



Western Pearl Street Reconstruction

Traffic Commission – Final Presentation

February 12, 2026

Project website: www.somervillema.gov/westernpearl

Mayor Jake Wilson

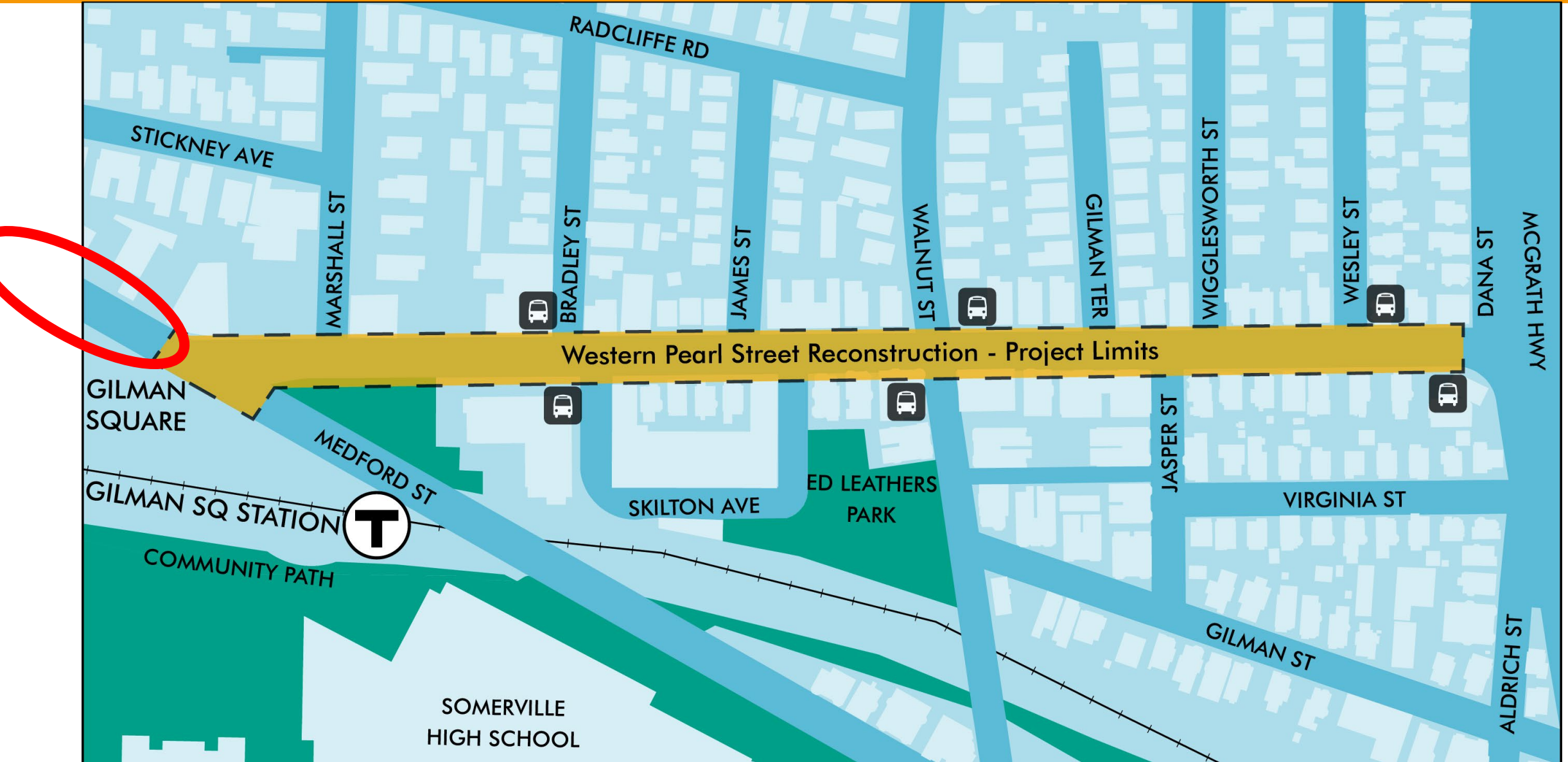
Mobility Division | Office of Strategic Planning & Community Development | City of Somerville

Ward 4 Councilor Jesse Clingan | Ward 1 Councilor Matt McLaughlin

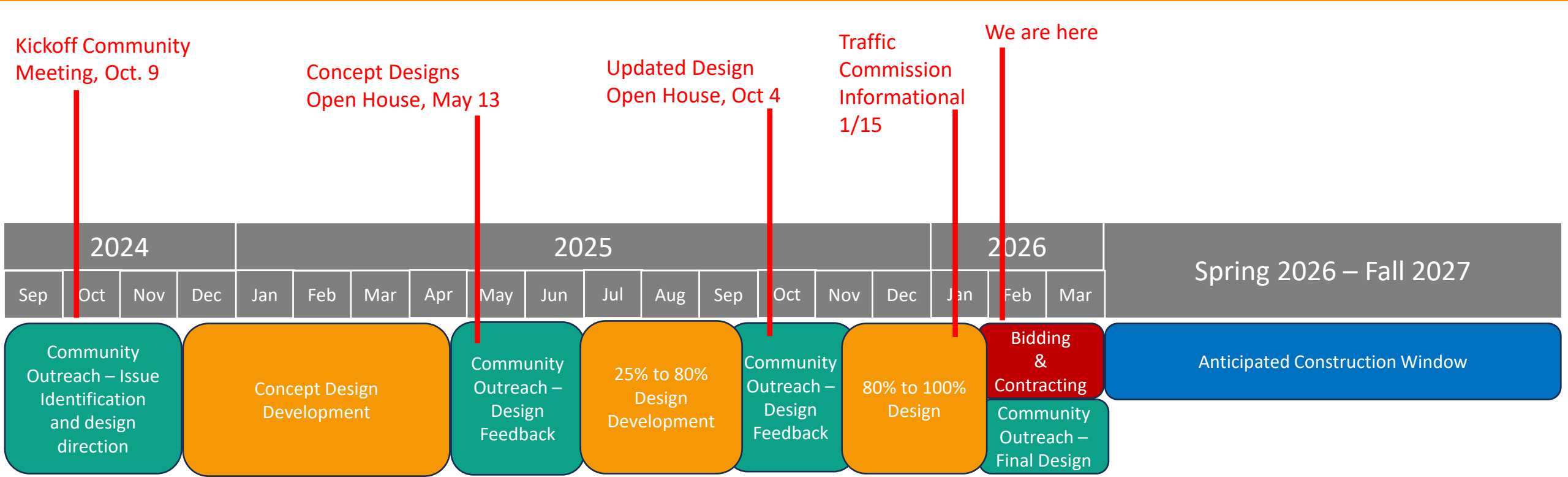
Project Background



Limit of Work



Anticipated Project Timeline



What did we hear in outreach?

- **Increase crosswalk safety**

- Low-yield rates
- Poor visibility
- Speeding vehicles not paying attention
- Focus on Marshall Street & Medford Street

- **Create new crosswalk options**

- Focus on new option across Medford Street towards Green Line station

- **Fix poor sidewalk quality**

- Increase accessibility
- Widen sidewalks where possible
- Support existing trees while maintaining easy to traverse sidewalk

- **Enhance Greenery**

- Increase the number of trees for shade and environmental vitality
- Consider options to help manage drainage through plantings

- **Support existing public transit**

- Improve bus stop and enhance bus rider waiting experience

- **Provide safe bike options for people of all ages and abilities**

- Some advocated for protected bike lanes on both sides while some advocated for trying to balance bike options with some curbside access.
- Support for using the Neighborway option through Ed Leathers park to connect to and from East Somerville and Community Path

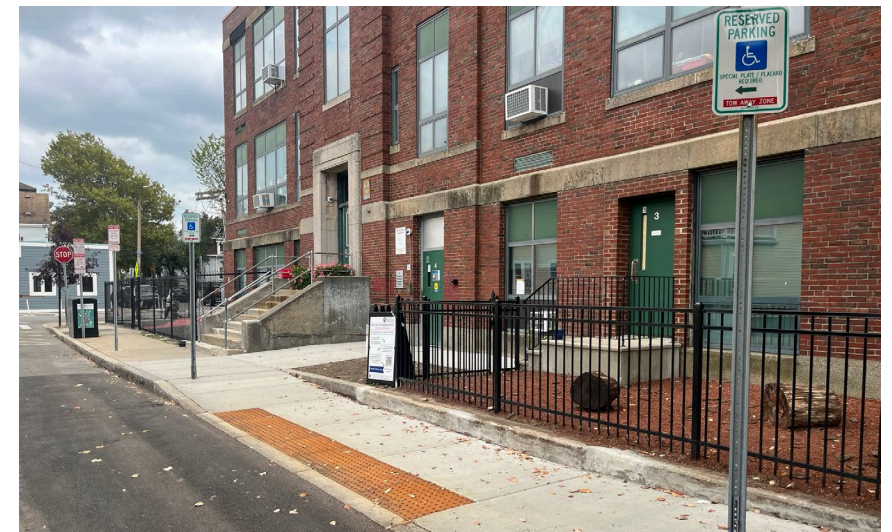
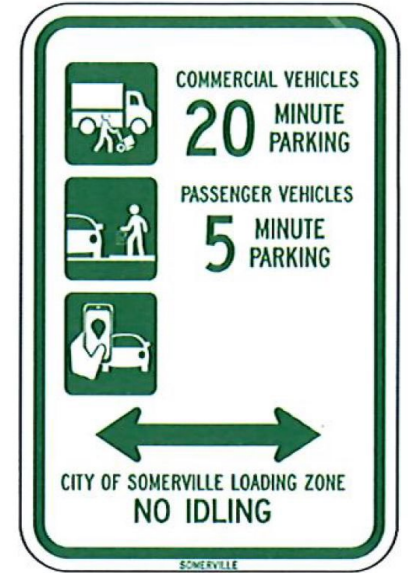
- **Provide options for parking**

- Maintain some space for safe pickup/drop-off and delivery
- Provide some parking options for residents, visitors, customers, and homecare workers.

For more details check out the **Pre-Concept, Concept Options, and Updated Design Community Engagement Reports** available at somervillema.gov/westernpearl

Big Picture – What is on the agenda tonight?

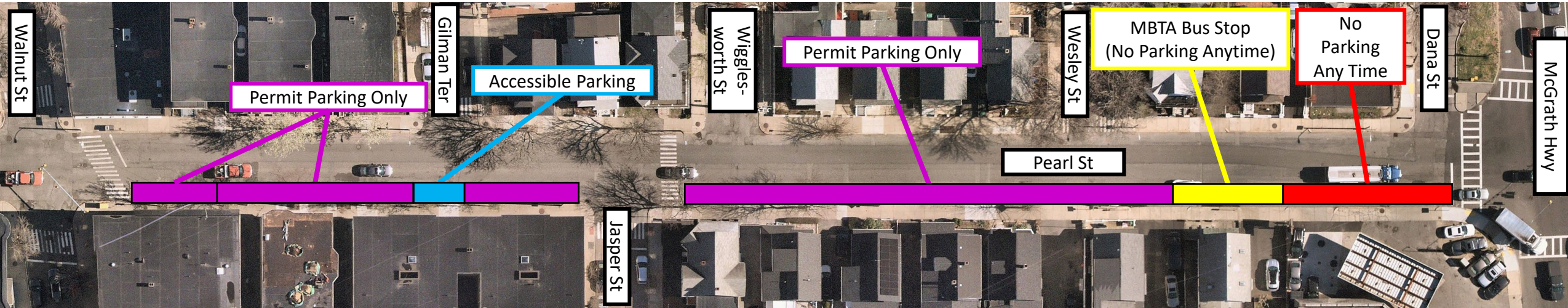
- Flipping parking from the south side of Pearl Street to the north side.
- Converting a mix of permit only and 2-hour parking to be primarily 2-hour parking, except by permit (permit parking only overnight)
- Adding three loading zones
- Adding 2 public accessible parking spaces
- Relocating 1 resident accessible parking space
- Adding additional 2-hour parking, except by permit on Marshall Street near Gilman Sq.
- Restricting a small number of spaces on Walnut St and Wesley St to maintain large vehicle access.



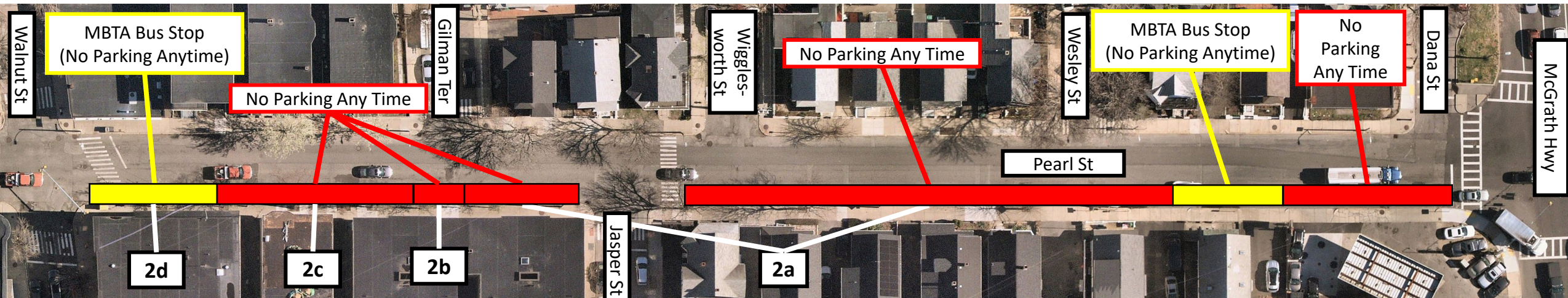
Western Pearl Street Reconstruction Project

McGrath Highway to Walnut Street (south side only)

Existing Regulations - Walnut St to McGrath Highway



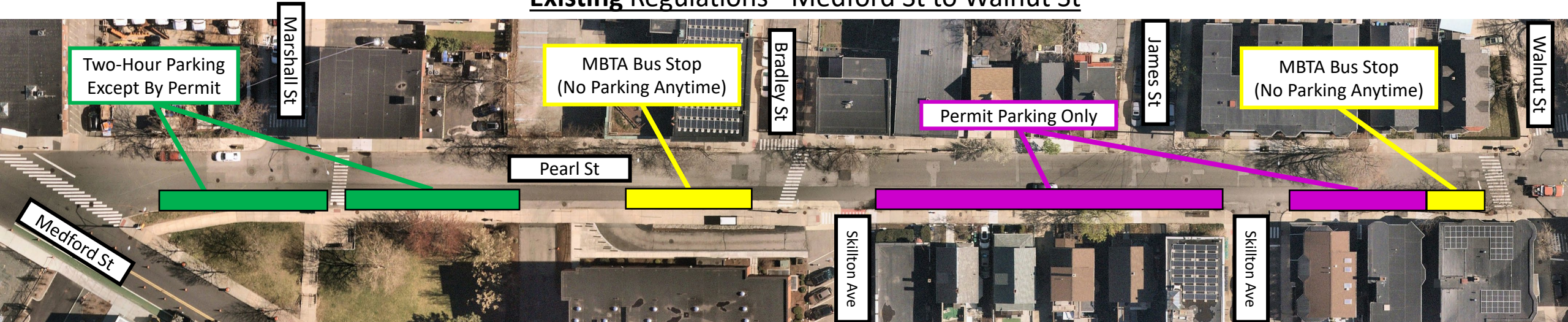
Proposed Regulations - Walnut St to McGrath Highway



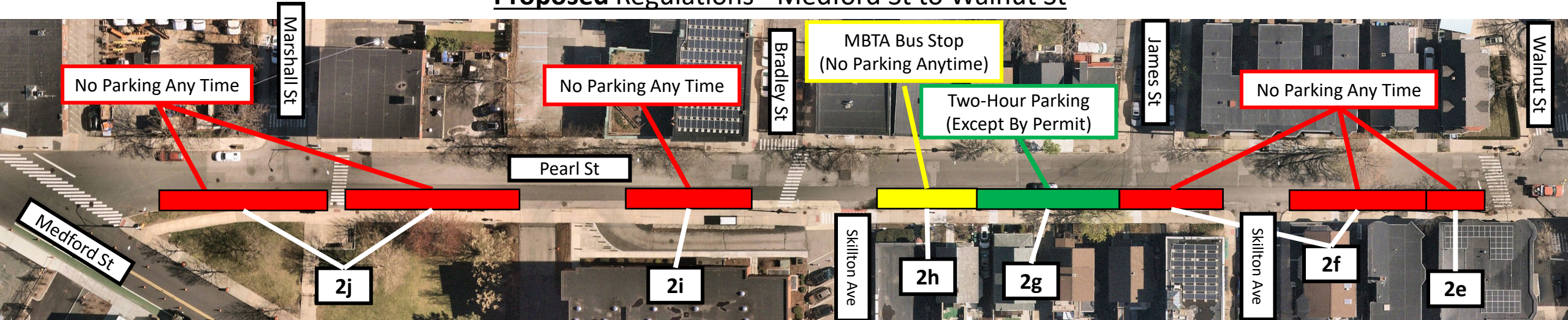
Western Pearl Street Reconstruction Project

Walnut Street to Medford Street (south side only)

Existing Regulations - Medford St to Walnut St

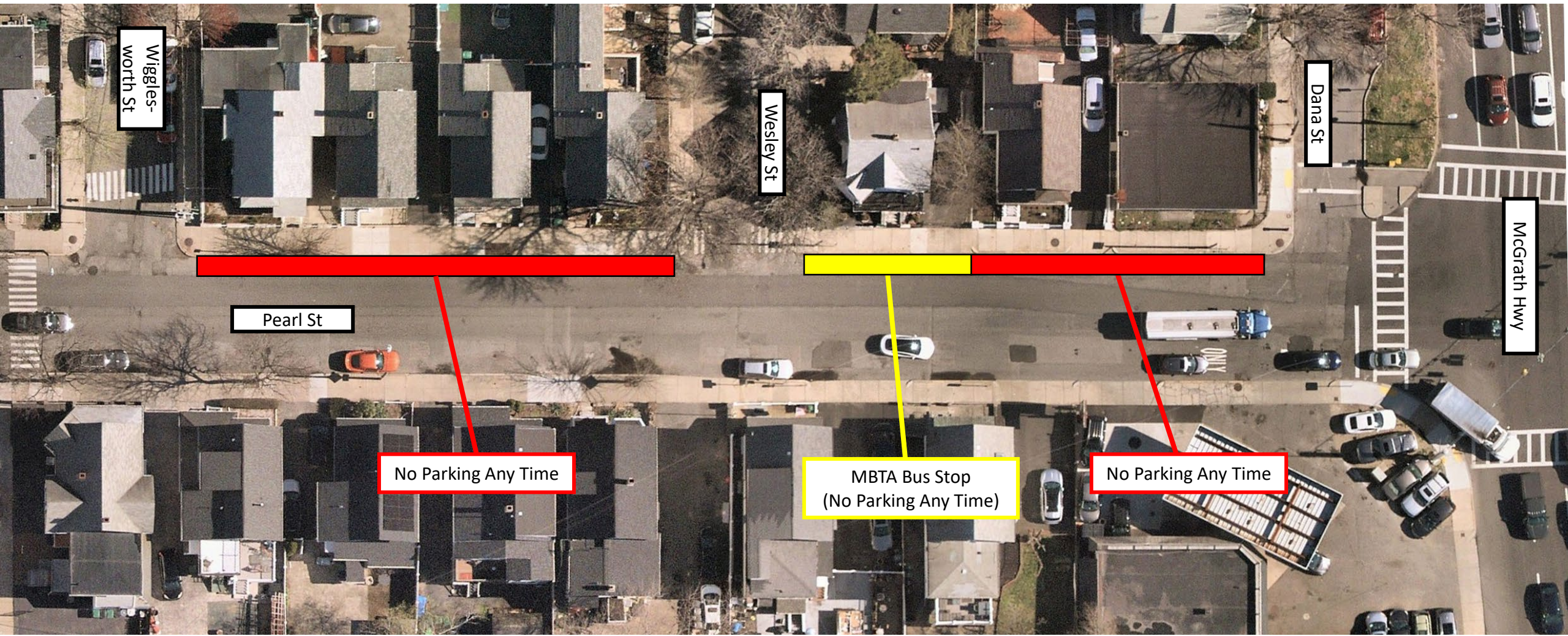


Proposed Regulations - Medford St to Walnut St



Western Pearl Street Reconstruction Project

Existing Regulations – McGrath Highway to Wigglesworth Street (north side only)



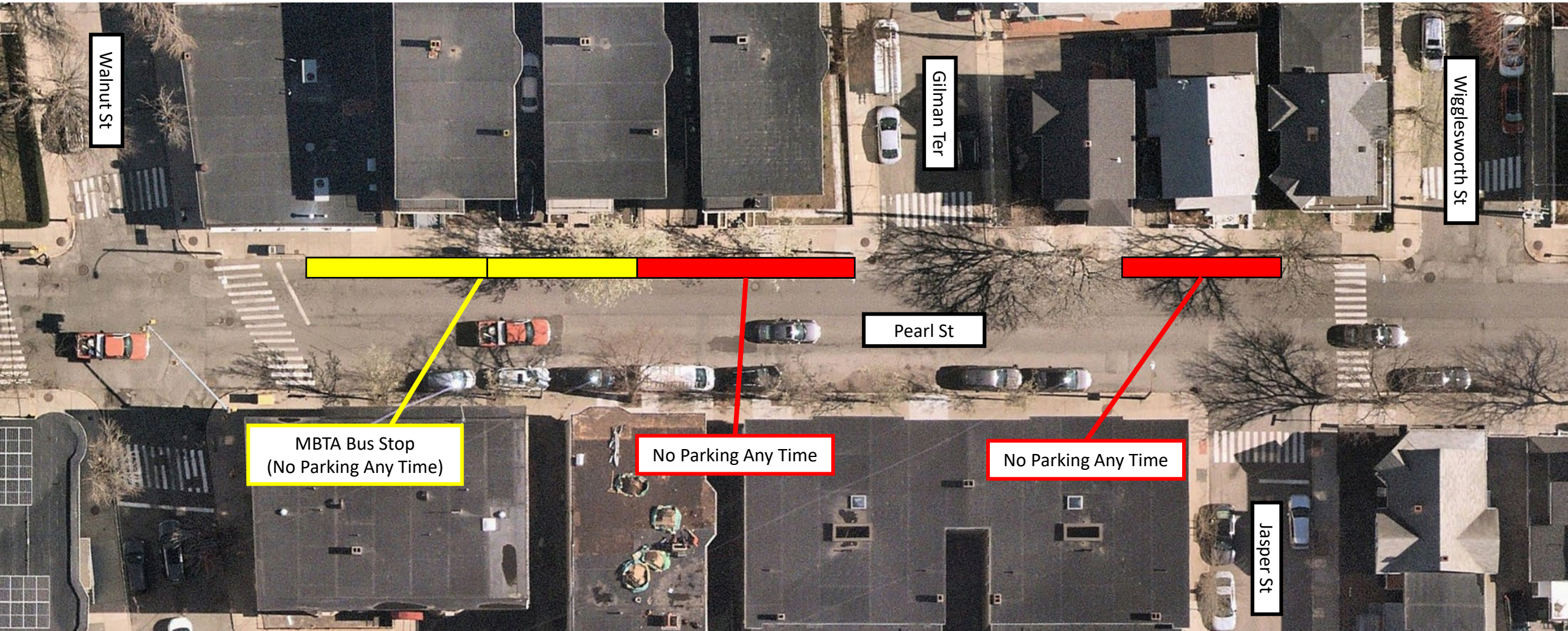
Western Pearl Street Reconstruction Project

Proposed Regulations – McGrath Highway to Wigglesworth Street (north side only)



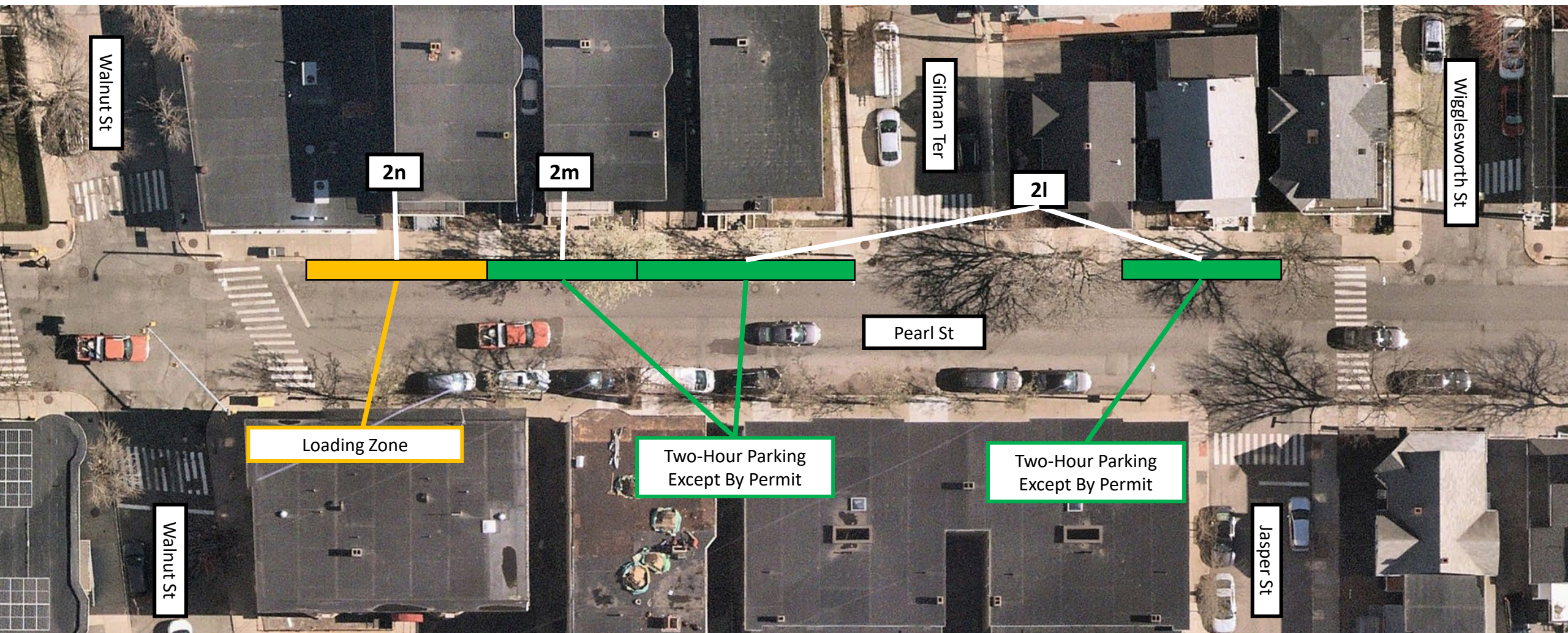
Western Pearl Street Reconstruction Project

Existing Regulations – Wigglesworth Street to Walnut Street (north side only)



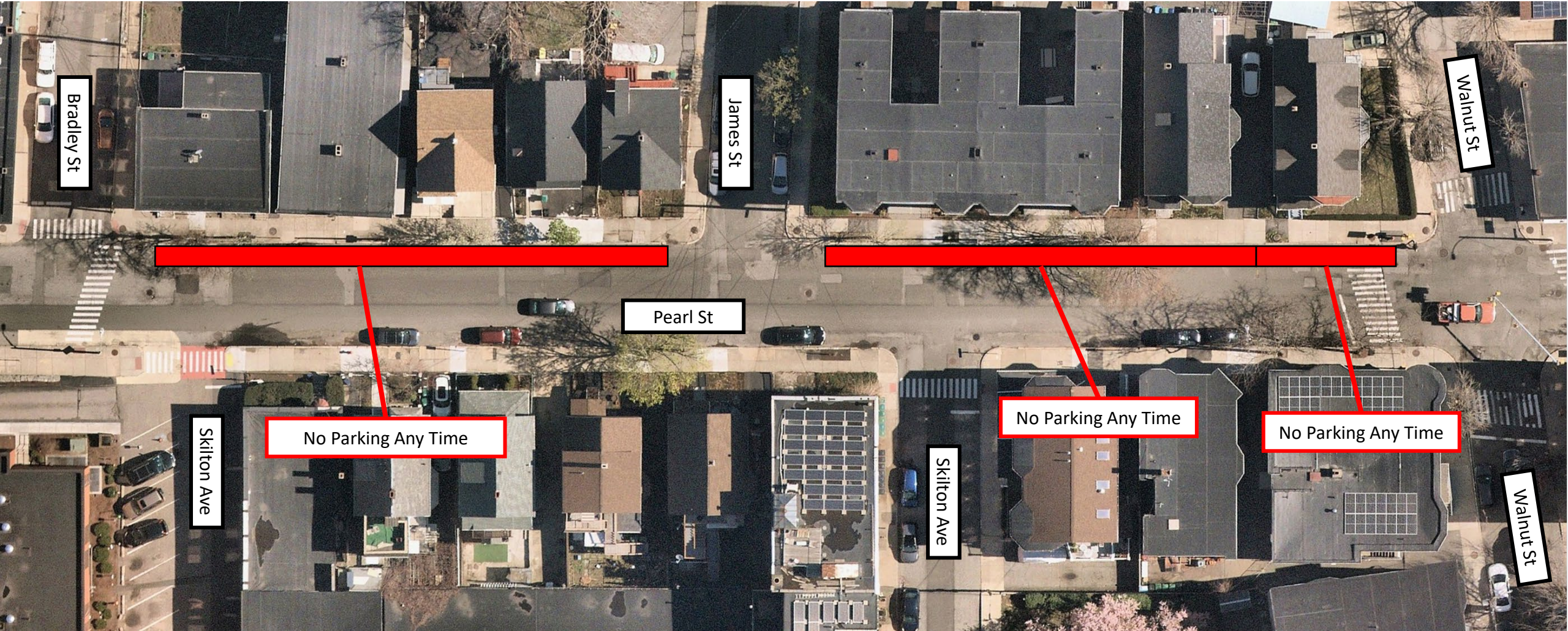
Western Pearl Street Reconstruction Project

Proposed Regulations – Wigglesworth Street to Walnut Street (north side only)



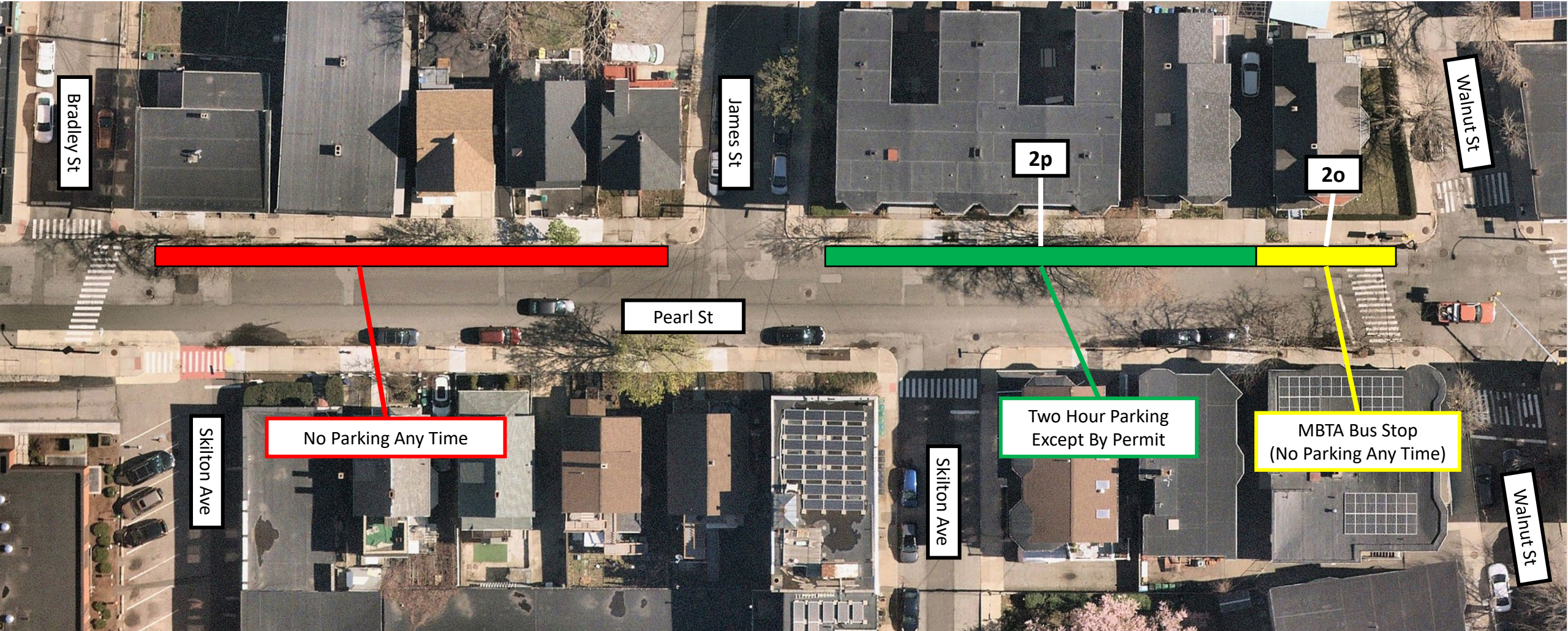
Western Pearl Street Reconstruction Project

Existing Regulations – Walnut Street to Bradley Street (north side only)



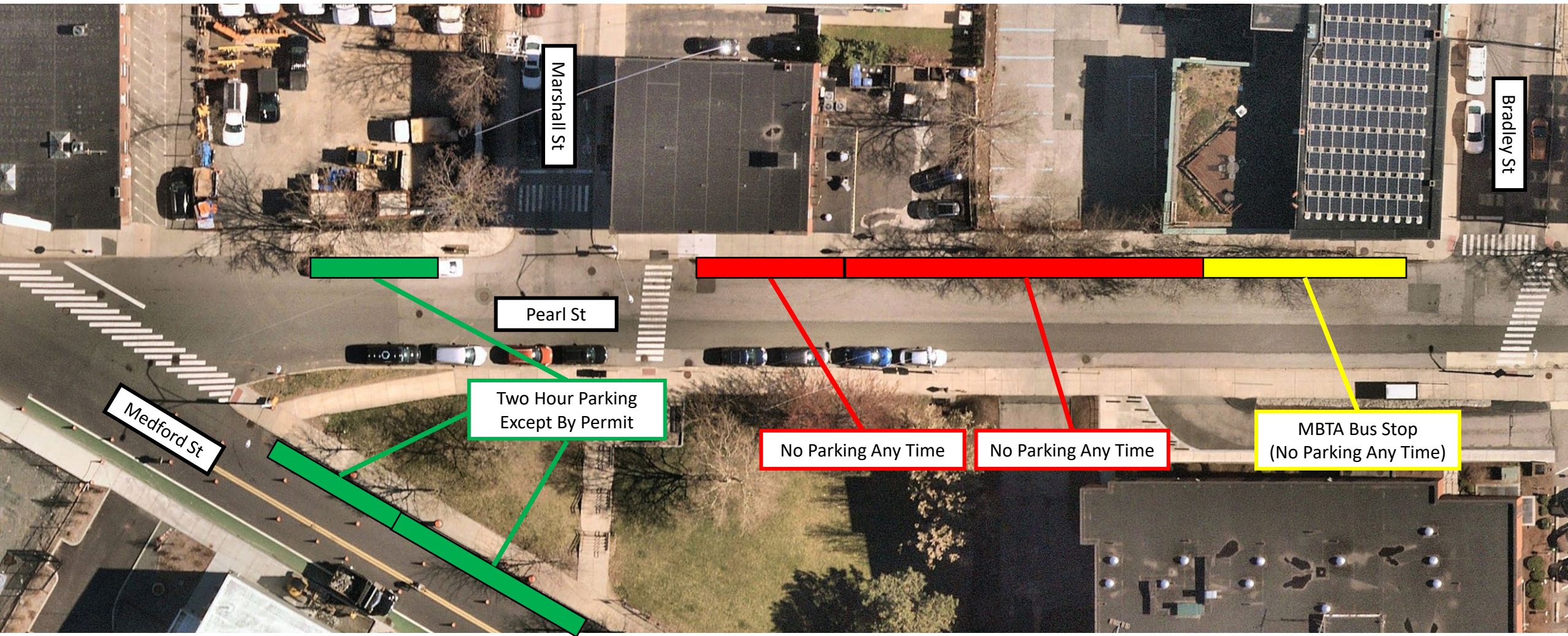
Western Pearl Street Reconstruction Project

Proposed Regulations – Walnut Street to Bradley Street (north side only)



Western Pearl Street Reconstruction Project

Existing Regulations – Bradley Street to Medford Street (north side only)



Bradley St

Marshall St

Pearl St

Medford St

Two Hour Parking
Except By Permit

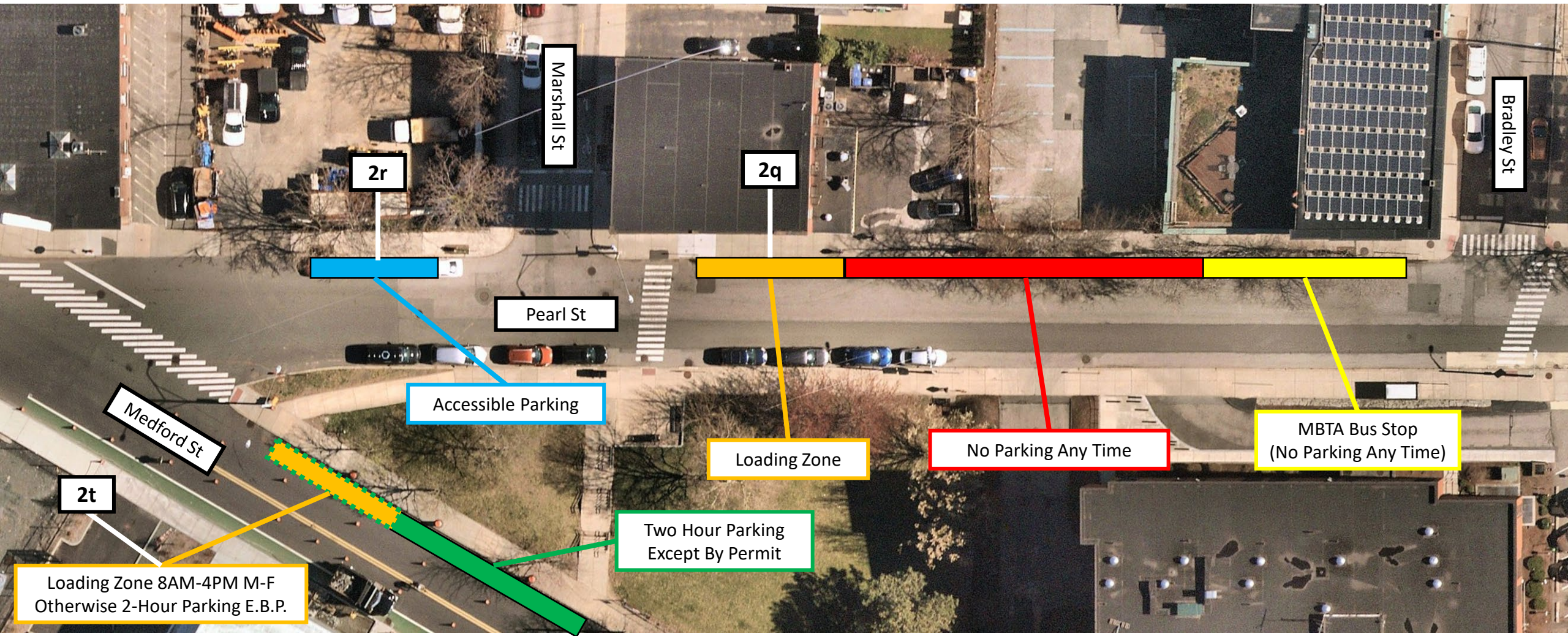
No Parking Any Time

No Parking Any Time

MBTA Bus Stop
(No Parking Any Time)

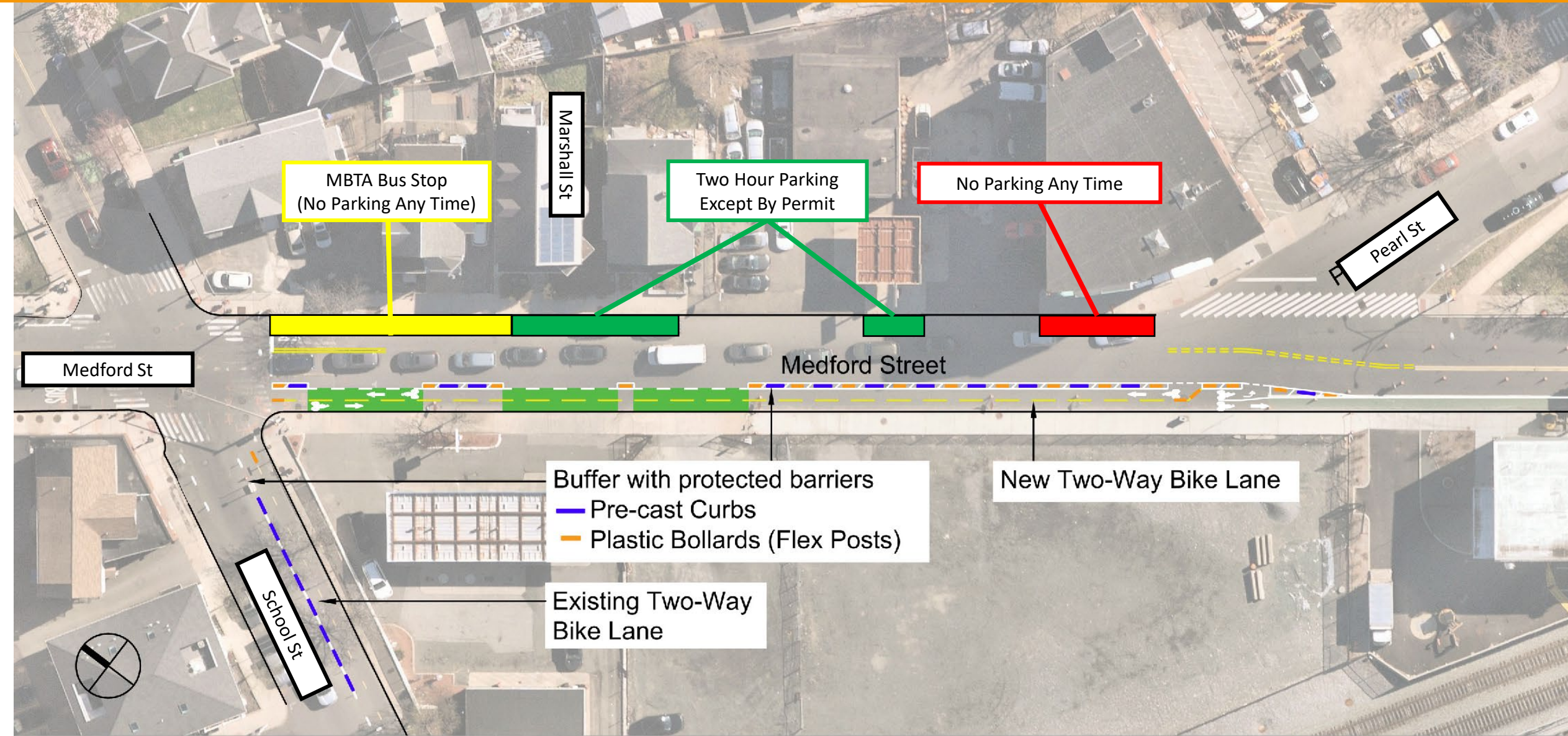
Western Pearl Street Reconstruction Project

Proposed Regulations – Bradley Street to Medford Street (north side only)



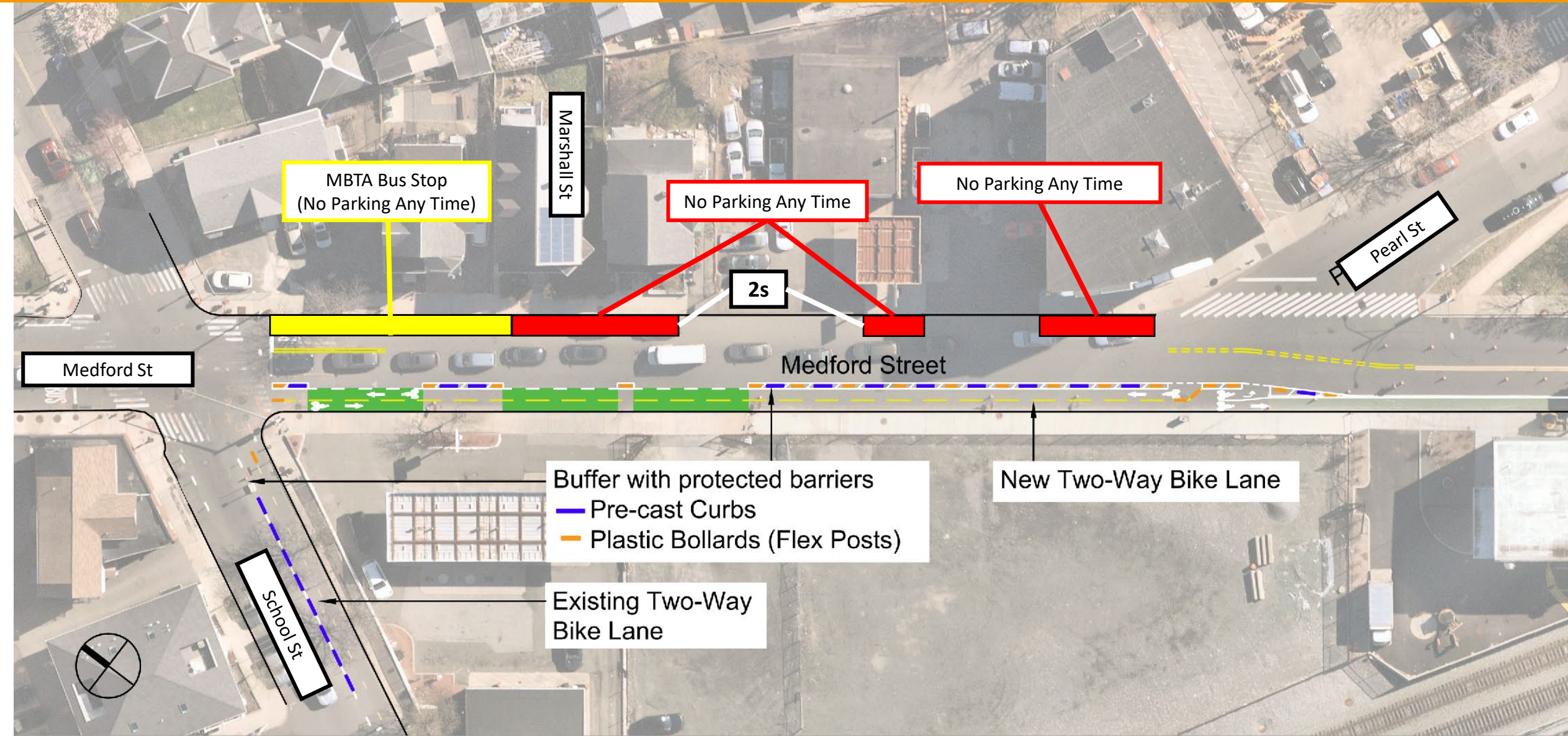
Medford Street Quick Build Bike Lanes

Existing Regulations – Pearl Street to School Street (north side only)



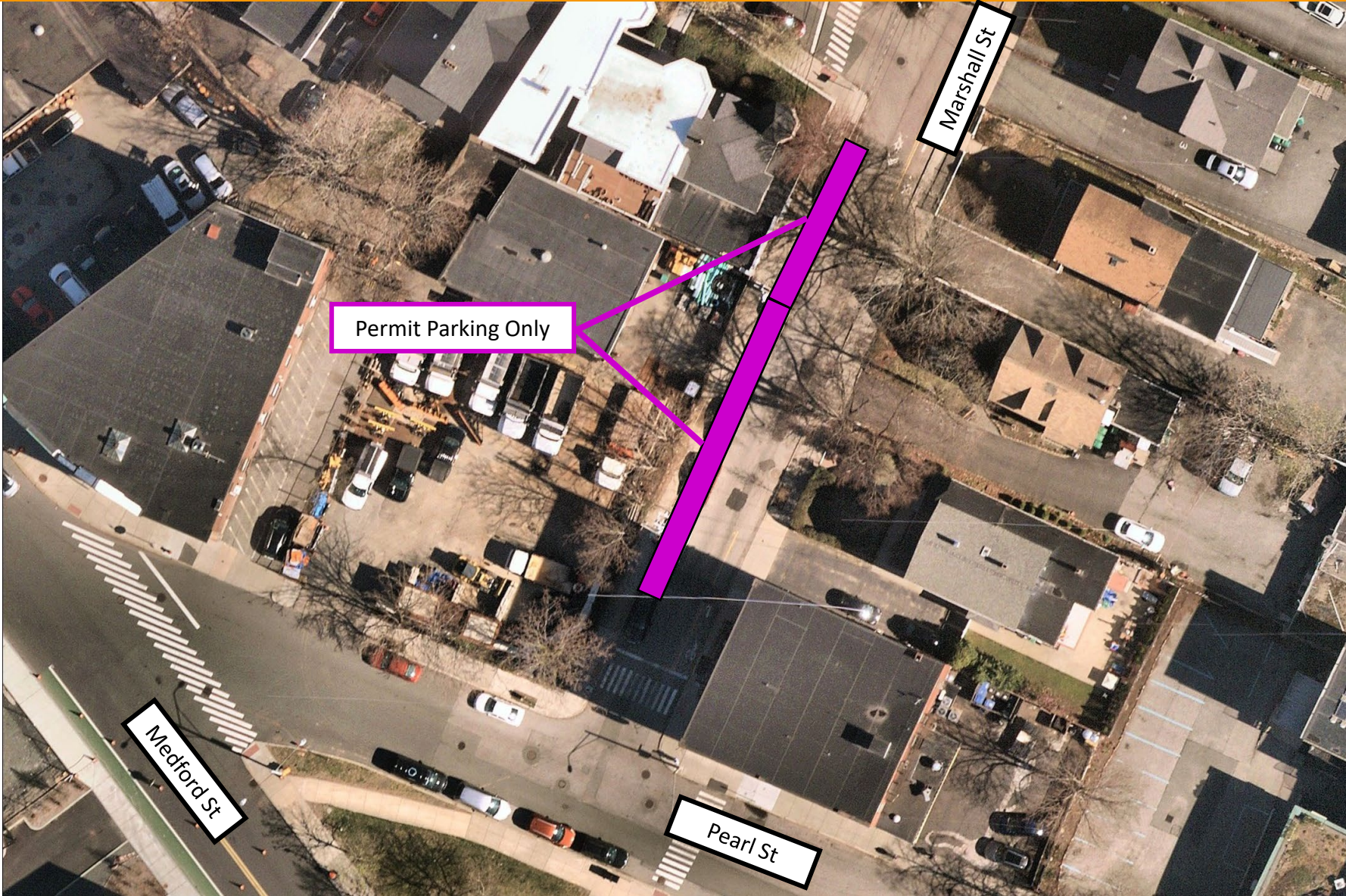
Medford Street Quick Build Bike Lanes

Proposed Regulations – Pearl Street to School Street (north side only)



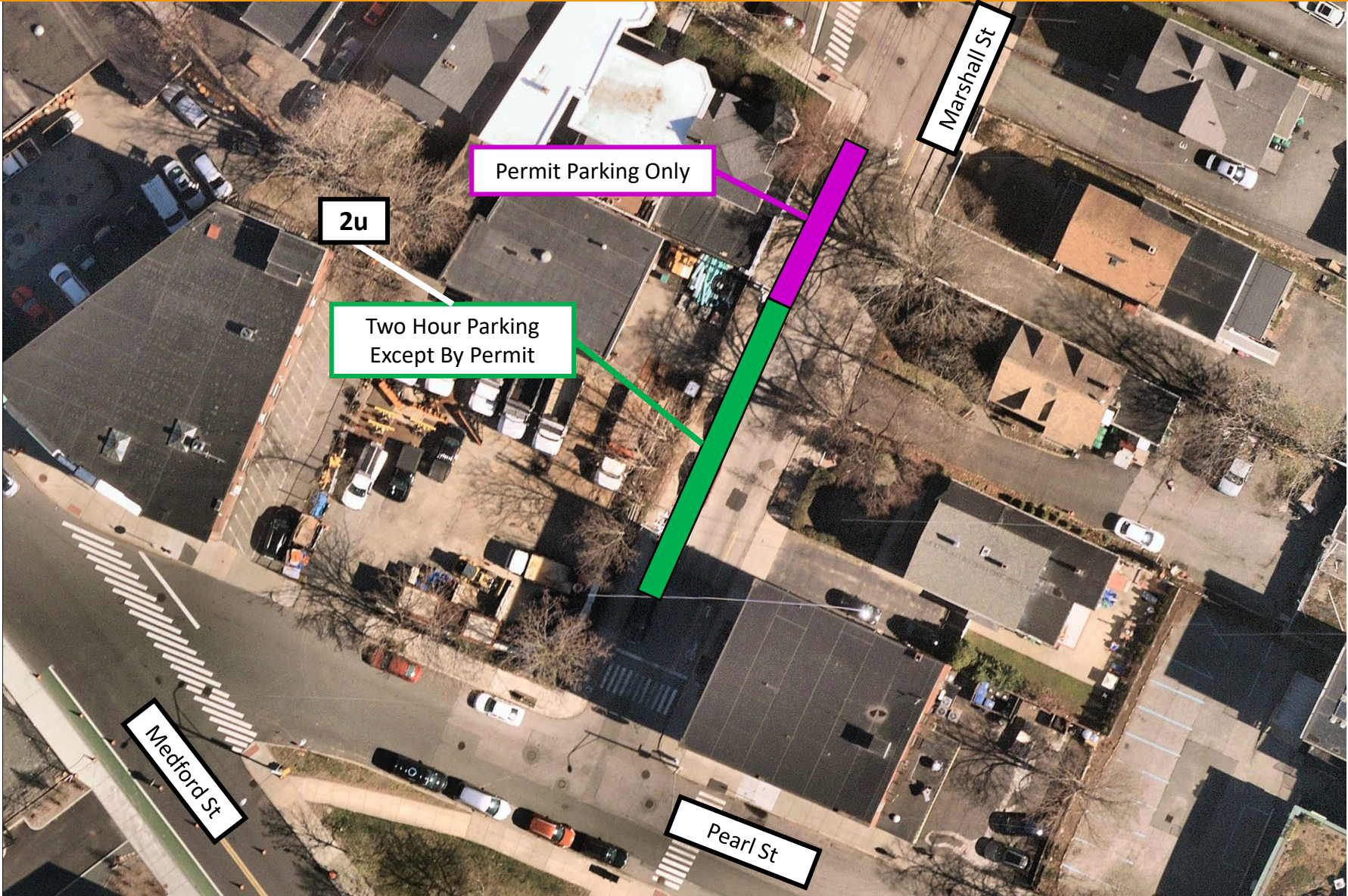
Western Pearl Street Reconstruction Project

Existing Regulations – Marshall Street at Pearl Street (west side only)



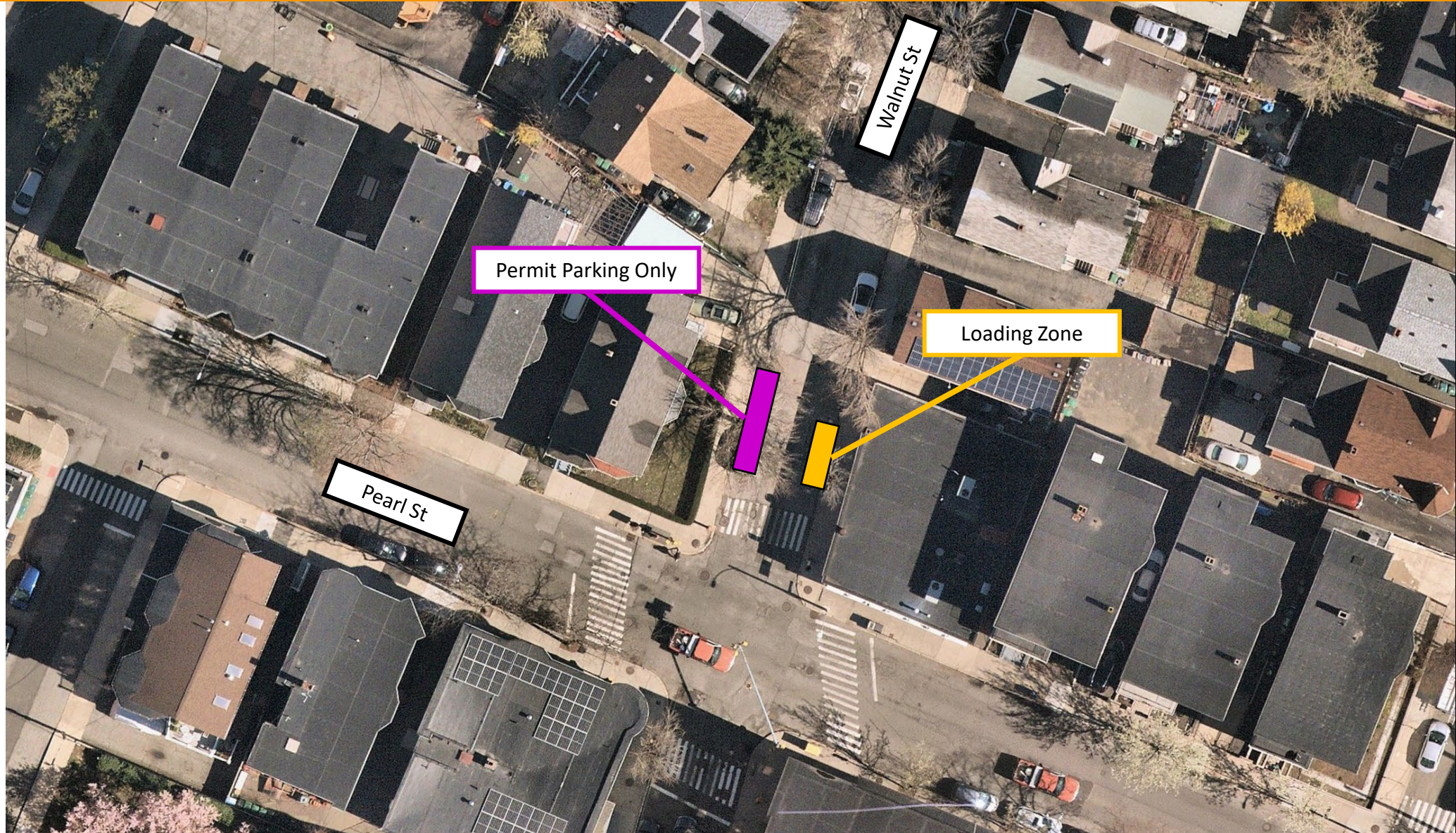
Western Pearl Street Reconstruction Project

Proposed Regulations – Marshall Street at Pearl Street (west side only)



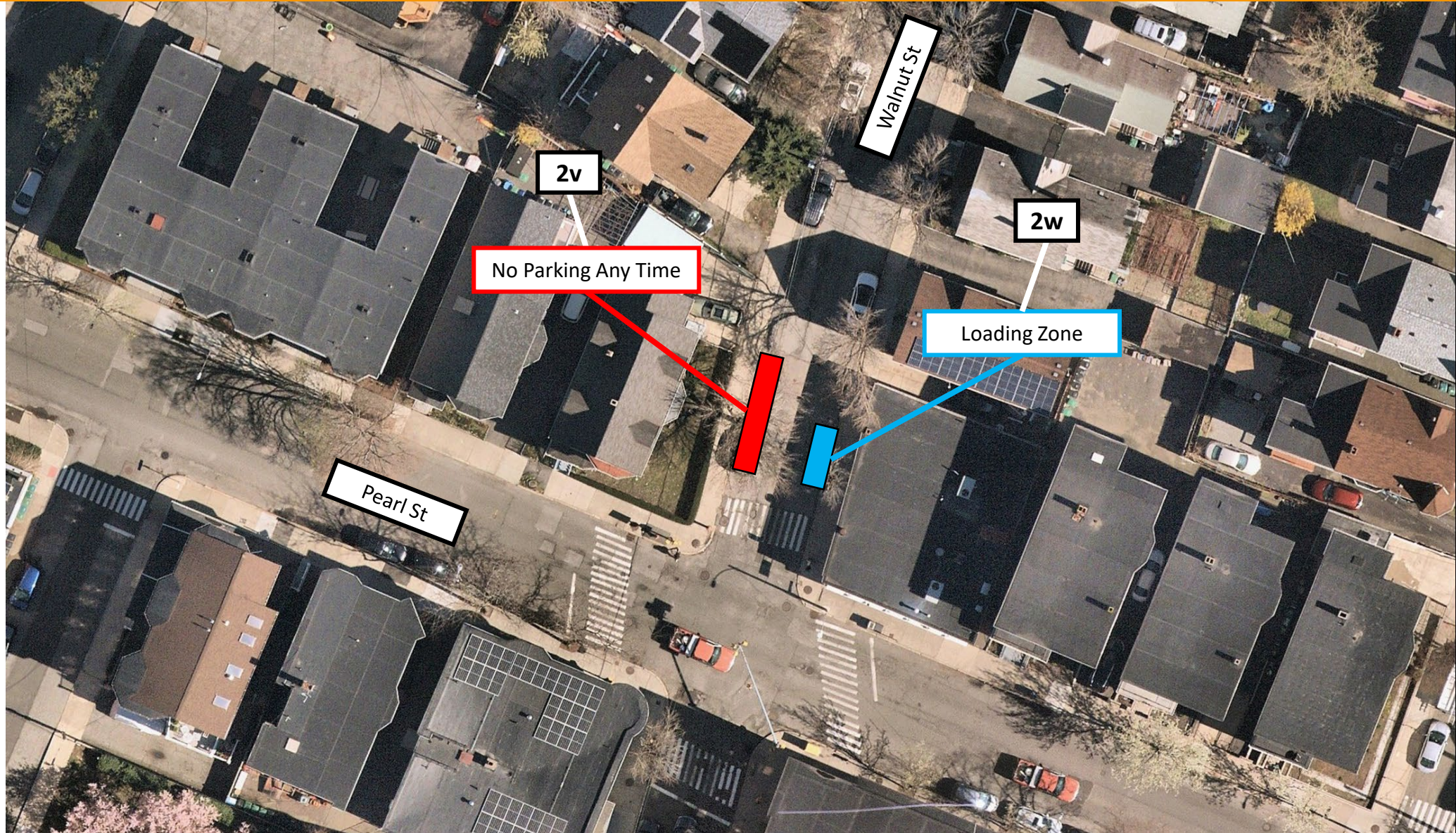
Western Pearl Street Reconstruction Project

Existing Regulations – Walnut St at Pearl Street (both sides)



Western Pearl Street Reconstruction Project

Proposed Regulations – Walnut St at Pearl Street (both sides)



Western Pearl Street Reconstruction Project

Existing Regulations – Jasper St at Pearl Street (west side only)



Western Pearl Street Reconstruction Project

Proposed Regulations – Jasper St at Pearl Street (west side only)



Western Pearl Street Reconstruction Project

Existing Regulations – Wesley St at Pearl Street (east side only)



Western Pearl Street Reconstruction Project

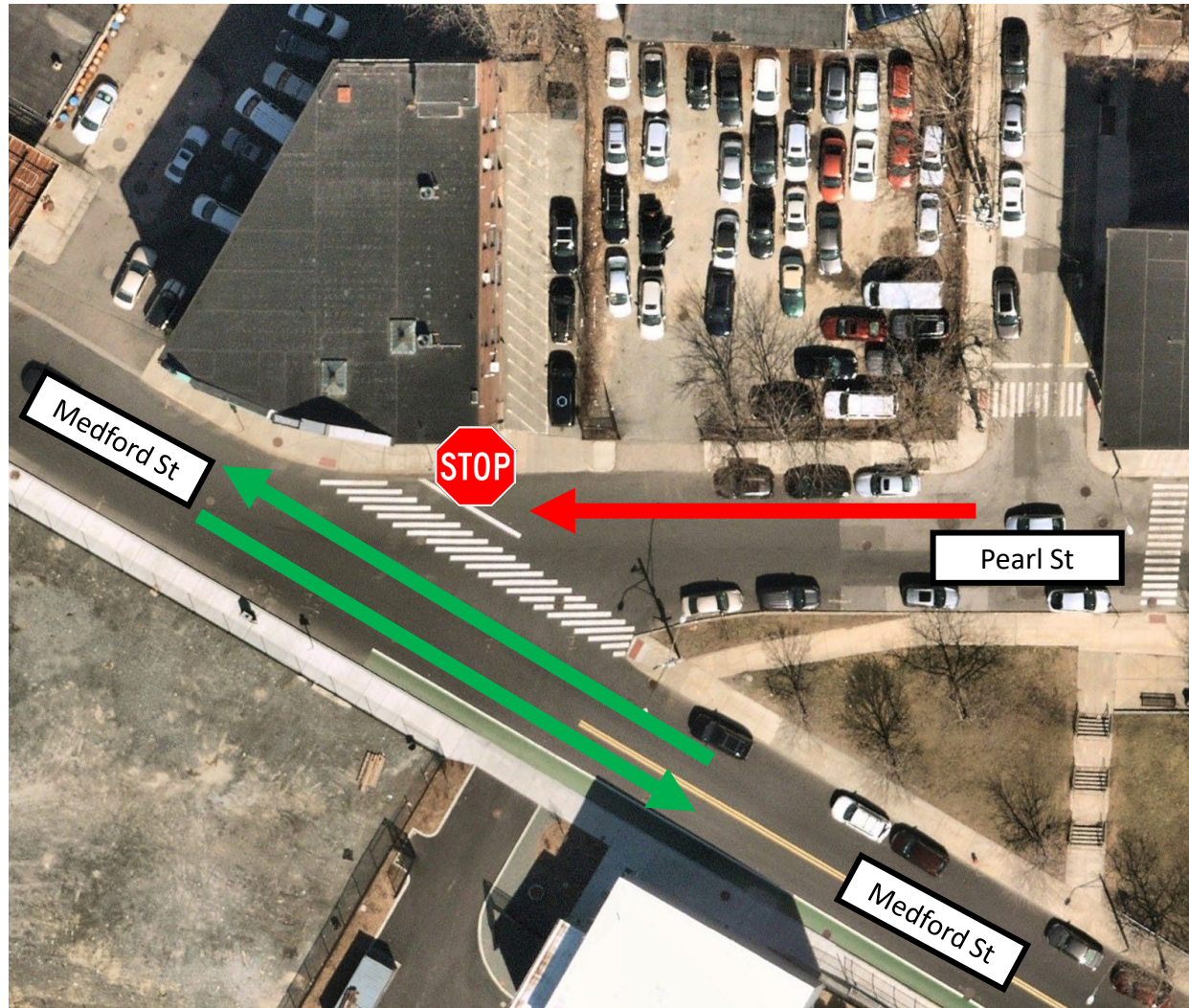
Proposed Regulations – Wesley St at Pearl Street (east side only)



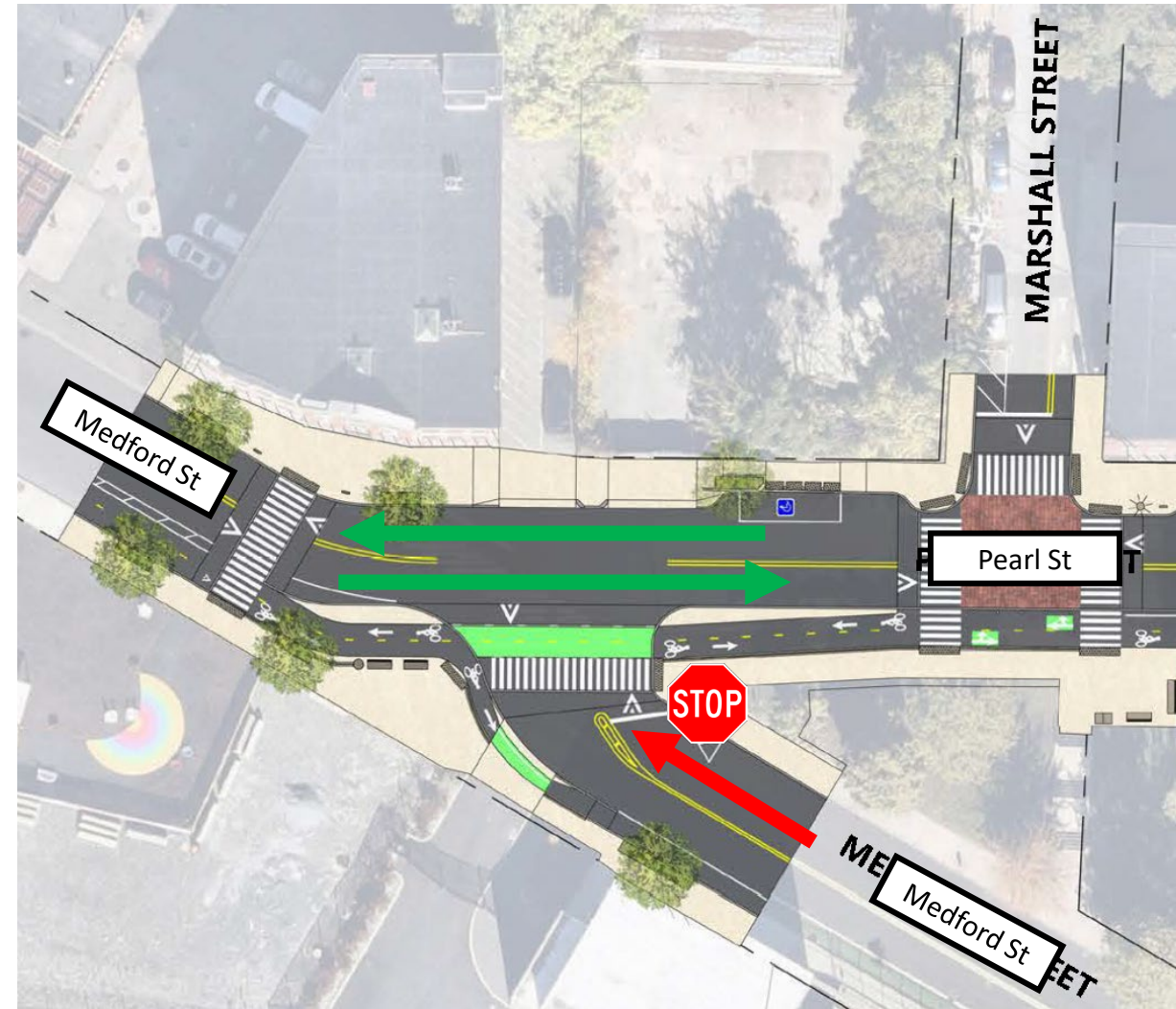
Western Pearl Street Reconstruction Project

Walnut St at Pearl Street – Intersection Traffic Control

Existing



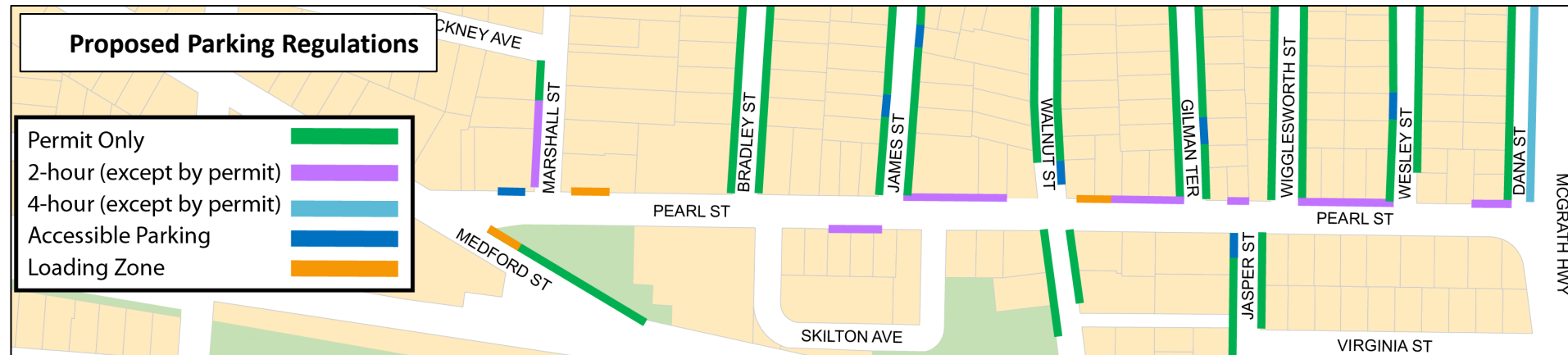
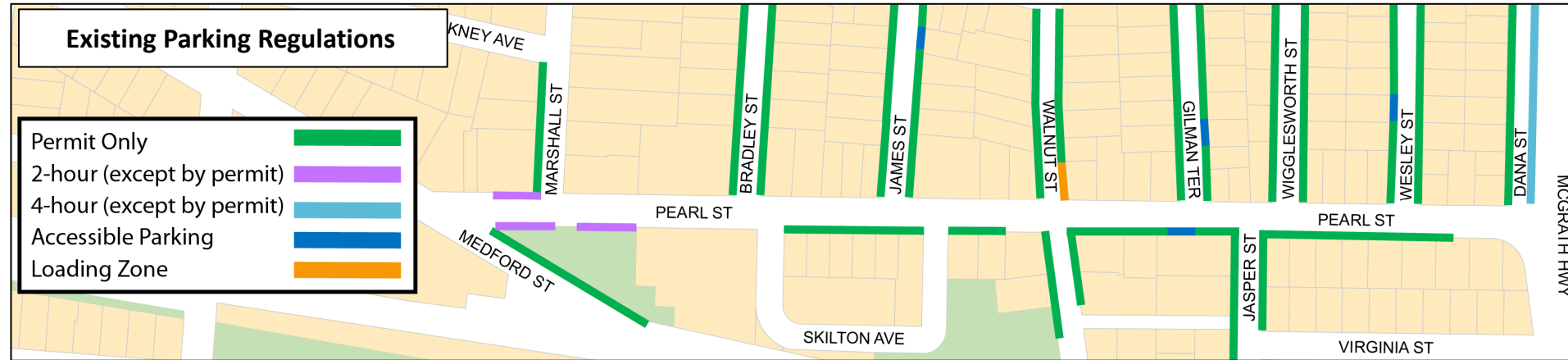
Proposed



Summary of Changes

Approx. Net Parking Change

- Western Pearl Street Reconstruction
 - Pearl Street: 9 fewer spaces (from 33 to 24)
 - Walnut Street: 2 fewer spaces
 - Wesley Street: 1 fewer space
- Medford Street Quick Build Bike Lanes
 - Medford Street: 4 fewer spaces





Thank You!

