



City Update

November 2024 PTAC Meeting



FY25 Snow Plan: Ped Infrastructure

Typical Storm Timeline

Before Storm

DPW and contractors pretreat roads and select sidewalks, including those adjacent to City and School Buildings.

ISD communicates pre-storm button up procedures.

6 Daylight Hours Post-storm

ISD canvases key areas, issues tickets. DPW removes snow from properties in violation in Key Sidewalk Corridor.

During Storm

DPW and Contractors repeatedly plow routes and do snow removal around City buildings and properties.

12-48 hours post-storm

Additional enforcement, clearing and removal (bus stops, parking lots, School pickups) if necessary.

Responding to new and lingering 311 requests.

What's New?

Added capacity to our brine program

- Built permanent brining infrastructure, incorporating the addition and application of beet juice.

Additional protected bicycle facilities...

- Western Washington St
- Central St
- Summer St
- Walnut St

Other new infrastructure...

- New speed humps on Glen St, Franklin St, Myrtle St, Medford St, Fellsway West, Vinal Ave, Marshall St, and Concord Ave and more.
- New curb extensions, raised crosswalks, floating bus stops, bump outs, and chicanes on Washington St, Central St, and Summer St and more.

DPW will facilitate a snow drill exercise to review new facilities.



GLX Community Path

- Maintenance, especially snow removal will be extremely difficult due to design of path.
- Snow will be handled jointly by DPW Grounds and DPW Highway. (With contractor support)
- In the case of significant snow, parts of community path may not be maintained.
- Parts of community path may have to be closed while snow clearing operations are underway.
- Yet to experience a significant winter storm while the Community Path is in place.

When do you do snow removal?


6" or more:

- Removal may be conducted as determined by Commissioner to open school, clear bus stops depending on forecast, etc..

12" or more:

- Removal expanded to include bus stops, school grounds, and city buildings.

24" or more

- May be expanded to include main and side streets due to mobility and public safety considerations.
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ISD City Sidewalk Enforcement Priorities

1. Around Elder-care and Assisted Living
2. Immediately adjacent to Daycares and Schools
3. Key Sidewalk Snow Removal Area
4. Constituent and Staff Complaints



Tickets are issued to property owners via doorhanger AND mail!

Whose Responsibility is Snow Removal?

City

- City Streets
- Sidewalks around City Property
- Squares and Islands
- Bridges
- Bus Stops and Adjacent Ramps

State

- State Roads
- MBTA Stations

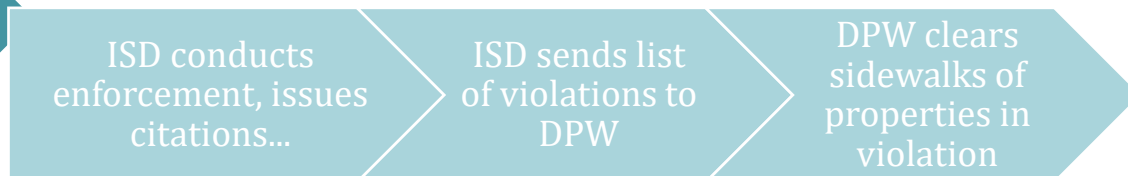
Property Owners

- Sidewalks and Curb Ramps adjacent to Property

FY24 Summary

Background

- Worked with Mobility to select 2 key corridors: Broadway and School St.
- Communications and Mobility conducted outreach ahead of first storm.
- Planned process:



Performance

- Conducted enforcement in target area after 1 storms with 4 or more inches of snow:

Date	Properties Cleared:
1/9/24	23

Next Steps



Staffed up Vision Zero Crew

- We have fully staffed the Vision Zero Crew

Continue to collect data on Key Corridor Sidewalk Program:

- ISD Working with SomerStat on Data collection:
 - Storm Data (Weather, Timing, etc.)
 - Citations (Address, Conditions, Amount Collected)
 - Staffing (Enforcement, Removal)

Better Communications

- Communicating status of sidewalk removal, bus stop removal operations, etc.



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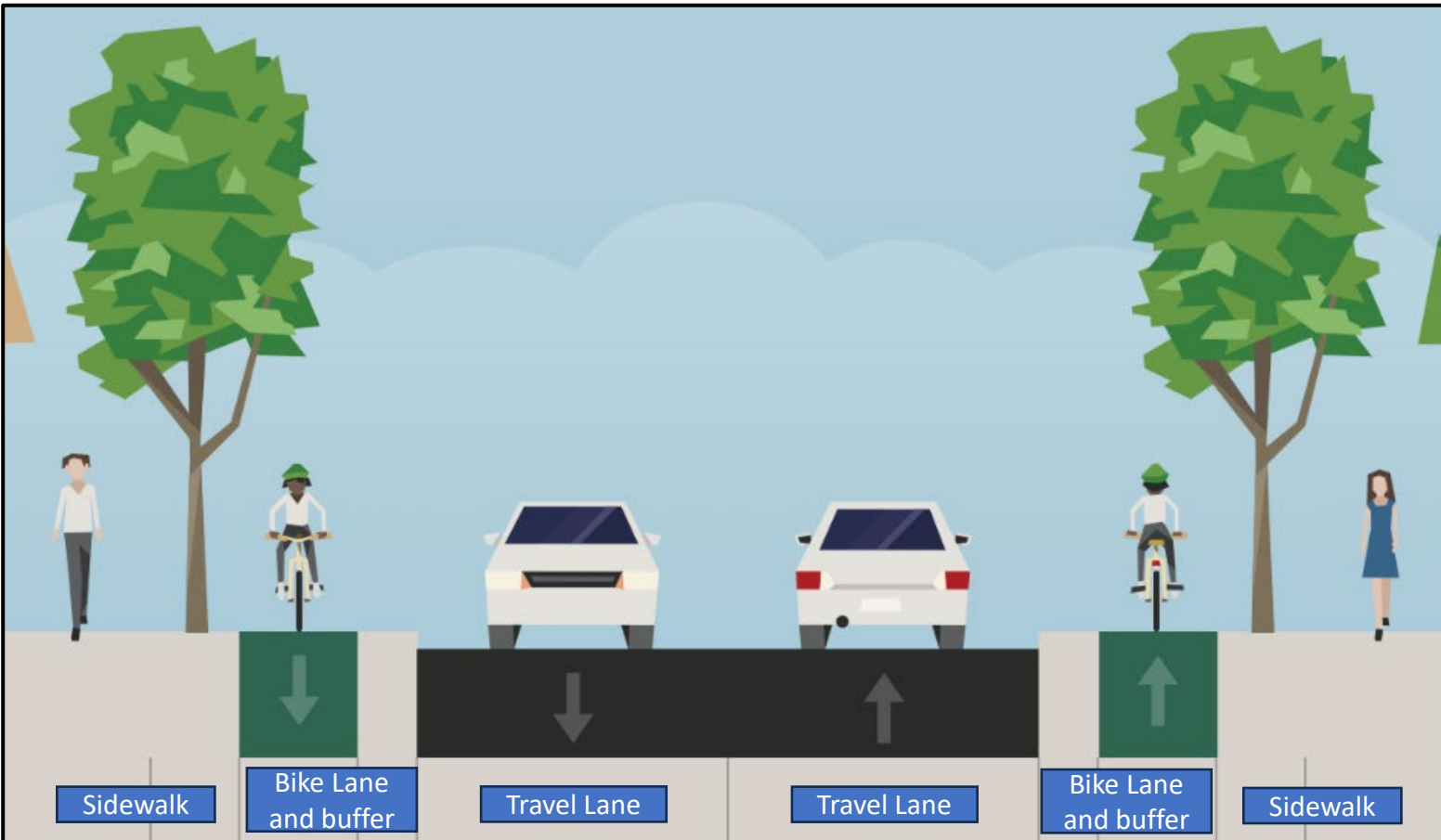


Western Pearl Street Reconstruction – Recap of Design options



Option 1

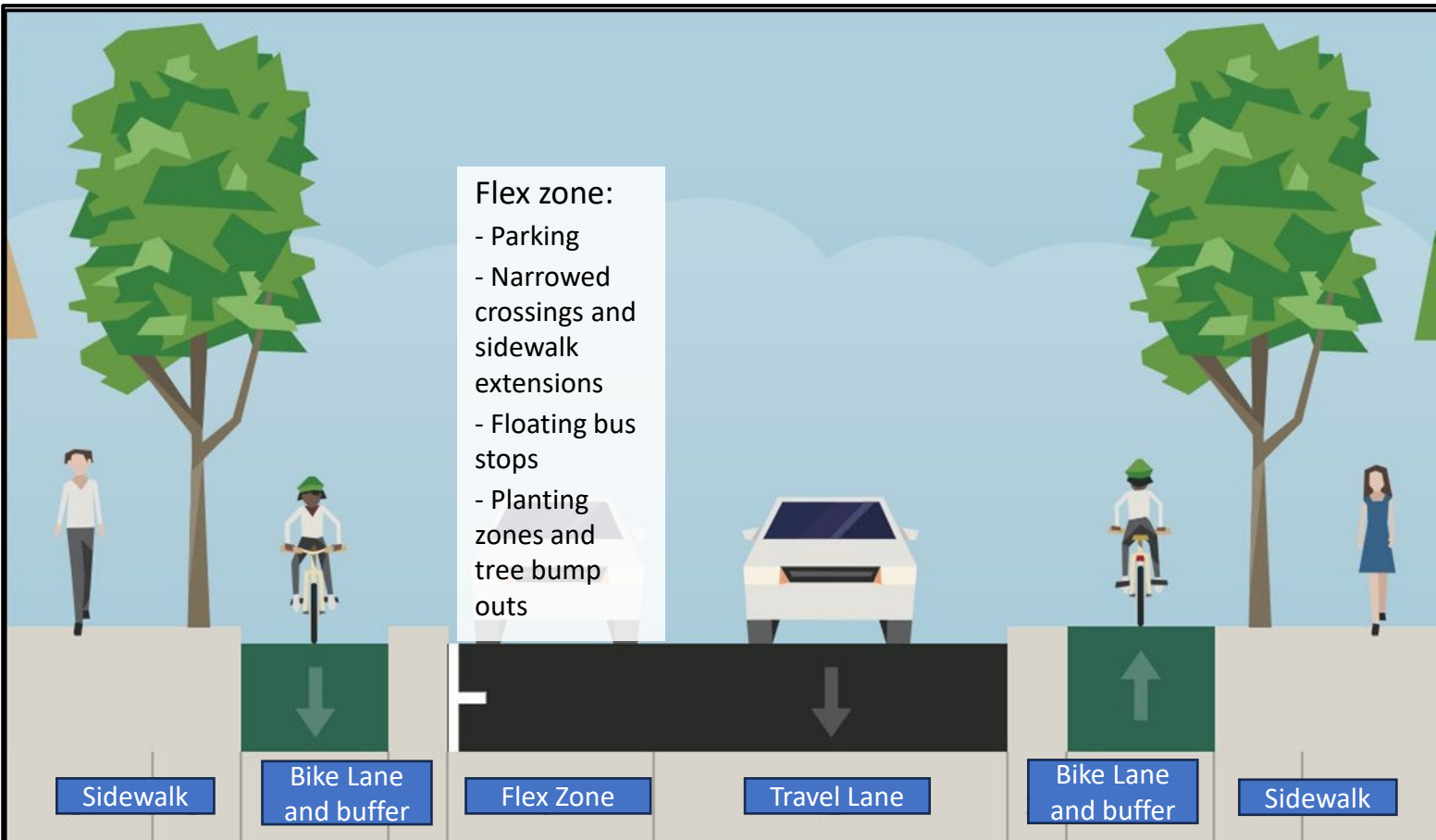
Install protected bike lanes in both directions, maintain vehicle traffic in both directions, and remove all on-street parking.



- Advantages
 - Provides safe bike options in both directions
 - Meets the Bike Network Plan vision
 - Preserves opportunity for a future Medford Street bridge closure.
- Drawbacks
 - No opportunity for:
 - Curbside parking or loading zones
 - Expanded sidewalks
 - Crosswalk Curb extensions
 - Tree bump-outs
 - Floating bus stops (bikes lanes will not be protected at bus stops)

Option 2

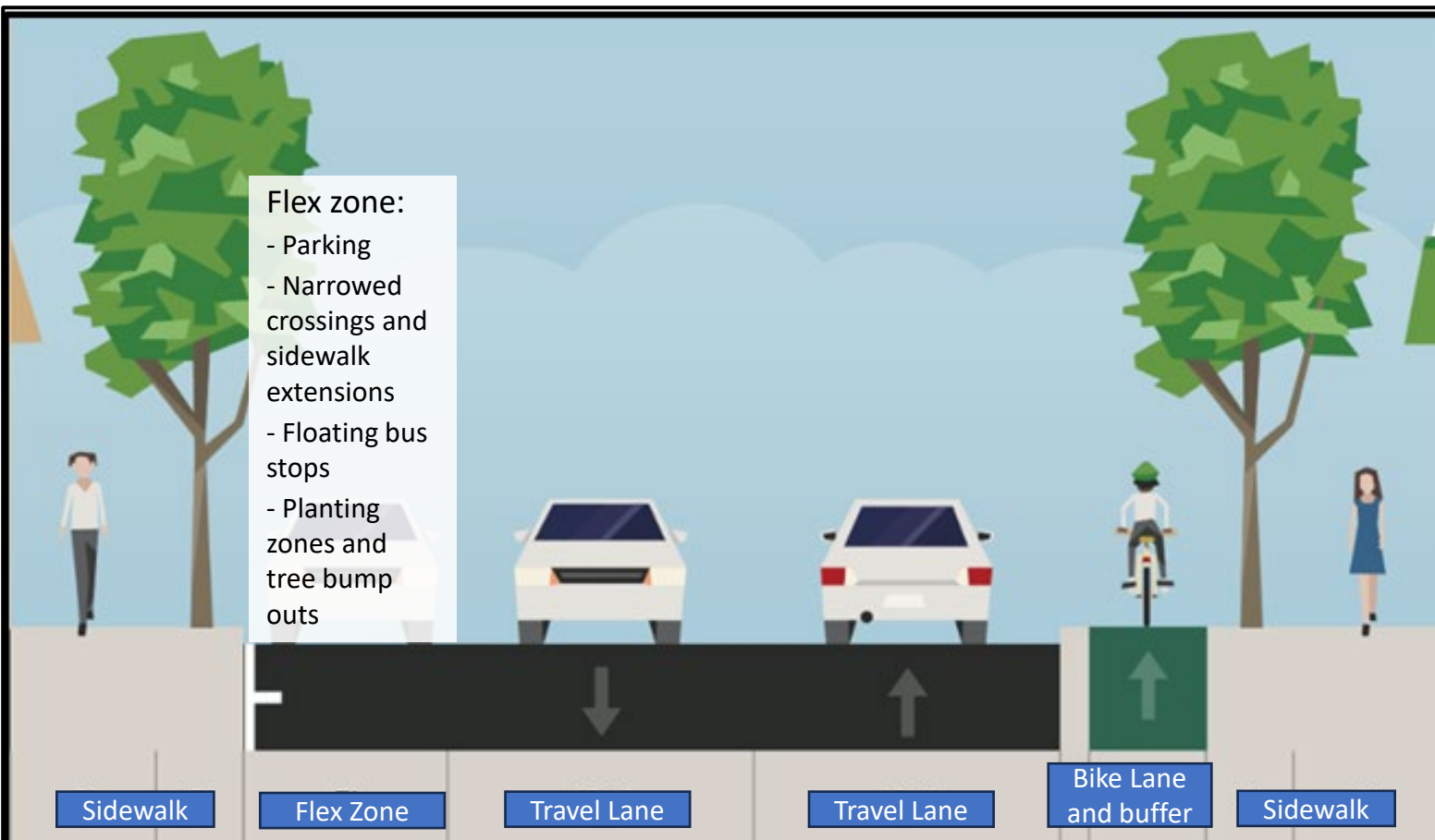
Convert Pearl Street to a one-way for vehicles, install protected bike lanes in both directions, and maintain a parking/flex lane.



- Advantages
 - Provides safe bike options in both directions
 - Meets Bike Network Plan vision
 - Provides opportunity for a flexible zone
- Drawbacks
 - Medford Street bridge closure to vehicles likely no longer possible.
 - Requires a detailed traffic analysis which could require additional changes at adjacent streets, potentially extending the timeframe for the project

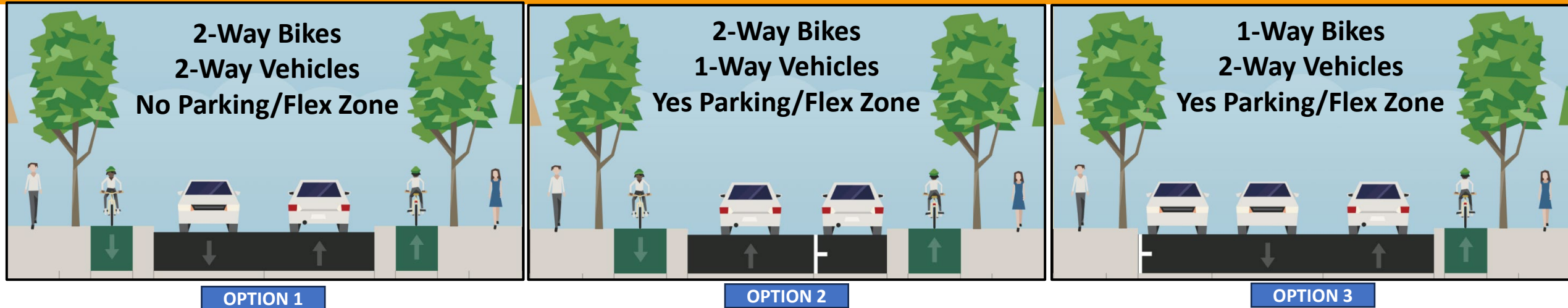
Option 3

Install a protected bike lane in one direction on Pearl Street, install a quick-build protected bike lane in the opposite direction on Medford Street and maintain a parking/flex lane.



- Advantages
 - Preserves opportunity for a future Medford Street Bridge closure
 - Provides opportunity for a flexible zone.
- Drawbacks
 - Does not meet Bike Network Plan vision
 - In one direction, there will likely be a longer (maximum of 5 minutes) alternative bike route

Summary of Street Design Options



- **Advantages**
 - Provides safe bike options in both directions
 - Meets the Bike Network Plan vision
 - Maintains the opportunity to explore longer term Medford Street bridge closure to vehicles
 - **Drawbacks**
 - No opportunity for:
 - Curbside parking or loading zones
 - Expanded sidewalks
 - Crosswalk Curb extensions
 - Tree bump-outs
 - Floating bus stops (bikes lanes will not be protected at bus stops)
- **Advantages**
 - Provides safe bike options in both directions
 - Meets Bike Network Plan vision
 - Provides opportunity for a flexible zone to construct:
 - Expanded sidewalks
 - Crosswalk curb extensions
 - Tree bump-outs,
 - Floating bus stops
 - Parking and Loading zones
 - **Drawbacks**
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