Powder House Blvd

Traffic Safety Plan Updates

Mayor Joseph A. Curtatone

George Proakis, Executive Director of OSPCD

Brad Rawson, Director of Mobility

Adam Polinski, Transportation Analyst

Brian Postlewaite, Assistant Director of Engineering

Toby Berkman, The Consensus Building Institute

Meeting Overview

- Update on traffic safety work to date
- Input following the May public meeting
- Plans moving forward
- Discussion

Review of Community Process to Date

Spring 2017

Fall 2017

Summer 2019

Sidewalk Reconstruction & Repaving

May 2017: Community meeting to discuss water main work, sidewalk and roadway reconstruction, and restriping options

October 2018: Community meeting to finalize restriping plan and discuss traffic calming options at school

March 2019: Community meeting to discuss City's proposed traffic safety plan

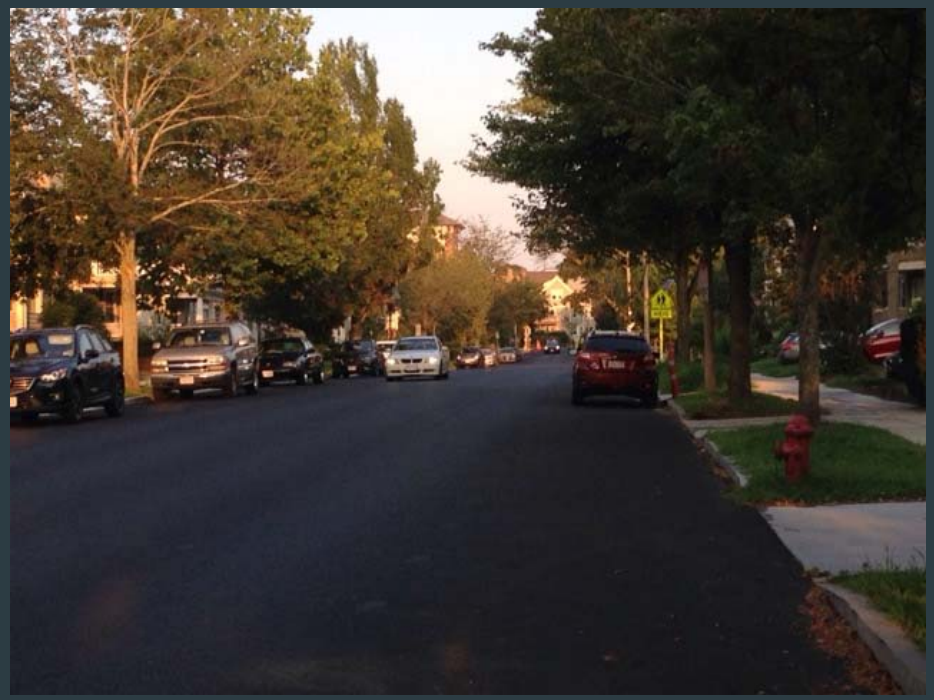
April 2019: "Office hours" style meetings to discuss City's proposed traffic safety plan

May 2019: Community meeting to discuss traffic safety plan updates and revisit restriping options

July 2019: Community meeting to discuss traffic safety plan updates and temporary striping plan

Protected bike lane conversation reintroduced

Sidewalk reconstruction and paving have been completed



Three new radar feedback signs have been installed along the Boulevard

The Curtis St 4-way stop pilot has been rescheduled for August

- Followed suggestion to begin trial while school is out
- Due to construction schedule, pilot is now planned to begin in August
- Stop signs are expected to go in next week and will be bagged
- As soon as crosswalks and stop bars are put down, 4-way stop pilot will start

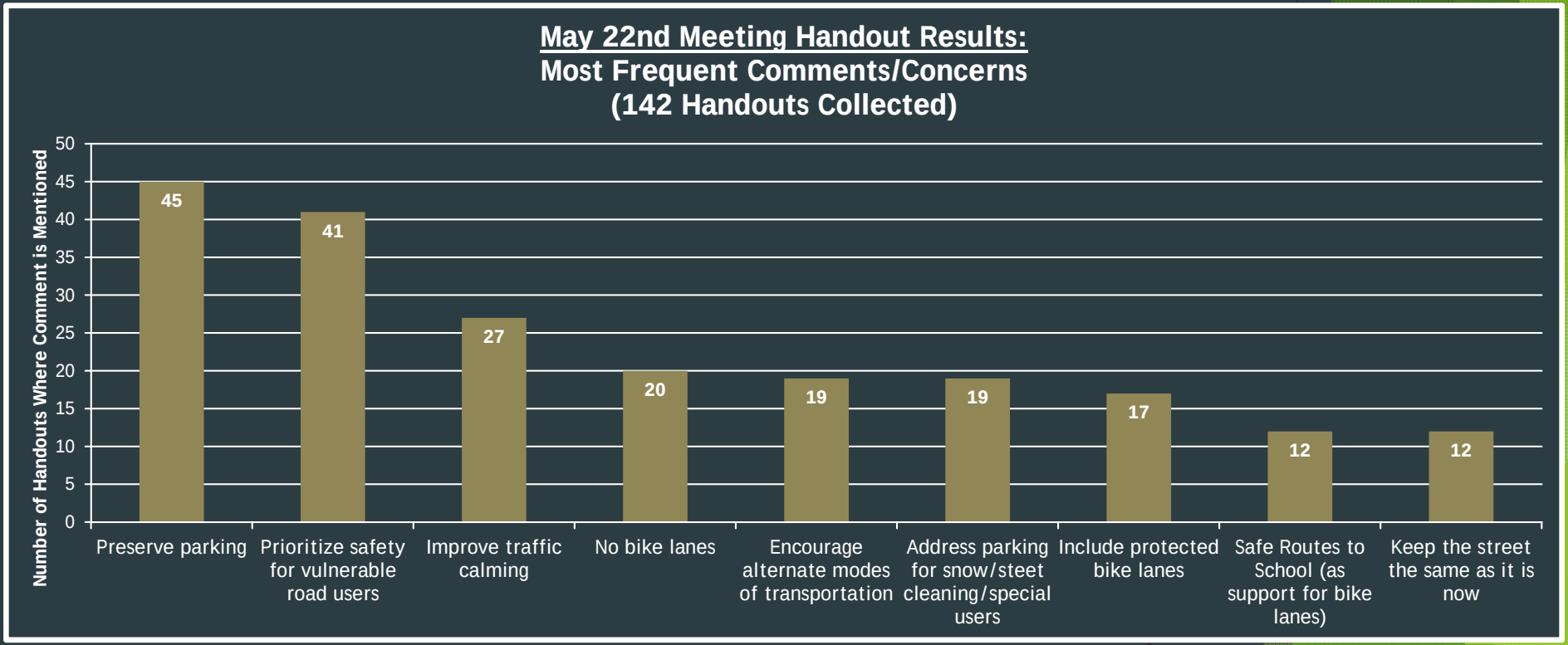
Somerville's first asphalt speed humps will be installed outside the school

- Rubber speed tables were a success
- City to take advantage of current contract with the company that paved the Boulevard, and permanent humps will be installed where the rubber tables were
- These are expected to be constructed in the next 2-3 weeks

HAWK signal at school entrance is still under review

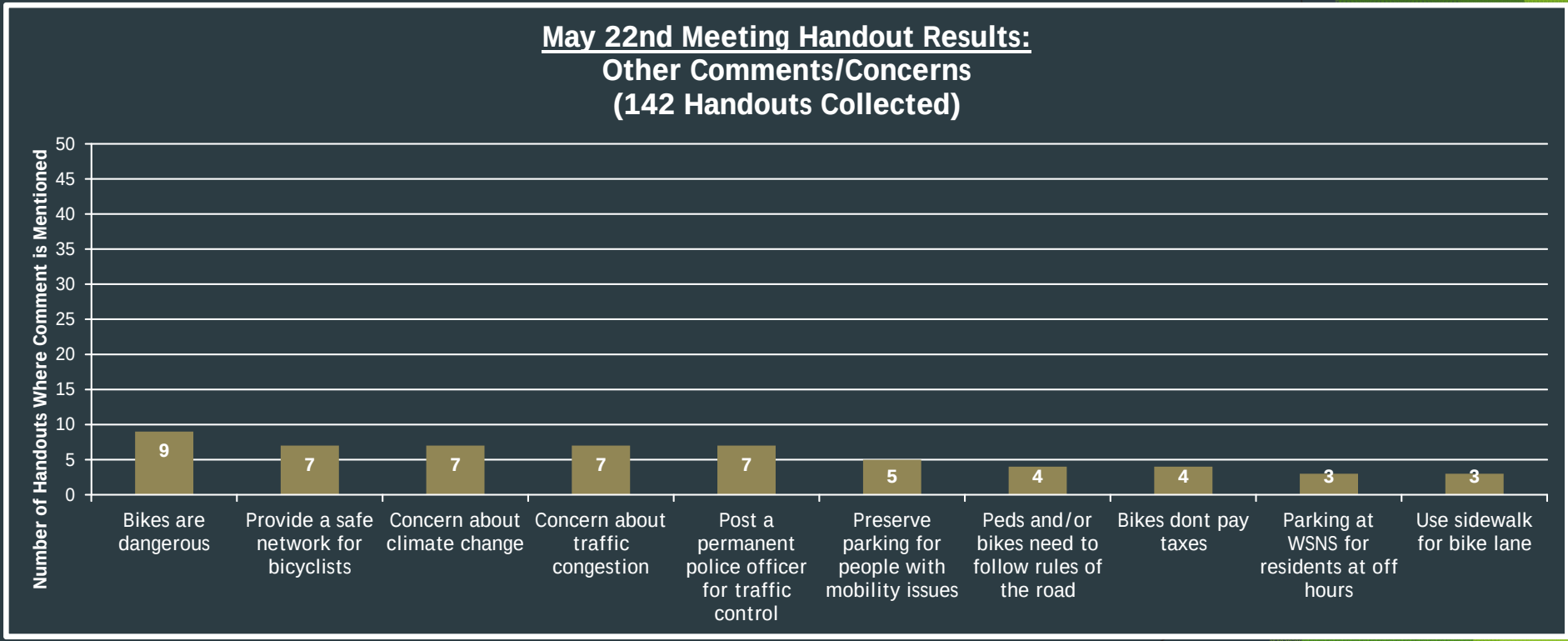
- Final design at Hardan Rd is dependent on:
  - Success of Curtis St pilot
  - Effect of permanent speed humps on behavior at crosswalks
  - Evaluation of local HAWK signal implementation
- If any changes need to be made, they will be discussed at the next community meeting
- If not, design of HAWK signal will begin in earnest

Staff have reviewed handouts and an online survey from the last meeting



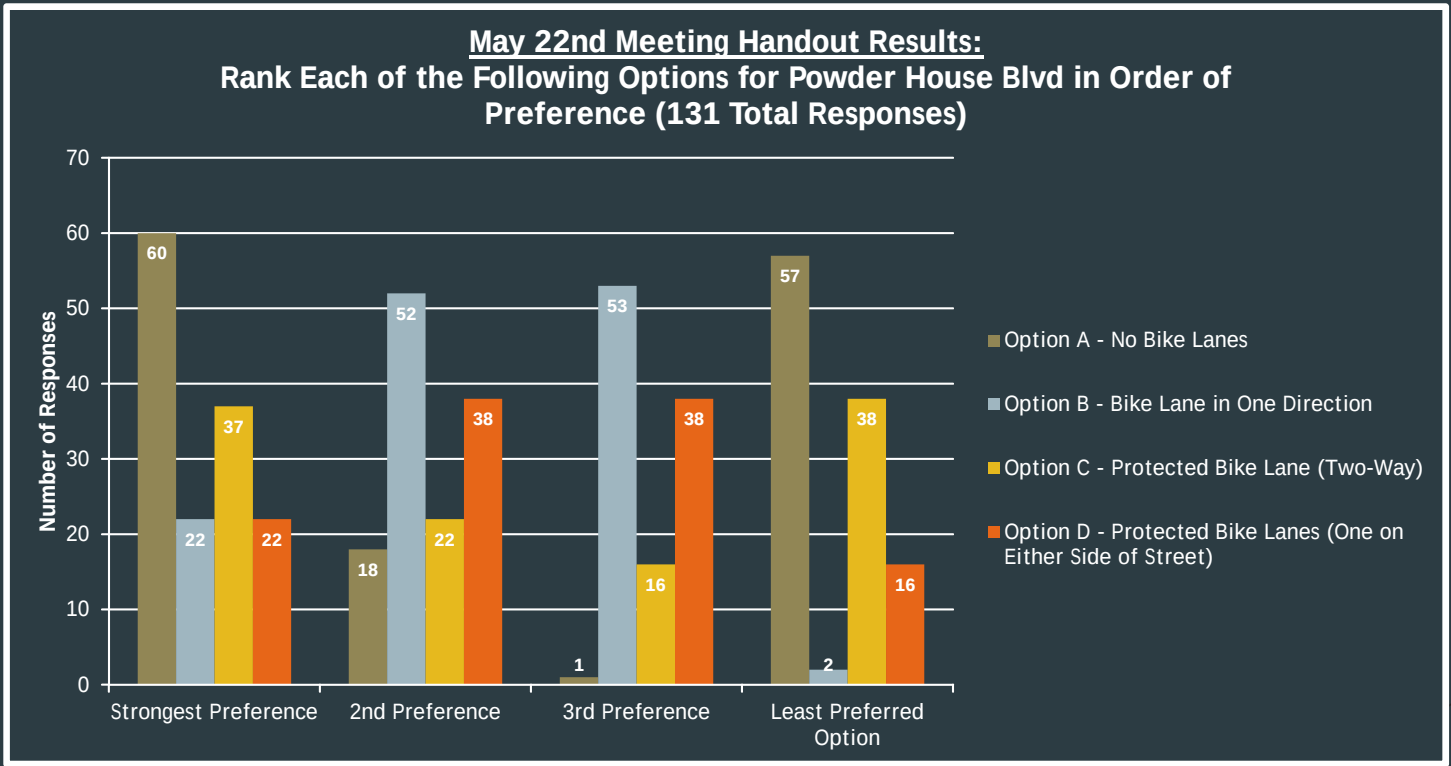
- Full summary of May meeting and handout/survey results are available at somervillema.gov/powderhouseboulevard

Staff have reviewed handouts and an online survey from the last meeting



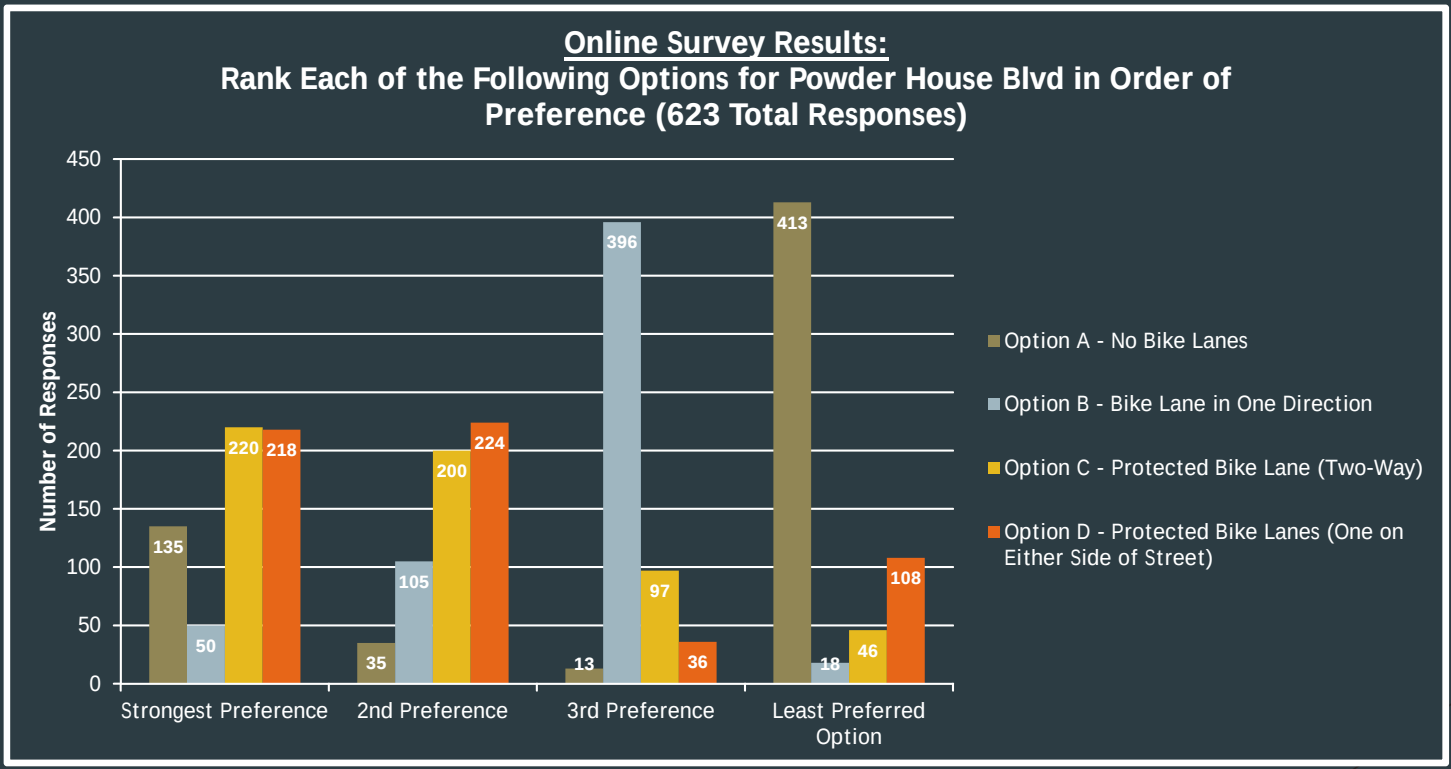
- Full summary of May meeting and handout/survey results are available at somervillema.gov/powderhouseboulevard

Staff have reviewed handouts and an online survey from the last meeting



- Full summary of May meeting and handout/survey results are available at somervillema.gov/powderhouseboulevard

Staff have reviewed handouts and an online survey from the last meeting



- Full summary of May meeting and handout/survey results are available at somervillema.gov/powderhouseboulevard

The City of Somerville is committed to a number of transportation and community goals

SOMERVISION2040

Sustainability • Diversity • Opportunity • Connectivity • Community

SustainaVille

creating a resilient & carbon neutral somerville

VISION ZERO SOMERVILLE

City has already been working to provider safer facilities while balancing on-street parking needs

SOMERVILLE CLIMATE FORWARD

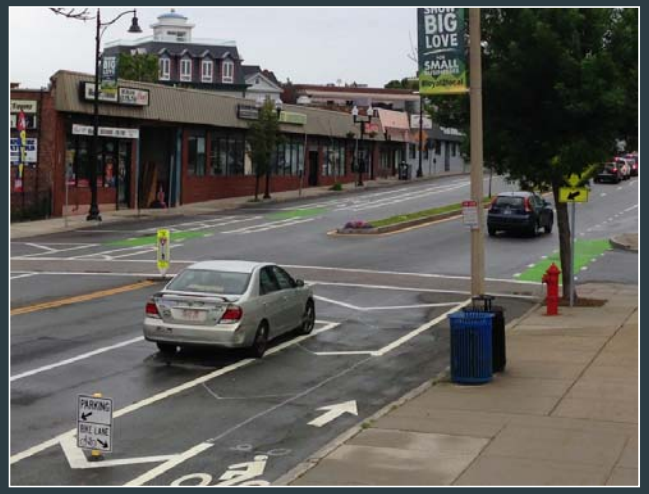
Somerville's Community Climate Change Plan

3 **ACTION AREA:** EQUITABLE LOW-CARBON MOBILITY

PRIORITY ACTION: WORK WITH MBTA ON BUS RAPID TRANSIT AND SIGNAL PRIORITIZATION FOR BUSES.

PRIORITY ACTION: EXPAND BICYCLE INFRASTRUCTURE AND CREATE MORE PROTECTED BIKE LANES.

PRIORITY ACTION: RECONFIGURE PARKING TO MEET LOW-CARBON MOBILITY NEEDS.



Site: Broadway at Trum Field

Completed July 2019

Treatment: parking-protected bike lane

Site: Washington Street at Myrtle

Completed July 2019

Treatment: parking-protected bike lane

City has already been working to provider safer facilities while balancing on-street parking needs

SOMERVILLE CLIMATE FORWARD

Somerville's Community Climate Change Plan

3 **ACTION AREA:** EQUITABLE LOW-CARBON MOBILITY

PRIORITY ACTION: WORK WITH MBTA ON BUS RAPID TRANSIT AND SIGNAL PRIORITIZATION FOR BUSES.

PRIORITY ACTION: EXPAND BICYCLE INFRASTRUCTURE AND CREATE MORE PROTECTED BIKE LANES.

PRIORITY ACTION: RECONFIGURE PARKING TO MEET LOW-CARBON MOBILITY NEEDS.

Site: Washington Street at Rossmore

Completed October 2017

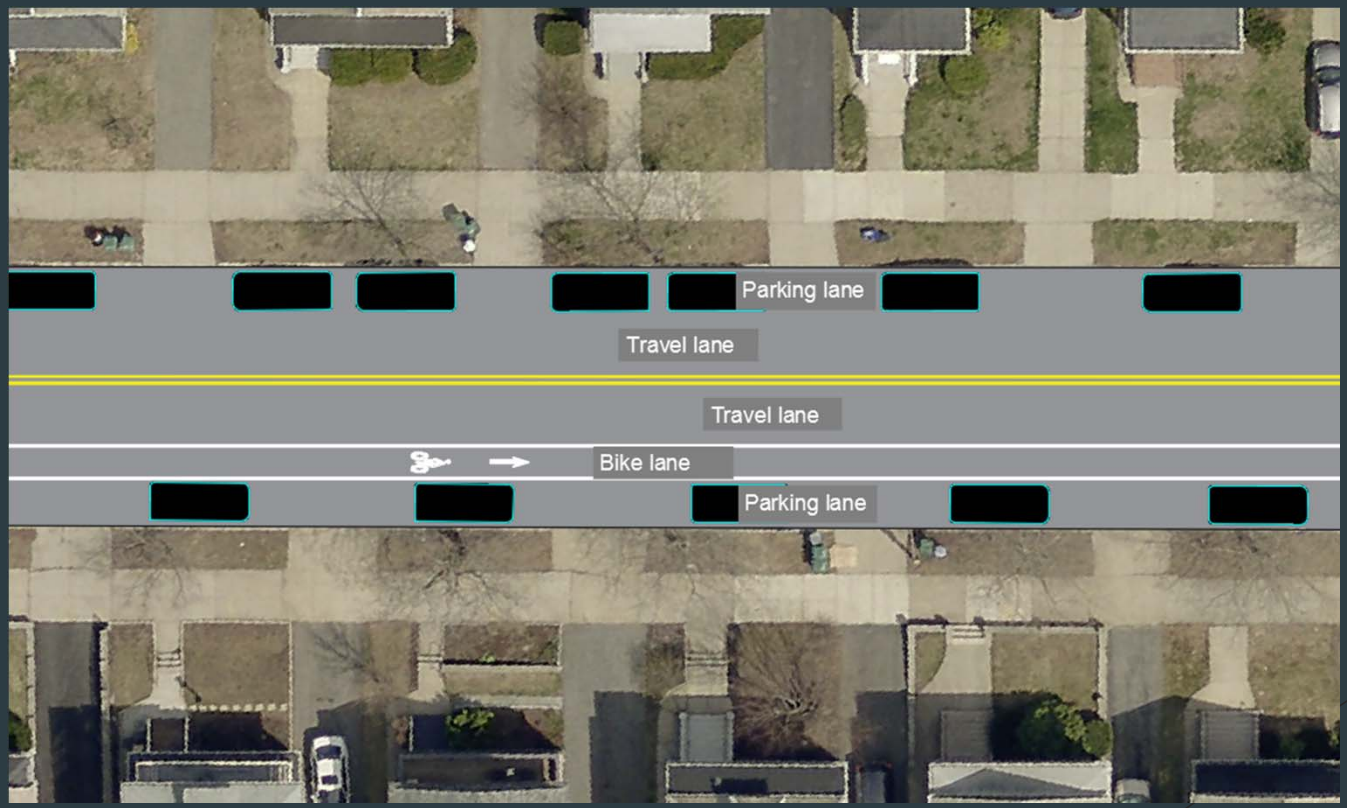
Treatment: parking-protected bike lane

Site: Webster Avenue

Completed July 2019

Treatment: Flex-post protected bike lane

Next Step: While the community process continues, a temporary bike lane will be painted in one direction to provide traffic calming and improved bike facilities in the interim



Why does it have to be striped as soon as possible?

- Speeds are decidedly higher when travel lanes are wider
- To reduce vehicle speeds and improve safety, the boulevard must be striped as soon as possible
- This paint will fade over the course of the next 12 months, allowing for the opportunity to change the design

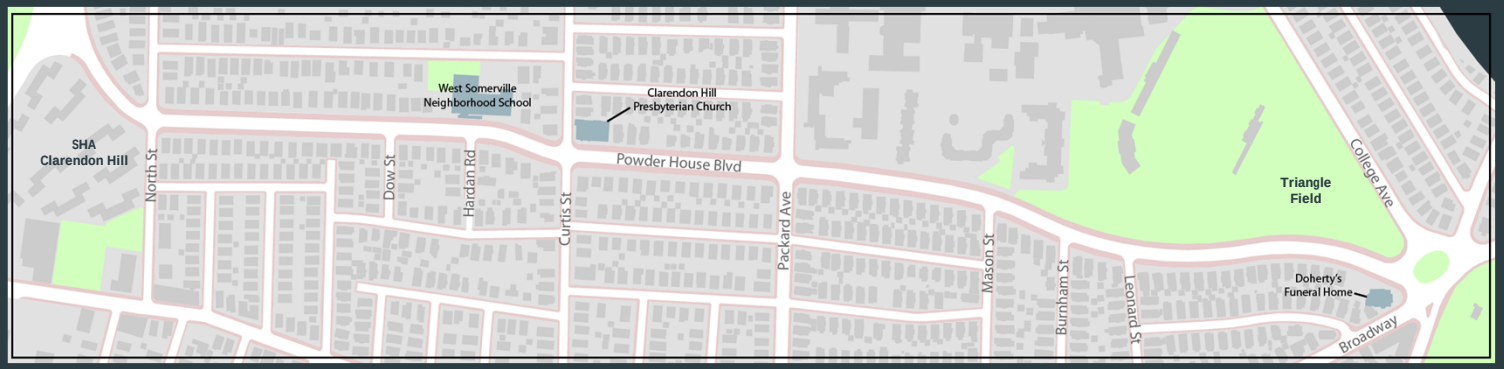
Community process needs to continue to determine best solution for the Boulevard

- Stakeholders have raised a number of questions that still need to be answered before additional changes can be made:
  - How will parking and curb use needs be addressed?
  - Which protected bike lane concept is the safer option? What happens at intersections?
  - How does Broadway fit into the mobility discussion?

Next Step: Continue to study parking

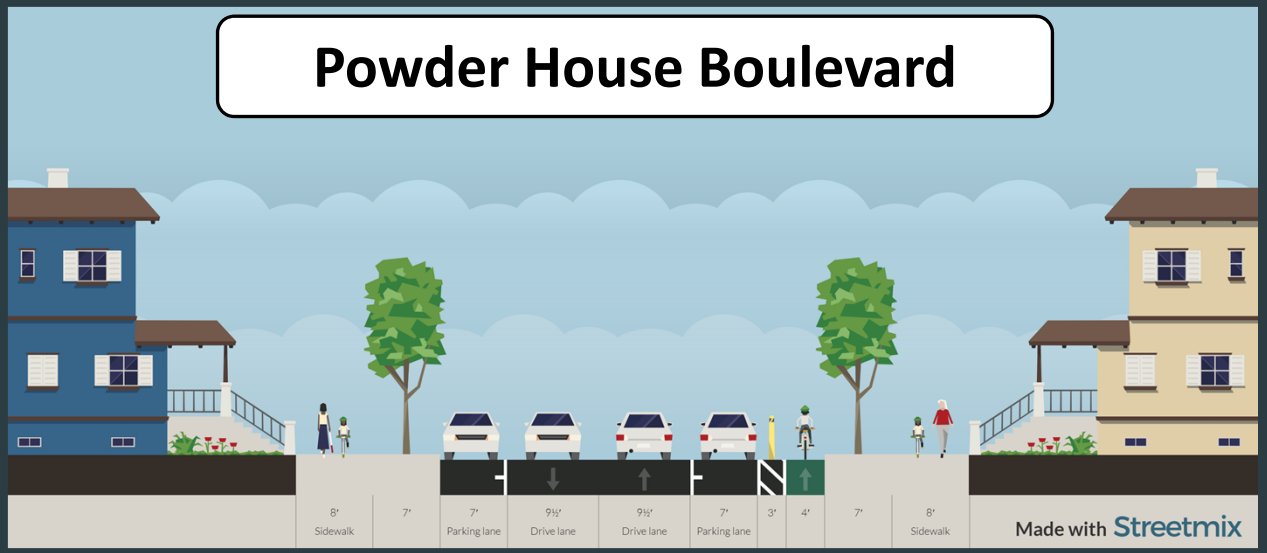
- City has collected some initial parking data for the Boulevard, which will be posted on the Powder House Boulevard Planning web page
- Follow-up study will be in the fall when Tufts is in session. This will also allow staff to collect data on nearby streets to better understand parking demand across a larger portion of the neighborhood
- Will fold into citywide parking study, which is being developed now

Next Step: Work with neighborhood institutions to address unique transportation and parking needs



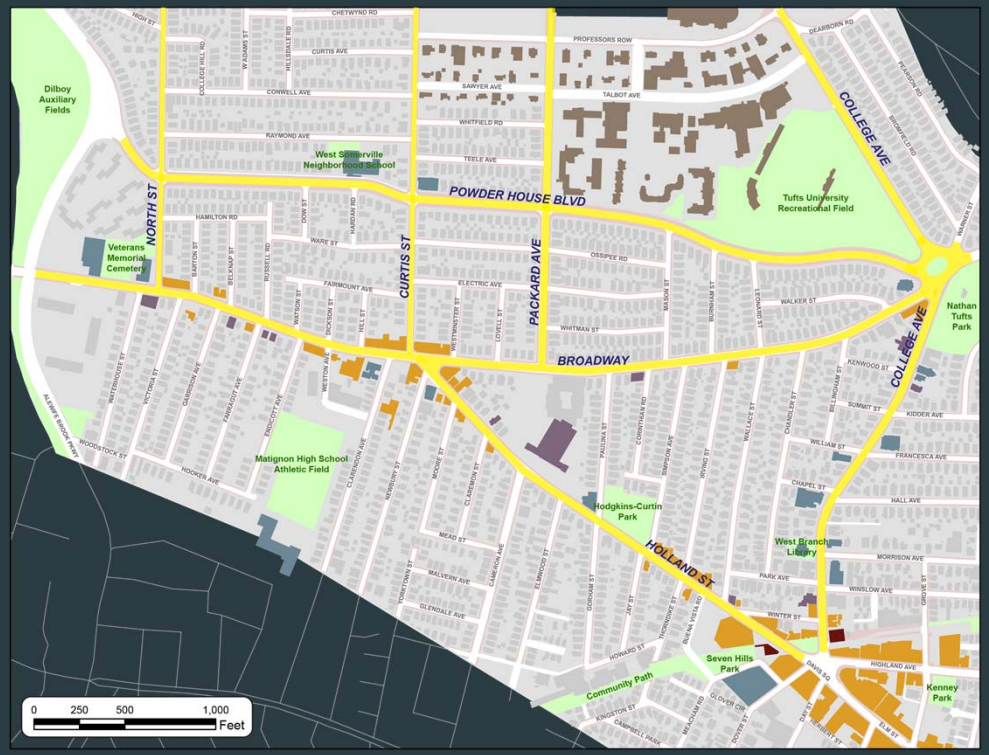
- Investigate parking mitigation strategies, specifically:
  - How will the unique needs of neighborhood institutions be addressed? This includes Doherty's, the Presbyterian Church, the Open Center, the Nave Gallery, the West Somerville Neighborhood School, SHA Clarendon Hill, Triangle Field users, and others
  - What happens in special cases such as street sweeping, snow emergencies, or large Tufts events?

Next Step: Continue to develop new design options and test different cross sections



- One alternative includes switching the parking lane and bike lane

Expand conversation to include a larger portion of the neighborhood



- A unique street network, a variety of destinations, and upcoming resurfacing projects underscore the need to think more holistically about the neighborhood

Powder House Circle interim improvements are still expected for fall 2019

Conversation continues around redesigning intersection of Powder House Boulevard and Route 16

Review of Community Process to Date

Spring 2017

Fall 2017

Summer 2019

Sidewalk Reconstruction & Repaving

May 2017: Community meeting to discuss water main work, sidewalk and roadway reconstruction, and restriping options

October 2018: Community meeting to finalize restriping plan and discuss traffic calming options at school

March 2019: Community meeting to discuss City's proposed traffic safety plan

April 2019: "Office hours" style meetings to discuss City's proposed traffic safety plan

May 2019: Community meeting to discuss traffic safety plan updates and revisit restriping options

July 2019: Community meeting to discuss traffic safety plan updates and temporary striping plan

Protected bike lane conversation reintroduced

Next community meeting will be in Fall 2019

- City will have data, study results, and possible solutions for the questions that were raised in the last meeting, as well as any additional questions that are raised today
- There will be additional meetings after the fall meeting to work through proposals, ensure the greatest participation, and ultimately get to a final decision regarding the street design

Discussion