



**CITY OF SOMERVILLE, MASSACHUSETTS
CLERK OF COMMITTEES**

April 2, 2018
REPORT OF THE TRAFFIC AND PARKING COMMITTEE

Attendee Name	Title	Status	Arrived
Mark Niedergang	Chair	Present	
Ben Ewen-Campen	Vice Chair	Present	
Wilfred N. Mbah	Alderman at Large	Present	

Others present: Suzanne Rinfret - T&P, Terry Smith - T&P, Brad Rawson - OSPCD, Tim Snyder - Mayor's Office, Rositha Durham - Clerk of Committees.

The meeting took place in the Aldermen's Chamber and was called to order at 6:00 PM by Chairman Niedergang and adjourned at 8:00 PM.

Approval of the February 2, 2017 Minutes

RESULT:	ACCEPTED
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Approval of the November 30, 2017 Minutes

RESULT:	TABLED
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204880: That the Director of SPCD report to this Board whether he plans to propose to the Traffic Commission that 20 mph speed zones be adopted citywide.

A document was distributed to the committee showing Somerville Safety Zones. Somerville has 90 miles of streets with 12 miles of them now Safety Zones at 20 mph. There were discussions that it might be easier to change the entire city to 20 mph. The chair noted this topic was discussed at the last Traffic & Parking meeting on February 2, 2017. It was also discussed to put speed signs at the city gateways. MUTCD (Manual on Uniform Traffic Control Devices) governs the size, dimension, color and shape of the traffic signs. Safety zones were noted as areas with schools, hospitals, parks, playgrounds, and senior centers. Mr. Rawson and Mr. Smith described the limitations on signage and said that it is better to have a lot of shorter safety zones, so there could be signs at the beginning and end of them, rather than having the entire City be a Safety Zone. Mr. Rawson said that the Administration's approach going forward will be to try to designate entire neighborhoods as Safety Zones, which would both increase significantly the number of streets with 20 mph limits, as well as provide the opportunity to post

many signs indicating the lower speed limit. The Committee received this news positively and said that they look forward to an update from Mr. Rawson on neighborhood Safety Zones this spring.

RESULT:	KEPT IN COMMITTEE
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204725: That the Administration consider making the entire city a safety zone.

RESULT:	WORK COMPLETED
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204258: That the Administration and Director of SPCD consider increasing the number of safety zones throughout the city.

RESULT:	KEPT IN COMMITTEE
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202326: That the Administration present to this Board and to the Traffic Commission, a plan for creating “safety zones” and reducing the speed limit to 20 mph in as much of the city as is possible.

RESULT:	WORK COMPLETED
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202622: That the Administration share with this Board the timeline and plan for implementing 20 mph “safety zones” and reducing the speed limit to 20 mph on as many city streets as possible.

RESULT:	WORK COMPLETED
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203975: That the Director of SPCD consider making all neighborway locations, safety zones.

RESULT:	KEPT IN COMMITTEE
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202863: That the Administration explain to this Board why it is recommending to the Traffic Commission 20 mph speed zones only in designated locations, and consider recommending instead a 20 mph speed limit citywide (except for state roads).

RESULT:	WORK COMPLETED
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204250: That the Director of SPCD make Morrison Avenue between Cedar Street and Willow Avenue a 20 MPH speed zone, as Lexington Park and the Community Path entrance nearby.

RESULT:	WORK COMPLETED
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201900: That the Director of Traffic and Parking report to this Board by its September 22 regular meeting on plans to implement new legislation to reduce speed limits on local

streets to 25 mph in “thickly settled areas” and 20 mph in “designated safety zones.”

RESULT:	WORK COMPLETED
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204876: That the Director of SPCD and the Director of Traffic and Parking meet with the Committee on Traffic and Parking to discuss policies and procedures to limit residential parking permits for residents of properties that are granted relief from parking requirements by the Zoning Board of Appeals or the Planning Board.

Residential permits may be tied to medical, visitor, extended visitor permits or moving permits. This complexity may make it challenging administratively to limit resident stickers. Traffic & Parking will need clarification from the administration on this matter. There were discussions about a min/max parking in certain areas. There could be a possibility of getting a resident sticker for emergencies. Traffic & Parking will see if any of the neighboring cities are already doing a similar process and report back to the committee. The possibility of a few pilot projects at different new developments was raised by Ald. Ewen-Campen. Ms. Rinfret said that they can ask their vendors whether they would be able to separate out qualification for different types of permits in the T & P database for residents. No conclusions were drawn but the Committee wants to continue the discussion.

RESULT:	KEPT IN COMMITTEE
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202267: That the Director of Traffic and Parking consider limiting parking passes for properties that request parking space relief and explain their decision, for or against, to this Board.

RESULT:	WORK COMPLETED
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202496: Matt Griesbach submitting comments re: #202267, to consider limiting residential parking passes for developments that request parking space relief.

RESULT:	WORK COMPLETED
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205085: That the Director of Traffic and Parking explain to this Board when and where the "48 Hour Parking Rule" is enforced, and why it is necessary.

Parking Control Officers (PCO) will not tag a vehicle with a resident sticker unless there is a complaint from a resident on that street. If there are complaints, the PCO will chalk the vehicle and watch out for the complaints. After 48 hours, the PCO will then ticket the vehicle that has been complained about. Snow is also a reason for the 48 hour rule. Every vehicle should be shoveled out and moved and the resident sticker must be visible. If there are no complaints and the sticker is visible, then PCOs will not ticket the vehicle. It was noted there are many complaints with 311 about vehicles not moved after 48 hours. Enforcing the 48 hour rule is also a way of monitoring possible abandoned vehicles. Alderman Ewen-Campen stated the many reasons why the 48 hour rule does not make sense since people are often out of town for longer than two days and the City shouldn't incentivize people to drive their car around the neighborhood every couple of days just to change parking spots. He said he thinks this rule should be changed and will approach the Traffic Commission to do so.

RESULT:	WORK COMPLETED
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204874: That the Director of Traffic and Parking publish de-identified parking permit data in the city's open data portal so as to permit community analysis and discussion of issues related to the supply and demand of parking.

RESULT:	KEPT IN COMMITTEE
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203945: That the City Solicitor appear before the Committee on Traffic and Parking to describe how the Traffic Commission agenda is prepared, and whether this Board can place items on that agenda.

RESULT:	KEPT IN COMMITTEE
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205092: That the Traffic Commission consider creating a process for residents to comment on parking changes that affect their streets.

RESULT:	KEPT IN COMMITTEE
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204127: That the Traffic Commission create a requirement to notify abutters of pending agenda items which may impact their streets.

RESULT:	KEPT IN COMMITTEE
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200281: That the Commissioner of Public Works and the Director of Traffic and Parking inform this Board how to petition for exemption from the new 2016 Snow Removal regulations, and post the process on the city's website well in advance of the 2016 winter season.

RESULT:	WORK COMPLETED
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200287: That the Traffic Commission create a way to apply for an exemption from the change in the parking ban that will require parking on the even side of the street during snow emergencies.

RESULT:	WORK COMPLETED
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200211: That the Administration explain the process for exempting streets from next year's change in the Snow Emergency Parking plan.

BOA members have received many complaints and communications from constituents about the new system that alternates snow emergency parking on the odd and even sides of the street. It was noted that change in policy is to share the burden of snow emergency more evenly so that driveways on the same side are not always plowed in. The administration will do a full two year cycle analysis on the switch and reassess the policy and goals that drove the city to the change.

Board members have asked for clarification on the process by which residents can ask for a change from the standard procedure of alternating, and can ask that one side of the street be permanently designated for parking. There was discussion about exempting streets where there are no buildings on one side only. A request was made to add an exception to alternating for streets with no buildings, no homes and no driveways on one side.

RESULT:	KEPT IN COMMITTEE
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200212: That the Administration consider exempting Whitman Street from the 2016 Snow Emergency Parking plan.

RESULT:	WORK COMPLETED
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204855: That the Traffic Commission consider supporting the neighborhood petition to make Crocker Street a one-way street for its entire length, and to exempt it from the odd/even snow emergency parking shift each year.

This street is one-way except for the very end, so in that respect, it is quite unusual and confusing. Trucks go against the traffic and turn around in a drive way by the Somerville Hospital, this is confusing and dangerous. The administration will review exempting this street from the odd/even emergency parking shift.

RESULT:	WORK COMPLETED
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204858: That the Director of Traffic and Parking update the Ward 3 Alderman about any previous traffic studies for traffic calming on School Street.

Traffic & Parking reached out to OSPCD about studies about School Street between Broadway to Somerville Avenue where there seems to be high speed traffic, but were told there have been no studies done. Ward 3 Alderman will put in another order to have OSPCD do a traffic study in this area.

RESULT:	WORK COMPLETED
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204859: That the Director of Traffic and Parking consider additional lane-usage signs along Somerville Avenue leading up to its intersection with Washington Street in Union Square.

OSPCD will instruct the contractor to put up signs in this location.

RESULT:	WORK COMPLETED
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204882: That the Director of Traffic and Parking add a second crosswalk and install a flashing PEDESTRIAN CROSSING sign on both sides of Summer Street at Cherry Street to enhance safety for children and parents walking to the Kennedy School.

Traffic & Parking Director and Engineer responded to the request. There is an ADA issue for the second crosswalk request that prevents it being fulfilled. The Chair reported that there was

an accident at this location more than a month ago and asked why a four-way stop sign can't be put there as exists a few blocks up from there at Summer and Porter Streets and Summer and Lowell Streets. Mr. Smith responded that there are very specific locations where 4-way stop signs can be installed. Standards are set by the MUTCD, Manual on Uniform Traffic Control Devices. The administration will do some research to find out how other 4-way stop signs were put in certain places. Now that the snow is gone for the season, Traffic and Parking will replace the pedestrian impact signs in the crosswalk. This was left in committee for updates from Traffic and Parking.

RESULT:	KEPT IN COMMITTEE
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204883: That the Director of Traffic and Parking add a second crosswalk on Summer Street at Hancock Street and on Lexington Avenue at Hancock Street.

RESULT:	KEPT IN COMMITTEE
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204543: That the Director of SPCD report to this Board on the neighborhood traffic calming planned for Central Street in 2018, especially around the Hoyt Sullivan playground.

Mr. Rawson reported on the planning for traffic calming in this area. He discussed safe routes to parks, with ideas of curb extensions, refresh paints in the neighborhoods and bump outs for more high visibility. The Chair said that he was satisfied with the plans and looks forward to their implementation.

RESULT:	WORK COMPLETED
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204545: That the Director of Traffic and Parking install flashing "SLOW-CHILDREN CROSSING", "SLOW-YIELD TO PEDESTRIANS", and/or "SPEED LIMIT 20MPH" signs on Central Street near the Hoyt Sullivan Playground.

RESULT:	WORK COMPLETED
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204544: That the Director of Traffic and Parking install a "STATE LAW-YIELD TO PEDESTRIANS IN CROSSWALK" sign on Central Street, on the telephone pole facing northbound traffic near Willoughby and Albion Streets.

RESULT:	WORK COMPLETED
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204169: That the Commissioner of Public Works re-evaluate the rush hour traffic light timing at Magoun Square, and whether the Broadway green light for Medford Street is too short, backing up traffic on Medford Street through the Square.

RESULT:	KEPT IN COMMITTEE
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204735: That the Director of Traffic and Parking paint the intersection of Broadway at Hinckley Street with a "Don't block the box" symbol so motorists on Broadway don't

prevent cars from exiting Hinckley Street.

RESULT:	KEPT IN COMMITTEE
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204734: That the Chief of Police conduct traffic enforcement during the afternoon rush hour at the intersection of Hinckley Street and Broadway so motorists on Broadway don't prevent cars from exiting Hinckley Street.

RESULT:	KEPT IN COMMITTEE
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200263: That the Director of Traffic and Parking consider the attached suggestions from Ward 5 residents to improve traffic flow during rush hours in Magoun Square and report back to this Board.

RESULT:	KEPT IN COMMITTEE
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Handout:

- Safety Zones (with 204880)