



## March 2020 PTAC Meeting: City Update

# COVID-19 Impacts

- Construction moratorium in effect.
  - Exceptions:
    - GLX and other state projects
    - Work required to preserve the health and safety of the public
    - Work to maintain utility services to currently occupied buildings.
  - Mobility Projects currently affected:
    - Holland/College
    - Citywide Parking Study
- Parking regulations in effect – focus is health and safety violations
- Street sweeping delayed until at least April 15
- Mobility team is working from home. Most design consultants have transitioned seamlessly to remote work.
- Public meetings can take place via Go To Meeting. Decisions about upcoming public meetings are still to be made.

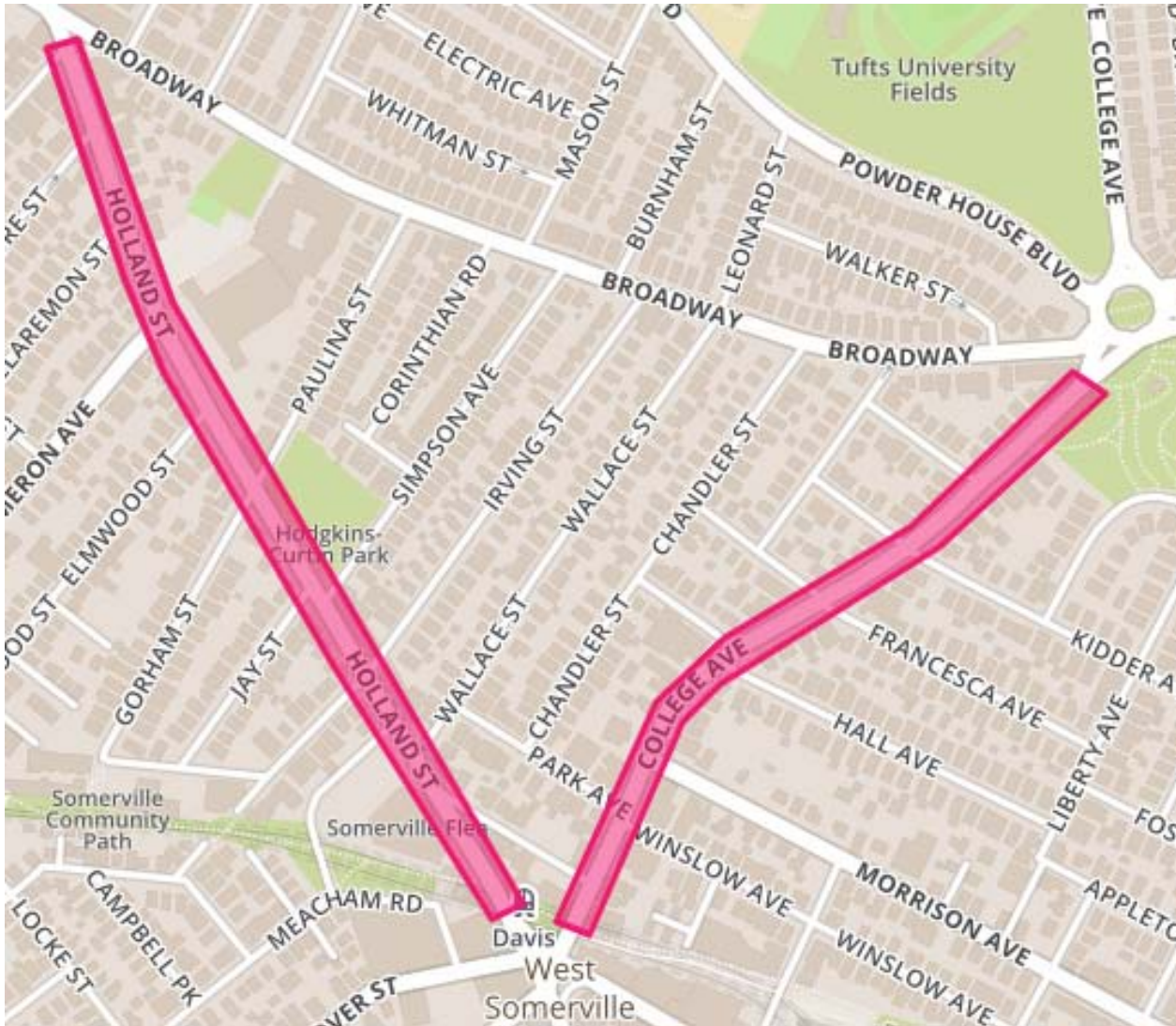
# 2020/2021 Projects

Project Name	Owner	Type	Project Stage				
			Funding & Contract(s)	Design	Outreach	Traffic Commission	Const. Mgmt
<a href="#">Somerville Ave Utility &amp; Streetscape Improvements (SAUSI)</a>	IAM	Full depth	✓	✓	✓		In progress
<a href="#">Powder House Blvd</a>	Mobility	Full depth	✓	✓			
<a href="#">Lower Medford St</a>	IAM/Mobility	Resurfacing	✓	In progress	✓	✓	
<a href="#">Holland St</a>	IAM/Mobility	Resurfacing	In progress	In progress	In progress		
<a href="#">College Ave</a>	IAM/Mobility	Resurfacing	In progress	In progress	In progress		
West Broadway	Mobility	Quick Build	In progress	In progress			
Powder House Circle	Mobility	Quick Build	In progress	In progress			
Clarendon Hill Rotary	Mobility	Full depth	✓	In progress			
Spring Hill Sewer Separation	IAM/Mobility	Full depth	✓	In progress	In progress		
<a href="#">Gilman Square Streetscape</a>	IAM/Mobility	Full depth	✓ (for 25% design)	In progress	In progress		
Ball Square Streetscape	IAM/Mobility	Full depth	In progress				
<a href="#">Union Square Streetscape</a>	IAM/Mobility	Full depth	✓ (for design)	In progress			
Grand Union Blvd	Mobility	Quick Build		In progress			
Shore Drive	Mobility	Quick Build		In progress			
<a href="#">Washington St West</a>	IAM/Mobility						
<a href="#">Pearl St</a>	IAM/Mobility						

# 2020/2021 Plans and Studies

Plan/Study Name	Owner	Timeline	Status
<a href="#">Vision Zero Action Plan</a>	Mobility	Plan release in April	Incorporating public input; finalizing plan
Citywide Parking Study	Parking/Mobility	Phase 1: By June Phase 2: FY21	Phase 1 (parking inventory) in progress Phase 2 (policy study) scope of work nearing finalization
Bicycle Network Plan	Mobility	FY21 release	Mobility scoping to being in earnest after VZ plan release. Likely not a full network plan with given budget.
MassDOT Route 38 / Route 28 Planning Study & Project Design <a href="#">(see State Highways Tab here)</a>	MassDOT	Planning and design now; Construction in FY22/23	Planning Study and initial concepts complete; MassDOT refining based on public input
<a href="#">MBTA Better Bus Project</a>	MBTA	2018-2021	Better Bus 2019 changes implemented; Bus Network Redesign: In planning, pilots in summer 2020, implementation through 2021
<a href="#">NACTO Designing Cities Conference</a>	Conference: NACTO Walkshops: Boston, Cambridge, & Somerville	Conference September 14-17	In planning/development
<a href="#">Assembly Square Neighborhood Plan</a>	Planning	2020+ Planning Process	Consultant responses under review; meetings expected in 2020
<a href="#">Brickbottom Neighborhood Plan</a>	Planning	2020+ Planning Process	Process in development, more info coming soon

# Holland/College Resurfacing



- The city will be resurfacing the streets & sidewalks of:
  - College Avenue, from Davis Square to Powder House Circle
  - Holland St, from Davis Square to Teele Square
- A related project will also include minor in Davis Square itself – selected sidewalks and crosswalks will be rehabilitated.
- **Project Website**  
[somervoice.somervillema.gov/hollandandcollege](http://somervoice.somervillema.gov/hollandandcollege)

# Project Scope

## What is included?

- ✓ Resurfaced roadways
- ✓ Resurfaced sidewalks
- ✓ New pavement markings, signs, and curbside/parking regulations
- ✓ New trees and bike racks
- ✓ Limited bump outs at crossings (*with no drainage impacts*)
- ✓ Gas main replacement (by Eversource)

## What's not included?

- ✗ Full depth reconstruction
- ✗ Corridor wide curb relocation
- ✗ Surface changes that require moving drainage structures or other underground infrastructure
- ✗ Resurfacing work inside Davis, Teele, or Powder House squares.

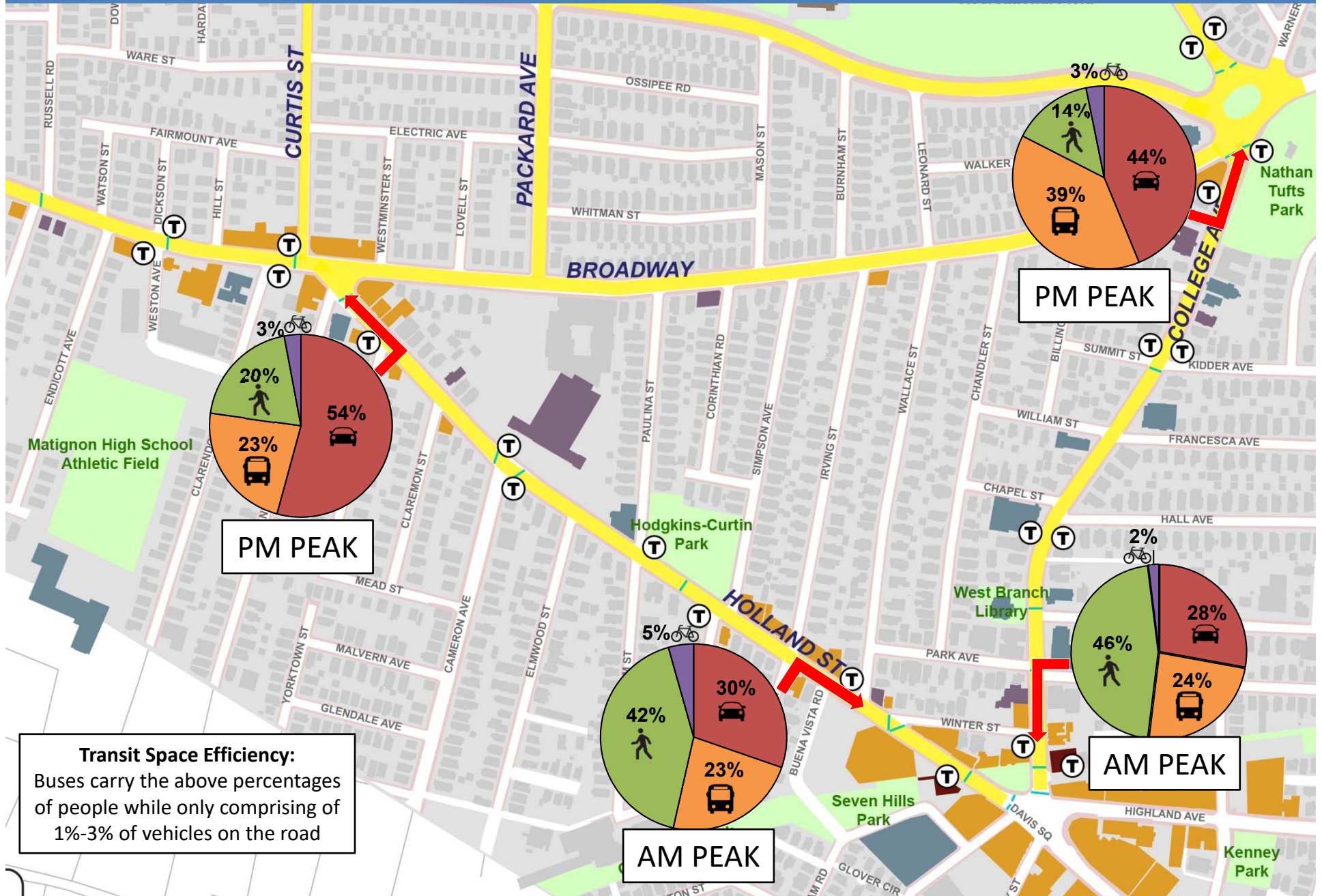
---

## Given this scope, there are opportunities for:

- ✓ Pedestrian crossing improvements, potential new crossings
- ✓ Bus priority improvements and stop consolidation
- ✓ Bicycle facility improvements
- ✓ Traffic calming improvements
- ✓ Curb use and regulations changes for more efficient use of parking

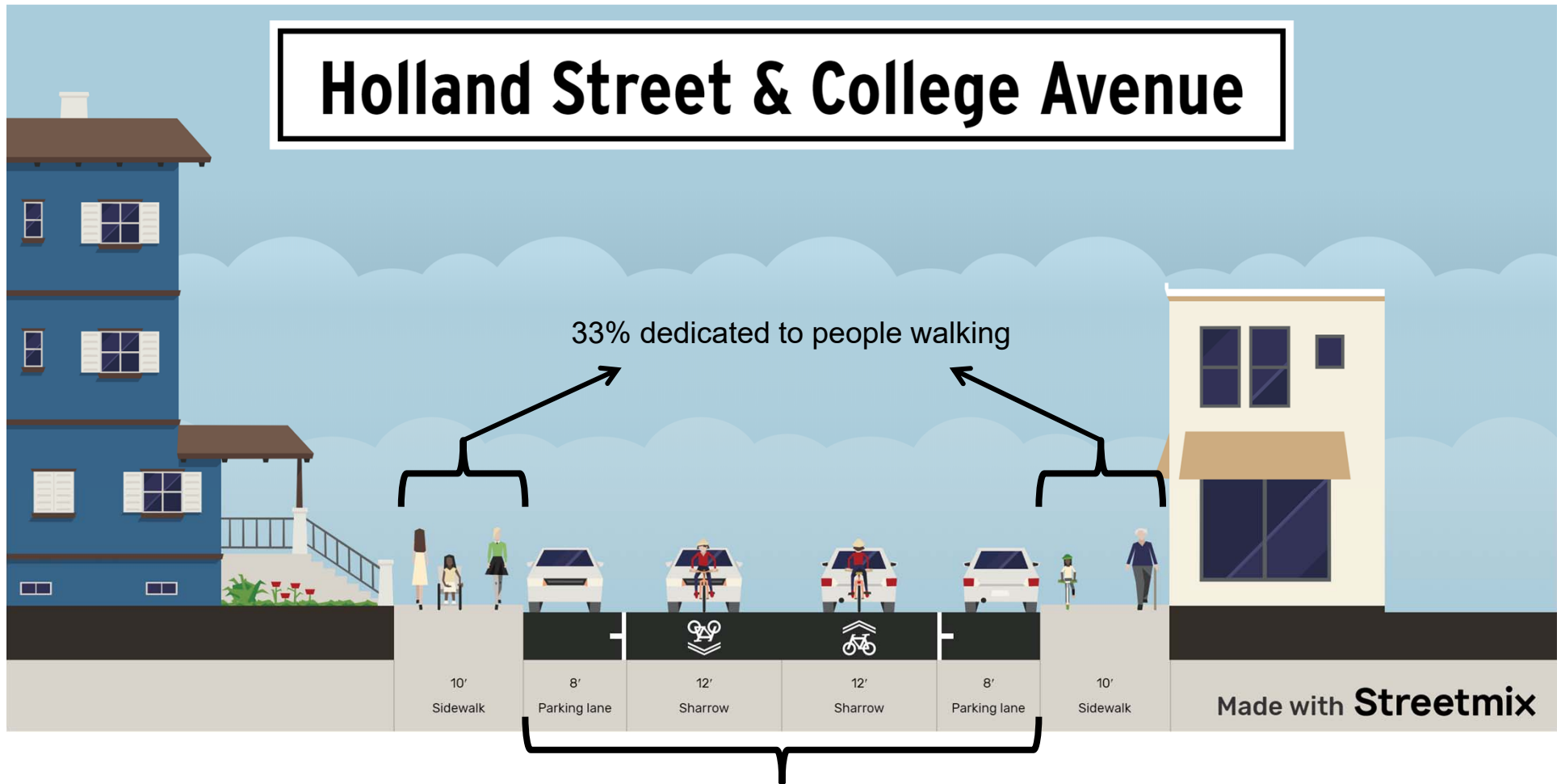


# Existing Conditions – Peak Hour Mode Split



# Existing Conditions – Street Configuration

- Similar configuration on both streets, which are 40 feet wide:



- 66% of space dedicated to people driving/riding:
  - 40% for vehicle travel (shared with bikes)
  - 26% for vehicle parking/loading/bus stops



## Design Options: *Bike Lane on One Side*

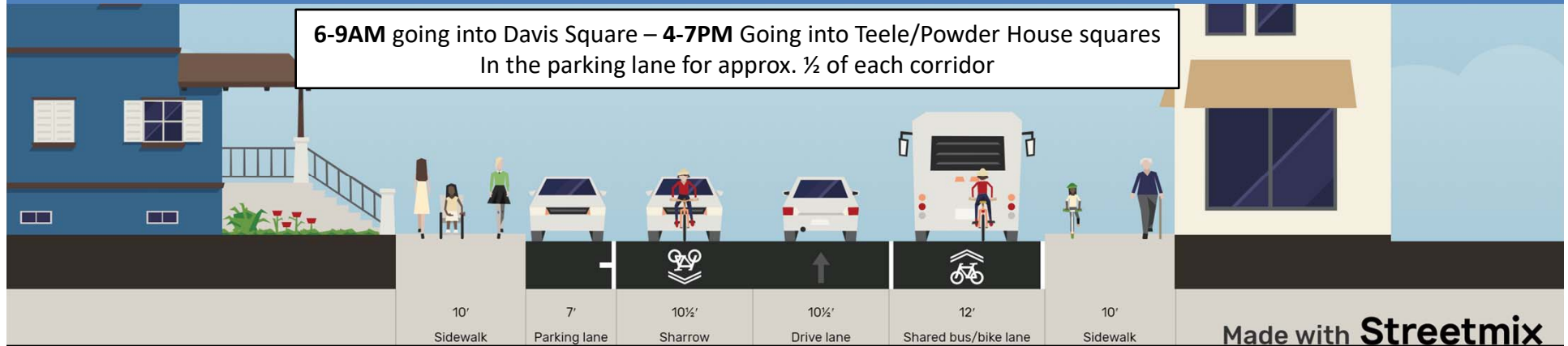


### **Bike Lane on one side approaching squares**

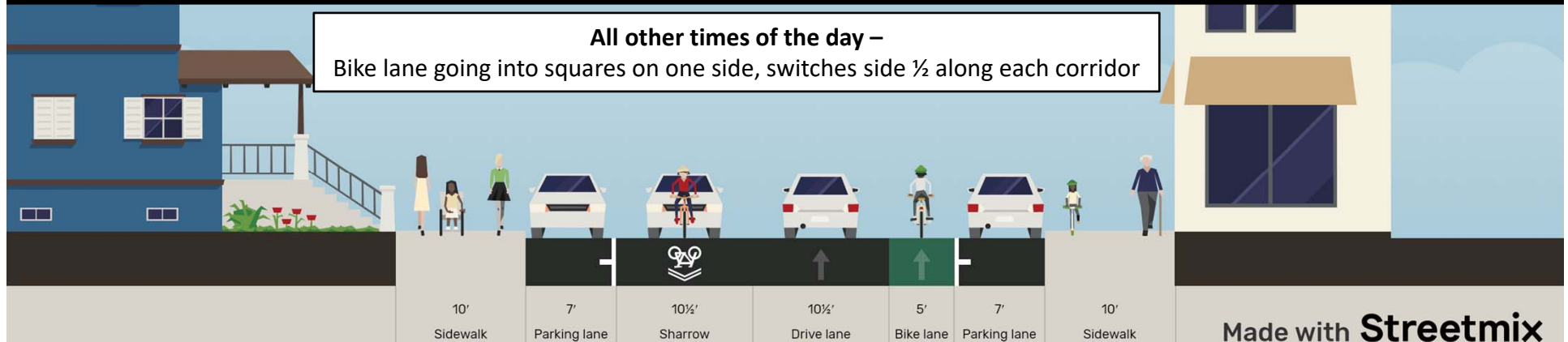
- **Benefits**
  - Slower speeds through narrower travel lanes
  - Bike facilities going uphill and into the squares
  - No parking impacts
- **Drawbacks**
  - No separated bicycle facilities, dedicated lanes only on one side
  - Limited bus priority improvements

# Design Options: *Peak Hour Bus/Bike Lane*

**6-9AM** going into Davis Square – **4-7PM** Going into Teele/Powder House squares  
In the parking lane for approx. ½ of each corridor



**All other times of the day –**  
Bike lane going into squares on one side, switches side ½ along each corridor



## **Shared Bus/Bike lane on one side approaching the squares from 6-9am or 4-7pm**

- **Benefits:**
  - Slower speeds through narrower travel lanes
  - More comfortable bike facilities during peak hours and all day going uphill and into the squares
  - Faster and more reliable buses, opening the door to increased service and higher ridership
  - Speed emergency response vehicles during the most congested times of the day
- **Drawbacks**
  - No separated bicycle facilities, dedicated lanes only on one side
  - Some temporary parking impacts – (relatively limited, with restrictions no more than three hours per day for any space)

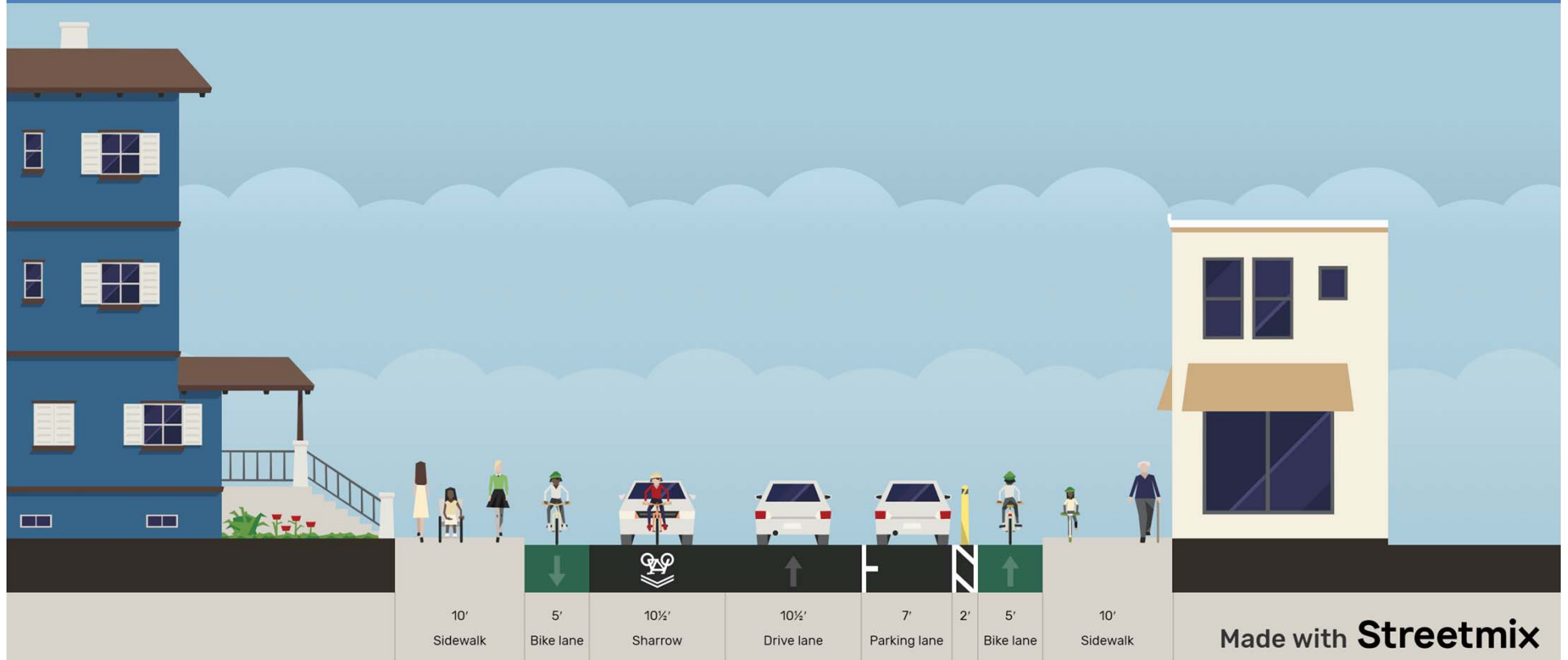
## Design Options: *Additional Change – Bus Focused*



### **This example – all day bus/bike lane**

- **Benefits**
  - Faster and more reliable buses all day
  - More comfortable, fully separated, bicycle facilities going uphill and into squares
  - Slower speeds through narrower travel lanes
- **Drawbacks**
  - Permanent parking impacts – no parking on one side
  - Bike facilities only on one side

## Design Options: *Additional Change – Bike Focused*



**This example – bike lanes on both sides, one side protected**

- **Benefits**
  - Slower speeds through narrower travel lanes
  - More comfortable bicycle facilities on both sides along entire corridor, some fully separated.
- **Drawbacks**
  - Permanent parking impacts – no parking on one side
  - Limited bus priority improvements
  - Few opportunities for bump outs

# Street Design Overview and Feedback Worksheet

## Holland Street & College Ave Mobility Improvements Street Design Overview and Feedback Worksheet

Name Name Here  
Holland St & College Ave Community Meeting - 2/24/20

This handout is designed to help you better understand the various options and associated tradeoffs for mobility improvements on Holland St and College Ave. On this side of the sheet, you'll be able to weigh in on each the restriping options shown below. The reverse side of this sheet provides an opportunity to highlight locations of concern and give input on things like crosswalks, bus stops, and tree locations. The City needs to make a decision regarding the final condition of these streets, and wants to collect as much input as possible to inform that decision.

### City Goals

Would this option improve:

safety for pedestrians?    safety for bicyclists?    bus service?

### Other Considerations

Would this option maintain:

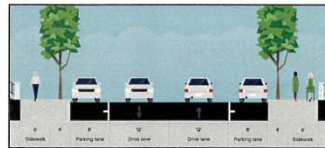
existing on-street parking?    similar travel times for drivers?

A. Please put a mark next to the description that most closely aligns with your thoughts on each option.

I really like it	Not perfect, but it's good enough	I don't love it, but I could live with it	I am not comfortable with this option	Totally opposed
------------------	-----------------------------------	---	---------------------------------------	-----------------

B. Please use the space below to expand on your thoughts regarding the various restriping options based on your responses in exercise A:

### No Striping Change



Yes	No	No	Yes	Yes
-----	----	----	-----	-----

In this option, the street would be restriped as it exists today. This option only includes a double yellow centerline.

For Holland St:

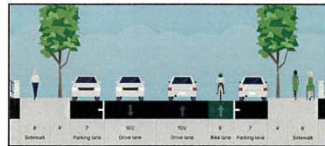
X				
---	--	--	--	--

For College Ave:

X				
---	--	--	--	--

Here are my additional thoughts

### Bike Lane on One Side



Yes	Only In One Direction	No	Yes	Yes
-----	-----------------------	----	-----	-----

Another option for Holland St and/or College Ave would be to paint a bike lane on one side of the street. For Holland St, the bike lane would begin at Hodgkins-Curtin Park and extend toward the respective squares. On College Ave, the bike lane would begin at Francesca Ave and also extend towards the squares. On the side of the street where there is no bike lane, vehicles and bikes would share the lane.

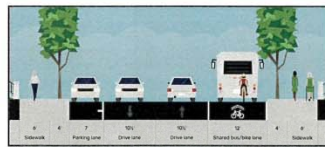
For Holland St:

X				
---	--	--	--	--

For College Ave:

X				
---	--	--	--	--

### Peak Hour Bus/Bike Lane



Yes	Only In One Direction	Yes	Peak Hour Restrictions	Yes
-----	-----------------------	-----	------------------------	-----

This option is similar to the "bike lane on one side" option, except that on-street parking would be restricted next to the bike lane during rush hour. From 6 to 9 am, buses heading into Davis Square would be permitted to use the parking lane to avoid traffic congestion. From 4-7 pm, buses heading into Teele Square and Powder House Circle would be permitted to use the parking lane. Bikes would share the lane with buses during these hours.

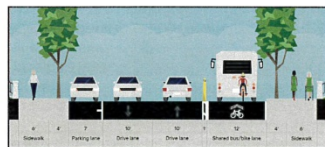
For Holland St:

X				
---	--	--	--	--

For College Ave:

X				
---	--	--	--	--

### Additional Change (Bus-Focused)



Yes	Only In One Direction	Yes	No	Yes
-----	-----------------------	-----	----	-----

There are a number of design options that would improve bus service even further. One such option, shown below, builds on the "peak hour bus/bike lane" concept. Parking is permanently removed on one side of the street, which would allow the bus/bike lane to be physically separated from the general travel lane. As a result, buses and bikes could avoid traffic at all hours of the day and it would be more difficult to illegally park in the bus/bike lane.

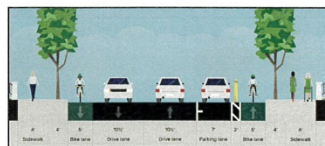
For Holland St:

X				
---	--	--	--	--

For College Ave:

X				
---	--	--	--	--

### Additional Change (Bike-Focused)



No	Yes	No	No	Yes
----	-----	----	----	-----

There are also a number of design options that would improve bike safety even further. An example design is shown here, where bike lanes are installed on both sides of the street and one side is protected from traffic by parked cars.

For Holland St:

X				
---	--	--	--	--

For College Ave:

X				
---	--	--	--	--



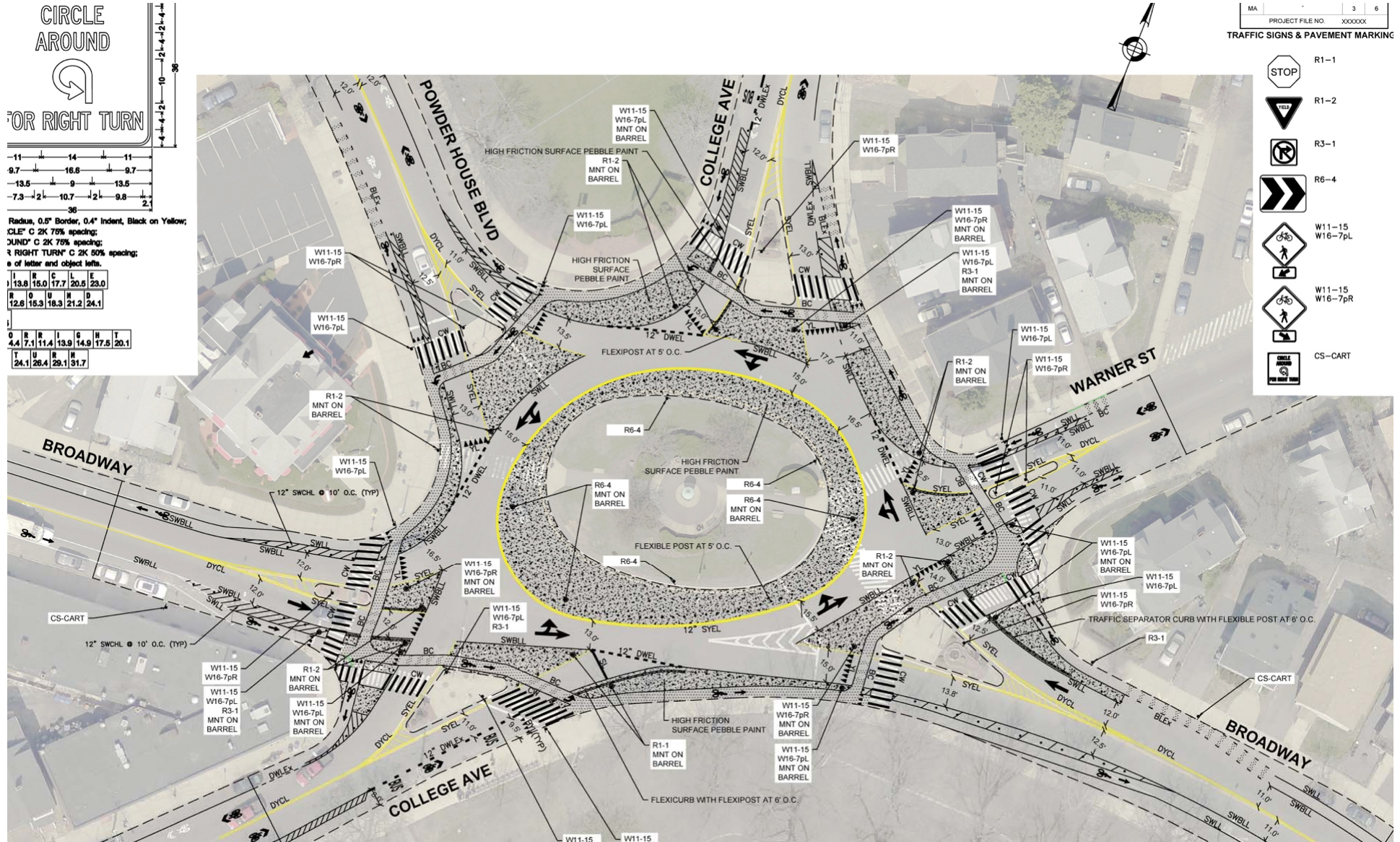
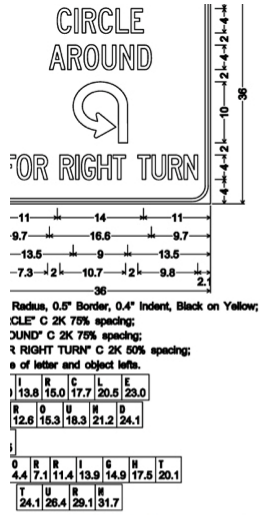
# Holland/College Resurfacing

- Project Website:
  - <https://somervoice.somervillema.gov/hollandandcollege>
- Public Input:
  - \*\*Street design survey: open on project website until April 1<sup>st</sup>
  - WikiMap: open on project website until April 1<sup>st</sup>
  - Merchant survey: Open at: <http://bit.ly/HollandCollegeBiz>
  - On hold: Street intercept survey
  - Next meeting date TDB.
- Data Collection
  - On hold: Parking utilization and turnover data collection:
  - On hold: Street intercept survey

# Powder House Circle

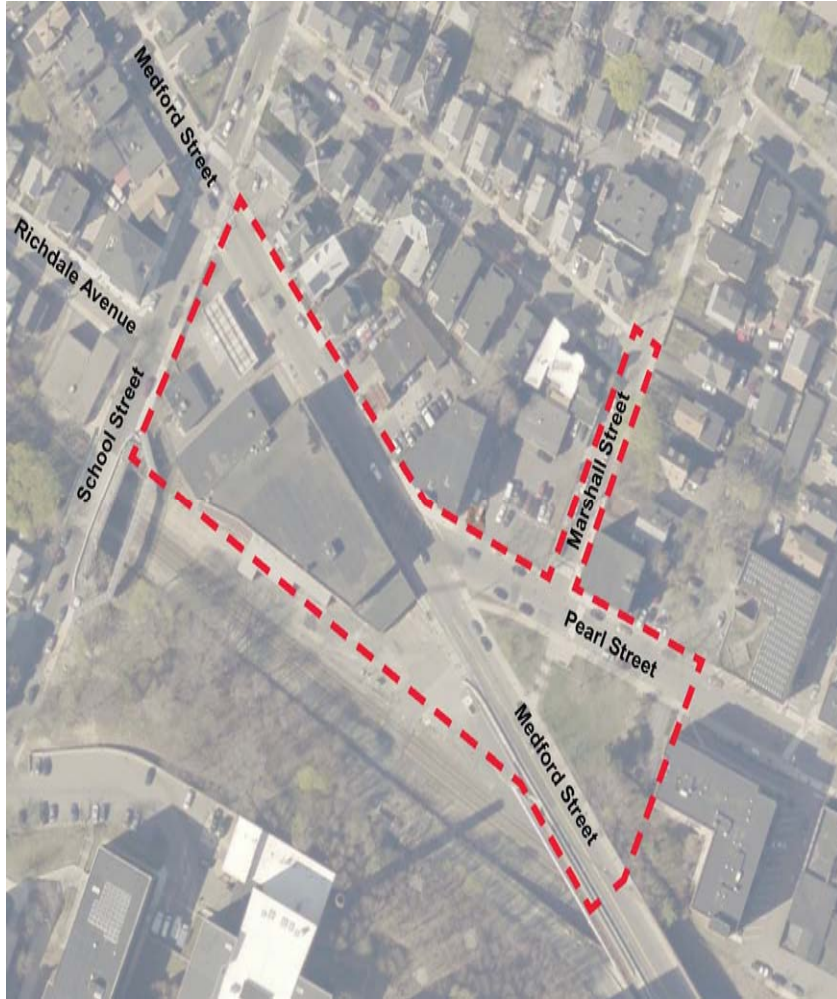
- One of the most dangerous locations within city jurisdiction based on SPD crash reports
- Quick –build concept shrinks the circle significantly with paint and posts, and reduces the number of conflict points
- Impacts on signals and center island crosswalk.
- Design still being finalized and coordinated with Holland/College Resurfacing. Timeline TBD.

# Powder House Circle





# Gilman Square Streetscape

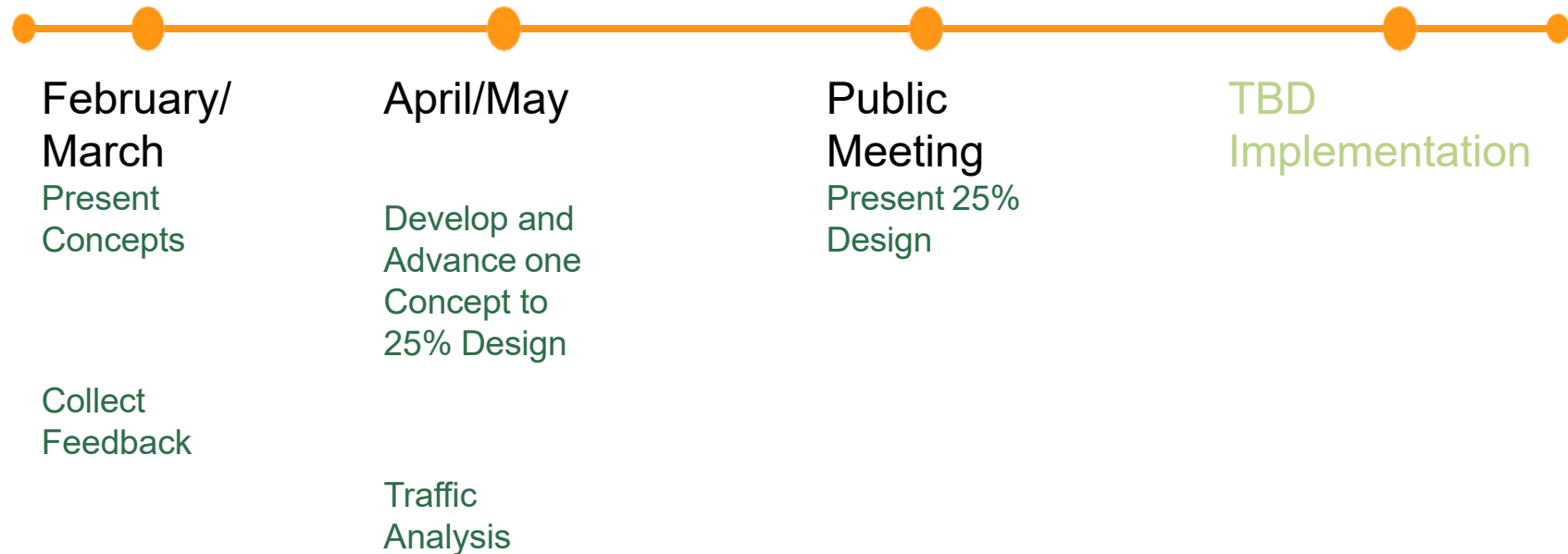


## Scope:

- 25% Design Documentation
- Traffic Analysis

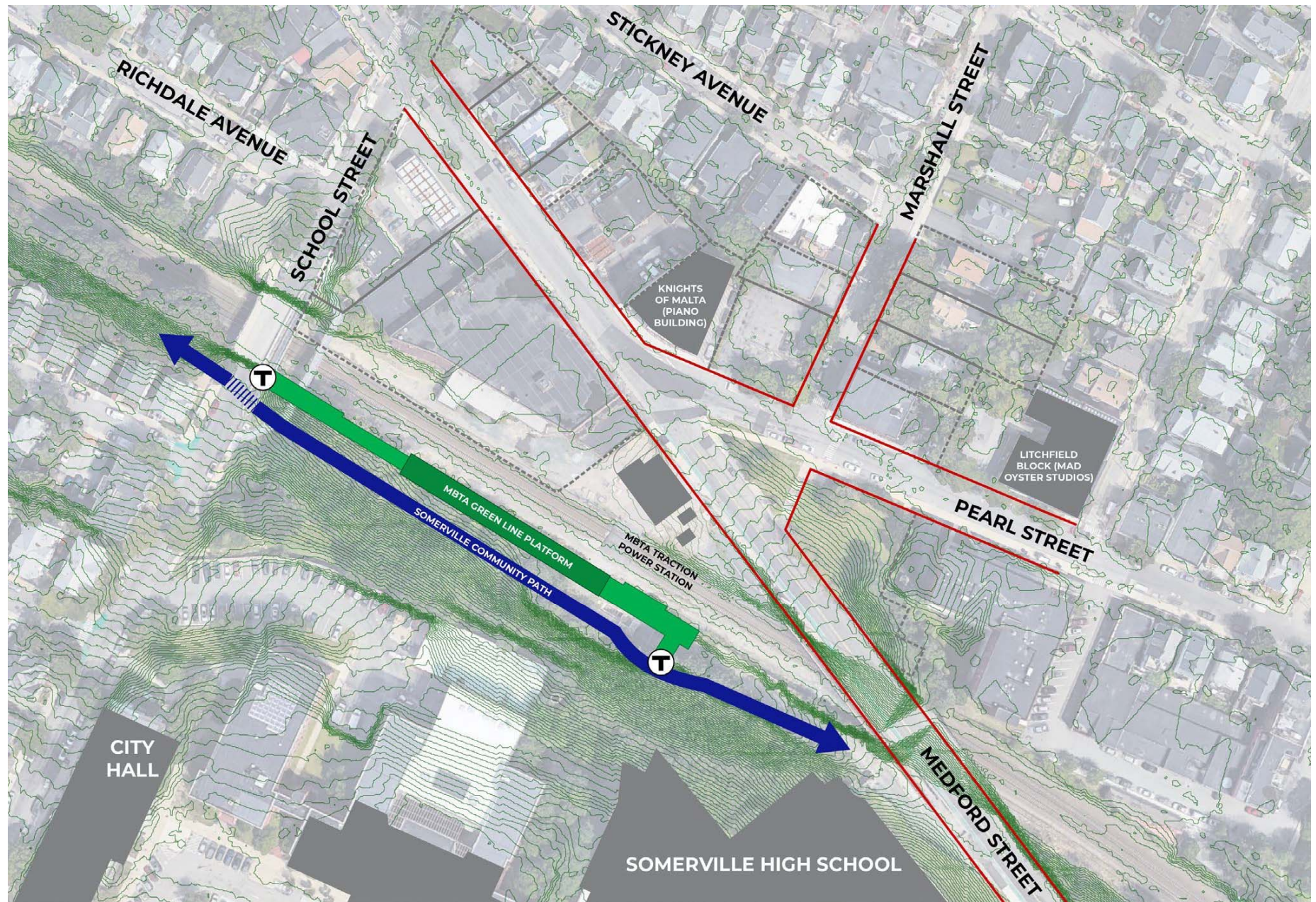
# Timeline – 2020

## Intersection/Streetscape Improvements





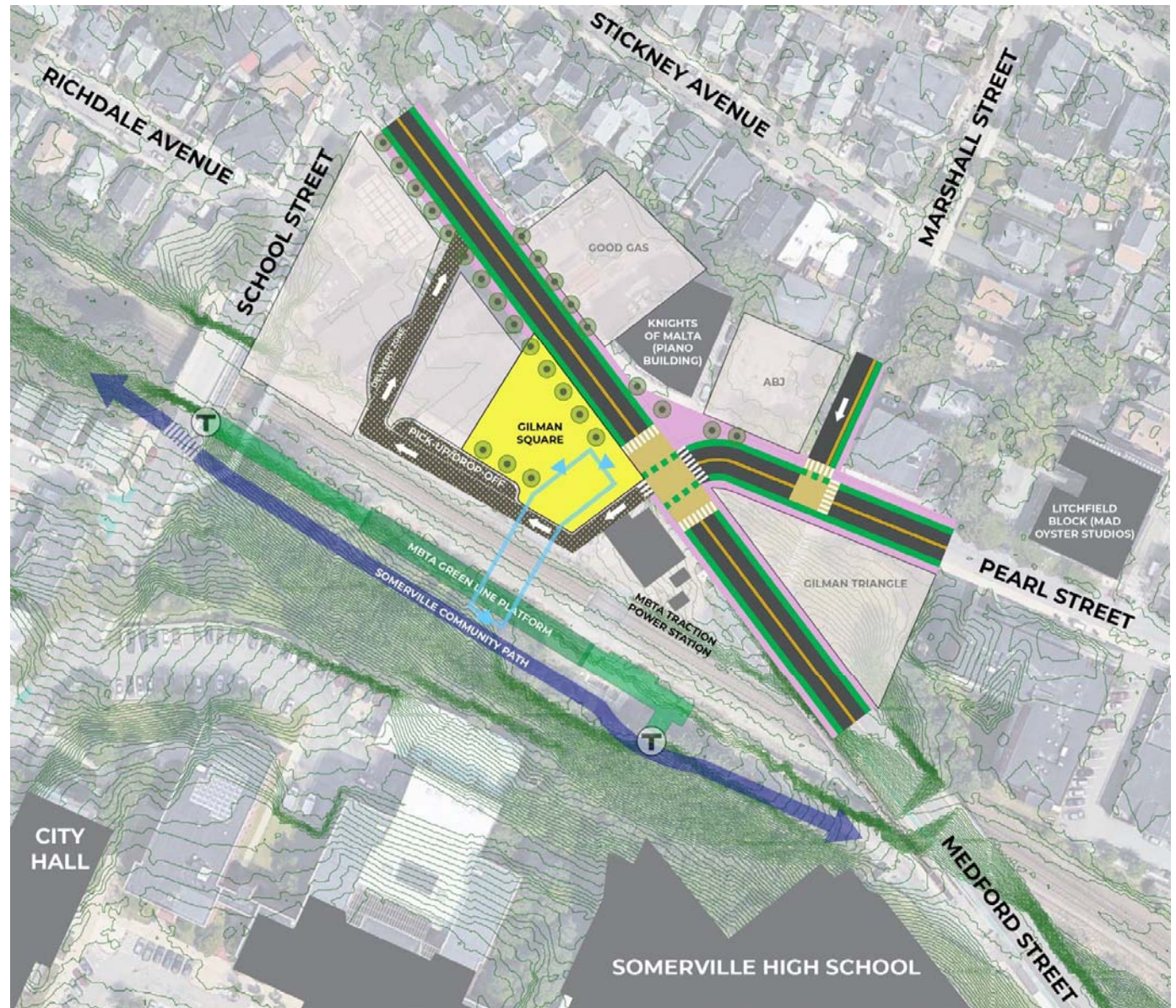
# EXISTING CONDITIONS





# CONCEPT B

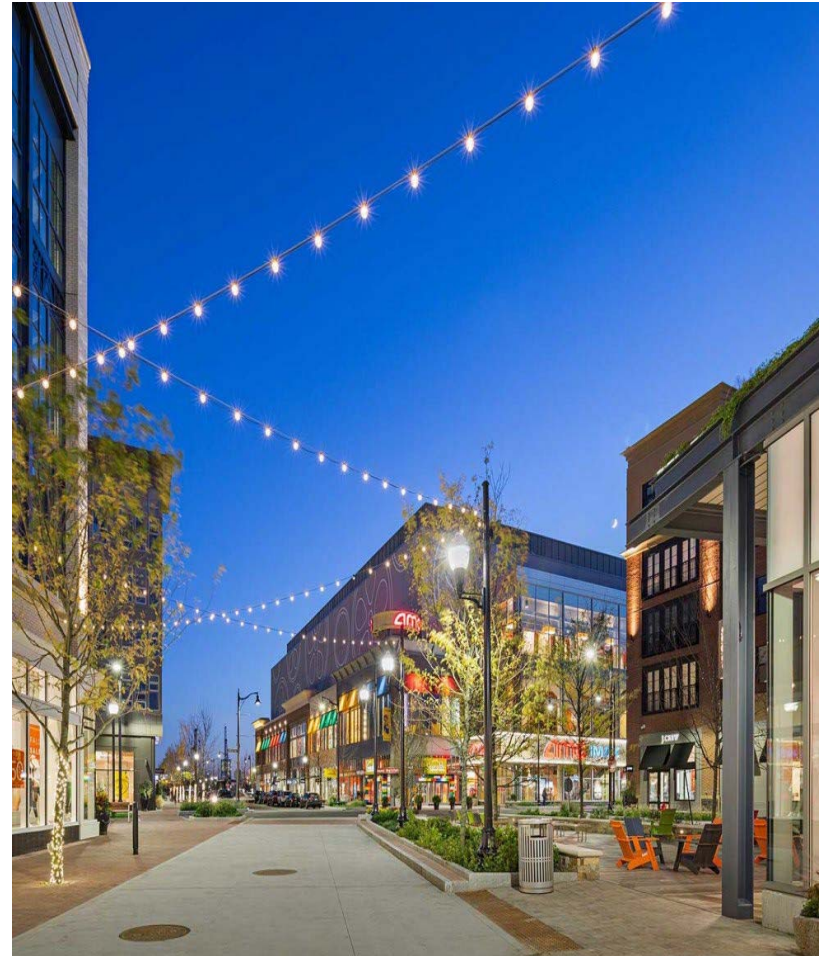
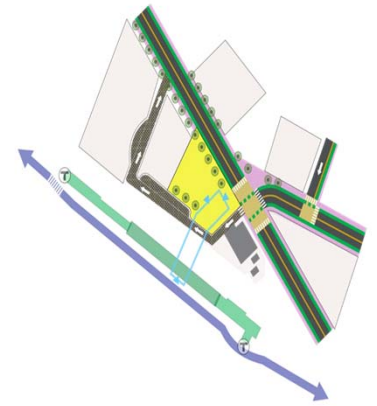
- Medford St and Pearl St follow existing parcel lines
- Improved and safer intersection at Pearl St and Medford St
- Complete Street design principles including bike accommodations, wider sidewalks, prominent line of street trees
- Pick-up/drop-off shared street
- Consolidated Gilman Sq civic space





# CONCEPT B

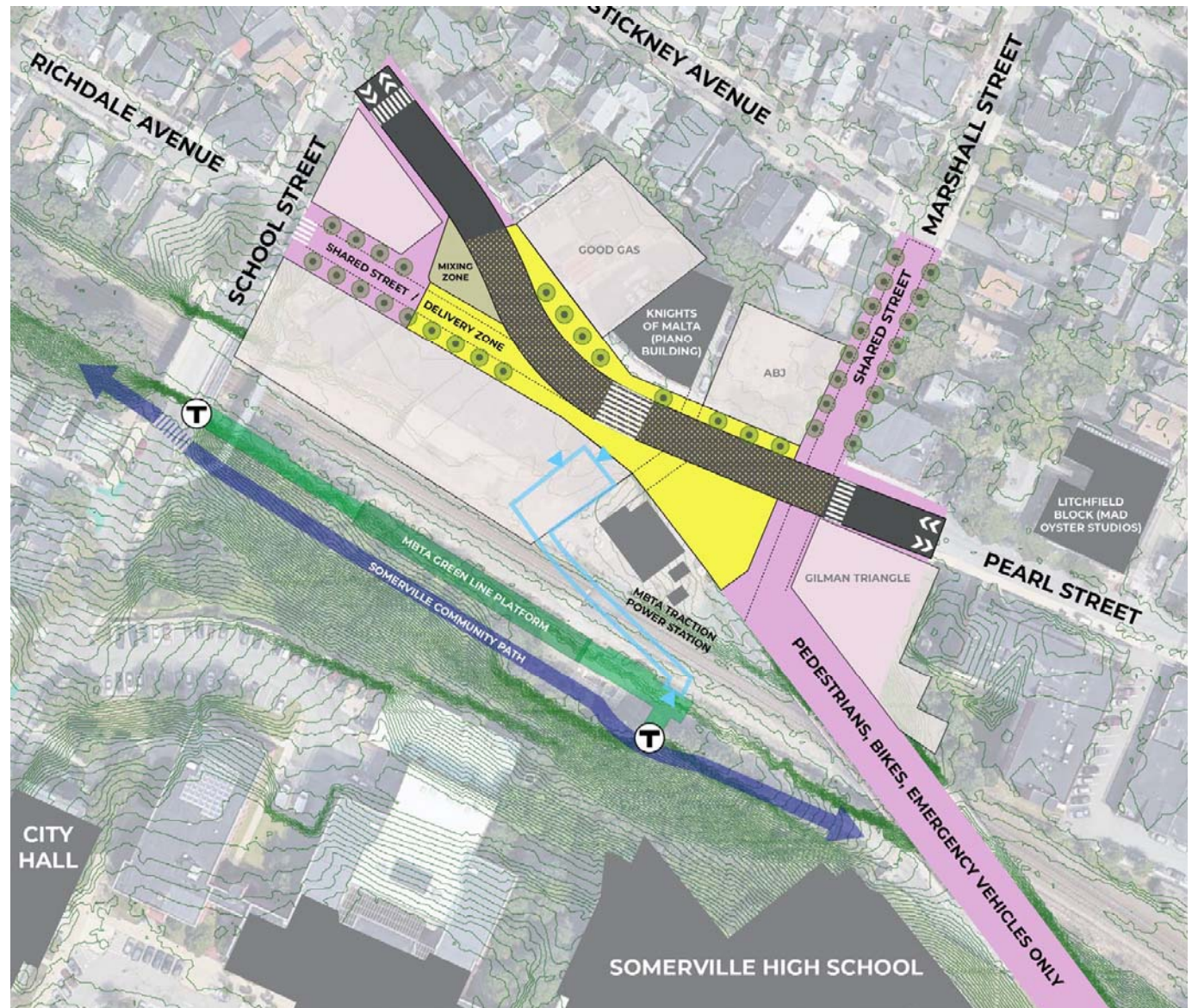
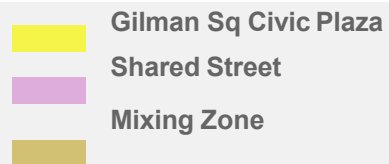
## Active Alley/Shared Street





# CONCEPT C

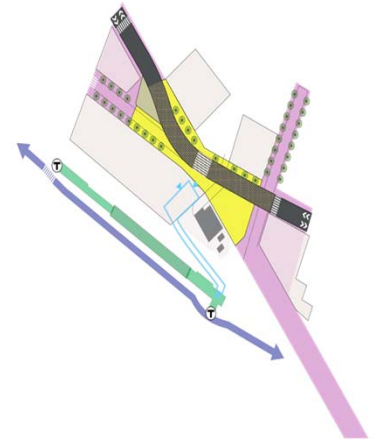
- Medford St is realigned and connects to Pearl St
- Designed to slow vehicles and reads as a connected civic space
- Flexible zones for pick-up/drop-off
- Shared streets (all modes): Marshall St & new Richdale Ave connection
- Medford St Bridge is closed to vehicles (open for emergency access)





# CONCEPT C

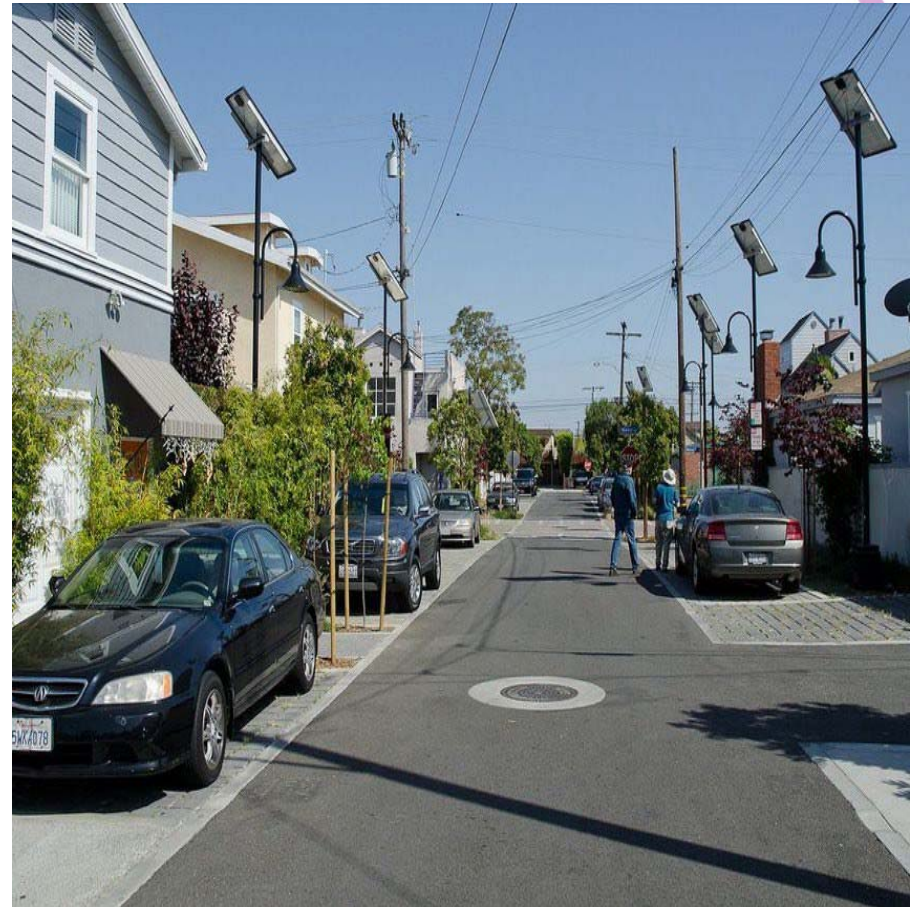
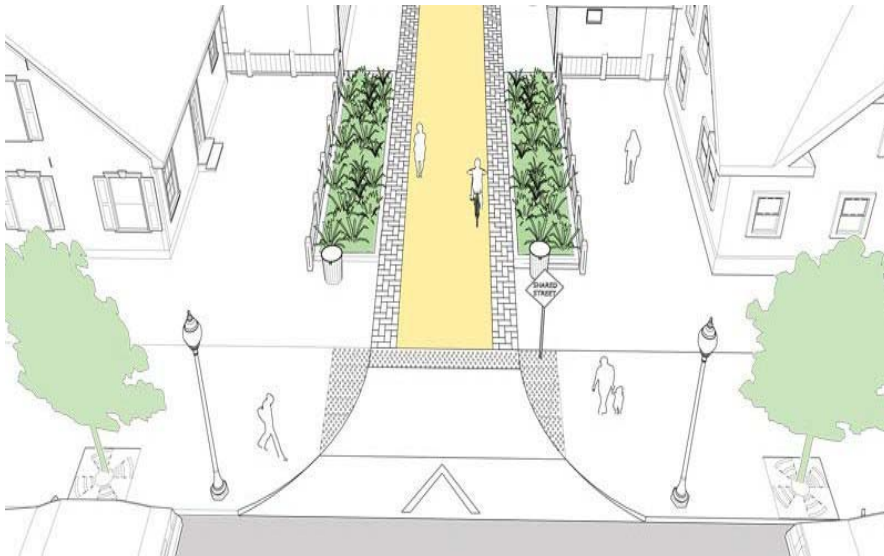
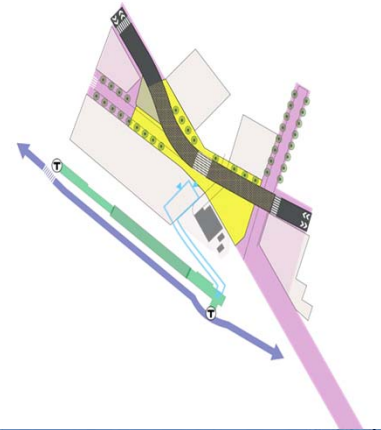
## Medford Street Bridge





# CONCEPT C

## Residential Shared Streets



# CONCEPT C

## Residential Shared Streets

