



Public Hearing: Traffic Calming + Vision Zero

City of Somerville
Massachusetts

Mayor Joseph A.
Curtatone

George Proakis
Executive Director, OSPCD

Brad Rawson
Director, Transportation & Infrastructure



Our objectives for tonight's public hearing include:

1. Acknowledge and thank our stakeholders
2. Offer relevant history and data
3. Provide update on Somerville's Vision Zero Action Plan
4. Connect our Vision Zero process to the stakeholder petition
5. Preview anticipated 2019 safety investments in Somerville

In the modern era, Somerville has decided to take back our streets

Willow Avenue / Summer Street, 2007

Willow Avenue / Summer Street, 2018



Excessively wide travel lanes

Narrower 10' travel lanes

New 5' standard green bike lane

New 4' advisory green bike lane

New raised table intersection treatment

In the modern era, Somerville has decided to take back our streets

Bow Street, 2007



Undefined ~20' travel lane

Bow Street, 2016



Narrower 11' travel lane

New 5' standard bike lane

New 45° reverse-in angled parking

In the modern era, Somerville has decided to take back our streets

East Broadway, 2007

East Broadway, 2018



Undefined ~13' travel lanes (x2 per direction)

Sidewalk width doubled

New 5'+2' buffered bike lane

Narrower, single 11' travel lane

"Road Diet" eliminates a travel lane

In the modern era, Somerville has decided to take back our streets

College Avenue, 2007



Undefined ~22' travel lane

College Avenue, 2018



~10' curb extension

Reduced crosswalk lengths

New 5' high-friction bike lane

Narrower, single 11' travel lane

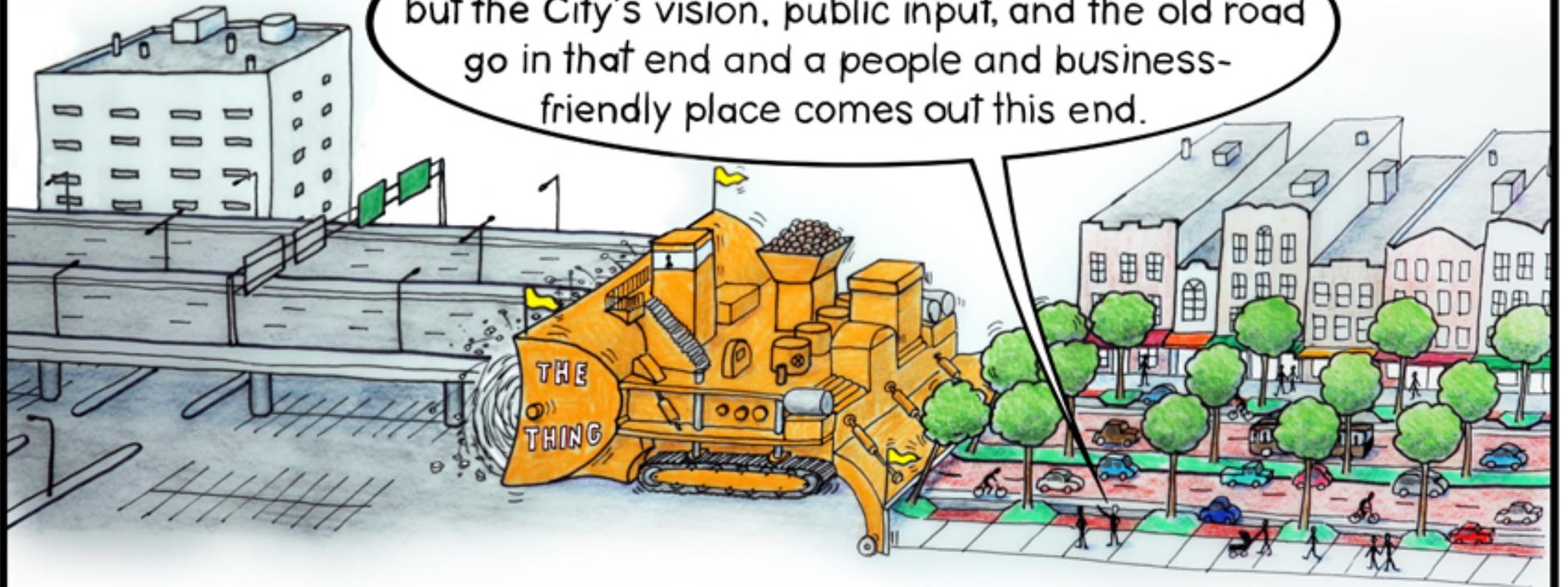
New on-demand pedestrian beacon

In the modern era, Somerville has decided to take back our streets

We're not sure why the thing works so well but the City's vision, public input, and the old road go in that end and a people and business-friendly place comes out this end.

Lockwood

The Thing Is ...

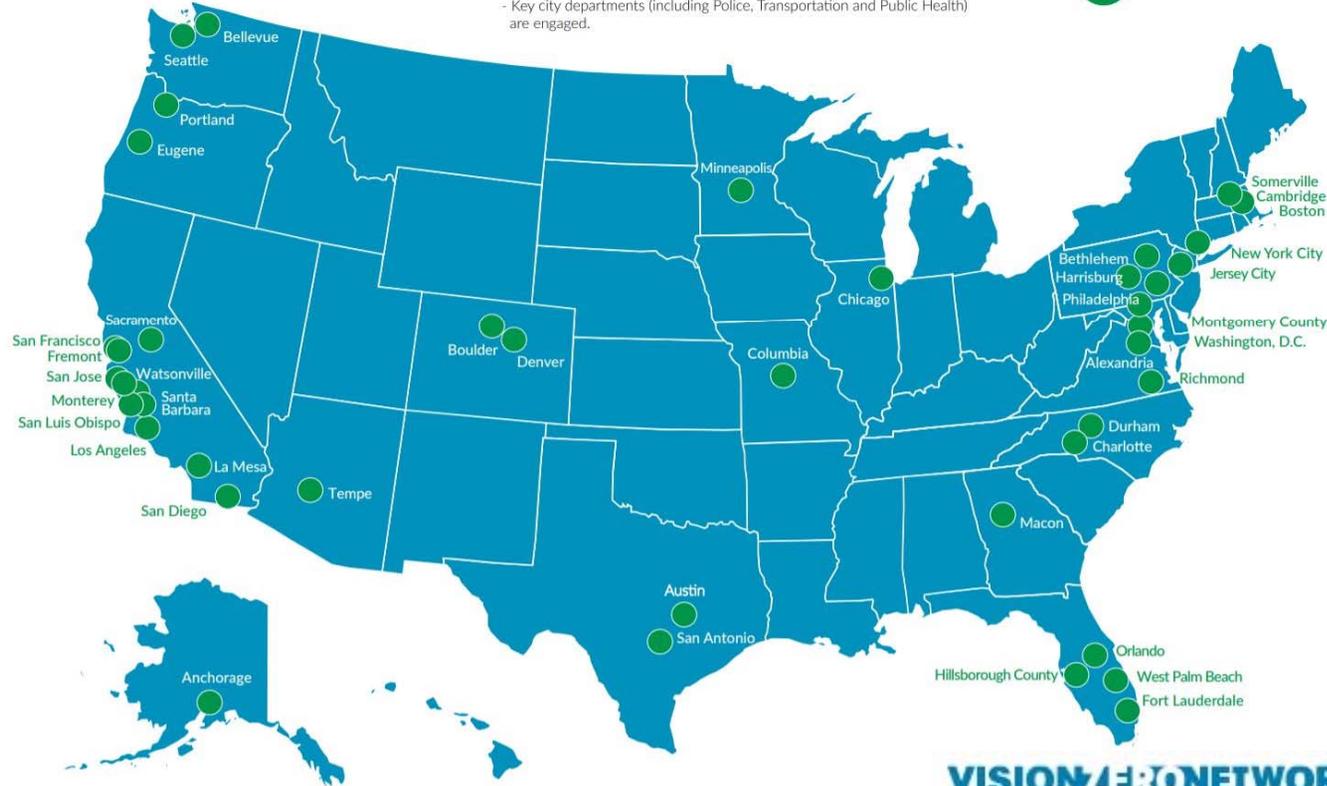


Somerville's Vision Zero commitment calls for acceleration of change

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.



VISION ZERO NETWORK



The Vision Zero movement demands a break with the status quo

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

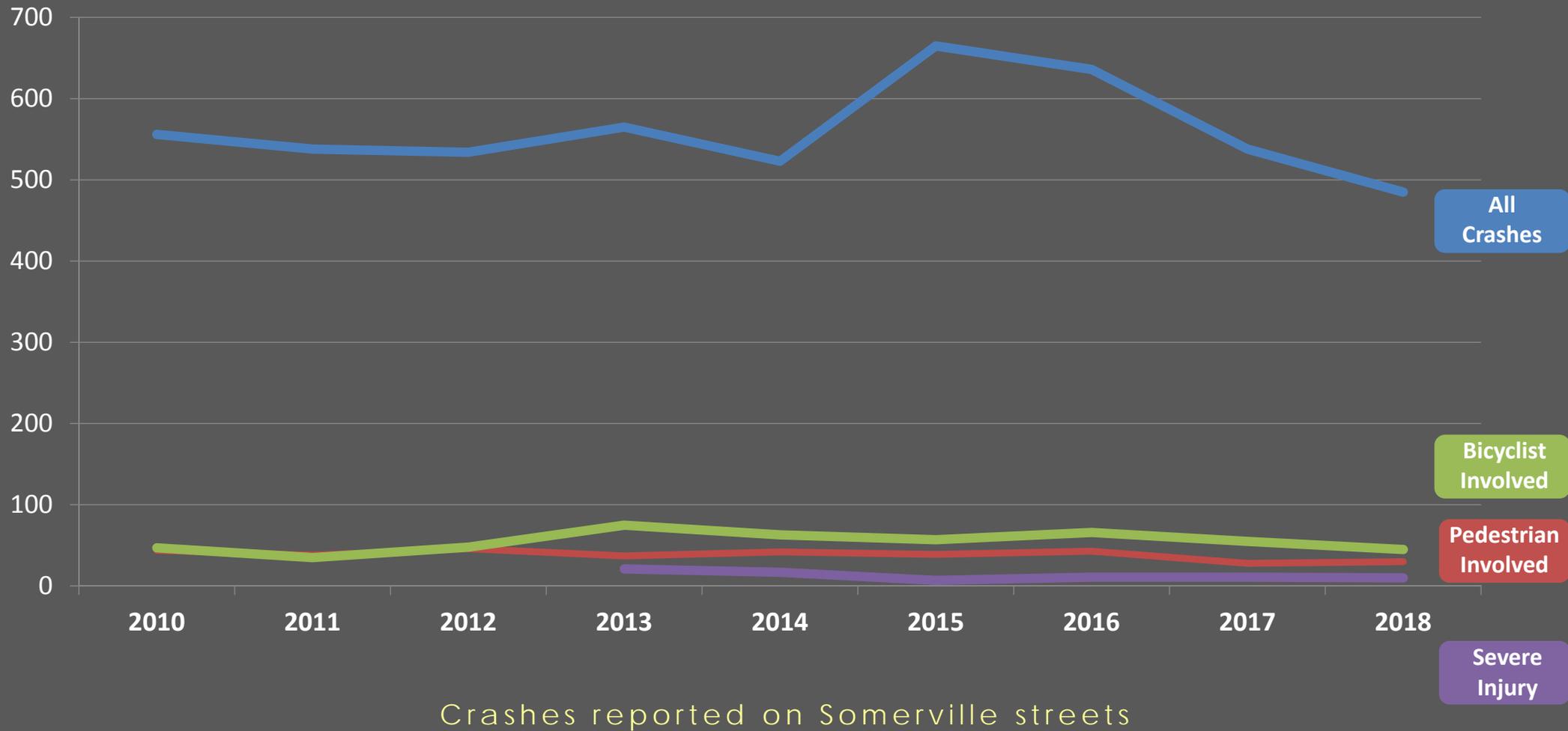
Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

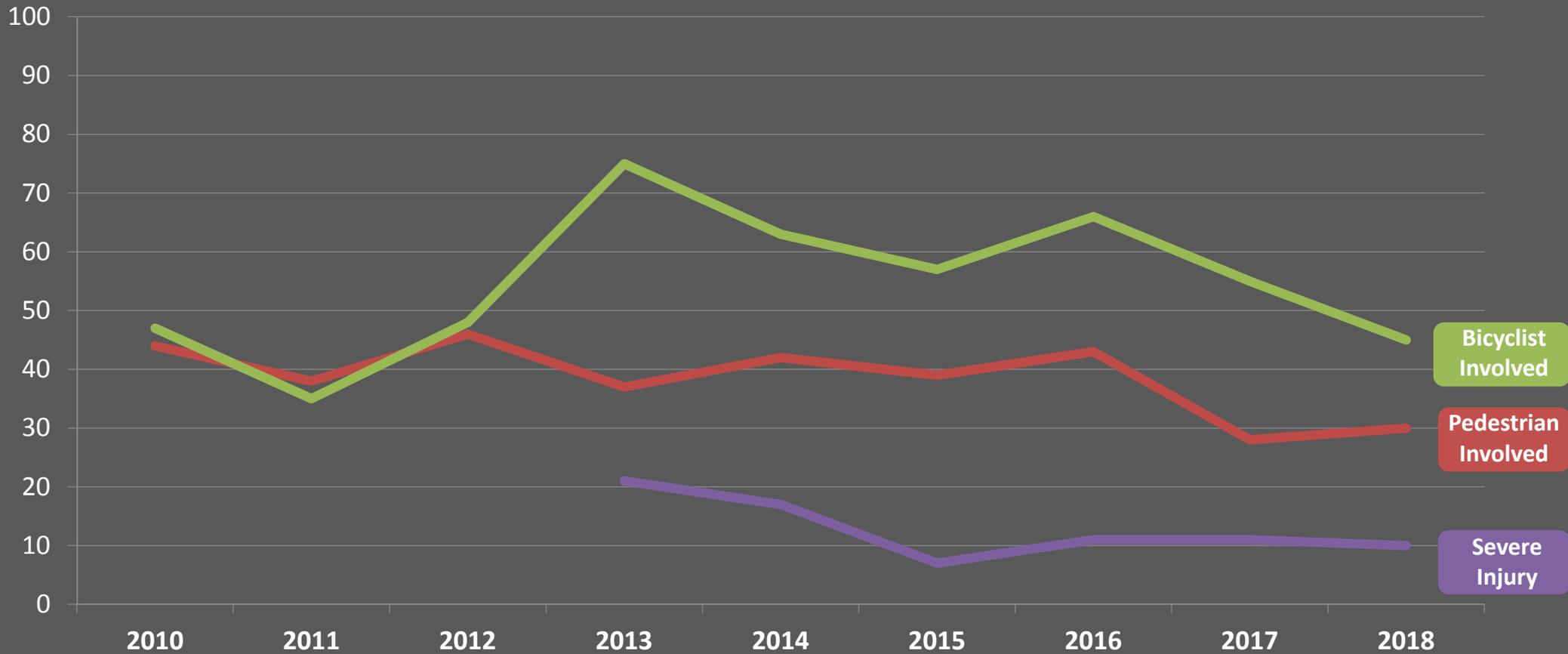
SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Vision Zero is rooted in data, emphasizing crash reporting



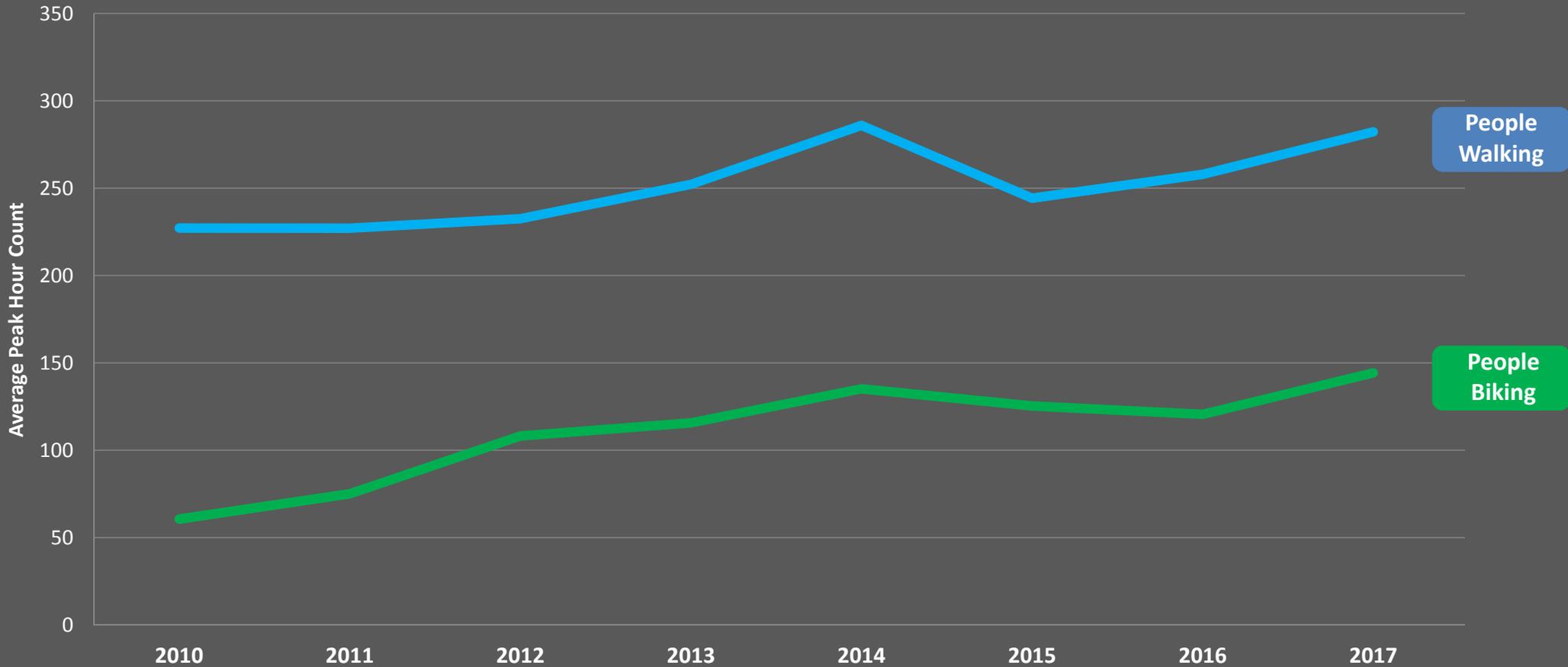
Vision Zero prioritizes crashes involving “vulnerable road users”



Note: this graph shows the same data as previous, but is zoomed in to provide detail

Somerville walking and bicycling rates have grown over the past decade

Number of People Walking and People Biking at an Intersection *(average across 40 count locations)*



Somerville's Vision Zero Action Plan is currently being prepared



Somerville's Vision Zero Task Force has identified key strategy areas:

1. Set and enforce safe speed limits
2. Focus on speed management through physical traffic calming
3. Build safer, separated bicycle lanes
4. Expand "Neighborways" network of useful low-stress routes
5. Modernize traffic signal equipment
6. Prioritize "safe routes to schools" and "safe routes to transit"
7. Create safer pedestrian crossings
8. Ensure safe routes through construction
9. Establish post-crash "rapid response" protocol
10. Expand outreach, engagement & education mechanisms
11. Mitigate the risks of large trucks & ride-hailing services
12. Enhance data monitoring and reporting systems

Set and enforce safe speed limits

Status: City established 25mph limit citywide and continues to expand 20mph safety zones

Centerline Mileage of 20 mph Safety Zones in Somerville

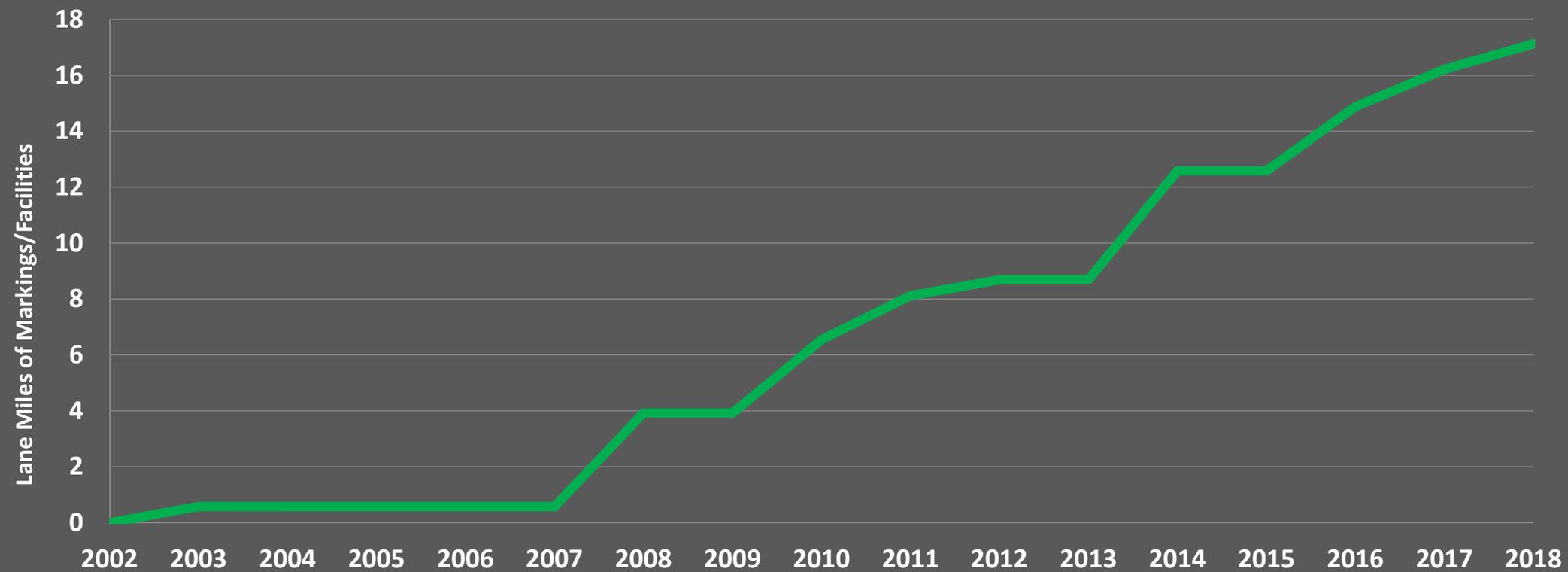


Focus on speed management through physical traffic calming



Bump-out + "chicane" treatment on Lowell Street approaching Magoun Square, installed 2018

Build safer, separated bike lanes



Graph: Somerville's bike lane network has expanded by 15+ miles in a decade

Build safer, separated bike lanes

Washington Street, 2017

Webster Avenue, 2018



2019 projects will include Broadway (Cedar-Main); Washington (Sullivan-McGrath); Cedar (Summer-Elm)

Expand outreach, engagement and education mechanisms



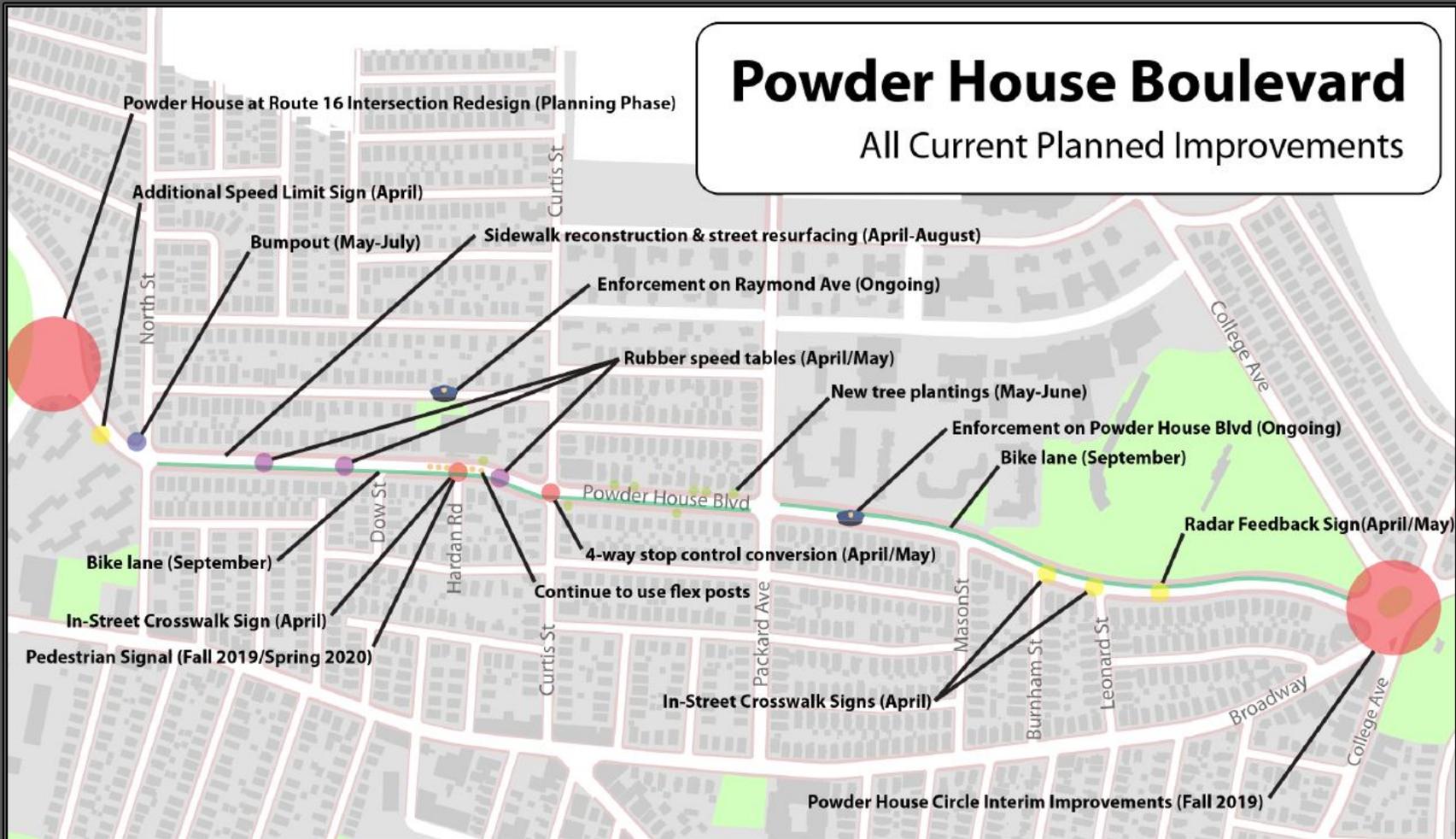
Traffic calming demonstration: Vinal Avenue, 8:00am, November 29th 2018

Somerville's stakeholder petition has called for numerous key actions

1. Finalize Powder House Boulevard traffic calming design
2. Redesign Powder House Rotary
3. Establish a formal Pedestrian & Transit Advisory Committee
4. Add more transportation planning / engineering staff
5. Add more police officers to traffic unit
6. Publish list of most dangerous intersections (and criteria for designation)
7. Add traffic calming on ten miles of streets
8. Improve safety at fifty intersections
9. Create new interdepartmental management structure
10. Publish estimates of annual spending on safe streets
11. Formalize procedure for using temporary measures like flex-posts
12. Support legislation for camera-based traffic enforcement
13. Use pedestrian- and bicycle- "Level of Service" analysis in planning

Finalize Powder House Boulevard traffic calming plan

Status: plan has been published; website is updated and community office hours scheduled



Redesign Powder House Circle

Status: interim pavement markings plan is nearing completion; goal to install fall 2019



Establish a new Pedestrian & Transit Advisory Committee

Status: City is planning to formalize this (staff have participated in the informal group)

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COMMUNITY DEVELOPMENT DEPARTMENT 344 Broadway

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Transportation

Bikes in Cambridge
CitySmart
Rules of the Road
Getting Around Cambridge
Planning and Programs
Street, Sidewalk and Path Projects
Transportation Design
Regional Transportation Planning
For the Public

CDD > Transportation > For the Public > Pedestrian Committee

Pedestrian Committee

The Cambridge Pedestrian Committee works to create a more comfortable, safe, and pleasant environment for walking in Cambridge. The committee includes both community members appointed by the City Manager and City staff. It advises on the design of roadway projects and helps develop policies and design guidelines related to pedestrians, including policies related to traffic signals, sidewalk standards, and enforcement of traffic laws. It also identifies intersections and other locations where it is difficult to walk, makes suggestions about proposed development projects as they affect people on foot, and undertakes other activities based on members' interests and concerns, including activities and programs to promote walking.

Take a look at our new interactive Story Map of our 2015 walking tour - North Point: A Hidden Gem.

Committee Membership

View the current membership of the Pedestrian Committee on the Open Meeting Portal

Meeting Dates, Agendas and Meeting Minutes

The committee usually meets on the fourth Thursday of the month, from 6:00 P.M. to 8:00 P.M., usually at 344 Broadway, except in November and December, when it meets on the third Thursday. The public is welcome to attend, but it is a good idea to check ahead of time, as occasionally, especially in summer, the meeting consists of a walk.

Pedestrian Committee meetings are listed in the citywide Calendar of Events.

Date	Agenda	Minutes
January 25, 2018	Agenda	Minutes
February 22, 2018	Agenda	Minutes

Quick Links

I'd like to learn more about...
Select a Topic

Neighborhood or Square
Select One

Current Projects...
Select One

Click the Map to Explore Cambridge

A 5-STAR Community and National Leader in Sustainability

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CDD > Transportation > For the Public > Transit Advisory Committee

Transit Advisory Committee

About the Transit Advisory Committee

In May 2013, the City of Cambridge established a Transit Advisory Committee to advance an agenda for a robust public transportation system for those who live and/or work in Cambridge. The Committee guides Cambridge city positions and policies regarding long term sustainable funding for transit by the Commonwealth, transit expansion, service planning for modification or expansion of bus routes, and service reliability and improvements including ways to better design our street network to prioritize bus transit.



Committee membership

About a third of the Committee is composed of residents, selected in part based on geographic diversity in order to provide representation from all parts of the city; a third are representatives of institutions and a cross-section of stakeholder groups (e.g., commuters, persons with disabilities, low income, elderly, youth, and advocacy groups); and a third are representatives from large and small businesses.

View the current membership of the Transit Advisory Committee on the Open Meeting Portal

Meeting dates and materials

The Committee generally meets on the first Wednesday of each month from 5:30 P.M. to 7:30 P.M. at the Citywide Senior Center, 806 Massachusetts Avenue, Cambridge, MA 02139.

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A 5-STAR Community and National Leader in Sustainability

Image: City of Cambridge has multiple advisory bodies

Continue to grow the transportation planning / engineering staff

Status: Fiscal Year 2020 (July 1, 2019) operating budget is being prepared now

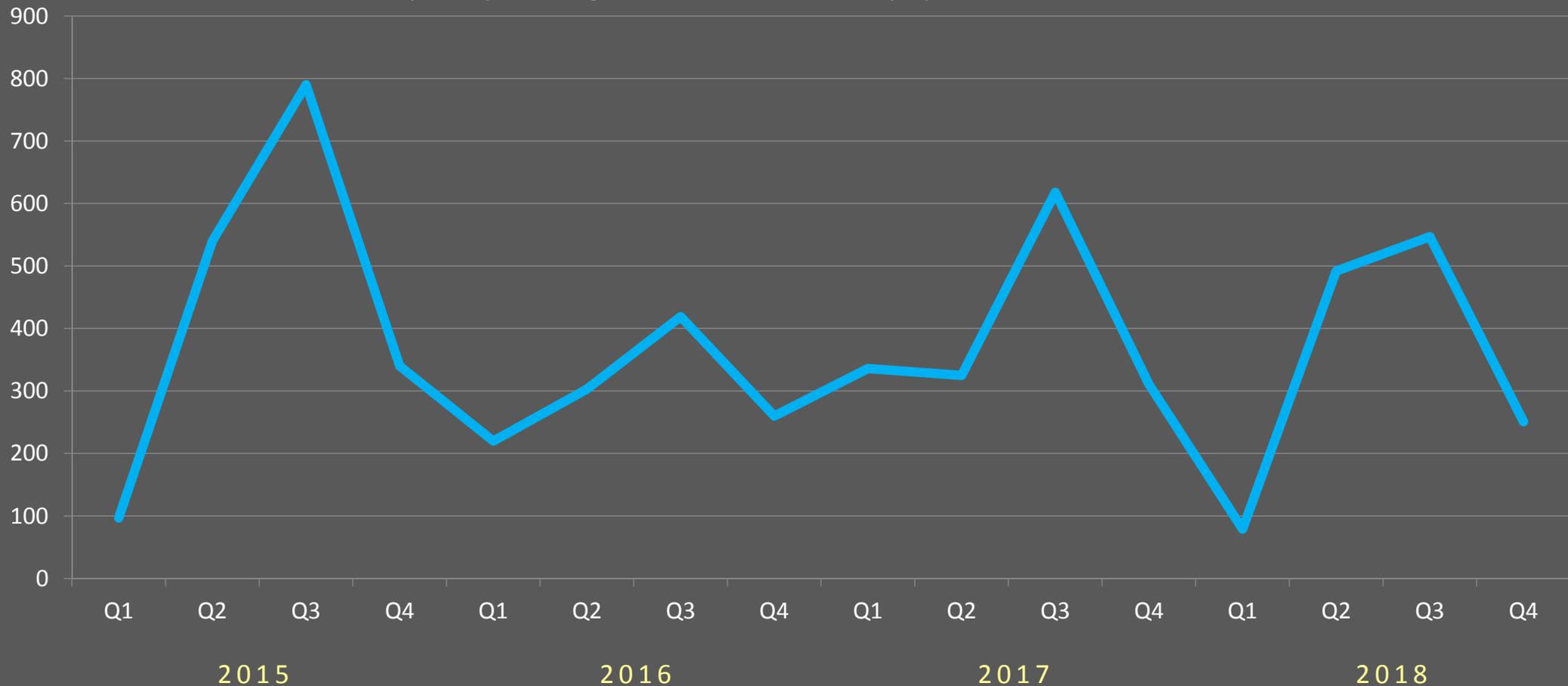


Image: interdisciplinary staff performing community outreach for Davis Square signal timing, July 2017

Add officers to Somerville Police Department Traffic Unit

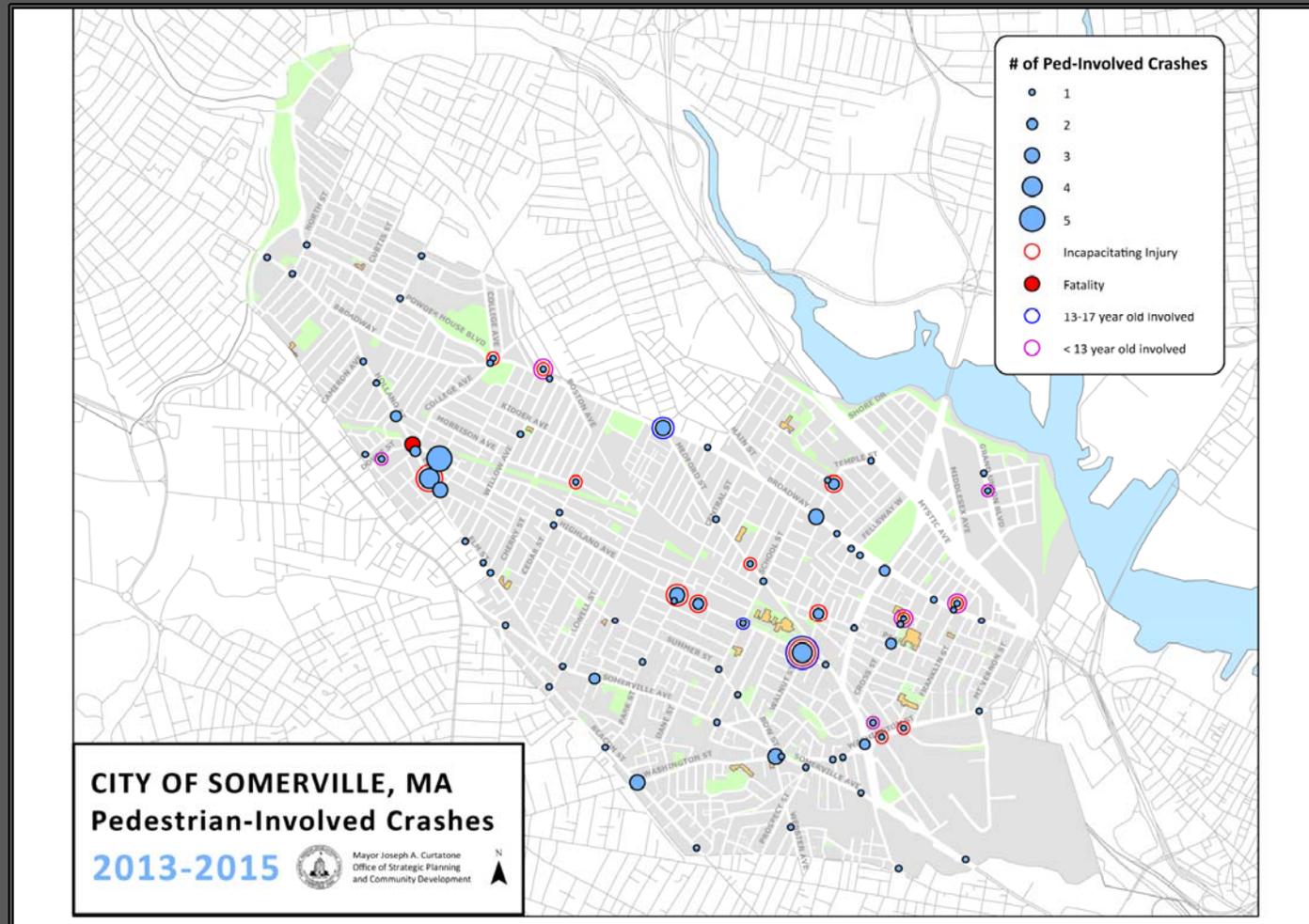
Status: City has assigned four new full-time officers to Traffic Unit starting April 2019

Graph: speeding citations issued by quarter, 2015 - 2018



Publish list of most dangerous locations

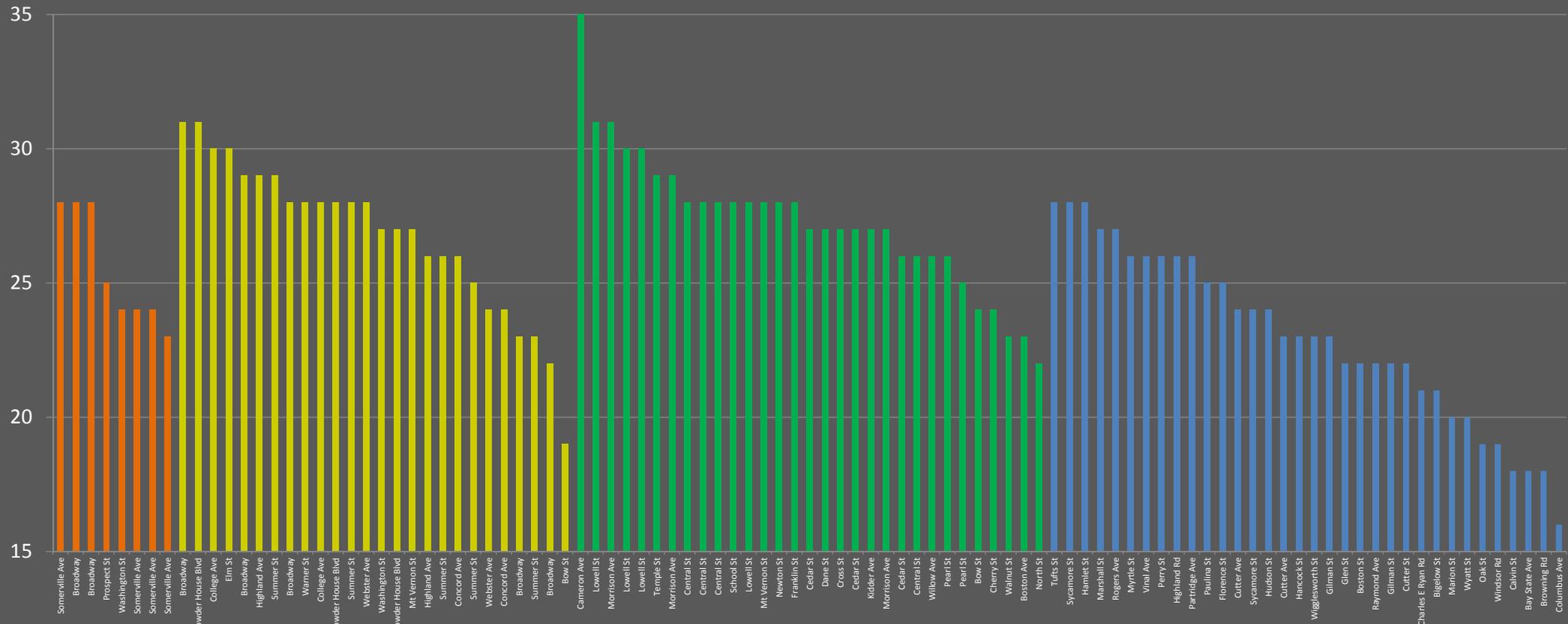
Status: Crash database has been updated through 2018; data will be mapped



Publish list of most dangerous locations

Status: City's new vehicle speed database has > 120 records from 2017 and 2018

Typical Motor Vehicle Speed Recorded on Somerville Streets in 2017 and 2018



Add traffic calming on 10 miles of streets in 2019

Status: 2019 project list is being refined and treatment sites will be published

Existing Broadway at Bartlett



Future Broadway at Bartlett



Broadway in Winter Hill (aka "Winter Hill in Motion"): one mile of new pavement markings, Spring 2019

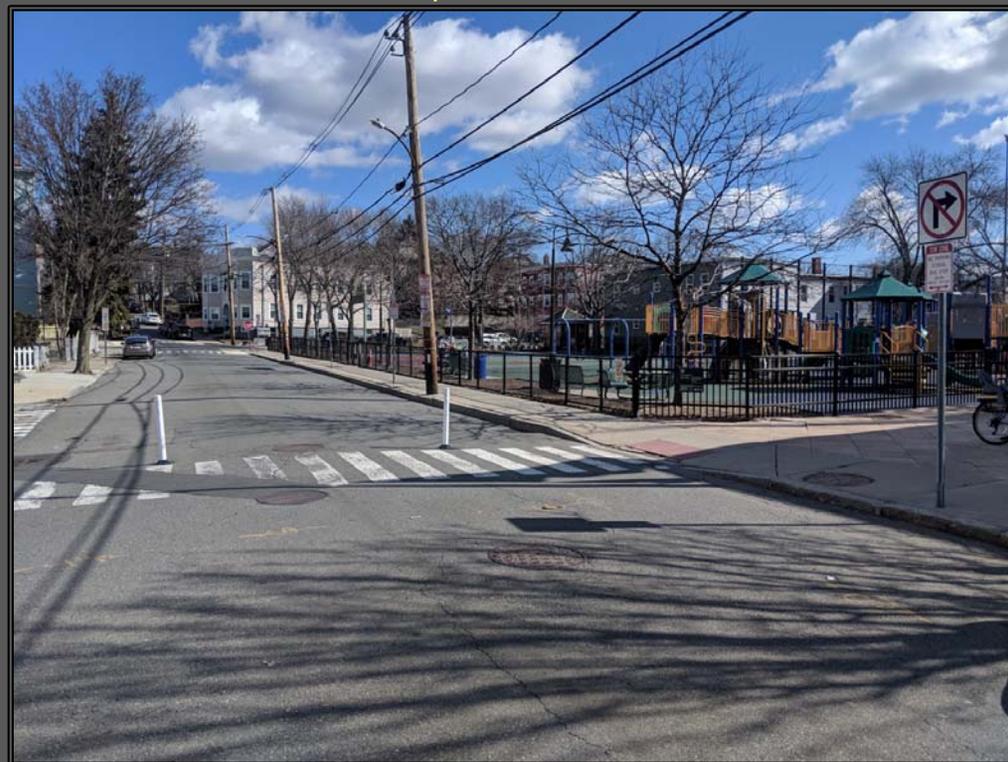
Improve safety at 50 intersections in 2019

Status: March 2019 installations treated ~30 locations; 2019 project list is being refined

Glen Street / Tufts Street



Glen Street / Fountain Avenue



March 2019 “quick-build” intersection treatments in East Somerville (around Capuano School)

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Processes Underway

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