



City Update October 2025 PTAC Meeting



Agenda

- [Western Pearl Street Reconstruction](#) Updated Design (80 Percent)
- Community Path Safety Improvements Project

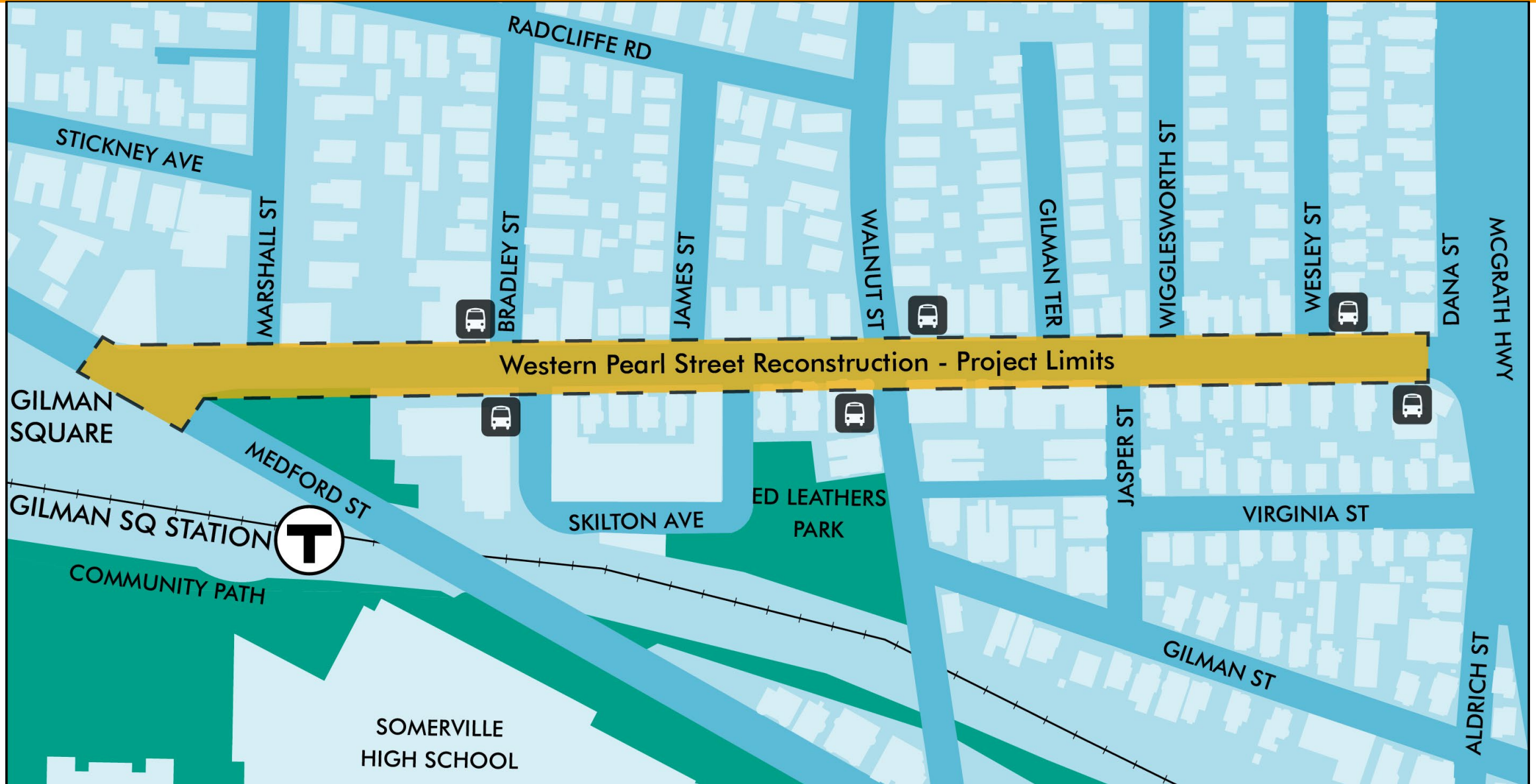


Above: Mobility Staff hosting a pop-up for the Community Path Safety Project.

What is the
Western Pearl
Street
Reconstruction
project?





Project Limits





What is included?

Included

 Reconstruction of sidewalks and curb ramps


 Repaving of street from curb to curb


 New tree plantings and landscaped areas


 New and raised crosswalks/intersections


 Traffic calming

 Traffic signal evaluation

 Designated bicycle facilities

 Bus stop changes

 Changes to lane widths


 Increased visibility at crossings

 Parking regulation changes


Under Consideration


 Traffic calming on nearby streets

Not Included

 Substantial utility work

 Street lighting

 Network redesign (one-waying of streets)

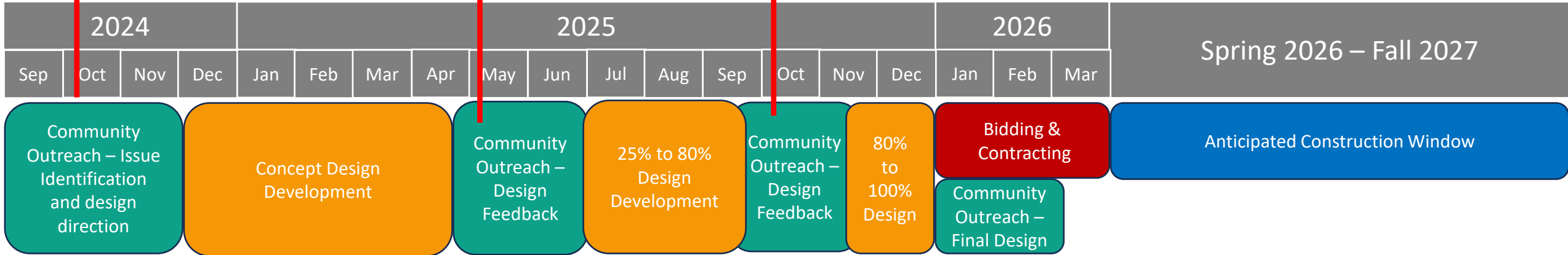
 Green stormwater infrastructure

Anticipated Project Timeline

Kickoff Community Meeting, Oct. 9

Concept Designs Open Hour, May 13

We are here



What is the
updated design?



Big Picture – What is the updated design?

- The Updated Design is a more detailed version of the Option 1 from the Concept Design stage.
- Most design elements from Option 1 have not changed – but we have worked to refine details and incorporate the feedback we have been hearing



Big Picture – What is the updated design?

- **Safer & Slower Intersections and Crosswalks**

- Six raised features (crosswalks or intersections) along either Pearl Street or Medford Street as well as eleven raised crosswalks across every side street.
- These elements are intended to reduce speeds, increase yielding behaviors, and make crossing the street or pulling out of side streets easier, safer, and more comfortable for all users



Big Picture – What is the updated design?

- **Protected Bike Lanes & Enhances Neighborways**

- A two-way curb separated bike lane from Medford Street to Skilton Avenue.
- A one-way sidewalk level eastbound protected bike lane between Skilton Avenue and McGrath Highway.
- An enhanced Neighborway connection for westbound travel that utilizes the Gilman St Neighborway and an improved pathway in Ed Leather's Park.

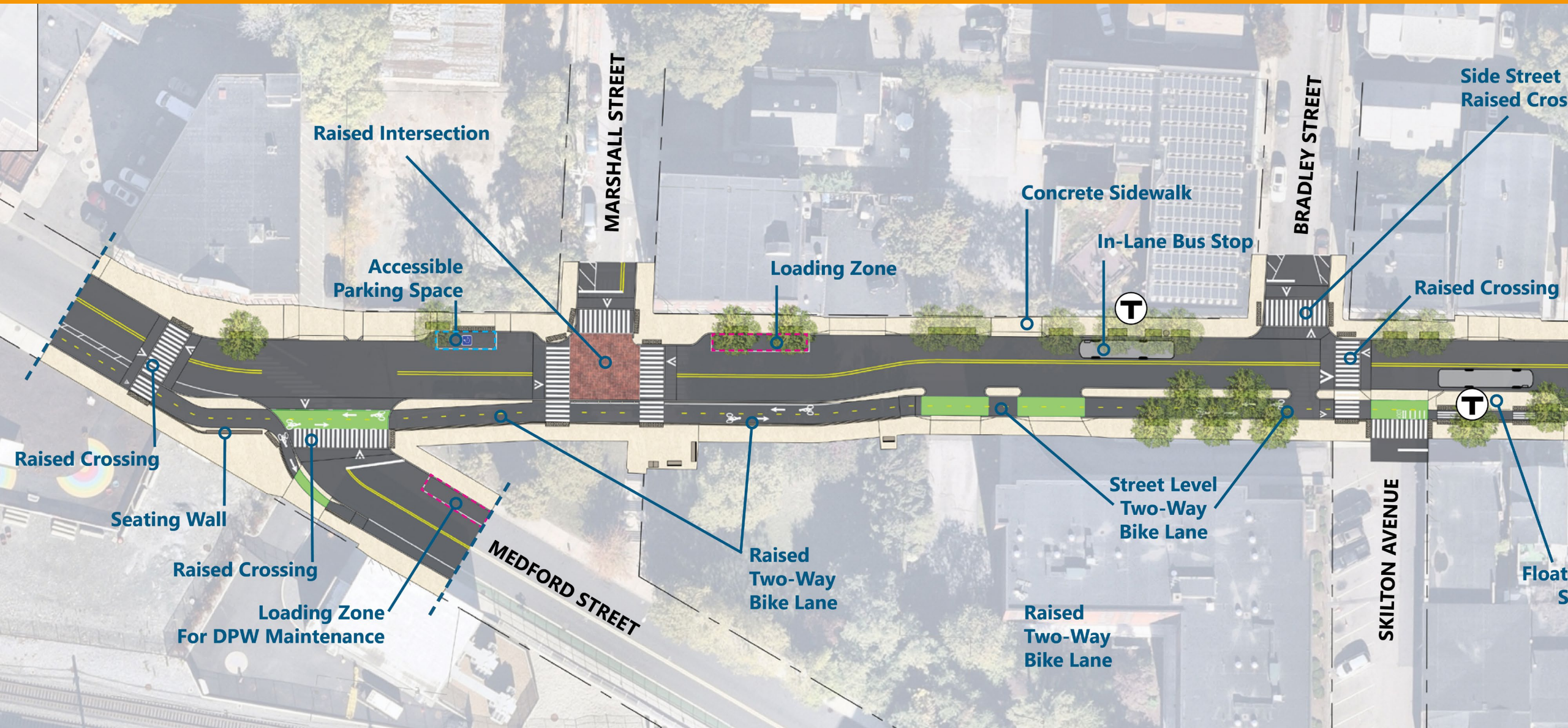


Big Picture – What is the updated design?

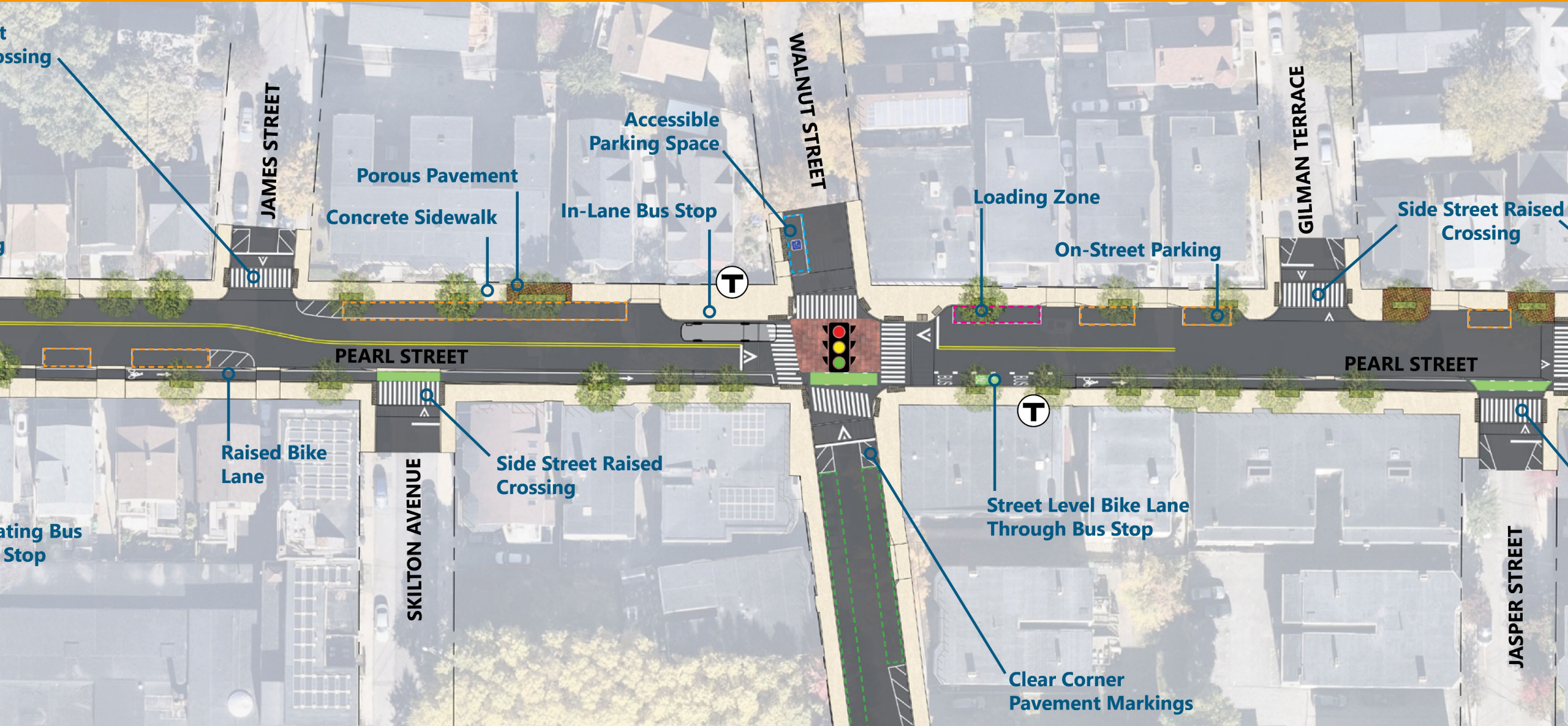
- **One side of on-street parking**
 - Switched to north side of the street
 - Added Dedicated loading zones
 - Added accessible parking spaces
- **In lane and floating bus stops**
 - Added in where space permits
- **Sixteen new street trees**
 - Plus expanded tree wells at existing trees



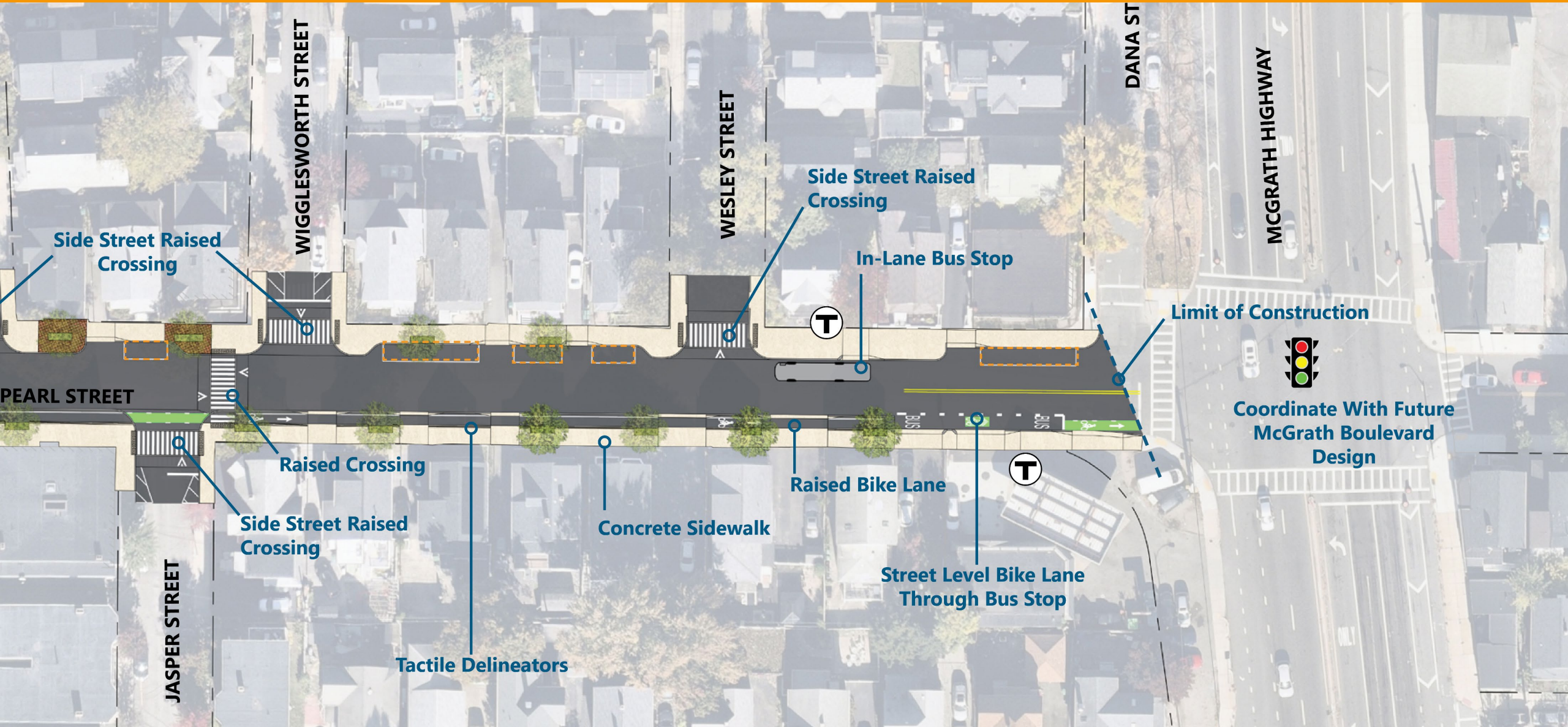
Medford Street to Skilton Avenue – Proposed



Skilton Avenue to Jasper Street – Proposed



Jasper Street to McGrath Highway – Proposed

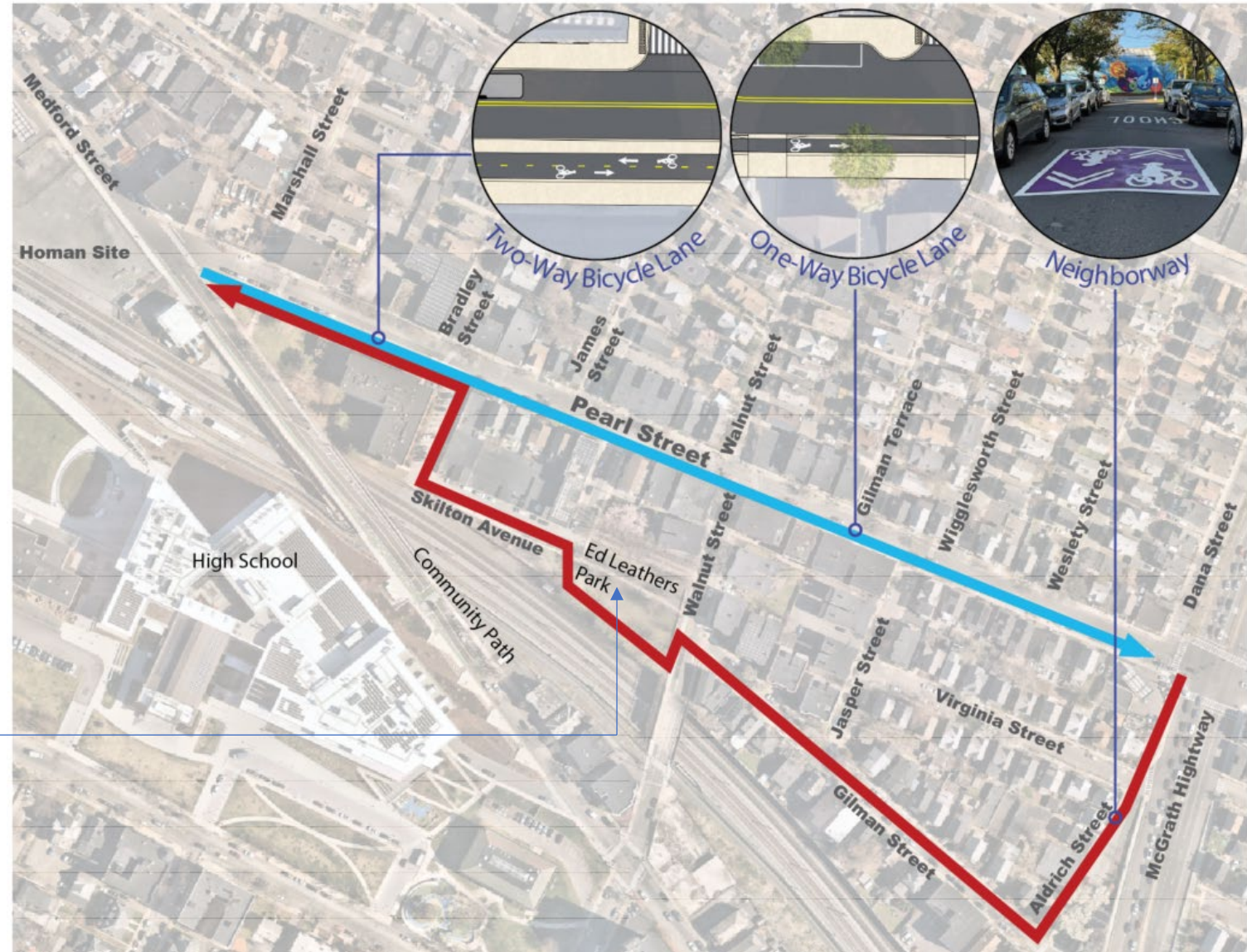
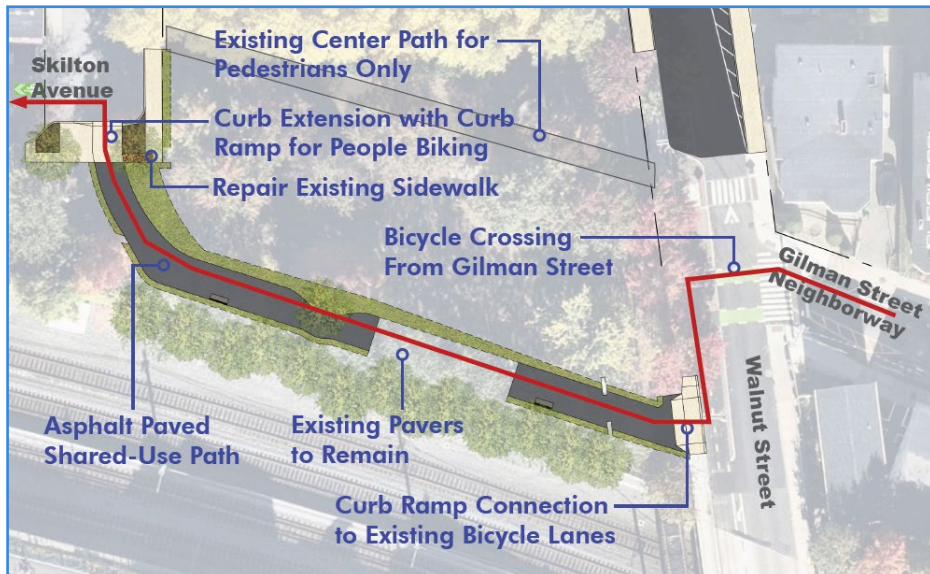


Bicycle Circulation

The updated 80% design lets people biking

- ➡ eastbound ride on a protected bicycle lane from Medford Street to McGrath Highway.
- ➡ westbound ride on a Neighborway route (bicycle friendly residential street) onto Aldrich Street, turning onto Gilman Street, crossing Walnut Street, going through Ed Leathers park and Skilton Avenue, to then turn left onto a short stretch of protected bicycle lane on Pearl Street all the way to Medford Street.

Ed Leathers Park



Pearl @ Walnut Street – Stop Control

How would this signal work?

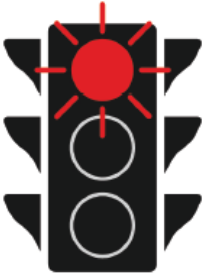


People
Driving
or Biking



People
Walking

Normal Operation



Stop. Yield to people walking. Yield to vehicles in intersection. Vehicles proceed in order of arrival just like at a stop sign or any flashing red light.



When pedestrian signal is dark, people walking have right-of-way, similar to all stop controlled intersections.

Pedestrian Uses Push Button



Stop unless you are already in the intersection. If you are inside the intersection, clear the intersection.



People who prefer to cross with a dedicated walk signal can do so by pushing the button. At first, nothing will happen as vehicle



Come to a complete stop.



Upon activation by the push button, the Walk symbol is displayed and people walking may continue crossing the intersection.



Remain stopped.



The Flashing Don't Walk symbol will be displayed, counting down the time until vehicles will be able to proceed again.

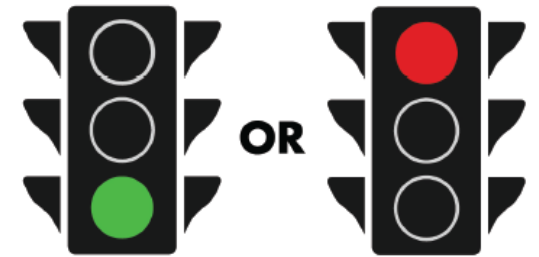


Stop. Yield to people walking. Yield to vehicles in intersection. Vehicles proceed in order of arrival just like at a stop sign or any flashing red light.



Signal will again turn dark, people walking still have right-of-way. 30 seconds must pass before walk signal can be reactivated.

Emergency Vehicle Preemption



When Emergency Vehicles approach, a green signal will be displayed in their direction and a red signal will be displayed in the conflicting direction. People driving should follow signals and yield to Emergency Vehicles.

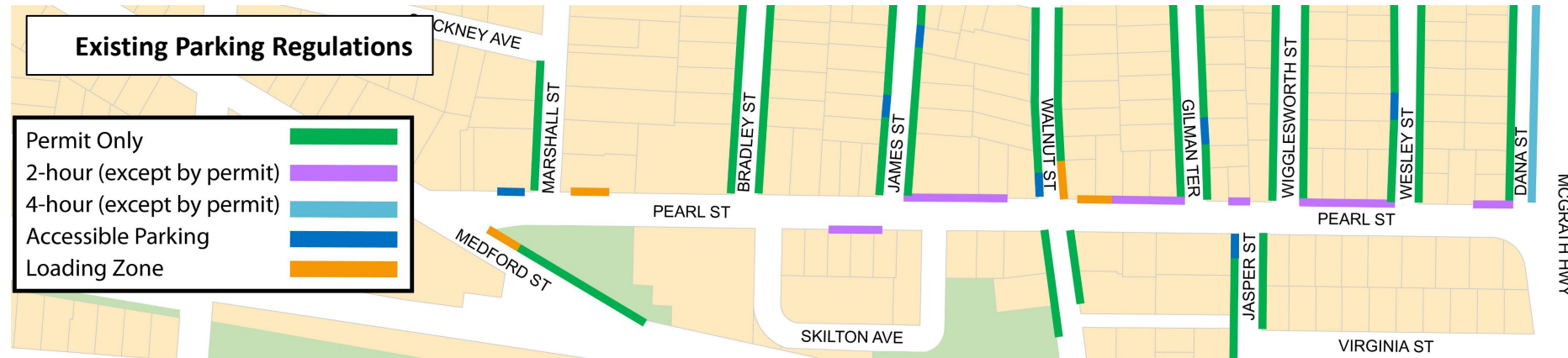


When Emergency Vehicles approach the intersection, a solid Don't Walk signal will be displayed and people walking must not cross the intersection.

Parking Regulations

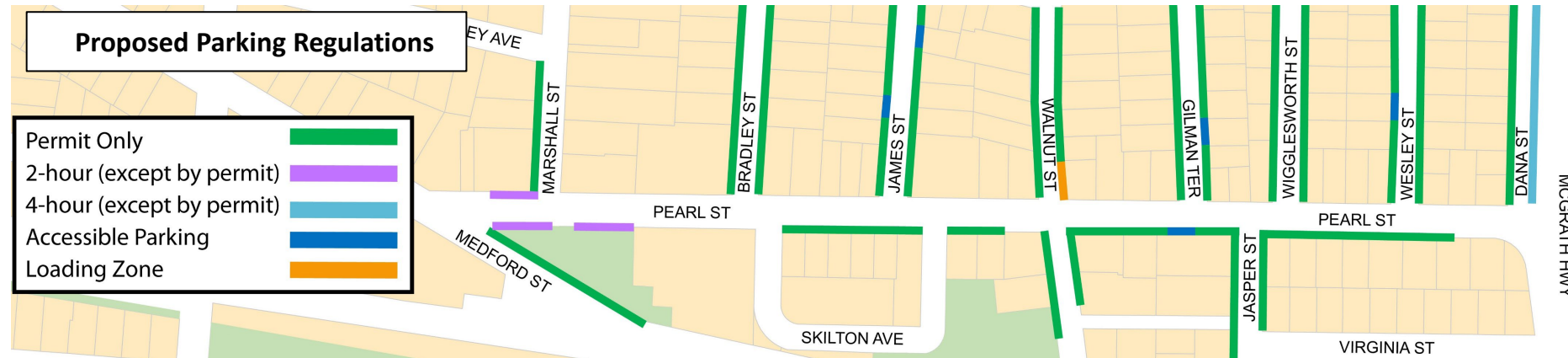
- **What we heard**

- Requests to limit parking reduction
- Concerns about parking inhibiting visibility
- Requests for spaces for visitors, customers, and home health workers
- Requests for commercial loading or rideshare drop-off



- **What we decided and why**

- We added two new accessible parking spaces with integrated ramps
- We added new two multi-purpose loading zones
- We are proposing two-hour parking except by permit on Pearl Street
- We worked to maintain as much parking as possible – **the proposes design is a reduction of approximately 10 spaces from about 33 to about 23 spaces.**



Parking Regulations



Two-Hour Parking
(Except by Permit)



Multi-Purpose
Loading Zones



Accessible Parking Spaces



Clear Corners



PTAC Design Review Discussion



Community Path Safety Improvements Project

Background

- The Somerville Community Path Extension opened in 2023. A counter installed at Cedar Street recorded an average of 3,300 daily pedestrians in 2024!
- Over the last couple of years, we have received inquiries describing safety concerns or sharing experiences about conflicts, especially between slower and faster moving path users.



The Project

- The goal is to implement both near-term quick-build improvements and longer-term design options along the path, at key intersections and at the two Green Line station entrances on the path.
- As part of this project, we intend to:
 - Analyze community member inquiries related to issues on the community path, understand traffic patterns and uses of the path, and study the existing conditions
 - Collect public feedback about safety issues, solicit comments and ideas about possible safety interventions for the path.
 - Work with City departments to identify quick-build solutions as well as possible permanent improvements to increase safety while still enabling maintenance and providing emergency access.



Option – Stop Control

- For stop control we would place new stop signs at Community Path and roadway intersections.
- For a 4-way stop, both people using the path and roadway have to stop and for a 2-way stop, either people using the roadway or the path would be required to stop.



Option – Speed Humps/Raised Crosswalks

- We could place these speed humps close to intersections to calm speeding traffic.
- Raised crosswalks are effective at the intersection.



Option – Signage

- Signage can communicate path rules, for example “No Motor Vehicles”.
- Signs can also provide route information to people using the path.



Option – Bollards



- Bollards are vertical posts that can be used to narrow lanes or slow people down.
- They could be placed at intersections, path entrances, or at station entrances.

Option – Signals



- Signals control traffic at intersections. There are different types of signal options.
- One option is a signal that requires people on the path to push a button and wait to cross a road.
- Another option is a signal that always allow for people on the path to cross and requires cars to wait.

Option – Barriers



- Physical barriers like planters or a gate can be used to block traffic.
- This treatment will slow down users and prevent motor vehicles from accessing the path.

Option – Tactile Pavements



- Tactile treatments are physical changes to the path surface.
- These changes can be achieved through thicker layers of paint, pavers or depressions.
- Tactile pavements give a visual and physical reminder for users to slow down and/or stay on one side of the path.

Option – Pavement Markings



- Pavement markings are lines, symbols, or text painted on the roadway or path.
- Markings could include “Yield to Pedestrians”, or center lines to show separate directions of travel.