

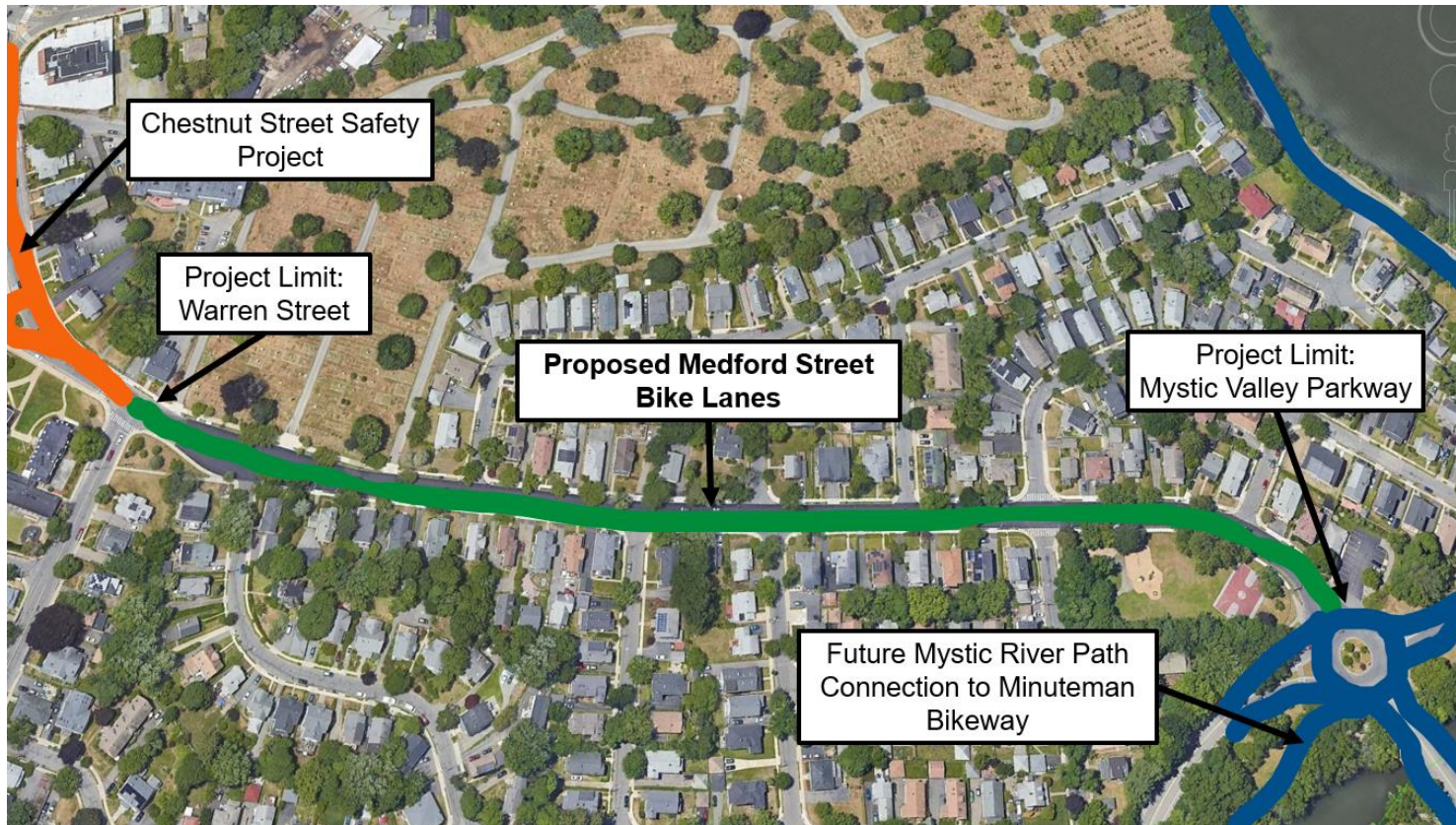
Medford Street Bicycle Lanes

Select Board Presentation - August 14, 2023
John Alessi, Sr. Transportation Planner, DPCD



Select Board Request

Approve the removal of on-street parking on Medford Street to accommodate the installation of bicycle lanes from Warren Street to Mystic Valley Parkway.





Chestnut Street Safety Project

This aerial map shows a suburban neighborhood with residential streets, houses, and some undeveloped land. A thick orange line highlights a section of Chestnut Street in the upper left. A green line runs horizontally across the middle of the map, representing the proposed Medford Street bike lanes. A blue line follows the Mystic River on the right side of the map. Arrows point from text labels to these specific features.

Project Limit:
Warren Street

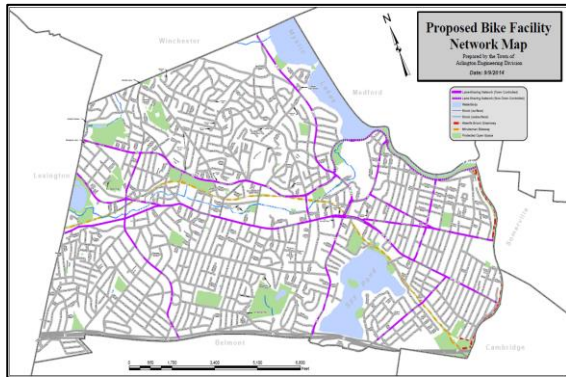
**Proposed Medford Street
Bike Lanes**

Project Limit:
Mystic Valley Parkway

Future Mystic River Path
Connection to Minuteman
Bikeway

Purpose

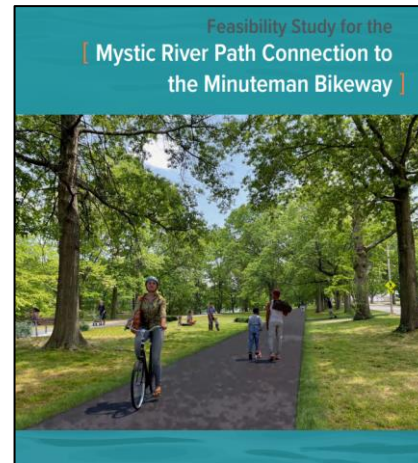
Medford Street is identified in multiple planning documents as a priority for bicycle lanes and installing them aligns with other Town projects.



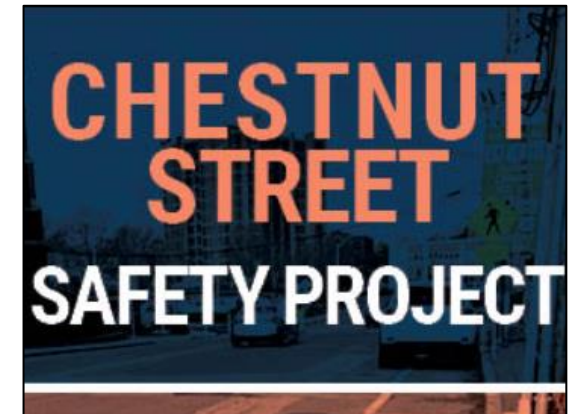
**Bike Facility Design
Guide Matrix
(2015)**



**Connect Arlington
Sustainable
Transportation Plan
(2021)**



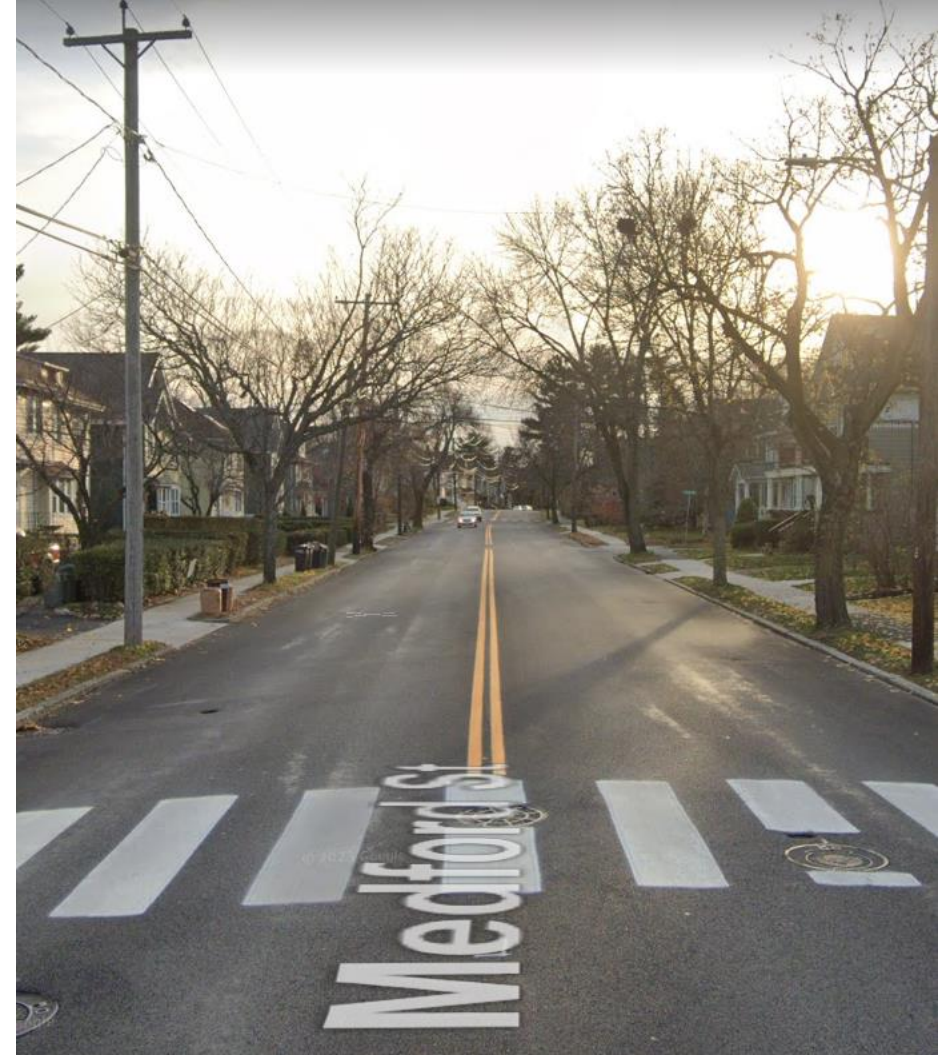
**Mystic River Path
Connection to the
Minuteman Bikeway
Feasibility Study
(2022)**



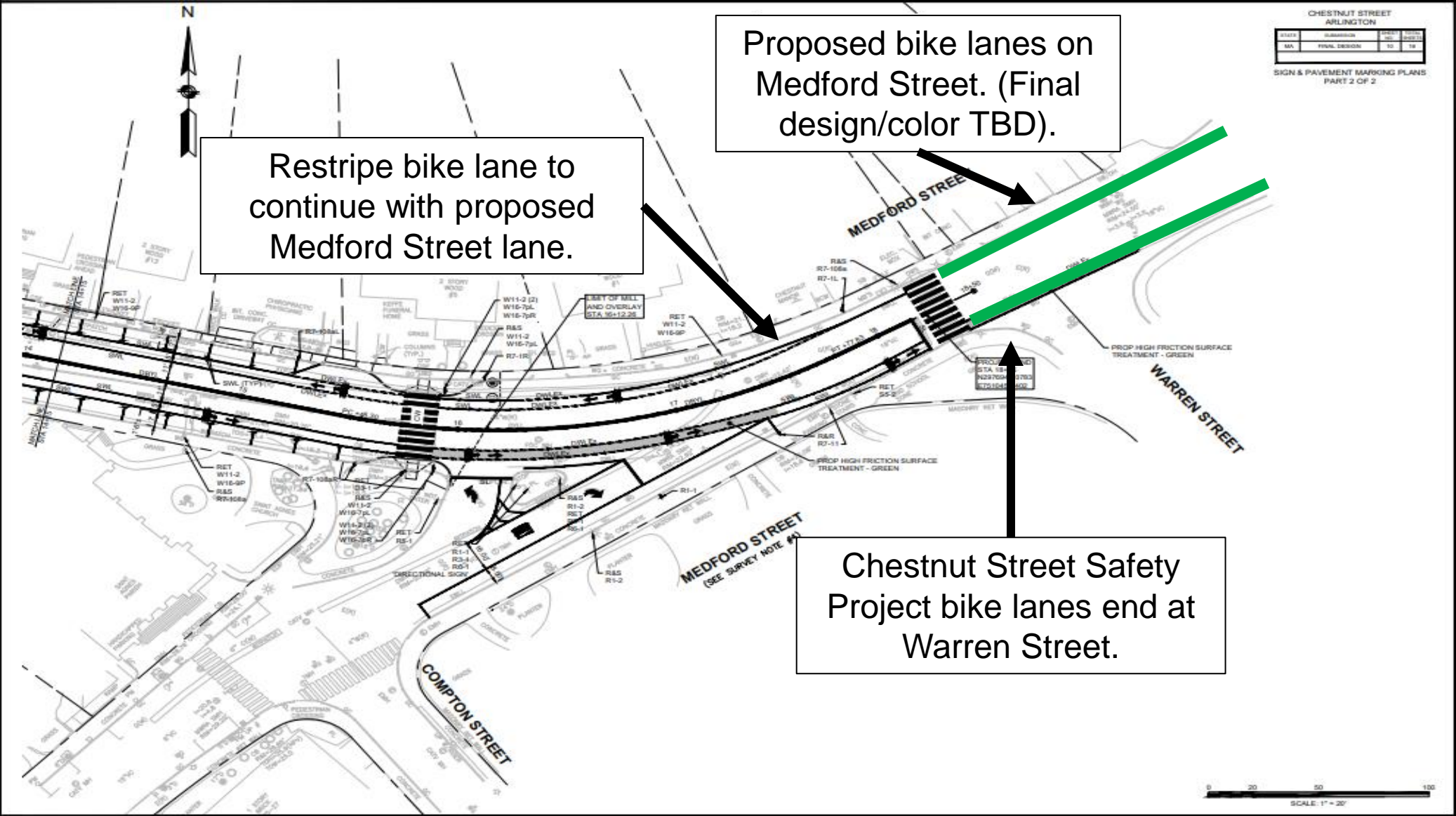
**Chestnut St Safety
Project
(2023)**

Existing Conditions

- Repaved in Summer 2022 and double yellow line installed.
- Curbside use allocated for parking and bus stops.
- Designated as State Route 60.
 - Used as a trucking route for access between Route 2 and I-93.
 - MBTA Bus Routes 80 and 95.
- Chestnut Street traffic counts conducted May 12-14, 2022:
 - Average daily vehicle traffic volumes between 14,700 to 16,500.
 - Total of 613 bicyclists travelling along corridor.
- Adjacent Chestnut Street Safety Project near completion.



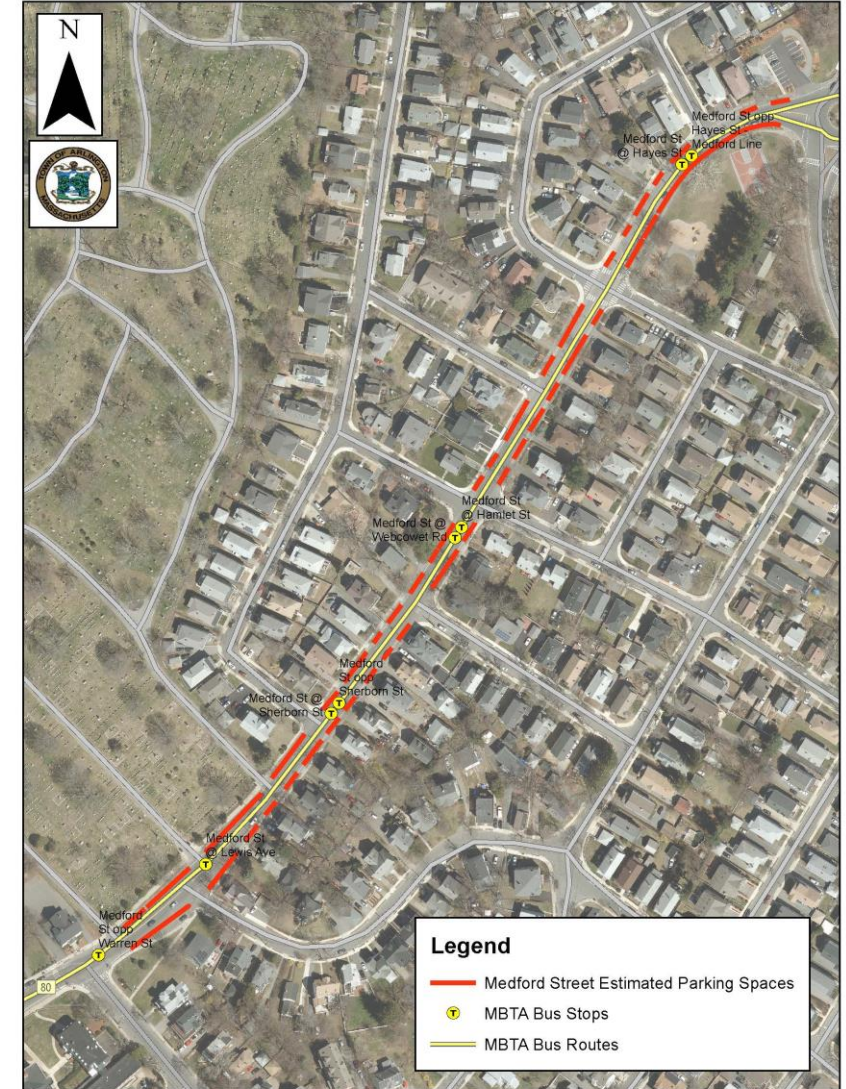
Chestnut Street Safety Project



Medford Street Parking Study

- Conducted in September 2022 (Wednesday, Thursday, Sunday).
- 77 total estimated parking spaces.
- Study revealed low parking use.
 - Greatest number of cars parked during one observation period was 6, which is less than 10% of the total estimated parking spaces.
- Residential nature of the area, off-street parking options, higher traffic volumes, and heavy trucking/buses help explain low parking use.
- Curb space can be repurposed to prioritize bicycle mobility, safety, and connectivity.

Medford Street Parking Study Map



Map created by Daniel Amstutz, Department of Planning & Community Development, October 2022.

Resident Survey



Postcard sent to all properties along Medford Street (about 60 in total).

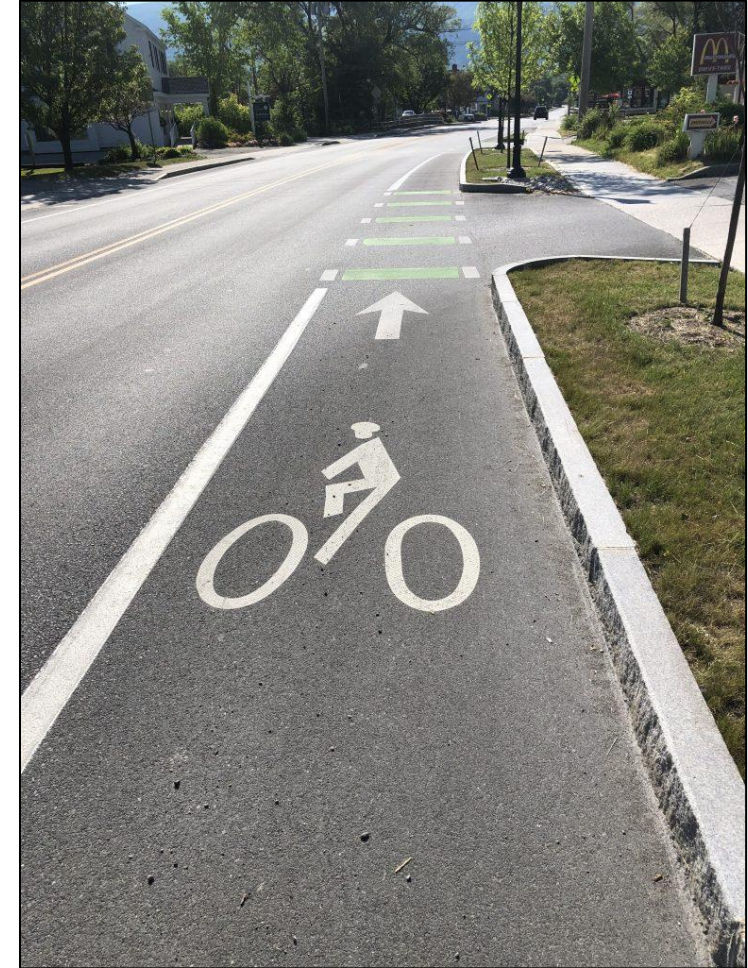
- Postcard and Town Email Notice garnered 549 responses, with 59 indicating they live on Medford St.
- Open-ended questions showed majority support for bike lanes (both among Arlington residents and project/neighborhood abutters).
- Some abutters noted that they park on Medford Street “frequently,” but parking data gathered and anecdotal observations show low parking activity.
- All residences appear to have off-street parking and multiple side streets are available for visitors to park away from the busier Medford Street.

Next Steps

1. If approved, contract with Stantec to develop pavement marking plans.
 - Incorporate bike lanes from Warren Street to Mystic Valley Parkway.
 - Retain parking spaces where roadway width allows.
 - Integrate MBTA bus stops.
2. Coordinate with DPW to install using on-call contractor.



Example Bike Lane for Medford Street



Source: [Bike Manchester VT](#)

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