



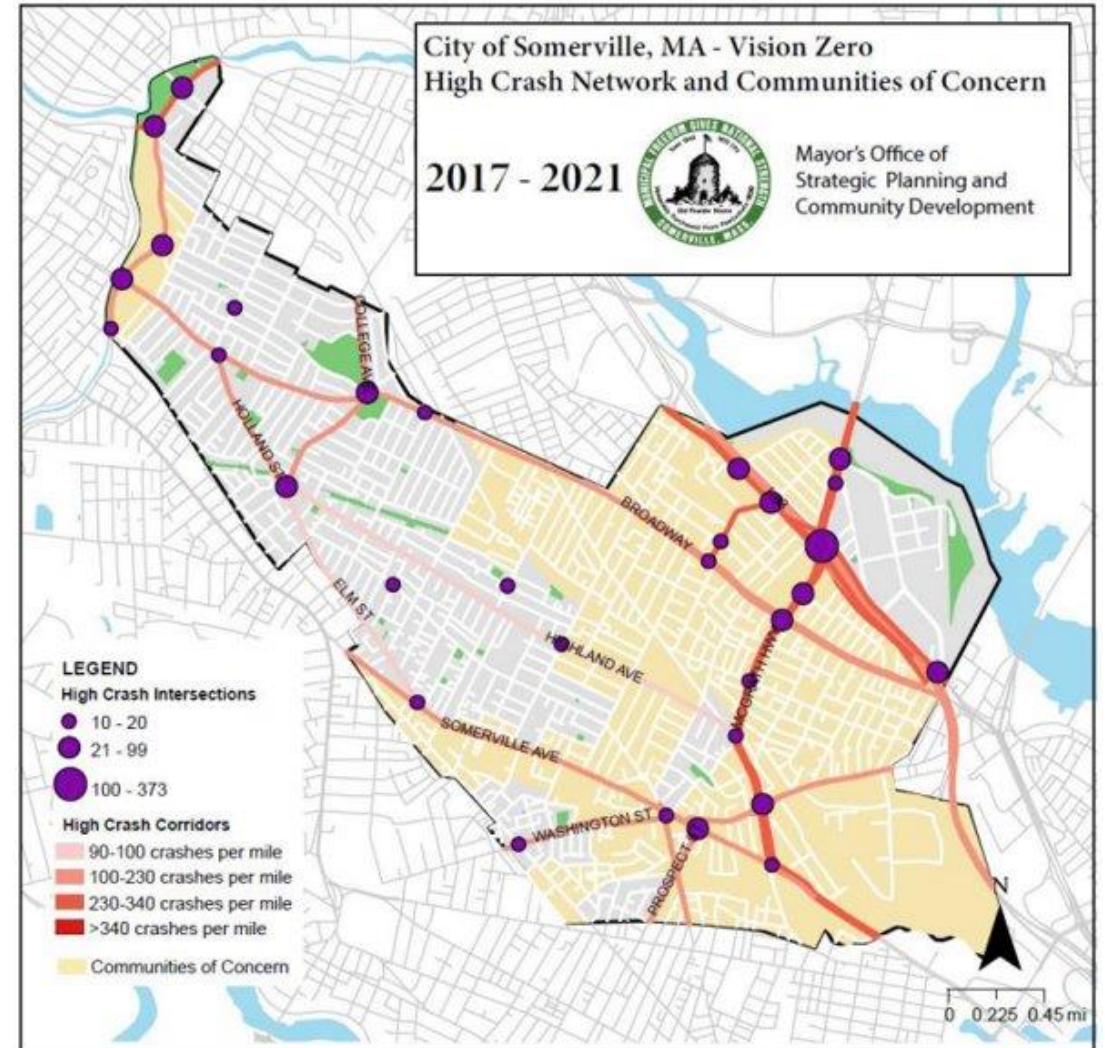
Traffic & Parking 2023 Update

Somerville Commission for Persons with Disabilities

Jackie Stagnari & Jessica Bellow
March 14, 2023

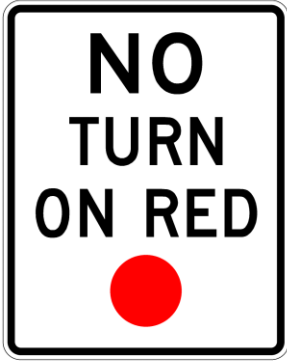
Agenda

- Draft Street Design Policies
 - No Turn on Red Policy
- Clearing Parking from Intersection Corners
- Pedestrian Traffic Signal Improvements

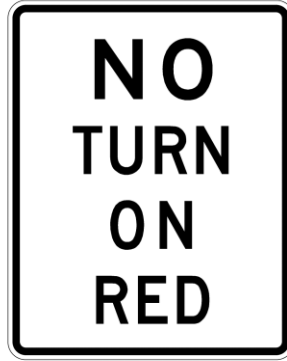


Map of Somerville's High Crash Network

History of Right Turn on Red Policy



R10-11
No Turn On Red (symbol)
Sign image from the Manual of Traffic Signs <<http://www.trafficign.us/>>
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R10-11a
No Turn On Red
Sign image from the Manual of Traffic Signs <<http://www.trafficign.us/>>
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R10-11b
No Turn On Red
Sign image from the Manual of Traffic Signs <<http://www.trafficign.us/>>
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Examples of No Turn on Red signs

- 1975: Fuel saving measure to allow turns on red
- 1980: Massachusetts is the last state to allow turns on red
- Present Day: State law permits turns on red after a complete stop unless No Turn on Red signage is posted

How do local cities approach this?



**CITY OF SOMERVILLE, MASSACHUSETTS
TRAFFIC COMMISSION**

TRAFFIC REGULATIONS

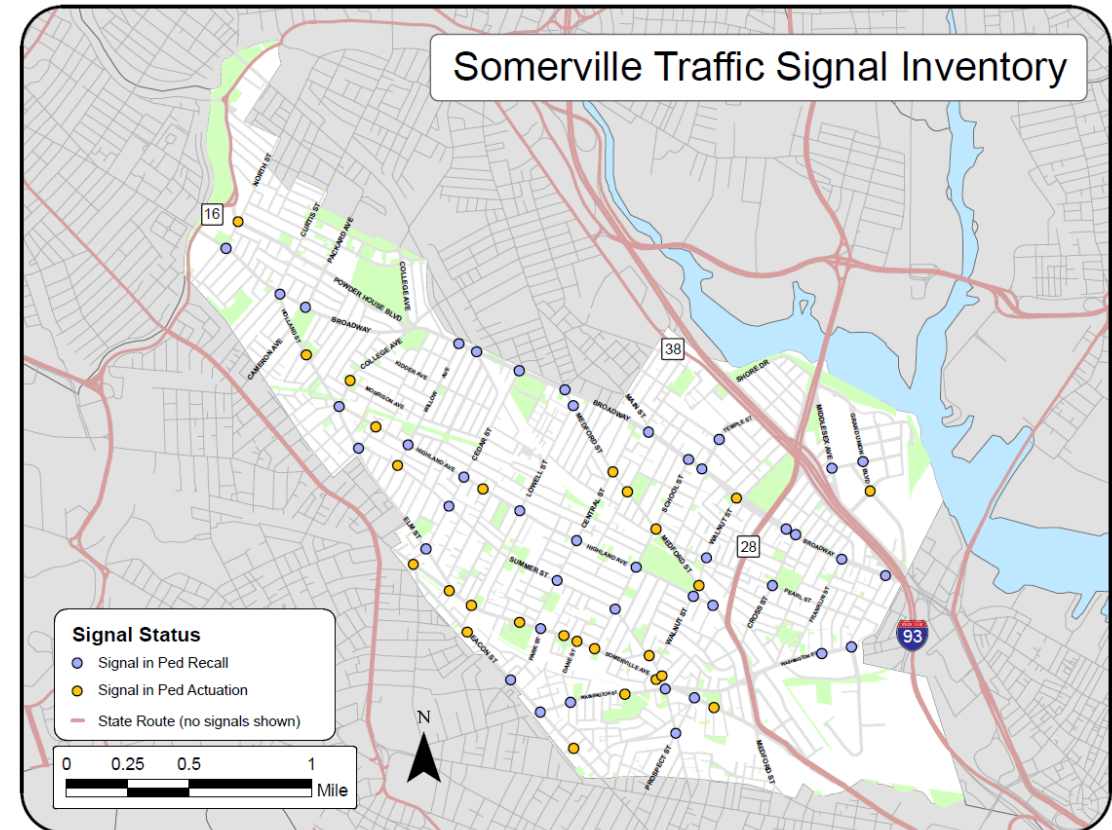
Image of Somerville's Traffic Regulations
Cover Letter

- Other Cities Approaches
 - New York City
 - Washington DC
 - Cambridge, MA
- Somerville's Current Policy
 - Traffic Regulations
 - Manual on Uniform Traffic Control Devices (MUTCD)

Somerville's No Turn on Red Inventory

- 65 City-owned Signalized Intersections
 - 52 have exclusive crossings
 - Pedestrians cross during their own phase when all motor vehicle traffic on all approaches is stopped
 - 13 have concurrent crossings
 - Pedestrians cross at the same time as motor vehicle traffic in the same direction

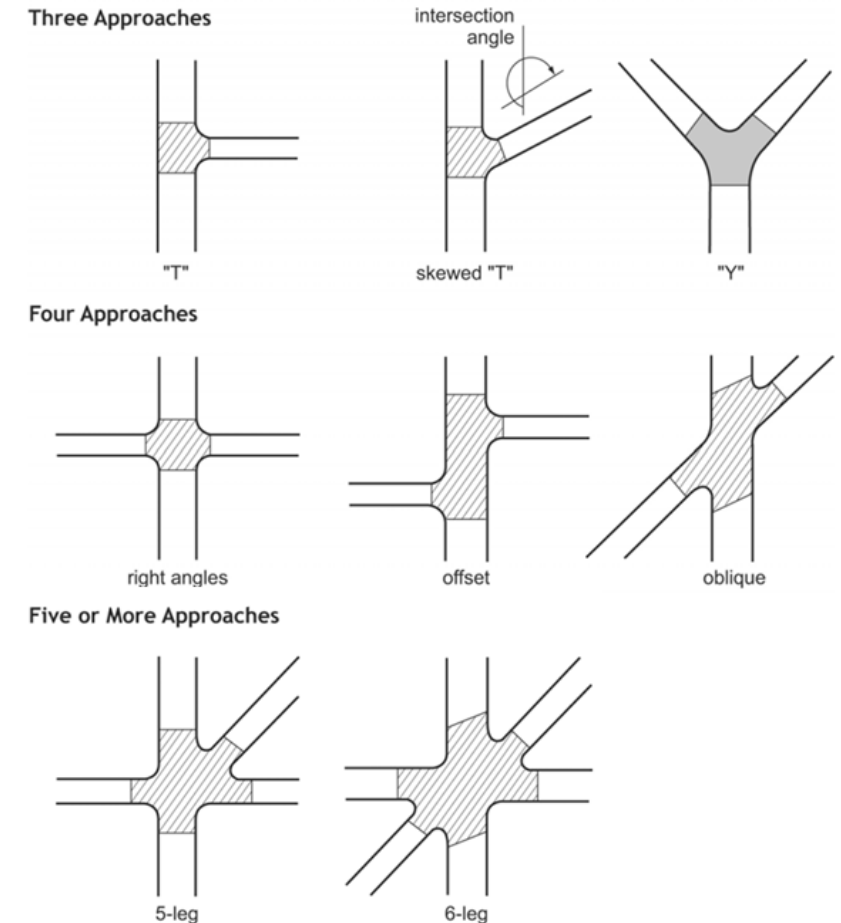
*4 intersections are exclusive crossings but concurrent on some legs – for this policy, they are categorized under exclusive crossings



Map of Somerville's Traffic Signals

Current No Turn on Red Analysis by Approach

- 72% of all approaches have a No Turn on Red Restriction
 - Some of these locations are missing signs; so, 54% of all approaches have a No Turn on Red sign posted
- 23% of all additional approaches warrant a No Turn on Red Restriction
- 5% of all approaches in the City could allow a turn on red, further evaluation needed to confirm



Source: Adapted from A Policy on the Geometric Design of Streets and Highways, AASHTO, 2011.

Image showing various types of intersections with the number of approaches

Draft Policy Proposal

No Turn on Red signs will be applied to all intersection approaches in Somerville at City-owned traffic signals, except when an engineering review recommends retaining turns on red.

Site specific conditions that may result in retaining turns on red may include bus lane operations or anticipated queuing through upstream signals with higher levels of non-motorized use or impacts on transit reliability.

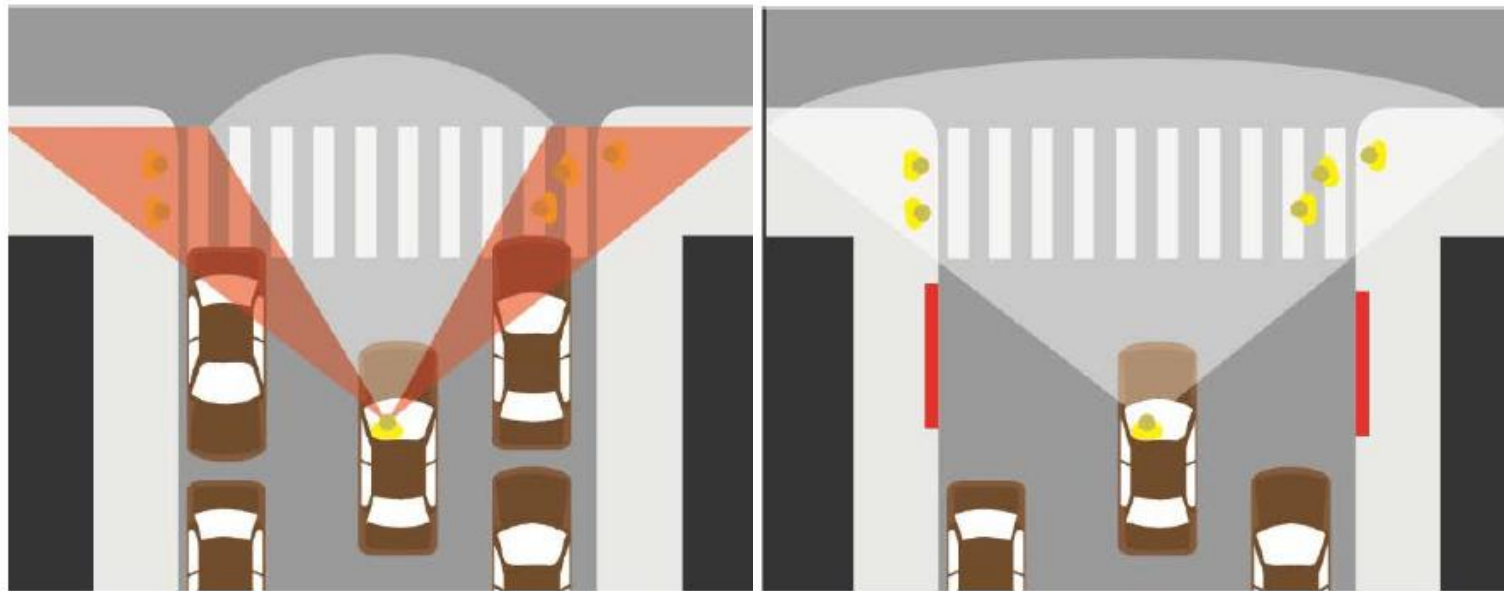


Reliability Matters

Image showing the ratio of time a bus is moving, boarding, and stopped

What are Clear Corners/Daylighting?

Clearing corners also referred to as “daylighting” is a safety measure achieved by removing parking spaces around an intersection to increase the visibility for all people approaching the intersection minimizing previously unseen conflicts.



Before image with parking
up to the crosswalk

After image with parking
restricted ahead of the crosswalk

Clearing Parking from Intersection Corners

Focus on High Crash Locations first

- Starting with the Broadway corridor

Incorporate into all new projects

- Reconstruction projects
- Repaving projects

Future Prioritization

- Land uses
- Neighborways

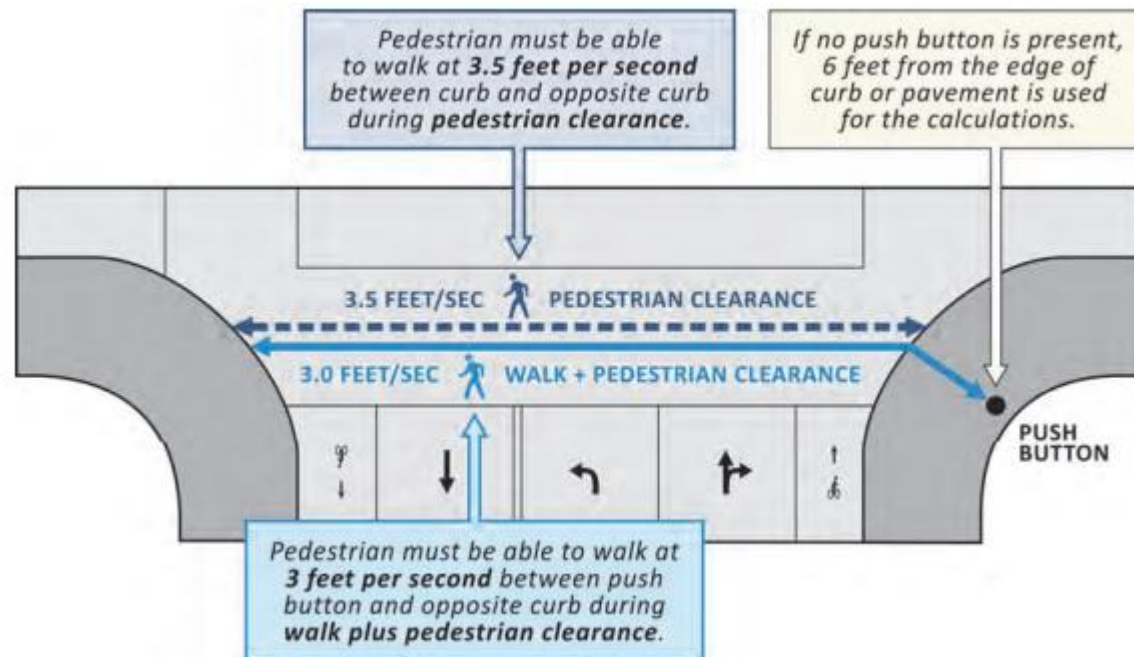


Daylighting at Belknap St & Broadway

Traffic Signals: Pedestrian Upgrades

Pedestrian Signal Improvement Priorities:

- Accessible Pedestrian Signals (APS)
- Countdown Timers
- Retiming signals



NCHRP Signal Timing Manual Exhibit 6-19 Pedestrian Interval Requirements based on Walking Speed

Replace Antiquated Equipment



With Fully Accessible Equipment

