



May 2026 Meeting Minutes

Somerville Pedestrian & Transit Advisory Committee (PTAC)

Mayor Jake Wilson

Thursday, May 21, 2026, 6:30-8:00PM

Meeting Information

Members

* = present

1. Ted Alexander*
2. Ginny Alverson
3. Meredith Brown*
4. Rachel Chiquoine
5. Laura Evans*
6. Christopher Ferry*
7. Susan Foley*
8. Christopher Friend*
9. Preston Gutelius*
10. Satoko Hirai
11. Sebastian Lopes-Filho*
12. Brenda Marvin (Secretary)*
13. Steven Mulder*
14. Barbara Myers*
15. Vitor Pamplona (Vice Chair)*
16. Zach Rosenberg*
17. Andrew Rosenfeld*
18. Alessandra Seiter (Chair)*
19. Mackenzie Webb*
20. Ben Ewen-Campen (Ex Officio, Ward 3 City Councilor)
21. Katherine White (Ex Officio, OSPCD Mobility)
22. Justin Schreiber (Ex Officio, OSPCD Mobility)*

Guests

1. Lily Worth, *Transportation Planner, Mobility Division, City of Somerville*
2. Derrick Rice, *Somerville resident*
3. Zachary Yaro, *Davis Square Neighborhood Council (DSNC)*
4. Danielle
5. Tom

Acting Secretary

Meredith Brown

Call to Order

6:33pm

Agenda

Procedural Business (10 Minutes)

- Member roll call
- Vote on April draft minutes
 - Motion to approve passed
- Announcements

Public Comment (5 Minutes)

- Zachary Yaro: Update on Elm St improvements - Davis Sq neighborhood council hosted in person open house and online session last month (inspired by Mobility outreach). Over 50 signatories in support of improvements. Excited to engage more with Mobility on feasibility. Somerville Gardening Club helping to support plan and added planters on Elm St to plan. zmyaro@zmyaro.org
 - Alessandra: Let us know if we can support or if you'd like to present at a future meeting
- Tom: Wondering if there's any resolution on Clarendon Hill turnaround - asked a few months ago whether it's city or MBTA responsibility to retire that for safety. Also interested in any information about mitigation for bikes riding on sidewalks in Davis Sq. Also raising a safety issue with Dover St - visually impaired, audible signal often coincides with 2-3 cars jumping the red light when trying to cross. Has to wait for MBTA bus to go parallel to protect from oncoming traffic. Part of RTAG lawsuit with Center for Independent Living. 311 wheelchair ramp tickets were not resolved in the winter. Would appreciate information from Zachary on Davis Sq safety info.

Subcommittee Updates (10 Minutes)

- Community Events
 - Tues event rained out, rescheduling and will update
 - Tabling at Carnival with Mobility & Bike Committee Sunday June 7 - reach out if interested in joining the tabling
- Design Review
 - No updates
- Special Projects
 - No updates

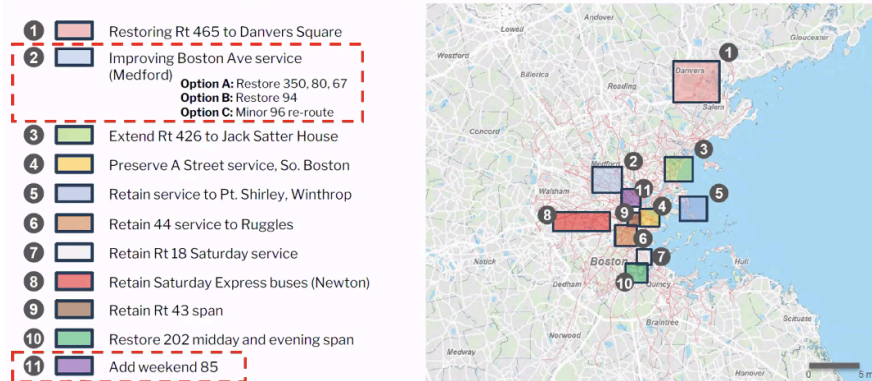
Update on Bus Network Redesign Proposed Amendments (15 min)

- The MBTA is [preparing to propose amendments](#) to the [Bus Network Redesign](#). The proposal is expected to be made public this month, with public comment open through July 2026.
- Mobility has a little more information than last month but not a lot more information
- 11 "minor amendments" in 2026
 - Reversing some proposed cuts
 - Minor reroutes or extensions
 - Expanding span of service hours
 - 1-2% increase in resources not requiring more peak hour buses in service (i.e. no infrastructure changes needed)
 - Stakeholder meetings and public comment in spring/summer, board approval requested late 2026

- Slides shared with PTAC officers by advocacy orgs that attended BNR External Task Force meeting

Bus Network Redesign (BNR) Proposed Amendments

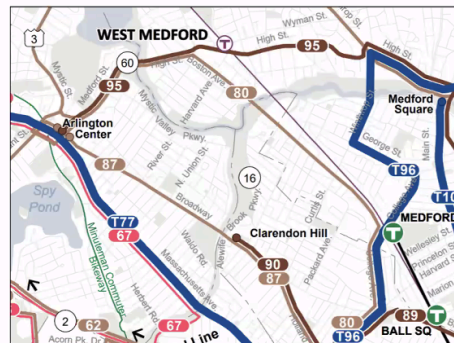
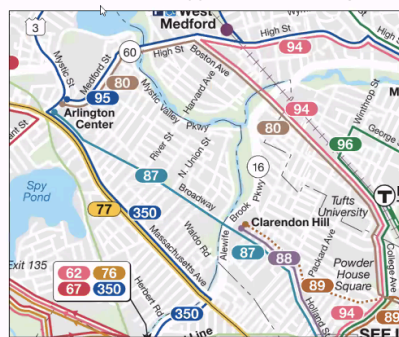
Proposed Amendments



- 2 of 11 minor amendments relevant to Somerville:
 - Improving Boston Ave service (says Medford only but also partially in Somerville, this may be worth highlighting to the MBTA):
 - Option A: restore 350, 80, 67
 - Option B: restore 94 (not in original BNR)
 - Option C: Minor 96 reroute
 - These options are likely not to all be mutually exclusive, but we dont have details yet
 - Likely more information coming very soon prior to public comment period in spring/summer, but we dont know timing. They do want to finish this by the end of the year

Bus Network Redesign (BNR) Proposed Amendments

- Context
- Discussion: PTAC approach to advocacy



Above: 2022 BRD map

Left: Current bus map

- Add weekend 85
- Discussion of committee opinions
 - Ted & Brenda: In favor of writing a letter just in support of the weekend service for 85 at this point, given lack of clarity on Boston Ave plans and impacts
 - Justin thinks impacts to Somerville are likely to be more indirect
 - Sebastian: Agreement & worth noting that for people living in that area using 80 to go to e.g. Davis, the length of the proposed route may contribute to unreliability. Would favor including a preliminary statement about this in the letter
 - People in the room:

- Hard to opine without more details yet
- wondering if there's an opportunity to remove the 80 extension to Burlington in this transitional moment
- Alessandra - Gilman Sq council worried about loss of 80 because loss of accessible connection to Highland Ave (also compounded by the presumed loss of the 90). Could be flagged in a potential letter
- Proposal: write letter in support of 85, and add on if we find out more specifics before June meeting or submit a separate letter later if not
 - Remind that part of this affects Somerville in the letter
- Alessandra to co-draft with interested members and bring to June meeting for vote

Broadway Magoun Reconstruction Project Concept Design Review (50 Minutes)

- Earlier this month, the City of Somerville released [concept designs](#) for the [Broadway Magoun Reconstruction Project](#). As part of the Pavement and Sidewalk Management Program, the City of Somerville plans to reconstruct sidewalks and repave Broadway from Winchester Street to Central Street. With the opportunity to reconstruct the street, the City is developing a new street design to increase safety, improve accessibility, incorporate more sustainability and plant life, and create a more comfortable street.
- At this meeting, Mobility staff will present a brief overview of the project and walk through [each of the three redesign options](#). PTAC members from the Design Review Subcommittee will share their recommendations, and PTAC members leading the Community Walk on May 19 will share feedback from the walk. A discussion of the concept designs will follow.
- In advance of this meeting, all community members are invited to join PTAC's Community Walk in the Broadway Magoun project area on Tuesday, May 19, 6:00-8:00PM. [Details on the City of Somerville calendar](#) (including rain date).
- Lilly (Mobility Magoun project PM) presenting

Project Background

Broadway Magoun is a **Complete Streets** project in accordance with the **Pavement and Sidewalk Management Plan** and the **Bicycle Network Plan**



We launched the project and did outreach in Fall 2025 to learn about community safety [concerns](#), and incorporated that feedback into concept designs.

Included

- Reconstructing sidewalks and ramps
- Repaving street from curb to curb
- New tree plantings
- **New and raised crosswalks**
- Traffic signal changes
- Improving existing bicycle facilities
- **Bus stop changes**
- Intersection redesign
- Changes to sidewalk and lane widths
- Parking regulation changes
- **New accessible parking spaces**

Under Consideration

- Traffic calming on nearby streets
- Network redesign (changes to directionality or operation of streets)
- New planting/landscaped areas

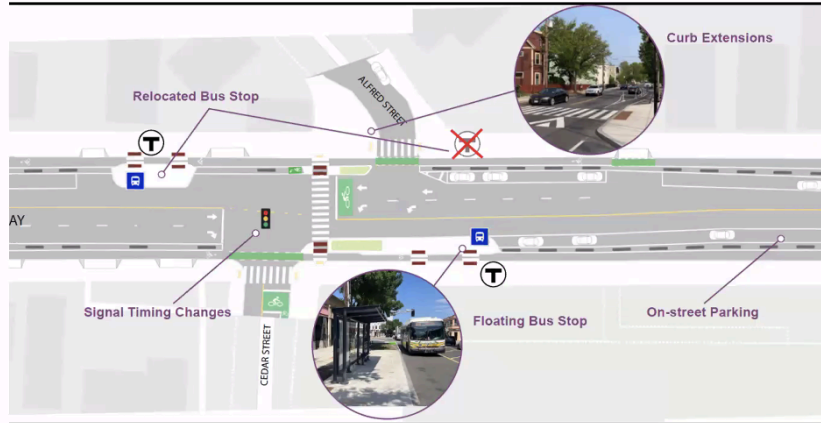
Not Included

- Substantial utility work
- Street lighting changes
- Green stormwater infrastructure

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- Broadway between Winchester and Main Sts in scope
- Sample sections presented due to size of project area

Concept Design - Broadway

Sample section: Broadway at Cedar



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- Broadway at Cedar illustrative of changes proposed
 - Currently the Alfred St intersection is very long, not signalized, wide open driveways. Going to tighten up intersection, add curb extensions across broadway. Original bus stop location is a little nicer from a streetscape experience, but moving to far side will help operations and reduce long exposed curb cuts. Will negotiate with property owners
 - Not a significant amount of traffic on Alfred St, but because it's such a long crosswalk some cars jump the gap to Cedar and it's not totally clear whether that's illegal. Tightening this up will make it clearer that this should not be done
 - Coordinating with Medford on all of these elements as it's on the border
 - Bike facilities and parking will be maintained on both sides - parking will be flipped on the north side, floating bus stops, need to slow bikes down as they approach bus stop (narrowing)
 - Concrete separators for bike lane

Concept Design - Broadway

Sample section: Broadway at Charles E Ryan Road

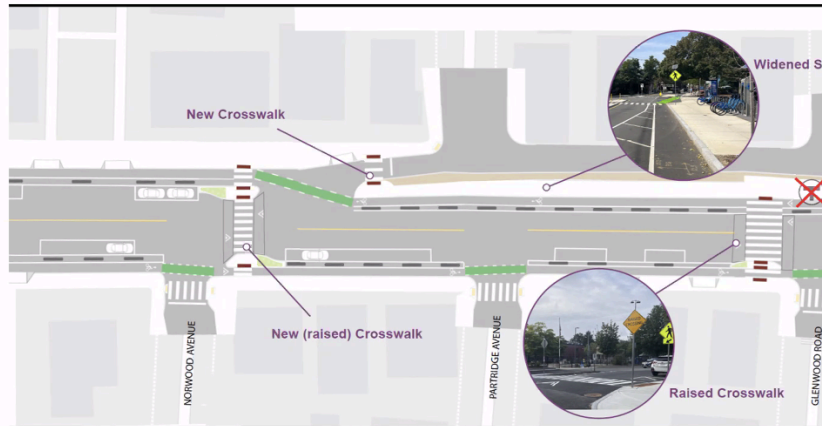


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- More illustration of proposed changes using Broadway at Charles E Ryan Rd
 - Consolidating bus stop
 - Raised crosswalk
 - Another big open crosswalk to tighten up
 - Property on the other side is a commercial car lot, cant close their driveway so that's a little trickier to truly bump out

- Between William St and the intersection - this is where the sidewalks are the narrowest along Broadway. Opportunity to significantly widen sidewalk which is what is proposed, and invest in sidewalk level bike lane (also not a lot of driveway conflicts)

Concept Design - Broadway

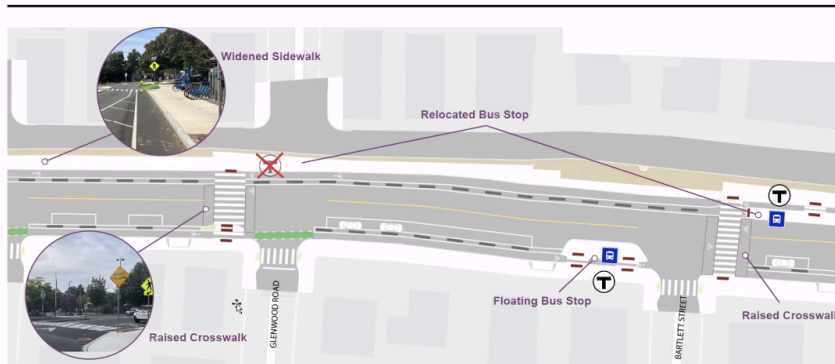
Sample section: Broadway at Norwood Avenue



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- Norwood ave - proposing a new crosswalk in response to observed pedestrian desire lines
 - Trying to put a small new crosswalk to connect the elevated section of Broadway

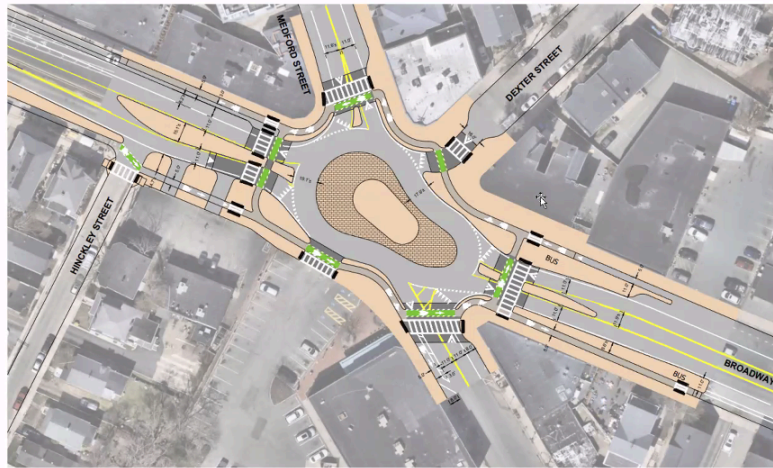
Concept Design - Broadway

Sample section: Broadway, Glenwood Road to Bartlett Street



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- - Proposing to remove parking along this narrowish stretch - Broadway is generally in most places wide enough to keep the parking, but this stretch along the elevated part is narrower. Choices between bike lanes and parking or including the elevated portion in scope - decision to keep scope due to budget constraints and prioritize ped experience by widening sidewalk. Relocating bus stop to pair better with Bartlett St and aligning better with ramp.
- Magoun Sq intersection options - very complex intersection; engagement showed high interest in what would happen with the intersection
 - Option 1: roundabout. Many people interested in roundabout - considered feasibility against other options. No lights just an avocado-shaped roundabout. Designed to ensure access for emergency vehicles and preventing straight-line travel for traffic calming. Range of comfort levels with roundabouts. Best option in terms of traffic management

Concept Design Alternatives – Magoun Square



The Roundabout option removes the traffic signals and transforms the intersection into a roundabout shape with shorter crossing distances, raised crosswalks, a raised bicycle lane, and one motor vehicle lane. This option has the least delay for people driving, biking, and walking.

- Option 2: “the X”: taking Dexter St and the parking lot out of the signal phase, which is terribly inefficient and time consuming. Dexter St becomes right turn only. Otherwise largely similar to today, maintains dedicated ped phase. More exposure for bike riders

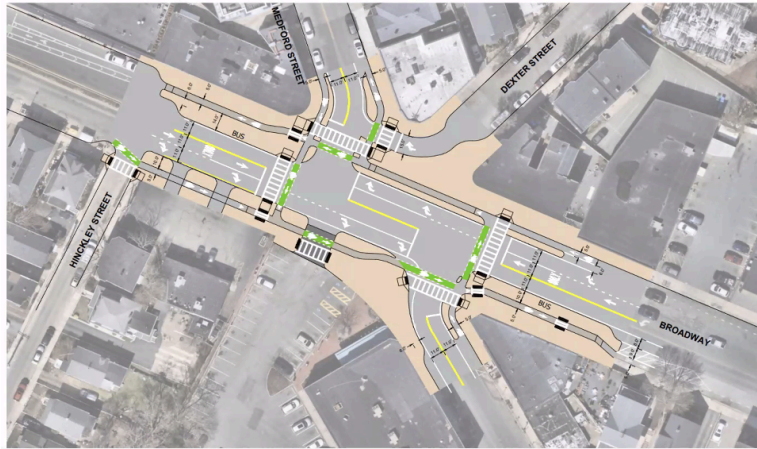
Concept Design Alternatives – Magoun Square



The “X” signalized option reduces the intersection to primarily four approaches. The signal cycle is much shorter than today. Crossing distances are shorter and there is more pedestrian space at the corners. This option provides the fewest vehicle signal phases and maintains an exclusive pedestrian phase.

- Option 3: “the T”. Separating intersection into two bits, similar to Inman Sq. Maintains more turn lanes. Complex but well described in engagement materials for more details. Less ped wait times and more mode separation. Eliminates left turns from Broadway onto Medford St, so those drivers needing to do that would need to reroute

Concept Design Alternatives – Magoun Square



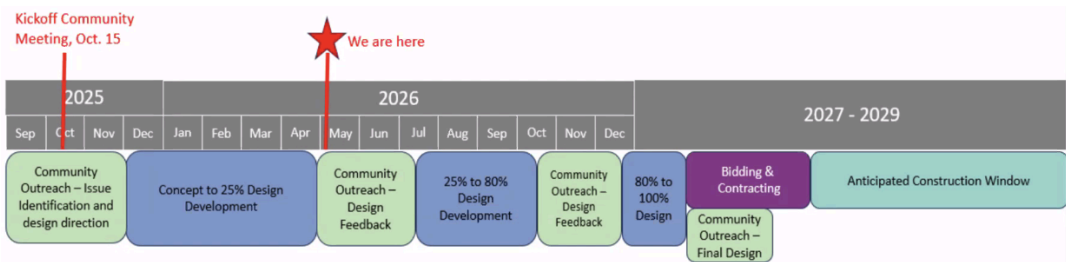
The “T” signalized option splits the intersection into two sections. The signal cycle is shorter than today. Crossing distances are shorter and there is more pedestrian space at the corners. This option provides more vehicle signal phases and travel lanes, but shorter wait times for pedestrians, and increased separation for people biking.

- Engagement has been fairly split between these three options - no clear winners or losers wrt public opinion

Concept Design Alternatives – Comparison

Alternative	Pedestrian Delay (seconds/ped)	Number of Potential Conflict Points Between a Pedestrian and a Vehicle	SE Corner to NW Corner Pedestrian Walk			Bicycle Experience	Maximum Signal Cycle Length (sec)	Max Average Vehicle Intersection Delay (sec/veh) and LOS	Max Traffic Queue (ft)
			Number of Veh-Ped Conflicts	Total Walking Distance (ft)	Crosswalk Exposure to Veh Distance (ft)				
Existing	50	18	0 (all-ped phase)	275'	200'	-Bicycles travel across a large intersection using bicycle boxes to make left turns with little to no protection through the intersection	120	84.6 LOS F	500' NB from Medford St.
The Roundabout	-	10	5	275'	100'	-Bicycles have little to no waiting at crossings -People biking yield to traffic exiting roundabout, and have priority over traffic entering roundabout -Slower vehicle speeds provide less severe conflicts	N/A	7.6 LOS A	75' EB from Broadway NB from Medford St.
The X	27	10	0 (all-ped phase)	275'	100'	-Bicycles follow main traffic signals using protected corners situated ahead of vehicle traffic -Bicycles have more direct paths of travel, but more exposure to vehicles in the intersection	75	52.4 LOS D	375' EB from Broadway
The T	23	12	6	275'	125'	-Bicycles have a protected crossing through the intersection. -Bicycles have dedicated signals, but less direct paths of travel	75	15.8 LOS B	300' NB from Medford St.

Other elements to consider: Reclaimed public space, plantings and greenery opportunities, vehicle access restrictions, emergency vehicles, cost & maintenance, bus stop placement, etc



Take the survey:



somerillema.gov/

Join us at an upcoming engagement event:

- Outdoor pop-up outreach in Magoun Square on May 27
- Virtual Office hour on May 29
- Somerville Carnaval, June 7
- Outdoor pop-up outreach at Trum Field on June 10

Spread the word!

Tell your neighbors about the project and how they can get involved

- Still in community outreach phase, survey data collection. Next pop-up May 27, Carnaval engagement, another pop-up June 10
- Design review subcommittee feedback, summarized by Vitor:
 - Generally liking the plan, raised crosswalks and bus stops are great
 - May favor making Alfred St one-way

- Intersection - the T design only works if the signal phases are perfect, otherwise risk of gridlock. Would be nice to continue to have exclusive phase for peds, but it is very complicated because phase design needs to be aligned. Many cars going straight on Medford
- Team disfavored X mostly because it does not seem to solve anything; parking lot situation still exists, the changes are too minor to address the conflicts observed today and the ped paths are still very long e.g. if you're walking along Broadway - you have to cross more streets with a more circuitous path, compared to the T
- Roundabout is good all around - though the usual tradeoffs around user comfort. Open space in middle should be used well to avoid being sad
- Conclusion: T is preferred if signal phasing is solved very well, otherwise roundabout is preferred
- Laura: Q about the T and possibility of ped conflicts, would leading ped indicator be an option? Yes LPI could be considered and recommended. We primarily don't use LPI esp compared to surrounding towns, so we don't take that lightly but would recommend here
- Vitor: Parking lot? Interesting and tricky - city owns the lot so we have flexibility to make changes to entrances and exits. Most important thing was taking it out of the signal - everyone on board. Considering only one way in, still discussing feasibility. Another option would be to allow only a right turn out onto Broadway. Still thinking through and discussing but it's good that we have agency to control options. Don't want to preserve the signalized long crossing (where most people don't wait, they just cross)
- Alessandra: How is the long crossing concern mitigated with the T relative to the X? X just seems more circuitous and indirect than the T
- Ted: Roundabout emergency vehicle analysis? Modeled and showed that bus and firetruck do not have to mount the curb
- Susan: Fascinating and learning a lot. Big fan of roundabouts but wondering if we think about 5-10 years from now, what happens with more driverless vehicles and how is that accounted for in design? Wondering if we should prioritize reducing time a ped could be in windshield distance from a car as a safety feature or how we currently think about that? Lilly: really interesting consideration, more taking the perspective of all cars currently. Also planning against future zoning changes, population changes. Not totally ignoring driverless cars but will definitely think more about the potential impacts.
- Brenda - With the roundabout, more interactions between bikes and cars, makes the roundabout option a little more unsettling. Lilly: great that we have an example in the wild with Powderhouse - big variety in cyclist reactions, some people fine and some people really don't like it.
- Zachary: first, +1 Brenda's comment, lives near Powderhouse roundabout and almost always just takes the lane because the bike lane is so circuitous, it's good that there's a protected lane for less experienced cyclists but it takes a lot of time. Second, crossing at elevated part of Broadway, used to live near there and likes idea of new crosswalk but wondering if there was any thought of moving it to the east side? Lilly: could be considered! Challenging topography. Debated whether to even show the little new crosswalk in the concept design as it may shift. Definitely up for consideration and will be scrutinized carefully because we don't want people bombing down the elevated area. Will depend a lot on what happens with where the elevated part meets the rest of Broadway
- Alessandra: How long the ped phases would be for intersection options? Lilly: Not sure off of head, probably on the posters.
- Laura: Powderhouse mentioned a few times: while it's significantly improved, but it is still complicated to cross as a ped bc you don't know until relatively late whether cars will turn out or

stay in because they don't use their signals. In contrast, T reminiscent of Park/Central/Somerville Ave which is more predictable because cars are coming from fewer places. Prefers T to roundabout for this reason.

- Mackenzie (I think): appreciates extra crosswalk at Broadway Terrace. Prefers T to X because the crossings are simpler and more direct for peds.
- Preston: Roundabout option, has the city found any examples of raised crosswalks affecting driver behavior? Long term concern about roundabout: if there's a large increase in peds/bikes with rezoning, it could become a real bottleneck that could affect buses that could get stuck in car traffic and struggle to get through. Lilly: def reminded of high bike traffic in Inman sq. Does not know of raised crosswalk roundabout comparators off hand, will definitely look into it.
- Susan: clarifying, no traffic lights in roundabout. And would there be signaling for visually impaired or blind peds? Lilly: audible signals and RFBs (flashing beacons) to help people understand where to cross. People may not always feel secure though so that is a tradeoff of the option. Susan; has this been useful in Powderhouse? Justin/Lilly: These are not available at powderhouse, just signs and quick-build infra; Magoun would be full build so it would improve on powderhouse with full level of construction.
- Alessandra: Do folks feel like they have a clear preference at this moment or need more time to consider? Soft vote on all options folks could support
 - Roundabout: 8
 - The X: 0
 - The T: 10.5
 - Soft preference for T over roundabout, clear dispreference for X
 - Community walk would be helpful to crystallize opinions
- Survey will stay open a little past final pop-up June 10, but can get in touch anytime. Team will continue to iterate and talk to internal/external stakeholders so things will continue to change and improve. Excited for the feedback

Final Items

Action Items from Meeting

1. Drafting MBTA letter in support of expanding 85 service to weekends (draft by June meeting)
2. Organizing Magoun community walk (timing tbd)

Meeting Ended

8:01pm