

Name (First)	Name (Last)	Comment	Address (City)	Address (State)	Address (Zip)
Kareem	Talhouni	<p>Dear DCR,</p> <p>With regards to the Birmingham Parkway Feasibility Study, I am in favor of Option "D" which maximizes the reclaimed riverfront land, gives a healthy grass strip to the current pool-site and doesn't cause inbound drivers additional difficulties in navigation due to alignment issues. Thank you for your attention.</p> <p>Best regards, Kareem</p>	Concord	MA	01742
Amy	Plovnick	<p>I am very supportive of the proposed project, as it will remove excess vehicle lanes and pavement, add space for recreation by the river, and make the area safer for people walking and biking. I live in Watertown and regularly walk and bike along this stretch of the river, and I know this project will make the area safer and more pleasant.</p> <p>For the rotary, I prefer alternative 1A, as this would significantly expand park space by the river in an area where space is currently constrained. I do not support alternatives that involve roundabouts, as I think they will make getting across the street more challenging and less safe for people walking.</p> <p>For the Parkway, I support alternatives 2B and 2C. Given the large amount of space to work with, I think it's very important to provide a shared use path. I encourage DCR to make this path wider than 10 feet, and to consider making the traffic lanes narrower to discourage speeding.</p> <p>Thank you for pursuing this important project.</p>	Watertown	MA	02472
Joe	Onorato	<p>At the Don Kent Park on Quincy Shore Drive there is a mounted large pair of binoculars that has been broken for years. The lenses have all been smashed. If the threat of future vandalism make repairing it or replacing it unfeasible, than I suggest that the department remove it. In it's current condition it makes the Park look blighted. Thank you.</p>	Quincy	MA	02169
Ann	O'Dea	<p>Thanks for the presentation.</p> <p>I am in favor of 2B for Birmingham Pkway. I think that option would allow for better access for residents accessing the green space from North Beacon St.</p> <p>In regards to accessing the green space from Brooks and Parsons I am in favor of the round about option. I think they are visually more pleasing. I have a question, could signally be placed with the round about option? I have seen them in Ireland and they work in an orderly fashion.</p> <p>The residents from Oak Square to Hobart St access the river from Brooks St. It is very congested at the light at the end of Brook St. I think that area should not be overlooked and improvements need to be made.</p> <p>Thank you. Ann</p>	Brighton	MA	02135
Bruce	Kline	<p>North side of Birmingham Parkway should be provided with a parking lane to be utilized for future development of Birminham-Salvucci Park.</p> <p>South side of Birmingham Parkway should be provided with a sidewalk/bike lane.</p> <p>Rotary proposals are less appealing than traffic lights at pedestrian crossings at the intersections of Soldiers Field road and Birmingham Parkway.</p> <p>Bike path/walkway along the south side of the river should be widened and include designated bike lane(s).</p>	Brighton	MA	02135-5110

Elly-May	O'Toole	I would like to ask for help on the dangerous situation that has been created by the new traffic pattern in Forest hills after the elimination of the Casey Overpass. Particularly when trying to go to the Arboretum by foot and using the new crosswalk at the top of the hill on the Boston side of the intersection. Please call me because it is too difficult to explain without speaking. I would like to speak to someone with the motivation of preventing an inevitable pedestrian fatality. I have lived by the Casey Overpass for 40 years and have been a Boston Public School physics and engineering Teacher for many many years. a My cell number is 617 697 3712. The name that popped up that I should speak to is Jeffrey Parenti. Again please call me 617 697 3712 this is a matter of urgent public safety.	Boston	MA	02130
Gregg	Greenough	I favor Alternative 1B for the Eye section - the roundabouts will allow for ease of movement of vehicles through the area and the added freeing up of parkland will keep it contiguous with what is already there. For the Birmingham Pkwy section, I favor Alternative 2B as this will free up more useable green space (the other alternatives show a green space median between two traffic lanes and would not be of use for pedestrians or cyclists).	Cambridge	MA	02139
Alice	Winn	Finding subsidized senior housing in the Fenway area as well as most Boston neighborhoods, is not easy. Many seniors living in this area cannot afford parking in off-street lots. Costs are prohibitive. Because there are so many events taking place..especially during baseball season parking can be non-existent on the street and in the parking lots. Is this restrictive proposal in order to make money at the expense of senior victimization? It is not the first time a vulnerable segment of the population has to face obstacle! Leave the Fenway out. Makenzie Bok is doing a great job fighting for her constituents...Thank you for your help!	Boston	MA	02215
john	bookston	Parking meters along Park Dr. and the Fenway. No paid parking should be placed on either side of the street in front any residential building. Imagine what it would be like to have paid parking in front of your residence.	boston	MA	02115
Radu	Nan	It is exciting to see the amount of open spaced this project is looking to make available to the public and the potential removal of barriers to accessing facilities along the Charles River. Alternative 1B for the "Eye" appears to remove the most impervious areas from the intersection with fewer lanes of traffic between intersections. The roundabouts option creates more equitable access to the park space for people biking and walking allowing them to take priority over the vehicular traffic. Traffic signals will prioritize cars by providing narrow crossing windows in the timing system because of the stated need to create capacity for the vehicles. The study team should consider evaluating objectively all intersections along the project corridor to account for the project goals: safety, access, also life-cycle costs. DCR has limited funds and changes to these intersections will impact people's safety access to the Charles River for decades. The Federal Highway Administration and MassDOT developed tools to conduct objective Intersection Control Evaluations that are easy to use based on typical traffic analysis data. Related to some public comments expressed during the meeting about the safety of two-lane crosswalks at roundabouts, the team should consider signalized crossings, consistent with the MassDOT Guidelines for the Planning and Design of Roundabouts. Signalized crosswalks can help with increased safety and increased capacity for the roundabouts if used to meter traffic. Alternative 2B for the parkway provides the greatest separation between vehicles and people walking and biking, allowing them to benefit the most from the shade or the tree canopy and newly created green space along the road. This alternative also has the potential to remove the most paved vehicular space while providing flexibility for emergency vehicles to by-pass disabled cars. Looking forward to objective comparisons at future public events.	Boston	MA	02130

Jessica	Robertson	<p>I'm writing to voice my strong support for this project and to urge DCR to move forward with it quickly. I have been as a resident of North Allston for nearly a decade, and I don't own a car and I primarily get around the neighborhood by bike. This intersection is an absolute nightmare today on a bike, and it's confusing and frightening by car. By foot, it's completely impassable. It's also one example of many in the neighborhood where substantial amounts of state-owned parkland is stranded in the middle of busy, high-speed roadways. Therefore I was very excited to see your proposals. I prefer 1A or 1E, in order to maximize the extent to which parkland is consolidated along the river. For the roadway sections, I prefer 2B. The 12' lanes plus 3' shoulders on both sides create an excessively wide cross section of 18' for a single lane in options 2A and 2C, which is guaranteed to encourage speeding and create confusion about the number of lanes once shoulder markings wear off. I also strongly support reducing Leo Birmingham Parkway to one lane in each direction; again, it would be better to locate both directions on the side of the current median closer to I-90, so that the existing westbound lanes can be consolidated with the parkland where the bocce courts are located.</p> <p>Thank you for initiating this process and considering these comments, and again, please advance this project as quickly as you can!</p>	Allston	MA	02134
Andre	Compagna	<p>Currently I am chair of the Watertown Bicycle and Pedestrian Committee and discussed this proposal at last night's meeting and all are very enthusiastic - well done. The consensus was that we could make this solution even better with the focus on the right turn from soldier's field road onto the North Beacon Street Bridge. Many of us use this regularly and as a daily bike commuter I have traveled this route hundreds of times and the pattern appears to be that most of the car traffic travels straight through to Nonantum, and significantly fewer cars will take that right onto North Beacon bridge. The proposal is that the transition from Soldier's Field to NBS bridge be reduced to one (the left most) lane and that the right lane be a dedicated bike lane, either dedicated all the way to the Greenough intersection or just short of it, to allow a shorter right turn lane. This would provide MANY advantages, and likely no disadvantages. First, the sidewalk over the bridge is too narrow for bikes AND pedestrians and is not fair or safe for pedestrians. Second, it would allow cyclists to establish position and not have to worry about cars (already at speed) coming up behind them and likely not seeing as a result of their having just made a right turn and not being able to see the cyclist because of the bridge abutment. Third, it would simplify and make safer the intersection at Greenough. With one less lane in the mix, there would be much less confusion and more safety. Additionally, there would be more visibility for pedestrians and especially for bicycles because they would have established position before getting to the intersection. Fourth, it would fill in a 'missing link' in the infrastructure. Today, we have a great bike/ped path along the south side of the river, we have a great dedicated bike lane into Watertown along N. Beacon Street and we have a BEAUTIFUL greenway along Greenough, but no way to connect. Thx.</p>	Watertown	MA	02472

Megan	Bishoff	<p>As a pedestrian, car owner, and occasional bike rider, I have thoughtfully considered the benefits of each of the proposed alternative designs from multiple perspectives.</p> <p>For "The Eye" options, the most important factors to me are: (1) Ability for pedestrians/bikes to get to the Charles from Parsons St/Nonantum Road and (2) Ability for cars to get from the West/South to Soldiers Field East. I assessed each option on these criteria and Alternative 1E ranked the highest (best option) and Alternative 1B ranked the poorest (worst option). 1E is the only option that puts 2 lanes of traffic onto Soldiers Field East from the West and from anecdotal experience, this is the heaviest area of use during rush hour periods. It is recommended that other options add a second left turn lane onto Soldiers Field road as there currently are 2 lanes that turn here. 1B ranked the worst since the roundabouts provide less safety for pedestrian crossing than a stop light. I would worry about families with children on bikes crossing to the Charles in this alternative.</p> <p>For "Parkway" options, the most important factors to me are: (1) Increased green space and (2) Parking accessibility. Alternatives 2B and 2C ranked best for green space, but none of the options showed potential for parking. I believe a combination of design 2B and 2C would allow for a third lane to be added for parking. Ideally there would be 18' Green Space, 10' Shared Use Path, 10' Grass Median, 3' Shoulder, 12' Parking Lane, 2' Shoulder, 12' Westbound Travel Lane, 12' Eastbound Travel Lane, 3' Shoulder. It would be preferred to add a parking lane here instead of an entire parking lot since the shoulder is currently being used for parking (e.g. for Head of the Charles, the shoulder is heavily used for parking / as a shuttle stop).</p> <p>For "Secondary Intersections", the sidewalk appears on the wrong side of the illustration. In all alternatives, the pedestrian access is on the North side of LMB Pkwy.</p>	Brighton	MA	02135
Brandon	Cardley	<p>I think most of these possible plans are absolutely steps in the right direction. For alternatives 1, 1A & 1D stand out as favorites for creating to most usable green space with 1D having simpler access to the rec use space. 1B is my least favorite as roundabouts are extremely difficult to navigate as a bicyclist & pedestrian. A single-lane roundabout would be preferable if that option needed to be chosen, but based on the presentation would likely not be able to handle the throughput required. 1C seems to be the simplest option for access to the rec use space, but that ease of access comes at a cost of accessible green space north of the roadway.</p> <p>For the parkway segments, Alternative 2B is hands down the best option. It restores the most green space, lack of medians will discourage speeding, and results in keeping the vehicles closer to the Mass Pike and pedestrians/cyclists away from all vehicles. My largest concern of this proposal as drawn is that the lanes are too wide. I know this was mentioned in one of the comments in the presentation. These lanes should be build to the current safe streets guidelines to discourage high speeds.</p> <p>In addition, the City of Boston planner commenting on the presentation mentioned that Alternative 2B is prime to being able to test in a tactical configuration as it doesn't require roadway construction. I would very much encourage DCR to put this change into effect this summer and test the configuration.</p> <p>The intersection at Market Street needs a lot of work and anything that could be done to move the roadway lanes over and reclaim the space west of the median strip would be beneficial to all users! The City of Boston and BPDA have short term plans created in 2017-2018 and it would be advantageous for everyone passing through the corridor if this segment is done once and done right!</p>	Roslindale	MA	02131
Mary	LaRosee	<p>My preference is:</p> <p>The Eye 1A. Roundabout's will not be effective due to the large amount of traffic that flows through.</p> <p>Alternative 1A Parkway 2B. This will optimize green space, bocci, etc and will decrease cars that have been speeding on the Parkway.</p>	Brighton	MA	02135

Dan	McKinley	<p>I strongly support the purpose and need of this project, and as a local resident who regularly uses these roadways for active travel and motor vehicle travel I favor alternatives 1A and 2C.</p> <p>I am concerned that the proposed alternatives, particularly with regard to the renderings of the 'eye', perpetuate the long-held belief in transit engineering that motor vehicles are to be prioritized and bikes and pedestrians are an afterthought. For example, bike and pedestrian users of the Paul Dudley White bike path are forced to share narrow spaces with tight radii at the crossing of N. Beacon Street in all proposed alternatives, despite the scope of this project which permits a near-total re-engineering of the area. I hope the project design team will consider the following suggestions before the design significantly advances:</p> <ul style="list-style-type: none"> - Remove the right northbound lane and the median on the N. Beacon St. bridge in order to provide sidewalk-level protected bike lanes in both directions to meet existing buffered bike lanes on N. Beacon St. Note that the rightmost lane has been closed in the past to correspond with summer closures of Greenough Blvd, and closing the rightmost lane would have the added benefit of improving pedestrian safety at the pedestrian crossing at Greenough Blvd. - Provide sidewalk-level bike lanes for users entering/exiting the 'eye' on Parson's St and provide bike users with a safe, segregated path of travel throughout the entire project area. - Separate bike and pedestrian users from one another in accordance with the MassDOT Separated Bike Lane Planning and Design Guide, including by providing separate bike signals and crossings. This is particularly critical in what currently is the 'pinch point' where the PDW path crosses N. Beacon St. <p>I am very encouraged by the proposed project and I hope it will result in a space which all users can comfortably and safely traverse, no matter their start or end point.</p>	Watertown	MA	02472
Nathan	Kaufman	<ul style="list-style-type: none"> - N. Beacon St. northbound over the bridge should be one lane. - The roundabout option could be good if all the roads feeding into and out of the roundabouts and the roundabouts themselves were a single lane in each direction. Without traffic signals, there should not be as much need for multiple lanes for queuing, and having 2-lane roundabouts is more dangerous, is more confusing, and will lead to a higher rate of crashes - It's not clear what is being proposed for expanded bike/ped facilities, but there needs to be a viable set of routes for bicyclists and pedestrians in all directions at this intersection 	Somerville	MA	02144
John	Pelletier	<p>Good evening,</p> <p>Overall lots of good options here! I am a frequent user of this area as a person who bikes to and from work and various farmers market's through the area. I love the separation of the bike and ped and creation of new parkland space. Some comments. I am more partial to the roundabout options, I think that keeps things safer, especially in off hours as this area can get really quiet outside of normal rush hour. I would like to see additional lane reductions over the North Beacon street bridge as the right turn onto Greenough is not that popular and can be accommodated on the bridge and thus reduce crossing distance and increase safety for bikes and peds. The temporary lane removal during the early part of COVID made it much safer to cross the northbound side. I would like to see the section of North Beacon as it goes toward Leo Birmingham also be one lane in both directions to increase safety. Finally I would like to see the roundabout (or intersection) designs meet the best elements of the MassDOT protected intersection design for bikes or protected intersection design for roundabouts. It is important that bike and peds be separated especially at intersections to allow safer crossings for all users.</p> <p>Thanks</p>	NEWTONVILLE	MA	02460-1714

Arcady	Goldmints-Orlov	<p>Let me begin by saying I am very happy that DCR is finally taking a look at this area, which hasn't been revised since what looks like the 1950s. I think there are a couple of issues that the proposals should aim to address that don't seem to have gotten any attention. One is the 64 bus, which passes through the area but has a fairly long gap between stops. It would be good to get stops both inbound and outbound as close as possible to the bridge into Watertown to improve access to the Arsenal complex. Also, North Beacon St is a useful through route for cycling, connecting Watertown to Allston/Brighton and any design should aim to provide a convenient through route for cyclists going through on North Beacon St, which shouldn't be too hard as there is plenty of room. In terms of alternatives, I think the double roundabout option is best in terms of avoiding bottlenecks, but if that's not possible and traffic lights are used, I would urge the use of median islands and tighter geometries to make pedestrian crossings safer. In particular, neither Soldiers Field Road nor Nonantum Road allow trucks and should be designed accordingly.</p>	Watertown	MA	02472
Charles	Denison	<p>It is good to see that this area is being rethought and redesigned to simplify intersections and reclaim parkland.</p> <p>A goal of any design should be to provide as few travel lanes as possible in order to increase safety and maximize the space that can be given to pedestrians, bicycles, and parkland.</p> <p>Currently, in most of the The Eye alternatives, there are more lanes than can actually be utilized given the movements allowed. In many cases, there are no movements allowed that would send two lanes of traffic through an intersection into two receiving lanes. Therefore, providing two receiving lanes serves no benefit.</p> <p>North Beacon St going over the bridge to Watertown only needs to be a single lane in each direction, as it is only a single lane in each direction north of Greenough Blvd. This would free up space for bike lanes.</p> <p>The Eye - Alternative 1A is the best general layout that uses traditional intersections, although as noted previously it has some lanes that are unnecessary.</p> <p>The Eye - Alternative 1B is my top choice but ONLY IF single lane roundabouts are provided (and if all roads feeding into and out of it are also single lane.) Multilane roundabouts are very dangerous for pedestrians and bicyclists. Since traffic signals would not be needed, providing single lane roundabouts could actually be more efficient than traditional signalized intersections with multiple lanes (and safer too.)</p> <p>The Eye - Alternative 1C is not good because it splits up the parkland.</p> <p>The Eye - Alternative 1D provides little benefit by removing the parking.</p> <p>The Eye - Alternative 1E is bad. Moving the rec use further into parkland makes little sense.</p> <p>Regarding Birmingham Parkway, Alternative 2B is the best because it minimizes pavement for motor vehicles and provides much room for bikes and peds.</p>	Boston	MA	02118

Jennifer	Martin	<p>I strongly support Parkway Alternative 2B. I drive through this area regularly and attempt to run or bike through it on occasion. Separating pedestrians and cyclists from vehicles as much as possible provides a safer, more pleasant experience for all users. Please create separate bike and pedestrian facilities through this area and not the shared use path. The bike path is a heavily used commuter route and a busy running route. There is plenty of space for separate facilities and it will decrease pedestrian v. bike conflicts.</p> <p>I support the roundabout option with more separation for bike/ped facilities at the intersections. In addition, the northbound direction over the bridge should be a single lane since there is little demand to turn right onto Greenough. North Beacon should also be one lane throughout.</p> <p>Please remember that we are trying to reduce Vehicle Miles Traveled as part of our climate goals; as such, we should be planning projects with an eye on fewer vehicle trips and more trips by bike (including ebike!!) and on foot and plan accordingly.</p> <p>Thank you,</p> <p>Jennifer Martin</p>	Newton	MA	02468
John	Korpics	<p>I commute by bike regularly through the area of North Beacon street and Nonantum road. I ride from Pleasant street in Watertown to my job on Guest Street, near the WGBH headquarters. About two and a half years ago i was in a bad accident as I was trying to navigate through merging traffic to get to North Beacon. I got squeezed between traffic and the high cement curb on the right, my pedal clipped the curb and i went down in the street. I suffered a separated collar bone and a bruised rib as a result. Now, in order to get to work, I generally ride down to the bridge at Telford street and make my way back to the New Balance area.</p> <p>In my opinion, a way to improve this general area for bike and pedestrian traffic would be to:</p> <p>1.) Add protected bike lanes along the right side of North Beacon street.</p> <p>2.) Add lights in both directions and a crossing signal for bikes and pedestrians who are traveling east/west on the bike path and crossing North beacon at the Bridge. Currently, in order to cross in either direction, you have to guess whether the light is going to change or not, or you have to make eye contact with oncoming traffic to ensure they see you and will stop.</p> <p>3.) Finally, I would also suggest closing Greenough Blvd to traffic entirely, which would give bikes and pedestrians separate paths (safer and more logical) and easier access to the Arsenal yards area and the continuation of the Greenough bike path on the north side of Arsenal street.</p> <p>Thank you very much or creating this forum for public comments.</p>	Watertown	MA	02472

Richard	Redmond	<p>discussion be continued regarding all the roadways.</p> <p>Roundabouts are definitively not a positive solution. There will be too much traffic funneling through a system the doesn't work well with large volumes of traffic. The rotary proposal will only exacerbate the problem due to the high traffic volume both now and in the future. These roads do not function as parkways but as the nucleus of a highway system that disseminates and distributes transportation for the region. A control of this volume can only be achieved by a mechanized signal system based on hard scientific facts and engineering based on post pandemic traffic counts and origin and destination criteria.</p> <p>In order to facilitate a redesign, a regional study has to be undertaken to bring together all splinter groups incorporating all the future need of the all the people, not just the special interest factions.</p> <p>The study on transportation should include the flowing</p> <p>Newton Corner, Charlesbank Nonantum</p> <p>Watertown Sq,N Beacon , River Rd., Nonantum Rd.</p> <p>Greenough Blvd from Arsenal to B Pkwy Market</p> <p>Market at Brighton Center to Arsenal</p> <p>Lincoln from Cambridge to B Pkwy and N Beacon</p> <p>Parson to N. Beacon and Soldiers Field Rd.</p> <p>Brooks from Faneuil to Nonantum</p> <p>Included with the above a hard look at the huge increase in development in the regional study area that thousands of vehicles and people saturating this area.</p> <p>Arsenal Yards</p> <p>Coolidge Rd. Watertown biotech</p> <p>The Western Ave. Corridor</p> <p>4 high rise residential developments on B Pkwy</p> <p>Soldiers Field Rd.</p> <p>The Everett St, Lincoln St.</p> <p>The Brighton Landing</p> <p>Brainard St. and Cambridge St. projects.</p>	Brighton	MA	02135
Richard	Redmond	<p>part 2</p> <p>I feel that no matter what the transparent study reveals, we must incorporate safety measures for pedestrians and cyclist throughout this area in order to get people from the turnpike to the river we have to get off ground level with pedestrian overpasses at Parson's and the area near Brooks and the old pool.</p> <p>Traffic issues at N Beacon St/Parkway were not addressed. Possibly a set of traffic lights at this intersection. There is a large volume of pedestrian traffic crossing over to McDonalds and the strip mall on a daily basis. There are car accidents on a weekly basis at this location despite a STOP sign and flashing red lights.</p> <p>B Pkwy from Market Keep the road as a divided roadway with bike lanes. Obtain Wexford St. from N. Beacon to Parsons</p> <p>Move the roadway northeast with the W bound Lane on Wexford St. and E bound lane with a median. This would allow for a site line coming out of N. Beacon Sidewalks and bike lane could run along the turnpike. The intersection could be signalized safely.</p> <p>The Pkwy is a major connector from Lincoln St. W and should remain.</p> <p>Traffic flow on the Pkwy from both the Parson St end through Lincoln St needs to be thoroughly addressed. Many drivers use the Pkwy as a cut though. Lincoln St. should remain 1 way W bound.</p> <p>To reduce to 1 lane in each direction would be unsafe as the rise on the hill doesn't allow for safe site distance potentially causing head on crashes.</p> <p>Pedestrian crossing at Lincoln Pkwy is a nightmare. The pedestrian needs to observe traffic from four different directions when attempting to cross on the west side of the Pkwy.</p>	Brighton	MA	02135

Barbara	Parmenter	<p>I strongly support the proposal in general, especially getting rid of the "round-about". Coordinate with the Allston Brighton Mobility Study. Of the options I support 1a or b, whichever is determined to be safer for cyclists and pedestrians. I also support 2b, but recommend 2 separate paths, one for cyclists and one for pedestrians, or at least widen the path to easily and safely accommodate both.</p> <p>Pay attention to bike and ped infrastructure, crossings, safety at all intersections and across the bridges (also the Watertown side).</p> <p>Pay particular attention to the Brooks St underpass (under the Mass Pike) for bike safety (maybe the only thing that can be done is putting up flashing "share the road" signs, I don't know, but we need something there!).</p> <p>Give careful attention to where North Beacon Street comes out (under the Mass Pike) on to Leo Birmingham - for cars, pedestrians, and cyclists</p> <p>I support separate bike and pedestrian paths or at least make the path wide enough to safely accommodate both</p> <p>Prioritize cyclists and pedestrians over car parking on Leo Birmingham in terms of access to the new park. It seems to me that parking access could be behind the park rather than interfering with the proposed new separated bike/ped paths</p> <p>Re intersection with Market St. please work with advocates from Mass Bike, Boston Cyclists Union, Walk Boston to make this safe and easy for cyclists and pedestrians.</p> <p>Consider an educational exhibit in the "eye" on the ecology of the Charles River and the history of Native Americans in the area. This is a very important zone culturally and ecologically.</p>	Brighton	MA	02135
Ed	Olhava	<p>I support the roundabout option (ALTERNATIVE 1B), but note that there should be some sort of signaling, such as HAWK, for peds and bikes crossing the roundabouts to continue on the bike/ped paths. In addition, I support the northbound lanes over the bridge to be one lane, as well as the section that becomes Leo Birmingham. This could allow expansion of the sidewalks on both sides of the bridge. The current sidewalks on this bridge are too narrow to safely accommodate both pedestrians and cyclists.</p>	Newton	MA	02460
Nathan	Phillips	<p>I bike commute 5 days per week inbound from the Charles River Path adjacent to Nonantum Road to Birmingham Parkway, over the Pike at Market Street, then left onto Guest St. toward my work at BU. I don't yet have an opinion on which option is best, but I urge safe, protected bike lanes throughout, and an option to wholly pedestrianize the parkway at some future point, since it is redundant with Soldiers Field Road and North Beacon Street and the Mass Pike and has very low traffic volume. It is not needed for cars.</p>	Auburndale	MA	02466

Galen	Mook	<p>Thank you for the opportunity to comment on this important project. And thank you for seeking to simplify traffic movements, to reduce pavement for automotive traffic and expand space for park land, to slow auto traffic, and create safer and more attractive space for recreational bicycling and walking as well as for active-transportation commuting. On behalf of the Massachusetts Bicycle Coalition, I submit the following comments on the early stage of this project:</p> <p>Please expand the study area to include intersections further north where Leo Birmingham Pkwy extends to the off-ramp to SFR and up to Market St to install a sidewalk on the western portion of the roadway. Right now this area is inaccessible for pedestrians on the western part of the parkway as it goes from Market Street to Western Ave.</p> <p>Please separate bicycle and pedestrian pathways to reduce conflict to make safer passage for all users. Current designs of 10-ft shared use paths are inadequate, and we expect this corridor to see major urban development in Allston and Brighton and beyond. Along with being used for commuting and errands, corridor will also be a place for recreational walking and jogging. This park has space for dual paths, to fit all needs. The bicycling pathway should be wide enough for bi-directional bicyclists riding side-by-side, and as we are encouraging bicycling and walking in our parks, these designs should not assume it's acceptable to have bicyclists riding single file, or to make it unsafe for bicyclists to pass each other.</p> <p>For design options, we ask that the DCR not rebuild multi-lane rotaries, which make it more dangerous to cross on foot or on bike. And that we ask DCR to create roads to slow down traffic. And we ask DCR to maximize the space for bicycling and pedestrian infrastructure, and maximizes park space. Therefore, we recommend developing "Eye" Alternative 1A, and Parkway Alternative 2B, and expand secondary intersections up to the Western Ave / Arsenal Bridge</p>	Allston	MA	02134
Dunbar	Carpenter	<p>I prefer alternatives 1A and 2B.</p> <p>1A would be the most straightforward and safe-feeling for cyclists and pedestrians, with the least potential conflicts with motor vehicles. I am a confident cyclist but I do not feel comfortable in two-lane roundabouts where cars are paying more attention to their maneuvers than to bikers or pedestrians. I'm also concerned about conflicts at the access road or driveway in 1C and 1D. 1E is an interesting concept, but inexplicably lacks an E-bound bike lane. If this could be included and the turn movement challenges figured out, it might be my preferred alternative. In all alternatives, aggressive traffic calming and safe bike and ped crossings are warranted, as many of these roads are currently designed as highways, including outside the study area, and signal to drivers that they should go fast. Traffic calming measures should include bulb-outs, raised crossings, pedestrian islands, narrow auto lane widths, tight curb radii, elimination of slip lanes, and physically protected bike lanes. I used to commute on the PD White Path and the crossing at the Beacon St. Bridge was scary.</p> <p>2B creates the most accessible, usable park space and plenty of room for a shared use path, while reusing the existing road bed for motor vehicles. A roadway median as in 2A or C is a low-utility fragment of green space. Medians also make drivers more comfortable speeding by creating a large buffer with oncoming traffic. Ideally the shared-use path should have separate bike and walk lanes to avoid conflicts.</p>	Boston	MA	02129
Alicia	Bowman	<p>Thank you for the opportunity to comment on this proposal. I frequently bike and drive through this area. Anything you do will be a huge improvement. Of the options proposed, I like 1 B the best with more green space as well as the roundabouts. If only this was before I had to teach my children how to drive through here on their way to fencing. As for LBP, I like 2b but don't understand why it isn't flipped. with the driving on the westbound and the shared use and extra green space on the eastbound. This feels like it would be more pleasant to bicyclists and pedestrians and combine the green space unless I am missing something.</p> <p>While you are doing work in this area, can we permanently close Little Greenough Blvd??</p>	Newton	MA	02459

Stefan	Poltorzycki	<p>I live on Oliva Road and frequently enter this area from the Brooks St. tunnel both as a pedestrian and in a car. I think it is great that this area is being redesigned and any option is an improvement over the status quo. Thank you for all your work.</p> <p>I prefer option 1B (double rotary). From an environmental perspective, this looks like the option that is most efficient for cars. Is there a way to determine the impact of the different options on gasoline consumption and greenhouse gas emissions? I grew up in Arlington and I find the Fresh Pond rotaries incredibly efficient.</p> <p>I prefer option 2B. I like the idea of maintaining the existing median and expanding green space and pedestrian and bicycle paths.</p> <p>I would like you to study if the road widths could be reduced.</p> <p>I would prefer separated bicycle and pedestrian paths.</p> <p>For the green space, what I desire most are lots of trees and/or areas designed for active uses. Since Hobart Park is so close to this area and Brighton is home to an aging population, it would be great to have outdoor fitness equipment or something else designed for adults and seniors.</p>	Boston	MA	02135
Hannah	Rakoff	<p>I strongly urge you to redesign North Beacon where it goes over the Charles River to one lane in each direction for motorized traffic and one lane in each direction for bicycles. It is extremely dangerous to navigate this bridge on a bicycle. Coming westbound from Cambridge and turning north over the bridge toward Watertown, it is difficult for drivers to see a cyclist. In the other direction, there is poor visibility (for any kind of vehicle, as well as for pedestrians) turning left out of Little Greenough to cross from the Watertown to the Newton/Boston side of the river. Narrowing the car travel pathway on this bridge would significantly improve the safety of bicyclists and pedestrians in both directions. It would support DCR's goals to create more usable parkland and to improve non-motorized access in the Birmingham Parkway and Little Greenough areas as well as to the parkland between North Beacon and the river on the Watertown side.</p>	Watertown	MA	02472
Kirsten	Ryan	<p>Thank you very much for your presentation. As a member of the newly appointed LMB Park Trust Advisory Board, I'm very pleased to see the thought that went into this. I heavily favor a modified version of option 2B because it adds green space and pushes the travel lanes toward the Pike while preserving the median as a buffer. However, we favor shrinking the north side of the proposed median to include a lane of parallel parking along the length of the park. The park is elongated and we envision different activity points which will more accessible for older users to let them park closer to the spots they want to access (similar to how people currently park in the shoulder). Carving one or more new lot(s) out of the green space would be less accessible, disrupt the greenspace, and perhaps(?) be more costly than lane parking. I would love to see the median have some beautiful more dense screening planting for noise buffer. On the 'secondary intersections' (page 18) needs better coordination with BPDA on getting pedestrians to the Parkway from Lincoln street (there's no crosswalk shown on the north side of the intersection). How can this be transformed into a 'gateway' which draws people in to use the Park and navigate down to the Rec Center? .</p> <p>The 'Eye' looks like the best alternative to me at that end of the project.</p> <p>Please also think more about how a pedestrian and a cyclist would navigate east from the future Pool / Rec center to the LMB Park. That stretch is currently both dangerous and ugly. The intersection of N. Beacon is treacherous and should be squared off and signaled (more BTDC coordination please). Thank you!</p>	Brighton	MA	02135

Leann	Kosior	<p>1A or 1D to have minimal road re-routing, keep traffic fairly intuitive, provide maximum increase in greenspace, good increase in pedestrian bike facilities, and for the volume of traffic on these roadways I think lights are preferable to make it safe for bikes/pedestrians to cross with designated time.</p> <p>2B for Parkway, which has the advantage of increasing greenspace as well as providing pedestrian/bike specific lanes use, reducing to one lane in each direction is ample for this roadway. This area is lacking in pedestrian crossing to access the Leo M Birmingham park, some consideration for parking would be helpful as well.</p>	BRIGHTON	MA	02135
Jessica	Kraft	<p>Thank you for the exciting opportunity to visit restructuring and development of this area. It is imperative to augment traffic safety and be inclusive of pedestrians and bikers.</p> <p>It's great to expand the green space/bike paths and bike lanes in every capacity possible. This will only increase the health and safety of our community who are trying to utilize the riverfront. There are a number of local residents who struggle to access this area safely. It is an opportunity to expand some of the suggested local projects (ie. pool and parks).</p> <p>As for the eye, there are two concerns: The first is that there may not be a realistic sense of the amount of traffic flow between all directions in this area as it was revealed there was no official traffic study due to COVID. As lifelong residents in the area, we can attest to how much congestion there is; this is a main artery. Thus, it needs to be considered heavily and further studied as locals and emergency vehicles will need to continue to effectively access this area, without causing further backup into the neighborhoods.</p> <p>This conflicts with the goal of making this more user friendly and safe for bikers and pedestrians, which is paramount and a huge goal here. May we suggest considering with public-private partnership adding a footbridge to go over the intersection? Though this may be costly, ultimately it may be necessary when realizing that cutting lanes down may truly impact traffic. Also, this is not a unique concept as there are multiple footbridges over Storrow and Memorial Drive. A pool and greenspace would have people crossing frequently to the area, constantly having the crosswalks needed (a good thing -the goal-but traffic may be impacted further.)</p> <p>For the eye, we suggest stoplights and crosswalks 1a, as the rotaries will back up traffic and severely impact pedestrian and bike safety while crossing. For the parkway, some version of 2B is preferred, with adding space for parking along shoulder</p>	Boston	MA	02135
Christopher	Cassa	<p>Thank you for your work to improve this area! I strongly prefer the road diet options, and want to emphasize the importance of separate bike and pedestrian infrastructure. There are many path users in this area and they have very different skills and abilities. In particular there are a lot of families which come to visit the recreation facilities. This makes biking at any reasonable speed dangerous, as many pedestrians and children on the paths can be unpredictable. Please also consider the importance of continuity of bike paths throughout intersections. Thank you!</p>	CAMBRIDGE	MA	02141