



**TAKING ACTION FOR SAFER STREETS**  
**ACTION PLAN 2020**





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## MESSAGE FROM THE MAYOR



Dear Friends,

After months of community dialog and collaboration, I am proud to present Somerville's Vision Zero Action Plan. This plan details the next five years of actions the City will take toward achieving the vision of completely eliminating deaths and serious injuries from our transportation system. As Somerville strives to become the most walkable, bike-able, and transit-friendly city in America, we must take a systematic and proactive approach to creating safer streets.

Even a single death or serious injury on our streets is too many, so we must treat traffic safety like the public health crisis that it is, examining our own behaviors, city policies, and the conditions on our streets. Creating safer streets also helps advance our city's wellness and sustainability goals, providing improved infrastructure to support increased physical activity for people of all ages and abilities, and reducing harmful carbon emissions and pollution in our transportation system.

Through this plan, we will make lasting improvements to our streets and improve safety and accessibility in all Somerville neighborhoods. We will also prioritize those areas of our city we know bear the greatest burden from traffic crashes. Finally, we will hold ourselves accountable by partnering with regional stakeholders to regularly track our progress in this effort.

United around the common goal of eliminating deaths and serious injuries from our streets, we can save lives and improve the safety and well-being of Somerville residents today and into the future. I look forward to working together with all of you in this essential effort.

Sincerely,

A handwritten signature in blue ink that reads "Joseph A. Curtatone". The signature is fluid and cursive.

Joseph A. Curtatone

Mayor

City of Somerville





## PURPOSE

In 2017, Somerville's Mayor Joseph A. Curtatone formally adopted Vision Zero as part of the city's strategy and planning process. Vision Zero is a worldwide advocacy campaign focused on reducing and eliminating transportation injuries and fatalities.

This Vision Zero Action Plan puts forth the City's long term strategy for eliminating deaths and serious injuries from our transportation system and details the specific actions the City will take over the next five years of working toward achieving that vision. It was developed by a team of City staff and dedicated resident volunteers on the Vision Zero Task Force, including representatives from advisory and advocacy committees from Somerville and the Greater Boston region. The objectives, strategies, and actions set forth are intended to be ambitious, specific, actionable, and measurable.

# OUR COMMITMENT TO SAFE STREETS

## WHEREAS:

- Somerville strives to become the most walkable, bike-able, and transit-friendly city in the country;
- Every person who lives, works, plays, or raises a family in Somerville uses the City's transportation network and is susceptible to its safety and accessibility issues;
- According to the U.S. Department of Transportation's National Highway Traffic Safety Administration, traffic crashes account for more than 35,000 deaths and 2.7 million injuries every year in the United States, and thus are a public health crisis;
- In 2018 alone, Somerville saw 823 reported crashes on its roadways, including 212 resulting in some type of injury;
- Unsafe roadways and intersections create barriers in our community, separating neighborhoods from resources such as food, schools, recreation, and community centers; and
- Access to safe, quality, and low-stress means of transportation is vital to quality of life;

## THE CITY OF SOMERVILLE

### hereby declares the following:

- **Any loss of life or serious injury on our roadways is unacceptable;**
- **Any serious injury or fatal crash involving pedestrians, bicyclists, or other vulnerable road users is unacceptable; and**
- **Crashes resulting in serious injury or death are preventable through a systematic approach that includes safe roadway and intersection design and operation, public education and outreach, policies and regulations that support safe streets, and equitable enforcement of traffic regulations.**





## GUIDING PRINCIPLES of the Vision Zero Action Plan

The following principles will guide the actions we take as a part of this plan:

### I. Equity

The Vision Zero Plan will be equitable:

- It will acknowledge the disproportionate burden of traffic crashes on people of color, low-income households, people with limited English proficiency, persons with disabilities or other mobility impairments, and other vulnerable groups. It will prioritize safety improvements for these populations.
- It will focus on filling gaps in transportation infrastructure where injuries and fatalities occur and where missing links limit transportation options, particularly for underserved communities.
- It will employ enforcement strategies that focus primarily on the most dangerous behaviors like speeding, impairment, and distraction. It will not result in racial profiling.

### 2. Data Driven Decision Making

The Vision Zero Plan will be guided by data:

- Crash, speed, and volume data will be regularly gathered and updated to identify the locations, behaviors, and other conditions related to deaths and serious injuries on our streets.
- Demographic data will be used to prioritize underserved communities.
- The impacts and effectiveness of actions taken will be evaluated and publicly reported.

### 3. Coordination and Accountability

The Vision Zero Action Plan will be implemented through a coordinated effort across city departments and together with our regional partners:

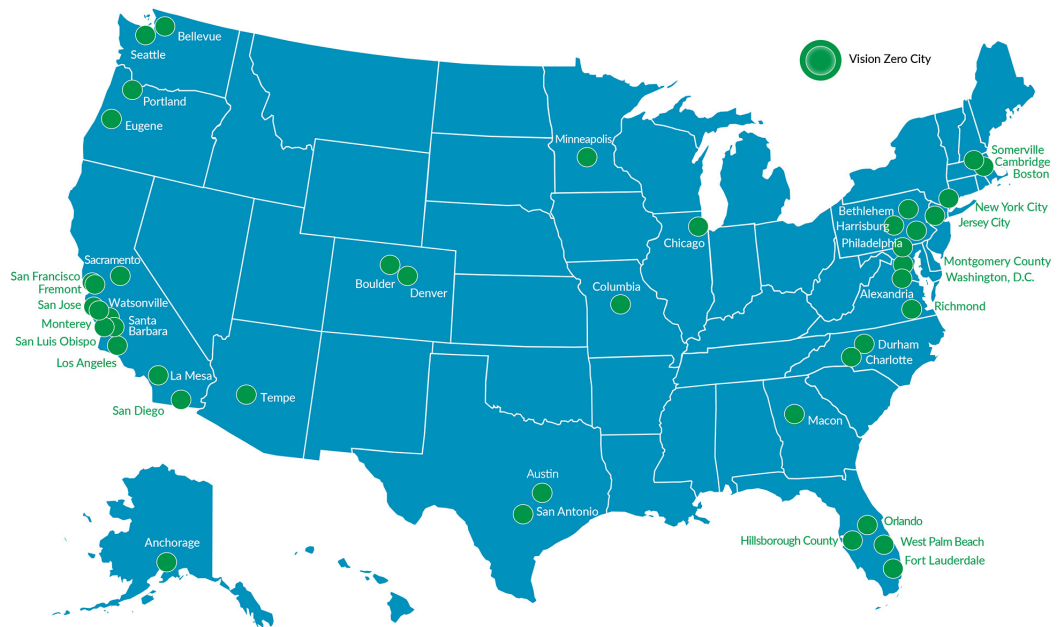
- Action's will have clearly defined roles, responsibilities, and expectations among the departments working on implementation.
- The City will work with the neighboring communities of Boston and Cambridge, who have also developed Vision Zero Action Plans, in order to maximize the impact of all three plans.
- The City will partner with regional stakeholders such as the Massachusetts Vision Zero Coalition to hold ourselves accountable through regular progress reports.



### VISION ZERO CITIES

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation, and Public Health) are engaged.





# WHAT IS VISION ZERO?

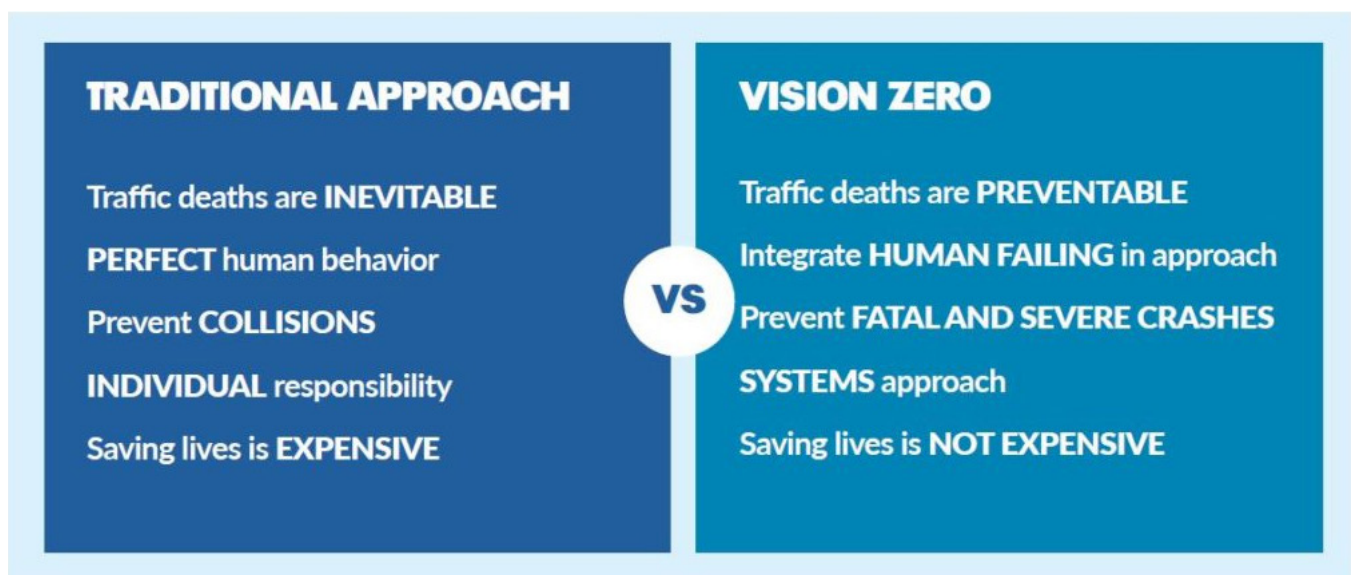
Vision Zero is a strategy to eliminate traffic fatalities and serious injuries from our transportation system while increasing safe, healthy, and equitable mobility for all. Since being first implemented in Sweden in the 1990s, Vision Zero has been successful across many European cities and has now been adopted by many American cities.

Each year, more than 35,000 Americans are killed on our streets and millions more are injured. In Somerville alone, there were 4,231 crashes from 2014-2018, including 1,184 injuries (69 of them serious injuries) and 1 fatality. These tragic results have for too long been considered an inevitability of modern mobility, and the commonplace reference to traffic crashes as “accidents” further entrenches the idea that there is nothing we can do to prevent them from happening.

**Vision Zero fundamentally shifts how we approach traffic safety.** Rather than assuming an acceptable level of risk from traffic crashes, it declares that no death or serious injury on our streets is acceptable and that we can proactively prevent traffic crashes through:

- **Prioritizing proven safety strategies**
- **Interdepartmental city collaboration**
- **Data-driven decision-making**
- **A systems-based approach to traffic safety**

A Vision Zero approach recognizes that users of the transportation system will sometimes make mistakes and that crashes will continue to occur, so it focuses on designing our roadways and transportation policies so that these mistakes do not result in serious injury or death. This is one of the reasons that Vision Zero focuses heavily on speed management – **to lessen the severity of crashes**. The graphic below summarizes the key differences between the traditional approach to traffic safety and a Vision Zero approach.



## TRANSPORTATION IN SOMERVILLE

The City of Somerville encompasses approximately 4.2 square miles and is bordered by the cities of Cambridge, Arlington, Medford, Everett and Boston. The majority of Somerville has residential land uses and the city is the most densely populated municipality in New England (approximately 18,400 people per square mile according to the 2010 census). Originally built as a streetcar suburb of Boston, Somerville has a walkable, connected, and grid-like street network as well as a number of major regional roadways, together totaling 125 miles of streets. Nearly every street has sidewalks and crosswalks, though there are accessibility challenges on many sidewalks due to narrow rights of way, hilly topography, and aging infrastructure.



Somerville currently has two MBTA rapid transit stations, located in Davis Square on the Red Line and in Assembly Square on the Orange Line. There are also 15 bus routes that operate in the city and two designated bus-only travel lanes on Broadway in Winter Hill and on Prospect Street in Union Square. Currently in construction, the Green Line Extension (GLX) project will extend the Green Line from a relocated Lechmere Station in East Cambridge along two spurs to Union Square in Somerville and College Avenue in Medford. By the close of 2022, Somerville will have five new rapid transit stations located in Union Square, East Somerville, Gilman Square, Magoun Square, and Ball Square. The percent of city residents within a 10-minute walk of rapid transit will increase from 15% today to more than 85% once the new GLX stations open, significantly increasing transit access in the city.

Somerville has also invested in bicycle infrastructure. Today, there are nearly 20 miles of designated bicycle facilities, an increase of more than 100% since 2010. In addition, the city has a network of Neighborways – low stress routes on residential streets that are parallel to major roadways but contain much lower vehicle speeds and volumes. These routes provide a much more comfortable riding experience without requiring designated bicycle infrastructure. Finally, as a part of the GLX project, the Somerville Community Path will be extended 1.9 miles from its current terminus at Lowell Street all the way to Lechmere Station in Cambridge, connecting with existing and planned separated pathways all the way into downtown Boston.

Somerville's relatively narrow streets lend themselves to lower vehicle speeds. In November 2016, Somerville lowered citywide speed limits on most roads from 30 mph to 25 mph, becoming one of the first cities in Massachusetts to take advantage of new state legislation that allowed municipalities to do so. Additionally, 65 new 20 mph Safety Zones were established in higher vulnerability pedestrian areas around schools, senior centers, medical facilities, and parks. By the end of 2018, these Safety Zones encompassed nearly 22 miles of streets in the city.

Commuting patterns in Somerville reflect its multi-modal urban context. According to the 2017 U.S. Census American Community Survey (ACS) 5-year estimate, approximately 38% of Somerville residents drive alone to work, while about 51% of residents commute by sustainable modes such as walking, bicycling, and public transit. People working in Somerville rely somewhat more heavily on motor vehicles, with 56% driving alone and 36% commuting by sustainable modes.

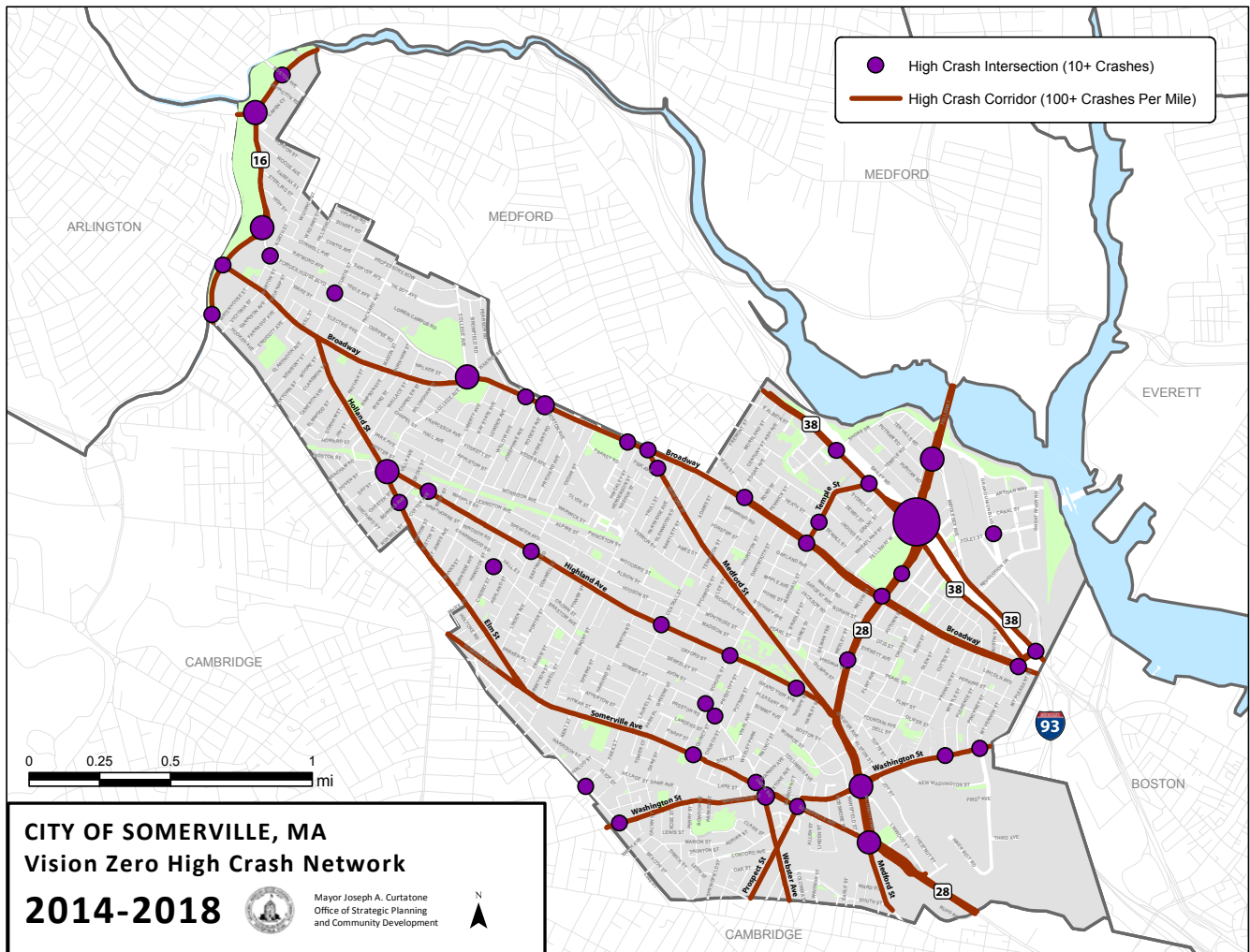


# HIGH CRASH NETWORK

The High Crash Network, developed for this Action Plan, includes Somerville's most dangerous streets and intersections for people walking, bicycling, and driving. It utilizes five years of crash data (2014-2018) from the MassDOT Highway Division's Crash Data Portal, and includes police reported crashes for all modes of transportation and on all roadways in Somerville under any jurisdiction.

The High Crash Corridors include streets that have experienced more than one hundred crashes **per mile** for any mode of transportation. Approximately 62% of these corridors are under the jurisdiction of the City of Somerville and 38% are under the jurisdiction of MassDOT. The normalization of these corridors by street length prevents streets from being included just because they are long.

The High Crash Intersections shown include those that have experienced ten or more crashes in the past five years for any mode of transportation. It has not been normalized for the volume of traffic traveling through each intersection to create a crash rate, but instead identifies the intersections where the greatest number of crashes occur. Focusing our efforts under this Action Plan where the most crashes occur will lead to the greatest reduction in deaths and serious injuries. Most High Crash Intersections appear along the High Crash Corridors, although there are a number of exceptions.



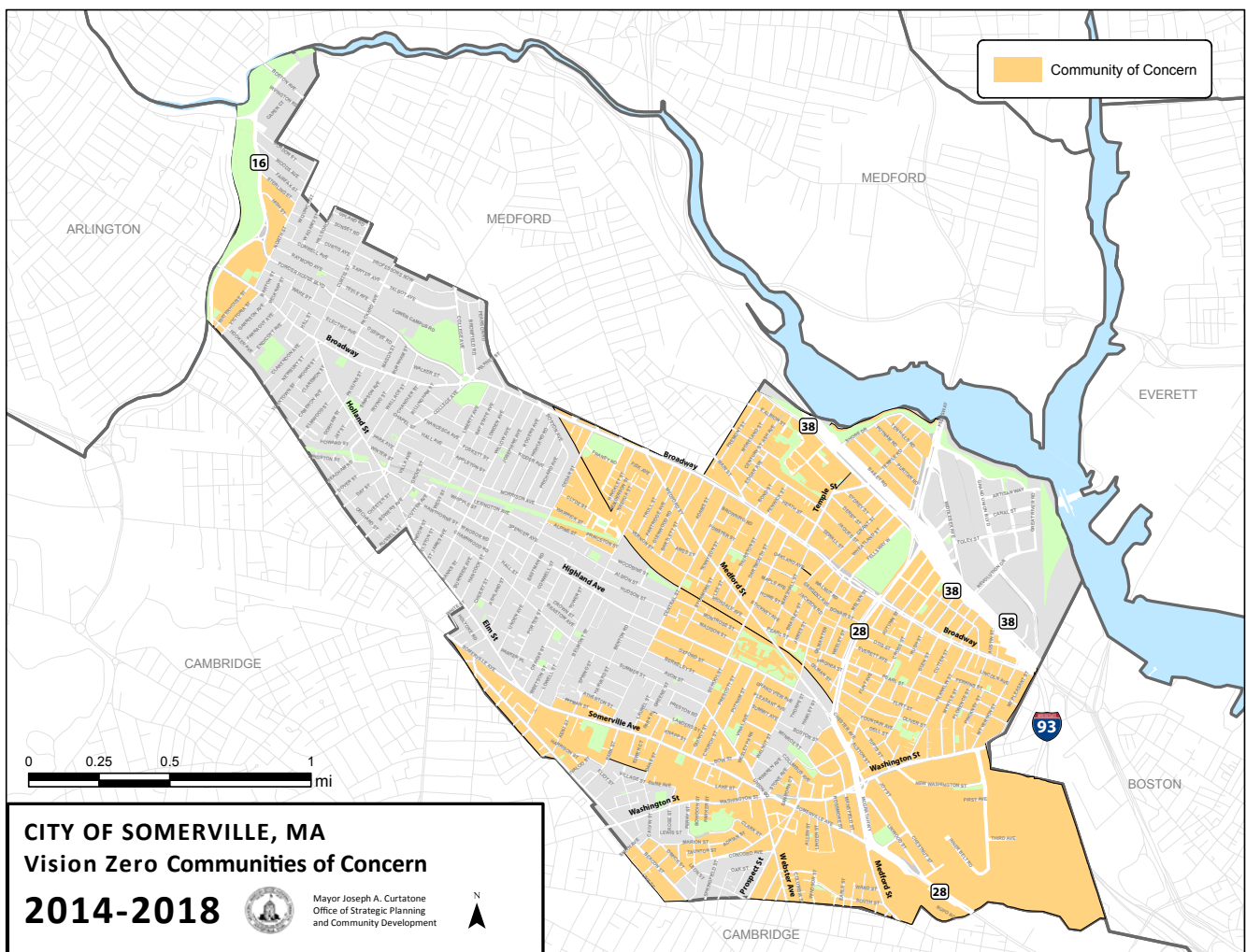
# COMMUNITIES OF CONCERN

Communities of Concern are the areas of Somerville that are in particular need of new investments in street safety. Compared to people in other neighborhoods, people living in these areas are more likely to have fewer choices about how, when, and where they travel and are at a higher risk for traffic fatalities and serious injuries.

This plan utilizes [Environmental Justice population data](#) from the 2010 Census based upon demographic criteria developed by the Massachusetts Executive Office of Energy and Environmental Affairs. A block group is identified as an Community of Concern if any of the following are true:

- Block group whose annual median household income is equal to or less than 65 percent of the statewide median (\$62,072 in 2010); or
- 25% or more of the residents identify as a race other than white; or
- 25% or more of households have no one over the age of 14 who speaks English only or very well - English Isolation

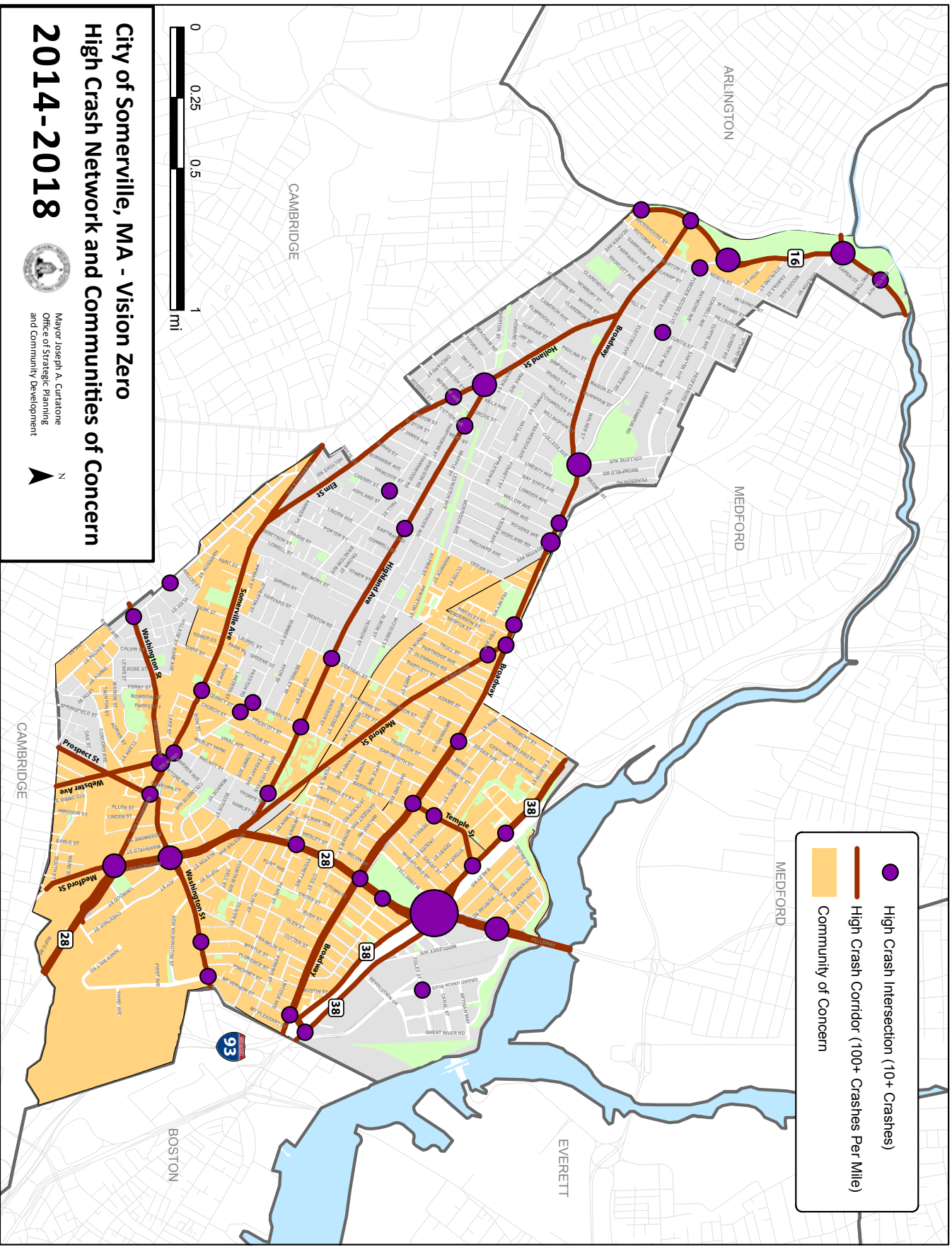
People who meet this definition live throughout Somerville, but comprise a higher percentage of the population in these areas. The below map highlights Communities of Concern in Somerville, which comprise approximately 54% of both the city's land area and total population.





# HIGH CRASH NETWORK & COMMUNITIES OF CONCERN

The combined map of the High Crash Network and Communities of Concern will guide our efforts under this plan and will be prioritized for safety interventions.



# TAKING ACTION FOR SAFER STREETS

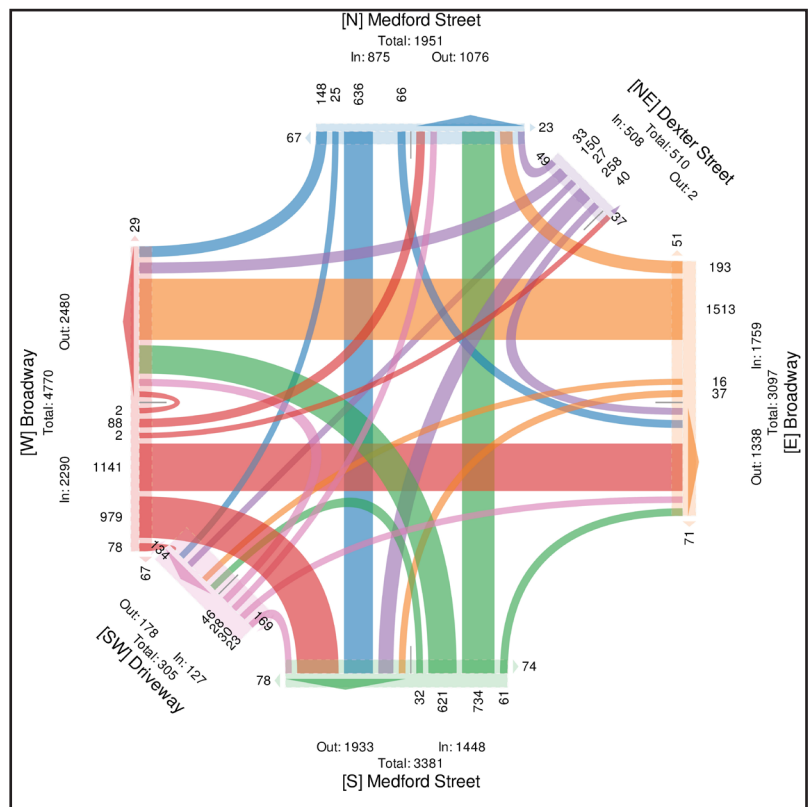
## OBJECTIVE: Build a Robust and Transparent Data Framework (DF)

Achieving Vision Zero requires a data-driven approach, and this set of strategies and actions will ensure that we are comprehensively gathering, analyzing, utilizing, and sharing crash, speed, and other traffic data. Building a thorough and publicly accessible data framework will allow the city and the general public to understand our traffic safety priorities and to evaluate the effectiveness of our interventions.

### STRATEGY DF1: DEVELOP A TRAFFIC MONITORING PROGRAM

Collecting high quality traffic data is essential to guiding the actions and measuring the effectiveness of this action plan. It's important to collect data both before and after making changes at specific intervention sites as well as at regular intervals at key locations citywide so that safety, speed, and volume data can be tracked over time. Regular and ongoing data collection will act as a baseline for observing changes in overall traffic patterns in the city, and can help measure the effects of citywide policy changes, like lowering speed limits, over the long term.

OSPCD's Mobility Division manages annual pedestrian and bicycle counts at 42 key locations citywide. These are peak-hour counts conducted by volunteers, and they have been instrumental in measuring the increase in walking and bicycling in Somerville since 2010. These counts also allow the city to normalize crash data by the traffic volume a street handles, ensuring a broader focus beyond just high traffic streets where the number of crashes is highest.



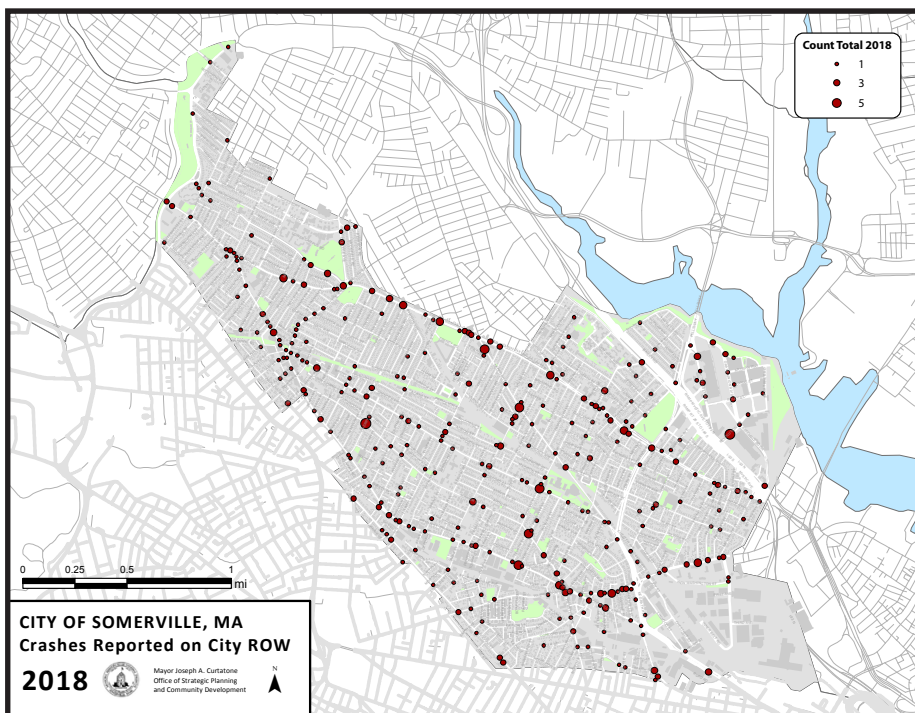
While volunteer based counts are effective, they are subject to greater human error than engineering-grade counts, and do not capture all of the available data that engineering-grade counts can. Integrating engineering-grade turning movement counts (TMCs) will allow for more complete and consistent data to be collected, and will typically also include vehicle counts in addition to pedestrian and bicycle counts.

### Action Plan Goals // Data Framework: Strategy DF1

	Action	Time Frame	Lead Dept	Support Dept
DF1.1	Conduct appropriate before and after data collection for all safety improvements undertaken through the Vision Zero Action Plan.	0-2 Years	OSPCD: Mobility	



<b>DF1.2</b>	Identify at least 10 locations to perform annual traffic speed, class, and volume monitoring.	0-2 Years	OSPCD: Mobility	
<b>DF1.3</b>	Identify 10 locations that are currently counted as part of the annual volunteer pedestrian/bike counts for data collection with engineering grade Turning Movement Counts (TMCs). Retain or relocate volunteer efforts as needed to supplement TMCs.	0-2 Years	OSPCD: Mobility	SBAC; PTAC
<b>DF1.4</b>	Identify at least an additional 10 locations that are currently counted as part of the annual volunteer pedestrian/bike counts for data collection with engineering grade Turning Movement Counts (TMCs). Retain or relocate volunteer efforts as needed to supplement TMCs.	3-5 Years	OSPCD: Mobility	SBAC; PTAC



## STRATEGY DF2: IMPROVE CRASH DATA

Like traffic data, crash data must be complete and consistent both before and after a safety improvement or policy change is made in order to judge the effectiveness of the improvement or policy change. Crash data can vary significantly from year to year, but drawing conclusions from long-term trends is only possible if the same methodology for reporting crashes is consistent every year.

The Somerville Police Department collects detailed crash records for crashes reported on City streets. Police crash reports are filed by the police department if \$1000 or more in property damage was

estimated to have occurred at the time of the crash or if there is an injury or death. If police are not called to respond to a crash, individuals may also report crashes on their own to the Registry of Motor Vehicles within five days of the incident by using the Commonwealth of Massachusetts Motor Vehicle Crash Operator Report form available at <https://www.mass.gov/how-to/report-a-motor-vehicle-crash>.

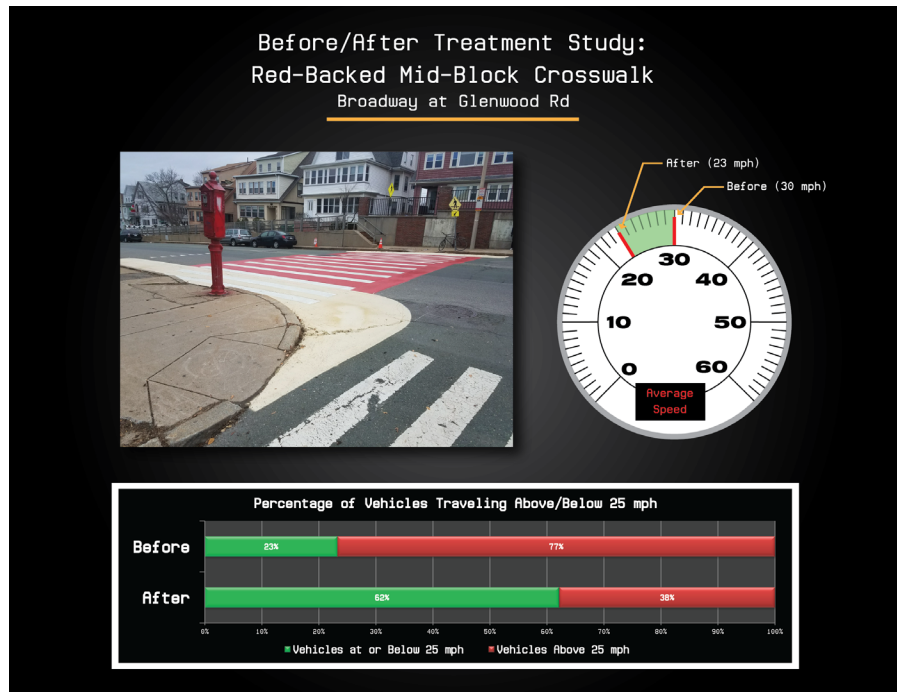
### Action Plan Goals // Data Framework: Strategy DF2

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>DF2.1</b>	Set up a process for people to report crashes or near misses for all modes that do not involve serious injury or significant property damage to the city.	0-2 Years	OSPCD: Mobility	SPD

<b>DF2.2</b>	Utilizing new technology such as machine vision systems, pilot and assess the effectiveness of a program to identify and catalog near miss incidents, dangerous actions, or safety hazards.	3-5 Years	OSPCD: Mobility	SPD
<b>DF2.3</b>	Advocate to MassDOT for improvements to the state crash form to be in greater compliance with Model Minimum Uniform Crash Criteria (MMUCC) and to improve the state crash reporting system.	3-5 Years	OSPCD: Mobility	

### STRATEGY DF3: ENHANCE THE VISION ZERO PORTAL

Vision Zero is intended to be an open, collaborative process. While data trends can tell us where crashes happen, where speeding is an issue, and other potential red flags, direct feedback from Somerville residents, business owners, and visitors provides additional valuable information about locations that feel unsafe, where near-misses have occurred, and where traffic control devices are not operating as intended. As such, it is important that the community remain engaged in Vision Zero, and this begins with maintaining our online Vision Zero portal with the latest data, educational materials, and project updates.



### Action Plan Goals // Data Framework: Strategy DF3

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>DF3.1</b>	Update the Vision Zero web page regularly to include all relevant speed, crash, and project data. Continually seek user feedback on how to improve the portal.	0-2 Years	CCE	OSPCD: Mobility
<b>DF3.2</b>	Publish data collected from implemented projects and from annual monitoring on the City's Vision Zero website as it becomes available.	0-2 Years	OSPCD: Mobility; CCE	
<b>DF3.3</b>	Quantify visitors to the Vision Zero site and report daily, monthly, and quarterly trends on an annual basis. Solicit feedback from site users on their intended usage and whether the site meet their needs.	0-2 Years	CCE	OSPCD: Mobility



## OBJECTIVE: Prioritize Safe Street Design (SD)

The design of our roadways is one of the most important factors in reducing vehicle speeds and increasing safety. The strategies and actions below will help ensure that we are designing a transportation system that makes slower speeds the norm in order to protect vulnerable road users and increase safety for all road users.

### STRATEGY SD1: ENHANCE DESIGN OF MAJOR INTERSECTIONS

Intersections are where most conflicts between vehicles and people walking or biking occur. While a street may be safe and low-stress along a certain segment, road users are introduced to conflicts at intersections. On some streets, large turn radii and wide travel lanes can encourage people driving to make wide and fast turns, increasing exposure and risk for people walking and biking. As we work to make our streets safer, we must have a particular focus on intersection design.



#### Action Plan Goals // Street Design: Strategy SD1

	Action	Time Frame	Lead Dept	Support Dept
<b>SD1.1</b>	Identify and classify each major intersection within City jurisdiction. Develop a toolbox for improving these intersections and prioritize the list of intersections for intervention, giving greater weight to locations in the high injury network and/or communities of concern.	0-2 Years	OSPCD: Mobility	IAM: Engineering
<b>SD1.2</b>	Implement quick-build intersection safety improvements at five major intersections.	0-2 Years	OSPCD: Mobility	
<b>SD1.3</b>	Annually implement quick-build intersection safety improvements to at least five major intersections.	3-5 Years	OSPCD: Mobility	
<b>SD1.4</b>	Annually implement permanent physical infrastructure improvements to at least two major intersections.	0-2 Years	IAM: Engineering	OSPCD: Mobility



### STRATEGY SD2: CALM TRAFFIC IN RESIDENTIAL NEIGHBORHOODS

Traffic calming involves the creation of physical and visual cues, using a variety of tools such as speed tables, chicanes, sidewalk curb extensions, neck-downs, landscaping, and roadway markings that slow the speed of traffic and increase safety. Somerville has a petition process for calming traffic on residential roadways, outlined in Article XIV of Somerville's Traffic Regulations. These requests are verified by the City and placed into a prioritization matrix that considers existing traffic volumes and speeds, crash history, and other factors.

## Action Plan Goals // Street Design: Strategy SD2

	Action	Time Frame	Lead Dept	Support Dept
<b>SD2.1</b>	Define and publish thresholds for traffic calming improvements on the Vision Zero Portal. Annually publish and update a traffic calming priority list.	0-2 Years	OSPCD: Mobility	
<b>SD2.2</b>	Annually implement quick-build traffic calming improvements at two gateway locations on residential streets	0-2 Years	OSPCD: Mobility	
<b>SD2.3</b>	Annually implement quick-build traffic calming improvements at two mid-block locations on residential streets.	0-2 Years	OSPCD: Mobility	
<b>SD2.4</b>	Annually install permanent physical traffic calming improvements at four locations on residential streets.	0-2 Years	IAM: Engineering	OSPCD: Mobility

## STRATEGY SD3: BUILD SAFE MID-BLOCK CROSSINGS

Pedestrian safety is most at risk when crossing roadways. At unsignalized crossings, pedestrians rely on motorists from all directions of travel to see them and yield the right-of-way. Certain roadway characteristics, such as geometry and lighting, may make it more difficult to see pedestrians waiting to cross or stop safely in time for a crossing pedestrian. This set of actions will focus on increasing crossing opportunities and improving their safety, particularly at mid-block crossings.



## Action Plan Goals // Street Design: Strategy SD3

	Action	Time Frame	Lead Dept	Support Dept
<b>SD3.1</b>	Identify all mid-block crosswalks, develop a standard operating procedure for improving these crossings, and prioritize the list of crosswalks for intervention, giving greater weight to locations in the high injury network and/or communities of concern.	0-2 Years	OSPCD: Mobility	IAM: Engineering
<b>SD3.2</b>	Develop crosswalk spacing guidelines to determine locations where the gap between crosswalks is too far.	0-2 Years	OSPCD: Mobility	
<b>SD3.3</b>	Install quick-build or permanent physical improvements at three existing or new mid-block crosswalks.	0-2 Years	OSPCD: Mobility	IAM: Engineering
<b>SD3.4</b>	Annually install quick-build or permanent physical improvements at three existing or new mid-block crosswalks.	3-5 Years	OSPCD: Mobility	IAM: Engineering

## STRATEGY SD4: BUILD SAFE PEDESTRIAN ROUTES

Everyone starts each trip they make as a pedestrian, and in Somerville, residents and visitors are able to walk as a primary form of transportation. More than one in ten Somerville residents walk to work, and one in three commute to work using transit, which generally involves a ¼ to ½-mile walk beginning and ending each trip. Since most Somerville residents are located within comfortable walking distance to squares, parks, schools, and other community resources, barriers to walking affect everyone, even those who do not walk or take transit to work. While safety and accessibility issues across the City should be eliminated, issues near these transit facilities and schools will be prioritized for treatment.



### Action Plan Goals // Street Design: Strategy SD4

Action		Time Frame	Lead Dept	Support Dept
<b>SD4.1</b>	Develop and publish a sidewalk reconstruction prioritization plan that incorporates proximity to transit routes and schools.	0-2 Years	IAM: Engineering	
<b>SD4.2</b>	Annually rehabilitate at least two miles of sidewalk consistent with the City's ADA transition plan.	0-2 Years	IAM: Engineering	OSPCD: Mobility; DPW: Highway
<b>SD4.3</b>	Complete an evaluation of the safety and accessibility of all bus stops and rapid transit stations and develop a prioritization list for improvements, giving greater weight to locations in the high injury network and/or communities of concern.	3-5 Years	OSPCD: Mobility	
<b>SD4.4</b>	Annually implement permanent physical safety or accessibility improvements at 3 bus stops.	0-2 Years	IAM: Engineering	OSPCD: Mobility; DPW: Highway
<b>SD4.5</b>	Annually implement permanent physical safety or accessibility improvements to at least one location within 1/4 mile of a rapid transit station.	0-2 Years	IAM: Engineering	OSPCD: Mobility; DPW: Highway
<b>SD4.6</b>	Annually implement permanent physical safety or accessibility improvements to at least one location within 1/4 mile of a school or crossing guard location.	0-2 Years	IAM: Engineering	OSPCD: Mobility; DPW: Highway



## STRATEGY SD5: ENHANCE & EXPAND SOMERVILLE NEIGHBORWAYS



Somerville's street network consists of long arterial streets and shorter, less continuous, local streets. While the shorter neighborhood streets help discourage cut-through vehicle traffic, they can also force bicyclists onto higher-traffic arterial roadways for more direct routes, which may be uncomfortable for risk-averse cyclists even if the roadway has a bicycle lane. The Neighborways Program is an initiative to identify and better connect neighborhood streets together to serve as alternative, lower vehicle speed and volume routes for vulnerable road users.

Elements of Neighborways have included painted bump-outs and at intersections, red crosswalk backgrounds, delineators to slow vehicle turns, and contra-flow bicycling to connect one-way streets. Street murals have also been painted on Neighborways, designed by independent artists and painted by neighborhood residents during block parties often accompanied by food and live music.

The City is eager to enhance and expand Neighborways routes and develop a full network of low-stress routes. While Neighborways murals were typically very low-cost and self-funded by the community, the City has provided funding for paint, signage, flexible delineators, and other higher-cost treatments. Looking forward, Neighborways elements such as painted bump-outs will be prioritized for enhancement with additional quick-build materials like flex-posts and planters or with permanent physical elements when streets are reconstructed.

### Action Plan Goals // Street Design: Strategy SD5

	Action	Time Frame	Lead Dept	Support Dept
SD5.1	Implement wayfinding signage for existing Neighborways.	0-2 Years	Parking	OSPCD: Mobility
SD5.2	Develop a citywide plan for Neighborways routes and a toolkit of potential improvements.	0-2 Years	OSPCD: Mobility	
SD5.3	Enhance three existing Neighborways streets or designate new Neighborways streets.	0-2 Years	OSPCD: Mobility	IAM: Engineering
SD5.4	Annually enhance three existing Neighborways streets or designate new Neighborways streets.	3-5 Years	OSPCD: Mobility	IAM: Engineering
SD5.5	Incorporate Neighborways into prioritization for traffic calming projects as a part of SD2.1.	3-5 Years	OSPCD: Mobility	IAM: Engineering

## STRATEGY SD6: GROW NETWORK OF SEPARATED BICYCLE FACILITIES

Somerville is one of the top cities in the U.S. in terms of our bicycle mode share. According to the 2017 U.S. Census American Community Survey (ACS) 5-year estimate, approximately 7% of our resident population

rides a bike to work. Somerville’s proximity to Boston and Cambridge, and our tight-knit neighborhood of narrow, low-speed streets, makes it possible for many Somerville residents to consider bicycling an option for commuting, school, and other types of trips. Most of Somerville’s primary through streets have at least painted bicycle lanes or a parallel low-stress option for bicyclists.

However, there are still gaps in Somerville’s low-stress network, and on some of the busiest streets, traditional painted bicycle lanes are not sufficient to keep bicyclists safe, with heavy vehicle traffic, turning vehicles, and high-turnover parking or to encourage bicycle by people of all ages and abilities. According to the American Journal of Public Health, injury rates on streets with bicycle lanes were about 50% lower than those without any bike facilities; this improved to 90% on streets with separated bicycle facilities. Making streets safer for bicyclists is also proven to dramatically increase ridership of bicycle facilities, as more users feel comfortable riding on a low-stress, separated facility than they had with a painted bike lane.

**Action Plan Goals // Street Design: Strategy SD6**

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>SD6.1</b>	Work with SBAC and community stakeholders to complete a Bicycle Network Plan.	0-2 Years	OSPCD: Mobility	SBAC
<b>SD6.2</b>	Implement and evaluate the performance of two separated bicycle infrastructure projects.	0-2 Years	OSPCD: Mobility	IAM: Engineering
<b>SD6.3</b>	Implement and evaluate the performance of two separated bicycle infrastructure projects identified in the bicycle network plan.	3-5 Years	OSPCD: Mobility	IAM: Engineering
<b>SD6.4</b>	Propose changes to the Somerville Complete Street Ordinance that would require, to the extent possible given the scale and scope of work being done, application of <a href="#">NACTO's Contextual Guidance for All Ages &amp; Abilities Bicycle Facilities</a> to all street restriping, repaving, and full street reconstruction projects.	0-2 Years	OSPCD: Mobility	SBAC



## STRATEGY SD7: PREVENT BLOCKING OF BIKE LANES & CROSSWALKS

Crosswalks and bicycle lanes mark the areas of our roadways that we have designated for safe passage by vulnerable road users. Sometimes, these areas are too few, far between, and not as safe as they are intended to be. Along congested roadways with high-demand for street parking, people driving will sometimes use any available space that they can find to pull over including, unfortunately, areas reserved for pedestrian or bicycle travel.

A blocked crosswalk inhibits pedestrians from crossing at the location deemed most safe and desirable to cross. Diverted pedestrians are more likely to cross in a less safe location, with poor sight lines, less lighting, or increased crossing distances. The blocking of crosswalks also represents an accessibility issue – curb ramps are located at crosswalks and if a crosswalk is blocked, those with mobility issues may not be able to cross at all. A blocked bicycle lane means that bicyclists must momentarily merge with vehicle traffic, reducing the predictability of their actions and likely frustrating other people driving as well.



### Action Plan Goals // Street Design: Strategy SD7

	Action	Time Frame	Lead Dept	Support Dept
<b>SD7.1</b>	Increase enforcement of vehicles stopping in bicycle lanes and crosswalks.	0-2 Years	SPD	
<b>SD7.2</b>	Develop and establish a standard operating procedure for the placement of flexible delineators at crosswalks.	0-2 Years	OSPCD: Mobility	DPW: Highway
<b>SD7.3</b>	Reduce stopping in bike lanes and/or crosswalks at three known problem areas using one or more of the following strategies: new loading zones, increased separation, outreach to users & business owners, or new signage.	0-2 Years	OSPCD: Mobility	IAM: Engineering; Parking
<b>SD7.4</b>	Pilot at least two new types of traffic delineators to keep vehicles from entering crosswalks or bike lanes.	0-2 Years	OSPCD: Mobility	DPW: Highway
<b>SD7.5</b>	Evaluate existing pick-up/drop-off areas, relocate ineffective locations, and add three new locations.	0-2 Years	Parking	OSPCD: Mobility
<b>SD7.6</b>	Incorporate raised crosswalks and/or raised bicycle crossings on side streets 1.) as a part of all full depth roadway and utility reconstruction projects and 2.) when feasible as a part of standard street and sidewalk resurfacing projects.	0-2 Years	IAM: Engineering	OSPCD: Mobility



## OBJECTIVE: Operate Safe Streets (OSS)

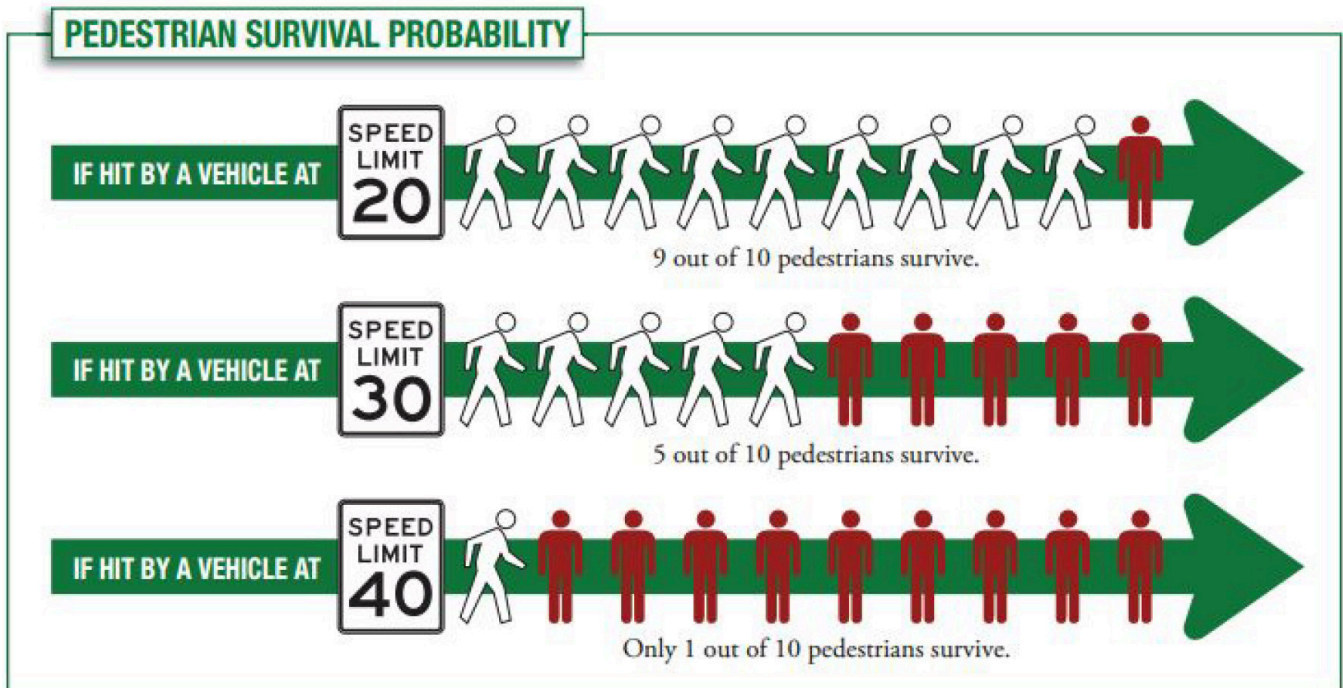
Designing our streets better is only half of the picture. We must also ensure that the daily operation of our streets prioritizes safety for all users. Lower traffic speeds, equitable enforcement, improved traffic signals, and robust plans for construction detours and extreme weather are the primary concerns for the safe operation of our streets.

### STRATEGY OSS1: REDUCE TRAFFIC SPEEDS

Vehicle speeds are an essential factor in whether a crash results in serious injury or death. According to the National Association of City Transportation Officials (NACTO), a pedestrian is four times more likely to be killed by a vehicle traveling at 30mph, and eight times more likely to be killed by a vehicle going 40mph, than by a vehicle traveling at 20mph. A vehicle traveling at 40mph requires about 150 more linear feet of distance to come to a complete stop after seeing an obstacle, even if braking aggressively, compared to a vehicle traveling at 20mph braking normally. Additionally, motorists driving at lower speeds have far better peripheral vision compared to those driving at higher speeds, allowing for easier perception of crossing pedestrians or turning vehicles.



Somerville lowered its citywide speed limit to 25mph in December 2016. In 2017, Somerville began implementing 20mph safety zones near parks, playgrounds, places of worship, elderly housing, and other areas with high pedestrian activity. In October 2018, Somerville piloted two Neighborhood Safety Zones, in the Ball Square and East Somerville neighborhoods, where every neighborhood's street is designated as a 20mph zone. While speed limits do not prevent dangerous behavior, lower speed limits signal to motorists that more caution is needed. In Boston, according to the Insurance Institute for Highway Safety, reducing the citywide speed limit from 30mph to 25mph resulted in a nearly 30% drop in speeds exceeding 35 mph, an 8.5% drop in speeds exceeding 30mph, and a 2.9% drop in speeds exceeding 25mph. Somerville remains committed to setting sensible speed limits on our roadways in order to limit the threat that automobiles pose to vulnerable road users.



**Action Plan Goals // Operate Safe Streets: Strategy OSS1**

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>OSS1.1</b>	Continue to educate motorists about the citywide 25mph speed limit and the safety benefits of driving slower through communication methods such as targeted outreach, public banner signage, BlueBikes PSAs, and/or variable message boards.	0-2 Years	CCE	OSPCD: Mobility
<b>OSS1.2</b>	Expand 20MPH neighborhood safety zones into additional neighborhoods.	0-2 Years	OSPCD: Mobility	Parking
<b>OSS1.3</b>	Evaluate the 20MPH neighborhood safety zones, explore the feasibility of a more widespread 20MPH speed limit, and implement any recommendations.	3-5 Years	OSPCD: Mobility	Parking

**STRATEGY OSS2: ENSURE EQUITABLE ENFORCEMENT**



Our 'front-end' efforts to improve street design and implement speed management strategies can reduce the need to correct individual behaviors on the 'back-end' over the long term. However, now and for the foreseeable future, enforcement efforts will continue to play an integral role in achieving many of the goals outlined in this document. We must enhance our enforcement efforts while also committing to employing enforcement strategies that will not result in racial profiling. For example, we will focus enforcement efforts on the most dangerous behaviors, such as speeding and violating pedestrian right of way, over minor infractions.

One of the most effective approaches in enforcement methods is the High Visibility Enforcement (HVE) model. HVE is designed to deter and modify unlawful traffic behaviors by combining enforcement with visibility and publicity to target a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. This approach uses data to identify problem behaviors and problem locations to target efforts.

**Action Plan Goals // Operate Safe Streets: Strategy OSS2**

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>OSS2.1</b>	Continue to leverage and engage in high-visibility enforcement campaigns that address speeding, impairment, and distraction. Continue to apply for grant funding opportunities relating to traffic safety and roadway user education to support these efforts.	0-2 Years	SPD	OSPCD: Mobility

<b>OSS2.2</b>	Identify and support additional opportunities for law enforcement to engage in trainings that enhance enforcement outcomes such as TOPS, ARIDE, and DRE training.	0-2 Years	SPD	
<b>OSS2.3</b>	Annually target enforcement efforts in and around school zones, with a special focus on these areas at the start of each school year.	0-2 Years	SPD	OSPCD: Mobility
<b>OSS2.4</b>	Distribute at least 200 bike headlights/taillights and bells annually as a part of high visibility enforcement efforts to encourage people biking at night to use lights.	0-2 Years	SPD	OSPCD: Mobility
<b>OSS2.5</b>	Seek out opportunities to secure additional funds to conduct targeted enforcement campaigns that address speeding, impairment, and distraction.	3-5 Years	SPD	OSPCD: Mobility
<b>OSS2.6</b>	Annually publish available data on the police department's traffic stop activities on the Vision Zero web page.	0-2 Years	SPD	OSPCD: Mobility

### STRATEGY OSS3: EVALUATE & MODERNIZE TRAFFIC SIGNALS

Traffic signals are the primary traffic control device at higher-volume intersections. Signals organize traffic flow so that no two movements with a significant amount of conflict are allowed to occur simultaneously. Signals also provide support for our emergency vehicles by accepting input from emitters outfitted on those vehicles. Ideally, signals would remove any possibility of conflict while perfectly managing traffic in an equitable manner; unfortunately, these two goals often clash with one another. For example, providing a left-turn phase provides added safety for that specific movement while adding delay for all other movements. Generally, we accept some level of user judgment in order to achieve an acceptable level of traffic throughput.

When the amount of traffic reaches a critical level, intersections experience both congestion and a reduction in safety. Excessive delay can cause people make unsafe maneuvers and is associated with reduced compliance and an increase in crash frequency. Somerville's traffic signals have not been regularly updated to reflect the City's changing traffic patterns. Some equipment is aging and near the end of its useful life. The City does not have accurate existing timing and phasing information at most of its signals, so it is often difficult to understand what needs to be changed.



#### Action Plan Goals // Operate Safe Streets: Strategy OSS3

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>OSS3.1</b>	Complete an inventory of all traffic signals citywide and identify a strategy and funding source for signal upgrades and improvements.	0-2 Years	OSPCD: Mobility	



<b>OSS3.2</b>	Annually conduct signal warrant analysis at three existing traffic signals.	0-2 Years	OSPCD: Mobility	
<b>OSS3.3</b>	Create a city policy on pedestrian phases in traffic signals. Policy should at a minimum include standard for determining under what conditions concurrent or exclusive pedestrian phases are to be applied.	0-2 Years	OSPCD: Mobility	
<b>OSS3.4</b>	Annually conduct one alternative traffic control experiment by converting a signalized location to all-way or partial stop-control. Continue until all non-warranted signals have undergone experiments.	0-2 Years	OSPCD: Mobility	
<b>OSS3.5</b>	Make timing and/or phasing improvements to two traffic signals annually.	3-5 Years	OSPCD: Mobility	

## STRATEGY OSS4: PROVIDE SAFE ROUTES THROUGH CONSTRUCTION

Somerville is in the midst of one of the largest periods of construction in recent history. With aging infrastructure, new development, and numerous roadway and intersection improvement projects, it is likely that Somerville will be in a state of ongoing construction for some time. However, life goes on during construction. Commuters need to get to work, customers need access to businesses, and visitors need to feel welcome.

Too often, construction squeezes our already constrained roadways at the expense of vulnerable road users. Sidewalks can be closed, bikes must use general travel lanes, and bus stops move. While these are often necessary consequences of progress, there are steps that can be taken to make construction areas more safe and accessible for vulnerable road users. Continuation of sidewalks through construction zones should be a top priority, as closures of sidewalks force pedestrians to cross streets filled with construction vehicles, creating added delay, and often, accessibility issues. Bicycles can often be accommodated through construction zones even where vehicles cannot, maintaining mobility and predictability for bicyclists. Transit stations should remain accessible through construction, or else relocated to a nearby accessible location for the duration of work.



## Action Plan Goals // Operate Safe Streets: Strategy OSS4

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>OSS4.1</b>	Enforce the existing requirements for contractors to maintain pedestrian, bicycle, and transit access through construction zones and provide accessible detour routes, with advance warning of route changes, when a detour is required.	0-2 Years	IAM: Engineering	OSPCD: Mobility
<b>OSS4.2</b>	Develop and promote a process for the public to report issues with pedestrian, bicycle, and transit access through construction zones or along detour routes.	0-2 Years	IAM: Engineering; Constituent Services	DPW, OSPCD: Mobility
<b>OSS4.3</b>	Evaluate existing requirements for contractors to maintain pedestrian, bicycle, and transit access through construction zones and make recommendations for improvement.	0-2 Years	IAM: Engineering	OSPCD: Mobility

## STRATEGY OSS5: MITIGATE THE IMPACTS OF EXTREME WEATHER

Snowstorms and other extreme weather have serious impacts on the usability of our streets, sidewalks, and bicycle lanes. Through the actions below, the city will work with its advisory committees to set priorities for the use of our limited city resources to keep our most vital sidewalks and bicycle lanes as clear as possible during snow events and other extreme weather.

## Action Plan Goals // Operate Safe Streets: Strategy OSS5

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>OSS5.1</b>	Publish a list of city sidewalks and bicycle lanes that are prioritized for snow removal.	0-2 Years	DPW: Highway	OSPCD: Mobility
<b>OSS5.2</b>	Work with the PTAC and the SBAC to refine existing standard operating procedures for snow storms and extreme weather, including the prioritization of routes for walking, biking, or taking transit.	0-2 Years	DPW: Highway	OSPCD: Mobility; SBAC; PTAC
<b>OSS5.3</b>	Annually promote and distribute the Somerville Winter Guide, which includes sidewalk shoveling rules for property owners and information on the Teen Shoveling program for youth to shovel out seniors after a snow storm.	0-2 Years	CCE	Council on Aging
<b>OSS5.4</b>	Evaluate the feasibility of expanding the scope of city cleared sidewalks and bicycle lanes.	3-5 Years	OSPCD: Mobility	DPW: Highway

## OBJECTIVE: Promote & Institutionalize a Culture of Safety (CS)

Building more safely designed streets, reducing traffic speeds, improving enforcement, and upgrading our signal systems will all go a long way toward eliminating traffic injuries and fatalities from our streets. However, we must also examine all of our own individual behaviors and contribute to this effort by making safe transportation decisions. We must establish a policy framework for resident input into this process and lead education and outreach efforts to spread the word about the expectations for people using our transportation system. We must examine our local and state level policies, as well as the policies of the city for its own employees, to ensure we are institutionalizing a regulatory environment that will lead to safer streets.

### STRATEGY CS1: ESTABLISH A FRAMEWORK OF ADVISORY & POLICY COMMITTEES

Somerville's Bicycle Advisory Committee has been instrumental in converting Somerville into a true bike-friendly city with the fifth-highest bicycle mode share in the nation. They have identified issues and opportunities citywide, and pushed for the most state-of-the-art interventions. A similar pedestrian- and transit-oriented committee does not yet exist, and while Somerville has passionate advocates for pedestrian mobility and safety, there is no formal outlet to identify issues and opportunities for pedestrians and make recommendations to the City. A formalized Pedestrian and Transit Advisory Committee, with participation from a diverse group of residents, a City Council representative, and liaisons from relevant City departments, will provide a venue for this invaluable feedback.

In addition, to coordinate the ongoing implementation of Vision Zero initiatives, the City will reboot the Vision Zero Task Force as an interdepartmental working group with additional public representation. This Task Force will include members of the public, representatives from the Bicycle Advisory Committee and Pedestrian & Transit Advisory Committee, and representatives of the city departments identified as responsible for the work contained in this plan. This Task Force will meet quarterly to review the progress made on the Action Plan and work through challenges and opportunities that arise. Finally, the city will also work with the Massachusetts Vision Zero Coalition to hold ourselves accountable and track the progress of this action plan through the release of regular third party progress reports.

#### Action Plan Goals // Culture of Safety: Strategy CS1

	Action	Time Frame	Lead Dept	Support Dept
<b>CS1.1</b>	Establish a standing Pedestrian and Transit Advisory Committee (PTAC) to advise the City on pedestrian and transit safety, policies, and improvements.	0-2 Years	OSPCD: Mobility	
<b>CS1.2</b>	Convert the Vision Zero Task Force to an inter-departmental working group that meets quarterly, and includes staff from city departments and residents from the SBAC, PTAC, and community at large.	0-2 Years	OSPCD: Mobility	
<b>CS1.3</b>	Release the first Annual Report of the Somerville Pedestrian and Transit Advisory Committee.	0-2 Years	PTAC	OSPCD: Mobility
<b>CS1.4</b>	Work with the MA Vision Zero Coalition to track implementation of this Action Plan by releasing annual progress reports with input from the PTAC and SBAC.	0-2 Years	OSPCD: Mobility	
<b>CS1.5</b>	Collect input from the PTAC and SBAC on proposed streetscape projects within the city that are likely to have a significant impact on safety and livability.	0-2 Years	OSPCD: Mobility	PTAC; SBAC



## STRATEGY CS2: EDUCATE & ENGAGE THE PUBLIC ON VISION ZERO

It is important that the community remain up to date with Vision Zero efforts and that the city continues outreach efforts to educate and engage the public on these important issues.

Education can come in many forms. Information on the City website is easily distributed online, but it may not reach those who did not know to look for this information, or are unable to access it. Signage, including Variable Message Boards (VMBs) can alert users to a changing or unusual traffic pattern. Updates are given at bi-annual ResiStat meetings, and specific projects may have their own public process. The City has also mass-distributed information about the citywide 25mph speed limit by placing flyers in resident parking permit and new resident packages.



In addition to educating road users about how to navigate Somerville safely, we also need occasional reminders to act in a safe manner, no matter the mode of transportation being used. People walking and biking can make themselves more visible and act in a predictable manner. People driving can give more space as they pass people biking and remember to check for bikes before opening their car doors. Perhaps most importantly, we sometimes need to remind ourselves that we are all neighbors, just trying to get around as safely and efficiently as possible. Patience, respect, and understanding can help keep all of us safe as we navigate the City together.

### Action Plan Goals // Culture of Safety: Strategy CS2

	Action	Time Frame	Lead Dept	Support Dept
<b>CS2.1</b>	Update & distribute multi-lingual educational traffic safety materials through a variety of means, including in parking permit and new resident mailers, at Resistat and other public meetings, through social media, at City buildings, or through other targeted outreach.	0-2 Years	CCE	OSPCD: Mobility
<b>CS2.2</b>	Procure and deploy five new Variable Message Boards (VMBs) to display traffic safety messaging.	0-2 Years	SPD	
<b>CS2.3</b>	Procure and deploy five new portable speed feedback trailers or signs, and deploy them where speeding is known to be problematic.	0-2 Years	SPD	
<b>CS2.4</b>	Develop and distribute a Somerville Street Code, which describes how traffic safety treatments work, and provides tips on how to follow the rules, pay attention, and be courteous to other road users. Provide the Street Code to driving schools so that driving teachers have the latest information on traffic safety.	0-2 Years	OSPCD: Mobility	CCE
<b>CS2.5</b>	Replace the term "accident" with "crash" or "collision" in all City materials.	0-2 Years	OSPCD: Mobility	CCE

<b>CS2.6</b>	Through the Safe Routes to School Program, work with schools and other community organizations to provide hands-on learning opportunities and encouragement activities for children and caregivers. Make it easier for interested caregivers to find information on how to lead walking school buses and bike trains.	0-2 Years	Somerville Public Schools	HHS: Shape Up Somerville
<b>CS2.7</b>	Through the Safe Routes to School Program: <ul style="list-style-type: none"> <li>• Hold pedestrian safety training for every 2nd grader</li> <li>• Hold bicycle, scooter, and pedestrian training for every 4th grader.</li> <li>• Encourage and support school efforts to host at least one annual walk, ride or roll to school event.</li> </ul>	0-2 Years	Somerville Public Schools	HHS: Shape Up Somerville
<b>CS2.8</b>	Annually invite the crossing guard Team Leader and School Department representative to attend a meeting of the Pedestrian and Transit Advisory Committee and report on traffic safety conditions for school children.	0-2 Years	OSPCD: Mobility	SPD; PTAC
<b>CS2.9</b>	Work with surrounding communities and Transportation Network Companies (TNCs) to develop and roll out a safety education programs for TNC drivers.	3-5 Years	OSPCD: Mobility	CCE
<b>CS2.10</b>	Develop a strategy for promoting the installation of anti-dooring stickers on driver mirrors and passenger doors in TNC, taxi, and car share vehicles.	3-5 Years	OSPCD: Mobility	

### STRATEGY CS3: IMPROVE TRUCK SAFETY



The operation of large trucks in Somerville presents challenges in a multi-modal environment. While truck deliveries are vital to Somerville businesses, pedestrians, bicyclists, and other vulnerable road users are especially at risk when truck interactions occur. In addition, the design of large trucks presents acute safety challenges, such as having larger blind spots and requiring turning radii that can impact the quality of the pedestrian environment. In 2018, according to the United States Department of Transportation (US DOT), truck crashes resulting in fatalities increased 1% nationally from 2017 to 4,591 deaths, and non-occupant fatalities due to these crashes increased by 10% to 541 deaths.

DPW's Fleet Management Division uses telematics (via GPS) to support Vision Zero goals by collecting quantitative data to promote a culture of safety among vehicle operators. These telematics can be used to encourage municipal drivers to practice safe driving techniques by monitoring behaviors such as swerving, harsh braking, aggressive driving, rapid acceleration, and vehicle speed compared to posted speed limits. Fleet managers can provide driver training that targets specific, problematic behaviors.

Somerville has demonstrated success in advancing truck safety throughout the City, however, there is more that can be done. In taking a more comprehensive approach to truck safety, the City should develop a Safe Fleet Transition Plan (SFTP), similar to those undertaken in other large cities. A SFTP ensures uniformity across the city's fleet and different departments. It will also ensure that as vehicles are updated, new purchases support Vision Zero as well as being environmentally friendly. Since 2015, DPW's Fleet Management Division has required new vehicle purchases to have all SFTP requirements when available, including high vision trucks, backup

cameras, side guards, automatic braking, and proximity sensors. More recently, larger vehicles will be testing a 360 degree radar system to increase cyclist and pedestrian safety. With the development of a Somerville SFTP, these processes will be formalized and a safer city fleet will be procured over time.

**Action Plan Goals // Culture of Safety: Strategy CS3**

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>CS3.1</b>	Implement the Ordinance to Safeguard Vulnerable Road Users to reduce the risk of cyclists and pedestrians being struck by a large vehicle.	0-2 Years	DPW: Administration	
<b>CS3.2</b>	Administer truck safety training to all City staff who drive city trucks.	0-2 Years	DPW: Administration	OSPCD: Mobility
<b>CS3.3</b>	Grow relationships with stakeholders, including local businesses, delivery companies, and freight experts to evaluate best practices for managing and enforcing truck policies and loading zones in Somerville. Work with other nearby municipalities, regional partners, and State agencies to jointly develop regional solutions.	0-2 Years	OSPCD: Mobility	
<b>CS3.4</b>	Require all city contractors to certify that they have watched the Truck Safety video and/or other safety training relating to driving a truck in dense urban environments. Explore the possibility of extending this to contractors for private developments of a certain size through the permitting process.	3-5 Years	Personnel	DPW: Administration
<b>CS3.5</b>	Work with nearby municipalities, regional partners, advocacy groups, and state agencies and representatives to advocate for the implementation of a statewide truck side guard requirement for all state, municipal, and private contractors.	3-5 Years	OSPCD: Mobility	
<b>CS3.6</b>	Equip all signalized intersections to accept input from oncoming emergency vehicles.	0-2 Years	DPW: Lights & Lines	
<b>CS3.7</b>	Develop a Safe Fleet Transition Plan (SFTP) for Somerville to formalize a set of best-practice vehicle safety technologies and design requirements for all City vehicles to prevent and mitigate crashes.	3-5 Years	DPW: Fleet Management	

**STRATEGY CS4: CREATE CITY POLICIES & ADVOCATE FOR STATE LEGISLATION SUPPORTIVE OF VISION ZERO**

Achieving the goal of eliminating serious injuries and deaths on our roadways requires all road users to travel safely and predictably. Since Vision Zero is an initiative put forth by not any single City department, but by the City as a whole, the City needs to lead by example through its local policies.

From 2015-2017, 205 crashes were reported involving City vehicles, representing about 11% of all crashes reported in the City of Somerville. Of those crashes, 20 (10%) resulted in personal injury. While many of these crashes are not the fault of the driver of the City vehicle, reducing crashes involving City vehicles by practicing safer driving habits can significantly reduce the number of overall crashes in the City.

Somerville also has the opportunity to influence state policy by developing and enforcing local policies that support Vision Zero efforts. While the City cannot directly control state-level issues, it can influence state



policies by working with our local state representatives to advance the city's interests in improving traffic safety. This set of actions addresses policies the city should create locally and advocate for statewide.

**Action Plan Goals // Culture of Safety: Strategy CS4**

	<b>Action</b>	<b>Time Frame</b>	<b>Lead Dept</b>	<b>Support Dept</b>
<b>CS4.1</b>	Issue policies for all City staff who drive as part of their job responsibilities that requires strict adherence to speed limits and traffic laws and disallows the use of cell phones or other electronic devices while driving.	0-2 Years	Personnel	SomerStat
<b>CS4.2</b>	Implement a Vision Zero training for all City employees who drive as part of their employment responsibilities. The training should include details on the City's policies on speed limits, traffic laws, and cell phone use, as well as information about the impacts of medication and how fatigue affects driving.	3-5 Years	Personnel	SomerStat
<b>CS4.3</b>	Quarterly Meetings of the Vision Zero Working Group will discuss crashes involving City employees, with special attention paid to crashes resulting in injury or death and/or involving vulnerable road users.	0-2 Years	OSPDC: Mobility	
<b>CS4.4</b>	Reduce the number of crashes involving City vehicles by at least 10% compared to 2018.	3-5 Years	SomerStat	DPW: Fleet Management
<b>CS4.5</b>	Create a rapid response protocol for when serious crashes or fatalities occur, including on-the-ground assessment of the crash scene and near term implementation of safety interventions.	0-2 Years	OSPDC: Mobility	SPD
<b>CS4.6</b>	Work with the advisory committees and regional partners to determine safe vendor, vehicle, and operational requirements for the incorporation of new mobility devices, such as electric scooters, into Somerville's existing transportation ecosystem.	0-2 Years	OSPDC: Mobility	SBAC; PTAC
<b>CS4.7</b>	Work with the advisory committees to formalize typical cross-sections for various street types and widths.	3-5 Years	OSPDC: Mobility	SBAC; PTAC
<b>CS4.8</b>	Publish city standards for traffic control elements.	3-5 Years	IAM: Engineering;	OSPDC: Mobility
<b>CS4.9</b>	Advocate with the state for legislation that improves transportation safety, including: <ul style="list-style-type: none"> <li>- A safe passing law with a minimum distance of 3 feet.</li> <li>- Updating Melanie's law to include all-offender ignition interlocks</li> <li>- Enhanced failure to yield penalties</li> <li>- Automated enforcement of certain traffic violations</li> <li>- A 0.05 BAC limit</li> </ul>	0-2 Years	OSPDC: Mobility	

# ACKNOWLEDGMENTS

This plan was developed by Somervillians, for Somerville.

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## ACRONYMS & DEFINITIONS:

**ACS:** American Community Survey  
**ARIDE:** Advanced Roadside Impaired Driving Enforcement  
**BAC:** Blood Alcohol Content  
**CCE:** Communications & Community Engagement  
**DPW:** Department of Public Works  
**DRE:** Drug Recognition Expert  
**GLX:** Green Line Extension  
**HHS:** Health & Human Services  
**HVE:** High Visibility Enforcement  
**IAM:** Infrastructure & Asset Management  
**MBTA:** Massachusetts Bay Transportation Authority  
**MMUCC:** Model Minimum Uniform Crash Criteria  
**MPH:** Miles Per Hour  
**NACTO:** National Association of City Transportation Officials  
**OSPCD:** Office of Strategic Planning & Community Development  
**PTAC:** Pedestrian & Transit Advisory Committee  
**SBAC:** Somerville Bicycle Advisory Committee  
**SFTP:** Safe Fleet Transition Plan  
**SPD:** Somerville Police Department  
**Quick-Build Improvements:** Improvements that utilize paint, signs, and more temporary materials like flex post and planters.  
**Permanent Physical improvements:** Improvements that utilize paint, signs, and more permanent materials like curbs and concrete.  
**TMC:** Turning Movement Count  
**TNC:** Transportation Network Company  
**TOPS:** Traffic Occupant Protection Strategies  
**Traffic control devices:** markers, signs and signals used to inform, guide, and direct people driving, bicycling, and walking.  
**USDOT:** United States Department of Transportation  
**VMB:** Variable Message Board