

COMMENT	DATE	SOURCE	SPECIFIC LOCATION (IF APPLICABLE)	INTERSECTION OR CORRIDOR (IF APPLICABLE)	SAFETY INTEREST (IF APPLICABLE)
I love what you're doing for pedestrian safety	06/24	Pop-up			Safer crossing or walking
Good to learn about the changes. Sounds good!	06/24	Pop-up			
Doesn't like Dudley Lane. Sounds great and not sold on bike lanes	06/24	Pop-up	Dudley Lane	Corridor	
Very glad we're doing this. Sounds great. Knew someone who was hit and killed on MassxCass; learn to ride; vision zero	06/24	Pop-up	Massachusetts Avenue at Melnea Cass Boulevard	Intersection	
Asks to be added to listserv and invited to learn to rides	06/24	Pop-up			
Asks to be added to listserv and invited to learn to rides	06/24	Pop-up			
Sounds great	06/24	Pop-up			
Wants accessible sidewalks; walks a cat; lives in the South End and wants to be more civically involved; interested in Tremont South; changes on Tremont St look beautiful	06/24	Pop-up	Tremont Street	Corridor	Safer crossing or walking
10 year old learning to ride a bike.	06/24	Pop-up			
I like medians with park benches and strip of flowers. In NYC they have an adopt the block program. It's good to sit on a bench in a shady area, especially when you're older. Thinks proposed changes are good. Doesn't like the cracks in the sidewalks, their cart gets caught in them while walking. They like the accessibility improvements. They aren't from around here so they don't know Ramsey Park.	06/24	Pop-up			Safer crossing or walking
Really likes the proposed changes	06/24	Pop-up			
Witnessed a car accident at the intersection of Harrison x Northampton. The vehicle was going too fast, flipped, and hit a pedestrian. Approves of the proposed changes and says it's a must.	06/24	Pop-up	Harrison Avenue x Northampton Street	Intersection	Safer crossing or walking, Slower and safer driving
We need slower cars, especially on Washington Street. Love the plans for this!	06/24	Pop-up	Washington Street at Lenox Street, Washington Street at	Intersection	Slower and safer driving
Slower cars and buses on Washington St. [For the Shawmut Ave crosswalks] votes for #4 Ball/Hammond crosswalk to Ramsey Park	06/24	Pop-up	Washington Street; Ball Street x Hammond Street	Intersection, Corridor	Slower and safer driving, New crosswalk
I agree with this if it were to happen. I wouldn't feel so pressured to speed up due to those driving too close.	06/24	Pop-up			Slower and safer driving
Really likes the project and the proposed changes for pedestrian safety, particularly at Harrison at Northampton. Drivers do not slow down and it's difficult for pedestrians to cross.	06/24	Pop-up	Harrison Avenue x Northampton Street	Intersection	Safer crossing or walking
Left contact info only	06/24	Pop-up			
Lenox x Washington - need blinking lights because drivers don't stop. Crossing islands will help with feeling safer near the bus stop. Likes the proposed crossing islands at Thorndike x Washington. At Lenox x Shawmut - crosswalk is needed here in front of the church. A crosswalk is also needed at Ball/Shawmut near the Residence Inn.	06/24		Lenox Street x Washington Street, Lenox Street x Shawmut Avenue, Shawmut Avenue x Ball Street, Thorndike Street x Washington Street	Intersection	Slower and safer driving, Safer crossing or walking, New crosswalk
Lives on Concord Square across Mass Ave. Bikes on Northampton and Shawmut all the time. Supports the contraflow bike lane - sounds great, would affect him. Likes the median on Tremont and Northampton.	06/29	Pop-up	Northampton Street, Shawmut Avenue, Tremont Street x Northampton Street	Corridor	Safer crossing or walking, Safer biking
Yay! Contraflow bike lanes! Currently unsafe to ride to my city job at 1010.	06/29	Pop-up	Northampton Street	Corridor	Safer biking
Left contact info only	06/29	Pop-up			
Sounds great! Doesn't own a car and that's why they live in the city. [For Shawmut Ave crosswalks] prefers #1 [at Grocery Store] (closer to northampton) or 2 [at Ramsay Park Path], and 4 (because it slows down cars after lights). Likes raised crosswalks at Tremont. Like median and bike lanes. Reported that trucks go down Northampton to avoid the light.	06/29	Pop-up	Tremont Street, Northampton Street, Shawmut Avenue, Shawmut Avenue at Grocery Store, Shawmut Avenue at Ramsay Park Path, Shawmut Avenue at Hammond Street	Corridor	Safer crossing or walking, Slower and safer driving
[For Shawmut Ave crosswalks] #2 [at Ramsay Park path] goes into the park. Is there a natural flow? Send an observer? Contraflow lanes would be alright. Was worried they would put in protected bike lanes. Worries double parking would block the lane.	06/29	Pop-up	Northampton Street, Shawmut Avenue at Ramsay Park Path	Corridor	New crosswalk, Safer biking
[For Shawmut Ave crosswalks] Prefers #1 and #3. Really likes crossing islands especially at [illegible text] and Washington. Likes raised crossings too.	06/29	Pop-up	Washington Street, Shawmut Avenue at Grocery Store, Shawmut Avenue at Kendall Street	Intersection	Safer crossing or walking
Lives at 202 Northampton. Can we make Northampton one way in the other direction? There is speeding on Northampton and traffic will be backed up by 8:30 AM.	06/29	Pop-up	Northampton Street	Corridor	Slower and safer driving

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Do not remove parking on Northampton. People use their cars to get to work and may not have driveways. Bikes go contraflow all of the time and there's been no part on the city to regulate bike traffic. There are groups of bike riders doing wheelies that run lights. The City won't enforce because it's unsafe to chase them.	06/29	Pop-up	Northampton Street	Corridor	
Pedestrian islands mess up traffic. Ilona and other restaurants have messed up traffic with outdoor dining. They shouldn't be using public spaces for private uses.	06/29	Pop-up	Tremont Street	Corridor	
Lives on Shawmut at Hammond. Need a crossing across Shawmut. Supports raised crosswalk at Northampton and Tremont. Need a crosswalk at Hammond at Tremont.	06/29	Pop-up	Shawmut Avenue at Hammond Street, Tremont Street at Northampton Street, Shawmut Avenue	Intersection, Corridor	New crosswalk
Pedestrian island and other changes at Tremont and Northampton are good. They feel like they already have to slow down to the make the turn. Having a contraflow on Northampton seemed redundant and would rather the time and money be spent on making the Mass Ave intersections safer. Received the postcards and appreciates the work being done.	06/29	Pop-up	Tremont Street at Northampton Street, Northampton Street, Massachusetts Avenue	Intersection, Corridor	Safer crossing or walking
A member of Claremont Neighborhood Association. Has been advocating for bike lanes on Northampton for 8 years and supports the contraflow bike lane. Wants to make Northampton one way between Tremont and Columbus. Tremont at Northampton is very unsafe and unfriendly to pedestrians. Wants acorn-style lights on Northampton. Has a blind/deaf daughter. The sidewalk on the odd side is horrible, including for people who are older. Would like to see an RRFB with a push button at Tremont at Northampton. Doesn't like the Tremont St road diet. Wants to know why there are trucks on Northampton and if there's a truck route that they should be on instead. They've asked the City. Cambridge recycling.Priorites for Northampton are: 1) Make it slower, safer 2) Create alternative bike lane to Mass Ave. 3) Restrict trucks	06/29	Pop-up	Northampton Street, Tremont Street at Northampton Street	Intersection, Corridor	Safer crossing or walking, Slower and safer driving, More visibility, Safer biking
Lives on Tremont at Mass Ave. Has seen many crashes at Tremont at Northampton - can watch from their window. It's a blind intersection and an island will help a lot. It's important to slow people down at the intersection because there are a lot of big trucks at night. It will be good to slow people down with the contraflow on Northampton. Anyway they can support these changes, they will.	06/29	Pop-up	Tremont Street at Northampton Street, Northampton Street	Intersection, Corridor	Slower and safer driving
Resonates with previous comment (#608): Lives on Tremont at Mass Ave. Has seen many crashes at Tremont at Northampton - can watch from their window. It's a blind intersection and an island will help a lot. It's important to slow people down at the intersection because there are a lot of big trucks at night. It will be good to slow people down with the contraflow on Northampton. Anyway they can support these changes, they will.	06/29	Pop-up	Tremont Street at Northampton Street, Northampton Street	Corridor, Intersection	Slower and safer driving, Safer crossing or walking, Safer biking, More visibility
There are accidents from vehicles blowing stop signs and speeding. Crossing islands on Tremont St seem good. A contraflow bike lane on Northampton is nice. Doesn't like the bike lane on Mass Ave - is a driver for bus #1 - traffic to make right turn on Albany. Likes the bike lanes in Cambridge because hates bikes in the vehicle driving lanes.	06/29	Pop-up	Tremont Street at Northampton Street, Northampton Street	Intersection, Corridor	Slower and safer driving, Safer biking, Safer crossing or walking
Left contact info only	06/29	Pop-up			
What do you like about the proposed changes? The addition. Of crosswalks and raised crosswalks	07/05	Online Survey			
What do you have questions about? Exactly who are the people who are participating in this proposal? It appears that you are catering (again) to the caucasians that have gentrified this Roxbury neighborhood with these bike lanes and are just checking off the boxes by saying "the neighborhood". This is another travesty to displace the long term residents of color and transform the areas of our neighborhood to satisfy they influx of whites moving in!!! Disgrace!!!!	07/05	Online Survey			

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<p>This email regards the concept of putting a counterflow bike lane on Northampton Street from Tremont Street to Albany Street. There are several factors which must be taken into consideration, which have not been addressed in recent explanations by the city.</p> <p>At the recent 6/29 "Pop up" at the corner of Northampton and Tremont streets, I was told one of the functions of the counterflow bike lane was to narrow the street to one drivable lane, with the expectation this would slow traffic. Presumably this counterflow lane will be put next to one curb, with the parking moved away from the curb by the width of the lane.</p> <p>1. Planners should consider the twice weekly garbage truck pickup of trash. Cars will back up behind the trucks, assuming the trucks don't travel on one side close to parked cars, allowing cars to pass by their halting truck. The resulting backed up vehicles may well extend a block or so behind the garbage truck.</p> <p>2. This mostly residential street has private cars stopping on occasion to pick up or discharge passengers with or without groceries, as well as delivery trucks unloading an appliance, a piece of furniture, or other goods. These stops can range from a minute to more than 15 - more in the case of delivery trucks.</p> <p>To expect the recipient of the appliance or furniture to apply for a "no parking" permit for that short period of time is, I believe, fanciful wishing. These deliveries are substantively different from moving trucks used to relocate the contents of an entire apartment.</p> <p>Would a taxi, or "The Ride," be expected to find a parking place perhaps many buildings away from the unit where the passenger lives, or would that passenger be expected to obtain a "temporary no parking permit" for such? More than likely, truck, taxi or "Ride" vehicle will stop in the travel lane, halting all traffic for the period of time required.</p> <p>3. This counterflow lane will likely be used by motorbikes, increasing the hazard to both the biker, the motorist, and residents who cross the street.</p> <p>While part of the concern of such traffic planning is to encourage obedience to the law, this counterflow lane may well encourage more breaking of the law to fix a problem which doesn't exist. Beyond the situations described above, such a counterflow lane may well encourage bicyclists to counterflow on one way streets not so marked.</p> <p>The Transportation planning department should provide evidence that this counterflow lane is needed; that there have been accidents on Northampton Street suggesting the lane as a way to lessen such, or that there have been a number of requests for such a lane. It is not rational to expect, without such a demonstration, that a counterflow lane will take bicyclists off of Massachusetts Avenue, if that is an intended goal, as the biker would be required to cross oncoming traffic to get to Northampton Street, whether on Columbus Ave., or any of the other cross streets. Indeed, the bike lanes on Massachusetts Avenue are insufficiently used, and could handle any bike traffic that the counterflow lane on Northampton Street might carry.</p> <p>Without such evidence of an existing need, perhaps it would be better to avoid fixing something that isn't broken.</p>	07/05	Email			
<p><i>Which new raised crosswalks on Shawmut Avenue would you like to see added? At the grocery store, At Ramsay Park path</i></p>	07/05	Online Survey			
<p><i>What do you like about the proposed changes? Excited about the changes for the Northampton/Tremont crossing, that one is always been a bit difficult. Excited about the contraflow bike lane down Northampton St.</i></p>	07/06	Online Survey			
<p><i>What do you have questions about? The change to have Northampton St be one way between Columbus and Northampton is good, but curious why the contraflow bike lane doesn't continue to the end. I also think the contraflow bikelane on Shawmut should continue to mass ave.</i></p>	07/06	Online Survey			

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What do you like about the proposed changes? Counterflow bike lane on Northampton is a bad idea. Constricts a narrow street to one lane with no possibility of passing temporarily stoped vehicles, with resulting car/truck traffic backing up both from garbage trucks and incidental truck/car deliveries. Invites bikers to counterflow on streets not so marked. City has yet to make clear a demand for such a lane, which duplicates the lane one block away on Mass. Ave. See my email of Tuesday for fuller comments.	07/07	Online Survey			
What do you like about the proposed changes? I don't- too much lost parking	07/07	Online Survey			
What do you have questions about? Loss of parking on Northampton St	07/07	Online Survey			
What do you have questions about? What kind of equity are you bringing the Roxse apt buildings when you take away all the parking on Northampton st?? Do you think brown and black people don't drive? You made a mess of Tremont now you're going to make more of a mess!!	07/08	Online Survey			
Supportive of RCW on Shawmut (voted)! Thinks the grocery store would be best but it's so busy and there's so much double parking. He hit a dog in a crash. There's a lot of double parking with people hanging at Park/Shawmut that started during the pandemic.	07/09	Pop-up	Shawmut	Corridor	New crosswalk
The trucks are really loud. Supports raised crossings. Not as excited about big pedestrian crossing islands. They can't see where the edge of the curb is; if there's a sign at the end that's good; cars behind you create pressure to turn quickly; very hard to see and make the turn. They should look into a crosswalk on Washington and Northampton with just paint.	07/09	Pop-up	Washington x Northampton	Intersection	New crosswalk
Kids walk from the projects over to the park by themselves all of the time and cars drive by so fast, they could get hit. I try my best to look after them when I'm around. Slowing down the cars in front of the residential area will make this space much safer. Voted for Ramsey Park.	07/09	Pop-up			Slower and safer driving
This is great and so needed for the community. I walk around a lot and need help getting to the grocery store. What a great idea; perfect.	07/09	Pop-up			
Supportive of RCW on Shawmut - for our kids! Supportive of anything that will improve safety.	07/09	Pop-up			New crosswalk
Good to see crosswalks and speedhumps on Shawmut. Cars go fast. Voted on 2	07/09	Pop-up	Shawmut	Corridor	New crosswalk
I'm a mom. Voted on crosswalks - great to have crosswalks on Shawmut Ave. They chose locations based on what's best for kids. Great to see crossing islands on Washington St at Thorndike.	07/09	Pop-up	Shawmut, Washington x Thorndike	Corridor	New crosswalk
Voted on 2 crosswalks. Opposition to sidewalks on Hammond - as a driver if you can't make that turn you'll have to go all the way around.	07/09	Pop-up	Hammond	Corridor	New crosswalk
Takes bus on Washington Street to head downtown. Supportive of crossing islands on Lenox at Washington St. Supportive of contraflow bike lane on Shawmut. Voted for Hammond/Ball (used to live there)	07/09	Pop-up	Lenox x Washington, Hammond x Ball	Intersection	Safer biking
A service driveway. Wants raised crosswalk at Ball and Hammond.	07/09	Pop-up	Ball x Hammond	Intersection	New crosswalk
Voted on Shawmut crossings. A biker that supports lanes on Shawmut. The double parking makes it dangerous to bike and the issue is worse on the weekends. As a driver, they do the Hammond at Ball turn wrong too and it's good that they're trying to stop that. They said to make sure that BTd talks to the people who live on Shawmut. Washington and Thorndike proposals are very helpful because many people come to the park.	07/09	Pop-up	Shawmut, Hammond x Ball, Washington x Thorndike	Corridor	Safer biking
They would like a two-way on Hammond to Ball. And want to drive up Shawmut one way to get to Hammond. They also want to restrict parking. They hate merging EB after Mass Ave on Tremont.	07/09	Pop-up	Hammond, Shawmut, Tremont	Corridor	

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<p>This email regards the concept of putting a contraflow bike lane (CFBL) on Northampton Street from Tremont Street to Albany Street. There are several factors which must be taken into consideration, which have not been addressed in recent explanations by the city.</p> <p>At the recent 6/29 "Pop up" at the corner of Northampton and Tremont streets, I was told one of the functions of the CFBL was to narrow the street to one drivable lane, with the expectation this would slow traffic. Presumably this CFBL will be put next to one curb, with the parking moved away from the curb by the width of the lane (i).</p> <p>1. Planners should consider the twice weekly garbage truck pickup of trash and of recycling. Cars will back up behind the trucks, as the narrowed passage for vehicles will not permit cars to pass the halting trucks. The resulting backed up vehicles may well extend a block or so behind the garbage truck.</p> <p>2. This mostly residential street has private cars stopping on occasion to pick up or discharge passengers with or without groceries, as well as delivery trucks unloading an appliance, a piece of furniture, or other goods. These stops can range from a minute to more than 15 - more in the case of delivery trucks. These stops will also impede traffic flow as with the garbage trucks.</p> <p>To expect the recipient of the appliance or furniture to apply for a "no parking" permit for that short period of time is, I believe, a fanciful wish. These deliveries are substantively different from moving trucks used to relocate the contents of an entire apartment.</p> <p>Would a taxi, or "The Ride" be expected to find a parking place perhaps many buildings away from the unit where the passenger lives, or would that passenger be expected to obtain a "temporary no parking permit" for such? More than likely, truck, taxi, or "Ride" vehicle will stop in the travel lane, halting all traffic for the period of time required. As well, and most important, emergency vehicles would find passage around such a halting vehicle not possible - whether garbage truck, delivery wagon, or taxi.</p> <p>3. This CFBL will likely be used by motorbikes, increasing the hazard to both the biker, the motorist, and residents who cross the street.</p> <p>While part of the concern of such traffic planning is to encourage obedience to the law, this CFBL may well encourage more breaking of the law to fix a problem which doesn't exist. Beyond the situations described above, such a CFBL may well encourage bicyclists to counterflow on one way streets not so marked.</p> <p>Page 1</p>	07/09	Pop-up	Northampton	Corridor	

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<p>4. At the Washington Street intersection with Northampton St., the bicyclists will be required to cross the 6 lanes of Washington Street without the help of a signal such as exists at Massachusetts Avenue and Washington Street.</p> <p>5. There are a number of garages and driveways on Northampton Street, between Tremont Street and Shawmut Avenue. Accessing these driveways and garages requires the driver to back up off from the street, or back up into the street, either of which will cause delays for the oncoming traffic, and increase the possibility of a collision.</p> <p>The Transportation planning department should provide evidence that this CFBL is needed; that there have been accidents on Northampton Street suggesting the lane as a way to lessen such, or that there have been a number of requests for such a lane. It would be helpful to note other CFBL in the city as points of comparison. It is not rational to expect, without such demonstrations, that a CFBL will take bicyclists off the clearly marked Massachusetts Avenue bike lanes, if that is an intended goal, as the biker would be required to cross oncoming traffic to get to Northampton Street, whether on Tremont Street, or any of the other cross streets. Indeed, the bike lanes on Massachusetts Avenue are insufficiently used, and could handle any bike traffic that the CFBL on Northampton Street might carry. Without such evidence of an existing need, perhaps it would be better to avoid fixing something that isn't broken.</p> <p>(i) Placing the CFBL outside of parked cars, and thus in the vehicle travel lane certainly will invite head on collisions. The odds of such happening will significantly increase when the garbage trucks, or other motor vehicles are momentarily halted and other vehicles attempt to bypass the halted vehicle. Either the bicyclist or the passing vehicle's driver may well not notice the oncoming bike/vehicle, especially if the temporarily halted vehicle is making use of the CFBL, thus blocking a line of vision.</p> <p>617-236-4399</p>	07/09	Pop-up	Northampton	Corridor	
<p>The bigger issue is that people like to jaywalk. Flexposts are a waste of an investments because they're always knocked down. Islands on Washington at Lenox would be a pain in the butt for drivers when they make u-turns. People need to put down their cell phone. Took a LTR flyer.</p>	07/11	Pop-up	Washington x Lenox	Intersection	Slower and safer driving
<p>Wants to volunteer with LTR. Likes the idea of a crossing island on Washington at Lenox. Concerned about confusion at Tremont St (construction).</p>	07/11	Pop-up	Washington x Lenox	Intersection	New crosswalk
<p>Since safety is the concern, it should be prioritized no matter what and enhance the living quality of the neighborhood.</p>	07/11	Pop-up			
<p>I love this idea. Children try to cross Washington - dangerous sometimes the crossing guard isn't here on time. Likes all four Shawmut options. Cars speed on Washington,</p>	07/11	Pop-up	Washington, Shawmut	Corridor	Safer crossing or walking
<p>For the safety of school kid and public health it a plus. Thank you very much.</p>	07/11	Pop-up			
	07/11	Pop-up			
	07/11	Pop-up			
	07/11	Pop-up			
<p>Lives on 1 East Lenox; hit by car in Nubian Sq.; Mass and Melnea not safe. There's a walk signal but cars turning onto the highway have the green - very dangerous. Supportive of changes on Washington at Lenox to make it safer.</p>	07/11	Pop-up	Washington x Lenox	Intersection	Safer crossing or walking
<p>"The changes seem nice" Idea: add crossing islands and removed left hand turn lane at Washington at Lenox.</p>	07/11	Pop-up	Washington x Lenox	Intersection	New crosswalk
<p>Northampton at Washington - mom hit and killed. There's no crosswalk on s. south - why not? Tried to advocate in the past w/ city councilors.</p>	07/11	Pop-up	Northampton x Washington	Intersection	Safer crossing or walking
<p>Very good. People go too fast Voted for Hammond and grocery. Lives off Shawmut.</p>	07/11	Pop-up	Hammond	Corridor	Slower and safer driving
<p>Lives on Washington St - Grant Manor. Great idea.</p>	07/11	Pop-up			
<p>Lives in South End. Likes the ideas. Voted Park and Hammond - already marked</p>	07/11	Pop-up	Park x Hammond	Intersection	
<p>Works for Grant Manor - always watching. Crossing islands are a great idea. He's seen woman in wheel chair wait 7-10min to cross. People speed and there are no markings. Votes for grocery store on Shawmut.</p>	07/11	Pop-up			New crosswalk
<p>Likes the crossing islands on Washington St. Voted for grocery store on Shawmut.</p>	07/11	Pop-up	Washington, Shawmut	Corridor	New crosswalk

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Rosie's - intersection of Harrison at Lenox is dangerous. People are not experienced drivers, under the influence, or they don't care. Supportive of the proposed changes to add crosswalk at Harrison at Lenox. Supportive of contraflow lanes. "I like change." "Everybody needs to feel safe, whether you're on a bike or not." Too afraid to bike - gave her LTR flyer.	07/11	Pop-up	Harrison x Lenox	Intersection	Safer crossing or walking
	07/11	Pop-up			
Thought it will be nice for kids. Works at BMC and lives on Hammond. Likes Hammond at grocery (already marked on paper)	07/11	Pop-up	Hammond	Corridor	New crosswalk
Supportive of crossing islands on Washington at Lenox to make it safer.	07/11	Pop-up	Washington x Lenox	Intersection	New crosswalk
Regularly bike Northampton contraflow - doesn't feel safe on Mass Ave. Do the same on Shawmut. Question about why can't parking be protected? Very supportive of changes in general.	07/11	Pop-up	Northampton	Corridor	Safer biking
Woman thought (eastern?) crossing island at Washington at Lenox was a good idea. Was worried about the impact West one would have on left-turning vehicles from Washington to Lenox northbound. Doesn't like when travel lanes are narrowed.	07/11	Pop-up	Washington x Lenox	Intersection	Safer crossing or walking
<i>What do you like about the proposed changes? I like the contraflow bike lanes, raised crossings, and curb extensions (mostly)</i>	07/12	Online Survey			
<i>What do you have questions about? Will the curb extensions proposed at Tremont St and Northampton St preclude protected bike lanes on Tremont St in the future? (For example if the new configuration in the South End were to be extended further.) If so, I would say that the curb extensions should only extend into Northampton St and NOT into Tremont St.</i>	07/12	Online Survey			
<i>Which new raised crosswalks on Shawmut Avenue would you like to see added? At the grocery store, At Kendall Street</i>	07/12	Online Survey			
Not a fan of curb extensions as they cause even more bottlenecks. Please retime the following lights: 1) Davenport St to Tremont Street - the green light is too long 2) Hammond St to Tremont St - the green light is way too short	07/13	Pop-up	Tremont x Davenport	Intersection	
Negative vote for #4 on Shawmut. Has almost been hit on Tremont x Hammond. Likes Northampton contraflow - would use instead of Mass Ave. Hates Mass Ave x Tremont intersection.	07/13	Pop-up	Shawmut, Northampton, Tremont x Mass Ave, Tremont x Hammond	Corridor	Safer biking
He bikes. We should be putting bike lanes on Tremont St and focusing on that, not Shawmut. Tremont St is busier and feels very unsafe - not sure whether to bike on the road or the sidewalk.	07/13	Pop-up	Tremont	Corridor	Safer biking
Lots of concerns around safety; drivers going too fast, not stopping or following the rules. Voted on #2 Shawmut locations for RCW. Supportive of slowing drivers, making it safer. Supportive of RCW, crossing islands, curb extensions in general.	07/13	Pop-up	Shawmut	Corridor	Slower and safer driving
	07/13	Pop-up			
Lives on Shawmut x Hammond. Sees people doing illegal turns all of the time. Supports safety improvements. Voted on 2 Shawmut RCW. Got in a crash at Tremont x Northampton 10 years ago: turning left onto Tremont from Northampton, got hit by someone going straight on Tremont. Thinks Hammond x Tremont intersection is fine to cross (signal helps). Thinks Northampton is already narrow, but didn't seem opposed to contraflow bike lanes	07/13	Pop-up	Shawmut x Hammond, Hammond x Tremont, Northampton	Intersection	Slower and safer driving
<i>What do you like about the proposed changes? Put bike lane to Washington Street, remove from Shawmut Ave - keep car parking on Shawmut Ave on both sides. If a crosswalk is placed at Hammond St do a raised one but do not place the curb so far out into Hammond Street.... Cars coming from Ball Street cannot see cars coming from Shawmut/Mass Ave direction - We need car parking blocked for 1 spot on the right corner of Ball St and Shawmut Ave facing Hammond St.</i>	07/14	Online Survey	Shawmut Avenue, Shawmut Avenue at Hammond Street	Corridor, Intersection	New crosswalk, Safer crossing or walking, More visibility, Slower and safer driving
<i>What do you have questions about? What actual residents asked for bike lanes on Shawmut Ave</i>	07/14	Online Survey	Shawmut Avenue	Corridor	Other
<i>Which new raised crosswalks on Shawmut Avenue would you like to see added? At the grocery store, At Kendall Street</i>	07/14	Online Survey	Shawmut Avenue, Shawmut Avenue at Kendall Street	Corridor, Intersection	Safer crossing or walking

COMMENT	DATE	SOURCE	SPECIFIC LOCATION (IF APPLICABLE)	INTERSECTION OR CORRIDOR (IF APPLICABLE)	SAFETY INTEREST (IF APPLICABLE)
What do you have questions about? There needs to be a raised crosswalk at Hammond Street and Tremont and another at 1050 Tremont St - after the Hammond Street traffic signal there is nothing else to slow down drivers prior to reaching Melnea Cass Blvd - Cars drive super fast down Tremont making it hard for pedestrians to walk across the street - what is being done at Northampton St needs to be brought further down - neighborhood kids have to run for their lives crossing Tremont St to get to Northeastern or Carter's Park	07/14	Online Survey	Tremont Street at Hammond Street, 1050 Tremont Street, Tremont Street	Corridor, Intersection	Safer crossing or walking
What do you like about the proposed changes? "I'm very concerned that no changes are proposed for crossing Tremont Street. There is just one signalized crossing between Melnea Cass and Mass Ave and it is not very safe because of the geometry of the intersection. We need pedestrian bump outs, flashing safety lights and /or signaling crossings at the intersections of tremont and Burke, Coventry, and Cunard streets so we can safely cross Tremont to get to Carter Park. I cross with my children all the time and it is scary. Driver's don't slow down or stop at the cross walks. My neighbor was hit by a car and broke her leg crossing there. Please, please, please don't let this opportunity pass without fixing this dangerous situation."	07/20	Online Survey	Tremont Street, Tremont Street at Burke Street, Tremont Street at Coventry Street, Tremont Street at Cunard Street	Corridor, Intersection	Safer crossing or walking
Which new raised crosswalks on Shawmut Avenue would you like to see added? At Hammond Street and Ball Street	07/20	Online Survey	Shawmut Avenue at Hammond Street and Ball Street	Intersection	New crosswalk, Safer crossing or walking
Shawmut, Mass Ave is a speedway. Excited about crosswalks on Shawmut. Voted for Hammond/Ball	07/21	Pop-up	Shawmut, Hammond x Ball	Intersection	New crosswalk
Tremont causes a traffic jam. Bus stops in the middle of the street.	07/21	Pop-up	Tremont	Corridor	
	07/21	Pop-up			
There is no curbcut on Shawmut at Camden and at Lenox	09/18	Chester Park Festival	Shawmut Avenue at Camden Street, Shawmut Avenue at Lenox Street	Intersection	Safer crossing or walking
I live at Tremont and Davenport. We really need maintenance - the crosswalks are degraded and faded. It doesn't feel safe for my daughter to cross Tremont to get to school. Tremont is a speedway and there is a lot of doubleparking. Will you be repaving Tremont from Mass Ave to Melnea? The Northampton and Harrison Ave intersection is very dangerous - it's unclear if it's a four-way stop. I've witnessed an accident with a school bus, and my friend got her foot run over by a car here, which was very traumatic for her.	09/18	Chester Park Festival	Tremont Street at Davenport Street, Tremont Street, Northampton Street and Harrison Avenue	Corridor, Intersection	Safer crossing or walking, Slower and safer driving
Can you improve the Tremont/Davenport/Hammond signal? It's unsafe to cross Tremont Street.	09/18	Chester Park Festival	Tremont Street at Davenport Street at Hammond Street	Intersection	Safer crossing or walking