



Appointed by Katjana Ballantyne, Mayor

Date: Thursday, August 18th, 2022

Time: 6:30-8:00 pm

Location: Virtual Meeting using GoToMeeting: <https://global.gotomeeting.com/join/539724445>

Community Representatives:

*Ted Alexander

*Ginny Alverson

Caroline Bodager

*Meredith Brown

*Thomas Coen

*Laura Evans

*Christopher Ferry

Mary Napolitano

Audrey Orenstein

*Vitor Pamplona, *Vice Chair*

*Zach Rosenberg

*Alessandra Seiter, *Chair*

Julia Toof

Carole Voulgaris, *Secretary*

*Kirsten Walters

Ex-Officio:

Alexandra Kleyman, *Mobility Division, OSPCD*

*Justin Schreiber, *Mobility Division, OSPCD*

JT Scott, *City Councilor Ward 2*

*=present

Guests: Greg Hanafin (Mobility)

Acting Secretary: Zach Rosenberg

Call to order: 6:33 pm

Procedural Business:

1. Mary Napolitano is resigning from PTAC
2. July Minutes
 - a. Kirsten sent updated minutes, will vote to approve next mtg

Subcommittee Updates

Policy & Enforcement

- Discussed parking study and MBTA shutdowns

Engineering & Eval

- Met past Monday, discussed parking study

Education & Engagement

- Tabled at Union Sq farmers market
- Lots of engagement and comments from people
- Some comments about bus network redesign, both positive and concerns
- Planning more tabling events in the future
- Didn't invite PTAC members beyond Ed&Eng to join this time just to test the waters, will do so in the future

Parking and Curb Use Study Priorities:

1. Could coalesce around some priorities, might not need a full letter

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Policy cmte

- Focused on permit pricing policy
- Suggesting to keep policy simple for now, and raise the base price
- Gradually move to any more complex elements
- Any additional communication about parking policy updates from the city would be very useful throughout process
- If meter changes, make meters with different pricing obvious, maybe with maps and coloring
- Getting business on board with short term parking
- Making sure that older folks, accessibility is prioritized

Summary

- Supporting increasing the base price, better communication/website from the city, and streamline processes for getting permits

Question: What is the objective of raising the base price

- Incentivize people to use private parking
- Unsure if we would be able to raise the price enough to impact demand for permits
- Can we advocate that revenue from parking can be used to improve pedestrian situation

Engineering Cmte

- Also interest in raising parking permit pricing
- Would like to ensure that there are increased car-ownership alternatives

Parking permit price

- It would be helpful for fund and messaging to be able to use proceeds for transit uses
- There is also a shift in mindset for the public - making it clear that people shouldn't consider it essentially free to be able to park there on the street. Re-framing street parking from a free commodity to a scarce resource
- Not advocating for jumping to a market price, but slowly moving in that direction
- Concern: We should be mindful about how people with driveways - who may be higher income - would benefit more from a higher permit pricing
- We should advocate for lower-priced permits if we are recommending the base permit price
- Support for parking policy based on zone limits to determine the max number of permits based on actual street parking
 - It would be difficult for our parking dept to enforce this policy
- There is a fairness issue right now - parking permit pricing is significantly less expensive than mbta permit pass

General support for baseline parking increase with low income or accessibility needs.

- Ask that costs be used for pedestrian/transit project funding

Zone based

- Curious about the various options on zoned based parking - all day, overnight, daily
- Anecdote - mention that member knows people who drive within the city, because their permit works anywhere and it's easy - where they might otherwise take other modes
- If we make car trips by car tougher - we should talk about what the alternative might be
 - Lack of north-south connection makes inter-somerville trips difficult
- Data collection shows that a zoned based system would be extremely unpopular, but would also definitely reduce vehicle miles traveled
- We aren't at a level in which we need zoned based parking to maintain the level of available street parking yet - so maybe keep this in our back pocket
 - Maybe street or new development zones

- If we repurpose parking on the arterials, it's nice to have a store of available parking in the residential areas
- Might have issues for people caught at the edge of parking zones

Private/new development parking

- Question about support requirements for private development to offer public parking

Member notes that we should keep in mind our mission of advocating for Pedestrian and Transit users, not deferring to thinking about how people will still be able to drive

Committee generally supportive of

- permit pricing increase with consideration for low income/accessibile
- increasing communication and streamlining app process
- Commending the city on taking first steps with parking study, encouraging working towards the outlined goals
- Encouraging the City to be open to experimenting new policies to meet existing goals

Alessandra: Motion to support the above points in relation to the Parking and Curb Use study recommendations for the city

Second: Ted

Motion passed unanimously by voice vote

MBTA Resolution:

Discussion on resolution letter

- Very supportive of the letter - encouraging mode share only works if we have public transportation. And the city is dependant on the MBTA, on which we don't have control
- Note that the situation is moving very quickly
- Maybe suggest that the Cities impacted by the MBTA have a standing committee or voice to deal with when the MBTA has systems
- Question on if it makes sense to suggest that the City support it's own alternative to MBTA transit.
 - In an ideal world the MBTA would handle it, but Somerville is very transit dependent and if there are service disruptions that
 - Encourage Cities to work closely together to plan and respond to MBTA loss of service. Quick response with bus lanes, alternative routes.
 - More municipal collaboration to encourage better MBTA enforcement/oversight mechanisms
- Question about whether or not we should support a Fed take over
 - Apparently didn't work very well for DC, as far as levels of service

Alessandra: Motion to send letter to Mayor, City Councilors, State Officials, and MBTA Reps, with the comments that Meredith has added based upon our discussion

Second: Ginny

Motion passed unanimously by voice vote

City Update (see slides)

1. Western Washington public meeting scheduled for next month
2. Holland Ave paving set to start paving sometime soon, no determined date
3. Speed humps are going in a bunch of new places
 - a. City is re-evaluating design because they've heard concerns about less aggressive design; iterating to find best sizing because ones installed on Lowell St were a little too aggressive. They use different, less aggressive designs for bus routes.
 - i. Every year, Mobility prepares map for DPW depicting speed humps and other street infrastructure so snow plows don't damage them

Construction Updates

Speed Hump Installation



• Recently completed:

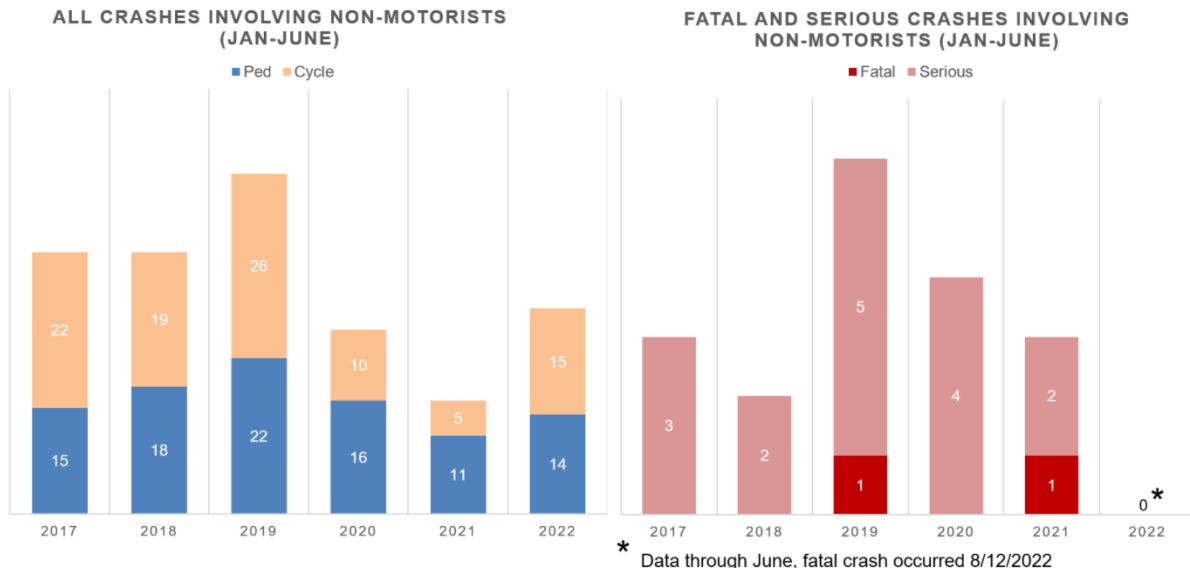
- Wallace St (4)
- Kidder Ave (1)
- Park Ave (2)
- Winslow Ave (2)
- Buena Vista Rd (2)
- Sycamore St (7)
- Central St (6)
- Franklin St (3)

• To be completed:

- Jaques St (6)
- Marshall St (1)
- College Ave (3)
- Paulina St (1)
- Cross St (5)
- Pearl St (4)
- Fellsway W (3)

4. Crash data update
 - a. Probably feels hollow because we just lost a community member while biking on Broadway, but City is making progress on Vision Zero. The things we are doing to improve our streets work, and City is undergoing more and more projects than they every have in history - exciting they finally have the capacity to do so.
 - i. Question about quick-build bike lanes on Broadway/Powderhouse - no specific update from the City at this time

Crash Data Update



5. Orange Line Shutdown

- a. Mobility has been working 10-12 hour days for weeks now
- b. City is closely coordinating with MBTA/MassDOT
- c. CoS Incident Command Structure in place
- d. Emergency operation center is in effect
- e. City is bracing for this as much as they can
- f. Bicyclists guide developed by City, state, and advocate partners
 - i. Part of route involves biking on the Lombardi St sidewalk - this is an official recommendation since Lombardi is very hostile to cyclists
- g. Riders guide developed by MBTA
- h. City has already implemented quick-build bike lane on Broadway approaching Sullivan Square (done in three days)

MBTA Orange Line and GLX Shutdown

- City closely coordinating with MBTA/MassDOT
- CoS Incident Command Structure in place
- Orange Line Shuttle route bus priority
- Traffic control and monitoring
- [Bicyclists guide](#) developed by city, state, advocate partners
 - Biking on Lombardi sidewalk
- [Riders guide](#) developed by the MBTA

Orange Line and GLX Shutdown

- Bus/Bike lane in place on Broadway approaching Sullivan Square
 - Planned, designed and installed by City of Somerville this week
- Working on additional bus priority lanes in other key locations
 - Grand Union Boulevard



Action Items from Meeting:

Meeting ended: 8:10 pm