

From: "Regina O'Toole" <reginamaryotoole@gmail.com>
To: achapdelaine@town.arlington.ma.us, DMahon@town.arlington.ma.us, JHurd@town.arlington.ma.us, LDiggins@town.arlington.ma.us, EHelmuth@town.arlington.ma.us, SDeCoursey@town.arlington.ma.us, crateau@town.arlington.ma.us, mkrepelka@town.arlington.ma.us, jbrazile@town.arlington.ma.us
Cc: info@cambridgebikesafety.org
Date: 10/04/2021 02:56 PM
Subject: Investing in Bike Safety

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Dear Arlington City Board Members, Manager, Town Clerk, and Parking Committee Members, I am writing to express my support for new bike lanes in Arlington, MA. As an avid biker and as a person who commutes to Boston by bike, I urge you for support with bike safety. We need to make permanent changes to the dangerous intersections in Arlington to prevent injuries and death, not just react to them.

Thank you for your deep consideration on this incredibly important matter for our residents!

Regina

From: Matthew De Remer <mderemer@gmail.com>
To: SDeCoursey@town.arlington.ma.us, LDiggins@town.arlington.ma.us, EHelmuth@town.arlington.ma.us, JHurd@town.arlington.ma.us, DMahon@town.arlington.ma.us
Cc: mkrepelka@town.arlington.ma.us
Date: 10/06/2021 04:54 PM
Subject: Please vote for modified option 2 bike lanes for Mass at Appleton

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Good afternoon,

I am writing to you in support of modified option 2 to add some bike lanes to Mass Ave at Appleton and preserve the parking spaces that seem to have prevented the adoption of the original option 2.

It's important for the Select Board to accept this compromise now to allow for these changes to be made this season before the weather precludes improving the safety of this very dangerous intersection.

Thanks for your thoughtful debate on this issue, but based on the public feedback in the last meeting I would beseech you to implement the will of the majority of town residents and not the minority of residents and out of town business owners.

Sincerely,
Matthew De Remer

On Sun, Sep 12, 2021 at 9:06 PM Matthew De Remer <mderemer@gmail.com> wrote:

Good evening,

I am writing to you concerning the vote about the Mass Ave/Appleton Intersection short term improvements. I ask that you support the work of the committee and **vote to implement option 2 bike lanes.**

Implementing option 1, even on a temporary basis, invites more injuries and deaths in a location that has already seen too many of both. I also fail to envision a parking study that would trump the safety of pedestrians and bicyclists.

I understand the concerns and inconveniences concerning the loss of parking spots, but I would offer that many public parking spots will remain in the area as well as many private parking lot and driveway spaces. Furthermore I would add that these spaces will always be of limited utility since they can not be used for overnight residential parking.

Thank you for your time and consideration on this matter,
Matthew De Remer
47 Decatur St

From: Petru John Sofio <PSofio2024@spyponders.com>
To: SDeCoursey@town.arlington.ma.us, LDiggins@town.arlington.ma.us, EHelmuth@town.arlington.ma.us, JHurd@town.arlington.ma.us, DMahon@town.arlington.ma.us
Cc: amaher@town.arlington.ma.us, DAmstutz@town.arlington.ma.us, MKrepelka@town.arlington.ma.us
Date: 10/07/2021 02:17 PM
Subject: Support of Massachusetts Avenue Appleton Street Compromise Plan

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Dear Arlington Selectboard members,

I'm writing to you to request approval of the **compromise plan** that preserves parking and includes bike lanes, known as modified option 2.

Every day on my way to school, I see the horrors of Mass and Appleton. I see the **crossing guards putting their lives on the line to protect students like me** crossing the street. They almost get hit daily, we need to protect them by narrowing the road.

We can't again approve a watered-down plan that doesn't include traffic calming measures like narrow lanes. The modified alternative 2 plan is the clear way to go. Students at AHS who ride or walk through here are also in support. More than **130 students** signed a petition to install bicycle lanes here.

The board needs to act fast to approve this option so we can construct it this year. Construction season ends in early November, this is our **last chance to change the intersection this year.**

Please take any measure you can as a member of the Selectboard, to protect students who walk and bike to school. **Fatal crashes have happened here before, and without swift change, they will happen again.**

I also encourage the board to reconsider Alternative 2 after the parking study is complete.

Thank you for your time,

Petru Sofio

--

AHS Class of 2024

He/Him

psofio2024@spyponders.com

Pronunciation: Pet-True

From: Galen Mook <galen@massbike.org>
To: EHelmuth@town.arlington.ma.us, DMahon@town.arlington.ma.us, JHurd@town.arlington.ma.us, SDeCoursey@town.arlington.ma.us, LDiggins@town.arlington.ma.us
Cc: MKrepelka@town.arlington.ma.us, Adam Chapdelaine <AChapdelaine@town.arlington.ma.us>, Daniel Amstutz <DAmstutz@town.arlington.ma.us>, laura.swan.TAC@gmail.com
Date: 10/07/2021 06:00 PM
Subject: MassBike support of Modified Option 2 for Appleton / Mass Ave Redesign; Arlington Select Board

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Dear Members of the Arlington Select Board,

I am writing in support of the Modified Option 2 for the Appleton / Mass Ave intersection presented to the Design Review Committee this past week which would include striped green bicycle lanes through the intersection, and provide buffered bike lanes along Massachusetts Avenue.

At MassBike, we represent statewide efforts for safer bicycling across Massachusetts, but we act on the mantra that "all biking is local," meaning that the safety of each individual rider comes down to a local issue, such as a particular bike lane and a specific intersection. To this end, over the past year, MassBike has been actively involved in supporting the Town in their Design Review Committee process, and we are very grateful for the attention and work performed by the DRC, and engagement from the members of TAC, ABAC, Arlington PD, and the Town Manager and Town staff.

I must admit, I was amongst those who were dismayed by the Select Board's decision at their prior meeting on 9/13/21 to move forward with Option 1, which would simply provide shared lane markings, or "sharrows," on a downhill curve where heavy traffic, including MBTA buses and truck traffic, regularly goes above 30MPH. I think it's not hyperbole to say that anyone who has ridden in this spot or attempted to cross the street feels threatened by the design of the roadway, and this is not an appropriate place for a "shared lane", especially for younger residents or those with disabilities needing to traverse Mass Ave without a car.

In light of the significant gains the region has made toward safer, more sustainable forms of transportation, a design that merely places "sharrows" seems to go against Town's commitment to bicycling safety for all riders (not just "long-term bicyclists"), is antithetical to the recently adopted Connect Arlington Sustainable Transportation plan, does not abide by the Town's Complete Streets policy in 2016, and is counter to the "Silver Level" Bicycle Friendly Community Award bestowed upon the Arlington just this past May. More troubling may be that future improvements here may be stymied, since the prior Option 1 chosen by the Select Board does not follow MassDOT design standards and would therefore likely not be eligible for state or federal funding, which is important given that Select Board Member Hurd discussed the need for substantial funding required to truly fix the intersection with a traffic light.

The Modified Option 2 that includes bike lanes, as worked by Town staff and consultant engineers, is a step forward in the design focused on enhancing safe, accessible, and convenient access for all people. This modified alternative enhances safety for vulnerable road users (people on foot and on bike), while still maintaining parking spaces for the convenience of people who drive to the businesses on Mass Ave. To me, this seems to be a wise compromise, especially when considering the Design Review Committee has been charged by the Town with creating a safer Mass Ave, and had previously overwhelmingly chosen a design that includes bicycle lanes along this stretch. Yet even with the Modified Option 2, the Town staff and consultant engineers created a compromise to preserve the on-street parking spaces adjacent to the

businesses, and people who choose to drive to those businesses will still have on-street parking options. We understand the importance of parking for local businesses, even if those spaces prevent a physically separated bicycling facility or narrowed pedestrian crossings.

I encourage all Select Board members to act quickly to approve this Modified Option 2 so that safety improvements can be installed this year before the weather prevents the treatment. We all know the intersection of Mass Ave and Appleton is dangerous by design, and every day the road is left in its current state brings the possibility of another tragedy for Arlington. It has taken the life of Charlie Proctor and nearly two other bicyclists since May of 2020, and is constantly a danger for all who cross through it on any mode, including those going to school, or church, or to their home, or to access businesses. Please act swiftly to support the installation of Modified Option 2 to put bike lanes on Massachusetts Avenue.

Thank you for your consideration on this issue, and for your stewardship to create a safer Mass Ave for all who use Arlington's roads.

Sincerely,

--

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

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

www.MassBike.org
Office: 617.542.BIKE (2453)

To: Ashley Maher and the Town of Arlington

Greetings - I hope this note finds you all well. I am writing in regards to the discussion of turning parts of Mass Ave's street parking into bike lanes. I am the property owner of 1177, 1179 & 1181 Mass Ave, and I want to express my concern with such a modifications – particularly as they may affect these businesses.

While I am absolutely a proponent for bike safety (I'm an avid biker myself), I would like to bring to your attention the impact of eliminating street parking for these businesses – in particular what looks, based on the latest proposal, to be several spaces both outside and across the street from 1177 Mass Ave. This is a laundromat whose customers commonly have large baskets, and bundles – parking just outside the front door is so important; even more so if they are unsteady on their feet, elderly or handicapped. These spaces play a very important role. Every space!

Likewise, the impact of losing these spaces near 1181 Mass Ave, which is primarily a take-out restaurant is troubling. For such a business with food delivery services needing spaces (Door Dash, Grub Hub, etc.) and customers picking up their orders, these spaces are all a necessary and incredibly important convenience.

Both of these hard-working, family run businesses **depend very heavily on all the parking they can get, to offer their customers every convenience possible.**

I ask that you – and the committee members – please consider these businesses and their livelihoods. These businesses have fought hard and valiantly to maintain economic stability during all the recent challenges. Moreover, the Ginger Exchange has recently renovated the 1181 store, well beyond their budget, with blood, sweat and tears, to bring a high quality restaurant to the neighborhood. The laundromat and the hair salon (1179) questioned at various points last year if they could continue to operate at all, given the loss of business the pandemic has caused!

Again, I fully support bike safety – but surely the traffic light proposal will go a long way in helping, without necessitating such an impact on the entire neighborhood as a whole. There's a necessary and long-standing community aspect (and expectation) to be able to park and run in for various conveniences such as food, laundry and hair salon appointments, etc. Parking is a key draw for the town, for a flourishing neighborhood, and for vibrant urban living. Parking space convenience is a critical component of tax payer dollars working justly.

I respectfully urge you to consider the above and factor these points in before any final decisions are made. I want these business to thrive, and I'm sure you do as well. Thank you for your time.

Sincerely,
Chris Abidian (Property Owner)