



SOMERVILLE PEDESTRIAN AND TRANSIT ADVISORY COMMITTEE (PTAC) MARCH 2023 MEETING MINUTES

MAYOR KATJANA BALLANTYNE

Thursday, March 16, 2023, 6:30 – 8:00 PM

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

You can also dial in using your phone.

United States: +1 (872) 240-3212 **Access Code:** 539-724-445

Community Representatives:

*Ted Alexander
*Ginny Alverson
*Caroline Bodager
*Meredith Brown
*Thomas Coen
*Laura Evans
*Christopher Ferry
*Vitor Pamplona, *Vice-Chair*
*Zach Rosenberg
*Alessandra Seiter, *Chair*
Carole Voulgaris, *Secretary*

Ex Officio:

*Beatriz Gómez Mouakad, *City Council - Ward 5*
*Lauren Craik, *OSPCD Mobility*
*Justin Schreiber, *OSPCD Mobility*

*= present

Guests:

Jackie Stagnari, *Project Analyst, Parking Department, City of Somerville*
Jessica Bellow, *Traffic Engineer, City of Somerville*
Misha Shahid, *Student, MIT Department of Urban Studies and Planning*
Karen Molloy, *Somerville Transit Equity Partnership (STEP) and Somerville Alliance for Safe Streets (SASS)*
Matthew Hochman, *Community member*

Acting Secretary: Ted Alexander

Call to order: 6:32 PM

Agenda Item 1: Procedural Business (10 min)

1. Intros & roll call
 - a. Alessandra announced that Kirsten Walters has stepped down from PTAC due to moving out of Somerville.
2. Meeting guidelines
3. VOTE: Approve February minutes

- a. Alessandra moved to approve February 2023 minutes, Meredith Brown seconded.
The vote passed unanimously by voice vote.

Agenda Item 2: Subcommittee Updates (10 min)

1. Policy & Enforcement (Meredith & Ginny)
 - a. Subcommittee did not meet this month.
2. Engineering & Evaluation (Zach)
 - a. Subcommittee did not meet this month.
3. Education & Engagement (Alessandra & Ted)
 - a. Kate White from the City of Somerville's Mobility Division met with Ted and Alessandra to talk about Mobility's priorities for community engagement.
 - b. Three key underrepresented groups are currently teens, immigrants, and older adults, and Mobility intends to increase engagement with these groups.
 - c. The subcommittee is working with Kate to organize a few walks this year. Western Washington Street in May, with the walk to be led by Adam Polinski, most likely on a weekday night.
 - d. Christopher suggested reaching out to Somerville High School and offering PTAC membership as a potential volunteer opportunity.

Agenda Item 3: East Broadway Bus Extension (15 min)

East Broadway Bus Service and Crosswalk Improvements

- Central Broadway Bus lane to be extended from current end at McGrath to approximately Cross St in East Somerville.
 - Bus lane uses existing second travel lane
- Impacts to curbside regulations are relatively minor
 - Some bus stops moved or lengthened will displace existing regulations
 - Some bus stops consolidated means opportunity for new regulations
- Additional curbside changes will be implemented together with this project:
 - Clear corners to improve sight lines for crosswalks
 - Increasing the number of accessible parking spaces to at least 5%
 - Stakeholder feedback on need for new loading zones, parking meters, etc.

1.

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- b. Impacts to curbside regulations are relatively minor
 - i. Some bus stops moved or lengthened will displace existing regulations
 - ii. Some bus stops consolidated means opportunity for new regulations
- c. Additional curbside changes will be implemented together with this project
 - i. Clear corners to improve sight lines for crosswalks

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- ii. Increasing the number of accessible parking spaces to at least 5%
- iii. Stakeholder feedback on need for new loading zones, parking meters, etc.

East Broadway Bus Service and Crosswalk Improvements

- Planned bus stop changes:
 - Cross Street
 - The westbound bus stop (89 to towards Davis and 101 to Malden Center) will remain the same.
 - The eastbound location heading toward Sullivan Square will be moved further up Broadway between Autumn Street and Cross Street
 - Illinois Ave
 - The current westbound bus stops heading away from Sullivan Square at Indiana Ave and Michigan Ave will be relocated nearby to a new stop at Illinois Ave.
 - Glen Street
 - The current eastbound bus stops heading toward Sullivan Square at Franklin Street and the near side of Glen Street will be relocated nearby to a new stop on the far side of Glen St (across from the library).
 - MacArthur Street and Kensington Avenue
 - Bus stop pair will be removed.

2.

- a. Planned bus stop changes:
 - i. Cross Street
 - 1. The westbound bus stop (89 towards Davis and 101 to Malden Center) will remain the same
 - 2. The eastbound location heading toward Sullivan Square will be moved further up Broadway between Autumn Street and Cross Street
 - ii. Illinois Ave
 - 1. The current westbound bus stops heading away from Sullivan Square at Indiana Ave and Michigan Ave will be relocated nearby to a new stop at Illinois Ave.
 - iii. Glen Street
 - 1. The current eastbound bus stops heading toward Sullivan Square at Franklin Street and the near side of Glen Street will be relocated nearby to a new stop on the far side of Glen St (across from the East Branch of the Somerville Public Library).
 - iv. MacArthur Street and Kensington Avenue
 - 1. Bus stop pair will be removed
 - v. Fewer and better bus stops will help buses move more efficiently down Broadway.

East Broadway Bus Service and Crosswalk Improvements

- Outreach will include:

- On-street pop up events
 - Broadway at Cross Street
 - March 30, 3pm - 6pm
 - Cross Street at Everett Avenue
 - April 11, 2pm – 4:00pm
 - Broadway at Franklin Street
 - April 27, 3pm - 6pm
- Virtual office hours
 - March 28, 12pm – 1pm
 - April 19, 4pm – 5pm
- Multilingual block walking
- Stakeholder meetings
- Partnering with East Somerville Main Streets and Economic Development for Business Outreach
- Multilingual digital and print outreach materials, flyering in the neighborhood
 - Project website: <https://www.somervillema.gov/eastbroadwaybus>
- Two Traffic Commission meetings
 - Planned for April and May
- City construction and Mobility newsletters
- CTY calls in advance of implementation

3.

- a. Outreach will include:

- i. On-street pop-up events
 - 1. Broadway at Cross Street - March 30, 3-6 pm
 - 2. Cross Street at Everett Ave - April 11, 2-4 pm
 - 3. Broadway at Franklin Street - April 27, 3-6 pm
- ii. Virtual office hours
 - 1. March 28, 12-1 pm
 - 2. April 19, 4-5 pm
- iii. Multilingual block walking
- iv. Stakeholder meetings
- v. Partnering with East Somerville Main Streets and Economic Development for business outreach
- vi. Multilingual digital and print outreach materials, flyering in the neighborhood
 - 1. Project website: **[somervillema.gov/eastbroadwaybus](https://www.somervillema.gov/eastbroadwaybus)**
- vii. Two Traffic Commission meetings planned for April and May
- viii. City construction and Mobility newsletters
- ix. CTY calls in advance of implementation

East Broadway Bus Service and Crosswalk Improvements



4.
 - a. Plans are still being developed. City is working with MassDOT. MassDOT engineers are developing the project on City right of way. This is a learning opportunity for the MassDOT engineers and an opportunity to build capacity.
5. Discussion
 - a. Thomas Coen: Where is the demand for the bus lane extension coming from, and what problem is it trying to solve? I've observed some unexpected outcomes from previous bus lanes on Broadway (below) and haven't found a lot of issues with the bus getting through the blocks included in this project scope.
 - i. Air pollution from increased backups at intersections
 - ii. 89 bus can't reach bus lane because it is backed up
 - iii. Bus is so infrequent that the existing lane is mostly used for short-term parking
 - b. Justin: 101 and 89 are the two highest ridership routes in the city, and we saw a large increase in ridership, especially on weekends, after the previous bus lanes were implemented. This area is slated for two high-frequency routes in the MBTA Bus Network Redesign. When we looked at the increases in traffic delay using data, we found only a 1-2 minute increase in delay for drivers, and only at the peak time of the day.
 - c. Christopher Ferry: Consolidation of Franklin Street bus stop may affect the Prospect Hill Academy school at Franklin Street. Consider shifting that stop to be closer to the school.
 - i. Justi: Will review this issue.
 - d. Vitor Pamplona: Parts of the grassy median on Broadway are paved, not at marked crosswalks, and people are crossing there. Is there an option to put crosswalks that line up with the paved sections of the median? This would improve safety.

- i. Justin: This project will just include paint markings, so the requested changes aren't currently in scope.

Agenda Item 4: Discussion on Traffic Management in Somerville (50 min)

- 1. No Turn on Red Inventory & Draft Policy Presentation (Jackie Stagnari)

History of Right Turn on Red Policy

1975 – As part of a series of fuel-saving measures, the federal Energy Policy and Conservation Act requires all states to allow right turns on red.

1980 – Massachusetts becomes the last state to allow right turns on red. Massachusetts Department of Public Works provides grants to cities and towns to post No Turn on Red signs at approximately 90% of intersections across the state.

Present day – MA state law permits right turns on red after a complete stop. It also allows left turns on red if traveling on a one-way street and turning onto another one-way street. The law permits municipalities to restrict turns by posting No Turn on Red signage.



Examples of No Turn on Red signs

a.

- i. History of Right Turn on Red Policy

- 1. 1975 - As part of a series of fuel-saving measures, the federal Energy Policy and Conservation Act requires all states to allow right turns on red.
- 2. 1980 - Massachusetts becomes the last state to allow right turns on red. MA Department of Public Works provides grants to cities and towns to post No Turn on Red signs at approximately 90% of intersections across the state.
- 3. Today - MA state law permits right turns on red after a complete stop. It also allows left turns on red if traveling on a one-way street and turning onto another one-way street. The law permits municipalities to restrict turns by posting No Turn on Red signage.

How do other cities approach this?

- New York City
 - Long time policy has been No Turn on Red unless a sign is posted permitting it
 - Approximately 330 locations across all five boroughs have signs allowing right turn on red (2019 estimate)
- Washington, D.C.
 - City Council passed Safer Intersections bill in October 2022, banning right turns at all red lights in the District by 2025
 - DDOT can choose to allow right turns on red at specific intersections if a study determines it is safer
- Cambridge, MA
 - City Council passed policy order in November 2022 banning right turns on red
 - Traffic, Parking, + Transportation Department memo in January 2023 proposes policy that most turns on red should not be permitted, except locations identified as safe for turns on red

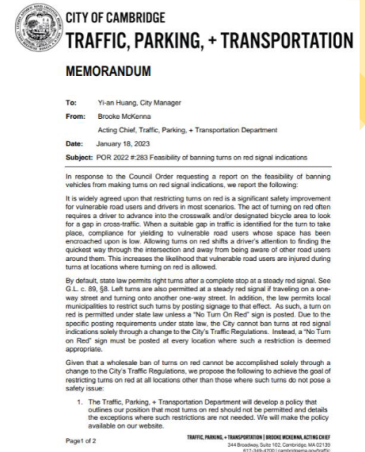


Image of City of Cambridge Memo

b.

i. How do other cities approach this?

1. New York City

- a. Longtime policy has been No Turn on Red unless a sign is posted permitting it.
- b. Approximately 330 locations across all 5 boroughs have signs allowing right turns on red
 - i. 200 of these are in Staten Island while only 6 are in Manhattan

2. Washington DC

- a. City Council passed Safer Intersections bill in October 2022, banning right turns at all red lights in the district by 2023
- b. DDOT can chose to allow right turns on red at specific intersections if a study determines it is safer

3. Cambridge, MA

- a. City Council passed policy order in November 2022 banning right turns on red
- b. Traffic, Parking, + Transportation Department memo in January 2023 proposes policy that most turns on red should not be permitted, except locations identified as safe for turns on red.

Somerville's Current Policy

1. The regulation is outlined in Somerville's Traffic Commission Regulations Article VII, Section 7-18(c)
 - Schedule J lists all locations with No Right Turn on Red
2. Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.45 Guidance
 - A No Turn On Red sign should be considered when an engineering study finds that one or more of the following conditions exists:
 - Inadequate sight distance to vehicles approaching from the left (or right, if applicable);
 - Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;
 - An exclusive pedestrian phase;
 - An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities; and
 - More than three right-turn-on-red crashes reported in a 12-month period for the particular approach
 - Use with Intersection Bicycle Box (Interim Approval: IA-18)



CITY OF SOMERVILLE, MASSACHUSETTS
TRAFFIC COMMISSION

TRAFFIC REGULATIONS

Image of Somerville's Traffic Regulations
Cover Page

c.

- i. Somerville's Current Policy
 1. Regulation is outlined in [Somerville's Traffic Commission Regulations](#) Article VII, Section 7-18(c)
 - a. Schedule J lists all locations with No Right Turn on Red
 2. Federal Highway Administration's [Manual on Uniform Traffic Control Devices \(MUTCD\)](#) Section 2B.45 Guidance (Somerville follows this guidance regarding conditions for posting No Turn on Red Signs)
 - a. A No Turn on Red sign should be considered when an engineering study finds that one or more of the following conditions exists:
 - i. Inadequate sight distance to vehicles approaching from the left (or right, if applicable)
 - ii. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts
 - iii. An exclusive pedestrian phase
 - iv. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities
 - v. More than three right-turn-on-red crashes reported in a 12-month period for the particular approach
 - vi. Use with Intersection Bicycle Box (Interim Approval: IA-18)

No Turn on Red Inventory

Between December 2022-February 2023, staff completed a full inventory of Somerville's No Turn on Red locations.

This included reviewing every approach at every City-owned signalized intersection and comparing against Schedule J of the Traffic Commission Regulations, Google Street View, and 311's service request database.



Image of a No Turn on Red sign

d.

i. No Turn on Red Inventory

1. Between December 2022 - February 2023, staff completed a full inventory of Somerville's No Turn on Red locations.
2. This included reviewing every approach at every City-owned signalized intersection and comparing against Schedule J of the Traffic Commission regulations, Google Street View, and 311's service request database.
3. This inventory was necessary because signs will need to be posted at all intersections where turns on red are to be banned.

Somerville has 85 signalized intersections

15 are on MassDOT or DCR-owned roads
<ul style="list-style-type: none"> • Alewife Brook Pkwy @ High St • Alewife Brook Pkwy @ Broadway • Fellsway W (Rt. 28) @ Grand Union • Fellsway W (Rt. 28) @ Middlesex Ave • McGrath Hwy @ Mystic Ave • McGrath Hwy @ Blakeley Ave • McGrath Hwy @ Broadway • McGrath Hwy @ Pearl St • McGrath Hwy @ Medford St & Highland Ave • McGrath Hwy @ Washington St • McGrath Hwy @ Somerville Ave/Som Ave Ext/Medford St Ext • McGrath Hwy @ Twin City Mall • Mystic Ave @ Shore Dr • Mystic Ave @ Temple St • Mystic Ave @ Wheatland St

5 are not applicable for this policy
<ul style="list-style-type: none"> • 2 HAWK signals on Beacon <ul style="list-style-type: none"> • Beacon St @ Buckingham St • Beacon St @ Sacramento St • 3 signals with no right turn option <ul style="list-style-type: none"> • Holland St @ Hodgkins Curtin Park • Somerville Ave @ Warren Ave • Somerville Ave @ Loring St

e.

i. Somerville has 85 signalized intersections

1. 15 are on MassDOT or DCR roads
 - a. Alewife Brook Pkwy @ High St
 - b. Alewife Brook Pkwy @ Broadway
 - c. Fellsway W (Rt 28) @ Grand Union

- d. Fellsway W (Rt 28) @ Middlesex Ave
- e. McGrath Hwy @ Mystic Ave
- f. McGrath Hwy @ Blakeley Ave
- g. McGrath Hwy @ Broadway
- h. McGrath Hwy @ Pearl St
- i. McGrath Hwy @ Medford St & Highland Ave
- j. McGrath Hwy @ Washington St
- k. McGrath Hwy @ Somerville Ave/Som Ave Ext/Medford St Ext
- l. McGrath Hwy @ Twin City Mall
- m. Mystic Ave @ Shore Dr
- n. Mystic Ave @ Temple St
- o. Mystic Ave @ Wheatland St
- ii. 5 not applicable for this policy
 - 1. 2 HAWK signals on Beacon
 - a. Beacon St @ Buckingham St
 - b. Beacon St @ Sacramento St
 - 2. 3 signals with no right turn option
 - a. Holland St @ Hodgkins Curtin Park
 - b. Somerville Ave @ Warren Ave
 - c. Somerville Ave @ Loring St

That leaves 65 signalized intersections to review

52 intersections have **exclusive** crossings

- Pedestrians cross during their own phase when all motor vehicle traffic on all approaches is stopped

13 intersections 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



Image of a traffic signal head

- f.
 - i. That leaves 65 signalized intersections to review
 - 1. 52 intersections have exclusive crossings
 - a. Pedestrians cross during their own phase when all motor vehicle traffic on all approaches is stopped
 - 2. 13 intersections have concurrent crossings
 - a. Pedestrians cross at the same time as motor vehicle traffic in the same direction

3. 4 intersections are exclusive crossings but concurrent on some legs
- for this policy, they are categorized under exclusive crossings

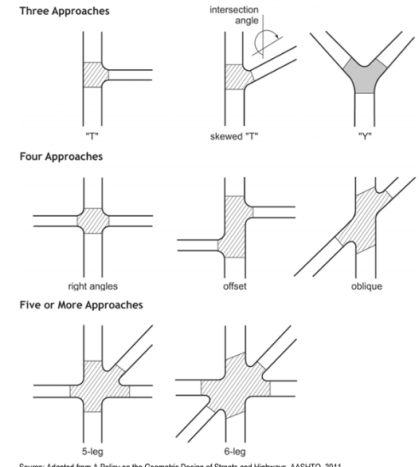
Current No Turn on Red Analysis by Approach

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

g.

i. Current No Turn on Red Analysis by Approach

1. 72 percent of all approaches have a no turn on red restriction in the traffic regulations, but only 54 percent have a no turn on red sign posted.
2. 23 percent of additional approaches warrant a no turn on red restriction
3. 5 percent of all approaches could allow turn on red, but further evaluation is needed to confirm

Somerville's Approach Moving Forward



Image of a person carrying a dart up a set of stairs towards a dart board

We will be posting No Turn on Red signs where the following criteria is met:

1. Locations listed in the Traffic Commission Regulations Schedule J that are missing signs
2. Locations that meet MUTCD guidelines (all exclusive pedestrian crossing locations, bike box locations, etc.)

It will be a priority to install new No Turn on Red signs that meet these criteria at our high crash locations first.

Remaining locations will be reviewed individually by the City's Traffic Engineer to determine if a restriction is warranted.

h.

i. Somerville's Approach Moving Forward

1. We will be posting No Turn on Red signs where the following criteria is met:

- a. Locations listed in the Traffic Commission Regulations Schedule J that are missing signs
 - b. Locations that meet MUTCD guidelines (all exclusive pedestrian crossing locations, bike box locations, etc.)
2. It will be a priority to install new No Turn on Red signs that meet these criteria at our high-crash locations first.
3. Remaining locations will be reviewed individually by the City's Traffic Engineer to determine if a restriction is warranted.
4. This is expected to be a multi-year effort given the City's capacity

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

- i.
 - i. Draft Policy Proposal
 1. 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.
 2. 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.
 - ii. Discussion
 - i. Laura Evans: Does this review include looking at existing signs? Some of the existing signs are there but not very visible.
 1. Jackie: We just marked whether signs are present or not, but did not evaluate visibility. We do respond to 311 requests regarding signs.
 - ii. Ginny Alverson: Do you plan on ensuring that all traffic signals are audible?
 1. Justin: Jessica will address that question in her presentation - the No Turn on Red plans are just about signage, not changes to signals.

- k. Christopher Ferry: Is there a plan for outreach, communication, or enforcement as this gets rolled out? E.g. working with Police Department to post someone, even if they are just giving out warnings and not tickets.
 - i. Jackie: This will be reviewed by the Traffic Commission because this does impact the regulations, and the head of the Somerville Police Department is on the Traffic Commission. We plan to work with him to make sure the Police Department is aware.
 - ii. Christopher: If we ever get permission to install red light cameras, turns on red would be a good use case for automated enforcement.
 - l. Councilor Gómez Mouakad: How soon will implementation start?
 - i. Jackie: Not sure. We only have one sign crew. They are also responding to signs getting knocked down and other issues, so may not be able to start working on this immediately.
 - m. Thomas Coen: Is it possible to install signs that say right turn on red only after full stop? Lots of cars don't even stop before turning on red
 - i. Jackie: We can consider those signs for the few intersections where right turn on red will be allowed.
 - ii. Jessica Bellow: We're also trying to avoid sign clutter because that diminishes effectiveness.
2. Traffic Engineering 2023 Update (Jessica Bellow)

Draft Street Design Policy Topics

Crosswalks with both Crosswalk & Impact Recovery Signs



Broadway @ Glen St / Michigan Ave

Current Topics:

- No Turn on Red Signs
- Pedestrian Impact Recovery Signs
- Speed Humps / Speed Cushions

Upcoming Topics:


- Crosswalk Signage
- Rectangular Rapid-Flashing Beacons (RRFBs)
 - NOTE: The City is upgrading existing RRFBs with accessible pedestrian signals

- a.
 - i. Draft Street Design Policy Topics
 1. Current Topics: Best Practices
 - a. No Turn on Red Signs
 - b. Pedestrian Impact Recovery Signs - paddles in middle of crosswalks
 - c. Speed Humps / Speed Cushions
 2. Upcoming Topics
 - a. Crosswalk Signage

- b. [Rectangular Rapid-Flashing Beacons \(RRFBs\)](#)
 - i. The City is upgrading existing RRFBs with accessible pedestrian signals
3. Taking a one-at-a-time approach to try to close the loop on each topic.

Traffic Management Plans

CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR KATIANA BALLANTYNE
DEPARTMENT OF INFRASTRUCTURE & ASSET MANAGEMENT
ENGINEERING DIVISION



RICHARD E. RAHOE, PE, PMP, MCFPD
DIRECTOR OF INFRASTRUCTURE & ASSET MANAGEMENT

BRIAN C. POSTLEWANTE, PE
DIRECTOR OF ENGINEERING

Traffic Management Plan Checklist:

Creating a Traffic Management Plan (TMP) is an iterative and collaborative process. TMPs describe pedestrian, biking, traffic, and parking management techniques and illustrate the placement of traffic control devices. The below checklist was created to help the designer incorporate the required traffic plan elements into the proposed TMP; it does not need to be included with the TMP submission in Citizen Serve.

- ☐ Show the location (address, intersection) and dimensions of proposed project site.
- ☐ Label streets within plan limits and provide a north arrow.
- ☐ Indicate duration of work and schedule of work hours.
- ☐ Show existing conditions in the vicinity of the work area, including:
 - ☐ Curb, sidewalks, driveways, and intersections.
 - ☐ Traffic signals and signs.
 - ☐ Pavement markings.
 - ☐ Parking restriction zones, signs, and meters.
- ☐ Show proposed temporary pavement markings, if applicable.
- ☐ Show direction of travel and proposed lane widths.
- ☐ Indicate staging area and materials storage area, as appropriate.
- ☐ Show advanced warning area, transition area, buffer area, active work zone, and termination area, and where the warning signs shall be located. Include dimensions for sign spacing.
- ☐ Indicate location of construction signs, barricades, delineators, and other MUTCD approved traffic control devices.
- ☐ Indicate the proposed size of temporary signs.

Police Detail. If the TMP requires a police detail, information can be obtained from the Detail Office at the Somerville Police Department at (617) 625-1600.

Temporary No Parking Signage or Meter Bypassing. Email Traffic@somervillema.gov or call (617) 625-6600 if you need No Parking signage or signs to cover street meters. Keep in mind signage must be in place 48 hours before work begins and 311 must be notified when the signs are installed.

Parking Solutions. Did you know Somerville offers parking permits for contractors, commercial vehicles, realtors, rental cars and more? Visit Somerville's Parking Department website for more details: <https://www.somervillema.gov/parking>.

Goal: safe passage around construction for all users.

If there's an issue, notify 311 through "Construction and road work inquiry".

The City reserves the right to require field alterations.

Traffic & Construction Management Plans

- <https://www.somervillema.gov/tmpguidelines>
- <https://www.somervillema.gov/cmpguidelines>

- b. Somerville's Traffic Management Plan Checklist
 - i. Traffic Management Plans
 1. Goal is safe passage around construction site for all users and safe site for workers
 2. Notify 311 with any issues, using "construction and road work inquiry" topic
 3. City reserves the right to require field alterations
 4. Guidelines
 - a. [Traffic Management Plans](#)
 - b. [Construction Management Plans](#)
 5. Laura Evans: How can I find out what has been approved in a plan?
 - a. Jessica: We don't post these plans publicly, but we can look them up, so please notify 311.
 - b. Laura: It would be great to have those publicly available.
 - c. Jessica: Sometimes these are posted publicly for long-term projects or larger-scale projects, e.g. Spring Hill Sewer Separation Project and Powderhouse/Alewife Brook Parkway. But there's too big of a volume to post every one online, plus uncertainty about when the construction will actually be happening (e.g., contractors will sometimes apply for a permit under a longer timespan than is needed for construction).

6. Councilor Gómez Mouakad: Clarifying that traffic management plans only apply to certain projects?
 - a. Jessica: These apply to any project that impacts the public right of way. More comprehensive plans are required for larger projects.
7. Matthew Hochman: What is the traffic management plan for Webster Avenue at Union Square? This area is often congested with long backups, and people are driving dangerously over the speed limit.
 - a. Justin: Jessica is discussing construction management plans when there is construction happening in the right of way, not general management of traffic.
8. Alessandra Seiter: There have been community concerns about construction taking up more space on sidewalks than on roadways. How are plans evaluated in terms of balancing restrictions to pedestrian vs. car vs. bike infrastructure?
 - a. Jessica: Sidewalk space and roadway space are viewed separately, and most often the sidewalk would be closed when there is work actively happening on the sidewalk.
9. Ted Alexander: How much do the plans rely on police details for safety, and can 311 help with any issues regarding the police officers? During the construction on Washington Street in Fall 2022, some police officers were helpful about directing traffic and ensuring pedestrian safety, and others were not.
 - a. Jessica: Police details are required when there is a lane closure. Some police are from Somerville, but some from other communities and may not be as familiar with the area. Submit any issues to 311.

2023 Pavement Marking Goals

Unmarked crossing locations with curb ramps shown below



Wesley Park @ Otis St



W Quincy St @ Bailey St

- Paint unmarked crosswalks where existing curb ramps exist
- Continue implementing Daylighting/Clear Corners
- Marking Projects
 - Bow St (from Summer St to Somerville Ave)
 - Grand Union Blvd
 - East Broadway
 - Yellow Speed Hump Markings
 - Powder House Blvd
 - Crosswalk Markings
 - DPW owned Parking Lots

c.

i. 2023 Pavement Marking Goals

1. Paint unmarked crosswalks where curb ramps exist
2. Continue implementing daylighting/clear corners
3. Marking projects
 - a. Bow Street from Summer St to Somerville Ave
 - b. Grand Union Blvd
 - c. East Broadway
 - d. Yellow Speed Hump Markings
 - e. Powder House Blvd
 - f. Crosswalk Markings
 - g. DPW owned parking lots (mostly schools)
4. Please put in 311 requests for faded crosswalks
5. Christopher: Consider using more dynamic wheelchair symbol for accessible spots as opposed to traditional one? This is a preference for many in the disabled community.
 - a. Jessica: I wasn't aware of this distinction! But if our contractor has the right stencil, they should be able to use it. I will inquire with them.
6. Councilor Gómez Mouakad: Can we review the number of van accessible spots?
 - a. Jessica: We are reviewing the total number of spaces in these lots and ensuring that they have the number of spaces required. Most of these are school parking lots that are small and do not require many accessible spots.

Daylighting Implementation Strategy

Daylighting is also known as Clear 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

d.

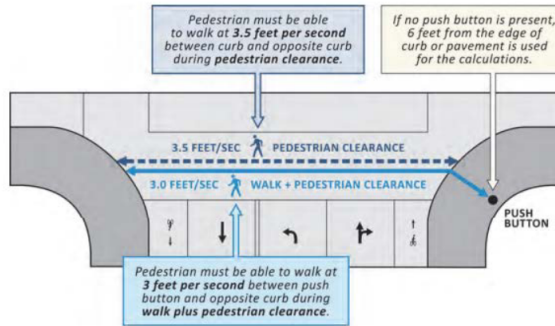
i. Daylighting Implementation Strategy

1. Also known as Clear Corners
2. Focus on high crash locations first, starting with Broadway corridor
3. Incorporate into all new projects including reconstruction and repaving
4. Future prioritization based on land uses and Neighborway status
5. Long term goal is for all intersections to have markings and for commercial areas to have signs and/or flexposts
6. Ted Alexander: I frequently walk by one of the locations where these markings have been added (Dane Avenue at Dane Street), and have observed that it has been effective at preventing parking next to the intersection.

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



e.

i. Traffic Signals: Pedestrian Upgrades

1. Accessible Pedestrian Signals

- Working to replace antiquated equipment with fully accessible equipment, with an arrow that allows people who are blind or visually impaired to orient themselves to the street. Hoping to get funding for accessible signs with a tactile map of the street/intersection

2. Countdown Timers

3. Retiming Signals

- Pedestrian interval requirements based on walking speed, including time to walk from push button to intersection

4. Councilor Gómez Mouakad: In some places, like Broadway, there are push buttons that cannot be reached. Are you looking at whether the push buttons are accessible and closer to the level landing?

- Jessica: We are looking at that. The first one we are looking at replacing is on Washington Street at the Argenziano School. We can do retrofits to existing signals. We are also moving push buttons closer to level landings as part of the Spring Hill project.

5. Christopher Ferry: Have you considered the concern that countdown timers can encourage drivers to proceed through red lights as soon as the timer gets to zero?

- Jessica: Yes, and in our very urban environment, my assessment is that this will likely be less of an issue. Countdown timers increase pedestrian compliance, which

is a key factor in keeping pedestrians safe through crossings

Traffic Signals: Transit Signal Priority (TSP)

Transit Signal Priority Upgrades:

- Broadway at Main St, School St, Temple St, and Cross St
- Washington St & Inner Belt Rd

New Transit Signal Priority planned for:

- Davis Sq
- Union Sq
- Assembly Sq



Fall 2022 MBTA Bus Network Redesign Map in Somerville

f.

i. Traffic Signals: Transit Signal Priority (TSP)

1. Transit Signal Priority upgrades

a. Broadway at Main St, School St, Temple St, and Cross St

- i. On Broadway, it is clear that the signals are working at speeding up the buses, but the MBTA is not able to collect that data currently. Upgrades will enable this.

b. Washington St and Inner Belt Road

2. New TSP planned for:

- a. Davis Sq
- b. Union Sq
- c. Assembly Sq

3. When we add these, we are also evaluating the signal timing and traffic issues, so we will look at the traffic issues Matthew raised earlier in Union Square.

4. Traffic signal priority varies according to the equipment:

- a. Green extension: hold green light to help bus get through (used on Broadway)
- b. Other approaches; this is a fast-changing area. Hoping to get an adaptive signal for Union Square and apply for the MassDOT bottleneck grant for Washington Street.

5. Christopher Ferry: Is the device installed on the buses or just the signal? It would help to be able to recognize non-MBTA buses.

- a. Jessica: MBTA has equipment on their buses and has specifications for transit signals. Myovision camera for Davis Square is intended to be able to recognize

non-MBTA transit buses as well, because it senses vehicle size. Washington at Inner Belt will have a queue jump with a leading bus interval. We are also expecting the City of Boston to implement bus lanes in the Lost Village area.

6. Matthew Hochman: Where can I find a map of planned speed humps?
7. Lauren Craik: There is a link on the city's Vision Zero page under the "Citywide map of mobility and safety improvement projects" heading:
<https://www.somervillema.gov/departments/programs/vision-zero-somerville>

Agenda Item 4: Other Business (5 min)

1. None raised

Action Items from Meeting:

1. None raised

Meeting ended: 8:03 PM