

DETAILED RESULTS FROM ONLINE SURVEY

TWO FEASIBILITY STUDIES OF REGIONAL TRAIL LINKAGE TO THE COMMUNITY PATH EXTENSION (CPX)

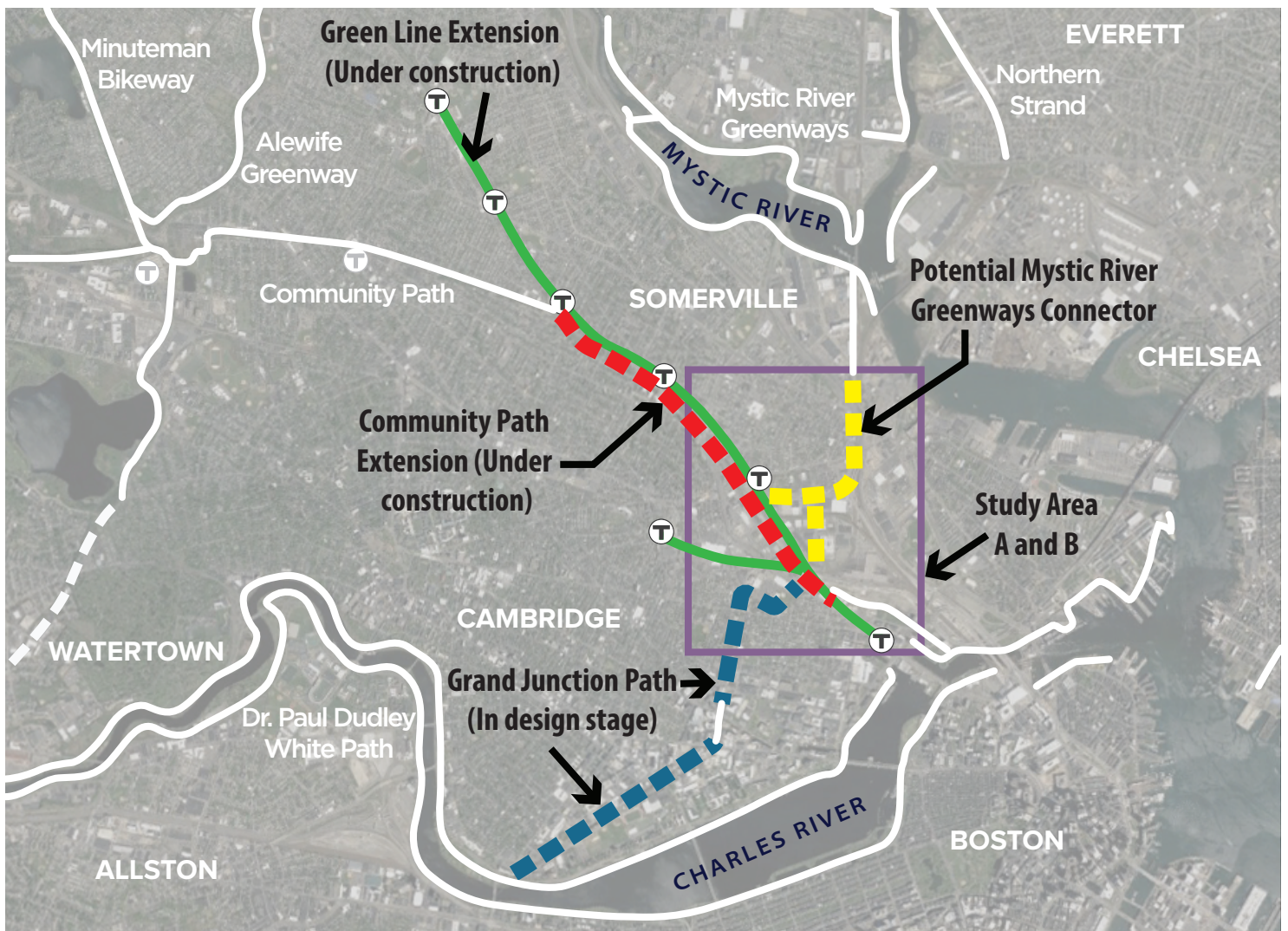
FEASIBILITY STUDY A:

COMMUNITY PATH EXTENSION: CONNECTION TO THE GRAND JUNCTION PATH

FEASIBILITY STUDY B:

COMMUNITY PATH EXTENSION: CONNECTION TO THE MYSTIC RIVER GREENWAYS AT ASSEMBLY SQUARE

JUNE 1, 2020



Q1 What is your five digit zip code?

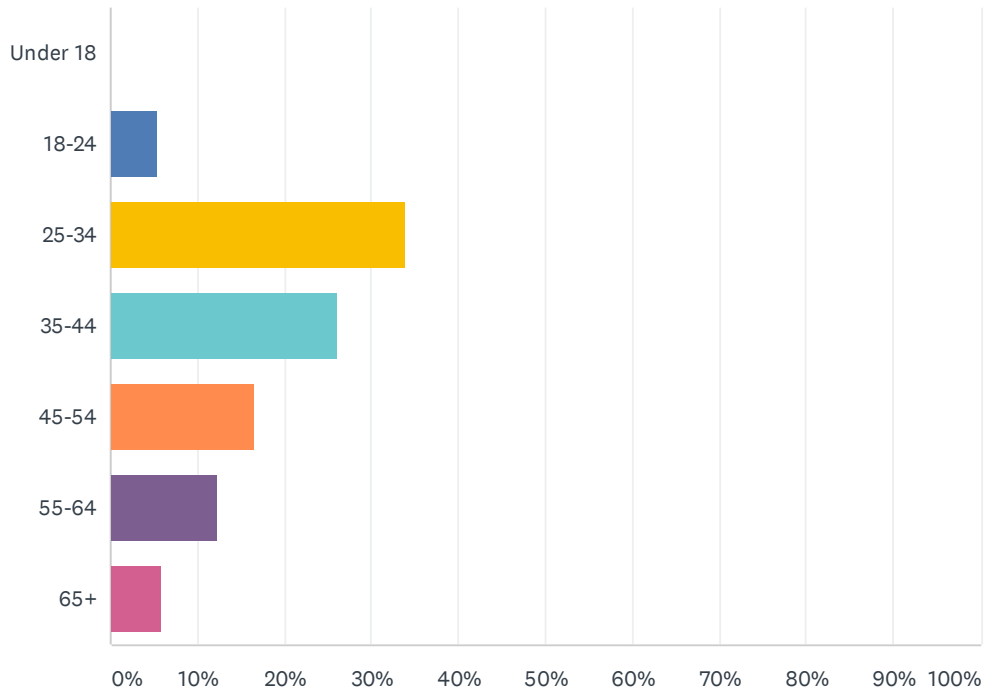
Answered: 652 Skipped: 0

| Zip Code | Count | City | Neighborhood | Pct of Total | Cumulative Pct of Total |
|----------|-------|------------|---|--------------|-------------------------|
| 02143 | 163 | Somerville | Sping Hill, Union Sq, Inner Belt | 25% | 84% |
| 02144 | 123 | Somerville | West Somerville, Tufts area, Davis Sq | 19% | |
| 02145 | 93 | Somerville | Magoun Sq, Winter Hill, Assembly Sq, East Somerville | 14% | |
| 02155 | 52 | Medford | West Medford, Tufts area, South Medford, Wellington | 8% | |
| 02141 | 35 | Cambridge | East Cambridge, Twin Cities, Lechmere, Cambridge Crossing | 5% | |
| 02139 | 31 | Cambridge | Cambridgeport, Central Sq, Inman Sq | 5% | |
| 02474 | 19 | Arlington | East Arlington | 3% | |
| 02140 | 18 | Cambridge | North Cambridge, Porter Sq, Alewife | 3% | |
| 02138 | 14 | Cambridge | West Cambridge, Fresh Pond, Harvard University / Harvard Sq | 2% | |
| 02148 | 8 | | | | |
| 02476 | 8 | | | | |
| 02130 | 7 | | | | |
| 02129 | 6 | | | | |
| 02472 | 6 | | | | |
| 01890 | 4 | | | | |
| 02113 | 4 | | | | |
| 02118 | 4 | | | | |
| 02114 | 3 | | | | |
| 02115 | 3 | | | | |
| 02128 | 3 | | | | |
| 02152 | 3 | | | | |
| 02446 | 3 | | | | |
| 01062 | 2 | | | | |
| 02111 | 2 | | | | |
| 02142 | 2 | | | | |
| 02445 | 2 | | | | |
| 02466 | 2 | | | | |
| 01241 | 1 | | | | |
| 01720 | 1 | | | | |
| 01801 | 1 | | | | |
| 01906 | 1 | | | | |
| 01907 | 1 | | | | |
| 01915 | 1 | | | | |
| 01983 | 1 | | | | |
| 02048 | 1 | | | | |
| 02110 | 1 | | | | |
| 02116 | 1 | | | | |
| 02119 | 1 | | | | |
| 02120 | 1 | | | | |
| 02122 | 1 | | | | |

| | |
|-------|---|
| 02127 | 1 |
| 02134 | 1 |
| 02170 | 1 |
| 02184 | 1 |
| 02210 | 1 |
| 02343 | 1 |
| 02421 | 1 |
| 02451 | 1 |
| 02452 | 1 |
| 02458 | 1 |
| 02465 | 1 |
| 02468 | 1 |
| 02478 | 1 |
| 02481 | 1 |
| 04255 | 1 |
| 08801 | 1 |
| 12130 | 1 |
| 33308 | 1 |
| 94303 | 1 |

Q2 What is your age?

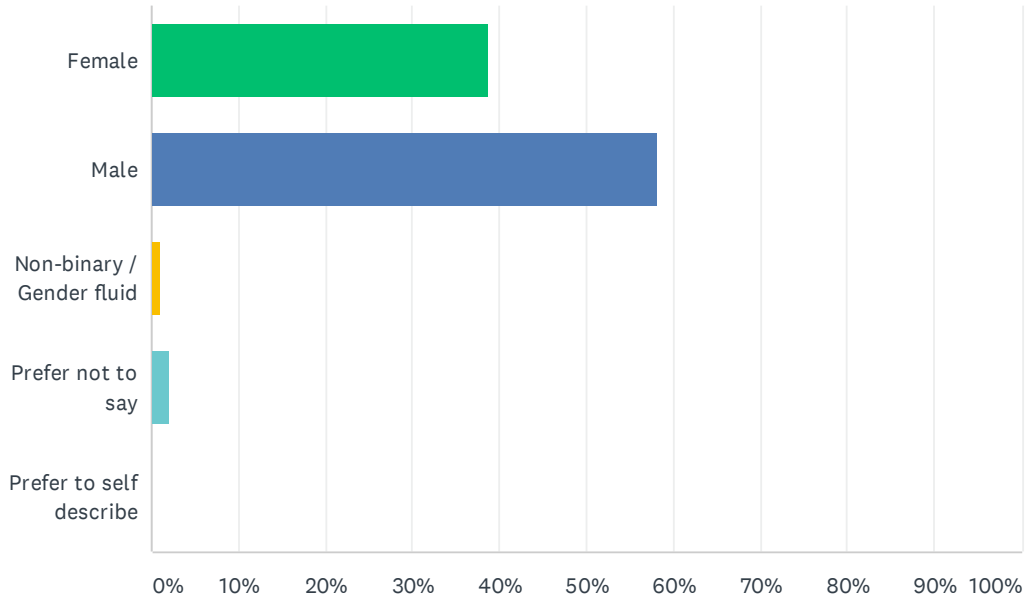
Answered: 652 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|------------|
| Under 18 | 0.00% | 0 |
| 18-24 | 5.37% | 35 |
| 25-34 | 33.90% | 221 |
| 35-44 | 26.07% | 170 |
| 45-54 | 16.56% | 108 |
| 55-64 | 12.27% | 80 |
| 65+ | 5.83% | 38 |
| TOTAL | | 652 |

Q3 What is your gender?

Answered: 652 Skipped: 0

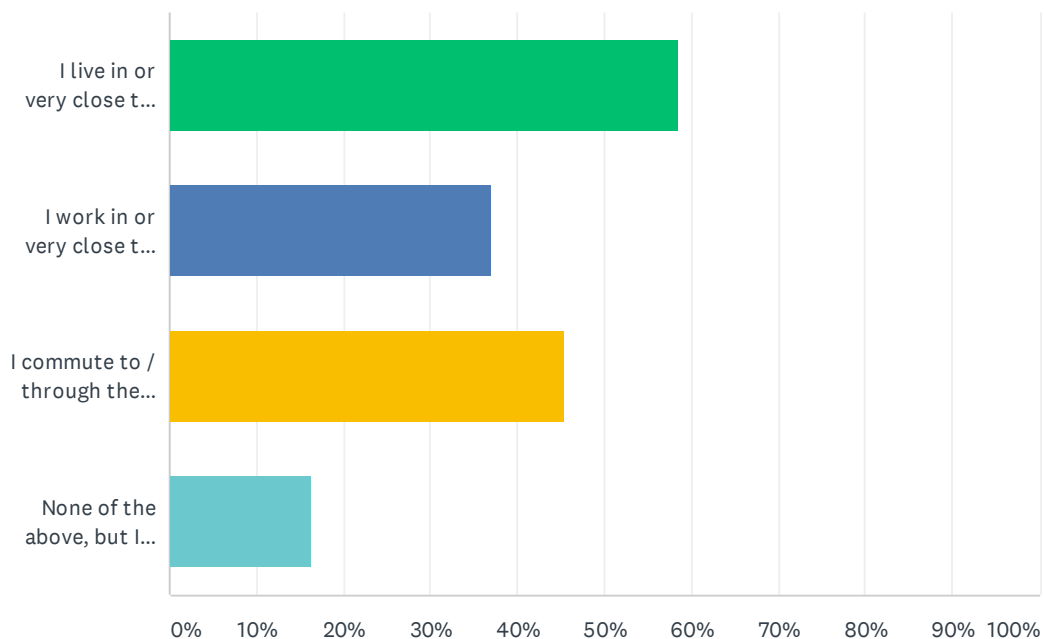


| ANSWER CHOICES | RESPONSES | |
|---------------------------|-----------|------------|
| Female | 38.65% | 252 |
| Male | 58.13% | 379 |
| Non-binary / Gender fluid | 1.07% | 7 |
| Prefer not to say | 2.15% | 14 |
| Prefer to self describe | 0.00% | 0 |
| TOTAL | | 652 |

| # | PREFER TO SELF DESCRIBE | DATE |
|---|-------------------------|------|
| | There are no responses. | |

Q4 The project area is roughly located in East Somerville and East Cambridge. Do you live in, work in, or commute to / through the project area? Check all that apply.

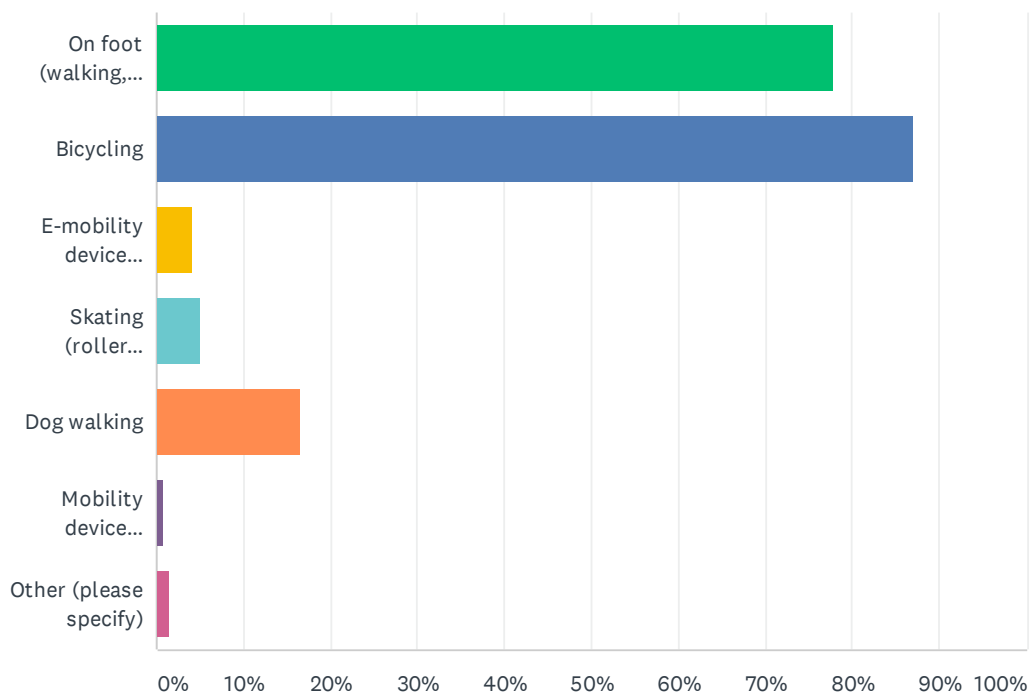
Answered: 652 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| I live in or very close to the study area | 58.59% | 382 |
| I work in or very close to the study area | 36.96% | 241 |
| I commute to / through the study area | 45.40% | 296 |
| None of the above, but I am interested | 16.26% | 106 |
| Total Respondents: 652 | | |

Q5 How would you use the connected multi-use path system? Check all that apply

Answered: 652 Skipped: 0



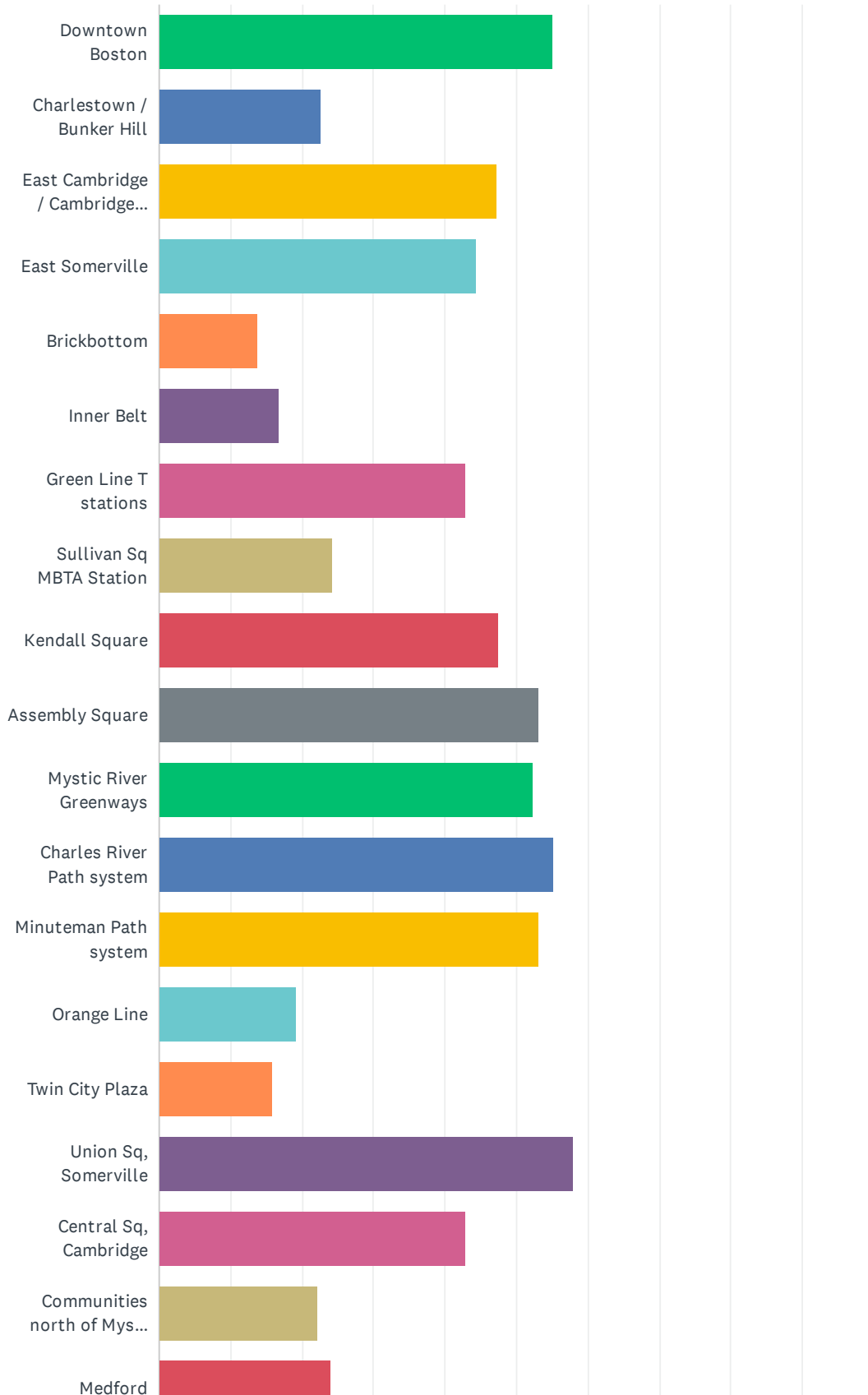
| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| On foot (walking, jogging, running) | 77.76% | 507 |
| Bicycling | 87.12% | 568 |
| E-mobility device (e-scooter, one-wheel, etc.) | 4.14% | 27 |
| Skating (roller blading, roller skating, skate boarding) | 5.06% | 33 |
| Dog walking | 16.56% | 108 |
| Mobility device (wheelchair, walker) | 0.92% | 6 |
| Other (please specify) | 1.38% | 9 |
| Total Respondents: 652 | | |

Community Path Extension Study

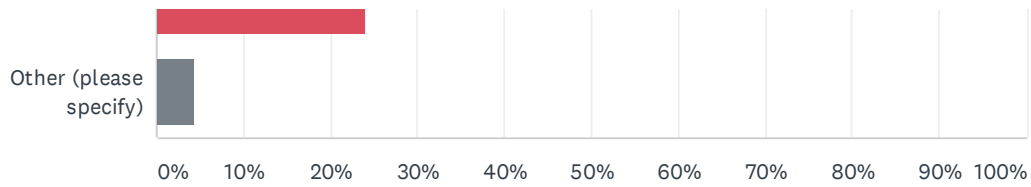
| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|--------------------|
| 1 | Kid will ride scooter | 4/12/2020 10:17 PM |
| 2 | kids on scooters | 4/11/2020 2:42 PM |
| 3 | As a part of the Mass Central Rail Trail. The longest rail trail in the northeast created from one former RR. A project that will bring \$ 1 million+ a mile to 24+ communities. | 4/11/2020 2:27 PM |
| 4 | . | 4/11/2020 1:36 PM |
| 5 | Would consider a significantly longer commute that was completely off street. | 4/11/2020 7:48 AM |
| 6 | My children would ride their scooters (in addition to also walking and biking) | 4/11/2020 6:28 AM |
| 7 | I'd like to see a rail connection on this route. | 4/9/2020 8:15 PM |
| 8 | Doing light errands. | 4/9/2020 2:26 PM |
| 9 | I would also take my kids for a walk! THis would be fantastic | 4/9/2020 1:39 PM |

Q6 What would your primary destinations be? Check all that apply.

Answered: 652 Skipped: 0



Community Path Extension Study



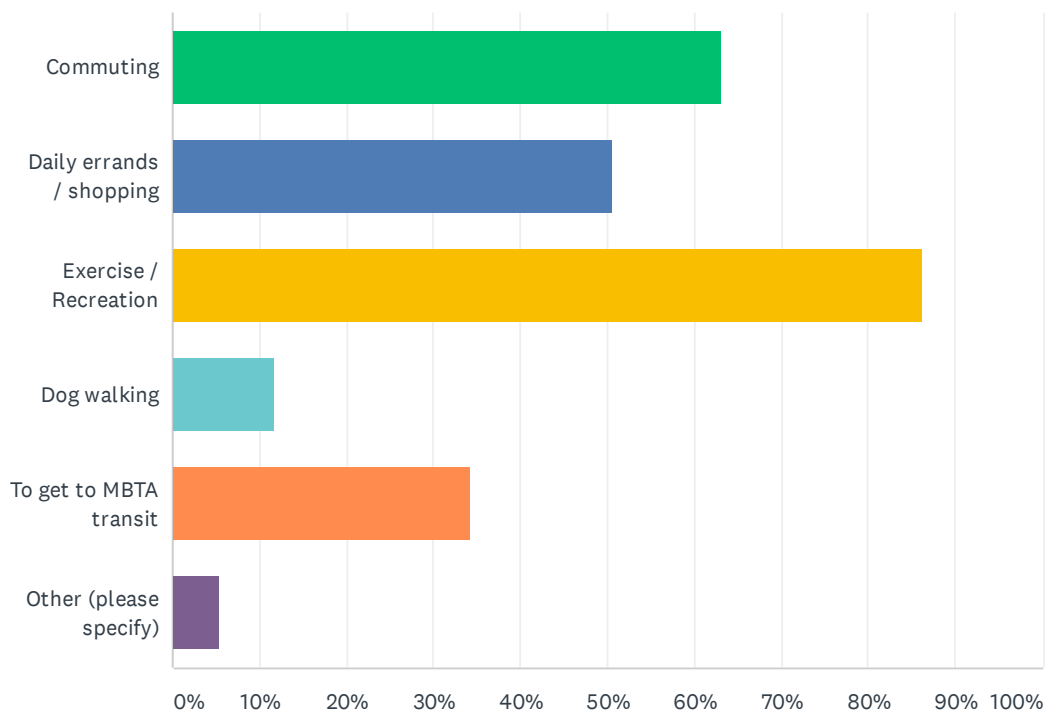
| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Downtown Boston | 55.06% | 359 |
| Charlestown / Bunker Hill | 22.55% | 147 |
| East Cambridge / Cambridge Crossing | 47.24% | 308 |
| East Somerville | 44.33% | 289 |
| Brickbottom | 13.80% | 90 |
| Inner Belt | 16.72% | 109 |
| Green Line T stations | 42.79% | 279 |
| Sullivan Sq MBTA Station | 24.23% | 158 |
| Kendall Square | 47.39% | 309 |
| Assembly Square | 53.22% | 347 |
| Mystic River Greenways | 52.30% | 341 |
| Charles River Path system | 55.21% | 360 |
| Minuteman Path system | 53.22% | 347 |
| Orange Line | 19.17% | 125 |
| Twin City Plaza | 15.95% | 104 |
| Union Sq, Somerville | 57.98% | 378 |
| Central Sq, Cambridge | 42.94% | 280 |
| Communities north of Mystic River (Everett, Chelsea, Malden, etc.) | 22.24% | 145 |
| Medford | 24.08% | 157 |
| Other (please specify) | 4.29% | 28 |
| Total Respondents: 652 | | |

Community Path Extension Study

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|--|--------------------|
| 1 | With good connections, I would use this to get all the way outside the 95 loop. | 4/20/2020 11:32 AM |
| 2 | Work | 4/19/2020 9:28 PM |
| 3 | Exercise, being outside | 4/19/2020 5:53 PM |
| 4 | Arlington | 4/18/2020 1:32 PM |
| 5 | Long wood Medical if continued over the Charles. Esplanade paths | 4/18/2020 11:44 AM |
| 6 | I bike through that area to get to work near Kenmore | 4/17/2020 3:09 PM |
| 7 | BU | 4/16/2020 8:37 PM |
| 8 | Davis Square, Somerville | 4/16/2020 4:21 PM |
| 9 | Davis Square | 4/15/2020 6:48 PM |
| 10 | Inner Belt Road | 4/15/2020 1:10 PM |
| 11 | Davis Square | 4/15/2020 12:34 PM |
| 12 | Central Square from Malden | 4/15/2020 10:59 AM |
| 13 | Davis Square | 4/14/2020 8:29 PM |
| 14 | Davis Square (via Somerville Community Path) | 4/13/2020 12:42 PM |
| 15 | Fresh Pond, Fitchburg Cutoff | 4/13/2020 10:42 AM |
| 16 | Using the paths for their own sake | 4/12/2020 8:51 PM |
| 17 | www.MassCentralRailTrail.org . Why is this missing? | 4/11/2020 2:27 PM |
| 18 | Harvard Square | 4/11/2020 1:56 PM |
| 19 | . | 4/11/2020 1:36 PM |
| 20 | This is a bad question. Connector infrastructure is the destination. | 4/11/2020 11:10 AM |
| 21 | Davis Square (via Community Path) | 4/11/2020 7:48 AM |
| 22 | I | 4/11/2020 7:33 AM |
| 23 | Community College, and Boston Sand and Gravel | 4/11/2020 7:07 AM |
| 24 | Longwood Medical Area | 4/11/2020 6:59 AM |
| 25 | Mystic River | 4/10/2020 1:21 PM |
| 26 | Being retired, I am a recreational bicyclist and increased safe connectivity would facilitate & benefit my taking various long rides in multiple directions as I explore greater Boston. | 4/10/2020 8:57 AM |
| 27 | Cambridgeport | 4/9/2020 12:38 PM |
| 28 | Alston/Brighton, dorchester, S. boston | 4/9/2020 12:17 PM |

Q7 What is the primary reason you'd utilize the proposed connected path system? Check all that apply.

Answered: 652 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|--------------------------|-----------|-----|
| Commuting | 63.19% | 412 |
| Daily errands / shopping | 50.61% | 330 |
| Exercise / Recreation | 86.20% | 562 |
| Dog walking | 11.81% | 77 |
| To get to MBTA transit | 34.36% | 224 |
| Other (please specify) | 5.37% | 35 |
| Total Respondents: 652 | | |

Community Path Extension Study

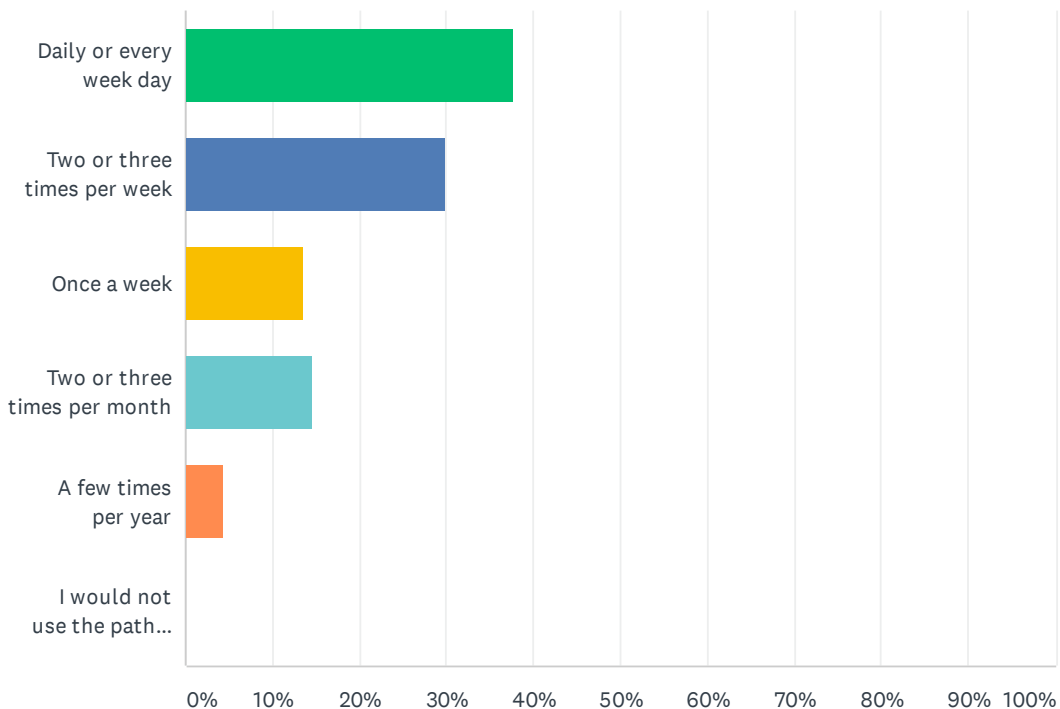
| # | OTHER (PLEASE SPECIFY) | DATE |
|----|--|--------------------|
| 1 | To work | 4/19/2020 9:36 PM |
| 2 | access Boston cultural destinations/ arts. | 4/19/2020 9:35 PM |
| 3 | Access to MIT athletic facilities. | 4/19/2020 4:43 PM |
| 4 | Occasional pedestrian access to entertainment / cultural events or destinations in Boston and nearby communities I would otherwise drive / uber / subway to get to. | 4/19/2020 3:48 PM |
| 5 | Going out to dinner/bars | 4/16/2020 8:48 PM |
| 6 | Meeting with friends | 4/16/2020 7:09 PM |
| 7 | I am currently looking for a new job. I'm hoping for somewhere with a bike commute through this area (it would be considerably closer than where I currently work) | 4/16/2020 10:23 AM |
| 8 | to visit friends | 4/16/2020 10:11 AM |
| 9 | I lead bike rides for Arlington Community Ed and these enhancements would provide new and safer options. | 4/15/2020 5:48 PM |
| 10 | i work in innerbelt. it truly needs a path that isnt the tunnels | 4/15/2020 2:25 PM |
| 11 | Commute to the Dance Complex for classes | 4/15/2020 10:59 AM |
| 12 | visiting family/friends | 4/15/2020 10:44 AM |
| 13 | Meet my daughter at work. | 4/15/2020 9:42 AM |
| 14 | to get to work meetings, to visit friends, to shop in the area | 4/14/2020 4:09 PM |
| 15 | Former resident that returns a few times a year, and would really appreciate connected path system to recreate/tourist on. | 4/13/2020 10:15 PM |
| 16 | Occasional (non-daily) errands | 4/13/2020 9:49 PM |
| 17 | Going to restaurants | 4/13/2020 8:01 PM |
| 18 | this is a difficult question to answer without being able to see a map | 4/13/2020 1:06 PM |
| 19 | D | 4/13/2020 10:52 AM |
| 20 | Visit friends | 4/12/2020 3:13 PM |
| 21 | Visiting people, getting to climbing gym in Everett, getting to sailing in Charlestown. | 4/12/2020 1:32 PM |
| 22 | General Transportation | 4/12/2020 9:55 AM |
| 23 | to visit friends | 4/11/2020 4:45 PM |
| 24 | To get places by bike that I wouldn't classify as "commuting." Like when I want to go most places north from Somerville by bike. | 4/11/2020 3:17 PM |
| 25 | How about "Tourism". The 3rd largest revenue generator in the state. | 4/11/2020 2:27 PM |
| 26 | . | 4/11/2020 1:36 PM |
| 27 | R | 4/11/2020 10:01 AM |
| 28 | Visiting family | 4/11/2020 6:59 AM |
| 29 | Visiting clients, cultural events, doing non-profit work, dancing, etc. | 4/11/2020 2:40 AM |
| 30 | Gig work and non-profit management, visiting Friends, many cultural events, visiting clients. | 4/11/2020 2:32 AM |
| 31 | Visiting friends / irregular trips to Somerville | 4/10/2020 9:07 AM |
| 32 | I live in Roxbury but most of my friends live in Somerville, Medford, Malden, and Everett. It's a short enough distance to bike, but the ride is so miserable that I usually drive or take a Lyft. Public transit is laughable from here to there. | 4/9/2020 10:46 PM |
| 33 | Community and commerce destinations | 4/9/2020 9:40 PM |

Community Path Extension Study

| | | |
|----|--|------------------|
| 34 | Walk to work. | 4/9/2020 9:02 PM |
| 35 | I already follow this path for my commute on the roads | 4/9/2020 2:09 PM |

Q8 How often would you travel along the proposed connected path system? Choose one.

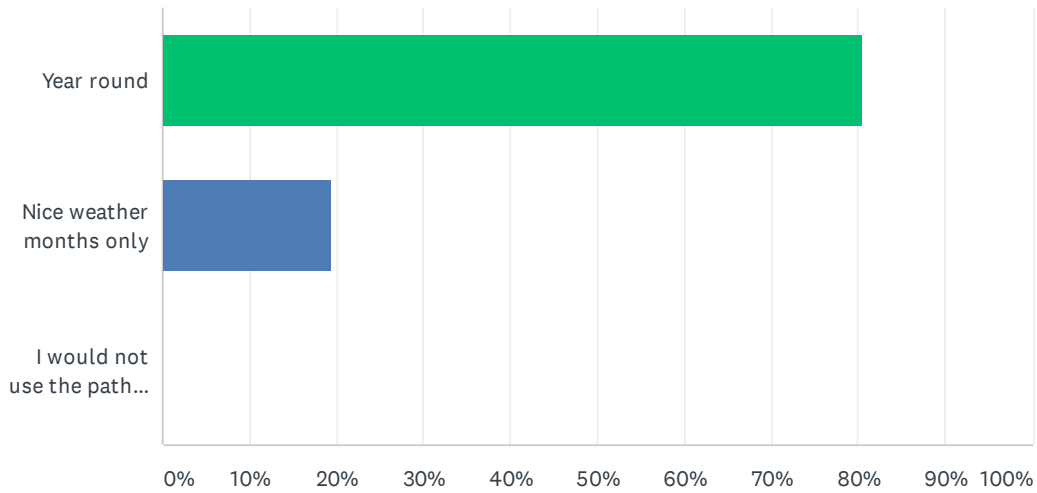
Answered: 652 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|-------------------------------------|-----------|------------|
| Daily or every week day | 37.58% | 245 |
| Two or three times per week | 29.91% | 195 |
| Once a week | 13.65% | 89 |
| Two or three times per month | 14.57% | 95 |
| A few times per year | 4.29% | 28 |
| I would not use the path connection | 0.00% | 0 |
| TOTAL | | 652 |

Q9 Do you anticipate using the proposed connected path system:

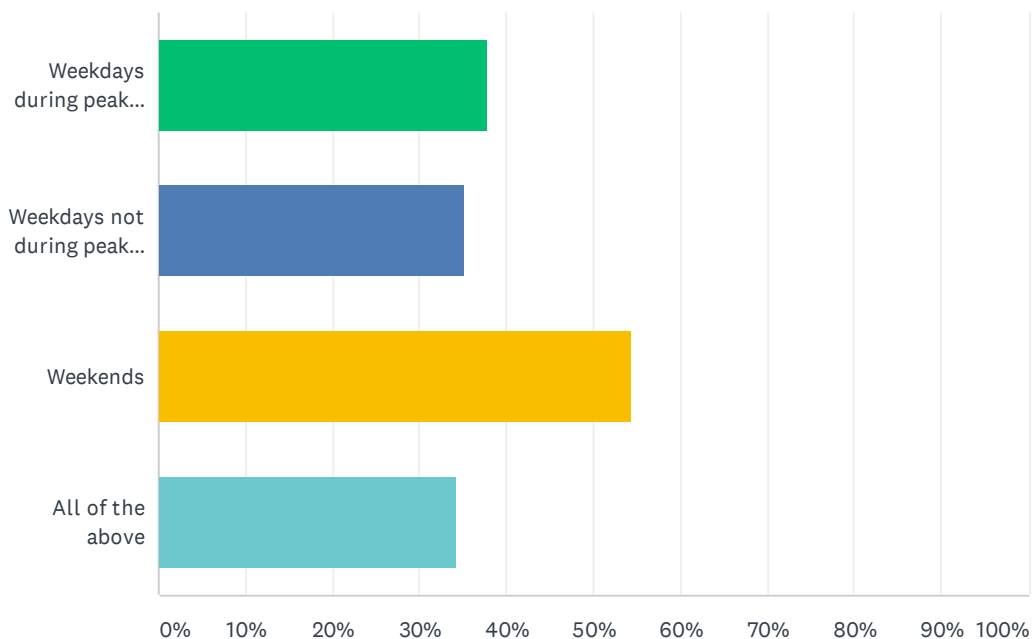
Answered: 652 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|-------------------------------------|-----------|------------|
| Year round | 80.52% | 525 |
| Nice weather months only | 19.48% | 127 |
| I would not use the path connection | 0.00% | 0 |
| TOTAL | | 652 |

Q10 When would you typically travel along the proposed connected path system? Check all that apply.

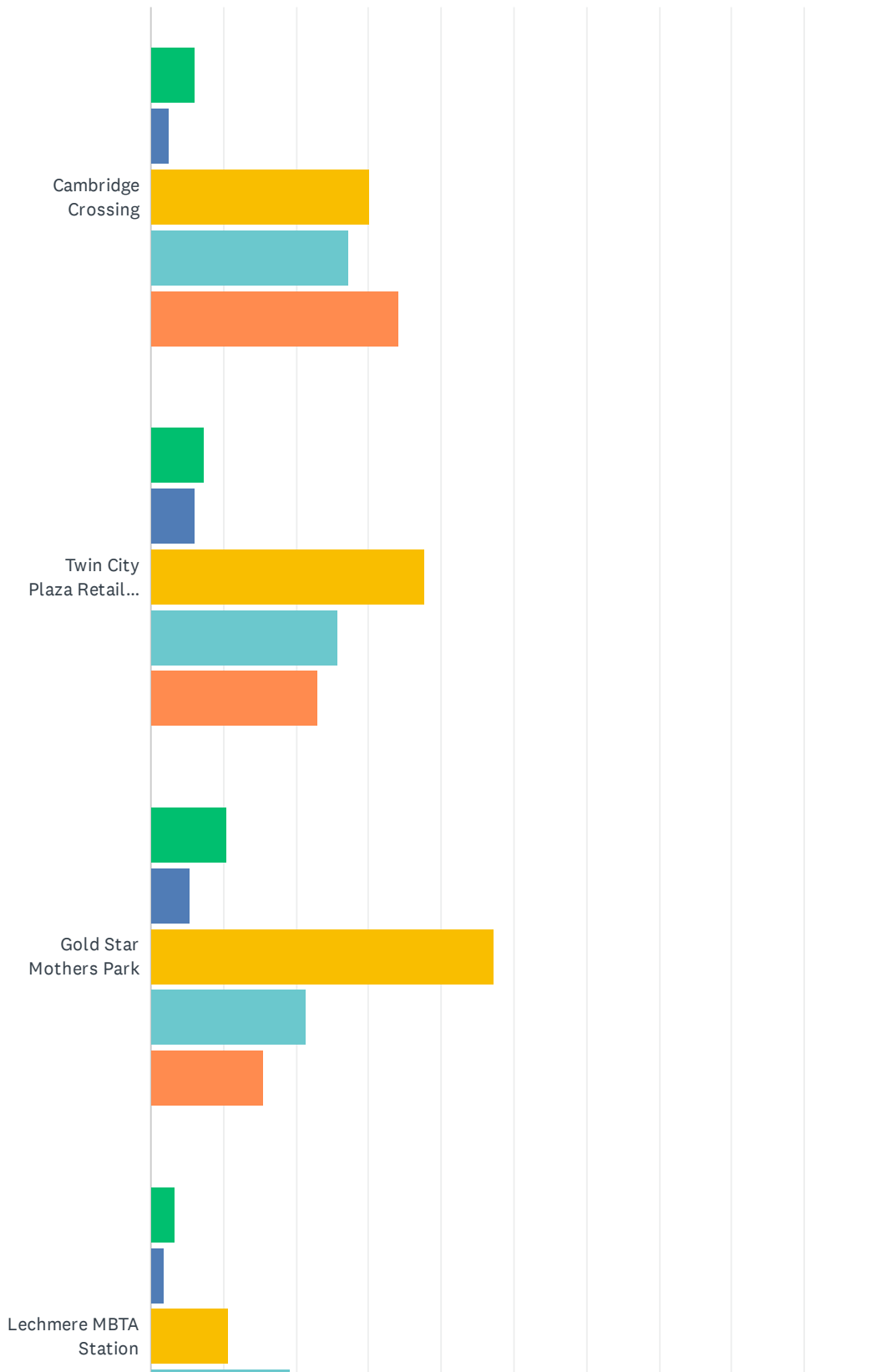
Answered: 652 Skipped: 0



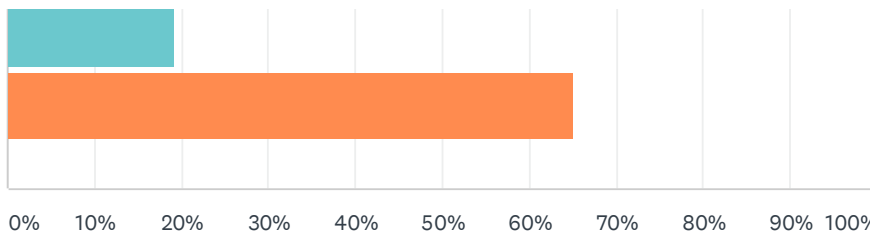
| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Weekdays during peak travel times (7a-9a or 4p-6p) | 37.88% | 247 |
| Weekdays not during peak travel times | 35.12% | 229 |
| Weekends | 54.29% | 354 |
| All of the above | 34.36% | 224 |
| Total Respondents: 652 | | |

Q11 How important is it to directly connect the proposed CPX-GJP link to the following destinations within Study Area A?

Answered: 549 Skipped: 103



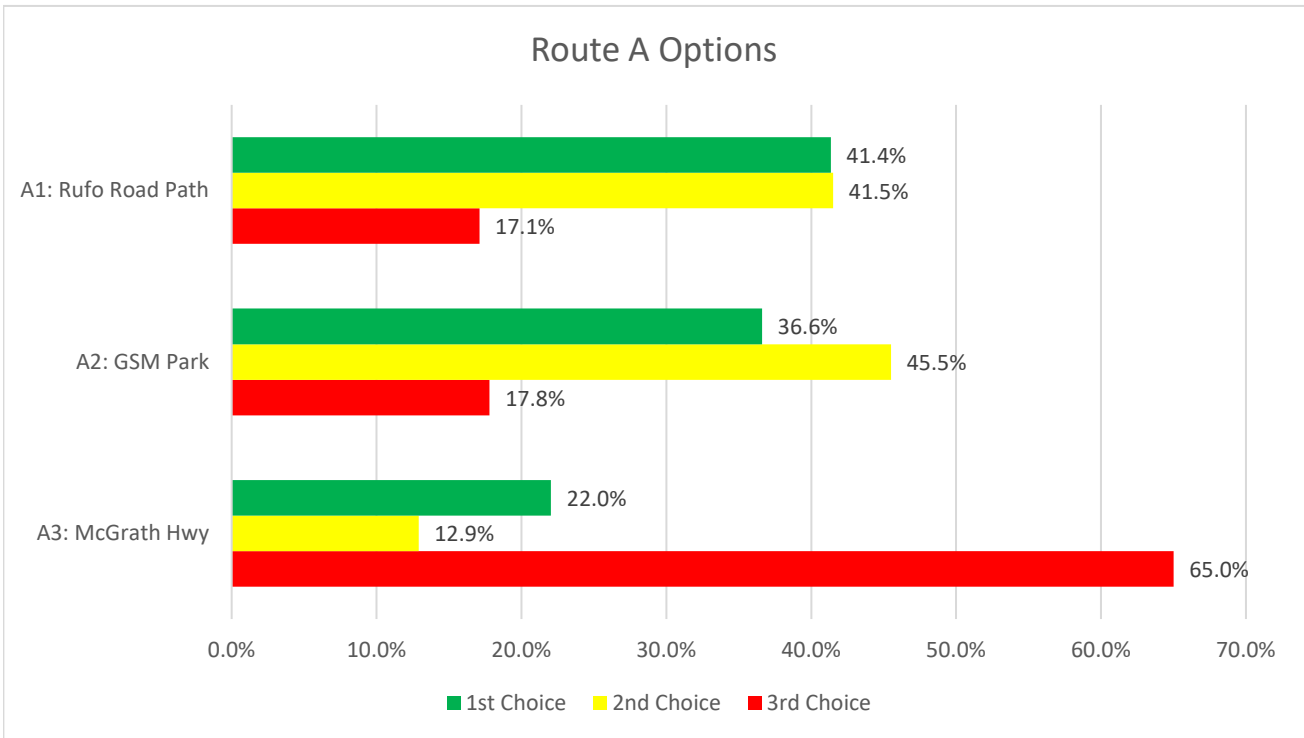
Community Path Extension Study



■ 1 (Not important)
 ■ 2
 ■ 3 (Neutral)
 ■ 4
 ■ 5 (Very important)

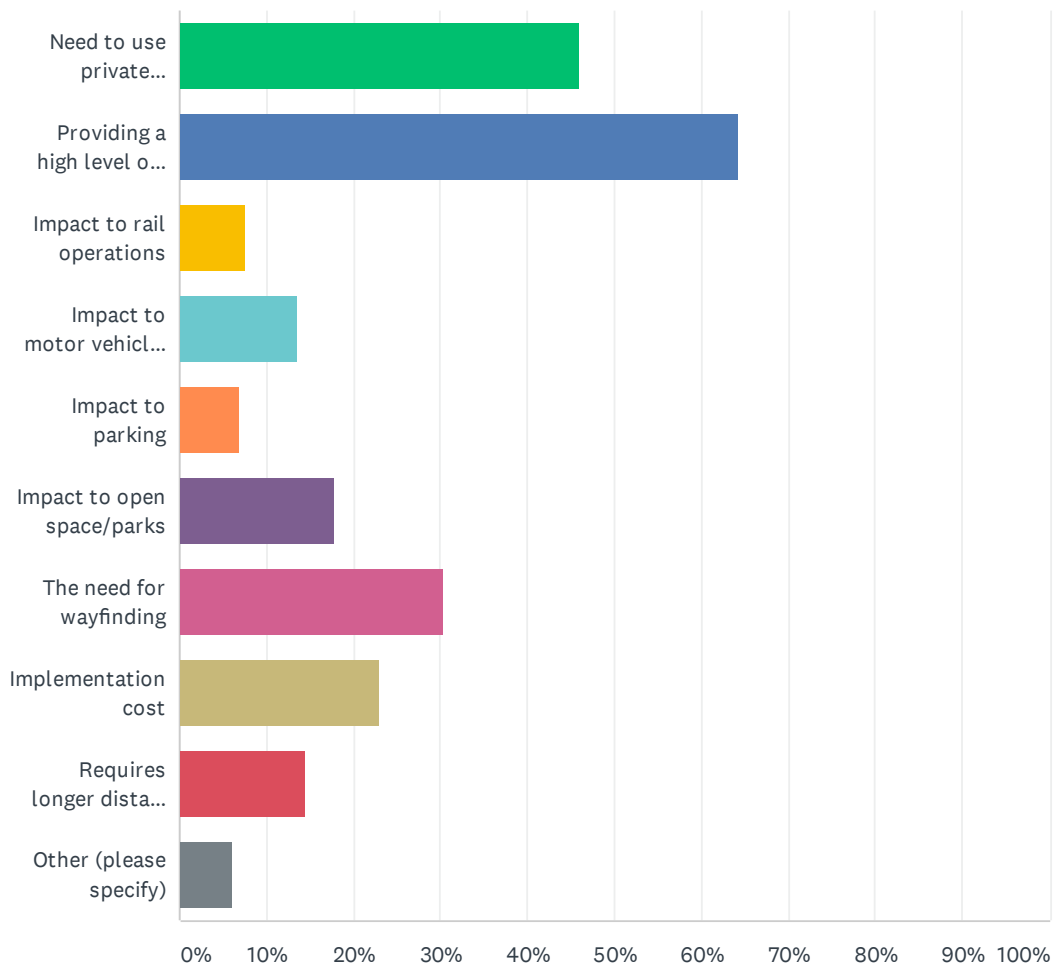
| | 1 (NOT IMPORTANT) | 2 | 3 (NEUTRAL) | 4 | 5 (VERY IMPORTANT) | TOTAL |
|-------------------------------|-------------------|-------------|---------------|---------------|--------------------|-------|
| Cambridge Crossing | 6.17% 33 | 2.43% 13 | 30.09% 161 | 27.29% 146 | 34.02% 182 | 535 |
| Twin City Plaza Retail Stores | 7.29% 39 | 6.17% 33 | 37.76% 202 | 25.79% 138 | 22.99% 123 | 535 |
| Gold Star Mothers Park | 10.38% 55 | 5.47% 29 | 47.36% 251 | 21.32% 113 | 15.47% 82 | 530 |
| Lechmere MBTA Station | 3.28% 18 | 1.82% 10 | 10.58% 58 | 19.34% 106 | 64.96% 356 | 548 |

Q12: Of the 3 route options that connext the CPX with the GJP shown above, please rank your prefernces from 1 to 3, with 1 being your most preferred. (You can view the three options in more detail in the following map graphics)



Q13 What do you think are the most significant challenges related to your preferred option? Choose all that apply.

Answered: 549 Skipped: 103



Community Path Extension Study

| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Need to use private property (A1 and A3: Twin City Plaza. A1 and A2: Sav-Mor and/or Somerbridge parcels. | 46.08% | 253 |
| Providing a high level of safety and comfort for users | 64.30% | 353 |
| Impact to rail operations | 7.47% | 41 |
| Impact to motor vehicle traffic | 13.66% | 75 |
| Impact to parking | 6.92% | 38 |
| Impact to open space/parks | 17.85% | 98 |
| The need for wayfinding | 30.24% | 166 |
| Implementation cost | 22.95% | 126 |
| Requires longer distance to connect the two paths | 14.39% | 79 |
| Other (please specify) | 6.01% | 33 |
| Total Respondents: 549 | | |

Community Path Extension Study

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|--------------------|
| 1 | Who cares about the cars? Stop 'em. | 4/20/2020 11:36 AM |
| 2 | McGrath is 1st choice to KEEP THE Bikers out of Gold Star Mother's Park and off of Rufo Rd. Most have no respect for other "shared path" users. | 4/19/2020 10:43 PM |
| 3 | Time in getting done | 4/19/2020 9:41 PM |
| 4 | Sorry, the question is confusing to me. I care most in general about user safety and comfort, plus shorter distance. Thanks! | 4/19/2020 6:28 PM |
| 5 | I don't know! | 4/19/2020 5:30 PM |
| 6 | Safe pedestrian crossing of McGrath-O'Brien and protecting the integrity of the Gold Star Mothers Park by not having the path run through it. | 4/19/2020 4:42 PM |
| 7 | In my opinion the gold star mothers park, while wonderful, is under utilized and could use programming / design / amenity improvement. If bringing the path through the park achieves this goal, and neighbors are OK with it, then it's a win / win. | 4/19/2020 3:54 PM |
| 8 | I think the lack of political drive and funding are the biggest challenges | 4/19/2020 3:29 PM |
| 9 | dodging garbage trucks | 4/17/2020 4:01 PM |
| 10 | I think the biggest challenge is for our elected and appointed officials to find the political will to make the right decisions to promote bike/ped mobility, despite America's current backwards-looking entrenched pro-car culture. | 4/17/2020 2:32 PM |
| 11 | I chose my best guesses, but really I'm happy to leave this for the city planners to answer, since they must be more knowledgeable than me. I will say having separate infrastructure for pedestrians and cyclists is Really Important to me. | 4/17/2020 6:06 AM |
| 12 | idk | 4/15/2020 2:28 PM |
| 13 | NA | 4/15/2020 1:15 PM |
| 14 | Completely separate bike lanes protected by physical barriers from cars is by far the best. | 4/15/2020 10:39 AM |
| 15 | Will take a long time to actually complete... | 4/15/2020 9:29 AM |
| 16 | MassDOT has been very car-centric for too long. Their culture is inimical to cyclists and pedestrians! | 4/15/2020 1:25 AM |
| 17 | intersections, buffering | 4/14/2020 8:34 PM |
| 18 | Crossing Rt 28 | 4/13/2020 9:02 PM |
| 19 | Greenery | 4/13/2020 7:54 PM |
| 20 | The numerous road crossings/potential points of conflict with cars; the width of the path given anticipated volume of pedestrians and cyclists | 4/13/2020 3:10 PM |
| 21 | Access to users of various abilities | 4/13/2020 12:46 PM |
| 22 | Accessibility for people who use wheeled devices and others with mobility disabilities who do not use mobility aids. | 4/12/2020 5:12 PM |
| 23 | Enforcement to prevent vehicles in A3 scenario from speeding behind the Plaza building due to fact that they're out of sight. Also construction near elevated bridge might add constraints for space. | 4/12/2020 3:43 PM |
| 24 | This diagram is hard to understand. Lines are not explained. I want option w no cars to get downtown whatever that is | 4/11/2020 3:29 PM |
| 25 | . | 4/11/2020 1:37 PM |
| 26 | Eliminating green space in park. | 4/11/2020 9:17 AM |
| 27 | Making route 28 less of a deathtrap. | 4/11/2020 7:19 AM |
| 28 | grade of ramp | 4/10/2020 7:35 PM |

Community Path Extension Study

| | | |
|----|---|-------------------|
| 29 | Well designed and easy to use crossing of O'Brien Highway. | 4/10/2020 5:29 PM |
| 30 | crossing traffic intersections | 4/10/2020 4:28 PM |
| 31 | Interactions with roads and motor vehicles reduce the perception that these paths are safe, and thereby reduce the likelihood that these paths will be used. "Providing a high level of safety and comfort" needs to ensure that the ride/walk is pleasant. | 4/10/2020 2:12 PM |
| 32 | Seems likely A1 & A2 would receive pushback due to increased need to halt rush hour MV traffic at the light and also increase congestion with vehicles entering & exiting Twin Cities Plazas McGrath. I would expect cyclists would be left waiting during rush hours. But peds & cyclists have every right to have efficient travel and A3 adds extra distance for active trans users who do not wish or need to take a long loop down & back to cross McGrath & connect to the other respective path.or extesion. | 4/10/2020 9:32 AM |
| 33 | Impact to GLX construction/contract | 4/10/2020 9:17 AM |

Q14 Do you have any specific comments or questions related to any of the three options for Study Area A?

Answered: 130 Skipped: 522

Community Path Extension Study

| # | RESPONSES | DATE |
|----|--|--------------------|
| 1 | The connections must be as simple, continuous, and safe as possible. Switching between conditions (for example, when a fully off-road path switches to a buffered on-street bike lane), reduces both the safety and utility of a route. Any condition that crosses a large road (ie the proposed ramp to cross McGrath) needs further explanation and scrutiny. | 4/20/2020 12:07 PM |
| 2 | Off road / separated is the most important. | 4/20/2020 11:36 AM |
| 3 | Please do not choose to route bikes on McGrath. I want to use the bike path extension, but if I am forced to ride on McGrath, I will instead travel down Beacon into Cambridge. | 4/20/2020 8:02 AM |
| 4 | I think the expected level of bike traffic (while great) will be too much to route on the shared path along Gore St, because it's actually a sidewalk as well as a multi-use path combined. There are poor sight lines on the side streets along Gore, and 170 Gore and the Cambridge Housing at Lambert and Gore both have a high proportion of older folks. I say this as somebody who fought hard to get the path along Gore, I think it would create problems. Similarly, I really think it would be way too much bike traffic to route through the Gold Star Mother's Park. I like the idea of providing bike traffic a faster, less congested path through the park/parking lot in A3, but why can't it just take advantage of the Somerbridge connection like A1? | 4/20/2020 1:17 AM |
| 5 | No | 4/19/2020 11:35 PM |
| 6 | No | 4/19/2020 11:15 PM |
| 7 | See above comments | 4/19/2020 10:43 PM |
| 8 | This is an ideal plan for connecting Somerville to Kendall. It really is not a direct benefit to residents of East Cambridge who will not be traveling to Somerville or Medford except for possible shopping. For shopping I would use a car. Nice pathway nevertheless. | 4/19/2020 10:37 PM |
| 9 | Would be great to have some sort of bike lanes also connecting down from lechmere to what's on the bridge by the museum of science | 4/19/2020 10:31 PM |
| 10 | It seems like option 3A should be a second level goal, with a connection to bring people heading north from the Grand Junx path (shortest route if you are heading that way) but for this project, goal should be best way to get to the other existing (or in dev'p) paths. | 4/19/2020 9:42 PM |
| 11 | Cambridge can't figure out what they want to do. East Cambridge needs more open space | 4/19/2020 9:41 PM |
| 12 | Private property and disruption to the neighborhood | 4/19/2020 8:50 PM |
| 13 | i think options 1 and 2 are both good. But at least we know the owner of the forthcoming Somerbridge hotel is amenable to that connection; the future of Sav-Mor property is unknown. | 4/19/2020 8:38 PM |
| 14 | How would you prevent cyclists from taking a shortcut through the parking lot in option 3? | 4/19/2020 7:20 PM |
| 15 | Care most about safety and comfort for path users. | 4/19/2020 6:28 PM |
| 16 | A path through the park seems like a safe option but I don't know the park well and would not like cyclists to possibly be endangering other users such as young children. Going along the edge of the park would be preferable. | 4/19/2020 6:25 PM |
| 17 | A3 seems like no one would ever want to go that way and the likely hood of that area ever changing is close to zero. | 4/19/2020 6:06 PM |
| 18 | A3 seems to be a large detour. | 4/19/2020 4:45 PM |
| 19 | I live in Davis sq., so would use this portion of the path infrequently. Very important that you dialog with the East Cambridge Planning Team on this issue. | 4/19/2020 3:54 PM |
| 20 | I think it's important to direct foot traffic away from cars / through parks and greenways whenever possible. | 4/19/2020 3:50 PM |
| 21 | A3 looks pretty unpleasant, I believe the service roads have high truck traffic | 4/19/2020 1:19 PM |
| 22 | For A3, I'm skeptical that sharing space with service vehicles behind the commercial areas would work well. The interactions I've had with delivery drivers while on my bike makes me believe that they are primarily concerned with completing their jobs on schedule, and not with how they may inconvenience others with their driving/parking, so I think this would end up being frustrating for all users. I like option 1 the best, but I am quite comfortable around car traffic - | 4/18/2020 3:31 PM |

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option 2 might be the best for most people, but would likely be slower for bike commuters as that park already sees a good amount of use, so you'd need to keep speed pretty low to remain safe.

| | | |
|----|--|--------------------|
| 23 | Combine A2 & A3: use the ramp from path in A2, then from A3 use the route of rail tracks and then behind the Twin City plaza with a separated 2-way path to provide a more direct and seamless travel ability on the path to the GJP for bicyclists. This will keep the most separation between bikes and cars, especially on the busy MSOB hiway. | 4/18/2020 1:44 PM |
| 24 | A1 makes so much sense to connect to star market. It seems like a no-brainer to me. | 4/18/2020 12:18 PM |
| 25 | A2 option is unacceptable. Love the idea of making a connection to the park but creating a path through the park will have negative impact on park. Option 1 connects to the park without bringing in fast-riding cyclists to cut off connection between tot lot and field. This will only serve out of community cyclists utilizing path as cut through. Please do not destroy this park with this option. This will divide supporters. | 4/18/2020 11:58 AM |
| 26 | A2 seems to be the most direct and enjoyable (due to the section through the park) | 4/18/2020 8:47 AM |
| 27 | Why not combine options A3 and either A1/A2: continue the GJP along the tracks up to where Rufo Rd and Route 28 intersect (following A3), then cross Route 28 and proceed to the CPX (following A1 or A2 routes). This would virtually eliminate riding on paths along the street. It would be 100% off-street to go from GJP to CPX and still minimize the detour. | 4/17/2020 8:40 PM |
| 28 | Are there any plans to connect the Inner Belt (for pedestrians/bikers) in East Somerville to Lechmere or Twin City? For residents in East Somerville who commute to Formlabs or need access to Lechmere, it would greatly facilitate our transit. Currently, Washington St (and Cross at) are our only outlets and are very congested with car traffic. | 4/17/2020 8:01 PM |
| 29 | any better way to go over or under mystic River pkway? | 4/17/2020 4:01 PM |
| 30 | My assumption is that A2 (my preferred option) goes over McGrath hwy instead of at-grade crossing requiring waiting for traffic signals. I made A3 my least favorite because it is a long, winding route to connect paths. | 4/17/2020 12:41 PM |
| 31 | Although the safety and comfort of users is a huge challenge, it should also be the highest priority. | 4/17/2020 10:16 AM |
| 32 | The path next to 28 in A3 sounds miserable, even if it's separated with concrete barriers (no flex posts there please, that road is too fast!), plus it's longer. | 4/17/2020 9:22 AM |
| 33 | Having off-road paths is the most important factor in my choosing to bike as a form of transportation. | 4/17/2020 8:53 AM |
| 34 | Strongly prefer to not have to interact with vehicular traffic or associated stop lights/signs. | 4/17/2020 2:55 AM |
| 35 | All three would be vast improvements over the status quo, but A1 and A2 also improve pedestrian access across McGrath (e.g, for people catching buses on the far side from the shopping district). | 4/16/2020 10:57 PM |
| 36 | Need to minimize the number of driveway and car crossings | 4/16/2020 8:50 PM |
| 37 | 1) It seems like a tremendous waste to have the proposed extension run parallel to the under construction path for considerable distance (A3). 2) Path A2 seems like a fine option provided that left into the park is safe and the path doesn't impact safety of those in the park. | 4/16/2020 6:18 PM |
| 38 | This path needs to be entirely off-road, or it will not be safe for all users | 4/16/2020 4:31 PM |
| 39 | No | 4/16/2020 4:26 PM |
| 40 | If the route involves a lot of zig-zagging or waiting long times for cyclist lights, many cyclists will probably avoid waiting for a light to change or taking a long shared path "detour" | 4/16/2020 11:50 AM |
| 41 | Because I often travel on these routes with my small children, I would vastly prefer that we avoid traveling along McGrath Highway. Safe crossings are preferred to protected lanes along high speed traffic. | 4/16/2020 11:48 AM |
| 42 | Dislike A3 because it requires a long detour for traffic between Somerville Community Path and points in Cambridge (all the way to Lechmere and back). Also think that riding alongside Rt 28 will be less pleasant, and having segregated paths for bikes vs walking behind Twin Cities also seems less than ideal. Both A1 and A2 use different methods to get from Rufo Rd to the CLX | 4/16/2020 11:38 AM |

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but I hope that either path route could work with either Rufo->CLX connection as only one might really get built

| | | |
|----|--|--------------------|
| 43 | A3 appears far worse than A2 or A1 | 4/16/2020 11:01 AM |
| 44 | Lechmere MBTA should be accessible for bikes and pedestrians which should be a priority. Biking along the community path with a connection to other paths to go into/from Boston should be second. | 4/16/2020 9:52 AM |
| 45 | Even if the path doesn't go through the Twin City Plaza, easy connection to it should be emphasized. | 4/16/2020 9:44 AM |
| 46 | The sharp right angle turns in option A1 seem hazardous to bike use (and to other users in presence of bike use). | 4/15/2020 5:57 PM |
| 47 | Would there be any benefit to using this movement to revamp 28 in general? When Cambridge street ends, the bike lane disappears until reaching Charles River Dam rd near the Museum of Science. I believe there is an argument to improving bike infrastructure along that stretch of 28 that can also directly tie into connection with the CPX path. | 4/15/2020 11:28 AM |
| 48 | Medford Street spur is very important | 4/15/2020 11:03 AM |
| 49 | I don't frequent these areas so hard for me to evaluate the options. Would have preferred to skip this section.... | 4/15/2020 10:49 AM |
| 50 | Same, physical barriers please from cars. | 4/15/2020 10:39 AM |
| 51 | no | 4/15/2020 9:45 AM |
| 52 | Access to Inner Belt Road for pedestrians | 4/14/2020 8:01 PM |
| 53 | For A1, a 9' side ramp connections seems way too narrow to accommodate likely ped and bike traffic volume, for A2, I worry that if there are delays on the development would mean that it could take a really long time to build this option | 4/14/2020 4:13 PM |
| 54 | Avoid any routing going through Twin Cities parking lot | 4/14/2020 1:01 PM |
| 55 | Brickbottom needs an access point to the community path. If not, the GLX project is quite literally pointless to the 300+ people who currently live there. Without an access point, residents will have to walk a mile in either direction to access the path at Lechmere or East Somerville Station. An access Point at Polar Street would be a huge benefit Brickbottom. | 4/14/2020 11:31 AM |
| 56 | This would be highly useful and I am sure will save lives by keeping cyclists off of roads with cars. | 4/14/2020 11:17 AM |
| 57 | Seems like you might be able to use western part of Mother's Park route, and eastern part of Rufo Rd route to create best route | 4/13/2020 10:35 PM |
| 58 | 1) Options east of the McGrath / Rufo intersections should be dissociated from options to the west. Choose the best of each. 2) Protected bike lanes along McGrath are needed, but should happen regardless. We shouldn't choose a GJ-CP connector as an indirect way of getting PBLs on McGrath. 3) Sharing a service road with large trucks making deliveries is a fine option for some people, for many hours of the day, but will turn off the general public. The chosen route has to capture the imagination of the public as something they'd enjoy using. The Gold Star park route is the best in this respect, though you could create a "beautiful" Rufo Road option if you tried. (The graphics see so far make it seem ugly & industrial.) | 4/13/2020 9:57 PM |
| 59 | Prefer A1 with the connection north of Rt 28 consistent with A2. Simple ramp seems to make more sense than wrapping around hotel. Also avoids paralleling Rt 28 which will be unsafe and uncomfortable. | 4/13/2020 9:02 PM |
| 60 | A3 is actually my preference, but only if safe and dedicated pathways can be provided behind business. Service Vehicles are often some of the most dangerous on the roads when riding, and this high traffic loading/unloading area would likely be no different. | 4/13/2020 6:15 PM |
| 61 | I live at Brickbottom and commute by bike or by running every day, year-round. I would like for all of the options to include a convenient way to get over the RR tracks to Brickbottom without having to go miles out of my way. | 4/13/2020 2:58 PM |
| 62 | Please consider connecting Inner Belt Road to these pathways. | 4/13/2020 1:25 PM |

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| 63 | I was not sure if these options would include an option for a bridge over McG Hwy | 4/13/2020 12:48 PM |
| 64 | Would be helpful to know where there are points of access along the proposed routes -- where people can enter/exit the path versus areas where entry/exit are not possible. | 4/13/2020 12:46 PM |
| 65 | I wouldn't use this path so my answers aren't relevant | 4/13/2020 12:45 PM |
| 66 | My opinion not so strong on this Area as it pertains more to the neighborhoods on the far side of Twin City from me (Fitchburg St) | 4/13/2020 12:12 PM |
| 67 | no | 4/13/2020 11:26 AM |
| 68 | safety, weather,accessibility | 4/13/2020 11:08 AM |
| 69 | No | 4/13/2020 10:33 AM |
| 70 | The quality of the path (safety and direct/useful connections) is my primary concern. I intend to use it for family biking and for commuting. I think the path should be off-road and full width when possible. | 4/13/2020 10:07 AM |
| 71 | Interesting. Have not heard about these options before. A3 adds very little value as far as I can tell. A1 and A2 seem functionally similar, but I don't understand details of how they actually attach to CPX. | 4/12/2020 10:22 PM |
| 72 | No | 4/12/2020 10:19 PM |
| 73 | As a Brickbottom resident, none of these will help me. A3 gets partway there, if a protected bike lane on McGrath was extended at least to Linwood st and preferably farther. | 4/12/2020 10:10 PM |
| 74 | Please make sure they are fully accessible including ramps, curb cuts, and seating options for people who can only walk 100 feet at a time. Please do not take away car options for disabled people who have no other option in bad weather. | 4/12/2020 5:12 PM |
| 75 | All sound great; my concern about A2 is congestion through the park with folks using the park for recreation. And while I would be comfortable with A3, some riders might not be comfortable as close to route 28 depending on the type of separation. | 4/12/2020 4:11 PM |
| 76 | My comment - why not ALL THREE? Each plan has unique advantages. The more options there are for cyclists, the more people will try pathfinding their way through there - at all levels of comfort and ability. | 4/12/2020 3:24 PM |
| 77 | Avoid shared space with delivery trucks in A3 due to safety concerns | 4/12/2020 2:17 PM |
| 78 | I would prefer any option that doesn't include a pedestrian bridge. Pedestrian bridges in my experience rarely provide a seamless experience and can inflame conflicts between users. | 4/12/2020 1:47 PM |
| 79 | No | 4/12/2020 1:36 PM |
| 80 | I do not frequent this area. | 4/12/2020 12:36 PM |
| 81 | Make sure all bike lanes are protected for vehicular traffic | 4/12/2020 10:00 AM |
| 82 | Ideally should be integrated with planning concepts for Twin Cities | 4/11/2020 6:32 PM |
| 83 | Those are very difficult questions to answer. Is the intent to know what is important to me personally? Is it important to know my thoughts on the use of private land vs. rail scheduling? | 4/11/2020 5:43 PM |
| 84 | A3 appears to do a poor job of connecting Grand Junction and Community Path extensions | 4/11/2020 4:55 PM |
| 85 | A1 seems the most cost effective and the most straight-forward. I'm a bit worried about the need for the hotel right-of-way given the current economy. | 4/11/2020 4:43 PM |
| 86 | As above. Want car free way to bmc area. Any car free safe route no sharing road w cars who try to kill us. Please start shutting down some small roads easiest way to do this the time is now | 4/11/2020 3:29 PM |
| 87 | A3 has the advantage of simplicity, but the service road along McGrath looks unpleasant. A2 looks like a nicer ride through a park. | 4/11/2020 1:59 PM |
| 88 | No | 4/11/2020 1:52 PM |
| 89 | I really don't know the area in enough detail to have a strong ranking preference. | 4/11/2020 1:15 PM |
| 90 | I prefer option A3 because it provides for more and safer on street biking for a larger area | 4/11/2020 12:44 PM |

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| 91 | I don't care about parking impacts. I don't have a car, like many people in East Cambridge. | 4/11/2020 12:36 PM |
| 92 | All 3 options seem good, no strong preferences | 4/11/2020 11:42 AM |
| 93 | Please make sure a "separated bike lane" is physically separated from cars. Paint doesn't protect people, and without a physical barrier to prevent a car from murdering me I am very scared on a bike. I love and use physically separated paths, but I rarely use bike lane that force me to trust drivers with my life. | 4/11/2020 11:36 AM |
| 94 | No | 4/11/2020 11:29 AM |
| 95 | Any path through needs a separated protected bike lane, if not a completely separate cycle track. | 4/11/2020 11:25 AM |
| 96 | No | 4/11/2020 11:15 AM |
| 97 | A3 Clearly has the best wayfinding. | 4/11/2020 10:42 AM |
| 98 | A3: Looks like there would be a lot of car/truck traffic crossing the bike path to get to/from McGrath to shops' parking lots. | 4/11/2020 9:17 AM |
| 99 | Seems like a little private property is a minor issue if it connects way more quickly, and impacts traffic and rail less. | 4/11/2020 7:54 AM |
| 100 | I wish Washington street was open for cyclists, right now the detour has you ride the wrong way on 28 for 2 blocks... | 4/11/2020 7:19 AM |
| 101 | Without visiting each site and seeing more specific plans it is hard to compare the options but overall, visibility, safety for ALL, and integrating trees, Nature and beauty are my keenest concerns. | 4/11/2020 2:56 AM |
| 102 | I actually think all three are reasonable (I would feel comfortable riding behind stores in option A3 but less comfortable with my kids doing it.) If one is significantly cheaper, that might sway me. | 4/10/2020 7:35 PM |
| 103 | protected pathways are the ideal, to avoid on-street best as possible | 4/10/2020 5:41 PM |
| 104 | Crossing O'Brien Highway and connecting to CPX needs to be well designed for efficient and safe bike use. | 4/10/2020 5:29 PM |
| 105 | No | 4/10/2020 5:02 PM |
| 106 | Route A3 is not a good idea, as it requires bike/ped to take a LONGER route than car traffic. Shouldn't be prioritizing access for cars! | 4/10/2020 4:43 PM |
| 107 | Unless there is a major redesign of the Twin Cities Plaza parking lot, I wouldn't walk or bike through it (route A1) | 4/10/2020 4:28 PM |
| 108 | Sharing a street with motor vehicles is too dangerous. Dedicated and separated bicycle lanes is always the best option. | 4/10/2020 3:01 PM |
| 109 | Route 128 is a highway. No amount of physical separation will make a pleasant adjacent path. | 4/10/2020 2:12 PM |
| 110 | The long distance required for option A3 before connecting to the CPX is a large drawback (especially for connecting to Somerville). | 4/10/2020 2:05 PM |
| 111 | I am worried about the crossing of the McGath being safe for pedestrians and bicyclists. | 4/10/2020 1:49 PM |
| 112 | I'm worried about car traffic on Ruffo Road in A1. I park there several times a week for my kids' hockey practices and at hockey drop off and pick up times, the parking lot is dangerous even on foot. The path would have to be physically separated from car traffic with bollards or other dividers to be safe in my opinion. | 4/10/2020 12:39 PM |
| 113 | No | 4/10/2020 11:53 AM |
| 114 | Na | 4/10/2020 10:59 AM |
| 115 | Active trans users tend to flow on paths of least resistance and most convenience with trade offs against safety. Using Stava data, what are the common paths now taken in the absense of the alternative plans, and which routes are likely to persist or compete with the 3 options; For active trans uses who find the final version deficient would want to know which alternative | 4/10/2020 9:32 AM |

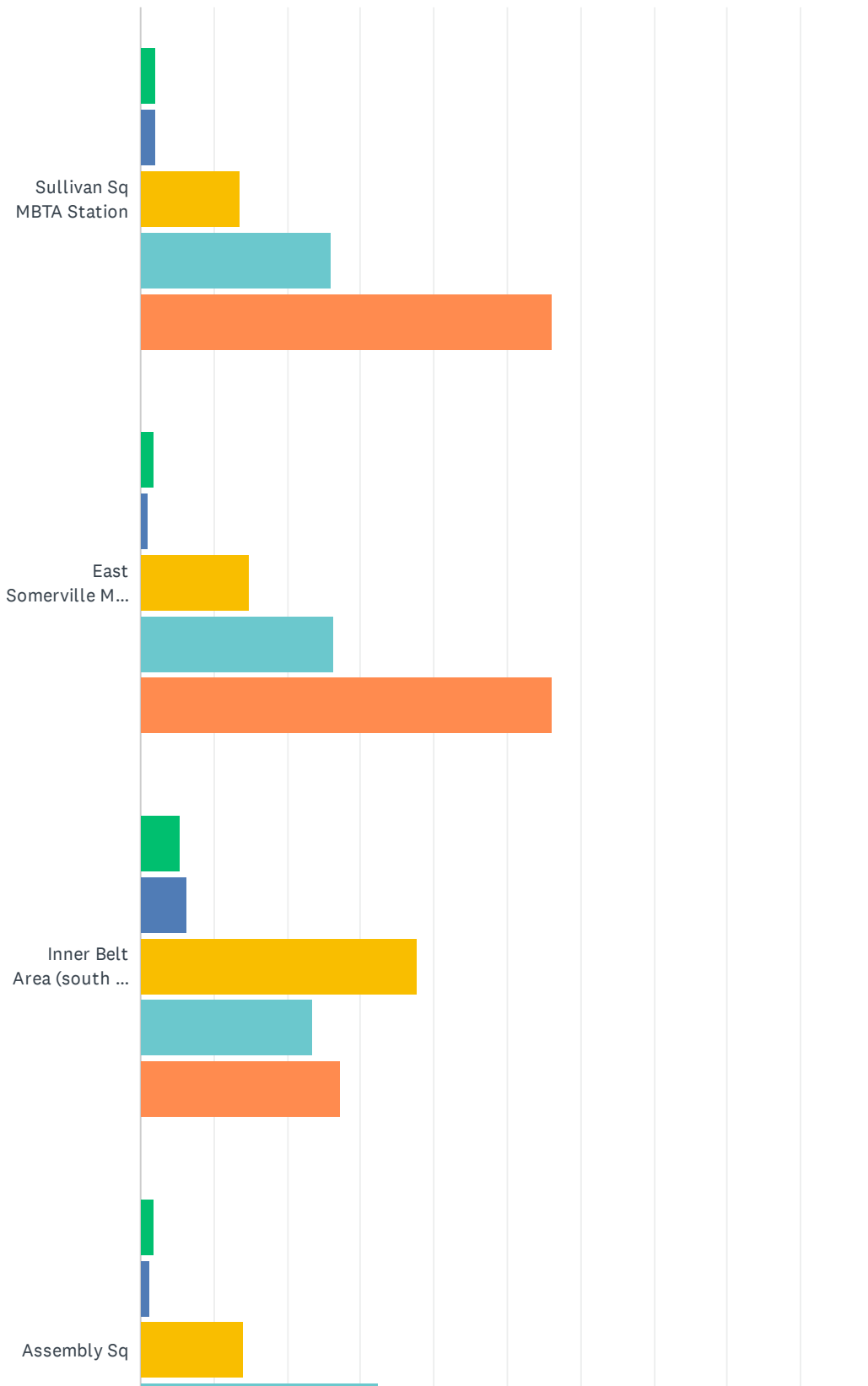
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routes would still be available ie cutting through here or there, using other existing unprotected lanes & signalled (or unsignaled) crossings.

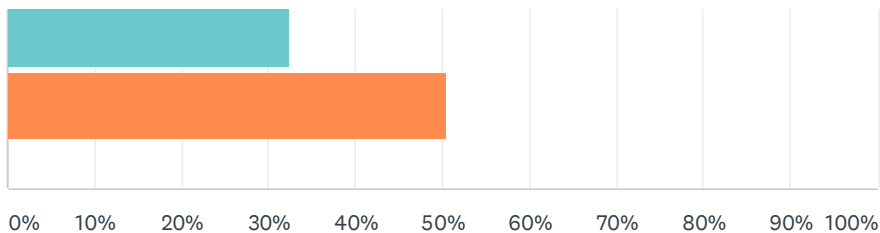
| | | |
|-----|---|-------------------|
| 116 | No | 4/10/2020 9:11 AM |
| 117 | Path needs to have a clear flow, but A1 and A2 seem to have a lot of twists and turns. | 4/10/2020 9:04 AM |
| 118 | A3 looks like it makes a North-to-Southwest connection (or vice-versa) more difficult than the others by requiring you to double-back. Making that connection more direct would be nice. | 4/10/2020 9:02 AM |
| 119 | That's a bad area to be on road at all | 4/10/2020 8:36 AM |
| 120 | We need to get this done! Thanks for your advocacy | 4/10/2020 8:14 AM |
| 121 | Having a road connect is great for bikes. Is it worth exploring two of these? Bicycle infrastructure on the roads for connection to the train, and a connection for pedestrians through the park where they are more isolated from the heavy road traffic? It's about options and comfort level. | 4/10/2020 8:04 AM |
| 122 | No | 4/10/2020 7:32 AM |
| 123 | i want more paths! :) | 4/9/2020 10:24 PM |
| 124 | Seems unfortunate that none of the options involve following the grand junction rail under the McGrath Highway bridge and connecting with the CPX there. | 4/9/2020 9:45 PM |
| 125 | I like elements of all 3 options. Option A I like for the relative directness of the path and having access to the shops at Twin City Plaza. The 9' ramp around the proposed hotel doesn't seem wide enough for comfort though. Option B I like that it would go through the park, resulting in a nicer ride, but I worry about impacting current users of the park. The connection through Sav-Mor parcel seems a bit more straight-forward than the hotel option. Option C is the best in terms of not needing wayfinding, as it would be a continuation along the Grand Junction corridor. However, I worry about having a shared usage with large trucks and deliveries in that area. Connection to Lechmere isn't as critical in my eyes as the CPX would reach Lechmere. Though this would offer additional "local" connections along 28 as opposed to an "express" connection along the CPX. | 4/9/2020 5:43 PM |
| 126 | All seem suboptimal for users coming from the north on the Community Path to head south on Grand Junction. Unfortunate sized out of the way loop required. | 4/9/2020 2:15 PM |
| 127 | Avoiding on-street mixing and having a good solution for safely crossing Route 28 seems like the top concern. Drivers go incredibly fast there and it's definitely a pedestrian and cycling hellscape at the moment. | 4/9/2020 2:05 PM |
| 128 | While I like the park option, parks tend to have people loiter in the bike lanes, so would prefer the path be near and not through the park. | 4/9/2020 11:56 AM |
| 129 | Cam mix and mix different sections/elements! | 4/8/2020 5:01 PM |
| 130 | I feel the path would be more pleasant to the user if it went through the park, but access to amenities at the Twin City Plaza would give the path more frequented destinations | 4/8/2020 11:27 AM |

Q15 How important is it to connect the CPX - Mystic River Greenways to the following destinations within Study Area B?

Answered: 509 Skipped: 143



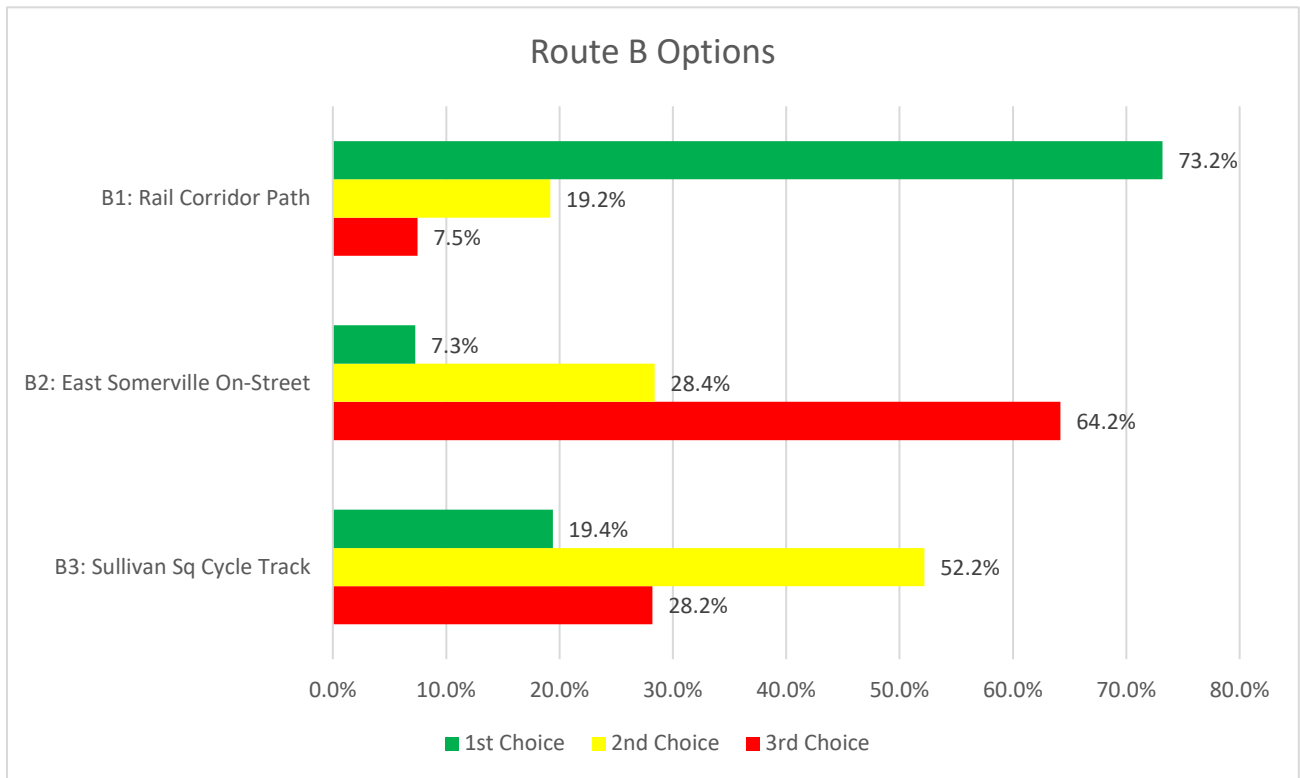
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■ 1 (Not important)
 ■ 2
 ■ 3 (Neutral)
 ■ 4
 ■ 5 (Very important)

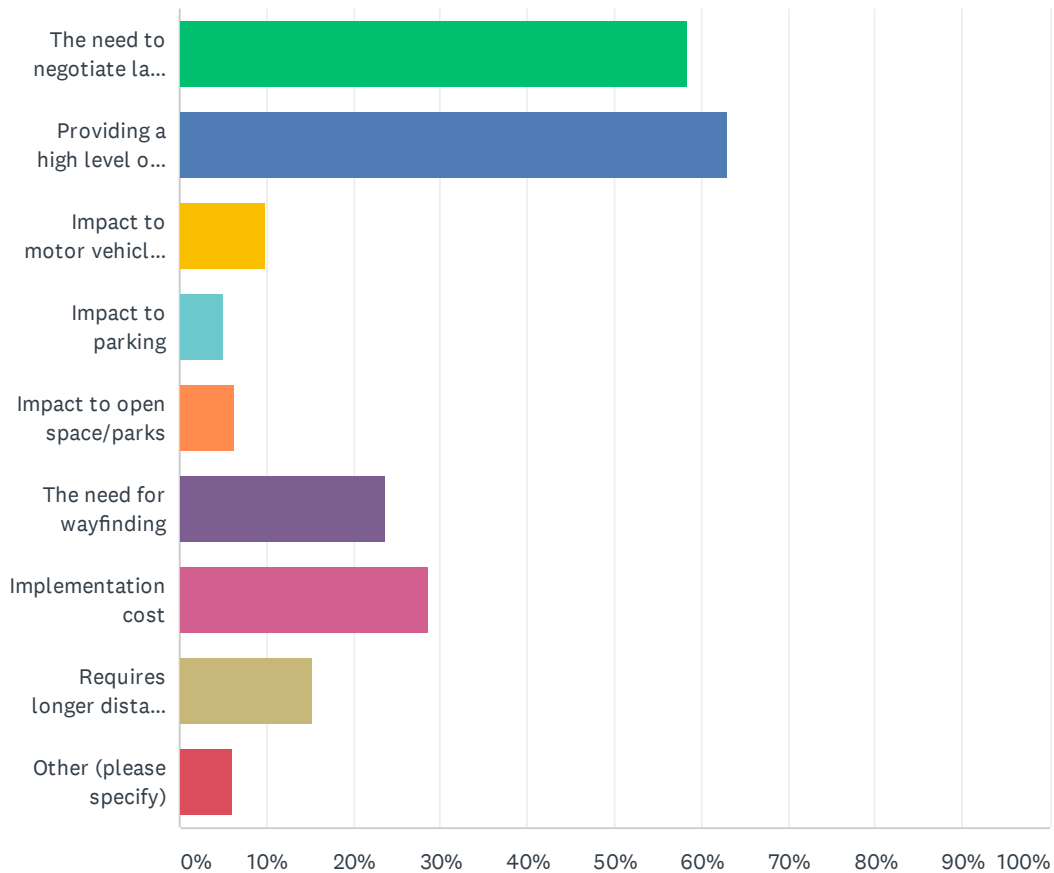
| | 1 (NOT IMPORTANT) | 2 | 3 (NEUTRAL) | 4 | 5 (VERY IMPORTANT) | TOTAL | WEIGHTED AVERAGE |
|--|-------------------|-------------|---------------|---------------|--------------------|-------|------------------|
| Sullivan Sq MBTA Station | 2.18% 11 | 2.18% 11 | 13.66% 69 | 25.94% 131 | 56.04% 283 | 505 | 4.31 |
| East Somerville MBTA GLX Station at Washington St (Under construction) | 1.78% 9 | 0.99% 5 | 14.85% 75 | 26.34% 133 | 56.04% 283 | 505 | 4.34 |
| Inner Belt Area (south of Washington St) | 5.37% 27 | 6.36% 32 | 37.57% 189 | 23.46% 118 | 27.24% 137 | 503 | 3.61 |
| Assembly Sq | 1.98% 10 | 1.19% 6 | 14.09% 71 | 32.34% 163 | 50.40% 254 | 504 | 4.28 |

Q16: Of the 3 route options that connect the CPX with the MRG shown above, please rank your preferences from 1 to 3, with 1 being your most preferred. (You can view the three options in more detail in the map graphics below)



Q17 What do you think are the most significant challenges related to your preferred option? Choose all that apply.

Answered: 509 Skipped: 143



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| The need to negotiate land use with MBTA or rail operators | 58.35% | 297 |
| Providing a high level of safety and comfort for users | 63.06% | 321 |
| Impact to motor vehicle traffic operations | 9.82% | 50 |
| Impact to parking | 5.11% | 26 |
| Impact to open space/parks | 6.29% | 32 |
| The need for wayfinding | 23.58% | 120 |
| Implementation cost | 28.68% | 146 |
| Requires longer distance to connect the two paths | 15.32% | 78 |
| Other (please specify) | 6.09% | 31 |
| Total Respondents: 509 | | |

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| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|--------------------|
| 1 | Off road, separated! And short distances. Let the cars travel, they're just sitting on their asses anyway. | 4/20/2020 11:39 AM |
| 2 | Most significant need is a need to connect green line extension to Inner Belt. | 4/20/2020 9:18 AM |
| 3 | Sorry, question is confusing to me. I care most about safety and comfort for path users. Thanks! | 4/19/2020 6:33 PM |
| 4 | Again, I don't know! | 4/19/2020 5:31 PM |
| 5 | Not sure as I do not know this path well. In general, the more the path is separate from any road / viaduct, the better. Proximity to train lines OK, with barriers. Whenever (width) space allows for separated bike / pet zones, that capacity might trump earlier criteria. | 4/19/2020 4:00 PM |
| 6 | Again, I think we need significant political change to get this to be a priority. | 4/19/2020 3:31 PM |
| 7 | Once again, I fear the most significant challenge will be our elected and appointed officials finding the political will to make the right forward-thinking decisions to promote bike/ped mobility. There is no reason why we can't have the most pedestrian/bike friendly transportation options, the only challenge is the courage to take on entrenched pro-car-culture and make hard, but correct decisions for the future! | 4/17/2020 2:35 PM |
| 8 | Again, city planners FTW! | 4/17/2020 6:08 AM |
| 9 | stay off neighborhood roads | 4/16/2020 8:39 PM |
| 10 | No connection to East Somerville (Broadway area) | 4/16/2020 11:49 AM |
| 11 | I like the *negative* impact to parking in option 2 (though 1 is still my first choice). There's too much parking in the city, and I'd like to see it replaced by bicycles. | 4/16/2020 10:32 AM |
| 12 | I am not sure what the biggest negative impact is for B1. But B1 seems to be the safest for users by far with the amount of path that is off road. | 4/16/2020 10:29 AM |
| 13 | the underpass through the tubes is not a safe place for pedestrians or bikes, and I would like to see this bridge prioritized to be rebuilt if this path route is chosen | 4/16/2020 9:49 AM |
| 14 | Need to connect the end of innerbelt road to the rest of somerville without having to travel back up to the Washington Street exit. | 4/15/2020 1:18 PM |
| 15 | NA | 4/15/2020 1:17 PM |
| 16 | slope of travel by foot or by bike - hilly! | 4/14/2020 8:45 PM |
| 17 | Not sure what you mean by "Impact to motor vehicle traffic operations". But if creating a network of safe routes connecting people who walk and bike to useful destination comes at the cost of making driving less convenient, it is well worth that cost. Drivers are subsidized by non-drivers by about \$14,000 a year... It's time we non-drivers get a little something for our money. | 4/14/2020 10:07 AM |
| 18 | Greenery | 4/13/2020 7:56 PM |
| 19 | It's not clear how long it would take to implement each of these options; If option B1, for example, takes 6 years to implement, but option B2 only takes 2 years, then I'd probably reassess my rankings. | 4/13/2020 3:22 PM |
| 20 | The residents of Brickbottom are already putting up with a lot, since elevated T tracks will be buzzing 12 feet from some people's windows. If there is an overpass built, please move it to Poplar St., one block away from Brickbottom. | 4/13/2020 3:07 PM |
| 21 | Generally, my preferred option, option B1, has limited drawbacks. | 4/13/2020 10:17 AM |
| 22 | Less impact on a residential area when it is a 24 hour path. | 4/13/2020 6:32 AM |
| 23 | Sharing with bikes is really scary as a disabled person. | 4/12/2020 5:14 PM |
| 24 | How easy is it to get to stuff near the path? | 4/12/2020 10:05 AM |
| 25 | avoiding the chaos of sullivan square and washington st | 4/11/2020 6:02 PM |
| 26 | I don't think negotiating with other public transportation agencies should be seen as a barrier. If it is, it's not relevant to the public - it instead indicates broader interagency challenges that are | 4/10/2020 2:17 PM |

Community Path Extension Study

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| | not the public's problem unless those agencies' hubris makes it a problem. | |
| 27 | Again as in earlier comment, good to know what are the likely alternative routes people will take to cut distance and other downsides which would compete with each option. Again Stava or other data sets of current route usage would interesting to know - likely already studied by planners, yes? | 4/10/2020 10:17 AM |
| 28 | Rather than have two different routes for two different directions, there MUST be a two-way cycle track on Mount Vernon . | 4/10/2020 9:16 AM |
| 29 | i'm not educated enough to have an opinion | 4/10/2020 8:16 AM |
| 30 | Connection to Cambridge Street/Sullivan Square | 4/9/2020 2:20 PM |
| 31 | Community push back, coordinating between cities, MBTA / rail operators, all of that. And this would be completely amazing, cut off neighborhoods and no mans land would actually be crossed! | 4/9/2020 1:55 PM |

Q18 Do you have any specific comments or questions related to any of the three options for Study Area B?

Answered: 133 Skipped: 519

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| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | it would be a missed opportunity not to make use of the rail corridor for the path connection. | 4/20/2020 12:10 PM |
| 2 | Shorter is better, but off road is best. | 4/20/2020 11:39 AM |
| 3 | As mentioned, Inner Belt is very isolated due to the lack of connection to roads and mass transit outside of the train tracks. A connector would be hugely important for all those who work in the Inner Belt . | 4/20/2020 9:18 AM |
| 4 | An off-road path will allow me to bring my children with me and to bike to the shore. | 4/20/2020 8:04 AM |
| 5 | Is there a way to combine the B1 rail portion with a spoke in the southern portion to the south as in B3? | 4/20/2020 1:26 AM |
| 6 | No | 4/19/2020 11:38 PM |
| 7 | No | 4/19/2020 11:18 PM |
| 8 | I really don't know enough about Area B to give an opinion. I ranked the choices because I needed to complete the survey. Lol | 4/19/2020 10:44 PM |
| 9 | Whoa. 2 overpasses! Fun, but what a headache. But such a great way to connect these locations that can't other wise be connected due to railroads. | 4/19/2020 9:48 PM |
| 10 | No | 4/19/2020 8:57 PM |
| 11 | Love the cycletrack option; it really incorporates so much in terms of places people can get to. | 4/19/2020 8:47 PM |
| 12 | Most important is safety and comfort for path users | 4/19/2020 6:33 PM |
| 13 | Also, I don't feel strong preferences here.... | 4/19/2020 5:31 PM |
| 14 | B2 seems really dangerous | 4/19/2020 4:50 PM |
| 15 | Rail-trail option is by far the best. Interface with highway in option 3 seems poor | 4/19/2020 3:38 PM |
| 16 | no | 4/19/2020 3:27 PM |
| 17 | B1 seems far and away the best option for getting lots of safe use of the path for all abilities. The Washington street option seems like it would need a lot more development to avoid just throwing a bunch of bicyclists into heavy traffic. B2 is more protected but a convoluted way - not nearly as elegant as the B1 solution. | 4/19/2020 1:25 PM |
| 18 | I like the B2 is direct and adjacent to existing density, but I don't think it achieves the desired level of comfort. The improvements proposed in B2 should be made anyway, but are not a substitute for an all-ages-and-abilities facility. | 4/19/2020 1:24 PM |
| 19 | I like the rail option the best, but even if successful, I'd think it would take the longest to implement. The on-road option honestly seems like something that should just happen anyways - not sure how it would be considered a path in any real sense. For option 3, the potential bridge over the rail tracks to connect at Cambridge Crossing seem like an essential piece to me, but would also require much more time and cost to make happen. So my preference would be to have option 2 as a first step while also working to bring either option 1 or 3 online. | 4/18/2020 3:37 PM |
| 20 | I believe that a path such as the B1 option is the easiest and most usable for people of all abilities | 4/18/2020 8:51 AM |
| 21 | I love the B1 option the most by far. Great connection to Assembly from the CPX as well as to both the Green and Orange Lines. Good access to future Inner Belt developments. | 4/17/2020 10:32 PM |
| 22 | Can we all 3 of these options?? In my mind B3 and B1 are crucial to opening up East Som and connecting us to the rest of Cambridge and Somerville. | 4/17/2020 8:13 PM |
| 23 | b2 left off Washington street seems kind of steep. hills from dead stop aren't fun. | 4/17/2020 4:06 PM |
| 24 | B1 by FAR preferred due to off-street and most direct connection between paths. B2 and B3 were a tossup/tie due to B2's lack of off-street lanes, and B3's long route. | 4/17/2020 12:44 PM |
| 25 | B2 being mostly on-road is going to make it less appropriate for many bike users. On the other hand, easier wayfinding. I think that's less important than having a facility which really enables everyone who's physically able to comfortably use it without concern of conflict with cars. | 4/17/2020 9:29 AM |

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| 26 | again strong preference for off-road | 4/17/2020 8:55 AM |
| 27 | It's really important to have a protected bike lane (rather than on-street), especially with kids. | 4/16/2020 11:02 PM |
| 28 | Personal safety (perceived and real) is key to this connection | 4/16/2020 8:54 PM |
| 29 | My initial instinct was that B2 is the most direct and gives access to people in East Somerville, which is incredibly important. That said, it also appears to be the messiest, least safe (mostly shared space and counter-direction traffic), and to greatly impact parking in East Somerville (while I'm all for fewer cars I don't want to impact those who need them unnecessarily). My concern with path B3 is that it crosses under 93 towards that dastardly rotary. That said the infrastructure to connect to Lechemere directly makes a lot of sense, since a connection to Washington street is, well, Washington street (you can just follow along there). Why not a B1-B3 hybrid? B1 from MRG down to Inner Belt Road, then B3 towards Lechemere. This is direct, and cyclists / pedestrians can utilize the much less busy New Washington Street to get to that station. | 4/16/2020 6:38 PM |
| 30 | B1 looks amazing! | 4/16/2020 4:55 PM |
| 31 | This path needs to be entirely off-street (or in protected bike lanes) or it will not be safe for all users | 4/16/2020 4:33 PM |
| 32 | No | 4/16/2020 4:26 PM |
| 33 | Option 3 is too expensive. | 4/16/2020 12:23 PM |
| 34 | The Sullivan Square rotary bike lanes are a nightmare; I don't feel safe as an avid bicyclist, but I'm terrified to bring my kids into that area. The fact that the bike lanes turn down off ramps and then cross after cars have committed to turns, etc. For safety I would vastly prefer low- or no-motor vehicle alternatives. | 4/16/2020 11:55 AM |
| 35 | This area is currently REALLY scary to bike through! Bike sharrows and painted bike lanes aren't enough. | 4/16/2020 11:53 AM |
| 36 | I don't love any of these options but I think B3 is best because it is the only one that provides access to Sullivan Square. MBTA access is a huge benefit of the path and one that will be appreciated by most users. B1 would be the best and nicest experience for cyclists and pedestrians but the logistics and cost seem difficult, and there is no connection to Sullivan Square MBTA. If B1 could incorporate some sort of spur bridge or underpass to connect to the station this would be best. The station has a ton of subway and bus connections, and is notoriously difficult and dangerous to reach on foot or by bike, so a connection to a path would be a game changer. The downside of B3 is that there is no connection to most of East Somerville, so, once again, the community that could use a safe and pleasant connection to Sullivan Square and the Orange Line will not get one. Ideally, B3 could incorporate the spur shown in B2 on Lombardi St to at least connect to Broadway, where there is already nice bicycle infrastructure. B2 seems to have no real benefits. It would require removal of a lot of parking from neighborhood streets, which would engender a lot of opposition, without providing a nice path that pedestrians could use. Furthermore, it still doesn't connect to Sullivan Square, and wayfinding would be difficult for through cyclists. Finally, most of the streets involved in that plan are already very quiet and any cyclist who is comfortable with riding along marked contraflow lanes zigzagging through a neighborhood would also be comfortable riding through the existing streets in that neighborhood, even with little marked bike infrastructure. | 4/16/2020 11:49 AM |
| 37 | B1 appears far better than B3 or B2 | 4/16/2020 11:04 AM |
| 38 | Nice to be able to bike to Assembly row! Awesome way to use MBTA railroad storage. | 4/16/2020 9:59 AM |
| 39 | I think the on street option should be implemented in addition to one of the off street options. it is a low cost neighborhood corridor that should be part of Somerville Neighborway network. | 4/16/2020 9:49 AM |
| 40 | Improving connectivity to the Inner Belt area is of utmost importance. The area is very unsafe and isolated right now. | 4/15/2020 5:47 PM |
| 41 | You should combine elements of B1 and B3 to minimize street use. | 4/15/2020 2:52 PM |
| 42 | please please build the path to get to inner belt. Its a disaster and needs to be redone eventually. Biking through the tunnels will one day kill me | 4/15/2020 2:33 PM |
| 43 | PLEASE pursue B3!! | 4/15/2020 1:47 PM |

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| 44 | This would be AWESOME!!! | 4/15/2020 1:19 PM |
| 45 | i work at inner belt and a pedestrian bridge/pathway would be SO helpful :) | 4/15/2020 1:14 PM |
| 46 | Inner Belt is a severely under served part of the city with regards to public transportation. I work at the end of it with GLX and there are no public transportation options. Walking and bike riding are much longer than a straight line because of the lack of railroad crossings. Inner Belt road itself is in terrible condition, myself and colleagues have gotten many flat bike and car tires due to its unmaintained nature. | 4/15/2020 12:45 PM |
| 47 | Biking on a separated bike lanes near trains would be fun! | 4/15/2020 11:07 AM |
| 48 | Same, physical barriers please from cars. | 4/15/2020 10:40 AM |
| 49 | MBTA and MassDOT have been historically cruel to cyclists. Need a major cultural shift from top to bottom of these sclerotic agencies. | 4/15/2020 1:30 AM |
| 50 | No | 4/14/2020 8:04 PM |
| 51 | I'm concerned about bicycle traffic mixing with delivery vehicles/commercial loading zones | 4/14/2020 4:19 PM |
| 52 | Though B1 is preferred alternative, tracks have recently been replaced/upgraded and implementation now is unlikely. It is also dark, loud, smelly and dirty compared to other two alternatives | 4/14/2020 1:28 PM |
| 53 | Inner Belt is currently a dead end, anything that allows flow through it will be a huge win for the area | 4/14/2020 11:20 AM |
| 54 | My main interest is connecting the Northern Strand Community Trail to Draw 7 Park and then to Sullivan Square and Rutherford Ave. | 4/14/2020 10:24 AM |
| 55 | No | 4/14/2020 12:52 AM |
| 56 | No | 4/14/2020 12:49 AM |
| 57 | Na | 4/14/2020 12:41 AM |
| 58 | Hard to really have an opinion w/o further details, but B1 seems most feasible, dealing with fewer agencies.. | 4/13/2020 10:41 PM |
| 59 | 1. While the rail corridor may be a longer distance, it's quicker in time because of the grade separated intersections, and because it's flat. 2. The chosen routes should be as direct as possible, and aim to serve people going from Mystic to CP westward (Alewife) and to GJ, which gives people in Everett, etc, a route to Kendall Sq and destinations across the BU Bridge, like BU and the LMA. The connection to Lechmere/ Boston is not so critical because the Rutherford Ave corridor will be more direct. 3) Prefer routes that are direct. The connection from Brickbottom to Inner Belt is not needed for the trail network; it may be a boon to real estate development, but let them pay for it. Follow the rail corridor, with a branch along Wash St for those continuing toward Davis Sq, and a branch along Inner Belt for those headed for GJ / Lechmere. 4. Please pay more attention to connecting GJ to Mystic. What a powerful connection. That's a reason you don't want GJ to meet CP only at Lechmere, and that you don't want the Mystic path to meet CP only at Washington St. | 4/13/2020 10:12 PM |
| 60 | Aspects of the southern part of B3 should be merged with B1. | 4/13/2020 9:06 PM |
| 61 | Preference for flatter routes | 4/13/2020 8:41 PM |
| 62 | I love the combo option of B1 PLUS the Inner Belt Road Connection | 4/13/2020 3:22 PM |
| 63 | B2 and B3 seem very circuitous, and thus are not suitable for regular commutation. | 4/13/2020 1:56 PM |
| 64 | Please connect Inner Belt to BrickBottom and Lechmere MBTA station | 4/13/2020 1:32 PM |
| 65 | An on-street connection defeats a huge amount of the value of a connected high-comfort network that would be used by people of all abilities. | 4/13/2020 1:26 PM |
| 66 | Strong preference for an actual separate path from car roads | 4/13/2020 12:52 PM |
| 67 | Prefer B3 *ONLY* if pedestrian overpass is included. Without that, it would be a terrible option. B2 adds very little value for pedestrians, and all three options seem to heavily prioritize cyclists over walkers. | 4/13/2020 12:52 PM |

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| 68 | B1 would be the best option, are you sure it is an option? They just instaled band new train tracks in the area where you stated it is for cargo train storage. Will they be testing new orange or red line trains there? | 4/13/2020 12:15 PM |
| 69 | no | 4/13/2020 11:28 AM |
| 70 | No | 4/13/2020 10:35 AM |
| 71 | I don't like how B2 separates for each direction, and how it shares the road. Whenever possible, I believe that bike paths should be designed for longer distance through traffic, and roads should be left to local traffic and last leg of travel. On street paths are more dangerous and in this case more circuitous, and have more interruptions, and I see no advantages for this particular design. | 4/13/2020 10:17 AM |
| 72 | There should be an entrance on Fitchburg st. | 4/13/2020 7:43 AM |
| 73 | I like bits and pieces of each, but none in entirety. B3 connections between Brickbtom, Innerbelt, and North Point are the most exciting parts. The ped "overpass" mentioned in B3 between Brickbottom and Innerbelt is in a funny place. Do you mean "underpass"? Whatever it is, it should be moved up to Poplar St. Combine the new connections of B3 with the north part of B1, and then you've got something really interesting. B2... meh. Not into B2's Washington St contra-flow business nor sharing sidewalk under 93 at Lombardi. If it's gonna be B2, don't bother. Currently pretty happy with Washington St bike lanes, then weaving to Lombardi via Florence, MtVernon and return via Lincoln, Myrtle or whatever. | 4/12/2020 10:45 PM |
| 74 | No | 4/12/2020 10:20 PM |
| 75 | If the connection to Brickbottom could be realized, that would be my first choice, but right now that seems unlikely. | 4/12/2020 10:15 PM |
| 76 | Safety | 4/12/2020 5:31 PM |
| 77 | Please separate the bike lanes from the walking lanes. Bikers are not mindful to disabled pedestrians. | 4/12/2020 5:14 PM |
| 78 | B1 seems the most beginner-friendly which is what we should strive for, but B2 and B3 both highlight necessary infrastructure improvements in the area anyway - the underpass from Broadway under 93 to assembly is not well equipped for bikes at the moment. Even worse is approaching that intersection westbound and trying to enter East Somerville - no bike lanes, and 5 (?) unmarked lanes of high speed traffic. | 4/12/2020 4:17 PM |
| 79 | Again, I think each plan has unique strengths and that they should not be considered mutually exclusive, except where elements of each plan directly intersect. Build them all. | 4/12/2020 3:35 PM |
| 80 | If the ROW exists for almost completely off-street connections (B1) a compromise for higher-stress on-street connections would be really disappointing. I'm looking forward to a high comfort connection that visibly expands our network and gets more people riding! | 4/12/2020 1:57 PM |
| 81 | No | 4/12/2020 1:39 PM |
| 82 | Physical safety near trains | 4/11/2020 11:32 PM |
| 83 | preference to avoid motor vehicles | 4/11/2020 6:02 PM |
| 84 | Both B1 and B3 seem expensive and have a lot of challenges, B2 would be a good near-term solution while pursuing a longer term B1 or B3 solution | 4/11/2020 4:46 PM |
| 85 | It's critical to provide a direct connection to Sullivan Square. Additionally, it will be difficult to encourage less-experienced cyclists to use the new facilities if they're primarily on-street lanes. | 4/11/2020 4:08 PM |
| 86 | No | 4/11/2020 2:53 PM |
| 87 | The B2 surface options around Sullivan are a bit of a mess. I would love to have the grade-separated B1 "bypass". B3 local street contraflow lanes would be helpful but not much value-added and hilly. Long-term, a direct connection of rail grade to Inner Belt road south to Lechmere would be awesome if we could find the \$\$. | 4/11/2020 2:04 PM |
| 88 | No | 4/11/2020 1:54 PM |
| 89 | Safety/comfort is most important. | 4/11/2020 12:40 PM |

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| 90 | Option 1 seems amazing. It would allow a fairly direct path without ever having to worry about cars. Even in a bike lane, cars on the road are very stressful since they don't always stay in their lane. Bike vs car is death for the biker. Or best case scenario, without a separated lane cars will park in the bike lane, forcing me into the busy street. This defeats the purpose of the bike lane and means I won't bike there again, it's not safe. B3 is not as good as B1, because it requires a lot of turns, going back and forth. B1 allows you to just ride, which mentally is far less taxing and makes for an enjoyable ride. | 4/11/2020 11:58 AM |
| 91 | Using Inner Belt to provide a direct line from assembly to cambridge would be absolutely transformational. Providing the bridges to turn the dead end into connections to Cambridge would unlock tremendous value for that under-utilized area between Assembly and Inman. The costs would be a very wise investment in the long-term as Kendall Sq forces rents, especially for commercial lab space, out of the orbit of smaller biotechs that value proximity to hospitals and universities but have been forced to the far suburbs | 4/11/2020 11:52 AM |
| 92 | No | 4/11/2020 11:34 AM |
| 93 | These connectors need to be wide, accessible through wayfinding, and safe for HEAVY traffic. By connecting the separate trails, traffic on the trails as a whole will go up, which is a good thing. | 4/11/2020 11:19 AM |
| 94 | B2: Too many turns, bike lanes cross each other due to 1-way routes. B3: I'm worried about the amount of car and pedestous traffic around Sullivan Sq, eg people walking in/across the bike lane, esp during rush hour. | 4/11/2020 9:22 AM |
| 95 | I picked B1 because it seems to be the path of least resistance. Mt Vernon is a narrow street with a big hill. I have taken B3 as it is now, and there are sketchy train track crossings... | 4/11/2020 7:27 AM |
| 96 | I have tried to support separating cars from bikes as much as possible for Safety, straighter roads and paths for Visibility, and keeping big Semi trucks away from bikers: That sounds like recipe for disaster!! Those and the scenic peacefulness, as much as that is possible in this crowded area, are my chief concerns. The maps are a bit confusing; I hope that's what I've voted for - - it was my intention. Also, trees are not shown on the map so I can't make votes that include those wonderful benefits well, except to the extent that I already know the streets. □□ | 4/11/2020 3:24 AM |
| 97 | You already know this, but B1 is far and away the best option | 4/10/2020 5:52 PM |
| 98 | Should be designed for efficient bike use, i.e. minimize road crossings at grade. | 4/10/2020 5:49 PM |
| 99 | No | 4/10/2020 5:04 PM |
| 100 | I'll note that B3 has a different destination than the other two, so it doesn't seem that they are directly comparable. I listed B2 as my last option, but it would be good to have better bike accomodations on Washington as that is the most direct route for a lot of different origins and destinations. | 4/10/2020 4:34 PM |
| 101 | B3 appears to have the most options for connectivity | 4/10/2020 3:07 PM |
| 102 | Providing pedestrian access between Innerbelt Road and the CPX/brickbottom is critical to the redevelopment of the Innerbelt Road/Brickbottom neighborhoods. I work along Innerbelt Road and commute on foot. The current tunnel into Innerbelt road is unsafe and has been a major concern for myself and many of my co-workers who commute into this neighborhood on foot/bike every day. | 4/10/2020 2:19 PM |
| 103 | Inner belt area is VERY difficult to access right now. Making that area more accessible would be very much appreciated! | 4/10/2020 2:04 PM |
| 104 | I'm interested in adding bicycle and pedestrian access to Inner Belt to hopefully help develop the area into a higher use than the current low-rise light industrial use. | 4/10/2020 1:54 PM |
| 105 | Working in the Inner Belt area and a resident of East Somerville and formerly East Cambridge over the last 3+ years (as a walking commuter), plan B3 is exactly what I would have asked for to connect the two areas (especially with the incoming green line extension) | 4/10/2020 1:08 PM |
| 106 | I'm a confident cyclist, but I've almost stopped riding permanently on multiple occasions after having drivers tailgate me riding on narrow Somerville and Cambridge Streets while honking and threatening to kill me. Option B2 is terrible, and a great way to make certain that more people stop riding bikes after experiencing this unique local behavior. It should be engineering | 4/10/2020 1:00 PM |

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malpractice to suggest this for a major local path connection. Is this 8-80 infrastructure? Are children supposed to use a contraflow lane like that?

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| 107 | Regardless of which path is chosen, it should include the overpass/link between the CPX and Inner Belt. That doesn't necessarily have to be linked to the path plan for B3. | 4/10/2020 1:00 PM |
| 108 | I understand that we are a car centric world, however I chose to prioritize alternative mobility uses than cars when I responded. | 4/10/2020 12:43 PM |
| 109 | Inner belt is an extremely under-served area and will only require more attention as industry builds out from Kendall Sq. | 4/10/2020 12:31 PM |
| 110 | Please connect Inner Belt as much as possible! | 4/10/2020 12:26 PM |
| 111 | No | 4/10/2020 11:57 AM |
| 112 | Na | 4/10/2020 11:01 AM |
| 113 | Since I live in E Somerville I'm prioritizing access for myself - I also think that's who will use this- seems like option 3 doesn't really help anyone from what I can't tell while 1 and 2 helps the neighborhood residents access the path more | 4/10/2020 10:41 AM |
| 114 | You don't provide data on elevation changes. Are Mt Vernon & Mt Pleasant not mounts, and would their be greater winter impacts due to snow/ice, whereas B1 & B3 are level? | 4/10/2020 10:17 AM |
| 115 | Wayfinding would be difficult for B2 and B3. Could you go contraflow on Mt Vernon so B2 is straight and on the same road both ways? That would be a much easier experience. Even though B3 is off road, navigating through Sullivan next to the roads like that would not be easy or pleasant. | 4/10/2020 9:29 AM |
| 116 | With the loss of Yard 8 for GLX, Yard 21 lead tracks are important for freight operations. Removing freight tracks is not an option at this point, with no suitable replacement sites. | 4/10/2020 9:16 AM |
| 117 | No | 4/10/2020 9:14 AM |
| 118 | B3 looks like it goes through a scarier area east of Sullivan Sq. I'd also worry about trucks on Inner Belt Rd. I really like B1 - off street, keeps away from cars. I prefer B1&B2 because they make better connections towards Union/MIT/Central from the north. But a combination of B1&B3 would be great for facilitating that North-to-South connection. | 4/10/2020 9:13 AM |
| 119 | no | 4/10/2020 8:16 AM |
| 120 | B2 is the only one that makes sense to me. B3 wouldn't get used that much. It's too round about, and theres two many steps to get through the connection. | 4/10/2020 8:09 AM |
| 121 | No | 4/10/2020 7:35 AM |
| 122 | More than anything, Somerville needs a good connection between Davis, Union and Assembly, and upcoming Gilman. Current bus service doesn't do it, and the GLX is great but doesn't really make this connection. | 4/10/2020 12:46 AM |
| 123 | yay paths! | 4/9/2020 10:26 PM |
| 124 | B1 is far and away the best option, assuming there are ramps up to grade at Broadway and Cambridge St. so people can use it to get to/from Sullivan Station, too. | 4/9/2020 9:52 PM |
| 125 | Option B1 is the best option in terms of linking the paths. Most distance being a separated shared use path of all the options. My biggest worry is if it runs on the opposite side of the corridor than Sullivan Square Station that you wouldn't be able to connect to Sullivan easily. I would like to see if that connectivity would be possible. Option B2 has a few improvements to what exists already. Those streets are already pretty quiet compared to the surrounding options and I've often used them to cut across the neighborhood and avoid Sullivan Square. That being said, it's probably the easiest to implement, but least helpful. Option B3 gives the most options, I think. No matter which way you're going, you can sort of choose which part of the triangle you want to take to the west, south or north. I'm not super familiar with the area where the proposed overpass to Brickbottom is, but it seems like a bit of overkill to me. Could a similar connection be established by instead using that funding to fully separate the segment between CPX and Inner Belt Rd on Washington St, that you then use to connect south on CPX to get to Brickbottom? Obviously provided that there would be a path connection without the overpass to that neighborhood. | 4/9/2020 6:04 PM |

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| 126 | The southern part of B3 should be combined with the eastern part of B1. It's the safest route. Though it misses Sullivan Station, users could access it from the connector via the streets. | 4/9/2020 3:45 PM |
| 127 | B1 with B3's Inner Belt section added would be even better. | 4/9/2020 2:20 PM |
| 128 | B2 seems challenging because of the junctions with Washington St, and also with the grade of the hill on Mt Vernon Street. | 4/9/2020 2:12 PM |
| 129 | I think that versions B1 and B3 would be more groundbreaking. If those paths existed, East Somerville residents (or anyone coming from the northern paths) could actually WALK easily to places like Museum of Science, or get to Kendall more easily by bike or on foot and avoid using a car. this would be fantastic. I would actually consider jobs in new areas with these types of connections. | 4/9/2020 1:55 PM |
| 130 | How are MBTA discussions going? | 4/9/2020 12:36 PM |
| 131 | B1 looks like it has fewer community access points | 4/9/2020 12:33 PM |
| 132 | Traffic going into Sullivan Square is too dangerous to have a bike lane that crosses inbound lanes without lights. | 4/9/2020 12:07 PM |
| 133 | I'd love to see the elements of B1 and B3,, combined for both ways to connect with CPX.: Bike ped along New Washington St, connecting to Inner Belt Road, and also the Poplar St connection. | 4/8/2020 5:10 PM |

Q19 Do you have any specific comments related to how the project team could make the maps easier to read and interpret?

Answered: 101 Skipped: 551

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| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | Someone should do a "virtual tour" visualization of how the on-path connecting experience would actually look/feel. | 4/20/2020 12:10 PM |
| 2 | no | 4/19/2020 11:38 PM |
| 3 | No | 4/19/2020 11:18 PM |
| 4 | Unfortunately I am filling in the survey at night on my iPhone. I just received it today and it is due by midnight. Not sure what the rush is during the pandemic but this is either orchestrated result or just plain bad planning. Stay safe. | 4/19/2020 10:44 PM |
| 5 | No | 4/19/2020 8:57 PM |
| 6 | You guys did a great job! (And watching the video beforehand helped a lot too.) | 4/19/2020 8:47 PM |
| 7 | Define terms and show example ground level pictures, example "cycle track", etc. | 4/19/2020 6:33 PM |
| 8 | B1 would be great. But the T just layed new track in there so that is a looong way off and I don't know how you could activate the path so people feel safe. I like the Mount vernon route I do that now on occasion. | 4/19/2020 6:21 PM |
| 9 | Interactive! | 4/19/2020 3:38 PM |
| 10 | Maybe more pictures of the current area. That helps me recognize the place | 4/19/2020 3:31 PM |
| 11 | no | 4/19/2020 3:27 PM |
| 12 | Adding a note to understand the rail crossing on option B2 | 4/19/2020 1:25 PM |
| 13 | Perhaps make them interactive | 4/18/2020 8:51 AM |
| 14 | No, but I really do hope it would be easier to understand. Maybe maps going through each option separately would help. Just a lot going on... | 4/17/2020 10:58 AM |
| 15 | Label neighborhoods and add more common landmarks. | 4/17/2020 9:53 AM |
| 16 | make it clear when paths are off-road | 4/17/2020 8:55 AM |
| 17 | Linking to Google Maps or another mapping service that would allow zooming in etc. with the changes highlighted would be helpful. | 4/16/2020 4:55 PM |
| 18 | No | 4/16/2020 4:26 PM |
| 19 | no | 4/16/2020 11:55 AM |
| 20 | Maps are clear to me. | 4/16/2020 11:53 AM |
| 21 | clarify why B2 is set up the way it is (ie, is it due to existing patterns of one-way street traffic, to save parking space for residents/retail, etc) | 4/16/2020 10:34 AM |
| 22 | I think you did really well. | 4/16/2020 10:32 AM |
| 23 | Indicate point of interest: MBTA station (+name), Arrow + Assembly row. Arrow + community path etc so people get a feel for directions. | 4/16/2020 9:59 AM |
| 24 | Define what some of the options are (i.e., what is a culvert?) Remove the dashed lines for the city boundaries, as they are easily confused with proposed pathways | 4/15/2020 5:47 PM |
| 25 | No | 4/15/2020 2:52 PM |
| 26 | Simplify to only the relevant information if possible | 4/15/2020 1:43 PM |
| 27 | Photos/renderings of key intersections would help. It's difficult to know the main issues one would encounter with each option. | 4/15/2020 11:07 AM |
| 28 | Same, physical barriers please from cars. | 4/15/2020 10:40 AM |
| 29 | Allow for pop outs to see the picture bigger | 4/15/2020 9:23 AM |
| 30 | Reduce extraneous detail, highlight key portions, more clearly delineate grade-separated infrastructure from on-street bike lanes... provide photographs or rendered examples, cross-sections, etc. | 4/15/2020 1:30 AM |

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| 31 | Include topography and direction of slopes where applies | 4/14/2020 8:45 PM |
| 32 | No | 4/14/2020 8:04 PM |
| 33 | A 3-d virtual walk through of the area via google earth would be a more helpful way to talk through the three options via the recorded video. It was hard to focus on the video presentation with just Phil talking about the maps with limited images of what things look like on the ground. The examples from other projects of what types of infrastructure are being proposed was really helpful. | 4/14/2020 4:19 PM |
| 34 | no, they're very easy to read | 4/14/2020 1:28 PM |
| 35 | No | 4/14/2020 12:49 AM |
| 36 | Share the GIS files | 4/14/2020 12:41 AM |
| 37 | 1. Provide some photos, connected with the maps, that clarify the topography, where CP will be elevated, etc. 2. Make a video of somebody riding / walking each route. | 4/13/2020 10:12 PM |
| 38 | More street level photos of complicated sections. | 4/13/2020 9:06 PM |
| 39 | Mark clearly which roads have inclines / declines | 4/13/2020 8:41 PM |
| 40 | Color coding is our friend! Maybe less surrounding street name info — it's mostly visual noise. | 4/13/2020 4:13 PM |
| 41 | Single paths per map might help in addition to the combined view, reducing the number of dotted lines and items in the key. For example I couldn't tell that "existing" path were an actual path since it looked like they were just little lines here and there but no continuous trail | 4/13/2020 12:52 PM |
| 42 | Again, knowing where it is possible to enter/exit versus where it is not possible would be invaluable. | 4/13/2020 12:52 PM |
| 43 | It was easy to understand | 4/13/2020 12:15 PM |
| 44 | no | 4/13/2020 11:28 AM |
| 45 | locate Brickbottom Artist Building | 4/13/2020 11:13 AM |
| 46 | Place them before the questions about them. Use brighter and more vibrant colors to distinguish map features (while keeping color blindness in mind) | 4/13/2020 10:35 AM |
| 47 | More symbols and fewer blocks of text. | 4/13/2020 8:51 AM |
| 48 | The maps are pretty easy to read already! | 4/13/2020 7:43 AM |
| 49 | Show a bit more off the NE corner of your maps please. Thanks | 4/12/2020 10:45 PM |
| 50 | No | 4/12/2020 10:20 PM |
| 51 | No | 4/12/2020 5:31 PM |
| 52 | Please hire IHCD. | 4/12/2020 5:14 PM |
| 53 | No | 4/12/2020 3:53 PM |
| 54 | They are actually pretty great. I did notice an issue with the survey, though - in question 16, the options are not presented in corresponding numerical order. | 4/12/2020 3:35 PM |
| 55 | Slightly less information in the callout boxes, a lot of it doesn't mean anything to me. Also there are too many colors and most of them are left out of the legend. Why is the ped bridge in the B2 map red and nothing else? Otherwise these are good and communicate the options well. | 4/12/2020 1:57 PM |
| 56 | No | 4/12/2020 1:39 PM |
| 57 | I'm doing this survey on my phone and don't have a great mental picture of the area so it might be useful to remind what's connecting what. | 4/12/2020 10:05 AM |
| 58 | Would be easier to understand if the mode(s) of transport allowed as well as how protected/continuous the path will be | 4/11/2020 9:10 PM |
| 59 | they are hard to read and interpret | 4/11/2020 6:02 PM |
| 60 | Slightly larger maps, or include additional detail maps around connections | 4/11/2020 5:01 PM |

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| 61 | No, they are quite good and the presentation was quite good. | 4/11/2020 4:46 PM |
| 62 | Honestly, I wish. I love maps and good infrastructure, but the options are difficult to imagine. I have to imagine, though, that some sort of interactive design would make this easier. For instance, an option that highlights one route while allowing you to still see the others, but more faded/grayed out. Another idea, show us the map, then have the proposed option be drawn in, pausing for a moment to add each call out box so they can be more easily digested. | 4/11/2020 4:35 PM |
| 63 | Label all the weird markings | 4/11/2020 3:33 PM |
| 64 | no | 4/11/2020 2:53 PM |
| 65 | No | 4/11/2020 1:54 PM |
| 66 | Took some time to understand that some were bike lane improvements and some were separated paths. | 4/11/2020 12:40 PM |
| 67 | If there were some map profiles about what the lane construction would look like, that would be helpful. I think I understand from the wording, but a specific image showing the cross section of the path would be helpful. | 4/11/2020 11:58 AM |
| 68 | Include even more recognized landmarks, e.g. holiday inn, target, and shade commercial strips differently like on google | 4/11/2020 11:52 AM |
| 69 | No | 4/11/2020 11:34 AM |
| 70 | Pair with street views. Few people will be familiar with every street. What looks like a direct route might make for a bad trail | 4/11/2020 11:19 AM |
| 71 | Zoom in on certain areas, like near Sullivan Sq. | 4/11/2020 9:22 AM |
| 72 | put them before the question about which we prefer | 4/11/2020 7:57 AM |
| 73 | A satellite overlay, to show how underutilized the tracks are now, and the ability to see what is residential and what is MBTA. | 4/11/2020 7:27 AM |
| 74 | Directing to an introductory slideshow or video showing photos of the routes with familiar landmarks before starting the survey would be helpful. | 4/11/2020 7:11 AM |
| 75 | Add the trees | 4/11/2020 3:24 AM |
| 76 | "Cambridge Crossing" isn't a place people know about yet. It's barely there as of today, and will be A Thing once it's closer to completion. | 4/10/2020 5:52 PM |
| 77 | More detailed, use open street maps. | 4/10/2020 5:49 PM |
| 78 | Ability to zoom in or out | 4/10/2020 5:04 PM |
| 79 | B3 is difficult to understand, and I'm a planner! | 4/10/2020 4:45 PM |
| 80 | Perhaps a cross section or two to show how the path and road/rail are laid out. But I understand that might be difficult as each have a few different cross sections. | 4/10/2020 4:34 PM |
| 81 | Brighter colors and thicker lines. | 4/10/2020 3:07 PM |
| 82 | This is a well formulated survey instrument with well articulated maps/plans for anyone who is familiar with the neighborhood. | 4/10/2020 2:19 PM |
| 83 | The legends don't correspond to features on the maps. Either flag everything and have no legend, or put everything in the legend. | 4/10/2020 2:17 PM |
| 84 | More streetscape photos and some artist interpretation of what new path (especially ramps and bridges) might look like. | 4/10/2020 1:54 PM |
| 85 | It was difficult to interpret. Not sure if it was because I'm on a mobile platform or not, but maybe make it clickable to highlight the route more somehow | 4/10/2020 12:51 PM |
| 86 | No. Thank you. This survey was really well formatted and diagrammed. | 4/10/2020 12:43 PM |
| 87 | They seemed straight forward. Thanks | 4/10/2020 11:57 AM |
| 88 | More landmarks | 4/10/2020 11:20 AM |

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| 89 | Na | 4/10/2020 11:01 AM |
| 90 | Could the map show the street views to help understand it better or could a video simulation be made? | 4/10/2020 10:41 AM |
| 91 | I had more difficulty with the B maps as they did not extend or point to significant destinations - ie. the Mystic River bridges which go by different names - by proper or by route = Rt 28, Fellsway, Wellington, Malden, near Assembly Sq, Rt 99, Alford St, It would be helpful to have links or inset views to the larger area maps. I see - from a section ahead that you seem only to do FaceBook updates. Are these fully open to None-FB users? Including the ability to Comment? If not, a standard website portal should be listed/provided. Some of us do not do FB as it is exclusionary and abuses privacy. | 4/10/2020 10:17 AM |
| 92 | No | 4/10/2020 9:14 AM |
| 93 | more obvious directional arrows on B2 one-way sections. | 4/10/2020 9:13 AM |
| 94 | no | 4/10/2020 8:16 AM |
| 95 | No, good job all! | 4/10/2020 8:09 AM |
| 96 | Bigger and zoomable | 4/10/2020 12:46 AM |
| 97 | i hope this gets done soon! | 4/9/2020 10:26 PM |
| 98 | In addition to referring to the options by name, refer to them by the color on the maps! | 4/9/2020 4:14 PM |
| 99 | indicate propose bridges better. make a double dash line replacing the single dash line. | 4/9/2020 3:45 PM |
| 100 | Adequate signage -- such as "share path with Pedestrians" or something to that effect. I think the cycle track near north station is too confusing and has led to cyclists thinking they have right of way on teh sidewalk. | 4/9/2020 1:55 PM |
| 101 | Enlarge the font to highlight main elements. | 4/8/2020 5:10 PM |