

Dear Chair Klein:

I received a copy of the Arlington Transportation Advisory Committee report to the Zoning Board dated June 8, 2021 and I direct the members of the Board's attention to paragraph 2(c) where the language appears "Clarify if bike traffic can use the West Driveway to access Mass Ave, as the site access diagram in the updated TIR appears to show two-way traffic for "local bicycle site access". If this is the case, install "Except Bikes" placards on "Do Not Enter" or turn restriction signs, and recommend installation of sharrows or a contraflow bike lane to accommodate this movement, (given the travel lane is 20' wide, this condition is not as risky as the one shown for the Ryder Street driveway)."

Evidently, the members of the Arlington Transportation Advisory Committee were not aware of the existence of the utility pole in the West Driveway (the right of way abutting my property at 1171 Massachusetts Avenue) directly across from the front door leading to my building because if they were aware of the existence of the pole at the time they wrote their report they would have mentioned the existence of the pole and not indicated that the width of the way was 20'.

The width of the private way abutting my property is more like 13 to 15' and I suggest to the members of the Zoning Board that the width of the way is determined not by what may show up on a plan indicating a 20' wide width but what is actually on the ground when one takes a view of the right of way and the location of the utility pole in the right of way.

Similarly, the report of the Town Engineer dated March 19, 2021 to Kelly Lynema, Senior Planner, makes no mention of the existence of the utility pole in the right of way and the restricted width of the way as a result of the existence of the pole and the impact of the lessened width of the way on traffic flow for in and out traffic for Mirak Hyundai, Yukon Realty and my limited traffic as well as the new traffic which would be generated by the development coming in off of Massachusetts Avenue through the way for the purpose of gaining access to the development which as I have indicated previously, is the most direct route to the development as compared and contrasted with the public way identified as Quinn Road.

Any traffic entering the development from Quinn Road will need to make a turn off of Mass Ave, traveling down Quinn Road and then make a left and then subsequent right turn before reaching the development.

Which route does one reasonably believe a motorist will take to gain access to the development, the West Driveway or through Quinn Road when access through the right of way requires no turns, but is a straight access?

I am truly surprised that there have not been more comments by the members of the Arlington Transportation Advisory Committee and/or the Engineering Department with respect to the existence of the utility pole in the right of way particularly so with respect to pedestrian travel as well as motor vehicle traffic (whether trucks or cars) safety issues and the legal distinction between a private right of way and a public way (Quinn Road) with respect to what can be constructed and or included in a private right of way without the consent of the abutters to the way.

It is interesting to note that the very sidewalk abutting the right of way and my property is used mostly by individuals using the Work Bar premises which is of course owned by the Applicant in a different owner entity.

Lastly, the comment in the Arlington Transportation Advisory Committee report recommending installation of "sharrows or a contraflow bike lane" in the right of way would be an invitation to a safety disaster given the narrow width of the right of way and the proximity of the very busy entrance and exit opening to the Mirak Hyundai premises and the very busy flow of traffic traveling from behind the Mirak Hyundai property up into the right of way for access either to the Mirak Hyundai property or Massachusetts Avenue.

Thank you,

Robert J. Annese