

lat	lng	Created(DD/MM/YYYY)	Feature ID	Inputter ID	Transportation Comment:	Additional Comments	Is this comment related to a specific topic? Check All That Apply: - Driving	Is this comment related to a specific topic? Check All That Apply: - Bicycling	related to a specific topic? Check All That Apply: - Walking; Jogging	Is this comment related to a specific topic? Check All That Apply: - Street crossings	Is this comment related to a specific topic? Check All That Apply: - Traffic Signals	Is this comment related to a specific topic? Check All That Apply: - Vision; Idea	Is this comment related to a specific topic? Check All That Apply: - Other, please comment above
Western Avenue to Rotary and intersection at Boston University Bridge													
42.352752	-71.110752	4/16/2019	355253	141738	We need another bridge to cross the river for buses and bikes only.	Grand Junction bridge, second trackway! by Guest on 04/16/2019 I Agree by Guest on 05/01/2019		Bicycling	Walking; Jogging			Vision; Idea	
42.352752	-71.110752	5/3/2019	356857	141738	Add protected bicycle facilities at BU rotary	I Agree by Guest on 05/07/2019							
42.353034	-71.110347	4/13/2019	355095	245538	The disused rail bridge could be easily used to seamlessly connect the paths on both sides of the river.	I Agree by Guest on 04/14/2019 I Agree, is there any plan to foster a future pedestrian/cycling connection from this project to the future Grand Junction Path/River Crossing? by Guest on 04/15/2019 It's still used... by Guest on 04/15/2019 I Agree by Anonymous on 04/16/2019 Getting MassDOT to seriously consider better use of this bridge in tandem with the development of West Station and other transit projects is a large ongoing discussion, but adding new structure alongside it or nearby would allow for much better access for pedestrians and micromobility. Crossing the river is difficult for anyone walking or biking, and yet the rotary and bridge try to save seconds for car drivers. Why can't other users get similar benefits of easy access? by Guest on 04/16/2019 I Agree - make sure any work from this project coordinates with efforts to build the Grand Junction pathway and any future connections across the Charles via the Grand Jct bridge. by Guest on 04/16/2019 I would love to see the rebuilding of the Grand Junction bridge to include a bike and pedestrian path or separate bridge included. Since the plan is to allow for a double track rail crossing the pedestrian and bike facilities will need to be in addition. by Guest on 04/16/2019 Only one half of the bridge has track on it, it would be cheap and easy to use the 2nd half, if only as a "temporary" solution. At the rate things happen around here, it will be decades before any type of rail service would need to use any type of double track crossing and by then the entire bridge will likely need replacement. by Guest on 04/17/2019 Yes, activate at least half of the bridge for pedestrian/bike traffic. Could be Boston's High Line. And please preserve the graffiti along the sides, it makes for a striking view from the BU Bridge. by Guest on 04/23/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling					
42.353323	-71.110436	4/13/2019	355093	245538	Would be nice to have an underpass here, so that pedestrians and cyclists don't have to cross the dangerous intersection.	I Agree by Guest on 04/14/2019 I Agree. Can the cycle and pedestrian traffic on the south side of Memorial Drive be routed somehow underneath the BU bridge over through Cottage Farm CSO? by Guest on 04/15/2019 I Agree. Underpasses are needed at every bridge on both sides of the river. by Guest on 04/15/2019 A separated underpass would be good, but any redesign of the rotary area should also account for slowing down traffic from the bridge. Even if pedestrian traffic is separated, cars still speed through the traffic light and low-visibility right-turn at the end of the bridge, especially if they are racing a yellow/red light. by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Disagree by Guest on 04/25/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging	Street crossings			
42.353414	-71.108698	5/7/2019	357235	249145	Bike path/sidewalk is WAY to narrow for pedestrians and bicyclists to share			Bicycling	Walking; Jogging				
42.353442	-71.108376	5/1/2019	356682	246531	Widening path in this section can easily be accomplished by narrowing the merge lane. Does the bridge really need two through lanes?			Bicycling	Walking; Jogging				
42.353442	-71.108376	5/3/2019	356858	141738	Widen Grand Junction bridge opening to allow for a multi-use path connection from Cambridge to Boston.	I Agree by Guest on 05/08/2019							
42.353448	-71.107437	5/6/2019	357095	248839	Create a safe way to cross from the Vassar street bike lane to the memorial drive path	Please study driver behavior and how it affects walking, biking and other non-auto circulation coming from Vassar, and on pathway opposition River. Very good chance to improve widths entering traffic circle (look at Toole's recommendations from 2008). Figure out ways to lower vehicle speed on Memorial Drive, which is regularly in excess of 35mph. by Guest on 05/07/2019 I Agree by Guest on 05/09/2019 I Agree - getting from the BU bridge to Vassar street by bike requires either riding on a sidewalk that is too narrow to accommodate both bikes and pedestrians or a very hazardous left turn off Memorial by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019		Bicycling					
42.353462	-71.110535	5/8/2019	357264	249199	Widen the BU bridge to allow 2 lanes of car traffic in each direction along with protected bike lanes in each direction so that traffic doesn't back up onto the rotary.	I Disagree by Guest on 05/09/2019 I Disagree. Cars already drive in the bike lane. If anything, g, this road should be made more narrow. Alternatively, completely replacing the BU bridge with a modern, prestressed concrete bridge would allow for wider car lanes and bike lanes could be preserved. by Guest on 05/10/2019	Driving	Bicycling					
42.353466	-71.109298	4/19/2019	355687	242457	Bike path coming from MIT along the river gives no indication that it is about to narrow very significantly and broken pavement will make it hazardous. I got stranded here with a bike trailer towing my 4 year old. There is no place to cross the street or turn around, and the narrow space and lack of signage made it hazardous for other oncoming bicyclists and all pedestrians.	I Agree! by Guest on 05/07/2019 Another reason to move the bicycle traffic onto the road where vehicles belong, instead of on the sidewalk. Some creative artistic options would help here, from painting attractive murals of non-motorized vehicle options (bikes, roller blades, kick scooters, skateboards, etc.) on the pavement, to signs reminding motorists to be aware of all other road users, and to stay below 25 mph. by Guest on 05/07/2019		Bicycling	Walking; Jogging				
42.353471	-71.108902	4/22/2019	355813	245989	The path from the BU bridge to the boat hose needs to be widened. It is very narrow, especially cross the overpass. I've witnessed and experienced several near crashes between cyclists and runners.	I Agree by Anonymous on 04/22/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 Please remove some car travel lanes here and create a two-way protected bike lanes that are separated from auto and pedestrian traffic. by Guest on 04/26/2019 I Agree by Guest on 05/08/2019 I Agree by on 05/08/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.353484	-71.108105	4/26/2019	356080	247628	Driving is unsafe with all the speeding. I've nearly been rear-ended driving the speed limit because people treat it as a freeway and stop paying attention		Driving						
42.353498	-71.109057	5/7/2019	357187	248992	This section of path is very narrow and traffic moving along mem drive moves very quickly. I would like to see the path widened here so that it safe to ride on or even pass people walking.			Bicycling	Walking; Jogging				
42.353549	-71.110454	5/9/2019	357515	249495	It is very difficult as a cyclist coming over the BU bridge to then turn left to reach the Paul Dudley bicycle path. I typically hop up on the sidewalk at the end of the bridge and wait for the pedestrian light cycle, but this is not a great solution - cyclists behind me often aren't prepared for me to pull out of traffic, even if I use my hand signal, and pedestrians sometimes are blocking the entrance to the sidewalk. Considering that this is a common path of travel, there needs to be a safer option.			Bicycling					
42.353555	-71.109199	4/16/2019	355277	245943	Many others here have commented on how the PDW path here needs to be widened, so this comment is specifically about the crossing over the Grand Junction tracks. It is essential that while widening the path here (preferably by reclaiming space from the ultra-wide highway ramp) that it transitions smoothly from road to bridge and back to road. Currently there are huge up-down movements in the sidewalk where it goes onto/off of the bridge. The asphalt patches used as ramps are really inadequate and do not hold up to the winter weather.	I Agree by Guest on 04/19/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				

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42.353557	-71.109513	4/13/2019	355094	245538	The path needs to be widened to 12+ ft along the entire length. This section in particular is completely unacceptable.	I Agree by Guest on 04/15/2019 It would be great to dramatically expand the sidewalk on the on and off ramps to the roundabout. If they are reduced to one car width each, traffic will be much calmer, and there will be enough room to have a reasonable path on the sidewalk (as opposed to just a normal width pedestrian sidewalk.) by Guest on 04/15/2019 I agree, the cycle path/sidewalk combo narrows down to just a few feet wide at the worst points. Perhaps not even ADA compliant sidewalk. by Guest on 04/15/2019 I Agree. The path is extremely uncomfortable for two path users to pass. This is exacerbated by the 12" high curb to the road. This is my least favourite segment along the entire river path, no matter how I am travelling. by Guest on 04/15/2019 this part of the path stinks! i take a longer route to avoid it. by Guest on 04/15/2019 The current situation is dangerous, because there could easily be collisions that knock someone into high-speed roadway. MassDOT's guidelines urge minimum 10 feet on multi-directional paths - the current width is maybe only 6 feet. by Guest on 04/15/2019 I Agree by Anonymous on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree. This is arguably the most dangerous point on the entire Greenway. There seems to be plenty of room (essentially two lane-equivalents of roadway on they on-ramp) to widen this and reduce grave risks to the bikes and peds. by Guest on 04/19/2019 Agreed completelyâ€”I have often felt quite unsafe as a bicyclist trying to manage going uphill (in the westbound direction) with staying upright and avoiding collisions with pedestrians and other bikers. It is precarious and dangerous. by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/08/2019 I agree. This is the stretch of path that prevents me from ever using the rest of the greenway, because I never feel at all safe passing through here. Too many close calls with bicyclists, joggers, and pedestrians, all next to a high speed stream of traffic. by on 05/08/2019 I Agree, I feel unsafe both as a biker and a pedestrian on this part of the path by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				
42.353575	-71.109408	5/8/2019	357418	249400	The sidewalk here has a huge bump on either side of the railroad crossing - so hard to navigate on a bicycle.			Bicycling					
42.353577	-71.110548	5/4/2019	357027	248741	It would help the flow of traffic if cars were allowed to proceed, on red, AFTER STOP. Most of the time, when the light is red -- backing up traffic in the rotary -- there is no one crossing; thus no need for cars to wait. Additional safety, for pedestrians, could be provided by a "Yield To Pedestrians, on Red" sign.	I Disagree by Guest on 05/06/2019 I Disagree, if anything the cars need to be more completely stopped to allow the safe moving of pedestrians, bike and buses. by Guest on 05/06/2019 I Disagree - cars do not have a good line of sight to see pedestrians and cyclists turning from the bike path. I often see cars running the red light here and creating unsafe conditions for pedestrians. by Guest on 05/07/2019 I Disagree by Guest on 05/07/2019 Yield signs are not followed or enforced in the Boston area. This is a relatively high traffic pedestrian area and would be dangerous to have no protected crossing. Also the driving delays are from car traffic, rarely from the light itself. Compromise would be to have all pedestrian signals triggered rather than automatic. by Guest on 05/07/2019 I Disagree by Guest on 05/09/2019	Driving			Traffic Signals			
42.353581	-71.110471	5/9/2019	357497	249476	The bike lane here should be protected by wickets. Virtually every car drives through the bike line to cut the corner, sometimes two at a time.		Driving	Bicycling					
42.353589	-71.109261	4/16/2019	355244	245892	Reduce the width of the ramps onto Memorial and expand the sidewalks/paths on both sides.	I Agree by Anonymous on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/17/2019 I Agree by Guest on 04/19/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Anonymous on 05/09/2019	Driving	Bicycling	Walking; Jogging				
42.353593	-71.110607	4/16/2019	355243	245892	There really needs to be protected/separated bike lanes going around the rotary and onto the BU Bridge. The vehicle lanes are very ambiguous which results in vehicles trying to squeeze and merge and often cutting the corner onto the bridge, blocking the bike lane in the process.	I Agree by Guest on 04/16/2019 Cars turning onto the BU Bridge from the rotary routinely drive into the -sometimes-green bicycle lane. by Guest on 04/18/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree-It is SO unsafe to bike anywhere in that rotary. Cars are hardly considerate of other cars. Bikers are not even being considered, making it extremely dangerous by Anonymous on 05/07/2019 I Agree - cars often cut into the bicycle lane as they try to merge. It's not designed for two lanes of car traffic but that often happens. by Guest on 05/07/2019 I Agree. Whole rotary needs a road diet to minimize merge areas and also protect other users. by Guest on 05/07/2019 I Agree by on 05/08/2019		Bicycling					
42.353597	-71.110323	4/19/2019	355686	242457	I use all modes of travel and I love the idea of ramps and underpasses for peds and bikes at these bridges. The cars are moving so quickly and always jockeying for position that watching out for other vulnerable road users is so difficult. Peds and bikes have to â€œbattleâ€”their way through the intersections and it is not an enjoyable experience.	I Agree by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree that an underpass would be wonderful and also enormously safer! by Guest on 05/07/2019 I Agree by Guest on 05/08/2019	Driving	Bicycling	Walking; Jogging				
42.353648	-71.110674	4/18/2019	355643	246500	Getting off the bike path into the bike lane to go over the BU bridge is dangerous. Drivers don't expect cyclists coming out of the crosswalk into the roadway	I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree - Not to mention cars use the single lane as two and then drive on the bike lane as they do the standard "I'm from Massachusetts so we're going to fight over not letting the other in because being ahead of you will make me feel good about myself and it's okay because even when there is a State Police detail here they don't do anything about it." by Guest on 05/06/2019 I Agree - this is the most difficult part of my commute along Memorial Drive - it always feels like a gamble entering the BU bike lane. Please allow bikes to enter the lane half a block earlier. by Guest on 05/07/2019 I Agree by Guest on 05/08/2019 I agree - this is a very dangerous part of my regular commute, especially as cars often ignore the red light. by Guest on 05/09/2019		Bicycling					
42.353648	-71.110674	5/3/2019	356856	141738	Add bus priority	I Agree by Guest on 05/06/2019							Other, please comment a
42.353656	-71.110752	4/16/2019	355248	141738	Consider creating an Underpass for the pedestrians and bicyclists to continue along the Paul Dudley White Path without needing to stop at multiple intersections to cross.	I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/17/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree, the south side of the river is a wonderful place to bike because there's more continuous path and underpasses, but crossing to take advantage of the good sections on either side is a hassle and access isn't always good. by Guest on 05/07/2019 I Agree as long as there is some access to the bridge via stairs and/or ramp. by Guest on 05/07/2019		Bicycling	Walking; Jogging	Street crossings		Vision; Idea	
42.353666	-71.110071	5/2/2019	356792	248473	Bottle neck broken sidewalk after the glorious bike path, no notice, hill, boat house traffic blocks the path when it is not blocked by both directions of pedestrians, nowhere to cross street.	I Agree by Guest on 05/06/2019 I Agree, plus I don't understand why the road narrows around the curve and then widens again, encouraging speeding. by Guest on 05/07/2019		Bicycling					
42.353676	-71.110626	4/15/2019	355205	245789	Even with the traffic light, crossing this path feels dangerous. Dozens of times I have seen cars creep or even run through the red stoplight at full speed. Better signage and pedestrian/active modes priority is needed.	I Agree by Guest on 04/16/2019 Please put an overpass here like the Esplanade/ Longfellow Bridge/ Charles street overpass. by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/07/2019 I Agree. Or just enforce the signals! by Guest on 05/07/2019 I Agree by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.353676	-71.110503	4/15/2019	355208	245789	Crossing these two signals on foot/bike can take a few minutes given the poor signal phasing. Cars get an overpass at this intersection, why shouldn't pedestrians? At minimum, coordinate signals to reduce non-motorized vehicle delays.	I Agree by Guest on 04/16/2019 I agree add a pedestrian/ bike overpass like the new one that goes from the Esplanade to Longfellow/ Charles intersection. That would also allow cars to move more smoothly. by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree, and the narrowness of the crossing island and the high curbs make it difficult for bikes to negotiate while respecting pedestrians. by Guest on 05/07/2019 I Agree by Guest on 05/08/2019		Bicycling	Walking; Jogging	Street crossings	Traffic Signals	Vision; Idea	
42.35368	-71.110253	5/7/2019	357230	245989	There needs to be a separate bike path up the ramp that connects this ramp to the new bike path. The side walk is narrow, crowded and dangerous between this point and the bike path.	I Agree by Guest on 05/08/2019		Bicycling	Walking; Jogging				
42.353694	-71.110049	5/9/2019	357485	249471	The path here is very narrow and does not provide nearly enough space for the many people on foot and on bikes who pass through here. Ideally it would be widened to ~12 feet.			Bicycling	Walking; Jogging				

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42.3537	-71.110119	4/12/2019	354989	245291	This portion of the path is completely inadequate for more than one person walking in each direction and even then feels unsafe. No matter what happens with the overpass, rotary and intersection, this portion of the path needs to be expanded.	Secoded, and adding that it's unsafe for solo bikers even when there are no other users on the path. When going eastbound I will drop into the roadway, when going westbound I have no choice but to bike over the uneven sidewalk which is barely wide enough for my handlebars. by Anonymous on 04/13/2019 It's a travesty given how wide the Mem Dr on ramp is, there is plenty of space to easily add a barrier and quadruple the width of the sidewalk. However, the ideal alignment would take the path towards the river and UNDER the BU bridge, as well as adding a connection to the trail on the other side of the river by repurposing the unused half of the rail bridge. by Guest on 04/13/2019 I Agree. Take a car lane to do it! by Guest on 04/14/2019 I Agree by Guest on 04/15/2019 I Agree - it's scary to walk, run, or bike here! by Guest on 04/15/2019 The current highway on ramp is 30ft wide for a single lane. by Guest on 04/15/2019 I Agree. The highway ramp is FAR too wide for what is needed, so it should be easy to reclaim about half of it in order to widen the PDW path through here. Cars shouldn't have it so easy. by Guest on 04/16/2019 I Agree. The highway ramp is FAR too wide for what is needed, so it should be easy to reclaim about half of it in order to widen the PDW path through here. Cars shouldn't have it so easy. by Guest on 04/16/2019 I Agree. The highway ramp is FAR too wide for what is needed, so it should be easy to reclaim about half of it in order to widen the PDW path through here. Cars shouldn't have it so easy. by Guest on 04/16/2019 I agree that the path should go under the river or over the road (like the overpass). This is a dangerous and unnecessary choke point. by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/19/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.353716	-71.10976	4/26/2019	356079	247628	This is narrow, I often run in the street to allow bicycles to get by on the sidewalk (since its not even wide enough for them to dismount safely)	I Agree by Guest on 05/08/2019 I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				
42.353751	-71.11263	4/16/2019	355254	141738	Create a ferry between Memorial Drive and Paul Dudley path for walkers and bicyclists.	Better yet, a bridge! Using the BU bridge to get between the two paths is a very indirect route, yet the rotary, bridge, and intersection on the other side are engineered to shave seconds off of car trips crossing the river. by Guest on 04/16/2019 I Disagree--use the railway bridge second trackway instead. by Guest on 04/16/2019 I Disagree - ferry is a not a good use of money. by Anonymous on 05/07/2019 I Disagree by on 05/08/2019 I Disagree by Guest on 05/09/2019		Bicycling	Walking; Jogging			Vision; Idea	
42.353751	-71.11263	5/7/2019	357249	249162	The curb cut to the boathouse is often flooded so cyclists and joggers either have to negotiate a huge puddle or ice			Bicycling	Walking; Jogging				
42.353765	-71.110747	5/8/2019	357263	249199	Add clearer lane markings and bike lanes and time the traffic light accordingly similar to what was done on the other side of the BU bridge. Cars bottleneck here entering the BU bridge which backs up traffic in all directions on the traffic circle.		Driving	Bicycling					
42.353799	-71.112083	5/8/2019	357261	249199	Move the parking lot entrance away from the BU bridge entrance so people can more easily access Magazine Beach park. Add bicycle parking to the parking lot to encourage people to visit the park on bikes.	I agree, Magazine Beach is a great place but I rarely visit because it is difficult to access (especially with the narrow sidewalks and having to get past the BU Bridge intersection coming from the east). by on 05/08/2019	Driving	Bicycling				Vision; Idea	
42.353799	-71.110898	4/26/2019	356087	247648	Spilt the path between pedestrians and cyclists	I Agree by Guest on 05/06/2019 I Agree by Guest on 05/08/2019		Bicycling	Walking; Jogging				
42.353827	-71.110779	5/7/2019	357217	249065	Turning from Mem Dr eastbound onto the BU Bridge is one of the stickiest spots for cyclists. Cars routinely cut the corner closely, which is frightening. It's also a major uphill, which makes cycling slow, and slow cyclists make for impatient and sometimes erratic driving.		Driving	Bicycling					
42.353827	-71.110441	4/26/2019	356147	247684	If you keep the Rotary there needs to be properly painted lanes, and signage as to where drivers are supposed to be to exit/enter for their destinations. Right now it's basically a free for all. Making this one lane might help as a lot of the traffic is caused by confusion and multiple merges with zero signage. When traffic from the BU Bridge enters the circle, there's also no yield sign.	I Agree. More than painted lanes are needed though since drivers will still try to cheat the merge and this would be very difficult to enforce. Whole rotary needs a road diet that forces specific merge points. by Guest on 05/07/2019 I Agree by Guest on 05/09/2019	Driving				Traffic Signals		
42.353888	-71.110589	5/9/2019	357603	113421	Please make this rotary into a regular intersection with traffic lights. It's incredibly difficult to walk, bike, and drive here.		Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.35389	-71.110286	4/16/2019	355249	141738	Because of gravel in the road, a bicycle crash occurred in the past. Need rotary to be kept clean of debris. Need to also provided protectd bicycle lanes from the BU Bridge to/from Brookline Ave.	I Agree by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Anonymous on 05/07/2019 I Agree. Loose gravel can easily cause a bike to fall into the path of a car, since the cars are on top of bikers anyway by Anonymous on 05/08/2019		Bicycling					
42.353914	-71.109695	5/9/2019	357484	249471	I think it would be very helpful to widen this sidewalk (it is pretty narrow) and/or put in a raised and protected bike lane.	I Agree -- people in the lab, MIT, and office buildings at the end of Vassar St frequently travel this way, sidewalk is too narrow and bumpy for bikes to ride safely around pedestrian, and there's lots of unused real estate on the road (at least on the overpass) by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.35393	-71.10983	5/6/2019	357092	248825	This offramp should be two lanes, so that the right lane can allow cars to exit onto Brookline Street. If it is only one lane, at rush hour the exit will be clogged with cars trying to go around the rotary and over the BU Bridge.		Driving						
42.353965	-71.110157	4/26/2019	356083	247628	Can we remove the bridge and either have one rotary or a 4-way signaled intersection. It will be easier to use as a driver and free up more space for everyone else	I Agree by Guest on 05/07/2019 Perhaps a signal-free roundabout would be better here, slowing traffic and helping pedestrians get the right of way, rather than having to wait for a long light. by Guest on 05/07/2019 I Agree by Guest on 05/08/2019	Driving			Street crossings	Traffic Signals	Vision; Idea	

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42.354033	-71.111141	4/15/2019	355210	217196	Need continuous protected bike lane in entirety of rotary. At minimum, where a bike lane starts should not be in the middle of the rotary where there is no ramp to get onto it safely. The current ramp on this side nearest the BU bridge is often crowded by pedestrians and not cut wide enough to make a smooth turn onto the bridge from the ped/bike path without feeling like you will end up in the vehicular lane.	I Agree. I often find I can not get through the pedestrians waiting for the light to get on the BU bridge. by Guest on 04/15/2019 I Agree by Guest on 04/16/2019 This entire section of path needs to be wider or be made into a and grade separated protected bike lane. Cars here are merging from lane to lane trying to get into position after entering the rotary and being on the road with them is extremely dangerous. by Guest on 04/16/2019 I Agree. There needs to be a bike lane all around the rotary but especially just before you turn right onto the BU Bridge. Cars go from 2 lanes down to one here and they leave no room for bikes to get through. Once you get on the bridge the green bike lane is clearly visible which is good. by Guest on 04/24/2019 I Agree. There needs to be a physical barrier to keep cars out of the bike lane at the signal. I have been involved in an MVA with a car driving in the bike lane here. by Guest on 04/25/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree, 3 lanes of cars are often merging over where the bike lane starts and in the crosswalk. This merge should happen sooner to prevent this issue (or not at all if you reduce this to a single lane rotary by Guest on 04/26/2019 I Agree, 3 lanes of cars are often merging over where the bike lane starts and in the crosswalk. This merge should happen sooner to prevent this issue (or not at all if you reduce this to a single lane rotary by Guest on 04/26/2019 I Agree, 3 lanes of cars are often merging over where the bike lane starts and in the crosswalk. This merge should happen sooner to prevent this issue (or not at all if you reduce this to a single lane rotary by Guest on 04/26/2019 Some lane organization for the cars would help but only a physically protected ace for bikes will be preserved during rush hour by Guest on 05/01/2019 I Agree by Guest on 05/06/2019 I Agree there needs to be a protected bike lane or at least a bollard when transitioning from the rotary to the bridge. Many cars encroach into the bike line approaching the bridge making it very dangerous and terrifying to exit the rotary on a bike. by Guest on 05/07/2019 Lane organization for the cars, and protection for cyclists needed. Often cars coming off of the BU bridge into Cambridge and turning right onto Memorial drive will turn on red, and for pedestrians and cyclists crossing this is incredibly dangerous. by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree. In addition, there are too many crossing points for pedestrians/cyclists. Traffic signals should be coordinated so that pedestrians/cyclists don't have to make one crossing and then wait for the next light to change. by Guest on 05/07/2019 I Agree by on 05/08/2019 I Agree by Guest on 05/08/2019 I Agree by Anonymous on 05/09/2019		Bicycling					
42.354142	-71.110288	4/26/2019	356084	247628	Cars often don't stop at the crosswalk on the slip road from the highway. I'm nervous crossing here	I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/08/2019			Walking; Jogging	Street crossings			
42.354152	-71.110575	5/7/2019	357236	249145	Bus priority for the 47 please!								Other, please comment a
42.354175	-71.111251	5/9/2019	357514	249495	Cars coming from Memorial Drive often quickly merge into the rotary without slowing to look for cyclists traveling through the rotary. I've been dangerously cut-off here many times.		Driving	Bicycling					
42.354191	-71.110618	5/7/2019	357233	249145	I feel like I am going to die every time I go through this rotary. Please help make it safer and more clear how everyone is supposed to share the road together.	I Agree by Guest on 05/08/2019		Bicycling					
42.354241	-71.111256	5/7/2019	357222	245858	The rotary needs a road diet! This becomes a crazy traffic jam in large part because three lanes of traffic (from rotary) merge through and across two lanes of traffic coming off Mem Drive. People try to squeeze in and around at multiple merge points. Would be much more efficient if there were clear dividers between traffic going to rotary and across bridge, with clear merge points as well (maybe even with signals?). And the merge points need to be separated from the bike lane (so cars can't cheat the merge by blocking the bike lane).		Driving	Bicycling		Traffic Signals	Vision; Idea		
42.354267	-71.110779	4/12/2019	354987	245291	The overpass and rotary prioritize auto traffic and make moving through this area difficult, dangerous, and scary for every other mode. I suggest tearing down the overpass and converting the intersection into a signalized intersection. This would allow for plenty of space to enhance and expand the pedestrian and bike paths and provide a much needed buffer from car traffic. TRANSIT: The 47 and CT2 busses should have bus lanes and signal priority through the redesigned and simplified intersection to work toward our goals of reducing VMT and greenhouse gas emissions and promote sustainable transportation options.	I Agree by Guest on 04/14/2019 I Agree by Guest on 04/16/2019 I don't know if signalization is the answer or if a true (single-lane) roundabout with protected bike lanes would be safer and more efficient, but fully agreed about tearing down the car-only flyover. by Guest on 04/16/2019 Yes, this is terrifying to bike or walk across today...tear it down and make it human scale, with dedicated spaces all the way around for people walking and for people biking by Guest on 04/16/2019 If the overpass is not torn down, it should at least be activated with lighting, murals, etc. by Guest on 04/23/2019 I Agree, there need to be bus lanes here, with enforcement by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I agree, the overpass should be torn down, bus lanes should be added, and pedestrians prioritized. by Anonymous on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree; Sometimes I wonder how many near death experiences one has to have before change is enacted. If the city truly wants to prioritize green energy and human powered transit, they must prioritize pedestrian and bike pathways by Anonymous on 05/08/2019 I Agree by Guest on 05/08/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals	Vision; Idea	Other, please comment a
42.354277	-71.110232	5/8/2019	357265	249199	Add a separate lane for cars turning right onto Brookline Street or create an overpass option from the BU bridge to go straight on Brookline St to limit cars stopped in the rotary trying to access the BU bridge.		Driving						
42.354378	-71.111535	5/9/2019	357516	249495	The path is far too narrow here and gets really congested, with pedestrians and cyclists trying to go in different directions, merge on and off the rotary, etc. The path should be widened to include a two-way cycle track that is elevated from the roadway.	I Agree by Guest on 05/10/2019 The path is too narrow and the fence along the path should be removed because it reduces the ability to move off of the path and because leaves get trapped against it and these further narrow the path. by Guest on 05/10/2019		Bicycling	Walking; Jogging				
42.354449	-71.110779	4/16/2019	355250	141738	Consider a road dedicated for buses only though the middle of the Rotary from BU Bridge to Brookline Avenue for the 47 Bus. This would provide priority for the bus and major time savings during peak hours.	I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Anonymous on 05/07/2019				Traffic Signals	Vision; Idea	Other, please comment a	
42.354453	-71.111546	4/15/2019	355202	245256	The offramp from Mem Drive has a surplus of space that should be used to accommodate a two-way protected bike lane. Reducing the width of the car off ramp will mitigate the tendency for cars to bottleneck at this intersection without affecting general traffic at this intersection. It will also be more than enough space for buses that need to turn this corner.	I agree. by Anonymous on 04/15/2019 I Agree by Guest on 04/15/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 Any new protected bike lane here should be grade separated from the road and not just plastic pylons that get run over. by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree, there don't even appear to be two lanes here, just a giant mess, this could easily be reduced to one lane by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I agree, this section of the path is very narrow and there would be plenty of room to widen it. by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 Put sharrows in all lanes around this area, including the roundabout and the bridge, so that everyone is aware that bicycles belong on the roads in whatever lane is appropriate for their direction and conditions. by Guest on 05/07/2019		Bicycling	Walking; Jogging	Street crossings	Vision; Idea		
42.354457	-71.110484	5/6/2019	357131	248881	This rotary needs major traffic calming. It is way too wide. Having cars drive it at 15mph instead of 35mph will add maybe 10 seconds to the time it takes to make it through the rotary.	I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/07/2019 Perhaps raised crossings for cars entering rotary? by Guest on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings			
42.354522	-71.111377	5/9/2019	357607	113421	Protected bike lanes everywhere!!			Bicycling					
42.354612	-71.111026	5/2/2019	356775	248440	Please think creatively about this intersection. This could be tearing down the overpass, building a standard four way intersection, or creating a well-defined traffic circle. In any case, please provide transit priority, a protected cycle track, and easy pedestrian access without 'beg buttons.'	I Agree by Guest on 05/06/2019 I Disagree by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging				

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42.354627	-71.110682	4/12/2019	354968	227251	TRANSIT: the 47 and CT2 buses should have an exclusive or shared-with-bikes lane to bypass traffic here during congested times.	I Disagree - it is not safe to have buses and bikes sharing a space here. by Anonymous on 04/12/2019 I Agree. This would make using the bus far more attractive. by Guest on 04/14/2019 I Agree. Need BUS ONLY Priority lanes for the 47 from Brookline Street toward BU Bridge. by Anonymous on 04/16/2019 I Agree. Bus riders are doing their part to not cause traffic at this location, and making the buses unreliable at best due to traffic here encourages more people to drive instead. Bike riders can theoretically make it through the rotary quickly IF they feel safe navigating among the mess of cars or if they take to the sidewalk. Buses and bikes mix fine if neither is trying to merge around other vehicles (especially since there is no bus stop here), and a dedicated bus lane with access for bike riders would greatly improve the flow of commuters using those modes. by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019							Other, please comment a
42.354659	-71.111541	4/13/2019	355101	245538	Tear down the elevated monstrosity and put Memorial Drive on a much needed road diet. Reduce the amount of induced car traffic!	I Agree by Guest on 04/14/2019 I Agree, traffic moves much too quickly here for the road width and it makes it very dangerous to get into and out of the Trader Joe's/Microcenter plaza. by Guest on 04/15/2019 I Agree by Guest on 04/16/2019 Mem drive traffic is too fast. I regularly cross at Amesbury St, and the speed alone is unsafe, but drivers also ignore the red light. A road diet and some traffic calming to slow traffic are necessary, and drivers will have a lot less reason to rush if they aren't trying to beat merging traffic on highway ramps. If you build a highway, drivers will drive like it's a highway. It's no wonder many of us forget that Cambridge has a waterfront, since a pedestrian must cross four (or more, in East Cambridge) lanes of high-speed traffic to get anywhere near the water. by Guest on 04/16/2019 I Agree - the bridge only serves to reinforce the idea that cars should never be impeded in their flow - and people drive faster and more dangerously as a result. Get rid of the bridge and make this a signalized intersection. Removing the bridge will also save maintenance/upkeep costs in the future. by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/08/2019 And while you're at it, create a lane only for unicorns and their delusional riders. Mem. Drive is our only link to getting to the turnpike. Reducing lanes is STUPID! by Guest on 05/09/2019	Driving						
42.354784	-71.110457	5/9/2019	357498	249476	The traffic in the rotary is noticeably worse in days of Red Sox home games. Perhaps this could be studied more to find alternate routes to Fenway and/or to ask the Red Sox organization to contribute to the solution		Driving						
42.355004	-71.112437	4/16/2019	355246	141738	Path is too narrow. Needs to be wider to accommodate walkers, and bicyclists passing each other.	I Agree by Guest on 04/16/2019 The path is too narrow and it needs extra space near the entrance to the pool. When pedestrians exit the pool they naturally congregate on the path here. This includes toddlers and small children. Maybe some benches and resting areas in the front where people can talk and meet each other off of the main path. by Guest on 04/16/2019 Agreed. Narrow the over-wide roadway and create separate bike and walk paths. by Guest on 04/16/2019 I Agree. Way way way too narrow by Guest on 04/18/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.355038	-71.110296	4/17/2019	355421	246161	This intersection should be reconfigured to allow for bike traffic to travel from Granite St to Waverly St. Currently need to risk going through on a left arrow, or use the pedestrian crosswalk.	I Agree by Anonymous on 05/07/2019 I Agree by Guest on 05/08/2019 I agree, this is frequently desirable. As an indicator of desirability, auto traffic makes the same illegal straight-through maneuver fairly routinely also. by Guest on 05/09/2019		Bicycling		Traffic Signals			
42.355103	-71.110414	4/16/2019	355251	141738	Update the Brookline/Granite Street signal with Bus Priority.	I Agree by Guest on 04/16/2019				Traffic Signals	Vision; Idea		
42.355182	-71.112871	4/18/2019	355642	246500	Low tree branches often block the path at this spot. I often have to duck when bicycling here to avoid hitting my head on the trees.	I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/09/2019		Bicycling					
42.355285	-71.113193	4/15/2019	355203	245783	Signs kindly suggesting for pedestrians to use the pedestrian bridge and not attempt to cross memorial drive without a crosswalk	we don't need to add to language that makes drivers angry at pedestrians. by Guest on 04/15/2019 I Disagree; pedestrians are crossing the roadway, and the roadway needs to-be redesigned to permit pedestrians to cross safely. by Anonymous on 04/16/2019 Disagree. If pedestrians are crossing here, then the roadway needs to be redesigned to formalize it and make it safe for the pedestrians. by Guest on 04/16/2019 I Disagree, much better to add a traffic light and crosswalk, which would also make it safer for drivers making left turns by Guest on 04/17/2019 I Disagree, a formalized safe intersection (with traffic signals or a stop sign and speed bumps/tables) should be installed here to protect pedestrians. by Guest on 04/26/2019 I Disagree, if pedestrians are crossing here that means there needs to be a raised crosswalk installed by Guest on 04/26/2019 I Disagree, there needs to be a crosswalk and a light closer to the Starbucks complex where people actually want to cross the road. by Anonymous on 05/09/2019			Walking; Jogging		Vision; Idea		
42.355511	-71.113314	5/9/2019	357489	249471	The bike/pedestrian path is fairly narrow at this point and would benefit from being widened. It would be especially good if there were separate lanes for walking/jogging and biking.	I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				
42.355894	-71.113842	5/9/2019	357632	249617	Make the roadway safe enough to cross so that the pedestrian overpass is not needed. That means reducing the number of car lanes so that there is not more than one through lane in each direction, having a raised crossing, RRFBs or a fully signalized intersection, and other traffic calming measures. Using the pedestrian bridge adds minutes to a trip, is barely accessible, and is uncomfortable. Pedestrian overpasses are highway infrastructure, not walking infrastructure, and do not belong between a school and a park. Seconds of drivers' time is not worth more than minutes of pedestrians' time. Tearing down the overpass will also save maintenance money long-term and open up new routes for buses and other tall vehicles.			Walking; Jogging	Street crossings				
42.355961	-71.113759	5/6/2019	357166	148185	IMPORTANT: Increase clearance under pedestrian bridge, possibly by modifying cut and fill at roadway, such that MBTA buses can clear under. It probably only needs a few inches. The MBTA has been reworking some bus routes, including the 47. Cambridge traffic engineers and MBTA would consider a much-needed re-route of the Boston-bound 47 bus, adding a dedicated left-turn signal for the bus only at Memorial Dr @ Magazine St, if clearance under the pedestrian bridge were sufficient.	Or by tearing down the overpass completely and making the roadway safe enough to cross without it. by Guest on 05/09/2019				Street crossings	Traffic Signals	Vision; Idea	Other, please comment a
42.355979	-71.113939	5/6/2019	357130	248881	The path is way too narrow here.	I Agree, the path here is too narrow for cyclists and pedestrians by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.356027	-71.1141	4/26/2019	356140	247684	This path has been half covered by leaves since last fall, making an already too narrow path half the size. I don't see half of the road being taken up by debris...	I Agree by Guest on 05/07/2019 I Agree. Seems in part caused by un-necessary fencing which catches leaves right on the sidewalk. by Guest on 05/07/2019 I Agree by Guest on 05/09/2019 I Agree, also makes it dangerous when the leaves get wet and slippery. by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				
42.356197	-71.114202	4/11/2019	354955	243101	Pedestrian bridge	I Agree by Guest on 04/12/2019 O&M comment - the pedestrian bridge should be cleaned occasionally, there is significant build-up of leaves on it. by Guest on 04/15/2019 The leaves on the bridge really reduce the amount of usable space, especially because they are a hazard to bikers when going around the hairpin turns. by Guest on 04/16/2019 I Agree by Guest on 05/06/2019		Bicycling	Walking; Jogging				

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42.3563	-71.114384	5/8/2019	357258	249159	The path crossing the driveway is very narrow & steep with broken pavement on a bike. Make the crossing smoother so it feels like the path continues across rather than feeling like you have to hop a curb	I Agree. Also, because the path is so narrow (and looks completely unused and unmaintained), cars are often not prepared for bicycles to be crossing. by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019 I Agree by Anonymous on 05/09/2019		Bicycling		Street crossings			
42.356308	-71.114175	4/13/2019	355098	245538	This intersection could be signalized to calm the flow of traffic and facilitate safer left turns onto Magazine St.	I Agree and provide an at-grade pedestrian and bike crossing. by Guest on 04/16/2019 I Agree, add a speed bump/speed table and all-way stop signs by Guest on 04/26/2019 A 4-way stop sign would be great here! by Guest on 04/26/2019 It would also make accessing Magazine Beach, on foot, easier: It's 50' to cross the road, but 1/8 mile to cross the footbridge. Additionally, it would reduce traffic on Granite Street -- past the Morse School -- that normally goes that way to get to the BU Bridge or to get on Mem Drive eastbound. And, as a side note, cars regularly ignore the "No Left Turn" sign, and make a very dangerous illegal left turn from Magazine onto Mem Drive. by Guest on 05/04/2019 The pedestrian foot bridge is an eye sore that should never have been built in the first place. It's not a solution to a problem, it's a symptom of one. by Guest on 05/05/2019 I Agree, this whole area is like a raceway for cars. And when they pull into side streets, the are still in that mode. One of my worst crashes on a bike was when a motorist pulled off Memorial drive into a parking lot around here and plowed into me while I was biking on the sidewalk ("bike path") and I flew over the front of her car. We need something to slow car drivers down along this whole area. by Guest on 05/07/2019 Also, please consider street reclaiming options, making the area more of a community space, while still allowing motorized traffic. Murals on the roads, decorative art and plantings arranged somewhat randomly, that cars have to navigate carefully around, etc. by Guest on 05/07/2019 I Agree. When they were rebuilding the pedestrian bridge and installed a traffic light and crosswalk it was much easier to get across as a pedestrian. Please consider going back to a signal with crosswalk by Guest on 05/08/2019 I Agree, it was better when they had the signal during the overpass construction by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019	Driving		Traffic Signals				
42.35633	-71.114352	4/16/2019	355288	245989	This section is very poorly maintained in the fall and winter with puddles, rotting leaves and frozen puddles forming at the ramps. Cars should also be encouraged to stop further back instead of rushing into the crosswalk.	The multiuse path along the entire segment should be widened to at least 14 feet along the entire length, or changed to 10+ feet for bikes only and 6+ feet for walkers/joggers only by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree, This entire section is heavily used and unsafe. It is not wide enough for bicycles to safely pass each. Pedestrian and bike should be separated as is done approaching the mass ave bridge by Guest on 05/07/2019 Bicycles should be using the roads, not the sidewalks. Vehicles don't belong on sidewalks, especially when there are 4 travel lanes in the road. And bicycles, and other non-motorized vehicles and such would help slow motor vehicles down a lot here. If nothing else put sharrows on all lanes on Memorial Drive, and signs reminding motorists that bikes have a right to use all travel lanes. by Guest on 05/07/2019 I agree. The path needs to be widened to meet standards for multi-use paths (14 feet along its length). by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging	Street crossings			
42.356562	-71.114641	4/12/2019	354990	245291	The path on the river side near the bath house and magazine beach is too narrow for bidirectional bike and pedestrian movements and is not really enough for one-way stroller or passing.	The path is currently a total joke. To actually be useable as a major thoroughfare, it needs to have a dedicated 8ft wide right of way for cyclists, with an additional, separated 5 ft path for joggers and pedestrians. by Guest on 04/13/2019 This path needs to be wide enough for two box bikes to pass one another. Take a car lane to do it. Such an act would be a vision zero project which is a policy that Cambridge stands behind. by Guest on 04/14/2019 I Agree, we need to prioritize the safety of path users in this area, there are many cars and park users that go in and out, and the path is really too narrow. by Guest on 04/15/2019 I Agree by Guest on 04/15/2019 I agree. 14 ft for cyclists would be nice -- 7 ft for each direction, wide enough for passing in both directions. by Anonymous on 04/15/2019 I Agree. It also has a bunch of potholes, esp near trees and intersections. by Guest on 04/15/2019 I Agree. The path here should be widened to allow two way pedestrian and bike traffic. I think that the entire path in this area should be widened and have a center line to instruct two way traffic. by Guest on 04/15/2019 I Agree! Be bold here. Remove a car lane and truly widen the path. It will discourage driving and encourage alternative ways of getting around. Use induced demand on the PDW path - people will use it more! by Guest on 04/16/2019 Agreed! The multiuse path along the entire segment should be widened to at least 14 feet along the entire length, or changed to 10+ feet for bikes only and 6+ feet for walkers/joggers only by Guest on 04/16/2019 I Agree by Anonymous on 04/22/2019 I Agree!! The entire bike path is way too narrow but this section near the bathhouse and BU bridge is especially narrow and crowded. There is barely enough room to pass anyone. There is a metal fence on one side and then Memorial Drive on the other. There's no room for error here or you end up in the road or hit a fence. by Guest on 04/24/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				
42.356669	-71.11477	4/16/2019	355289	245989	This section is very poorly maintained in the fall and winter with puddles, rotting leaves and frozen puddles forming at the ramps. Cars should also be encouraged to stop further back instead of rushing into the crosswalk.	I Agree by Guest on 04/26/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Disagree (partially): When I park in the horseshoe, I find I need to pull out and block the path because the slats of the fence line up and prevent me from seeing oncoming traffic. A different kind of fence would be great. by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.356927	-71.115081	4/15/2019	355227	245830	When bicycling west between the BU bridge and Western Ave., the eastbound cars' headlights are exactly at the cyclist's eye height, making it impossible to see. I have chosen Mass Ave. instead at night. A change in elevation to the bike path would help greatly.	I Agree by Guest on 04/16/2019 The path is too narrow and it needs extra space near the entrance to the pool. When pedestrians exit the pool they naturally congregate on the path here. This includes toddlers and small children. Maybe some benches and resting areas in the front where people can talk and meet each other off of the main path. by Guest on 04/16/2019 Please add lighting to the path at night, otherwise it is too dark in this part to ride a bike safely at night. by Guest on 04/16/2019 Adding lighting to the path is a great idea! by Guest on 04/18/2019 I agree, this area of the path is very dark (which in the Northeast is most of the winter, especially during commuting hours). Additionally the path is not wide enough to support cyclists and pedestrians. by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree, add lighting to the path by Guest on 05/07/2019 I Disagree by Guest on 05/09/2019 I agree - I've had the exact same experience! I switched to bicycling on Mass Ave (despite how unsafe Mass Ave is) because the oncoming headlights make it impossible to see any oncoming joggers or pedestrians. The path needs to be widened to meet design guidelines for multi-use paths (14 feet wide), and should include improved lighting and trees/greenery buffer between cars and the path. This would increase comfort for all path users. by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019		Bicycling					
42.356937	-71.114872	5/10/2019	357750	249644				Bicycling	Walking; Jogging				
42.356974	-71.113547	4/16/2019	355247	141738	The MBTA bus stop at Magazine Street by the Micro Center has been removed. The 47 bus does not stop here anymore. This improves travel time for the 47 bus route, because the 47 now uses Pearl Street all the way to Granite Street.							Other, please comment a	
42.357141	-71.115934	5/9/2019	357508	249487	Additional parking to aid visitors to the park, visitors to the public pool, and to the boat club.	I Disagree by Guest on 05/09/2019 I Agree. Please add additional parking to this area. by Guest on 05/09/2019 I Agree, or at least repave the back part of the lot. The middle of it is so heaped up that really only 1/3 of the back lot is usable by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019 I Agree. Parking needs improvement. If someone wants to launch a canoe, they need to park. by Guest on 05/10/2019	Driving						Other, please comment a
42.35716	-71.115038	4/26/2019	356082	247628	It'd be good to have more crosswalks. Maybe limit travel to one vehicle lane in each direction to reduce the crossing distance	I Agree by Anonymous on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019 I Disagree by Guest on 05/09/2019 I Agree, there is a lot of pedestrian crossing from Riverside and pool parking to Starbucks and Trader Joes parking - often dangerous. Driving, walking and street crossings by Guest on 05/09/2019 I Disagree. Don't go down to one lane. There's already too much traffic and that would constrict even more. by Guest on 05/09/2019 I Disagree. One lane on Mem. Drive would seriously back traffic up over the BU Bridge in the evening. by Guest on 05/09/2019 I Agree by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.357307	-71.115115	5/10/2019	357752	249644						Traffic Signals			Other, please comment a
42.357375	-71.115135	4/26/2019	356081	247628	Taking a left turn into and out of the Microcenter parking lot is dangerous	I Disagree by Guest on 05/07/2019	Driving						

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42.359495	-71.115789	4/13/2019	355100	245554	Please expand the pathway so that it's suitable for pedestrians, joggers, and cyclists. It is currently a hazard for these three groups.	I Agree by Guest on 04/15/2019 I agree by Anonymous on 04/15/2019 Please repave the path so it is smooth by Anonymous on 04/15/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 Expand and repave, put lane markers down the middle for bikes and pedestrians. A better gravel path to the side where possible will also allow joggers to have a lower impact surface similar to the section east of the Mass Ave bridge. by Guest on 04/16/2019 I Agree! The multiuse path along the entire segment should be widened to at least 14 feet along the entire length, or changed to 10+ feet for bikes only and 6+ feet for walkers/joggers only. This can be accomplished by road dieting Memorial Drive down to 2 lanes or 2+turn lane. by Guest on 04/16/2019 I Agree, this section is very rough for bicyclists and too narrow for everyone! by Guest on 04/18/2019 I Agree by Guest on 04/22/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by on 05/08/2019 I Agree by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				
42.359495	-71.115789	5/9/2019	357509	245853	I hope you will seriously consider a dramatic re-visioning of this area - making it more of a park and less of a highway. In fact I would like to see Storrow Drive be the "outer ring road" for this part of Cambridge and a car-free river front on the Cambridge side. At a minimum, I suggest only one lane in each direction for moter vehicles, designed to keep speeds under 20 mph. Also I suggest a wide two-directional route for bicycles - wide enough for riders to travel two or three abreast in each direction. Pedestrian paths should be separate from bicycle paths. Improve any road crossings giving peds and bikes priority.	I Agree. It's a shame that we have dedicated both banks of our river entirely to cars. We need a dramatic new vision to undo the mistakes of last century. Permanently removing cars from Mem Drive (as we do with great success several Sundays every summer) should be seriously considered. by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals	Vision; Idea	
42.359939	-71.115854	5/2/2019	356791	248473	So many cracks in sidewalk bicycles are better served riding on thin dirt patches next to sidewalk	I Agree - The path is way too narrow too. by Guest on 05/06/2019 I Agree by Anonymous on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019		Bicycling					
42.360593	-71.115902	5/7/2019	357189	248998				Bicycling	Walking; Jogging				
42.360859	-71.115746	5/2/2019	356777	248440	The entrances along here are like highway exit ramps, yet people use these sidewalks all the time, making for an unsafe experience. Please tighten up the entranceways and raise the sidewalk to force cars to slow down.		Driving		Walking; Jogging				
42.360914	-71.11609	5/12/2019	357909	249826	Minimum 12' wide multi-use path, with 1' buffers			Bicycling	Walking; Jogging				
42.360954	-71.116058	5/12/2019	357907	249826	Small width rubber or low impact path for walking/jogging				Walking; Jogging				
42.361033	-71.11602	5/9/2019	357538	249527	Off-street paths are so often not smooth when paved, in a way that makes cycling on them exhausting, and are heaved and broken at the slightest impingement from a tree. Regular roads are not like this. Can new off-street paths be constructed to the same standard for smoothness and root resistance as regular streets?	I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.361081	-71.115403	4/12/2019	354986	245293	Need to create a continuous bike path up to standards along whole length of project. Try and keep it on one side or other of the roadway to avoid crossings.	I Agree and I would argue that there should be a continuous path on both sides of the Parkway. by Guest on 04/12/2019 I Agree; There should be a continuous bikeway on both sides of Memorial Drive. by Anonymous on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree. The multiuse path along the entire segment should be widened to at least 14 feet along the entire length, or changed to 10+ feet for bikes only and 6+ feet for walkers/joggers only by Guest on 04/16/2019 I Agree by Guest on 05/01/2019 I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/09/2019		Bicycling					
42.361342	-71.116261	5/12/2019	357908	249826	All stop scramble crosswalk					Street crossings			
42.36135	-71.116004	4/30/2019	356280	223361	This intersection is very unsafe for all users. Peds and bikes crossing Mem Drive on both sides of River St. conflict with motorists turning in both directions onto Mem Drive. The intersection redesign should be integrated with the River St. reconstruction so that cyclists can easily turn onto the River St. cycletrack from either direction on the Mem Drive path. The crosswalk signal on the bridge side of River St. does not always show a green for path users even when cars are stopped. This needs to be redesigned as a protected intersection which prioritizes vulnerable users.	I Agree by Guest on 05/07/2019 This intersection needs redesign. by Guest on 05/07/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.361356	-71.116109	4/13/2019	355091	245538	Definitely need an underpass under the bridge, we can't have the flow of bike and pedestrian traffic being blocked by cars every few blocks!	I Agree by Guest on 04/15/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 Cambridge could make a fortune every morning rush hour ticketing cars blocking the box. It forces bikes into the travel lane to cross the bridge when there are three cars back from the crosswalk and the light changes. by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I agree, an underpass would be great, like under Eliot Bridge... by Guest on 04/16/2019 I Agree. This intersection is especially bad because drivers try to make the light but end up blocking the cross walk which forces bikers to go around them and into Men Drive. by Guest on 04/24/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree - this has been talked about for years, it is time to make this a real waterfront trail as many cities have done throughout the world. by Guest on 05/01/2019 I Agree, drivers often try to beat the light and end up in the intersection when the walk signal comes on. by Guest on 05/07/2019 I Agree, and I don't understand why there aren't camera-assisted traffic ticketing systems in place in these extremely problematic intersections to enforce the rules about not blocking the lanes. by Guest on 05/07/2019 I Agree - cars blocking the box everyday by Guest on 05/08/2019 An underpass may be appropriate if it does not impede on this already very narrow section of the river, which can be a safety concern for boaters of all types. by Guest on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging	Street crossings			
42.3614	-71.115996	4/26/2019	356135	247684	Evne though traffic only comes from one direction, and there's no turn on red, the pedestrian walk signal only lasts for a few seconds, even though it's safe to cross for much longer	I Agree by Guest on 05/07/2019			Walking; Jogging	Street crossings	Traffic Signals		
42.361434	-71.116052	4/12/2019	354991	245291	The path at the bridge is too narrow, too dangerous and needs more space and priority.	I Agree - and in general at all bridge/road crossings, there need to be better and wider curb ramps to allow the many path users to comfortably get up/down to the PDW path. by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/01/2019 I Agree! A wider crossing that is raised from the surrounding pavement would be a great improvement. by Guest on 05/07/2019 I Agree by Guest on 05/07/2019		Bicycling	Walking; Jogging				
42.361442	-71.11587	5/9/2019	357505	249486	The Walk buttons at this intersection do nothing			Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.361444	-71.11587	5/8/2019	357384	249382	A mother and child crossing here almost run over at 8:30am on May 8th by a driver rushing to beat the left turn light here. Two solutions: clear time separation between light changes; raised cross walk to slow all traffic entering this and all other crossings.				Walking; Jogging				
42.361458	-71.115956	4/26/2019	356088	247648	Create a bike box at the front of the intersection along with a nike specific set of traffic lights. This would give cyclists a few seconds head start on traffic that can be very aggressive.	I Agree by Guest on 04/26/2019 I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/07/2019 Traffic is quite aggressive at this intersection where the Pike traffic spills into Cambridge. An exclusive bike-ped interval would be very useful here in addition to infrastructure improvements. by Anonymous on 05/08/2019 I Agree by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019		Bicycling					

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42.361487	-71.116138	4/19/2019	355682	242457	As a pedestrian I feel extremely unsafe crossing here even when I have the walk sign. There are few places I feel like I have to run across the street for my life, but this is one of them.	Ooof. I do NOT like this intersection. It always backs up with cars blocking the box. They means when the light changes, everyone gets really angry and starts acting erratically. Bikes and peds often need to go way out into the middle of the intersection to get around the scofflaws. Maybe we could have a red light camera to help keep crime down? by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree by Anonymous on 05/08/2019 I Agree by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019			Walking; Jogging	Street crossings	Traffic Signals		
42.361489	-71.115913	4/12/2019	354992	245291	The Memorial and River St intersection prioritizes cam movements over all the other users and makes it a dangerous and unpleasant place to cross. I would like to see raised crossings, protected bike phases and anything else that would slow down car and truck traffic and encourage walking and biking. TRANSIT: The bus routes through this intersection could use signal priority as well.	I Agree by Guest on 04/15/2019 I Agree by Guest on 04/16/2019 Agreed. Also, this is quite dangerous for people walking/biking along the path when drivers turn right on red from the bridge onto Memorial. Prohibit turns on red here. by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree - Please prohibit "Right on Red" at all signalized crossings that take drivers across the Memorial Drive path. The sight lines for drivers are simply too limited to do this safely. by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree! Even stopped drivers will make poor decisions at turns and cut into the path of pedestrians and bikes crossing with the signal. by Guest on 05/07/2019 I Agree by Anonymous on 05/07/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		Other, please comment a
42.361747	-71.116012	5/8/2019	357386	249382	Enforce the current law against vehicles over 5000 lbs from traveling on the drive.		Driving					Vision; Idea	
42.361864	-71.116039	5/8/2019	357385	249382	This is a drive not a highway. Put in traffic calming devices such as raised cross walks and speed bumps to slow traffic to less than 30 mph.	Strongly agree - speed and congestion make this entire road very dangerous by Guest on 05/09/2019 I Agree - traffic needs to be slowed for this entire stretch of Memorial. by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings		Vision; Idea	
42.362344	-71.116041	5/8/2019	357387	249382			Driving						
42.362381	-71.145626	4/22/2019	355797	246961	The path way is very lumpy here - needs repaving.			Bicycling					
42.363554	-71.115983	5/6/2019	357127	248881	The sidewalk on the east side here is way too narrow.	More attention needs to be kid to the west side of memorial drive throughout. It is a forgot no-mans land of broken, inadequate sidewalks. It feels unsafe to walk on with children. by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				
42.363744	-71.11536	4/14/2019	355145	245650	Reducing road width will increase car traffic in neighborhoods as commuters to Harvard, MIT, Kendall Sq. look for alternate routes when traffic backs up further.	I Disagree by Guest on 04/16/2019 I Disagree - reducing road width may in fact disincentivize people from driving at all. The opposite of "induced demand": reduced demand. by Guest on 04/16/2019 I Disagree a road diet will discourage driving as a mode through this area. by Guest on 04/16/2019 I Disagree, Memorial Drive is a canonical, proven road-diet candidate. Changing from 4 lanes to 2+turn lane can actually increase capacity while decreasing dangerous speeding. by Guest on 04/16/2019 I Disagree by Guest on 04/18/2019 I Disagree, bad take by Guest on 04/26/2019 Or they will hopefully not drive but choose the T or a bike by Guest on 05/01/2019 Doubtful -- Putnam is the only real alternative and it is already really slow during rush hour. The rest of the streets in Cambridgeport and Riverside are mostly one-ways without very many connections for people trying to transit the area. by Guest on 05/06/2019 I Agree by Guest on 05/08/2019	Driving	Bicycling	Walking; Jogging		Traffic Signals		
42.364188	-71.115789	5/7/2019	357237	249145	Bus priority for the 70/70A would be very helpful during rush hour. Not sure how this would impact the intersection on the other side of the river								Other, please comment a
42.364198	-71.116071	5/9/2019	357483	249421	Sign Memorial Drive WB lanes separately for turning / going straight. Right now the lack of guidance makes this area a mess for driving and other users every single day.		Driving				Traffic Signals		
42.36421	-71.117705	4/18/2019	355647	246510	This pedestrian light stays on for only a fraction of the time the light is red for cars. As a result, pedestrians and cyclists are tempted to cross against a Don't Walk sign. There is no reason for this timing of the Walk signal. Cars that want to turn right on red can do so after checking.	I Agree. The light for pedestrians going red while cars are still stopped creates confusion and encourages walking across. by Guest on 04/25/2019 I Agree by Guest on 05/01/2019 I Agree -- I just ignore the pedestrian signals since they are so short. by Guest on 05/06/2019	Driving	Bicycling	Walking; Jogging		Traffic Signals		
42.364212	-71.117833	5/7/2019	357209	249031	I find this whole intersection incredibly dangerous as a bicyclist. If you are riding southbound in the roadway across the bridge on Western Ave, you have to cross two busy intersections with no pavement markings or signals for bikes to connect the painted bike lane (this is especially disappointing given the high quality of the path on the Cambridge side). The pavement here is always in extremely bad shape, the lane markings non-existent, and you shouldn't be able to take a Right turn on Red off Western onto Soldiers Field Rd. It turns an already dicey crossing w/ the short pedestrian signals into a very dangerous one.			Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.364212	-71.115969	4/26/2019	356134	247684	Despite this being a one-way street, the pedestrian walk signal lasts for about 10 seconds, even though it's safe to cross for much longer.	I Agree by Guest on 05/07/2019 I Agree - signals at this intersection are a real mess by Guest on 05/07/2019			Walking; Jogging	Street crossings	Traffic Signals		
42.364214	-71.116058	4/26/2019	356131	247684	There needs to be a red left turn arrow here when northbound traffic on memorial drive gets a green light. There's almost always a driver failing to yield to oncoming traffic, and they end up gunning it into cyclists and pedestrians who have the right of way. Or eliminate the left turn altogether. Either way there needs to be police enforcement or drivers will still ignore the signals.	I Agree by Guest on 05/07/2019 This is where I get off of the bike path and onto the road as part of my commute, and there are frequently motorists that try and run through the red light to make it onto the bridge. This makes for a very dangerous bike and pedestrian crossing, and to make it more complicated the light is very short for pedestrians. This intersection is very unsafe. by Guest on 05/07/2019 I Agree by Guest on 05/07/2019	Driving		Walking; Jogging	Street crossings	Traffic Signals		
42.36422	-71.116347	4/29/2019	356279	223361	This intersection is very unsafe for all users. Cyclists coming to the end of the Western Ave cycletrack are dumped into the intersection and conflict with motorists turning right onto Mem Drive. The crossing period of Western Ave on the bridge side of the intersection is much too short for bikes and peds, conflicts with right-turning cars, and is exacerbated by the frequent backup of traffic on the Western Ave bridge into the intersection. This needs to be redesigned as a protected intersection which prioritizes vulnerable users.	I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/09/2019 this is one of the worst intersections I deal with. by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.364238	-71.116205	4/13/2019	355092	245538	Definitely need an underpass under the bridge, we can't have the flow of bike and pedestrian traffic being blocked by cars every few blocks!	I Agree. Underpasses are needed at every bridge on both sides of the river. by Guest on 04/15/2019 I Agree by Anonymous on 04/16/2019 I Agree! by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree - this investment will help all travelers including cars by Guest on 04/26/2019 I Agree - this is a critical public safety concern! Underpasses are necessary by Guest on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree - underpass / overpass / other grade separation will significantly reduce conflicts by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging	Street crossings			

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42.364238	-71.116205	4/18/2019	355644	246506	This is a particularly dangerous crossing. Cars going from Cambridge over the bridge often block the crosswalk, as well as run the red light, leading to a situation in which bikers and pedestrians have to weave through cars during the extremely short walk signal. In fact, the walk signal begins counting down from 10 about 15 seconds after the light traffic light turns green. If you wait until the cars clear the crosswalk, as I did a couple of times, you run the very real risk of being run down by cars that are turning right onto the bridge from the Memorial Drive are going to run you down. This intersection needs some serious thought in terms of the timing of lights, as well as a period when cars turning from Memorial Dr. have a specific right turn arrow that is red for a longer period of time to allow pedestrians and bikes to get across the intersection. Likewise a left turn arrow that is red from the opposite side of Memorial Drive, since cars turning left onto the bridge also like to beat the cars from the other direction. I have even seen a bicyclist hit by a car, when a left turning car did exactly that. Either that or a 4-way walk signal like the signal that exists at the intersection of River St. and Memorial Drive. Ideally, some of these changes would take place soon, since this is a harrowing crossing. Also, traffic enforcement by the state police would help deter so many drivers from running the red light coming from Cambridge.	I Agree, this is one of the worst intersections for all of the above reasons. by Guest on 04/18/2019 the Walk signal across the bridge lasts a very short time indeed, extremely dangerous spot as cars turn onto the bridge very aggressively, esp. during rush hour. by Guest on 04/18/2019 I Agree by Guest on 04/26/2019 I Agree - This signal needs to be much longer, the ped/bike crossing needs to be wider and raised for better visibility, and we MUST limit turning cars to allowing turns only on signals. It's currently an awful and dangerous mess to anyone not in a car. by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/08/2019		Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.364244	-71.116149	5/9/2019	357512	249484	Between cars turning into western and cars coming straight on western there is no point in the signal cycle where it is actually safe to cross Western on the river side of Memorial drive. The walk signal corresponds with cars making aggressive turns who aren't aware that there is also a walk signal. A dedicated walk signal is needed that allows people to cross without the threat of turning traffic.	I definitely agree that cars turning right from Memorial onto Western create a very dangerous situation for pedestrians and cyclists, especially when oncoming traffic from Western backs up and blocks the intersection. I don't necessarily agree that a dedicated walk signal is the answer though. What about a pedestrian underpass, to completely remove the conflict? Or red light cameras and actual ticketing for cars blocking the intersection, that would be the dream. by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.364264	-71.115964	4/26/2019	356133	247684	Please increase enforcement (preferably automated) at Western Ave. Drivers always run the yellow/red light, causing them to block the box/ crosswalks. Meanwhile the pedestrian walk signal lasts all of 5 seconds.	I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/07/2019 I Agree -- This is the most dangerous moment of my day. Drivers are so impatient by the time that they get to this intersection that they don't miss a light just because the light is changing and there's no room for them in the intersection. by Guest on 05/08/2019 I agree. Not sure what state law is relative to automated enforcement, but that approach would be quite relevant here, as violations occur throughout the day, making traditional enforcement expensive and impractical over the long-term. by Anonymous on 05/08/2019	Driving		Walking; Jogging	Street crossings	Traffic Signals		
42.364284	-71.115693	5/7/2019	357232	249145	I live just down the street from this intersection and have witnessed multiple collisions. Fortunately all involved have been safe each time because only cars were involved, but it terrifies me to bike through this intersection (as I must do each day to get to work). The intersection should be redone in order to encourage cars to slow down significantly to make it safer for all involved, with specific care taken for infrastructure for bikers and pedestrians. Cross walks are needed in all directions at this intersection; the lack of any crosswalk on the southern side of this intersection baffles me and (I admit) has lead me to jay-walk unsafely on a number of occasions. In addition, clear markings that indicate how bikers should proceed onto the western ave bridge would improve safety and comfort (take the sidewalk? take the lane? ride to the side of the road? I've done all three and none feel like I'm doing the right thing.		Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.364289	-71.116133	5/9/2019	357506	249486	There are only crosswalks on 3 sides of the intersection and most of the pedestrian buttons do not work to change the signal		Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.364299	-71.116068	4/12/2019	354993	245291	The Memorial and Western intersection prioritizes car movements over all the other users and makes it a dangerous and unpleasant place to cross. I would like to see raised crossings, protected bike phases and anything else that would slow down car and truck traffic and encourage walking and biking. The western protected bike lane is great but needs to continue and CONNECT to the bike paths on both sides of Memorial and both sides of the Charles. TRANSIT: The bus routes through this intersection could use signal priority as well.	I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree, especially scary risk of being right-hooked here when biking south along the path, by drivers turning onto the bridge. Need bicycle/pedestrian leading intervals on the signal phasing to give vulnerable road users a head start, and much more visible crosswalks/bike crossings. Ideally raise the crosswalk/bike crossing. by Guest on 04/16/2019 I Agree by Guest on 04/18/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 04/26/2019 I Agree - This could use a pedestrian scramble. If pedestrians want to cross both Western and Memorial, they have to wait for at least a full light cycle. by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 This intersection is a death trap. Drivers speed up at the yellow light and then pile up blocking the intersection for pedestrians and bikers. This is the one part of my daily commute that almost always feels like I'm risking my life. by Guest on 05/08/2019 I Agree by on 05/08/2019 I Agree, dear god this intersection needs a lot of focus to put bike/ped FIRST and have a better connection into the Western Ave protected lane and potential future bridge designs by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		Other, please comment a
42.364323	-71.115714	5/2/2019	356790	248473	Death Trap Intersection	I Agree by Anonymous on 05/07/2019		Bicycling					
42.364343	-71.115945	4/19/2019	355685	242457	I love that there is a red right arrow from Western turning on to Mem drive. However because the right turn lane is also for cars continuing straight, drivers get very aggressive and impatient here. I've seen many turn right on red despite the signs and I am regularly honked at for stopping here on a green straight arrow but red right arrow. More education/signage at this intersection needed, or lane change or some improvement needed to prevent a right hook when bikes have the green light.	I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019	Driving						
42.364355	-71.116146	4/19/2019	355676	246609	Widen corner landings for bikes & pedestrians	I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree, and think about the placement of poles for lights, signage, and signal-buttons. As it stands now, there's little room to enter or exit the path without blocking it, and cars often rush the light or take the right turn on red onto the bridge, blocking crosswalks and making crossing scary and dangerous. by Guest on 05/07/2019 Yes, bikes come rolling down the bridge or racing for their lives across the intersection and there are other bikes, strollers, and pedestrians waiting there. It's hard not to collide. by Guest on 05/08/2019 These corners are too narrow and difficult to negotiate no matter whether you're on a bike or on foot. by Guest on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging	Street crossings			

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42.364371	-71.116176	4/11/2019	354954	243101	Constricted pathway for bikes/pedestrians, make wider	I agree by Anonymous on 04/15/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/18/2019 I Agree by Guest on 05/02/2019 I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/07/2019		Bicycling	Walking; Jogging				
42.364381	-71.116007	4/16/2019	355252	141738	Better connect the Western Avenue cycle track to the Paul Dudley multi-use path. Needs improved signage, pavement markings, ramps, signal timing for bikes and peds.	I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/07/2019		Bicycling	Walking; Jogging	Street crossings	Traffic Signals	Vision; Idea	Other, please comment a
42.364387	-71.115843	4/15/2019	355215	245783	Traffic turning right from Western Ave to Memorial Drive crosses bike traffic on the green lane wanting to go across to the river path. Very dangerous especially if the light is already green when the bike gets there.	I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 Need a bicycle leading interval and some yield signs, shark's teeth, elephant's feet, etc. by Guest on 04/16/2019 Bigger, more prominent signs would be better. by Guest on 04/18/2019 I Agree by Guest on 04/26/2019 I Agree by Anonymous on 05/07/2019		Bicycling					
Anderson Memorial Bridge to Western Avenue													
42.364432	-71.115682	4/18/2019	355648	246510	The pedestrian light across Mem. Drive on the North side only comes on when the button is pressed, but there's no sign letting pedestrian know. Either add a sign, or have it always come on!	I Agree, this should always come on, since it doesn't actually change the intersection timing. Since drivers are only coming from one direction, they can easily yield on turns. by Guest on 04/26/2019 I Agree - At least have this on a timer so you don't need to press it on say, Saturday afternoon, when you know there are people out. by Guest on 05/06/2019		Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.365116	-71.116025	5/7/2019	357239	249145	I love it when this part of memorial drive is closed to traffic and I fully support expanding this to other days of the week and times of the year. It makes the whole area along the river a continuous park that is effortlessly accessible to residents like me--even though the river is only a few blocks away, it feels much farther when there is a four lane highway in the way.	I Agree by Guest on 05/08/2019 I Agree by on 05/08/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.365187	-71.115736	5/7/2019	357238	249145	This intersection feels very dangerous. Cars are trying to get through as fast as they can because of the speed of traffic on memorial drive and as a pedestrian they seem to come out of nowhere. It is right next to a park with a small playground so it seems important to make sure kids can safely access the space.	Need to synchronize all the traffic lights by Guest on 05/09/2019			Walking; Jogging				
42.365215	-71.115907	4/26/2019	356127	247684	There should be a raised crosswalk here to slow turning drivers and be more consistent with the rest of Cambridge	I Agree by Guest on 05/08/2019			Walking; Jogging	Street crossings			
42.365318	-71.11595	4/15/2019	355207	245785	are left turns onto Hingham Street dangerous, or do they cause backups on Memorial Drive? If so, perhaps they shouldn't be allowed.	I Agree - left hand turns on much of Memorial Drive (esp. at unsignalized intersections) are pretty bad. They either shouldn't be allowed, or with a 4-to-3 road diet there could be a central turn lane that allows turns. by Guest on 04/16/2019 I think this LH turn is OK because there's a traffic light ahead. by Guest on 04/18/2019	Driving		Walking; Jogging				
42.365806	-71.115854	4/26/2019	356126	247684	There should be a raised crosswalk here to slow turning drivers and be more consistent with the rest of Cambridge	I Agree by Guest on 05/08/2019			Walking; Jogging	Street crossings			
42.366028	-71.138749	4/26/2019	356077	247611	Large swaths of black ice form along this stretch of the path in cold weather, making it extremely dangerous for runners, walkers, and cyclists.	I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.366186	-71.116347	4/30/2019	356282	223361	This whole section of path should be widened	I Agree by Guest on 05/07/2019 I Agree by Anonymous on 05/07/2019 I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				
42.366234	-71.115811	4/26/2019	356078	247627	Hello and thanks for listening: The walk/job/bike path all along the Cambridge side of the river is too narrow and is very crowded. I have been hit by a cyclist and cyclists do not always have bells to warn the are coming. People with babies in strollers also use this path and it is just not wide enough. I suggest that bikes have their own, separate, lanes because they move very quickly, especially those with motors. And I am a runner, walker and biker, by the way, but as a walker I walk in terror at rush hour! Thank you!	I Agree by Guest on 05/08/2019		Bicycling	Walking; Jogging	Street crossings			
42.366345	-71.116015	4/26/2019	356121	247684	Should be a Crosswalk here, as it's pretty far to the next intersection for Pedestrians	I Agree by Guest on 05/06/2019			Walking; Jogging	Street crossings			
42.366892	-71.116025	5/7/2019	357183	118064	This stretch of Memorial Drive could be reduced to one lane each way to reduce traffic and improve crossings.	I Disagree. Going down to one lane would increase traffic as the volume of cars isn't likely to change. by Guest on 05/09/2019 I Disagree, also agree that there is too much traffic along mem drive to make this idea feasible. by Anonymous on 05/09/2019 I Agree by Guest on 05/09/2019	Driving						
42.367256	-71.116141	5/5/2019	357075	248789	The road has the profile of a highway (it actually is Route 2) and people drive at highway speeds (even though the utterly ignored posted speed limit is 35.) The road needs to be totally reconfigured with aggressive speed restrictions so drivers themselves sense a natural limit of say 20 or 25 mph. Perhaps allow the right lane of each direction to be a shared bike lane.	I Agree - Also, there is zero enforcement here (which wouldn't be necessary with traffic calming). I test drove a car here once and the sales person said I could go as fast as I wanted because the State Police never enforce the speed limit. by Guest on 05/06/2019 I Agree by Guest on 05/07/2019 I Agree -- Mem Drive needs a serious road diet! Or even better -- make it bike/ ped only. We should be doing this sort of progressive road reconfiguration here in Cambridge! by Guest on 05/08/2019 I agree that Mem Drive needs a road diet here, but there should be separate bike lanes rather than a shared right lane. by Anonymous on 05/09/2019	Driving					Vision; Idea	
42.367411	-71.116358	5/8/2019	357322	160901	Given that the Boston-side of the multi-use path will be out of commission during work on the I-90 interchange, the Cambridge-side will receive a lot of additional traffic. The multi-use path needs to be upgraded/widened to accommodate the anticipated volumes. Spot treatments that prioritize passage of trail users at major intersection should also be incorporated as an I-90 mitigation measure.			Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.367692	-71.118971	5/6/2019	357125	248881	It would be nice to have an accessible way to cross Soldiers Field Road into the HBS campus.	I Agree, outside the project scope but I fully agree! by Guest on 05/09/2019 I Agree by Guest on 05/09/2019	Driving	Bicycling					
42.367712	-71.116299	4/26/2019	356125	247684	There should be a raised crosswalk here to slow turning drivers and be more consistent with the rest of Cambridge	I agree - all of the side streets need this. by Guest on 05/06/2019			Walking; Jogging	Street crossings			
42.367867	-71.11609	4/16/2019	355234	20649	The sidewalk along the East side of Memorial Drive (not the river side) seems mostly for pedestrians. If you are on bike and going a short distance, it is not convenient to cross over to the other side of Memorial Drive to get on and off the bike path. There should at least be a one way (northbound) path on the East side of Memorial Drive all along here.	I Agree by Guest on 04/16/2019 I Agree by Guest on 04/17/2019 I Disagree by Guest on 04/20/2019		Bicycling	Walking; Jogging				
42.368144	-71.116433	5/3/2019	356860	141738	Remove vehicle lanes where at all possible to expand riverfront green and space for wider and separate paths.	I Agree - DCR needs to do a traffic study. It doesn't seem like the traffic backups are caused by too few lanes, but rather choke points at the intersections crossing the bridges. by Guest on 05/06/2019 I Agree - completely agree. We should be building more/ better bike + ped space to incentivize those modes of transit by Guest on 05/08/2019 I Agree by Guest on 05/09/2019							

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42.368707	-71.117404	4/26/2019	356119	247684	Separate paths for bikes and pedestrians would be nice in this section where it's currently wide enough. The paths are pretty narrow, making it sometimes difficult for everyone to pass safely	I Agree by Guest on 05/07/2019 I Agree. Please make two separate bike (made of asphalt) and running paths (made of dirt) exactly like the ones built from Charles River Yacht Club to Boston University Boathouse. by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.368913	-71.117683	5/1/2019	356753	246611	Bike and pedestrian access to all bridges between Cambridge and Allston needs to be planned with a transformed Allston in mind, post-Harvard expansion. Traffic on these routes should be expected to increase many times over.	I Agree, yep! Particular attention should be paid to this intersection with DeWolf which is a natural connection into the square and Harvard by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals	Vision; Idea	
42.369046	-71.117415	5/7/2019	357214	249031	I think a roundabout/rotary to manage converging bike and pedestrian traffic coming from the path, bridge, and crosswalk would make better use of this space and increase safety.	I Disagree. Intersections can handle lots of pedestrian and bike traffic safely without formal traffic patterns, so long as the path is wide enough. A rotary would take lots of space, and make this area more of a place to bike through and less of a place to bike to. by Guest on 05/09/2019		Bicycling	Walking; Jogging	Street crossings			
42.369046	-71.117224	5/6/2019	357134	248881	Curb cuts are too narrow.	Agreed - wider curb cuts will allow a person a bike and a person pushing a stroller to pass each other without having to take turns with one person waiting in the road. by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree, and the path could be moved back from the road so that waiting bikes and large groups of pedestrians don't fear stepping into moving traffic in the path behind them either. by Guest on 05/07/2019		Bicycling	Walking; Jogging				
42.369103	-71.073132	5/2/2019	356789	248473	Death Trap	I Agree by Guest on 05/07/2019		Bicycling					
42.369107	-71.117243	4/26/2019	356120	247684	There's no reason why pedestrians shouldn't have right of way concurrent with the one-way traffic from DeWolfe Street (with a leading interval). Also despite there being a red light for a one-way street, pedestrians don't get a walk signal to cross DeWolfe St. when traffic has a red light.	I Agree - I always just cross on the don't walk since there's no reason not to. by Guest on 05/06/2019	Driving		Walking; Jogging		Traffic Signals		
42.369206	-71.117377	4/18/2019	355646	246510	This path intersects pedestrian traffic coming off the bridge or crossing Mem. Drive with bicycles and joggers traveling on the path. Even though bicyclists should give way to pedestrians, a sign warning both would be enhance safety. I've seen a lot of people crossing the path without checking if it's clear.	I Disagree. People can figure this out ok. Let's not clutter with signs. by Guest on 04/20/2019 I Agree. Pedestrians walk across the bike path with their noses in their devices and never look up to see if it is safe to cross by Guest on 04/25/2019 I agree - We should probably put up a sign to tell people to read the other sign too. by Guest on 05/06/2019 It would be wise to widen the path so that pedestrians and people on bikes have room to move around each other - right now there is conflict bc the path is too narrow for the number of people who needs to use it and people on bikes have to aim for the limited curb cuts. Widen the path and the crossing, adjust the curb cuts to match, and the conflict will be eliminated without the needs for signs. by Guest on 05/07/2019		Bicycling	Walking; Jogging	Street crossings			
42.36926	-71.123072	5/7/2019	357213	249048	A small foot bridge under JFK street would make it easier of bikers and pedestrians to continued up or down the river without having to cross JFK street. With less people crossing there, it would lower how many cars must wait to turn due to people.	Pedestrian bridge under the street is not a good use of money. by Anonymous on 05/07/2019 I Agree if it does not impede the river or boat traffic. This is a very significant safety location. Forcing all boats to use the middle arch at all times will result in accidents. by Guest on 05/09/2019 I Disagree. This would reduce the space for boats under the arch and make crashes more likely by Guest on 05/09/2019 I Disagree - doing this would narrow the navigable river and lead to more accidents by Guest on 05/09/2019 I Disagree, this part of the river is narrow and this turn is already dangerous for boaters by Guest on 05/09/2019	Driving	Bicycling		Street crossings			Other, please comment a
42.369547	-71.122903	4/13/2019	355086	245538	Move the path alignment towards the river and build an underpass under the bridge. A major cyclist/pedestrian thoroughfare shouldn't be encumbered by vehicular cross-traffic.	I Agree. We need underpasses at every bridge on both sides of the river. by Guest on 04/15/2019 I Agree by Guest on 04/15/2019 I Agree by Anonymous on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree strongly! by Guest on 04/20/2019 I Agree by Guest on 04/20/2019 Very strongly agree. Great safety & mobility improvement, and would also connect the park areas on either side of the bridge. by Guest on 04/20/2019 I Agreeplus this intersection is so crowded with bikes, pedestrians and cars, buses and trucks. It's not safe with cars trying to turn when there is also a walk signal. by Guest on 04/24/2019 Agree! by Guest on 04/25/2019 I Agree would be much safer by Guest on 05/07/2019 I Agree This is exactly what is needed here, just like at the BU bridge on the Boston side by Guest on 05/07/2019 I Agree - This bridge needs an underpass! by Guest on 05/09/2019		Bicycling	Walking; Jogging	Street crossings		Vision; Idea	
42.369654	-71.118107	4/26/2019	356124	247684	There should be a raised crosswalk here to slow turning drivers and be more consistent with the rest of Cambridge	I Agree - about 10% of cars turning left of westbound Mem Dr will floor it to make it through traffic without checking of anyone is in the crosswalk. by Guest on 04/27/2019 Previous comment should have been eastbound. by Guest on 04/27/2019 I Agree - Eastbound cars will floor it through a gap in traffic without checking the cross walk. by Guest on 05/06/2019 I Agree by Guest on 05/08/2019			Walking; Jogging	Street crossings			
42.36969	-71.119469	5/7/2019	357216	249048	Different paths, one for bikes and one for joggers and walkers, just like next to MIT	I Agree by Anonymous on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.369743	-71.12242	5/9/2019	357517	249495	Bicycles commonly merge from the Dudley bicycle path onto the bike lane on JFK street, but we need better infrastructure to prevent bicycle/pedestrian conflicts.	I Agree by Guest on 05/09/2019		Bicycling					
42.369753	-71.121272	5/6/2019	357135	248881	Please make the new Greenway people-oriented. The only thing consistent about the current Memorial Drive is that there are four car lanes. The pedestrian and bike infrastructure is just a mishmash of whatever fit and got put in over the years. Hopefully that's what the intent of this is.	I Agree by Anonymous on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019					Vision; Idea		
42.369757	-71.122565	5/7/2019	357206	249014	Please add markings to clarify bike and foot traffic lanes	I Agree by Guest on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.369807	-71.122471	4/16/2019	355273	245938	This intersection, like most parts of memorial drive, is built to encourage fast driving and prioritizes motorists. As a result, especially when combined with minimal enforcement, speeds here are far above safe limits, and drivers run red lights almost every light cycle. The issue occurs most commonly on mem drive, but even on JFK drivers treat this like an express lane into/out of Harvard. Combined with constant TNC pickup and drop off along the currently unprotected bike lanes on JFK, this intersection is extremely dangerous for anyone walking or biking.	I Agree by Guest on 04/16/2019 Agree, it's much better now than before the bridge work and traffic pattern changes, but still needs traffic enforcement! by Guest on 04/18/2019 Fairly often there are cars who enter the intersection from JFK st. when there is traffic in front of them and they are still in the intersection after the light changes, blocking cars on Mem drive when the light is green for them. I'd love to see enforcement! by Guest on 04/20/2019 No left turn has been a great idea! by Guest on 04/20/2019 I Agree, there should be automated red light and speeding cameras here. Memorial drive should have a 25 mph speed limit by Guest on 04/26/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/07/2019 I Agree. Very common for drivers to block the box as well as crosswalks across JFK. Extended red light times and enforcement are necessary. by Guest on 05/07/2019 I Agree by Guest on 05/09/2019 I Agree, it is far better than it use to be but the curb radii are still far too wide and allow fast turns when traffic is not backed up, and when it is there is frequent blocking of the intersection, its a huge issue by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree, often as a pedestrian or cyclist the cars turning right from memorial onto JFK bridge will be going very fast, making it dangerous for those crossing by Guest on 05/09/2019 I Agree by Guest on 05/09/2019	Driving			Street crossings	Traffic Signals		
42.36988	-71.122608	5/6/2019	357124	248881	There are no biking stencils painted on the sidewalk, yet the path through JFK park also has a sign saying it is a bike route. Bikes aren't supposed to ride up JFK street since it is a business district, but I'm pretty sure bikes are allowed on the multi-use path and definitely on the "bike route."	I Agree by Guest on 05/09/2019		Bicycling					
42.36988	-71.122055	4/30/2019	356283	223361	This intersection does not function properly. Vehicles traveling south on JFK regularly back up from the bridge back into the intersection, blocking path users (and vehicles on Mem Drive) when the light changes. The signal timing at Soldiers Field Road needs to be changed to address this. Cars turning right from Mem Dr onto JFK (south) also conflict with path users.		Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.369912	-71.119158	5/7/2019	357182	118064	This stretch of Memorial Drive could be reduced to one lane each way to reduce traffic and improve crossings.	I Agree by Guest on 05/09/2019	Driving						

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42.369945	-71.122304	5/8/2019	357251	249159	There is a stormdrain with broken pavement right in the middle of the bike lane.			Bicycling					
42.370328	-71.123705	5/6/2019	357133	248881	Make the path wider, or ideally have a walking and a biking path.	I Agree by Guest on 05/07/2019 This, along the entire corridor. by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
Eliot Bridge to Anderson Memorial Bridge													
42.370332	-71.123203	5/8/2019	357259	249171	I think it would be a worthy experiment to reduce the westbound/upriver lanes of traffic down from two lanes to one, AND to prohibit parking at all times. IF this reduced auto use of Mem Dr. did not cause other auto traffic chaos, this would provide an additional lane of pavement for protected bike lanes and shift the bicycles off of the pedestrian paths from JFK to Elliot St bridges while also protecting the Sycamore Tree roots.		Driving	Bicycling					
42.37093	-71.13405	4/18/2019	355645	246510	At this intersection, cars are allowed to go right during a red light. During rush hour many cars barely slow down to see if cyclists or pedestrians (including students from BB&N) are crossing. I think a "No Turn On Red" sign would be an improvement. If not, reinforcement of traffic rules?	I Agree - No right on red crossing any section of the path by Guest on 05/07/2019 I Agree by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.371085	-71.124222	5/7/2019	357200	249009	more crosswalk connections to cross Mem drive here.	I Agree by Anonymous on 05/07/2019 I Agree by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019			Walking; Jogging				
42.371477	-71.124646	4/16/2019	355275	245943	The PDW path here is really uneven, bumpy, and narrow. This would be a great spot to create wider, separate paths for joggers/walkers and bikes.	I Agree by Guest on 04/16/2019 Wider paths would adversely affect the existing 120-year-old sycamore trees. It's an area where the trees require special consideration before any changes are made. by Guest on 04/23/2019 I Agree, the path is very bumpy here. I believe there is enough space to widen the path and keep the beautiful Sycamore trees. by Guest on 04/24/2019 I Agree by Guest on 04/26/2019 The path on the river side could be widened without impacting the Sycamore trees. Bikers like to use the river side better anyway both because of the scenic views and the fewer intersections. by Guest on 05/07/2019 I Agree. This is also applicable on the other side of Memorial. by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging				
42.371596	-71.134307	4/19/2019	355667	246510	This section in front of the parking lot is usually muddy, the pavement is broken or uneven and in general hard to ride through.	I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.371596	-71.134307	4/19/2019	355667	246593	Westbound lane markings are extremely confusing to cars. When the lanes were repaved, the lines were marked incorrectly. Corrections were made, but the markings are still very confusing, and cars often try to cross from right to left incorrectly.	I Agree by Guest on 05/09/2019	Driving						
42.371699	-71.134441	5/7/2019	357224	245858	Need different angles or raised crossing for cars coming out of parking lot. I regularly get ignored and almost run over by cars that are focused on traffic coming from their left and don't even look for pedestrians the other way.	I Agree. School kids are heavy users of this area. The attractive bike path makes this an even more urgent issue as more kids might ride to school - which will reduce congestion. by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings			
42.371877	-71.132956	4/30/2019	356285	223361	The path across the bridge should be wider	The bridge needs brick replaced and sidewalks on both sides. It should be completely refurbished to look nicer. by Guest on 05/01/2019 The pathways needs to be wider and to separate bike and pedestrian traffic. by Guest on 05/07/2019 I Agree. The BB&N school kids use this bridge as part of their athletics program. Are the bridge walls falling down? by Guest on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.372	-71.134436	5/9/2019	357540	249505	The BB&N Upper School is prevented on developing and implementing policies that reduce congestion. Appropriate infrastructure is vital to increasing non-auto use. Pedestrian, scooter, and bike access are difficult. The transition to more e-mobility vehicles eg e-scooters, e-bikes is around us and not catered for. About 20% of Cambridge residents drive their kids to school. The State and Municipal safe to school program is extremely difficult to apply at this intersection, currently.							Vision; Idea	Other, please comment a
42.372141	-71.132483	4/19/2019	355666	246510	This area (curve and tunnel) is almost always icy in the winter because of a poor design that allows water to collect here. I know it's not part of the current project area, but maybe a good way to bring it to the attention of the DCR. I have twice fallen off my bike here on black ice.	I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree. There is always water or ice here by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.372159	-71.134452	5/7/2019	357208	248972	Curb cuts need to be wide enough to allow easy access by emergency and trash vehicles to the parking lot.	I Agree by Guest on 05/09/2019	Driving						
42.372179	-71.13434	5/6/2019	357136	248881	The curb cuts at the parking lot entrance could be widened and straightened.	I Agree by Guest on 05/07/2019 I Agree, and/or the route of the path relative to the parking lot could be re-thought. It seems ridiculous to route pedestrian and bike traffic between the parking lot and the roadway, when vehicle speeds are so high. by Guest on 05/07/2019 I Agree by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging	Street crossings			
42.372424	-71.125392	5/7/2019	357199	249009	road does not have to be so wide. i drive here a lot and people speed to 40 as if it is the posted speed. but yeah, they have 2-odd lanes to drive on to themselves.	I Agree - yes - wide roads lead to speeding. Single lane in either direction please. by Guest on 05/07/2019 I Agree by Guest on 05/09/2019							Other, please comment a
42.372438	-71.134109	5/9/2019	357542	249505	The bike path should be consistent in quality with the newish Greenough Blvd path - wide, even, marked			Bicycling	Walking; Jogging				
42.372559	-71.12581	4/30/2019	356284	223361	This whole section of path should be widened	I Agree by Guest on 05/01/2019 I Agree by Anonymous on 05/07/2019 Wider path but rebuilt so it's not so bumpy by Anonymous on 05/07/2019		Bicycling	Walking; Jogging				
42.372575	-71.125478	5/6/2019	357093	248835	Stop allowing cars to park in a lane of traffic. it impedes smooth traffic flow and causes confusion for drivers that do not expect their lane to suddenly be blocked by parked cars..	I Disagree - Just get rid of the lane altogether. It clearly doesn't impact traffic most of the time. by Guest on 05/06/2019 I disagree - it should be used either for parking all the time (with no time restrictions), or be moved to a dedicated bike lane entirely, to promote a more bike-friendly city. by Guest on 05/08/2019	Driving						
42.372714	-71.134307	4/25/2019	356052	246611	This entire Gerry's Landing area was included in the scope of the Mt. Auburn St Corridor project, and a comprehensive redesign was proposed. Might it be possible to make that design available here for further comments, so we're not reinventing the wheel?	I Agree by Guest on 05/07/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals	Vision; Idea	

lat	lng	Created(DD/MM/YYYY)	Feature ID	Inputter ID	Transportation Comment:	Additional Comments	Is this comment related to a specific topic? Check All That Apply: - Driving	Is this comment related to a specific topic? Check All That Apply: - Bicycling	related to a specific topic? Check All That Apply: - Walking; Jogging	Is this comment related to a specific topic? Check All That Apply: - Street crossings	Is this comment related to a specific topic? Check All That Apply: - Traffic Signals	Is this comment related to a specific topic? Check All That Apply: - Vision; Idea	Is this comment related to a specific topic? Check All That Apply: - Other, please comment above
42.372789	-71.133921	4/13/2019	355003	146508	Pedestrian and bike crossings at this intersection need to be revisited to provide a straighter, more stress free connection between Allston and West Cambridge/Fresh Pond.	I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 Yes, very bumpy and some risky driveway crossings here, plus the path kind of disappears at one point and forces bicyclists to ride on a driveway by Guest on 04/16/2019 I Agree by Guest on 05/01/2019 Yes, there is lots of unnecessary conflict between people walking and on bikes - clarifying the path and straighting it and making it wider would help immensely by Guest on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/09/2019			Walking; Jogging	Street crossings		Vision; Idea	
42.37288	-71.134195	4/30/2019	356287	223361	This whole intersection is very dangerous for all users. There are too many road sections that make it very hard to cross as a vulnerable user. The intersection should be simplified per prior concepts, with the added benefit of adding more greenspace.	I Agree by Guest on 05/07/2019 I Agree. I understand there have been fatalities and injuries in this area in addition to my kids having near misses while using crosswalks. The school is heavily dependent on good crossing. There are many users at certain times of day/month/year. by Guest on 05/09/2019 I Agree by Anonymous on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.372908	-71.125885	5/7/2019	357191	249009	on street Parking. This parking is really ridiculous. It shows the roadway is way to wide for the amount of traffic it carries. The river should be accessible for slow traffic, not car commuters that can take all kinds of alternative routes. Back to parking, it can be kept, but it should be properly designed with designated and marked spots. With curbs extending at the side streets for ped safety and comfort. It regulates parking as well.								Other, please comment a
42.373019	-71.126132	4/12/2019	354994	245291	The path is far too narrow between JFK and the Eliot bridge. Memorial drive is wider than it needs to be. Reduce the number of lanes and expand the paths.	I Agree by Guest on 04/16/2019 Yes, please strongly consider a road diet from Eliot Bridge to JFK, at least. Traffic is never a problem on this stretch of Memorial Drive, and the nightly parking lane on the north side of the road demonstrates that the road does not need two lanes in each direction. Removing lanes would allow more space for additional riverfront trees, and separate walking/jogging and bike paths. by Guest on 04/16/2019 I Agree; The multiuse path along the entire segment should be widened to at least 14 feet along the entire length, or changed to 10+ feet for bikes only and 6+ feet for walkers/joggers only by Guest on 04/16/2019 Yes, this part is definitely too narrow! by Guest on 04/18/2019 In the morning, from Eliot Bridge to JFK the traffic can be extremely heavy, sometimes backing up as far as Ash St. One lane there would be a disaster. I agree that one lane is feasible from JFK to the Eliot Bridge because traffic in that direction is less heavy. by Guest on 04/20/2019 I Disagree: with the respondent who calls for a 14-ft path between JFK and Hawthorn. Such a path would lead to the demise of the existing sycamores. by Guest on 04/26/2019 Agree. The 2 outbound lanes of Mem Drive are rarely fully utilized; one would suffice. A lane-drop after JFK park would enable a widening of the pedestrian path (or separate pedestrian and bike paths). by Guest on 04/27/2019 I Agree by Guest on 05/01/2019 I Agree by Guest on 05/07/2019 Yes - the wide lanes are encouraging people to drive faster than is safe for the number of people crossing the road and using the sidewalks. Increasing the width of the ped/bike path would be a better use of the space (could be even divided up so that the existing trees are left alone) and help drivers pace their travel appropriately. by Guest on 05/07/2019 I Agree by Guest on 05/08/2019 I Agree, yes! Wider path please and separate stone dust or alternative that would be more desirable for runners! by Guest on 05/09/2019 I Agree by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging	Traffic Signals			
42.373201	-71.134779	5/7/2019	357192	249009	Please consider a roundabout here. This place is a nightmare right now and it is such a shame it is next to the water. It makes the Charles less accessible and less enjoyable. I wont take my child here at the water. To much traffic waiting and revving to go.					Traffic Signals			
42.373201	-71.133599	5/7/2019	357201	249009	we could do with less lanes here	I Agree by on 05/08/2019 I Agree. Please implement the DCR Mt Auburn Corridor Study where traffic calming, and improved non-auto use is considered. The MAC Study has a big impact of the amount of traffic that enters this school intersection. by Guest on 05/09/2019 I Agree by Guest on 05/09/2019	Driving						
42.373201	-71.133599	5/7/2019	357201	249014	All intersections Gerry's Land Rd are uncomfortable for pedestrians and people using path. The ped crossings are poorly marked and badly maintained, and they have exceptionally poor sightlines for oncoming traffic. All intersections here need to be raised and have flashing yellow pedestrian crossing lights added to make crossing easier. Drivers are prioritized in this area, which should be re-considered.	I Agree by on 05/08/2019 I Agree. Please implement the DCR Mt Auburn Corridor Study where traffic calming, and improved non-auto use is considered. The MAC Study has a big impact of the amount of traffic that enters this school intersection. by Guest on 05/09/2019 I Agree by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging	Street crossings		Vision; Idea	
42.373268	-71.134908	4/25/2019	356056	246611	This turnaround is important to drivers exiting the Cambridge Boat Club parking lot who need to head west on Storrow Drive or Greenough Blvd. Without it, the only alternative is to head downriver to the Andersen Bridge, and then pick up Storrow there. Adds ~2 miles.		Driving						
42.37328	-71.126749	4/13/2019	355084	245538	There needs to be a second crosswalk here for direct northbound access to Hawthorn St	I Agree by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 Would like to see solar trash cans used along here instead of open trash barrels. by Guest on 05/01/2019		Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.37328	-71.126518	5/7/2019	357194	249009	crossing is too wide. elderly and young kids are at risk here. ADA also not great. poorly designed turn lanes further deminish safety			Walking; Jogging					
42.373356	-71.126513	5/6/2019	357132	248881	If you're biking on the north side here and are turning up towards Cambridge Common, it would be nice to have a bike lane begin on the exit. Cars come off Memorial too fast and can't see wel around the parked cars here.	I Agree by Guest on 05/07/2019		Bicycling					
42.373381	-71.135032	5/9/2019	357518	249505	Near miss twice when collecting my kid after school sports whilst walking the crosswalk			Bicycling	Walking; Jogging	Street crossings			
42.373397	-71.12677	5/7/2019	357203	249014	This crossing is narrow and has poor sightlines for drivers who don't want to hit people. People walking or biking have to cross the road in danger. Please, make the crossing into a raised table crossing, add curb cuts for people on bikes AND pedestrians, and include cub cuts on sidewalks nearby so that you don't force people to cross several roads to reach the diagonal corner. Clarify the markings for cars so that they must stop further back from the crossing.	I Agree. Also please make the walk signal on Memorial Drive change when the light changes without requiring walkers/joggers/bikers to press the button. by Guest on 05/08/2019	Driving	Bicycling	Walking; Jogging	Street crossings			
42.373427	-71.126789	5/7/2019	357177	248967	This light was not shown in the graphics						Traffic Signals		
42.373431	-71.135386	5/9/2019	357520	249505	Sidewalk broken, uneven, with deep pools of water. A significant obstruction to walking/biking to/from BB&N			Bicycling	Walking; Jogging				
42.373601	-71.13508	5/9/2019	357519	249505	Sidewalk broken, uneven, with deep pools of water. A significant obstruction to walking/biking to/from BB&N			Bicycling	Walking; Jogging				
42.373623	-71.132907	5/7/2019	357202	249014	Please widen the path here or separate it into walking and cycling areas - the path is far too narrow for the significant traffic it receives.	I Agree by Anonymous on 05/07/2019 I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				

lat	lng	Created(DD/MM/YYYY)	Feature ID	Inputter ID	Transportation Comment:	Additional Comments	Is this comment related to a specific topic? Check All That Apply: - Driving	Is this comment related to a specific topic? Check All That Apply: - Bicycling	related to a specific topic? Check All That Apply: - Walking; Jogging	Is this comment related to a specific topic? Check All That Apply: - Street crossings	Is this comment related to a specific topic? Check All That Apply: - Traffic Signals	Is this comment related to a specific topic? Check All That Apply: - Vision; Idea	Is this comment related to a specific topic? Check All That Apply: - Other, please comment above
42.373922	-71.132848	5/3/2019	356836	248539	DCR should consider narrowing Memorial Drive, perhaps to one lane in each direction, leaving plenty of space to considerably widen the multiuse path.	I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019	Driving	Bicycling	Walking; Jogging			Vision; Idea	
42.374055	-71.12787	5/9/2019	357535	249505	Please resurface the sidewalk - roots and persistent use have made it unsafe for pedestrians	I Agree by Guest on 05/09/2019		Bicycling	Walking; Jogging				
42.374081	-71.136383	5/9/2019	357524	249505	Two lane separated bike path, as recommended by the DCR's Mt Auburn Corridor Study. It provides continuity from Mt Auburn St and existing bike path on Coolidge Ave. BB&N students stream out of the athletic center from 3.30. Bike access to/from the Center will reduce substantial congestion around the school			Bicycling	Walking; Jogging			Vision; Idea	
42.374115	-71.127307	5/8/2019	357284	249237	Echoing comments to improve Riverbend park as a link between Greenway and Mt Auburn St. Consider upgrading paths within the park and multiple crosswalks onto Mt Auburn St			Bicycling	Walking; Jogging	Street crossings			
42.374121	-71.132194	5/7/2019	357190	249009	Memorial drive at this section (or throughout) should be 2 lanes. Further east roadway can be 7 ft wider to include parking bays. Be mindful of the trees there though.	I Disagree by Guest on 05/07/2019 I Disagree. A single lane is good traffic calming. as the vehicles approach the school. A separated bike lane that extends west towards Mt Auburn St would be very helpful for commute to and from the school's athletic center. by Guest on 05/09/2019 I Disagree by Guest on 05/09/2019	Driving						
42.374271	-71.126658	4/16/2019	355274	245943	(At the listening meeting we were told that Riverbend Park is controlled by DCR and should have been included within the project limits, so I hope that DCR/AECOM follows through on suggestions for the park.) There is a small, old paved path on the east side of Riverbend Park that is an important connection between the PDW path and Mt. Auburn St. Currently it is inadequate for people using wheels (strollers/wheelchairs/bikes) and could be improved pretty easily. Specifically, it could use a better, wide curb ramp serving both ends of the crosswalk across Memorial Drive, and the path in Riverbend Park should be widened and flattened. There is also a dirt desire path at the northeast corner of the park where people access the signalized intersection of Mt. Auburn/Hawthorn. It would be great to formalize this connection so people like bikers can ride from PDW onto the bike lanes on Mt. Auburn St.	What is a "desire" path? by Guest on 04/18/2019 I Agree. But the paths should not be widened/rebuilt at the expense of tree health. by Guest on 05/01/2019		Bicycling	Walking; Jogging	Street crossings		Vision; Idea	
42.374489	-71.130617	4/13/2019	355085	245538	There should be a signalized intersection here for bike and pedestrian traffic connecting to Sparks St	A pedestrian bridge could work as well, but would be a costlier option. by Guest on 04/13/2019 I Agree. The lack of a curb cut here makes it almost impossible for bikes coming from Sparks Street to easily access Memorial Drive on Sundays when the road is closed to car traffic. by Guest on 04/15/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 Agree! by Anonymous on 04/22/2019 Quite a few people cross Memorial Drive on foot or bike here with no official crossing. They then meet a guard rail then to clamber over -- all unsafe by Guest on 04/23/2019 I Agree. This is a dangerous situation. Several pedestrians have been hit by cars here in the past few years, The City of Cambridge is well aware of the problem. by Guest on 05/01/2019 I Agree, a proper crossing here would be ideal for sure! by Guest on 05/09/2019 I Agree. Unable to cross, we need to bike along the Hospital side of Memorial Drive on an uneven, water pooled sidewalk to pick up kids at the School Athletic Center every school day. by Guest on 05/09/2019		Bicycling	Walking; Jogging	Street crossings	Traffic Signals		
42.374493	-71.128299	4/28/2019	356222	247876	Notice the dirt foot path connecting Mt. Auburn sidewalk at Willard St. to the paved path: this is the direct route which connects with the crosswalk. The actual sidewalk does not make a logical connection.	I Agree, Also would like to see an opening created along here so that a personal kayak or scull could access the river. by Guest on 05/01/2019 I Agree by Guest on 05/08/2019			Walking; Jogging				
42.374493	-71.128299	5/9/2019	357536	249505	This cross walk is good but the uneven and muddy path across Riverbend Park to the Memorial Drive intersection is unpaved.			Bicycling	Walking; Jogging	Street crossings		Vision; Idea	
42.374501	-71.130252	5/7/2019	357198	249009	add a bike lane, buffered on the street.	I Disagree by Guest on 05/07/2019 This area needs a separated bike lane, or just widen the path so that people can overtake slower pedestrians without danger by Guest on 05/07/2019 I Agree by Guest on 05/09/2019 I agree with a bike lane on the path, a bike lane on the road would just be used for speeding motorists on memorial drive by Guest on 05/09/2019		Bicycling					
42.374715	-71.12978	4/11/2019	354961	92504	Pathway has steep edge fall-offs!	I Agree by Guest on 04/16/2019		Bicycling	Walking; Jogging				
42.374715	-71.12978	4/28/2019	356221	247876	The sidewalk along Mt. Auburn at Sparks on river side has a light pole directly in the middle of the sidewalk. Notice a muddy, water pit where everyone has to walk around the pole and off the sidewalk.	I Agree by Guest on 05/08/2019			Walking; Jogging				
42.374735	-71.137891	5/9/2019	357529	249505	This cross walk is unsafe and frightening. Students must be able to cross to get to/from BB&N and Shady Hill. Attractive crosswalks will reduce school congestion.	I Agree by Anonymous on 05/09/2019		Bicycling	Walking; Jogging	Street crossings			
42.374881	-71.139672	5/7/2019	357185	248986	It is difficult to go from Coolidge Ave. to Fresh Pond Pkwy.	I Agree. by Guest on 05/09/2019	Driving						
42.375428	-71.139468	5/9/2019	357531	249505	Please sign post and mark this sidewalk bike path			Bicycling	Walking; Jogging			Vision; Idea	

Lat	Long	Created(DD/MM/YYYY)	Feature ID	Inputter ID	Recreation Comment:	Additional Comments	Is this comment related to a specific topic? Check All That Apply: - Tables; Benches	Is this comment related to a specific topic? Check All That Apply: - Sports Equipment; Facilities	Is this comment related to a specific topic? Check All That Apply: - Vision; Idea	Is this comment related to a specific topic? Check All That Apply: - Other, please comment above
Western Avenue to Rotary and intersection at Boston University Bridge										
42.353234	-71.10869	5/9/2019	357532	249493			Tables; Benches			
42.353414	-71.108698	5/9/2019	357480	249427	Bring back the games. Also, nice to have more park benches and some picnic tables		Tables; Benches	Sports Equipment; Facilities	Vision; Idea	Other, please comment above
42.35366	-71.11584	5/9/2019	357479	249427	Bring back the games. Also, nice to have more park benches and some picnic tables		Tables; Benches	Sports Equipment; Facilities	Vision; Idea	Other, please comment above
42.355024	-71.11433	5/9/2019	357478	249427	Bring back the games. Also, nice to have more park benches and some picnic tables		Tables; Benches	Sports Equipment; Facilities	Vision; Idea	Other, please comment above
42.355468	-71.114545	5/9/2019	357477	249427	Bring back the games. Also, nice to have more park benches and some picnic tables	I Agree by Guest on 05/09/2019 Agree by Guest on 05/09/2019	Tables; Benches	Sports Equipment; Facilities	Vision; Idea	Other, please comment above
42.355961	-71.113759	5/9/2019	357481	249427	Bring back the games. Also, nice to have more park benches and some picnic tables		Tables; Benches	Sports Equipment; Facilities	Vision; Idea	Other, please comment above
42.362143	-71.116012	5/5/2019	357073	248789	I noticed thereâ€™s an ugly 4-lane highway along the entire length of the Charles River making access to this waterway dangerous and blighting the view. Please have it removed entirely and replaced with a park.				Vision; Idea	
42.362143	-71.116012	5/9/2019	357510	245853	I would like to see opportunities for businesses to operate good weather outdoor cafes by the river, park equipment for games, fitness, and passive recreation, boat rentals, picnic shelters that can also house camp, day care and school groups, etc.		Tables; Benches	Sports Equipment; Facilities	Vision; Idea	
42.363744	-71.116015	5/1/2019	356684	246531	Extend car free roadway event on Sundays further to MIT	I Agree Experiment with entirely car-free weekends. As people get used to the idea and find alternate routes perhaps the road to be removed entirely someday, by Guest on 05/05/2019 Agree by Guest on 05/08/2019 Agree, extend all the way to Mass Ave or even to O'Brien/Museum of Science and consider introducing a pilot all-weekend closure during the peak of summer, by Anonymous on 05/08/2019 Agree by Guest on 05/09/2019 Agree by Guest on 05/09/2019			Vision; Idea	
Anderson Memorial Bridge to Western Avenue										
42.364878	-71.115918	5/9/2019	357636	249625	Please fix the water fountains here if possible. They've been non-functional for close to a year now.					Other, please comment above
42.368342	-71.116605	4/15/2019	355211	245796	More water fountains should be added. The water fountains are few and far between on this side of the Charles	I Disagree by Guest on 04/20/2019				Other, please comment above
42.368342	-71.116605	4/15/2019	355212	245796	More water fountains should be added. The water fountains are few and far between on this side of the Charles	I Agree by Guest on 05/08/2019				Other, please comment above
42.368495	-71.117048	4/26/2019	356076	247600	Provide more picnic tables and permit/add charcoal grills		Tables; Benches		Vision; Idea	
42.369222	-71.117136	5/7/2019	357223	245858	BlueBikes station completely blocks pedestrian access between crosswalks and Cowperthwaite St. Would be much easier to navigate if placed closer to the fence and/or have a station that is shorter (even if it means bicycles on both sides).			Sports Equipment; Facilities		
42.369418	-71.118329	5/7/2019	357211	249031	It would be nice to have a seasonal cafe or seating area space that is shaded, so that it is easier to enjoy the river and to integrate the waterfront with the facing neighborhoods, which would also require better crossing points for pedestrians and bikes across Memorial Drive.	Adding more shade trees, working then in around a wider path, will benefit all. More benches, yes, and a seasonal cafe--two or three! by Guest on 05/09/2019	Tables; Benches		Vision; Idea	
42.369591	-71.121749	5/9/2019	357631	151453	Installation of a water fountain near the Weld Boathouse would be an excellent addition. It is a prime spot with very high foot traffic that is in need of public access to water.				Vision; Idea	
42.369595	-71.119781	4/15/2019	355214	245800	We need to add some kind of active recreational activity in this area. Perhaps a small food stand or some other attraction to draw people to this neglected area?	I Agree by Guest on 04/16/2019 Disagree and prefer maintaining open green space, by Guest on 04/20/2019 I'd prefer to see open green space, by Guest on 04/22/2019 Disagree by Guest on 04/23/2019 Agree by Guest on 04/26/2019 Agree by Guest on 05/07/2019 Agree, adding some kind of amenities to complement the open space would be welcome by Guest on 05/09/2019 Agree by Anonymous on 05/09/2019			Vision; Idea	
42.369706	-71.12058	5/7/2019	357218	249065	Mem Dr, in the summer on Sundays, is one of the best parts of the city. When we in the US first built parkways, I think the idea was to have driving around the park be this really lovely activity. Now parkways are just highways with some green bits next to them. Why not make every day Sunday? Why do we preference making driving from point A to B slightly faster, when making Mem Drive an open roadway for pedestrians and cyclists would improve health and happiness every day?	I agree - it would be much easier to run/bike near the river if there weren't a lot of cars speeding by. by Guest on 05/08/2019 Agree by Guest on 05/09/2019			Vision; Idea	
Eliot Bridge to Anderson Memorial Bridge										
42.369719	-71.123117	5/9/2019	357639	151453	This may be a good idea to add additional tables, benches & water fountain. Perhaps this could be another area for a beverage garden such as the Owl's Nest on the Esplanade. This area was used for so long as a construction staging area during the Anderson Bridge project it is wonderful to have the park space back and usage should be encouraged as it is truly a wonderful spot along the Charles. Since the construction project wrapped up the area does not drain particularly well and is often quite wet. Perhaps by adding some features its usage could be improved.		Tables; Benches			
42.369757	-71.1193	5/9/2019	357633	151453	It would be helpful for events and food vendors if an electrical access point could be added. This would allow events and vendors to eliminate the need for on-site generators. Adding electrical access could encourage vendor interest throughout the year to encourage park usage.				Vision; Idea	
42.372539	-71.133868	5/9/2019	357541	249505	Please install sheltered bike racks in this area. The commute to school will be better. The ability to ride from Watertown, park here, and then walk into Harvard Square will reduce bike congestion.			Sports Equipment; Facilities	Vision; Idea	
42.372955	-71.134222	4/25/2019	356054	246611	This entire Gerry's Landing area was included in the scope of the Mt. Auburn St Corridor project, and a comprehensive redesign was proposed. Might it be possible to make that design available here for further comments, so we're not reinventing the wheel?		Tables; Benches		Vision; Idea	Other, please comment above
42.374239	-71.126153	5/7/2019	357195	249009	This is such a sad piece of green space. Please find a way to make it work for residents and visitors.	I Agree. Formalize the unpaved cross path to help clarify its role in the potentially lovely park. by Guest on 05/09/2019			Vision; Idea	
42.374263	-71.131486	5/3/2019	356683	246531	Widen the bike path and add a softer shoulder surface for runners	I Agree. Absolutely. Pedestrian, bicycles, scooters are poorly catered for on this North side of Memorial Drive. Car congestion would probably fall if the non-auto school commute was more attractive by Guest on 05/09/2019		Sports Equipment; Facilities		
42.374604	-71.131625	5/7/2019	357196	249009	add sidewalks. this great play ground does not have proper sidewalks to or from it and that is really strange and inconvenient. Please include.					Other, please comment above

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Western Avenue to Rotary and intersection at Boston University Bridge												
42.353153	-71.109009	5/9/2019	357474	249427	Bring back the games. Also, nice to have more park benches and some picnic tables	I Agree by Guest on 05/09/2019	Landscaping	Trees	Shoreline	Wildlife	Vision; Idea	Other, please comment above
42.353246	-71.110731	5/9/2019	357525	249513	This area between the treatment facility and the BU bridge is a dump (old shopping cart, plastics, trash). Clean it up.						Vision; Idea	Other, please comment above
42.35328	-71.109746	4/13/2019	355096	245538	This whole area is currently a total dump. Make it accessible and add some benches and landscaping.	I Agree by Guest on 04/14/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/08/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019	Landscaping	Trees	Shoreline	Wildlife	Vision; Idea	Other, please comment above
42.353309	-71.110208	5/9/2019	357507	249486	This area is desolate and an attraction for homeless camps. It could otherwise be a very nice space by the river						Vision; Idea	Other, please comment above
42.35366	-71.115884	5/9/2019	357473	249427	Bring back the games. Also, nice to have more park benches and some picnic tables						Vision; Idea	Other, please comment above
42.354401	-71.113392	5/4/2019	357020	248727	Planting should take noise reduction considerations. With new viaduct being placed at grade level planting should address future noise levels to create a natural buffer.	I Agree. also add a berm by Guest on 05/07/2019 I Agree by Guest on 05/09/2019	Landscaping	Trees				
42.354703	-71.114612	5/9/2019	357491	249471	The height of the grass/vegetation here makes it feel a bit unsafe for jogging because it is very shielded from view.							
42.35522	-71.115403	5/9/2019	357539	249528	Storm water draining into the river often deposits sediment, reducing useable river space for boating of any type. Recommend adding deep well catch basins for storm water and a plan to maintain them to reduce sediment infilling of the river.				Shoreline			
42.355721	-71.114244	5/9/2019	357472	249427	Bring back the games. Also, nice to have more park benches and some picnic tables				Shoreline	Wildlife	Vision; Idea	
42.355953	-71.115409	5/7/2019	357204	248994	I avoid this waterfront area because it's a shady place to hang out with lots of graffiti, etc. Maybe the landscaping/recreation could be redone to make it more 'open' for safety and beautify this area? There's a whole beautiful waterfront that more can be done with here!	I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019	Landscaping		Shoreline		Vision; Idea	
42.356705	-71.114802	5/7/2019	357212	249048				Trees				
42.357371	-71.115897	5/9/2019	357528	249513	Add lighting to the parking lot for safety. Cars gets broken into frequently.						Vision; Idea	Other, please comment above
42.357375	-71.115135	5/9/2019	357475	249427	Bring back the games. Also, nice to have more park benches and some picnic tables	I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019	Landscaping	Trees	Shoreline	Wildlife	Vision; Idea	Other, please comment above
42.358171	-71.115714	5/9/2019	357504	249486	This area is prone to flooding and pooling of water from rain. It could benefit from some grading and or a rain garden	I Agree by Guest on 05/09/2019 Part of the shore just upstream of the Riverside Boathouse forms a shallow lake after a rain by Guest on 05/09/2019 I Agree by Guest on 05/09/2019 I Agree. This area floods really badly all the time. by Guest on 05/09/2019 I Agree. It seems that the storm water drains are filling with silt, which causes water not to be able to drain. by Guest on 05/09/2019 I Agree. It seems that the storm water drains are filling with silt, which causes water not to be able to drain. by Guest on 05/09/2019 I Agree. DCR needs to remove silt from existing catch basins - the handicapped parking spaces are flooded and unusable after rains. by Anonymous on 05/09/2019 I Agree by Anonymous on 05/09/2019 I Agree. DCR needs to remove silt from existing catch basins - the handicapped parking spaces are flooded and unusable after rains. by Guest on 05/09/2019 I Agree. I also think that the parking behind the pool need improvement.. It is used all the time. There is no public transportation near the pool, so it is important to keep this open. If people want to launch canoes there, they need to park. by Guest on 05/10/2019	Landscaping		Shoreline		Vision; Idea	
42.359551	-71.115865	4/13/2019	355099	245538	This section in particular could have a lot more trees to provide shade and screen the path from the unpleasant road.	I Agree by Guest on 04/16/2019 I Agree by Guest on 04/26/2019 I Agree by Guest on 05/06/2019	Landscaping	Trees				
42.360106	-71.115854	4/19/2019	355681	242457	A little more buffer - vegetative with trees and tall grasses ideally between fast-moving traffic and all the other users who share a small, narrow path for bidirectional bike and ped traffic. Agree with other commenters that the bike path and ped path needs to be widened very generously.	I Agree by Guest on 04/26/2019 I Agree by Guest on 05/07/2019	Landscaping					
42.360367	-71.115902	4/15/2019	355204	245783	this path can get pretty dark at night. Maybe some small solar powered lights could help	Yes - more lights please! by Guest on 04/16/2019 I Agree by Guest on 05/07/2019 I Agree by Guest on 05/09/2019	Landscaping					
42.36135	-71.116004	5/5/2019	357085	248815	plant trees far enough away from the roadway to stand a chance of surviving. Continually replanting cramped and salt-damaged trees, as DCR&C's been doing for their Phase II segment of their Memorial Drive is doing nothing to improve our dramatically declining tre					Wildlife		
42.36135	-71.116004	5/9/2019	357511	248583	We don't need to destroy both sides of this beautiful river with highways. Make the Cambridge side a park with wild-life areas as well as areas for active and passive recreation					Wildlife	Vision; Idea	
42.362413	-71.116111	5/4/2019	357052	248748	We need this area to have large diverse trees.	This park could be nice, but I don't like spending time there because it's like hanging out next to a highway. The heavy and loud traffic is too strong a presence and it makes this park unappealing. by Guest on 05/08/2019			Trees			
42.36265	-71.116192	4/23/2019	355873	247125	After removing invasive vegetation, create a wetland, fen-like habitat extending several yards into the river to boost climate resilience along the narrowest stretch of parkland opposite one of the lowest-lying areas of Cambridge.	improving the ecosystem on what is currently wall is a very cool idea by Guest on 05/09/2019 I Agree by Guest on 05/09/2019	Landscaping		Shoreline			
42.363174	-71.116047	5/3/2019	356859	141738	Add shade trees throughout corridor since climate change predictions are for a hotter climate	Wider path is highest priority, then work in many new shade trees around it. Tree maintenance is essential, as well as proper initial planting. by Guest on 05/09/2019						
42.363657	-71.116165	5/6/2019	357094	248835	we need more trees on this area of the pathway. Currently the roadway is several feet from the path, and it's hugely unpleasant experience to walk so close to the cars: noisy, headlights in your eyes, exhaust, etc. The river is literally drowned out by the traffic noise.	Yes, this area is particularly drab and unpleasant. by Guest on 05/09/2019	Landscaping	Trees			Vision; Idea	
Anderson Memorial Bridge to Western Ave												
42.365901	-71.107378	5/5/2019	357084	248809				Trees				
42.366186	-71.116047	5/8/2019	357420	249400	Trees should be a priority all along this path. Canopy and climate change should be a priority.			Trees				
42.367565	-71.117206	5/2/2019	356778	248440	Corridor-wide: please provide context-appropriate lighting. The type of lights used along Western Ave now look beautiful and provide appropriate lighting.	I Agree by Guest on 05/09/2019					Vision; Idea	
42.368065	-71.116594	5/8/2019	357425	249400	Protect existing trees and plant new ones all along the path.				Trees			
42.369077	-71.117809	5/7/2019	357210	249031	I think most places along the path could benefit from more plantings of native species, especially here where beds of daffodils add visual appeal but do little for birds, bees, or the river ecosystem. The example of the wetlands areas further west provide a good model to follow.		Landscaping	Trees	Shoreline	Wildlife		
42.369077	-71.117809	5/8/2019	357285	249244	Why are there so few trashcans along this stretch? The amount of trash that collects around the benches in the summertime is rather problematic, and the ones by DeWolfe St aren't emptied frequently enough, which means they are often full to the point of overflowing.	Need better trash and recycling maintenance by Guest on 05/09/2019						Other, please comment above
42.369495	-71.119743	5/9/2019	357640	151453	A long term plan to manage the invasive plants that grow along the shoreline. The banks grow quite high during the Summer making viewing the river very difficult.				Shoreline			
42.369499	-71.118847	4/15/2019	355213	245800	This area is so uncared for. Please come up with a plan that prioritizes river access and creates a long-term, sustainable maintenance plan for this area.	I Agree by Guest on 04/16/2019 I Agree by Guest on 05/01/2019 I Agree by Guest on 05/07/2019	Landscaping		Shoreline			

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42.369531	-71.123117	5/9/2019	357628	249558	Make a wide running path made of dirt separate from the bike path from Eliot to BU Bridge							
Eliot Bridge to Anderson Memorial Bridge												
42.369547	-71.122903	5/7/2019	357205	248972	Please repair the fountain in JFK Park.		Landscaping					
42.369648	-71.123332	5/7/2019	357215	249031	Please plant more native species during the redesign!			Trees		Wildlife		
42.369666	-71.120929	5/8/2019	357424	249400	Protect current trees and plant new ones - major priority.	I Agree by Guest on 05/09/2019 I Agree by Guest on 05/09/2019		Trees				
42.369864	-71.120328	5/6/2019	357126	248881	The great trees along this stretch are encroaching on the road. Please lose and lane and don't cut the trees down.	Do not cut trees More trees! by Guest on 05/09/2019		Trees				
42.370879	-71.124158	5/8/2019	357426	249400	Protect existing trees and plant new ones. Major priority!	I Agree by Anonymous on 05/09/2019 Save the iconic sycamore trees--disturbing the roots by digging up, widening, replacing current hard surface path anyway along the drive will kill the trees. by Anonymous on 05/09/2019		Trees				
42.370978	-71.123117	5/7/2019	357207	248972	Please repair the fountain in JFK Park		Landscaping					
42.371227	-71.124973	4/12/2019	354988	245293	Fill in gaps in tree canopy along whole length of project	I Agree by Guest on 04/16/2019 Maintain the sycamores, please! by Guest on 04/16/2019 Care of the London plane trees still living should be of high priority. Careful study should be made to ensure that any plans to fill in gaps in the tree canopy or change bike/pedestrian pathways do not disrupt the root systems of these very aged and beloved trees. by Guest on 04/23/2019 Yes! Native flowering trees for pollinators and willows to soak up increased moisture due to climate change. by Guest on 04/23/2019 I Agree, and feel that the allee of London Plane trees form an iconic landscape important to Cambridge, Boston, and the region. by Guest on 05/01/2019 I agree - they're so beautiful by Guest on 05/08/2019 Greatest priority is safety of people using the park--build wide paths for peds, runners, bikes and then work in many new trees around it. by Guest on 05/09/2019		Trees				
42.372274	-71.125333	5/8/2019	357428	249400	Protect these beautiful trees! Plant new ones!			Trees				
42.372329	-71.125349	5/8/2019	357427	249400	Protect existing trees and plant new ones. Major priority!			Trees				
42.372496	-71.124887	5/9/2019	357644	142737	Please plant as many sycamore or London Plane Trees as possible along Memorial Drive Greenway. Please do not dig up current asphalt path as that will damage and kill current sycamore trees. Please be conscious that we need trees and green space just as much as need pathways for bikes and walkers.			Trees				
42.372864	-71.134431	4/25/2019	356053	246611	This entire Gerry's Landing area was included in the scope of the Mt. Auburn St Corridor project, and a comprehensive redesign was proposed. Might it be possible to make that design available here for further comments, so we're not reinventing the wheel?	I Agree by Guest on 04/26/2019	Landscaping	Trees	Shoreline	Wildlife	Vision, Idea	Other, please comment above
42.373011	-71.133535	5/8/2019	357440	249400	Plant more trees!							
42.373342	-71.134433	4/23/2019	355877	247125	The traffic islands here should become pollinator habitat.	I Agree totally. Traffic islands along the Fresh Pond Parkway should become pollinator habitat. by Guest on 05/01/2019	Landscaping			Wildlife	Vision, Idea	
42.373112	-71.126432	5/8/2019	357423	249400	Prioritize planting of new trees and protect existing trees all along the path. Canopy is threatened.	I Agree by Anonymous on 05/09/2019		Trees				
42.373344	-71.134222	4/25/2019	356055	246611	Preserve or enhance the Leif Eriksson marker, with some further explanation if possible - it's a remarkable story. Consider moving it to its original position, wherever that was - I understand it was moved when Mem Drive was constructed.	I Disagree. The Norse didn't settle in this area, but in Newfoundland and the Labrador coast in Canada, and it would be irresponsible to perpetuate historical inaccuracy. by Guest on 05/07/2019					Vision, Idea	
42.373463	-71.133022	5/8/2019	357421	249400	Trees should be a priority all along the path. Canopy is threatened.			Trees				
42.373669	-71.127419	5/8/2019	357422	249400	Additional trees and protection of existing trees should be a priority all along the path.			Trees				
42.374121	-71.13184	5/8/2019	357437	249400	Protect these beautiful trees! Plant more!			Trees				
42.37416	-71.128675	5/8/2019	357286	249244	Please add more trashcans!! The fact that the only public trashcan in this area on the path is back at DeWolfe St is highly problematic, particularly for people looking to dispose of dog waste	I Agree by Guest on 05/09/2019						Other, please comment above
42.374224	-71.129426	5/7/2019	357197	249009	A gradient towards the water would be lovely as it would create a habitat for more biodiversity. It currently is not doing much for that. A path along the water is great, but the 'design' proposed is bare and does not show much thought. Please put creating a richer environment for plants and small animals first (insects, fish what not). That will make this more fun and recreational for people as well. A soft transition from land to water is what I am asking. No stones or white sand where nothing lives.	I Agree, and especially prioritize planting of native species by Guest on 05/07/2019 what about rats, I do see them close to the water by Guest on 05/08/2019 I Agree by Guest on 05/09/2019		Shoreline		Vision, Idea		
42.374303	-71.127602	5/7/2019	357193	249009	The connection from Longfellow house to the Charles is a historic one with a great story behind it. The relation is lost right now however. Redesign the riverbank park section and include more logical walking paths, sitting areas and, as a suggestion, include a 'garden like' redesign of this park to strengthen the relation. Ms Longfellow, Shipman and Hutcheson would be honored with any type of investment in this piece of US landscape history	I Agree. Excellent historical reason for long overdue and sensible changes. by Guest on 05/09/2019	Landscaping					
42.374477	-71.129962	5/1/2019	356700	248261	this part of Mt. Auburn Street has lost many trees (large and small over the years. The addition of some canopy trees and some smaller trees would be helpful here.	I Agree by Anonymous on 05/09/2019	Landscaping	Trees				
42.374929	-71.129801	5/1/2019	356699	248261	This is not the location of St John's high school. Rather it is an apartment building called Riverview.							Other, please comment above