

Dear Mr. Corliss

The Lawrence Farmers Market board understands that parking and traffic flow are challenges for any farmers market, especially downtown. We also understand that the farmers market is a key part of the local economy and culture. Therefore, it is worth working hard to overcome these challenges in order to have a healthy farmers market.

This most recent proposal for reuniting the Saturday and weekday locations is the best option, due to both its minimal impact on traffic and parking and for the continued success of the farmers market. The west side of the 800 block of Rhode Island street has 3,000 square feet of potential space for farmers market stalls, with a handicap accessible sidewalk through the middle. By removing the market from parking lots, we avoid diverting any traffic while creating a safer and more pleasant environment for our customers. It would be most convenient for the vendors if a few parking spots (up to 10) could be reserved for unloading, but the plan works with no reserved vendor parking. This plan could also be implemented with zero cost to the city.

The location at 800 Rhode Island is the most accessible for pedestrians, bicyclists, public transportation, the elderly, disabled, and people of low income. This is central to the farmers market's mission statement, and will continue to be crucial as we continue to build a healthier Lawrence food system. The Lawrence Farmers Market has a need to regain cohesive identity as a single market at a single location. Moving the weekday markets to 800 Rhode Island is the simplest, cheapest, and most effective way to improve our marketing, reduce administrative costs, and serve a broader customer base.

Sincerely,

Lawrence Farmers' Market Board, Staff, and Vendors

800 Rhode Island Weekday Market:

- Tuesday and Thursday Use (6-8 Hours/Week)
- Market located on the easement of the 800 block of Rhode Island.
- Repurpose hedge row between sidewalk and parking lot as a paved multipurpose site (vendor setup, customer seating, bike parking).
- Up to 10 Reserved Parking Stalls (leaving handicap parking accessible).
- Plan uses no (or minimal) downtown parking.
- Barricade (or mark) sidewalk at entrance to parking lot for safety, and minimal obstruction to parking lot.

