

To: Arlington Select Board: Eric Helmuth, Diane Mahon, Stephen DeCoursey, Lenard Diggins & John Hurd

From: Catherine Farrell and Phil Goff
Everywhere Arlington Livable Streets (EALS) Coalition

Date: August 8, 2023

CC: Mike Rademacher PE (Public Works Director), Claire Ricker (Director of Planning), Laura Swan (Chair, Transportation Advisory Committee), Chris Tonkin (Chair, Bicycle Advisory Committee)

Re: **Reallocating on-street parking for bike lanes on Medford Street**

To the esteemed members of the Arlington Select Board:

On behalf of the EALS Coalition and its hundreds of supporters in Arlington, we write this letter in support of the proposal to consolidate on-street parking to one side of Medford Street to provide space for bike lanes. It is notable that data from the Town's 2022 Medford Street parking utilization study has shown how infrequently residents park on the street throughout the day.

As you know, the 2021 Connect Arlington Sustainable Transportation Plan includes a Recommended Bicycle Network, which lays out a system of on-street and off-road bicycling facilities. The perfect place to start is the recently repaved Medford Street. This provides the golden opportunity to fulfill the Connect Arlington Plan's recommendation for striped bike lanes, since:

- Medford St. is the most direct bicycle link between Arlington Center and the Mystic River Greenway (a connection that will soon be even more important with the \$1 million earmark to design the Town's Mystic River Greenway-to-Minuteman Path concept plan!)
- Bike lanes on Medford Street will connect to the planned bike lanes included in the almost complete 2023 Chestnut Street safety project
- The additional roadway striping will help to slow traffic with narrower traffic lanes compared to the current wide expanse of asphalt with only a yellow center line; slower traffic will enhance safety for all users especially school children and parents/guardians crossing Medford Street on foot to reach the Thompson School

This photo, taken last weekend, shows the difficulties bicyclists face while navigating Medford Street without bike lanes. The infrequently parked cars force bicyclists to veer into the traffic lane. In conclusion, restricting parking to a single side would help alleviate this issue and be especially helpful for novice bicyclists or those riding with children.



Thank you for your time,

Catherine Farrell, TMM Pct 5

Phil Goff, EALS Coalition co-chair

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