</p>
21	Online	950e898c-29b8-4dad-8c60-1c815e212517	8/1/22	<p>Charlestown really needs more greenspace. This absolutely needs to be part of the priority in planning. Rutherford Ave is an unpleasant, sunny, hot, not visually appealing section of town, and greenspace would greatly improve the experience of being in this area.</p> <p>Dislike: more traffic lights mean more congestion. Traffic lights in Boston are notoriously ill-timed, often making gridlock traffic even worse. The changes in Sullivan Sq several years ago are a perfect example of poorly timed lights that create so much traffic.</p>	<p>I don't see why evenly sized blocks matter more than having greenspace. I don't feel this scenario adds anything better than scenario 1.</p>	<p>Rutherford Ave. Austin St could be better as well. But slowing down traffic sounds terrible for people who commute during rush hour.</p>

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22	Online	b0ee34b2-99c9-466f-89b8-c00180433860	8/1/22	Love making Rutherford into a Greenway!!! Also love more crossing opportunities across Rutherford Ave		Would love bike lanes and a nicer sidewalk on Rutherford Ave (both directions). Bike lanes in the heart of Charlestown may be a challenge - but more "share the road" signs would be nice. I've had angry drivers get stuck behind me on my bike because they don't have enough room to get around me on skinny streets with parking on both sides.
23	Online	fc63435d-1324-4f62-8c39-5ce69a06a42a	8/1/22	I like the space along rutherford ave for a greenway	The lack of a road along rutherford ave seems odd.	Rutherford ave needs protected bike lines and a ground way to cross to Cambridge. the walking bridge at Austin street should be removed. It is an eyesore and not used.
24	Online	e7d8ffb2-5f75-4768-827a-195574f0fe73	8/1/22	I like that vehicles will have the option to enter the Schrafft's area of buildings from Main St. and 425 Medford St. so as to reduce the current and increased level of traffic on Medford St. I DO NOT LIKE that there would be entry/exit roads to the proposed Flatley development area after 425 Medford St. These entry/exit roads would create even more traffic than there is on Medford St. According to the map, this would be an intersection at N. Mead St. and Belmont St.	I like that vehicles will have the option to enter the Schrafft's area of buildings from Main St. and 425 Medford St. so as to reduce the current and increased level of traffic on Medford St. I DO NOT LIKE that there would be entry/exit roads to the proposed Flatley development area after 425 Medford St. These entry/exit roads would create even more traffic than there is on Medford St. According to the map, this would be an intersection at N. Mead St. and Belmont St.	Medford Street needs bike lanes on both sides and 6+ more crosswalks than currently exist. As a ten year resident this street is unsafe and a constant speedway outside of rush hour. Even during rush hour it's backed up due to the Main St. / Bunker Hill St. intersection.
25	Online	5f8c3b2b-b799-4265-88aa-0461a6a83d93	8/1/22	I like the consistent larger parcel size closer to the highway and the grid pattern near Rutherford.		Bunker Hill Street needs slower traffic and safer cross walks especially on the hill portion where cars get moving fast heading towards the main intersection with Main/Medford.
26	Online	b13d1803-e2c5-43b5-8d69-a47f1155a852	8/2/22	I like the grid system, except it will never work. It will be a nightmare for traffic, unless there is connections to hop on 93/Tobin from already existing sites.	I can't find scenario 2. This is not user friendly.	Sullivan Square Area & Rutherford Ave area.
27	Online	3d47579d-863a-42da-88e0-799b665ba022	8/2/22			It would be great to have all of the main streets safer for bikers and with wider sidewalks.
28	Online	7025fec2-5d4d-4fc1-8103-741818970ac9	8/2/22	I think the creation of a greenway is a great idea! Charlestown needs more green space		I think that Bunker Hill street and/or Medford street would be improved with a protected bike lane. As of now it is not a very bike friendly way to go. Cars are traveling at high speeds and there is not much buffer between bikers and passing traffic. A protected bike lane on the East side of Charlestown (Bunkerhill or Medford) would help residents on this side of town get around way easier by bike. If I had to choose either or I would pick Medford Street. It is a flatter street (easier to bike) and also it would provide connection to the Navy yard which gives cyclists and easy route to head into the downtown area. I also think slowing down traffic would benefit these roads as well. It can be hard for pedestrians to cross because it is hard for traffic to see them (cars parked on the road blocking drivers view of upcoming pedestrians). There is also nothing really slowing cars down on these roads, so most of the time drivers are traveling at high speeds.
29	Online	64146b1d-6d74-477f-82c6-9c970f6e6e41	8/2/22	What happens to the Boston Community College Fields? Will these be repositioned and reintroduced into the neighborhood? Field space such as soccer field is very hard to come by in the city of Boston, even if its unkept grass field and it feels like this is gear towards more housing and re-development and removing the opportunity for sports.	What happens to the Boston Community College Fields? Will these be repositioned and reintroduced into the neighborhood? Field space such as soccer field is very hard to come by in the city of Boston, even if its unkept grass field and it feels like this is gear towards more housing and re-development and removing the opportunity for sports.	
30	Online	f24fb5d3-247e-476a-8a02-59ea50f3bd5d	8/2/22			Medford St and Chelsea St would benefit from protected bike lanes.
31	Online	394f14ed-5f01-4486-86a7-25210f122f4d	8/3/22	In both scenarios, there are added signalized crosswalks. This will slow down traffic on Rutherford Ave. Is this the purpose of 7 additional signals. Why not more pedestrian bridges instead?		Chelsea Street- many motorists blow through the light at Constitution and the hill makes it difficult to see oncoming traffic. The intersection at Washington st needs a right turn signal and designated lane so pedestrians can cross it and wait for the light. Many tourists take this route.
32	Online	423317be-70fb-4486-845d-6aad6d1f88f3	8/3/22	I like the proposed Rutherford Greenway., but I'm concerned that all the traffic lights will just back up traffic coming from 93 or worse, cause people to drive down Main or Bunker Hill streets creating more traffic in town.	I like the idea of even-sized blocks, but my concerns about the traffic lights are the same as scenario 1 (It will just back up traffic coming from 93 or worse, cause people to drive down Main or Bunker Hill streets creating more traffic in town.)	Rutherford Ave, Medford Street.
33	Online	94d7906e-604c-48fe-88a3-4338ce65418d	8/5/22	Like the add'l green space along Rutherford. Dislike the add'l roadway off Medford St.	Like fewer roadways / less traffic off Medford St. Dislike the lack of greenways.	Roads that run the length of the town should have protected bike lanes, as they are used in commuting into city, navy yard, etc. Bike lanes, wider sidewalks, etc should ABSOLUTELY NOT be added to otherwise narrow, residential streets to preserve the historical character of the neighborhood, resident access to parking, etc.
34	Online	803888e2-0dc1-4bb1-8097-3823187ca964	8/7/22	Like space for a Greenway and protected bike lanes.	Like protected bike lanes. Indifferent about short, even city blocks.	Speeding traffic on Chelsea and Medford Streets is very unsafe. Protected bike lanes on Rutherford Ave. would be great along with a safe way for bikes to turn from Chelsea Street onto the bike lanes on the new North Washington Street Bridge once it is completed.
35	Online	6b4b1d4b-4116-4dc9-8993-9fc7ed78b0cb	8/8/22	In general I appreciate the additional streets to enhance the neighborhood feel and make it easier to access parts of Charlestown that are currently hard to access. I don't have an opinion regarding the preferability of the two scenarios.		I don't know how, but cars drive too fast on Warren St., and it would be good to slow them down somehow. Also, allowing cars to park very close to the corners on Warren and Bunker Hill among other streets in the neighborhood creates a lot of blind spots for pedestrians and drivers trying to turn onto or cross those streets.
36	Online	9b4d5bf6-ef54-4947-8f33-6796120f1a84	8/11/22	I really like the idea of having concentrated bike lanes - right now it seems too congested, and this would allow both commuters on foot and on bike to travel without disrupting each other	This seems to be a scenario where the main street is highlighted more - this would be great for local businesses, but in my eyes might make it tougher for commuters	Bunker Hill Street
37	Online	0f27f4bc-c971-4c23-8cb4-4115e03258cb	8/11/22			Cambridge Street between the Somerville line and Sullivan Square rotary

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38	Online	be6227d6-2f7a-4ab6-8226-b5c036aea7d2	8/12/22	I live on Medford St and do not like the additional road extensions, they do not benefit the community and will have a negative impact on our quality of life. Any future development traffic should be directed thru the existing Schraffts parking lot and exit area. Adding additional roads / exits onto Medford St will only increase the current traffic congestion we experience every day. In addition, the additional congestion will contribute to major issues for safety vehicles and 1st responders along with increased noise and pollution 24 hours a day.	I live on Medford St and do not like the additional road extensions, they do not benefit the community and will have a negative impact on our quality of life. Any future development traffic should be directed thru the existing Schraffts parking lot and exit area. Adding additional roads / exits onto Medford St will only increase the current traffic congestion we experience every day. In addition, the additional congestion will contribute to major issues for safety vehicles and 1st responders along with increased noise and pollution 24 hours a day.	I am against bike paths if we must sacrifice space on our existing roads for existing transportation. If road space is reduced it will only add to more congestion, noise and pollution.
39	Online	e2706f04-a616-49b0-8221-b82c925e14cc	8/14/22	Honestly I like them both alot because they extend the existing grids. As a civilian without urban planning experience it's hard for me to distinguish the proposals. But I like the sound of the green way along Rutherford Ave.	I like "Scenario 2 creates a more consistently scaled set of blocks in this area." It seems more welcoming to pedestrians to be "teased" along with consistency.	Main Street –bike lanes like you see other places (close the curb and protected by parked cars) and enhanced by consistent landscaping. I like how BU has done this. Medford St. is pretty empty but I would like to see bike lanes demarcated. FWIW, I travel the length of the full peninsula nearly daily in my car. When I am in a hurry (driving) I use Medford St. It's a bit soulless but I am fond of the big industrial buildings and the new urban garden. When I want to see people I take Bunker Hill Street. When I want to see beautiful architecture I take Main Street (and enjoy the part that happens after Austin St., travelling from Sullivan to City Squares. Before that Main St. is spotty and unloved and could be 100% better with bike lanes and landscaping. Retailers would be braver about moving in if it had a more welcoming hardscape + landscape.
40	Online	66073a96-e013-4862-8d1a-e7f6e7451af4	8/15/22	Charlestown needs more green spaces & having a greenway along Rutherford is preferred.	In both scenarios, additional traffic lights would be a good addition.	Either Bunker Hill Street or Medford Street need to be easier for cyclists. The intersection near Sullivan Square where Bunker Hill, Medford and Main Street converge is very dangerous for people on bikes.
41	Online	00266970-6ea7-4a02-87c1-fe6ae4406a622	8/17/22	More well connected street grids are great! Signalized intersections to slow down Rutherford and provide lots of crossing points is good. The Greenway along Rutherford doesn't look too useful. Not long enough to be useful for transportation on its own (compared to, say, Commonwealth Ave through Back Bay or the Esplanade), and being so close to Rutherford will be unpleasant. I prefer the better block spacing of Scenario 2, as long as every block has good (safe, wide, and comfortable) walking and biking space.		Gilmore Bridge. It's the only link from East Cambridge to Charlestown, it is effectively impassable on bike, and it's the reason why I basically never visit Charleston from where I live in East Cambridge.
42	Online	d3d80481-b1b8-48d5-896e-a8d677fff19e	8/19/22	Greater connectivity serves the general public well. This could potentially decrease response time for public safety officials.	The item I like about Scenario 2 are the short block lengths adjacent to Rutherford Ave. Again, giving drivers, pedestrians more choices are better. Also, more street trees!	Any area that is heavy in pedestrian traffic. Providing areas around the tourist spots where ride share drivers have a safe pull-off area could possibly be beneficial.
43	Online	bdccb4d5-e3ad-46f8-8aaa-28797c2d3072	8/19/22	Like the introduction of a grid at Sullivan Square. Would like the hood Industrial Park Drive to extend beyond the Gilmore Bridge to the Entryway to -93	Prefer to have uneven block sizes along Rutherford Avenue to allow for the greenway shown in Scenario-1. Elements of this greenway already exist on the grounds of BH Community College, and would prefer the mature trees there be preserved for instant shade.	Using the new Hood Industrial Park Drive for wide sidewalks and bike lanes is preferred. Parts of Main Street cannot accommodate wider sidewalks. Maybe Warren Street could be closed to car traffic and dedicated to pedestrians and bikes, with Main street open to 2-way traffic between Thompson Square and City Square.
44	Online	049663af-a90b-4063-8c60-dc6309289e78	8/21/22	I like that you're soliciting input from the community, and I like the idea of extending the residential feel. I'm not good at extrapolating from diagrams, so I can't tell which would feel better to me.	as above.	bike lanes or good biking options on bunker hill street and medford street–pointers to medford st as a bike route, as you don't have to go up and down [the real] bunker hill.
45	Online	7403b944-cdb6-484a-8b62-e205f4c38504	8/22/22	I like that you're soliciting input from the community, and I like the idea of extending the residential feel. I'm not good at extrapolating from diagrams, so I can't tell which would feel better to me.	I like scenario 2 better. I like that it leaves more open space around Schraffts and the smaller size blocks on the other side of Rutherford (between Rutherford and Bunker Hill industrial Dr). I'm concerned with the impact of all those stop lights on the traffic backing up into Sullivan Sq - I can't imagine the intersection can absorb that. 7 pedestrian intersections seems unnecessary.	Medford St can feel really dangerous for crossing, especially with children because cars go very fast and you can't see them around the turn. Russell St being 2 way for the block adjacent to Sullivan is awkward; the few times I have encountered a car going the opposite way, it did not feel safe. The street next to Cook St playground (right outside its gate), is not wide enough to fit a stroller between the wall and the utility pole, and there are also no curb cuts to go into the road and back up to the sidewalk - that is typical in Charlestown. It makes walking with a stroller very challenging, and obviously leaves people in wheelchairs with very limited mobility. Maffa Way leading to Assembly Row should also be improved. And the new bikeway along the Mystic is great, but there is no signage to make people aware that it is there.
46	Online	71897e00-6f05-4dbe-8043-093d9fb6f6e1	8/22/22	dislike is that the street network ignores existing property lines which will ultimately provide locations for streets. The street network also ignores floor plate sizes that would determine which use could then fit on the block	dislike is that the street network ignores existing property lines which will ultimately provide locations for streets. The street network also ignores floor plate sizes that would determine which use could then fit on the block	
47	Online	213706cf-90ab-44a4-8377-5505203add07	8/23/22	I like the proposed green space along Rutherford and the fact that the additional traffic lights would I think force the traffic on Rutherford to stop more often.	I like the symmetry	Rutherford Ave, City Square, Sullivan Square, the off ramp from 93 near the neck all need to have wider sidewalks and means to slow down traffic. Maybe some speed bumps. Also, make Union Street one way from Main to Washington Street. Traffic takes a cut thru from Old Rutherford to Union to Lawrence and out to Main and it becomes a speedway.

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48	Online	f3535506-bc2f-4a28-8d5f-5e23460475ae	8/23/22	Like the idea of traffic lights because of the noise and speeding cars on New Rutherford but this would affect car traffic significantly... there would be a constant back up of cars. Like the idea of developing south of New Rutherford Ave but what is happening to Bunker Hill Community College? Like the extra block north of Medford that is not included in Scenario #2.	Like the evenly spaced blocks better.	New Rutherford Avenue is currently very busy and noisy. Cars drive very fast on this road. It is not a nice street to walk on or to ride a bike on. In these scenarios, I am unsure of what happens to Bunker Hill Community College - is it being demolished? Warren Avenue sidewalks are narrow - can only walk 1-2 people side by side. Hard to walk with a stroller and a dog. There are also many sidewalks with holes where bricks should be that can be dangerous to walk on or unable to pass with a stroller.
49	Online	24304e2f-0184-4505-8fcb-bf54736553fa	8/23/22	Like: New "Main Street" and new Medford St grid Dislike: Larger blocks along new Main Street - could create more intimate scaled blocks	Like: Contextually appropriate blocks along new Main Street Dislike: Medford St grid - could create additional blocks along curve	Rutherford, Existing Main St., Bunker Hill St., Medford St., and Chelsea St.
50	Online	ae9663b2-0e8c-486d-84dc-3e81965bf0a4	8/24/22	Love the attempt to bring order to the chaotic Sullivan Square traffic situation. It'll help the commercial and business development in that area. New commuter station will open up Charlestown business environment to commuters from the distant suburbs. In both Scenario 1 and scenario 2, zoning law changes should be enacted to allow for and encourage bars & restaurants - that's part of the fabric of city living and almost non-existent in the Sullivan Sq - Medford St area currently.	It's great to see a plan for Medford St area. Lots of under-utilized space there, good for residential and business. With water views on top! The current best thing about that area and one that many residents use every day is the Dog Park. To maintain the value of this space, a good-sized grass and tree dog park is absolutely essential. Safe crossing points from Medford St to the infill road networks is a necessity as well. The protected bike lanes along the new Main St are good, many Charlestown residents work downtown Boston and commute via bike. Hopefully the bike lanes will seamlessly connect with the new Washington St bridge so bike travel to/from Charlestown to downtown will be convenient and safe.	Police traffic patrol should maintain a constant presence somewhere along Bunker Hill St. Unlike other streets in Charlestown, Bunker Hill St is a straight shot with only a couple traffic lights - this encourages a few drivers to speed up and down the street. The worst offenders are the motorcycles with loud exhaust systems. On a cool summer, fall or spring night, a single loud inconsiderate motorcycle rider going the length of Bunker Hill St can disturb the sleep and relaxation of a over 4,000 adult residents, their babies and their pets. One person disturbing the peace of thousands - to show off.
51	Online	0307a28b-a3eb-419f-88cc-2f10943c9c3e	8/24/22	For both scenarios: I like the connections across Rutherford Ave but it seems like it's adding a lot of traffic signals. I prefer more division of parcels along I-93 as shown in scenario #2 rather than mega blocks although it depends what use the parcels will have. Block scale comparable to Assembly Row seems like it would be good here.		
52	Online	620e48fe-360c-4d3c-895a-ef9a83090258	8/24/22	I'm in favor of anything that reduces vehicle speeds and makes roads safer for cyclist and pedestrians. I think this scenario keeps things more similar to the way things are now- which is unsafe for people.	I'm in favor of anything that reduces vehicle speeds and makes roads safer for cyclist and pedestrians.	Rutherford Ave- this stroad is a death trap. I know there's been another plan for reimagining but there isn't a lot planned for the section of Rutherford Ave undergoing tons of growth. We need more on that side of the stroad.
53	Online	1457eb43-03a0-4e5a-832f-c1b77919e3fa	8/25/22		I prefer this street network vs. Scenario 1. Assuming the street lights are "smart", hopefully traffic doesn't become an issue on Rutherford Ave with 6 new traffic stops.	
54	Online	0a7be07c-2581-449c-8b55-075662b94fda	8/25/22	Love that this helps to resolve the division along rutherford avenue - I know the current layout prevents me from safely accessing the dog park and I avoid the new developments on the west side since I can't safely walk or bike there, and seems silly to have to drive. Glad to see protected bike lanes and pedestrian access. I prefer Scenario 1 which includes a greenway and seems to have additional access by city park/washington street	See comments above - I don't like that this plan sacrifices the greenway.	Bunker hill street, Chelsea Street, Main street
55	Online	30bc4dd9-c1f9-4486-834e-5364aa8b1a50	8/26/22			Enough with the bike lanes. Our community is growing, growing, growing with all the development. We need more parking. Very few people are riding their bikes in winter months.
56	Online	76745d5d-4b2e-4b75-869e-691d2fffeac6	8/28/22	My only concern is the added light at the Main St. intersection. Will that be in place while a rotary is still in existence? If so, the traffic at that rotary is already horrible and a light with another intersection will just add to the chaos and traffic backup (drivers trying to get over into the correct lane, then stopping to take left-hand turn).	Same as above.	Rutherford Ave could really use protected bike lanes. It would be easier/quicker for cyclists to travel down Rutherford if they felt safe, rather than riding down Bunker Hill or Main streets, where there is really no room to install protected bike lanes or wider sidewalks.
57	Online	deba10cc-ce27-4497-8617-97cc835932f1	8/29/22			There needs to be at least one more street between Bunker Hill St and Medford St that is one way from Medford TO Bunker Hill ST
58	Online	024db0ed-460f-4972-89a5-087d4a5cd860	8/30/22	Proposed road parallel to Medford Street double extended further. Sullivan Square road configuration needs to be revisited to eliminate tunnel to avoid flood risk.	Ditto	Bike lanes must not eliminate parking.
59	Online	21793160-7b86-4c67-8dbb-558e360623a0	8/30/22	Breaking down the built spaces into more , smaller blocks with a clearer grid makes sense,		
60	Online	468b49cc-2520-4aa6-8312-068d3120da6f	8/31/22	I like that there is more connectivity with Rutherford Ave and many access points to get there from the "other side" of Charlestown. I am wondering how far over towards the river that the Medford Street extension would go. I am wondering if this takes into account the proposed Flatley development?	They seem pretty similar to me, although I like the greenway option better in Scenario 1 than the more evenly sized blocks in Scenario 2.	Rutherford Ave, Medford St

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61	Online	8e53a0cd-07c2-464a-8fcf-13df2f5ccb78	9/2/22	<p>This transportation section doesn't identify Charlestown's limited access points. Outside of the Lost Village streets, entering/leaving CTown means deciding between various bottle necks. Increasing the workday and/or residential population will increase the already severe (at times) congestion at these bottle necks. This Transportation plan only addresses roadways. Mass transportation is not mentioned, & without an improvement, these street improvement scenarios have minor impact.</p> <p>The Rutherford Corridor remains largely cut-off from the Original Peninsula. Nothing is proposed here, for example, that makes walking between these areas more pleasant.</p>	See my comments for S.1	<p>Intersection (just inside from Sullivan Sq) of Main St with Bunker Hill, Medford, & Main is very precarious for pedestrians and cyclists. The side roads from near Scrafft's (including Mishawam St) add to the confusion/danger.</p> <p>Traffic on Medford St needs controls to keep speed within the limits.</p> <p>Traffic up Lowney Way, to Adams, to Common is uncontrolled. Most vehicles do not stop at the stop sign.</p> <p>Worse problem is 18-wheelers at times taking that route and they mistakenly think staying on Adams is the best route. (It's not, in case you are unfamiliar with that area. Backing up an 18-wheeler on these curved streets, with oncoming traffic, is not simple.)</p>
62	Online	4062c05d-7869-4ed2-87a1-e7cdade9aa21	9/2/22	These scenarios are barely different. I would like to see modeling data and the inputs used to determine that these changes will improve traffic congestion at morning and evening rush hour. Have residents been surveyed to confirm that anyone will actually use these sidewalks as they are not connecting residential areas - they lead to industrial parks.		We do not need more bike lanes. Bikes can't be used for half of the year here due to weather. The buses and subways need to be frequent and reliable so ppl can use them to get to work on time. There should be a public ferry connecting Charlestown, east Boston, seaport to facilitate commuting.
63	Online	e19108e6-1e4b-4439-83b2-ade18197d768	9/3/22			Bunker Hill Street. Medford street.
64	Online	6f03bd23-e16d-4675-81f0-f01003913253	9/6/22			Obviously Rutherford ave could use traffic calming and more multi-modal infrastructure to make it friendlier to pedestrians and cyclists. Medford street also sees higher speeds, but seems like its mostly wide enough that you could add buffered or protected cycle lanes while preserving most on street parking, and that would probably narrow the visual field enough to calm traffic there.
65	Paper		8/27/22	I don't see anything to like or dislike in either. I don't get it.		
66	Paper		9/12/22	Yes to additional connection under 93 in Scenario 1		Rutherford or course! Maximize street trees. city must take care of long term open space at sullivan sq (or developers) NOT MassDOT.
67	Online	7f0e00d4-9705-4455-8056-d7d0df2da090	9/7/22			Great to hear about a redesign for Sullivan Square. The traffic lights are poorly timed in this area and causes a lot of congestion. For both scenarios, with the addition of traffic lights, I would hope that they are timed appropriately to not cause further congestion.
68	Online	5b9396d8-8c11-4de9-8244-79eba806300c	9/8/22	The larger blocks closer to I93 seem better suited for reasonable mixed-use development. Also, the use of the smaller blocks closer to Rutherford for a greenway could provide an excellent opportunity for planting some much-needed trees in that area.	I don't think the smaller blocks are conducive to the type of development most likely to occur in this area. I am also concerned that the blocks closer to Rutherford would be developed with insufficient provision for greenspace,	If an adequate garage could be built to replace the lost street parking, Medford Street could and should have a dedicated bike lane. Also, Bunker Hill Street could use speed bumps to help slow traffic near some of its crosswalks - traffic on that street is sometimes too fast for safety.
69	Online	fa2403a2-2424-4ad4-8db2-5447beff00ce	9/11/22	I like that there is green space on Rutherford Ave.	I dislike the lack of green space on Rutherford Ave. I really like the concept of "extending" the Rose Kennedy Greenway into Charlestown and having that whole corridor be pedestrian friendly. I also think a reduced-size Rutherford Ave pairs better with the new configuration for the Washington St/North End bridge.	Rutherford Ave is terrible. There are potholes, fast cars, cut-through suburban commuters, disrepair and a ramp to nowhere. I loved the past plans that eliminated ALL the underpasses (Austin St AND Sullivan Sq), reduced the lane count and added a greenway. This will make the road feel more like a gateway to our wonderful neighborhood and less like an alternative route for people who commute on I93.
70	Online	1733d131-d8ba-4738-8d81-b5a45310b32c	9/13/22	<p>I like that Scenario 1 allows larger footprints closer to the highway, and gives Rutherford the opportunity to become a blvd (if it goes on a road diet).</p> <p>I don't like the new "Access Road" for the Medford street development just moves trucks onto an un-signalized intersection, and will poorly handle traffic.</p> <p>I don't like the number of traffic lights. They will just back up traffic into Sullivan Square.</p>		Prioritize T connections. Austin--> Gilmore bridge is TERRIBLE - uninviting and dangerous. Ensure the new Rutherford bike path will have a clean and wide interaction with a new bridge leading to Community College.
71	Online	c1d09234-3040-43d1-8334-bb25dbf4c511	9/13/22	I like that Scenario 1 includes a greenway. I dislike that the Cambridge St. / Rutherford Ave / Bunker Hill St. intersection does not seem to be solved. It is possibly the heaviest traffic area in Boston, it needs to be fixed.	Seems to provide more blocks on the Somerville side of Rutherford Ave. I dislike that the Cambridge St. / Rutherford Ave / Bunker Hill St. intersection does not seem to be solved. It is possibly the heaviest traffic area in Boston, it needs to be fixed.	The intersection in Sullivan square is a mess, needs to be completely redesigned. It creates heavy traffic and high risk of accidents.
72	Online	d2bd37de-15f0-4ea8-855e-3519be71da11	9/14/22	I like the new proposed Main Street and new key access road, but do not like the proposed road spacing on Rutherford Ave.	I like the changes that are proposed in both scenarios and like the more evenly spaced blocks connecting to Rutherford Ave.	Medford Street
73	Online	12181146-c1bf-447b-8381-c46093c4db63	9/14/22			Medford Street
74	Online	d7286aa6-b97d-4fdd-8aa0-d7890e0ad43b	9/14/22	I like Greenway along Rutherford Ave.		Main Street!! It is impossible to bike safely anywhere in Charlestown with children. PLEASE PLEASE PLEASE improve the bikes lanes!
75	Online	97c87990-f810-426c-8d40-b025bdf39c71	9/14/22		The consistency of block sizes around Rutherford Avenue is likely to create a more cohesive feel, whereas the arrangement in Scenario 1 seems like it would create a greenway on the outskirts of town with a couple of isolated blocks on the other side.	Rutherford Ave and Bunker Hill Street. Soon. Please!

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76	Online	63b2781d-f92d-4cd1-83ec-77521a3a1a1	9/14/22	Unnecessary roadways on private property seem unrealistic. Like Greenway for Rutherford.	Unnecessary roadways on private property seem unrealistic.	
77	Online	fd8dfe77-015b-445a-8438-1991efc7d9b5	9/14/22	I dislike the idea of a greenway. rutherford ave was designed a pass through and should remain so. i do like the additional streets	I DISLIKE THE BIKE LANES. I do like the additional streets to help traffic	no more bike lanes!!! more crosswalks and lights on bunker hill street and medford street
78	Online	8c1e688d-44c8-4b89-8e4b-162d639675f2	9/14/22	I like cross walks over rutherford ave.	I like cross walks over rutherford ave.	need traffic light at walker st. and main st. Cars have to inch out from Walker St and can get hit.
79	Online	f22310f6-1686-435e-85ad-2ee24e00019a	9/15/22			Bunker Hill St. is scary to walk across or drive down. Pedestrians at cross walks are not visible and drivers fly down that hill. Anything that could reduce speed would help. Also: more pedestrian activated blinking yellow lights so drivers know someone might b trying to cross (please don't add stop lights)
80	Online	9fd8120a-6d31-4413-8d45-75df132bf6c6	9/15/22	removes the large vehicular congestion from Rutherford street. Its almost as if a mini highway is there right now and its awful! nice to see more use of the industrial space behind Medford street being used as well.	same feedback as above	Rutherford Ave
81	Online	46ea00d9-cef7-4432-8ad1-4b053aaf6ffd	9/15/22	I like the green space in Scenario 1		Rutherford Ave and Medford Street should be improved with protected bike lanes
82	Online	e75291a4-47dd-4e65-8f06-977a672414bc	9/15/22	The Greenway buffer along the west side of Rutherford Ave		Austin St., Medford St.
83	Online	1f9b1bc2-2705-402e-8719-247fb8194530	9/15/22	More crossing. Anything that will allow bikers to safely bike, walkers to walk and decrease traffic would be welcome.	Not sure how much traffic there is currently on Medford street, but likely more if develop that area	The BRIDGE to the NORTH END, Medford street/.
84	Online	e1a4c584-a9b0-435c-8a0c-731bba110190	9/15/22		Love this option! We need this in town.	Auburn street. Cars cut though and go fast. Sidewalks are horrible
85	Online	8115a98f-1971-4e2b-8649-831c13817839	9/15/22	I like the incorporation of a greenway along here	I like the smaller blocks	Chelsea Street - as is it's a highway.
86	Online	2618e800-975e-45b8-8801-bab29f5d75c0	9/15/22	I like the idea of adding a greenway.		Main Street and Warren Street as to having protected bike lanes As to slowing down traffic, def Main Street and Bunker Hill Street
87	Online	b8a469de-c5aa-4567-8cb2-b74bfca1ddec	9/15/22			I am pleased that the plan recognizes the need for more protected bike lanes for both commuting & recreation. However I don't see how residents can be expected to make informed choices about the proposals in either scenario without more details about the nature of the lanes. Will they be cycle tracks that displace street parking? If not, will there be any form of barriers to prevent vehicles from encroaching on or parking in bike lanes? What are the proposed intersection improvements? How will the new & existing lanes connect to the changes resulting from the Sullivan Square & North Washington St. Bridge construction? What is the trade-off between more bike lanes and additional traffic congestion? If the answers to these questions have already been addressed, I couldn't find them in my copy of the Draft PLAN dated 7/27/22 which I received at the last public meeting.
88	Online	463491ba-18f4-4af8-84dc-89140e8bd985	9/15/22	In both cases I love the idea of more bikes lanes. I also love the connections to Hood Park and the community college. I like the greenway and the larger blocks.	I still think this looks good too!	
89	Online	0294da1d-d476-4300-8f6b-06b3b0614dd6	9/15/22	I like the Greenway along Rutherford Ave. I see a Greenway from the Mystic River, through Sullivan Square, along Rutherford Ave and connecting to the North Washington Bridge as a key piece of infrastructure for bike, scooter and pedestrian traffic. I also like the protected bike lanes on the new "main street" but I dont' think that should be instead of along rutherford Ave. That would be great for new housing in the hood park but I'm not sure if people coming from the mystic river or the current Charlestown neighborhood would "go over" to it to get into the city.	No strong opinions.	Main Street and Rutherford ave along with a couple perpendicular streets to access these if coming from other parts of Charlestown.
90	Online	ab3857c8-1dd3-459e-88fd-44fc44c65123	9/15/22	Too many signals, love the connecting roads.	Too many signals, love the connecting roads	Adams Street at the intersections of Mt. Vernon, Chestnut always have cars speeding and there are many children and people on the freedom trail. Traffic needs to be slowed down significantly

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91	Online	5d23a125-e316-4a29-887b-e34cf2a72273	9/16/22	The proposed streets do not look like they were well thought out regarding Medford Street. They still all lead back to Medford Street. How do both these scenarios tie into Sullivan Sq redo?	The proposed streets do not look like they were well thought out regarding Medford Street. They still all lead back to Medford Street.	Rutherford and Medford Streets should get bike lanes but not bus lanes.
92	Online	2b3bde29-5b21-4349-8ae5-96001e78625a	9/20/22	I like the addition of a greenway.	I don't see any tangible benefit with more even blocks.	On Warren street buses and big trucks drive very fast. I understand buses may no longer have a route down Warren st but I hope both types can be slowed down.
93	Online	0c1c01d9-8985-4b31-8bf8-87f3898a96dc	9/21/22			As long as traffic is slowed down on Rutherford Ave, that would be a good place for protected bike lanes. Currently Main St is the main bike thoroughfare, and would be a natural spot for protected bike lanes, but not if it would sacrifice parking. If they can be done there while keeping existing parking, that would be the best spot.
94	Paper		9/15/22	I favor the proposed addition of streets that fill out Charlestown and provide better connections		Rutherford Ave, Chelsea Street