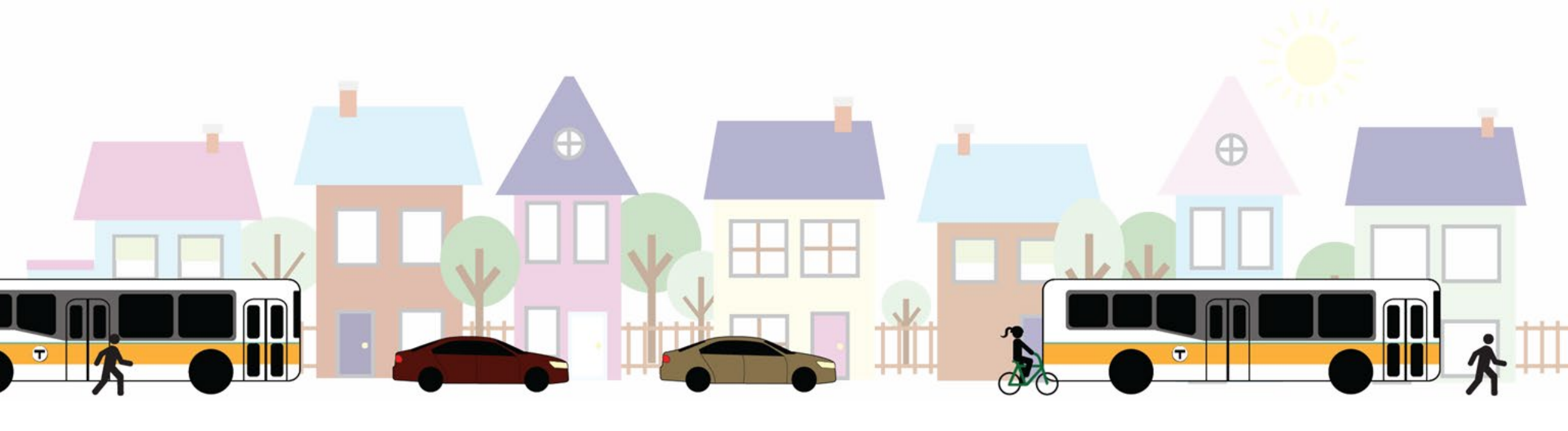


City Update
March 2025 PTAC Meeting

Somerville Pedestrian & Transit Advisory Committee

Agenda

- Citywide Parking & Curb-Use Study 2025 Update
- Elm-Beacon Connector Concept Design Discussion

Above: Concept Design Map & Community Member Comments from the Elm-Beacon Connector Open House..

WHAT IS THE PURPOSE OF THE STUDY?

- Our priority is to create a more sustainable, equitable and accessible transportation network.
- Front-door on-street parking at all destinations cannot be guaranteed if Somerville wants to achieve this vision.
- Street space accounts for more than a quarter of Somerville's land area, and a large proportion is dedicated to vehicle parking and storage.
- We have been transforming more of our street space to create safer options for all users, and more space for people walking, rolling, biking, and taking transit.
- This has increased the range of priorities competing for our limited curb space.
- We embarked on this study from 2021 to 2022 to help produce a set of recommendations and guide how we manage this limited curb to meet the demands and goals for the future.

WHAT'S INCLUDED IN THE STUDY?

- Study goals and process
- Key findings from:
  - Engagement
  - Curb regulations and inventory analysis
  - Curb utilization analysis
- Parking and Curb Profile summarizes key data
- Key Issues and Opportunities
- Curb prioritization framework

Read the report at somervillema.gov/parkingstudy.

RECOMMENDATIONS THEMES

Strengthen Parking Administration and Operations

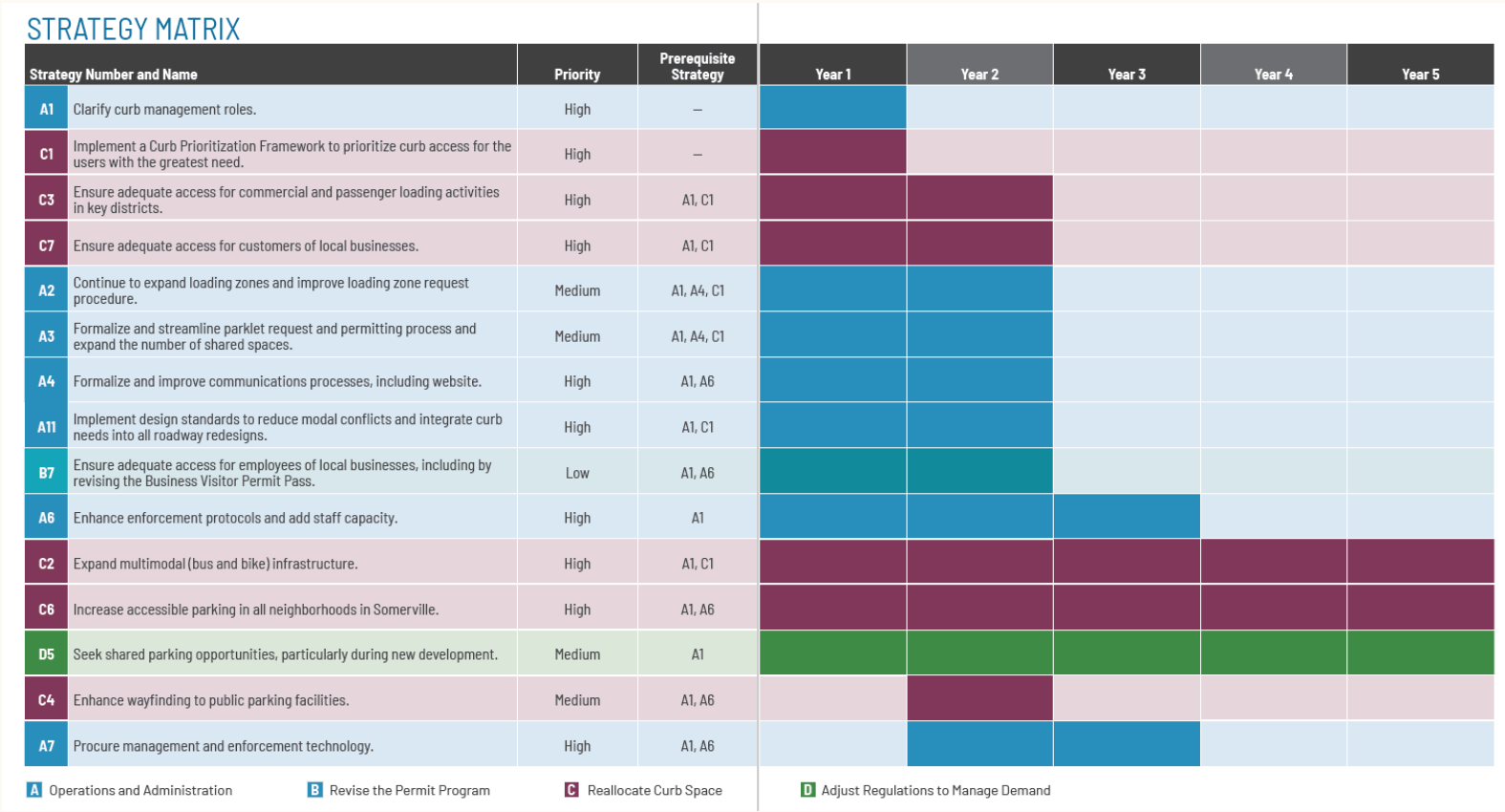
Reallocate Curb Space to Support Community Goals

Adjust Regulations to Better Manage Parking Demand

Revise the Permit Program to Meet Community Goals

THE STRATEGY MATRIX

- Strategies are intended to be **flexible**
- This is a **menu of options**
- Not all strategies may be implemented, but all have value
- Later strategies are dependent on earlier ones
  - **Technology and staffing investments** are key to enabling long-term goals



STRATEGY MATRIX

Strategy Number and Name		Priority	Prerequisite Strategy	Year 1	Year 2	Year 3	Year 4	Year 5
A1	Clarify curb management roles.	High	–					
C1	Implement a Curb Prioritization Framework to prioritize curb access for the users with the greatest need.	High	–					
C3	Ensure adequate access for commercial and passenger loading activities in key districts.	High	A1, C1					
C7	Ensure adequate access for customers of local businesses.	High	A1, C1					
A2	Continue to expand loading zones and improve loading zone request procedure.	Medium	A1, A4, C1					
A3	Formalize and streamline parklet request and permitting process and expand the number of shared spaces.	Medium	A1, A4, C1					
A4	Formalize and improve communications processes, including website.	High	A1, A6					
A11	Implement design standards to reduce modal conflicts and integrate curb needs into all roadway redesigns.	High	A1, C1					
B7	Ensure adequate access for employees of local businesses, including by revising the Business Visitor Permit Pass.	Low	A1, A6					
A6	Enhance enforcement protocols and add staff capacity.	High	A1					
C2	Expand multimodal (bus and bike) infrastructure.	High	A1, C1					
C6	Increase accessible parking in all neighborhoods in Somerville.	High	A1, A6					
D5	Seek shared parking opportunities, particularly during new development.	Medium	A1					
C4	Enhance wayfinding to public parking facilities.	Medium	A1, A6					
A7	Procure management and enforcement technology.	High	A1, A6					

A Operations and Administration B Revise the Permit Program C Reallocate Curb Space D Adjust Regulations to Manage Demand

STRATEGY MATRIX

Strategy Number and Name		Priority	Prerequisite Strategy
A1	Clarify curb management roles.	High	–
C1	Implement a Curb Prioritization Framework to prioritize curb access for the users with the greatest need.	High	–
C3	Ensure adequate access for commercial and passenger loading activities in key districts.	High	A1, C1
C7	Ensure adequate access for customers of local businesses.	High	A1, C1
A2	Continue to expand loading zones and improve loading zone request procedure.	Medium	A1, A4, C1
A3	Formalize and streamline parklet request and permitting process and expand the number of shared spaces.	Medium	A1, A4, C1
A4	Formalize and improve communications processes, including website.	High	A1, A6
A11	Implement design standards to reduce modal conflicts and integrate curb needs into all roadway redesigns.	High	A1, C1
B7	Ensure adequate access for employees of local businesses, including by revising the Business Visitor Permit Pass.	Low	A1, A6
A6	Enhance enforcement protocols and add staff capacity.	High	A1
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C6	Increase accessible parking in all neighborhoods in Somerville.	High	A1, A6
D5	Seek shared parking opportunities, particularly during new development.	Medium	A1
C4	Enhance wayfinding to public parking facilities.	Medium	A1, A6
A7	Procure management and enforcement technology.	High	A1, A6

A Operations and Administration B Revise the Permit Program C Reallocate Curb Space

Strategy Matrix *(continued)*

Strategy Number and Name		Priority	Prerequisite Strategy
A8	Implement a virtual permitting system to enable advanced parking management.	High	A1, A6, A7
B1	Increase the on-street parking permit price.	Low	A1, A6
D4	Require unbundling off-street parking spaces.	Medium	A1
A5	Complete and refine digitization and data strategy.	High	A1, A6
A10	Pilot automated enforcement technologies.	High	A1, A6
A12	Collaborate with ride-hail vendors to manage demand and operations.	High	A1, A6
B2	Implement graduated permit pricing for on-street permits and cap the number of available permits per household.	Low	A1, A6, A7
B3	Charge a higher permit price for people with off-street access.	Low	A1, A6, A7
B4	Place a cap on permits by zone.	Low	A1, A6, A7, A8, A10
B6	Tie the permit cost to income level.	Low	A1, A6, A7
D1	Implement flexible curbside regulations.	Medium	A1, C1, A6, A10, A5
D2	Add meters to the most popular two-hour spaces to encourage turnover.	Medium	A1, C1
D3	Set meter and other curb pricing based on demand.	Medium	A1, C1, A6, A5
B5	Enforce permits based on zones and reassess geography.	Low	A1, A6, A7, A8, A10
C5	Add off-street and on-street electric vehicle charging stations to meet growing demand.	Medium	A1, C1, A6
A9	Revise the visitor permit program for LPR-based enforcement with a daily, graduated rate.	Low	A1, A6, A7, A8, A10

A Operations and Administration B Revise the Permit Program C Reallocate Curb Space

A1: CLARIFY CURB MANAGEMENT ROLES

- A new Project Manager position was created through the Parking Department's FY24 budget and filled in October 2023.
- The Project Manager oversees department curb management strategies and participates in regular planning meetings with the Mobility and Engineering Divisions.
- The Mobility and Engineering Divisions have increased staffing capacity which has allowed greater coordination among all three departments.
- The interdepartmental teams are working to define clear roles and responsibilities to enhance interdepartmental coordination.

C1: IMPLEMENT A CURB PRIORITIZATION FRAMEWORK

- When the City is redesigning a street or street segment, we look at surrounding land uses and the area context to rethink curb management.
- This includes talking with businesses about delivery operations and customer patterns, working with nearby schools to understand school arrival and dismissal patterns, conducting parking utilization analysis, and more.
- To help make curb management more effective, the study produced guidance for prioritization in commercial and residential areas.
- This prioritization deprioritizes long-term storage space and creates more priority for mobility options and people such as protected bicycle facilities, bus lanes, pick up and drop off spaces and deliveries.
- The City pairs understanding of local context with this prioritization framework to develop new parking proposals for a street redesign.

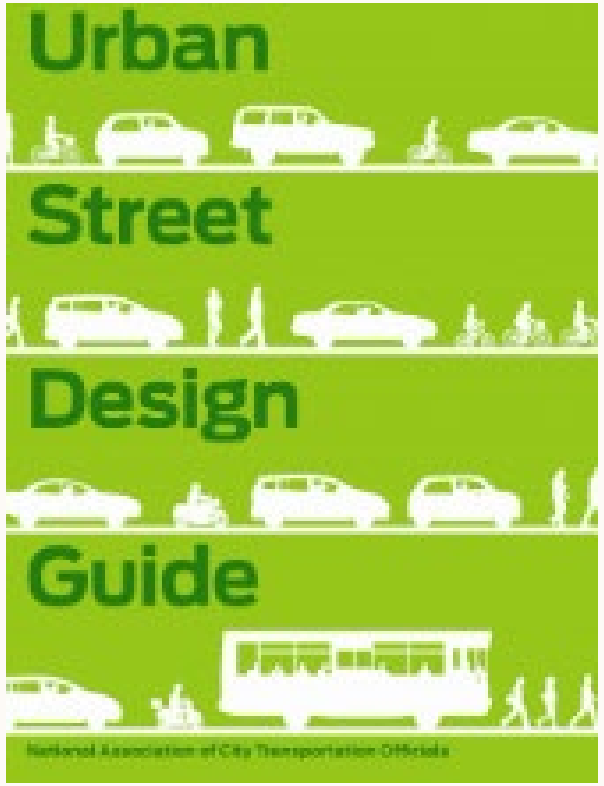
Commercial/Mixed Use Areas	Residential Areas
1) Mobility Space	1) Mobility Space
2) People & Goods	2) People & Goods
3) Activated Space	3) Transportation Services
4) Transportation Services	4) Green Space
5) Green Space	5) Storage Space
6) Storage Space	6) Activated Space

1 = highest priority,
6 = lowest priority

*description of each category can be found on the glossary slide at the end

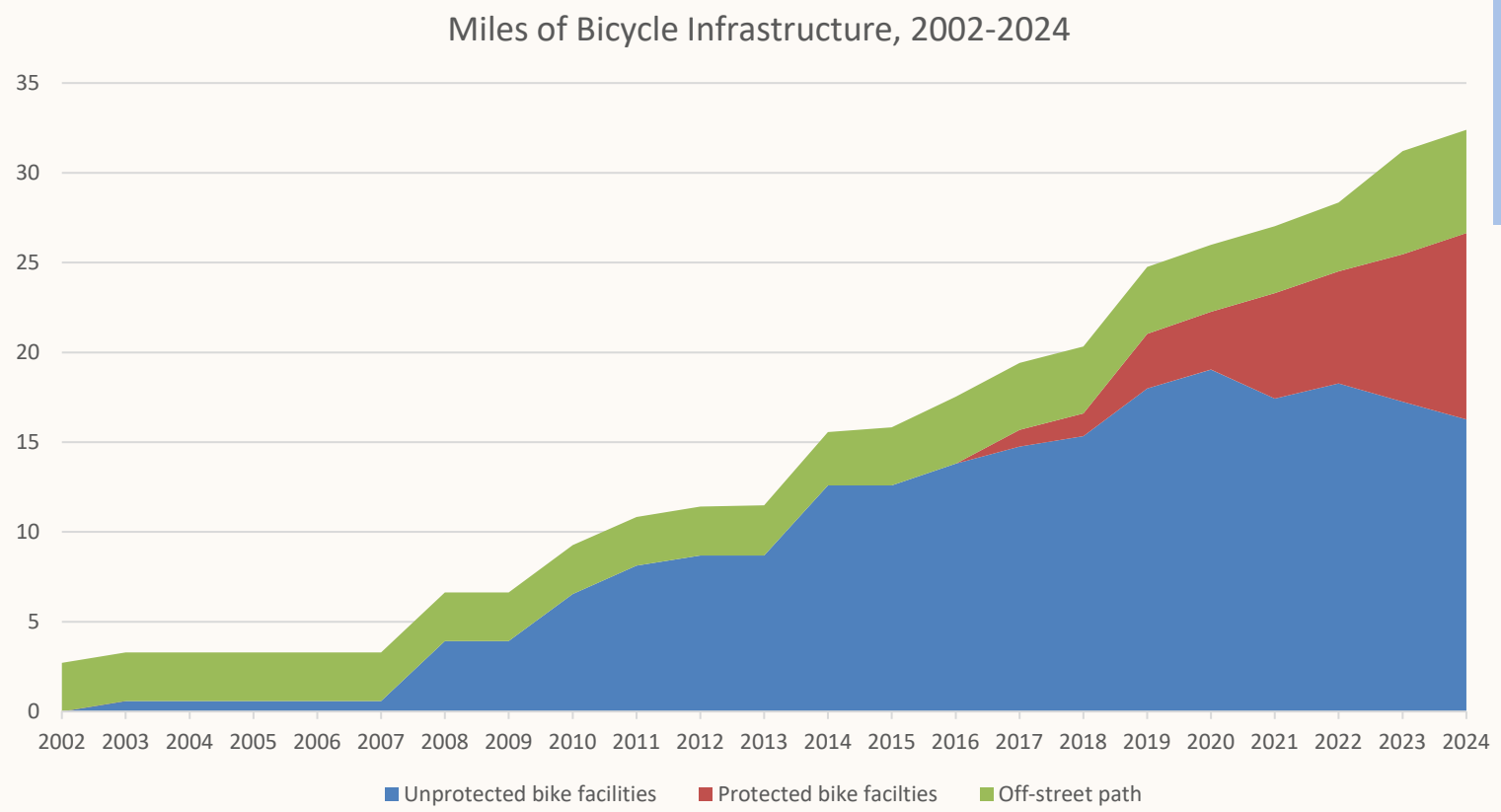
A11: IMPLEMENT DESIGN STANDARDS TO REDUCE MODAL CONFLICTS AND INTEGRATE CURB NEEDS INTO ALL ROADWAY REDESIGNS

- The Mobility Division regularly references NACTO recommendations for new city street design.
- Critical needs for access are identified during street redesign projects and curb-use needs are an important part of all redesign processes.
- Staff collect data and create maps of proposed curb regulation changes using platforms such as GIS and Adobe during these street redesign projects
  - The City previously had a dedicated curb data platform, Coord, but the vendor ceased operations.
  - The City has not identified a new platform that best fits our needs.



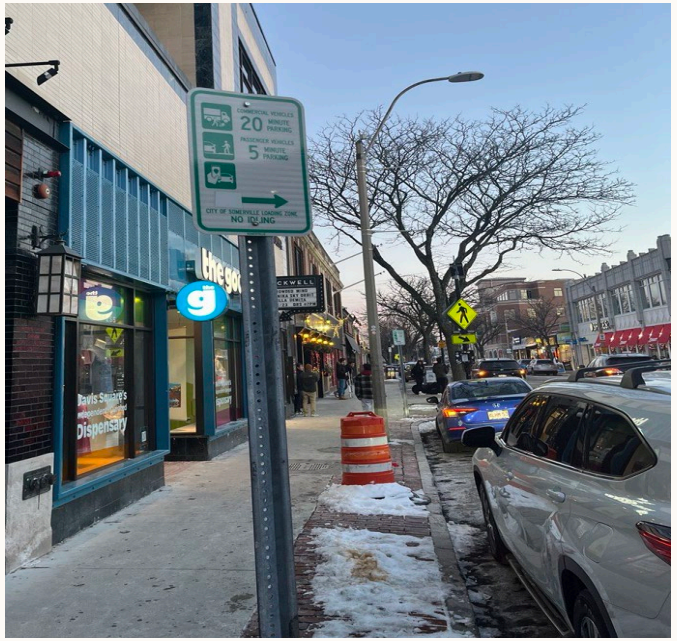
C2: EXPAND MULTIMODAL (BUS & BIKE) INFRASTRUCTURE

- The City published a Bicycle Network Plan in 2023 and codified the Plan with the Safe Streets Ordinance in 2024.
- The Plan provides a vision for an 88-mile network of protected bike lanes and traffic calmed Neighborways over the next 20 years.
  - Within the Plan, the City created a Priority Network of 30 miles of protected bike lanes and 10 miles of Neighborways to be installed by 2030.
- Since publishing the plan, the City has installed over 4 miles of protected bike lanes.



A2: CONTINUE TO EXPAND LOADING ZONES AND IMPROVE LOADING ZONE REQUEST PROCEDURE.
C3: ENSURE ADEQUATE ACCESS FOR COMMERCIAL & PASSENGER LOADING ACTIVITIES

- Loading zones continue to be a key consideration of street design projects.
- The City also evaluated small business/commercial operations requests on a recurring basis. The Parking Department and Mobility Division have collaborated over the past 2 years to streamline loading zone request, evaluation, and implementation process.
- The City rebranded loading zone signage and began installing new signs throughout the city including in Davis Square, Teele Square, Ball Square, Union Square, and Winter Hill.
- City staff block walking to local businesses to learn more about business operational needs in street projects, and promote new loading zones to businesses, their delivery drivers, and customers.



Rebranded Loading Zone sign on Elm St

C7: ENSURE ADEQUATE ACCESS FOR CUSTOMERS OF LOCAL BUSINESSES
B7: ENSURE ADEQUATE ACCESS FOR EMPLOYEES OF LOCAL BUSINESSES

- We continue to prioritize installing more loading zones and accessible parking spaces in commercial areas.
- When we are constructing new protected bike lanes, crosswalks, bus facilities or clear corners markings, we aim to relocate business and customer-focused parking spaces to adjacent side streets.
- We look for opportunities to expand metered parking where appropriate.
    - Ex: New meters installed on Bonner Avenue in Union Square during East Washington Clear Corners implementation in 2024.
- The Parking Department continues to administer the business parking permit program, allowing employees to park in specific resident permit areas in proximity to their job.
- The City also works to increase the range of safe and available transportation options for employees.

Meters installed on Bonner Ave

C6: INCREASE ACCESSIBLE PARKING

- We aim for at least 5% of available curbside to be regulated as accessible in commercial areas, greater than state & federal guidelines.
- The City generally adds net new accessible spaces in key locations with new street redesign projects.
- The Parking Department continues to work with the ADA Coordinator and Traffic Commission to administer the resident accessible space program.
    - Installed 11 new spaces in front of residents' homes in 2024.

Accessible Space installed on Holland St

A7: PROCURE MANAGEMENT AND ENFORCEMENT TECHNOLOGY.
A10: PILOT AUTOMATED ENFORCEMENT TECHNOLOGIES

- The City partnered with SafetyStick to install automated parking enforcement cameras. A first in the state of Massachusetts!
- The City piloted the installation on Elm Street in Davis Square where we've seen higher rates of illegal parking in the bus stop, accessible space, and on crosswalks.
- We expanded the program to include the bus lanes on Holland Street and bus stops in Magoun Square.
- We will continue to prioritize new Safety Stick installations in priority bus stops and other locations where we see higher amounts of illegal parking causing safety issues.
- We also expanded parking payment options for metered spaces to include 4 apps, credit cards, and coins.

Somerville PCOs posing with Safety Stick on Elm St for photo that was included in latest edition of Parking Today magazine

D1: IMPLEMENT FLEXIBLE CURBSIDE REGULATIONS.
D2: ADD METERS TO THE MOST POPULAR TWO-HOUR SPACES TO ENCOURAGE TURNOVER

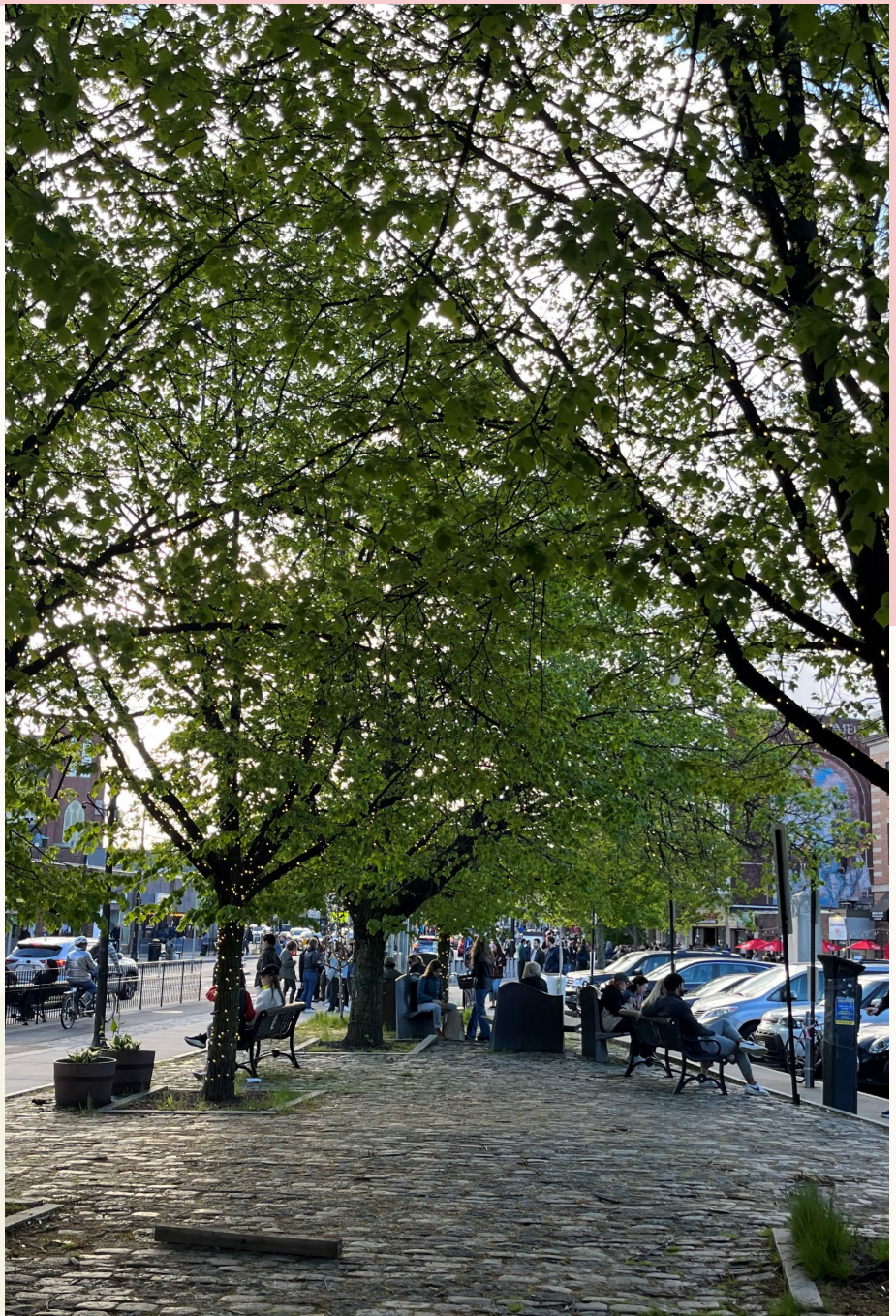
- The City continues to monitor and evaluate the effectiveness of 24/7 loading zones vs time-limited loading zones throughout the city.
- We implement more metered parking through street redesign projects or in smaller installations based on business and resident feedback.
- Projects to date include Holland Street, College Avenue, Ball Square, East Broadway, Bonner Avenue.

New meters (previously two-hour spaces) on Broadway near Ball Square

OTHER RECOMMENDATIONS

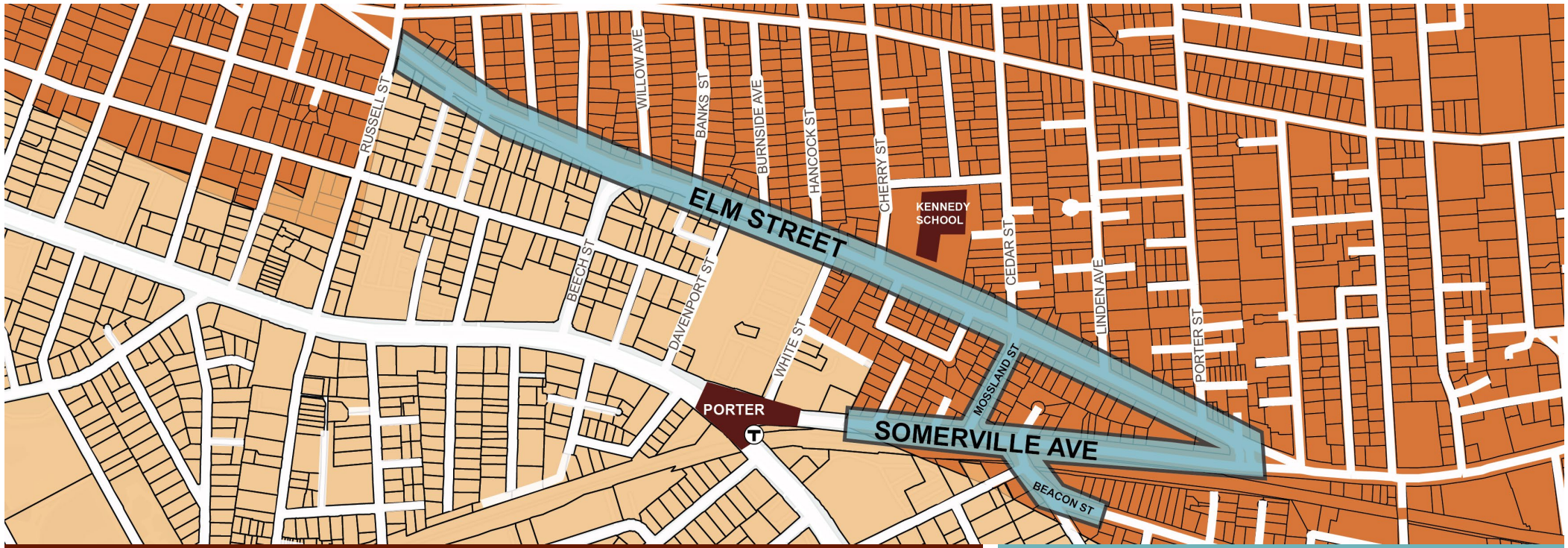
- There are a number of recommendations from the study that are not a priority at this time or have high barriers to implementation.
  - Barriers include budgetary considerations, staffing levels, and technology procurement.
- We want to focus on changing behavior and expanding alternate transportation options for all Somerville residents and visitors.
- We recognize that this process will take time and are continuing to work towards meeting our goals.

DISCUSSION



GLOSSARY – CURB PRIORITIZATION FRAMEWORK DEFINITIONS

- **Mobility Space** – through-movement of people and goods on a variety of vehicle types (general purpose lanes, bike lanes, bus lanes)
- **People & Goods** – support pickups and drop-offs from public transit or private vehicles and loading and unloading of delivery goods (commercial loading, bus stops, passenger pickup, accessible loading, valet zones)
- **Activated Space** – an extension of public space and the sidewalk, encouraging activities, events, and interaction (parklets, extended sidewalks, plazas, food trucks, curbside dining, farmers' markets)
- **Transportation Services** – dedicate space to access transportation services, which are frequently the result of partnerships with private mobility service companies (car share, bike share stations, electric vehicle charging)
- **Green Space** – support green space for public access and environmental services (planting, trees, bioswales, rain gardens)
- **Storage Space** – accommodate the short- to long-term storage of vehicles (metered parking, permit parking, accessible parking, bus layover space, in-street bike parking)



ELM-BEACON CONNECTOR QUICK-BUILD PROJECT

CONCEPT DESIGN RECORDED PRESENTATION, MARCH 2025

WEBSITE: SOMERVILLEMA.GOV/ELMBEACON

MAYOR KATJANA BALLANTYNE

CITY OF SOMERVILLE, OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT

WARD 6 COUNCILOR LANCE DAVIS

WARD 5 COUNCILOR NAIMA SAIT

WARD 3 COUNCILOR BEN EWEN-CAMPEN

WARD 2 COUNCILOR J.T. SCOTT

WHAT IS IN THE PROPOSED DESIGN?

Elm-Beacon Connector Quick Build Safety Improvements

Check out the detailed Concept Design at somervillema.gov/elmbeacon.

Highlights of Proposed Changes

Redesigned intersection with shortened crosswalks at Elm Street at Beech Street.

Expanded school arrival and dismissal dedicated parking areas near the Kennedy School with "Clear Corners" improvements at nearby crosswalks.

Improved traffic signal operations at the intersection of Somerville Avenue at Beacon Street. New protected bike lane connections to existing lanes on Beacon Street.

Traffic signal improvements and slip lane exit modifications at the intersection of Somerville Avenue at Elm Street (Wilson Square).

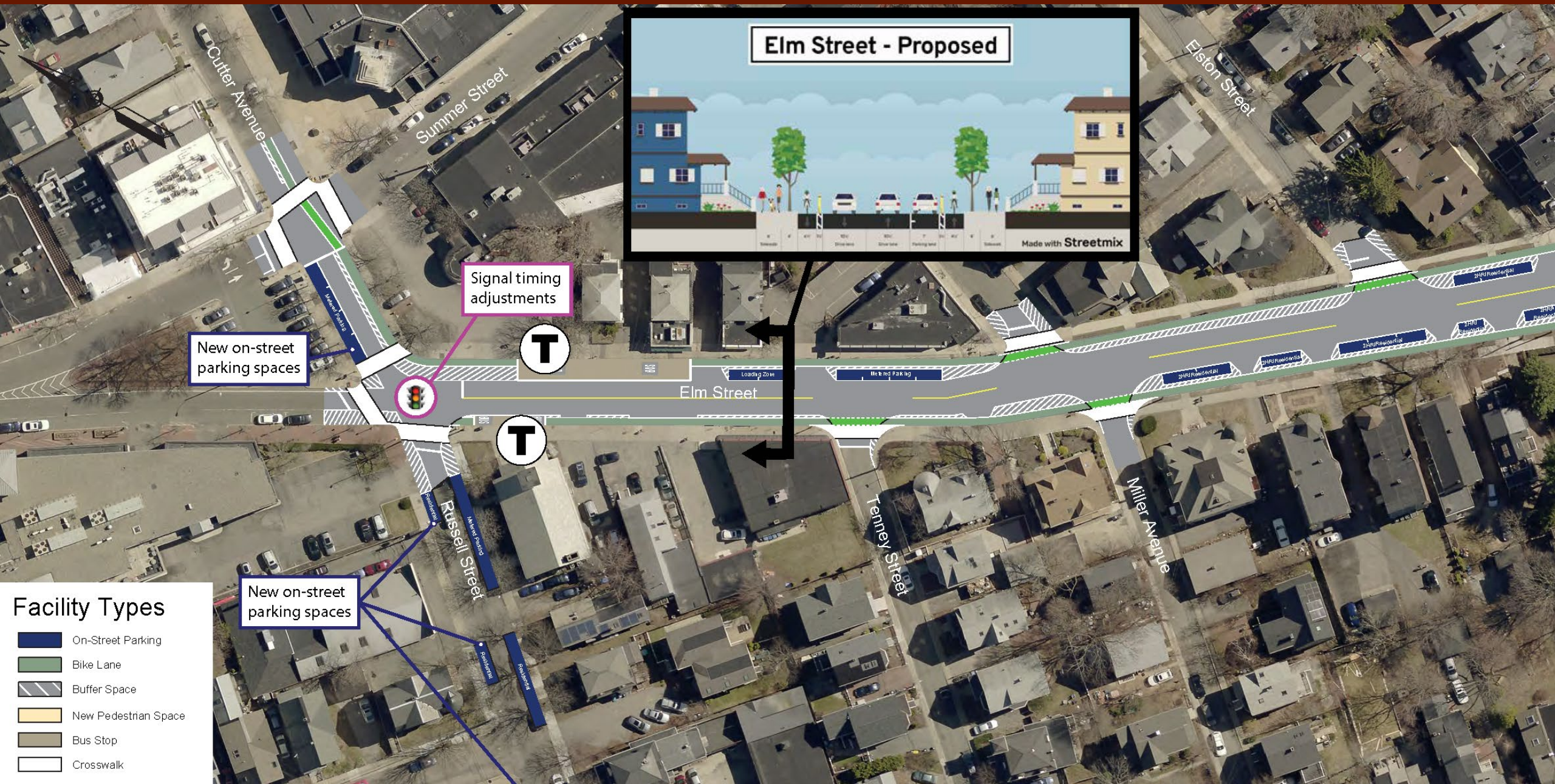
DAVIS
RUSSELL ST
WINDOM ST
ELSTON ST
ST JAMES AVE
WILLOW AVE
BANKS ST
BURNSIDE AVE
HANCOCK ST
CHERRY ST
KENNEDY SCHOOL
BEECH ST
DAVENPORT ST
WHITE ST
CEDAR ST
LINDEN AVE
PORTER ST
MOSSLAND ST
ELM STREET
PORTER
SOMERVILLE AVE
BEACON ST

LEGEND

- Protected Bike Lane
- Parking
- Crosswalk Improvements
- Motor vehicle restriction
- Bus Stop
- Traffic Signal Improvement

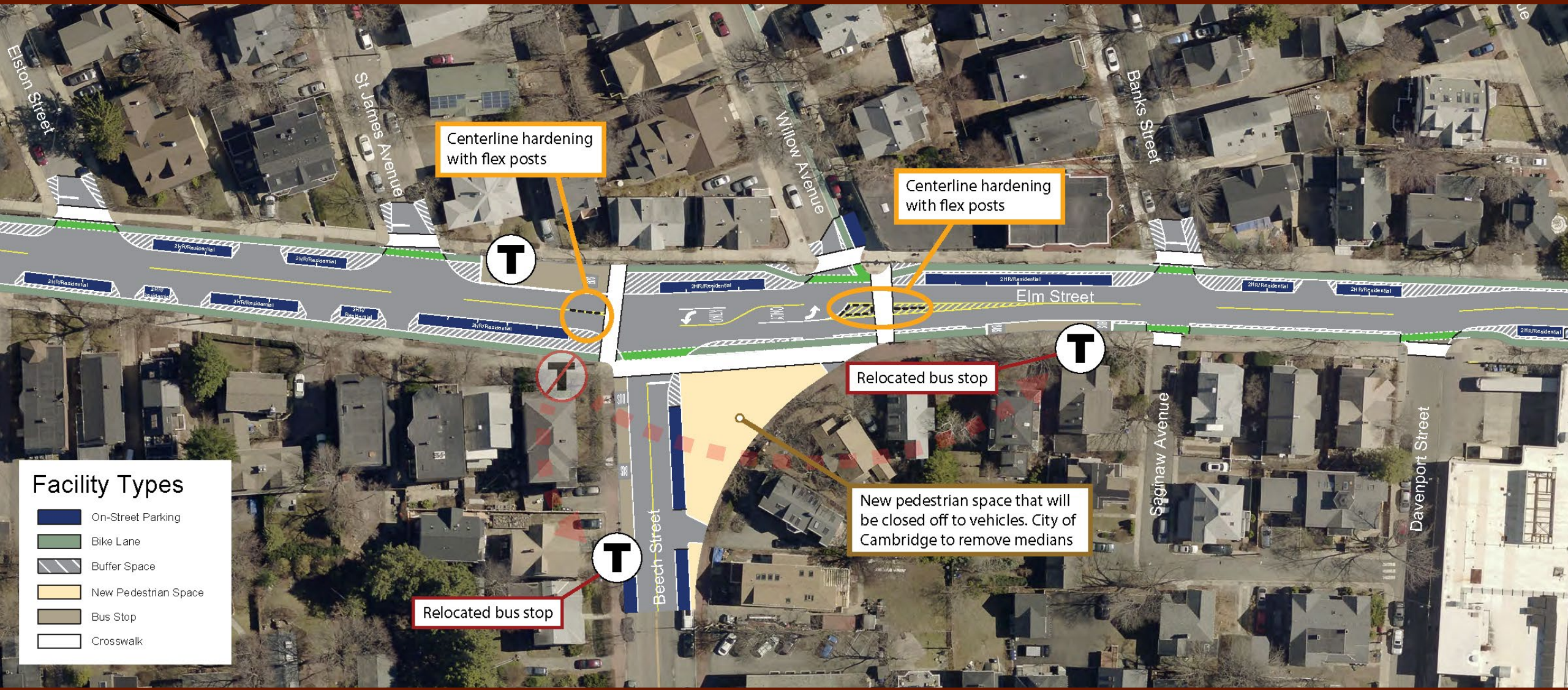
Elm-Beacon Connector Design Proposal

Elm Street – Russell Street to Elston Street



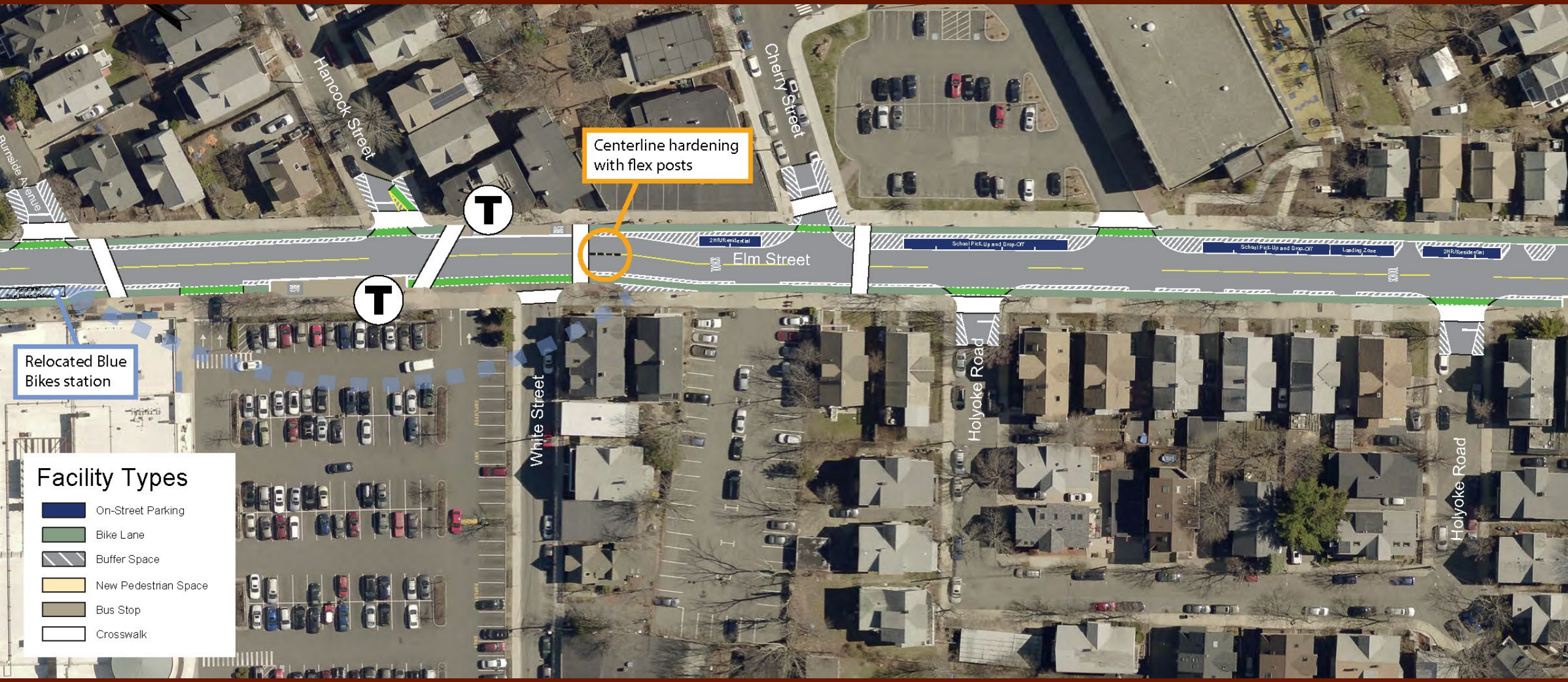
Elm-Beacon Connector Design Proposal

Elm Street – Elston Street to Burnside Avenue



Elm-Beacon Connector Design Proposal

Elm Street – Burnside Avenue to Holyoke Road East



Elm-Beacon Connector Design Proposal

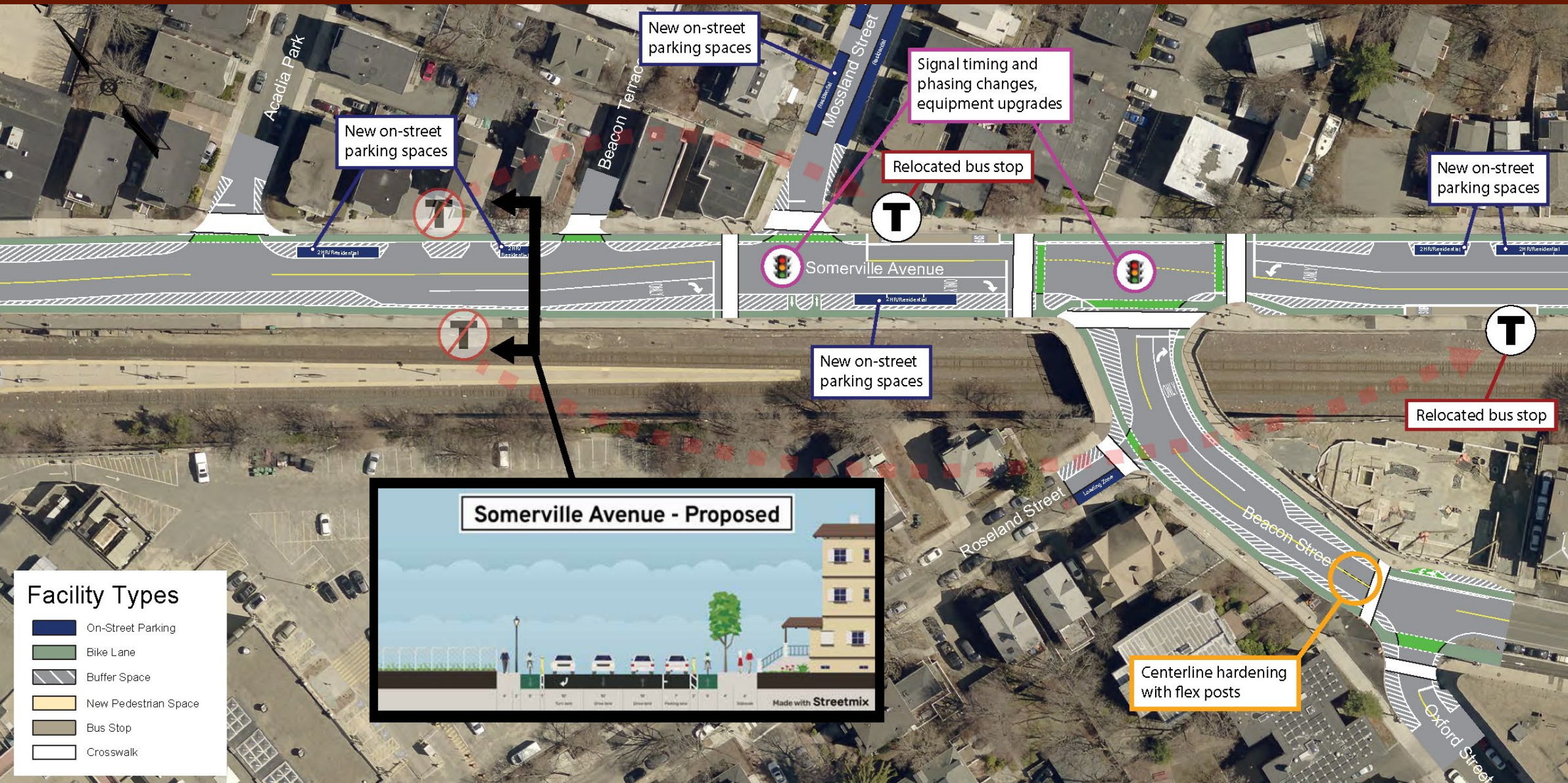
Elm Street –Holyoke Road East to Porter Street

Elm-Beacon Connector Design Proposal

Wilson Square

Elm-Beacon Connector Design Proposal

Somerville Avenue & Beacon Street



Elm-Beacon Connector Design Proposal

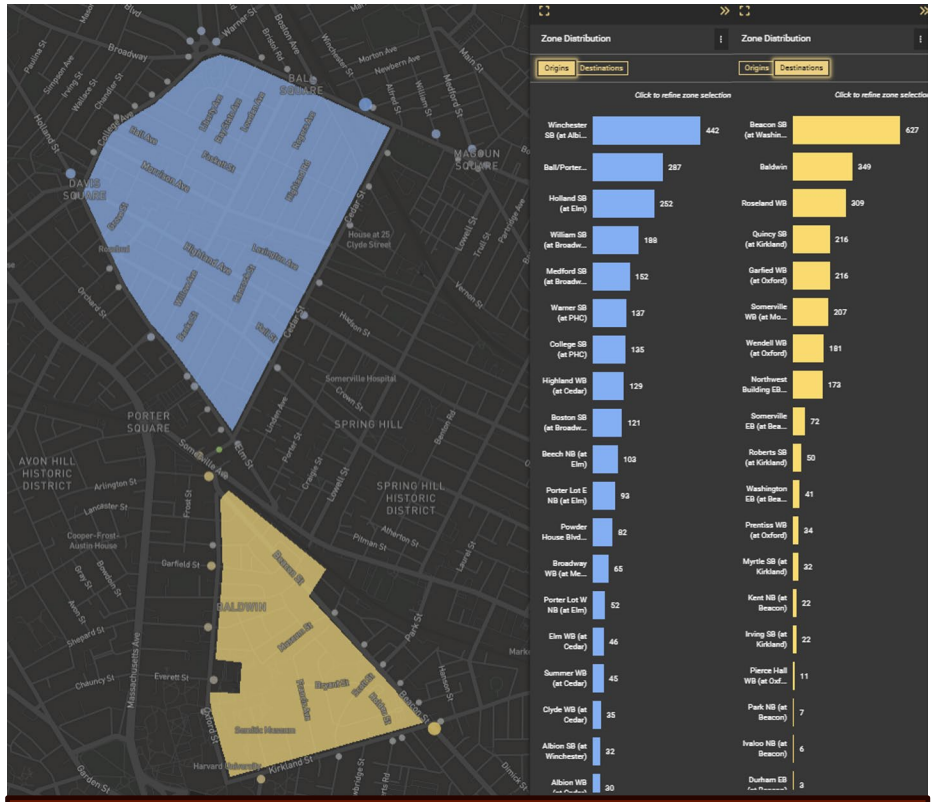
Mossland Street

- Mossland Street is proposed to become a low-volume neighborway by dead-ending the street at Elm Street
- It will become a two-way street for everyone - motor vehicles, bicycles, fire trucks, and pedestrians. However, motor vehicles will only be able to get in and out of Mossland Street from Somerville Ave

Sketch of potential dead-end condition on Mossland St at Elm St

HOW DID WE DETERMINE THE TRAFFIC IMPACT OF MAKING MOSSLAND STREET A DEAD-END?

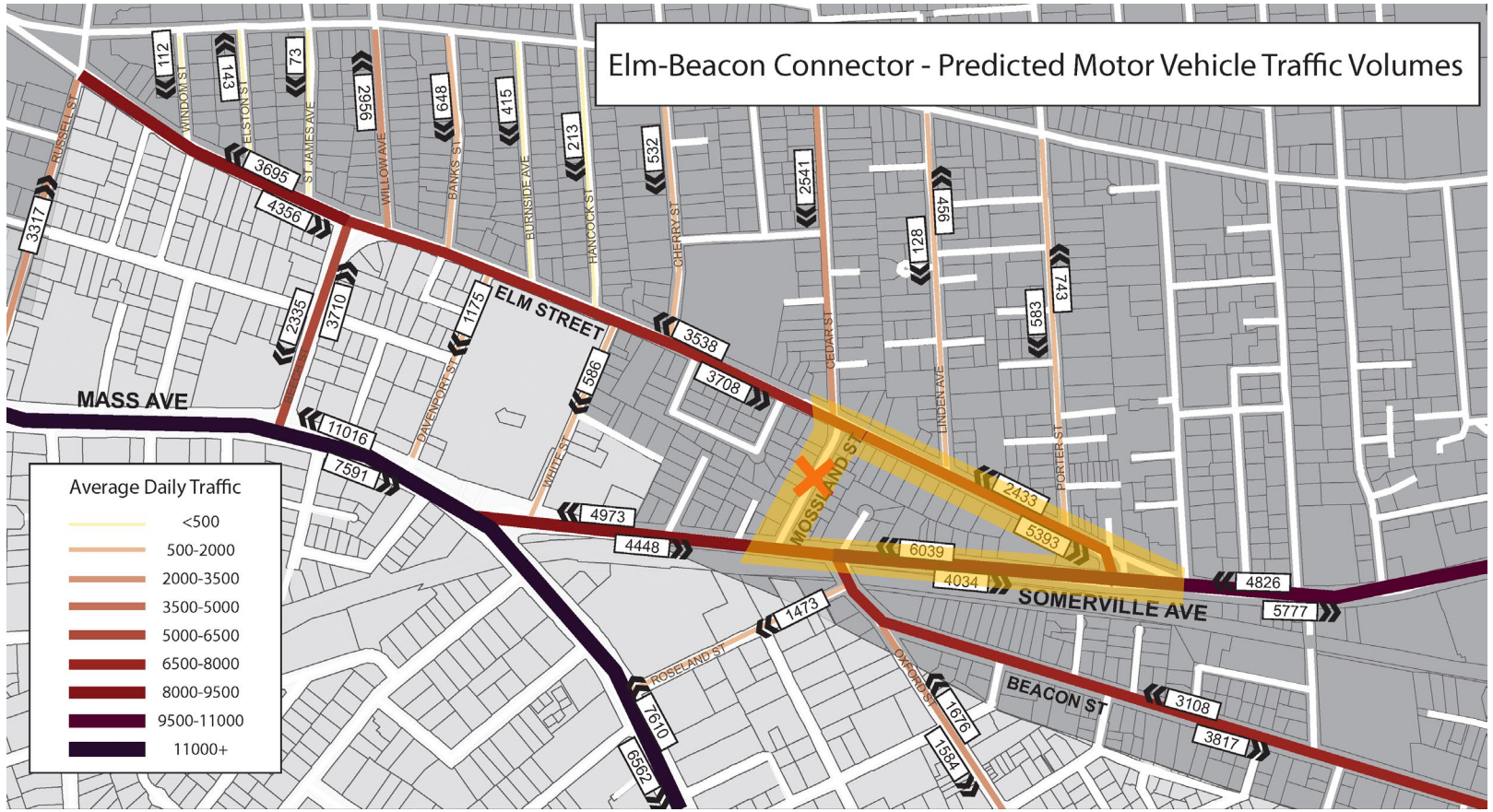
- We conducted a traffic modeling analysis to better understand the effects of removing the southbound Mossland Street connection for motor vehicles
- We began by reviewing existing traffic patterns and volumes using a variety of data. Some we collected on our own with cameras, and some was collected from a traffic data software platform called Streetlight
- We then used this information to develop potential route modeling and anticipated traffic volume changes, which ultimately led us to recommend changes to the timing and phasing of several traffic signals within the project area
- For more in-depth details, check out our Traffic Analysis & Recommendations Report on the project page



Streetlight Origin and Destination Trip Modeling.

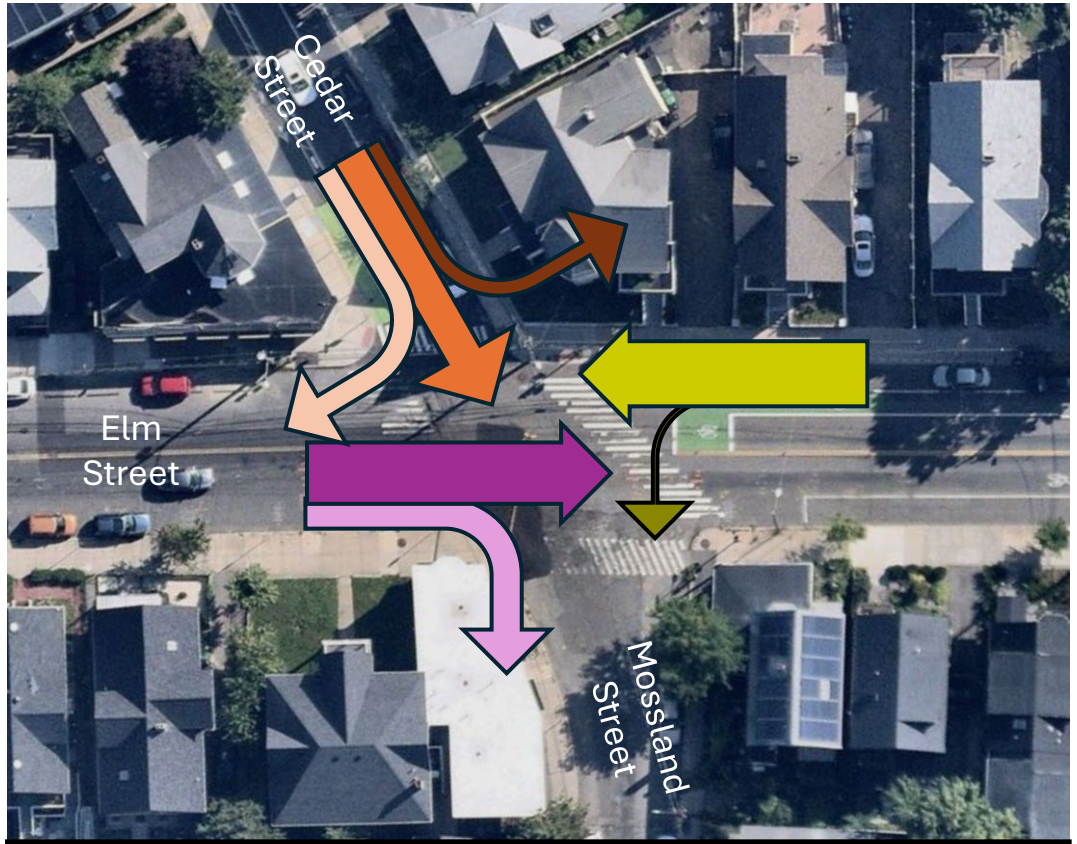
WHERE DO WE THINK THE TRAFFIC THAT CURRENTLY USES MOSSLAND STREET IS GOING TO GO?

- This map shows the predicted traffic volumes for each street in the area if Mossland Street is closed to thru traffic
- The area highlighted in orange is expected to be the most acutely impacted by the change to Mossland St

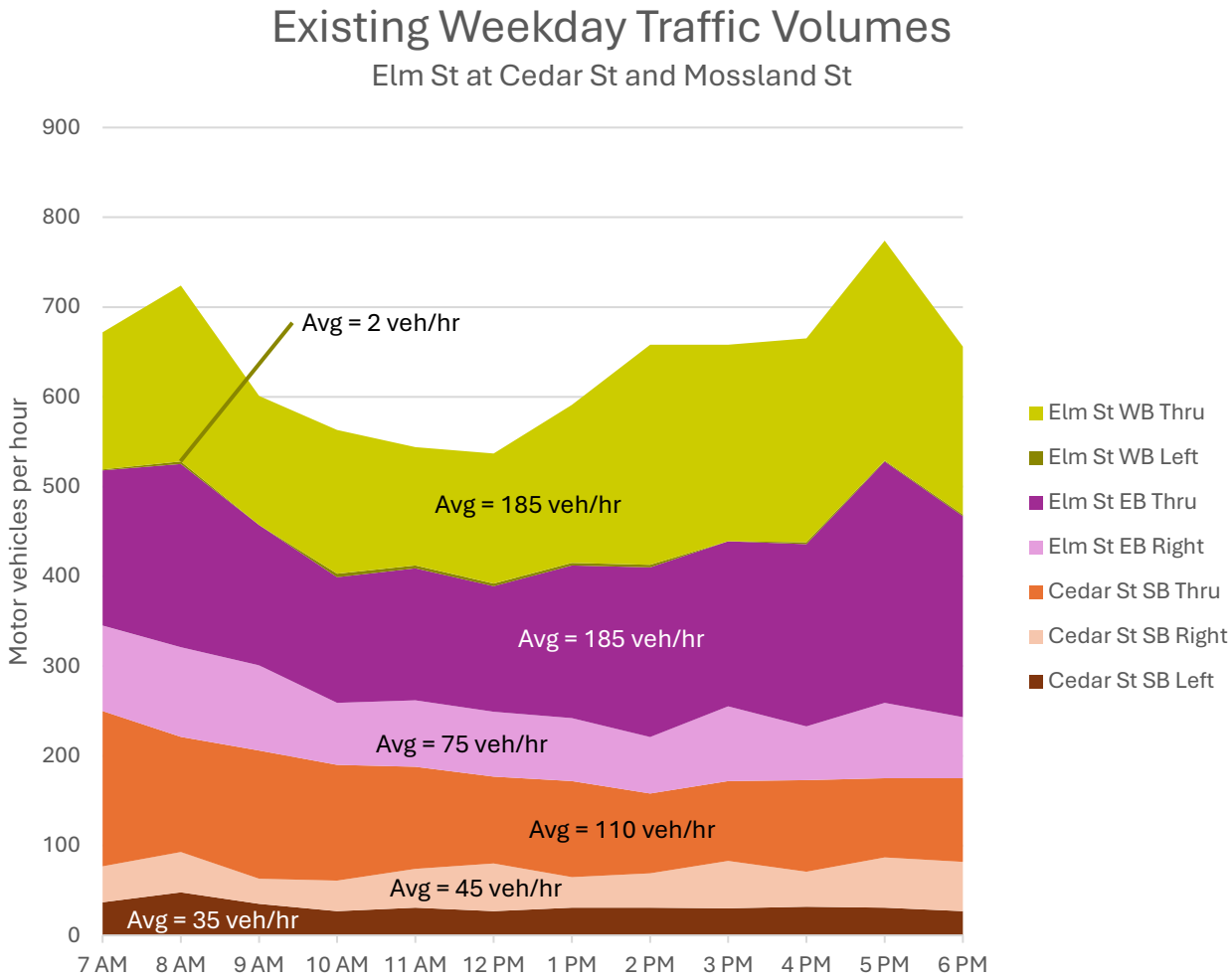


ELM STREET AT CEDAR STREET AND MOSSLAND STREET

EXISTING VOLUMES AND TRAFFIC PATTERNS

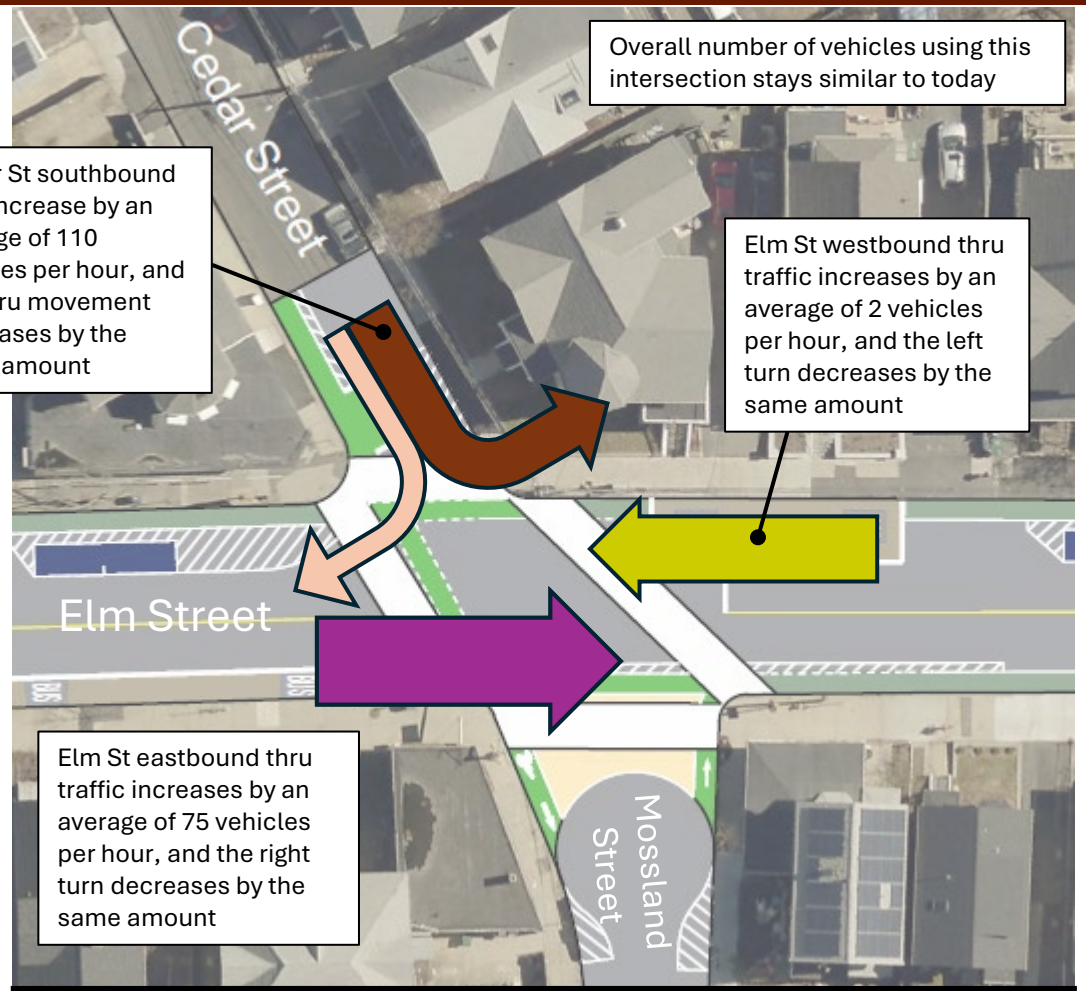


Average weekday traffic volumes by movement

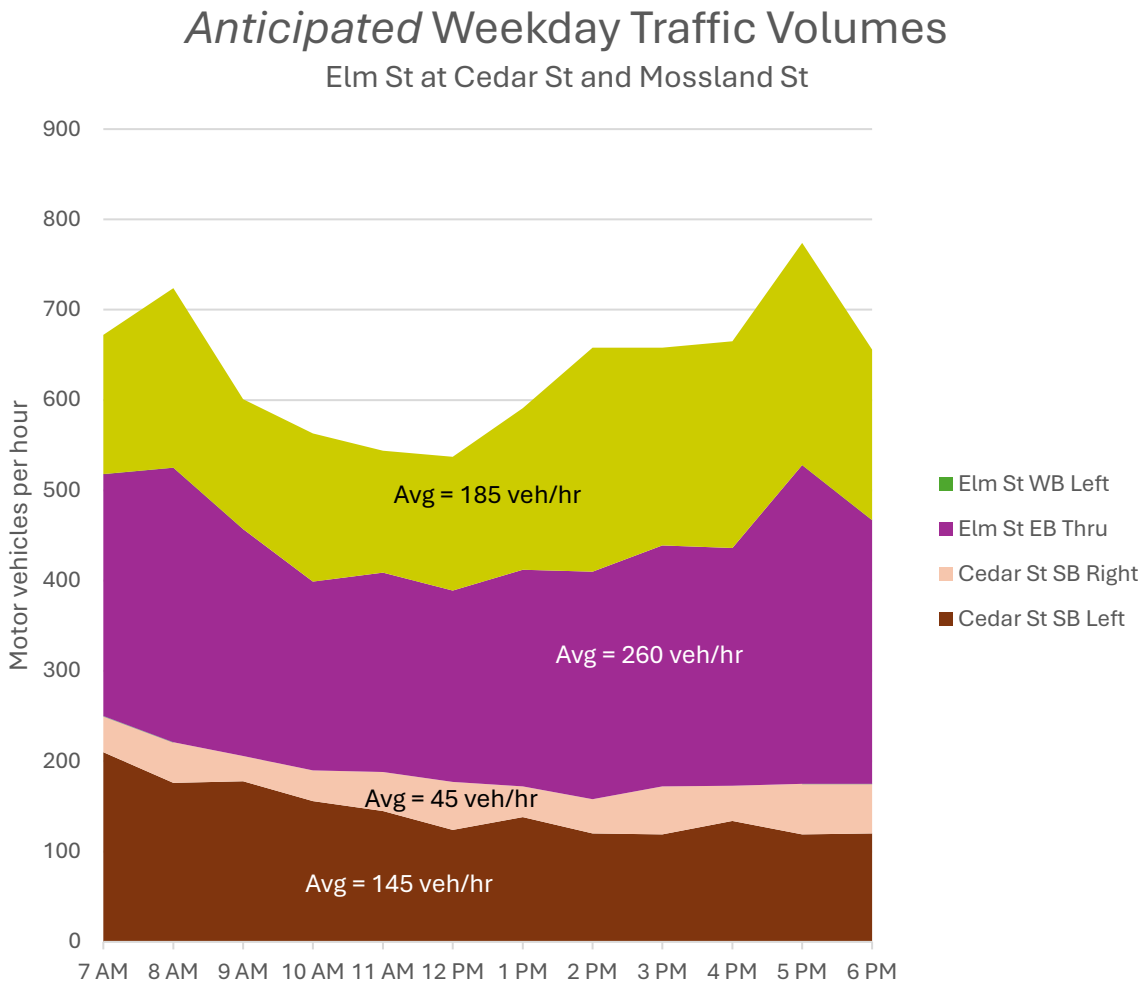


ELM STREET AT CEDAR STREET AND MOSSLAND STREET

ANTICIPATED VOLUMES AND TRAFFIC PATTERNS



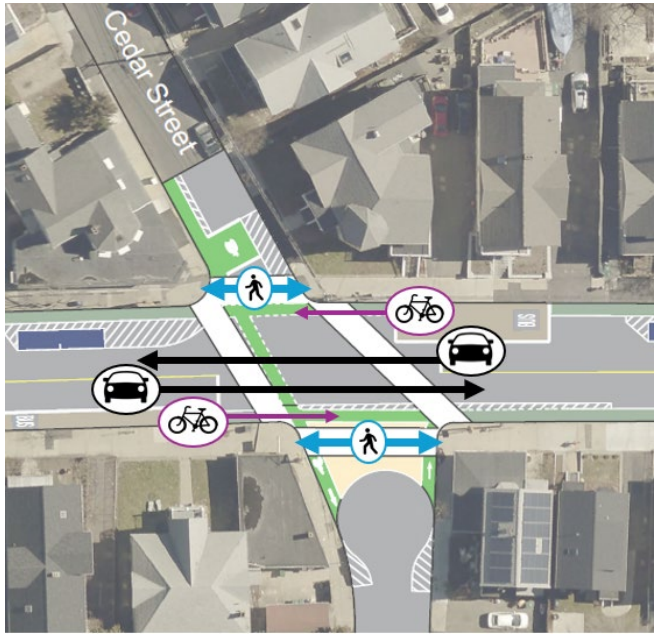
Anticipated traffic volumes by movement



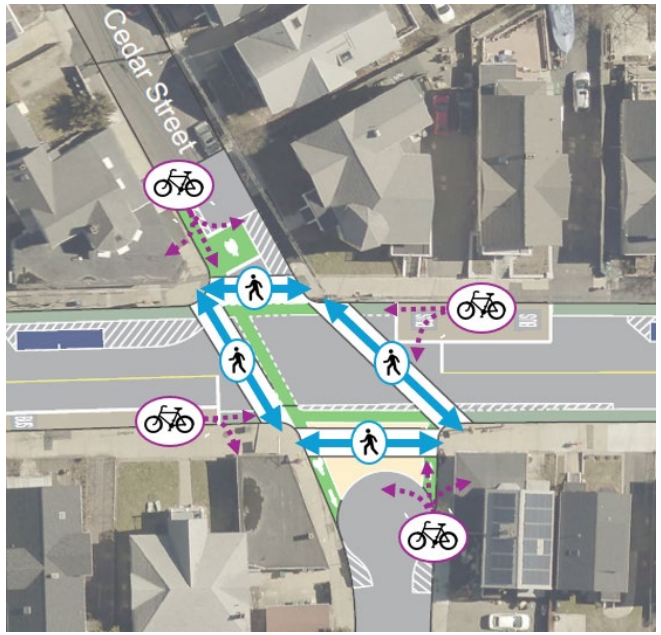
ELM STREET AT CEDAR STREET AND MOSSLAND STREET

TRAFFIC SIGNAL PHASING PLAN

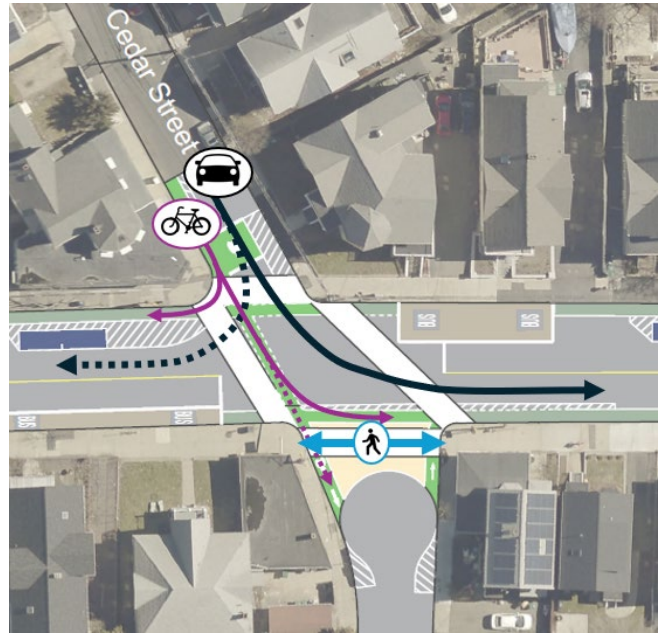
Phase 1 – Elm Street



Phase 2 – Peds and Bikes

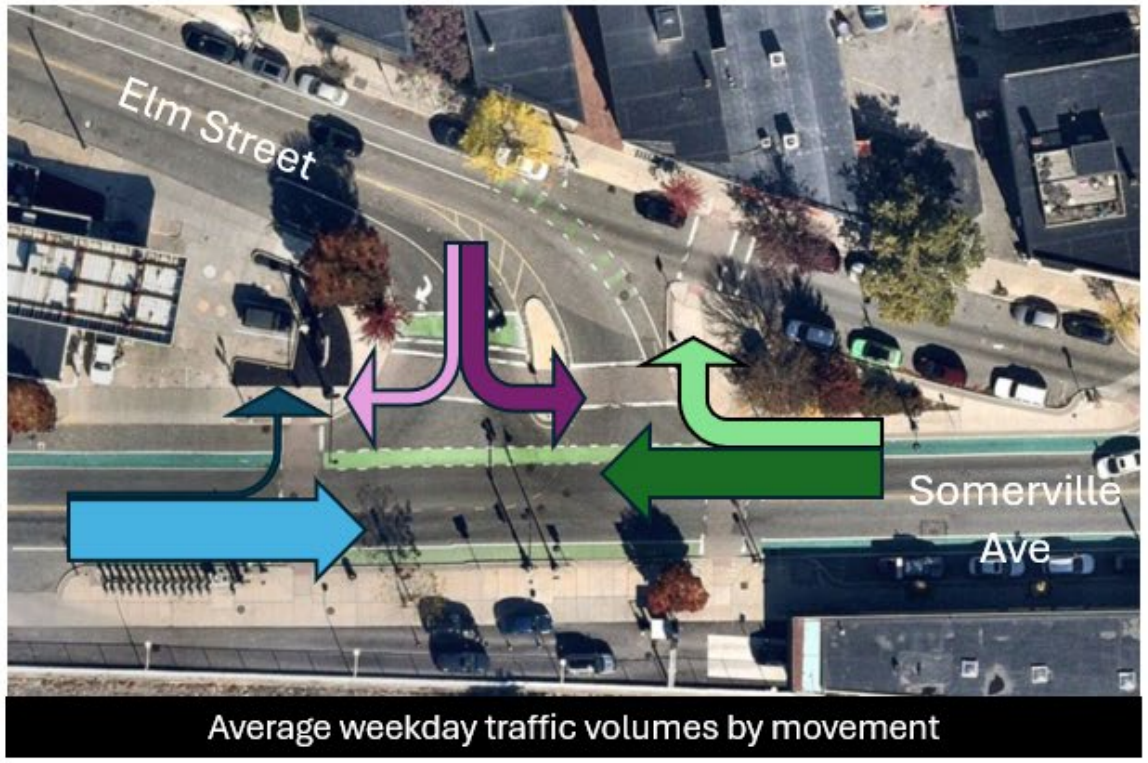


Phase 3 – Cedar Street

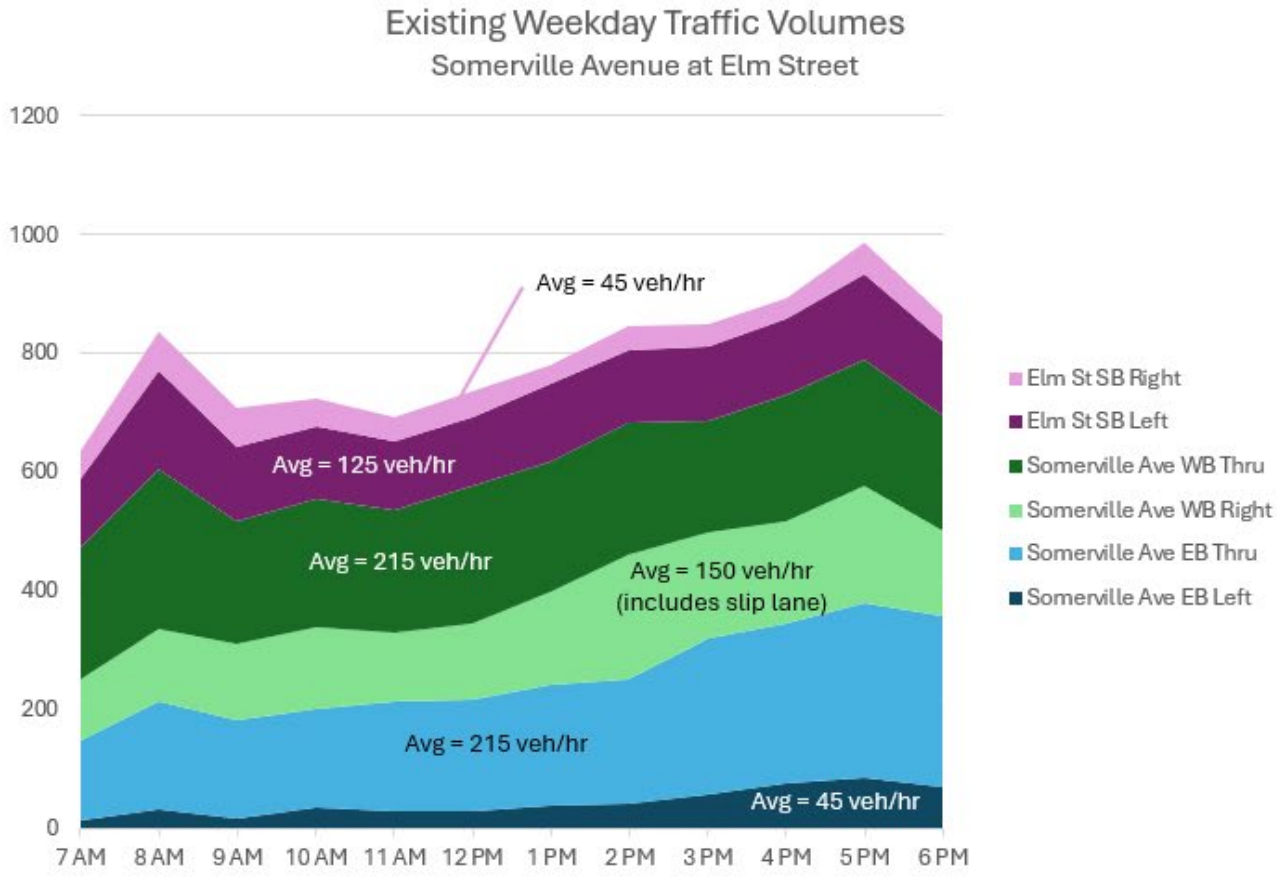


20 seconds	30 seconds	20 seconds
70 second cycle		

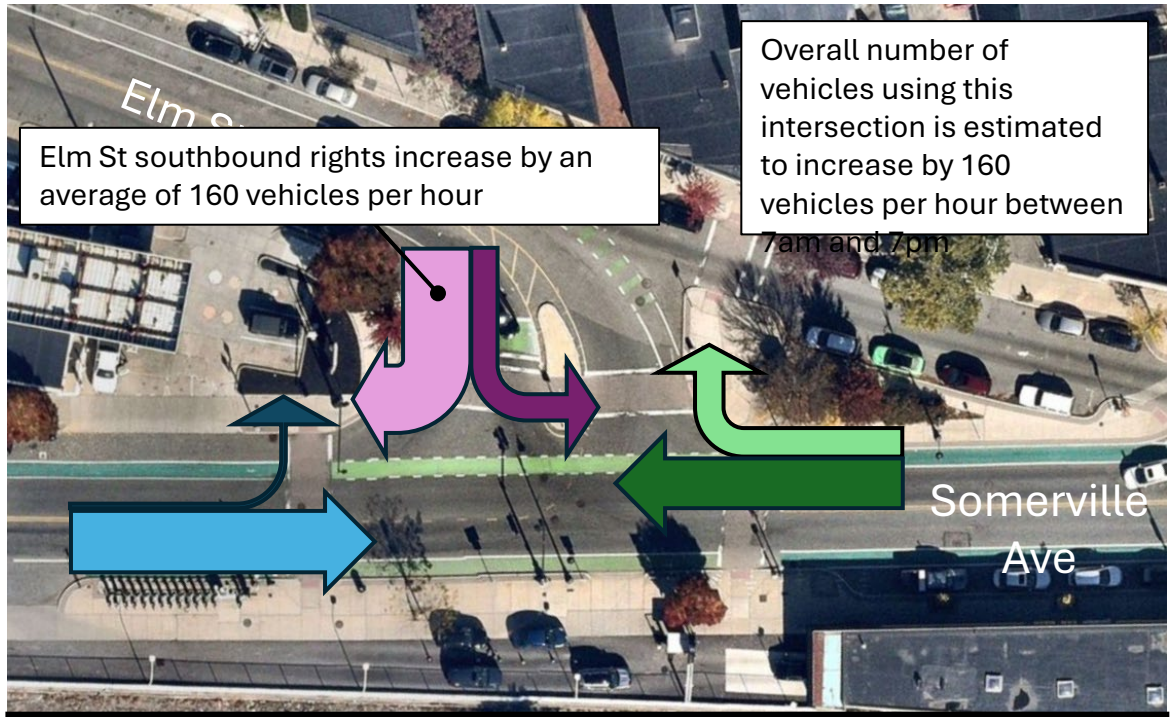
ELM STREET AT SOMERVILLE AVENUE
EXISTING VOLUMES AND TRAFFIC PATTERNS



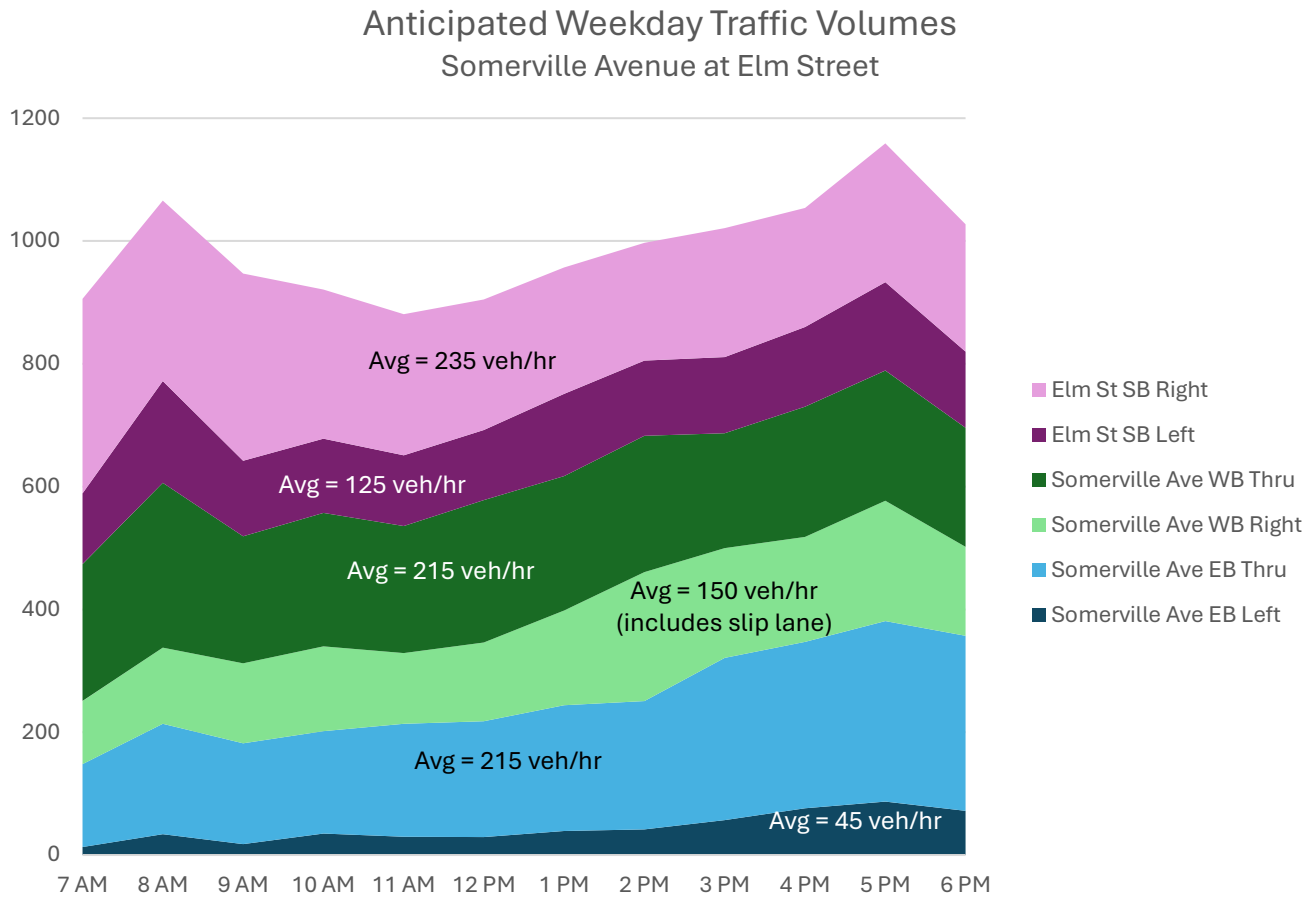
Average weekday traffic volumes by movement



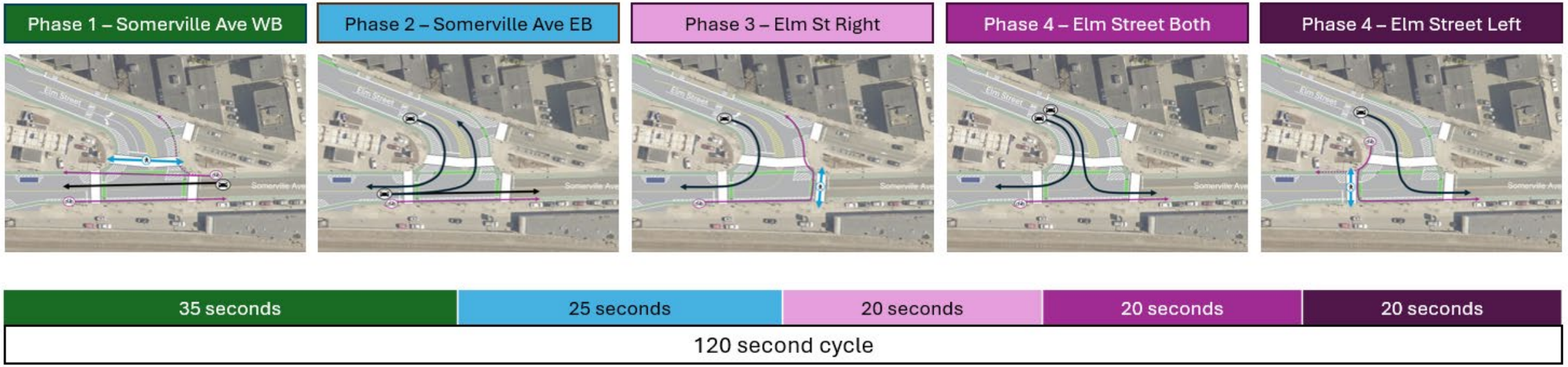
ELM STREET AT SOMERVILLE AVENUE
ANTICIPATED VOLUMES AND TRAFFIC PATTERNS



Anticipated traffic volumes by movement



ELM STREET AT SOMERVILLE AVENUE
TRAFFIC SIGNAL PHASING PLAN

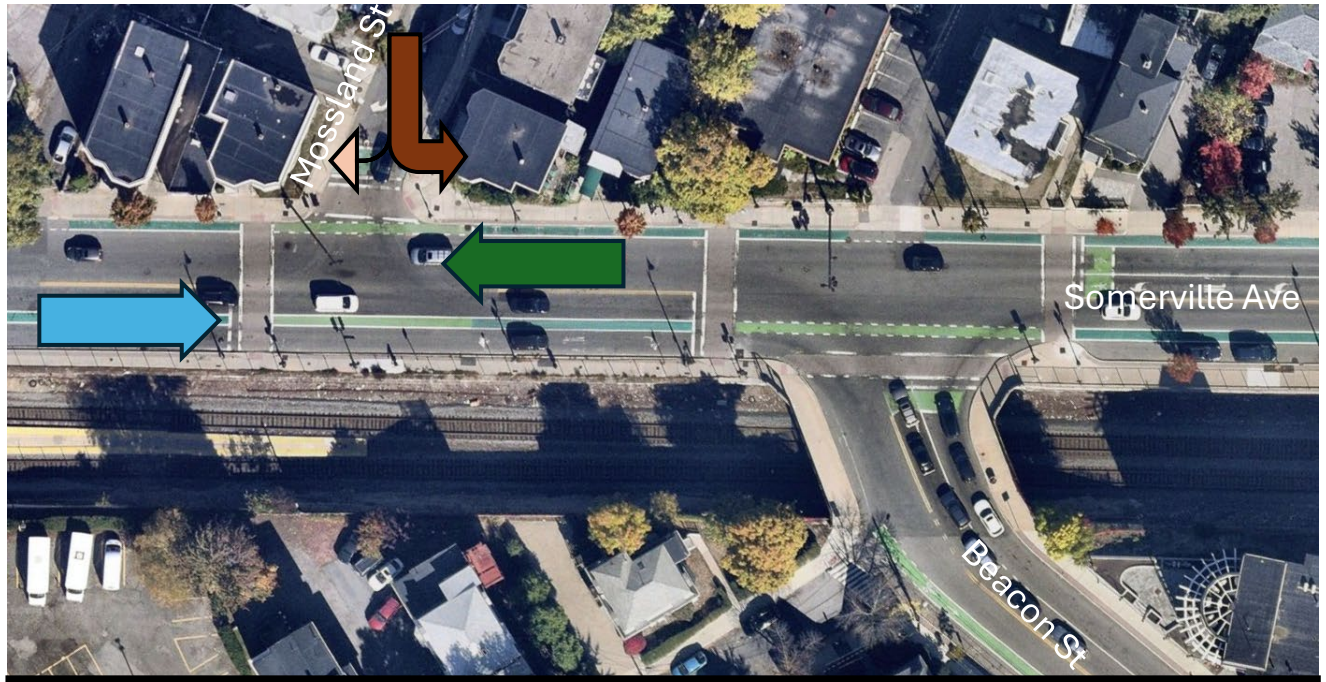


Our plan will change the setup of the traffic signals at this intersection in a way that gives people walking, rolling, biking, and driving as much dedicated time and space to proceed as possible. We expect this to result in more predictability and everyone feeling safer. We also believe that this plan will not create additional delay, allowing everyone to get through the intersection both quickly and safely.

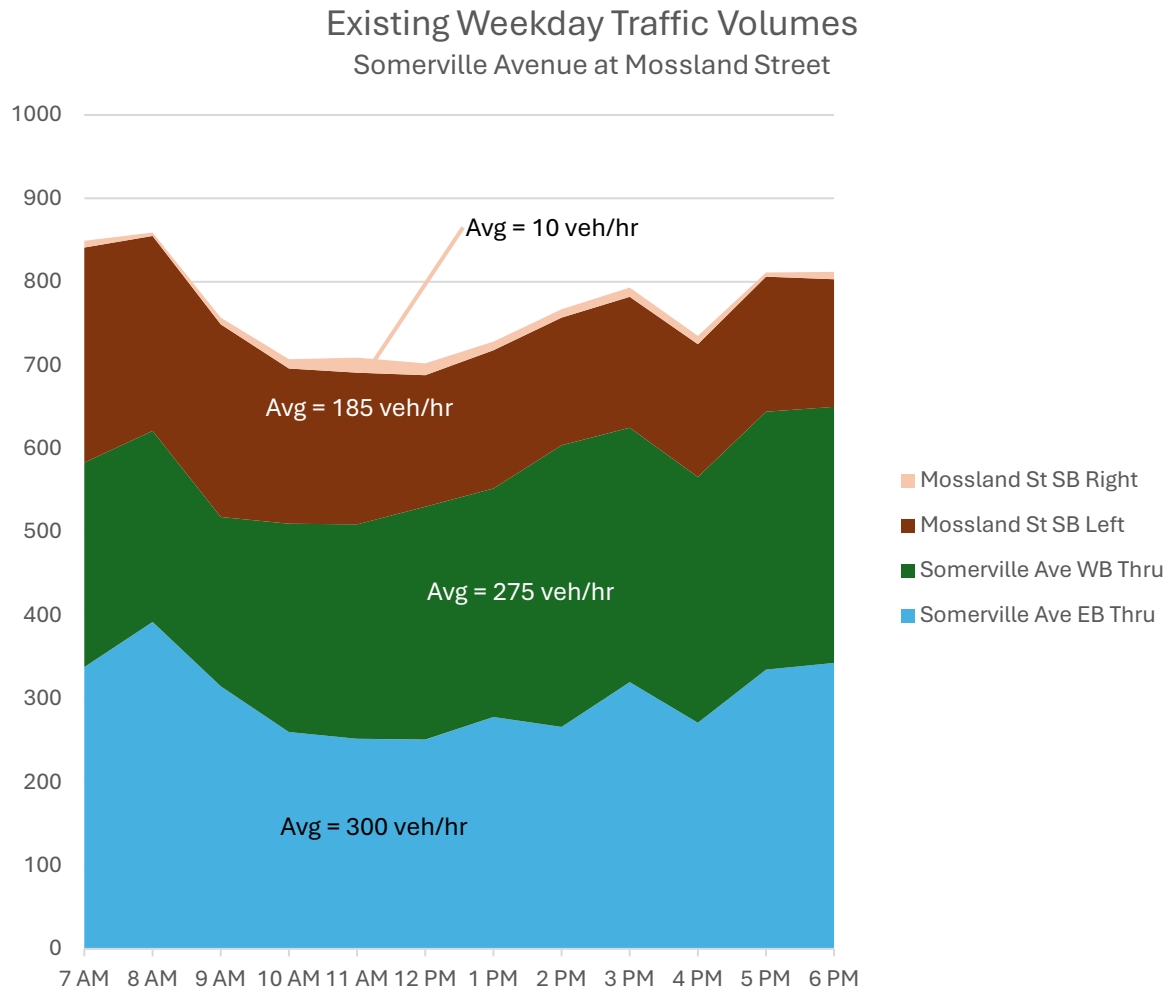
The overall cycle length is expected to stay the same, so pedestrians won't have to wait any longer than they do today. For more in-depth details, check out our Traffic Analysis & Recommendations Report.

SOMERVILLE AVENUE AT MOSSLAND STREET

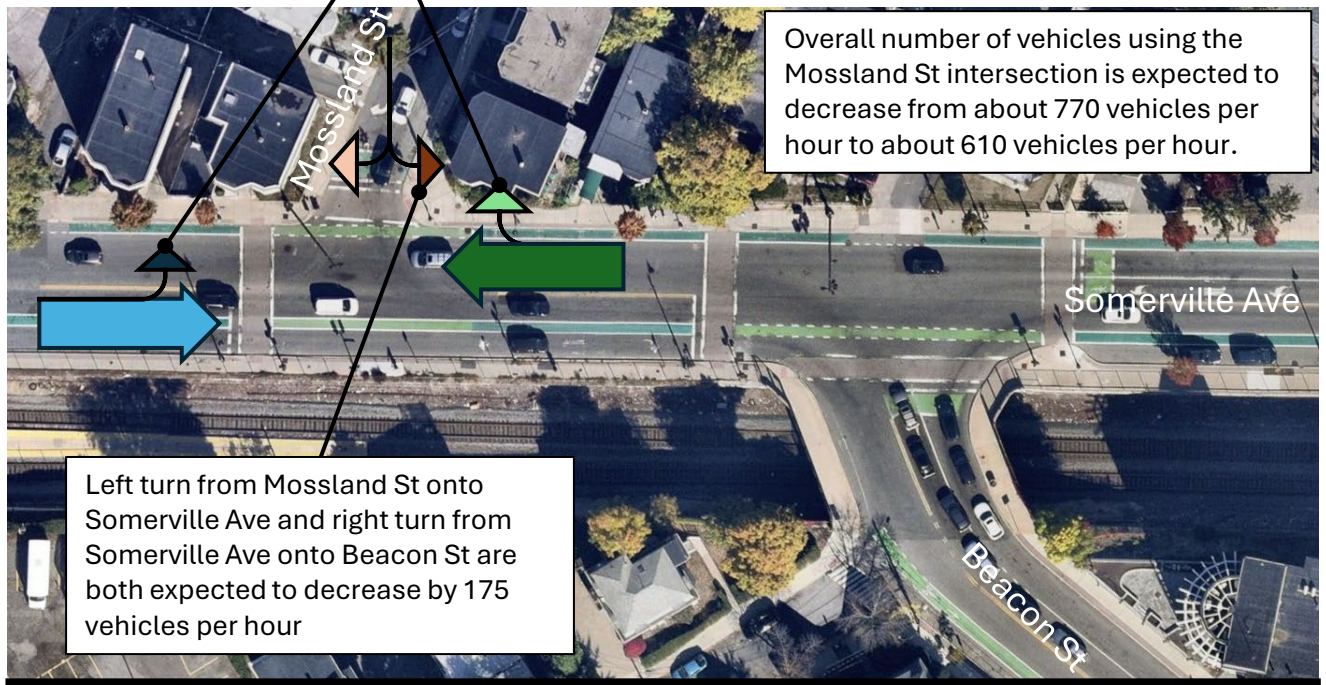
EXISTING VOLUMES AND TRAFFIC PATTERNS



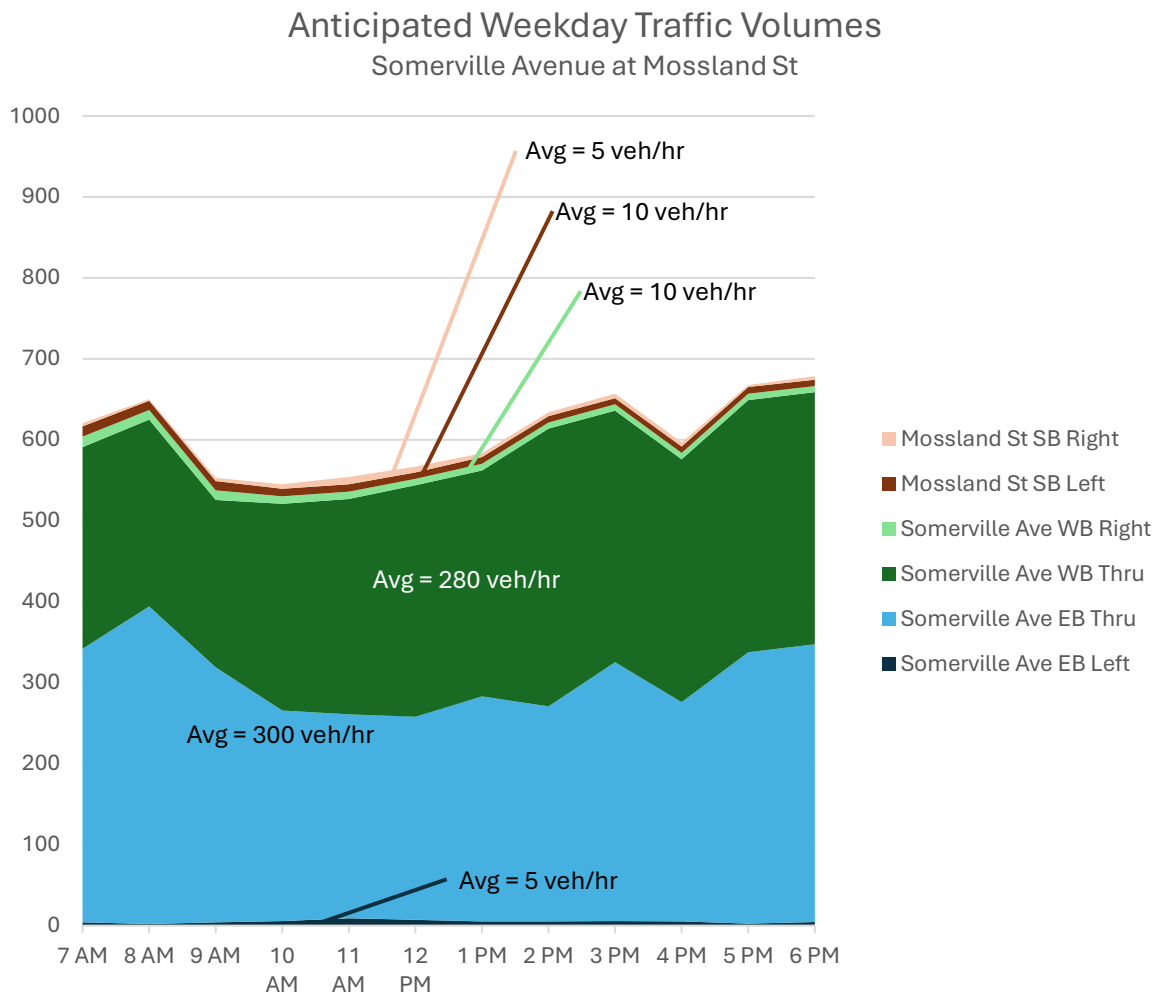
Average weekday traffic volumes by movement



SOMERVILLE AVENUE AT MOSSLAND STREET
ANTICIPATED VOLUMES AND TRAFFIC PATTERNS

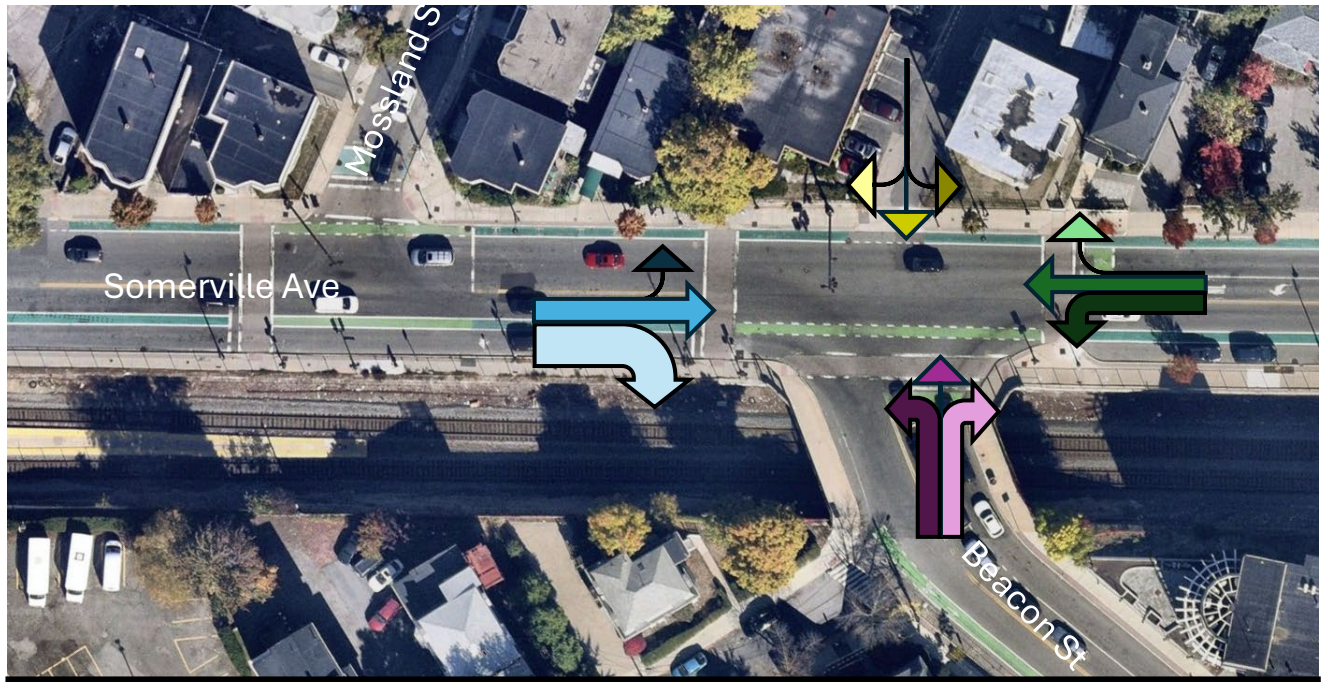


Anticipated traffic volumes by movement

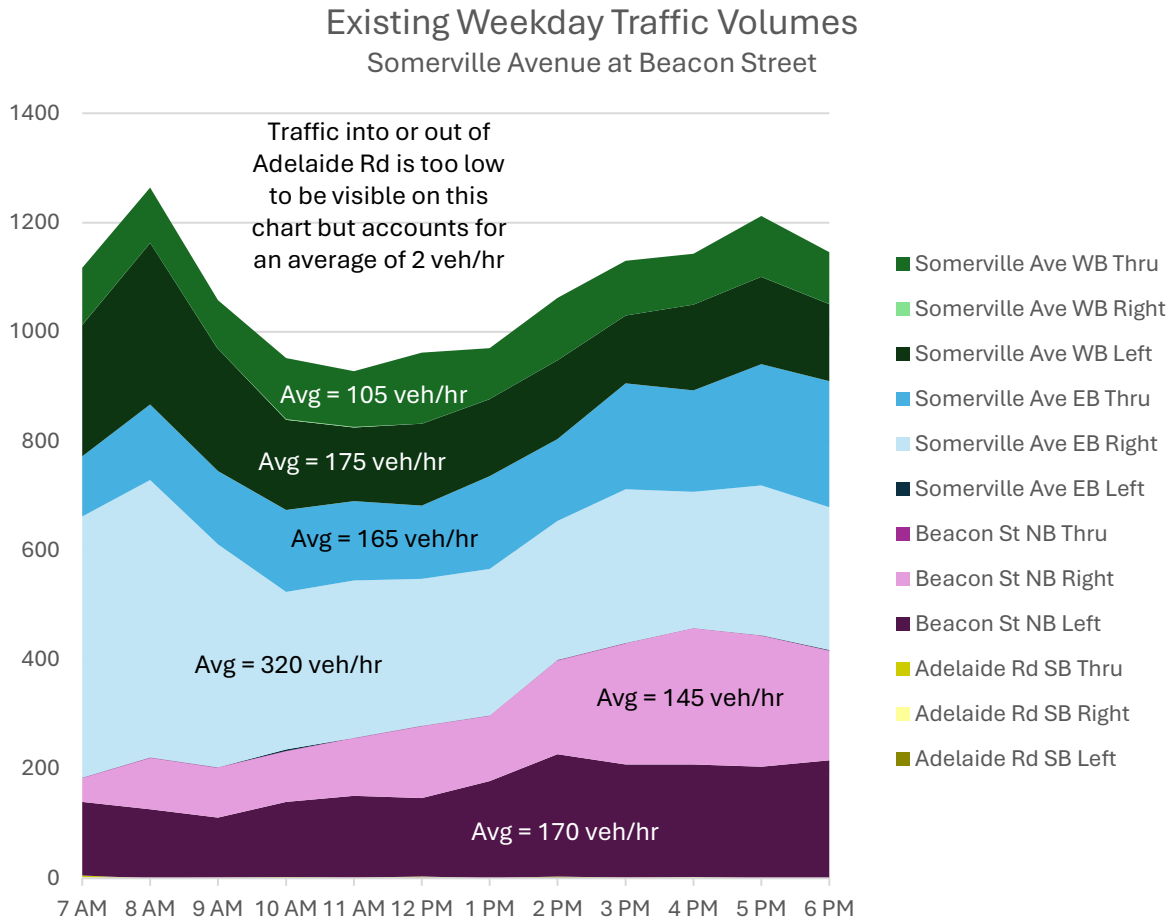


SOMERVILLE AVENUE AT BEACON STREET & ADELAIDE ROAD

EXISTING VOLUMES AND TRAFFIC PATTERNS

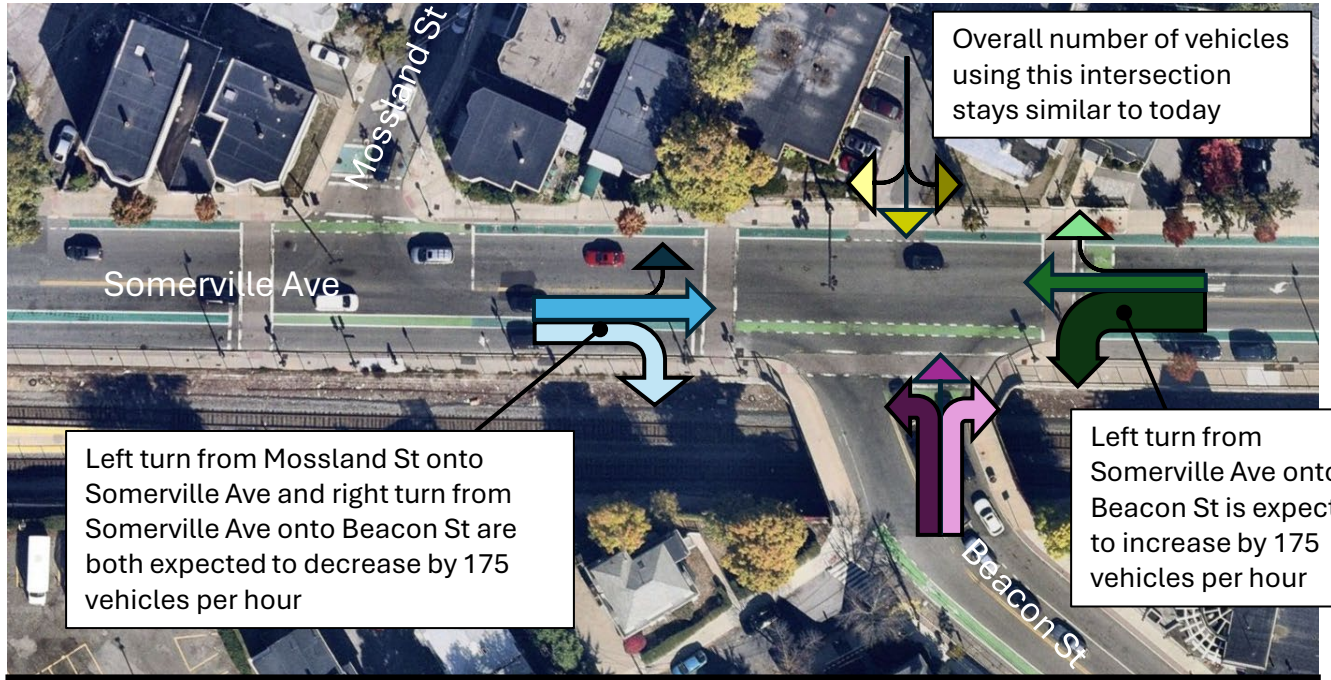


Average weekday traffic volumes by movement

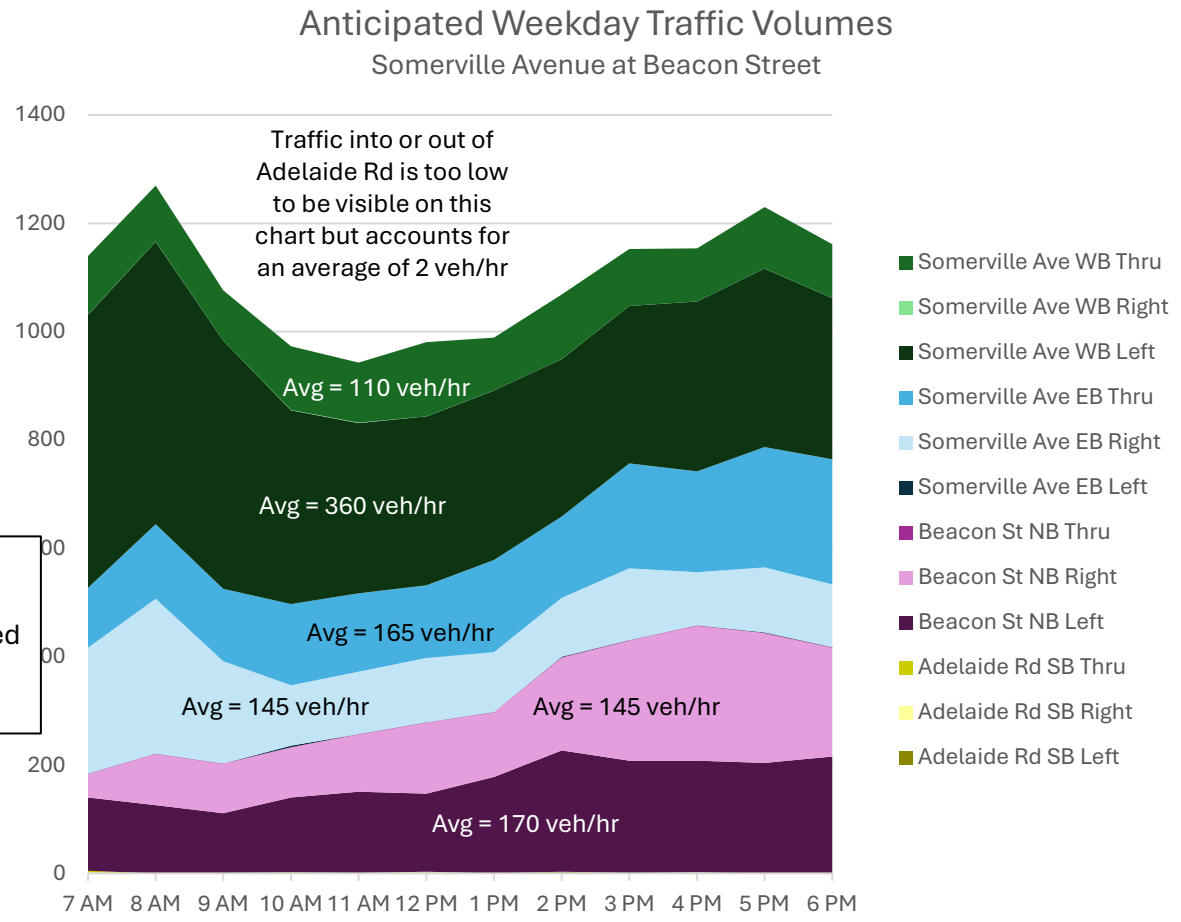


SOMERVILLE AVENUE AT BEACON STREET & ADELAIDE ROAD

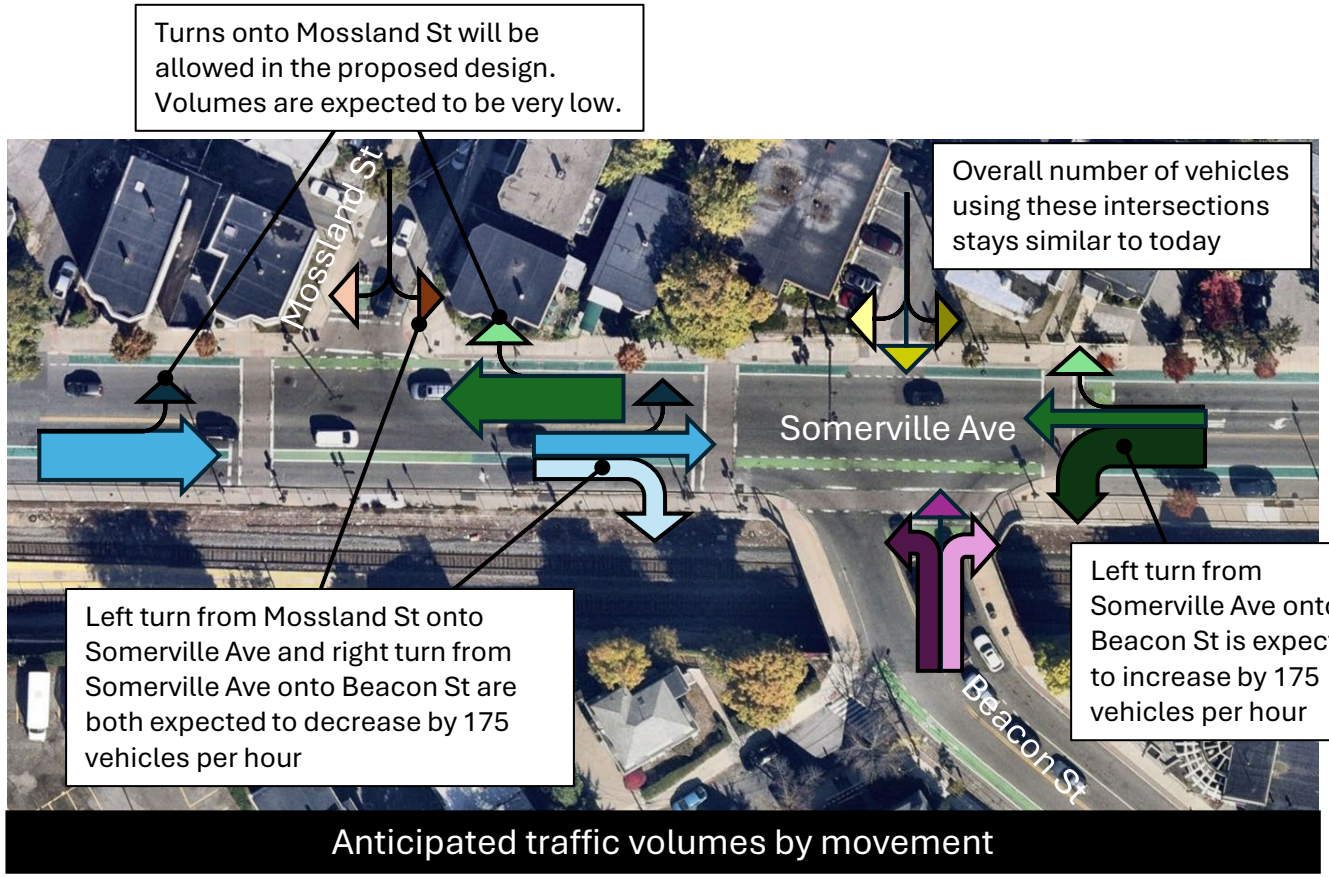
ANTICIPATED VOLUMES AND TRAFFIC PATTERNS



Anticipated traffic volumes by movement



SOMERVILLE AVENUE BETWEEN MOSSLAND STREET AND BEACON STREET
ANTICIPATED CHANGES



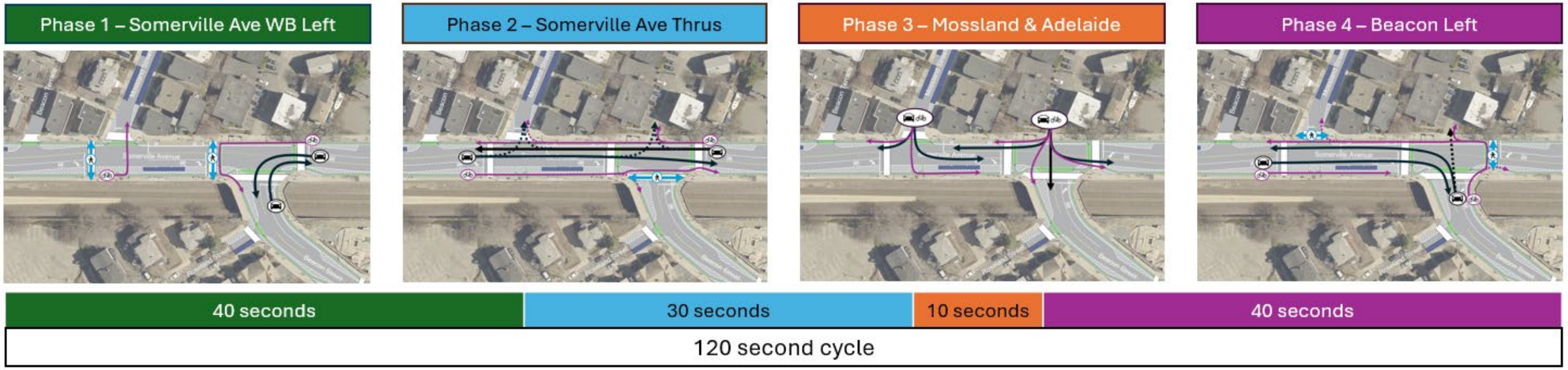
Anticipated traffic volumes by movement

- After Mossland Street is closed, we're assuming that anyone that would normally use Mossland St is going to come from Somerville Ave and take a left onto Beacon St instead

- The amount of traffic using Somerville Ave at Beacon St is anticipated to stay similar to today, but the overall traffic volume at the Mossland St intersection is expected to decrease from about 770 vehicles per hour to about 610 vehicles per hour

SOMERVILLE AVENUE AT BEACON STREET, MOSSLAND STREET & ADELAIDE ROAD

TRAFFIC SIGNAL PHASING PLAN

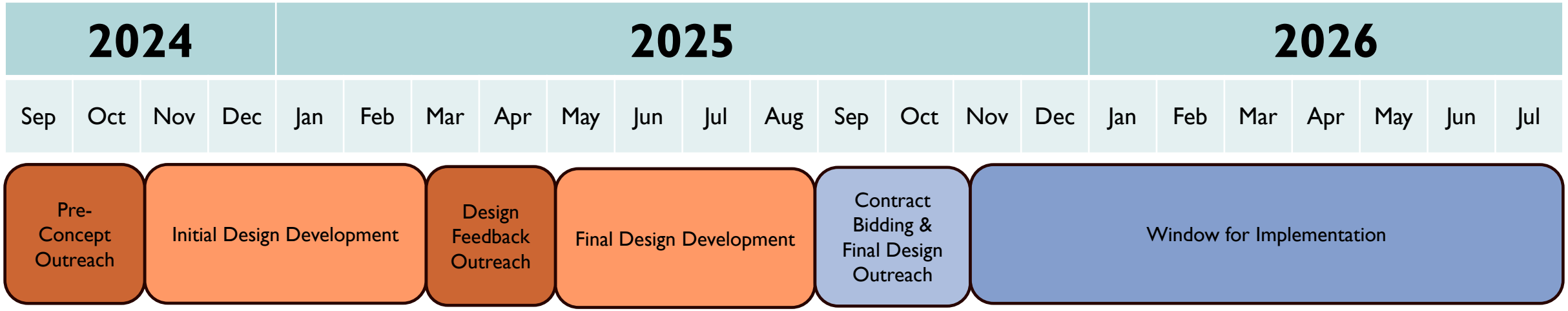


We are proposing a new phasing scheme that will give people walking, rolling, biking, and driving as much dedicated time and space to proceed through the intersection as possible. We expect this to result in more predictability and everyone feeling safer. We also believe that this plan will not create additional delay.

Based on our traffic counts, the cycle length can remain the same as it is today, which benefits all users, but especially pedestrians. For more in-depth details, check out our Traffic Analysis & Recommendations Report.

WHAT'S NEXT?

ANTICIPATED PROJECT TIMELINE



We are now anticipating implementation to take place either in late fall 2025 or in spring/summer 2026. The delay is due to two reasons:

1. We took more time to make sure that we understood the impacts of dead-ending Mossland Street and develop strategies that wouldn't create traffic problems elsewhere or slow down emergency response.
2. We were aiming to use funding through our US Department of Transportation Safe Streets for All grant. With the federal funding picture becoming more uncertain in the last couple of months, we have been doing some scenario planning just in case we no longer have access to this resource.

HOW TO SHARE YOUR FEEDBACK ON THE CONCEPT DESIGN

- Take the concept design feedback survey!
  - Available until April 11 and in English, Spanish, Portuguese, Haitian Creole, Nepali, Traditional Chinese, and Simplified Chinese
- Visit our Street Outreach Pop-Up
  - Planned for April 2 from 4:30pm – 6:30pm on Elm Street at Hancock Street near the Porter Square Shopping Center. In case of forecasted inclement weather, we will post a new date on the project webpage.
- Write or call us
  - Send you written comments to transportation@somervillema.gov or submit a call back request to 311 (617-666-3311)
- All details available at www.somervillema.gov/elmbeacon

DISCUSSION