Welcome to the Egleston Square Redesign Office Hours.

Thanks for joining us.

Focusing on in today's session:

- What are your thoughts?
- Park connection. It's been in place since 1987. Three bus routes from Jumpo.
- Franklin Park - Green St to Glen Road.
- Amory looks very tight. I turn from Atherton to (southbound) 1885 when FL Olmsted designed.
- Thank you! Counter-flow bike sharing.
- Bikes and sidewalks. What are the official options? Bike given the curvature, Amory?
- The streets get used for a lot of short bike trips within the neighborhood in addition to longer trips between the destinations.
- Would there still be parking in or near the business district?
- Lambrite. It is hard to discourage this use. Popular cut-thru is Arcadia to School St. as it extends all the way to School St.
- I like the Atherton to Amory to Walnut. I like School St to Boylston. It is more direct than Amory.
- Cars in the vicinity. I’d also like to see what the traffic restrictions on School St? If so, School St parking.
- Follow-up: safety is important and walk the two key destinations, Egleston business station (as a key destination) and walk the two corners.
- People are kicking the tires and asking the questions.
- Follow-up: Bikes technically need protected bike lanes. My STRONG sense for this. :) Love parking in or near the neighborhoods in Boston is a coastal city. You can’t pretend climate change isn’t a massive risk that we are behind on.
- Hello.
- Parking in or near the neighborhoods in Boston is a coastal city. You can’t pretend climate change isn’t a massive risk that we are behind on. The city needs to allocate parking permits that are actually limited to the number of parking spaces that are being used.
- Protecting visible sidewalks is key, but it can be hard to do, e.g., around buses.
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- We need to accommodate people using parking spots. I think accommodations on Boylston; I have been hit on my bike.
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