

From: [is.b](#)
To: [Carol Ann Desiderio](#)
Subject: City Council Meeting item 307-23
Date: Tuesday, September 5, 2023 10:21:59 AM

Howdy!

My name is Holly Ball, I live at 2 Chester Street in Malden, and I would like to comment on the question addressed by 307-23.

My response is quite long, which is not conducive to a meeting, so I'll summarize:

SUMMARIZED VERSION

Removing bike infrastructure is an expensive and dangerous step in the wrong direction for the city and its citizens. The only case in which bike lanes should be removed is if it is part of the process of replacing them with better bike infrastructure. The benefits are already apparent and the full benefits will be seen when bike lanes are unbroken and protected. DO NOT remove these bike and bus lanes.

FULL VERSION

The bike and bus lanes on route 60 are an important step in the right direction with regards to commuter safety and decreasing reliance on cars. I say this as a car owner myself. People choose to drive because they see the alternatives as unrealistic - that is, they don't see an alternative at all. We need that realistic alternative! I've been able to bike to the grocery store and bike to the bike path. Driving has been easier since there are fewer lanes and thru traffic is increasingly routed out of the city.

There should be unbroken bike lanes and paths leading into the Northern strand community trail, which safely connects bike commuters to the north shore (and soon, Boston's network of trails!). The paths should, instead of being shared with buses or a tiny lane between bus and main lanes, be off the street or protected with rigid bollards. As progress is made, this would

- encourage bike commuting (traffic is reduced as commuters who can bike do so instead of drive)
- separate bike traffic from main traffic, allowing opening new lanes (win win!) or street parking space, or maybe even a trolley system (if a girl can dream)
- reduce instances of bikers using sidewalks (a practice which endangers pedestrians, but is done to avoid greater danger from poor bike infrastructure)

If the lanes are removed, we get multiple lanes of traffic down 60 again. This

- encourages car traffic through the center of town by people who are passing through
- discourages biking, which increases traffic as bikers turn to cars
- reduces air quality near the bebe school and residential areas and places of worship

It also sets a precedent of giving cars more rights than citizens, as minimum parking requirements make new development (residential or otherwise) physically impossible or prohibitively expensive, dooming prospects of future economic stability for the city.

The less expensive, safest for citizens, most future-proof solution is to NOT remove any bike/bus lanes, from rte. 60 or elsewhere, unless they are to be replaced with better bike infrastructure.

Thank you for your time!
Holly

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