

Appendix C—Feedback from the Public

TALBOT AVENUE STATION

- The bike lanes along Talbot Avenue change to sharrows from the Lee School to Codman Square, which causes bicyclists to join vehicular traffic. Those familiar with the area consider the length of Talbot Avenue where there is not a bike lane to be the most heavily crossed and dangerous segment of the road.
- The accident with a motor vehicle that killed a teenaged cyclist on Talbot Avenue in 2015 occurred within a block of the Fairmount Line's Talbot Avenue Station, where New England Avenue meets Talbot Avenue. This cyclist was traveling home from work, using a bicycle as his mode of transportation.
- One member of the public thinks that parking should be removed from one side of Talbot Avenue to create space for a two-way cycle track on one side of the road; the remaining row of parked vehicles would act as a buffer between cyclists and moving traffic.
- A cyclist who rides daily year round refuses to travel west on Talbot Avenue where the bike lanes disappear, choosing a longer route instead to avoid the segment.
- Illegal double parking, with vehicles blocking bike lanes, is a recurring issue in the area surrounding Talbot Avenue Station.

BLUE HILL AVENUE STATION

- One member of the public believes that an underpass is needed in Mattapan Square. Two greenways cross at this location and the square presents a large physical and mental barrier to bicycling in and through Mattapan.
- A member of the public expressed the need for secure Pedal and Park bike cages at Blue Hill Avenue Station to protect bicycles from the weather and theft while commuters are at work during the day.

FAIRMOUNT STATION

- One member of the public explained that the lack of adequate signage surrounding Fairmount Station causes confusion and discourages Fairmount Line ridership by not clearly indicating the station's: 1) presence; 2) entrances; and 3) inbound and outbound sides.
- A member of the public expressed discomfort when traveling along the Fairmount Station handicapped ramps because of their length, which caused this person to experience a sense of claustrophobia. This individual

also reported that the ramps are not adequately lit, which could make the station feel unwelcoming and unsafe.

- A person reported that there is not a crosswalk directly in front of the station to link both sides of Fairmount Avenue.
- An individual expressed the need for secure Pedal and Park bike cages at Fairmount Station to protect bicycles from the weather and theft while commuters are at work during the day.

FAIRMOUNT LINE OVERALL

- The public expressed the need for Pedal and Park bike cages at Fairmount Line stations to protect bicycles from the weather and theft while commuters are at work during the day.
- The public asserted that sustainable stormwater infrastructure in the form of vegetation should be incorporated along the length of the Fairmount Greenway to make the route inviting and to increase the safety of walking and bicycling.
- The public also mentioned that more street trees and other vegetation along the Fairmount Greenway would make the Fairmount route more attractive for residents and commuters.
- The public cited the need for “slow streets”—a new approach to traffic calming requests in Boston that focuses on street designs that self-enforce slower speeds and safer behaviors²⁶⁶—in the Codman Square Eco-Innovation District.

²⁶⁶ *Neighborhood Slow Streets*; Vision Zero; City of Boston;
<http://www.visionzeroboston.org/nss>.