



Mass Ave/Appleton Design Review Committee

Date: Thursday, May 27, 2021

Time: 7:00 PM – 9:00 PM

Location: Conducted via Remote Participation

Members In attendance: Kim Cayer, Jeff Maxtutis, Phil Goff, Anne DiNoto, Christopher Tonkin, Daniel Amstutz, Mike Rademacher, Wayne Chouinard, Lt. Rick Pedrini, Linda Epstein, S. Nicholas Kriketos, Abbi Holt.

Others in Attendance: Alison Piasecki, Petru Sofio, Thomas Proctor, Sandra Voss, Galen Mook, Jayson Gauvin, Wing Wong, Leah Grodstein, Joe Solomon, Ann LeRoy, Barbara McCauley, Olivia Mobayed, Mary Tremblay, Jane Foley, Tim Lawrence, Kelly Lynema, Carol McDonald, Leo Boneschansker, Lenard Diggins, Brian Ristuccia, Elizabeth Prodromou, Mustafa Varoglu, Alex Kyrou, Guillermo Hamlin, Alan Simao, Kelvin Lam, Christopher Cassa.

Minutes

1. Welcome and Opening of Remote Meeting, including Ground Rules.

Daniel Amstutz read a set of prepared remarks explaining the procedures that the Committee would follow to hold a virtual meeting. Governor Baker signed an Executive Order in response to the COVID-19 pandemic allowing virtual meetings, which suspended the usual Open Meeting Law requirement that a quorum of committee members be physically present in order to hold an official committee meeting. Amstutz confirmed the committee members in attendance for the meeting.

Amstutz went over the agenda and explained how committee and public comments would be handled. He noted several items that had been posted on the calendar page on the Town's website.

2. Approval of Minutes of April 15, 2021.

Meeting minutes were approved on a roll call vote.

3. Updates: Public Comments, Mass Ave/Appleton Temporary Lane Reconfiguration, and Follow-Up from Last Meeting.

Amstutz noted the goal for the meeting is to review the new design concepts and information from Green International, and if possible come to a consensus on which design concept to carry forward or modify as necessary.

Amstutz noted he received eight public comments between 04-16-21 and 05-27-21, one of which was just received the day of the meeting related to the intersection of Mass Ave and Forest/Burton. He summarized the themes of the comments:

- a. Slow down left turns from Mass Ave to Appleton Street and slow down drivers in general;
- b. Continued concern of one-way on Appleton Place away from Mass Ave for abutters;
- c. Address safety and speed issues at Forest/Burton and Lowell as well (building collisions at Forest/Burton have occurred);
- d. Potential impacts to other streets in the network due to changes at Mass Ave/Appleton (i.e., Richardson); and
- e. Improve cyclist safety.

Amstutz noted several things that occurred since the last meeting. He met with Green International to discuss the previous meeting and next steps for the concept designs. He also had one-on-one conversations with the volunteer committee members to talk about the issues in depth and gather additional ideas. One thing that was brought up was that Appleton Place is converted to a one-way street away from Mass Ave up to Burton Street for four continuous days every year during the Greek Festival in June. This has been occurring for more than fifteen years. Amstutz also noted they incorporated a speed feedback sign into the concept design, similar to other signs used in Arlington and on Route 60/High Street in West Medford.

Amstutz also noted that the Department of Public Works and Arlington Police Department, with assistance from Green International, did a temporary lane reconfiguration the previous week. Jayson Gauvin from Green International discussed the trial lane reconfiguration. The purpose was to test a curb extension that would make geometry changes to slow down left turns onto Appleton Street from Mass Ave. Amstutz showed a picture of the changes at the intersection that were done with traffic cones, bumping out the curb where Appleton Place/Appleton Street come together. Gauvin said drivers noticeably slowed down to make the left turn, and they also tested whether a fire department pump truck could make the turn. The tests were done on two consecutive sunny days, a Wednesday and Thursday, so they were able to observe the solar glare as well. Solar glare does significantly affect this intersection, and shading from the trees on the south side of the intersection also impacts visibility. Overall, the trial run was successful, and they gained valuable insight from the test. Wayne Chouinard agreed it was a successful test and added that they took a fair amount of video of the operations at the intersection with the lane reconfiguration in

place. Larger vehicles were able maneuver through the intersection without much difficulty, or with only minor modifications that would be needed in a permanent installation. He added that they used a device to collect data on curb-to-curb widths along Mass Ave in this area.

Linda Epstein asked if bicyclists and pedestrians were counted during the trial. Chouinard said they did not do counts but noted some anecdotal observations. Jeff Maxtutis asked if any other changes to westbound travel on Mass Ave were done. Chouinard explained the placement of the cones and that there wasn't anything done on the westbound side of the road. However, the new configuration required drivers to turn left almost at the Leader Bank instead of being able to turn 80-100 feet earlier. Anne DiNoto said she had observed the test and agreed that it helped to slow down traffic. Chouinard added they also did a trial run of the one-way operation on Appleton Place from Mass Ave to Burton. Phil Goff asked for more detail on the location of the solar glare over the course of the year and where it is most prevalent in the intersection. Chouinard noted it affects drivers going westbound straight and also when they turn left and go up Appleton Street. Goff suggested a treatment similar to the intersection of Overlook Road and Washington Street may be applicable here. Nicholas Kriketos asked if drivers could turn up Appleton Place during the test. Chouinard said the test was not set up to allow that. Amstutz and committee members thanked Town staff and Green International for doing the trial run.

Amstutz presented a summary of feedback and discussion from the last meeting:

- Reduce vehicle speed during left turning movements and in general through this intersection and adjacent intersections.
- Reduce the number of conflicting vehicle movements by making Appleton Place one-way and prohibiting some left turn movements; if cannot prohibit the turn, slow it down.
- Provide bike lane in addition to left turn lane if possible, minimizing parking impacts.
- Make existing signal work better and increase driver compliance with red light.

Amstutz noted the trial run they just discussed was an important test of strategies to meet the goals of the first two points.

Amstutz again presented some decisions or options for discussion that need clarity in giving Green International and the Town direction on evaluating and developing future concepts:

- Appleton Place one-way/access
- Prohibiting certain turning movements
- Parking restrictions (Mass Ave)
- Bicycle accommodation

- Signalization – existing signal vs. pedestrian-activated warning beacon
- Location of crosswalk on Mass Ave
- Mass Ave/Lowell St and Mass Ave/Forest St/Burton St (as they are now part of the committee scope)

He again noted additional public outreach and engagement would be needed for these changes as they would impact abutting residents and businesses.

4. Review New Concepts from Green International and Build Consensus on Final Short-Term Design Considerations for the Area.

Amstutz noted there were three concepts to look at this evening, one of which is a modification of the first alternative (Alternative 1b). Technically 1b replaces the first alternative, but he wanted to show both because the 1b alternative was sent to him late in the day. Green International also provided a list of pros and cons for the alternatives and analysis of parking impacts from the proposed short-term concepts. Chouinard noted that the corridor right-of-way is 66 feet, which includes right-of-way space beyond the existing curb line.

Amstutz discussed Short-term Alternative 1 and Alternative 1b. Amstutz explained that Alternative 1 was not viable based on state guidance, because it did not have a shoulder area on the south side of Mass Ave between Appleton Place and Burton Street. He also read through the pros and cons of this alternative. (See Table 1)

Table 1

Alternative 1/1b	
Pros	Cons
Places bikes in center of eastbound travel lane in more visible location for westbound left-turns	No on-road space designated for eastbound bikes
Maintains on-street parking on north side	Restricts on-street parking on south side
Exclusive left-turn lanes at Appleton St and Forest St	Impacts to MBTA bus stop west of Appleton St
Westbound bike lane on Mass Ave (<i>not in alternative 1b</i>)	Solar glare still limits visibility of eastbound through vehicles and bicyclists for westbound left-turns
Shorter pedestrian crossings	Conflict between westbound bus stop and westbound bike lane
Slower vehicle speeds for Mass Ave westbound left-turns	
Tighter intersection, more defined turning movements	

Pedestrian crossing improvements at Forest St	
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Amstutz discussed Short-term Alternative 2 and noted the pros and cons from this as well. (See Table 2)

Table 2

Alternative 2	
Pros	Cons
Separates vehicles and bikes on Mass Ave	Restricts on-street parking on south side
Partially fills existing gap in bike lanes on Mass Ave	Impacts to on-street parking on north side
Exclusive left-turn lane at Appleton St	Potential relocation of MBTA bus stop west of Appleton St
High visibility eastbound bike crossing	Solar glare still limits visibility of eastbound through vehicles and bicyclists for westbound left-turns
Shorter pedestrian crossings	Cannot provide left-turn lane at Forest St without eliminating on-street parking on north side
Slower vehicle speeds for Mass Ave westbound left-turns	
Tighter intersection, more defined turning movements	
Pedestrian crossing improvements at Forest St	

Amstutz also went over the pros and cons of making Appleton Place one way and also a slide about on-street parking considerations with respect to extending bike lanes through the corridor. Committee members discussed the approximate curb to curb width between Appleton Place and Forest/Burton, which varies from 42 to 44 feet in width.

Amstutz passed the meeting to Kelly Lynema, Senior Planner with the Department of Planning and Community Development, to facilitate the discussion. Olivia Mobayed from the MBTA noted she is at the meeting to answer questions about the bus stops, and noted the locations of both the westbound and eastbound bus stops in relation to the intersection.

Kim Cayer noted she had talked to the property owner for the block of buildings from about 1189 Mass Ave to Leader Bank, and discovered that the off-street parking behind the buildings is used for employee parking, not customers. Mass Ave is used primarily for customers of the businesses. Goff said he preferred Alternative 2 and thought it was a good design from a safety perspective. He suggested making some changes to the concept to reduce the impact to on-street parking and provide more space for the westbound bus stop. Mike Rademacher asked about the note to relocate the signal heads in the concept designs. Gauvin explained that some equipment would need to be relocated to make this work. Rademacher noted this additional work may be more challenging to do in the short-term. Chouinard added that the relocation of the crosswalk may be challenging to make it accessible due to topography. Maxtutis asked if the all-red pedestrian phase of the existing signal would remain. Gauvin confirmed this is the case. Maxtutis said he preferred Alternative 2 and asked about the benefit of the left turn lane as opposed to the current situation. Gauvin noted some safety benefits of the left turn lane including some visibility improvements, but said it's up for discussion if on-street parking or other elements are more valuable. The length of the left turn lane is as small as they can get it based on state guidance. Maxtutis said not having the left-turn lane may help to slow down traffic as well.

Kriketos noted he was concerned about the loss of on-street parking for businesses and abutting residents. He asked several clarifying questions about the proposed concepts, including what parking was proposed for removal and ADA-accessibility of the relocated crosswalk. He said the speed limit and speed feedback signs are good additions to the design concepts. Epstein said she prefers to have the left turn lane to reduce driver frustration with waiting for left turners and said the green pavement markings in Alternative 2 should be pushed further west to help with visibility in the shaded area. She added that she would like to see less impact to on-street parking. She asked Mobayed about the bus shelter and concerns about its impact to visibility. Mobayed answered that there were a variety of factors influencing the cost of moving the shelter, and while they would generally prefer stops on the far side of intersections, it is unclear if there would be enough space in this situation.

Carol McDonald, 1192-1194 Mass Ave, noted she lives at the corner of Mass Ave and Appleton. She requested that a curb extension trial be done during school arrival/dismissal hours. She also noted that Appleton Place used to be transferred to one-way during church hours in the past, and is opposed to the loss of parking for businesses. She said the intersection has been a problem for a long time, requires more testing, and she would be opposed to relocating the eastbound bus stop in front of her property.

Petru Sofio thanked Town staff for their work on the curb extension trial and for their work on the committee. He noted that he has been working with MassBike to make suggestions for updates to the concept and slowing down traffic going

eastbound. He noted he preferred Alternative 2 and made a number of other technical comments on the concept.

Rademacher said the Town installed a left turn lane at Mass Ave and Brattle Street in the past and it improved traffic operations at that intersection. He also noted his concern with not having a left turn lane and drivers encroaching into the bike lane to pass drivers waiting to turn left.

The family of Charlie Proctor noted that the purpose of the committee's work is to prevent future deaths, and safety should be the most important consideration for the short-term concepts.

Abbi Holt said she had seen more bike traffic and more children riding bikes recently, and kids riding on sidewalks and in the street. A bike lane would really help with keeping kids safer riding on the street.

Brian Ristuccia raised concerns about bike lanes in door zones and the proposed shoulder in Alternative 1b. He said Alternative 2 provides more space for biking and noted how many of the different proposed changes would improve safety. He recommended that the committee move forward with Alternative 2 and said the right of non-motorized users to travel safely through the corridor was more important than the convenience of parking for drivers.

Epstein referenced a project in Somerville on Beacon Street where a considerable amount of parking was removed as part of constructing a physically separated bike lane. She suggested reaching out to Somerville to understand how they dealt with this issue.

Christopher Cassa offered his condolences to the Proctor family for their loss and supported the comments by Sofio and Ristuccia to create a safer corridor and increase protection for cyclists. He noted that cycling safety helps with pedestrian safety as well and supports concepts like Vision Zero.

Lynema summarized the conversation and comments saw far and noted there seemed to be more support for Alternative 2, but there were a number of issues outstanding that need to be addressed.

Galen Mook said he supported Sofio's comments and suggested that there were good things from both alternatives. He noted his concern that the downhill going eastbound speeds up drivers and cyclists and asked that there be space to allow for cyclists to maneuver through the intersection more easily if necessary, and for cyclists to be seen. He also suggested a rendering showing on-the-ground conditions would be easier for people to understand and digest. He agreed with other comments to prioritize safety and minimize the possibility of injury or death from crashes.

Elizabeth Prodromou, who attends the St. Athanasius the Great Greek Orthodox Church said the concerns of the church and attenders should be included as well, and access to church services should not be restricted. She noted her concern with loss of parking for abutters as well.

Alan Simao, a business owner at the intersection of Mass Ave and Appleton, noted his concern with the loss of parking proposed in Alternative 2 and explained there were many businesses along the street that depend on the on-street parking. He added that the lights for the pedestrian signal are hard for drivers to see and drivers frequently violate the light. He also raised a concern that the left turn lane would allow drivers to speed through the intersection because left turns would be separated.

Lynema explained that the concepts under consideration are not final plans and are still under review. She thanked everyone for the robust conversation in the meeting and in the chat.

Amstutz asked Gauvin if the left turn lane could be further into the intersection and the guidance for the length of the left turn lane taper. Gauvin explained that the 100 foot taper is the minimum length and the location of the turn lane allows for turning into Appleton Place and Appleton Street, so it would be difficult to push it further into the intersection. Amstutz said that realistically people would be turning left further into the intersection. Gauvin said they could look into it.

Kriketos thanked Holt for a comment in the chat showing appreciation for the St. Athanasius the Great Greek Orthodox Church allowing Ottoson School teachers to park in their lot. He said he couldn't speak to the Church allowing additional public or business parking in their lot. He again noted his concern about losing parking for the businesses and local residents, and also his support for safety of the intersection. He suggested that a new traffic signal should be prioritized as a solution for the intersection. He raised concerns about impacts to other streets from traffic if left turns are prohibited onto Appleton Street.

Chouinard said he believes that shared-lane markings in the middle of the travel lane, directing cyclists to be in a position where they can best be seen, is the safest option. He is concerned that a bike lane puts cyclists behind vehicles and lowers visibility, and it would not connect to bike lanes on the east side of the Forest/Burton intersection. The other improvements should slow down traffic and turns. He is also investigating the ability of making the pedestrian crossing function more like the signal on Mass Ave at the High School.

5. Discuss Next Steps and Set Next Committee Meeting Dates.

Amstutz summarized the issues discussed at the meeting and what still needs to be done to get to the next step. There are some additional questions to investigate about the left turn lane, the relocation of the crosswalk, and upgrades

to the signal. He noted he would meet with Green International again to determine if a next iteration of the concepts would be feasible and if elements from the first and second alternative could be combined. Concern about the impacts of on-street parking is another issue to address. The main goal is to make some improvements as soon as possible, which would be better than what is out there now.

Chouinard said he will plan to get in touch with Green International to do a site walk and discuss these issues to get some answers.

Amstutz noted the next meeting may need to be in person because the COVID-19 restrictions and the state of emergency were ending shortly, along with the provision allowing remote public meetings. The Governor has filed legislation to extend the remote public meeting allowance, but it needs to be taken up by the Legislature. He will follow up to schedule a new meeting in the next couple of weeks.

6. Adjourn.

The meeting was adjourned at 9:06 pm.



Mass Ave/Appleton Design Review Committee

Date: Thursday, May 27, 2021

Time: 7:00 PM – 9:00 PM

Location: Conducted via Remote Participation

Chat Recording

- 00:22:42 Phil Goff: Daniel - can you show the photo again of the cones? thnx
- 00:24:38 Abbo Holt: So sorry I'm late!
- 00:26:55 Petru Sofio (he/him): Linda - The cyclists did slow down, even when going through the cones. I have video of the testing if you're interested.
- 00:27:17 Linda Epstein: Thanks Petru. I am interested
- 00:28:50 Petru Sofio (he/him): Here's some video from day 2 of testing:
<https://www.youtube.com/watch?v=milGfl3gOjk>
- 00:30:48 Alan Simao: I am located at 1193 Mass Ave and use the crosswalk multiple times every day. About 75% of the times someone will run through the redlight. Vehicles do not see the lights where they are located. An overhead traffic light is necessary.
- 00:32:36 Petru Sofio (he/him): 6:06pm - May 19th, 2021
- 00:35:12 Petru Sofio (he/him): I think that's a good idea Phil.
- 00:36:43 Linda Epstein: The sun is a problem from about mid-April until mid-Sept. when the sun sets more West to Northwest.
- 00:36:59 Anne DiNoto:solar glare is also an issue in the fall, winter in the a.m. rush hour
- 00:37:28 Petru Sofio (he/him): I've experienced it from early February to October in the afternoon personally. But it gets most extreme between April and August.
- 00:37:28 Phil Goff: thanks for input

00:38:24 Guillermo Hamlin: Thank you

00:38:30 Petru Sofio (he/him): I saw one person take that left onto Appleton Place, they went around the cones before they started on the wrong side of Mass avenue.

00:38:35 Anne DiNoto:there were a group of cars that went from Appleton Place to Mass AVE

00:40:20 Anne DiNoto:Greek Festival also closes Burton St from Mass Ave

00:52:15 Petru Sofio (he/him): The outbound bus stop is *in* the intersection actually.

00:53:20 Petru Sofio (he/him): And the inbound bus stop has busses waiting for students, so it is essentially a layover stop (between 2:45 and 3:15pm)

00:53:45 Olivia Mobayed, MBTA: Yes, thank you Petru! It starts before the crosswalk and ends after the crosswalk, which is not ideal!

01:03:27 Barbara McCauley: Also a hardship for homes on the South side of Mass Ave as well

01:07:21 Guillermo Hamlin: Business such as BB Liquors

01:12:12 Petru Sofio (he/him): I agree with Linda. The left turn lane will relax drivers so they won't rush the turn.

01:12:50 Abbo Holt: and swerving into the bike lane to go around cars waiting to turn...if there is a bike lane

01:13:11 Petru Sofio (he/him): Yup. Flexposts are needed if they can work

01:13:33 Anne DiNoto:are the chats recorded?

01:13:36 Abbo Holt: That would certainly help

01:13:52 Kelly Lynema, Town of Arlington: We can save the chat as part of the recording. Thank you!

01:13:59 Petru Sofio (he/him): That would be great!

01:14:08 Abbo Holt: Double parking: Another great reason to have flex posts!

01:14:10 Anne DiNoto:thx!

- 01:14:26 Daniel Amstutz, Town of Arlington: Yes, it chat is automatically picked up through the recording.
- 01:14:29 Petru Sofio (he/him): I agree with linda. The green paint keeps people from parking. Unfortunately thermoplastic/ruby glass used for the green paint can be pricy. Flexposts are easier.
- 01:15:05 Tom Proctor & Sandra Voss: Does anyone know how many spots are available in the parking spots behind the businesses on Mass Ave? I counted 17 in the middle lot and 11 behind the laundrymat
- 01:15:08 Abbo Holt: Great points linda
- 01:15:16 Anne DiNoto:employees use Burton St for parking.
- 01:16:22 Anne DiNoto:there is a speeding issue as vehicles turn onto Forest, it's treated as a race strip
- 01:17:02 Anne DiNoto:could parking be added to Forest to slow speeds?
- 01:17:09 Kim Cayer: From speaking with the businesses the parking lots are for employees and upstairs tenants, and customers use the spots on Mass Ave
- 01:17:38 Petru Sofio (he/him): Anne, not sure is the ROW on forest can support parking unfortunately.
- 01:17:57 Anne DiNoto:could employees use Leader Bank or the church? I have observed few cars in these 2 lots
- 01:18:08 Kelvin Lam: Eliminating residence's parking on the opposite of the animal clinic on Mass Ave will be a tremendous hardship to the senior citizens residence.
- 01:18:14 Petru Sofio (he/him): I agree on the testing times. Lots of left turning traffic during those times, would be interesting.
- 01:18:46 Anne DiNoto:is it possible to include the safe routes to school staff?
- 01:19:03 Abbo Holt: I agree too! The traffic when school gets out is intense.
- 01:19:07 Petru Sofio (he/him): Good comment Anne. I think they should be involved and could help with funding.
- 01:19:15 Guillermo Hamlin: ^ this

- 01:19:18 Abbi Holt: Though there is a traffic guard
- 01:19:21 Petru Sofio (he/him): I travel through during school hours every day. It's a mess.
- 01:19:54 Anne DiNoto:my hope with slower speeds is to increase cycling and walking and decrease cars,
- 01:21:14 Anne DiNoto:I have observed school times this week at Forest and Burton, cars block forest and Burton when the crossing guards stop traffic
- 01:23:50 Anne DiNoto:more on Forest and Burton school times, especially. in the morning people are in. rush to get to work so once the crossing guards allow. traffic to move. cars speed thru and its dangerous for kids crossing
- 01:23:59 Petru Sofio (he/him): Daniel, I also sent that combined alternative to you right before the meeting begun.
- 01:24:41 Petru Sofio (he/him): Flex posts on the south side buffers are a must in my opinion though.
- 01:25:14 Abbi Holt: oops, not sure what happened there
- 01:25:53 Petru Sofio (he/him): Agreed. Safety > Parking
- 01:26:46 Petru Sofio (he/him): Agreed. I'd estimate bike traffic takes about 5-10%+ of the total traffic.
- 01:26:58 Anne DiNoto:also is it possible to have a specific drop off, pick up zone away from the intersection? parents park near the school on Appleton along the empty church parking lot. also students cross from Burton to Forest then get into parents car in front of animals clinic
- 01:27:13 Mustafa Varoglu: At Brattle and Mass Ave there is no room for a bike lane EB with the left turn lane installed. Bikes either take the lane when traffic is moving through the light or ride between traffic and parked cars when cars are stopped for the red light at Brattle. It works for me as a cyclist but I don't know how comfortable this is for other cyclists
- 01:28:21 Petru Sofio (he/him): Protected bike lanes would also help encourage biking in the road.
- 01:30:14 Petru Sofio (he/him): Great comments Brian. Totally in agreement.
- 01:30:17 Leah Grodstein: Great comment, Brian

- 01:30:37 Tim Lawrence: Fantastic comments Brian.
- 01:31:04 Tom Proctor & Sandra Voss: Yes thank you Brian, and Petru.
- 01:31:06 Joe Solomon: Agreed, Brian. Very good way to think about this type of situation!
- 01:31:39 Anne DiNoto:also Charlie's family had two significant dates this month, the 1 year anniversary and his birthday. As someone who has also experienced family loss to sudden violence I understand how hard these days and leading up to these days are
- 01:32:15 Tom Proctor & Sandra Voss: Thank you Anne. It is challenging, and it's great to see support.
- 01:33:25 Anne DiNoto:there are many Pedestrians who cross Burton, Forest to do laundry
- 01:33:31 Brian Ristuccia: Thanks all. I hope I didn't go too fast.
- 01:33:54 Petru Sofio (he/him): That's very true Christopher. Bike lanes are great for pedestrians as well, and there are studies that prove this.
- 01:34:33 Abbi Holt: yes, I also agree on 2, but would like flex posts and some consideration for the shadow on the downhill section.
- 01:34:35 Petru Sofio (he/him): I meant to point out, that I'd like to see local art and truffle paints for the curb extension. It would look nicer and catch the eye of drivers better. Hatching works for bike lane buffers, but curb extensions should have solid paint throughout.
- 01:35:02 Petru Sofio (he/him): The combined design I proposed ^^
- 01:35:27 Linda Epstein: Thanks Petru
- 01:35:30 Barbara McCauley: this is Jim McCauley -- I just worry there is not much attention being paid to the speed of cyclists heading east on Mass Ave.
- 01:35:31 Guillermo Hamlin: Thank you Petru
- 01:36:33 Christopher Cassa: I very much appreciate the combined design
- 01:36:36 Anne DiNoto:neighbors have complained to me about cycling speed. It is unfortunately a PR issue our cycling community have, speeding is an issue for all vehicles but there are fewer cycles so they stand out.

- 01:37:29 Linda Epstein: Cyclists are an issue also not obeying the X-walk red light
- 01:37:56 Abbi Holt: I will say I do always take a full lane going down that hill. It is the smart way to go down the hill, but students and kids won't know that.
- 01:38:02 Linda Epstein: I don't see novice cyclists taking the lane.
- 01:38:10 Anne DiNoto:my observations are all extreme speeding vehicles are unaware or don't care,
- 01:38:24 Abbi Holt: exactly linda!
- 01:39:00 Anne DiNoto:or distracted drivor under substances.
- 01:39:03 Petru Sofio (he/him): I think slowing down all modes is crucial. But also if we make the full lane option, we need to add a lot more sharrows and a lot more signage indicating bikes should use the full lane. Motorists will push cyclists into the parking lane, which endangers them.
- 01:41:06 Barbara McCauley: Jim McCauley here -- I just want to add that parking on both sides of Mass Ave is more than "convenience." we have several businesses that are barely hanging on by a thread so parking for them is more than a convenience.
- 01:41:13 Abbi Holt: And students will definitely mess up even more, so mitigation is a great idea!
- 01:42:11 Barbara McCauley: On the southern side we have a high percentage of senior citizens who depend on family members picking them up for medical appts, delivering food and medicine, etc
- 01:42:15 Anne DiNoto:it's going to take a lot of education to teach people that this neighborhood does no tolerate high speeds and demand to feel safe, we also deal with significant air and noise pollution
- 01:42:22 Petru Sofio (he/him): We should be prioritizing safety over parking.
- 01:43:20 Anne DiNoto:I think there could be negotiations on parking rather than a blanket keep or remove parking
- 01:43:29 Joe Solomon: Is the decision between parking on the north side of Mass Ave and the left turn lane?
- 01:44:02 Petru Sofio (he/him): Traffic signals are unfortunately pricy. Signal cantilevers can be upwards of \$100K.

- 01:44:04 Anne DiNoto:yes, agree Barbara, I have observed this as well
- 01:45:09 Linda Epstein: What about limiting parking on inbound side in the morning and outbound side in the afternoon? I don't have a solution for school drop off or pickup
- 01:45:47 Abbi Holt: Just want to ask, where is the rumble strip?
- 01:46:34 Joe Solomon: I believe it's being proposed between the two lanes on Appleton St
- 01:46:56 Abbi Holt: Ok, cool. I just don't want it somewhere a bike could hit it unexpectedly.
- 01:47:06 Anne DiNoto:I am proud to part of such an engaging neighborhood
- 01:47:24 Tom Proctor & Sandra Voss: Petru suggested a design that pushed the turn lane into the intersection
- 01:47:45 Anne DiNoto:Kudos to Wayne's team for the test as they risked their personal safety
- 01:47:46 Tom Proctor & Sandra Voss: which was submitted as part of the correspondance
- 01:47:51 Leah Grodstein: I have no idea if this would be allowed, but could the church lease out some parking in their lot during the hours that they do not have worship or events? Anecdotally, I have noticed that lot isn't always full but maybe someone from the church could speak to that
- 01:48:31 Jeff Maxtutis:I need to leave Thanks everyone
- 01:48:39 Petru Sofio (he/him): I also wanted to say I'm in support of the RRFB at Burton/Forest and Mass. Let's make sure we have ADA complaint buttons there for that crossing.
- 01:48:42 Kelly Lynema, Town of Arlington: Thank you, Jeff!
- 01:48:53 Abbi Holt: I will say the church very kindly lets teachers park in their lot and we are deeply grateful for that!
- 01:49:11 Linda Epstein: Yes ADA compliance is important there.
- 01:49:26 Phil Goff: I need to go everyone. Great meeting. see ya
- 01:49:33 Abbi Holt: Like deeply deeply grateful.

- 01:49:39 Kelly Lynema, Town of Arlington: Thank you, Phil!
- 01:50:23 Petru Sofio (he/him): People on bikes support businesses too!
- 01:50:34 Abbi Holt: That does also reduce the school day parking burden on the neighborhood.
- 01:51:01 Joe Solomon: And pedestrians too! My wife is a client of the salon on the corner and walks there.
- 01:52:42 Tim Lawrence: I'm one of Charlie's coworkers from AEI and a Vision Zero advocate and just wanted to also go on record in favor of Alt 2 (preferably the modified Alt 2 that Petru has proposed) which appropriately prioritizes safety. I strongly urge Green to study implementing the suggestions in Petru's Alt 2 into the final scheme. What Tom and Sandra emphasized about the human element of this is critical. Our goal is for a tragedy like this to not happen again.
- 01:52:49 Leah Grodstein: Residency does not mean that anyone has a right to park on the street in front of their house. That is public right of way
- 01:53:30 Tom Proctor & Sandra Voss: Thank you Tim.
- 01:53:38 Petru Sofio (he/him): Thank you for the kind words Tim.
- 01:53:42 Elizabeth Prodromou: The church should not be seen as a space to accommodate changes in the town's parking situation. Communicants use the lot for times that extend beyond worship schedules--which include Sundays, evenings, weekdays.. The life of the church includes daily program events, etc.
- 01:53:43 Alison Piasecki: Life is more of a fundamental right than parking
- 01:54:39 Tim Lawrence: Also second what Leah said. There is absolutely no right to parking on a public way.
- 01:54:44 Brian Ristuccia: Leah Grodstein's comment is an important point of clarification: storing a personal automobile on a public way is not a right, but rather a privilege subject to both state and local licensure and regulation.
- 01:55:05 Linda Epstein: There might be sufficient parking if residents didn't take up spaces there.
- 01:55:39 Linda Epstein: I'm not a huge sharrow fan. They confuse motorists

- 01:55:50 Tom Proctor & Sandra Voss: Thank you Alison, 100% agreed
- 01:56:52 Petru Sofio (he/him): Agreeing with Wayne here. Thank you for putting sharrows in the middle of the lane. Combining alternative 1 and 2 would be a better design, similarly to what I attached in the comments.
- 01:57:43 Linda Epstein: Sharrows with signage that bicycles can take the lane.
- 01:57:49 Abbi Holt: I liked the idea of raising the light so it is more visible
- 01:58:19 Petru Sofio (he/him): Yup. Bikes may use full lane signs are crucial when there are sharrows.
- 01:58:21 Abbi Holt: Agree on the full red too
- 01:58:33 Tom Proctor & Sandra Voss: If there is a significant demand for business parking, the church may have a potential for a significant profit by charging for parking during non-worship times.
- 01:59:37 Petru Sofio (he/him): Adding R10-15b signage for left turns from mass to appleton is a great idea as well. (Turning vehicles yield to bikes)
- 02:00:21 Tim Lawrence: On Tom's comment, this is a practice done by many churches in Cambridge and Somerville. There are creative ways to share the space when not in use and improve the public & urban realm.
- 02:00:50 Petru Sofio (he/him): Could we do a few tests with the traffic lights as well? Not sure how feasible that is but could be helpful to see how the compliance goes.
- 02:01:08 Linda Epstein: Can tree trimming be part of short term solution to reduce the shadow problem?
- 02:02:43 Judith Proctor: Yes, Tom and Tim, our church here in CT rents spaces and is a source of consistent income.
- 02:04:36 Petru Sofio (he/him): We should really focus on getting something done fast. Perfect is the enemy of the good. This is turning from short term to medium term.
- 02:06:28 Elizabeth Prodromou: Ensuring that everyone's quality of life, safety and freedom of conscience, is, presumably, a concern of all on this call.
- 02:06:29 Abbi Holt: Thanks all!

02:06:30 Guillermo Hamlin: Good convo

02:06:31 Guillermo Hamlin: Peace