



Pearl Street Reconstruction and Safety Improvements

Community Meeting #2

January 19, 2022

City of Somerville

Zoom Meeting Instructions

1. This meeting is being held in English and Spanish. To make sure we can hear all questions and answers, please select your language channel in the tool bar.
2. All participants will join Zoom with muted microphones.
3. Please rename yourself to include your first name and last name.
4. After the presentation, we will open the meeting to discussion. We will first answer questions that came in through the chat and then move to spoken comments.
5. You can send your written questions to the host through the chat box and the host will read them out loud during discussion.
6. To speak out loud during the discussion, please select the raise hand function
 - Find the button by clicking on the "Reactions" button in your toolbar, and a window will pop up with a "Raise Hand" button.
 - We will call on you when it is your turn and unmute your microphone.
 - If you are on the phone, you can use *9 to raise your hand
7. If you have any technical difficulties, contact Kate White via the chat box, kwhite@somervillema.gov or 617-366-7293

Welcome & Project Team

From the Mobility Division of the Office of Strategic Planning and Community Development:

- Kate White, Community Outreach Coordinator
- Brad Rawson, Director of Mobility
- Adam Polinski, Senior Planner

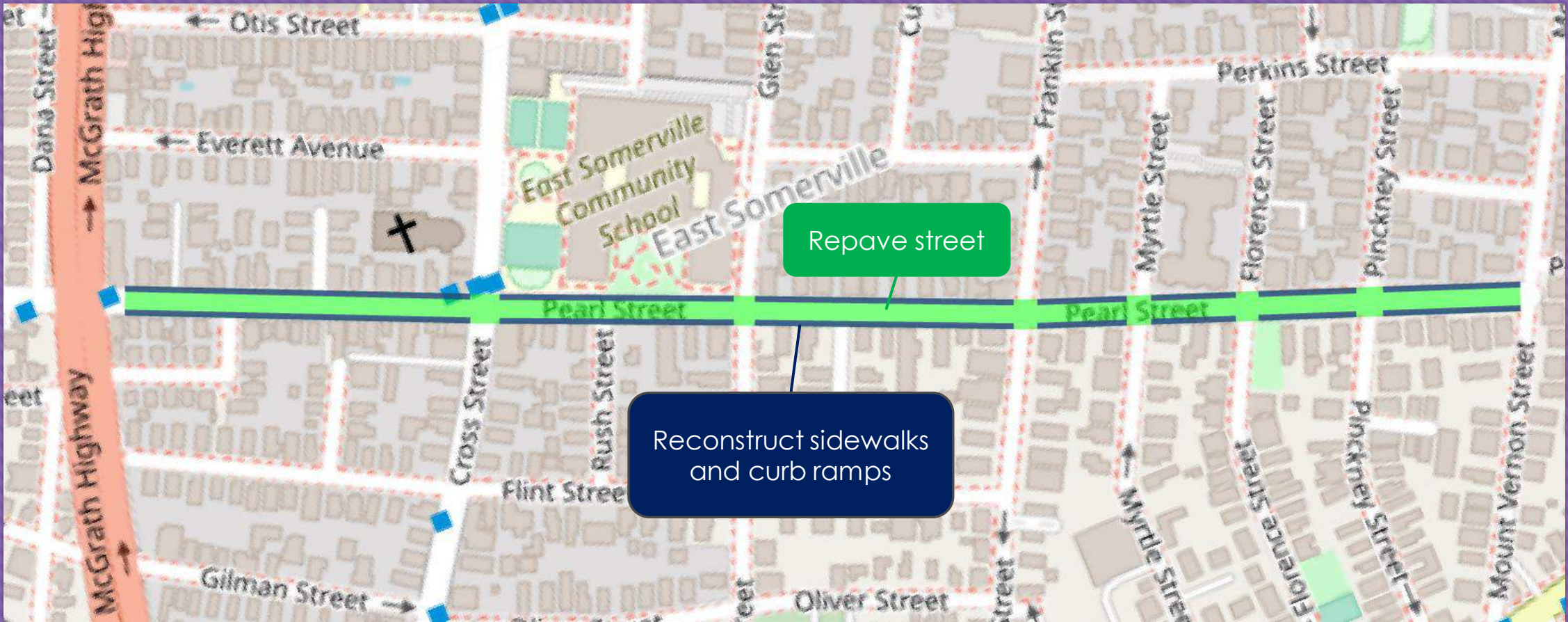
From the Department of Infrastructure and Asset Management:

- Brian Postlewaite, Director of Engineering

Agenda

- Project Overview
- Review of Feedback
- Street Design Proposal
- Discussion

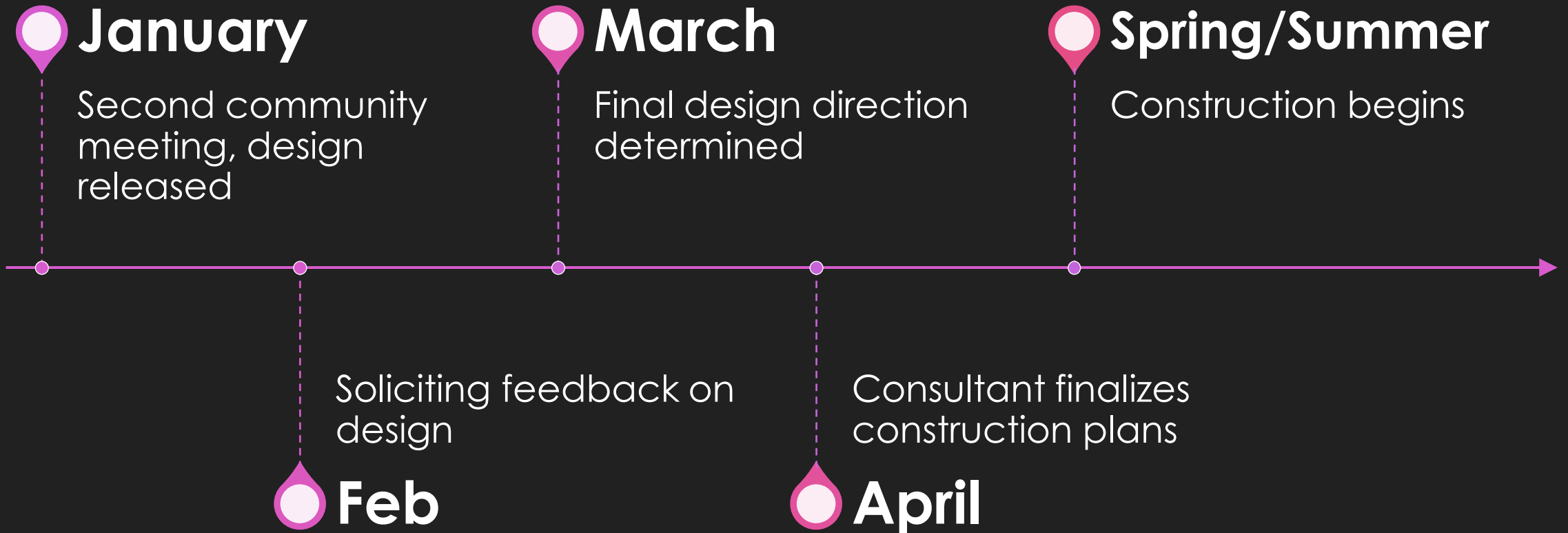
Project Overview



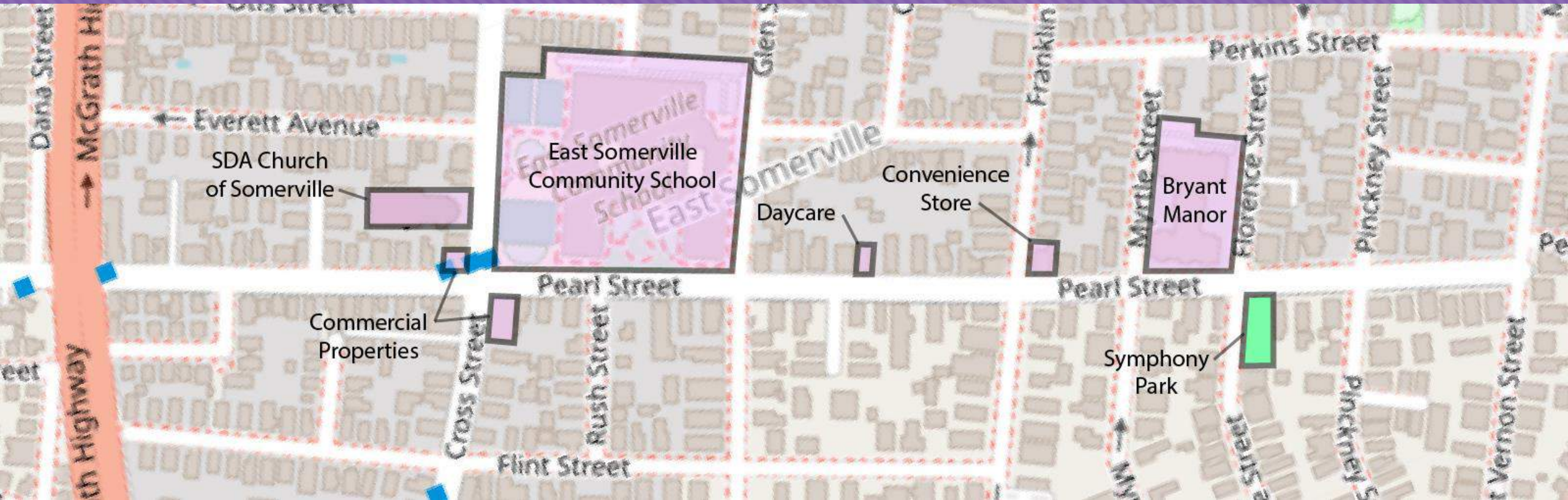
Project Scope Refresher

- **Limit of Work:** Pearl St from McGrath Hwy to Mt Vernon St
- **Scope:**
 - Construct accessible sidewalks/ramps, repave street (seen above)
 - Traffic safety improvements (discussed later in presentation)

Anticipated Project Timeline for 2022



Existing Conditions Data



- Staff have collected data on a number of topics to date, from abutting land uses and crash reports to curb ramp conditions and parking regulations
- More detailed information can be found in the first community meeting presentation as well as the appendix of this presentation

Existing Conditions Data

On-Street Parking Utilization
In and Around Pearl St
Overnight (5 am), Thu April 8, 2020

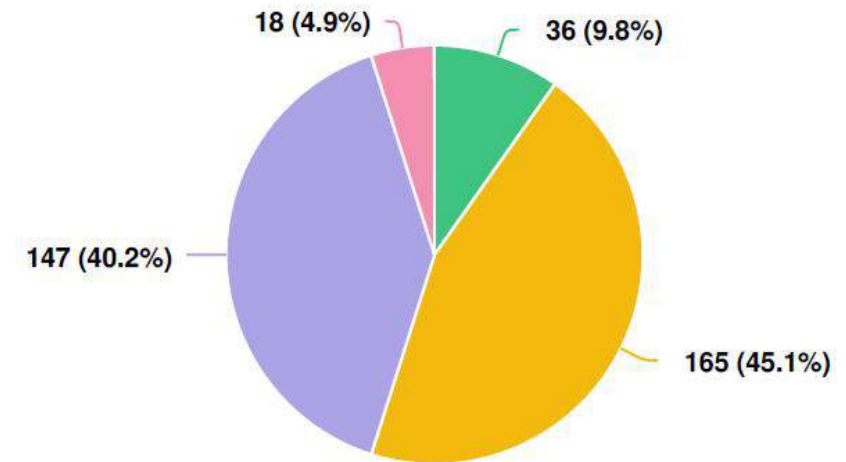


- Staff are also continuing to collect and analyze data on Pearl St
- Since the last community meeting, additional analysis has been done to better understand parking utilization and traffic volumes

Review of Feedback

Survey responses

- Survey launched in Summer 2021
- Survey available in Spanish, Portuguese, Haitian Creole, and Nepali
- 368 total responses



Question options

- On Pearl St
- In East Somerville, but not on Pearl St
- In Somerville, but not in East Somerville
- I don't live in Somerville

Travel patterns

	Typical pre-pandemic commute of people who took the Pearl St survey	Typical pre-pandemic commute of residents within ¼ mile of Eastern Pearl St based on census data	Transportation method of people entering the Pearl St at Cross St intersection during the morning rush hour (August 2021)*
Walking	7%	8%	9%
Biking	27%	5%	2%
Driving/Carpool	36%	51%	62%
Bus	7%	11%	27%
Train	12%	22%	-

*Count assumes 1.1 people per bike, 1.1 people per motor vehicle, and 20 people per bus

Top 5 transportation related concerns

1. Street asphalt in poor condition (56%)
2. Feels unsafe as a cyclist (38%)
3. Drivers speeding (33%)
4. Sidewalks in poor condition (25%)
5. Street is too narrow (22%)



Potential improvements



- Improve safety at existing crosswalks (90%)
- Decrease speeding (87%)
- Create a greener street (86%)
- Improve safety for people biking (80%)
- Improve amenities at bus stops (78%)

Survey Response Summary



- High concern for safety of children traveling to East Somerville Community School (ESCS)
- Desire for continuous separated bike lanes
- Poor sidewalk and roadway pavement quality
- High amount of speeding safety concerns
- School pick up and drop off double parking
- Major pedestrian safety issues at intersections
- On-street parking demand stress

Non-Survey Feedback

- 311 comments
 - Cut through traffic
 - Stop sign requests
 - Speed hump requests
 - Pothole notifications
 - Bus delay
- Direct Mobility Feedback
 - Speeding
 - Pedestrian Safety
 - Repaving the street



How has the community to date affected the design?

- Based on what we've heard, we've determined that the priorities for this project are:
 - Improving sidewalk, curb ramp and asphalt conditions
 - Reducing speeding and improving pedestrian safety
 - Managing curb use demands, particularly around the East Somerville Community School



What else influences the design?



CITY OF SOMERVILLE

Joseph A. Curtatone
Mayor

**AMERICANS
WITH DISABILITIES ACT
TITLE II TRANSITION PLAN**



SOMERVISION2040

Sustainability • Diversity • Opportunity • Connectivity • Community

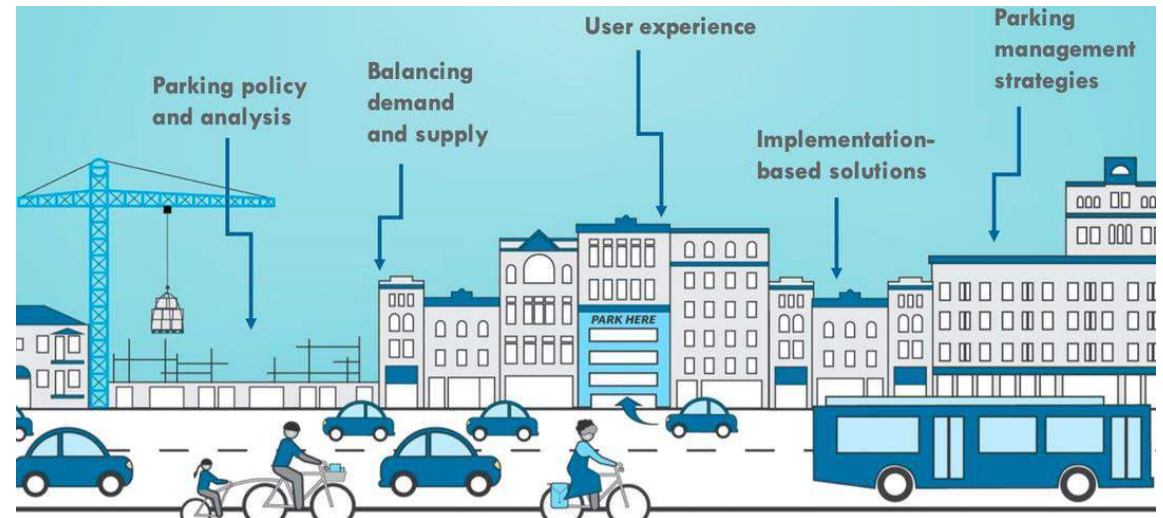


In addition to community input, the above long-range plans play a role in all street design projects in Somerville

What else influences the design?



[Bike Network Plan](#)



[Citywide Parking and Curb Use Study](#)

Once finalized, the above long-range plans will also factor into the design process

Street Design Proposal

Proposed Pearl St Design Treatments



**Speed
Humps**



**Curb
Extensions**



**Neighborhood
Traffic Circles**



**Raised
Intersections**

Pearl St Existing Conditions – McGrath Hwy to Cross St

- Parking on both sides of street
- One travel lane in each direction
- Sidewalks and pavement in poor condition



Pearl St Proposed Design – McGrath Hwy to Cross St



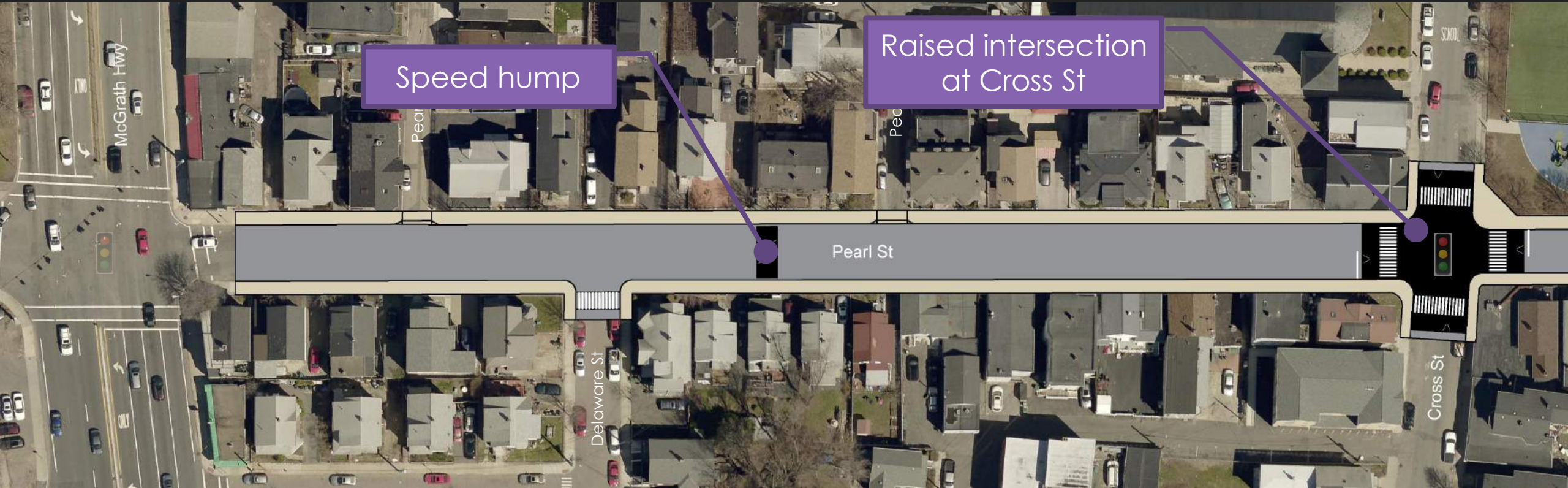
New sidewalks
(same width)
and curb ramps

Concrete across
private ways

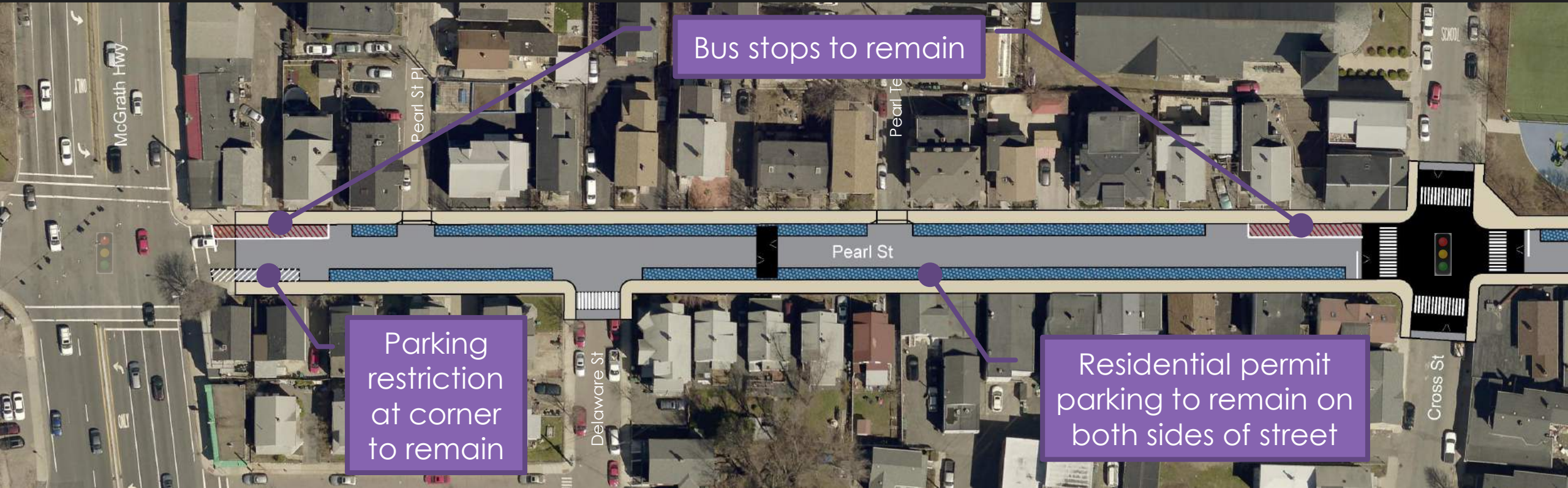
Pearl St Proposed Design – McGrath Hwy to Cross St



Pearl St Proposed Design – McGrath Hwy to Cross St



Pearl St Proposed Design – McGrath Hwy to Cross St



Bus stops to remain

Parking restriction at corner to remain

Residential permit parking to remain on both sides of street

Pearl St Existing Conditions – Cross St to Glen St

- Parking on north side of street (ESCS side)
- One travel lane in each direction
- Sidewalks and pavement in poor condition



Pearl St Proposed Design – Cross St to Franklin St



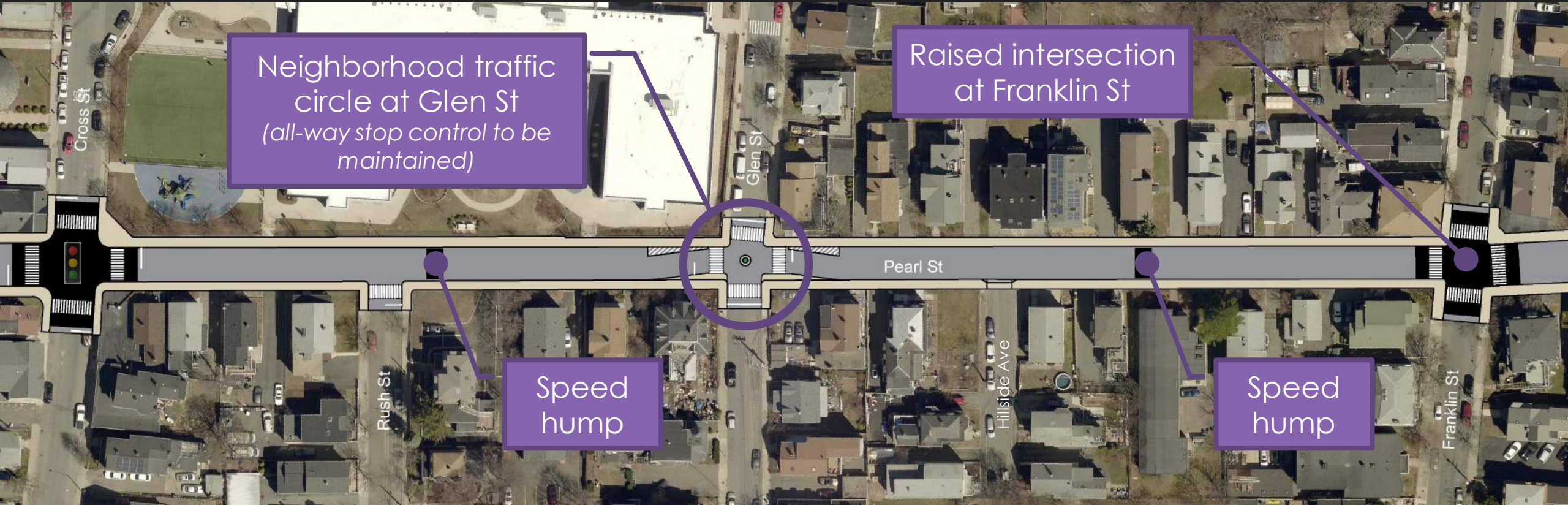
New sidewalks
(same width)
and curb ramps

Concrete across
private way

Pearl St Proposed Design – Cross St to Franklin St



Pearl St Proposed Design – Cross St to Franklin St



Neighborhood traffic circle at Glen St
(all-way stop control to be maintained)

Raised intersection at Franklin St

Speed hump

Speed hump

Pearl St Proposed Design – Cross St to Franklin St



Residential parking to remain on north side of street

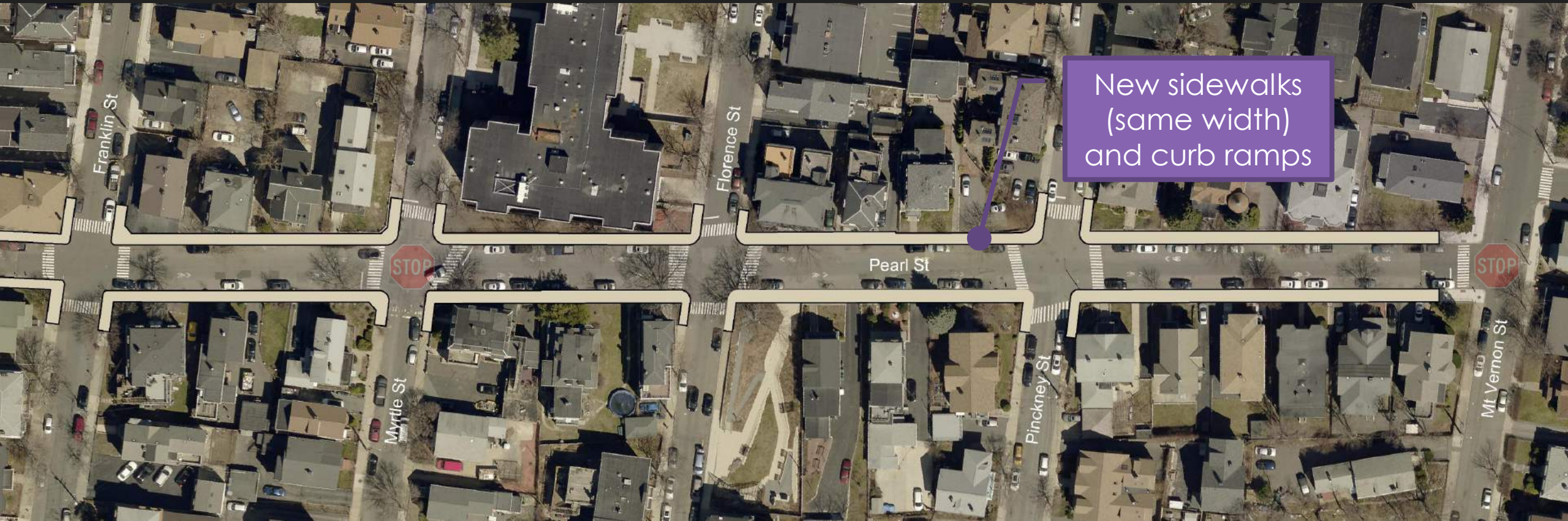
Parking restricted on approaches to Glen St to accommodate traffic circle

Pearl St Existing Conditions –Franklin St to Mt Vernon St

- Parking on both sides of street
- One travel lane in each direction
- Sidewalks and pavement in poor condition



Pearl St Proposed Design –Franklin St to Mt Vernon St

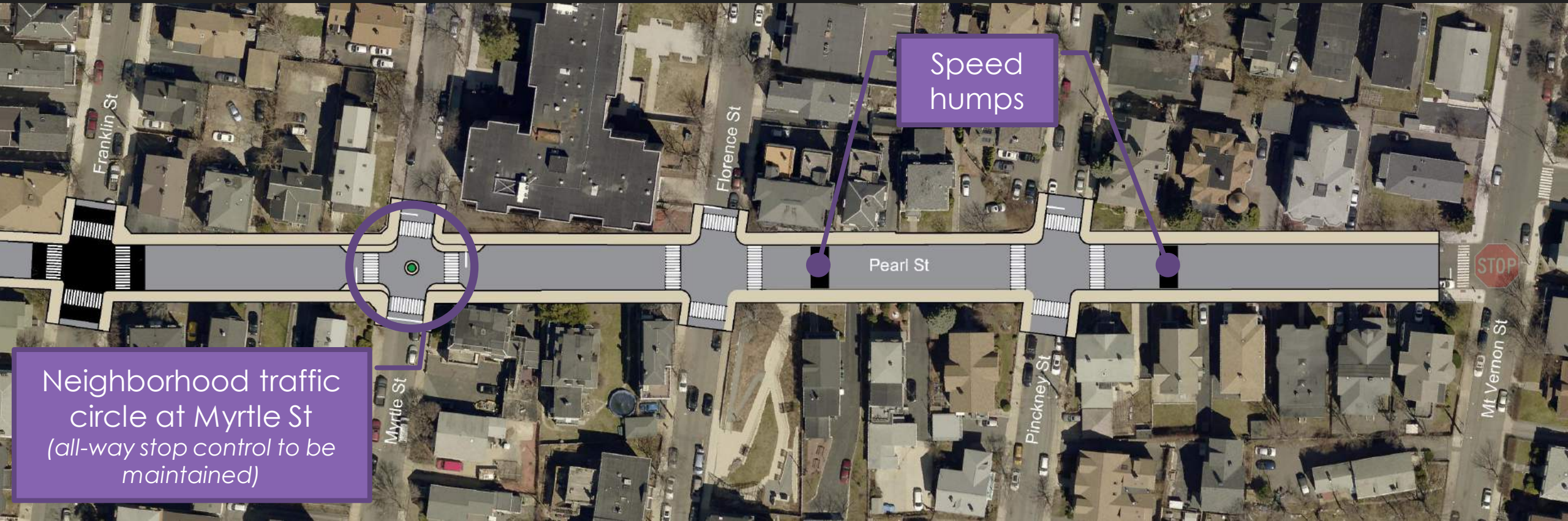


New sidewalks
(same width)
and curb ramps

Pearl St Proposed Design –Franklin St to Mt Vernon St



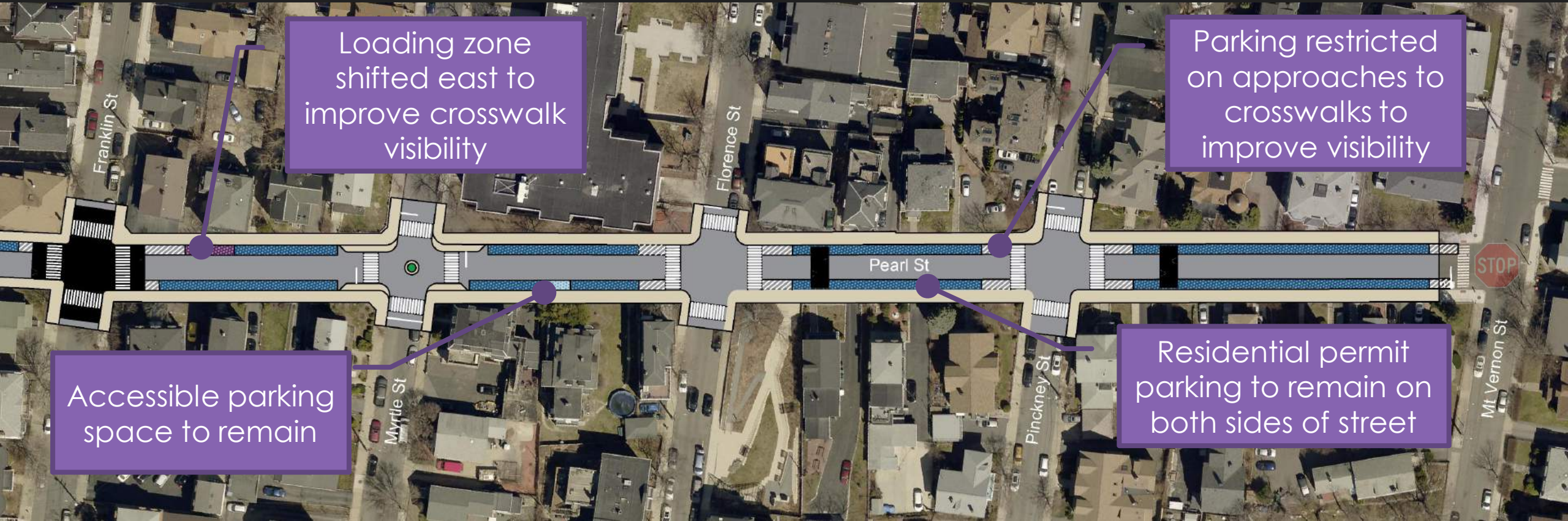
Pearl St Proposed Design –Franklin St to Mt Vernon St



Speed humps

Neighborhood traffic circle at Myrtle St
(all-way stop control to be maintained)

Pearl St Proposed Design –Franklin St to Mt Vernon St



Loading zone shifted east to improve crosswalk visibility

Parking restricted on approaches to crosswalks to improve visibility

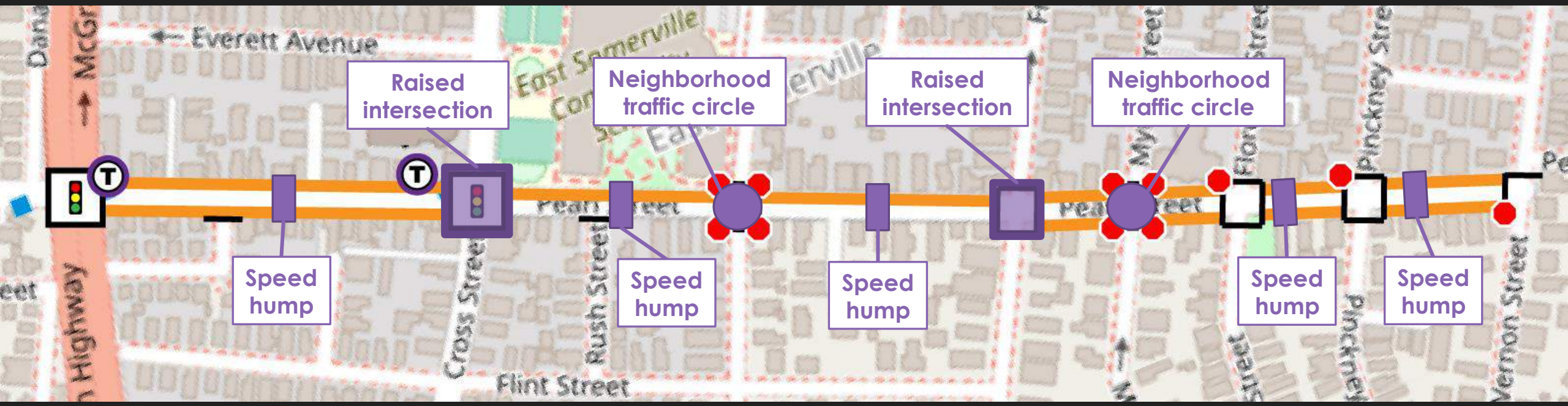
Accessible parking space to remain

Residential permit parking to remain on both sides of street

Existing Conditions Summary



Proposed Design Summary



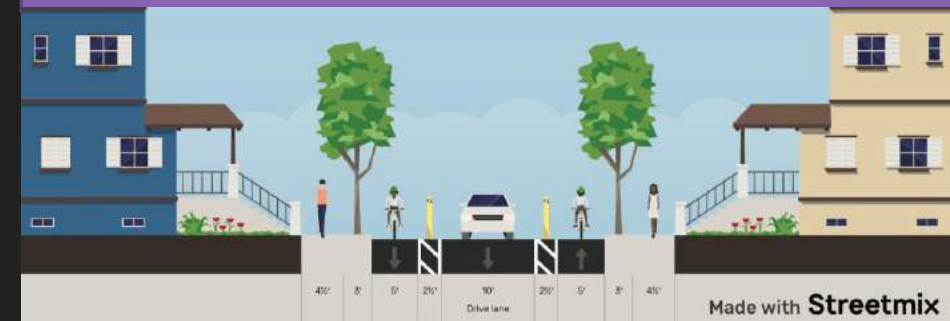
What are we hoping to achieve with this project?

- Rehabilitate sidewalks and curb ramps
- Reduce midblock speeding through the installation of speed humps
- Slow vehicles and improving pedestrian visibility at major crossing locations
- Prioritize the safety of children walking to the East Somerville Community School
- Allow flexibility for more fundamental changes to Pearl St in the future

What future opportunities exist for Pearl St?

- As noted earlier in the presentation, there was some interest in continuous protected bike lanes (PBLs) along Pearl St. However, the section of Pearl from Cross St to Franklin St is not wide enough to fit bike lanes in both directions without one-waying the street – even if all of the parking is removed
- While this design does not preclude the installation of continuous bike lanes along Pearl St at a later date, they cannot be installed at this time without one-waying Pearl St and undertaking a full analysis of the East Somerville street network
- If PBLs on Pearl St are identified as a priority by the neighborhood and through the Bike Network Plan process, the City could consider taking on such an analysis

Pearl St (Cross to Franklin)
One-Way with PBLs Concept



Pearl St (McGrath to Cross)
One-Way with PBLs and Parking Concept



Discussion

Initial Feedback Poll (optional, 5 min)

- Go to **www.menti.com** and use the code **1913 5026**

If you have any technical difficulties, contact Kate White either via the chat box, by email at kwhite@somervillema.gov, or by phone at 617-366-7293

Chat Questions (20 min)

- Input your questions into the zoom chat box. The host will read the questions out loud.

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Spoken Questions and Comments (30 min)

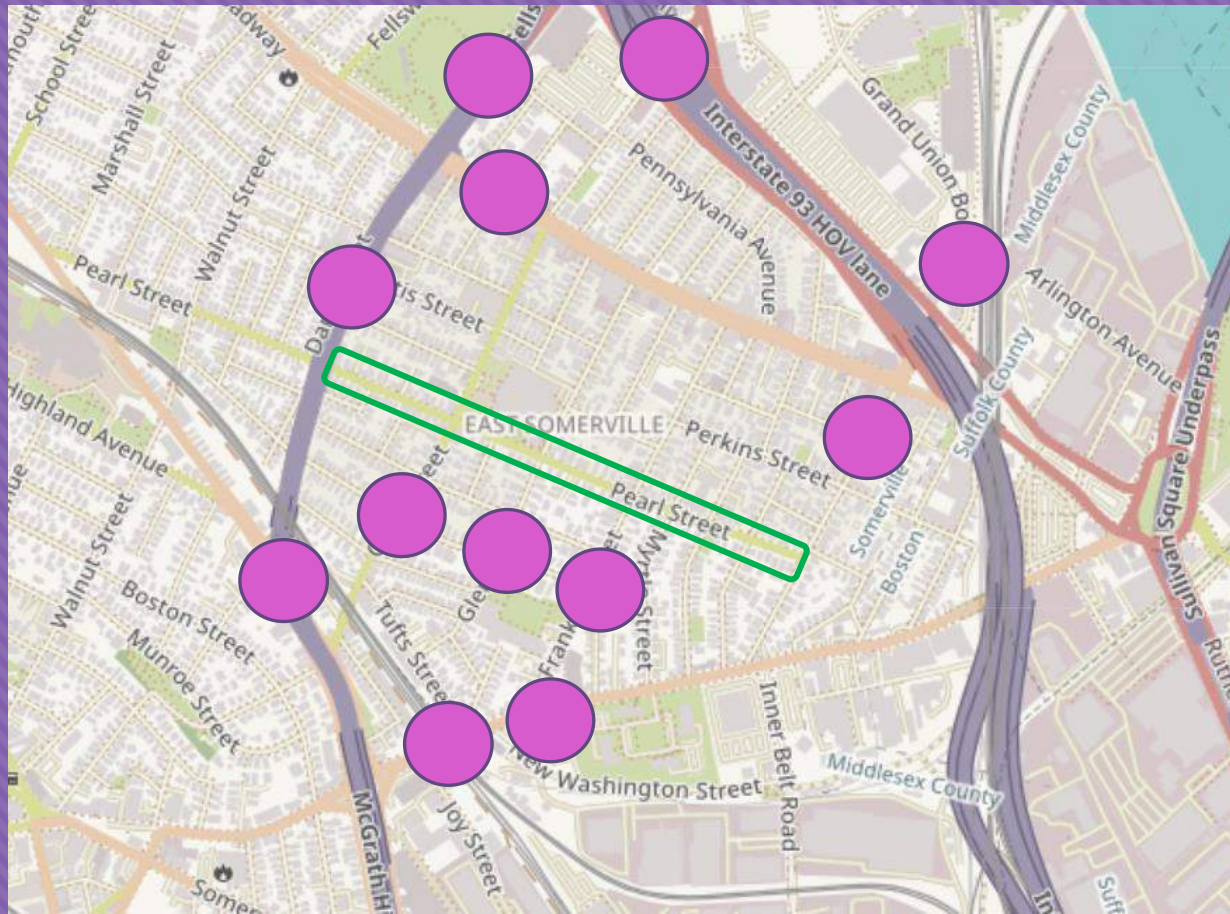
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Next steps

- SURVEY: Visit the project website (somervillema.gov/pearlstreet) and fill out the online survey (paper copies available)
- QUESTIONS: Email us at transportation@somervillema.gov
- CONSTRUCTION ALERTS: Construction begins this spring/summer, for construction updates go to somervillema.gov/alerts

Appendix

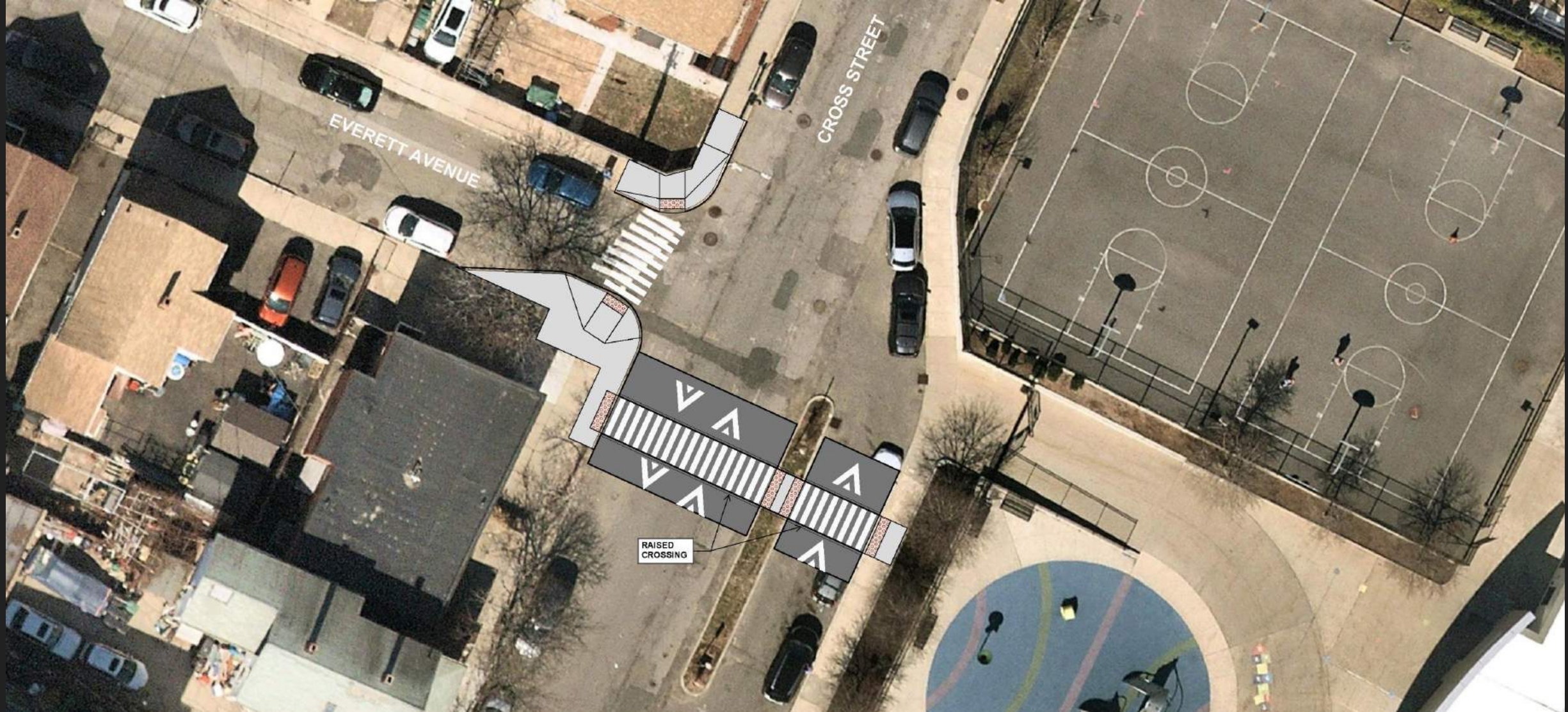


Legend

-  Pearl Street Project
-  Other current projects

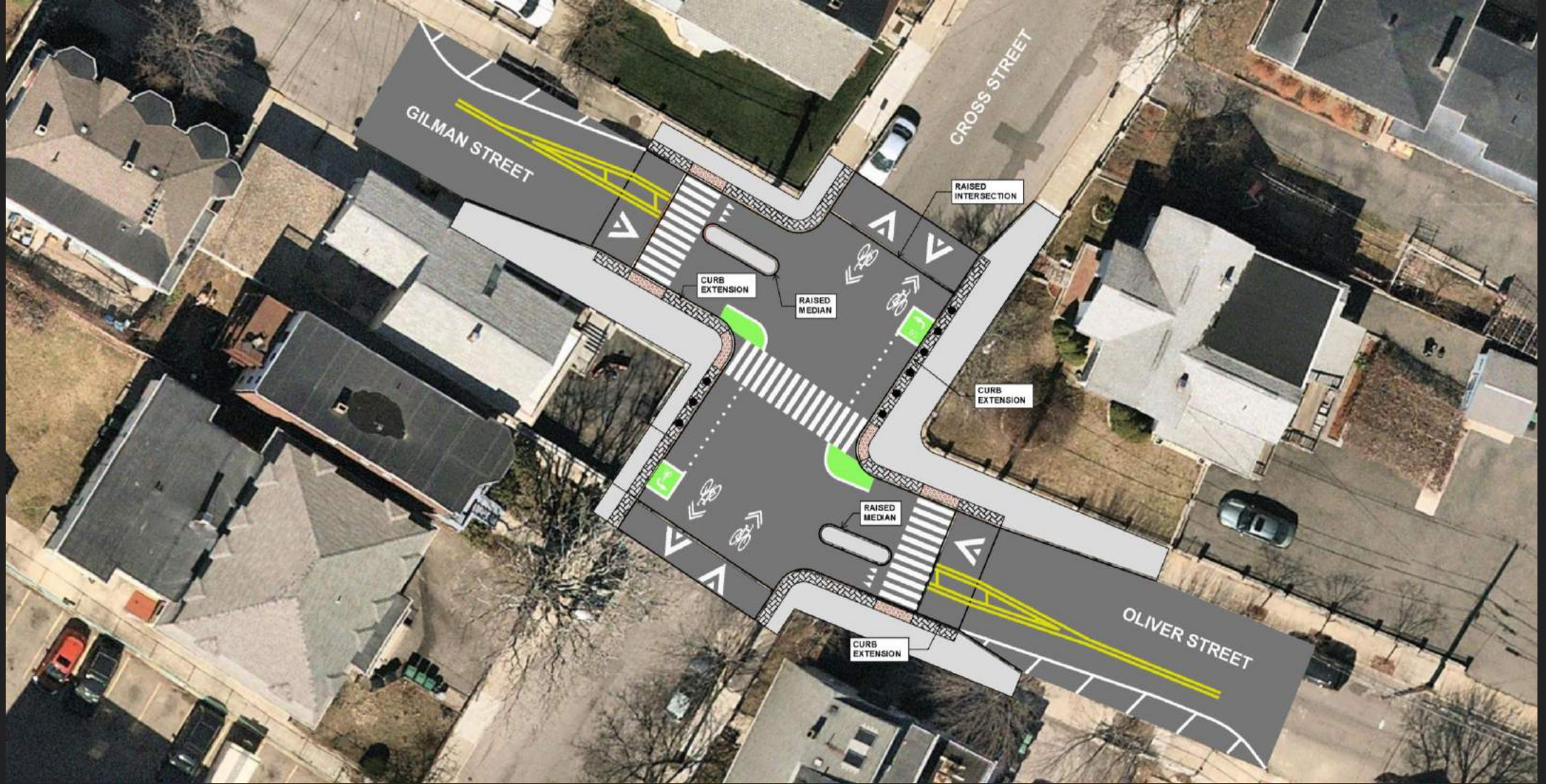
Safety Projects Upcoming in East Somerville

- State roads: McGrath, Mystic
- Local streets: Washington, Broadway, Tufts, Cross, Glen, Franklin



Safety Projects Upcoming in East Somerville

- Cross St at Everett Ave – Raised Crosswalk



Safety Projects Upcoming in East Somerville

- Cross St at Gilman St and Oliver St – Raised Intersection

Full Scope of FY22 Street Construction Package

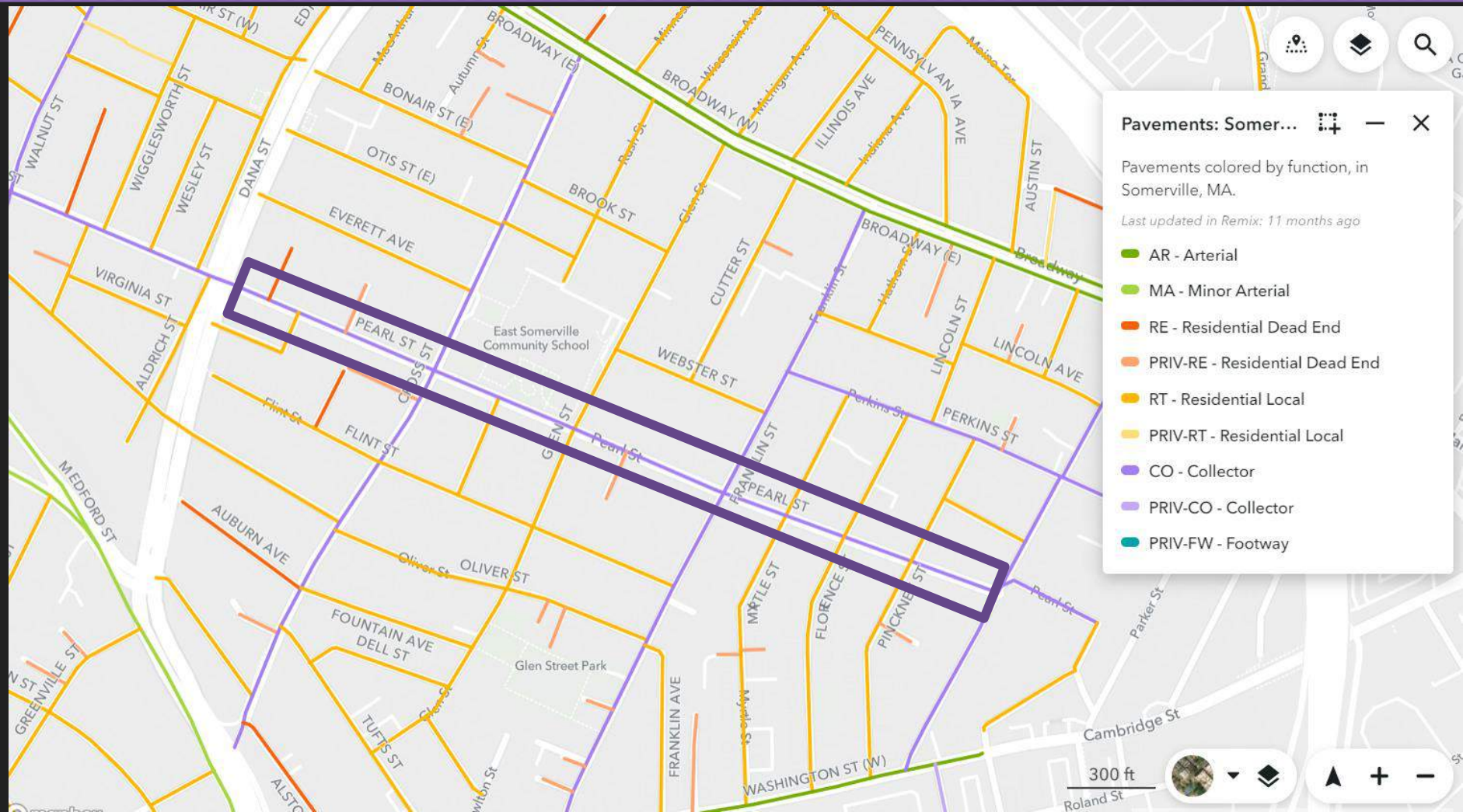
Street	From	To	Scope
Pearl St	McGrath	Mt Vernon	Complete Street

Street	From	To	Scope
Evergreen St	School St	Thurston Rd	Sidewalks
Garfield St	Broadway	Blake St	Sidewalks
Oakland St	School St	Marshall St	Sidewalks
Temple St	at Heath & Sewall		Intersection
Walnut St	at Gilman St		Intersection
Cross St	at Everett St		Intersection
Cross St	at Gilman St		Intersection
Oliver St	at Glen St		Intersection
Oliver St	at Franklin St		Intersection

Street	From	To	Scope
Dana St	Bonair	Pearl	Partial Paving
Edmands St	Broadway (E)	Bonair St (W)	Partial Paving
Mcgregor Ave	Wigglesworth St	Walnut ST	Partial Paving
Munroe St	Boston St	Walnut St	Partial Paving
Pearl St	Mt Vernon St	Crescent St	Partial Paving
Burnside Ave	Elm St	Summer St	Partial Paving
Conwell Ave	Curtis St	North St	Partial Paving
Langmaid	Broadway	Heath St	Partial Paving
Pleasant Ave	Walnut St	Vinal Ave	Partial Paving

Existing Conditions Street Network

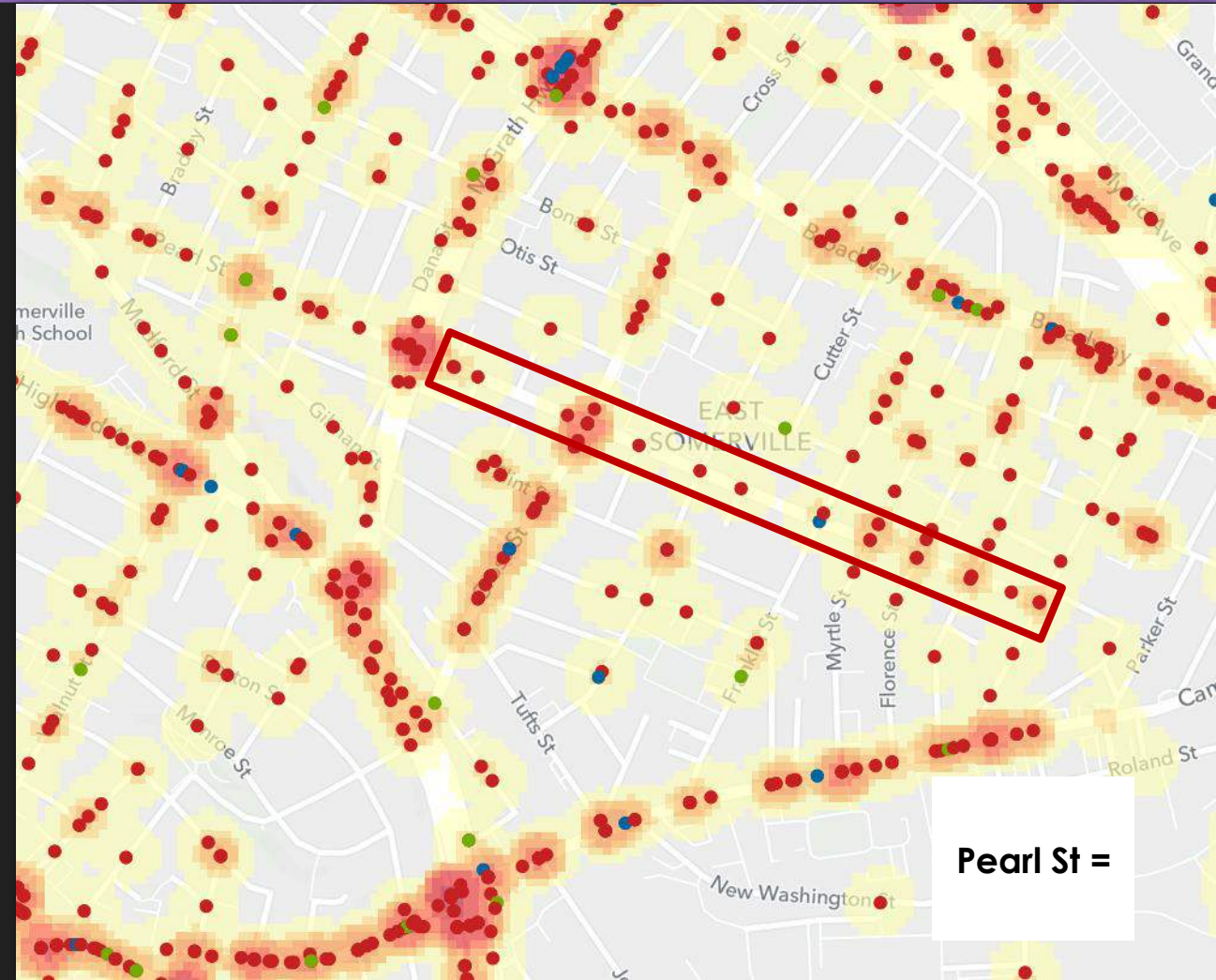
- Pearl St is considered a “collector” street, which means that it’s mainly used by people traveling to or from East Somerville
- This means that it’s busier than a lot of the smaller streets shown in orange, such as Everett Ave or Oliver Street, but not as busy as the streets shown in green like Broadway or Washington St



Existing Conditions

Crash Reporting

- There is a correlation between the street typology and the number of crashes that place
- While the wider and busier streets such as McGrath Hwy, Broadway, and Washington St have had a higher instance of crashes between 2014 and 2019, this stretch of Pearl St is not without traffic safety concerns



Existing Conditions

Crosswalk Curb Ramps

- While a handful of crosswalk ramps on Pearl St are in good condition, the majority are in need of reconstruction
- All crosswalk ramps on this section of Pearl St will be rebuilt to meet the latest ADA guidelines and provide an improved pedestrian experience



Existing Conditions Curb Regulations



○ To better understand Pearl St and the surrounding neighborhood, staff have spent dozens of hours walking the street to collect data on current curb regulations

○ This has allowed us to determine not just how many parking spaces currently exist on Pearl St and nearby streets, but what types of parking exist

Average Weekday Traffic Volumes on Pearl St, Aug 2021

Segment of Pearl St	Eastbound Vehicles (Towards Sullivan)	Westbound Vehicles (Towards Central Hill)	Vehicles in Both Directions	85 th Percentile Speed
Medford St to Walnut St	3298	2473	5771	27
Walnut St to McGrath Hwy	3966	2089	6055	25
McGrath Hwy to Cross St	1576	1456	3032	26
Cross St to Franklin St	1114	1090	2204	24
Franklin St to Mt Vernon St	1763	109	1872	24

Which Vision Zero Action Plan goals will the proposed design contribute to?

- Implement permanent physical infrastructure improvements to at least two major intersection (SD1.4)
- Install permanent physical traffic calming improvements at four locations on residential streets (SD2.4)
- Install quick-build or permanent physical improvements at three existing or new mid-block crosswalks (SD3.4)
- Rehabilitate at least two miles of sidewalk consistent with the City's ADA transition plan (SD4.2)
- Implement permanent physical safety or accessibility improvements at 3 bus stops (SD4.4)
- Implement permanent physical safety or accessibility improvements to at least one location within ¼ mile of a school (SD4.6)
- Reduce stopping in bike lanes and/or crosswalks at three known problem areas using one or more of the following strategies: new loading zones, increased separation, outreach to users & business owners, or new signage (SD7.3)