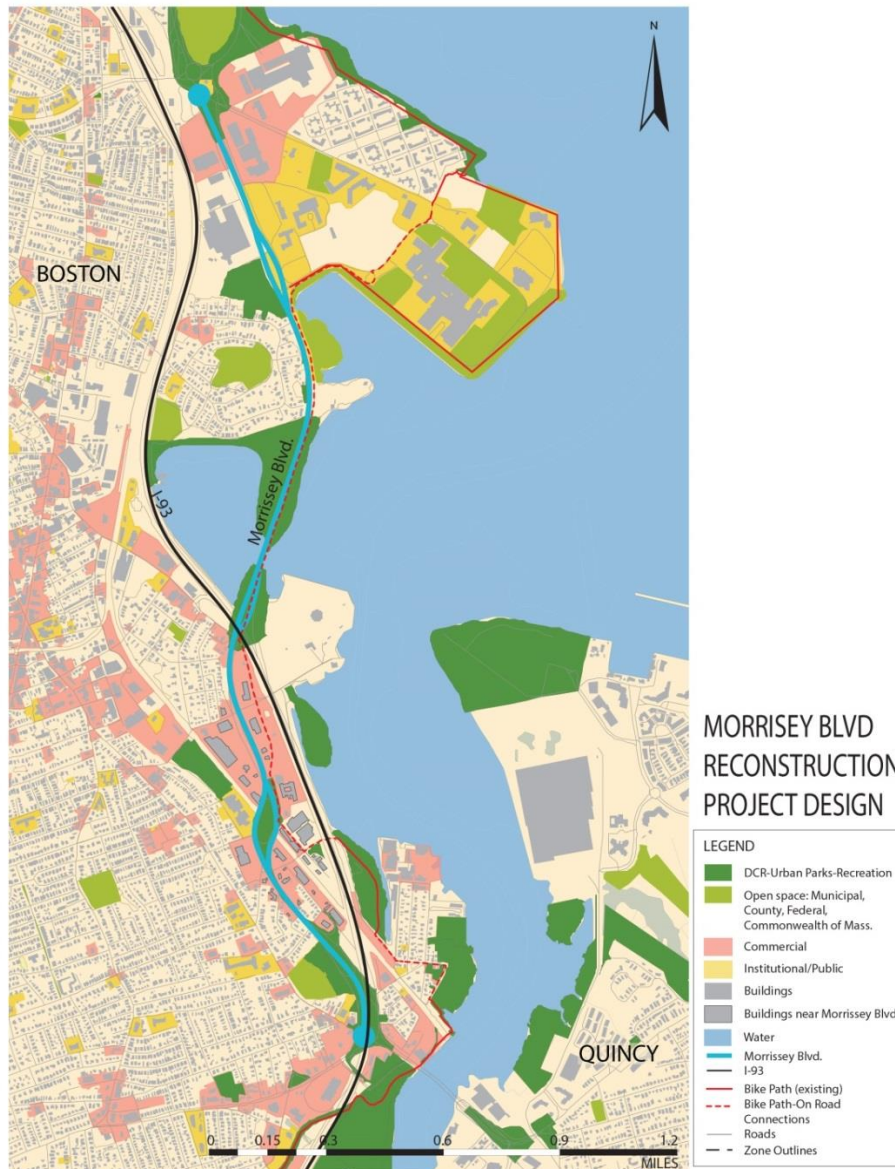




# Morrissey Boulevard Reconstruction Project Design

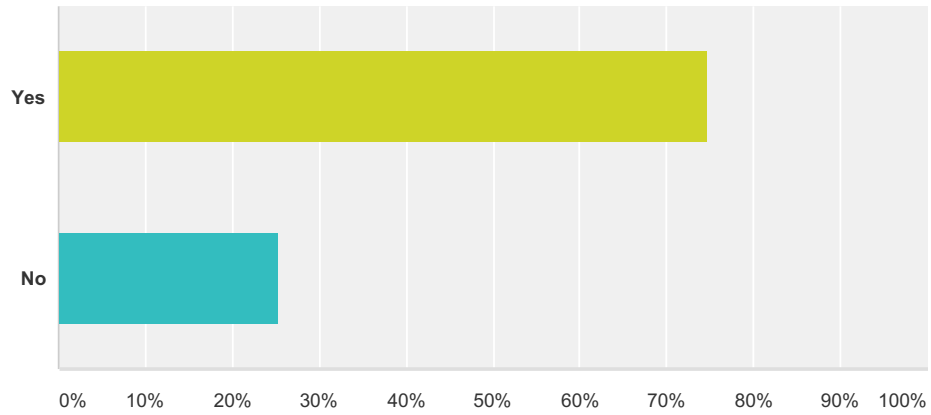
## Summary of User Experience Survey Results

An introduction to the Morrissey Boulevard Reconstruction Project was presented at a public meeting held on March 28, 2016 at the Leahy Holloran Community Center in Dorchester, Massachusetts. As part of the public input process, a user experience survey was distributed at that meeting and a digital version of the survey was made available online. DCR accepted responses to the survey through Monday, April 18<sup>th</sup>, 2016. The survey included questions on pedestrian experience, bicycle experience, vehicular experience, abutting business experience, general parkway character, and inundation/flooding topics. There was also an open response question at the end of the survey for general comments regarding the project. Attached is the final summary of all survey responses received.



**Q1 Are you interested in filling out the pedestrian experience portion of the survey? (If yes, continue on with the questions on this page. If not, you can click “Next” at the bottom of the page and move to the next section of the survey)**

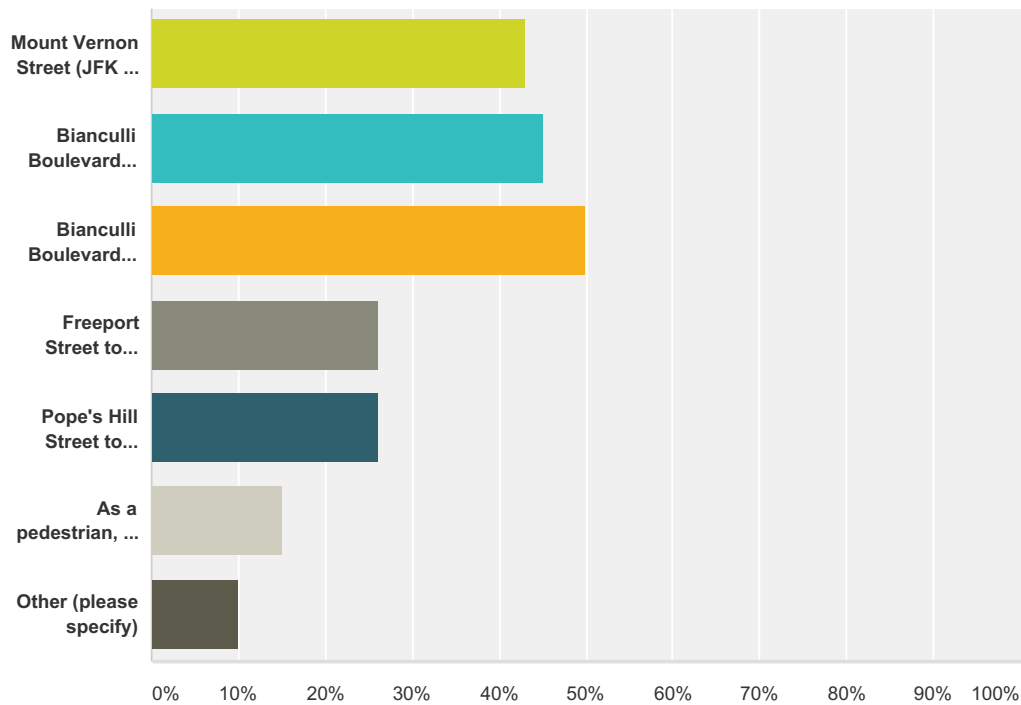
Answered: 131 Skipped: 6



| Answer Choices | Responses  |
|----------------|------------|
| Yes            | 74.81% 98  |
| No             | 25.19% 33  |
| <b>Total</b>   | <b>131</b> |

## Q2 As a pedestrian, where do you walk along Morrissey Boulevard?

Answered: 100 Skipped: 37



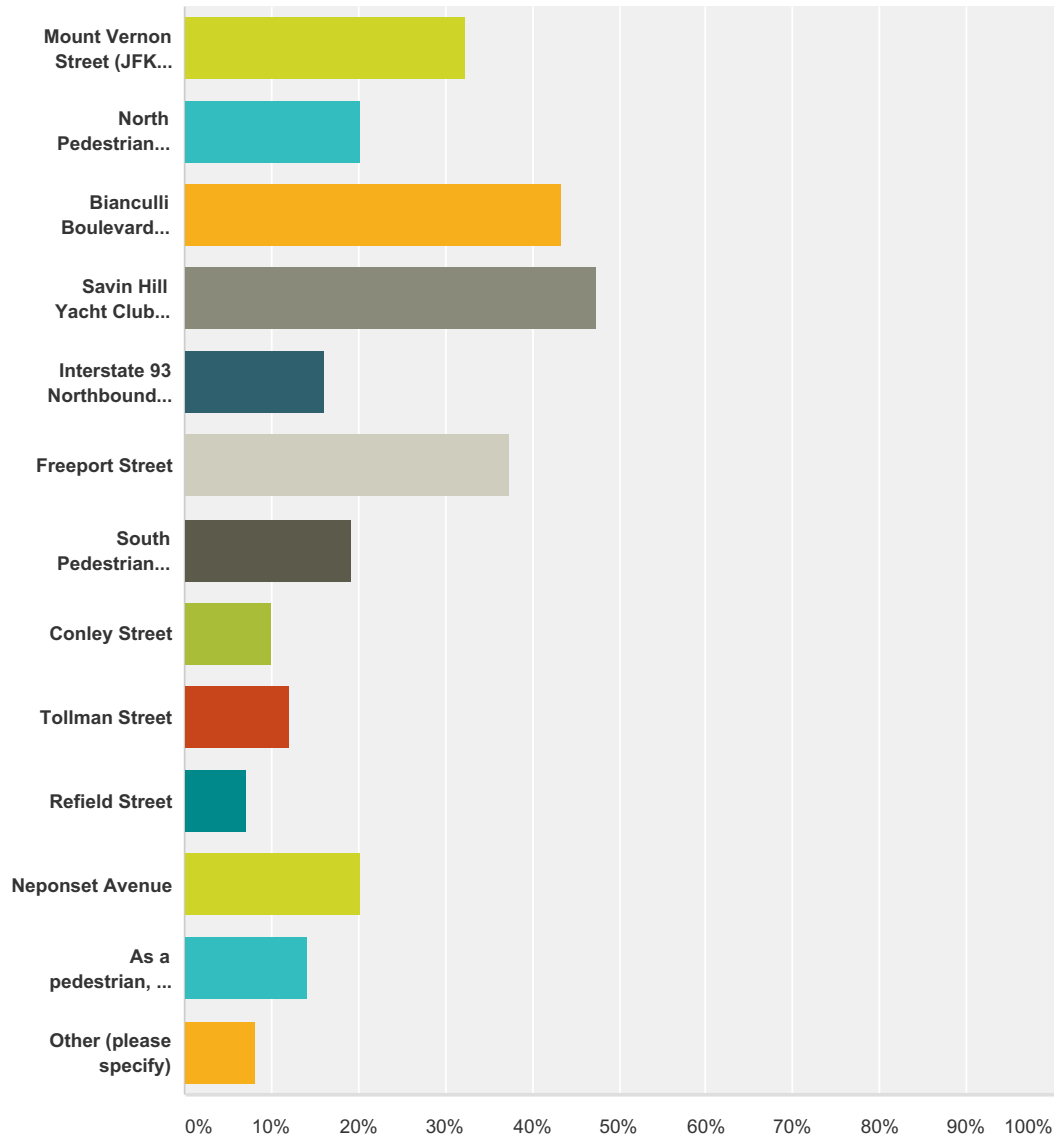
| Answer Choices  | Responses |
|---|-----------|
| Mount Vernon Street (JFK T Station) to Bianculli Boulevard (UMASS Entrance) | 43.00% 43 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Ocean side)        | 45.00% 45 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Malibu Beach side) | 50.00% 50 |
| Freeport Street to Pope's Hill Street (Red Line Overpass)                   | 26.00% 26 |
| Pope's Hill Street to Neponset Circle                                       | 26.00% 26 |
| As a pedestrian, I do not use Morrissey Boulevard                           | 15.00% 15 |
| Other (please specify)  | 10.00% 10 |
| <b>Total Respondents: 100</b>   |           |

| # | Other (please specify)   | Date               |
|---|--|--------------------|
| 1 | All are dangerous.   | 4/27/2016 2:30 PM  |
| 2 | JFK T Station to Star Market   | 4/14/2016 4:54 PM  |
| 3 | I would love to have it be a pleasant place to walk and bike!  | 4/12/2016 10:01 AM |
| 4 | Morrissey Blvd is to dangerous to use as a walkway or as a bicyclist.  | 4/7/2016 5:42 AM   |
| 5 | The presentation did not seem to touch on a major abutter Savin Hill Yacht Club (SHYC). I am not a member at this time but have been at the club many times. Traffic both walking and vehicular and the parkway improvements that are envisioned will affect my going to SHYC and Dorchester Yacht Club. | 3/29/2016 7:27 PM  |
| 6 | Connecting to Pope John Pal Park   | 3/29/2016 4:50 PM  |

|    |   |                    |
|----|---|--------------------|
| 7  | From Old Colony entrance to Savin Hill Neighborhood to Star Market and JFK T station. And sometimes the other direction, past Freeport Street, to CVS, etc. | 3/29/2016 4:41 PM  |
| 8  | JFK T Station to Old Colony Terrace   | 3/29/2016 12:27 PM |
| 9  | Neponset Circle. Terrible dangerous intersection that is not pedestrian friendly  | 3/29/2016 9:20 AM  |
| 10 | I would if it were more hospitable.   | 3/28/2016 7:33 PM  |

### Q3 As a pedestrian, where do you cross Morrissey Boulevard, or if there is not a crossing there today, where would you like to cross Morrissey Boulevard?

Answered: 99 Skipped: 38



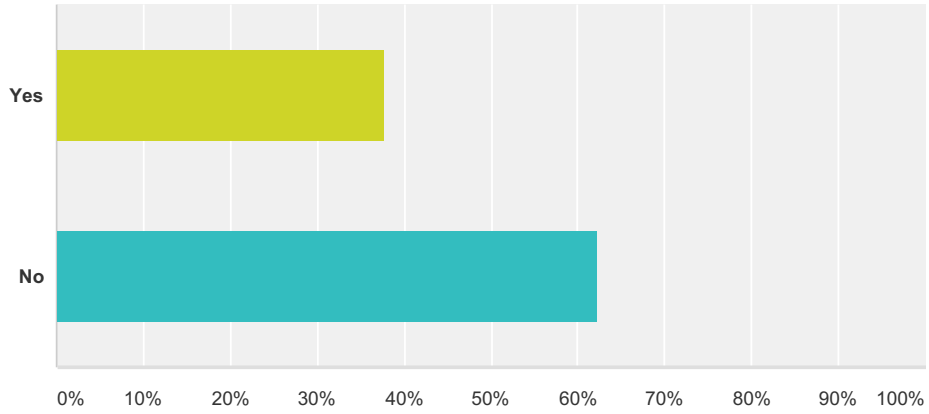
| Answer Choices                                    | Responses |
|---|-----------|
| Mount Vernon Street (JFK MBTA Station)            | 32.32% 32 |
| North Pedestrian Overpass (Star Market/Santander) | 20.20% 20 |
| Bianculli Boulevard (UMASS Entrance)              | 43.43% 43 |
| Savin Hill Yacht Club Traffic Signal              | 47.47% 47 |
| Interstate 93 Northbound off-ramp (Ocean side)    | 16.16% 16 |

|   |        |    |
|---|--------|----|
| Freeport Street                                       | 37.37% | 37 |
| South Pedestrian Overpass (Stop & Shop/Dunkin Donuts) | 19.19% | 19 |
| Conley Street   | 10.10% | 10 |
| Tollman Street  | 12.12% | 12 |
| Refield Street  | 7.07%  | 7  |
| Neponset Avenue                                       | 20.20% | 20 |
| As a pedestrian, I do not cross Morrissey Boulevard   | 14.14% | 14 |
| Other (please specify)                                | 8.08%  | 8  |
| <b>Total Respondents: 99</b>                          |        |    |

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | All are dangerous.  | 4/27/2016 2:30 PM  |
| 2 | I would like to cross at Old Colony Terrace   | 4/14/2016 12:28 PM |
| 3 | Old Colony Terrace (no crosswalk here)  | 4/14/2016 10:20 AM |
| 4 | I have crossed at Old Colony Terrace on my bike (walked across) where there is no crossing.   | 4/12/2016 10:01 AM |
| 5 | Crosswalk closer to the Malibu Beach parking lot.   | 3/29/2016 5:04 PM  |
| 6 | Would be nice to cross over to Port Norfolk in a safer, better lit way. Now it is filthy and scary - going under express way overpass above - dark and dirt, and then crossing all those lanes of traffic are scary                               | 3/29/2016 4:50 PM  |
| 7 | Pedestrian crossing at Freeport/Morrissey is a horrible experience! The sidewalks are completely eroded, the signal is too long and there are missing or broken pedestrian signals. This is the intersection that I use the most as a pedestrian. | 3/29/2016 11:38 AM |
| 8 | Exiting Savin Hill at the lights across from UMass...aka the most dangerous crosswalk in the world  | 3/29/2016 8:26 AM  |

### Q4 Do you use the Pedestrian Bridges located at either Star Market/Santander or Stop & Shop/Dunkin Donuts?

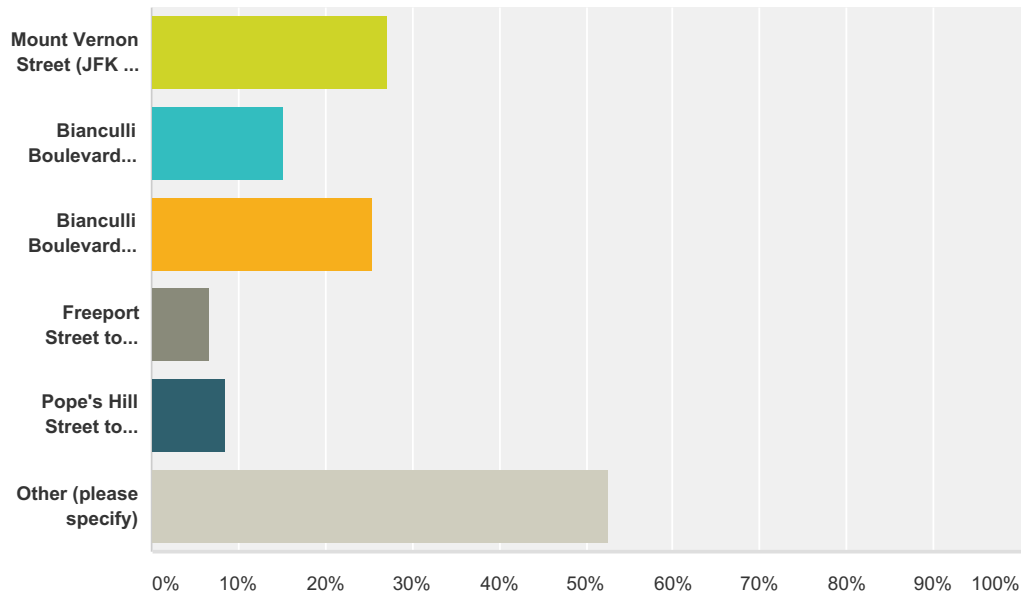
Answered: 98 Skipped: 39



| Answer Choices | Responses |           |
|----------------|-----------|-----------|
| Yes            | 37.76%    | 37        |
| No             | 62.24%    | 61        |
| <b>Total</b>   |           | <b>98</b> |

### Q5 As a pedestrian, what sections of Morrissey Boulevard do you feel work well today?

Answered: 59 Skipped: 78



| Answer Choices  | Responses |
|---|-----------|
| Mount Vernon Street (JFK T Station) to Bianculli Boulevard (UMASS Entrance) | 27.12% 16 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Ocean side)        | 15.25% 9  |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Malibu Beach side) | 25.42% 15 |
| Freeport Street to Pope's Hill Street (Red Line Overpass)                   | 6.78% 4   |
| Pope's Hill Street to Neponset Circle                                       | 8.47% 5   |
| Other (please specify)  | 52.54% 31 |
| <b>Total Respondents: 59</b>  |           |

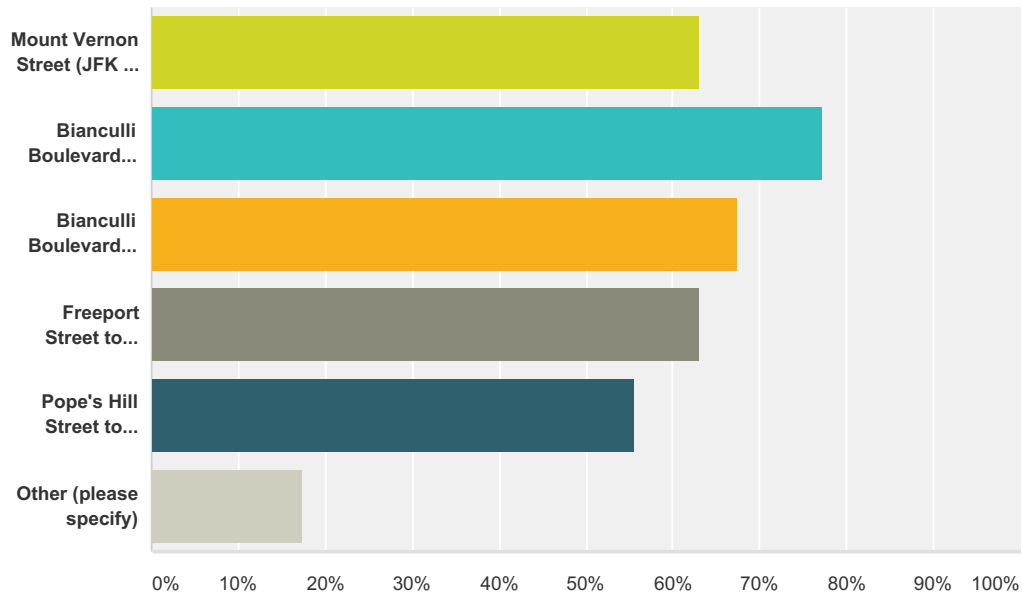
| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | All need work.  | 4/27/2016 2:49 PM  |
| 2 | None  | 4/27/2016 2:30 PM  |
| 3 | Pedestrian crossings are unsafe and unpleasant. The best is at Mt. Vernon Street, but the conditions and timing of the lights leave much to be desired. | 4/19/2016 5:17 PM  |
| 4 | none  | 4/14/2016 4:54 PM  |
| 5 | None of the above.  | 4/13/2016 4:16 PM  |
| 6 | None. I walk down Morrissey as sparingly as possible because it is unsafe. The walkways are too close to the traffic.                                   | 4/12/2016 3:27 PM  |
| 7 | None  | 4/12/2016 10:01 AM |
| 8 | D   | 4/11/2016 6:10 PM  |
| 9 | NONE.   | 4/10/2016 10:21 PM |



|    |  |                    |
|----|--|--------------------|
| 10 | None   | 4/7/2016 5:42 AM   |
| 11 | With the exception of the walking bridges most intersections are dangerous to cross. Cars do not stop fully at intersections.  | 4/6/2016 4:53 PM   |
| 12 | None   | 4/3/2016 11:37 AM  |
| 13 | improved since adding time to crossing signal  | 4/3/2016 10:40 AM  |
| 14 | Only north of the pedestrian crossing at Savin Hill Yacht Club.  | 3/30/2016 9:52 PM  |
| 15 | Morrissey does not feel pedestrian-friendly.   | 3/30/2016 5:52 PM  |
| 16 | none of the sections work well for pedestrians or bike riders. It's a hostile fast road cutting Dorchester off from it's waterfront that should be downsized and slowed.   | 3/30/2016 4:47 PM  |
| 17 | None   | 3/30/2016 1:06 PM  |
| 18 | Most of my activity is from Bianculli north, I don't think any of the existing Morrissey Blvd works well today. I do not own a car and am a frequent pedestrian, transit rider, or occasional cyclist.   | 3/30/2016 8:43 AM  |
| 19 | none   | 3/29/2016 9:20 PM  |
| 20 | None, not very ped friendly  | 3/29/2016 9:08 PM  |
| 21 | A turn Lane into Old Colony Terrace going northbound should be considered. It seems that there is enough room for a left queue lane into Old Colony Ter. Likewise going south out of Old Colony Ter. ther is a definite need for a way to turn north without having to go all the way to Freeport St. Maybe we can incorporate the north reverse turn into the launching ramp schema.. These issues directly impact pedestrian access to the coast line for bathing, boating, biking, and watching the collegiate 410 racing that takes place a teh mouth of the Neponset River. | 3/29/2016 7:27 PM  |
| 22 | The areas I use as a pedestrian are difficult, mostly at intersections.  | 3/29/2016 5:04 PM  |
| 23 | I think it all needs improvement- either bc of things like broken pavement and debris or general feel of not wanting to be on the road - traffic, no buffering, not a pleasant walk with scary intersections and on/off ramps to traverse  | 3/29/2016 4:50 PM  |
| 24 | I do not feel welcome or safe walking on Morrissey Blvd  | 3/29/2016 3:54 PM  |
| 25 | None. The sidewalk from Malibu Beach to Mt. Vernon Street on both sides of the boulevard is in very bad condition.   | 3/29/2016 12:40 PM |
| 26 | None of the above  | 3/29/2016 12:10 PM |
| 27 | All pedestrian facilities are currently lacking and could use definite improvement.  | 3/29/2016 11:38 AM |
| 28 | none-entire street feels dangerous   | 3/29/2016 10:43 AM |
| 29 | Overpass star market to Santander  | 3/29/2016 10:03 AM |
| 30 | None. its dirty, unpleasant to walk the area. have attempted several times to walk towards UMASS and it smells, its dirty and unsafe.  | 3/29/2016 9:20 AM  |
| 31 | None. Morrissey Blvd is designed to function well for motorists only. Pedestrians and bicyclists are an after thought if a thought at all. This road has obliterated Dorchester's waterfront as an asset, and contributed to the disconnection of the neighborhood from the rest of the city.  | 3/29/2016 9:19 AM  |

### Q6 As a pedestrian, what sections of Morrissey Boulevard do you feel need improvement?

Answered: 92 Skipped: 45



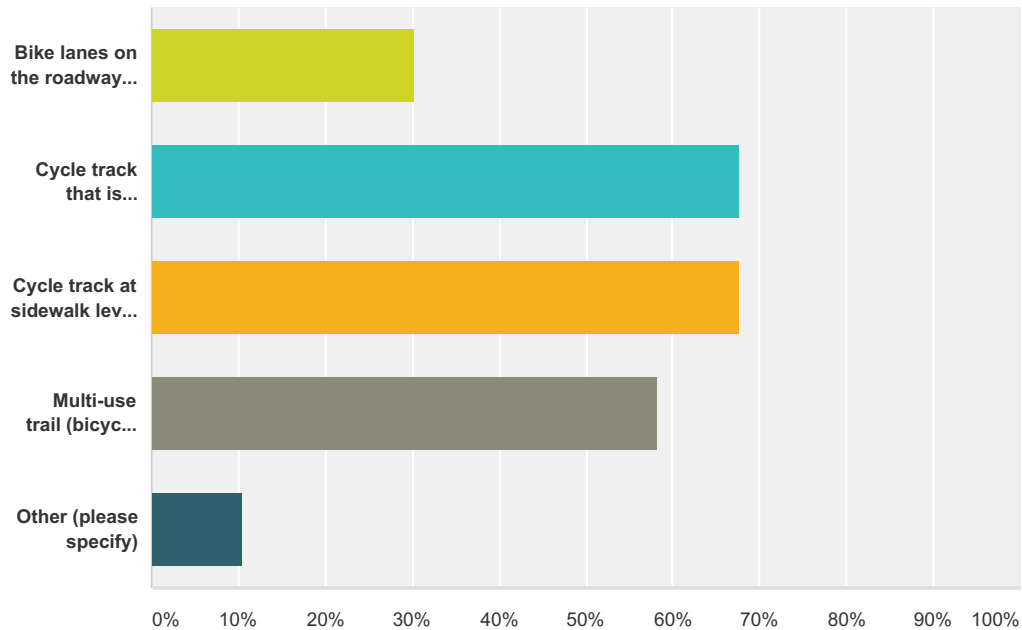
| Answer Choices  | Responses |
|---|-----------|
| Mount Vernon Street (JFK T Station) to Bianculli Boulevard (UMASS Entrance) | 63.04% 58 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Ocean side)        | 77.17% 71 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Bay side)          | 67.39% 62 |
| Freeport Street to Pope's Hill Street (Red Line Overpass)                   | 63.04% 58 |
| Pope's Hill Street to Neponset Circle                                       | 55.43% 51 |
| Other (please specify)  | 17.39% 16 |
| <b>Total Respondents: 92</b>  |           |

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | All of Neponset Circle  | 4/27/2016 2:30 PM  |
| 2 | It is very scary at the off ramp from the highway to Morrissey and I won't walk on that side  | 4/19/2016 4:40 PM  |
| 3 | The entire length is not a pedestrian friendly route. Overgrowth from adjacent properties, torn up sidewalks, blind high speed turns to and from side streets, underpass at the Red Line Overpass, etc....sidewalks are generally too narrow. | 4/14/2016 1:07 PM  |
| 4 | All need improvement -- better, wider, paved sidewalks; buffers between roadway and sidewalks   | 4/14/2016 10:20 AM |
| 5 | All of the above.   | 4/13/2016 4:16 PM  |
| 6 | All   | 4/12/2016 10:01 AM |
| 7 | All, especilliyy Freeport St  | 4/12/2016 9:51 AM  |
| 8 | All of Morrissey  | 4/7/2016 5:42 AM   |
| 9 | uneven side walks / roadway with many 'water pockets' to splash pedestrians   | 4/3/2016 10:40 AM  |

|    |   |                    |
|----|---|--------------------|
| 10 | Navigating the expressway off-ramp is particularly difficult.   | 3/30/2016 5:52 PM  |
| 11 | I would like to see pedestrian access around the cut off section of Dorchester Bay on the inside of the draw bridge. A pedestrian bridge along the embankment would allow walkers to circle the basin and would also allow emergency access to the expressway embankment. | 3/29/2016 7:27 PM  |
| 12 | The intersection at Freeport is street and the sidewalk on the bay side between Old Colony Ter and Malibu Beach are the most challenging.   | 3/29/2016 5:04 PM  |
| 13 | Kosciuszko Circle. VERY unsafe.   | 3/29/2016 4:25 PM  |
| 14 | All of it. I never feel safe as a pedestrian walking along Morrissey Blvd due to the speed of traffic.  | 3/29/2016 12:27 PM |
| 15 | please turn this induced traffic demand pedestrian deathtrap into an urban boulevard everyone can use   | 3/29/2016 12:14 PM |
| 16 | Neponset Circle needs trees and a clean up  | 3/29/2016 9:20 AM  |

### Q7 As a pedestrian, what type of bicycle/pedestrian infrastructure would you feel comfortable using?

Answered: 96 Skipped: 41



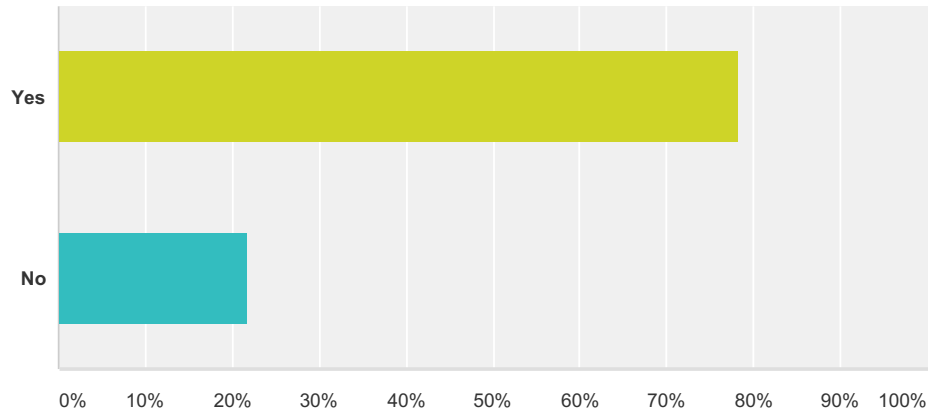
| Answer Choices  | Responses |
|---|-----------|
| Bike lanes on the roadway with an elevation separated pedestrian sidewalk                     | 30.21% 29 |
| Cycle track that is buffered from the roadway with an elevation separated pedestrian sidewalk | 67.71% 65 |
| Cycle track at sidewalk level adjacent to but separated from the pedestrian sidewalk          | 67.71% 65 |
| Multi-use trail (bicycles and pedestrians together)   | 58.33% 56 |
| Other (please specify)  | 10.42% 10 |
| <b>Total Respondents: 96</b>  |           |

| # | Other (please specify)   | Date               |
|---|--|--------------------|
| 1 | Feel you need to differentiate between pedestrians and bicyclists  | 4/27/2016 2:49 PM  |
| 2 | Anything beyond what's currently there would make me more comfortable. Ideally pedestrians and bicyclists would be separated.  | 4/19/2016 5:17 PM  |
| 3 | Even with designated bike lanes, there will need to be some areas of Multi-use, especially at the draw bridge between Freeport and UMass entry. That's understandable, but it should be the exception, rather than the rule.   | 4/14/2016 3:11 PM  |
| 4 | Separation between bikes and pedestrians is important. Side walk-cycle tracks aren't safe.   | 4/10/2016 10:21 PM |
| 5 | Anything that's well lit and wide enough for... (a) just peds: 3 or pedestrians to walk abreast, (b) just bikes: 1-way bicycle traffic wide enough for passing, (c) multi-modal: very wide mixed-use path ala the HarborWalk, although delineated lanes/sections/paths for bicycles and peds is ideal. | 3/30/2016 8:43 AM  |
| 6 | I own property and live in Savin Hill just off of Savin Hill beach.  | 3/29/2016 7:27 PM  |
| 7 | Not sure   | 3/29/2016 5:04 PM  |

|    |   |                    |
|----|---|--------------------|
| 8  | Any option that makes the pedestrian feel safe while working would be great. The pedestrian experience has the potential to be a beautiful scenic route. I am too afraid to use a bike. | 3/29/2016 4:50 PM  |
| 9  | First choice would be cycle track that is at sidewalk level but separated from peds.  | 3/29/2016 11:38 AM |
| 10 | off the main roads. Back service roads or even Cape Cod like wooded bridges for cyclists along the areas near the water   | 3/29/2016 9:20 AM  |

**Q8 Are you interested in filling out the bicycle experience portion of the survey? (If yes, continue on with the questions on this page. If not, you can click “Next” at the bottom of the page and move to the next section of the survey)**

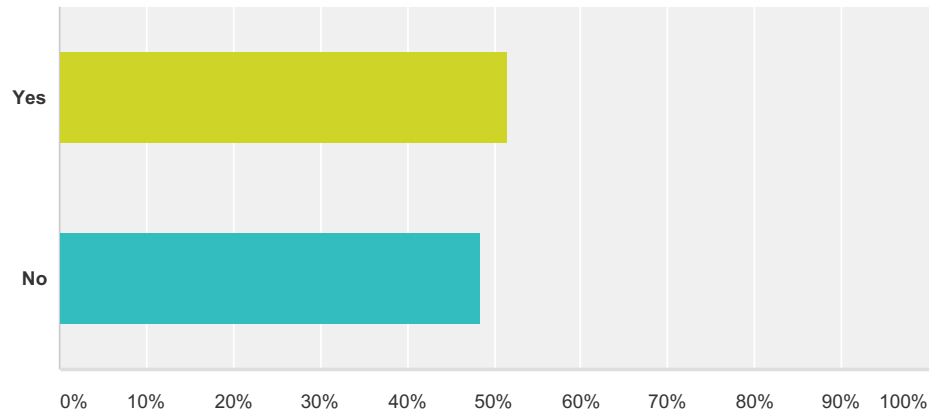
Answered: 111 Skipped: 26



| Answer Choices | Responses  |
|----------------|------------|
| Yes            | 78.38% 87  |
| No             | 21.62% 24  |
| <b>Total</b>   | <b>111</b> |

### Q9 Do you bike along Morrissey Boulevard?

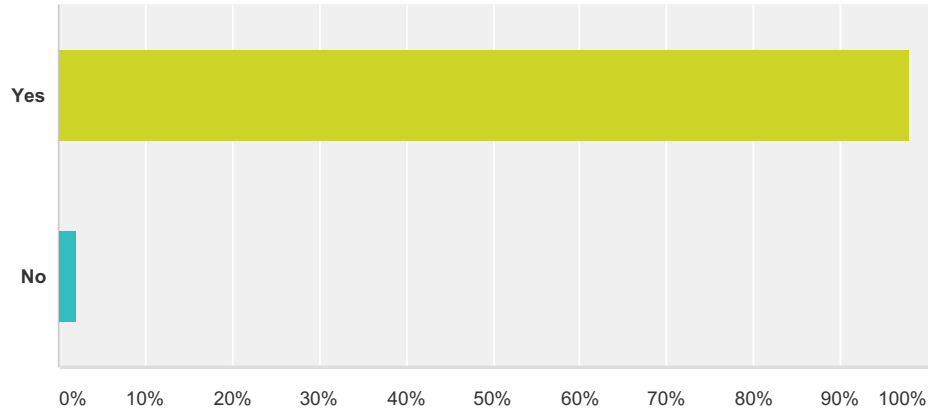
Answered: 93 Skipped: 44



| Answer Choices | Responses |
|----------------|-----------|
| Yes            | 51.61% 48 |
| No             | 48.39% 45 |
| <b>Total</b>   | <b>93</b> |

### Q10 Would you bike along Morrissey Boulevard if better infrastructure for biking was in place?

Answered: 92 Skipped: 45

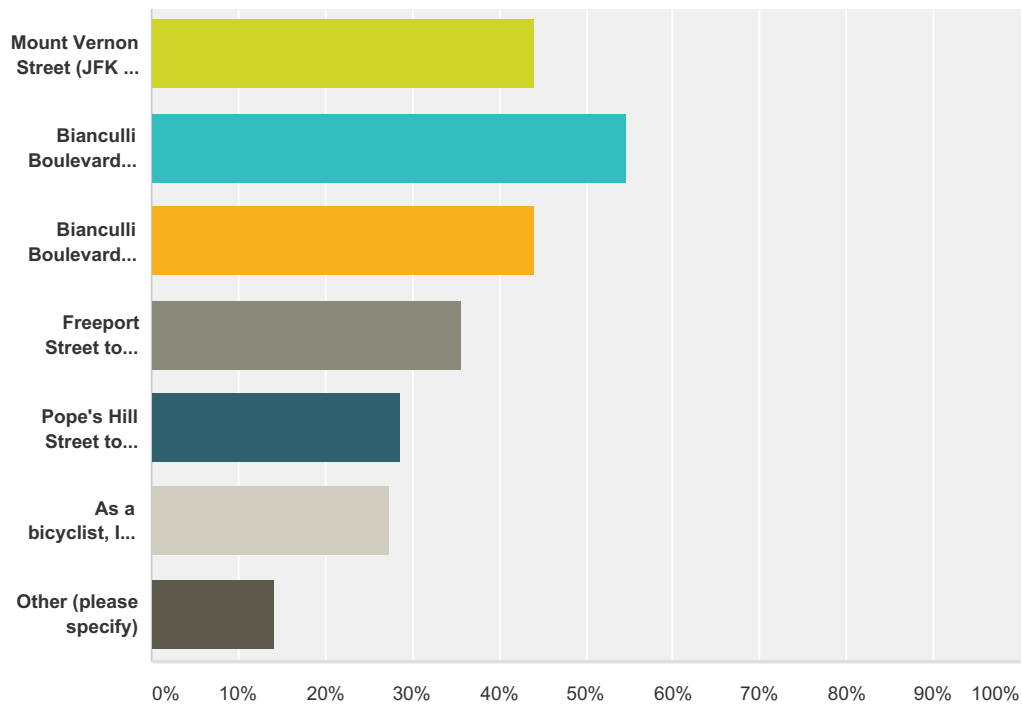


| Answer Choices | Responses |
|----------------|-----------|
| Yes            | 97.83% 90 |
| No             | 2.17% 2   |
| <b>Total</b>   | <b>92</b> |



### Q11 As a bicyclist, where do you bike along Morrissey Boulevard?

Answered: 84 Skipped: 53



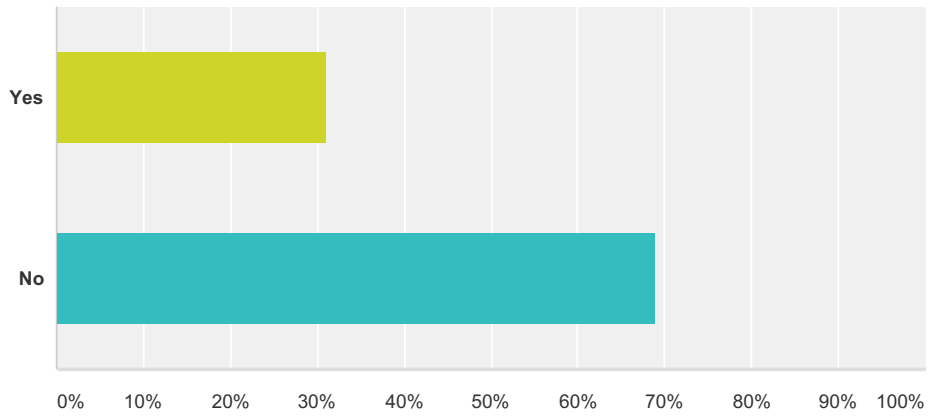
| Answer Choices  | Responses |
|---|-----------|
| Mount Vernon Street (JFK T Station) to Bianculli Boulevard (UMASS Entrance) | 44.05% 37 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Ocean side)        | 54.76% 46 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Malibu Beach side) | 44.05% 37 |
| Freeport Street to Pope's Hill Street (Red Line Overpass)                   | 35.71% 30 |
| Pope's Hill Street to Neponset Circle                                       | 28.57% 24 |
| As a bicyclist, I do not use Morrissey Boulevard                            | 27.38% 23 |
| Other (please specify)  | 14.29% 12 |
| <b>Total Respondents: 84</b>  |           |

| # | Other (please specify)   | Date              |
|---|--|-------------------|
| 1 | If biking was safer I would bike to UMass for exercise.  | 4/6/2016 4:56 PM  |
| 2 | I have biked the entire street from the Neponset Bridge to U.Mass.   | 4/2/2016 7:20 PM  |
| 3 | Tenean Street to Mt. Vernon Street   | 4/2/2016 9:47 AM  |
| 4 | Inbound: from Freeport Street to Mount Vernon outbound: Mount Vernon Street to Neponset Circle                           | 3/31/2016 1:39 PM |
| 5 | I do my best to avoid riding on morrisy as its terrifying!!!   | 3/30/2016 7:56 PM |
| 6 | I do not use Morrissey Boulevard because it is frightening to have to negotiate the traffic and the expressway off-ramp. | 3/30/2016 5:53 PM |

|    |   |                    |
|----|---|--------------------|
| 7  | I currently try my best to avoid Morrissey while biking because I am uncomfortable using it. For my daily commute I would use the northern section from Kosciuszko Circle to Bianculli. For leisure or occasional trips I would potentially use the entirety of the corridor. | 3/30/2016 8:51 AM  |
| 8  | Currently I do not bike because due to physical limits I can not handle the issues that this area presents.   | 3/29/2016 7:32 PM  |
| 9  | terrifying experience now, would bike there if it had real bike infrastructure  | 3/29/2016 12:18 PM |
| 10 | I get on closer to Neponset circle I think and I like to ride to Castle Island and I absolutely hate that I have to bike into the traffic on Morrissey. It should be a continuous bike path. Really!  | 3/29/2016 12:06 PM |
| 11 | Freeport to Tenean Beach  | 3/29/2016 10:10 AM |
| 12 | its so unsafe. The bikes should not be in the same space as the vehicles. The service roads along Morrissey should be used and then connecting Nature Park like bridges along the water should be used for pedestrians and bicycles.  | 3/29/2016 9:24 AM  |

### Q12 As a commuting bicyclist, is Morrissey Boulevard a good commuter Route?

Answered: 74 Skipped: 63



| Answer Choices | Responses |           |
|----------------|-----------|-----------|
| Yes            | 31.08%    | 23        |
| No             | 68.92%    | 51        |
| <b>Total</b>   |           | <b>74</b> |

### Q13 As a commuting bicyclist, what other commuting routes would you take instead?

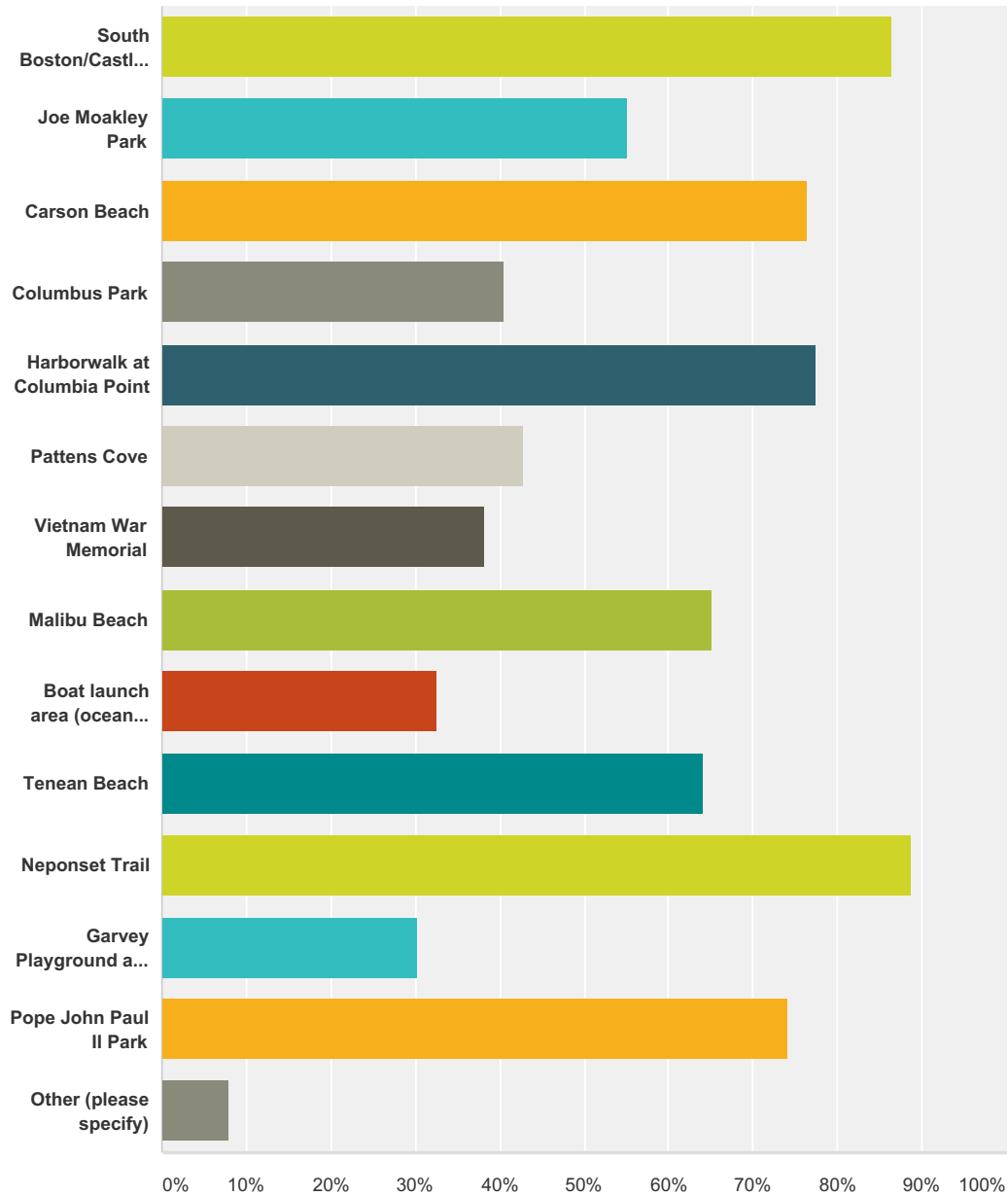
Answered: 52 Skipped: 85

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | Dorchester Avenue to Day Blvd and Gallivan to Morrissey   | 4/27/2016 2:40 PM  |
| 2  | Dorchester Ave  | 4/20/2016 3:41 PM  |
| 3  | Anything is better. I commute to my job at UMass Boston from the north, so I use Mt. Vernon Street instead.   | 4/19/2016 5:20 PM  |
| 4  | do not commute on bike, just pleasure   | 4/19/2016 4:43 PM  |
| 5  | I walk as it is safer, it is very dangerous to bike in Morrissey but I still do it sometimes when I bike from my home   | 4/16/2016 9:38 AM  |
| 6  | I take Morrissey Boulevard, IN SPITE of the fact that it isn't a good commuter route. But it is at great risk given that there is no designated bike lane, nor any real traffic calming, other than the posted speed limit, which most vehicles exceed. | 4/14/2016 3:19 PM  |
| 7  | Washington Street through to Dudley. Franklin Park to JP commuter bike path.  | 4/14/2016 2:32 PM  |
| 8  | Dorchester Ave is better because traffic moves more slowly and there is a bike lane.  | 4/14/2016 12:31 PM |
| 9  | Anything but Morrissey -- it's just too dangerous. Dorchester Ave feels unsafe, but better than Morrissey.  | 4/13/2016 4:18 PM  |
| 10 | Dot Ave   | 4/12/2016 11:33 AM |
| 11 | Dot Ave   | 4/12/2016 10:04 AM |
| 12 | Its dangerou  | 4/12/2016 9:55 AM  |
| 13 | I take Dot Ave instead, which is not really a great solution.   | 4/11/2016 11:12 AM |
| 14 | Dot Ave/Boston St   | 4/11/2016 2:31 AM  |
| 15 | Honestly, Dorchester is pretty bad for cycling. I use Dot ave, but it's still a mess. Neponset, adams, and Freeport are the best alternatives.  | 4/10/2016 10:26 PM |
| 16 | Dorchester Ave but both options aren't safe   | 4/8/2016 3:16 PM   |
| 17 | I've taken dorchester ave in the past, but cars honk at you if you can't go fast enough....   | 4/4/2016 9:20 PM   |
| 18 | Freeport St to Dorchester Ave   | 4/4/2016 3:41 PM   |
| 19 | to get to Quincy: - Dorchester Ave - Adams St - Blue Hill Ave.  | 4/3/2016 9:23 PM   |
| 20 | Dorchester Ave, although that can be dangerous also   | 4/3/2016 7:47 AM   |
| 21 | Dorchester Ave  | 4/2/2016 7:20 PM   |
| 22 | Morrissey is the least bad for North-South bike commuting. DOT ave is too narrow and has far too much cross-traffic, potholes, car doors, etc.  | 4/2/2016 1:37 PM   |
| 23 | I take M Blvd in daylight N&S. Alternative is Dorchester Ave. and Neponset Ave.   | 4/2/2016 9:47 AM   |
| 24 | Dorchester Ave from Freeport Street   | 3/31/2016 1:39 PM  |
| 25 | Dot Ave, pleasant Street, Columbia road.  | 3/30/2016 7:56 PM  |
| 26 | Dorchester ave is a difficult road to bike along but Morrissey blvd is a death trap. It's basically a highway for cars. I would not bike along it without but infrastructure such as separated cycle tracks   | 3/30/2016 4:51 PM  |
| 27 | Dorchester Avenue, although the bike lanes have worn away there.  | 3/30/2016 3:49 PM  |
| 28 | It's a great route as far as the direction I need to go in, but it is super dangerous.  | 3/30/2016 11:44 AM |
| 29 | Question 12 is confusing. The current conditions make taking this route via bicycle awful, but it's location is ideal for commuting. Because I'm not comfortable using Morrissey as is, Dorchester Ave is my preferred north/south route.               | 3/30/2016 8:51 AM  |
| 30 | Dot Ave   | 3/29/2016 10:01 PM |
| 31 | Dorchester Ave  | 3/29/2016 9:39 PM  |

|    |  |                    |
|----|--|--------------------|
| 32 | I commute north to Cambridge, via Dorchester Ave/Mass Ave  | 3/29/2016 9:20 PM  |
| 33 | Dorchester Ave   | 3/29/2016 9:10 PM  |
| 34 | Dorchester Ave.  | 3/29/2016 7:32 PM  |
| 35 | I use Morrissey because it's there and better than other options, but it's still not good.   | 3/29/2016 4:44 PM  |
| 36 | Dot Ave, Columbia, Boston St, Harborwalk.  | 3/29/2016 3:59 PM  |
| 37 | Dorchester Avenue, Freeport St   | 3/29/2016 3:18 PM  |
| 38 | Mt Vernon  | 3/29/2016 3:05 PM  |
| 39 | Morrissey is not ideal, but is preferable to my other option which is Freeport to Dorchester Ave   | 3/29/2016 1:18 PM  |
| 40 | Dot Ave, Mass Ave  | 3/29/2016 12:57 PM |
| 41 | Dorchester Ave   | 3/29/2016 12:43 PM |
| 42 | Neponset Ave and Dorchester Ave  | 3/29/2016 12:38 PM |
| 43 | southwest corridor   | 3/29/2016 12:18 PM |
| 44 | Morrissey is a good route, but really hard to ride right now. The alternate path from Quincy and the Neponset River Greenway is Freeport street to Dot Ave, which has its own issues. Morrissey has the space to do something great, but Freeport and Dot Ave do not unless politicians are willing to take parking away (good luck!).   | 3/29/2016 12:15 PM |
| 45 | Dot Ave.   | 3/29/2016 12:13 PM |
| 46 | Dorchester Ave. Harbor Walk/Neponset Greenway  | 3/29/2016 11:52 AM |
| 47 | Morrissey is the only road in Boston that I refuse to bike on and take the sidewalk instead. Because of this I use Dorchester Ave and D Street in Boston to head to points North.  | 3/29/2016 11:42 AM |
| 48 | The only other option is Dorchester Ave. just as many hazards and traffic signals.   | 3/29/2016 11:18 AM |
| 49 | Dorchester Avenue  | 3/29/2016 10:44 AM |
| 50 | I have to take Mor. Blvd. Another route is a dtour.  | 3/29/2016 10:10 AM |
| 51 | I take Dorchester Ave when I can no longer handle riding on the sidewalk of Morrissey Blvd, squeezing between the gates of the bridge and its wall, riding through puddles, uneven curbs, and the crumbling asphalt/concrete that more than once has nearly cases me to fall into the street. Nevertheless, it's often better than dealing with traffic on Dot Ave, and only a fool with a death wish would share the road with motorists on Morrissey Blvd. | 3/29/2016 9:26 AM  |
| 52 | A more direct route from residential areas of Dorchester to downtown would be better, but this route would serve a good number of people heading to Seaport area.  | 3/28/2016 7:37 PM  |

### Q14 As a leisure bicyclist, what locations near the project do you ride to currently or would you ride to if there were connections?

Answered: 89 Skipped: 48



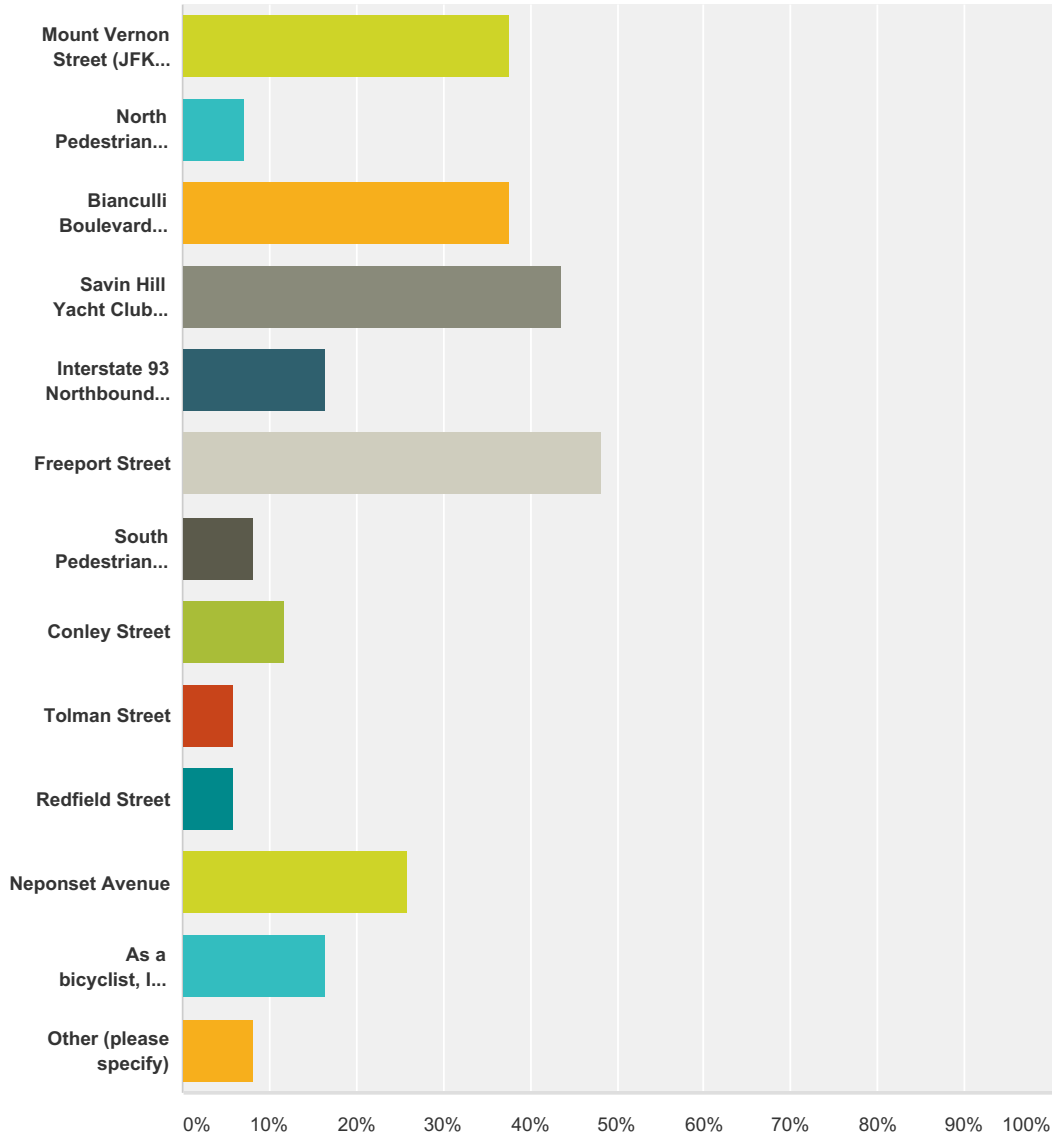
| Answer Choices             | Responses |
|----------------------------|-----------|
| South Boston/Castle Island | 86.52% 77 |
| Joe Moakley Park           | 55.06% 49 |
| Carson Beach               | 76.40% 68 |
| Columbus Park              | 40.45% 36 |

|  |        |    |
|--|--------|----|
| Harborwalk at Columbia Point             | 77.53% | 69 |
| Pattens Cove                             | 42.70% | 38 |
| Vietnam War Memorial                     | 38.20% | 34 |
| Malibu Beach                             | 65.17% | 58 |
| Boat launch area (ocean side)            | 32.58% | 29 |
| Tenean Beach                             | 64.04% | 57 |
| Neponset Trail                           | 88.76% | 79 |
| Garvey Playground at Devine Skating Rink | 30.34% | 27 |
| Pope John Paul II Park                   | 74.16% | 66 |
| Other (please specify)                   | 7.87%  | 7  |
| <b>Total Respondents: 89</b>             |        |    |

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | Not a bicyclist   | 4/27/2016 2:50 PM  |
| 2 | For leisure there is no limit to where I would bike if it was safe and convenient. Bike lanes and bike racks go a long way. | 4/19/2016 5:20 PM  |
| 3 | PLEASE, connect the Neponset Trail/Pope John Paul Park paths to the rest of the Harborwalk paths.                           | 4/11/2016 11:12 AM |
| 4 | U.Mass Harbor Walk  | 4/2/2016 7:20 PM   |
| 5 | If it was easy and safe, I would ride for leisure everywhere - especially along/near the water.                             | 3/30/2016 8:51 AM  |
| 6 | Port Norfolk Park, Fox Point @ UMass Boston, JFK Museum/Library   | 3/29/2016 11:42 AM |
| 7 | Blue Hills  | 3/29/2016 11:39 AM |

### Q15 As a bicyclist, where do you cross now or where would you cross Morrissey Boulevard if there was a connection?

Answered: 85 Skipped: 52



| Answer Choices                                    | Responses |
|---|-----------|
| Mount Vernon Street (JFK MBTA Station)            | 37.65% 32 |
| North Pedestrian Overpass (Star Market/Santander) | 7.06% 6   |
| Bianculli Boulevard (UMASS Entrance)              | 37.65% 32 |
| Savin Hill Yacht Club Traffic Signal              | 43.53% 37 |
| Interstate 93 Northbound off-ramp (Ocean side)    | 16.47% 14 |
| Freeport Street                                   | 48.24% 41 |

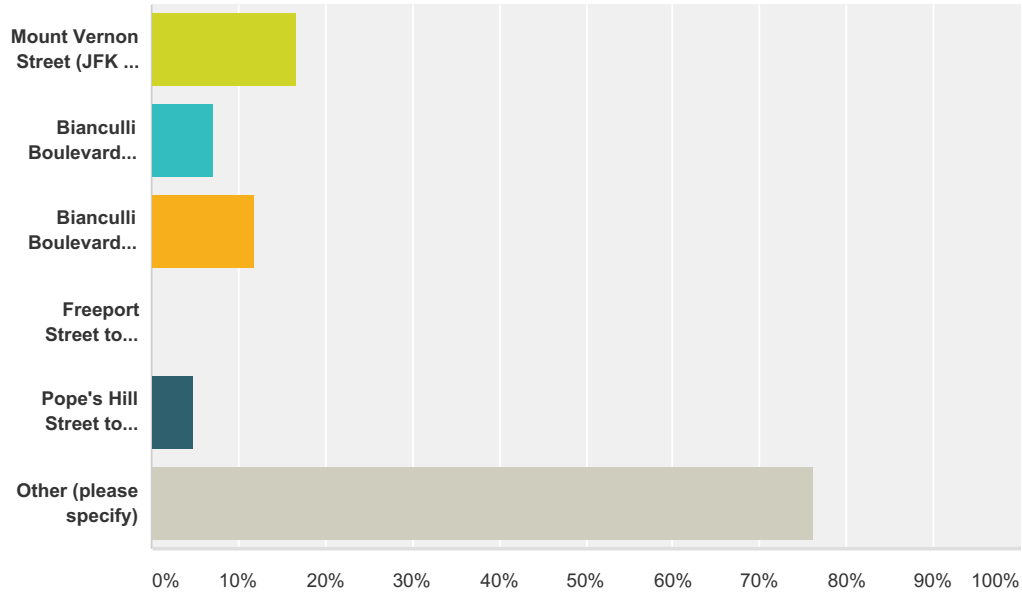


|   |        |    |
|---|--------|----|
| South Pedestrian Overpass (Stop & Shop/Dunkin Donuts) | 8.24%  | 7  |
| Conley Street   | 11.76% | 10 |
| Tolman Street   | 5.88%  | 5  |
| Redfield Street                                       | 5.88%  | 5  |
| Neponset Avenue                                       | 25.88% | 22 |
| As a bicyclist, I do not cross Morrissey Boulevard    | 16.47% | 14 |
| Other (please specify)                                | 8.24%  | 7  |
| <b>Total Respondents: 85</b>                          |        |    |

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | I would like to cross at Old Colony Terrace   | 4/14/2016 12:31 PM |
| 2 | Old Colony Terrace (no crosswalk or signal here)  | 4/14/2016 10:22 AM |
| 3 | The more crossings, the better.   | 4/12/2016 11:33 AM |
| 4 | Old Colony Terrace  | 4/12/2016 10:04 AM |
| 5 | Neponset Ave. to Neponset Bridge to Quincy. Also, take left from M Blvd onto Freeport (S) - very challenging. | 4/2/2016 9:47 AM   |
| 6 | Would like to see better connection from William J. Day Blvd. to Morrissey Blvd southbound.                   | 3/29/2016 12:43 PM |
| 7 | I don't cross. I come via the Neponset Greenway, by Tenean Beach, and then Victory Road.                      | 3/29/2016 12:13 PM |

### Q16 As a bicyclist, what sections of Morrissey Boulevard do you feel work well today?

Answered: 42 Skipped: 95



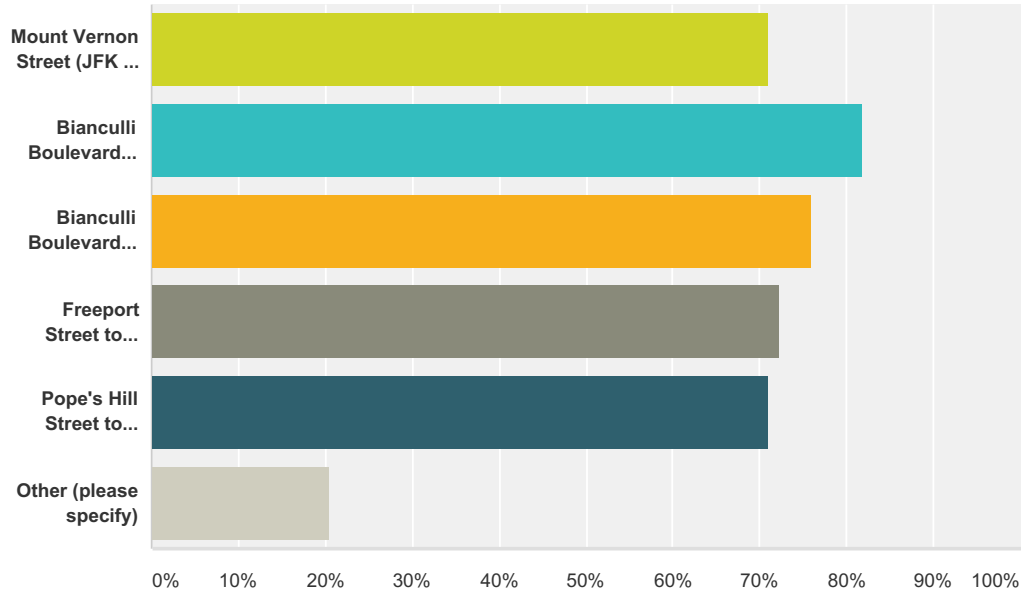
| Answer Choices  | Responses |
|---|-----------|
| Mount Vernon Street (JFK T Station) to Bianculli Boulevard (UMASS Entrance) | 16.67% 7  |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Ocean side)        | 7.14% 3   |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Malibu Beach side) | 11.90% 5  |
| Freeport Street to Pope's Hill Street (Red Line Overpass)                   | 0.00% 0   |
| Pope's Hill Street to Neponset Circle                                       | 4.76% 2   |
| Other (please specify)  | 76.19% 32 |
| <b>Total Respondents: 42</b>  |           |

| # | Other (please specify)   | Date               |
|---|--|--------------------|
| 1 | Freeport St to Pope John Paul Park   | 4/20/2016 3:41 PM  |
| 2 | nothing works well as is.  | 4/19/2016 5:20 PM  |
| 3 | None work today as they are not supporting biking in this area   | 4/16/2016 9:38 AM  |
| 4 | Within this stretch, the ramp connecting the rotary with M. Blvd. doesn't work very well. No designated bike lanes, so bikes are at serious risk here. | 4/14/2016 3:19 PM  |
| 5 | none, the whole stretch is very dangerous  | 4/14/2016 12:31 PM |
| 6 | None of the above.   | 4/13/2016 4:18 PM  |
| 7 | none   | 4/12/2016 8:55 PM  |
| 8 | None   | 4/12/2016 10:04 AM |
| 9 | None   | 4/12/2016 9:55 AM  |

|    |  |                    |
|----|--|--------------------|
| 10 | NONE. I constantly feel like my life is in danger.   | 4/10/2016 10:26 PM |
| 11 | None of them. They are all dangerous in form or another.   | 4/4/2016 9:20 PM   |
| 12 | None   | 4/3/2016 11:46 AM  |
| 13 | non really - sidewalks not amenable to bicyclists - rocky- uneven  | 4/3/2016 10:44 AM  |
| 14 | really only the section on the bay side by the Vietnam War Memorial (harborwalk)   | 4/3/2016 7:47 AM   |
| 15 | They are all terrifying, and I am a very experienced cyclist.  | 4/2/2016 1:48 PM   |
| 16 | The sidewalks are unusable by bike; the roadway leaves too little room and all traffic greatly exceeds posted speed limits.  | 4/2/2016 1:37 PM   |
| 17 | No areas work well today. I am an intrepid commuter with a higher than average tolerance for auto traffic and challenging crossings.   | 4/2/2016 9:47 AM   |
| 18 | The sidewalk added on the Ocean side from the off-ramp to UMass. That has been a real plus.  | 4/1/2016 12:00 PM  |
| 19 | No sections work well for Bicyclists.  | 3/31/2016 1:39 PM  |
| 20 | none!  | 3/30/2016 4:51 PM  |
| 21 | Morrissey Boulevard does not work well for bikes today   | 3/30/2016 3:49 PM  |
| 22 | Nothing works well today.  | 3/30/2016 8:51 AM  |
| 23 | Very little of it works well for me currently.   | 3/29/2016 9:20 PM  |
| 24 | None, terrible for bikes   | 3/29/2016 9:10 PM  |
| 25 | N/a  | 3/29/2016 4:52 PM  |
| 26 | I do not feel comfortable biking on Morrissey Blvd   | 3/29/2016 3:59 PM  |
| 27 | None of the above  | 3/29/2016 12:13 PM |
| 28 | it doesn't --Freeport street is scary  | 3/29/2016 12:06 PM |
| 29 | NONE   | 3/29/2016 11:42 AM |
| 30 | None of them. Three lanes is too wide and allows for speeding without regard for cyclists in the road way. This is a necessary connection between the Neponset River Trail and Castle Island. Please make it accommodating and inviting to cyclists. | 3/29/2016 11:18 AM |
| 31 | none-very dangerous  | 3/29/2016 10:44 AM |
| 32 | None. As stated above - this road is a complete failure for bikes and peds.  | 3/29/2016 9:26 AM  |

### Q17 As a bicyclist, what sections of Morrissey Boulevard do you feel need improvement?

Answered: 83 Skipped: 54



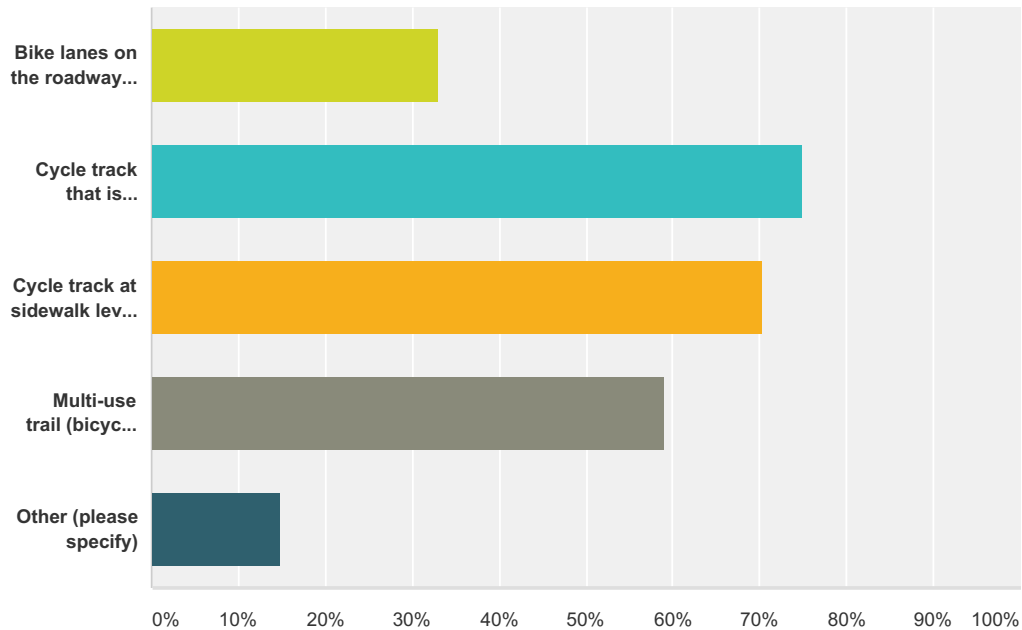
| Answer Choices  | Responses |
|---|-----------|
| Mount Vernon Street (JFK T Station) to Bianculli Boulevard (UMASS Entrance) | 71.08% 59 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Ocean side)        | 81.93% 68 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Malibu Beach side) | 75.90% 63 |
| Freeport Street to Pope's Hill Street (Red Line Overpass)                   | 72.29% 60 |
| Pope's Hill Street to Neponset Circle                                       | 71.08% 59 |
| Other (please specify)  | 20.48% 17 |
| <b>Total Respondents: 83</b>  |           |

| # | Other (please specify)   | Date               |
|---|--|--------------------|
| 1 | The intersection with Freeport St  | 4/20/2016 3:41 PM  |
| 2 | make sidewalk user friendly for both pedestrians and cyclists, I would not ride in the street. | 4/19/2016 4:43 PM  |
| 3 | All of the above.  | 4/13/2016 4:18 PM  |
| 4 | all  | 4/12/2016 8:55 PM  |
| 5 | All  | 4/12/2016 10:04 AM |
| 6 | All  | 4/12/2016 9:55 AM  |
| 7 | Freeport and morrisey near 93 north ramp   | 4/8/2016 12:12 PM  |
| 8 | Everywhere south of Freeport Street is a death track   | 4/3/2016 7:47 AM   |

|    |  |                    |
|----|--|--------------------|
| 9  | The whole length. Worst section is Neponset Circle to Pope's Hill Street due to curb cuts; relatively safer is Tenean Street (N) to Mt. Vernon due to straight sight lines and relatively few curb cuts, especially Freeport to Bianculli. Very bad spot taking left from M Blvd onto Freeport (S) - have to get across 3 lanes to get left light lane, or suffer pinch at right arrow lane if going to Freeport to wait for light at island | 4/2/2016 9:47 AM   |
| 10 | All of it.   | 3/31/2016 1:39 PM  |
| 11 | All sections of Morrissey can be improved for cycling. There is not enough space on the road or the sidewalk to accommodate bikes now. The cars are travelling too fast for bikes to share the same space. The sidewalks are inadequate for bike and pedestrians.  | 3/30/2016 3:49 PM  |
| 12 | Sorry, very little bike infrastructure exists :(   | 3/29/2016 9:20 PM  |
| 13 | All!   | 3/29/2016 4:52 PM  |
| 14 | The entire stretch   | 3/29/2016 12:43 PM |
| 15 | All portions of morrissey need to have a separated, protected bike lane.   | 3/29/2016 11:18 AM |
| 16 | Neponset Circle  | 3/29/2016 9:24 AM  |
| 17 | It all needs improvement because none of it feels safe and or appealing  | 3/28/2016 7:37 PM  |

### Q18 As a bicyclist, what type of bicycle/pedestrian infrastructure would you be comfortable with?

Answered: 88 Skipped: 49



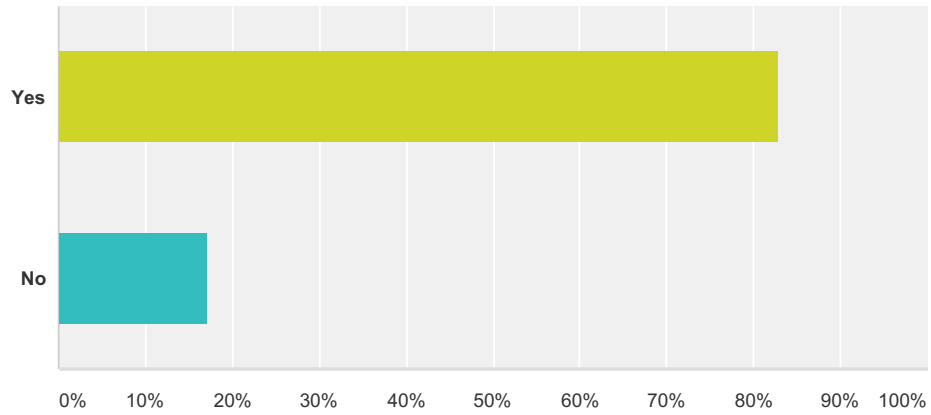
| Answer Choices  | Responses |
|---|-----------|
| Bike lanes on the roadway with an elevation separated pedestrian sidewalk                     | 32.95% 29 |
| Cycle track that is buffered from the roadway with an elevation separated pedestrian sidewalk | 75.00% 66 |
| Cycle track at sidewalk level adjacent to but separated from the pedestrian sidewalk          | 70.45% 62 |
| Multi-use trail (bicycles and pedestrians together)   | 59.09% 52 |
| Other (please specify)  | 14.77% 13 |
| <b>Total Respondents: 88</b>  |           |

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | Ideally bicyclists and pedestrians would be separated, but on Morrissey bicycles belong more with pedestrians than cars.  | 4/19/2016 5:20 PM  |
| 2 | See previous comment under "Pedestrian" section   | 4/14/2016 3:19 PM  |
| 3 | Just a continuous paved path would be a big improvement   | 4/14/2016 10:22 AM |
| 4 | Eliminate cars  | 4/12/2016 9:55 AM  |
| 5 | Sidewalk level cycle tracks don't work well.  | 4/10/2016 10:26 PM |
| 6 | Bike Lanes if on the same plane as the roadway an sidewalk  | 3/31/2016 1:39 PM  |
| 7 | Best is separate lanes for each--pedestrians and bikes, separate from the cars.   | 3/30/2016 7:56 PM  |
| 8 | Ideally separated from both cars and peds. I'd rather have bikes and peds mix than cars - they drive too fast on Morrissey for me to be comfortable even if there is a striped bike lane. | 3/30/2016 8:51 AM  |
| 9 | Not sure  | 3/29/2016 5:07 PM  |

|    |   |                    |
|----|---|--------------------|
| 10 | Anything that gets you out of vehicular harm's way  | 3/29/2016 4:52 PM  |
| 11 | anything on the roadway is a deathtrap. sidewalk level cycle tracks are really the only solution                  | 3/29/2016 12:18 PM |
| 12 | First choice would be cycle track at sidewalk level but separated from peds.                                      | 3/29/2016 11:42 AM |
| 13 | A cycle track is absolutely he solution. No matter the configuration as long as there is a protected cycle track. | 3/29/2016 11:18 AM |

**Q19 Are you interested in filling out the vehicular driver experience portion of the survey? (If yes, continue on with the questions on this page. If not, you can click “Next” at the bottom of the page and move to the next section of the survey)**

Answered: 111 Skipped: 26

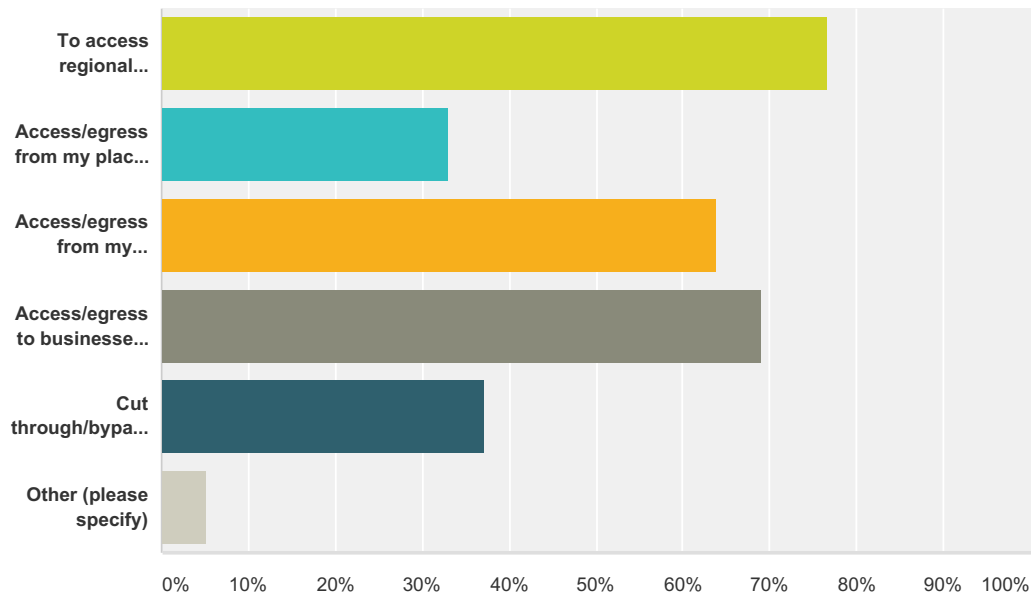


| Answer Choices | Responses  |
|----------------|------------|
| Yes            | 82.88% 92  |
| No             | 17.12% 19  |
| <b>Total</b>   | <b>111</b> |



### Q20 As a driver, how do you use Morrissey Boulevard?

Answered: 94 Skipped: 43

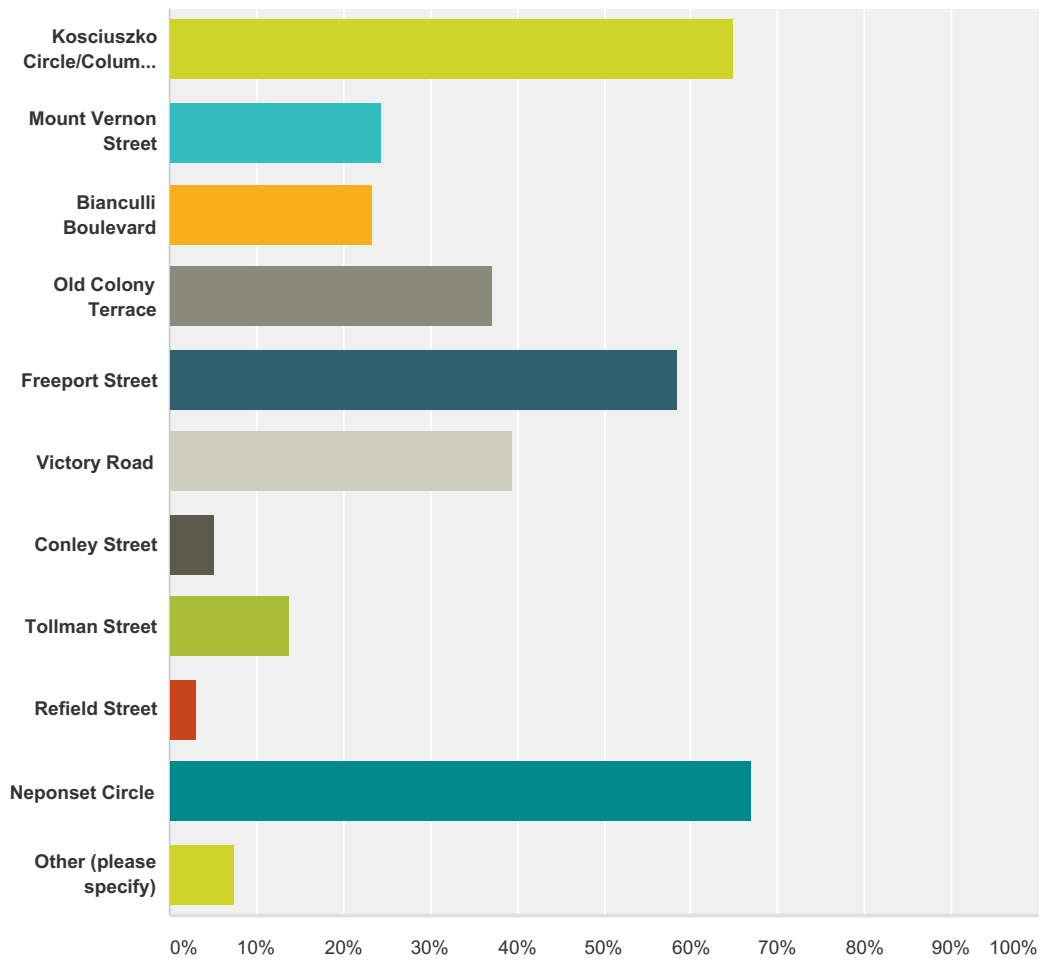


| Answer Choices  | Responses |
|---|-----------|
| To access regional roadway networks (Interstate 93, Route 3A)         | 76.60% 72 |
| Access/egress from my place of work                                   | 32.98% 31 |
| Access/egress from my residence                                       | 63.83% 60 |
| Access/egress to businesses along Morrissey Boulevard                 | 69.15% 65 |
| Cut through/bypass traffic on Interstate 93 and other nearby roadways | 37.23% 35 |
| Other (please specify)  | 5.32% 5   |
| <b>Total Respondents: 94</b>  |           |

| # | Other (please specify)   | Date               |
|---|--|--------------------|
| 1 | To get to South Boston/Castle Island/Moakley Park/Carson Beach | 4/12/2016 10:06 AM |
| 2 | I don't drive.   | 4/10/2016 10:28 PM |
| 3 | Acess to victory park  | 3/30/2016 8:01 PM  |
| 4 | I work at UMass Boston   | 3/30/2016 5:56 PM  |
| 5 | When traveling to/from a friend's house off of Neponset Ave    | 3/29/2016 12:40 PM |

### Q21 As a driver, where do you enter/exit Morrissey Boulevard?

Answered: 94 Skipped: 43



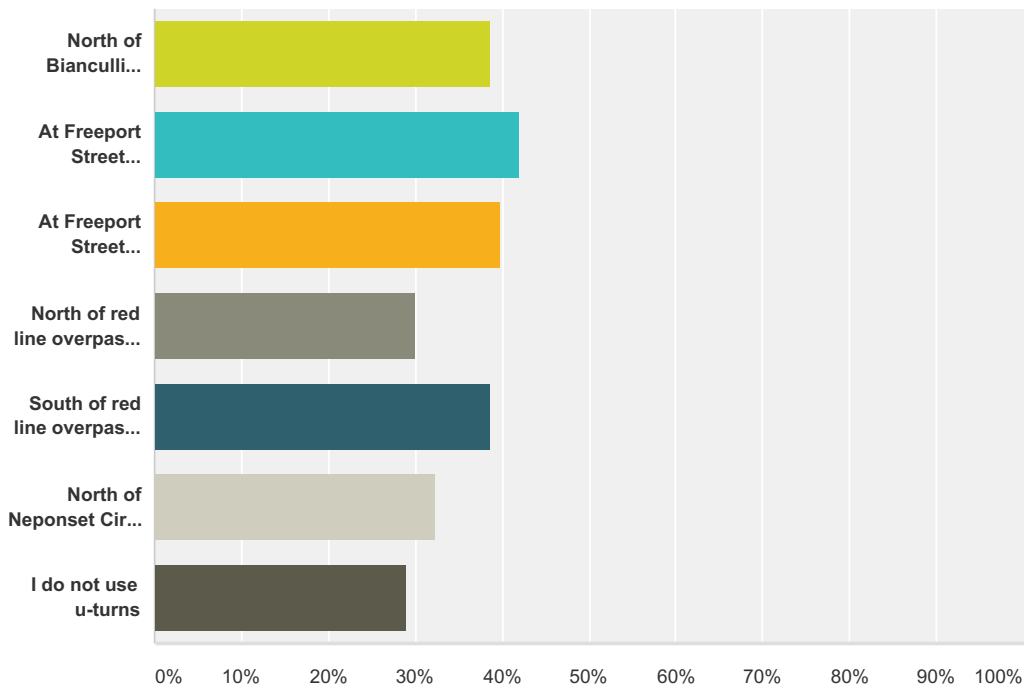
| Answer Choices                  | Responses | Count |
|---------------------------------|-----------|-------|
| Kosciuszko Circle/Columbia Road | 64.89%    | 61    |
| Mount Vernon Street             | 24.47%    | 23    |
| Bianculli Boulevard             | 23.40%    | 22    |
| Old Colony Terrace              | 37.23%    | 35    |
| Freeport Street                 | 58.51%    | 55    |
| Victory Road                    | 39.36%    | 37    |
| Conley Street                   | 5.32%     | 5     |
| Tollman Street                  | 13.83%    | 13    |
| Refield Street                  | 3.19%     | 3     |
| Neponset Circle                 | 67.02%    | 63    |

|                              |       |   |
|------------------------------|-------|---|
| Other (please specify)       | 7.45% | 7 |
| <b>Total Respondents: 94</b> |       |   |

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | Pope's Hill Road (Stop & Shop)  | 4/14/2016 3:23 PM  |
| 2 | POPES HILL, ASHMONT   | 4/14/2016 2:35 PM  |
| 3 | I-93 northbound off ramp. Star Market driveway. Lamberts/CVS driveways. | 4/14/2016 10:28 AM |
| 4 | I don't drive.  | 4/10/2016 10:28 PM |
| 5 | from 93 North   | 4/2/2016 9:50 AM   |
| 6 | Pope's Hill St  | 3/30/2016 9:54 PM  |
| 7 | Pope's Hill Rd  | 3/29/2016 3:21 PM  |

### Q22 As a driver, which u-turns do you use along Morrissey Boulevard?

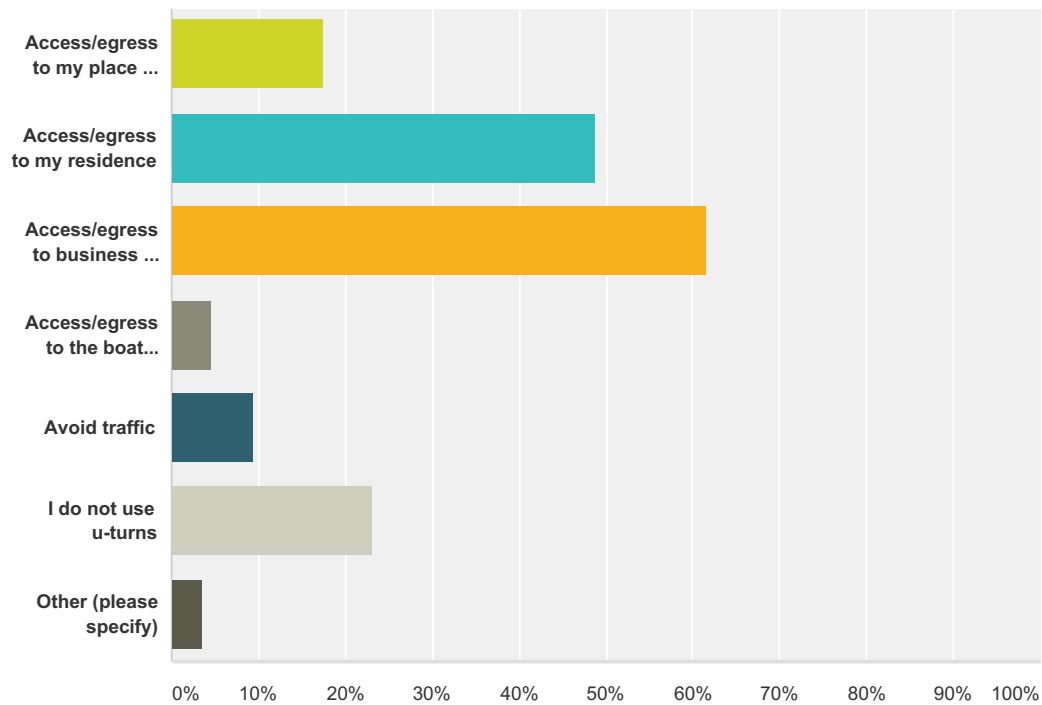
Answered: 93 Skipped: 44



| Answer Choices   | Responses |
|--|-----------|
| North of Bianculli Boulevard/UMASS entrance (Northbound to Southbound) | 38.71% 36 |
| At Freeport Street intersection (Northbound to Southbound)             | 41.94% 39 |
| At Freeport Street intersection (Southbound to Northbound)             | 39.78% 37 |
| North of red line overpass (Northbound to Southbound)                  | 30.11% 28 |
| South of red line overpass (Southbound to Northbound)                  | 38.71% 36 |
| North of Neponset Circle (Southbound to Northbound)                    | 32.26% 30 |
| I do not use u-turns   | 29.03% 27 |
| <b>Total Respondents: 93</b>   |           |

### Q23 As a driver, what is the primary purpose for using the u-turns?

Answered: 86 Skipped: 51

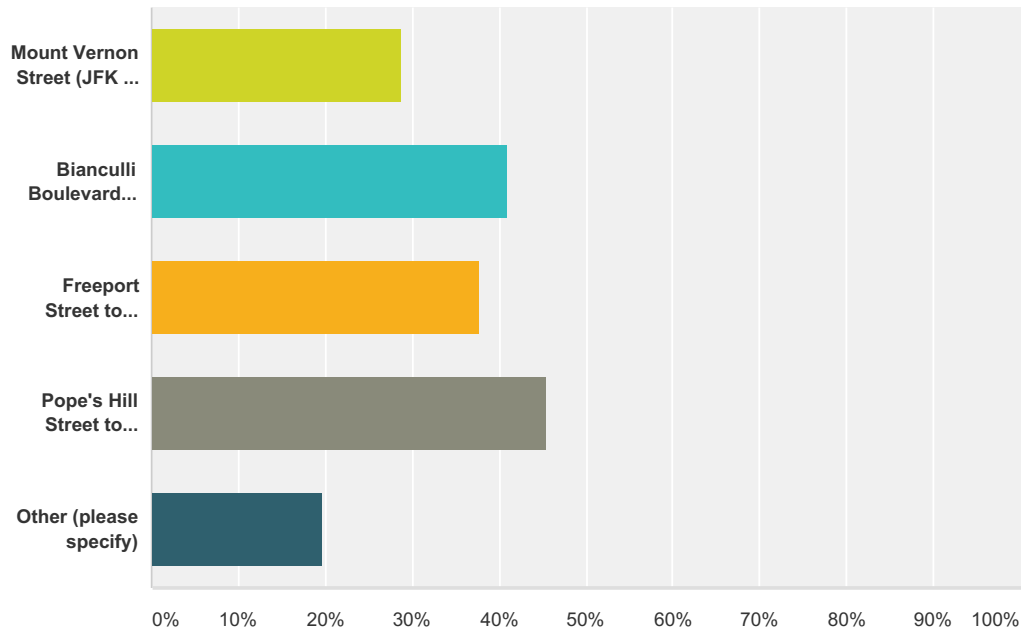


| Answer Choices  | Responses |
|---|-----------|
| Access/egress to my place of work                           | 17.44% 15 |
| Access/egress to my residence                               | 48.84% 42 |
| Access/egress to business on the opposite side of Morrissey | 61.63% 53 |
| Access/egress to the boat ramp                              | 4.65% 4   |
| Avoid traffic   | 9.30% 8   |
| I do not use u-turns  | 23.26% 20 |
| Other (please specify)                                      | 3.49% 3   |
| <b>Total Respondents: 86</b>                                |           |

| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | We need a new SB to NB U-turn between the Savin Hill Yacht Club and Old Colony Terrace! | 4/14/2016 10:28 AM |
| 2 | to access carson beach  | 4/12/2016 8:55 AM  |
| 3 | to access neighborhoods along the Morrissey   | 3/29/2016 9:31 AM  |

### Q24 As a driver, what sections of Morrissey Boulevard do you feel work well for vehicles today?

Answered: 66 Skipped: 71



| Answer Choices  | Responses |
|---|-----------|
| Mount Vernon Street (JFK T Station) to Bianculli Boulevard (UMASS Entrance) | 28.79% 19 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street                     | 40.91% 27 |
| Freeport Street to Pope's Hill Street (Red Line Overpass)                   | 37.88% 25 |
| Pope's Hill Street to Neponset Circle                                       | 45.45% 30 |
| Other (please specify)  | 19.70% 13 |
| <b>Total Respondents: 66</b>  |           |

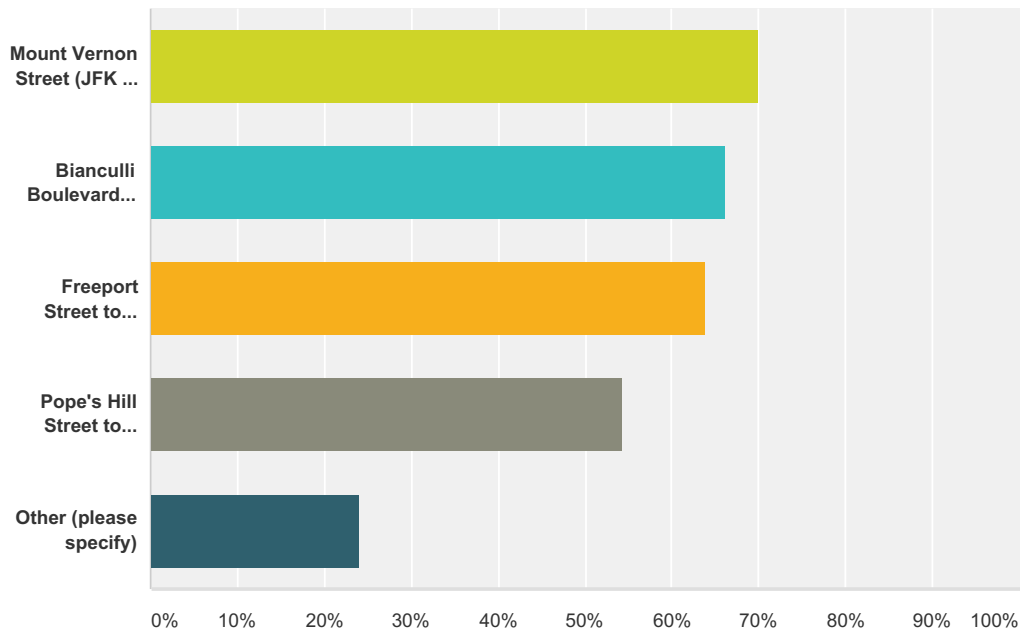
| #  | Other (please specify)  | Date               |
|----|---|--------------------|
| 1  | Everything can use improvement, from flooding to signage to number of lanes.  | 4/19/2016 5:22 PM  |
| 2  | None really work to congested which is the reason why I walk and bike lately  | 4/16/2016 10:10 AM |
| 3  | None  | 4/12/2016 10:06 AM |
| 4  | This whole area does not seem nice.   | 4/12/2016 9:57 AM  |
| 5  | none  | 4/12/2016 8:55 AM  |
| 6  | aside from flooding   | 4/11/2016 7:48 PM  |
| 7  | I don't drive.  | 4/10/2016 10:28 PM |
| 8  | none -  | 4/3/2016 10:46 AM  |
| 9  | Too many cars but they system is not so bad. I mentioned on the pedestrian survey the need for better access to Old Colony Terrace N/S and to the boat ramp / yacht club heading south. | 3/29/2016 7:42 PM  |
| 10 | None, the traffic goes too fast. There are too many lanes and is in great need of traffic calming.  | 3/29/2016 10:23 AM |

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|    |   |                   |
|----|---|-------------------|
| 11 | None. Vehicles move freely, sure, but with risk of blind merges, frequent floods, narrow travel lanes adjacent to concrete barriers, frequent bridge openings in summer months, and tremendous free for all rotaries. | 3/29/2016 9:33 AM |
| 12 | depends on time of day and environmental issues. All areas are very congested areas and will continue to be with all the development occurring from Star Market to Neponset Circle. Will only get worse in 3 years.   | 3/29/2016 9:31 AM |
| 13 | None! It's a white knuckle experience for me, every single e time.  | 3/28/2016 7:39 PM |

### Q25 As a driver, what sections of Morrissey Boulevard do you feel need improvement?

Answered: 83 Skipped: 54



| Answer Choices  | Responses |
|---|-----------|
| Mount Vernon Street (JFK T Station) to Bianculli Boulevard (UMASS Entrance) | 69.88% 58 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street                     | 66.27% 55 |
| Freeport Street to Pope's Hill Street (Red Line Overpass)                   | 63.86% 53 |
| Pope's Hill Street to Neponset Circle                                       | 54.22% 45 |
| Other (please specify)  | 24.10% 20 |
| <b>Total Respondents: 83</b>  |           |

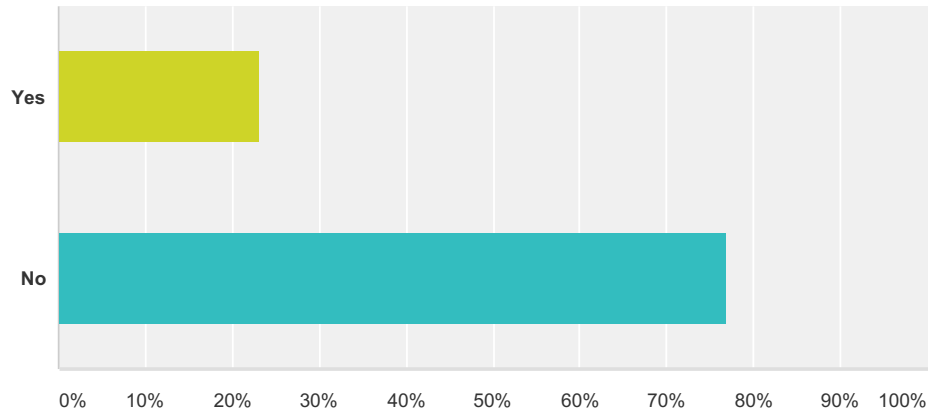
| # | Other (please specify)   | Date               |
|---|--|--------------------|
| 1 | Freeport Street Morrissey  | 4/27/2016 3:06 PM  |
| 2 | Fine for driving   | 4/20/2016 3:43 PM  |
| 3 | The intersection of Freeport Street creates a hardship for people who live and work in Clam Point, continuing through parts of Fields Corner to Glovers Corner and Meetinghouse Hill. The backup on Morrissey northbound turning left onto Freeport is extremely dangerous and unacceptable as a quality of life issue (I do not live or work in those areas). A ramp should be considered, not only for those exiting the expressway northbound to Freeport, but also for those turning left from Morrissey northbound onto Freeport. | 4/18/2016 8:56 PM  |
| 4 | The tight S-curves are sometimes scary, but I realize that is difficult to fix.  | 4/14/2016 3:23 PM  |
| 5 | We need a new SB to NB U-turn between Old Colony Terrace and the Savin Hill Yacht Club   | 4/14/2016 10:28 AM |
| 6 | All of the above.  | 4/13/2016 4:20 PM  |
| 7 | All. Lights are oddly located and timed. Merging and lane changing is odd. Circle at north is a disaster.  | 4/12/2016 10:06 AM |
| 8 | All, not for traffic, but for how it looks   | 4/12/2016 9:57 AM  |
| 9 | Jfk umass, rotary  | 4/8/2016 12:15 PM  |



|    |   |                    |
|----|---|--------------------|
| 10 | THE ROTARY!   | 4/6/2016 5:40 PM   |
| 11 | Access to Freeport Street in left turn lane on morrisey heading towards UMass. Always too many people. Also the back up of cars getting off 93 to cross morrisey onto Freeport.   | 3/30/2016 8:01 PM  |
| 12 | My big concern has to do with the flooding that results in Morrissey being impassible with greater frequency. Those improvements are primary. If there is a way to make traffic flow better, then that's great too.   | 3/30/2016 5:56 PM  |
| 13 | Annoying to go so far to go to business across the street.  | 3/29/2016 8:36 PM  |
| 14 | The grand plan looks great but it would be nice if the DCR could put flap valves on the storm drains so that the tides stop flooding the roadway that has obviously sunk over the years. Currently we get sea water in the road on about ~ 10.5 and higher tide. We get these tides and the flooded roadway several times every month.  | 3/29/2016 7:42 PM  |
| 15 | Road narrowing, dips, curves and bumps present added issues to an already aggressive speedway that has environmental challenges to deal with  | 3/29/2016 4:55 PM  |
| 16 | I think it's fine except for when it floods or the bridge is up   | 3/29/2016 4:46 PM  |
| 17 | Kosciuszko Circle. Clogs traffic, causes accidents, unsafe for bikes and pedestrians, cars form three lanes in the circle and don't obey traffic circle laws. Needs to be entirely re-done.   | 3/29/2016 4:27 PM  |
| 18 | Old Colony Terrace to points North. It would be helpful to have the option to turn left exiting Savin Hill.   | 3/29/2016 12:50 PM |
| 19 | We need a U-Turn heading Southbound to Northbound just before I-93, after the Draw-Bridge. Waiting at the light causes long back-ups in both directions.  | 3/29/2016 10:32 AM |
| 20 | The whole thing... The section between UMASS and Freeport needs an elevation to eliminate the flooding issue. Morrissey from Freeport street to Devine Rink is a dirty looking area of town along the National whole salers business, always full of garbage and Neponset Circle has become so ugly looking, dirty. Mature Trees need to be replanted to buffer the overpass highway and provide us some natural beautification | 3/29/2016 9:31 AM  |

**Q26 Are you interested in filling out the abutting businesses portion of the survey?  
(If yes, continue on with the questions on this page. If not, you can click “Next” at the bottom of the page and move to the next section of the survey)**

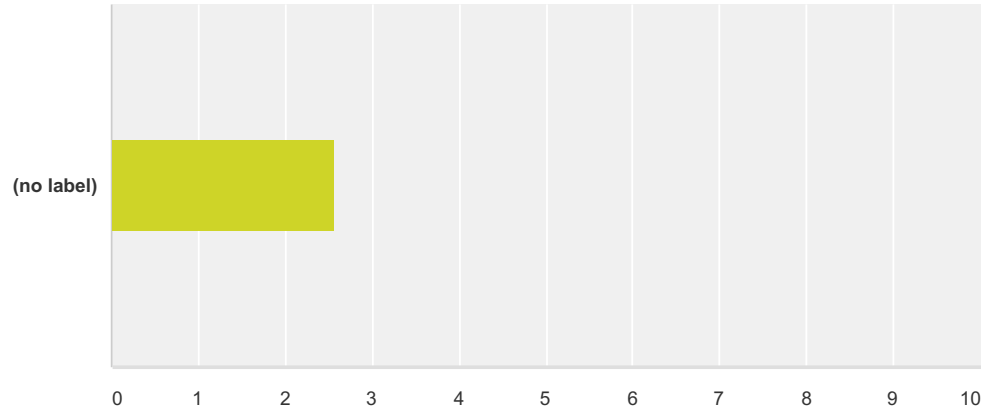
Answered: 104 Skipped: 33



| Answer Choices | Responses |            |
|----------------|-----------|------------|
| Yes            | 23.08%    | 24         |
| No             | 76.92%    | 80         |
| <b>Total</b>   |           | <b>104</b> |

**Q27 How well does Morrissey Boulevard meet your business needs for customer access? (1 = Not at all To 5 = Meet all my need)**

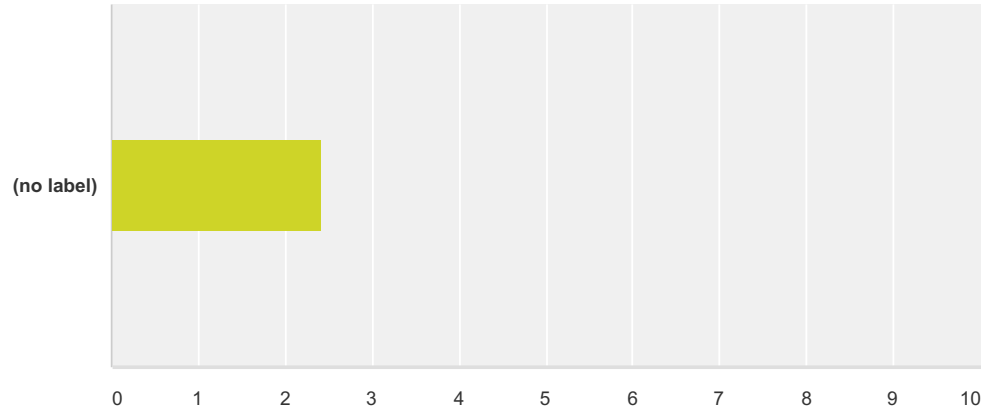
Answered: 25 Skipped: 112



|            | 1           | 2           | 3           | 4           | 5          | Total | Weighted Average |
|------------|-------------|-------------|-------------|-------------|------------|-------|------------------|
| (no label) | 16.00%<br>4 | 36.00%<br>9 | 28.00%<br>7 | 16.00%<br>4 | 4.00%<br>1 | 25    | 2.56             |

**Q28 How well does Morrissey Boulevard meet your business needs for delivery access? (1 = Not at all To 5 = Meet all my need)**

Answered: 19 Skipped: 118



|            | 1           | 2           | 3           | 4          | 5          | Total | Weighted Average |
|------------|-------------|-------------|-------------|------------|------------|-------|------------------|
| (no label) | 21.05%<br>4 | 31.58%<br>6 | 36.84%<br>7 | 5.26%<br>1 | 5.26%<br>1 | 19    | 2.42             |

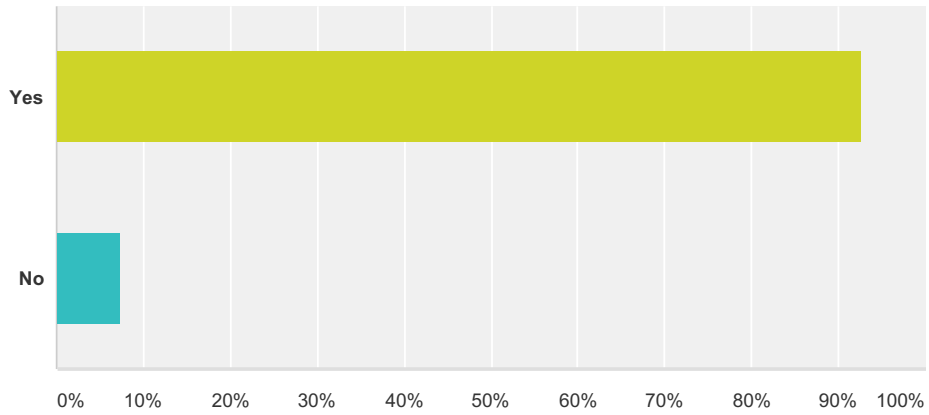
## Q29 What changes to Morrissey Boulevard do you think would benefit your business or institution?

Answered: 13 Skipped: 124

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | Public access to coastal areas as my work is in coastal restoration   | 4/16/2016 10:11 AM |
| 2  | Bicycle and pedestrian amenities  | 4/10/2016 10:29 PM |
| 3  | Reduce the speed and make it more friendly to pedestrians and bicyclists.   | 4/10/2016 5:15 PM  |
| 4  | More pedestrians/bikes, more shops, slower traffic  | 4/3/2016 7:49 AM   |
| 5  | Traffic Calming DCR Needs to invest in the Bike path from PJPII Park and the Harborwalk.  | 3/30/2016 1:10 PM  |
| 6  | Better/safer access to and from Blvd.   | 3/30/2016 9:35 AM  |
| 7  | Close to cars completely.   | 3/29/2016 8:37 PM  |
| 8  | Being a parkway business delivery trucks are prohibited?  | 3/29/2016 7:43 PM  |
| 9  | Getting out of Lamberts shopping mall, dunkin donuts, Freeport tavern in a more safe and user friendly way The gas station on the north side is ok The shops on morrissey before the rotary at dunkin donuts headed north is ok The u turn to head north on morrissey at Neponset ave can be frightening bc of cars speeding from Neponset circle | 3/29/2016 4:58 PM  |
| 10 | This is probably not the jurisdiction for this project, but as an employee of Umass Boston there are no restaurants or any "neighborhood" around the university, leaving it very isolated and without food/drink options.   | 3/29/2016 4:29 PM  |
| 11 | Less parking lots in front of buildings. Place building as street edge.   | 3/29/2016 1:01 PM  |
| 12 | as a consumer, there needs to be businesses that better suit our needs. There is no need for another nail salon or a car dealership and it would be nice if the area could maintain older businesses such as Lamberts, Phillips etc.. and new worthwhile businesses.  | 3/29/2016 9:37 AM  |
| 13 | Better signage, parkway feel, less congestion, better timing on signals, Trooper presence to pull traffic through   | 3/29/2016 9:27 AM  |

**Q30 Are you interested in filling out the general parkway character portion of the survey? (If yes, continue on with the questions on this page. If not, you can click “Next” at the bottom of the page and move to the next section of the survey)**

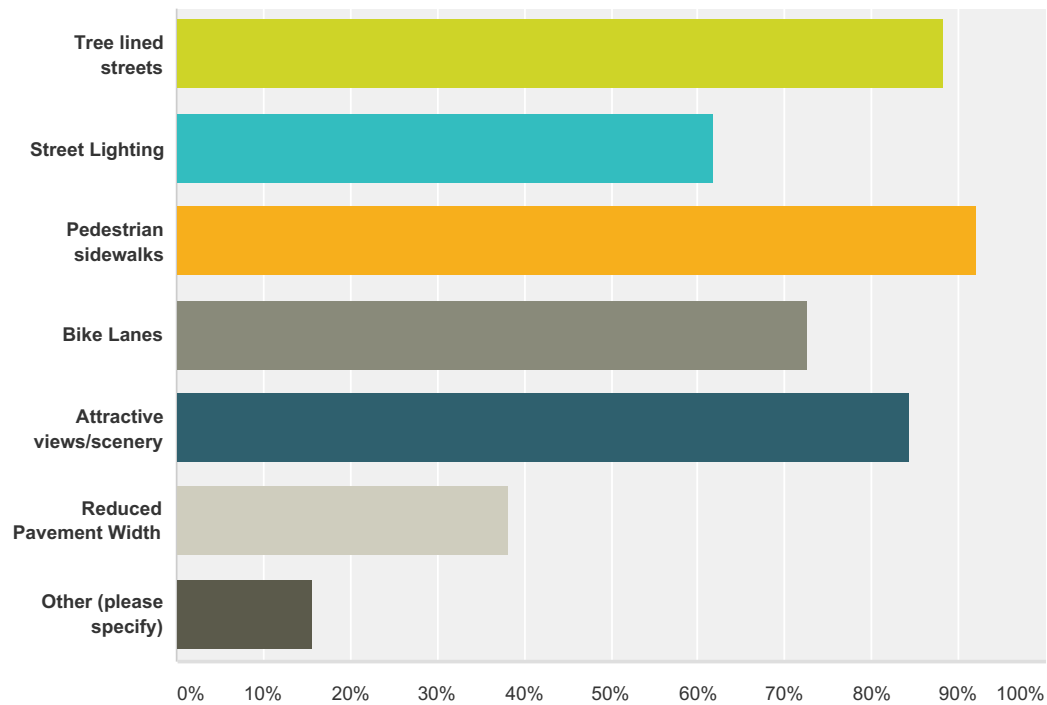
Answered: 108 Skipped: 29



| Answer Choices | Responses  |
|----------------|------------|
| Yes            | 92.59% 100 |
| No             | 7.41% 8    |
| <b>Total</b>   | <b>108</b> |

### Q31 What characteristics come to mind when you think of a parkway?

Answered: 102 Skipped: 35



| Answer Choices                | Responses |
|-------------------------------|-----------|
| Tree lined streets            | 88.24% 90 |
| Street Lighting               | 61.76% 63 |
| Pedestrian sidewalks          | 92.16% 94 |
| Bike Lanes                    | 72.55% 74 |
| Attractive views/scenery      | 84.31% 86 |
| Reduced Pavement Width        | 38.24% 39 |
| Other (please specify)        | 15.69% 16 |
| <b>Total Respondents: 102</b> |           |

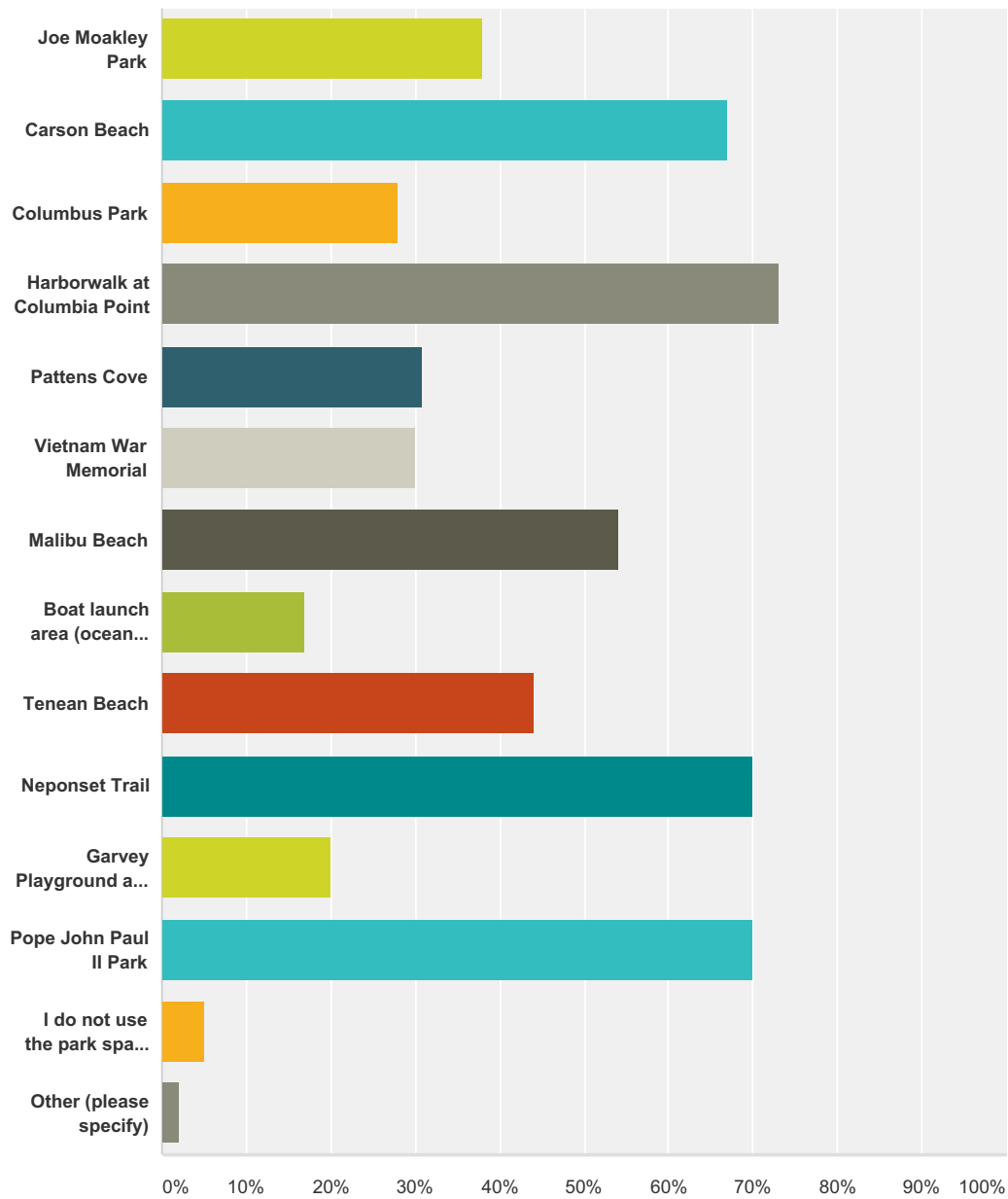
| # | Other (please specify)  | Date               |
|---|---|--------------------|
| 1 | Pedestrian sidewalks handicap ramp  | 4/27/2016 3:06 PM  |
| 2 | The Old Colony Parkway is never coming back. With the regional growth over the last 60 years, Morrissey has evolved into a critical transportation artery. It can be improved in many ways, but an attempt to reduce capacity will be a disaster. | 4/18/2016 8:59 PM  |
| 3 | Access to water and living shorelines   | 4/16/2016 10:13 AM |
| 4 | none of the above come to mind when thinking of the parkway.  | 4/12/2016 3:29 PM  |
| 5 | Slow speed limits for vehicular traffic. (25 - 35 MPH) Maximum 2 lanes for cars. Few traffic signals. Wide, landscaped median.  | 4/12/2016 11:38 AM |

|    |   |                    |
|----|---|--------------------|
| 6  | Looks nice, I learn something, people more than cars  | 4/12/2016 9:59 AM  |
| 7  | Divided roadway with green in the middle.   | 3/30/2016 5:58 PM  |
| 8  | Medians with grass and/or larger plantings; connectivity to parks and open spaces. When I hear parkway I think of the Buffalo, NY parkway system.               | 3/30/2016 8:54 AM  |
| 9  | Walking bridges. Ocean Access.  | 3/29/2016 7:44 PM  |
| 10 | Roads without large trucks.   | 3/29/2016 4:32 PM  |
| 11 | everything that morrissey is not. the esplanade is what I think of (the park part not the road)   | 3/29/2016 12:19 PM |
| 12 | traffic calming, people-centric mobility over vehicular traffic, wide friendly crosswalks without too many lanes to cross                                       | 3/29/2016 11:46 AM |
| 13 | focus on bikes/pedestrians/trees, not car traffic   | 3/29/2016 10:45 AM |
| 14 | Calmed traffic with no trucks   | 3/29/2016 10:25 AM |
| 15 | Peace, limited views of cars, noise reduction   | 3/29/2016 10:16 AM |
| 16 | less asphalt and urban design, soften up the look, We are in desperate need of greenery and trees in this area. Stop cutting down what is already in existence. | 3/29/2016 9:39 AM  |



### Q32 Which of the park spaces along/nearby Morrissey Boulevard do you use?

Answered: 100 Skipped: 37



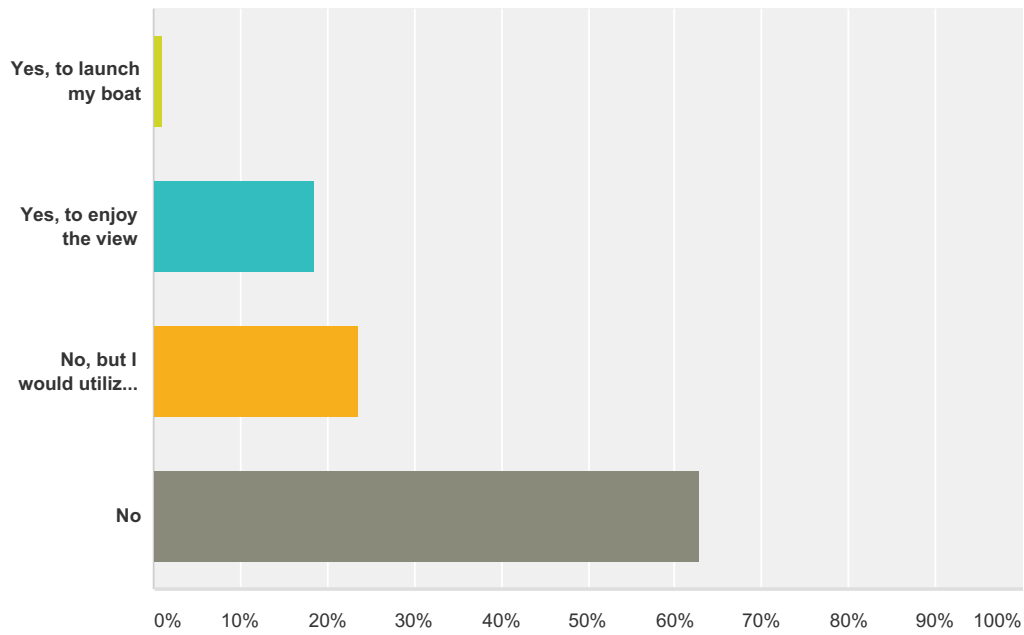
| Answer Choices               | Responses |
|------------------------------|-----------|
| Joe Moakley Park             | 38.00% 38 |
| Carson Beach                 | 67.00% 67 |
| Columbus Park                | 28.00% 28 |
| Harborwalk at Columbia Point | 73.00% 73 |
| Pattens Cove                 | 31.00% 31 |

|  |        |    |
|--|--------|----|
| Vietnam War Memorial                                   | 30.00% | 30 |
| Malibu Beach   | 54.00% | 54 |
| Boat launch area (ocean side)                          | 17.00% | 17 |
| Tenean Beach   | 44.00% | 44 |
| Neponset Trail   | 70.00% | 70 |
| Garvey Playground at Devine Skating Rink               | 20.00% | 20 |
| Pope John Paul II Park                                 | 70.00% | 70 |
| I do not use the park spaces along Morrissey Boulevard | 5.00%  | 5  |
| Other (please specify)                                 | 2.00%  | 2  |
| <b>Total Respondents: 100</b>                          |        |    |

| # | Other (please specify)   | Date               |
|---|--|--------------------|
| 1 | I would use Malibu Beach if it was easier to access.                             | 4/12/2016 10:07 AM |
| 2 | I would potentially use more of these if they seemed easier and safer to get to. | 3/30/2016 8:54 AM  |

### Q33 Do you utilize the boat launch area on the ocean side of Morrissey Boulevard?

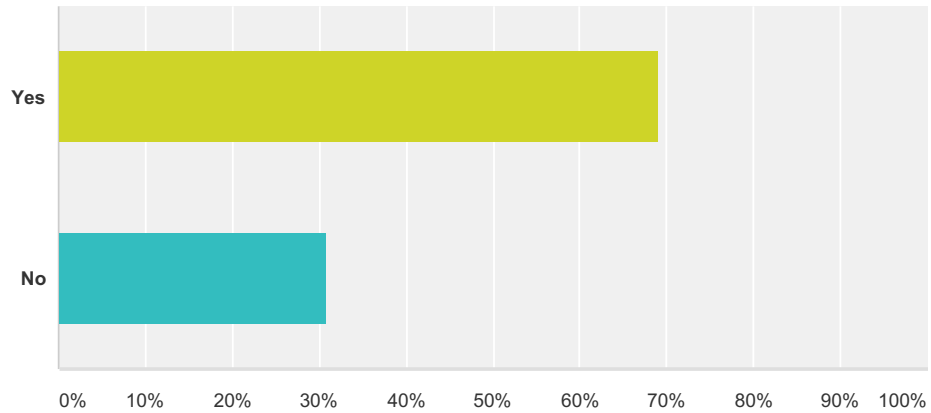
Answered: 102 Skipped: 35



| Answer Choices  | Responses |
|---|-----------|
| Yes, to launch my boat  | 0.98% 1   |
| Yes, to enjoy the view  | 18.63% 19 |
| No, but I would utilize the boat launch if the facilities were improved | 23.53% 24 |
| No  | 62.75% 64 |
| <b>Total Respondents: 102</b>   |           |

**Q34 Are you interested in filling out the roadway inundation portion of the survey? (If yes, continue on with the questions on this page. If not, you can click “Next” at the bottom of the page and move to the next section of the survey)**

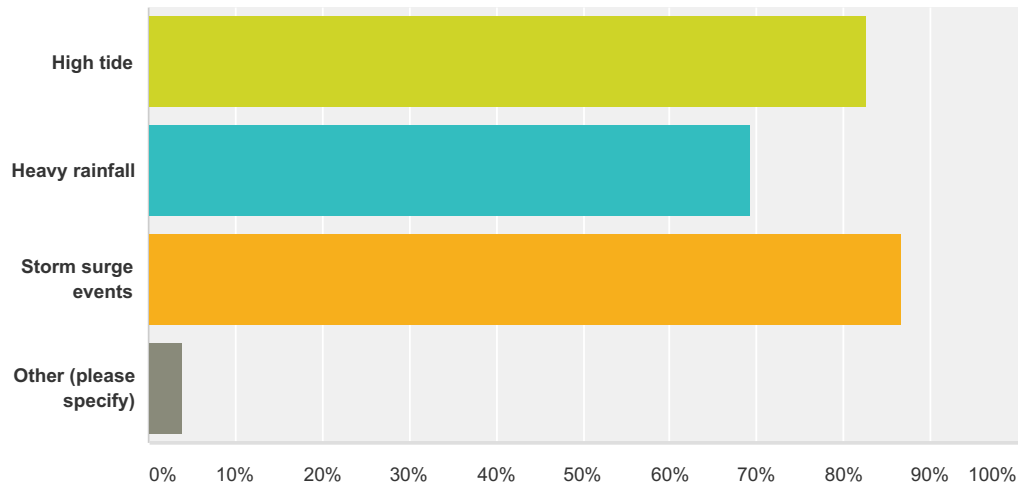
Answered: 107 Skipped: 30



| Answer Choices | Responses |            |
|----------------|-----------|------------|
| Yes            | 69.16%    | 74         |
| No             | 30.84%    | 33         |
| <b>Total</b>   |           | <b>107</b> |

### Q35 In what conditions have you generally experienced disruptive inundation/flooding of Morrissey Boulevard?

Answered: 75 Skipped: 62

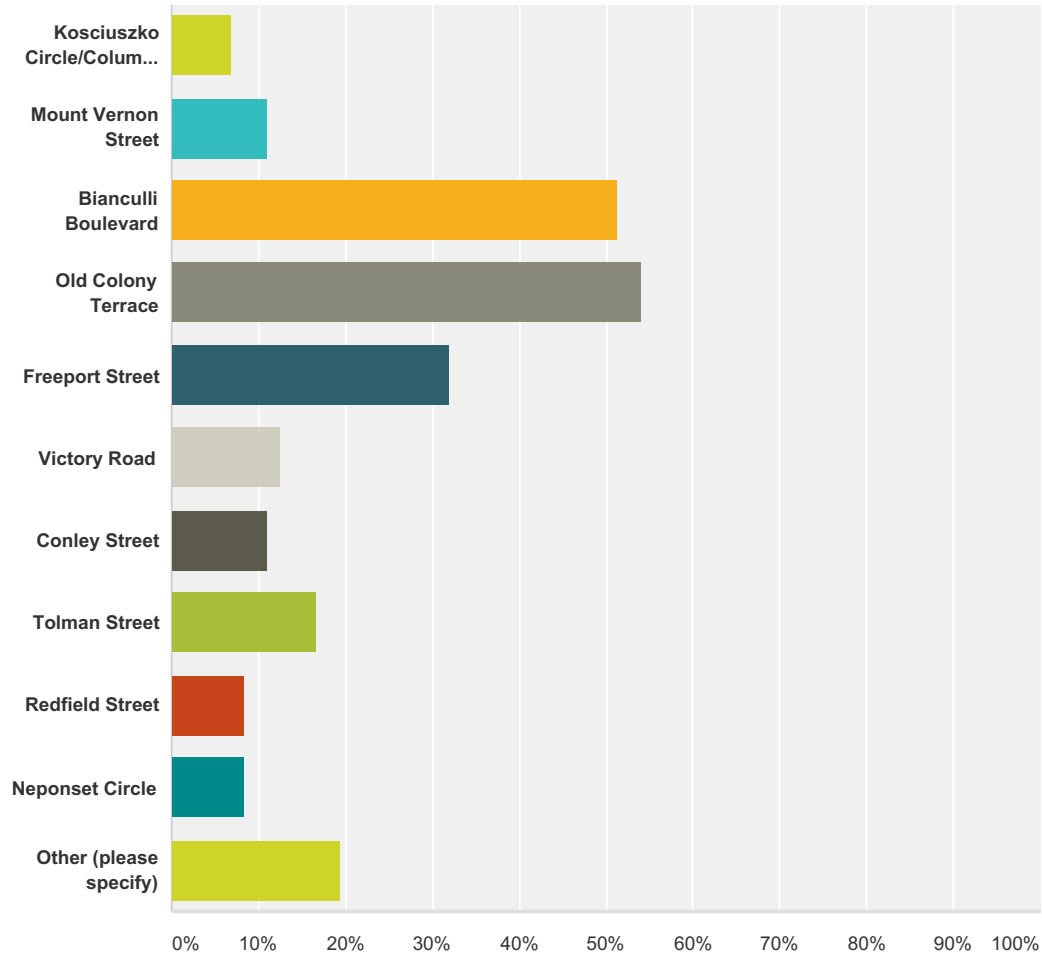


| Answer Choices               | Responses |
|------------------------------|-----------|
| High tide                    | 82.67% 62 |
| Heavy rainfall               | 69.33% 52 |
| Storm surge events           | 86.67% 65 |
| Other (please specify)       | 4.00% 3   |
| <b>Total Respondents: 75</b> |           |

| # | Other (please specify)  | Date              |
|---|---|-------------------|
| 1 | When high tide occurs during other inundating events it can be very detrimental | 4/19/2016 5:25 PM |
| 2 | ONLY combination of all three!  | 4/6/2016 12:43 AM |
| 3 | I've never been impacted by storm surges (I primarily bike everywhere)          | 3/28/2016 7:42 PM |

### Q36 At which particular locations along Morrissey Boulevard have you experienced inundation/flooding disruptions?

Answered: 72 Skipped: 65



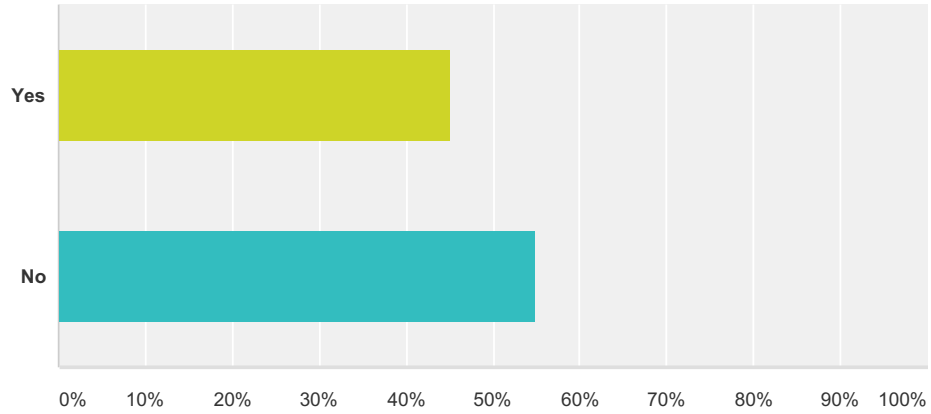
| Answer Choices                  | Responses |
|---------------------------------|-----------|
| Kosciuszko Circle/Columbia Road | 6.94% 5   |
| Mount Vernon Street             | 11.11% 8  |
| Bianculli Boulevard             | 51.39% 37 |
| Old Colony Terrace              | 54.17% 39 |
| Freeport Street                 | 31.94% 23 |
| Victory Road                    | 12.50% 9  |
| Conley Street                   | 11.11% 8  |
| Tolman Street                   | 16.67% 12 |
| Redfield Street                 | 8.33% 6   |
| Neponset Circle                 | 8.33% 6   |

|                              |        |    |
|------------------------------|--------|----|
| Other (please specify)       | 19.44% | 14 |
| <b>Total Respondents: 72</b> |        |    |

| #  | Other (please specify)   | Date               |
|----|--|--------------------|
| 1  | Between the drawbridge and Savin Hill Yacht Club   | 4/18/2016 9:03 PM  |
| 2  | Between JFK station and Freeport St. It is usually worst between UMass entrance and the 93 underpass.  | 4/13/2016 4:22 PM  |
| 3  | Right past the boat launch area by the ocean; just before reaching Malibu Beach on that side   | 4/12/2016 8:59 PM  |
| 4  | It's bad in front of the Boston Globe's offices and also on the boat launch side near the ocean near the 93 offramp on the boat launch side. | 4/12/2016 10:44 AM |
| 5  | I just avoid the roadway altogether when I receive a flooding warning.   | 4/12/2016 10:06 AM |
| 6  | Between Pattens Cove and Malibu Beach flooding occurs both side of road.   | 4/6/2016 5:07 PM   |
| 7  | Portion between the Beade Bridge and Savin Hill Yacht Club   | 3/31/2016 1:44 PM  |
| 8  | Beyond Bianculli, near Malibu Beach  | 3/30/2016 5:59 PM  |
| 9  | Savin hill yacht club area   | 3/29/2016 10:15 PM |
| 10 | In between Umass and Freeport st is brutal   | 3/29/2016 5:01 PM  |
| 11 | just north of the ocean side boat launch   | 3/29/2016 1:24 PM  |
| 12 | Savin Hill Yacht Club  | 3/29/2016 10:35 AM |
| 13 | Hallet Street and Gallavan Boulevard, just up from Neponset Circle   | 3/29/2016 9:42 AM  |
| 14 | None   | 3/28/2016 7:42 PM  |

### Q37 Have you observed overflowing of catchbains and manholes during the inundation/flooding disruptions?

Answered: 71 Skipped: 66



| Answer Choices | Responses |           |
|----------------|-----------|-----------|
| Yes            | 45.07%    | 32        |
| No             | 54.93%    | 39        |
| <b>Total</b>   |           | <b>71</b> |



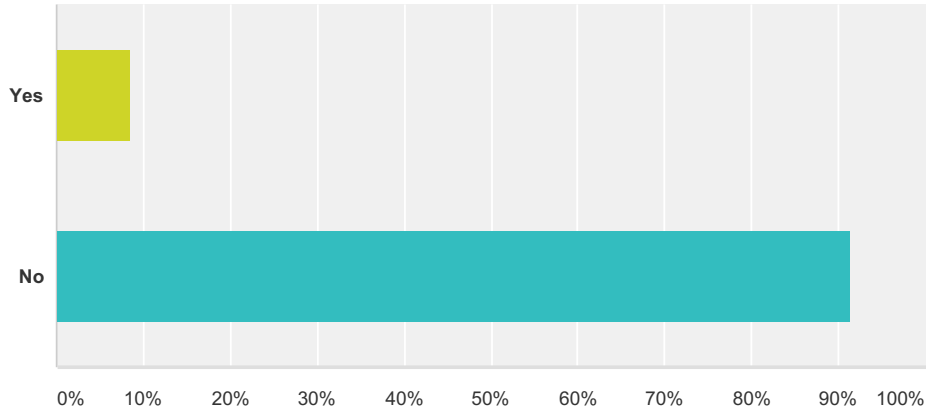
## Q38 If so, where?

Answered: 24 Skipped: 113

| #  | Responses  | Date               |
|----|--|--------------------|
| 1  | Jiffy Lube   | 4/27/2016 3:07 PM  |
| 2  | Along Malibu Beach   | 4/27/2016 2:51 PM  |
| 3  | All along the blvd   | 4/27/2016 2:43 PM  |
| 4  | near the Veteran's memorial near Freeport Street - just north near H&R block shopping center   | 4/19/2016 4:50 PM  |
| 5  | At the Savin hill cove   | 4/16/2016 10:15 AM |
| 6  | entrance to what was "TV 56" property  | 4/15/2016 12:21 PM |
| 7  | At Pattens Cove  | 4/14/2016 10:33 AM |
| 8  | Across from savin hill yacht club  | 4/8/2016 12:18 PM  |
| 9  | Same as above. Mt Vernon St where MBTA buses exit on North side always has a puddle. Constantly has crews trying to solve puddling problem.  | 4/6/2016 5:07 PM   |
| 10 | SHYC   | 4/6/2016 12:43 AM  |
| 11 | Malibu   | 4/3/2016 11:57 AM  |
| 12 | near Savin Hill yacht club   | 4/3/2016 10:50 AM  |
| 13 | Between old colony and Freeport  | 4/3/2016 9:58 AM   |
| 14 | Savin Hill Yacht Club area   | 4/3/2016 9:56 AM   |
| 15 | Where Morrissey crosses under 93   | 4/2/2016 1:40 PM   |
| 16 | The two places checked in 36, I think.   | 3/30/2016 9:59 PM  |
| 17 | Conley St./Malibu beach  | 3/30/2016 9:37 AM  |
| 18 | The tide comes up out of the catch basins by the War Memorial. This is not a hard fix for a short term solution. Yes the road needs to be raised but that will take time and a lot of money. | 3/29/2016 7:49 PM  |
| 19 | Between Umass and Freeport   | 3/29/2016 5:01 PM  |
| 20 | By Malibu beach pedestrian crossing  | 3/29/2016 4:34 PM  |
| 21 | North of Freeport Street   | 3/29/2016 2:49 PM  |
| 22 | Bianculli Boulevard  | 3/29/2016 1:02 PM  |
| 23 | Savin Hill Yacht Club  | 3/29/2016 10:35 AM |
| 24 | Outside of the Globe and along Morrissey between Old Colony Terrace and Freeport St  | 3/29/2016 8:31 AM  |

### Q39 Have you observed basement sump pumps or other pipes discharging water from adjacent land uses into Morrissey Boulevard?

Answered: 70 Skipped: 67



| Answer Choices | Responses |
|----------------|-----------|
| Yes            | 8.57% 6   |
| No             | 91.43% 64 |
| <b>Total</b>   | <b>70</b> |

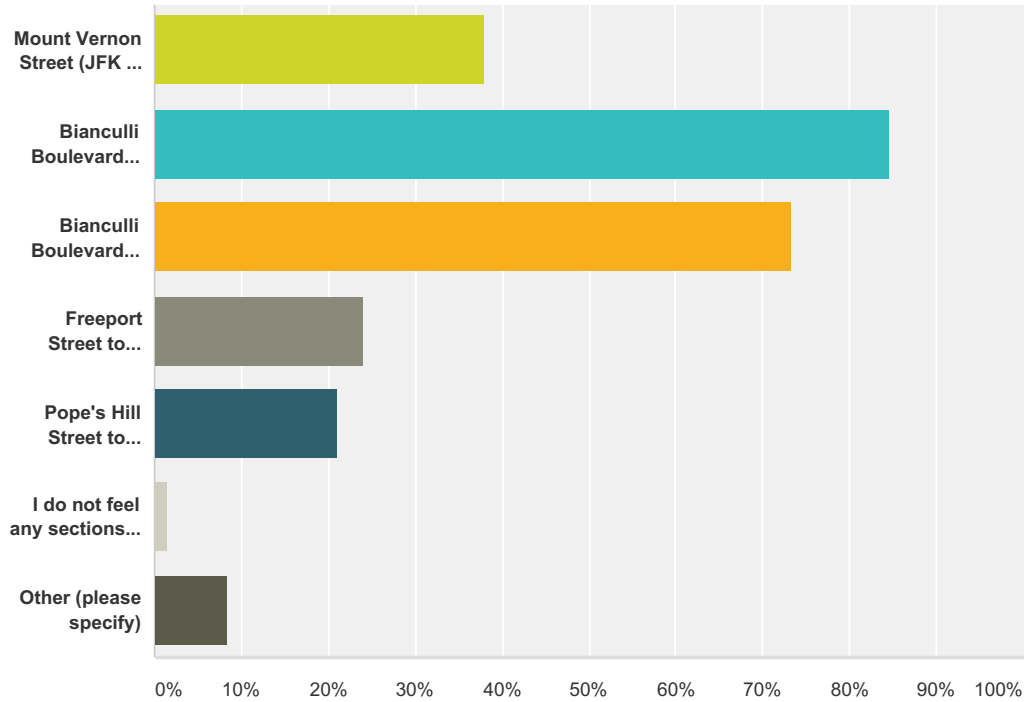
**Q40 If so, where?**

Answered: 5 Skipped: 132

| # | Responses   | Date               |
|---|---|--------------------|
| 1 | Near Malibu Beach   | 4/27/2016 2:43 PM  |
| 2 | Patten Cove and Malibu beach area   | 4/16/2016 10:15 AM |
| 3 | Savin Hill side near Malibu Beach there is a drainage pipe culvert near the new homes that is now in disrepair.<br>Cement drainage pipes on bay side are sitting on boat ramps no longer functioning. | 4/6/2016 5:07 PM   |
| 4 | Between Umass and Freeport  | 3/29/2016 5:01 PM  |
| 5 | Many places along Dorchester Bay  | 3/29/2016 2:49 PM  |

### Q41 What sections of Morrissey Boulevard do you feel need improvement to mitigate inundation/flooding disruptions?

Answered: 71 Skipped: 66

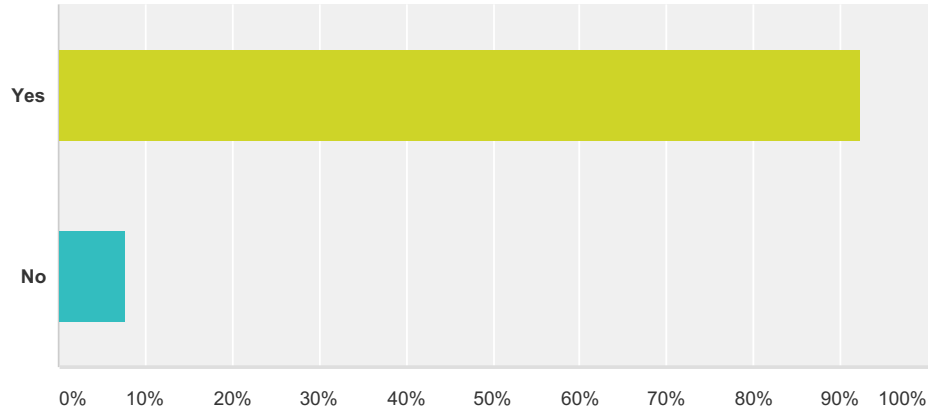


| Answer Choices  | Responses |
|---|-----------|
| Mount Vernon Street (JFK T Station) to Bianculli Boulevard (UMASS Entrance) | 38.03% 27 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Ocean side)        | 84.51% 60 |
| Bianculli Boulevard (UMASS Entrance) to Freeport Street (Malibu Beach side) | 73.24% 52 |
| Freeport Street to Pope's Hill Street (Red Line Overpass)                   | 23.94% 17 |
| Pope's Hill Street to Neponset Circle                                       | 21.13% 15 |
| I do not feel any sections need improvement                                 | 1.41% 1   |
| Other (please specify)  | 8.45% 6   |
| <b>Total Respondents: 71</b>  |           |

| # | Other (please specify)   | Date              |
|---|--|-------------------|
| 1 | From the drawbridge to Savin Hill Yacht Club   | 4/18/2016 9:03 PM |
| 2 | all of it needs help   | 4/12/2016 8:59 PM |
| 3 | The first three above experience very severe road-closing flooding. Other parts have experienced large puddles that are significant. | 3/30/2016 5:59 PM |
| 4 | not sure   | 3/29/2016 4:47 PM |
| 5 | Hallet street and Gallavan Boulevard   | 3/29/2016 9:42 AM |
| 6 | Unsure   | 3/28/2016 7:42 PM |

**Q42 Would you view landscaped stormwater management practices at the ground surface (such as rain gardens) as a positive amenity to the aesthetic appeal of Morrissey Boulevard?**

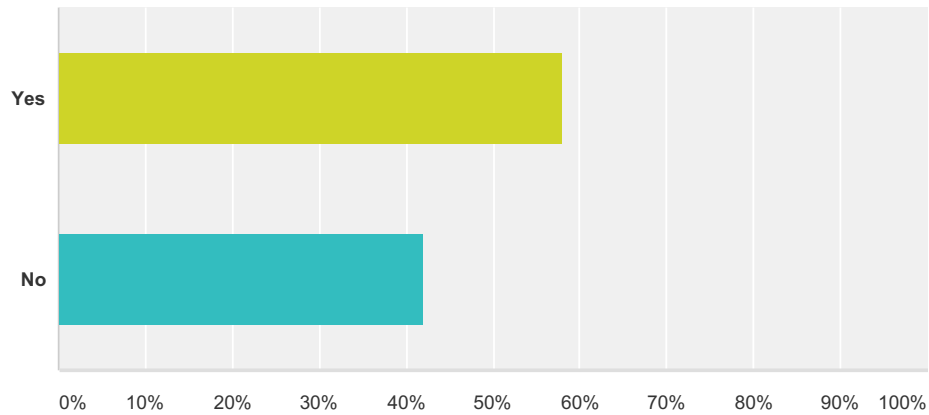
Answered: 77 Skipped: 60



| Answer Choices | Responses |
|----------------|-----------|
| Yes            | 92.21% 71 |
| No             | 7.79% 6   |
| <b>Total</b>   | <b>77</b> |

### Q43 Do you live in a neighborhood that directly connects with Morrissey Boulevard?

Answered: 107 Skipped: 30



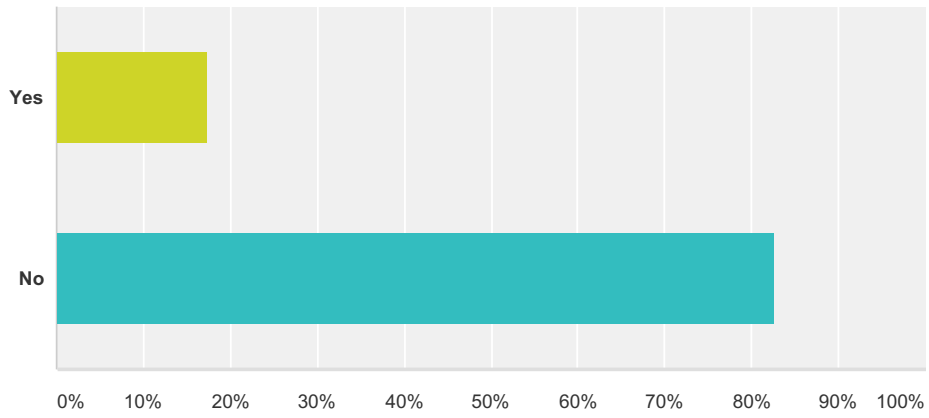
| Answer Choices | Responses  |
|----------------|------------|
| Yes            | 57.94% 62  |
| No             | 42.06% 45  |
| <b>Total</b>   | <b>107</b> |

| #  | If yes, which neighborhood?                                 | Date               |
|----|---|--------------------|
| 1  | Clam Point  | 4/27/2016 3:08 PM  |
| 2  | Lower Mills/Cedar Grove                                     | 4/27/2016 2:54 PM  |
| 3  | Neponset  | 4/27/2016 2:44 PM  |
| 4  | St Marks  | 4/20/2016 3:46 PM  |
| 5  | Park Street   | 4/19/2016 4:56 PM  |
| 6  | Port Norfolk  | 4/18/2016 9:05 PM  |
| 7  | Savin Hill  | 4/15/2016 12:25 PM |
| 8  | Savin Hill  | 4/15/2016 9:51 AM  |
| 9  | Savin Hill/Tuttle   | 4/14/2016 4:56 PM  |
| 10 | Savin Hill  | 4/14/2016 12:35 PM |
| 11 | Savin Hill (over the bridge)                                | 4/14/2016 10:34 AM |
| 12 | Savin Hill  | 4/12/2016 10:46 AM |
| 13 | Dorchester  | 4/12/2016 10:10 AM |
| 14 | Live in Lower Mills Dot, nearby but not directly connected? | 4/11/2016 11:18 AM |
| 15 | Savin Hill  | 4/11/2016 2:35 AM  |
| 16 | Savin Hill  | 4/10/2016 10:34 PM |
| 17 | Dorchester  | 4/10/2016 5:17 PM  |
| 18 | Clam Point  | 4/10/2016 1:53 PM  |

|    |   |                    |
|----|---|--------------------|
| 19 | Clam Point  | 4/8/2016 12:19 PM  |
| 20 | Fields Corner   | 4/6/2016 5:44 PM   |
| 21 | Clam Point  | 4/6/2016 5:14 PM   |
| 22 | Savin Hill  | 4/6/2016 12:44 AM  |
| 23 | Neponset, Quincy                                      | 4/4/2016 9:22 PM   |
| 24 | Neponset  | 4/4/2016 8:54 AM   |
| 25 | Savin Hill  | 4/3/2016 10:53 AM  |
| 26 | Savin hill  | 4/3/2016 10:00 AM  |
| 27 | Savin Hill  | 4/3/2016 9:58 AM   |
| 28 | Andrew Square, South Boston                           | 4/3/2016 7:51 AM   |
| 29 | Port Norfolk  | 3/31/2016 1:02 PM  |
| 30 | Cedar Grove/St. Brendan's                             | 3/30/2016 10:00 PM |
| 31 | Fields corner   | 3/30/2016 8:08 PM  |
| 32 | Savin Hill  | 3/30/2016 5:00 PM  |
| 33 | Neponset  | 3/30/2016 1:12 PM  |
| 34 | Savin Hill - Over the Bridge                          | 3/30/2016 12:12 PM |
| 35 | Savin Hill  | 3/30/2016 11:44 AM |
| 36 | Dorchester  | 3/29/2016 10:09 PM |
| 37 | Savin Hill  | 3/29/2016 9:40 PM  |
| 38 | Savin Hill/Columbia                                   | 3/29/2016 9:21 PM  |
| 39 | Savin Hill over the bridge off of Old Colony Terrace. | 3/29/2016 7:58 PM  |
| 40 | Neponset  | 3/29/2016 5:48 PM  |
| 41 | Savin Hill  | 3/29/2016 5:12 PM  |
| 42 | Neponset  | 3/29/2016 5:04 PM  |
| 43 | Savin Hill  | 3/29/2016 4:48 PM  |
| 44 | Savin Hill/Dorchester Ave                             | 3/29/2016 4:36 PM  |
| 45 | Savin Hill  | 3/29/2016 3:38 PM  |
| 46 | St Ann's Neponset                                     | 3/29/2016 3:25 PM  |
| 47 | Ashmont Adams, Dorchester                             | 3/29/2016 2:49 PM  |
| 48 | Savin Hill  | 3/29/2016 12:59 PM |
| 49 | Savin Hill  | 3/29/2016 12:44 PM |
| 50 | Neponset Ave near Victory Rd.                         | 3/29/2016 11:56 AM |
| 51 | Clam Point, Everdean Street                           | 3/29/2016 11:50 AM |
| 52 | Clam Point  | 3/29/2016 11:41 AM |
| 53 | South Boston  | 3/29/2016 11:22 AM |
| 54 | Savin Hill  | 3/29/2016 10:35 AM |
| 55 | Pope's Hill, Neponset and Adams Village               | 3/29/2016 9:48 AM  |
| 56 | Dorchester  | 3/29/2016 9:30 AM  |
| 57 | Savin Hill  | 3/29/2016 8:31 AM  |
| 58 | Southie   | 3/28/2016 7:42 PM  |

### Q44 Do you work or own a business that directly connects with Morrissey Boulevard?

Answered: 98 Skipped: 39

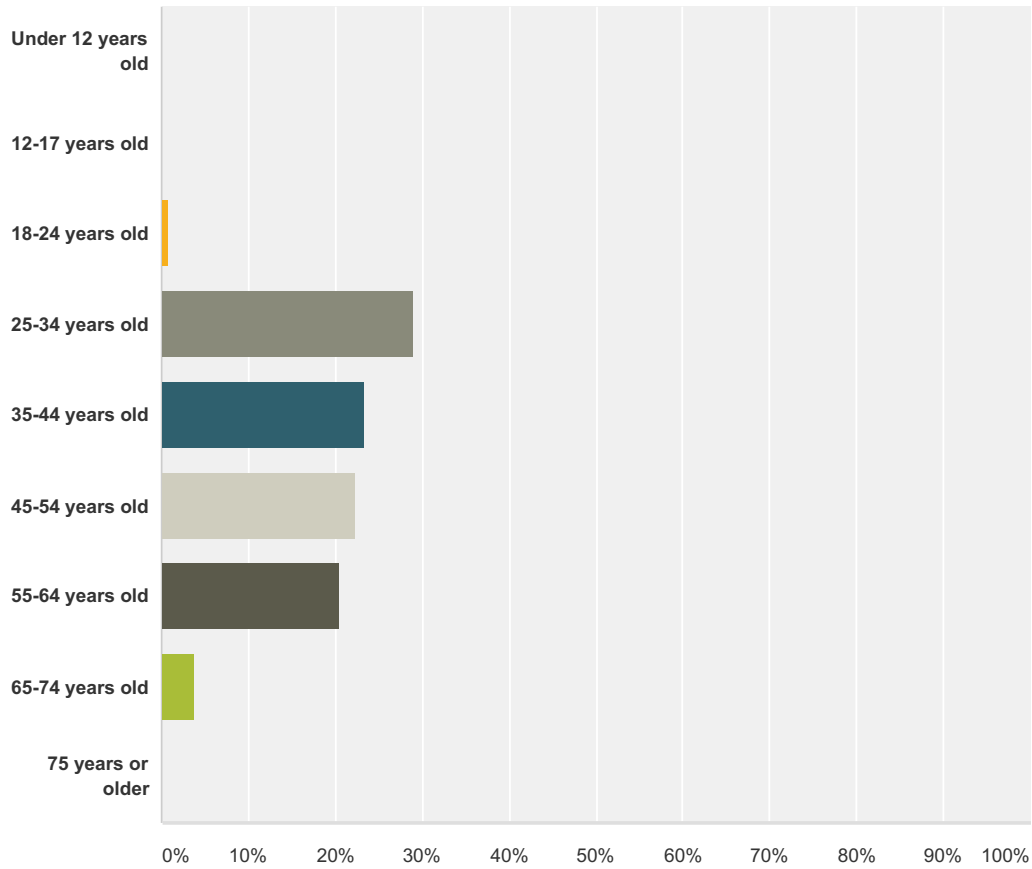


| Answer Choices | Responses |
|----------------|-----------|
| Yes            | 17.35% 17 |
| No             | 82.65% 81 |
| <b>Total</b>   | <b>98</b> |



### Q45 What is your age?

Answered: 107 Skipped: 30



| Answer Choices     | Responses  |
|--------------------|------------|
| Under 12 years old | 0.00% 0    |
| 12-17 years old    | 0.00% 0    |
| 18-24 years old    | 0.93% 1    |
| 25-34 years old    | 28.97% 31  |
| 35-44 years old    | 23.36% 25  |
| 45-54 years old    | 22.43% 24  |
| 55-64 years old    | 20.56% 22  |
| 65-74 years old    | 3.74% 4    |
| 75 years or older  | 0.00% 0    |
| <b>Total</b>       | <b>107</b> |

### Q46 Please share with us any other comments you have regarding the use and function of Morrissey Boulevard.

Answered: 65 Skipped: 72

| #  | Responses  | Date               |
|----|--|--------------------|
| 1  | They need better sidewalk for handicap wheel chair. Near DD lane get little refuge.  | 4/27/2016 3:08 PM  |
| 2  | The intersection at Freeport has constant delays even at non-peak times. (1) North turning left going west on Freeport. (2) Freeport crossing Morrissey going west. One frustration Freeport. Cars use both U-turn and left turn. That limits the volume of traffic that can turn left.  | 4/27/2016 3:00 PM  |
| 3  | In terms of allowing space for pedestrians vs bicyclists, please consider designated areas for pedestrians. I daily walk over the 2 bridges from Broadway Station to downtown. Have to constantly maneuver around bikes. Bicyclists use sidewalk, street, lights- whichever appeals to them. They come up behind you on sidewalk, cross against lights- right into pedestrians! I think bikes are great, but as a ped I would like to receive the same benefits they do. Then maybe I will walk along Morrissey Blvd.  | 4/27/2016 2:54 PM  |
| 4  | Upset that so many trees have been cut down. Neponset Circle looks disgusting!!! On and off ramps look sad. Guardrails are dangerous and ugly  | 4/27/2016 2:44 PM  |
| 5  | Nice work! Looking forward to continue to work with you as the designs progress. Implementation will be essential!!!   | 4/19/2016 5:26 PM  |
| 6  | Morrissey Boulevard Capacity should not be reduced - it is a critical commuter road. Rain gardens would not be effective here due to storm surges, high tide and sand storms. The maintenance would be extreme. Other types of BMP's would be much more cost effective. Ocean rise should be incorporated, recommend minimum road elevation to be 20.0 Boston City Base, if feasible. A boat dock that is paved for ease in access would be nice, have boat but won't use area, too shallow for ease in offloading - having a dock would allow ease in getting in and out. Having a turn around at Freeport prior to the lights would be helpful. Traffic signal timings at Freeport should be checked now, weekends peak demand is Freeport Street, left turn inbound and the exit from I-93 to Freeport Street. On Saturdays it can take up to three light cycles to get through.  | 4/19/2016 4:56 PM  |
| 7  | Improvements should be made in anticipation of future sea level rise, so that the project is not repeated in 20 years. Bikes are wonderful, but there is plenty of room on both sides of the roadway to keep them separate from vehicular traffic, for safety and efficiency.  | 4/18/2016 9:05 PM  |
| 8  | The Green Harbors Project has been working in this area to restore oysters and fringing salt marsh we have been a finalist in the Boston living with water competition and would appreciate to collaborate in this very important project to mitigate and adapt our urban shorelines to Env changes; the water quality is very poor in this area; thank you for doing this! <a href="http://www.umb.edu/ghp">www.umb.edu/ghp</a>   | 4/16/2016 10:18 AM |
| 9  | I've noticed an increase of people walking down Morrissey Blvd, which has also increased the amount of trash on the street, which blows into neighbor yards.   | 4/15/2016 12:25 PM |
| 10 | Between Freeport and UMass Entry, I agree with raising the road out of the flood zone. I think the road/bike/ped paths should be lifted together, so the road isn't confined by blinders, and vehicle users still get views out to Dorchester Bay and the Harbor. I think the stretch between Freeport and Columbia Road Rotary should have adequate bike lanes separate from ped paths. Both activities occur, and would occur more frequently if they were better accommodated. This little stretch of public waterfront could be a real amenity, but currently is plagued by broken glass and debris, cobra head lights and over-wide vehicle lanes that encourage speeding, no dedicated bike lanes, and broken, discontinuous, and uneven ped pavement. If improved, this could be one of the nicest little urban waterfront edges we have. Also, I feel strongly that the NB bike lane between Freeport and UMass should be on the NB (Ocean) side the whole length. I think a workable solution to crossing the I-93 Off-ramp would be to meter the off-ramp with a periodic red light signal on a predictable interval, so cyclists would know that it will turn red for cars and green for bikes ever X seconds, and would wait for the signal change. This would be vastly superior to batching NB cyclists on the SB side between Freeport and the other end of the draw bridge. You lose half the Ocean experience that way. The message here is that pedestrians and cyclists want to be along the ocean edge as much as possible and vehicles want to enjoy the ocean views as much as possible. Please enable that. Also, the left turn from Freeport EB onto M. Blvd NB needs to be striped for bikes, too. Thank you!!! | 4/14/2016 3:38 PM  |
| 11 | Please turn Morrissey Blvd from a tool for non-residents to get into and out of the City of Boston into something that benefits the immediate abutters, restores Dorchesters relation with the waterfront and benefits primarily residents of Dorchester and not just regional non-resident traffic.   | 4/14/2016 2:38 PM  |

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| 12 | There are so many beautiful park areas along Morrissey Boulevard, but nothing good connecting them, which is a shame. Anything to promote their connection/usage by pedestrians and drivers alike would be welcomed.  | 4/14/2016 12:35 PM |
| 13 | We need a U-turn SB to NB between Old Colony Terrace and Malibu Beach. This would get our neighborhood traffic out of the Freeport Street intersection.   | 4/14/2016 10:34 AM |
| 14 | A re-birth of Morrissey Boulevard as an efficient parkway and well-maintained greenspace could provide much-needed connectivity of Dorchester's recreational and ecological resources. This is a great opportunity to incorporate pedestrian- and bicycle-focused transit planning to increase the viability of Morrissey as a safe neighborhood thruway that isn't just clogged with vehicular traffic.        | 4/12/2016 11:49 AM |
| 15 | Drainage is the biggest problem. Fix that, then develop some traffic solutions.   | 4/12/2016 10:46 AM |
| 16 | Make it beautiful and bike and pedestrian friendly! Consider putting the Redline stop back at Pope's Hill (or at least don't ruin the possibility). This could be a useful and beautiful place that will only grow the neighborhood and ensure its success!   | 4/12/2016 10:10 AM |
| 17 | Right now it functions as an unattractive bypass of I-93 for South Boston, Dorchester, and Quincy residents. If it had good bike/pedestrian infrastructure, I might travel from home in Quincy to work/recreation in Boston by bike or foot.  | 4/12/2016 10:07 AM |
| 18 | The road seems to work great as it is when I am driving, but as a pedestrian or bicyclist trying to connect the Neponset trail near my home, to the harborwalk paths; it is a fairly unpleasant, and often scary, section in an otherwise nice trail system.  | 4/11/2016 11:18 AM |
| 19 | This project should be a top priority. The Blvd, as it is today is a serious quality of life issue for Bostonians who don't own a car. There are many of us.  | 4/10/2016 10:34 PM |
| 20 | I look forward to some major improvements happening, but none of it will mean anything and will be a waste of time and taxpayer dollars if the new design is not consistently maintained. A lot of the problems along Morrissey now are due to poor or no maintenance. Thank you.   | 4/10/2016 1:53 PM  |
| 21 | Please make Morrissey safer for pedestrians and bicyclists. The 93 northbound exit ramp is extremely dangerous. We love the draw bridge and Malibu Beach.   | 4/8/2016 12:19 PM  |
| 22 | Road should continue to have limitations of use by Trucks. Clam Point will need traffic mitigation when reconstruction starts. Everdean is used heavily to gain access to Morrissey in AM. Cars can't get out onto Freeport. Many drivers are confused with marked Bike Lane on Freeport and do not use both lanes on Freeport when turning from Everdean. Traffic can back up in AM on Everdean to Blanche St. | 4/6/2016 5:14 PM   |
| 23 | Gridlock there affects quality of life, as well as safety. It should not be an "escape route" from I-93   | 4/6/2016 12:44 AM  |
| 24 | I can't believe it has taken this long. It's been a long time coming to update this. A connection between Downtown Boston, Dorchester and Quincy has been sorely needed for several decades.  | 4/4/2016 9:22 PM   |
| 25 | Don,t do anything to obstruct view  | 4/3/2016 11:59 AM  |
| 26 | Peak traffic times are horrendous- backup from Freeport to Umass each nite/cars not obeying lane restrictions (UMASS) / need closer Uturn so not to go to Freeport St to turn/walkways hazardous to pedestrians/bikers  | 4/3/2016 10:53 AM  |
| 27 | It would be nice to have a u turn at savin hill yatch club.   | 4/3/2016 10:00 AM  |
| 28 | It should not be a commuting alternative to I93   | 4/3/2016 9:58 AM   |
| 29 | The harborwalk ends abruptly at Freeport St., would be great if it connected safety further south for runners/bikers  | 4/3/2016 7:51 AM   |
| 30 | It is a very scenic roadway. With some basic improvement that invite more pedestrian and recreational use it would be a tremendous resource for the Dorchester and greater Boston Communities   | 4/2/2016 7:25 PM   |
| 31 | Cycling safety has improved significantly around Boston. This section of the road system is particularly unsafe and I appreciate you resolving this.  | 4/2/2016 1:50 PM   |
| 32 | Morrissey is a undervalued opportunity to tie Quincy, Dorchester, and Boston together. The current 3 lanes going each way for car traffic only is absurd compared with how beautiful and effective the space could be. VERY happy to hear about prospects for the future.   | 4/2/2016 1:42 PM   |
| 33 | Please run bike lane/path by N Grid BEHIND 93N offramp. Please no more granite blocks for benches. All park benches should be contoured and have backs. Please throw a few benches NOW on high ground between boat launch and SHYC - probably the finest view in whole DCR park/parkway system.   | 4/2/2016 9:55 AM   |
| 34 | We are retired & live in Cedar Grove so we don't abut but we love to bike from Cedar Grove to UMass to go sailing. We thought it was a good meeting & support the proposed improvements to Morrissey Boulevard.   | 4/1/2016 12:04 PM  |
| 35 | Please design it with Complete Streets as guiding principle   | 3/31/2016 1:45 PM  |

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|----|--|--------------------|
| 36 | Neponset Circle must be more pedestrian/bike friendly. Bus service along Morrissey Boulevard to JFK would allow people to access both Red Line branches, rather than having to take a bus to Fields Corner (Ashmont branch) or walk/bus to North Quincy (Braintree branch)   | 3/31/2016 1:02 PM  |
| 37 | The sidewalks flood more easily than the roadway, and snowplows bury them.   | 3/30/2016 10:00 PM |
| 38 | I would like Victory Road to cross the boulevard so I can get from the Freeport St exit to Adams St without having to circumnavigate   | 3/30/2016 9:59 PM  |
| 39 | Traffic at rush hour is a problem! Also turning from morrisey onto Freeport heading towards dot Ave there are always cars that cut the line and it takes several light cycles to get through. The same long wait is true for ppl getting off 93 and trying to cross or turn onto morrisey. The carriage Lane near lamberts could be better used to add more space to the road, or park/trees or something...   | 3/30/2016 8:08 PM  |
| 40 | Elevating Morrissey Boulevard will be a wonderful improvement functionally and aesthetically. By anticipating the needs of walkers and bicyclists, you will be encouraging more green forms of transportation.   | 3/30/2016 6:03 PM  |
| 41 | Creating additional natural barriers such as dune systems, or wetlands, on the ocean side of the Blvd across from Malibu beach would be an excellent and cost efficient way to deal with increasing flooding events while also increasing the areas biodiversity and scenic qualities. Reduce the amount of lanes, and increase stoplights/signal crossings for pedestrian. Concentrate on reducing the overall speed of the road.   | 3/30/2016 5:00 PM  |
| 42 | Improved bicycle infrastructure is the most important aspect of improving the roads in Boston, including Morrissey Boulevard. jmcronin@gmail.com   | 3/30/2016 3:57 PM  |
| 43 | I currently live one house in from Morrissey Blvd in the "over the bridge" section of Savin Hill. We already deal with quite a bit of noise from the traffic on Morrissey and I would be concerned with increased street noise associated with raising the road level between the bridge and Bianculli Blvd. My first preference would be for solutions that do not raise the road level.  | 3/30/2016 12:12 PM |
| 44 | I'm very excited that the design of this project is underway and hopeful that there is a commitment to implement the improvements. For resiliency in the face of rising sea level and seemingly more frequent/unpredictable weather events, this project is essential. I am a car-free employee at UMass Boston and would love to be better connected to the area via Morrissey, for me personally for both transit and recreation. Many of my colleagues and many students live in walking or bicycling distance but don't capitalize on these modes of transportation because the current connectivity is lacking or unsafe. | 3/30/2016 9:00 AM  |
| 45 | Dangerous curve on Morrissey southbound right before Freeport street under redline bridge and before u-turn that is next to subway. Narrow lanes and sudden stopping has caused many near accidents in that area especially with cars going very quickly around that curve.  | 3/30/2016 8:56 AM  |
| 46 | Can't wait for these changes. Yes please to all of it!   | 3/29/2016 10:09 PM |
| 47 | I was not able to attend the first meetings, but the slides looked very encouraging from a bike infrastructure perspective.  | 3/29/2016 9:21 PM  |
| 48 | Cars have 93. People should get Morrissey.   | 3/29/2016 8:39 PM  |
| 49 | Consider connecting the area by the draw bridge along the expressway embankment to the McConnell Park for walking and biking. You did not mention dog walkers anywhere. The use all these area extensively with due respect. Dld the plan mention the very nice existing "dog" park by the gas tank? Tics have been an issue I hear. Good Luck!  | 3/29/2016 7:58 PM  |
| 50 | Excited to see this become more pedestrian and bike friendly. Such a beautiful stretch of coastline; so much potential.  | 3/29/2016 5:12 PM  |
| 51 | Thank you for focusing on our neighborhood's largest thoroughfare. It would be wonderful to have it be a healthy, functioning, beautiful asset to our area for those who live here and pass through. Better connections from Pope John Paul/ Neponset Trail up to Umass and onto Castle Island for pedestrians, cyclists and cars would be such an improvement. Thank you  | 3/29/2016 5:04 PM  |
| 52 | If there is any way to include some noise and smog abatement along with better pedestrian and bike use, that would be terrific. Morrissey blvd. should not just be a speed zone for cars that are rushing out of town to the suburbs.  | 3/29/2016 4:48 PM  |
| 53 | Students and employees at local businesses should be included in the scope of this survey. They make up a large portion of people who use the space. The planning committee should make an effort to reach out to these groups.  | 3/29/2016 4:36 PM  |
| 54 | I bike commute from Milton into downtown Boston about 150 days a year and view Morrissey Blvd as an extremely important bike route. Any improvements to reduce flooding and improve biker safety are greatly appreciated.  | 3/29/2016 1:27 PM  |
| 55 | Make the median strip better as the lowest hinging opportunity.  | 3/29/2016 1:03 PM  |

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|----|---|--------------------|
| 56 | Morrissey Boulevard doesn't work well for anyone as it currently is. It should be a beautiful, tree lined street with wide sidewalks, two-way cycle tracks on both sides of the street, lots of crossings for pedestrians and bicycles, and as few travel lanes as possible. I-93 spillover traffic should be discouraged as much as possible. Speeds should be slow but steady (25 mph or less). Please make sure to coordinate with the BRA's planning process for redevelopment of the Columbia Point area.  | 3/29/2016 12:44 PM |
| 57 | It is a shame that this potentially scenic road, which is also an important connector of open space resources in the southern half of the city, is so poorly equipped to accommodate walkers, joggers and bikers. This would never be tolerated anywhere else other than in Dorchester. The road is too accommodating to the automobile. Travel lanes should be reduced to an absolute minimum, and sidewalks must be increased to better serve bikers and riders. Also, the 700-800 feet of forlorn waterfront between Victory road and the Viet Nam Vets memorial is a lost opportunity. Is there waterfront anywhere in eastern Massachusetts that is as ignored as this? Hard to imagine. | 3/29/2016 12:28 PM |
| 58 | Morrissey has a great potential to connect bicyclists from Neponset Greenway into the rest of the city without having to run the car-door and traffic gauntlet of Freeport and Dot Ave. This could make bike commuting from southern neighborhoods a much more attractive option, and make recreational trips possible to a wider audience. It's a big hole in the city's bike network and filling it with this project creates a better experience to/from southeast Dorchester, Quincy, and Mattapan.   | 3/29/2016 12:22 PM |
| 59 | I love Morrissey Blvd. It's pretty driving and it would be a lovely bike ride if it all connected.  | 3/29/2016 12:08 PM |
| 60 | I would be overjoyed to see Morrissey transformed into the parkway it has the potential to be! Thank you for prioritizing bicyclist and pedestrian facilities in this redesign!   | 3/29/2016 11:50 AM |
| 61 | In its current state I deliberately avoid the road when possible (am primarily a pedestrian)  | 3/29/2016 11:33 AM |
| 62 | As a cyclist that uses Morrissey Boulevard to connect to the Neponset River Trail it is finally time to make this roadway useful for all modes of transit. Many people will not ride Morrissey because it is designed with only cars in mind. Please take this opportunity to remove a lane and add a protected cycle track the length of Morrissey Boulevard. Cars have ruled for too long. Make it the parkway it was supposed to be.   | 3/29/2016 11:22 AM |
| 63 | Needs a general beautification effort   | 3/29/2016 10:35 AM |
| 64 | With the Mayor's focus of Developing more housing in this area of Dorchester we will see a significant increase in volumes of cars and people in the next 5 years. This will have a direct impact on the neighborhood, time it takes to get around, the parking issues, the density, and since more structures are going up we need to ensure that the DCR property along these neighborhood developments provide us with an immense amount of greenery, trees, natural spaces buffering us from roads, bridges, highways and apartment complexes and dirty urban environments.   | 3/29/2016 9:48 AM  |
| 65 | Morrissey Blvd. is a key artery into and out of the city. The state should make the investment necessary to keep it viable and more aesthetically pleasing. UMass Boston is responsible for a lot of the addition congestion and as they continue to add more students and vehicles— they need to be a part of this process.  | 3/29/2016 9:30 AM  |