

## Madalyn Letellier

---

**From:** Angie Byrne <[REDACTED]>  
**Sent:** Friday, June 2, 2023 12:31 PM  
**To:** City Clerk Contact  
**Subject:** Bike Plan Comments

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**This email is from an external source. Use caution responding to it, opening attachments or clicking links.**

---

As a resident on the [REDACTED], I was encouraged to see plans for two-way protected bike lanes in front of my residence. It is exciting to see the commitment and growth of multimodal transportation opportunities in Somerville. I also appreciate these growths go beyond the current East/West focus of most city transportation routes and includes North/South routes as well.

The only concern I would want to ensure is that many of the roadways that are identified as having two-way protected bike lanes are often high utilization bus corridors. I would not want to sacrifice the current or future dedicated bus lanes, for example the ones on Broadway, for the installation of bike lanes. Installing dedicated bike lanes should come at the expense of automobile lanes or parking, not buses (or bikes) which are more environmentally friendly and serve the most vulnerable of our populations.

For an ambitious plan like this to become reality, I hope the political leadership of the community are ready and willing to make the sacrifice necessary to make it a reality.

Kind regards,  
Angie Byrne  
[REDACTED]

## Madalyn Letellier

---

**From:** Alyson Schultz [REDACTED]  
**Sent:** Friday, June 2, 2023 12:44 PM  
**To:** City Clerk Contact  
**Subject:** Somerville Bike Network Plan needs more resident input and transparency

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**This email is from an external source. Use caution responding to it, opening attachments or clicking links.**

---

The City's new Bike Network Plan is comprehensive attempt to make biking safer – and had a lot of input from bike riders. But, all the stakeholders of Somerville need to be involved and it doesn't seem like they have been folded in. Since this plan was conceived during the pandemic, I don't believe there was enough publicity around it to involve the whole community. I found out about this hearing randomly, looking for a city council meeting. The city could have done phone outreach to notify the community to the process and have had more balance to the make up of the constituents.

I think there needs to be a **balanced** solution that incorporates the input of the residents who will be directly impacted, and creates a solution that also addresses resident and visitor parking, and handicap accessibility and parking.

A particular issue for me is that at the Brickbottom Artist Building, Chestnut Street has been slated for two protected bike lanes, but it isn't a high traffic area or have a higher speed of travel, and there has been no public process with this change. This eliminates the parking that our gallery, small businesses, and residents depend upon for visitors. This protected lane is slated to be in place this summer, as part of 100 Chestnut St. lab development. Our residents have not had the opportunity to be part of the process on this change, and our repeated outreach to mobility have been unanswered. And this change is slated to be implemented even before this plan is put in place. At this time it seems premature to not keep Chestnut Street a share-way, especially as Chestnut Street ends on the private road, Fitchburg Street, rather than tying into a network.

So while I do think the bike network is a good goal, my concern is that there hasn't been enough transparency to this process, and the abutters need to have a way to add input. The city needs a holistic solution that addresses all the factors — safety for bikes and walkers and a solution to resident and business parking.

Regards,

Alyson Schultz  
[REDACTED]

Somerville

## Madalyn Letellier

---

**From:** Jake James Haworth [REDACTED] >  
**Sent:** Friday, June 2, 2023 3:36 PM  
**To:** Public Comments  
**Subject:** Bicycle Planning

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

This email is from an external source. Use caution responding to it, opening attachments or clicking links.

---

Hi,

I'm curious if there is any plan to add bicycle lanes to either Central or Highland in Somerville? Both are rather treacherous for my wife and I to commute on via bicycle.

Best,  
Jake

## Madalyn Letellier

---

**From:** Ert Dredge [REDACTED]  
**To:** City Clerk Contact  
**Subject:** I am in support of the Bike Network Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

This email is from an external source. Use caution responding to it, opening attachments or clicking links.

Hi, Somerville City Clerk.

I understand from the Somerville Times that the public comments for the bike network plan have been extended to June 14 and I'm writing in support of it. I'm a Somerville resident and landlord, have lived here continuously for 20 years and off-and-on during the prior 10 years. I own a car and a bicycle, and I use both modes of transportation plus public transit and rideshares to get around and in and out of the city.

I'm in support of the bicycle plan. I would prefer to bicycle more, but in particular when escorting my children somewhere there often aren't safe routes to use. I wish parts of this plan had already been envisioned and implemented when my kids were younger. I agree with the overarching target of reducing single-person car use in Somerville and increasing other modes of transportation.

I personally am perfectly happy with the level of community engagement that has happened during the long process of the visioning. I dialed into the city meeting in December 2021 on the subject, through that learned of the plan workshops in 2022 and participated in one, and have heard plenty about it in the news including links to the proposed plan itself.

- Ert Dredge  
[REDACTED]

## Madalyn Letellier

---

**From:** Mani [REDACTED]  
**Sent:** Wednesday, June 7, 2023 8:58 AM  
**To:** City Clerk Contact  
**Subject:** Safety of our Vulnerable Road Users (Cyclists, Children, Pedestrians)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

This email is from an external source. Use caution responding to it, opening attachments or clicking links.

---

Good morning,

Regarding: Public Hearing <https://www.thesomervilletimes.com/archives/124880>

I am a registered **Somerville resident** [REDACTED]. There are 8 other residents in my building with whom I am very close. So, with confidence, I speak for my fellow tenants. As per the article, some residents voiced their concern against more bike lanes. Just because they showed up in person at the public hearing, I don't think they speak for everyone. Residents like me are unable to attend such public hearings due to our work schedules.

Here's our take/feedback/opinion:

- We need more bike lanes to ensure
  - Safety of vulnerable road users such as cyclists and pedestrians
  - Safety of children. Imagine the kids going to the street where 3000-pound vehicles are in motion without any buffer zone (bike lane)
  - Carbon emissions from non-renewable cars (air pollution)
  - Sustainable transport in the long run

I drive a car, and I also bike. Imagine riding a 40-pound bicycle on a ride with 3000-pound pickup trucks with heavy metals without any safety.

Final point: **Just because the anti-bike-lane-people show up in person at the public hearings and are vocal, it doesn't mean they speak for the silent majority that wants a safe and sustainable neighborhood for all people, especially vulnerable road users such as cyclists, children, and pedestrians.** I believe they are a short-sighted vocal minority that doesn't want to protect our vulnerable people.

Thanks,  
Mani Muthusamy

## Madalyn Letellier

---

**From:** K Molloy [REDACTED]  
**Sent:** Wednesday, June 7, 2023 2:45 PM  
**To:** City Clerk Contact  
**Cc:** Beatriz Gomez-Mouakad; Jake Wilson; Ben Ewen-Campen  
**Subject:** My support for the Bicycle Network Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**This email is from an external source. Use caution responding to it, opening attachments or clicking links.**

---

Many thanks to Mobility and other City departments involved in the Bicycle Network Plan. I support the plan and appreciate all the effort and the public feedback process of the past couple of years.

As a "senior" and car-free Somerville resident for nearly 40 years (and a timid urban cyclist) I look forward to the infrastructure that would allow me to feel safe cycling to far-flung parts of the city. I can say that even as a pedestrian, safety on urban streets (here and elsewhere) has markedly deteriorated in recent years due to increasingly aggressive driver behavior. I believe that the multi-pronged approach of bike infrastructure and the traffic-calming measures being rolled out will make our streets safer for everyone.

I live on [REDACTED] and totally support the plan to have bike lanes there. I know implementation won't be easy, but it's such an important transportation corridor. Right now, I regularly dodge cyclists riding on the sidewalk; I understand why they ride on the sidewalk, but it's not safe for anyone. I've been dismayed by the negative reaction by some other Highland Ave residents. Some cite the proximity of the Community Path as being "a few yards away" or a "couple of blocks away." Clearly, these folks have never biked uphill from the Path to Highland Ave; it's more than a couple of blocks, and a challenging stretch. And why shouldn't we have parallel bike facilities? You're putting them on Summer St too. (If the City were laying out a new street grid for motorists, no one would argue "why do we need a street there, there's already one a few minutes away.")

Counselor Gomez-m Mouakad raised a helpful point during the public hearing last week, pointing out the historical context of transportation changes Somerville has gone through the past 150 years. I'm sure none of these changes happened easily, without angst on the part of many residents.

Finally, I'm confused by the oddly conservative goal of "Increase biking as the main mode of transportation and aim for 15% of residents traveling by bike by 2050." With an effort of this magnitude and another goal to "Provide infrastructure that is safe and comfortable for all residents regardless of age, ability, gender, and background" I'd expect the ridership goal to be more optimistic and the schedule to be more aggressive.

Best regards,

Karen Molloy

[REDACTED]  
Somerville, MA 02143

## Madalyn Letellier

---

**From:** Greg Stanton Marra [REDACTED]  
**Sent:** Wednesday, June 7, 2023 7:59 PM  
**To:** City Clerk Contact  
**Subject:** Bicycle Plan Feedback

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**This email is from an external source. Use caution responding to it, opening attachments or clicking links.**

---

The Bike Network Plan is good, and we should try to build it faster than 2030.

-Greg Marra  
[REDACTED]

## Madalyn Letellier

---

**From:** Jim Dolan [REDACTED]  
**Sent:** Wednesday, June 7, 2023 5:49 PM  
**To:** City Clerk Contact  
**Cc:** Matthew McLaughlin  
**Subject:** Opposition to the Bike Network Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

This email is from an external source. Use caution responding to it, opening attachments or clicking links.

As a disabled resident of Somerville for the past 12 years, I want to voice my opposition to the Bike Network Plan. The fact is that while the city wants to be more bike friendly, cars are a lifeline to the disabled.

I suffer from a progressive muscle disease, and while I can still walk shorter distances, it is likely that will not be the case in the coming years. Currently, I'm not disabled enough to need a disabled placard, but it's also difficult to take the T everywhere, and bicycling is not an option. The current bike plan will eliminate more parking, including handicapped parking. Parking in Davis and Porter Sq is already impossible to find and this will exacerbate the problem. If I want to go to these places, I often have to resort to Ubering, which is a very costly option.

Please consider all residents of Somerville Ave not those of a very vocal minority.

Jim Dolan  
[REDACTED]  
Somerville, MA 02145  
[REDACTED]