



**CITY OF SOMERVILLE, MASSACHUSETTS**  
***MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT***  
**KATJANA BALLANTYNE**  
**MAYOR**

THOMAS F. GALLIGANI, JR.  
EXECUTIVE DIRECTOR

Dear Maria,

Thank you for your efforts to submit a traffic calming petition to the City of Somerville. This letter is in response to your petition for Glen Street. It includes a summary of the City's findings and an explanation of next steps. In overview:

1. The City has decided to implement traffic calming on Glen Street. This is a decision supported by the Mobility Division's priority considerations.
2. The City plans to install speed humps, new pavement markings and other quick-build elements by November 2024.
3. The City aims to continue to reach out to community members through the Glen and Otis Street Neighborway projects as we work to install these traffic calming elements. To learn more about this project, please visit [www.somervillema.gov/glenandotis](http://www.somervillema.gov/glenandotis).

**Traffic Calming Background**

The traffic calming petition procedure is a community process intended to supplement the annual traffic calming prioritization done by the City. The process was established to empower residents to identify potential traffic safety issues on the street where they live. Every year, the City uses data that looks at speeding, vehicle volumes, and crash rates to identify locations for traffic calming installations. The City also prioritizes locations near schools, parks, community path crossings, and larger affordable housing development. Traffic calming is often implemented in pavement and sidewalk reconstruction projects through the City's [Pavement Resurfacing Program](#).

**Status of Your Petition**

The traffic calming petition process involves several steps, including:

- Acceptance and certification of petition
- Collection of data for your street
- Evaluation of that data

Following these steps, the City determines if traffic calming installations are warranted and what traffic calming tools are most appropriate.

The initial investigation and data collection for Glen Street has been completed. The next section of this letter will summarize the results.



**Traffic Calming Assessment Table**

The City uses several metrics to assess the general characteristics of streets and the potential viability of traffic calming measures. A second group of metrics helps document priority considerations. Each metric is assigned a “Yes” or “No” designation. Metrics and Glen Street’s scores are described in more detail below.

Metrics	Criteria	
<b>Traffic Calming Metrics</b>		
Prevailing Speeds	85 <sup>th</sup> percentile speed exceeds 20 mph	No (0)
Street Width	Paved width of street does not exceed 40 feet	Yes (1)
Minimum Traffic Volume	Average Daily Traffic of at least 800 vehicles per day	Yes (1)
Public Support	At least 33% of residents, or 9 residents, support petition.	Yes (1)
<b>Priority Considerations</b>		
Prevailing Speeds	85 <sup>th</sup> percentile speed exceeds 25 mph	No (0)
Adjacent Land Use	Street serves or is adjacent to a school, public space, senior center, affordable housing or building of worship.	Yes (1)
Neighborway	Street identified as Neighborway in Somerville’s Bicycle Network Plan	Yes (1)
<b>Totals</b>	<b>Metrics Met</b>	3/4
	<b>Priorities Met</b>	2/3

*Speed Data*

The City collects data on motor vehicle speeds and volumes using Automatic Traffic Recorder equipment placed on a street for a minimum of 48 hours. The “Prevailing Speed” metric is calculated based on 85<sup>th</sup> percentile speed of all vehicles recorded. This value represents the highest speed that the vast majority of vehicles achieve at a given location. For Glen Street, this speed was measured and observed to be 19.5mph for both segments north and south of Pearl Street. Detailed speed data for Glen Street are visualized in Figure 1

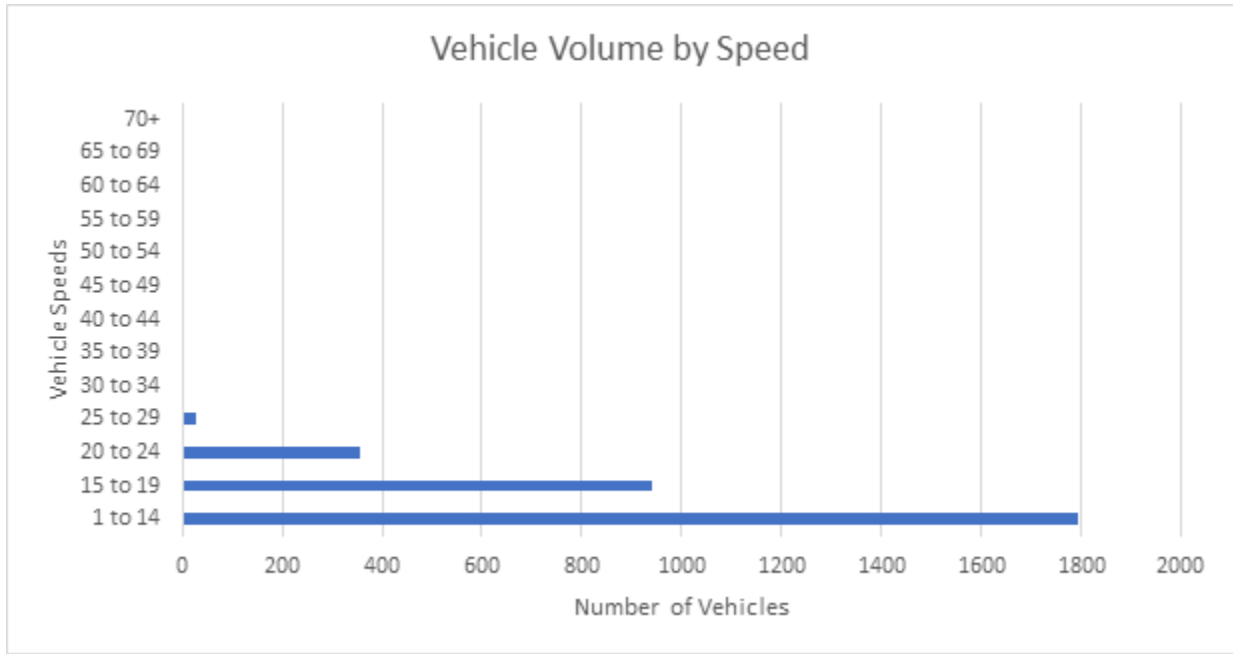


Figure 1: This chart shows vehicle speeds on Glen Street between Broadway and Pearl Street over the course of two days, broken down by five mile per hour speed bins. Most cars are travelling under 20 miles per hour.

When compared against other residential streets across Somerville, Glen Street’s speed data indicates a below average Prevailing Speed, meaning on average, cars travel more slowly on Glen Street compared to other residential streets measured in Somerville. Comparative speed data are visualized in Figure 2.

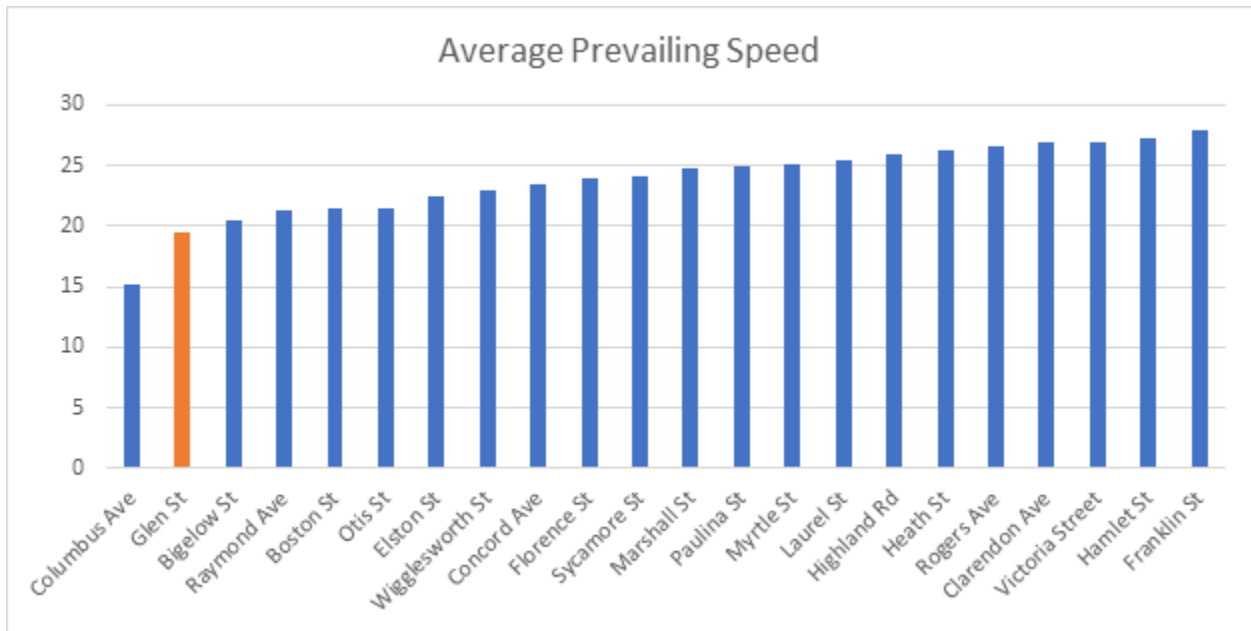


Figure 2: This chart shows the recorded average prevailing speeds for residential streets within our current Traffic Calming Cohort. The average prevailing speed across this cohort is 24.5 mph.

*Volume Data*

Somerville’s traffic calming program is also intended to limit the overall volume of motor vehicles traveling on a given street, since higher volume streets are typically associated with higher risk of crashes. Somerville’s traffic calming assessment includes a “Minimum Traffic Volume” metric of 800 vehicles per weekday.

For Glen Street, our Automatic Traffic Recorder data indicate an average daily volume of 1,360 vehicles on a typical weekday across both segments. The segment of Glen Street between Broadway and Pearl Street had a higher average volume, of 1,562 vehicles per day. During the busiest hour of the two-day period, we recorded 426 vehicles between Broadway and Pearl Street. Detailed volume data for Glen Street are visualized in Figure 3.

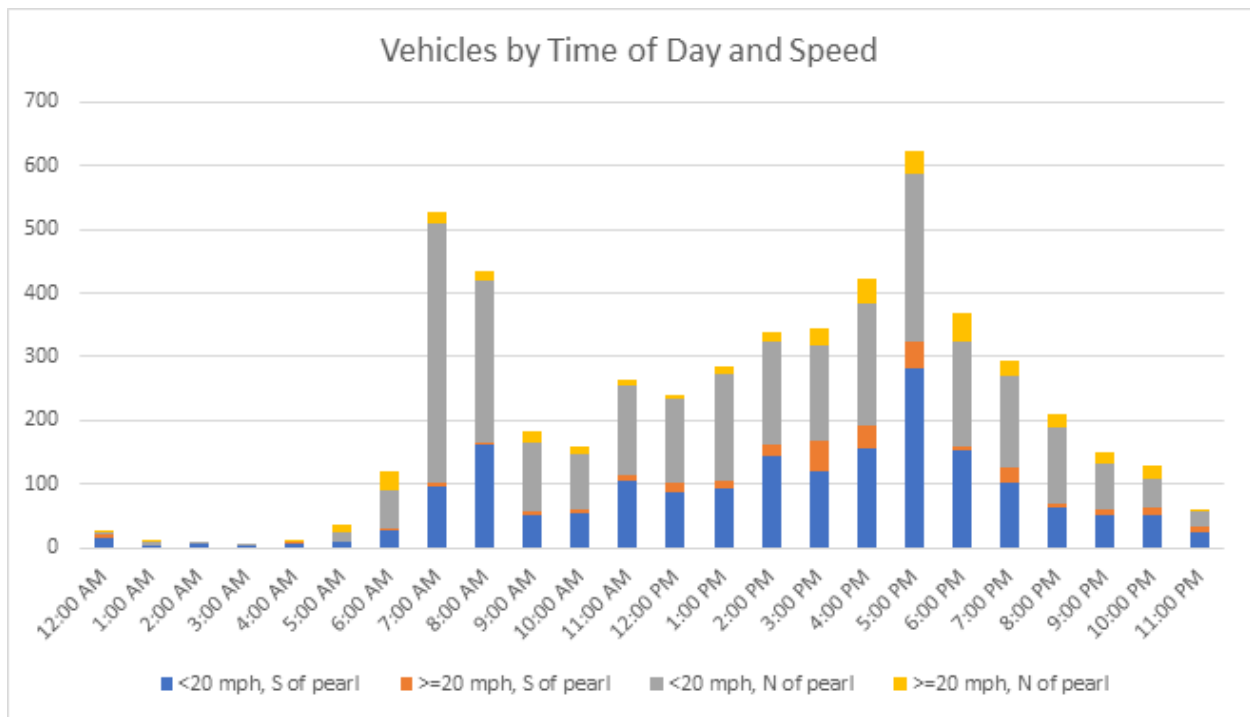


Figure 3. Traffic volumes on Glen Street over the course of two days by the number of vehicles counted each hour. In this graph, orange indicates total vehicles traveling over 20 mph while blue indicates vehicles traveling under 20 mph. Please note the total number of vehicles with speeds recorded is lower than the total number of vehicles reported on a corridor as it is not always possible to record a speed on every vehicle that travels the street due to issues such as queuing/bunching of cars.

When compared against other residential streets across Somerville, Glen Street’s volume data indicate an above average daily traffic volume for one-way local streets. Comparative volume data from residential streets are visualized in Figure 4.

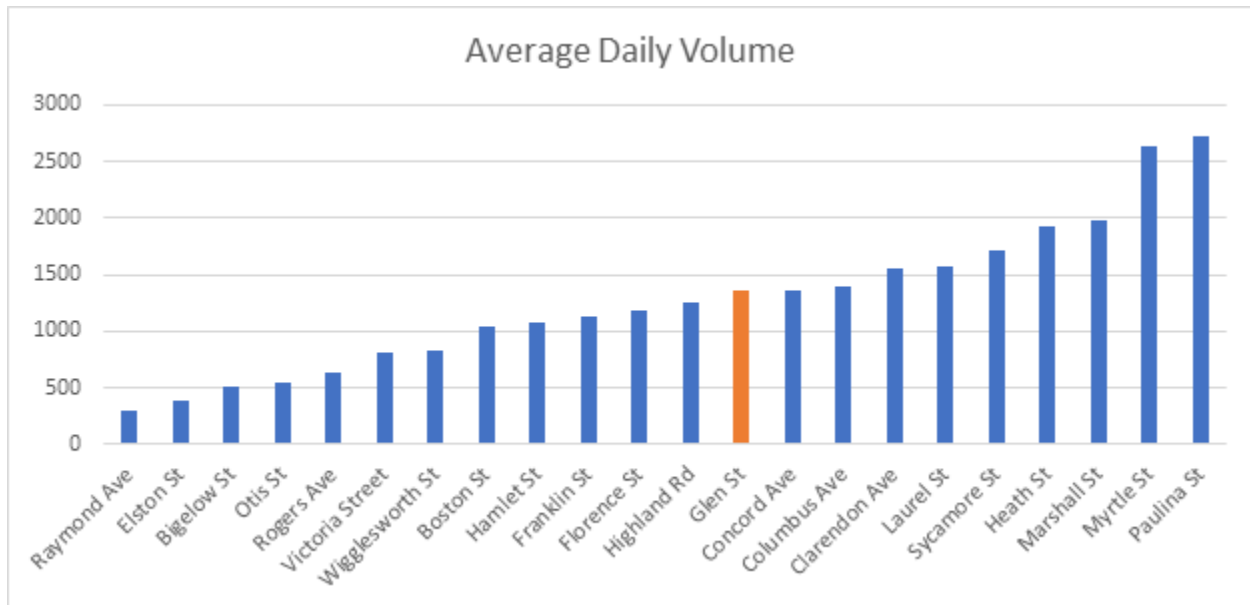


Figure 4: This chart shows the recorded average daily (for weekdays) vehicle volume for residential streets within our current Traffic Calming Cohort. The average volume of this cohort is 1382 vehicles/day.

*Priority Considerations*

Glen Street is home to the East Somerville Community School, the Capuano Early Childhood Center, and Glen Park Playground. It is also designated as a Neighborway in the Somerville Bicycle Network Plan. Streets designated as Neighborways in the network are walk and-bike friendly residential streets. These streets are designed to lower volume and speeds for vehicles with measures like speed humps or narrowing the entrance to the street to discourage people using the street as a cut through. Neighborways will always provide a two-way connection for people biking even if the street is one-way for vehicular traffic. Learn more about the Somerville Bicycle Network Plan at [somervillema.gov/bikenetwork](http://somervillema.gov/bikenetwork).

Currently, the data suggest that Glen Street meets the thresholds of Somerville’s traffic calming program, especially under our priority considerations of being nearby schools and parks. The City recommends prioritizing physical traffic calming on Glen Street and aims to install speed humps, new pavement markings, and other quick-build elements as part of the Glen and Otis Street Neighborways project. To learn more about this project, please visit [somervillema.gov/glenandotis](http://somervillema.gov/glenandotis). The speed hump locations are also included on the City’s Traffic Calming map at [somervillema.gov/trafficalming](http://somervillema.gov/trafficalming).

*Next steps*

In the months ahead, City staff and our consultants will continue our community engagement process for the Glen and Otis Street Neighborway project to create additional quick-build traffic calming installations to pair with speed humps. We aim to complete all new pavement markings, installations, and speed humps by November 2024.

We look forward to working with you and your neighbors to refine a traffic calming plan for Glen Street in the months ahead.

Sincerely,



Brad Rawson  
Director, Mobility Division