

# LETTERS to the EDI

BOSTON GLOBE - JULY 5, 2007

## Navigating the Minuteman path

AS A recent and casual biker on the Minuteman Bikeway, I found your July 1 front-page headline "Rage on the bikeway" and inside headline "'Bikeway rage' blazes on popular Minuteman path" to be exaggerated and alarmist. The use of a phrase such as "combat mode" is out of place. With 2 million users, the 18 police reports filed in Arlington last year hardly seem to warrant the rhetoric. These reports represent 0.06 percent of the 2,987 police reports filed in 2005.

I have found riding the path a pleasurable and relaxing experience. It is necessary to be aware of your surroundings, and I appreciate when someone passing me shouts "On your left" if I am riding too close to the center line. The vast majority of path users are polite and follow the simple rule to stay right except when passing.

Your article does a disservice to a wonderful area resource.

DAVID I.EES  
*Lexington*

AS AN avid cyclist (I am car-free, and I bike more than 10,000 miles yearly), I'm delighted to read about the success of the Minuteman path. However, I'm disappointed by my fellow cyclists who insist on using the path to ride at speeds in excess of 12 miles per hour or in large groups. Paths such as the Minuteman are an excellent way for families and slower cyclists to enjoy the sport, not for experienced cyclists who are attempting to get from one end to the other as quickly as possible.

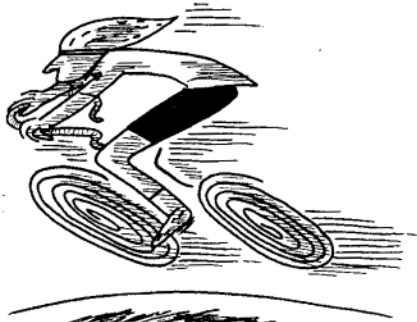
There are hundreds of

miles of quiet, scenic, safe public roadways in the Boston area, including good routes from Cambridge to Bedford. Let's leave the 11-mile Minuteman path for the slower riders to enjoy.

JAKE KASSEN  
*Medford*

A GOOD solution to the problem of "rage on the bikeway" may be found by looking to the City of Lakes. In my hometown of Minneapolis there are 13.5 miles of continuous walking and bike paths that travel around and between no fewer than four urban lakes. An inner pathway is designated for slower traffic (walking, jogging), an outer pathway for faster traffic (roller blades, bikes, running). Each path is wide enough to be comfortably bidirectional, and each is separated from the other by a few feet to a few yards to allow for easy change-over. As an avid walker along the Charles River and an occasional biker on the lovely Minuteman, I have often wished for the dual-path system of my (typically) sensible Midwestern hometown.

LISA BROMER  
*Cambridge*



MARGARET SCOTT ILLUSTRATION

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