



City of Somerville

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Somerville by Design: Winter Hill
**Central Broadway Streetscape
Improvements**



*Mayor's Office of Strategic Planning
and Community Development*

***Somerville by Design* Team**

Mayor's Office of Strategic Planning and Community Development

- Hayes Morrison: Director of Transportation and Infrastructure
- Sarah Spicer: Project Manager
- Brad Rawson: Senior Planner
- Dan Bartman: Senior Planner
- Max MacCarthy: Urban Revitalization Specialist
- Sunayana Thomas: Economic Development Planner



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Streetscape Design Team Organization Chart



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graph TD; A[City of Somerville  
Office of Strategic Planning and  
Community Development] --> B[STV Incorporated  
Roadway, Traffic, & Electrical  
Engineering]; B --> C[Pressley Associates  
Landscape  
Architecture]; B --> D[Regina Villa Associates  
Public Outreach]; B --> E[SMC  
Topographic  
Survey];
```

City of Somerville
Office of Strategic Planning and
Community Development

STV Incorporated
Roadway, Traffic, & Electrical
Engineering

**Pressley
Associates**
Landscape
Architecture

**Regina Villa
Associates**
Public Outreach

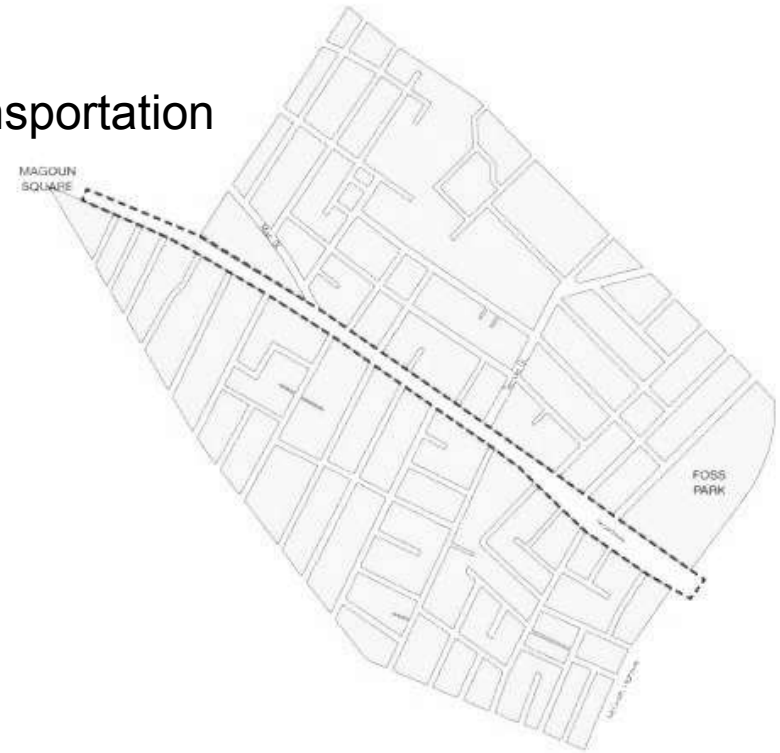
SMC
Topographic
Survey



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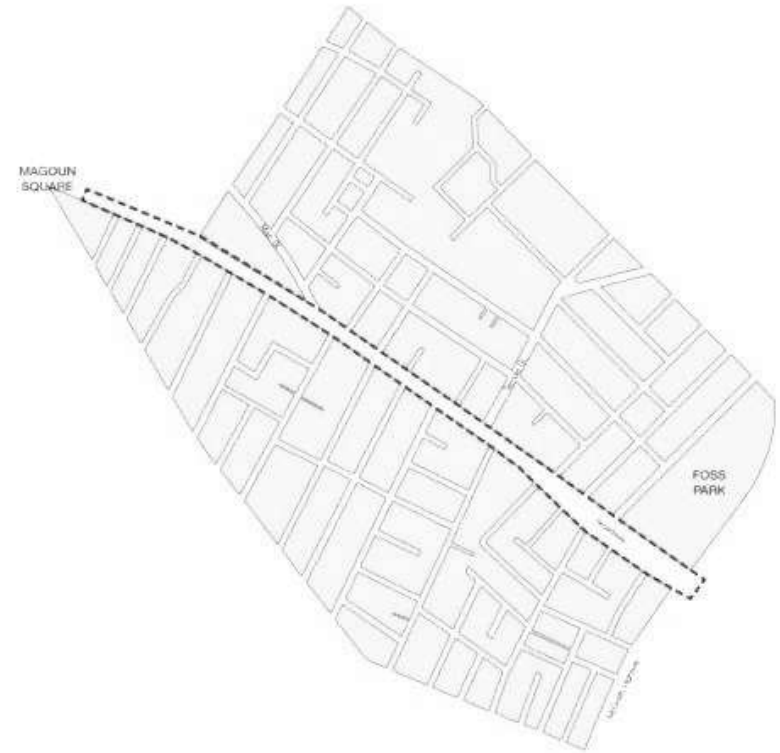
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- Central Broadway Project Vision:
 - Comprehensive plan goals
 - Improve accessibility & multimodal transportation
 - Maximize usable green space
 - Safety improvements
 - Aesthetic improvements



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- Neighborhood Planning Process
 - Kickoff:
Late September
 - Somervision Neighborhood Charrette:
Late October
 - Economic Development work:
Ongoing



Central Broadway Project



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Public Meeting No. 1 – April 16, 2014

- Solicited input from residents and businesses
- Over 50 attendees
- Received hundreds of comments and suggestions



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Outreach | Strategic | Decide | Implement

Office of Strategic Planning
& Community Development
Joseph A. Curran, Mayor



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Winter Hill



Central Broadway Streetscape Improvements

The Central Broadway Streetscape Improvements project will take a new look at the central section of the historic Broadway corridor, from the intersection with McGrath Highway to Magoun Square. The project team will evaluate existing and future transportation needs and integrate this analysis with neighborhood feedback to prepare an new streetscape

Search

Upcoming Events

April

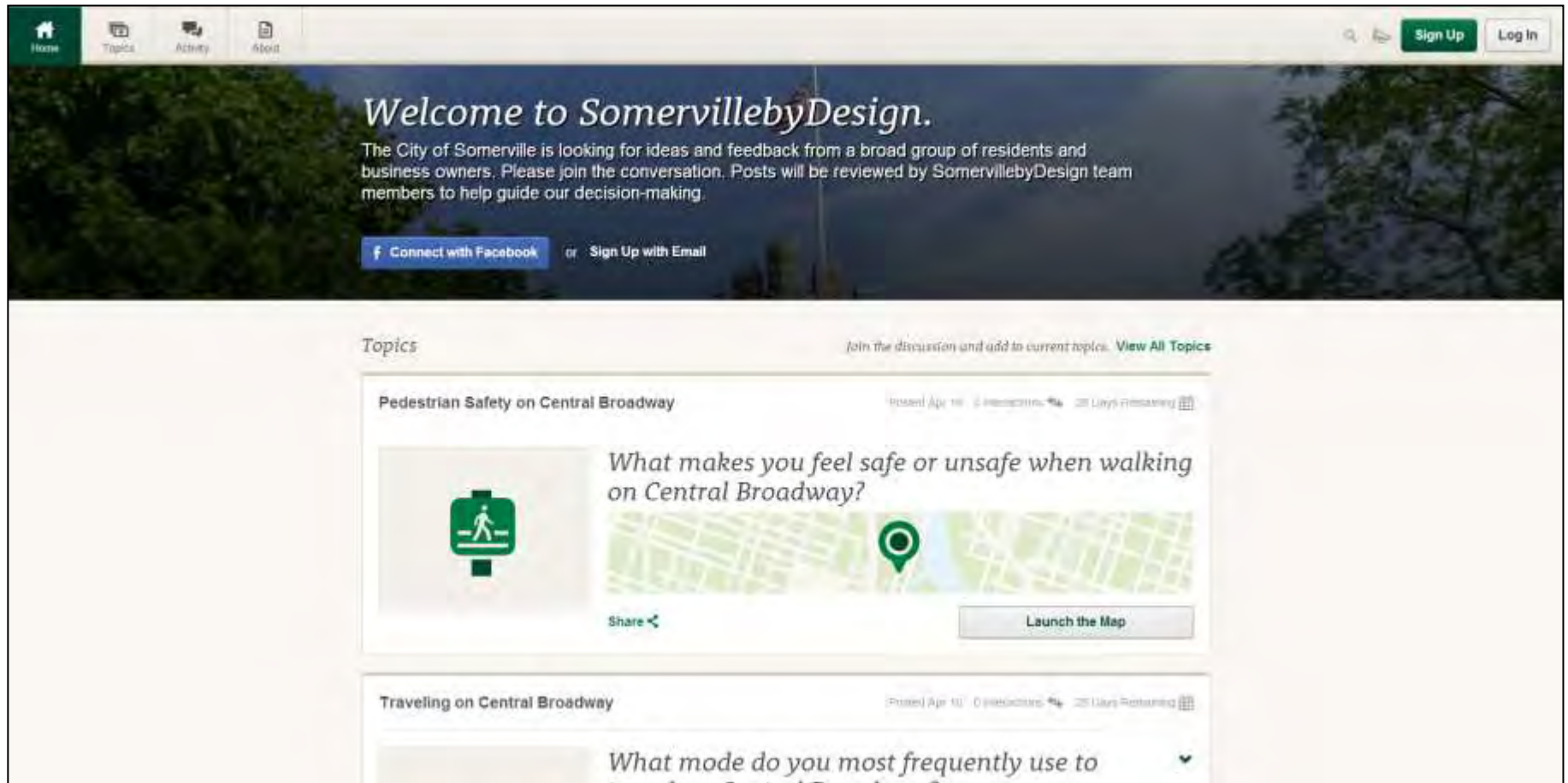
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Projects

- Home
- Planning Projects
 - Somerville
 - Davis Square
 - East Greenway
 - Winter Hill
 - Public Open Space Planning
 - Transportation Planning
 - Complete Streets
 - Central Broadway Streetscape Improvements
 - Union Square Streetscape



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What We Heard

“Crossing the street is dangerous at _____”

“Add cycletracks”

“The timing of traffic lights seems ‘off’”

“Biking is treacherous”

“There is no crosswalk at _____”

“Add green space”

“Add bike lanes”

“Broadway is too broad”

“Add wider sidewalks”

“Drivers use the side streets to avoid traffic on Broadway”



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Analysis Results of Existing Traffic Flows on Broadway

Traffic Operations

- Broadway can be characterized by 2 distinct areas...
 - i. West of Main, only 1 lane in each direction needed based on volume
 - ii. East of Main, 2 or more lanes needed based on volume
- The School-Temple section is the focal point
- Curb parking data collected
 - Show the highest use of 60% in midday average
- Travel speeds are low in the Temple area, & increase west of Main

Pedestrian & Bicycle Operations

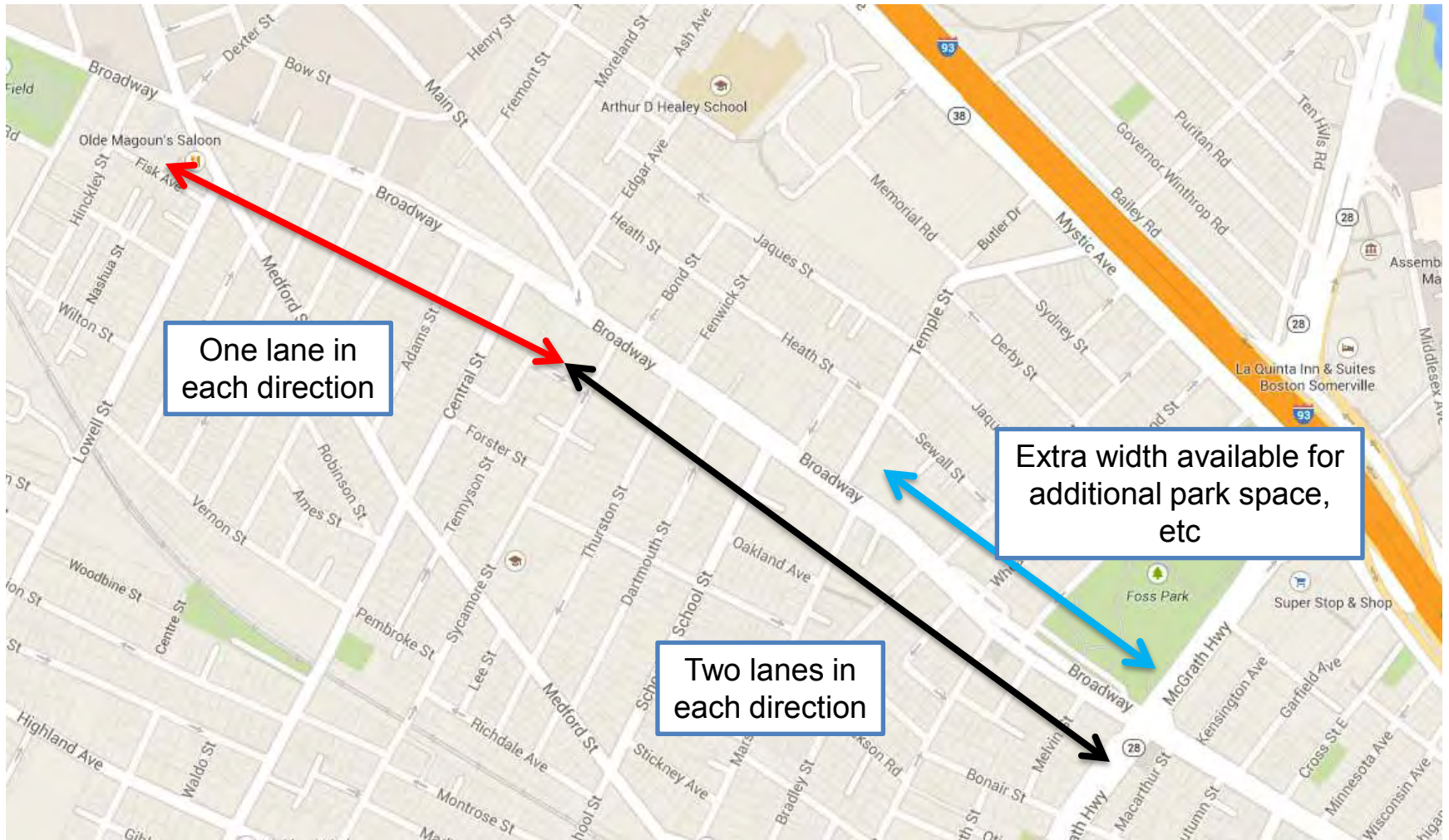
- Temple Street is busiest area for pedestrians
- Bike counts show lower numbers (currently no facilities)



Traffic Volumes Along Broadway



Two Sections of Broadway



Snapshot of Traffic Simulation Model



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Analysis Results of Existing Traffic Flows on Broadway

Safety

- Most accidents occur east of Main (94 of 109 total in most recent 3 yrs)
- The School-Temple area saw 22 accidents

Transit

- Buses are busiest east of Main
- Most stops have 3-5 people waiting

Deliveries

- Very low and not interfering with normal traffic operations



Possible Traffic Improvements

Traffic Engineering Toolbox includes...

- Signal timing & phasing adjustments
- New and/or extended turn lanes
- “Pavement diets”
- New medians and crosswalks
- Bus stops relocated and/or combined in coordination with MBTA
- Separated bike lanes / path
- New signage
- Driveway access management (design of curb cuts + street parking)

Three general concepts drafted to show multiple options for how to redesign roadway including wider sidewalks, safer bicycle facilities, and clearer traffic lanes.



Existing Typical Section– West of Main



Intermittent
Sidewalk
(3' – 11' where
present)

~8' Parking
Lane

~17' Travel lane

~17' Travel Lane

~8' Parking
Lane

14' Sidewalk



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Existing Typical Section– East of Main



9'
Sidewalk

8' Parking
Lane

13' Travel
lane

13' Travel
Lane

14' Median/
Turn Lane

13' Travel
Lane

13' Travel
Lane

8' Parking
Lane

9'
Sidewalk



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Concept 1 Typical Section– West of Main



Sidewalk & Green
Space Varies (5' min)

8' Two-way
Cycletrack with 3'
Buffer

11' Travel lane

11' Travel Lane

8' Parking
Lane

16' +/- Sidewalk &
Green Space



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Concept 1 Typical Section– East of Main



11' +/- Sidewalk & Green Space	8' Two-way Cycle track with 2' Buffer	8' Parking Lane	11' Travel lane	10' Travel Lane	10' Median/ Turn Lane	10' Travel Lane	11' Travel Lane	8' Parking Lane	11' +/- Sidewalk & Green Space
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Concept 2 Typical Section– West of Main



Sidewalk & Green
Space Varies
(5' min)

5' Cycle track
with 3' Buffer

11' Travel lane

11' Travel Lane

8' Parking
Lane

5' Cycle track
with 3' Buffer

12' +/- Sidewalk &
Green Space



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Concept 2 Typical Section– East of Main



9' +/-
Sidewalk
& Green
Space

5'
Cycle track
with 2'
Buffer

8'
Parking
Lane

11' Travel
lane

10' Travel
Lane

10'
Median/
Turn Lane

10' Travel
Lane

11' Travel
Lane

8'
Parking
Lane

5'
Cycle track
with 2'
Buffer

9' +/-
Sidewalk
& Green
Space



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Concept 3 Typical Section– West of Main



Sidewalk & Green Space
Varies (5' min)

6'
Bike
Lane

11' Travel lane

11' Travel
Lane

6'
Bike
Lane

8' Parking
Lane

15' +/- Sidewalk & Green
Space



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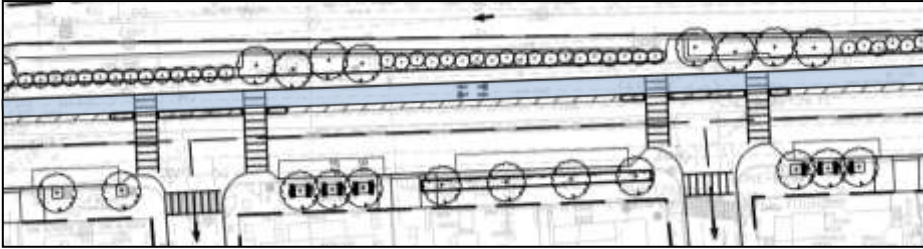
Concept 3 Typical Section– East of Main



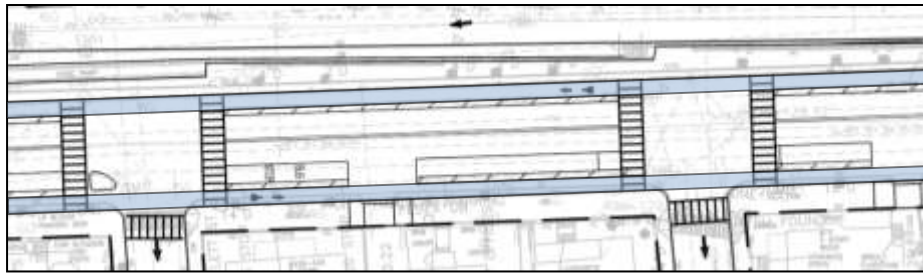
11' +/- Sidewalk & Green Space	8' Parking Lane	5' Bike Lane	11' Travel lane	10' Travel Lane	10' Median/ Turn Lane	10' Travel Lane	11' Travel Lane	5' Bike Lane	8' Parking Lane	11' +/- Sidewalk & Green Space
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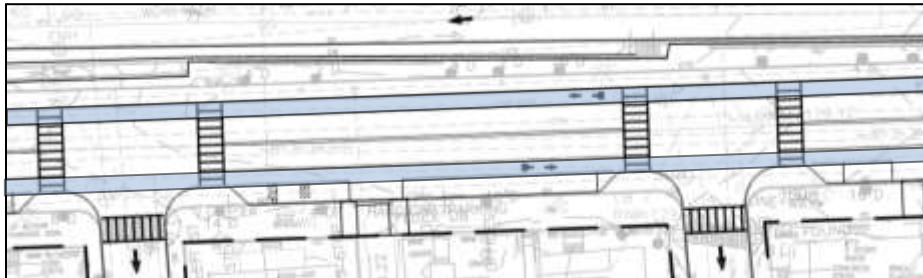
Comment: “Add bicycle facilities”



Concept 1: Two-way cycletrack on north side of Broadway



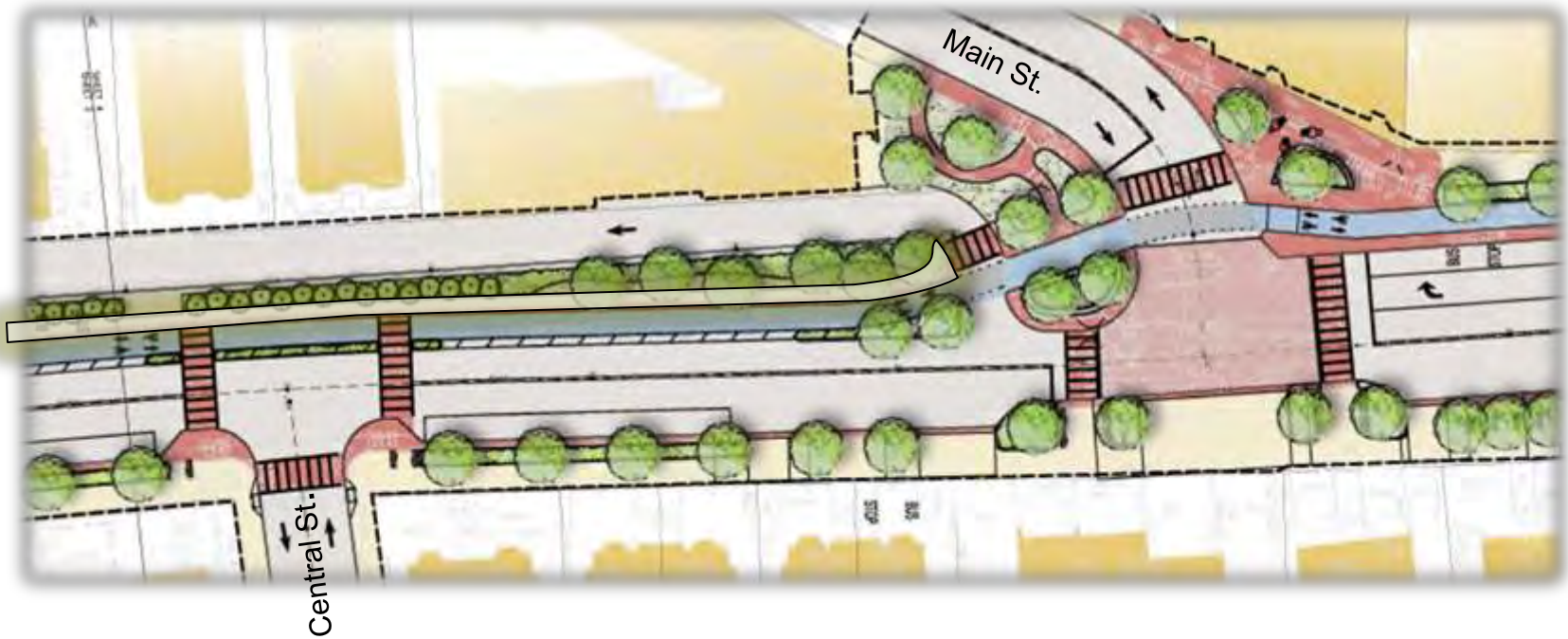
Concept 2: One-way cycletracks on both sides of Broadway



Concept 3: Bike lanes on both sides of Broadway



Comment: “Add a sidewalk between Central and Main”

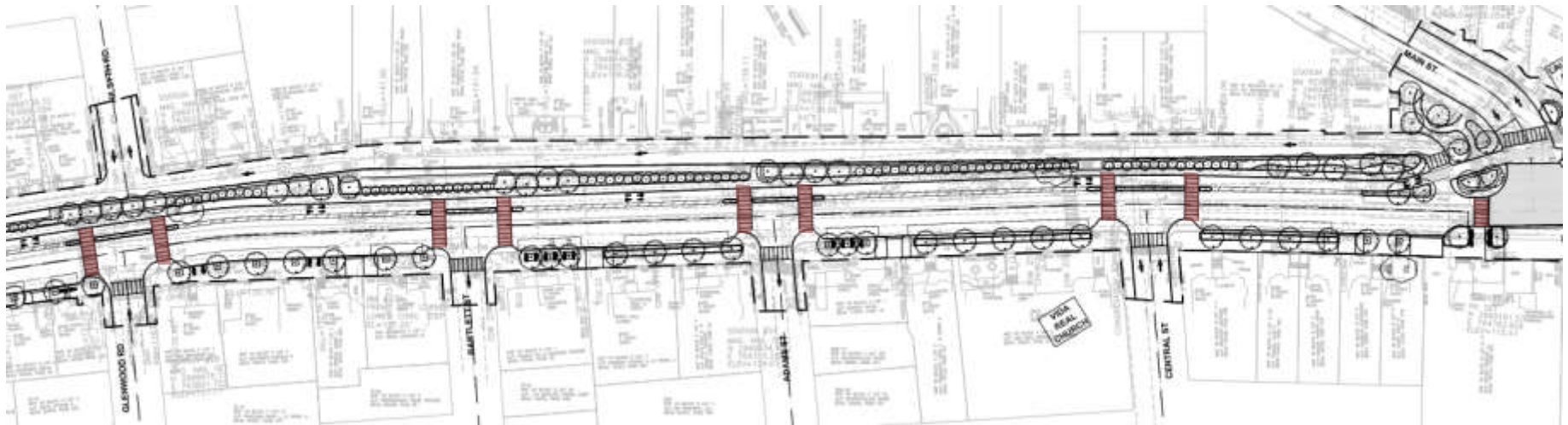


All three concepts: Continuous sidewalks along both sides of Broadway for the length of the project.



Comment: “Add crosswalks”

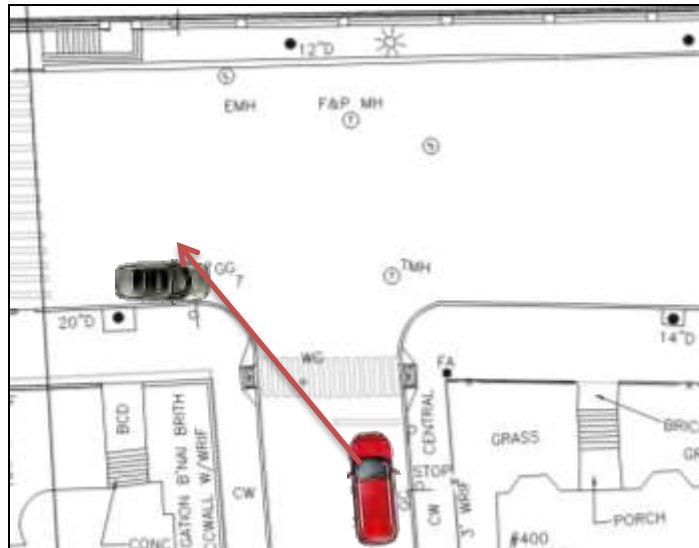
All three concepts: Multiple crosswalks added along corridor.



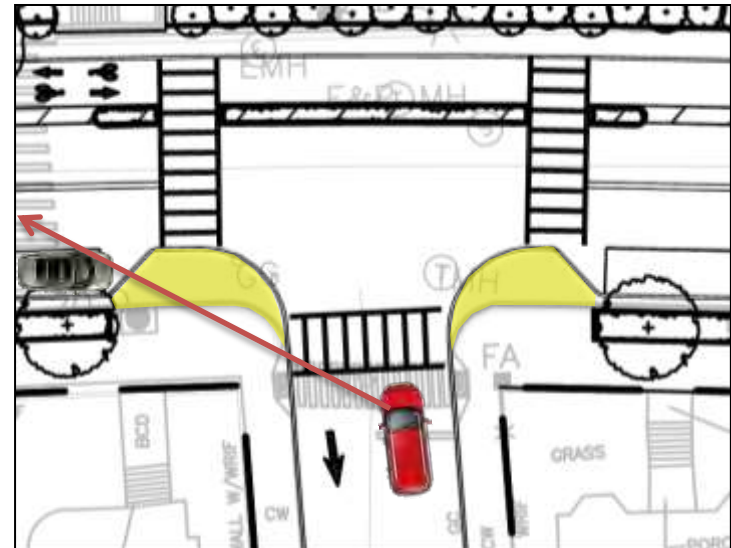
Comment: “Improve safety at intersections”

All three concepts: Curb extensions...

- Make pedestrians more conspicuous
- Shorten crossing distance for pedestrians
- Improve sight lines for turning vehicles



Before



After

Comment: “Broadway is too broad”

All three concepts: Travel lane width may be reduced to:

- 11' for exterior lanes
- 10' for interior lanes
- 10' for exclusive turning lanes



Comment: “Create Gathering Spaces”



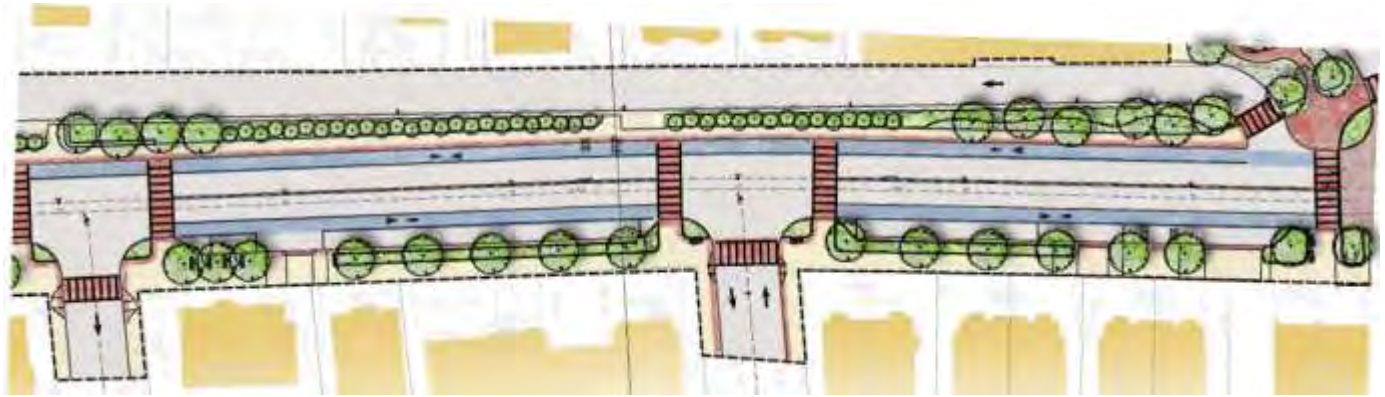
Add plazas and seating opportunities to encourage interaction along the corridor.



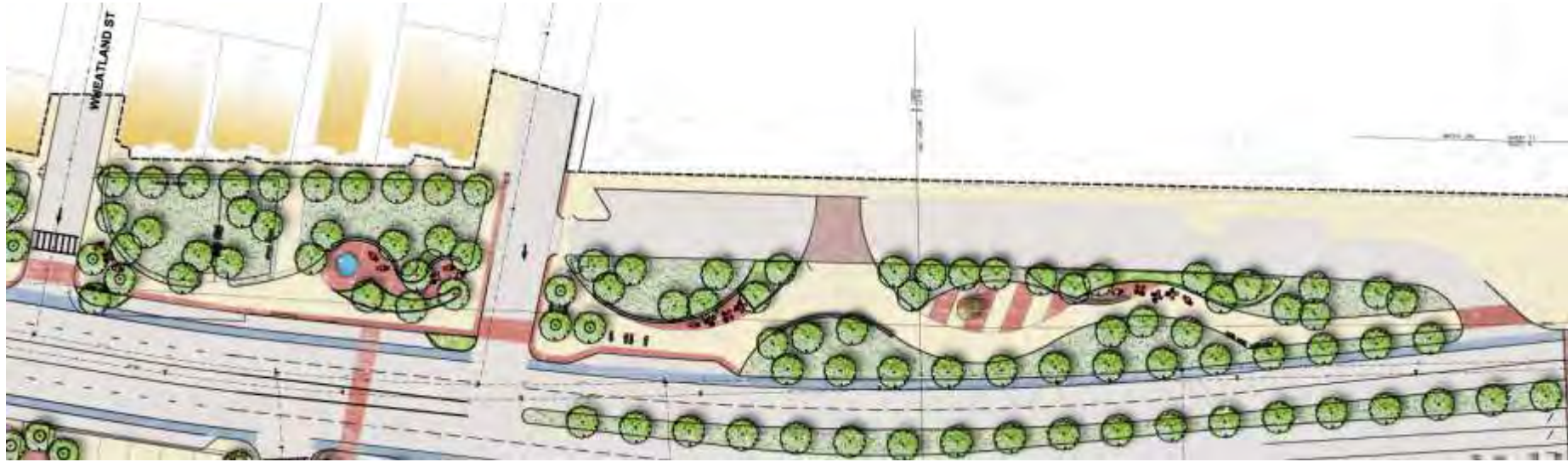
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Comment: “Create Green Space”

Capture unused pavement for park space, planters, and street trees along the corridor.



Comment: “Activate the Corridor”



Broadway Project Schedule



Data Collection, Topographic Survey, & Transportation Study: Spring 2014

- Preliminary Design: Spring 2014 to Winter 2015
- Public Process: Spring 2014 thru Winter 2015
- Preliminary Plans Delivered: Winter 2015
- **Next Meeting: Winter 2015**
 - Check ***somervillebydesign.com*** for announcement



Breakout Session: Your ideas & concerns

For each concept:

- What elements do you like?
- What do you dislike?
- Do the concepts address the concerns voiced at the previous public meeting?



Keep the discussion going.

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