**TOWN OF ARLINGTON**
DEPARTMENT OF PLANNING and
COMMUNITY DEVELOPMENT

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To: Sandy Pooler, Town Manager

CC: Claire Ricker, Director, Department of Planning and Community Development
Michael Rademacher, Director, Department of Public Works
Juliann Flaherty, Chief, Arlington Police Department
Transportation Advisory Committee
Bicycle Advisory Committee

From: Daniel Amstutz, Senior Transportation Planner, Department of Planning and Community Development

Date: November 2, 2022

RE: Bicycle Lane Recommendation for Medford Street

## Overview and Summary

The Department of Planning & Community Development (DPCD) is submitting this recommendation for implementing bicycle lanes on Medford Street between Warren Street and Mystic Valley Parkway. This section of Medford Street was repaved over summer 2022 and curbside use is currently allocated to on-street parking and several bus stops. In considering this recommendation, DPCD reviewed existing roadway conditions and the Connect Arlington Sustainable Transportation Plan; reviewed bicycle safety best practices; studied on-street parking on Medford Street between the above two intersections; and conducted a public survey to understand existing parking usage and transportation concerns. Town staff, with the assistance of resident volunteers, collected data on 77 on-street parking spaces over 20 hours across three days in September 2022. The public survey received 549 responses.

The parking study found that there is extremely low on-street parking demand in the study area over the course of the day. The public survey, which included responses from abutters on Medford Street and residents in the surrounding neighborhoods, showed a majority in favor of bicycle safety improvements and bicycle lanes on Medford Street. The connectivity of Medford Street to the City of Medford and the Mystic River to Minuteman Bikeway project, as well as the Chestnut Street safety project, also makes bicycling accommodations a critical part of the Town's goals of multi-modal accessibility.

Further information about the existing conditions and project connections, safety, the parking study, and survey data, is provided on the following pages of this document.

## Project Context and Goals

Medford Street between Warren Street and Mystic Valley Parkway was recently repaved by the Department of Public Works (DPW) in summer 2022. This section of Medford Street is included as a priority corridor in the Proposed Bike Facility Network Map that was developed for the Context Sensitive Bike Facility Design Guide Matrix (2014) (the "Design Guide")[1] and recommended to have a bicycle lane in the Connect Arlington Sustainable Transportation Plan Potential Bicycle Network map in the Strategies & Implementation section of the Plan (Figure 14, page 1-29).[2] However, due to the allowance of on-street parking on most of this section of Medford Street, the recommendation from DPW was to install shared-lane markings ("sharrows") in the center of the travel lane as suggested in the existing Design Guide. DPCD will be engaging with a consultant to update the Design Guide this fall to bring it in alignment with Connect Arlington. Due to the difference between the recommendations of the Design Guide and Connect Arlington, the Town put a pause on pavement marking striping for this section of Medford Street, except for a double yellow centerline, while work was done to collect data, engage the public, and make the case for changing the curbside usage along Medford Street.

### *Planning & Project Connections, Roadway Geometry, and Bike Safety*

As noted above, Medford Street is a key segment recommended for bicycle lanes in Connect Arlington under Goal D: A Low-Stress Bicycling Environment. Medford Street also connects to the Chestnut Street Safety Project that will incorporate bicycle lanes between Chestnut Terrace and Medford Street/Warren Street,[3] as approved by the Select Board in June 2021, and bicycle facilities planned for the Medford Street/Mystic Valley Parkway rotary conceptualized in the Mystic River Path to Minuteman Bikeway Feasibility Study that was completed in July 2022.[4] Stantec is currently working to finalize construction plans for the Chestnut Street Safety Project to be implemented in 2023.

Design information from DPW indicates that the curb-to-curb width of Medford Street in the study area varies from 32' to 41'. This width would allow for two 11' general travel lanes and two 5' bike lanes in the smallest sections and allow for a bicycle lane buffer or parking (where wide enough) in the sections that are wider. Rough measurements of satellite imagery show the corridor is typically around 37' wide. In addition, there is an unusually wide section near Lewis Street that is up to 68' wide at its peak.

The original recommendation from DPW is to install 12' wide lanes, sharrows in the middle of the travel lane to indicate to drivers that people biking will be mixing with general traffic, and a solid white edgeline 4.5' to 8.5' from the curb to designate the travel lane width and parking

[1] The Context Sensitive Bike Facility Design Guide Matrix can be found at:
https://www.arlingtonma.gov/home/showpublisheddocument/25810/635723770076170000
[2] Connect Arlington Sustainable Transportation Plan – see page 52 of the PDF:
https://www.arlingtonma.gov/home/showpublisheddocument/56982/637641174457130000
[3] See most recent update about the Chestnut Street Safety Project at:
https://www.arlingtonma.gov/home/showpublisheddocument/62657/638010846729100000
[4] The Mystic River Path to Minuteman Bikeway Feasibility Study can be found at:
https://www.arlingtonma.gov/Home/Components/News/News/11771/2651?arch=1

area. However, this treatment is inappropriate from a bike safety standpoint, especially given the high car traffic along Medford Street, high bus and heavy truck volumes (Medford Street is part of State Route 60 and is a designated truck route between Route 2 and I-93), and the high speed limit (35 mph) on the northbound direction towards Medford. See Figure 1 for an example of the types of heavy trucks that frequently travel along Medford Street that would pose a safety hazard to cyclists and vulnerable users. In addition, the Connect Arlington Plan explains that sharrows "do not contribute to a comfortable [bicycling] network because they require mixing and merging with faster-moving, heavier cars" (Strategies & Implementation, page 1-30).[5] A more thorough discussion of the safety limitations of shared lane markings can be found in the Planning Report on the short-term implementation recommendations for Mass Ave/Appleton Street dated September 9, 2021. In general, that report noted that shared lane markings have poor safety records; the majority of bicyclists and drivers do not feel comfortable on multi-lane or high-speed roadways with sharrows; and that shared lanes are most commonly associated with bicycle crashes at intersections. By contrast, on-road striped bike lanes have positive safety benefits and is associated with fewer fatalities and better road-safety outcomes for all road users (see pages 7-8).[6] Given the context of the roadway, bicycle lanes are the preferred bicycle accommodation on Medford Street.


**Figure 1 – An example of the types of heavy trucks that regularly travel on Medford Street.**

[5] See footnote 2.
[6] The September 9, 2021 memo can be found in the reference materials for the September 13, 2021 Select Board meeting: https://arlington.novusagenda.com/agendapublic/CoverSheet.aspx?ItemID=12048&MeetingID=1365

## Medford Street Parking Study

DPCD staff conducted the parking study along Medford Street between Warren Street and Mystic Valley Parkway. A total of 77 on-street parking spaces were surveyed to determine the usage/demand for parking along the corridor and the duration of parking on a typical day of the week.

Because on-street parking spots are not individually marked in this area, staff estimated the number of parking spaces along the curb line. Using an industry standard of 20’ of length for each parking space, staff estimated the number of legal parking spaces on each street, accounting for driveways, crosswalks, fire hydrants, bus stops, and other zones where parking is expressly prohibited. The total number of on-street parking spaces estimated above takes into account a no-parking area on the northbound side (Parallel Park side) of Medford Street between Parallel Street and Mystic Valley Parkway that is not signed as no-parking, but is listed as an area of no-parking area by the Arlington Police Department. Town staff generally erred on the side of fewer parking spaces to be conservative about the on-street parking supply where it was unclear how many vehicles could physically fit along the curb line.

See Figure 2 for a map of the parking study area.


**Figure 2 - Medford Street Parking Study Area. Note that the east side of Medford Street between Parallel Street and Mystic Valley Parkway was included in the study but removed from the total in this analysis after it was learned this is a no-parking zone. However, no parked vehicles were observed on this section.**

## *Methodology*

To determine a method to collect the parking data for this study, staff utilized the Metropolitan Area Planning Council (MAPC) guidance on how to conduct a parking study.[7] This is the same guidance and method of data collection used for the Mass Ave/Appleton Area Parking Study that was completed in fall 2021. The MAPC guidance provides information on how to determine a study scope, collect parking data, observations to make, and how to analyze the data. The guidance is oriented towards helping local communities in the region collect data in a local context to help with planning and decision-making. MAPC used this methodology for a parking study for Mass Ave in East Arlington as part of the BRT Pilot project in 2018 and they provide it as an example in the guide.

Parking data were collected in September 2022 after the Warren Street to Mystic Valley Parkway section of Medford Street was repaved. Collecting data at this time allowed staff to account for the following:

- Data was collected in the fall season while Arlington Public Schools, Arlington Catholic High School, and St. Agnes School were in session;
- Traffic volumes had rebounded in the fall from people returning to work and conducting business as usual after being away for the summer; and
- Counts were done on days where average and peak parking conditions could be expected.

Data was collected on a typical weekday (Thursday), a day when the Arlington Farmers Market was operating (Wednesday), and on a Sunday when peak church parking would be expected. Data was collected in the morning and through mid-day to the afternoon. Based on these factors, staff believe the data collected for this parking study is a faithful picture of parking activity in the area.

Data were collected by Town staff, Transportation Advisory Committee members, and Arlington residents who volunteered their time. Town staff and volunteers collected 20 hours' worth of parking data on Medford Street between Warren Street and Mystic Valley Parkway, on the following days and times:

- Wednesday September 14: 9:00 AM – 5:00 PM
- Thursday September 15: 8:00 AM, 10:00 AM – 5:00 PM (9:00 AM data was not collected this day)
- Sunday September 25: 10:00 AM – 2:00 PM

One person at a time was able to collect the data in the area of the study. A spreadsheet was provided with all the locations of the on-street parking spaces so they could record the location of each vehicle within each street block once an hour. The parking location of vehicles parked was written down using the first few digits of the vehicle license plate on the spreadsheet. This allowed the surveyor to confirm whether the vehicle was the same car parked there the next

[7] MAPC, "How to do a Parking Study": https://www.mapc.org/resource-library/how-to-do-a-parking-study/

hour or if it was a different car, providing data on vehicle duration and turnover along the street. To collect the parking data, the person walked the study area each hour, which took about 20-25 minutes. They then waited until the beginning of the next hour to begin their walk again and collect the next hours' worth of data.

Through this method, staff were able to collect a thorough set of parking utilization and turnover data in the study area. Other observations were made about general parking conditions. Note that this method did not directly collect data on very short stays in parking locations, i.e., rapid turnover when someone parks for five or ten minutes to quickly run into their house or a store. However, this information can indirectly be borne out through both the data showing different cars parked in an on-street location each time data were collected, and through general observations recorded by the surveyors.

## *Analysis of Parking Data*

Parking data were analyzed for utilization and turnover on Medford Street. This was done on an hour-by-hour basis, as the data was collected at the beginning of each hour over the course of the data collection periods. A parking space was considered utilized if it was occupied at the time of data collection. Duration and turnover was analyzed in terms of which vehicles were parked in spaces on Medford Street and for what length of time, looking at whether the same vehicle was parked in the same space or if a new vehicle had been parked in that location.

In analyzing the parking data, staff used a parking industry standard which considers a parking occupancy at 85-90% to be the ideal situation for on-street parking spaces, so that at least one or two parking spaces per block are open. If parking utilization is consistently above this at 100%, or greater (via illegal or informal parking), the parking supply does not have capacity to meet demand; if utilization is shown to be less than 85-90%, the parking supply is considered under-utilized with excess capacity availabe. This 85-90% standard is referred to on page 3 of MAPC's "How to do a Parking Study" (referenced earlier) as well as the Arlington Center Parking Study from 2014 (Parking Availability Goal under "Supporting Elements", page 27)[8] and "Managing Curb Space in the Boston Region: A Guidebook" released in October 2021 and funded by the Boston Region Metropolitan Planning Organization (MPO) (see page 43, "Balancing Supply and Demand")[9]. For this analysis, staff also referenced the documents "Curb Appeal: Curbside Management Strategies for Improving Transit Reliability" (National Association of City Transportation Officials, 2017)[10], "Transportation Access Studies of Central Business Districts" (Central Transportation Planning Staff [CTPS] of the Boston Region MPO,

[8] Arlington Center Parking Study: https://www.arlingtonma.gov/home/showpublisheddocument/32193/636105638692470000

[9] "Managing Curb Space in the Boston Region: A Guidebook": https://www.bostonmpo.org/data/pdf/studies/other/Managing-Curb-Space-in-the-Boston-Region-Guidebook.pdf

[10] "Curb Appeal: Curbside Management Strategies for Improving Transit Reliability": https://nacto.org/wp-content/uploads/2017/11/NACTO-Curb-Appeal-Curbside-Management.pdf

2019)[11], and the Strategies & Implementation section of the Connect Arlington Sustainable Transportation Plan.[12]

## *Parking Utilization & Turnover*

A spreadsheet showing the analysis of all the data collected is provided at an attachment to this document. A summary of the utilization analysis is provided below.

Overall parking demand on Medford Street between Warren Street to Mystic Valley Parkway is extremely low. For the 77 on-street parking spaces surveyed as part of this study, less than 10% of all parking spaces were utilized for all time periods surveyed. The greatest number of parking spaces occupied was six (6), at mid-day on Wednesday, September 14. Figure 3 visually shows the utilization observed for September 14 with a red dashed line delineating the 85% occupancy threshold.

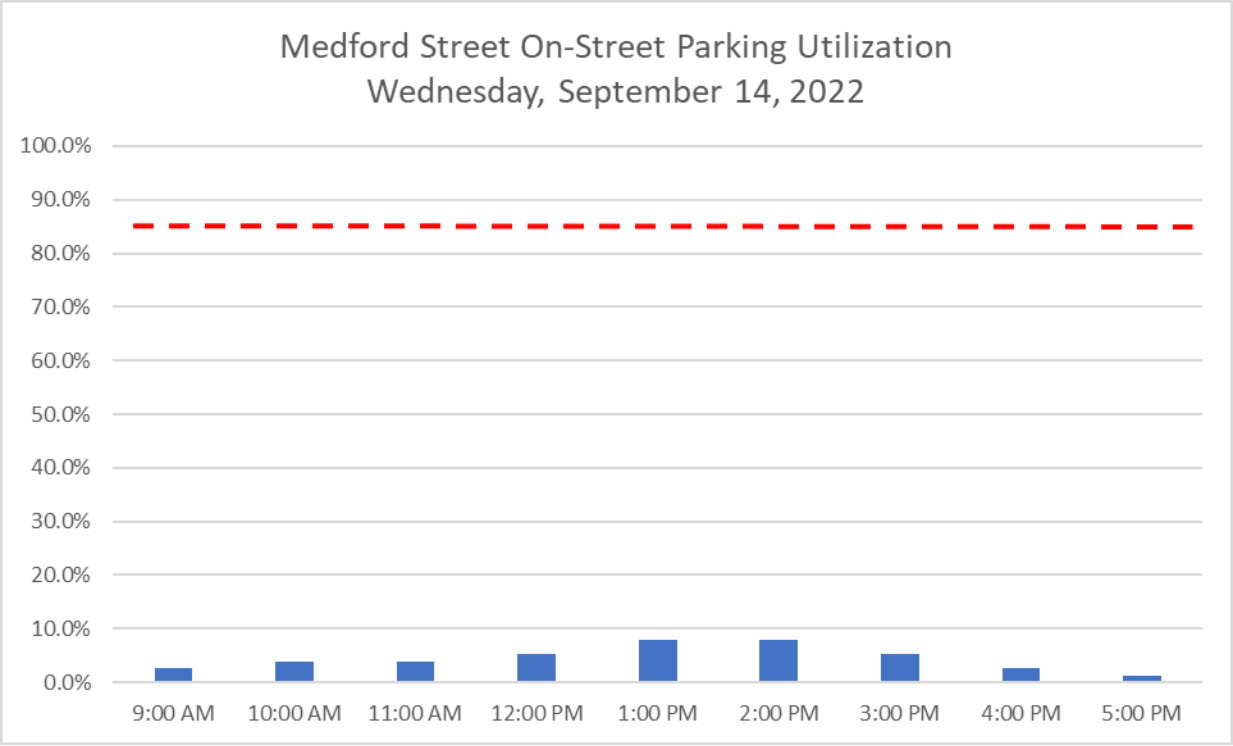



**Figure 3 - Chart showing utilization of parking spaces by percentage of spaces with parked vehicles on Medford Street in the study area from 9 AM - 5 PM on September 14, 2022.**

The same low level of parking utilization was found on the other days surveyed, September 15 and September 25.

[11] "Transportation Access Studies of Central Business Districts" : https://www.ctps.org/data/pdf/studies/other/Access-Central-Business-Districts.pdf

[12] Connect Arlington Part 2: Strategies & Implementation: https://www.arlingtonma.gov/home/showpublisheddocument/56978/637641176808770000

Regarding turnover, it was apparent that a few of the vehicles parked on-street for several hours at a time, but there was too little evidence of parking to do an analysis of turnover in the area.

The section of Medford Street studied is primarily residential and all residences appear to have their own off-street parking. As noted earlier, Medford Street is designated as State Route 60, which functions as a heavy trucking route between Route 2 and I-93 through Arlington and Medford. Bus routes 80 and 95 carry passengers along Medford Street. Although precise data of vehicle traffic counts are not immediately available for this study, the Factbook of the Connect Arlington plan estimated that Medford Street could see average daily traffic of 15,000-30,000 vehicles (pre-COVID-19). DPCD staff believe that the above factors – the residential nature of the area, off-street parking options, heavy volumes of traffic, and heavy trucking and buses – help to explain why on-street parking demand is so low. There are also multiple side streets off Medford Street that allow residents and visitors to park away from the busier road.

## Public Engagement

In addition to the field data collection on parking usage, Town staff circulated a public survey to residents to inform them of the project and gather feedback on how residents use the existing on-street parking and what transportation safety issues they may have. The survey was sent out via email to town committees including TAC and ABAC, through the Town Notice email distribution system, and via postcard to all property owners on Medford Street between Warren Street and Mystic Valley Parkway (approximately 60 properties). The survey was open from September 22 to October 7.

The survey garnered 549 responses total. Based on the open-ended comments at the end of the survey, there appears to have been some confusion about which part of Medford Street was being surveyed, as several comments mentioned the Mass Ave to Medford/Chestnut Street part of Medford Street. As such, some responses may have referred more directly to this other part of Medford Street, which is out of the scope of this project.

Out of the responses, 11% (59 total) live on Medford Street, 15% (83 total) live on side streets off of Medford Street, 67% live somewhere else in Arlington, and only 7% were from outside Arlington (See Figure 4). The second survey question asked about how often people park their personal vehicle on Medford Street. About 34% said they park on Medford Street frequently (16%) or sometimes (18%), with the majority (62%) saying they rarely or never park on Medford Street, and 4% said they did not own a car (See Figure 5). Most people drive on Medford Street (83%), followed by walking (57%), biking (46%), and public transit (13%) (See Figure 6).

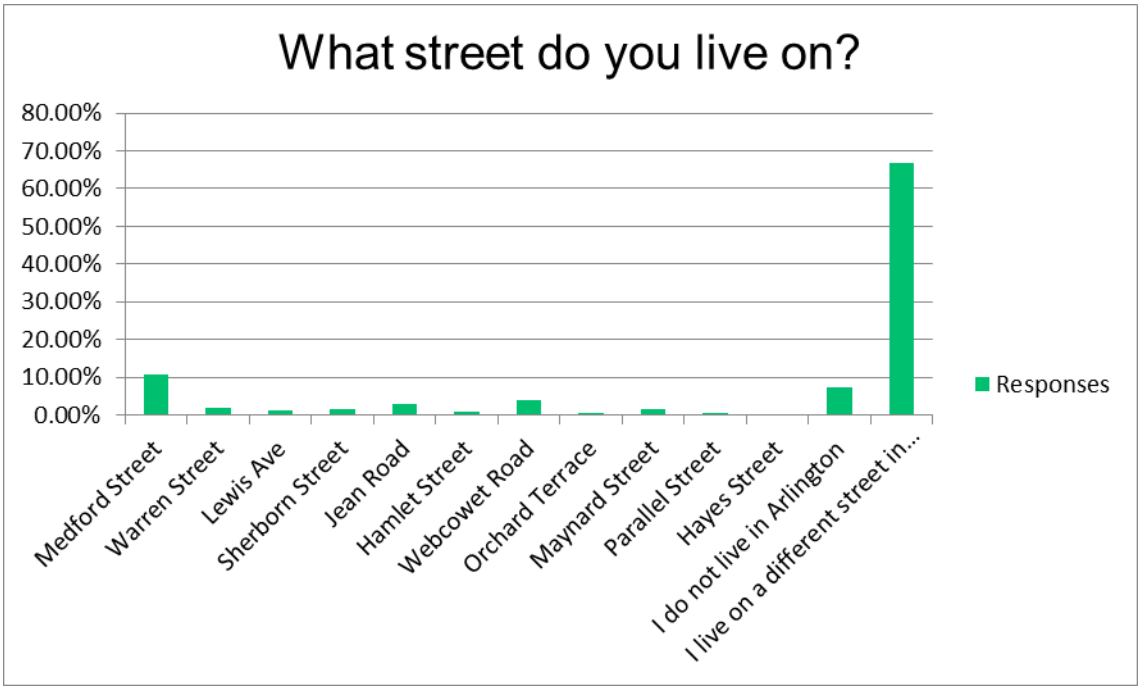



**Figure 4 - Question 1 of the Medford Street Public Survey.**

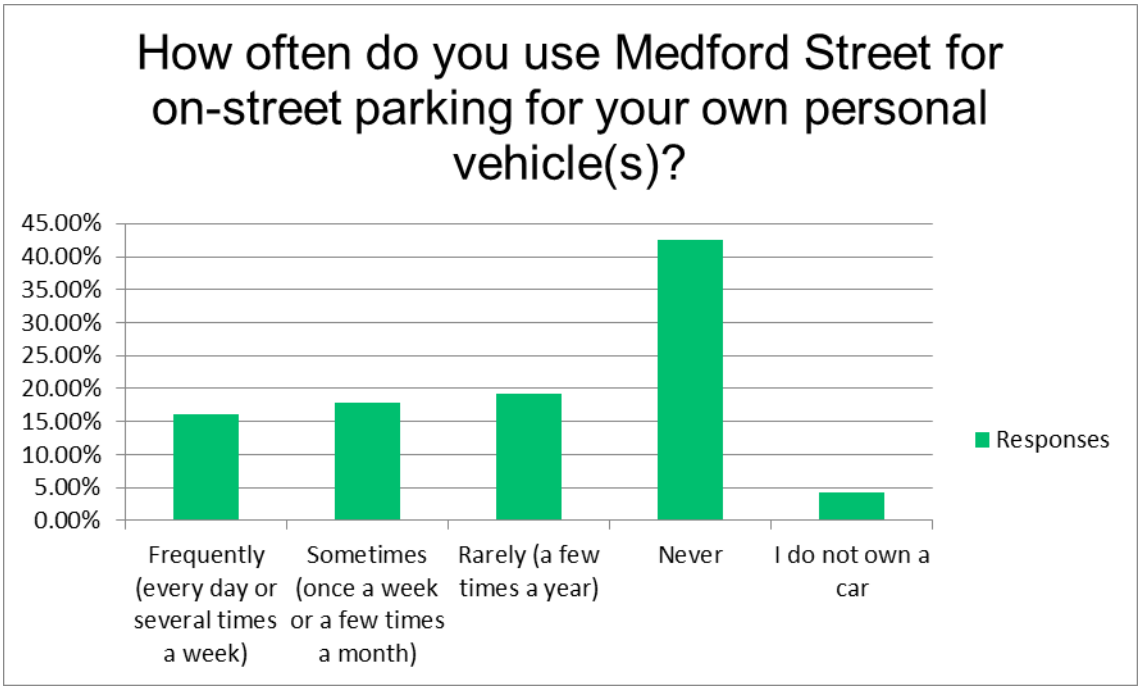



**Figure 5 - Question 2 of the Medford Street Public Survey.**

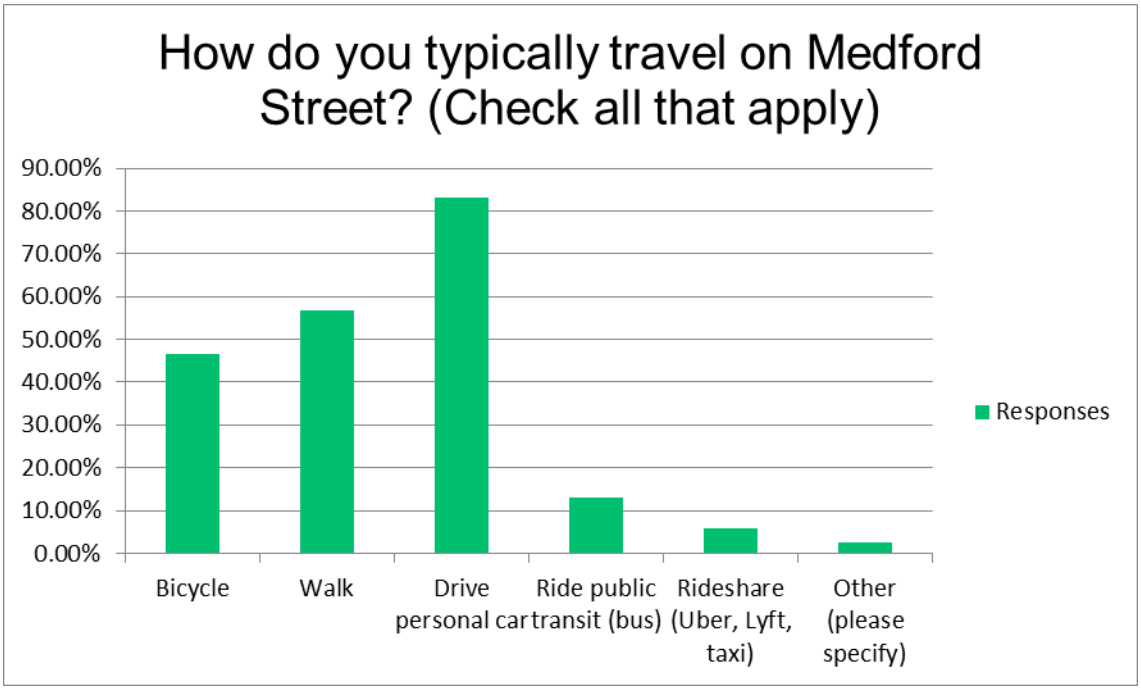



**Figure 6 - Question 4 of the Medford Street Public Survey.**

There were two open-ended questions on the survey. One asked about traffic safety concerns on Medford Street, and one asked for any other comments about the project. There were 466 comments on question 5, although 95 of these were non-comments (people responding "no" or otherwise not providing a substantive comment). Removing the non-comments, there were 371 comments on question 5, with 37 responses opposing bike lanes or wanting to keep parking (10%); 133 supporting bike lanes or concerned about bike safety (36%); 51 comments about pedestrian crossings or safety (14%); 43 comments about unsafe speeds (12%), and the rest on other subjects.

For question 6, there were 389 comments, with 74 non-comments, resulting in 315 substantive comments. These included 86 opposed to bike lanes (27%), 153 supporting bike lanes (49%), 14 comments on pedestrian crossings (4%), 9 about unsafe speeds (3%), and the rest about other subjects.

Staff also did an analysis of comments specifically from Medford Street residents and residents of side streets. About half of Medford Street residents (out of 59 responses) say they park on Medford Street frequently or sometimes (24% and 25% respectively) and 37% say they never park on Medford Street. The third survey question asked whether the person has landscapers or other hired contractors who would use Medford Street for on-street parking, which was more directed towards Medford Street residents. Out of Medford Street residents, 9 (15%) said they have contractors park on Medford Street frequently, 17 (29%) said sometimes, and 51% said rarely or never. From this group of residents, 21 said they supported bike lanes while 13 said they did not. For side street residents, of which there were 83 responses, 25% said they parked on Medford Street frequently or sometimes, 10% said rarely, and about 2/3 said they did not park on Medford Street at all. In addition, 17 comments supported bicycle lanes while 12 were not supportive.

### *Pedestrian Safety and Crossings*

Besides bicycle safety concerns, a substantial number of comments – over 50 on Question 5 – referenced pedestrian safety or lack of crosswalks as an issue on Medford Street. Crossing Medford Street can be challenging due to the high volume of traffic and speeds on Medford Street, and the lack of designated crossings along the corridor. There are no crosswalks between the signal at Warren Street and the crosswalk at Parallel Street/Maynard Street, a distance of over a quarter mile. Several responses requested a crosswalk at Webcowet Road/Hamlet Street, or closer to Mt. Pleasant Cemetery at Sherborn Street or Lewis Ave.

The Transportation Advisory Committee had previously reviewed a request for a crosswalk at Medford Street and Webcowet/Hamlet Street, in 2018. According to the minutes of the TAC meeting of December 12, 2018, "limited activity" was observed at this intersection and not much justification for a crosswalk due to low volumes. TAC voted to recommend adding a crosswalk on the north side of Medford Street at Warren Street, which currently has no crosswalk. It is unclear whether this recommendation was forwarded to the Select Board. However, there appears to be a conflict with a driveway that prevents a north side crosswalk from being installed.

Given the high public demand for crosswalks along Medford Street and the lack of safe crossings for a long stretch of Medford Street, new crosswalks should be re-considered, including at Webcowet/Hamlet, which is also directly adjacent to two bus stops for the Route 80 and Route 95. In addition, more frequent crosswalks are supported by MassDOT's Municipal Resource Guide for Walkability (2019) which advises "Crosswalks should be spaced **200' to 300'** apart in developed areas, though up to **500'** is acceptable" [emphasis in original]. If necessary, data on existing pedestrian crossings on Medford Street in the Webcowet/Hamlet area could be collected in spring 2023 to justify a crosswalk but should not be considered entirely necessary since a lack of existing crosswalks may be discouraging pedestrians from attempting any crossings in the area.

### *Unsafe Speeds*

Along with pedestrian and bicycle safety concerns, over 40 comments focused on unsafe speeds of drivers along the Medford Street corridor. Several comments noted that high driver speeds made it unsafe for cyclists to use the corridor, and also unsafe for pedestrians. Unfortunately, speed data was not collected this project to substantiate these concerns. However, it should be noted that narrowing the vehicle travel lanes and putting in bike lanes is expected to decrease vehicle speeds because of the reduction in perceived vehicle travel space, leading to drivers to travel slower and more carefully.

## Conclusion

The Medford Street parking study conducted by Town staff finds extremely low parking utilization within the study area. Responses to the public survey showed a majority of support for bike lanes along Medford Street both overall among Arlington residents and with project and neighborhood abutters. Although some abutters noted that they park on Medford Street

"frequently", parking data gathered and anecdotal observations show very limited parking activity in reality.

Installing bicycle lanes on both sides of Medford Street will improve bicycle safety, create better transportation options, slow down vehicles on Medford Street, and link up to existing and future projects on Chestnut Street and at Medford Street and Mystic Valley Parkway. It will also meet the goals of the Connect Arlington Plan to create more low-stress bicycle facilities.

The first requested action is for the Select Board to approve bicycle lanes on both sides of Medford Street between Warren Street and Mystic Valley Parkway. Where space allows, parking spaces may be retained. This action would not affect the bus stops along Medford Street; the stops would be integrated into the final pavement marking plan. Town staff will utilize the services of Stantec Consulting Services, which is already working on the Chestnut Street Safety Project, to develop new pavement marking plans for Medford Street. DPCD will pay for this with engineering and consulting capital funding for FY2023.

The second requested action is to allow Stantec to include a new crosswalk as part of the pavement marking plans at Medford Street and Webcowet Road/Hamlet Street, assuming there are no significant safety concerns or technical issues that they foresee. Although a different location could be considered, this intersection was recently upgraded with new ADA-compliant curb ramps, making it simpler to implement a crosswalk. Alternatively, the Board may prefer to direct this crosswalk request back to TAC, to review and make a recommendation by spring 2023 to facilitate timely installation of pavement markings.

I would be glad to discuss this further, should you have any questions about this report.

Attachments:

- Medford Street Parking Study Data Analysis Spreadsheet
- Medford Street Public Survey Results and Comment Analysis

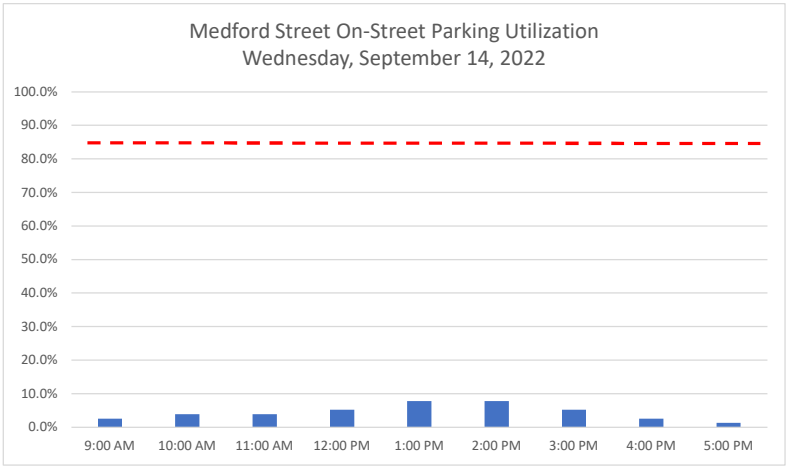
Medford Street Parking Study Analysis (Warren Street to Mystic Valley Parkway)
October 2022

***Parking Utilization - Medford Street (Warren St to Mystic Valley Parkway)***

**Number of estimated parking spaces =** **77** (Discounting NB Parallel St to MVP, parking not allowed)

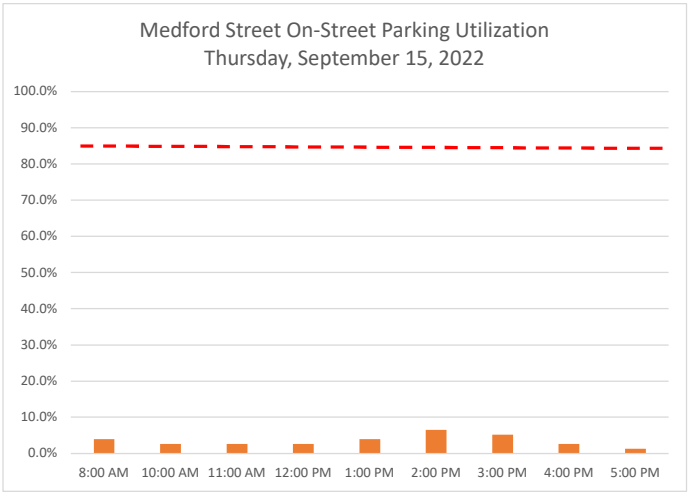
**Wednesday, September 14, 2022**

| Time | Number of spaces in use (Total) | Utilization Percent |
|---|---|---|
| **9:00 AM** | 2 | 2.6% |
| **10:00 AM** | 3 | 3.9% |
| **11:00 AM** | 3 | 3.9% |
| **12:00 PM** | 4 | 5.2% |
| **1:00 PM** | 6 | 7.8% |
| **2:00 PM** | 6 | 7.8% |
| **3:00 PM** | 4 | 5.2% |
| **4:00 PM** | 2 | 2.6% |
| **5:00 PM** | 1 | 1.3% |



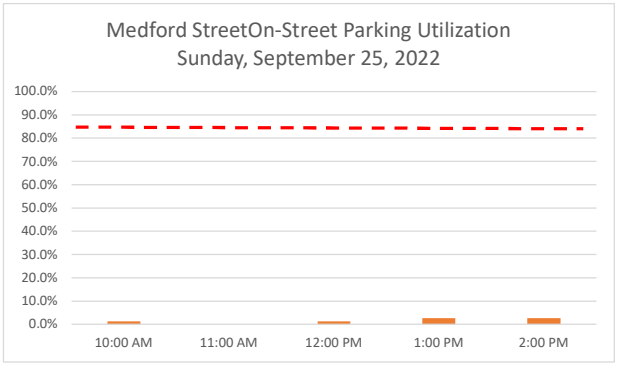

**Thursday, September 15, 2022**

| Time | Number of spaces in use (Total) | Utilization Percent |
|---|---|---|
| **8:00 AM** | 3 | 3.9% |
| **10:00 AM** | 2 | 2.6% |
| **11:00 AM** | 2 | 2.6% |
| **12:00 PM** | 2 | 2.6% |
| **1:00 PM** | 3 | 3.9% |
| **2:00 PM** | 5 | 6.5% |
| **3:00 PM** | 4 | 5.2% |
| **4:00 PM** | 2 | 2.6% |
| **5:00 PM** | 1 | 1.3% |




**Sunday, September 25, 2022**

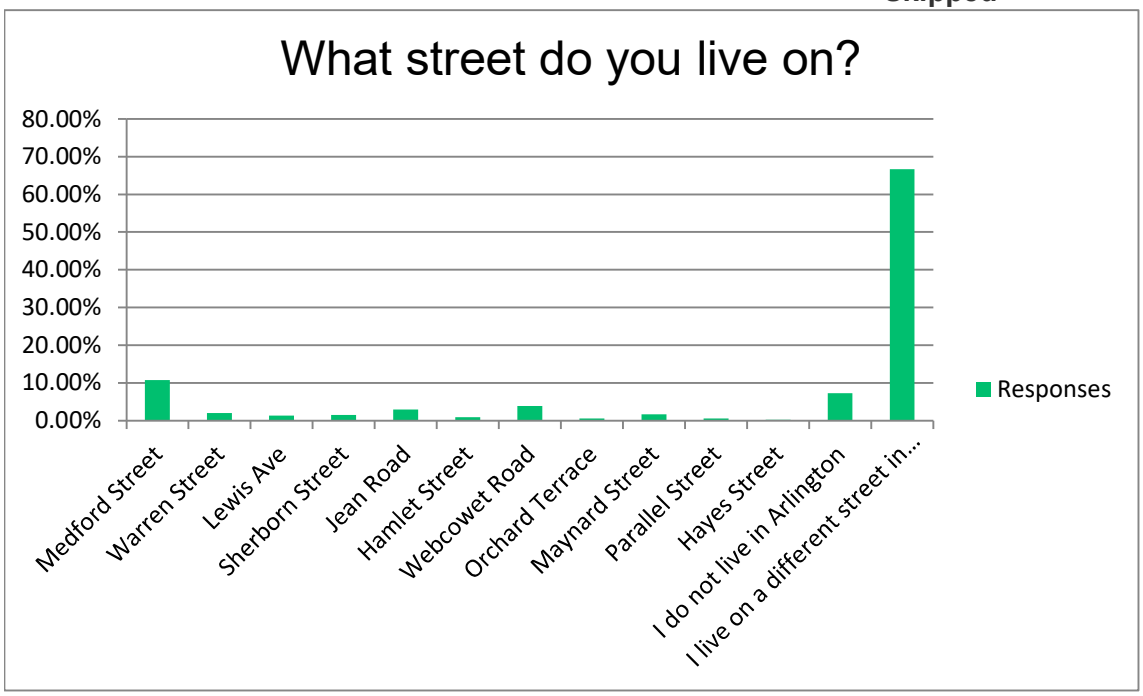
| Time | Number of spaces in use (Total) | Utilization Percent |
|---|---|---|
| **10:00 AM** | 1 | 1.3% |
| **11:00 AM** | 0 | 0.0% |
| **12:00 PM** | 1 | 1.3% |
| **1:00 PM** | 2 | 2.6% |
| **2:00 PM** | 2 | 2.6% |



# Medford Street Restriping Project

**What street do you live on?**

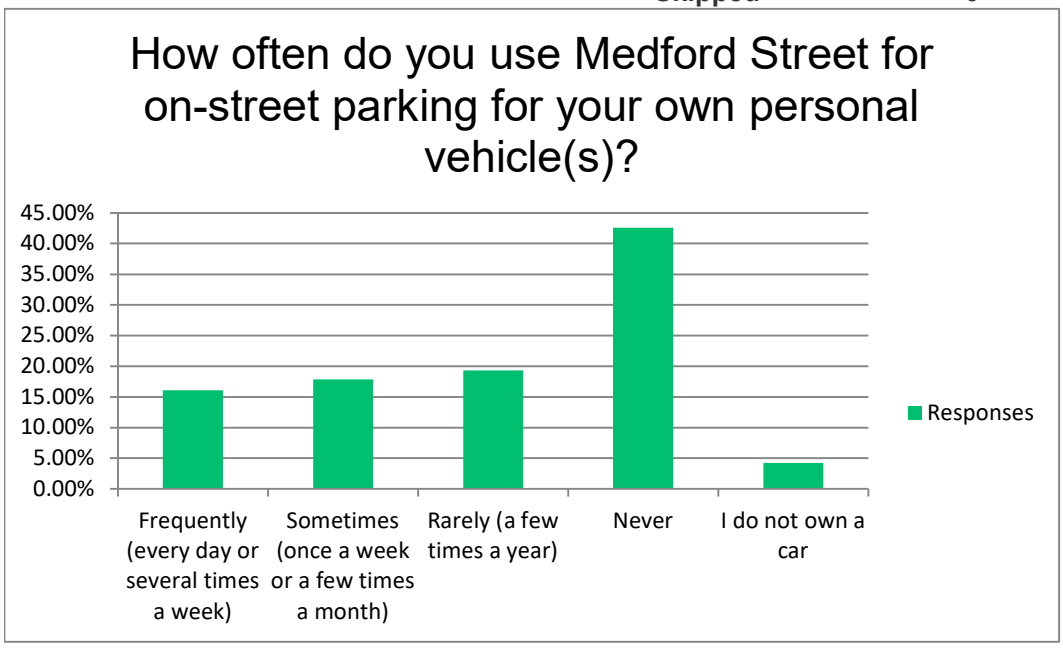
| Answer Choices | Responses | |
|---|---|---|
| Medford Street | 10.75% | 59 |
| Warren Street | 2.00% | 11 |
| Lewis Ave | 1.28% | 7 |
| Sherborn Street | 1.46% | 8 |
| Jean Road | 2.91% | 16 |
| Hamlet Street | 0.91% | 5 |
| Webcowet Road | 3.83% | 21 |
| Orchard Terrace | 0.55% | 3 |
| Maynard Street | 1.64% | 9 |
| Parallel Street | 0.55% | 3 |
| Hayes Street | 0.18% | 1 |
| I do not live in Arlington | 7.29% | 40 |
| I live on a different street in Arlington (please specify) | 66.67% | 366 |
| | **Answered** | **549** |
| | **Skipped** | **0** |



Medford Street Restriping Project

**How often do you use Medford Street for on-street parking for your own personal vehicle(s)?**

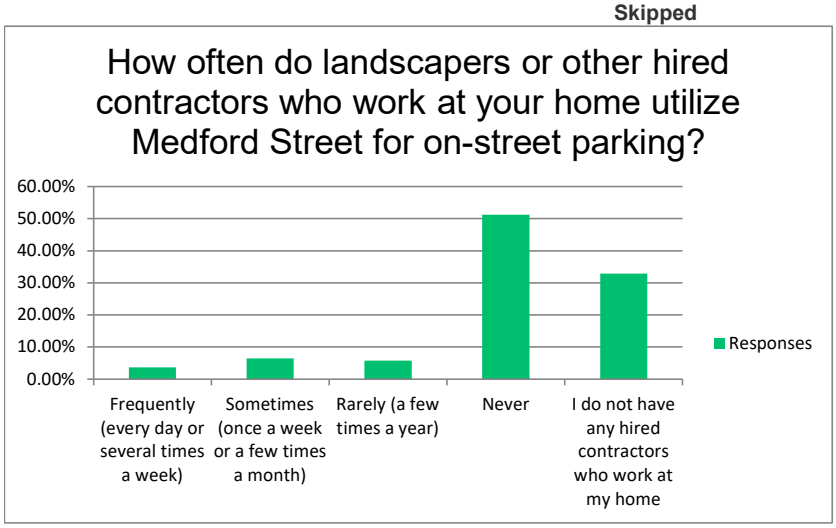
| Answer Choices | Responses | |
|---|---|---|
| Frequently (every day or several times a week) | 16.03% | 88 |
| Sometimes (once a week or a few times a month) | 17.85% | 98 |
| Rarely (a few times a year) | 19.31% | 106 |
| Never | 42.62% | 234 |
| I do not own a car | 4.19% | 23 |
| | **Answered** | **549** |
| | **Skipped** | **0** |



Medford Street Restriping Project

**How often do landscapers or other hired contractors who work at your home utilize Medford Street for on-street parking?**

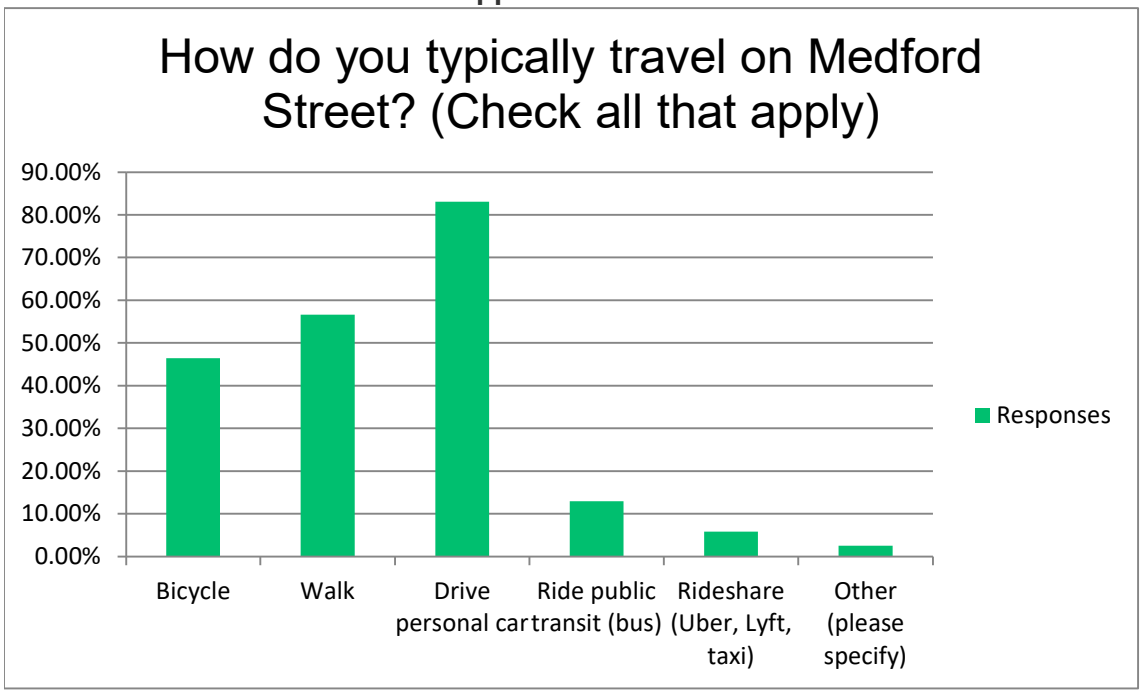
| Answer Choices | Responses | |
|---|---|---|
| Frequently (every day or several times a week) | 3.71% | 20 |
| Sometimes (once a week or a few times a month) | 6.49% | 35 |
| Rarely (a few times a year) | 5.75% | 31 |
| Never | 51.21% | 276 |
| I do not have any hired contractors who work at my home | 32.84% | 177 |
| | **Answered** | **539** |
| | **Skipped** | **10** |



Medford Street Restriping Project

**How do you typically travel on Medford Street? (Check all that apply)**

| Answer Choices | Responses | |
|---|---|---|
| Bicycle | 46.45% | 255 |
| Walk | 56.65% | 311 |
| Drive personal car | 83.06% | 456 |
| Ride public transit (bus) | 12.93% | 71 |
| Rideshare (Uber, Lyft, taxi) | 5.83% | 32 |
| Other (please specify) | 2.55% | 14 |
| | **Answered** | **549** |
| | **Skipped** | **0** |



Medford Street Restriping Project

**Do you have any transportation or safety concerns about Medford Street between Warren Street and Mystic Valley Parkway?**

| | |
|---|---|
| **Answered** | **466** |
| **Skipped** | **83** |

Medford Street Restriping Project

**Do you have any other comments about restriping Medford Street?**

| | |
|---|---|
| **Answered** | **389** |
| **Skipped** | **160** |