

Num	Paper or Online	GlobalID	Creation Date	How often do you bike?	Do any of the streets shown with future bike lanes in either of the scenarios seem like poor choices because of hills, intersections, or for any other reason?	Are there other streets that should be considered for bike lanes beyond those highlighted in the Scenarios? If so, please help us identify them:	Please share more about your preferences and hopes for bike network improvements in Charlestown:
1	Online	51f3f878-d817-4f0a-8cee-a90adc41010	7/20/22	A few times a year		Bunker Hill, Main, and Medford st need full and protected bike lanes. i also see rutherford bikers and they need better protection	
2	Online	688a2205-10b0-4766-83a2-72d7ebe3add1	7/21/22	A few times a year	Baldwin & Auburn are already quite narrow. Scenario 1 also does not provide a true cross neighborhood connection as it would still stop at Main St and not connect through to the developing Hood Park area. Additionally, adding dedicated bike lanes to these streets would exacerbate parking issues in the area, especially during snow emergencies.		More protected bike lanes are needed throughout Charlestown. This is especially true along Rutherford Av and the entire Sullivan Sq area.
3	Online	67bc4a1f-a08e-4261-882f-0aa4cead17a9	7/21/22	Weekly	Baldwin in Option 1... lots of hills + dangerous blind intersection with Medford.	None	Bike lanes through residential cross-town streets are not super necessary. Car traffic is low, and parking already limited.
4	Online	945bfd7-c54e-49cc-8b70-38afa76dda81	7/22/22	Never	Mystic st. Is too narrow for a bike lane it already has next to no room to park and have cars pass still. Most people put they're mirrors in to prevent cars from knocking them off while parking as is. And if the plan would be to get rid of parking on one side that is a horrible idea. In a place where parking is already a huge issue parking is a more important issue here than a bike lane! But who cares if it makes the city appear to be on a "green" enough path to counterbalance all the overdevelopment they're doing?! But as someone who lives on Mystic st and already has a really hard time parking, I care. I think it's a poor choice logistically there is no room for what is proposed. I would think that would be obvious to anyone that knows the area. But then again there's no room for us to live as it is in this neighborhood, and they keep stacking condos on top of us. if this is going to be done at the price of losing a single parking space who is this really for? Surely not anyone here.	No	Put them where you can fit them without interfering with an already struggling infrastructure
5	Online	5edb9d05-5fd2-427c-84f9-3f908a762b11	7/22/22	Never			
6	Online	2f193d46-0439-47d7-8514-335c4af58797	7/22/22	Never	Auburn and Baldwin in Scenario 1 seem kind of steep for cross-neighborhood bike lanes. However, the entire neighborhood is a hill so I'm not sure what other alternatives that provides you.	As a non-biker I don't think that I have the proper experience to provide any useful input here.	My only concern is that they don't take over the streets entirely and create more traffic (and conflict) and potentially dangerous situations.
7	Online	2965dad5-578e-44c7-8a1d-f629cf61f9e5	7/22/22	Weekly			I prefer scenario 1 because it will create easy access from the Lost Village to the new and existing businesses in Charlestown. It will also improve my commute into the financial district.
8	Online	2439ed84-9276-4ffa-8075-585d207ad474	7/22/22	Never			Don't sacrifice parking for local businesses to bike lanes like Cambridge is doing!
9	Online	92fb92fc-cc7f-4e7e-8639-d731e136a7d6	7/23/22	Weekly	Having two cross-neighborhood lanes on Baldwin and Auburn St without any direct path to/from the rest of the bike lanes seems like an inefficient path which I wouldn't utilize as a biker. You would add minutes to your commute by having to go down Main St in one or the other direction, then cross over Rutherford to connect with the new lanes. There's no use in them. Also, if they're not supported through the Bunker Hill intersection, especially in that area, bikers like likely to get hurt trying to cross the street.	I don't think we should be promoting biking up/down the streets of Charlestown for tourists coming to site see. It is too dangerous with how steep and small many of them are, especially coupled with the density of the area and how many drivers and walkers there already are on the streets.	As an avid biker, I greatly appreciate the commitment to improving Charlestown's bike-ability. However, my concerns raised above make me unlikely to utilize a lot of these changes. I do like scenario 2's one thru-neighborhood bike lane. It makes sense for where it is in the town and how it can be accessed on both N/S and E/W directions.

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10	Online	cf02bcd0b-0b77-4854-8569-4f5d040c9cb5	7/23/22	Daily	Bike lanes make difficult sections easier. Hills are not a reason not to have bike lanes, bike lanes make difficult hills less dangerous and intimidating. Dangerous intersections, especially key connections that aren't easy to avoid need better protections precisely because of how dangerous they are.	Austin St, Bunker Hill st, The southern part of Rutherford ave, Chelsea st, High St, Park St, Lexington St, Adams St, 1st ave.	Keep the best of both maps, no need to make trade off between them build out the most complete network by combining the map, Keep the 2 connections to somerville and the inverted parallel lanes on Baldwin and Auburn from scenario 1 as well as the lanes on w school st, school st, and Mystic from scenario 2.
11	Online	1dd26f10-6448-451a-8adf-59462dc09926	7/23/22	A few times a year	No	No	The addition of the Main Street street lights makes sense to slow traffic down since this is a commercial area.
12	Online	5e2fcae1-d495-43c5-87c8-b9fac8edfed7	7/25/22	A few times a year			
13	Online	1a9d0c90-e4d3-41ba-8364-29194c7e28e8	7/25/22	Daily	No, these all seem great.	There is a missed crucial connection - the choice to only put one direction of bike lane on the Gilmore Bridge is a huge mistake. That is a rare connection over the train tracks and *needs* fully protected bike lanes in both directions.  Bunker Hill Street should at least have bike lanes in the uphill directions, similar to Winter Hill on Broadway in Somerville. People bike up hills if it's safe!	Charlestown has the potential to have incredible bike connectivity, but only if the city also works to quiet other neighborhood streets, install modal filters and diverters, and truly commit to bike/ped/transit priority across the neighborhood. Again, the Gilmore Bridge needs to have bidirectional protected bike lanes.
14	Online	702e267b-f1f9-44da-8eef-0b9eb2260c1a	7/27/22	Never			
15	Online	a3ecfe56-4272-4ea7-8ed5-bef741e96f41	7/27/22	Never	Auburn Street doesn't seem like a good spot for a bike lane, would be easier to bike up baldwin or bunker hill. Also, if any of the proposed bike lanes in scenario 2 take away residential parking, it definitely won't work. Also, would there be a plan to replace the stairs on Saint Martin St?		
16	Online	36b1b8b1-f957-4aa9-8b09-06da37836683	7/27/22	Never	Yes.	No.	I love the open spaces idea and everything about scenario 2, I have no hopes for more bike lines as they (the bikers) do not follow with traffic rules anyways.
17	Online	6a96cb94-7eda-4e97-8dd4-be2ff1f3d9f7	7/27/22	A few times a year	Scenario 1 with bike lanes on side streets is ridiculous. The bike lanes should be for travel and shifted to Rutherford Ave. They should be 1 directional & the city should hire or have someone who patrols the bikers. They ride on sidewalks, cut in front of pedestrians and do not adhere to the rules of the road. It's a huge problem for a seasonal accessory that less than 1% of the population utilizes.	Medford street, Rutherford ave and Chelsea Street	Required registration and insurance for bike owners and riders. Preferably license plates to identify reckless riders.
18	Online	69d83bb8-9cfc-4c7c-81ae-01cc8f2ddb0	7/27/22	A few times a year			I believe we need more green open space and green space vs bike lanes
19	Online	69ad9e67-997d-4c7a-822d-cf0bd43f6810	7/27/22	Never		No	They are seasonal and Take up too much space

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20	Online	2ca3fd4d-0ec0-47ac-8a21-e33b3c113bd1	7/28/22	Daily	<p>As a daily biker in Charlestown, the biggest consideration from my end is where bike lanes are placed in proximity to street parking. More than 20% of bicycle accidents in Boston result from dooring, and with the traffic speed being generally slow in Charlestown, but with lots of street parking, dooring is generally my biggest safety concern in the neighborhood. My dream would be designated bike space that does not run along parked cars.</p> <p>I'd also like to say I find it shocking to see the time and energy going into the planning of the bike infrastructure in Charlestown, and meanwhile the North Washington Street Bridge, on the edge of our neighborhood, is a death trap for cyclists. How about designating half of the temporary walking bridge for cyclists, and making it clearly marked along the path? And some clear signposting for access ways for bikers to cross the bridge? Seems pretty easy to do, especially considering construction on the new bridge has now stalled (stopped).</p>	There should be bike access that connects Maine St/ Warren St to all three crossing points along Chelsea St to the Navy Yard, especially at the crossing along the Freedom trail.	Imagine a world where it was safe to do a bike tour along the freedom trail, because the entire trail had bike lane access through Charlestown?
21	Online	ddd0329c-0b3c-41cd-82cf-828897c5e01c	7/28/22	Never			
22	Online	3801f627-33f7-47b9-8cd6-8e0effcd0981	7/29/22	Never	Yes Mystic, School West School Streets, horrid choice.	No.	If you must Scenario One better then Scenario Two
23	Online	e5ace204-1465-4d3b-8fe6-61c00d73726c	7/29/22	Never		Another cross-neighborhood path to consider from Medford Street on one of new streets through BHA, across Bunker Hill Street, up and around Monument Square, down and around Training Field to Park Street to Warren Street onto Chelsea Street.	
24	Online	181ec99a-7c06-4d6b-87af-13a737e919f8	8/1/22	Never	Auburn St would have one way going up a very steep hill, This is also a very small residential street, don't see how a bike lane is possible or makes sense. And St Martin is also steep if you extend it down the hill.		Bike lanes are a great idea in theory, but are making traffic really bad in areas of Boston where you lose lanes. It needs to be a balance.
25	Online	13834677-dcf2-4446-84bc-d297d489e919	8/1/22	Never	Yes - too many hills.	What about down sullivan street? much less steep	
26	Online	99666e87-3902-4480-82fa-1ac9a55d168e	8/1/22	A few times a year			Separated bike lanes are so much safer -- someone was just recently killed biking in a bike lane on Mass Ave and Huntington, so while some painted lines are definitely helpful I don't think they are really enough to make it safe. I used to live in Montreal, which has amazing separated bike lanes across downtown...
27	Online	a6ae70a4-b33e-4eca-8464-bea3c35e8a68	8/1/22	Daily	no! love this!!!		
28	Online	9ea5277f-667d-4b14-8109-9353bfb58d11	8/1/22	Daily	There should be a bike lane on Rutherford ave from Austin street to the Washington street bridge.	There should be a bike lane on Rutherford ave from Austin street to the Washington street bridge.	This plan looks good. My hope is for some progress soon. we've waiting too long already.

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29	Online	e18ad196-2cbf4139-840e-2af21cc1aacc	8/1/22	Monthly	No.	Medford Street should have bike lanes from beginning to end and in both directions. Many bike commuters use this street today, but are forced to ride unsafely or on pedestrian sidewalks.	Medford St. should have bike lanes in both directions for the entirety of the street. Main St. should have the same. Both of these streets should be made more bike-friendly vs. vehicle-friendly. Too much speeding due to commuter through-traffic / Navy Yard workers and not enough crosswalks. Vehicles should favor Rutherford Ave to Chelsea St access to Navy Yard vs. cutting through Charlestown. Today this is not the case because Medford St. is an unchecked speedway, same for Bunker Hill St, but less so due to the hill and existing crosswalks.
30	Online	0e9f52dd-9f02-45c6-8e35-c7ff2a1d23b6	8/1/22	Monthly	Auburn Street is extremely steep and people walk their bikes up the street. Saint Martin Street is only accessible via a stairwell and is not a through pathway for a bike.	The Medford/Main/Bunker Hill Street intersection needs to be reviewed. Very dangerous and needs better signage, enforcement and control of traffic flow for both pedestrian and bike traffic.	
31	Online	3938f7aa-3295-49a4-8274-5172441f9760	8/2/22	Weekly	School St. is an extremely steep street. I'm not sure that you would see much use here.	It seems odd that Bunker Hill St and Main St are not in consideration. Those are both major pathways for schools in Charlestown, and tons of people live on those streets or off those streets.	Considerations to where people work and attend school, and focusing on improving those areas for biking.
32	Online	0c61645b-6659-4ee0-88bb-2b85c11d001f	8/2/22	Never	Auburn Street and Baldwin Street		
33	Online	5634d6f4-8127-4678-8b94-ec1988e5d9a4	8/2/22	Daily	I think the two lane bike lane for scenario 2 would be a tough one. School Street is a really steep hill, so not sure how much use it would get. Having the cross connections closer to Sullivan square would mean less of a hill		I really like the multiple connections to Somerville presented in scenario 1.
34	Online	4695e516-f445-4150-8153-5ec79566df60	8/2/22	Never	The School St - Mystic St bike lane seems like a poor choice due to the hills, the school traffic, and the lack of traffic heading that way. I think the bike lanes on the lower end of the hill and the main roads should be prioritized.	Austin St. between Rutherford & Main.	Adding bike lanes is great, especially as we increase the population in this part of town. However I do not think we can afford to sacrifice parking for current residents by removing lanes of parking on the densely populated side streets in order to create bike lanes. Bike lanes should be added closer to the new development so new residents are encouraged to use bikes. But people who are already settled will not likely be selling their cars to accommodate new bike lanes - even if they do end up using their cars less and using bike lanes more.
35	Online	9acc8e5-de5b-42e3-88af-1a58f834e69d	8/3/22	A few times a year			
36	Online	5dfb7bd2-7c8e-4aa7-886a-8712dc258411	8/3/22	Never	I don't imagine there is enough room, nor need, for a bike lane from mystic street to west school street. I have not once seen anyone ride a bike on those streets.		Bike lanes should not take away resident or business parking. Cambridge is destroying small businesses with the idiotic and impractical way they implemented bike lanes.
37	Online	4f40336d-73b0-4c83-8c74-0781e917e2cd	8/3/22	Monthly	The Baldwin and Auburn connections only result in lost parking to the abutters; the connection through Main St to Medford St is not an inconvenient ride. Also, the St Martin St connection is totally unrealistic - there is a staircase with limited to property to create a path down to Medford St.  Adding a bike lane to Rutherford Ave (if not separated by a curb from the travel lane) will be very unsafe.		The connection from (or OVER) Rutherford Ave connecting the larger neighborhood should be considered. There is no real safe connection to the Hood area today, thus not part of the neighborhood feeling. If more amenities are created in that area, it will still feel disconnected without improved connections. Along with other Street improvements in Sullivan Square, the existing Main St/Medford St intersection could be more organized to ensure a far safer area for bike connections.

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38	Online	af1999b8-7f93-4fc4-85dc-a0aa7e844709	8/4/22	Weekly			I like the connections to Somerville, but I think two-way bike traffic is where its at
39	Online	633093eb-af13-4c7e-8bf7-5bacc6fb6de2	8/4/22	Weekly			I like what you're proposing. I think we need to do more for people walking and biking as we think about transportation and mobility access.
40	Online	f8c11ebd-1fde-4e58-81f6-b8ed48d51d8d	8/5/22	Never	No	No	The streets are already tight and hard to have both cars and bikes. I like more bike lanes because bikers will be in the road less but worry that it will cause less room for cars (the streets are already super tight). I'm a fan of the connections both bike and pedestrian to somerville
41	Online	e89f0fff-1e2c-462d-83f6-520a57515775	8/5/22	Weekly	Baldwin & Auburn are both terrible choices for bike lanes due to very steep hills. In addition, these roads are almost never used by cyclists today. There is limited need to connect Main st to Bunker Hill to Medford.	none	Roads that run the length of the town should have protected bike lanes, as they are used in commuting into city, navy yard, etc. Bike lanes, wider sidewalks, etc should ABSOLUTELY NOT be added to otherwise narrow, residential streets to preserve the historical character of the neighborhood, resident access to parking, etc.
42	Online	fc5c4e9f-4561-4e01-8863-bfcb31a90276	8/7/22	A few times a year		Chelsea Street	I like the cross Charlestown bike lane idea. Generally, I support more open space over more bike lanes, although given that both support environmental preservation, it is a sad choice to make.
43	Online	5cb049dc-30de-4549-856b-7bb297bb7624	8/8/22	Weekly			
44	Online	76cc8cf4-6705-4f01-80e5-67cd3f64d6a	8/8/22	Daily	It makes no sense to use Baldwin for bike lane—it is too steep and too narrow. Please do not add a bike lane and eliminate parking on one side of street. I believe the steepness is a problem for Auburn Street as well. Frankly, it would be easier to bike to end of Main Street and turn on Bunker Hill. Very few cross streets over Bunker Hill. Better to use Main, Medford and Bunker Hill.		Bike lanes on linear streets are most important. Bunker Hill and Medford should have them. They bicyclist can share travel lane with relatively light traffic on cross streets.
45	Online	5df98243-42e7-473a-853c-92d494faa946	8/10/22	A few times a year	It seems to me that these are all good, viable choices, and would be a net benefit to the transportation infrastructure around charlestown.	n/a	I believe scenario 1 to be the superior option here. Moving forward, having more protected bike lanes will encourage movement / commuting via that method. This will have so many positive results, and should be a focus. Scenario 2 is still good, any added bike lanes are a benefit and win, however at the end of the day Scenario 1 represents more of a transformation and nod to the future, rather than a change, address problems of the past.
46	Online	2ee22c53-b100-41b5-8e5c-a163b018fc5e	8/11/22	A few times a year	The only thing I get worried about is hills - on a bike this can be kind of tough	Austin Street	
47	Online	101db8eb-527d-4318-826a-75c02fab03bf	8/11/22	Daily			Really glad to see the inclusion of the proposed shared use path heading SW into Inner Belt (Somerville). Overall, I prefer Scenario 1 (Jobs and connections), mostly due to the alignment of the proposed bike connection under I-93 and also Beacham Street -- there's going to be alot of biking in Sullivan once the ped/bike bridge is built.
48	Online	5ef6aec9-46b2-4416-8c3d-3f7a953dc511	8/12/22	Weekly		Crossing Alford Street needs more than just a lane.	Connecting Ryan playground to the new Assembly bike path would be huge. Right now, dealing with the Schrafft's rotary is awful.

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49	Online	39174b96-9c5a-42ed-8e12-83d84cdad4c7	8/12/22	A few times a year	I am against any new bike paths given our limited space on the roads. We should not sacrifice road space for bikes.	I am against any new bike paths given our limited space on the roads. We should not sacrifice road space for bikes.	I am against any new bike paths given our limited space on the roads. We should not sacrifice road space for bikes.
50	Online	8208aad6-9351-41b7-8c0d-709ab582d6f5	8/14/22	Daily	No	1st Avenue in the Navy Yard. A protected lane with landscaping.	I like the sound of this: "Scenario 1 proposes more protected bike lanes to be paired with more green streets." While I am 100% for more open green spaces, if I have to choose I would go for more green streets so that a broader swath of the population can enjoy them. I.e. not just the abutters or people with time to sit in a park. All of us have to travel, whether by foot, bus, scooter, cycle, or car and more green streets sound like a 10% improvement to daily existence in Charlestown.
51	Online	36749e00-9ece-4b57-80e0-9d70803d841c	8/15/22	Weekly	School street seems to be too narrow for a bike lane., plus having more bikes down the hill could be dangerous.		
52	Online	44f5d373-4588-4a15-8886-23f3a3d7643d	8/16/22	Never	too many, we will never be a city of bike dependent riders. particularly the senior community		
53	Online	2a11488a-06d0-4d6d-8145-caf9d79e896e	8/17/22	Weekly			The biggest issue is getting to Charlestown from other neighborhoods. It's so isolated by huge roadways (I-93, the circle at Sullivan, Gilmore Bridge). The new connections under I-93 would do so much!
54	Online	092c7f31-a1ac-4f14-8541-e74e2878c4ce	8/19/22	Never	The bike path proposed for Medford Street does not show a connection to either Chelsea Street or through the Navy Yard. If a connection to the Navy Yard were made, then a bike path through Paul Revere Park would be available to the Science Museum & O'Brien Highway. Perhaps connections to Somerville in either Scenario 1 or 2 may also accomplish this [if so, then bikes should be forbidden to cross the Gilmore Bridge so that pedestrians can use the limited space safely].	The most dangerous bike path is across the Gilmore Bridge, which is brutal for both bikes & pedestrians. BPDA & BDT need to find a solution.	Bike storage locker pods that can be locked and accessed with a smart card [see company named "Oonee" of New York City]
55	Online	97204d4a-7950-4938-8525-08b6c1de881b	8/21/22	Weekly	hard for me to analyze by map. important to let bikers know easiest way to get to sullivan square w/o hill.		i prefer green leafy streets with bike lanes over open fields, unless there's a clear plan for what people will use the fields for.
56	Online	d5021f78-887c-4cdf-8d3e-a86030a761ab	8/22/22	Weekly	Baldwin and Alburn are really steep hills to have a bike lane on - I lived on and biked on Baldwin and I don't think anyone would take that route other than because they live there. Casual cyclists probably can't even get up that hill on a heavy Blue Bike. I like the Austin St in scenario 1, but the connection through Rutherford on W School in Scenario 2 seems silly - why not stick to upgrading the larger roads only?	I'm very concerned about any bike lanes that would narrow streets, eliminate parking, or move parking away from the sidewalk. Charlestown streets are already very challenging places to take children in and out of cars. I don't want to be worrying about being stuck between bike traffic and road traffic while doing so. We are a biking household and I fully support improving bike networks but not every street needs to be physically modified to make this happen - it's a cultural issue not just a physical issue. I also want to note that people charge their EV cars with extension cords from their homes and across sidewalks. That is a serious hazard across a bike lane.	In general Scenario 1 seems to have WAY too many bike lanes, and I say that as someone who bikes frequently, and whose husband bikes to work every single day. Medford St and Austin St badly need bike lanes, ad the connections to Somerville are great (and might spare me from worrying about my husband in Sullivan Sq on a bike every day!!), but adding bike lanes to any other small streets does not make sense to me.
57	Online	cd805b91-7b03-4dfc-8d9e-f096b54e4067	8/22/22	Daily	Auburn/St Martin and Baldwin St are far too steep to bike on. St Martin doesnt even connect Bunker Hill and Medford St due to it being too steep.	Hood Park Dr already has existing bike lanes. maps should show this correctly	protected bike lanes needed along redesigned Rutherford Ave for bikers passing through Charlestown
58	Online	f27b1781-2a0c-41ef-8265-8974590f3222	8/23/22	Never	no	no	

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59	Online	0a5bba7a-ccb9-42a4-8952-92df8cf479d2	8/23/22	Never	School Street is very steep once you cross over Main going towards High Street. It would be hard to ride a bike up that street in my opinion.	Austin St? Lots of people walk this street and cross Rutherford into Cambridge.	<p>One way bike lanes would be very hard to enforce. As it is many people ride bikes on the sidewalk down Main St going towards City Park even though there is a bike lane there.</p> <p>People ride bikes around the traffic circle and this is super dangerous so I'm glad the traffic circle is going to be replaced.</p> <p>I appreciate the bike lanes including a pedestrian component - for example walking on Rutherford is not a nice experience so having a better lane to bike / walk would be nice.</p>
60	Online	a1457d51-23ad-4846-89c0-093fad458174	8/24/22	Weekly	Yes, Baldwin Street is a hill and one way with limited parking, especially during street cleaning and plowing. Bike lanes should be limited to major, wider, two-way roads in Charlestown. Please do not put bike lanes on the one-way side roads	No	Please consider the already limited parking for residents, which is reduced during snow plowing and street cleaning. Charlestown is one square mile, thus major two-way roads are sufficient. Side streets are overkill.
61	Online	26ee071c-10cd-4b55-8f43-3092928307fa	8/24/22	A few times a year	IDK	Hood Park Drive and Spice Street- especially with all the development planned in the area.	We need more protected bicycle lanes- I usually walk in Charlestown and I'm constantly in conflict with cyclist using the sidewalk because they feel unsafe in the roads.
62	Online	74642357-0ccf-43d6-8555-35a4f652e299	8/25/22	Never			
63	Online	0c8b809d-4d6d-4bda-8db2-92d193425d92	8/25/22	Weekly	no as long as the lane actually protected and not just paint in the road like on main street	I think it is more efficient and would service more people to have a bike lane on bunker hill street, rather than just Medford - especially for commuting and existing businesses. Also not seeing a protected lane connecting across (north - south) from Medford to Main. Most of us bike in those areas.	Please install the raised curb protected lanes and not just the poles that cars plow through. Also the lanes build in Cambridge and on Comm Ave where the lane is to the right of parked cars and to the left of the sidewalk leaving clearance between car doors and bikers are really the only protected lanes. Having been injured by a car door while biking in the city, it is a severe problem that can be solved.
64	Online	37567a0e-d415-48c5-87a5-40e9f758ed69	8/26/22	Never			Enough with the bikes. My wife is in her 50s with major back surgery. She flat out can't ride a bike. Older people can't ride bikes like younger folks. All the bike lanes only appeal to specific segments - if these segments are catered to then over time this is what the entire community will consist of.
65	Online	1480fc58-728c-49c4-8168-dec7915a09c7	8/28/22	A few times a year	I don't think any future proposed bike lanes seem like poor choices, but I think it's a terrible idea to continue having unprotected bike lanes on Main St. This street has too many blind intersections and the unprotected bike lanes make it scary even for drivers.	What is the reason the Rutherford Ave bike lane cannot be extended all the way to the pedestrian bridge? If there was a safe, protected bike lane on this road, it would alleviate some of the bike traffic on Main St, which can be harrowing for borne bikers and drivers.	Please stop forcing unprotected bike lanes into already narrow streets with heavy traffic. I realize Boston wants to be bike-friendly, but on the contrary, this has been a recipe for disaster and has been an extremely frustrating experience for both bikers and drivers. Realistically, vehicle traffic will always exist in Boston and bikers should be diverted away from traffic, whether onto peripheral streets or wider main roads, or into actual protected bike lanes.
66	Online	ab7071f9-26ca-4fd1-8999-76dd88ac4e24	8/29/22	Weekly	School St and Auburn St are poor choices due to how steep the hills are.		I really like the idea of new greenway bike path/s
67	Online	17cf3715-a5a8-445b-8646-df5b3ba17deb	8/30/22	A few times a year			Bike lanes should not eliminate parking.
68	Online	fb39ea7-5b5f-4618-88dc-c65a0bd2b219	8/31/22	Never	no		I love the idea of more designated bike lanes. It would make it easier for us to bike with kids.

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69	Online	c8ef95cd-dd69-48ea-80f8-a25a57447e7e	9/2/22	Daily			
70	Online	5c8235a5-3904-4392-8916-80fc374d14cf	9/2/22	Never	You would have to have a death wish for bike in Boston. It is very dangerous and the weather makes it impossible for half of the year. Please focus on improving traffic and building housing. So few ppl can live in the city, who can bike in from the suburbs? Fix the transit system.	No more bike lanes.	
71	Online	1c671e67-c9e4-42da-89be-4758b561540a	9/2/22	Weekly	No	More protected bike lanes in general, especially around City Square, Sullivan Square, at Bunker Hill and Main Street.	As above, more protected bike lanes. Also, helmets available along with the blue bikes
72	Online	da6e2cb7-3d28-425e-8c16-471e0ed023a2	9/3/22	Monthly			
73	Online	b72df107-7261-480e-8561-119a2fb68061	9/3/22	Monthly			
74	Online	e489d884-c3ed-4dba-8e4f-e350405c931c	9/6/22	Daily	I don't see any "intersection improvements" marked for the main/bunker hill/medford intersection other than the traffic light mentioned earlier. That's a fairly busy intersection, with a lot of left-turning bikes following main street towards Sullivan. If there is a way we can get a protected left turn phasing on that intersection that would be awesome.		On the edge of the map area so probably out of scope, but bike infra crossing chelsea st on warren to connect to constitution marina would be nice.
75	Online	a236564c-682c-4e34-8882-2b05e03fd581	9/6/22	Never			
76	Online	b0051393-2a1a-46a2-8f3c-0dea6b12e45c	9/7/22	Daily	Scenario #1. Amusing error: St Martin St cannot be traversed by bicycle. Scenario #1. Unnecessary: No need for a bike lane on calm streets like Baldwin. According to page 111 of "Complete Streets", "Neighborways are shared roadways where separate bicycle facilities are not necessary." Scenario #2. Beware: School St is a one-way street.	Focus on the level streets: Main and Medford. Plus the two new streets: the calmed Rutherford and the BHIP Park Drive.	Like: Bike lanes along Medford St. Like: Separated bike lanes along Bunker Hill Industrial Park Drive. Like: Bike connections to Somerville. But I don't know which scenario is best for Somerville commuters. Like: Scenario #2 looks like sufficient number of bike paths overall. From Mickelson
77	Online	a5e14053-534e-4b62-8e8a-5530d987bfc8	9/7/22	Daily	All the intersections near Sullivan Square must be improved significantly, the underpass should be completely removed in order to create a better biking situation.	Austin Street should have bike lanes that connect over the Gilmore Bridge.	
78	Paper			Never	Saint Martin has a staircase down to Medford Street. Short street could be used instead from Medford to Bunker Hill Street IF Baldwin is too steep going uphill.	Chelsea St	Bike storage in new construction (where privately owned bikes may be stored with iPhone access)
79	Paper		8/27/22	Never	I don't like bikers		
80	Paper			Weekly			
81	Online	9808c8af-42ac-4614-8b4c-2ba38cf8078a	9/8/22	A few times a year	If memory serves, Baldwin and Auburn Streets are fairly steep. However, Bunker Hill is a fact of life, for pedestrians and cyclists alike, so I think the extra connectivity of having paths on these streets more than makes up for their hilliness.	Chelsea Street desperately needs a bike path. I'm very surprised that a proposed path there hasn't been included in either scenario. Because of the vehicle speed on that road, it would have to be separated from traffic, but I think it would be very popular.	Scenario 1 is much better than Scenario 2. Scenario 2 lacks sufficient connectivity, which is one of the keys to encouraging people to use their bikes rather than drive. Charlestown has a younger, very active demographic, and it would be an unfortunate lost opportunity not to design its future transportation options with that in mind.



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82	Online	61dd7d0f-a109-4c26-87cf-fa2e5ffd0452	9/11/22	Weekly	A protected bike lane on Rutherford Ave would be amazing. Right now that road is treated like an alternative to the parallel highway (I93) and cars drive down it way too fast trying to cut-through on their commute from the northern suburbs to Kendall Square. I love that Scenario 1 has bike lanes in both directions - this makes a lot of sense to me given the intended developments (and current developments) in Hood Park.	Austin Street is certainly wide enough to handle protected bike lanes. The road is significantly wider than it needs to be to accommodate vehicles - and there are no bike lanes for this major "entryway" road (that also happens to have Blue Bike Stations at either end - Community College and the corner of Austin and Main).	I am really glad you are considering bike lanes for Charlestown. My only main point of feedback is the one above around Austin Street. I'm also really curious what the deal is with the Gilmore Bridge. Is that Boston's jurisdiction or Cambridge? Why are there NO bike lanes on that bridge? Especially with Cambridge Crossing and the Paul Revere Park offices, and the new protected bike lanes on the Science bridge, I'm really surprised nobody is talking about how incredibly unsafe the Gilmore is for cyclists and pedestrians alike.
83	Online	3d088110-ad9d-4435-887f-f7b1775c1125	9/13/22	Monthly	Baldwin and Satin Martin streets are very hilly, it would be faster to loop around main street / medford street		Finish the bike bridge into North End, it will make biking downtown much better.
84	Online	ded28789-38ab-421b-8db2-ed37090d5a98	9/14/22	A few times a year			
85	Online	8ac33ac7-776f-45c2-85db-59d0edd63f1e	9/14/22	Daily	Baldwin and Albion are one big hill.	ALL of Medford Street, including the section leading into the intersection with Main and Bunker Hill St.	The bike lanes on Main St are a joke, they need significant improvement. If you make biking a safe option, especially for families, you will greatly reduce the vehicle traffic in the neighborhood.
86	Online	71c68356-7552-4384-88cb-e8b5279b37ff	9/14/22	A few times a year			
87	Online	5546b90d-a07b-492b-82bb-ed8fb930ff7b	9/14/22	A few times a year			
88	Online	a543e8f1-cf6a-4125-8aef-1581526f8ad9	9/14/22	Never			no more bike lanes
89	Online	111d8ae8-e697-437a-8124-de8d93d88b88	9/14/22	A few times a year		The bike lanes should be kept as far from the smaller streets as possible. bikers frequently disregard road rules and have almost hit me and my children more times than I care to think about. If we are adding more bike lanes then there needs to be enforcement of bikers using them and using them properly.	Please focus on more large green space and fields for Charlestown. Our children need places to play and we need larger parks as a community.
90	Online	e5f755a0-dcf8-444f-8947-03205d517a51	9/14/22	Monthly	All of them, they need poles between cars and bike riders like the Longfellow Bridge. The end of main street ( Thompson Square ) is impossible to ride. Sulloivan Square is dangerous, and Medford Street s not utilized.	Medford and the new Bridge on Rutherford Street should have a bike lane.	Make them less dangerous. Complete the bke/ walk lanes behind Schraffts to the Navy Yard.
91	Online	67321a5e-4a3c-4785-8dab-5a815a22c2fb	9/15/22	Weekly	I do not see ever wanting to ride up Auburn St. hill to Bunker Hill St. since Auburn St. is very steep.		
92	Online	26a50fe0-9bf0-4fac-8a98-7988f57e7b4d	9/15/22	Daily			NO MORE BIKE LANES!
93	Online	fa2f90dc-013e-4e0a-8ccc-d7efc60cc997	9/15/22	A few times a year	Baldwin, St Martin both seem like poor choices because of hills		I prefer open spaces and fewer bike lanes
94	Online	84649b94-5b43-47a1-8d66-bd443914723e	9/15/22	A few times a year	don't know		I like scenario 2. Charlestown needs more fields, parks
95	Online	83173666-fa28-4182-8aa3-89ba02276ee6	9/15/22	Weekly	Auburn street is a poor choice with the high clone and how narrow it is	Stick to main roads that are wider	

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96	Online	d062de6d-9a64-4d4f-8d3e-380a6a4e3613	9/15/22	Weekly	School street is pretty steep between Main and High. Could lead to trouble at the Main St intersection.	A bike path around the training field linking Warren with Monument Sq/Tremont would provide another link from the Main St area to Medford St and the proposed bike paths near the high school, community center, etc.	A network that 1) makes it easier for kids to get to and from home and school/sports and 2) that makes it easier to leave/enter Charlestown and link with Cambridge, Somerville and Boston bike routes.
97	Online	a3c5bf79-5bde-4235-8c18-7fa842fc186a	9/15/22	Never	Seems fine	Chelsea Street needs to be de-highwayed.	
98	Online	7e6e7aef-5d07-4bd6-83a0-440170b9fa1c	9/15/22	Daily	School st, Mystic st, Austin st and Baldwin st seem overly narrow and hilly. Cross-neighborhood bike paths seem unnecessary, especially if they reduce street parking, since cross streets are typically narrow and traffic is slow enough for bikes to use the whole lane without impacting vehicle traffic. Adding bike lanes would actually be more dangerous on some of these streets since it would encourage cars to pass cyclists on narrow streets. These are all also streets where parking should not be eliminated.	Some connection is needed from Warren St to High St. Right now, the best options are Monument Ave (hilly) and and Park st (against traffic, but wide enough, except when facing a 93 bus). A 2-way protected lane from Park/Warren up Common and/or Winthrop st to the Monument would be helpful and the road is wide enough to accommodate. High st itself would be another good candidate for 2-way paths. It is wide enough, not a critical parking street, and a street where narrowing would slow traffic in a helpful way. It is also a better route into/out of the center of the neighborhood than the hilly cross streets from Warren or Main sts. Signage would need to be improved around the Monument to prevent pedestrian accidents.	Charlestown is mostly a passthrough for bike commuting between Boston and Somerville, Everett, Cambridge, etc. This plan seems to recognize that and focus on safe and reliable routes around the periphery, but better consideration should be made for residents of the neighborhood. Also, steps should be taken to prevent blockage of bike paths by illegally parked vehicles, trash bins and other hazards. These can be extremely dangerous for cyclists. The most effective way to prevent this is the plastic barriers like the ones on State st in Boston.
99	Online	3e730f3f-e1a2-4807-8eff-f022309c343f	9/15/22	Daily	Baldwin & Auburn cross streets are a bit of a hill, but I think would still be an important way to avoid many cyclists having navigate the intense Main/Bunker Hill / Medford St intersection, so I would keep them.  The other challenge is School St between Main and High. It is one of, if not THE, steepest street in Charlestown. And quite narrow. However, that really feels like the right area to be able to bisect Charlestown by bike. So, I'd keep it, since it is just that 1 city block. And definitely easy coming down from High St! It might not make sense, but the alternative could be Salem St from Main, to High St to School St, which breaks the rise of School St by 50%.	1st Avenue could benefit from a more clearly marked, or even delineated, bike lane.	I favor Scenario 1, but ALSO including the Scenario 2 option to bisect Charlestown at School St.  I wonder if Scenario 1's bidirectional bike lanes on BOTH sides of Rutherford made sense. But, I imagine it might be very nice to not require people on the Rutherford Corridor side to need to cross Rutherford Ave to the bike lane if they plan to stay within the Rutherford Corridor. So, I liked that option, if it fit, but that would be one of the first things I would consider cutting from Scenario 1.  The statement "Scenario 2 offers more large fields and open green spaces, at the expense of some bike lanes" doesn't seem intuitive to me. I don't see how the addition of the 20% more bike lanes under Scenario #1 compromises any significant amount of open green space, since it is just along or on roads.  To whatever degree you have sway, more Blue Bike docks / stations would be a huge help. They are very often capacity constrained.
100	Online	5aa3da8d-a9ef-46a4-8272-54023192cad4	9/15/22	Daily	Not that I can tell. do it! build more bike lanes!		I think we have in mind lots of kids biking to The Eliot School 6 months out of the year (Sept-Nov, April-June). There needs to be enough space for a thoroughfare of kids traveling from Charlestown to the North End and back twice a day!

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101	Online	eb76389a-634d-4adf-80aa-687181af9ea4	9/15/22	Daily	I think these suggestions look great. Go for it!	not that i can tell.	I think we should be thinking about kids biking to school. I wonder how many kids walk today and what it would look like if 30% started biking. How wide would the bike lanes need to be for that to work?
102	Online	36296e5a-0157-4f15-8ac7-463b0b454a44	9/15/22	Daily	Up Auburn Street would be very difficult. I go up it occasionally and it is a bear. I'm not sure there is an easy alternative beyond going to the Main St/Medford street intersection	Russell Street is currently used as a active bike route. It is a one way street but many people ride there bikes the wrong way because it is relatively flat and is a good access point. I've seen some one way streets that have a bike lane in the opposite direction. I'm not sure Russell is wide enough to do that but I would put that into consideration.	I really like the connections to Somerville. Internally in Ctown the school street option also looks good.
103	Online	2486e7e6-c790-4b93-8575-558c74214b2d	9/15/22	Weekly	Auburn doesnt make any sense		A good bike path on Rutherford would be great. Sullivan Square is a death trap for bikes
104	Online	e9ef179f-9bed-447d-806d-9264c4cdc63e	9/20/22	Weekly			
105	Online	79dc0d3a-2398-43db-8a07-b58b1083f7f7	9/20/22	A few times a year	No	Neutral	We don't need two more bike lanes. One will suffice. Charlestown is already close to many areas. One additional bike lane will be plenty for those that bike now and the few that may start biking more.
106	Online	ae9ea726-2afe-46c9-8133-c78a1b24db1e	9/21/22	Weekly			The most important bike infrastructure improvement in Charlestown would be at Sullivan Square. While leaving Charlestown is doable, returning from Assembly Row is a mess and dangerous. It is not safe for bikes.  It would also be nice to activate the old railroad line that goes along Medford Street and turn it into a greenway/bike path. It would be good to continue that path past the Route 99 bridge with an under-bridge path akin to what they have under bridges along the Mystic in Somerville heading towards Medford.
107	Paper		9/15/22	A few times a year			Bike paths need to be safe -- for bikers, pedestrians and drivers alike. They should be continuous, not stop and start