



February 2026 Meeting Minutes

Somerville Pedestrian & Transit Advisory Committee (PTAC)

Mayor Jake Wilson

Meeting Information

Thursday, February 19, 2026, 6:30-8:00 PM

This meeting will be hybrid:

- **In-person meeting location:** [101 South Street](#), Somerville, MA 02143.
- **Zoom info to join remotely via computers, tablets, and smartphones:**
<https://us02web.zoom.us/j/89181225932?pwd=aWp0L2FtaUh3aGdVbHNRWUJmeDRNQOT09>
Passcode: 152274
Or join by phone:
Dial (for higher quality, dial a number based on your current location):
US: +1 646 558 8656
Webinar ID: 891 8122 5932
Passcode: 152274
International numbers available: <https://us02web.zoom.us/j/kcVy69ROJG>

Members

* = present

1. Ted Alexander *
2. Ginny Alverson
3. Meredith Brown *
4. Laura Evans *
5. Christopher Ferry *
6. Preston Gutelius *
7. Satoko Hirai
8. Brenda Marvin (Secretary) *
9. Steven Mulder *
10. Barbara Myers *

11. Bianca Norkunas
12. Vitor Pamplona (Vice Chair) *
13. Zach Rosenberg *
14. Alessandra Seiter (Chair) *
15. Mackenzie Webb *
16. Ben Ewen-Campen (Ex Officio, Ward 3 City Councilor)
17. Katherine White (Ex Officio, OSPCD Mobility) *
18. Justin Schreiber (Ex Officio, OSPCD Mobility)

Guests

1. Brad Rawson, *Director of Mobility, City of Somerville*
2. Karen Molloy, *Somerville Alliance for Safe Streets (SASS)*
3. Susan Foley, *Somerville resident*
4. Zachary Yaro, *Somerville resident*
5. Tom, *Somerville resident*
6. Logan Brill, *Somerville resident*
7. Crystal Huff, *Somerville resident*
8. Emily Urbanski, *Somerville resident*
9. Nick Mellis, *Somerville resident*
10. Andrew, *Somerville resident*

Acting Secretary

Brenda Marvin

Call to Order

6:30pm

Agenda

Procedural Business (10 Minutes)

- Alessandra provided an introduction and background on PTAC
- Member roll call
- Vote on January draft minutes
- Announcements
 - Kate updated on new membership. Names have been submitted to the Mayor. We are waiting to hear back.
 - Alessandra mentioned putting together a social event and that new members will be placed with a buddy.

Public Comment (5 Minutes)

- Call for public comment
 - Tom - I wanted to comment on the snowstorm. Several wheelchair ramps were not shoveled. It's a mixed bag. Thumbs up to DPW on bus stops. The negative was that

the wheelchair ramps in several specific locations were not cleared out. Neighbors need to help out too.

- Alessandra - we hear about this issue a lot. Helpful to hear your perspective.

Subcommittee Updates (10 Minutes)

- Community Events
 - Preston - weekend tabling at Lunar New Year Festival. Good conversations with people, Some signups for newsletter.
 - Next Community Walk will be on Tuesday, May 19
- Design Review -none
- Special Projects none

Mobility & Safety in Somerville: 2025 Key Performance Indicators (35 Minutes)

- Every winter, the City of Somerville Mobility Division publishes an annual progress report analyzing trends for transit, pedestrian, bike, and motor vehicle travel. The report assesses and visualizes safety data including vehicle speeds and crashes, key safety deliverables such as traffic calming installations and sidewalk reconstruction, and community engagement practices.
- At this PTAC meeting, Mobility staff will present the [2025 Key Performance Indicators report](#) for discussion with PTAC members.
 - For full details, please see the report linked above.
- Brad - Every year Mobility reports the outcomes of our work. It is a data driven transparent report that informs how we allocate staff hours. There are 14,000 hours of work that tax payers support. This is how we focus on safe, low carbon,
- Kate - there are 3 main sections to present on the report tonight. The whole slide deck is available online.
- Kate - I'm excited to share information about bus routes. There has been a 10% increase and 25,000 trips per week. In 2025 many routes served 60% less than 2019. There is 80% on-time performance. In Somerville there are 250,000 to 330,000 boardings. There was an increase in ridership at Davis Square. It could be that service is more on time on the redline. The city collects bike and pedestrian data. There is more pedestrian traffic in the evening. Our busiest pedestrian day in Davis was Honk! The data between cars and pedestrians in Davis is pretty close. In the community path the mornings and evenings are busiest. That includes bikes and pedestrians. About 50% travel to Somerville schools happens on foot, 34% by car. We are looking at how we can have lower emissions and fewer vehicle miles. VMT has increased 12%.
- Preston - for VMT - do you have numbers for total vs average
- Brad - yes, it is based on odometer miles when you get an inspection. It is all getting fed into databases. You can check online.
- Steve - Are there some metrics you prioritize above the others and do you have targets in mind?
- Brad - I would welcome feedback. Safety and the MTA are crucial. The full elimination in fatal crashes. I'm proud of the community climate forward action plan. One goal is 25% reduction in VMT. Currently we are moving in the wrong direction. We would love to get your feedback. A lot of everything else is background and context. Community outreach and engagement is important. We have been reporting on that for 3 years.
- Alessandra - It is wonderful to see so many students walking to school. What will the bus redesign have on ridership
- Brad - Route 109 ridership increase is up 9%. I don't think the network redesign had a target.

- Kate - We know the MBTA is tracking the connections too. It's exciting. Now a commuter may have a one seat ride to work.
- Alessandra - The cross section about what the purpose of the vehicle trip is for is important. I don't think anyone knows what's happening with car trips. There may be more convenience based trips. Maybe we can fast track some parking policies.
- Logan - How are mixed trips counted for the school data?
- Brad - School community members filled out a survey to collect the school data. It asked for an average commute. People may overreport.
- Meredith - Did you see any difference in the school surveys from 2019 and 2025?
- Brad - This is cumulative data was collected from 8 years of data. The data has been stable. I assume that the relocation of Winter Hill and Edgerley had an effect, but we don't have that data.
- Traffic cameras, what do they capture and how long is it saved?
- Brad - I don't have it offhand. If anyone is concerned about privacy, it is reported
- Kate - It is quite blurry.
- Kate - For safety trends there were 525 total crashes this year. They are continuing to decrease. Serious injuries continue to decline. There were 0 fatal injuries. There were decreases in crashes that involve a pedestrian. There is a 25% decrease in bike crashes.
- Brad - It's important to analyze all crashes. We are able to tell people that there are fewer crashes. This can still be a divisive issue.
- Alessandra - We get comments about road rage with the traffic calming measures. But it isn't translating into dangerous roads.
- Brad - It's a good question. We are looking at all of the data
- Susan - Is there any way to tease out if there is an increase in VMT due to rideshares?
- Kate - We have a slide. It is available online. There was some good reporting. In Boston 1 in 4 crashes involved a rideshare. Only Lyft and Uber are required to report. We don't know about food delivery.
- Brad - There is a great public dashboard online. There are about 2.5 million trips. It's about 2/3 compared to the pre-pandemic rates.
- I was wondering if you know if there are crash hotspots for bikes.
- Kate - We are putting together the data. We need to adjust the ranges because we are having fewer crashes so the threshold is different.
- Kate - There were 70 traffic calming features added in 2025. It looks lower from last year, but Spring Hill was completed. Sometimes the data is bulked into specific contracts. There has been a decrease in speed since adding a speed hump. The data is exciting. We are reconstructing 2 miles of sidewalk per year. We are making signals more accessible by adding 13 more around the city. We refreshed 260 faded sidewalks and over 1000ft of green paint on bike lanes and 2.9 miles of bike lane markings. Three new bus lanes were added. Mobility joined community events and had specific project outreach at 120 events. We try to reduce barriers to participation for our outreach. On the ground outreach is getting to the people who are most impacted, within a 5 minute walk of the projects. From 311 the requests are overwhelmingly for traffic calming. There were requests coming from 100 different streets to reduce traffic speed.
- Christopher - For the walk signals, was it just the signage or the buttons? Was the timing and signal reviewed?
- Kate - Our team reviewed all of the signals in the past few years to review crosswalk timing to extend the time for walking.
 - There will be a discussion on traffic signals in July.

PTAC 2025 Annual Report & Goals for 2026 (30 Minutes)

- Every winter, PTAC publishes an annual report describing committee activities over the past year including focus areas and achievements, advocacy letters, projects reviewed, meeting engagement, and events.
- At this PTAC meeting, the Chair will present a [draft of PTAC's 2025 Annual Report](#) for discussion with PTAC members. PTAC members will also discuss committee goals for 2026.
- Alessandra: every winter we put out an annual report. I will walk us through the draft. I want feedback on whether other items should be included. Is it accurate? What are our goals for 2026? Our advocacy had some real impact with highlights in Unions Square bus routes 90 and 88, and McGrath Boulevard. We wrote 6 advocacy letters and feedback on 9 projects. We engaged with 700 community members. We had 40 unique guests to meetings. We accomplished about 50% of our goals. We made progress on 33% of our goals.
 - Please see the report linked above for specific details
- Ted - Thanks for putting this together
- Mackenzie - The goals are great. Maybe we could do something around increasing our engagement, the number of people on our newsletter or events.
- Meredith - I'm echoing the appreciation for the document. I would love to continue with school mobility and community engagement. Maybe it can be a different form of community engagement.
- Brad - I hope you all know how unique you are. How high functioning and inclusive you are. This committee is next level. The meeting management and agendas, tabling, and coalition building. I know I'm biased, but we see other groups. You can never take this stuff for granted. Unless we are getting fresh ideas, it can wither a little bit. Please don't rest on your laurels. We need you to hold us accountable. I can't wait for the city council to see this document.
- Susan - Is there a way to have community engagement on snow clearing that advocates for wheelchair ramps?
- Kate - Our community engagement department has been active. If you follow the city on social media you'll see we brought back the Yeti. How do we reach people? How do we talk through the importance about why we need to clear sidewalks?
- Crystal - I appreciate the work done with this committee, this community, this staff. As a community member I would love to see a Davis Square walk audit. It would help me as a student. Could it be possible to include the walk audit to include the TWSI, the tactile borders?
- Vitor - Can we do anything about the 20% on time for buses? Do we need different routes?
- Brad - That would be very helpful to focus on the next tranche of bus network changes. For example, we know the Prospect Street corridor is a source of the delays. We need to work with neighboring cities too.
- Alessandra - We are in the early stages of doing a walk audit for Assembly, which is also a part of the 85 bus route. There is an opportunity to include that.
- Zach - I wanted to plus one the walk audit of Davis. The Davis Square neighborhood committee did one of the commercial area.
- Alessandra - I think we should vote on the report. I will finalize with the new recommendations and the letter at the front.
- The resolution passed.

Meeting Ended

8:00pm