



# Public Meeting Record

**SUBJECT:** Dartmouth Street Bike Lane Public Meeting  
Chat Comments

**DATE:** SEPTEMBER 11, 2024, 6:30 PM

**Daniel Merrow, Boston Streets Cabinet** to Everyone 6:42 PM

Just a reminder everyone, If you have an questions during the presentation feel free to write them here and if I can I'll do my best to answer them

**Councilor Sharon Durkan** to Everyone 6:43 PM

Forgot to give a shout out to Nina Garfinkle for her leadership and advocacy around pedestrian safety (very close to my district but right outside)!

**Susan Prindle** to Everyone 6:44 PM

Can you post the BlueBike address so we can follow the discussion?

**Susan Prindle** to Everyone 6:53 PM

The slide does not show the existing commonwealth avenue bike lanes

**H Mark Smith** to Everyone 6:55 PM

any chance we can use "some bike riders" rather than "bikers"? please?

**Ryan Hatcher** to Everyone 6:56 PM

Thank you, Nina!

**Meryl Bralower** to Everyone 6:51 PM

Ditto what was just said. The bikers disregard for pedestrians and even cars is extremely dangerous. Sometimes they come out of nowhere.

**Rani Schloss** 6:53 PM

a lot of times, you think we “come out of nowhere” is because we don’t have a safe dedicated space to exist on the road.

**Rani Schloss** 6:53 PM

we are trying to just get around, just like you are.

**Councilor Sharon Durkan** 6:56 PM

Thanks for sharing your experience! I think definitely learning to look both ways had been a learning curve for me, or learning to look for bikes in bike lanes is new, but I do think expecting them in one space is helpful for pedestrian safety. Right now bikes take the sidewalk in unsafe spaces, and we definitely need bikes off the sidewalk.

**Daniel Boxwell** to Everyone 6:58 PM

The temporary materials look awful.

**Jennifer Lowe** to Everyone 6:48 PM

What will you do to insure bikers follow the road rules around lights, etc? Unfortunately, many do not follow the law/rules. I am already nervous crossing bike lanes and roads because they don't follow rules. I can't imagine trying to cross one that goes 2 ways. Also, will e-bikes and the delivery motorbikes be allowed on the bike path?

**Daniel Merrow, Boston Streets Cabinet** 6:52 PM

Hi Jennifer,

When we do street changes like this generally we follow up with additional enforcement for some time afterwards, to make sure everyone understands the rules of the road. E-bikes, but not mopeds are allowed to be in the bike lane.

**Liza Veto** 6:52 PM

Already seeing a bunch of mopeds in the new bike lane on Boylston

**Councilor Sharon Durkan** 6:54 PM

Just adding the work that my office is doing with BTM and Police Department to pick up unregistered mopeds. We had a great hearing speaking with the delivery companies, who are causing some of these issues. It's a constant process, but have been excited to see BPD focus on this alongside BTM.

**Ryan Bryla** 6:54 PM

In my experience safer bike lanes make it a lot easier to follow the rules of the road. When I'm solely focused on not getting run over its hard to pay attention to everything. In a protected lane its far easier to focus on pedestrians and other bikes

**Linda Pritchard** 6:55 PM

Is there a way to keep the Dartmouth Street parking in place and adding the bike lane in addition to parking (such as what was done on Beacon Street).

**Armando Castaneda** 6:57 PM

I am a lot more nervous and concerned about cars turning at rapid speeds when I have the crosswalk light

**Maria Hidalgo Romero** 6:57 PM

Parked cars protecting a bike lane is a great idea - but we definitely should limit parking near intersections for both cyclists and car motorists. Parked cars near intersection limit visibility for all.

**Daniel Merrow, Boston Streets Cabinet** 6:59 PM

@Armando Castaneda The updated design should significantly slow down the turning movements of vehicles. Safety is my number 1 priority during design

**Daniel Merrow, Boston Streets Cabinet** 6:59 PM

@Maria Hidalgo Romero Parking is limited at intersections to provide visibility to pedestrians and cyclists

**Micah Smith** to Everyone 7:00 PM

Seems like a bunch of good improvements to a dangerous intersection, thanks

**Ryan Hatcher** to Everyone 6:58 PM

Historically, Massachusetts traffic planners never met a slip lane they didn't love. Some of our slip lanes even have slip lanes! Is there a wider initiative to remove these as they are extremely dangerous for pedestrians?

**Councilor Sharon Durkan** 7:00 PM

Thanks for this feedback! I'll be on the lookout for these!

**Daniel Merrow, Boston Streets Cabinet** 7:00 PM

Hi Ryan, Removal of the slip lane is certainly a thing we are considering

**Ryan Hatcher** 7:02 PM

Please do, Daniel! Slip lanes encourage racecar behavior as the turns can be taken so quickly.

**Ann Canning** to Everyone 6:59 PM

Pg 12 By “your” feedback do you mean residents of Dartmouth St. Asked for this? Or people who ride bikes? Whose feedback is this?

**Maria Hidalgo Romero** 7:00 PM

I am not a city planner but there was an in-person meeting last year where everyone there wrote their feedback down in paper. That meeting was a community meeting just like this one!

**Councilor Sharon Durkan** 7:04 PM

There were community members who definitely suggested Dartmouth Street as an alternative to Berkeley Street.

**Aleksandra Burger-Roy** to Everyone 7:04 PM

Mass Ave only has a separated bike lane for southbound traffic. The map incorrectly paints Mass Ave green despite the massive gap that is the northbound painted gutter

**Maria Hidalgo Romero** to Everyone 7:06 PM

I am so excited to have a new bike lane to improve my ability to get around town safely!! So many people in my community in Dorchester work downtown, can't rely

on the T, and don't have the financial means to purchase or maintain a car. Bikes are a healthy and financially affordable form of transportation.

**Sophia Ogielska** to Everyone 7:02 PM

Who gave you feedback from Dartmouth st

**Maria Hidalgo Romero** 7:06 PM

There was a community meeting last year in person on commonwealth Ave where everyone could submit feedback.

**Daniel Merrow, Boston Streets Cabinet** 7:07 PM

Hi Sophia, Nathaniel can answer this question better later. But we had several community meetings in the Back bay over the course of the last year and met with many hundreds of residents

**Gonzague de Montrichard** to Everyone 6:56 PM

I support improving infrastructure but have major concerns about Dartmouth Street's current proposals, especially the removal of parking spaces. We need balanced solutions that preserve parking, enhance safety at intersections, and address maintenance issues like potholes and traffic enforcement. Practical alternatives, such as integrating bike lanes with parking or using sidewalk space, must be considered to avoid harming the neighborhood's accessibility and vibrancy.

**Linda Pritchard** 6:59 PM

I agree about bikers not paying any attention to street laws. Any thought to making them carry ID and giving them fines when they don't abide by rules?

**Armando Castaneda** 7:02 PM

Biking has more in common with walking than driving and we do not require people walking to carry ID.

**Councilor Sharon Durkan** 7:03 PM

Right now we are in a police shortage, and don't have much capacity for any traffic enforcement at the City. I will be advocating more officers for our downtown neighborhoods, which is always helpful, but that hasn't and likely won't ever be in police scope.

**Matt Ambrosino** 7:04 PM

What's to prevent bike lanes from being overrun by mopeds if we can't enforce current rules? They're already all over the sidewalks and breaking standard traffic laws like driving the wrong way, running red lights, cutting off both cars and pedestrians

**Matthias Remillard** 7:04 PM

I do want to note that the majority of bike riders are courteous to pedestrians and obey the rules and ride safely. it's unfair to judge all cyclists by the behavior of just the worst. would you also say *all* drivers are bad, because you have seen some drivers run red lights? would you say *all* pedestrians jump out into traffic because you've seen a few people cross haphazardly?

**Ryan Bryla** 7:04 PM

I think in this case a balanced solution requires removing parking. The road will have a balance between walking, biking, and still the largest percentage dedicated to car travel lanes

**Linda Pritchard** 7:05 PM

Walkers don't typically barrel through intersections when they should not in the same way bikers do. It seems like bikers are getting favorable attention and they

don't abide by the rules making intersections more dangerous. Violations for bikers who ignore lights, stop signs, etc. seems like something that might help.

**Aleksandra Burger-Roy** 7:07 PM

I saw numerous pedestrians jaywalk on my commute home from work today. Stay factual

**Sophia Ogielska** to Everyone 7:04 PM

What happened to Berkeley st bike path plan

**Councilor Sharon Durkan** 7:07 PM

That was an alternative connection that did not move forward.

**Liza Veto** to Everyone 7:09 PM

Thank you for adding the separate pedestrian crossing and car left turn signals from Boylston onto Dartmouth. A fix that has been needed for years!

**Armando Castaneda** to Everyone 7:09 PM (Edited)

The better our transportation network, the less car parking we will need as a community and we can use that space more efficiently. I am fine with losing some parking if it means better bike lanes and bus lanes.

**Jax Crerar** to Everyone 7:10 PM

Resident and remove the short term parking it is not being used

**Jackson Potter** to Everyone 7:10 PM



Is something like a timespan parking audit part of the data collection for changes to parking? E.g. understanding how long people are parking in an area on average, how long spots stay open, etc

**James Gerity** to Everyone 7:01 PM

Do I understand the Stuart @ Dartmouth diagram correctly that the hypothetical bike lane there for riders continuing on Stuart St. would have a signal?

**Daniel Merrow, Boston Streets Cabinet** 7:05 PM

Hi James, that concept is early and we are still considering many options. We would love to hear feedback about where you need to go and how you navigate the intersection

**James Gerity** 7:09 PM

Understood. I do not often travel on Stuart there, I ask because the crossing shown looks like it would be pretty dangerous if not signalized.

But it looked like there was a painted line for cyclists to stop and wait on a dedicated signal, so I think you're aware of my concern already. I'll keep an eye out as the design process continues.

**Councilor Sharon Durkan** 7:10 PM

@James Gerity This is helpful - thanks for your feedback!

**Maria Hidalgo Romero** to Everyone 7:09 PM

My friend got her foot runover by a truck that was parked way too close to the curb and didn't see her crossing as they suddenly backed up. She still can't walk properly, but thankfully the truck's insurance covered her medical bills. I wish people were more concerned with pedestrian safety.

**Councilor Sharon Durkan** 7:11 PM

Wow, that is horrible. Please send my best to her in her recovery.

**Gonzague de Montrichard** to Everyone 7:01 PM

One special point of attention between comm and Marlborough. The intersection at Public Alley 424 is a major safety concern. Poor visibility due to building obstructions and trees makes it difficult for both drivers exiting the alley and oncoming pedestrians and cyclists to see each other. Without significant safety improvements—such as better visibility, clear signage, and traffic calming measures—this area poses a serious risk for collisions. Any bike lane introduced here must address these issues to ensure the safety of all road users.

**Daniel Merrow, Boston Streets Cabinet** 7:04 PM

Hi Gonzague, I think this has been handled in the new design but I will be sure to look closely at it. Visibility at intersections is very important

**Councilor Sharon Durkan** 7:06 PM

Thank you for your feedback! @Daniel Merrow, Boston Streets Cabinet is there a way to walk through this one?

**Daniel Merrow, Boston Streets Cabinet** 7:10 PM

Hi, If I have the location correct this is the alley between Comm Ave and Marlborough. If that is the case then the parking on the eastern curblane is removed. The vehicles will no longer block sightlines for vehicles departing

**Gonzague de Montrichard** 7:11 PM

I did a simulation and the bike coming from the right (from Marlborough St) are impossible to see. You should do the test. Happy to meet you there at your earliest convenience

**Ryan Hatcher** to Everyone 7:07 PM

The bike lanes at Boylston & Mass Ave have made the crossing MUCH shorter than it used to be. It's the most comfortable that intersection has ever been. Also, as a pedestrian, the bike lanes make it more predictable as to when/where to look for a bike.

**Daniel Merrow, Boston Streets Cabinet** 7:12 PM

Hi Ryan, Generally that is my intent with design. We always try to remove the exposure of pedestrians to vehicles as much as possible

**Tracy Campion** to Everyone 7:12 PM

I am very concerned about all these changes This is absolutely a disaster I would like the ability to speak Who are you speaking for Is this already a done deal and are voices do not matter You have no idea what you are saying

**Gonzague de Montrichard** to Everyone 7:12 PM

Access to the Esplanade via the footbridges is a key concern for pedestrian safety. These bridges are not designed for bike traffic, and increasing cyclist use without proper modifications could be dangerous. To ensure safety, we should implement measures that force cyclists to walk their bikes across, such as installing tight chicanes or signage at entrances... While a redesign with wider footbridges would be ideal, at least in the short to medium term, enforcing these simple solutions can help prevent accidents and maintain safe shared use of these spaces.

**Ann Canning** to Everyone 7:13 PM

The block of Dartmouth with the seasonal patio set aside for Lolita - that is one of the largest residential buildings in the Back Bay and I see no park/load (noted in

blue on other blocks). It is imperative that we have park/load for this building - and not only seasonally when the patio is gone.

**Kenneth Kruckemeyer** to Everyone 7:14 PM

Pedestrians in the center of the Commonwealth Avenue Mall should be encouraged to cross mid-block, with a well marked crosswalk and timing of the signals to keep the cars out of this short piece of Dartmouth Street,

**Nina Garfinkle** to Everyone 6:59 PM

Narrower lanes are great, but the ramps on the lamb chops are not ADA compliant. People with walkers can't get up and over them. Why can't you pull back the stop line and bring the bike lane across?????

**Nina Garfinkle** 7:04 PM

**Nina Garfinkle** 7:04 PM

All of the above is just paint, so should fall within what is doable

**Daniel Merrow, Boston Streets Cabinet** 7:07 PM

Hi Nina, it is close to doable but the median islands cannot be in the crosswalk. I think something like this is the ideal final condition, but I can't make it legal or safe without rebuilding some ramps.

**Nina Garfinkle** 7:09 PM

Will you be Abel to get bikes over to to blue bikes and over to the south end?

**Daniel Merrow, Boston Streets Cabinet** 7:14 PM

I don't know the answer to that yet but we do strive to make the most and best connections

**Matt Ambrosino** to Everyone 7:01 PM

I heard you talking about business drop off and delivery, but what about residential? It's already extremely difficult to drop off and pick or deliver to residential buildings on Dartmouth

**Councilor Sharon Durkan** 7:05 PM

What building are you looking to find pickup drop-off spot for? These spots could be used equally for residential and commercial depending on how the signs are created but defer to BTB.

**Daniel Merrow, Boston Streets Cabinet** 7:05 PM

Hi Matt, These drop off areas being proposed can be used by any delivery services. So it should cover this concern

**Micah Smith** 7:06 PM

Designated drop off areas will be great in theory, but in practice they will be abused by double parkers and there will be zero enforcement. Tragedy of the commons

**Julie Cunningham** 7:07 PM

@Daniel Merrow, Boston Streets Cabinet totally unrealistic

**Matt Ambrosino** 7:07 PM

Referring specifically to 271 Dartmouth street

**Councilor Sharon Durkan** 7:08 PM

@Matt Ambrosino thank you, Matt. This is helpful feedback.

**Gerard Richer** 7:09 PM

What evidence is there that “thousands” of bikes use these streets each day. I suspect tens of thousands of cars do. If you want to help the environment. Move these cars more efficiently and stop them from idling needlessly.

**Matt Ambrosino** 7:10 PM

@Councilor Sharon Durkan To clarify, I can't stop outside my building even now. The only respite is the existing parking spaces, should one be open, and usually that's on the other side of Newbury. Makes simple tasks like dropping something off, moving something into my apartment, or picking up someone from my building extremely difficult

**Councilor Sharon Durkan** 7:14 PM

Thank you for sharing. If there's a good way to follow-up with you let me know. My email is Sharon.durkan@boston.gov

**Linda Pritchard** to Everyone 7:14 PM

Overall - how many parking spots are we losing?

**Bob Palmer** to Everyone 7:15 PM

Apparently, the city is not interested in loading and unloading

**Julie Cunningham** to Everyone 7:15 PM

Why does this timeline slide depict this as if it's a done deal?

**Paul Sellew** to Everyone 7:15 PM

Apparently, the city is not interested in loading and unloading

**Paul Sellew** to Everyone 7:15 PM

This is a great improvement, I really appreciate the work you are doing to make biking safer and Boston less car centric. The more space for walking and biking on the streets, the more comfortable it is to live and enjoy the area.

**Nina Garfinkle** to Everyone 7:16 PM

The protected two way lane is terrific! Thank you!

**Jeffrey Doucett** to Everyone 7:16 PM

Is this the same “width” for traffic as on Boylston? Which is awful. I take the bus due to an injury, a bus and a truck cannot go down Boylston Street. So who is measuring the lines ?

**Marcos Rodriguez** to Everyone 7:09 PM

Car drivers will want to go into the two way bike lane and block it. This is seen on the Southern Mass ave bike lane (constantly blocked by trucks) and the new Milk St bike lane. Is there any options for a bisecting bollard like the two way Brattle st bike lanes in Cambridge off of Harvard Square?

**Daniel Merrow, Boston Streets Cabinet** 7:13 PM

Hi Marcos, This can definitely happen and we are looking at options to prevent this. Flexposts wont stop it but we are working with our operations team on better options that keep the lanes clear but are also sweepable and plowable

**Marcos Rodriguez** 7:16 PM

Thank you!! The bike lanes are infinitely better, but it is daunting to see a semi in the bike lane nearly every week. Please try to make these improvements on the Mass Ave bike lane as well. My partner used it every day to get Umass Boston.

**Tomás Kresina** to Everyone 7:17 PM

Great design ideas! Love to see the work to make Boston a 21st century city and give residents other ways to get around besides being forced to drive their car. 😊

**Jackson Potter** to Everyone 7:17 PM

This project is a key connecting route to build a more comprehensive and connected bike route! I am extremely pleased to see more improvements to safe cycling infrastructure and efforts made to reduce vehicle speeds and overall miles traveled

**Maria Hidalgo Romero** to Everyone 7:17 PM

Bike lanes will greatly improve safety and accessibility for the people who work in Back Bay and need to bike or take the T to work.

**willy charleton** to Everyone 6:43 PM

Is this Dartmouth Street bike lane in place of Berkeley street? Or is the city planning a bike lane on both Berkeley and Dartmouth?

**Daniel Merrow, Boston Streets Cabinet** 6:44 PM

Hi Willy, this is instead of the Berkeley St bike lane which will end at Comm Ave instead of Beacon. This change, combined with other bike lanes updates that we will go over in the meeting. Should make an even better connected network.



**willy charleton** 6:45 PM

So to clarify, there will be a bike lane on Berkeley street until Comm Ave and also on Dartmouth Street?

**Daniel Merrow, Boston Streets Cabinet** 6:45 PM

Correct

**Councilor Sharon Durkan** 6:45 PM

I'll just add that the streets cabinet responded to feedback from the community around Berkeley St, and this is the proposed N/S connection!

**willy charleton** 6:46 PM

Got it, thank you

**Lucy Graves** 7:14 PM

Bicyclists rarely walk on the pedestrian footbridge.

**Jack McPhee** 7:17 PM

I do. I also obey all traffic laws.

**Micah Smith** to Everyone 7:19 PM

The protected bike lanes on Dartmouth sounds great. It will actually enable a lot of safer bike routes that will move cyclists out of the neighborhood and into the esplanade bike path. That is a win-win. Right now there is no safe way to get to the esplanade

**Ali Foley** to Everyone 7:19 PM

1:1 office hours are a way to control the narrative that favors the City and is not inclusive and not conducive to open dialogue. Having one virtual meeting with Dartmouth St abutters is likely not enough and limiting people to express opinions and jointly collaborate with other folks with similar concerns. If this remains your plan, will you be sharing each office hour content to the public?

**Bob Palmer** to Everyone 7:12 PM

So you're eliminating all those parking spaces in the commercial district?

**Daniel Merrow, Boston Streets Cabinet** 7:19 PM

For one block yes. Adding parking back in causes congestion issues.

**Susan Prindle** to Everyone 7:18 PM

Are you also working with Comcast which is tearing up the streets as we speak?

**Tony Baez (Councilor Durkan)** 7:19 PM

Sue, I'll be sure we highlight this to keep in mind when the construction begins.

**Susan Prindle** 7:20 PM

It needs to be dealt with in the planning, Tony

**Kenneth Kruckemeyer** to Everyone 7:20 PM

Dartmouth and Stuart. If the stop line is moved west on Stuart the pedestrians can make the crossing in one simple walk signal and there is no need to rebuild the islands since the ramps are irrelevant for this move. They makes the intersection much safer for all users, cars, bikes and pedestrians. It makes striping and temporary posts to reduce turning vehicle speed much simpler while

accommodating the bike lane in a straightforward path. This was already tested some 20 years ago and proven to work.

**Scott Mullen - A Better City** to Everyone 7:12 PM

Great to see the intersection with Comm Ave daylighted on the southeast corner

**Daniel Merrow, Boston Streets Cabinet** 7:20 PM

Hi Scott, Daylighting one of the easiest and most effective tools we have for increasing safety. We implement it on all new projects

**Jax Crerar** to Everyone 7:22 PM

night

**stacey brenner** to Everyone 7:22 PM

Jack hammers are highly disruptive at night for residents.

**Jackson Potter** to Everyone 7:23 PM

I would prefer shorter duration with more daily disruption!

**Daniel Boxwell** to Everyone 7:07 PM

It isn't safer for peds, because you have to step into the bike lane to see enough to cross the street. You then get surprised by a delivery moped going 30mph down the bike lane. This is happening on Boylston now.

**Daniel Merrow, Boston Streets Cabinet** 7:11 PM

Hi Daniel, All of these crossings are signalized and parking has been removed to ensure visibility is there. Pedestrians do not have to step out in the bike lane to see and have a safe crossing.

**Zachary Yaro** 7:23 PM

It would be great if the flex post buffers were turned into concrete pedestrian islands, which feels more comfortable to wait in after crossing the bike lane than flex posts & paint that people squeeze their cars into for extra parking.

**Janice t Seidman** to Everyone 7:16 PM

How many bikes are currently accessing the bike lanes on Beacon Street and Dartmouth Street?

**Councilor Sharon Durkan** 7:23 PM

Right now the bike lanes we currently have are on an island. This work would connect our infrastructure so that a bike rider could ride from the South End to Back Bay without having to leave protection, and with a connection to the esplanade, which is an ideal path.

**Linda Pritchard** to Everyone 7:09 PM

How many parking spots will we lose? There are already too few spots in Back Bay]

**Councilor Sharon Durkan** 7:10 PM

With the help of NABB, we have made more residential spaces in the past year. Are you a Back Bay resident? Has that made a difference?

**Daniel Merrow, Boston Streets Cabinet** 7:15 PM

Hi Linda, the amount of parking changed is still in flux. I am doing my best to find every available spot that will not jeopardize safety. This design currently has 44

spots removed. I expect that number to go down by up to 10 by the time we are done

**Linda Pritchard** 7:16 PM

44 Spots is significant. Is there something that can be done to make it less. I have a resident sticker and it already is difficult

**Gonzague de Montrichard** 7:17 PM

We could keep the parking between Marlborough and Beacon?

**Daniel Boxwell** 7:22 PM

There's no way Dartmouth is wide enough for parking on both sides and a protected bike lane. I don't love that idea.

**Bob Palmer** 7:23 PM

if there were only one lane for the bikes, it would work

**Anna Bethany** to Everyone 7:23 PM

If it's 5 months versus longer and there are signs posted so people know what to expect, that would be helpful to reduce irritation, surprises and accidents amongst all parties

**Nancy Arbree** to Everyone 7:23 PM

shorter time line best = 5 months

**Marcy M** to Everyone 7:23 PM

Scenario 3 for Comm Ave please!

**Daniel Boxwell** to Everyone 7:23 PM

Prefer shorter duration with more disruption

**Jessica Mink** to Everyone 7:23 PM

I'm pretty happy with the bike lanes north of Boylston, but it is important that the Southwest Corridor bike path, Columbus Ave bike lanes, and Tremont St. bikelanes which all intersect with Dartmouth St, are connected to the Esplanade (and Back Bay shopping and dining district) via Dartmouth St., too. I can see how the Stuart St intersection needs to be worked out first, but without this connection, Clarendon St. becomes a more desirable connection from the Esplanade southbound than Dartmouth St.

**Kim Formica** to Everyone 7:14 PM

There will be no available spaces on either side of Dartmouth in front of 271 Dartmouth? That makes loading/unloading into our building difficult.

**Daniel Merrow, Boston Streets Cabinet** 7:23 PM

Hi Kim, there will not. But we are looking into making spaces on the next block of Dartmouth right at the intersection. Additionally we are looking into creating some drop of spots on Newbury St adjacent to the building

**Susan Prindle** to Everyone 7:15 PM

I have asked several times about how you handle the intersection of the alleys and the bike lanes. The alleys run east to west, so the cars will be coming out directly into the bike lanes with limited visibility. PLEASE deal with this problem before somebody gets hit

**Marcos Rodriguez** 7:24 PM

If anything, the bike lane buffer will give more visibility to a car on car collision. The alleys go straight into the sidewalk. Drivers must go extremely slowly to avoid hitting someone.

**James Gerity** to Everyone 7:24 PM

Thanks everyone for the presentation. Great to see this project moving forward to increase the connectivity of the bicycle infrastructure and make the city safer for people who aren't driving.

**Lodrina Cherne - works and plays in Back Bay** to Everyone 7:25 PM

Well explained! Thanks for leaving us with additional information to reach out post presentation!

**stacey brenner** to Everyone 7:25 PM

I agree with jacks

**Matt Ambrosino** to Everyone 7:26 PM

Great points

**Aleksandra Burger-Roy** to Everyone 7:26 PM

If we don't want bikes on the sidewalk, we shouldn't put the bike lane on the sidewalk

**Maria Hidalgo Romero** to Everyone 7:27 PM

Bike lanes on the sidewalks make it very difficult to cross intersections while being visible to cars that are turning.

**Jax Crerar** 7:27 PM

But it was done at mass and comm

**Maria Hidalgo Romero** 7:29 PM

Yes and it makes crossing there very difficult. I have been almost hit many times at that exact section because cars don't expect a bike to come from the sidewalk.

**Aleksandra Burger-Roy** 7:29 PM

And I have had multiple cars attempt to right-hook me while going south thru the Mass@Newbury intersection. Also, there is such high pedestrian volume along Mass Ave at that location that people end up walking in the bike lane

**Jax Crerar** to Everyone 7:29 PM

Marlborough street has more than enough space for two lanes and a pedestrian space

**Eric Drysdale** to Everyone 7:31 PM

Jax is 100% right about the size of sidewalk on Dartmouth and we'd be better served reducing the size of the sidewalk to accommodate the bike lane and keeping the number of spots unchanged

**Kenneth Kruckemeyer** to Everyone 7:31 PM

Stuart?Dartmouth: Your objections about the bridge and the curb ramps do not agree with reality.

**Adam Buchbinder** to Everyone 7:13 PM



This general framework places parking needs absolutely last in terms of priority.

**Armando Castaneda** 7:16 PM

Parking has a very high opportunity cost. The vast majority of the people in the community and on the street don't make use of that parking. We can build a more efficient transportation network by utilizing that space.

**Micah Smith** 7:17 PM

They said out of all the options this is the one that preserves the most parking. Street parking is a public resource and shouldn't be given out for free

**Adam Buchbinder** 7:19 PM

It most certainly is not free. We pay a fortune in property taxes back to the city and drive much of the business activity in this city.

**Matt Ambrosino** 7:19 PM

@Armando Castaneda Hi Armando, I'm not sure what you mean by this. Spots on these cross streets are crucial for commuters in the community. I already spend a lot of time looking for parking as it is. Spots on Dartmouth street are almost always full by weeknight evenings.

**Nina Garfinkle** 7:19 PM

I've heard that a car spends 90% of its time parked and only 10% of their time driving. Free permits to park private vehicles on our public streets really needs to be re looked at and probably charged for.

**Micah Smith** 7:20 PM (Edited)

@Adam Buchbinder People are paying 100k for parking spaces in downtown . That is the value that the people in Boston are giving for free to Back Bay and downtown

drivers. We all pay property taxes. No one in back bay/downtown is required to own a car or park it on public streets

**Armando Castaneda** 7:21 PM

There will never be enough parking. If we had enough parking we would not be a city. We would be a parking lot.

Prioritizing more space efficient forms of transportation (bikes, buses, trains) means we can all commute to and from the city while preserving its amenities

**Paul Sellew** 7:23 PM

Giving space to parking makes our city more ugly and less enjoyable. Boston is a city, not a suburb. Taking away parking spots and giving that space back to the people will make Boston more enjoyable and get more people downtown!

**Maria Hidalgo Romero** 7:24 PM

Also, what about all of the people of color and low-income people who take the T or Bike into the Back Bay neighborhood from Roxbury or Dorchester? They need to commute into work and deserve a safe and shorter commute into the shops in Boylston street. I'm speaking for neighbors that can't attend these presentations due to work hours.

**Councilor Sharon Durkan** 7:31 PM

Adam, thanks for sharing your feedback. In looking for a N/S connection, it has been difficult to find a solution that does not remove some parking. In all designs, the city is attempting to keep as much parking as possible. We are still working through these issues and grateful for your feedback.

**Jax Crerar** 7:31 PM

If they are on a bike lane that is on a side walk they are more likely to stay to the bike section

**Susan Prindle** to Everyone 7:24 PM

I would rather be able to sleep at night, so dont appreciate night work at all

**Councilor Sharon Durkan** 7:31 PM

I hear you, Sue. Thank you for your feedback and being here, and all your leadership for the Back Bay.

**David Wean** to Everyone 7:23 PM

If National Grid's work is being done by Feeney Brothers, please ensure that their patches are much better than they've been in other neighborhoods. (Feeney Brothers - "Ruining our Streets since 1988")

Even though there's a plan for full repaving afterward, the quality of the patches will affect everyone's travel for several months.

**Rani Schloss** 7:24 PM

100% yes, Feeney Brothers "patching" broke my shoulder

**Councilor Sharon Durkan** 7:32 PM

Thanks for sharing! Appreciate your feedback.

**Jax Crerar** to Everyone 7:32 PM

Marlborough street

**Jax Crerar** to Everyone 7:28 PM

Why did no one comment on any of my points?

**Bob Palmer** 7:28 PM

I think your idea is GREAT. Take the hose sidewalk!

**Bob Palmer** 7:28 PM

huge sidewalk

**Jax Crerar** 7:29 PM

Thanks Bob I agree

**Bob Palmer** 7:29 PM

Well, hopefully, we will be heard...

**Marcos Rodriguez** 7:30 PM

You said more people are riding on the sidewalk so I take it you don't want them on the sidewalk level, but then said that you want the bike lane on the sidewalk. Hard to respond to that

**Matt Ambrosino** 7:32 PM

@Marcos Rodriguez Right now it's being used as an ambiguous space for walking pedestrians and bike riders. If we want more efficient transportation just use the large space to delineate between bike riders and walkers. I don't think it's that complicated

**Maria Hidalgo Romero** 7:32 PM

I don't like biking on the sidewalk near busy intersections. Cars turning right do not look for a cyclists to come from the sidewalk. It's so scary going straight and almost being hit by a two ton vehicle that couldn't see you.

**Jax Crerar** to Everyone 7:32 PM

Side walk

The large section of the side walk on marlborough

**Sophia Ogielska** to Everyone 7:32 PM

How do I request to speak

**stacey brenner** to Everyone 7:32 PM

No one seems to mention the nightmare of all the buses whenever the T has a problem. This is a perfect storm.

**Paul Sellew** to Everyone 7:32 PM

Agree - don't take away space from pedestrians

**Ryan Hatcher** to Everyone 7:33 PM

Please don't shrink sidewalks

**Jax Crerar** to Everyone 7:33 PM

Not the center

**Jax Crerar** to Everyone 7:33 PM

Take away the edge that is 4x the side of a normal sidewalk

**Jax Crerar** to Everyone 7:33 PM

Better than having someone ride their bike on those sidewalks anyway

**Aleksandra Burger-Roy** to Everyone 7:33 PM

Wide sidewalks are beautiful, and removing them would ruin the character of the neighborhood

**Breanna Richards** 7:34 PM (Edited)

Correct. Exactly my earlier point which folks laughed at @Aleksandra Burger-Roy

**Dorothy Feinzig** to Everyone 7:34 PM

Basic question:

Are electric bikes, mopeds and other motorized 2 wheeled transporters restricted from bike lanes, sidewalks and or streets? Are they subject the same direction (1-way)rules as autos .

**Anna Bethany** to Everyone 7:14 PM

For pedestrian or cyclist trying to go left on comm or beacon, what safety measures will be in place so that cars/pedestrians/bikes don't surprise one another? Cars often will take advantage of making a left on red on a one way

**Daniel Merrow, Boston Streets Cabinet** 7:22 PM

Hi Anna, There are safe places for the bikes to pull out of the main line of the bike lane and not be in traffic to wait out a change in lights safely

**Anna Bethany** 7:25 PM

To turn left?

**Matt Rosenberger** 7:29 PM

@Anna Bethany you can "box turn" aka "two-stage turn" as a biker if you need to

**Anna Bethany** 7:34 PM

Are there going to signs that discourage lefts on red by cars?

**Anne Devereaux** to Everyone 7:31 PM

I find bike lanes are less pedestrian- friendly. We are looking for a cross sign for the street and bikes come out of nowhere. Have had a couple of close calls on Boylston and commercial delivery bikes use them.

**Armando Castaneda** 7:34 PM

Cars are an order of magnitude less pedestrian friendly. Allocating space away from cars and to bike lanes is better and safer for everyone. That has been studied and proven.

**stacey brenner** to Everyone 7:31 PM

This whole design seems to favor bikes over commuters or residents. I also bike and when I find a bike lane it's lovely, but it's also usually empty!!!! Meanwhile, if I try to drive, it is increasingly difficult.

**James Gerity** 7:32 PM

"Bike" and "commuter" are not mutually exclusive categories. Do you mean "car commuter"?

**Paul Sellew** 7:33 PM

Better bike lanes mean less people will drive

**Aleksandra Burger-Roy** 7:34 PM

Many commuters ride bikes

**Jax Crerar** to Everyone 7:34 PM

Will you be giving us back our parking we fought for?

**Marcy M** to Everyone 7:34 PM

Have you addressed the lack of bike helmet use with Blue Bike rentals? It is so dangerous. Other countries take cycling more seriously and take proper precautions. The tourists rent bikes and ride on sidewalks, on the Comm Ave mall, and weave in and out of traffic. All without helmets.

**SCOTT KILCOYNE** 7:34 PM

State law doesn't require helmets, nor should it

**Maria Hidalgo Romero** to Everyone 7:34 PM

Please do not put bikes on sidewalks. 1) They are already super busy with pedestrians. 2) Biking on the sidewalk makes intersections super risky as cars do not watch for cyclists as they make red turns. Car commuters do not look for bikes on the sidewalk when they turn right.



**Bob Palmer** to Everyone 7:35 PM

However, the city IS in the business of taking away parking from the motorists.

**Gary Sandison** to Everyone 7:19 PM

Are you taking into consideration BPS busses morning drop offs and afternoon pick ups ?

**Liza Veto** 7:20 PM

Great point -- there were school buses on both sides of Dartmouth btw Boylston and Newbury yesterday afternoon

**Linda Pritchard** 7:22 PM

Another question on parking - the city gives out no parking signs for people to move, do construction, etc. Sometimes there are so many signs that there is no parking anywhere. Is there ever a thought to limiting the number of signs that can be given out?

**Ali Foley** 7:25 PM

The City ignored the Parent Drop Off zone at 645 Dartmouth ST/Boylston St for the Boylston St Bike Lane. The Old South Pre-school in the Old South Church is still awaiting their parent drop off zone back. They were never notified and found their signs torn down with NO communication or notices.

**Bob Palmer** 7:25 PM

She is absolutely correct!

**Councilor Sharon Durkan** 7:35 PM

@Ali Foley if you would encourage them to email me, I haven't yet heard this but grateful you are bringing to our attention.

**Breanna Richards** to Everyone 7:15 PM

This bike lane will greatly change the appearance of Dartmouth street and the preservation of historical back bay. Who from the Dartmouth residents voted for this? I live on Dartmouth and Marlborough and this will likely change the value of the mansions here

**Sophia Ogielska** 7:21 PM

It's about the beauty of historical neighborhood!

**Ryan Hatcher** 7:22 PM

Are traffic lanes beautiful and historic?

**Sophia Ogielska** 7:23 PM

They don't have jarring plastic white posts

**Bob Palmer** 7:24 PM

Cyclists follow NO rules of the road, as we know!

**Ryan Bryla** 7:25 PM

As someone who bikes I would also prefer concrete barriers as opposed to plastic posts

**John Callerame** 7:35 PM

All the cars and traffic signals are already a change from the historic appearance of the neighborhood.

**Jax Crerar** to Everyone 7:36 PM

Would you return our parking spaces we would lose

**Jennifer Lowe** to Everyone 7:15 PM

Even though cyclists are 'required' to walk there bike across the esplanade footbridge, I rarely see that. I wouldn't mind the bike lanes IF the bike riders followed the street rules and signs.

**H Mark Smith** 7:17 PM

and i would love it if drivers used turn signals and pedestrians cross at crosswalks. Please please please again i ask, can we use SOME bike riders and not claim sweeping truths? please...

**Jack McPhee** 7:23 PM

Here here.

**David Wean** 7:25 PM

I didn't think that walking bikes on the footbridge was \*required\* - the signs say "please walk your bikes". Many times, there is nobody walking on the bridges.

**Jack McPhee** 7:26 PM

Thank you for the presentation. As a 40 year Boston bike rider I applaud the city's commitment to bike lanes and pedestrian safety. it's amazing to actually ride in a dedicated bike lane and not worry about getting doored or

**Councilor Sharon Durkan** 7:36 PM

@David Wean I do think it's important to walk bikes on the bridge! There's a blindspot and the mirrors aren't always fixed.

**Maria Hidalgo Romero** to Everyone 7:36 PM

So many Dorchester and Roxbury residents, including young adults, have to get to downtown for work and they can't rely on the T buses or red line to get to work. Biking is the most reliable and financially affordable way for Dorchester and Roxbury residents to get to work! Please think about the people who can't afford to live in your Back Bay neighborhood but work to make it a lively economic place!

**Bob Palmer** to Everyone 7:36 PM

Is the cost of all this on the FAQ?

**SCOTT KILCOYNE** 7:36 PM

yeah, what is the cost of subsidizing private car storage?

**Sophia Ogielska** to Everyone 7:36 PM

YES!

**stacey brenner** to Everyone 7:36 PM

SAVE Darmouth street between St. James and Boylston. It is a beautiful corner of Back Bay and also a major access pint for the Mass Pike. Pedestrians and Cars should be prioritized.

**Anna Bethany** to Everyone 7:11 PM

Is there a reason why the green paint signaling a bike lane isn't continuous throughout the lane?

**Jackson Potter** 7:13 PM

I am not an engineer, but if i recall the paint is very expensive so it is primarily used for daylighting near intersections where it provides the most value

**Anna Bethany** 7:16 PM

That is helpful, thank you, hopefully there can be more signs vertically or written in pavement if the green paint is not economical

**Daniel Merrow, Boston Streets Cabinet** 7:25 PM

Hi Anna, Jackson is correct. The paint is very expensive. Keeping it at the intersections allows us to prioritize the areas of most conflict without unnecessary costs

**Anna Bethany** 7:29 PM

@Daniel Merrow, Boston Streets Cabinet - It it possible to write "Bike Lane" to help acclimate people to the change? Also like in London something like "look right" or "look left" written in the bike lane for people crossing?

**Councilor Sharon Durkan** 7:37 PM

I think this is a really good point! Green lanes are way better and visable.

**Jax Crerar** to Everyone 7:35 PM

Bikers are already not using the bike lanes and riding on the side walks

**Bob Palmer** 7:35 PM

You are correct! Not to mention the motorbikes that use the bike lanes and sidewalks!

**Julie Cunningham** 7:36 PM

Agree.

**Matt Ambrosino** 7:37 PM

Agree

**stacey brenner** to Everyone 7:29 PM

It is very difficult to turn left onto Dartmouth from Huntington especially in the mornings because the hotel catering trucks are frequently double parked. You need to crack down on these trucks. If you add concrete or limit the pedestrian area it will create more gridlock at that intersection.

**Councilor Sharon Durkan** 7:38 PM

Thanks for this feedback!

**Aleksandra Burger-Roy** to Everyone 7:39 PM

I love using red brick barriers/planters once this becomes permanent

**David Wean** to Everyone 7:38 PM

Instead of flex posts, how about some sort of red-brick barrier? Would be more historical accurate!

**Rani Schloss** 7:39 PM

and causes more damage if drivers ignore it because they can't be bothered to slow down. a real win-win!

**Julie Cunningham** to Everyone 7:39 PM

The plastic posts are not the best option. Other historic cities like Charleston, SC would never allow it.

**Breanna Richards** to Everyone 7:39 PM

The plastic flex posts take away from the character of the neighborhood

**Armando Castaneda** to Everyone 7:39 PM

I like high comfort bike lanes I see in Cambridge and Somerville. They look much nicer!

**Sophia Ogielska** to Everyone 7:39 PM

No flex posts in back bay!

**Zachary Yaro** to Everyone 7:40 PM

Can the bike lane be separated with those concrete curbs like parts of Mass Ave. have (and some of the newer bike lanes in Cambridge) instead of only flex posts?

**David Wean** to Everyone 7:40 PM

How about raised crosswalks across the alleys?

**stacey brenner** to Everyone 7:40 PM

Susan's term "historic ambience" is spot in. All these changes are harming the historic ambience. This should be prioritized.

**SCOTT KILCOYNE** 7:40 PM

so right, all the cars are really destroying the ambience

**John Callerame** 7:41 PM

Cars, painted lanes, and stoplights are "histoic ambience"?

**Gonzague de Montrichard** to Everyone 7:16 PM

It is disingenuous to just say cyclists are required to walk their bikes on the bridge, we must have way to force them to do so as they currently rarely walk their bike.

**Councilor Sharon Durkan** 7:21 PM

This is actually state police issue, but we have pushed for the paint to say walk your bike, but it is not the jurisdiction of the city, it's DCR.

**Gonzague de Montrichard** 7:23 PM

But why pushing traffic towards these bridges before figuring a satisfying solution. This is baffling Sharon. I am well aware of the complex interactions with DCR due to my involvement with the esplanade association.

**Councilor Sharon Durkan** 7:28 PM

Thanks Gonzague, we actually heard from residents that they want to encourage more riding on the esplanade, so without this connection that is not possible, though I understand what you are saying. It's just conflicting with other feedback I have received.



**willy charleton** 7:29 PM

I live by Fiedler bridge and weekly I or my dog are hit or nearly hit by bikers riding around the blindspot corners

**Gonzague de Montrichard** 7:30 PM

I am all for cyclists on the esplanade. My issue is about cyclists not walking their bike on the footbridge. I would be delighted to have wider footbridges but I am a realist so I was hoping signs and some sort of obstacles may force cyclist to follow the rules.

**Councilor Sharon Durkan** 7:39 PM

@Gonzague de Montrichard Thanks! I totally agree with this and hope to support safety on the footbridge. If you want to follow-up, I would love to continue the conversation on this [Sharon.durkan@boston.gov](mailto:Sharon.durkan@boston.gov)

**Ali Badrigian** 7:41 PM

Appreciate this challenging issue is being raised! We look forward to working with you, DCR, and all advocates for safety to improve this!

**Jeffrey Doucett** to Everyone 7:42 PM

Could we allow other people ask or voice concerns ?

**stacey brenner** to Everyone 7:34 PM

Boston's Back Bay when initially developed was considered one of the best examples of urban development in the country. All of these plastic poles, green paint for bikes, red paint for buses, etc. has resulted in a very unhistoric , visually unpleasant result.

**SCOTT KILCOYNE** 7:35 PM

all those cars really take away from the historic value, should go back to horses and pedestrians only

**Armando Castaneda** 7:36 PM

I agree we should pedestrianize the blocks around Copley so we can enjoy the historic nature of the neighborhood

**Jackson Potter** 7:41 PM

I agree! Pedestrianization of newbury street would be absolutely incredible

**Joel Paul** 7:42 PM

Cars weren't around when the Back Bay was filled in.

**Nate Deshmukh Towery** to Everyone 7:43 PM

Thank you for this important project connecting disparate parts of the bicycle lane network. I fully support this work and the City's efforts to create a coherent network!

**Breanna Richards** to Everyone 7:44 PM

No one has responded to the historic ambiance concern. You have multiple folks on this call/chat pushing back on this and no one is addressing it.

**Liza Veto** to Everyone 7:45 PM

I appreciate being informed by these presentations. However, it's not clear to me what input, if any, participants have the opportunity to offer at this point that would change any plans. Could someone from the City let us know?

**Eric Drysdale** to Everyone 7:45 PM

271 Dartmouth st has 77 residential units. How are people suppose to move in/out, load/unload, never mind the loss of over night resident parking with no parking on this block. This isn't well thought out

**Breanna Richards** to Everyone 7:46 PM

I agree

**Linda Pritchard** to Everyone 7:42 PM

Is there ever a thought to repaving Back Street that is filled with bumps and potholes?

**Bob Palmer** 7:43 PM

Unfortunately, back st is privately owned by each address

**Linda Pritchard** 7:44 PM

Does that mean it will just deteriorate?

**Maria Hidalgo Romero** 7:44 PM (Edited)

Maybe your neighbors can cede their property to the city for proper maintenance? I don't mean this to be defensive or anything but there are a lot of pot-hole ridden streets that are on the backlog for the City in neighborhoods like Dorchester. The street should be owned by the city if it's going to be repaired by city funds.

**Rani Schloss** 7:46 PM

relevant:

<https://www.universalhub.com/2024/boston-councilors-go-public-problems-private-ways>

**Tony Baez (Councilor Durkan)** 7:46 PM

@Rani Schloss My boss was an original sponsor on this, specifically focused on Back St!

**Bob Palmer** to Everyone 7:39 PM

Is anyone going to address the proverbial elephant in the room? That is the fact that people do not ride bikes for 6 months out of the year?

**Ryan Bryla** 7:39 PM

There are far colder countries that people bike year round in. The difference is having safe infrastructure

**SCOTT KILCOYNE** 7:39 PM

just because you don't ever ride a bike doesn't mean the rest of us don't find it the best way to get around the city year round

**Maria Hidalgo Romero** 7:40 PM

Many of my neighbors in Dorchester can't afford a car and can't rely on the T. They have to bike to work. There is no other option but to bike throughout the year.

**Joel Paul** 7:40 PM

That's not true at all. Over 1 MILLION trips were taken on BlueBikes between January and April. I bike all year round.

**Aleksandra Burger-Roy** 7:40 PM

IMO, cycling in the winter is much nicer than in the summer

**Bob Palmer** 7:41 PM

I'd love to see the hard data on those claims- I rarely see bikes on the Beacon St lane, even in the nice weather!

**Rani Schloss** 7:41 PM

because it's an efficient mode of transportation, so you don't see people backed up the way you see cars backed up

**Aleksandra Burger-Roy** 7:41 PM

The Beacon St lane is full of potholes and very sharply banked towards the curb, neither of which prove for a pleasant ride

**James Gerity** 7:47 PM

@Bob Palmer the city provides pretty good data on ridership. It does not support the assertion that nobody rides in the winter, although ridership does decrease.

You can explore the count data here:

<https://www.boston.gov/departments/boston-bikes/bike-data>

**Joel Paul** 7:47 PM

Bob, I'm literally looking at BlueBike stats on my computer right now. Info on every single ride is publicly available, I have over 5GB of data in front of me, every ride since 2015.

**Armando Castaneda** to Everyone 7:48 PM

Also, concrete dividers mean people will not be harmed... Flex posts provide little protection

**Rani Schloss** to Everyone 7:35 PM

I'd like to suggest that the city consider disabling the chat in these meetings and using the Q&A function instead, where questions are only visible to the hosts and the hosts can mark questions as answered as they do so. This cuts down on the nastiness and finger-pointing/"us vs them" mentality in the chat, keeps the conversation focused on the project at hand and not on casting aspersions on every person who chooses to use a mode of transportation, and helps attendees focus on the presentation. It also makes it easier for moderators to find legitimate questions.

**Jackson Potter** 7:43 PM

I agree, utilizing the q&a would better!

**SCOTT KILCOYNE** 7:47 PM

Cambridge has a much better format for these types of meetings that Boston should emulate.

**Councilor Sharon Durkan** 7:49 PM

We've gotten great feedback on the open chat because people do want to be able to be heard by their neighbors too, but I totally understand what you are saying. I think it's both cultural and generational the ways people want to interact so what works for one, doesn't work for all.

**James Gerity** 7:49 PM

I believe Zoom's "webinar" feature can be used at the same time as the open chat. I have mixed feelings about the idea. The freeform communication is wonderful. The bickering is... not.

**Breanna Richards** to Everyone 7:50 PM

I am heartbroken as well. This is awful

**Ali Foley** to Everyone 7:11 PM

Well ask Fire Engine Ladder 33 and Engine 22 about their newly diverted response routes post Boylston St Bike Lane installation-- They are now going around to AVOID Boylston St over behind The Pru to respond to Fire Calls they normally would have traveled Boylston St to AVOID the disastrous bike lane installed. Businesses are not happy. Additionally, valet stands have more dangerous situations minute by minute in their routine operations for customers and pedestrians.

**Daniel Merrow, Boston Streets Cabinet** 7:17 PM

Hi Ali, We work closely with the fire department and all EMS on all roadway changes to make sure they meet their needs. If fire has issues with how to work around our designs they reach out to us and we work out a solution

**Nina Garfinkle** 7:22 PM

My understanding is that they can actually use the bike lanes for emergency vehicle. So they are able to get places faster than before because they are avoiding car traffic.

**willy charleton** 7:22 PM

I single direction bike lane with plastic bollards is not wide enough for a fire truck

**Zachary Yaro** 7:24 PM

I have seen emergency vehicles try to use the Boylston bus lanes to get there faster, and had to merge into traffic because of illegal parking, not because of bikes!

**Ali Foley** 7:45 PM

@Nina Garfinkle That is NOT the case. I have interviewed them 3 times now. They all say they have to go and cross over Boylston and cut down behind the Pru and come back over on Berkeley St during high volume traffic times! I cant imagine a fire truck passing through in the Boylston bike lane through Fairfield to Dartmouth when there are 3 major valets operating there, How about you all go to them on premise and address this? For every minute late to a fire, could make a big difference between one building fire or it spreading to another building or losing another firefighter in a building.

@Zachary Yaro The Firehouses are mentioning this since the bike lane installation. I was not saying it was a biker causing the issue. The issue is the roadway has been squeezed down to nearly 1 lane of traffic at some spots on Boylston St due to a bike lane!

**Nina Garfinkle** 7:50 PM

We could remove parking I suppose. We need to find some balance...it's gonna be hard. Nobody will be 100% happy.

**Gonzague de Montrichard** to Everyone 7:50 PM

Tracy for Mayor!

**Jax Crerar** to Everyone 7:51 PM

And people still don't use it

**David Wean** to Everyone 7:51 PM



The boulevard would be even nicer if you removed all the parking.

**Joel Paul** to Everyone 7:51 PM

Removing cars would make the area way more beautiful

**Marcos Rodriguez** to Everyone 7:51 PM

Such a historical place that you just drive all over huh

**stacey brenner** to Everyone 7:51 PM

If you don't allow cars, no one will work from the office anymore, the buildings will be vacant and the stores on Newbury Street will go out of business.

**Julie Cunningham** to Everyone 7:50 PM

Copley Square is a nightmare.

**Armando Castaneda** 7:51 PM

That is more readily attributed to an excess of cars

**Maria Hidalgo Romero** to Everyone 7:51 PM

Why are architectural concerns more important than the safety of Black and Latino residents having to cycle to work and wanting safety to do so? The shops are being staffed by people who can't afford to live in Back Bay nor can they afford to buy a spot? I

**Breanna Richards** to Everyone 7:51 PM

Zero regard for the preservation of the back bay neighborhood

**Ben Harris** 7:51 PM

Back Bay existed before cars, and bikes exists before cars. #facts

**Julie Cunningham** to Everyone 7:45 PM

This isn't traffic "control" - this is WORSENING traffic, emissions, and stress for residents by narrowing roadways severely.

**Joel Paul** 7:50 PM

Getting more people out of cars and onto bikes reduces emissions. Almost all my local trips are on bike now, because of the road changes.

**Gerard Richer** 7:52 PM

They don't care what the residents think. Apparently, our councillor doesn't either.

**Jason Brown** to Everyone 7:52 PM

I'm happy to see these plans! It is a long way around to get from the Copley area out to the River, and this would help speed things up for me n a bike

**Julie Cunningham** to Everyone 7:52 PM

AGREE TRACY!! WHY DOES THE ADMINISTRATION THINK THEY CAN MAKE THESE DECISIONS UNILATERALLY??

**Sophia Ogielska** to Everyone 7:52 PM

Bravo to Tracy Campion

**Jax Crerar** to Everyone 7:52 PM

Ruined by bikers and scooters

**Joel Paul** 7:52 PM

Ruined by cars

**Breanna Richards** to Everyone 7:52 PM

Bravo Tracy!!!

**Aleksandra Burger-Roy** to Everyone 7:52 PM

It's heartbreaking for me to see yet another person murdered by cars

**Daniel Boxwell** to Everyone 7:52 PM

Tracy - you are correct that the sidewalk work is really poorly done.

**Nina Garfinkle** to Everyone 7:52 PM

Brick is not historic. Cars are not historic

**Breanna Richards** to Everyone 7:52 PM (Edited)

We agree with you @Tracy Campion

**stacey brenner** to Everyone 7:52 PM

You should not embark on this project in the middle of a major utility project!

**SCOTT KILCOYNE** 7:53 PM

that's exactly the best time, you save a bunch of money that way

**Ann Canning** to Everyone 7:53 PM

TRACY CAMPION 🙌🙌🙌🙌🙌!!!! Not to mention how this will impact our elderly residents!

**Maria Hidalgo Romero** to Everyone 7:53 PM

Isn't a major utility project the best time to do it?

**Joel Paul** to Everyone 7:53 PM

If you close the street to cars entirely, we won't need any plastic posts

**Julie Cunningham** to Everyone 7:53 PM

Mayor Wu is from Chicago where they actually RESPECT history...this is so ODD to me.

**Aleksandra Burger-Roy** to Everyone 7:53 PM

We don't have PROTECTED bike lanes

**Jax Crerar** 7:53 PM

We do

**Aleksandra Burger-Roy** 7:53 PM

Not on Dartmouth Street

**Ben Harris** 7:53 PM

On Dartmouth street we don't...

**Jax Crerar** 7:53 PM

Beacon st and mass ave are protected

**Aleksandra Burger-Roy** 7:54 PM

Mass Ave is not protected going northbound

**Ben Harris** 7:54 PM

those are now where close to Dartmouth

**David Wean** to Everyone 7:54 PM

Helmets are not required by law.

**James Gerity** to Everyone 7:55 PM

Well said, Julia.

**stacey brenner** to Everyone 7:55 PM

By definition, this is anti-commuter. No commuters, no business.

**Maria Hidalgo Romero** to Everyone 7:55 PM (Edited)

Why are architectural concerns more important than the safety of Black and Latino residents from Dorchester and Roxbury having to cycle to work and

wanting safety to do so? The shops are being staffed by people who can't afford to live in Back Bay nor can they afford to buy a spot.

**Jason Brown** to Everyone 7:56 PM

FWIW, the National Association of Realtors supports bike lanes  
<https://www.nar.realtor/blogs/spaces-to-places/bike-lanes-build-them-and-the-y-will-come>

**Jax Crerar** to Everyone 7:56 PM

Thank you Jeffrey for bringing this up!!!!!!!

**Sophia Ogielska** to Everyone 7:57 PM

We object to bike lanes in residential neighborhood - it does not impact commuters to commercial areas

**Dustin Sands** to Everyone 7:57 PM

It is not feasible for a large majority to commute by car.

**stacey brenner** to Everyone 7:56 PM

It is not feasible for a large majority to commute by bike.

**SCOTT KILCOYNE** 7:57 PM

1/3 of people are ineligible to drive, not including those that can't afford it

**Julie Cunningham** to Everyone 7:57 PM

Exactly, Jeffrey!! Fix the T alongside state officials!!! Don't clog the roadways with bike lanes and add bus lanes.

**SCOTT KILCOYNE** to Everyone 7:57 PM

Making driving easy increases congestion

**Linda Pritchard** to Everyone 7:55 PM

Bikers don't need helmets or to follow street laws. They seem to be getting preferential treatment over tax paying residents. I wish I could drive to Cape Cod to work but it is not feasible.

**Joel Paul** 7:55 PM

Do people who commute by bike not pay taxes?

**SCOTT KILCOYNE** 7:56 PM

Everyone biking is subsidizing your driving

**Gerard Richer** 7:57 PM

So you can live in the Back Bay. You just can't get to your place with your car. And forget what you pay for taxes. People drive cars. Despite your wishes, they will not stop. And more idling cars means more pollution.

**stacey brenner** to Everyone 7:57 PM

Agree with the congestion outcome expressed by Jeffrey.

**Ben Harris** to Everyone 7:58 PM

I want to go on the record, as a resident that lives on Dartmouth street and that owns a car, this project is something I am looking forward to. The recent additions of protected bike lanes have allowed to leave me car at home more often as I feel more comfortable biking. The vast majority of "issues" with the new bike lanes I have seen have been from drivers of vehicles illegally double parking, not from bikers.

**Rosemary Gormley** to Everyone 7:55 PM

Tracy is correct. Sharon Durbin, are you listening to the most successful realtor in Boston?

**Tony Baez (Councilor Durkan)** 7:56 PM

\*Durkan

**Rosemary Gormley** 7:58 PM

Thank you for the correction- very tired eyes right now.

**Gerard Richer** 7:58 PM

Tracy knows the city. More than the bureaucrats. But the bureaucrats win.

**Jackson Potter** to Everyone 7:59 PM

I support evening delivery!

**stacey brenner** to Everyone 7:58 PM

You cannot cut width in half and move the same number of cars!

**SCOTT KILCOYNE** 7:59 PM



Bike lanes can move 10x the number of cars in the same space. The goal should be moving people, not cars

**Maria Hidalgo Romero** to Everyone 7:59 PM

My neighbors deserve a safe and reliable way to get downtown! I am talking about Dorchester residents who need to work in Back Bay. They cannot afford to commute by car and T is very unreliable right now. Biking around that Prudential area near Dartmouth is so dangerous right now!

**Marcy M** to Everyone 8:00 PM

Another transportation success in many other cities is for the trash & recycling trucks to work overnight. It would help traffic and be safer for people in the alleys.

**Jackson Potter** to Everyone 8:01 PM

Cannot wait for the safety improvements for all users that this project will bring!!!

**Jax Crerar** to Everyone 7:30 PM

Can someone please comment on my question Marlborough st side walk as an option

**Councilor Sharon Durkan** 7:39 PM

That would be governed by the BBAC. Since this is a historical district!

**Susan Prindle** 8:01 PM

Several people have spoken against having bikes on the sidewalks, which I believe is a response to your statement. I am opposed to it, for one.

**SCOTT KILCOYNE** to Everyone 8:02 PM

why would you build a bridge if people aren't swimming across the river there?

**David Wean** to Everyone 8:02 PM

Thanks for holding this meeting to hear many different points of view on this project. I'm expressing my support for this project, which will provide a needed connection between the Southwest Corridor and the Esplanade paths.

**Rani Schloss** 8:03 PM

Likewise. Thank you all, BTD, for your patience and efforts here.

**Joel Paul** to Everyone 8:03 PM

I have BlueBike data in front of me currently, there was a 26% increase in usage since last year between Jan and Aug.

**Scott Mullen - A Better City** 8:03 PM

<https://bluebikes.com/system-data>

**Joel Paul** 8:04 PM

I download the raw trip data and write Python scripts to parse it

**Susan Prindle** to Everyone 8:04 PM

I think if the City looks harder for an alternative to the flexposts, there would be a lot less opposition. Sharon and Jay, pls take note

**State Rep Jay Livingstone** 8:04 PM

Thanks Sue

**Jane Brock-Wilson** to Everyone 8:05 PM

Agree with Ogielskas and Tracy. We already have a bike lane on Dartmouth between Comm ave and Beacon.

**stacey brenner** to Everyone 8:00 PM

The City should focus on fixing the T below ground so that these workers can depend on public transportation not biking to work.

**Maria Hidalgo Romero** 8:04 PM

The city can install safe bike lanes much faster than the State can work to fix the T. I am excited for future T progress but it seems like a lot of suburbanites don't want to increase funding for the T.

**Marcos Rodriguez** 8:05 PM

The city does not manage the T. The state does

**Susan Prindle** to Everyone 8:05 PM

And that is a serious problem for pedestrians .. elderly and kids particularly

**Julie Cunningham** to Everyone 8:05 PM

But this is NOT a highway. You are narrowing our roadway unnecessarily.

**Jax Crerar** to Everyone 8:05 PM

How will you stop people from not using the bike lanes?

**James Gerity** to Everyone 8:05 PM

Well said, Nathaniel. The increased connectivity is a critical problem.

**Jax Crerar** to Everyone 8:04 PM

More people ride the sidewalks than bike lanes I clock thousands per day

**SCOTT KILCOYNE** 8:05 PM

making good bike lanes for thousands of people a day is so important to clear up the sidewalks

**Breanna Richards** to Everyone 8:05 PM

I agree with Andy & Sophia. I do not support the project if it's on Dartmouth St in the residential area we keep discussing.

Thank you @Sophia Ogielska and Andy for escalating our concerns on this call.

**Jason Brown** to Everyone 8:06 PM

Like David above, I'm also expressing my support for this project to provide another connection between the Southwest Corridor and the Esplanade paths.

**Jax Crerar** to Everyone 8:06 PM

90% of the bikers refuse to use the bike lanes

**Maria Hidalgo Romero** to Everyone 8:05 PM (Edited)

The unprotected bike lanes on Dartmouth is so unsafe!!!

**Gonzague de Montrichard** 8:06 PM

No I use it all the time with my 2.5 yr on his balance bike. Totally safe as it is. Never seen or experienced anything risky.

**David Wean** to Everyone 8:07 PM

The claim that nobody uses the Dartmouth bike lane is preposterous. I rode it this afternoon and there were plenty of people using it. Unfortunately in my mind it reduces the credibility of the other objections.

**stacey brenner** to Everyone 8:07 PM

What about the increase in electric scooters and more importantly motorized scooters for fast food delivery. There has been a huge increase and they use bike lanes, auto lanes and go in the opposite direction whenever they feel like it.

**Julie Cunningham** to Everyone 8:08 PM

Be more respectful with your tone please, @Nathaniel Fink, Boston Streets Cabinet (he/him) and @Julia Campbell, Boston Streets Cabinet

**Jax Crerar** to Everyone 8:06 PM

These people have no intentions on using the bike lanes

**Joel Paul** 8:07 PM

I use bike lanes whenever they are available and not blocked by cars

**Maria Hidalgo Romero** 8:08 PM

Why would we be wasting precious free time if we aren't going to benefit from it? I would rather be relaxing or hanging out with friends. I'm here because I once was

almost hit by a car while biking on Dartmouth street and want to bike on it safely and not on the sidewalk.

**Breanna Richards** to Everyone 8:09 PM

The historic preservation and ambiance is a great concern, I agree @Sophia Ogielska & Andy. Thanks for escalating that again to the group.

**Marcos Rodriguez** to Everyone 8:09 PM

Yes! Copley Connect!! that was great

**Julie Cunningham** to Everyone 7:50 PM

I agree, Tracy. It is heartbreaking. Block by block, the Wu administration is destroying the Back Bay.

**Susan Ashbrook** 8:10 PM

That is such BS

**Daniel Boxwell** to Everyone 8:12 PM

What steps is the city taking to address the maintenance of the bike lane? One only has to look at the Boylston infrastructure to see how bad it looks after only a couple months.

**stacey brenner** to Everyone 8:12 PM

On a positive note, best thing I have heard all night is that the streets will finally be paved.

**Nina Garfinkle** to Everyone 8:12 PM

Thank you Daniel for looking into that.!

**Pamela Steel** to Everyone 8:08 PM

Could the orange flex poles (which people object to) be removed after the bike path has been established for some time?

**Joel Paul** 8:10 PM

Cars will start parking in it as soon as you remove barriers

**James Gerity** 8:12 PM

Flexposts can in principle be replaced with permanent infrastructure that better separates traffic. It is not always a simple process in terms of politics and engineering, but it's wonderful when lanes are built with proper separation. It also looks much nicer (especially when done with planters, in my opinion)

**Pamela Steel** 8:13 PM

Agree!

**stacey brenner** to Everyone 8:14 PM

What do you mean by extended curb usage. Are you addressing the double parked delivery trucks?

**carol Ann Hayes** to Everyone 8:17 PM

How can I cross Dartmouth street at Commonwealth Ave (and other crosswalks) where I will need to look for bike riders to come from both directions and who NEVER stop at the lights when they don't have to - there is no obeying of the traffic lights by the bikers at all. I know it is only a matter of time before I get hit by a bike

**Jax Crerar** to Everyone 8:18 PM

How can we see that data

**Jax Crerar** to Everyone 8:18 PM

When can we see the data

**Marcos Rodriguez** 8:18 PM

city website for the passed few years

**stacey brenner** to Everyone 8:18 PM

Can someone send a reliable link for accidents and fatalities by year for the Back Bay?

**Tony Baez (Councilor Durkan)** 8:21 PM

The city has the Vision Zero maps which tracks all crashes in the city.  
[https://experience.arcgis.com/experience/bae68e65908f45e1bcc86fe5f089d266/page/#data\\_s=id%3AdataSource\\_1-18acdc0003-layer-3%3A61](https://experience.arcgis.com/experience/bae68e65908f45e1bcc86fe5f089d266/page/#data_s=id%3AdataSource_1-18acdc0003-layer-3%3A61)

**Matt Ambrosino** to Everyone 8:21 PM

I will likely have to drop before I'm able to speak, but I'd really like to hear a solution for mopeds. It was mentioned earlier that we're at a police shortage and can't enforce traffic Laws. How can we expect an expanded bike lane to be used correctly? I see this as another opportunity for moped deliver drivers to abuse the neighborhood

**Joel Paul** to Everyone 8:17 PM



Comm Ave does not have protected bike lanes, so there's lower usage

**Jax Crerar** 8:17 PM

There are protected bike lanes on beacon and people ride there bikes on the sidewalk

**Ryan Bryla** 8:20 PM

As other people have mentioned the beacon street bike lanes are full of holes. It really feels like your bike is going to fall apart while using them

**Joel Paul** 8:20 PM

I have used the Beacon St lane many times. I have seen plenty of other bikes using the bike lane, never seen someone biking on the sidewalk unless they were going the opposite direction.

**Jax Crerar** 8:20 PM

I'll send you some videos

**Joel Paul** 8:21 PM

Jax, I can send you plenty of photos/video of cars parked in bike lanes and bus stops. What does that prove. Anecdotes are not data.

**stacey brenner** to Everyone 8:21 PM

Having random two way bike lanes that dead end is a big problem in this city.

**christian milneil** to Everyone 7:14 PM

Is there a crosswalk across Back Street to the footbridge? There isn't one pictured on the rendering you just showed

**John Callerame** 7:16 PM

I'm very excited about these changes, but I really wish the bike lane could be extended south to Copley Place and Back Bay Station.

**Tony Baez (Councilor Durkan)** 7:17 PM

For further context, Back St is a private way, so abutting condo owners are responsible for upkeep.

**Lucy Graves** 8:22 PM

@Ali Badrigian Hi Ali, Can the Esplanade Association please add more signs asking cyclists to dismount on the pedestrian bridge? It's crowded now with pedestrians, runners, strollers, scooters with very few cyclists dismounting. I can't imagine how it will be with a dedicated bike lane leading to the pedestrian bridge.

**ERnest Godshalk** to Everyone 8:22 PM

The footbridge to the Esplanade is very narrow with many pedestrians and it used to be that bikers have to walk their bikes. Won't this be a bit dangerous to have more bikers competing for same space with pedestrians. The Comm Avenue solution seems much safer.

**Matt Ambrosino** to Everyone 8:22 PM

Can we have some actual insight into what collaborative work is being done?

**Jax Crerar** to Everyone 8:22 PM

@anthony I looked at that link there have been more than 10 fatalities in the past 9 years

**Maria Hidalgo Romero** to Everyone 8:20 PM

Can we move the Commonwealth bike lanes from the left to the right? And more parking to the left of the lanes? It's really hard to get onto the Commonwealth bike lanes when turning onto Commonwealth, because you need to cross from the right to the left before the turn or during the turn.

**Ben Harris** 8:22 PM

This was answered earlier. Putting the bike lane on the west side would require bike signaling because of the level of car traffic making left turns. This signaling would be very inefficient.

**Maria Hidalgo Romero** 8:22 PM

Oh okay- thank you!

**Sophia Ogielska** to Everyone 8:28 PM

Will you show us your design for concrete barriers before installation

**Jackson Potter** to Everyone 8:28 PM

Extremely excited to have standardized ramps and curbs!!!!

**Jax Crerar** to Everyone 8:07 PM

Stand on Commonwealth for 30 minutes you'll see people riding on the side walk all day in every direction I have film proof

**SCOTT KILCOYNE** 8:08 PM

safe bike lanes are shown every time to reduce sidewalk riding

**Jax Crerar** 8:08 PM

Then why do I have hours of film of people riding on sidewalks?

On a street that has a bike lane

**SCOTT KILCOYNE** 8:08 PM

the bike lane is probably not actually that safe

**Joel Paul** 8:09 PM

Comm Ave does not have protected bike lanes

**Jax Crerar** 8:10 PM

But THERE ARE DESIGNATED BIKE LANES

**Maria Hidalgo Romero** 8:10 PM

That's because Commonwealth has no protected bike lanes! It's so dangerous to bike in traffic that is rushing in from higher speed on Storrow.

**Jax Crerar** 8:10 PM

It's less dangerous than it is for pedestrians who are getting hit by bikers on the sidewalk

**Maria Hidalgo Romero** 8:11 PM

Also people double park in the designated bike lanes all the time which cause super dangerous merges into center lane traffic that is speeding at 30+mph.

**Armando Castaneda** 8:11 PM

Commonwealth bike lane is unprotected and unsafe.

**Maria Hidalgo Romero** 8:12 PM

@Jax Crerar I am both a pedestrian and a cyclist and I think its way more dangerous to bike among SUVs and trucks going fast than it is to walk on Commonwealth Ave.

**Jax Crerar** 8:12 PM

I have never felt unsafe biking on Comm ave in the bike lane

**Joel Paul** 8:12 PM

I'm not here just for me, my son gets around on bike as well. Do you think a line of paint makes it safe enough for an 11 yr old to use?

**Jax Crerar** 8:13 PM

I've seen parents bike on the opposite side of comm ave on the parked car side so people aren't even using the bike lane the is there

I have yet to see any bike accidents on Comm ave bike lane

But lots of accidents in the street where there is a bike lane that people aren't using or on sidewalks

**Susan Prindle** 8:15 PM

It would be preferable to paint the bike lanes rather than having the flex poles. If Comm Ave doesn't have flex posts, why must Dartmouth St?

**James Gerity** 8:22 PM

@Susan Prindle the stronger the separation between cyclists and car traffic, the safer the infrastructure. Flex posts are less safe than concrete or metal bollards, but more safe than nothing at all.

Comm Ave doesn't have protected lanes in part because the lanes were built against the 2006 edition of the state design code. An update to the guide was issued in 2023 and has definitely influenced some of the recent development in the city. It would be fantastic to see improved infrastructure there, too, but that'll be a separate project.

**Susan Prindle** 8:25 PM

I am sure there must be some design work being done in Europe that we can poach off of. There's got to be something better than white or yellow PVC. Even grey or black PVC would be an improvement

**James Gerity** 8:29 PM

Personally, I agree. Europe makes good use of bollards for separation in some places, and planters seem to be very common in many of the projects that have happened there since 2020. I think planters are a wonderful option, as long as someone's taking care of what's planted there.

As Daniel and Julia said, there are a lot of moving parts to permanent construction, and a project is often easier to get "off the ground" with flex-posts and convert to improved separation later.

**Daniel Merrow, Boston Streets Cabinet** 8:30 PM

@James Gerity Also most of the bike lanes in the last few years have been designed to be ready to be replaced with concrete when we are ready

**James Gerity** 8:33 PM

@Daniel Merrow, Boston Streets Cabinet I look forward to seeing the day! The Tremont St. project is a good example of how beautiful and functional completed infrastructure can be 😊

**Daniel Merrow, Boston Streets Cabinet** 8:33 PM

Man that project was so hard

**Matt Rosenberger** 8:34 PM

Really appreciate the work you all are putting in!

**Steve Young** to Everyone 8:34 PM

I would like to underscore the general concern mentioned by Ann Channing and Tracy Campion. As a long term resident of Back Bay and Beacon Hill whose children and grandkids live in the area, I am concerned about the lack of respect for the historic character of the Back Bay area. Also as a senior citizen I like to see the Mayor's mantra to be pedestrians first to ensure that bikers are respectful of walkers. The addition of electrified bikes mopeds and other vehicles in bike lanes and on sidewalks without more accountability is jeopardizing our ability to walk safely. Also there are other transportation projects that BBay needs more i.e. making the intersections safer for pedestrians eg Arlington and Beacon.

**Aleksandra Burger-Roy** to Everyone 7:17 PM

We really need a wider overpass across Storrow Drive. Asking people to walk their bikes on to get from one bike path to another is never going to work. We need a solution that actually works for both peds and bikes. I love everything else about this plan

**Lucy Graves** 8:24 PM

Agreed! We are going to need a wider overpass to accommodate everyone wanting to get to the Esplanade.

**Susan Prindle** 8:25 PM

Take it up with the MDC..they own that property

**Ben Harris** 8:27 PM

\*DCR

**Susan Prindle** 8:28 PM

Can we wait on the Dartmouth St project until the concrete option is available??  
There is no rush..the lane will be with us for years

**Jackson Potter** 8:30 PM

Maybe someday we can bury storow drive and create the riverfront park for the public that James and Helen Storrow dreamed of!

**James Gerity** 8:32 PM

@Susan Prindle the repaving and gas work presents an excellent opportunity to get some of the infrastructure work (especially the parts that aren't infrastructure exclusively for cyclists!).

It's of course possible to wait, but I'm sure it would cost much more. Infrastructure evolves in cycles, mostly driven by resurfacing in the US.



**Susan Prindle** 8:35 PM

Can you please look hard at alternatives for the pipes? Since we all want an alternative, this looks like a good place to try to implement one.

**Jane Brock-Wilson** to Everyone 8:38 PM

Would agree that another call is needed

**Councilor Sharon Durkan** to Everyone 6:36 PM

Great to see everyone here!

**Susan Prindle** 8:44 PM

Sharon, can we get another meeting, rather than putting the lane in this fall? I'd love to get a better barrier solution. Sue

**Sophia Ogielska** to Everyone 8:45 PM

Good ideas Susan Smith, thanks

**Breanna Richards** to Everyone 8:46 PM

Fairfield is a solid option. I like it @Susan SMITH

**Maria Hidalgo Romero** to Everyone 8:47 PM

Fairfield Street doesn't connect anyone who is coming in from Tremont tho...

**Ryan Hatcher** to Everyone 8:49 PM

More people on bikes and transit means less people in cars. Less cars mean less traffic.

**Jackson Potter** to Everyone 8:37 PM

I would expect the fire dept and other emergency services depts would be able to provide their own direct feedback to the city?

**Daniel Merrow, Boston Streets Cabinet** 8:37 PM

Hi Jackson, they do. I work with them daily

**Ali Foley** 8:50 PM

@Daniel Merrow, Boston Streets Cabinet Well the firefighters are saying their routes are being affected! I have been told three times.

**Daniel Merrow, Boston Streets Cabinet** 8:52 PM

Hi Ali, I believe you. If the Station as a whole has issues with the changes they know how to get in touch with us.

**Joel Paul** to Everyone 8:53 PM

I've switched more and more of my local trips to bike as the lanes have been built. This week, I won't use my car at all, where a few years ago I drove every day. Thank you for adding safe ways to not drag my car around!

**Jackson Potter** to Everyone 8:54 PM

I've lived in the boston area my whole life without a car, and i am so excited to have a safer and more robust network for cycling

**Ryan Bryla** to Everyone 8:58 PM

Flex posts >>>> ghost bikes

**James Gerity** to Everyone 8:48 PM

Fairfield St. does have Esplanade access, but a build there will not provide any additional inter-neighborhood connectivity. Dartmouth St. is a major connector to South End and South Boston (although Berkeley St. would have been much better for Southie, but that ship has sailed)

**Breanna Richards** 8:50 PM

Why has the ship sailed? I thought this call was to get feedback.

**Susan Prindle** 8:51 PM

Call your city councilor and your state rep! We need another meeting

**Maria Hidalgo Romero** 8:52 PM

Back Bay residents fought very hard against bike lanes on Berkley in the last series of community meetings. Many of those residents at the pop-up community meetings suggested Dartmouth as a better path.

**James Gerity** 8:52 PM

I know that Berkeley St. is/was a separate project. When I say "the ship has sailed" I am referring to the decision not to extend that lane to Beacon St. as was previously planned.

**Breanna Richards** 8:55 PM

@Maria Hidalgo Romero thank you. I think we have numerous people on this call fighting against Dartmouth. @Sophia Ogielska and Tracy and many others.

**James Gerity** 8:55 PM

Self-correction: the original proposal \*was\* to go to Beacon St., it would not have been an 'extension'.

The design was shortened after the meetings Maria refers to and is now planned to extent to Comm Ave. It's definitely an improvement over the current state of affairs for cyclists, but it won't provide connectivity to the Esplanade.

**Ali Foley** 8:58 PM

While I appreciate there has been some level of community engagement (it has improved)- the initial public bike lane outdoor gatherings were not related to THIS bike lane on Dartmouth and they were not engaging at all as per the overwhelming feedback from Berkley/Beacon residents. My point is there are people on this call and many not on this call that are either just hearing about Dartmouth St plans (we just received them) or have yet to hear about the Dartmouth St Bike Lane project. Also, will you be sharing the 1:1 OFFICE Hours content publicly?

**Victor Santana** to Everyone 8:59 PM

Thank you everyone. I need to hop off.

**Susan SMITH** to Everyone 8:59 PM

1) my comments regarding mass pike refers to bike lanes and curb cuts

2) We are a four season climate. Please provide information how we can access data for bikes, pedestrians and vehicles in several seasons.

3) My comment on Fairfield was ...has any consideration been given to make Fairfield a two lane bike lane? Less traffic, commercial establishments and leads directly to Hynes and Boylston

4)What will be done to ensure that bikers, scooters etc follow the rules of the road to make it a safe neighborhood for all who live, work; travel through and visit here ?

Thank you

**Joel Paul** 9:02 PM

Over 1 million BlueBike trips were taken between January and April, people bike all year round. Personally, the temp has no impact on my biking.

**James Gerity** to Everyone 8:38 PM

If you click the "..." at the top of your chat, there is a "Save Chat" option that allows you to capture the chat. I do not know if there will be an official record, however.

**Ali Foley** 8:52 PM

I hit the 3 dots to SAVE- but where does it get saved too?

**Tony Baez (Councilor Durkan)** 8:53 PM

You can click on "show in folder" after you save it.

**Ali Foley** 9:04 PM

@Tony Baez (Councilor Durkan) well show in folder is not visible- but maybe after call it is?

**James Gerity** 9:04 PM

@Ali Foley Zoom has some official guidance on how the feature works on their website:

[https://support.zoom.com/hc/en/article?id=zm\\_kb&sysparm\\_article=KB0067312](https://support.zoom.com/hc/en/article?id=zm_kb&sysparm_article=KB0067312)

**Ali Foley** to Everyone 9:06 PM

Thank you for sharing the chat!! Much appreciated. :-)

**Ali Foley** to Everyone 9:09 PM

You may not have noticed-- The Esplanade FINALLY updated their signage-- they SPRAY PAINTED NO BIKES on the cement entry of the Arthur Fielder Bridge

**Jax Crerar** to Everyone 9:08 PM

Many of these bikers have harmed pedestrians on the sidewalk

**Jackson Potter** 9:09 PM

We should ensure they have dedicated lanes to ride in!

**State Rep Jay Livingstone** to Everyone 9:08 PM

I can raise this issue with DCR

**Ali Foley** 9:09 PM

See answer below

**Breanna Richards** to Everyone 9:09 PM

The bridge point is key. Why Dartmouth if it can't work?

**James Gerity** to Everyone 9:09 PM

I would personally expect increased volume to make it \*more\* likely that cyclists dismount. I always dismount (because it's rude and dangerous not to), but if there's more utilization, there's less room to actually ride and it is less a matter of choice.

**Daniel Merrow, Boston Streets Cabinet** 9:10 PM

It will be harder for someone to rule break if there are more walking cyclists in the way

**Nina Garfinkle** to Everyone 9:10 PM

Thank you...this is not easy work, but a balanced transportation system is the way of the future! I love having options.

## DESIGN PREVIEW

- ▶ Use “quick-build” materials
- ▶ Shorten pedestrian crossings
- ▶ Slow turning vehicles
- ▶ Add a separated bike lane

**ISSUES**

- let people safely cross in one light cycle and shorter crossing distance
- slow cars with signage, stop sign, or flashing yellows, narrower lanes coming out of I-93
- ▶ get cyclist over to the Bluebike station, SWCP, South End

