

**From:** Leah Grodstein <leahg180@gmail.com>

**To:** damstutz@town.arlington.ma.us

**Date:** 04/16/2021 11:31 AM

**Subject:** Mass Ave at Appleton Comment

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Good morning Daniel,

I am sorry I didn't think of this during the meeting last night, but if by chance you have not met with Green International yet to give them direction, I have an additional comment that could be helpful.

It seemed in yesterday's meeting that it was hard to determine whether any of the proposed altered geometry for the left turn from Mass Ave onto Appleton Street would slow down vehicles enough for members of the Design Review Committee to be comfortable allowing those left turns. Given that uncertainty, would it be possible to ask Green International to model the left turns in their new designs in Autoturn at different vehicle speeds? This way, we will have quantitative information on exactly how fast a passenger vehicle could make the left turn from Mass Ave onto Appleton Street. If the Design Review Committee desires, they could even direct Green to only submit designs with geometry that limits turning vehicles to a certain speed.

Sorry to submit this comment late, and thank you for all the work you are doing to make this intersection safer.

Best,  
Leah Grodstein

**From:** <tt8343@aol.com>  
**To:** DAmstutz@town.arlington.ma.us  
**Date:** 04/21/2021 09:18 AM  
**Subject:** Re: Mass. Ave./Appleton St./Appleton Place

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HiDaniel--Thanks for responding. Sure, you can share anything I send. Tom Tierney

In a message dated 4/21/2021 9:15:39 AM Eastern Standard Time,  
DAmstutz@town.arlington.ma.us writes:

Hi Tom,

I've added you to my interested persons list for the committee, which I am primarily using to notify non-committee-members about when meetings are to be held, plus any more direct public engagement that may come later. Would you like me to share your additional comment with committee members?

Thank you for this information, it is helpful local knowledge of the situation.

Best,

Daniel Amstutz, AICP  
Senior Transportation Planner  
Department of Planning & Community Development  
Town of Arlington  
730 Massachusetts Avenue  
Arlington, MA 02476  
(781) 316-3093  
[damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)

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From: <tt8343@aol.com>  
To: DAmstutz@town.arlington.ma.us  
Cc: [Lynetteingram@gmail.com](mailto:Lynetteingram@gmail.com) , [spr@mit.edu](mailto:spr@mit.edu)  
Date: Fri, 16 Apr 2021 00:43:54 +0000 (UTC)  
Subject: Re: Mass. Ave./Appleton St./Appleton Place

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Daniel--Sorry I had to break off from the meeting, but my computer seems to have a mind of its own and terminated my connection shortly after 8pm.

I was a bit disappointed to see that nobody on the committee seemed to voice any care or concern for the residents of Appleton Place, and Burton Street, who will have to live with any changes to the intersection. The discussion seemed to be centered on those vehicles westbound on Mass. Ave. who wanted to make a left turn on to Appleton Street. Those of who live on Appleton Place/Burton Street and desire to make a left turn onto Mass. Ave. apparently will not be considered in any plans to change the traffic flow.

Both visuals you put on the screen show Appleton Place being made one way from Mass. Ave. to Quincy Street. This would be a disaster for the local residents trying to head westbound on Mass. Ave. but would be a nice high speed short-cut from Mass. Ave. to Quincy Street at the expense of the neighborhood.

I understand your concern with the cost of permanent traffic lights at that intersection. But it is the best and simplest solution. It would slow and meter traffic on Mass. Ave., wouldn't take parking spaces for local businesses, and safer for left

turns onto Appleton Street for westbound Mass. Ave. traffic, allow the local residents to make a left turn from Appleton Place onto Mass. Ave., and possibly even get the traffic coming down Appleton Street to occasionally stop at the signal. I make this westbound turn onto Mass. Ave. every day, sometimes many times. On occasion it has been so difficult to pull out and head west on Mass. Ave. that I changed to a right turn, went eastbound to Quincy Street, up Quincy St. to Gray Street, right on Gray St. to Oakland Ave., down Oakland to Appleton St., and left on Appleton Street in order to go to D'Agostino's Deli in the Heights. I know, I could have walked that short distance, but it was cold.

I would appreciate it if you would keep me notified of future meetings and discussions. Thanks. Tom Tierney, 15 Burton St.

In a message dated 4/15/2021 11:30:12 AM Eastern Standard Time, DAMstutz@town.arlington.ma.us writes:

Hi Tom,

Thanks for your comments. I'll share them with the committee.

On the issue of the traffic signal, that is actually one of the most expensive proposals we are considering. It would be more of a long-term improvement here. The existing signal equipment is severely out of date and will need to be replaced; it is also highly likely that the equipment no longer meets state and national standards. The traffic signal will also need to be designed with a proper signal phasing plan, which will require us to hire a traffic engineering consultant. For reference, the traffic signals recently installed at the Lake Street/Bikeway crossing, and included replacing the signals at Lake Street and Brooks Ave, were priced at around \$250,000 for each assembly. The total project construction cost for the Lake Street/Bikeway crossing was around \$750,000 which means the signals made up the lion's share of that cost.

Best,

Daniel Amstutz, AICP  
Senior Transportation Planner  
Department of Planning & Community Development  
Town of Arlington  
730 Massachusetts Avenue  
Arlington, MA 02476  
(781) 316-3093  
[damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)

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From: <tt8343@aol.com>  
To: damstutz@town.arlington.ma.us  
Cc: [tt8343@aol.com](mailto:tt8343@aol.com)  
Date: Thu, 15 Apr 2021 14:26:21 +0000 (UTC)  
Subject: Mass. Ave./Appleton St./Appleton Place

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Dan--I don't think I will be able to Zoom into the meeting tonight, but since I live on Burton Street here are some of my observations. First of all, it is virtually impossible to make a left turn out of Burton Street to head west on Mass. Ave. Visibility is not good due to the condo at 1180 Mass. Ave., bushes, etc. and eastbound traffic on Mass. Ave. approaches that intersection at a pretty high rate of speed. Plus there is an almost steady stream of traffic coming out of Forest Street heading east on Mass. Ave. This makes it almost mandatory to go west on Mass. Ave. by going up Burton Street to Appleton Place and entering Mass. Ave. at the intersection of Appleton Street, Appleton Place, and Mass. Ave. The problem there is that nobody coming down Appleton Street onto Mass. Ave., NOBODY, stops at the flashing red light located at that intersection. Plus the traffic going both east and west on Mass. Ave. is generally an unbroken line. It is a life-threatening experience to enter Mass. Ave. in a west-bound direction during the rush hour. Also, there is a bank directly across Mass. Ave. from Appleton Place and customers exit their parking lot going east on Mass. Ave. making the problem even worse.

Personally I think that the pedestrian light at Appleton St./Appleton Pl./ Mass. Ave. should be a permanent light with green arrows allowing Appleton Place traffic to safely enter Mass. Ave. in both directions. Seems to me that would be an inexpensive fix compared to all the other suggestions.

Tom Tierney, 15 Burton St.

**From:** Petru Sofio <petrusofio@gmail.com>  
**To:** Daniel Amstutz <DAmstutz@town.arlington.ma.us>  
**Date:** 04/18/2021 09:38 AM  
**Subject:** Mass/Appleton comments

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Hi Daniel,

I wanted to share some of my thoughts I had since the meeting (mostly about the decision points you laid out).

Appleton Place - I think Appleton place should be a one way away from Mass ave. This will make the pedestrian crossings much safer at Appleton place, and allow a left turn ban from Mass Ave.

Turn Restrictions - I think the left-turn movement of Appleton Street onto Mass Ave WB, and Mass ave WB onto Appleton street (and Appleton place) should be permanently banned. But this should be tested first. We should look into setting up the cones banning the left turn and keeping them up for 1-3 weeks, just to see what negative impacts come from this. If there are extra left turns at Park ave/Mass ave, we could add a leading left turn.

An alternative could be using flex posts to force drivers to take a 90 ish degree angled turn. This would slow down left turns, and would make the transition to signalization way easier.

Bike Accommodation - I think bike lanes are a must in the design, and we should use green pavement markings at conflict zones. We should also put a bike box in both directions to prevent right-hooks when the light is red.

Signalization - We need to keep the traffic signal at Appleton St/Pl and Mass Ave. This crosswalk is very busy, and it would be unsafe to not have a red light here. But we should improve it in some way. We should do this by:

- Adding reflective backplates to all approaches
- Adding at least one traffic signal towards the leader bank parking lot.

I also think we need to make sure our solution is ADA accessible. Currently, the APS speaker at the crosswalk is broken, we should replace it or install Polara Navigator buttons. We should **not** use a RRFB. That would be unsafe.

I also recently checked out a [temporary signal installed](#) in Winchester, I think I sent info about it in the chat to you ([Youtube video of it](#)). That's another really good solution if we can find the money of course.

Lastly, I decided to make a short-term design. I made sure to keep 11' travel lanes, 5' bike lanes, 8' parking. I also made sure to only use temporary quick build materials (paint, flexible delineators). This plan includes one-sided parking, protected bike lanes on both sides of mass ave, and a large bulb out. I attached the design below.

Thank you,  
Petru Sofio  
He/Him

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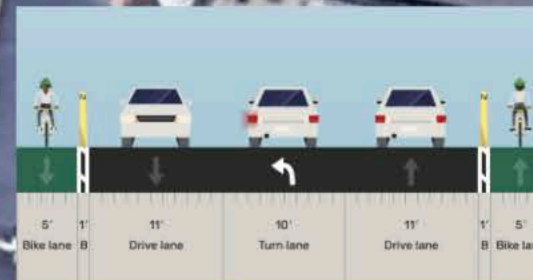
[The attachment Screen Shot 2021-04-18 at 09.26.09.png was manually removed: Wed, 21-Apr-2021 13:22:50 GMT]





Consider moving bus stop away from intersection.

Delineator



Restrict parking ~ 5 spots



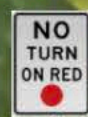
Posts to force drivers to take left turns onto Appleton St at a right angle, slowing them down

Signals to remain in place. Reflective backplates to be added on all approaches, and signal placement to be altered (Due to Appleton's one way)

Bulb out with truffle paint and flex posts, plants should be installed for beautification

Restrict parking residential side

Appleton place changed into a one way away from Mass Ave





To: Dan Amstutz and Appleton/Mass Ave Design Review Committee

From: Ann LeRoyer, 12 Peirce Street, [annleroyer12@gmail.com](mailto:annleroyer12@gmail.com)

April 20, 2021

Thank you all for your work to date on this challenging intersection. I am offering some observations and suggestions following the April 15 meeting which I attended on Zoom.

I live on Peirce St. near the corner of Forest St. and have had to deal with this dangerous, confusing, complex road network for more than 26 years, mostly by foot or car.

I realize the top priority is the Appleton/Mass Ave intersection, but I want to address the entire corridor, especially in light of several new developments that will contribute to the traffic and safety concerns. Generally, I prefer the Green International Alternative 1, but appreciate other options that could be incorporated as appropriate.

### **Forest/Burton/Mass Ave**

This very busy intersection makes it especially difficult to turn left onto Mass Ave. from either side.

Sight lines are often blocked by cars parked too close to the intersections, and the curve in Mass Ave also creates some confusion. The blinking yellow light in front of the laundromat does not seem to have much impact on slowing traffic.

Cars, buses, and trucks all drive too fast and seem unaware/contemptuous of cars trying to enter Mass Ave. They rarely yield to allow merging into traffic, causing long waits at certain times, especially on Forest street.

The forthcoming housing development on the Mirak property off Mass/Forest/Ryder Street will add even more traffic to this intersection, including at the driveway entrance just east of the intersection. It will also increase the amount of pedestrian and bicycle usage of these streets.

Would it be possible to add bollards or raised, curbed islands and marked turning lanes, similar to the Summer St/Grove St/Oak Hill Drive intersection? The islands and signage help slow traffic and direct it appropriately. The portable pedestrian signs are not very effective and are often moved out of the crosswalk.

A short-term improvement would be to install baskets with orange flags on each side of the Mass Ave. crosswalk, as at many other sites in town.

### **Appleton St/Appleton Place/Mass Ave/Leader Bank**

I strongly agree with a dedicated left turn lane extending into the intersection so cars must slow and make a real left turn onto Appleton Street or Appleton Place, rather than speeding through at an angle as they do now. A bike lane or sharrows should be very clearly marked/painted along both sides of Mass Ave. through the entire corridor and especially here.

Appleton Place should be one way heading away (south) from Mass Ave, though I sympathize with the lack of good options for getting back to Mass Ave from there...

I support eliminating some parking on the south side of Mass Ave close to the intersection, and also moving the bus stop on the north side further west to create more space for three traffic lanes plus at least one bike lane. Parking is most important for the north side businesses.

Move the crosswalk to the western side of the intersection in front of Leader Bank.

Add baskets with orange flags for students and others to use when trying to cross Mass Ave.

Add a stop sign at the exit ramp of the Leader Bank parking lot.

### **Clark St/Lowell St/Mass Ave**

Short- and long-term planning should take into account the expected hotel and restaurant at 1207-1211 Mass Ave at the intersection of Clark St., a narrow private way and the only access into the hotel's rear parking area. This new development will add significant traffic, including tour buses, commercial delivery trucks and Uber-type passenger services.

The new liquor store at the corner of Mass Ave/Clark St. has already added traffic and parking activity at this part of the corridor.

The large, open intersection at Lowell Street encourages speeding and makes turning east from Lowell onto Mass Ave problematic.

I hope you can consider extending the Foot of the Rocks park into the paved area or adding islands with signage to slow and direct traffic (as on Summer Street). Adding a crosswalk somewhere along here near Dunkin Donuts would also be very helpful.

### **General Recommendations**

More traffic signage – 25 or 30 miles per hour (whatever is legal/appropriate), and more enforcement of speeding and red-light violations.

Restricted parking lines painted on the street and/or signage (no parking here to corner) to improve sight lines at all intersections.

Thanks again for your consideration and dedication to improving this neighborhood for all users. I look forward to continued refinement of both short-term and long-term solutions.



**From:** "Kelly Lynema" <KLynema@town.arlington.ma.us>  
**To:** "Daniel Amstutz" <DAmstutz@town.arlington.ma.us>  
**Cc:** "Alex Tee" <alex.k.tee@gmail.com>  
**Date:** 05/19/2021 12:24 PM  
**Subject:** Resident Suggestions for Mass Ave / Appleton Design Review Committee

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Hi Dan,

Alex Tee, cc'd here, is a resident in the Ryder Street neighborhood who I've met through my work with the ZBA on the Comprehensive Permit for 1165R Mass Ave. He followed up with me this morning with the suggestions below for the Mass Ave/Appleton Design Review Committee:

- Three consecutive highway off-ramp style intersections at Forest, Appleton and Westminster makes it way too easy to carry excessive speed onto residential streets. We've seen some thoughtful traffic smoothing applications in Somerville to deal with such issues.
- We'd also like to propose consideration of a formal cross-walk at Forest and Ryder to reduce the risk of individuals crossing at Forest/Mass Ave. This of course is an intricate 5-way intersection the land on which the town partially owns but we have not been able to get a meeting with the town manager to discuss.
- Pedestrian and bicycle traffic coming off of bike path onto Ryder also possess some safety risks that also get to be addressed with the town.

I've shared information about the Committee's meeting next week, but also wanted to put the two of you in touch in case you had any follow up questions.

Thank you,

Kelly

Kelly Lynema  
Senior Planner  
Department of Planning and Community Development  
Town of Arlington  
direct: 781-316-3096  
[klynema@town.arlington.ma.us](mailto:klynema@town.arlington.ma.us)

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**From:** "Adam Chapdelaine" <AChapdelaine@town.arlington.ma.us>  
**To:** "Daniel Amstutz" <DAmstutz@town.arlington.ma.us>, "Michael Rademacher" <MRademacher@town.arlington.ma.us>  
**Cc:** "Jenny Raitt" <JRaitt@town.arlington.ma.us>  
**Date:** 05/20/2021 09:09 AM  
**Subject:** Fwd: [arlington] Appleton Street Intersection info.

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FYI

Adam W. Chapdelaine  
Town Manager  
Town of Arlington  
730 Massachusetts Avenue  
Arlington, MA 02476  
(781) 316-3010

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From: dianemahon@verizon.net  
To: "achapdelaine@town.arlington.ma.us" <achapdelaine@town.arlington.ma.us>  
Date: Thu, 20 May 2021 10:08:47 +0000 (UTC)  
Subject: Fwd: [arlington] Appleton Street Intersection info.

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Also, please forward this.....thx!!

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Diane  
<https://www.facebook.com/diane.s.mahon>

-----Original Message-----  
From: Mark Weisz <[markbot7@gmail.com](mailto:markbot7@gmail.com)>  
To: Diane Mahon <[dianemahon@verizon.net](mailto:dianemahon@verizon.net)>  
Cc: [arlington@arlingtonlist.org](mailto:arlington@arlingtonlist.org) <[arlington@arlingtonlist.org](mailto:arlington@arlingtonlist.org)>  
Sent: Wed, May 19, 2021 6:46 pm  
Subject: Re: [arlington] Appleton Street Intersection info.

Dear Diane Mahon, Town of Arlington,

Thank you for this. I'm really glad that something is being done to mitigate the dangers of that intersection, especially for cyclists.

There is a bicycle, painted white, chained to a tree nearby on the odd-numbered side of Mass. Ave. (A series of storefronts called "Locke Place".)

There is a sign on the handlebars which reads:

Charles Proctor  
05/24/1992 - 05/05/2020

I assume Mr. Proctor died in that intersection a little more than a year ago. It's so sad, a terrible loss. My heart goes out to his family and loved ones.

I hope the traffic studies can lead to permanent improvements and prevent more tragic deaths.

Best,

--Mark Weisz

On Wed, May 19, 2021 at 1:20 PM Diane M. Mahon via arlington <[arlington@arlingtonlist.org](mailto:arlington@arlingtonlist.org)> wrote:

Temporary Lane Reconfiguration at the Intersection of Massachusetts Avenue and Appleton Street



**From:** "Adam Chapdelaine" <AChapdelaine@town.arlington.ma.us>  
**To:** "Michael Rademacher" <MRademacher@town.arlington.ma.us>, "Daniel Amstutz" <DAmstutz@town.arlington.ma.us>  
**Date:** 05/19/2021 11:05 AM  
**Subject:** Fwd: [arlington] Appleton Street Intersection info.

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FYI

Adam W. Chapdelaine  
Town Manager  
Town of Arlington  
730 Massachusetts Avenue  
Arlington, MA 02476  
(781) 316-3010

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From: dianemahon@verizon.net  
To: "achapdelaine@town.arlington.ma.us" <achapdelaine@town.arlington.ma.us>  
Date: Wed, 19 May 2021 15:04:15 +0000 (UTC)  
Subject: Fwd: [arlington] Appleton Street Intersection info.

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Adam,

Could you forward this email with Planning or APD or whoever is overseeing this? Thx!!

When Arlington faces adversity, we come together and find a way through it. Let's take care of each other. Remember please: Social Distancing, Hand Washing, and Face Masks !!

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Diane  
<https://www.facebook.com/diane.s.mahon>

-----Original Message-----  
From: [megdc@aol.com](mailto:megdc@aol.com)  
To: [dianemahon@verizon.net](mailto:dianemahon@verizon.net) <[dianemahon@verizon.net](mailto:dianemahon@verizon.net)>  
Sent: Wed, May 19, 2021 10:34 am  
Subject: Re: [arlington] Appleton Street Intersection info.

Hi Diane,

Thank you for the information about the traffic changes. Hopefully, they will also look at when there is no left turn onto Appleton in the evenings, the traffic increases on Richardson Ave (the street next to Dunkin's) and sometimes there is congestion on the street. If they are thinking about a more permanent change, then they might want to restrict parking on Richardson to only one side of the street. If two cars are parked across from each other, it makes it very narrow for vehicles to go up or down the street.

Maureen Gormley (on the corner of Mass Ave and Richardson)

-----Original Message-----  
From: Diane M. Mahon via arlington <[arlington@arlingtonlist.org](mailto:arlington@arlingtonlist.org)>  
To: [arlington@arlingtonlist.org](mailto:arlington@arlingtonlist.org) <[arlington@arlingtonlist.org](mailto:arlington@arlingtonlist.org)>  
Sent: Wed, May 19, 2021 9:20 am  
Subject: [arlington] Appleton Street Intersection info.

## Temporary Lane Reconfiguration at the Intersection of Massachusetts Avenue and Appleton Street

The Department of Public Works will temporarily reconfigure the travel lanes on Appleton Street at the intersection with Massachusetts Avenue from 4:30 p.m. to 7:30 p.m. on Wednesday, May 19th, and Thursday, May 20th, to allow for an assessment of potential intersection improvement alternatives at this location. This work will be in conjunction with the ongoing "No Left Turn" setup implemented by the Arlington Police Department for westbound traffic on Massachusetts Avenue trying to access Appleton Street. Travel lane adjustments will be implemented using traffic cones. Drivers, cyclists, and other travelers should follow the lanes demarcated by the traffic cones during the reconfiguration period, as well as any directions of Traffic Safety Police Details.

Staff from the Town and from the Town's consultant will be on-site to perform visual observations and to monitor traffic and turning movements. Data compiled during the temporary lane reconfiguration will be used to assist in the layout and design of future improvements at this intersection.

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Diane

<https://www.facebook.com/diane.s.mahon>

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**From:** Amy Calautti <amy@amyssalonarlington.com>

**To:** damstutz@town.arlington.ma.us

**Date:** 05/27/2021 01:30 PM

**Subject:** Corner of Mass Ave and Forest St

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Hi Dan,

I recently spoke with Kim Cayer regarding the parking situation and reconfiguring the intersection on Mass Ave, and Forest St.

I would like to point out that Bright White laundromat has had cars go through their storefront multiple times, (3 I believe) which is a concern to me as I am in the space directly next to it. I've also witnessed 2 times where a car almost drove into my salon. Maybe some kind of posts, or guardrails on that corner would be helpful? Especially where so many children walk by our building on the way to and from school.

Also, I'm hoping that we will still have parking on both sides of Mass ave, as my staff and customers rely on it!

Thank you for your help, and I look forward to seeing our new, safer, intersection!

Amy Calautti  
Amy's Salon  
1179 Mass Ave.  
Arlington



**From:** Christopher Cassa <ccassa@gmail.com>  
**To:** damstutz@town.arlington.ma.us  
**Date:** 05/27/2021 08:24 PM  
**Subject:** Strong support for protected bike separation

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Dear Mr. Amstutz,

Thank you for all of your work on the process for Mass Ave/Appleton. I strongly support the work you are doing to make things safer for everyone here. I would love to see more protection including full protection for cyclists with bollards, and encouragement (bikes may use full lane signs), particularly toward the western end of the intersection.

Thank you for your consideration!

-Chris

--

Christopher Cassa

**From:** melinda fallon <mgfallon@gmail.com>  
**To:** damstutz@town.arlington.ma.us  
**Cc:** Kev Fallon <kevinjf@gmail.com>, kim@childrensroom.org  
**Date:** 06/01/2021 03:04 PM  
**Subject:** Proposed Changes around Mass Ave/Appleton St Intersection

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Dear Mr Amstutz

We are a busy small animal Clinic located at 1183 Mass Ave close to Appleton Street, Arlington.

We would like to submit comments to the Design Review Committee. Unfortunately we were not made aware of the Zoom meeting held on 5/27/21 ahead of time and so could not attend. We would appreciate any minutes or notes of this meeting which might be available.

While we are, in general, in support of appropriate safety improvements that could be made to this intersection, it was with dismay we learnt of a proposal to eliminate parking on both sides of Massachusetts Ave from the Appleton Street to Forest Street.

We strenuously object to this proposal.

As mentioned, we are a busy clinic and, like many, have implemented Covid 19 protocols since March of last year. These include curbside drop-offs, consultations, payments and sales of medications and special food diets. Frankly the protocols we have for the pandemic have been exhausting for our staff and clients. However we have managed to keep our staff, clients and pet patients as safe as possible. We service around 45 to 50 or more clients daily in this manner...the vast majority of whom bring their pets for our medical services by car. We stagger these visits as much as possible, but often have 3-4 cars of clients waiting outside on Mass Ave beside our clinic for the 5, 10 or 30 minute period we take to service them.

Many of our clients are elderly and/or handicapped. The handicap parking space in front of our building has been extremely useful for these clients. As clients bring their pets of varying sizes in and out of their cars, attempting to keep them safe from the Mass Ave traffic, it would be an enormous inconvenience for the owners to park some distance away (Forest St is not parkable near Mass Ave) as it would for our staff. It is simply not practical or safe for our staff and the animals to be walking longer (and it would of necessity be much longer) distances to and from clients' legally parked cars.

We have an average of 9 to 10 workers per day. They park behind our building in a small lot shared with two upstairs apartments tenants' cars. Double parking and parking each other in is a common occurrence. Due to the configuration of our premises, this is not an easily accessible or manoeuvrable lot, and it does not lend itself to any more cars or safe parking.

While we hope that our Covid protocols may be loosened in the future, the fact remains that we are a business that depends on convenience of access. The past year plus has been a struggle for many economically, and we are no exception. The loss of business which we would incur due to loss of accessibility, and the loss of any of the existing parking spaces, as we understand the proposal, would be devastating.

We hope to enter a fruitful discussion of the proposals with you before any decisions are implemented which would impact our business.

Thank you for your consideration.

Kevin J. Fallon  
Owner

--

**Mill Brook Animal Clinic**  
1183 Massachusetts Avenue  
Arlington, MA 02476  
781-643-1500

**From:** Paul Raia <paulraiaphd@gmail.com>  
**To:** damstutz@town.arlington.ma.us  
**Date:** 06/01/2021 11:38 PM  
**Subject:** Appleton/Mass Ave

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Hello,

I am a member of the Disabilities Commission. I have two suggestions on your proposed design to improve the safety of the Appleton intersection of Mass Ave.

Remove two or three additional parking spaces before the pedestrian crossing signaled/announced light to allow cars to see pedestrians crossing and to allow oncoming cars to see pedestrians.  
Equip the pedestrian crossing signal light with a beeping button so that the blind person can locate the button to request an announced signal to walk. Allow extra time for wheelchair users and the elderly to cross safely.

I hope this is helpful.

Paul Raia, Ph.D

Sent from my iPhone excuse typos



**From:** Deborah Nowell <debbie@nowellesq.com>  
**To:** Daniel Amstutz <DAmstutz@town.arlington.ma.us>  
**Cc:** Jenny Raitt <JRaitt@town.arlington.ma.us>, Ali Carter <ACarter@town.arlington.ma.us>  
**Date:** 06/09/2021 11:40 AM  
**Subject:** RE: changes to parking and street at the corner of Mass Ave and Appleton

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Thank you for your response. I will keep a lookout for upcoming meetings and I welcome the opportunity to participate in this dialogue. I have operated my business in this location for over 15 years. I was unaware of any discussion pertaining to the elimination parking, until my next door neighbor informed me last week. Safety is the most important matter but I believe there are a number of far less and effective solutions to the problem.

I am always worried about the Town making a decision that solves one problem but creates another problem. Should parking be eliminated in this block I will be forced to relocate and I am certain a number of the her tenants will be. There is minimal parking in the rear of these buildings but they are not for retail customers. When I moved to this location 15 years ago it was a far less vibrant block, which is not beneficial to the Town of its residents.

I would also expect that the Town would be very deliberate in approving additional projects for construction within this ½ mile strip that will generate additional congestion before discussing the elimination of parking spaces for a retail block that requires these spaces to operate.

I look forward to collaborating on this issue.

Deborah Nowell, Esq.  
1193 Mass. Ave.  
Arlington, MA 02476  
(781) 483 3880 ph.  
Fx: (781) 483-3882  
[Debbie@Nowellesq.com](mailto:Debbie@Nowellesq.com)

---

**From:** Daniel Amstutz <DAmstutz@town.arlington.ma.us>  
**Sent:** Wednesday, June 9, 2021 11:23 AM  
**To:** Deborah Nowell <debbie@nowellesq.com>  
**Cc:** Jenny Raitt <JRaitt@town.arlington.ma.us>; Ali Carter <ACarter@town.arlington.ma.us>  
**Subject:** Re: changes to parking and street at the corner of Mass Ave and Appleton

Dear Deborah,

Thank you for your email. I have added you to my list of people interested in receiving updates about the committee and its meetings. May I share your email as a comment to the committee?

The committee has been deliberating and has reviewed several possible concepts for making short-term changes to the intersection of Mass Ave/Appleton Street and the adjacent intersections of Mass Ave/Lowell Street and Mass Ave/Forest/Burton Street. These committee meetings are open to the public and public comment is accommodated. No decisions have been made at this point and the concepts are likely to be revised further. Once the committee has endorsed a recommendation for short-term improvements it will still need to go before the Select Board for approval. Kim Cayer of the Children's Room is the business representative on the committee and has had conversations with several of the business owners and property owners in the block on Mass Ave between Appleton Place and Forest/Burton Street to understand parking needs and usage to inform the committee's decision-making. We will also be working with Ali Carter, the Economic Development Coordinator, as the committee continues to move towards a recommendation for the Select Board. More direct engagement with the business community is anticipated once a more final proposal is reached.

Please let me know if you have any further comments or questions.

Best,

Daniel Amstutz, AICP  
Senior Transportation Planner  
Department of Planning & Community Development  
Town of Arlington  
730 Massachusetts Avenue  
Arlington, MA 02476  
(781) 316-3093  
[damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)

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From: Deborah Nowell <[debbie@nowellesq.com](mailto:debbie@nowellesq.com)>  
To: "[Damstutz@town.arlington.ma.us](mailto:Damstutz@town.arlington.ma.us)" <[Damstutz@town.arlington.ma.us](mailto:Damstutz@town.arlington.ma.us)>  
Cc: Jenny Raitt <[JRaitt@town.arlington.ma.us](mailto:JRaitt@town.arlington.ma.us)>  
Date: Mon, 7 Jun 2021 14:51:01 +0000  
Subject: changes to parking and street at the corner of Mass Ave and Appleton

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Hi,

I am a renter at the retail space located at 1193 Mass Ave and a local real estate attorney. I am very interested in voicing my opinion in connection with any changes to the Street and Parking at the Mass Ave and Appleton Street intersection. I did not receive any notification of meetings discussing the proposed changes to the parking in this area. Please include me on the email list related to upcoming discussions as I would love to provide input into any proposed changes.

Also, I would like to suggest that the interests of the businesses in the block be considered in conjunction with the consideration of the safety of pedestrians and cyclists. While the safety of pedestrians and bikers is extremely important, the interests of the Town in having occupied retail and business spaces and the interests of the business owners in having a viable place to conduct their business must also be considered. If the parking is eliminated in this block I would not be able to operate my business in this space. In my opinion such a drastic change would be a huge burden to all the property owners and business owners in the area and is unnecessary because there are other less restrictive measures.

In addition, it seems very contradictory for the Town to approve a hotel and restaurant that will generate additional traffic and parking less than 30 yards from the area where the Town is proposing to eliminate parking. I will be sending a letter to the Town Manager to ensure that my position is considered.

I look forward to meeting you at the next meeting and with any luck it maybe in person.

Deborah Nowell, Esq.  
1193 Mass. Ave.  
Arlington, MA 02476  
(781) 483 3880 ph.  
Fx: (781) 483-3882  
[Debbie@Nowellesq.com](mailto:Debbie@Nowellesq.com)

**From:** Barbara McCauley <jbmccauley@comcast.net>  
**To:** Daniel Amstutz <DAmstutz@town.arlington.ma.us>  
**Date:** 06/10/2021 08:08 AM  
**Subject:** Re: Info re: bicycle safety and restricting on-street parking on Mass Ave

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Dear Dan,

Thank you for this thoughtful and very prompt reply! And thank you for asking permission to share my emails -- you may do so. I just assumed they would be shared.

I do need to first clarify some confusion -- you and I are not talking about the same parking lot. Yes, the one adjacent to our little Shaker-style condo complex, on the corner of Burton and Mass Ave, is all deeded parking; the lot is owned (and exclusively used by) the five families, including mine, who live in the 5 units in the two buildings. None of these parking spots are ever leased out.

The parking spaces I was referring to in my previous note are in a somewhat hidden lot behind the row of shops on Mass Ave; the space is visible only if you go thru the opening between the Sweeney & O'Connell real estate office and the animal clinic. Since there are nine businesses on the street and nine parking spots, when I heard someone on the board at the recent hearing say, "The owners of the businesses on Mass Ave park in that lot," I assumed they were referring to the spots there. But Deborah Nowell, the attorney on the block, tells me that those spots are all leased for overnight parking by individuals who have no connection to the businesses on the street; they live nearby in the community and need parking because none is attached to their homes or apartments. The owners of businesses on this block, Deborah tells me, have nowhere to park but on the street of this block.

It's good to hear that someone is designated to have conversations with business owners, but as I mentioned in my first note to you, it was clear that this plan was completely news to the three that I spoke with. I recently let the animal clinic directly across the street from me know, again, as they typically have at least 3 animal patients at a time in need of parking nearby, and when I went to get my hair cut at Amy's Salon last week, I asked if they knew. They said, yes, they had just heard about it from the animal clinic.

We continue to be very concerned about the potential economic impact of this plan on our community. Businesses are just now starting to recover from the financial losses of the pandemic and having no parking for clients and customers will add substantially to the challenge. And I wonder how the homeowners on Forest St. will feel when all the cars which can no longer be parked on our block are suddenly in front of their homes all day, every day.

It is interesting that you say more direct engagement with the business community is anticipated once a more final proposal is reached. I just retired from a 40 year career as a clinical social worker, and I would say that if you really want community input, the direct engagement should come long before any kind of proposal is reached. The high attendance at all the hearings re: the Lexington Hotel is testament to that. Neighbors want to be part of the planning process. Your immediate response to my email is a very good start.

Barbara McCauley  
1184 Mass Ave  
Arlington

On Jun 9, 2021, at 1:54 PM, Daniel Amstutz <[DAmstutz@town.arlington.ma.us](mailto:DAmstutz@town.arlington.ma.us)> wrote:

Dear Barbara,

Thank you for your email. I have added you to my list of people interested in receiving updates about the committee and its meetings. May I share your email as a comment to the committee?

The committee has been deliberating and has reviewed several possible concepts for making short-term changes to the intersection of Mass Ave/Appleton Street and the adjacent intersections of Mass Ave/Lowell Street and Mass Ave/Forest/Burton Street. These committee meetings are open to the public and public comment is accommodated. No decisions have been made at this point and the concepts are likely to be revised further. Once the committee has endorsed a recommendation for short-term improvements it will still need to go before the Select Board for approval. Kim Cayer of the Children's Room is the business representative on the committee and has had conversations with several of the business owners and property owners in the block on Mass Ave between Appleton Place and Forest/Burton Street to understand parking needs and usage to inform the committee's decision-making. We will also be working with Ali Carter, the Economic Development Coordinator, as the committee continues to move towards a recommendation for the Select Board. More direct engagement with the business community is anticipated once a more final proposal is reached.

I appreciate your clarification that the parking lot off Burton Street that is behind 1184 Mass Ave and 3 Burton Street serves only residents of these properties.

Please let me know if you have any further comments or questions.

Daniel Amstutz, AICP  
Senior Transportation Planner  
Department of Planning & Community Development  
Town of Arlington  
730 Massachusetts Avenue  
Arlington, MA 02476  
(781) 316-3093  
[damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)

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From: barbara <[jbmccauley@comcast.net](mailto:jbmccauley@comcast.net)>  
To: "[damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)" <[damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)>  
Date: Tue, 8 Jun 2021 19:28:41 -0400  
Subject: Info re: bicycle safety and restricting on-street parking on Mass Ave

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Dear Mr. Amstutz,

My husband and I live at 1184 Mass Ave, in the condo complex on the corner of Burton and Mass. Ave. I am writing about the proposal which will restrict on-street parking for businesses on our block.

At the 5-27 meeting of the committee, I believe I heard someone (possibly you) say that the business owners on the block "all have parking in that lot behind the building". Since then I met with Deborah Nowell, the attorney who has an office on this block. She says that **none** of the owners of businesses on this block park there and their clients/customers do not either. She says that **all** of those spots are leased by residential tenants who live throughout the area. She adds that she would definitely have to move her office elsewhere if on-street parking is restricted, and that she is certain the owner of the Mosaic Supply store, whom she knows well, would have to relocate too. Last month I let the Ranch Roofing people know about the possibility of loss of on-street parking (there are periods during the day when 2-3 of their trucks are there, parked on both sides of the street) and they too indicated it was a complete surprise to them; I believe someone from their office attended the most recent board meeting as a result of my bringing this to their attention. I have not asked the Animal Clinic about the possible ramifications of losing parking, but I know, from living directly across the street from the clinic, that there are typically 3-4 cars parked on Mass Ave at any one time by clients with pets going into the clinic. Amy's Salon typically has two spots regularly in use by clients, and the yet-to-open Thai/Italian take-out place next to them will have no customers when they open, if there is no parking that allows customers to run in to pick up an order. And last, but absolutely not least, Dr. Machalinski dental practice is a specialty practice in endodontics. Patients come to her in pain, often acute; they are referred by their regular dentists for emergency services like root canals.

What I find very troubling, and the purpose of this note, is discovering that even after a year of meetings, major changes in parking/customer access are being considered without the knowledge and input of businesses and residents on our block. I will add that my husband is a 73 yr old serious cyclist, and I strongly support measures to make this intersection a safe one, but removing most or all on-street parking is not an acceptable solution.

Thank you.

Barbara McCauley

**From:** Darcy Devney <dcd.alist@gmail.com>  
**To:** Daniel Amstutz <DAmstutz@town.arlington.ma.us>  
**Cc:** Jillian Harvey <JHarvey@town.arlington.ma.us>, Christina Coleman <CColeman@town.arlington.ma.us>  
**Date:** 06/24/2021 06:06 PM  
**Subject:** Mass Ave/Appleton Design Review Committee concepts

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Hi, Dan -

Thank you for asking, looks like at least the HP parking has been considered, which is really a good sign.

I'm very glad that the HP space in front of the Mill Brook Animal Clinic will remain, no matter what, there are no other HP options along that stretch at all.

I am less concerned with the single HP space on Appleton Place, because the church parking lot renovation years ago added \*lots\* of HP spaces in the back, and there is a level ramp along the side to inside the church. The single HP space on Appleton is located there because there is a direct, much shorter ramp to inside the church there.

I'm sure you've already thought about it, but the Hotel Lexington plans for just past that intersection should be looked at at the same time, because that will drastically change the amount of on-street parking and the driveways, etc. in that stretch. (If I remember correctly, the Hotel Lexington would eliminate all of the on-street parking in front, so it looks like one of your options would result in zero parking spaces (except 1 HP) from Forest to Lowell on that side.

Thanks,

- Darcy Devney

P.S. FYI, as a result of family medical crisis, I have resigned from the Commission on Disability and can no longer volunteer. I learned a lot from you, particularly in this last year, and wanted to say thank you for your hard work. Good to know you!

On 5/27/2021 10:39 AM, Daniel Amstutz wrote:

Hi Darcy -

I've been meaning to reach out to you regarding the work of the Mass Ave/Appleton Design Review Committee. As you may know, we have a meeting this evening at 7 pm. Green International, the Town's traffic consultant, has developed new iterations of the concepts to address safety at the Mass Ave/Appleton intersection, which you can find here: <https://www.arlingtonma.gov/Home/Components/Calendar/Event/27236/>

It was brought up at one of our meetings of the need for a disability perspective or review of what is being considered. We are still working through the concepts to get to a final, but I'd be happy to take comments from the Disability

Commission should they have any. Let me know if you have any questions.

Best,

Daniel Amstutz, AICP  
Senior Transportation Planner  
Department of Planning & Community Development  
Town of Arlington  
730 Massachusetts Avenue  
Arlington, MA 02476  
(781) 316-3093  
[damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)

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**From:** Joy Ahearn <joyahearn@gmail.com>  
**To:** Daniel Amstutz <damstutz@town.arlington.ma.us>  
**Date:** 07/06/2021 01:08 PM  
**Subject:** Mass Ave/Appleton design review

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Hello Daniel,  
I heard about the Thursday evening meeting from one of my neighbors. I plan to attend via Zoom.

I am an avid recreational cyclist, and my general routine is to meet my friends at Starbucks in Arlington Heights three times a week for a 50-mile ride out west somewhere.

On my way home, I pop out of the bike path at the Old Scwamb Mill and go through this intersection, the same way Proctor did the day he died in May 2020. I sometimes take a sharp right on Appleton from Mass Ave, then left on Acton, sometimes take the soft right and ride by the church parking lot. I am always hyper-aware and cautious as I approach, and find that I'm more fearful of people driving down Appleton toward Mass Ave because they sort of roll into the middle of the intersection instead of stopping at the stop sign.

I live on Benjamin Road right next to the Ottoson. I am a huge advocate of fixing this very dangerous intersection. I don't feel safe driving there, and especially don't feel safe biking through there.

Thanks much,  
Joy Ahearn  
Cell: 617-460-3118

**From:** Suzanne Baratta Owayda <studio@mosaicoasis.com>  
**To:** Ali Carter <acarter@town.arlington.ma.us>, "damstutz@town.arlington.ma.us" <damstutz@town.arlington.ma.us>  
**Date:** 07/07/2021 05:03 PM  
**Subject:** Thanks for Meeting with Us

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Hi Ali and Daniel,

Thanks for meeting with us today about the proposed changes to the intersection of Appleton and Mass Ave.

It is really tragic about the young man that was killed and I hope that intersection can be made safer.

Please put me on the email list so that we know what is happening and when changes will be made. I will forward information to Amy at Amy's Hair Salon because she is concerned as well.

Thank you,

Suzanne Owayda, Owner  
Mosaic Oasis Studio & Supply  
781-316-1667  
[mosaicoasis.com](http://mosaicoasis.com)



July 7, 2021

Mr. Daniel Amstutz  
Mass Ave/Appleton Design Review Committee  
Arlington, MA 02476

Architectural Engineers, Inc.

RE: Mass Ave/Appleton St Short-Term Improvements Comments

Dear Mr. Amstutz,

We, the undersigned, were the co-workers of Charles Proctor who was struck and killed on his bike at this intersection on May 5, 2020. Charles was a talented, aspiring young mechanical engineer and integral member of our company. We continue to grieve his loss to this day.

We are calling on the Committee to take decisive action in selecting a short-term build by the close of the Committee meeting on July 8, 2021. Cyclist safety must be paramount when selecting an option. For this reason, we are urging the Committee to select revised alternate #2 featuring proper buffered bike lanes and conflict markings at intersections. Additionally, we are calling on the Committee and Town of Arlington to move forward with the build of alternate #2 in a manner that is most expedient. The frequency of crashes at this intersection through the years only underscores the urgency required, so no family, friends, and coworkers of another person must endure the pain we have felt in our loss.

We thank you for your time and consideration in moving this important project forward in Charles' honor in the safest manner possible.

Signed,

Robin Greenleaf  
CEO

Sam Katz  
Senior Mechanical Designer

Susan Wisler  
President

Hugo Bustillo  
Senior Mechanical Designer

Nick Ferzacca  
Executive Vice President

Kristen Esposito  
Mechanical Designer

Joel Goodmonson  
Principal

Jason Begley  
Mechanical Designer

Jonathan Brenton  
Mechanical Department Head

Jeffrey Manning  
Electrical Department Head

Blaine Byers  
Mechanical Engineer

Jack Crocker  
Senior Electrical Designer

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**Architectural Engineers, Inc.**

Bertha Rakhunov  
Electrical Designer

Sonia Banegas  
Electrical Designer

Michael Kolvek  
Electrical Designer

Ryan Quieto  
Electrical Designer

Elyse Portanova  
Electrical Designer

Jim Shannon  
Fire Protection/Plumbing  
Department Head

Finn Chappell  
Sr. Plumbing Engineer, Plumbing  
Team Leader

Rukeme Ejofodomi  
Senior Plumbing/Fire Protection  
Designer

Tim Lawrence  
Plumbing/Fire Protection Designer

Kaitlin Burnett  
Plumbing/Fire Protection Designer

Jason Hamelin  
Plumbing/Fire Protection Designer

Shaun Gallano  
Plumbing/Fire Protection Designer

Kevin Eugenio  
Plumbing/Fire Protection Designer

Michael Doyle  
Project Manager

Jacob Levine  
Assistant Project Manager

Jennifer Shelby  
Marketing Manager

Tom O'Toole  
Accounting Manager

Tisha Bodden  
Project Administrator

Matt Maniscalco  
BIM/IT Manager

Amanda Richardson  
BIM Specialist

Nate Braga  
Building Systems Modeler

**From:** Joseph Solomon <solomj@gmail.com>  
**To:** Daniel Amstutz <damstutz@town.arlington.ma.us>  
**Cc:** wchouinard@town.arlington.ma.us, JMaxtutis@beta-inc.com, Philip Goff <philipgooff@hotmail.com>  
**Date:** 07/08/2021 11:27 AM  
**Subject:** Mass Ave/Appleton Design Review Committee - 7/8/2021

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Dan,

I wanted to share some comments on the most recent designs. I've cc'd some of the more technical committee members as well to share the impacts of the turn restriction on the Park/Appleton intersection. Looking forward to seeing something implemented!

PM Left Turn Restrictions:

In a prior meeting, Lt Pedrini confirmed solar glare as a factor in the Proctor fatality. Given that solar glare can't be eliminated I would urge the committee to recommend a time restricted "Do Not Enter" sign as part of the short term solution. This would help to continue the safe behavior that we've dedicated months of APD resources to enforce & embed in the minds of drivers. I've seen significant reductions in traffic coming up Appleton WB @ Park when the ban is in place. This, in combination with the lack of complaints from residents on Richardson & Daniels indicates that the turn ban is not driving this traffic onto local roads. Finally, continuing this effective turn ban would also provide benefits at the Park/Appleton intersection by reducing volume approaching Park from Appleton WB by ~70% based on our data collection from Wednesday, 3/10 that I shared earlier this year.

Measurement:

In both alternatives there are two "pros" that would be great to measure. They are (1) the impact on speeds in the Mass Ave corridor and (2) the impact on speeds of the tighter left turn. Could the committee work with APD to do a "before and after" study using street mounted traffic counters on both Mass Ave approaches as well as Appleton Street? Having this speed and volume data would be very useful to show the post-implementation impact to the various stakeholders and would be a useful starting point in the future when addressing other intersections with similarly odd geometry.

Speed Signs:

In both proposals I noticed a recommendation for two Radar Speed Displays along Mass Ave. I know Mike R. is hoping to keep the project cost low but in case the speed displays are in scope I wanted to share an interesting study done by the Traffic Operations and Safety Laboratory at the University of Wisconsin-Madison. The data shows the impact of these signs to be largely seen on approach and quickly dissipating once the automobile has passed the sign. Based on this, the sign mentioned in the Green proposal near Dunkin Donuts on Mass Ave EB may be better situated at or before the Mass/Appleton intersection.

Thanks again for the opportunity to provide my comments!

Best Regards,  
Joe Solomon  
128 Appleton St

**From:** Petru Sofio <petru@massbike.org>  
**To:** damstutz@town.arlington.ma.us  
**Cc:** Galen Mook <galen@massbike.org>  
**Date:** 07/08/2021 11:15 AM  
**Subject:** Revised Design Plans Appleton/Mass 7/7/2021

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Hi Daniel,

We wanted to reach out to you before the meeting about some comments we have on the new plans Green International has provided.

### Shared Lane Option

Positives of design:

- The sharrows are distanced appropriately along the corridor.
- The intersection markings, while non-compliant, are great.

Negatives of design:

- The sharrows are not placed in the center of the lane, as they should be.
- The bikes on roadway signage must be changed to "Bikes May Use Full Lane" signage, present around Arlington Center.
- This is not an 8-80 facility and is not comfortable for most bicycle riders.
- This design is against the soon-to-be-approved Connect Arlington Bike Plan Recommendations.
- This design highly prioritizes automobiles over other modes of transportation, especially regarding parking.

We also want to add that **green-backed sharrows** are crucial in this design, especially in the conflict zone.

### Bike Lane Option:

Positives of design:

- Buffered bike lanes mean no cyclists will be in the door zone.
- Conflict markings at the Appleton St intersection on the south side are very prominent. *We have found thermoplastic is the only good treatment for bike lane conflict markings. Ruby glass fades to dark green quickly, and paint is slick in the rain.*
- Chicanes, while minor, exist on the corridor which will slow drivers and cyclists down.
- These bike lanes provide a far more comfortable facility for the majority of riders.
- This design is in line with the soon-to-be-approved Connect Arlington Bike Plan Recommendations.
- This design does not prioritize any user over another.

Negatives of design:

- We'd like to see an R10-15bR sign (Right turning vehicles yield to bikes) for Mass ave eastbound.
- We're concerned about the transition after Forest St to a shared lane, as it seems sudden and there isn't any plan mapped out for how the transition would work.
- The conflict zone at Lowell st is too long.

### Feedback from both designs:

- Unfortunately, these new designs take away the proposed left turn lane. This left turn lane would have reduced the stress of drivers and bicyclists turning left. Understandably, parking was needed in the area, so it couldn't fit in. However, that will create some problems. We expect many drivers will use the bike lane to get around other drivers waiting to turn left. This could create a conflict between a cyclist and a vehicle that doesn't exist now. Drivers also may rush to turn left in fear of holding up traffic. Flex posts between the bike lane and thru lane could solve this problem.

- There is not a “No Turn On Red” sign planned for Appleton st onto Mass Avenue. Please add this sign in, as many drivers currently blow the red light from Appleton st onto Mass Ave.
- We’d like to see several far side supplementary “Left Turning Vehicles Yield to Bikes” signs, ideally on the left far side of the intersection.
- We’d like to see R7-9(a) (No Parking Bike Lane) signage along the sections where the bike lane has no parking next to it.
- There should be tougher flex posts in the center of the road. New York City and other cities have had good experiences with [these pylons](#), as they're more durable.

Overall, MassBike endorses option 2. This is a bike safety project, and option 2 is the plan that prioritizes the safety of people on bikes more. We feel that this is the acceptable limit. Any design with fewer bike accommodations would not be appropriate for this corridor.

Thank you,  
Petru Sofio  
Galen Mook



**From:** melinda fallon <mgfallon@gmail.com>  
**To:** acarter@town.arlington.ma.us, DAmstutz@town.arlington.ma.us  
**Date:** 07/08/2021 12:50 PM  
**Subject:** Re: Proposed Changes around Mass Ave/Appleton St Intersection

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Hi Daniel

Thanks for the opportunity to meet with you, Allison and the concerned neighbors yesterday.

To summarize, we are concerned that the loss of any of the existing parking spaces will adversely affect our business and neighboring businesses. We note the impending opening of another business, a restaurant, next door to us. Parking is already very tight and we note that the intersection of concern for necessary safety improvement is that of Appleton St and Mass Ave, rather than close to our business at 1183.

One of our particular questions is why one parking spot on the north side of Mass Ave at the corner of Forest St and Mass Ave (adjacent to the laundromat) will be effectively removed by the proposed restriction of on-street parking to within ten feet of the crosswalk at Forest street.

West-bound traffic travelling along Mass Ave will have a clear view of this crosswalk as they approach this intersection. The proposed loss of even one parking space here on the north side of Mass Ave is of major significance to us and our neighbors. This north side may be contrasted with the south side of Mass Ave, where parking is proposed to be restricted within 25 feet of the crosswalk at Forest st, where the extra distance would allow clear view of the crosswalk for east bound traffic travelling along Mass Ave.

We look forward to tonight's meeting and to your response. Thank you for your consideration.

Kind regards

Melinda Fallon

On Tue, Jun 22, 2021 at 11:26 AM Daniel Amstutz <[DAmstutz@town.arlington.ma.us](mailto:DAmstutz@town.arlington.ma.us)> wrote:  
Dear Melinda,

Thank you for your comments. Apologies for the delayed response as we've been figuring out next steps for this intersection. I'll share your comments with the committee. I will be posting the next committee date this week, which is expected to be at 7 pm on Thursday, July 8.

Best,

Daniel Amstutz, AICP  
Senior Transportation Planner  
Department of Planning & Community Development  
Town of Arlington  
730 Massachusetts Avenue  
Arlington, MA 02476  
(781) 316-3093  
[damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)

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From: melinda fallon <[mgfallon@gmail.com](mailto:mgfallon@gmail.com)>  
To: [damstutz@town.arlington.ma.us](mailto:damstutz@town.arlington.ma.us)  
Cc: Kev Fallon <[kevinjf@gmail.com](mailto:kevinjf@gmail.com)>, [kim@childrensroom.org](mailto:kim@childrensroom.org)  
Date: Tue, 1 Jun 2021 15:03:53 -0400  
Subject: Proposed Changes around Mass Ave/Appleton St Intersection

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Dear Mr Amstutz

We are a busy small animal Clinic located at 1183 Mass Ave close to Appleton Street, Arlington.

We would like to submit comments to the Design Review Committee. Unfortunately we were not made aware of the Zoom meeting held on 5/27/21 ahead of time and so could not attend. We would appreciate any minutes or notes of this meeting which might be available.

**From:** Alex Frieden <alex@frieden.org>  
**To:** damstutz@town.arlington.ma.us, hmuise@verizon.net, bikeinfo@massbike.org  
**Date:** 03/24/2021 10:25 AM  
**Subject:** comments on appleton and mass ave

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Hi folks,

My name is Alex Frieden. I am a resident in Somerville and part of the Somerville Bicycle Committee. I do not represent them as part of this email but it is the background I am coming from. My wife, my two daughters, and myself come to Arlington regularly as we have friends there and often come by bike.

I was generally very happy to see the process that was taken here having representatives from all stakeholders with a variety of designs reviewed. Breaking apart the intersection and creating a one way out of appleton place makes the intersection operate much simpler.

However, there are real concerns over how things were presented: there was a traffic fatality there recently so all of us have blood on our hands to try to make sure such a horrible event doesn't happen again.

The priorities of the intersection were listed, but it wasn't clear what was being prioritized. Does parking need to take priority over safe travel? Are pedestrians crossing the street from the church the most important thing we want to fix? These help set the stage for how we think about possible solutions.

From the consultant, I saw some things that were red flags and some opportunities for an improved intersection:

- MBTA will be fine with buses operating at 10.5 feet. It's tight, but it is fine on straight aways. You don't need 11 foot lanes.
- On some of the consultant designs we saw 100% of space allocated to cars (two turning lanes, two standard lanes, two parking lanes). Is Arlington's desire to make sure alternative transportation modes are unused? If not, I think planners need to give better instructions to consultants.
- Instead of asking why take away parking, we should be asking why keep it. I saw a lot of concern around removing parking. In an age of extreme climate change, we should have to justify to ourselves the need to keep that valuable land for parking.
- I would encourage all to tighten the intersection. Wider turns slow vehicles down and gives all users time to see the situation and adapt accordingly.
- I would encourage future designs to use protected bike lanes and parking protected bike lanes to chicane the street with parked cars. It sounds like vehicles coming down the hill are a real threat for everyone.
- Make Appleton Place a one way contraflow street.

I am looking forward to seeing the next iteration of designs.

--  
Alexander Frieden

**From:** Galen Mook <galen@massbike.org>  
**To:** Daniel Amstutz <DAmstutz@town.arlington.ma.us>  
**Date:** 04/01/2021 09:43 AM  
**Subject:** Re: following up on HSIP funding to support dangerous intersection in Arlington

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Hi Dan,

I did hear back from DA Ryan's office, both the crashes for Charlie and the Chestnut St are still open, so they can't share. I did ask about the other crash at Appleton to see if there is a report, and will check back if I hear more.

For the analysis of the crash at Appleton, I'm concerned about the claim that solar glare was the cause of the crash for Charlie. His partner (who was also hit) maintains solar glare was not a problem for this incident, so I'm not sure where APD has the analysis that claims the sun was the problem. However, it also seems the best solution is to limit that movement from Mass Ave turning left onto Appleton, since that maneuver is the maneuver in both crashes, sun or no sun, which is why they had police detail out to prohibit that turn at certain times of day. I'd argue that instead of using APD resources, to simply prohibit the turn outright and see if that has an adverse impact on Mass Ave traffic flow and weigh that against the safety measures.

--  
Galen Mook  
Executive Director  
Massachusetts Bicycle Coalition  
Pronouns: he/him/his

[50 Milk Street](#)  
[16th Floor](#)  
[Boston, Mass. 02109](#)

[www.MassBike.org](http://www.MassBike.org)  
Office: 617.542.BIKE (2453)

On Tue, Mar 30, 2021 at 10:27 AM Daniel Amstutz <[DAmstutz@town.arlington.ma.us](mailto:DAmstutz@town.arlington.ma.us)> wrote:  
Hi Galen

No, I haven't heard from Bonnie.

According to our police department I also can't get the crash report for the serious injury crash that happened at Mass Ave/Appleton a couple of weeks after the crash that killed Charlie Proctor. These also go to the DA's office and we don't have the staff certification necessary to do the investigation for this. From the APD point of view, however, the best solution for left turning traffic from Mass Ave to Appleton is going to be a full traffic signal or something that addresses the solar glare.

Thanks,

Daniel Amstutz, AICP  
Senior Transportation Planner  
Department of Planning & Community Development  
Town of Arlington  
730 Massachusetts Avenue  
Arlington, MA 02476  
(781) 316-3093

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From: Galen Mook <[galen@massbike.org](mailto:galen@massbike.org)>  
To: Daniel Amstutz <[DAmstutz@town.arlington.ma.us](mailto:DAmstutz@town.arlington.ma.us)>  
Date: Tue, 30 Mar 2021 09:54:24 -0400  
Subject: Re: following up on HSIP funding to support dangerous intersection in Arlington

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Hi Dan did Bonnie follow up here? I'm attending a training on the MassDOT crash portal on Thursday am so I can update after how that may help influence this project.

Also I heard from the DA's office they have the Chestnut St crash report and are reviewing before sending over, Charlie Proctor's is not available since it is still under investigation. I'll keep you posted when I know more.

-Galen

On Thu, Mar 25, 2021 at 4:21 PM Galen Mook <[galen@massbike.org](mailto:galen@massbike.org)> wrote:

Hi Bonnie,

Thank you for your presentation at the MABPAB yesterday, I'm very encouraged by the way MassDOT is approaching HSIP and safety and risk holistically. One question came to a few of us who are working with the Town of Arlington to redesign a specific intersection on Mass Ave at Appleton Street which has seen a fatal bicycle crash last year, a serious bicycle crash shortly thereafter, and several car crashes, with a memo from CTPS dating back to 2012 about the danger of the intersection, and is currently under review by the Town with a public Design Review Committee for both short and long term design considerations.

To help see where HSIP may be able to help fund any longer term road redesign, I'd like to loop in Dan Amstutz from the Town of Arlington here, and to ask if you have a minute to help explain the HSIP process and where a municipal issue can be elevated to gain funding from high safety dollars.

Can we find a time to coordinate on a call, or maybe work via email to follow up?

--

Galen Mook  
Executive Director  
Massachusetts Bicycle Coalition  
Pronouns: he/him/his

[50 Milk Street](#)  
[16th Floor](#)  
[Boston, Mass. 02109](#)

[www.MassBike.org](http://www.MassBike.org)  
Office: 617.542.BIKE (2453)

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Galen Mook  
Executive Director  
Massachusetts Bicycle Coalition  
Pronouns: he/him/his

[50 Milk Street](#)  
[16th Floor](#)  
[Boston, Mass. 02109](#)

[www.MassBike.org](http://www.MassBike.org)  
Office: 617.542.BIKE (2453)

**From:** Lynette Ingram Cassel <lynetteingram@gmail.com>  
**To:** damstutz@town.arlington.ma.us  
**Date:** 04/15/2021 10:09 AM  
**Subject:** Comments re: Mass Ave/Appleton Design Review Committee meeting

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Hello Committee,

We have been the owners of 14-16 Appleton Place in Arlington for over 10 years. We are submitting my comments for your review for the 4/15/21 meeting which we are unable to attend. As a resident and owner very near this intersection, we are glad that the town is making safety improvements to this intersection as it is very hard to navigate safely.

We like the following 2 proposals best (Neighborways Design and Sofio design) because they bump out the curbs to provide better visibility for pedestrian traffic and clarify turn and bike lanes.

While changing Appleton Place to a one way street from Forest to Mass Ave is an interesting idea, *we would highly prefer that it be one way northbound. This would prevent turns from Mass Ave entirely and seems like the most clear solution.* This is a busy section of street between the middle school and Greek church bringing in a great deal of traffic collectively.

Thank you for considering our input in the design.

Lynette and James Cassel  
14-16 Appleton Place

- [Short Term Improvements developed Neighborways Design](#)
- [Redesign concept developed by Petru Sofio](#)

**From:** <tt8343@aol.com>  
**To:** damstutz@town.arlington.ma.us  
**Cc:** tt8343@aol.com  
**Date:** 04/15/2021 10:26 AM  
**Subject:** Mass. Ave./Appleton St./Appleton Place

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Dan--I don't think I will be able to Zoom into the meeting tonight, but since I live on Burton Street here are some of my observations. First of all, it is virtually impossible to make a left turn out of Burton Street to head west on Mass. Ave. Visibility is not good due to the condo at 1180 Mass. Ave., bushes, etc. and eastbound traffic on Mass. Ave. approaches that intersection at a pretty high rate of speed. Plus there is an almost steady stream of traffic coming out of Forest Street heading east on Mass. Ave. This makes it almost mandatory to go west on Mass. Ave. by going up Burton Street to Appleton Place and entering Mass. Ave. at the intersection of Appleton Street, Appleton Place, and Mass. Ave. The problem there is that nobody coming down Appleton Street onto Mass. Ave., NOBODY, stops at the flashing red light located at that intersection. Plus the traffic going both east and west on Mass. Ave. is generally an unbroken line. It is a life-threatening experience to enter Mass. Ave. in a west-bound direction during the rush hour. Also, there is a bank directly across Mass. Ave. from Appleton Place and customers exit their parking lot going east on Mass. Ave. making the problem even worse.

Personally I think that the pedestrian light at Appleton St./Appleton Pl./ Mass. Ave. should be a permanent light with green arrows allowing Appleton Place traffic to safely enter Mass. Ave. in both directions. Seems to me that would be an inexpensive fix compared to all the other suggestions.

Tom Tierney, 15 Burton St.



**From:** Tycho Nightingale <tycho@pobox.com>  
**To:** Jeff Maxtutis <jmaxtutis@beta-inc.com>, Daniel Amstutz <DAmstutz@town.arlington.ma.us>  
**Date:** 04/15/2021 11:22 AM  
**Subject:** Mass Ave/Appleton

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Hi,

During the part of the meeting last night where we were discussing the Appleton Street intersection there was some bedtime drama in my house so I loosely followed the discussion but was unable to participate. And unfortunately I'm not able to attend tonight so I figured I'd convey some thoughts via email instead.

As the homeowner of 6 Appleton Place, which is not only between Burton Street and Mass. Ave., but looks directly upon the troubled intersection I have had plenty of opportunity to observe traffic flow on these streets and the circumstances leading up to the string of events last year.

Appleton Place is currently bidirectional with parking along the west side and very narrow sidewalk interrupted by utility poles on the east. It's a narrow street and there isn't enough room for cars to pass nor is there enough room for cars to easily maneuver out of driveways. An attempt to fix the driveway issue was made by the installation of signage prohibiting parking opposite driveways. Unfortunately the region impacted by the prohibition is unclear and folks often ignore the signs even the the parking lot a few spaces down is completely empty. Regardless, upon exiting a driveway this necessitates choosing a direction based on what's actually possible. Those are the current conditions which aren't quite ideal.

For the most part the concept designs share similarities but one component in particular strikes me as troublesome. In 3 of the designs it's proposed to make Appleton Place one way – 2 of them 'away' from Mass. Ave. and 1 'towards'. The concepts proposed by Green International neglect some key factors in making that suggestion. In the morning 'towards' is used as a component of the Ottoson drop-off loop for folks heading west. This is less than ideal but preferred to making a left out of Burton Street where the sight lines are even worse; trust me it can be nerve wracking making a left only to discover a bus bearing down on you and I can only imagine it will even worse if the traffic is forced to edge of the road and further obscured! Furthermore as it is today the Appleton Place direction conflict slows traffic. By making it one way 'away' there is nothing to curb the velocitizing that plagues drivers going up hill and these 2 designs legitimize hugging the left side of the road. On that side of the road poorly located utility poles force you into the street to continue up the sidewalk. Making Appleton Place one way maybe a decent option and in the Neighborways Design concept 'towards' at least has the advantage the drivers are slowing approaching Mass. Ave. in narrowest part of the street – that's a much better choice.

One other thing I noticed, that is not really treated by the any of the designs, is the west bound Mass. Ave. bus stop. That's popular way for Ottoson students to get to school

and the number of crossing they need to take on their journey should be minimized.

Hope this is some useful insight!

Tycho