

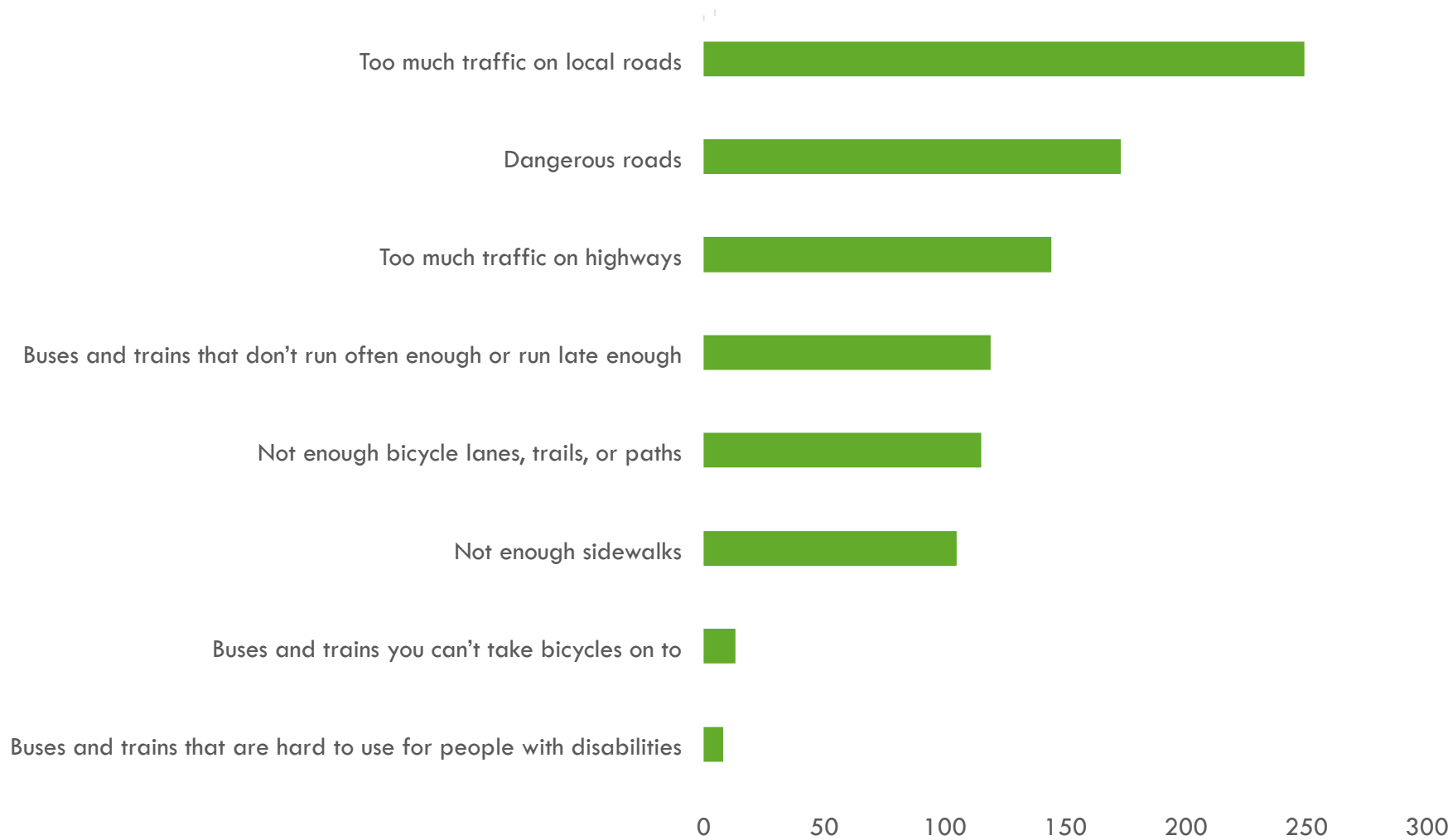
Lower Mystic Survey Responses

December 2, 2016

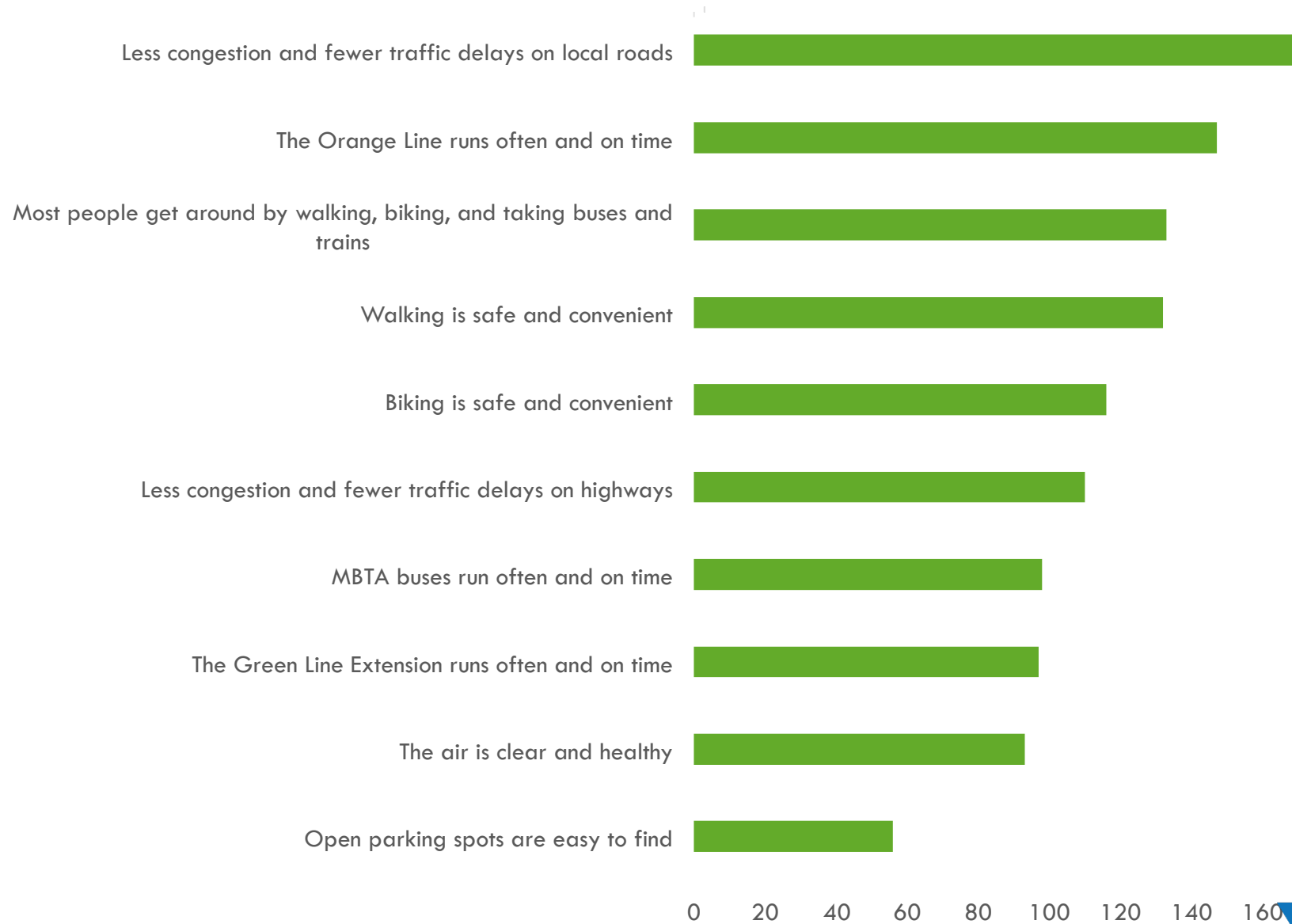


LOWER MYSTIC REGIONAL WORKING GROUP

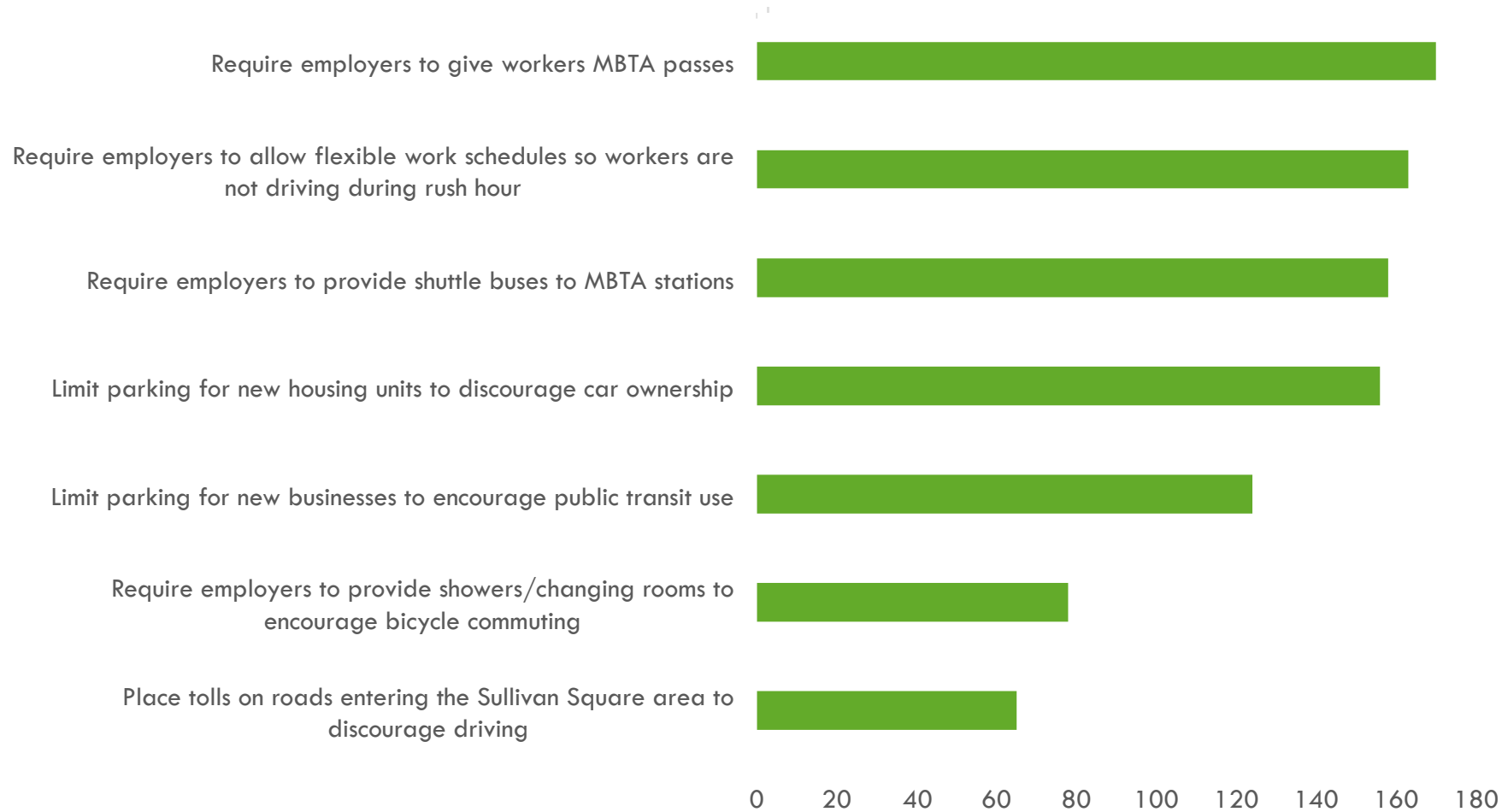
What makes it hard to get around the Sullivan Square area today? Choose top three:



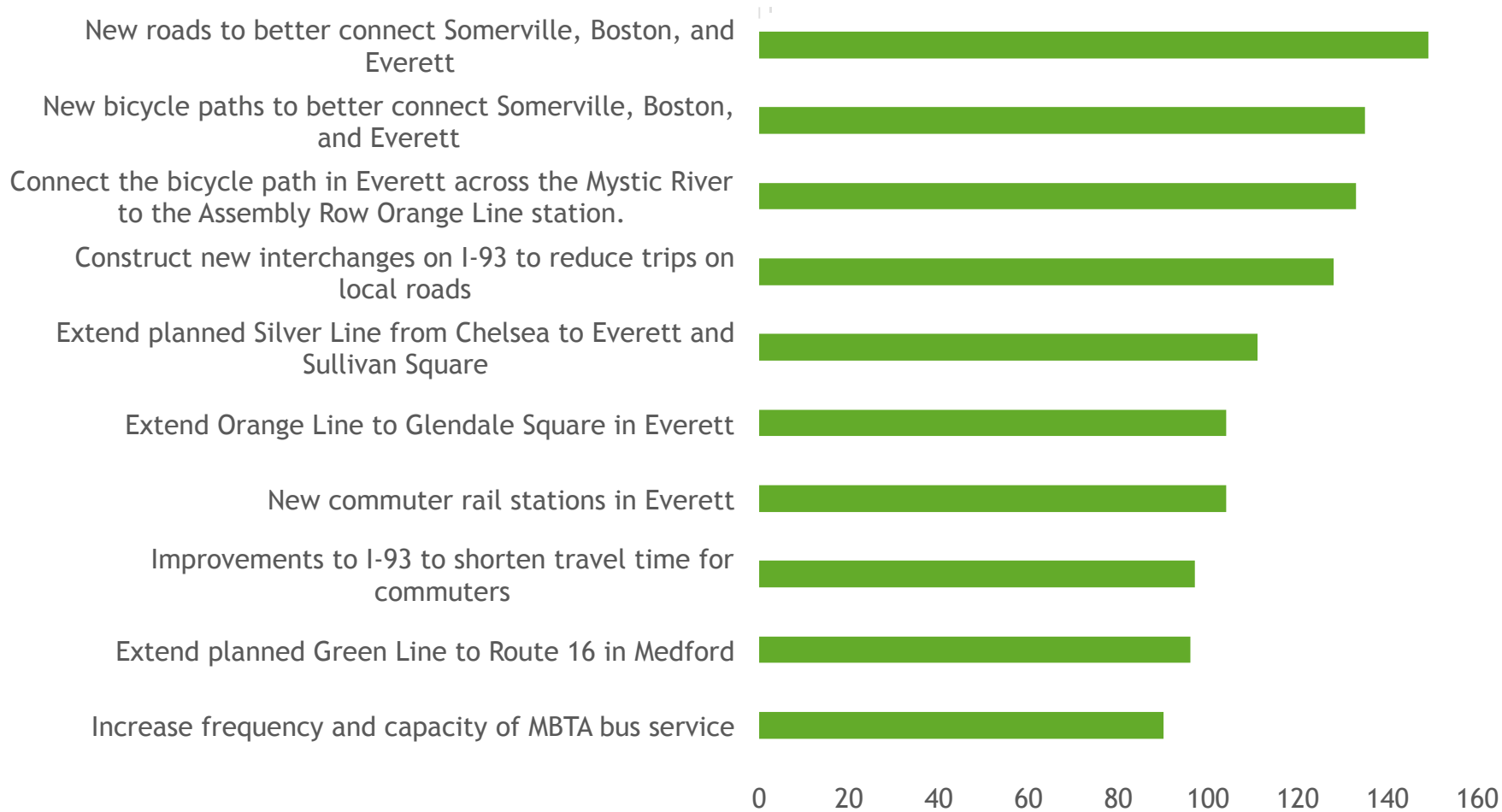
What would you like to see by 2030? Choose top three:



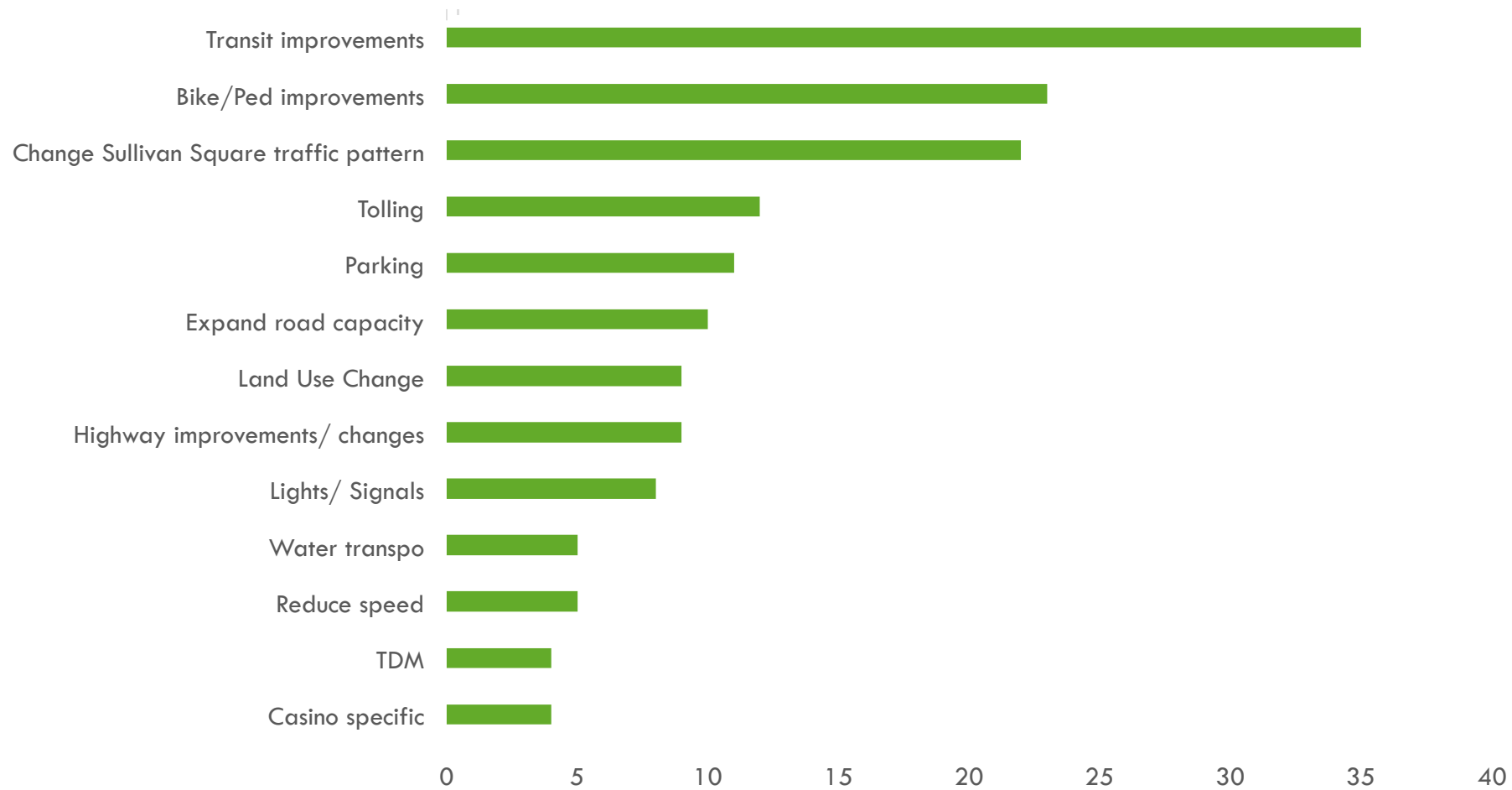
Which of the ideas below do you think should be studied to address traffic? Choose top three:



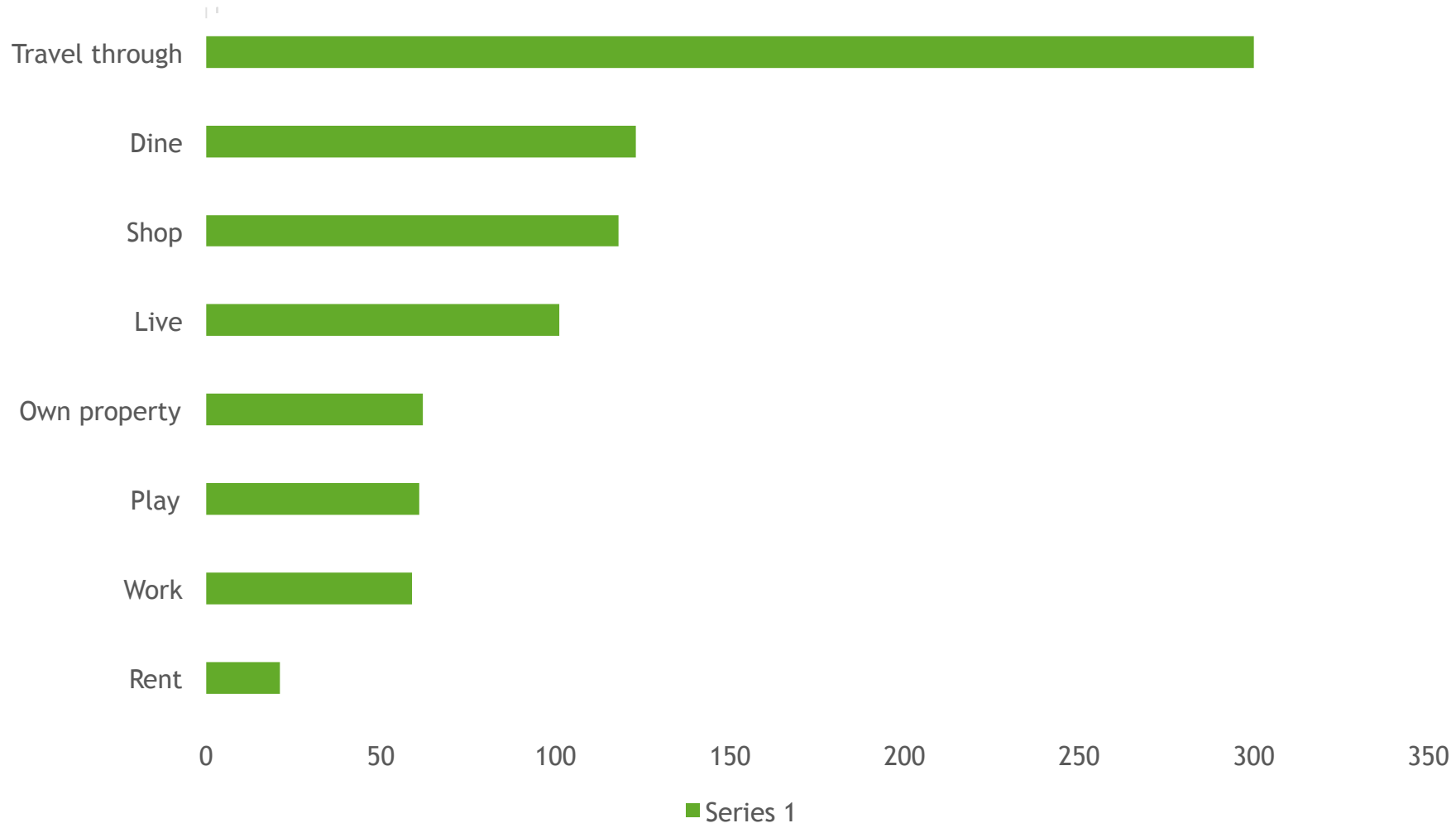
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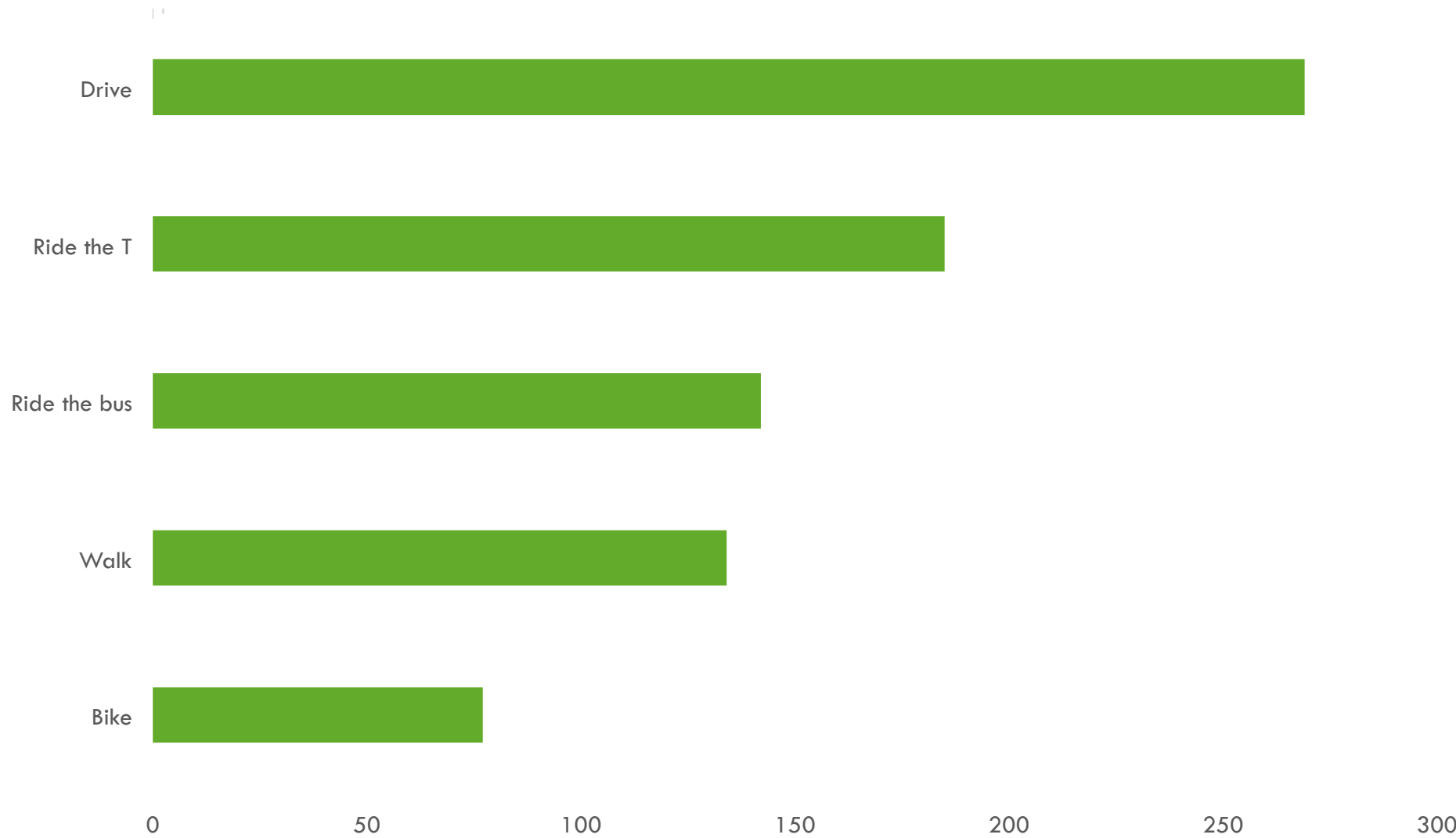
Do you have other ideas about ways to reduce traffic that we should study?



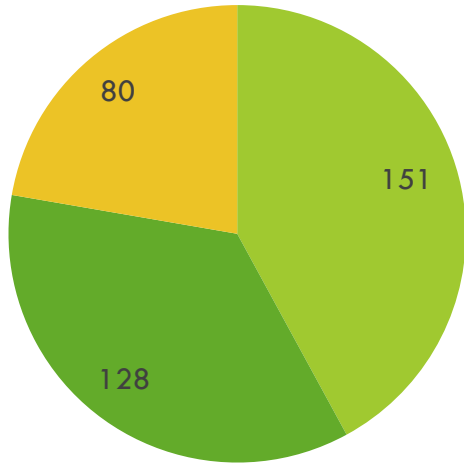
What do you do in the Sullivan Square area? (select all that apply)



How do you move around the Sullivan Square area? (Select all that apply)

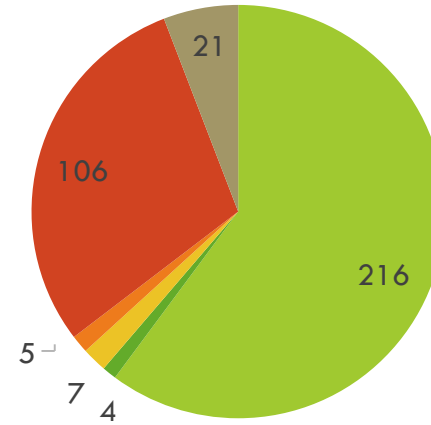


What is your gender?



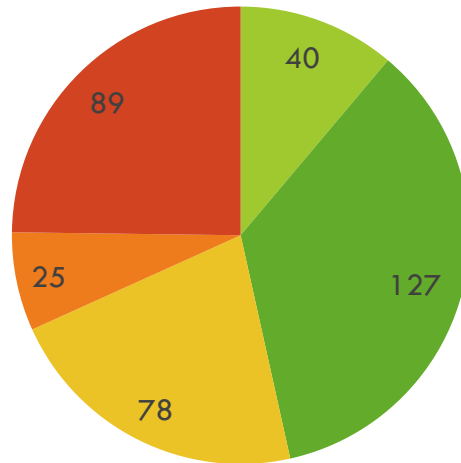
Female Male Did not answer

What is your race or ethnicity?



White/Caucasian Latino/Latina Hispanic
Asian Did not answer Other answer

What is your age?

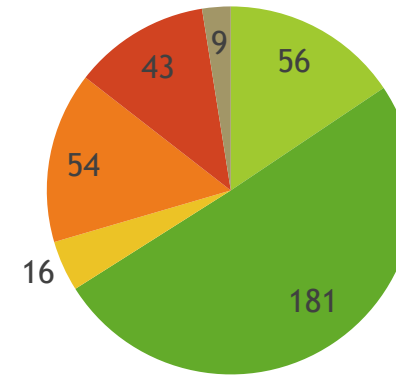


<30 30-45 45-60 60+ Did not answer

Responses by zip code

Town	Total
Arlington	1
Boston	3
Cambridge	7
Charlestown	37
Chelsea	6
Did not answer	39
Everett	118
Foxboro	1
Ipswich	1
Jamaica Plain	1
Littleton	1
Lynn	1
Lynnfield	1
Malden	5
Marion	1
Medford	19
Melrose	4
Newton Highlands	1
North Reading	1
Portland, ME	1
Quincy	1
Revere	3
Saugus	2
Somerville	98
Swampscott	1
Wakefield	2
Watertown	1
Winthrop	2

How did you hear about the Lower Mystic River Regional Working Group?



What makes it hard to get around the Sullivan Square area today?

- The most important is bike & pedestrian safety. The connection to SS T Stop and the bike paths through SS are inconsistent, unplanned and hazardous. Pathways for both MUST be drastically improved to get people safely where they want to go.
- Area is too car-oriented and too much of an unpleasant wasteland. Wide roads, fast moving cars, huge parking lots with few buildings or destinations make this a place to get through as quickly as possible. It's simply not a pleasant place in any way. It should be a destination, with mixed use buildings, wide tree line sidewalks, protected bike lanes, and right-sized roads that handle traffic slowly and safely. Orange Line is overcrowded.
- As a cyclist I have no choice but to go around the rotary to go from Somerville to Charlestown. That rotary is absolutely dangerous and hostile to cyclist (and pedestrians). I'd like to see some protected bikeways connecting Charlestown, Somerville and Everett.
- Bad convergence of trucks, buses and cars compounded by pedestrians trying to get to the T. Add the occasional biker and Chaos!
- Bicycle lanes are not protected. Dangerous and intimidating to ride through the intersections.
- Buses and cars blocking intersections or not allowing others to merge.
- Buses that get delayed b/c of traffic in the square.
- Comment to clarify. 1. Dangerous roads means a terribly old and ineffective roadway design than never correctly created an intersection from an old rotary. 2. Not enough sidewalks really means a poorly designed and ineffective pedestrian environment that has many dangerous car-pedestrian-bike conflicts. 3. The buses and trains complaint in my mind means no proper blending of the city buses in with the roadway and pedestrian design which should include bus only lanes and rights of way connecting with Sullivan Station
- congestion from Broadway plus the congestion on Washington caused by the light timing and the merging into one lane on Washington.
- Difficult to navigate the Sullivan Sq rotary in a car.
- Extend the bike lane on Broadway a few hundred feet so that it actually reaches the bike parking at Sullivan. Provide a bike lane FROM as well as TO Sullivan. Enforce the bike lane on Broadway, I see trucks and cars parked and driving in it on an almost daily basis.
- Eyesore. runoff from highway above on rainy days.
- Get rid of the rotary and make tunnels for the traffic to quickly enter Boston. The rotary is ugly, dangerous, and slow. Also, more people are biking. Make it more accessible.
- Get the bikes off the streets. They are a hazard to everyone.
- High volume, high speeds & car-centric poorly designed facilities make trying to get around on foot /bike very hard. Not well connected for those not in a car.
- I am rarely in sullivan square - on the rare occasion it's just to take the 93 ramp in and make a turn to head toward McGrath and I never experience any problem there.
- I bike from Everett to Boston and this by far the most dangerous intersection in the whole route.

- I commute from Somerville to East Boston and would like to commute by bike daily but end up taking my car more than 50% of days because it is too stressful to ride every day. To put it mildly, riding through the Sullivan rotary is a terrifying experience. Returning home on 99 is particularly bad; merging from Alford St. onto the rotary and then continuing to go straight on Cambridge (while car traffic moves to the right and exits onto Main St.) is extremely unsafe and I hold my breath each time I do it. I have no problem jumping off my bike to use a crosswalk in an unsafe biking situation such as this one... but there are ZERO pedestrian options to get from Alford to Cambridge St.
- I live in Everett and it would be nice if I was able to get on a train in Everett. I know we can get it done .
- I live off of Broadway and rely on the 89, 90, and 101 busses to get to Sullivan Square. More often than not, three busses will drive by within a minute of each other, and won't come again for 10-12 minutes. This is especially problematic during the morning rush hour from 8:20-8:50. It would be helpful if these bus routes were spread out more evenly apart to have consistent stops.
- I would never walk through this area as a pedestrian. I have an 11 month old and walk with my baby carriage almost everywhere. It's so unfortunate bc I could easily access Assembly Square by walking but won't bc I don't want to risk getting hit by a car.
- I-93 off ramp to Sullivan Square, drivers do not adhere to lane restrictions while coming off exit and it creates backups on the off ramp.
- Increasing lanes through Sullivan Square by means of a tunnel only creates back up traffic as there is no outlet in any direction other than 2 lanes in or out in all directions. The required merges create backups and standing traffic which has been shown to increase pollution and respiratory problems in the surrounding neighborhoods. Also, tunnels threaten the cross street access of the new housing that is planned and being built on the other side of Rutherford Avenue. These cross streets allow access to Charlestown proper for the Hood site and the community college as shown in the previously approved plan.
- irrational layout of roads, sidewalks, and no real way for bikes to get around
- It is almost impossible to get out of Charlestown from the hours of 3pm - 6pm. Traffic backs up on to Charlestown's three major roadways - Main, Bunker and Medford street - impacting those who live there and potentially, first responders ability to properly address calls in a timely manner. This increased traffic also endangers pedestrians and bikers who travel in that area.
- It is really difficult for pedestrians that could be using the Sullivan Square T-station to get to it. For cars, the rotary is very confusing and dangerous, which leads to back-ups on Rutherford Ave in the north-bound direction (also making it difficult to get across the Alford St. bridge) and the ramps getting off of I-93 in the south-bound direction.
- Lack of bus lanes that would move the existing investment in buses faster, on time, and utilize the capacity to attract more commuters. The number of commuters will rise and the space on the streets is fixed. Per lane, buses and bus lanes can move more people than solo-car-commuters
- Low visibility at night time. Rows are very dark and hard to see pedestrian crossing
- Lower Broadway backed up due to construction day and night, unexpected and unannounced road closures, lane changes and delays.
- MBTA and school buses are active in the square at the time of rush hour only 2 lanes add to the mix the large trucks everything backs up

- Need to get bikes out of the traffic lanes and roads.
- No bus Sullivan to Broadway Chelsea
- No pick up spots for t station - have to drive around until the person gets off train.
- One problem: East Somerville residents have to walk around the entire MBTA station to enter it. There needs to be an accessible pedestrian entrance on Broadway. Another problem: truck and car drivers are all just passing through as quickly as possible, and have little respect for traffic signals and pedestrians.
- Only one lane in underpass.
- Pedestrians regularly almost get hit trying to get across the rotary. There is no way to get from the 'lost village' section of Charlestown to the main neighborhood.
- People avoiding the tolls on the highway and are congesting the city streets
- Poor road conditions. Poor signage and pavement markings. Trash/debris, sand, etc.
- Poor traffic flow, with badly designed intersections, insufficient capacity, poor maintenance (potholes, deteriorated curbing, worn lane markings and protruding structures), abandoned Orange Line structures not removed, which prevents redesign of Rutherford Ave.
- Poor traffic light/crosswalk issues. From the crossfit building heading to Charlestown, there's a crosswalk with a button to press, but no corresponding traffic light. So a pedestrian may have the cross signal, but cars have no way of knowing that they should stop.
- Poor visibility around rotary also. Dangerous for people, bicycles are dangerous to people and cars and vis versa. Disgusting air quality for our children.
- road configuration doesn't make the flow of traffic go smooth.
- Roads are too narrow. Bike lanes have been artificially added - i.e., they have not widened the streets, but have painted bike lanes which are not safe because there isn't enough room to follow the road marking and not drive upon the bike paths. For example within the width of one-way streets, the street is only wide enough for a car so you of course will be driving on the well-marked bike lane. This is unsafe for cyclists as marking bike lanes gives the impression that no cars will be driving on it. Another obvious example is the bike lane around Sullivan Square rotary for 93, Charlestown, Route 1. There is a bike lane that must be crossed every time to get to the 93 exit. This is unsafe.
- Rotary needs to go
- Rotary with a lane that doesn't yield to traffic already in the rotary.
- Rt99/Rutherford Ave needs to be a tunnel between Afford Street Bridge and the North Washington bridge so the commuter & casino traffic is isolated so we can cut the noise & pollution in the corridor, offer a means to re-join the fractured community and make it more livable. Basically what the North End got from the Big Dig!
- Severe lack of the Green Lane Project / Citywide Networks of Protected Bikeways: <http://www.peopleforbikes.org/blog/entry/edmontons-quick-build-protected-bike-lane-grid-a-new-model>
- Sidewalks along Broadway not plowed in winter, not lighted, and too close to speeding traffic.
- Street crossings and signals do not prioritize people. dangerous design w/ multiple lanes exiting and entering the rotary where crosswalks are.

- Sullivan Circle is a nightmare, traffic coming off of Rutherford Ave and from Charlestown heading in to the Circle is bogged down because of the amount of traffic and the traffic pattern caused by the rotary.
- Sullivan is by default pedestrian-unfriendly. There are crosswalks & timed lights, but little to no traffic enforcement especially for vehicles turning right (no matter how many "look for pedestrians" signs are posted).
- Sullivan Square is a danger zone for all humans traveling by all modes.
- Sullivan Square is dangerous and intimidating, making it a barrier for people who might bike or walk in the area. The poorly designed roads and excess of traffic also slows buses, which should be given priority over single occupancy vehicles, especially around a transit hub like Sullivan Station.
- Sullivan Station needs to be improved for people taking the bus.
- The bridge opening for pleasure boats....need a sign at Sweetser Circle telling people that the bridge is opening... Most importantly is slow Somerville's development down...look at what they have built with NO consideration to the effect on traffic. Special lane for Emergency Vehicles....
- The circle
- The decreased lane in the tunnel under Sullivan Square coming from Bunker Hill Community College and the approach Rte 99 into Everett. If there is a breakdown in that one lane, there will be more back ups towards City Square. This roadway needs to be improved, especially the right lane heading towards Everett to allow for better traffic flow.
- The layout of the roads, the roads were built around the elevated trains, the tracks have been removed but the layout was never changed.
- The layout of the streets is confusing! Basically everyone is forced to make their way to the rotary if you want to get through the area, even if all you want to do is cross the street.
- The off ramp from rte 93 down in to Sullivan square is a poor design. Needs to be moved elsewhere
- The rotary is a disaster. Too many people coming in from different directions makes for a dangerous road.
- The rotary traffic
- The whole Sullivan Square area is a tangle of traffic during any given rush hour. The whole area is torture to get through via car OR bus OR foot.
- This is the quickest way for me to get to work on my bike, but it is also the most dangerous. It's nice that there's a bike box at the rotary/intersection, but getting to the bike box is a hassle.
- Timing of lights and layout at the rotary causing backups through intersections, thus leading to congestion.
- too much traffic at grade
- Too many cars seem to hop off 93 and get on Rutherford Ave because they can (it's huge and no signals) - we should keep this traffic on 93 where it belongs.
- Too much and too dense development
- Too much TRAFFIC STILL on 99 people that live down the line it takes us forever to get back home morning noon and night it's horrible
- Traffic back ups at the rotary Not enough resident parking around the area
- Traffic lanes, bicycle lanes, stop signs, merges, are difficult to navigate and dangerous.

- Traffic pattern is just plain dangerous - for cars, bikes and pedestrians, but especially pedestrians. I can't stress enough how awful it is for pedestrians, it's not just that there's "not enough sidewalks", it's the whole design of where the sidewalks are. It is unsafe and extremely inconvenient. The area is clearly designed for cars first of all, and all other modes of transportation as an afterthought.
- Trains without enough capacity
- Transition from industrial to local residential. Sullivan square has four main roads entering and exiting. The scale and green spaces are out of wack! Rutherford avenue is two big and 93 traffic is allowed to exit and enter near the square. When the casino is fully functional evening rush hour traffic will be unbearable.
- Trucks that clog up the traffic. Congestion. Inefficient traffic patterns. There are so many accidents along the rotary.
- Unclear lane continuation across intersections, cars not heeding lanes as marked (the way lanes are marked may not be the actual way that cars drive habitually)
- Unclear signs slowing down cars that don't know which way to go out of the rotary
- undefined or poorly defined paths of travel Vehicles that fail to recognize that vehicles in the rotary have the right-of-way. Too many streets entering the rotary.
- Walking from Sullivan T stop to East Somerville requires curving all the way around and under a tunnel. It takes longer and the air quality is poor.
- Why oh why can't the commuter rail make a stop there? It's so bananas to hike out to North Station from Sullivan, only to whiz through it again on the way up north.
- With the reconfiguration of the McCarthy overpass Washington St is worse than ever. The interchange of Washington, Rt. 93, and Rt. 99 is unworkable. You can get off the train at Sullivan but there is no easy way to get out of the area. There is no good pickup area and buses, commuters, and through traffic clog the roadway. Drivers bound for Washington St. are backed up behind traffic signals that control the intersection on 93 and 99. The noise pollution and general congestion make Sullivan Square proper uninhabitable and the layout and inefficiency of the traffic control make the area a huge waste of space.
- easier for people who do not have easy mobility
- Easier to go back & forth between Everett & Somerville with less traffic
- just too congested all together.
- Constant construction
- Crazy roundabout
- Dangerous pedestrian crossings.

What would you like to see by 2030?

- Orange Line spur that runs directly into Everett like it used to.
- A regional highway system that works and keeps traffic off local roads. This question is really biased and doesn't address adequately the needs of drivers, the biggest set of users,
- An orange line stop in Everett square
- Attractive transit oriented livable development in Sullivan Square and on adjacent sites.
- Better direction around the rotary
- Bicyclists driving in the roadways, especially during traffic, should be restricted to bike paths or sidewalks, if possible, to avoid accidents. I bike, myself, but limit riding to identified paths, as it can be dangerous and frustrating to motor vehicle drivers.
- Clean, clear intersections with controlled traffic flow.
- Commuter Rail platforms at Sullivan Station
- Commuter rail stopping at Sullivan
- Congestion is always going to be present....safety and on-time service are the key goal heres.
- Connect Mystic walkway to Charlestown through Sullivan; pretty up area; make safer
- easier public transportation to Everett
- Fix the orange line! It is currently packed and that is before adding additional residential units. Fewer cars and more pedestrian friendly setup.
- Good pay jobs for highway workers.
- I can still afford to live there.
- I live on the Malden/Medford line and the traffic backs up from Sullivan and Assembly to those two towns every single morning. Everyone I know parks at Wellington, Assembly or Sullivan every day because they have kids whose daycares or schools open at the same time of day, and in order to make it to work on time we all have to drive and park at the T. I'd love to see parking at these stations preserved for local residents -- not casino employees or visitors, and definitely not as many NH and ME plates like you see now -- as well as more shuttles to and from local job centers so that nobody even has to contend with the traffic and parking at all. I see many people buying scooters (both "vespa" style as well as motorized "razor" style) instead of bikes but since you can't park them at the T, unlike in many other cities, they are not a viable transportation alternative right now, and that's a shame. Better bike/scooter parking options as well as safer bike/scooter lanes would help get people out of cars.
- I think walking and biking is great, but we have harsh winters and are a neighborhood of families with small children, so planning for car transport is important.
- Improved traffic flow through and around Sullivan Square into Boston. An Orange Line Spur into Everett.
- Improving that traffic circle
- In order to have my top 3 you need all the rest. The MBTA is key to any solution.
- Less construction
- like to see more foot traffic
- MBTA Train Stop in Everett (Glendale or everett Square)
- Mostly bikes and self-driving taxis providing clean, comfortable and cost-effective transportation.

- NO non resident parking, build new housing and commercial on on the Sullivan Sq parking lots
- Note that I want a future with fewer cars, not more cars traveling faster. Be careful with the word "congestion." To some people, solving congestion means adding car capacity. This is the WRONG solution.
- Public transportation is critical. We must make it less viable to use a car in this area and more viable to walk and use mass transit. The casino will have to provide some sort of shuttle bus from Sullivan stay (24 by 7) or the traffic will be horrible.
- regional traffic is directed around Charlestown as opposed to through it.
- Replace I-93 Upper & Lower Deck with below grade (depressed) structures that eliminate the lane drop between Exits 26 & 28. Eliminate the Car Pool Only lane on I-93. Build I-693 (Inner Belt) as Depressed Roadway from Ghost Ramps to Roxbury thru Volpe Bldg. & Melnea Cass Blvd.
- Rutherford Ave looks like Commonwealth Ave with landscaped medians, fewer vehicle lanes and crosswalks
- Several of these options go hand-in-hand. More people walking, taking public transportation, and biking, means fewer people creating traffic and pollution by driving regularly.
- Sullivan Sq is a really interesting site, with a great view of Boston. Underground parking garage and above ground park?
- Sullivan square as a destination rather than just a terminus.
- Sullivan Station is an attractive place to take the bus.
- The air will be clearer and healthier if biking/walking are prioritized AND cars/motor vehicles are disincentivized (ie. increase parking costs, increase ticketing, increase traffic enforcement/ticketing)
- The area didn't look like such an eyesore
- The rising. Umber of commuters can be accommodated without: more congestion, more pollution, and more carbon emissions.
- There should be a street grid and sidewalks that make it easier for people and cars to navigate and discourage regional traffic that should stay on 93.
- Transportation thru Broadway Everett might help alleviate some of the congestion. The bridge allowing passing of boats is another cause of congestion.
- Urban Ring! (See below.)

New housing, stores, and businesses in the Sullivan Square area will mean more auto trips. Which of the ideas below do you think should be studied to address traffic?

- "New housing, stores and businesses mean more auto trips" is a false assumption
- 3. Reduce pedestrian - car - bus conflicts by the use of dedicated bus lanes, roads that separate local from through traffic, and much better pedestrian and bike lanes such as bridges, ramps or separated lanes.
- Accommodate to employers to use MBTA Passes and shuttles
- Add protected bike lanes to encourage traveling by bicycle.
- all of the above please
- All parking should be paid parking, and it should be unbundled from housing/office costs
- ALL the others above are critically important too.
- Better traffic flow design.
- bicycle trips should be studied as well as secure/safe bike parking/infrastructure
- Build state of the art cycle tracks to encourage biking
- Businesses and residents will feed on each other, this will not necessarily increase traffic beyond the street systems capacity.
- Charlestown residents should not be subject to tolls
- Community path bike extension to Boston. Green line extension.
- Commuter rail is silly when talking region, in general
- Commuter rail stopping at Sullivan
- connected walking/biking/transit infrastructure to encourage local trips to not be by car
- Discounted Tobin bridge tolls for Everett residents so they don't have to commute through Sullivan square if they work in downtown Boston
- Do not allow dense development, require open space
- DON'T EVEN THINK OF TOLLS....
- Employers should offer discounts - NOT FREE MBTA passes. Don't penalize employer
- Few of the above are realistic solutions since nearly all traffic passing through Sullivan Square is doing just that -- passing through Sullivan Square. I assume this pattern will continue and worsen with continued development in Assembly Sq and Everett. Traffic calming and limiting measures need to be put in place. Putting unnecessary restrictions on new businesses won't solve the traffic problem, and will only stifle new business..
- Have a legit engineer address the road system.
- I don't think new housing, stores, or businesses in Sullivan Sq would necessarily increase auto trips.. people who live in the area are making a lot of auto trips that could be avoided if more services were provided locally.
- I tend to think that limiting parking will backfire - people will still own/drive cars; there will just be fewer places to park them and more double-parking. One thing that might encourage more walking/transit use would be better neighborhood street lights, especially underneath the 93 overpass.
- I think requiring any of these things is an over reach of government honestly.

- I think that traffic should be re-routed via tunnel underground for drivers going into Boston via Assembly square. The rotary is dangerous and congested for pedestrians and traffic alike.
- I think walking and biking is great, but we have harsh winters and are a neighborhood of families with small children, so planning for car transport is important.
- I'm a firm believe that if you build it they will come -- meaning, the more parking you build, the more driving-inclined employers and workers you will attract. This is too dense an area for anything but car-free living and commuting. Also, I see how widely used the shuttles are at Wellington, and I wish you'd see more of that everywhere.
- I'm for the tolls into Sullivan Square idea - but, I fear that the square, as a final destination, is not so popular at this point, that a toll could actually slow it's progress down because people's price sensitivity is likely higher to get into sullivan than it is to get into central, harvard, or Davis
- I'm sure this is something Wynn is contemplating.
- improve bus and transit service to new developments, including in Sullivan Square
- Improve MBTA (orange line, silver line and bus) service so people are more likely to take it.
- improve public transit (reliability and capacity of orange line and buses)
- improve the frequency of buses and trains to encourage public transit
- Improve the MBTA trains and buses so that people can count on it being timely and use it more often. Clean up Sullivan Square station so that it's welcoming.
- increase reliability + frequency of transit so people do not need to rely on auto trips for all journeys
- Less housing! The area cannot support more residents - with parking issues, first response needs, and lack of proper resources, offsetting MBTA passes and encouraging bike community will hold little effect on the whole area.
- Limit amount of new housing. If new housing is allowed actually follow a rule about making the developer have enough spaces
- Limit commercial traffic during rushhour (ie. No 18 wheelers driving through sullivan at rushhour)
- Limiting parking for new housing only puts more cars on the streets, making parking more difficult for everyone.
- Link Hubway with other transit options such as the Charlestown Ferry. Expand ferry stops.
- Look at rerouting traffic that cuts through the area
- Make 99roads bigger than two lanes each way
- Make sure the orange line is reliable so people will actually use it.
- Make the roads going into Sullivan square less wide and the traffic will eventually go through other routes.
- Make transit especially BU buses: cleaner, faster, reliable, predictable, attractive for new commuters.
- More flexibility in schedule from work. Better services from trains and buses
- Most of the options provided put the burden of reducing traffic on the employers. Why? These options seem to be taking the responsibility away from MassDOT by focusing on unrealistic alternatives that cannot be enforced to the employers. How can the MBTA help address the traffic problem instead? Lower fares to incetivize ridership? Expanding hours of service and frequency or trains and buses? Offering shuttles?

- Need to connect everett to commuter rail , silver line , DMU along the commuter rail line tracks,
- no tolls please. the state is taking enough from us...
- None of the above
- none of these
- None! You can't solve this mess with most of these, all you're doing is slapping a Band-Aid on it! To really fix it you need to do what London England did.
- Offroad bike paths will encourage many more people to commute by bike
- Parking is the #1 determinant of mode choice
- Provide enough parking for those who need it!
- Provide intensive and frequent very local transportation, that is, within the district have small busses that run at maybe 10 minute intervals. These take you store to store, home to T, store to T, quickly and easily. Make so frequent and convenient that would be silly not to use it.
- Rapidly implement the Green Lane Project / Citywide Networks of Protected Bikeways: <http://www.peopleforbikes.org/blog/entry/calgarys-quick-build-protected-bike-lane-network-doubled-bike-counts-in-thr>
- Redesign the traffic flow into and out of Sullivan Square to address existing inefficiencies and allow through traffic to pass around Charlestown
- Remove the rotary and turn the area into affordable housing. Create a neighborhood reconnecting Charlestown which was ripped apart by the MBTA sullivan sq station and maintenance yard. By creating a neighborhood of smaller streets would eliminate people getting off of 93 and cutting through the town. Using both rutherford ave and medford and main st. Also add back the entrance to 93 north access from city sq.
- Require any new development to add parking for its residences a la the Armory
- Require businesses to have more than ample parking.
- Require employers to provide shuttle buses to MBTA stations as a benefit / no more tolls
- Require MORE parking in residential development to eliminate on-street parking and allow more traffic lanes and bike paths.
- the only way to limit autos is to provide alternative, not take away parking
- There is a major bus and subway station here, we don't need parking
- There is no need for housing in Sullivan Square!!! Nothing you say will help congestion if you add housing and stores. Charlestown is 1 sq mile there is no room for more housing, less parking, and more traffic. Developers who DO NOT live in Charlestown are making decisions to make money and do not care how it will. Negatively impact a neighborhood.
- There should be designated parking areas for public, housing, stores and businesses to ensure less congestion with traffic and trouble parking. parking garages, additional lots etc.
- This question appears to be too negative in options specified/content to answer.
- Tolls on roads entering Sullivan is a horrible idea, please do not do this!!
- Too many of the options are limiting or requiring, we need to get rid of existing regulations that force developers to build too much parking.
- Traffic study of rotary and one-way roads in the area
- Under or above ground parking lots that take up less space at street level
- Why didn't anyone place restrictions on Assembly Row in Somerville

New roads, bridges, trains, buses, sidewalks, and bicycle paths can reduce auto traffic by providing more ways to get around. Which of the ideas below do you think should be studied to address traffic?

- Add bus lanes/busways through Sullivan Square and on roads leading to Sullivan Square. More bike and walking paths across the Mystic River.
- Additional park and ride facilities at outlying Orange Line stations.
- again trains and bikes all need to be studied and improved
- Any mass transit improvements that keep casino traffic off of Rutherford Ave/Sullivan Square
- Anything that encourages access to 93 and increases use and efficiency of public transit would be appropriate and necessary.
- As to increasing bike paths, a way to ticket those bikers that purposely impede traffic flow because they are on bikes.
- Better coordination of traffic controls during peak traffic hours
- By improvements to I-93, I mean reallocating space to HOV/HOT and possibly a congestion charge to enter Boston. We should NOT be adding more lanes, especially not for SOVs.
- Community path bike extension to Boston. Green line extension.
- Commuter rail is no solution for local transportation. Implement urban ring RT, Kenmore crossing, with full orange line integration, at both ends
- Commuter rail stops at Sullivan
- Connect 93 South Directly to the Tobin
- Continuous Path from East Boston and Malden into Boston, eliminating the need to ride through Sullivan Sq.
- Do something to make the rotary more pedestrian and bicycle friendly - maybe an elevated bike/walking bridge?
- Expand ferry options.
- Extend the Northern Strand Community Path with a bridge across the Mystic River
- Foot bridge. Also, commuter rail would not serve the needs of the majority of current Everett residents, most of whom travel by bus.
- Full implementation of the Green Lane Project throughout Boston-Cambridge-Somerville-Everett-Brookline: <http://www.peopleforbikes.org/green-lane-project>
- Generally should expand MBTA
- Hopefully the bicycle paths would be used allowing cars to use the lanes.
- I cannot adequately express how little I care about the Green Line or how little I expect it to alleviate congestion on orange line commuters and residents of places like Everett, Medford, Revere and Malden.
- I couldn't pick only 3 sorry
- If there are no trains there should be buses
- improved walkability around Sullivan Square and improved reliability of orange line
- increase frequency and capacity of the Orange Line service
- Large public projects involving new T stations and state funded highway projects are unrealistic.
- Larger buses are not what's needed. Smaller more frequent buses. Seating no more than 8-10 passengers.
- longer running times for trains and busses.

- Lots of great ideas here!
- Make sure all of the right of ways are safe from being lost! As well as make sure future provisions are thought through
- Make walking cool again.
- More roads = more driving. Why would we do this?
- More room for cyclists on streets or separated bikeways
- Need to get the people from the north shore who avoid the Tobin and drive 99 through town line and into everett on a train , trolley , rapid bus to start ! Build a huge parking garage off route one near lowes and get people on an express trolley, bus , train right into a t station! Need to think out of the box, more busses means more traffic , congestion and more money for the T..
- Physically separated bike lanes on all major streets
- Replace and/or upgrade Tobin Bridge and Revere Beach Parkway to shift more traffic to the east.
- restore the flyover for Rte 99 over the rotary, or build an equivalent replacement
- segregate local traffic from commuter traffic
- Stop developing!
- There needs to be PROTECTED bike infrastructure. There is no reason that a physically protected bike lane cannot run from Arlington Center to Sullivan Square via Broadway. If that were a protected path on Broadway - people from Medford, Arlington, Everett, Somerville, Cambridge would all have a convenient and safe way to get to Sullivan and Charlestown, Boston, etc. This should be a TOP priority. If you focus on building car stuff, you'll get more cars. If you focus on building bike and walking stuff, you'll get more bikes and walkers. The data is pretty straight forward - the more you invest in people on bikes and foot, the more economic benefits and health benefits your community gets.
- This area is much too dangerous for biking. I would never ride my bike in this area.
- Whichever of the above extensions service the greatest amount of (expected) demand
- Who cares about everett. Let wynn pay for them, not my tax dollars. They wanted this casino and didnt care about their neighbors, let wynn solve all their problems
- YES GLENDALE SQUARE PLEASE
- You don't want the orange line in everett. It brings too many problems. Working class commuter rail

Do you have other ideas about ways to reduce traffic we should study?

- 1 - Connect Sullivan Square station to Brighton Street with a short pedestrian bridge. People living or traveling to areas a hundred feet from the tracks have to walk a third of a mile to access the station. 2 - Study the use of the abandoned freight tracks to Charlestown as a mixed bike path and freight road to the port. 3 - Study congestion charging and tolling on the Route 99 bridge, which many people use as a "free" alternative to the tolled bridge and tunnels. This would keep cars and trucks on the highways and reduce pass through traffic. 4 - Connect the bike lanes in East Somerville to the Sullivan Square rotary with a quick flex-post protected bike lane in the Spring. Right now there is a gap right at the most uncomfortable and difficult quarter mile segment of Maffa Way and Main Street.
- Optimize tolling on Tobin Bridge to remove incentive to bypass the bridge and use Sullivan Square to avoid tolls. 2. Redesign 93 on and off ramps to better funnel local vs. casino vs. Boston commuter traffic to the desired locations.
- regional traffic light control system 2. removal of the Cambridge street off ramp from 93 and the reopening of the north bound 93 ramp at City Square.
- A network of protected bike lanes and protected intersections.
- A reconfiguration of the traffic mess that is the Sullivan traffic circle.
- Actual train service to Everett!
- Actually go out into the community and talk to the people who live there, i.e. door knocking and bus stop surveys in MULTIPLE LANGUAGES. Do not hold your "public meetings" in Boston in a building where you need to show an ID at a security desk to get in. That is a sure-fire way to NOT get genuine resident input.
- Add bike share stations at Sullivan Square and in East Somerville.
- Add Commuter Rail platforms at Sullivan Station
- Add more bus routes to Assembly. I take the 89 bus to Sullivan. There aren't many buses to Assembly, so I drive 1.4 miles to Assembly.
- Additional transportation options: look into fill empty seats of under utilized vehicles. QRyde Community in these areas.
- Again, the bridge causes lots of traffic congestion. Maybe a better, safer way of allowing boats to pass by.
- Along with more bike paths, add more Hubway stations.
- alternate truck routes to keep out of the square - same with school buses
- Area wide congestion pricing with funds dedicated to improved non-auto modes of transportation
- As a Medford resident who commutes through this area to Boston, I am happy and grateful that this group exists. As designed now, this area is dangerous and only encourages single-occupancy drivers while discouraging people from using other more efficient modes of transportation. Better and more reliable public transportation is a necessary step to reducing traffic. That should include bus priority lanes, more Orange line service, and more bus service. This area is also in desperate need of safer biking and walking infrastructure. I rated other options above it, but I love the idea to connect the Northern Strand trail in Everett to Assembly Square, as well as any and all ideas to improve public transportation. Spending that money on expanding the capacity of 93, on the other hand, will only encourage more people to drive.
- Better biking walking and transit is crucial

- Bike infrastructure on Beacham St, the only way to bike from East Boston and Chelsea into mainland Boston. Currently it is one of the most dangerous roads to bike on in the Boston metro area. Even so, many brave cycling commuters do so anyways.
- Build I-95 through Lynn to Peabody and through Roxbury to Canton as a depressed expressway.
- Build the casino somewhere else.
- Building a cycle track, lowering speed limit, bus-only express lanes to downtown
- can you put a hubway station at the Sullivan Square T stop?
- Casino parking should be reduced and we should be enforcing their commitment to alternative modes of transit. Assembly Row parking should be reduced.
- City planning is a must. Route 99 traffic is tied up along the Everett rotary for NO reason and clears up once cars get to the casino area. Police detail HAS to stop cutting off traffic so huge trucks going 5 mph can turn onto the road and clog up traffic. Consider moving the road barriers to allow 3 lanes into Boston inbound.
- Comments about orange line being beyond capacity exactly at res line numbers. Interconnected orange line on urban ring running on existing orange line with street switchovers are the obvious reneot
- Commuter rail station/transfer at Sullivan
- Congestion charge for entering the city of Boston during the day, on I-93 or on surface roads.
- Connect silver line to Chelsea along commuter rail ROW. Improve bus access, reliability, and frequency.
- Connect the bike paths on the Mystic River with those along the Charles River with those along the Parkways between the rivers through Alewife. Connect the triangle, attract more walking and more biking.
- Consider creating pedestrian and bicycle only retail spaces that are transit accessible. Use one-way streets to discourage through auto traffic through areas where other alternatives exist. This will encourage people to use alternative who want to visit the area and discourage people who are just using it as a convent short cut.
- Create fewer bottlenecks, especially at the rotary at Sullivan Square. Connecting Alford St and Gateway Center to Assembly could help ease congestion in that area.
- Create some type of flyover lane from Sullivan Square to the casino to avoid traffic. Install more speed bumps in Charlestown to limit cut through traffic.
- Create world class rail and bus services to make public transit the more convenient and affordable choice
- Driving fees like central London
- Encourage businesses to offer flexible work schedules, provide employees with incentives to use public transportation, promote use of water taxis and transportation from Everett, Medford, Somerville into Boston
- Encouraging walk to school programs, walkable streets development. Anything that will get people in the habit of walking.
- Ensure that the casino is handling all traffic with water shuttles, buses, etc.. Limit parking at all new developments including the casino.
- Everett Gateway to Boston. (Malden, revere, etc. 99 to get to Boston. Create another way to Boston. It's just 99. Two lanes is not enough.
- expand the infrastructure rotary and extended the road lanes and bike lanes from Broadway and north/south bound Route16

- Extend planned silver line to Everett and Wellington, possibly. Definitely bus priority traffic signals, which should be implemented throughout the region.
- Extend the Green Line!!!!
- Figure out how to keep traffic on I-93 and improve traffic flow there
- Fix rotary traffic with another road option
- Fixed guideways or at least firmly fixed routes for non-personal transit.
- Fixing the timing of the lights at Sullivan Square could reduce the congestion at the intersections
- Focus on fixing Sullivan Square. It is too difficult to stop people from driving.
- For businesses moving to Sullivan (e.g. Parters) parking spaces should be much more limited since it's TOD next to a brand station.
- Get serious about bus transit and dedicate lanes for buses.
- Getting rid of the underpasses in Sullivan Square and along Rutherford Ave so that regional traffic that should be on I-93 is not encourage to take Rutherford Ave (or McGrath, for that matter)
- HAVE MORE OPTIONS FOR ROADS
- I believe you should be allowed to take a left at the "Target" rotary to reduce the back up. Also a study of traffic signals would be beneficial to stop the blocking of intersections which is a huge issue.
- I hate to say it, but we should probably install open road tolling on 93 now that it's on the Pike and the Tobin. Or, institute congestion pricing to discourage folks from driving into Boston -- but that has to be coupled with subways and busses that run at reasonable intervals. half the time I bring my car into Boston or to the T station purely because I can't risk waiting for three or four trains to be able to get on, or a bus that runs late 100% of the time (when it already only comes every 30 minutes and sits in traffic) and then go pick up my kid at school. The unreliability of the T is already making people do whatever they can to cope; shifting job schedules at this point wouldn't help because people have already done that as much as they can on their own to get around rush hour. And of course that doesn't include most lower/moderate income folks who have no choice around their work schedule.
- I live in Charlestown, and from my observation, the issue with Sullivan square has mostly to do with the traffic that builds up heading into Boston on the charlestown bridge. The intersection of North Washington and Chelsea builds up all the way back to the Sullivan circle. If that could be relieved, It would certainly help the traffic situation. Is it possible to investigate an on ramp to 93 at this intersection or off ramp on 93 south directly into Charlestown? That would significantly reduce traffic at the circle.
- I think clearer signage in the Sullivan Square area can only help reduce slow-downs, confusion, traffic, and accidents.
- I think there should be tiered tolling for the Tobin based on the distance of your residential zip code is from the bridge. I live on Adams ave, I pay 4.50, I can throw a stone a hit houses where those residents pay .15 cents. That makes no sense to me. So I commute to back bay every day and drive 99 to Rutherford to leverit etc, to avoid paying that toll. And soon enough I'm going to have to do the same thing on my commute home, forcing me through the Sullivan square area 2x more frequently. I work at night, finish after public transit has stopped so driving is my only option. I think bicycles and people commuting on them should be taxed and tolled like everyone else particularly if you plan to take away road space currently used by cars. Bike lanes are

really only be viable 8 of the 12 months of the year and could be used during the times of the year when traffic is the lightest, the summer.

- I think we need to do away with the rotary and add more roads & intersections. The rotary is incredibly dangerous for drivers, bikers, and walkers. There is way too much traffic for that area. The cars coming out of the Scrafft's building clog everything up as well and cause a lot of issues.
- I was really looking for an option to check that was, "make rotary less dangerous and more easy to navigate as a car, walker and biker." It honestly has the reputation as the worst intersection in the city, for all transportation modes. Something needs to be done. The other question I'd like to see addressed is "how can the abandoned infrastructure along rte 99 be used to help people get around?" Seems like a waste of premium space.
- implement congestion tolling rates as well as tolls on Rte 93 in/out of Boston
- Improve sidewalks, walkability issues in industrial areas of Everett, Chelsea, Somerville.
- Improve underpass from East Somerville to Assembly Row. Charge for parking at Assembly Row. Special lanes for buses.
- increase reliability + frequency of transit so people do not need to rely on auto trips for all journeys
- instead of focusing on reduced parking, focus on reducing lanes in rutherford and sullivan. also reduce traffic drive through ability on medford st by putting a series of crosswalks from residences to waterfront parks (yes these are currently used very often!!!)
- Investigate ways to reduce cost of taking public transit and increase the reliability of public transit so more people will want to use it.
- Land use decisions can reduce traffic by providing jobs, housing and essential retail and services in one location. Sullivan Square would be a good place to do so.
- limit parking at Assembly Row, Wynn casino and other new developments; Wynn casino should provide the water shuttle service that has been promised
- limit parking at casino and assembly row. make sure the casino has a plan for water shuttles and alternative modes of transportation from the day it opens that will keep people off of local roads
- Listen to the people in the neighborhood who DO NOT WANT THIS! I live and work at a local school in Charlestown. I am from here. I have only spoke to one local who supports these developments and she works for the BRA! Enough is enough, stop profiting on negatively impacting Boston neighborhoods. Stop widening the gap between lower and upper class. These developments seem to only benefit the rich.
- Look into reducing the amount of trucks that are allowed to use Lower Broadway (99) near Sullivan square and the Entire run of Broadway, Main st and santilli circle in Everett by creating truck specific routes and enforce the laws regarding those routes... meaning make sure all truck use just the truck lanes and routes only..
- Make all of the car lanes narrower (9 foot max!). This slows down speed (making things safer) AND it increases the smooth flow of traffic. It's a win for everyone. With the space you save by narrowing the lanes - put in physically protected (with curbs or nice planters, etc to give some character) bike lanes. Expand and beautify the side walks. Ban ALL oversized trucks (anything with commercial plates - and/or more than 4 wheels) between the hours of 7:00a-9:30a and 4:00p-6:30p Monday-Friday. Increase the cost of parking meters so it costs at least \$5 per hour (if you want to take public transit into Sullivan Square to go shopping, it will cost you \$4.50-\$5.50 for a round trip bus ride).

Increase the \$5 per hour during peak times. Eliminate parking requirements when building properties. Provide business incentives for local business to convert parking spaces into public-people spaces (ie. parklets).

- Making more train stations in the area (Everett, Chelsea)
- many of the bike lanes that have been getting put in across the city seem more dangerous than helpful
- More driving lanes
- More even distribution of residences, jobs, and essential services (groceries, drug stores, etc.) Reduce the need to travel long distances (in the same direction and same time as everyone else) for everyday activities.
- Move excessive street parking to off-street parking facilities and use this public space for a Citywide Network of Protected Bikeways: <http://oppron.org/bikeways.html>
- Need to build a more modern train , trolley system , let's get people more active walking , make it very difficult for people to park their car in Boston. Boston should reduce parking requirements, and the state should increase train capacity !
- No offense but how many of you live near or in Charlestown? We are directly affected everyday, we should be the only ones to decided what happens in sullivan sq
- Non resident toll on local roads.
- Orange line stop in Everett
- Pedestrian overpass for Sullivan. It is treacherous out there (I walk through Sullivan every day)
- Perhaps put more park and pedal lots in Everett, Somerville and Medford
- Please rebuild the 93 North entrance to 93 in Charlestown When the bridge was built there was a Charlestown entrance to 93 North which for some unknown ridiculous reason was taken down. This requires all Charlestown and some North End traffic going north to drive through Sullivan square to get to the 93 North entrance
- Please review the traffic lights on lower Broadway Everett going towards Sullivan Square and also the lights going both ways on the street going by the Sullivation T station under the 93 overpass. The lights are a major source of traffic. Especially at the end of the ramp from 93 into Sullivan Square by the T Station.
- Priority bus lanes on Washington Street by removing on-street parking during rush hour
- PROTECTED BIKE LANES. Bike paths. More pedestrian and cycling infrastructure. Please.
- Provide for zipcar and hubway stations.
- Provide incentives to get people out of cars. Develop neighborhoods that include mixed use so people have options close by for shopping, dinning, etc.
- Provide more direct access to MBTA buses from Sullivan Station so that they are not stuck in traffic approaching or departing from Sullivan Station.
- Push car-pooling options for Everett/Medford
- Put toll on route 99
- re-design rotory to reflect traffic flow.
- Redesign the traffic circle (Maffa Way/Cambridge Street/Rutherford Ave/Bunker Hill St/Alford St) to increase capacity and reduce delays
- Reliable and more frequent MBTA service
- Requiring all parking to be market rate priced and unbundled from real estate, employment, and housing.
- Restrictions on when buses can enter and leave sullivan station so that they are not stopping traffic

- Rework the traffic pattern, resurrect old Orange line station in the square.
- Rush hour tolling to discourage driving and increase revenue. More consistent and reliable transit (trains and buses that run on time, better schedules to allow for connections, etc). Direct transit connection (rail) between North and South Stations.
- See above
- Segregate local traffic from commuter traffic. Charlestown is limited to 3 egress points and yet gets overwhelmed by commuters from everywhere else.
- Separate vehicle types as much as possible. Bikes, trucks and buses, and passenger vehicle all have different requirements and should have separate routes.
- Set up bike infrastructure to allow people to safely travel through Sullivan Square - the clearly marked bike lanes are a temporary good start, but are not nearly enough. In theory, the entire square should be reconstructed away from a rotary to something safer. Or at the very least, have a separate underground or above path to allow pedestrians and cyclist to be separated from cars.
- Small thing, but it would be great if there was a path from Broadway to Sullivan Square T stop that didn't require going under I-93 and then looping all the way around to the T entrance. This could potentially include a bike path as well, similar to what is at Alewife station.
- STOP DEVELOPMENT BETWEEN SULLIVAN SQ AND WELLINGTON CIRCLES...there seems to be no way of slowing them down. and this area DOES NOT effect their neighborhoods as bad as Everett's neighborhoods...
- Take away tolls on Tobin bridge with subsidy and you will eliminate a lot of cut through traffic. Move the produce market and fuel terminals out of congested everett to other rural areas. Will Make it easier for tractor trailers to find these businesses if they are right off major highways and there will be less gridlock in everett
- TDM TDM TDM
- The Casino site should be connected to Assembly Square over the Mystic via the Amelia Earhart Dam.
- The emphasis is this study is reducing traffic, not building or improving traffic capacity. Travel through SS and RA should be slow (25 MPH), and limited by multiple traffic lights and pedestrian crossings. The goal is to keep drivers on Rt 93 or in public transit.
- The focus of this study should not just be about cars - vehicle traffic is just one factor to weigh alongside creating good, walkable, thriving neighborhoods, sustainability, etc.. We should keep regional traffic (including casino traffic) off of local roadways in Somerville, Charlestown, Medford, etc.
- The Orange line is really a mess. It's really unpleasant to squeeze into a train car like a sardine on the way to work. I'm sure more people would happily take public transportation if it wasn't so unpleasant. There aren't enough cars on the train and the trains don't run frequently enough during the morning and evening commutes.
- The Sullivan T stop would benefit from some thoughtful redesign. It is inconvenient to access for pedestrians; bike parking is not ideal; it has unsafe parking; taxi cabs and other pickups/drop offs can be difficult. The Sullivan 'roundabout' is also problematic for traffic and still very dangerous for bikes- a variety of solutions for that problem must be a part of this study.
- The Urban Ring ([https://en.wikipedia.org/wiki/Urban_Ring_Project_\(MBTA\)](https://en.wikipedia.org/wiki/Urban_Ring_Project_(MBTA)))! Boston designed a "hub & spoke" rail network, but we only bothered building the "spokes", not the "hub", so all routes have to flow through downtown Boston. Implementing the

Urban Ring would greatly improve overall traffic flow throughout the Boston metro area. Also, I'm a big fan of Dutch-style road infrastructure: protected bike routes, "woonerfs" ("unregulated" auto/ped/bike zones), etc. We could do a lot worse than to just copy as much as we can from Amsterdam.

- there definitely needs to be more variety of ways to get to a destination. Sometimes the congestion is caused by people getting on to the road and having to hop over lanes to get to proper exits which creates back ups .A way to maybe simplify that issue could be creating short cuts and or more options for people to get to their destination (new streets/bridges). I also think sometimes the intersections can become confusing to drivers, maybe create more effective intersections with lights that allow turn on arrow only and provide easier means of navigation (signs) for the public so that they can better assess direction and prevent traffic. I know from experience that whether its congested in that area or not its still confusing to navigate because all of the exits come up so soon and causes tons of confusion.
- Think about reliable transit that starts EARLIER so that people can get to work. Boston is the only Northeastern city of its size without reliable 24-hour transit. That's why everyone still thinks they have to drive.
- To encourage bus use, better bus shelters which are well lit, provide updates on bus arrivals, and shield passengers from weather
- Toll I-93!
- Traffic coming off 83 to Sullivan! Rotary near Schraft's building plus coming from Boston needs to be fixed or looked at
- Traffic enforcement. There is none and gridlocking intersections worsen traffic
- Traffic is likely to always exist in Sullivan Square. We should focus on calming traffic. Require drivers to move slowly through our neighborhoods and adhere to traffic laws.
- Train Station in everett
- Unreliable and infrequent buses from Sullivan Square make it really difficult to connect to my trip home. Having buses that run more frequently—especially outside of rush hour—will make the trip a lot easier. One option that I was surprised to not see raised here was the dearth of Hubway stations in the area. It's very frustrating that Sullivan Square doesn't have a station, nor are there any in the immediate vicinity. Adding docks nearby would make that trip a lot easier.
- use of water shuttle as another mode of transportation and possibly bridges over the water.
- Use part of the tunnel as bus only lanes from Route 99 directly to Community College or North Station T Stops. Why should they all connect to Sullivan Station? Make an entrance between the tunnel and Somerville rather than only Everett. Make an entrance from Downtown to 93 North on the South Side of Sullivan Square somewhere between North Station and Community College.
- uses trolleys or busses up and down rt 99...
- Using commuter rail stops as "express" trains with similar fares to MBTA fares at certain stops.
- We have a Catch22 problem! You can't move forward with a better public transit plan as it costs money and the right of ways are being lost. Everyone wants their own means of transport as often they need to jump between different end points thought the day. Some how we need to find a way to create a sharable quasi personal transport system. But the tech is still 10 years out before that will be real.

- widen the roads heading to Sullivan square and eliminate traffic lights
- widen the route 16, and route 99. Those will be the streets with the most heavy traffic.
- Would love to see underground train solutions connecting Everett to Boston
- Yes - find a way to cut down the amount of traffic that comes through Everett to Avoid going on The Bridge!!!

Do you have any comments or questions about this study?

- Add more questions about attracting commuters to walk, bike, bus, transit, commuter rail. Play less into the political cost of reducing parking.
- Almost no one in Charlestown knows about this
- As a former survey research professional, I'm thrilled to see a public-works-minded survey as well-designed as this one. I hope the results will be made public.
- Change is needed on roadways
- Focus on ways to reduce traffic, not ways to accommodate more of it. Do not base roadway designs based on traffic projections of traffic growth. Base them on the amount of traffic we WANT to accommodate.
- Get the word out better
- Glad a study is being done.
- Great questions and I hope it leads to increased connectivity with surrounding communities.
- great to see this study out there to get things started
- Hopeful this study will impact the residence of the cities in a positive way!!!
- How will we be notified of the results and possible solutions
- I am glad we are having the discussion
- I am thrilled the study is happening and that the city is planning to fix it!
- I have lived in Charlestown for 14 years. The new buildings, businesses, housing, stores are all great but not if we can't get to them. I think it is wildly unfair, irresponsible and illogical to keep building without addressing the traffic concerns in this area. People from other communities are coming here to park, work, eat and shop. They may have parking (at work) but they are creating so much more traffic congestion to an already congested area. We've always been a community with that issue as people drive thru (via tobin, rt. 93, rt.99) on their way to work and back home but now they work here. It creates so much more congestion that it's going to be impossible to own, park and drive a car if you actually live in this community. I think all this talk about bike lanes etc...is a bit unrealistic too. We live in the Northeast. The weather we get about 6 months out of a year is no easy for cyclists to manage and really the roadways are unsafe for them. You are better off focusing your efforts on better traffic flow, roadway expansion, and parking. Also, bus and subway expansion. The cycling is not a viable commuting option in my opinion. And what if you have kids?
- I hope it will make a difference in improving the land use.
- I hope they can really take this major issue into consideration
- I rode my bike daily through Sullivan square from the north and would like a safer way to get through the rotary.
- I think driving is a reality in greater Boston. I take public transit to work, but I also commute places by car. We can and should focus on alternatives to driving, while still also focused on car-related congestion.
- I think it is necessary and useful, but that it does not put any emphasis of future residential and commercial development in the area.
- I think it's great!
- I think the needs of the local community should be prioritized over commuters.
- I would like to be kept informed about the outcomes of the study.
- I would like to get the results to this research
- I would list priorities in order rather than have to choose three

- im glad that there was a survey made so that we can offer insight to this matter and that the city cares and wants to make navigation more effective.
- I'm very glad you are looking for input from the community.
- its about tim
- Keep doing them! Good to get public input on infrastructure investments.
- little reason to go to Sullivan Square today except transit connections or going through it to other areas
- Lots
- Make it so
- more public transit
- Must focus on mass transit, walking, biking. No other way for commuters to avoid congestion in long run.
- Please do not increase traffic in Sullivan Square and Rutherford Ave. Improve on 93 so people do not get off the interstate in Charlestown to access downtown Boston. Also please make this area greener and not such an eyesore to look at.
- Please don't assume that current traffic trends will continue.
- PLEASE help people understand that even with great programs and carrots and sticks to get people to not drive, every new big development is going to create a LOT of auto trips. We will have half of the trips by car if we're lucky. Stop the fantasy that everyone will walk and bike and bus.,
- Please see # 5 above
- Read ALL the comments above
- see eng
- So far, a very open and engaged project. Please keep it that way!
- Study all of these options; it's hard to pick just three!
- Sullivan Square is challenged by crossing municipal lines
- Take new ideas seriously. The Alford Street bridge should only be raised a few times per day for pleasure craft or other marine craft. Why should people going to work wait for the drawbridge for pleasure craft?
- Thank you for doing this
- Thank you for doing this study. I consider transportation issues like this one to be urgent, especially in the face of growing populations and more and more traffic fatalities.
- Thank you for your consideration. But by 2030? I wish things would move more quickly. They have been talking about extension in Somerville for 20 years
- Thanks
- Thanks! My wife and I are very upset we won't be able to make the transportation forum on 11/9, so at least we have some way of being heard.
- The survey doesn't actually limit people to their top three choices, so responses might be a bit skewed.
- there are actions to take now that do not require further study - take action now and put Rutherford and Medford st on a diet!
- This is interesting. How do I get involved?
- This is very much needed!
- Tough to pick top 3 on question 2; Orange Line and biking are really important also.
- Very easy to understand and easy to complete

- VERY unrealistic options for employers
- Who is responsible for this project? Taxpayer?
- Why haven't we had a Citywide Network of Protected Bikeways during the last 70 years?