



City Update April 2025 PTAC Meeting



Agenda

- [McGrath Boulevard](#)
Updates
- Webster Ave Bridge
Replacement
- [Elm-Beacon](#)
[Connector](#): Signal
Phasing

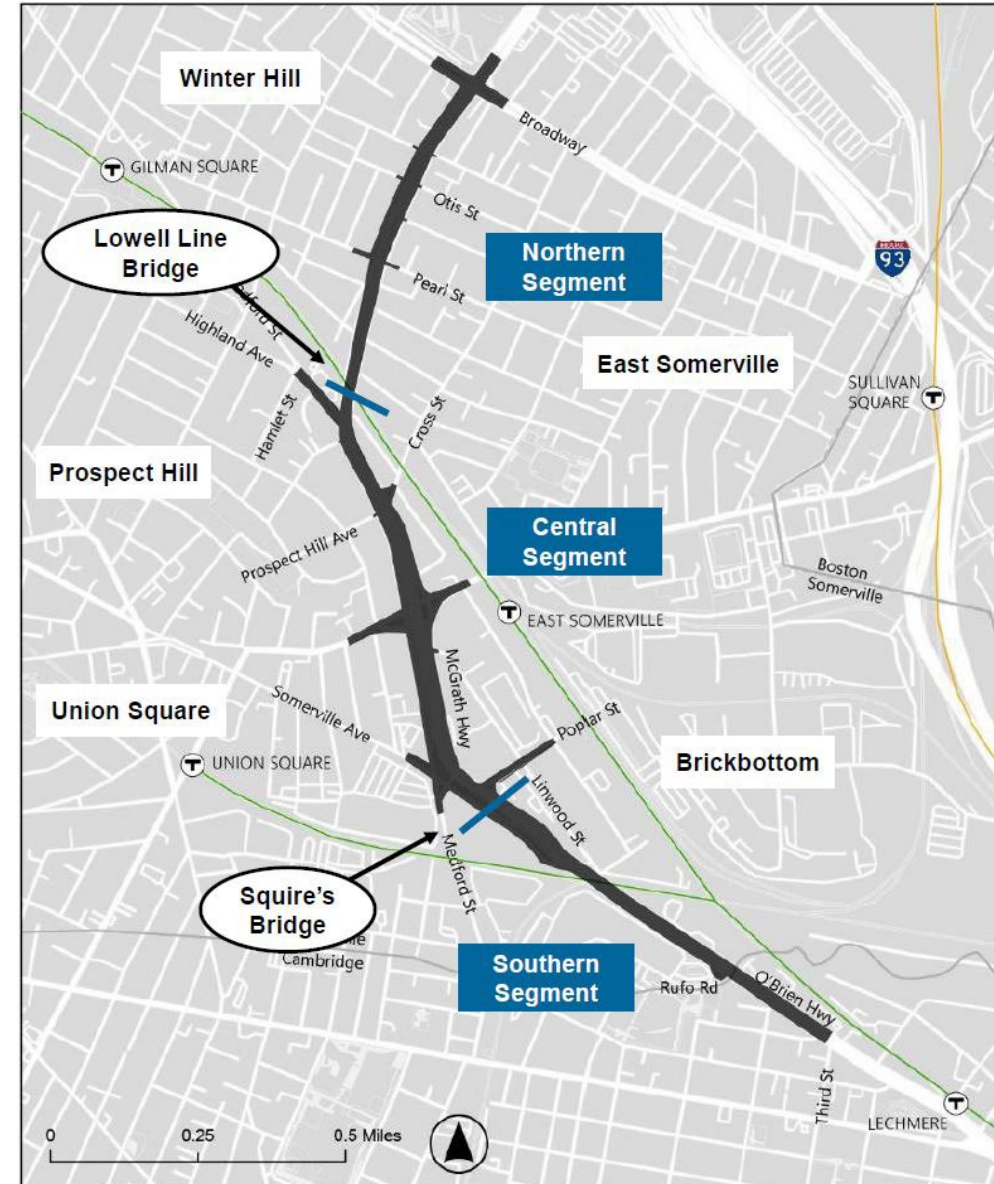


Above: Sunset over McGrath Highway as seen from the Squires Bridge

McGrath Boulevard

- MassDOT Public Information Meeting was recently held on 3/25/25
 - [Meeting Slides Here](#)
- The meeting reviewed design updates that have occurred since the last Public Information Meeting (2/13/24)
- Areas of significant updates:
 - McGrath @ Somerville Ave/Medford St
 - McGrath @ Washington St
 - McGrath @ Highland Ave
 - McGrath @ Otis St / Cremin Playground

At Right:
Overview of
McGrath
Boulevard
Project
Area
(Credit:
MassDOT)



McGrath Boulevard

- Areas still under design refinement:
 - McGrath @ Rufo Road
 - McGrath @ Prospect Hill Ave / Cross St
 - McGrath @ Prospect Hill Ave / Cross St
 - McGrath @ Broadway
- MassDOT also responded to a number comments and questions they have received regarding specific design elements
 - Raised Crosswalks
 - Frontage Roads
 - Center Medians



Above: McGrath Highway as seen from the Otis Street Footbridge

McGrath Boulevard @ Somerville Ave/Medford St

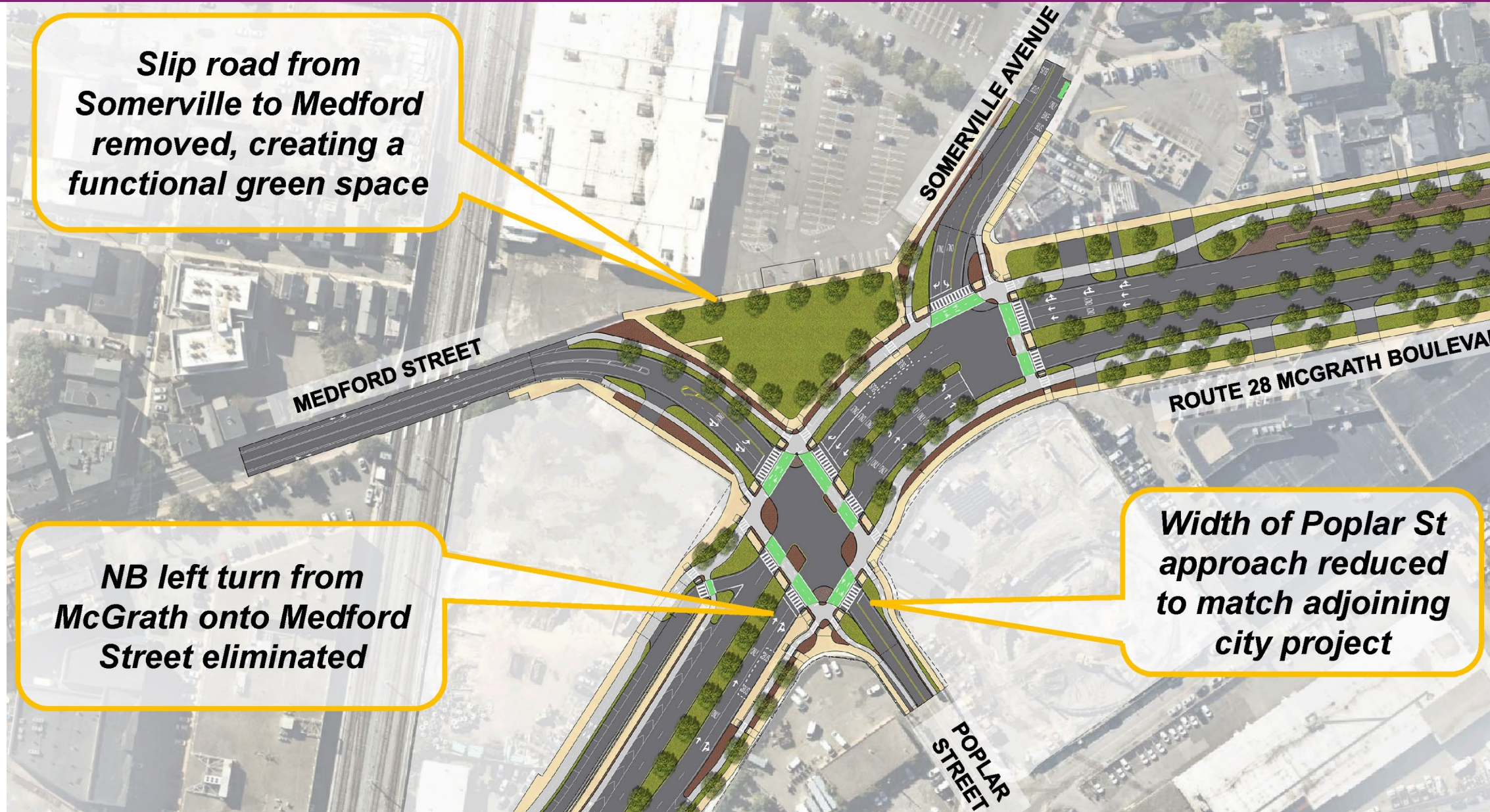
At Right: A conceptual rendering of the intersection of McGrath Boulevard and Somerville Ave / Medford Street that details design changes since the last project update. (Credit: MassDOT)

The realignment of Medford St and Somerville Ave, as well as the large green space, is consistent with the "Milk Square" concept originally proposed in the [Union Square Neighborhood Plan](#) (see pages 214-215).

Slip road from Somerville to Medford removed, creating a functional green space

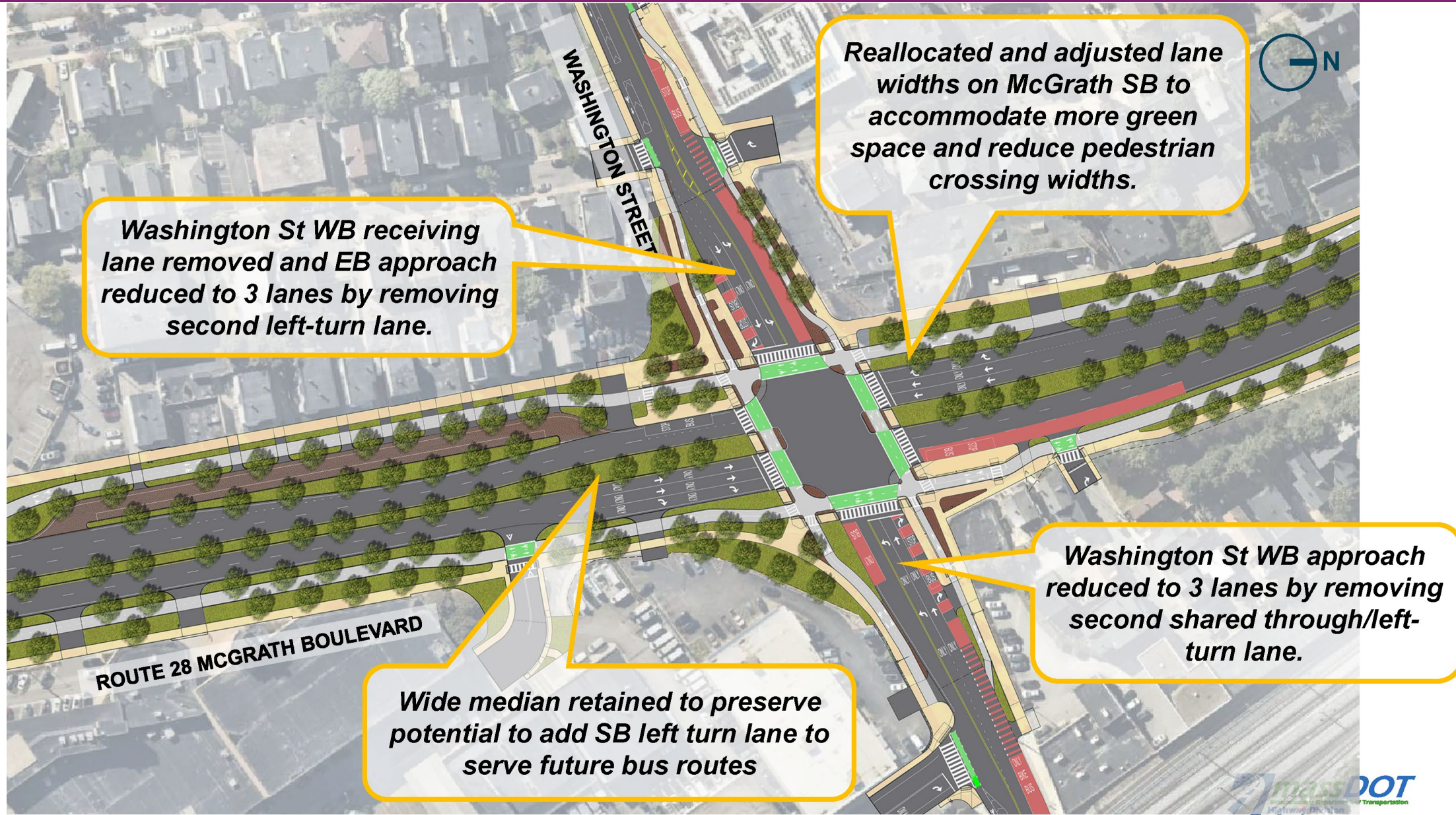
NB left turn from McGrath onto Medford Street eliminated

Width of Poplar St approach reduced to match adjoining city project



McGrath Boulevard @ Washington St

At Right: A conceptual rendering of the intersection of McGrath Boulevard and Washington St intersection that details design changes since the last project update.
(Credit: MassDOT)



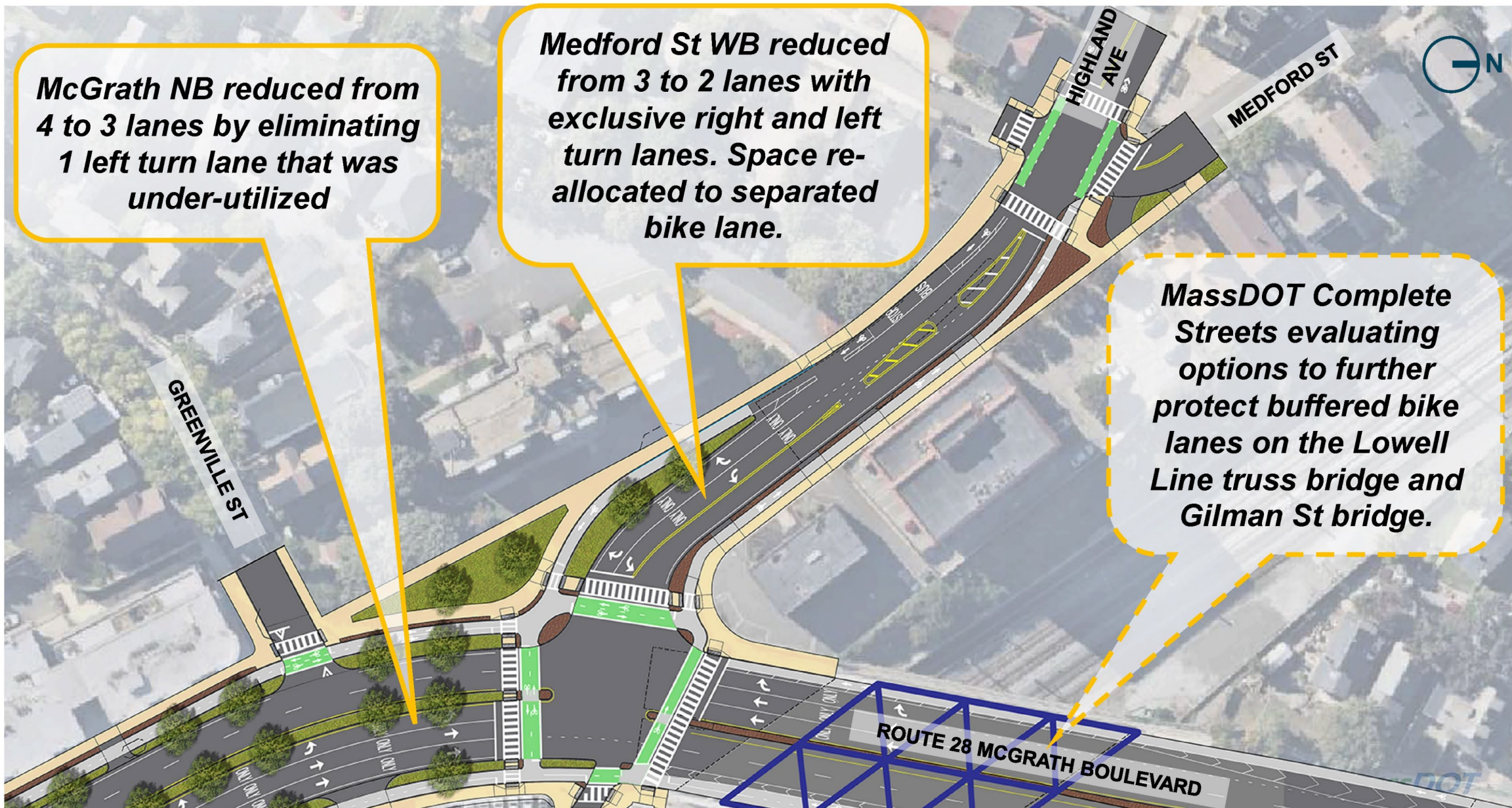
McGrath Boulevard @ Highland Ave

McGrath NB reduced from 4 to 3 lanes by eliminating 1 left turn lane that was under-utilized

Medford St WB reduced from 3 to 2 lanes with exclusive right and left turn lanes. Space re-allocated to separated bike lane.

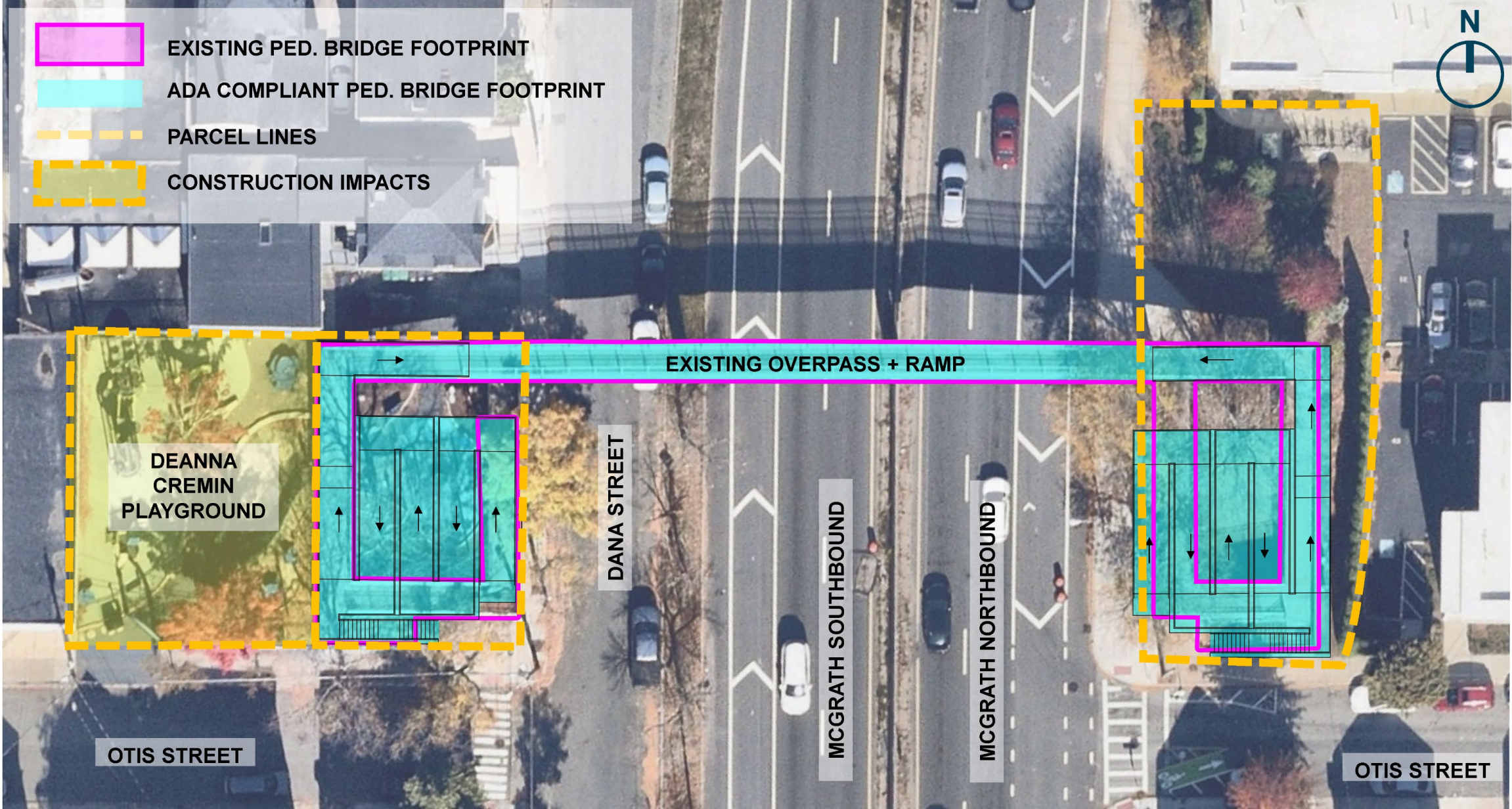
MassDOT Complete Streets evaluating options to further protect buffered bike lanes on the Lowell Line truss bridge and Gilman St bridge.

At Left: A conceptual rendering of the intersection of McGrath Boulevard and Highland Ave/Medford St intersection that details design changes since the last project update. (Credit: MassDOT)



McGrath Boulevard @ Otis St / Cremin Playground

At Right: A satellite image showing the existing Otis St pedestrian bridge footprint as well as the footprint of an ADA compliant replacement bridge, the surrounding open space, and potential impacts to that space. (Credit: MassDOT)



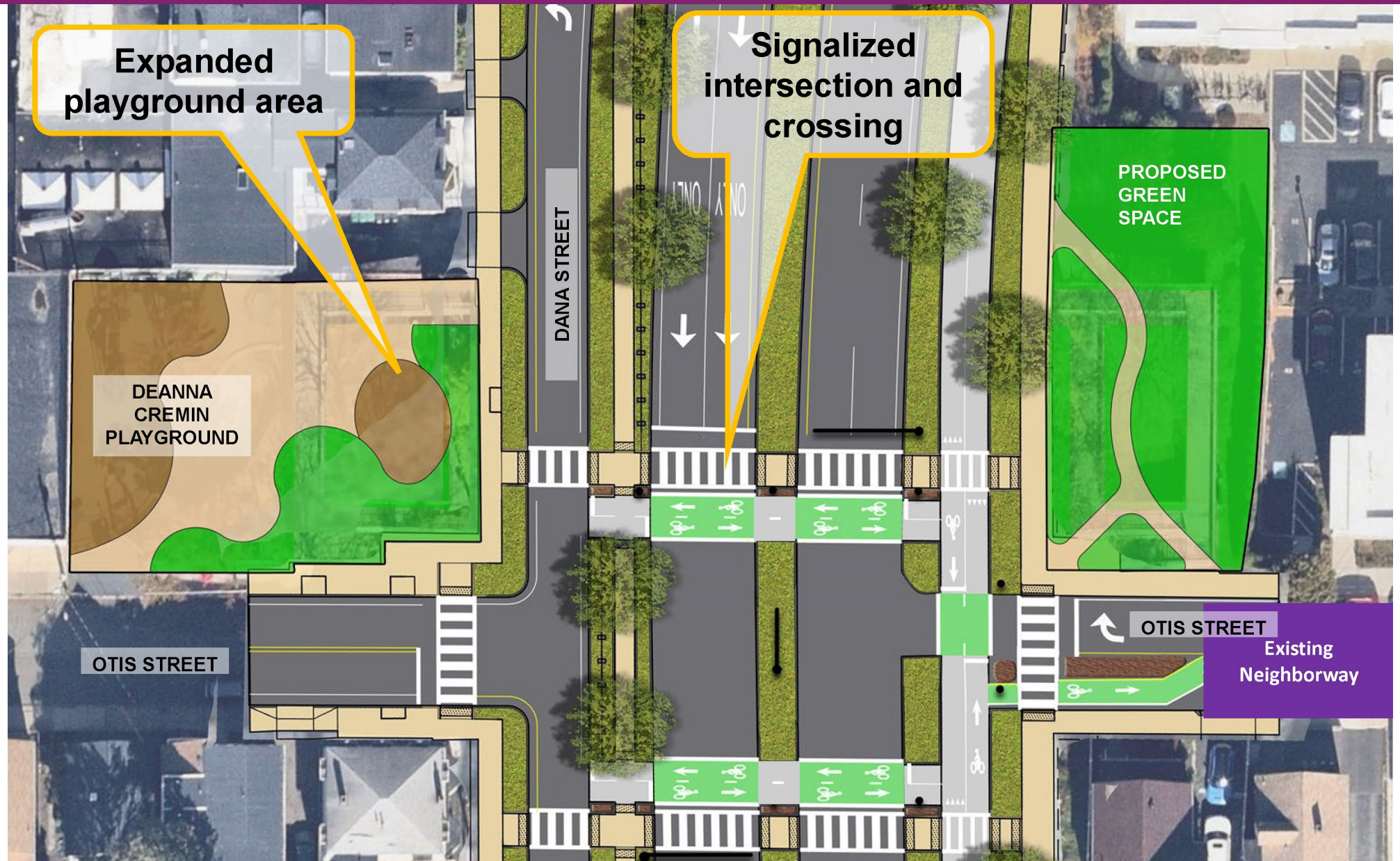
McGrath Boulevard @ Otis St / Cremin Playground



At Left: A conceptual design rendering of an ADA compliant replacement Otis St pedestrian bridge highlighting potential open space impacts. (Credit: MassDOT)

McGrath Boulevard @ Otis St / Cremin Playground

At Right: A conceptual design rendering of the proposed at-grade pedestrian and bicycle crossing of McGrath Boulevard at Otis Street, from above. (Credit: MassDOT)



McGrath Boulevard @ Otis St / Cremin Playground

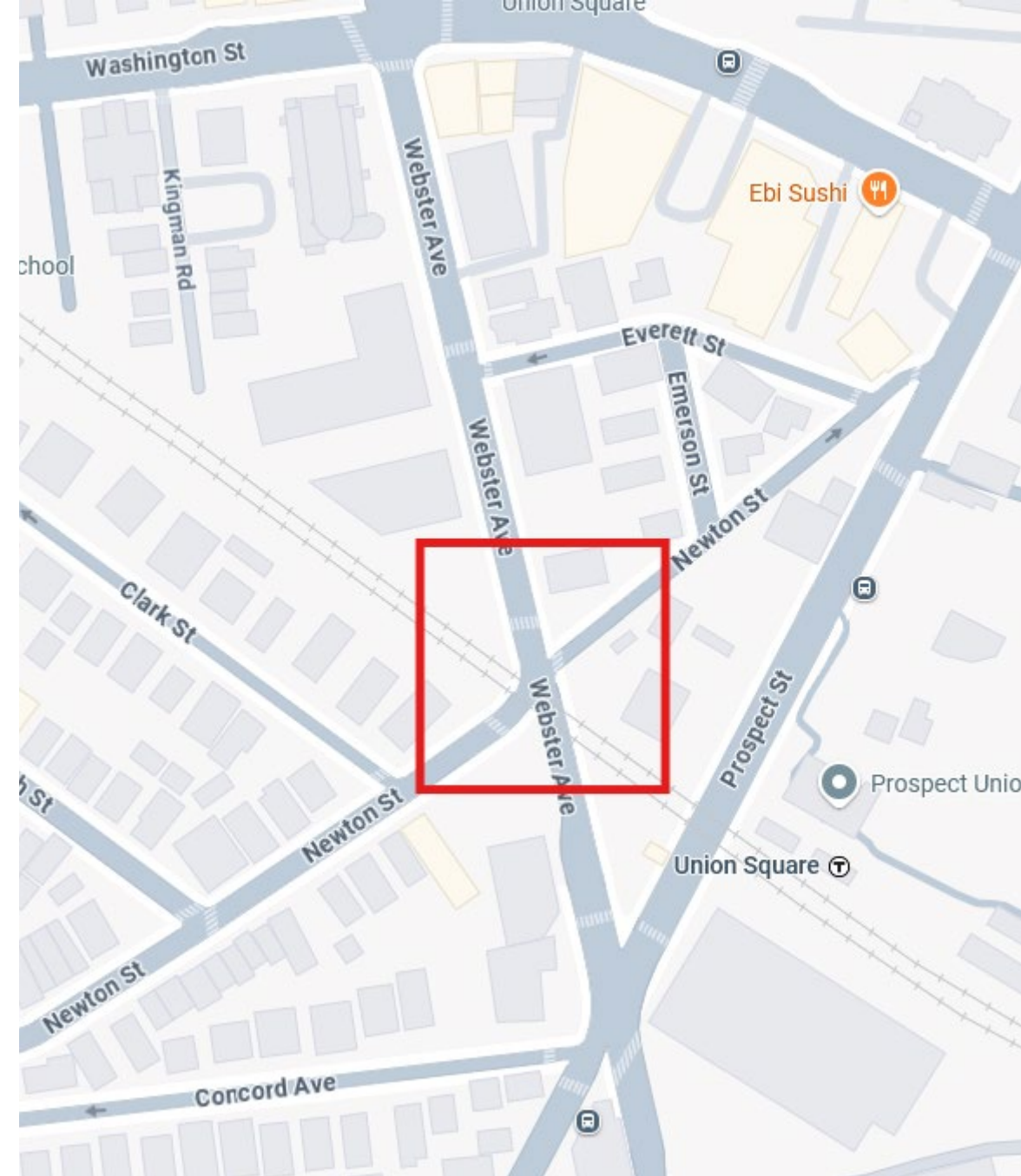


Above: A conceptual design rendering of the proposed at-grade pedestrian and bicycle crossing of McGrath Boulevard at Otis Street, from street level. (Credit: MassDOT)

Above: A conceptual design rendering of the proposed at-grade pedestrian and bicycle crossing of McGrath Boulevard at Otis Street, looking at street level. (Credit: MassDOT)

WEBSTER AVE BRIDGE REPLACEMENT PROJECT

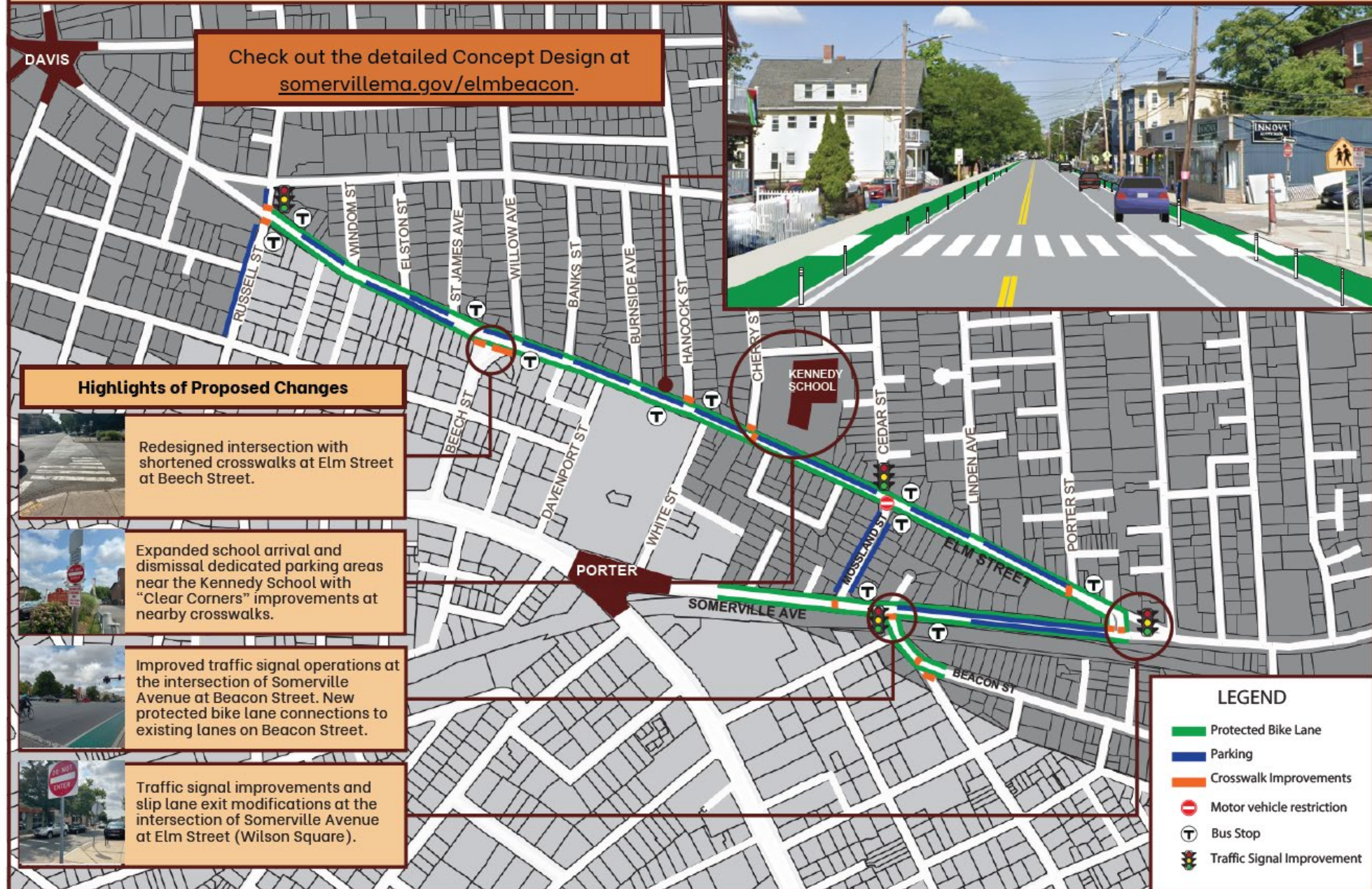
- MassDOT plans to replace the bridge on Webster Ave over the Green Line tracks and replace the skewed intersection at Newton St with two “T” intersections.
- Project is already at 75% design with construction set to begin this winter.
- There is community concern over whether the bridge will be reconstructed to accommodate a future Green Line extension to Porter (& beyond!).
 - Current ROW will be tightened but not further than the clearances under the Prospect St bridge.
 - Project team has said they have MBTA signoff.



PROPOSED INTERSECTION REDESIGN



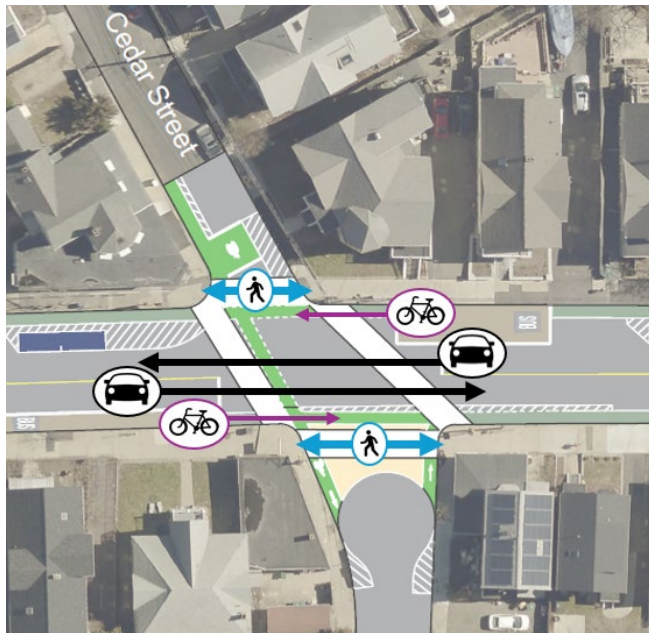
Elm-Beacon Connector Quick Build Safety Improvements



ELM STREET AT CEDAR STREET AND MOSSLAND STREET

TRAFFIC SIGNAL PHASING PLAN

Phase 1 – Elm Street



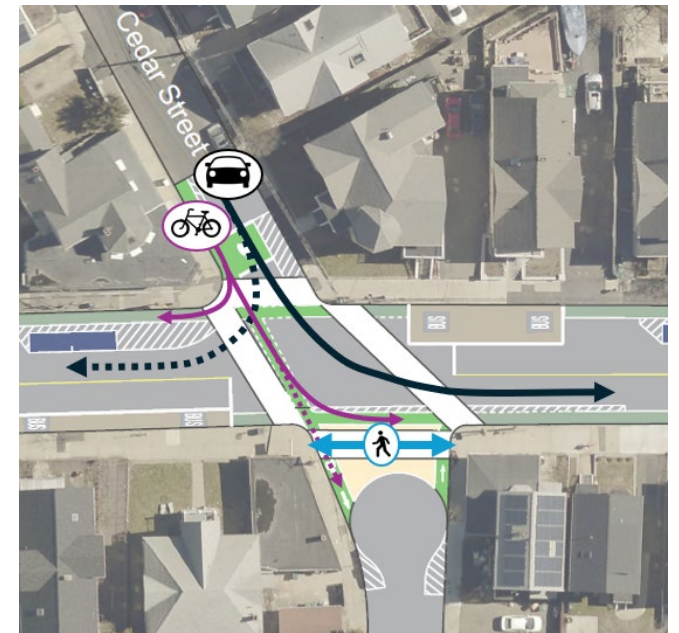
20 seconds

Phase 2 – Peds and Bikes



30 seconds

Phase 3 – Cedar Street

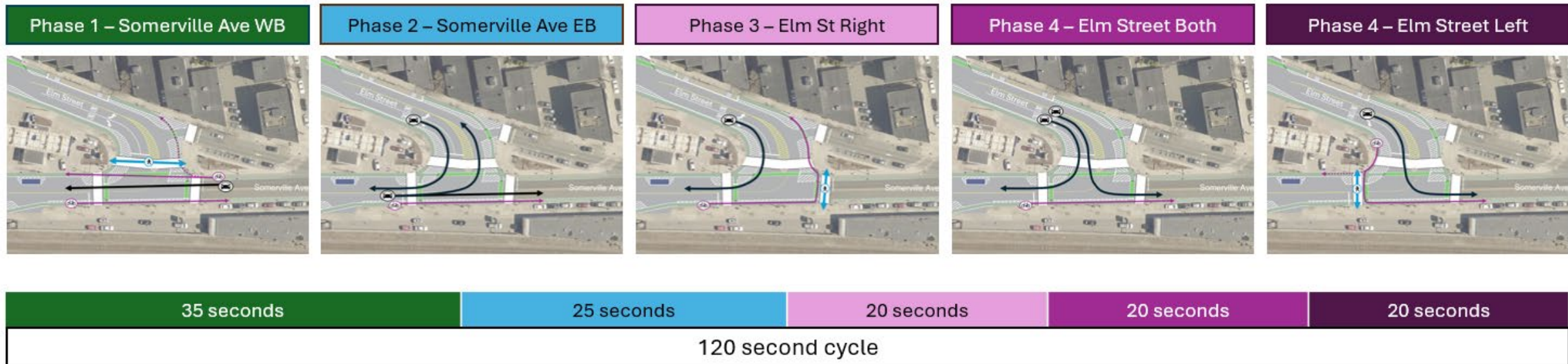


20 seconds

70 second cycle

ELM STREET AT SOMERVILLE AVENUE

TRAFFIC SIGNAL PHASING PLAN

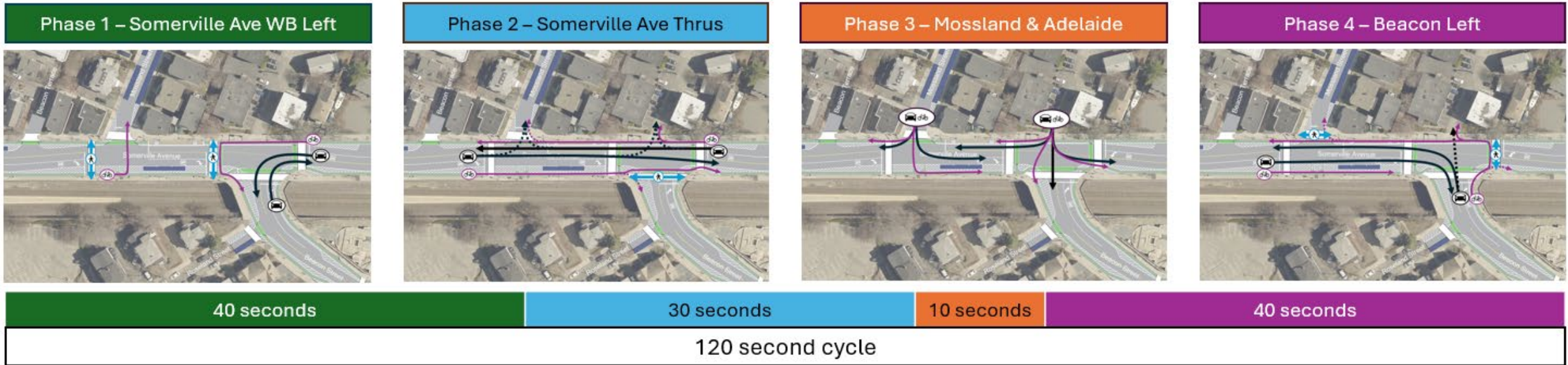


Our plan will change the setup of the traffic signals at this intersection in a way that gives people walking, rolling, biking, and driving as much dedicated time and space to proceed as possible. We expect this to result in more predictability and everyone feeling safer. We also believe that this plan 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 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](#).