

Centre/South Streetscape and Transportation Action Plan

Citizens' Advisory Committee Meeting

**Julia Martin House
90 Bickford Street**

Monday, November 23, 2009

6:30-8:30 PM





Meeting Agenda

- Welcome and Schedule Overview
- Review and Finalize Vision Statement
- Update on “Complete Streets” program
- Streetscape Palette and Guidelines
- Corridor Overview
 - Placemaking/Guidelines
 - Potential Design nodes
 - Modal discussions (parking, bicycling)
- Survey Update
- Public Transportation Overview
- Next Steps



Schedule Overview

CAC Meeting 1 – 7/15/09

- >Introduction

CAC Meeting 2 – 9/30/09

- >Vision statement
- >Urban design analysis

CAC Meeting 3 – 11/23/09

- >Finalize vision statement
- >Streetscape palette & guidelines
- >Corridor Segmentation
- >Modal Strategies
 - Parking
 - Bicycles
 - Public Transportation

CAC Meeting 4 – 12/16/09

- >Finalize guidelines and materials
- >Select nodes
- >Modal strategies
 - Preliminary recommendations

CAC Meeting 5 – early January '10

- >Preliminary concepts at key nodes
- >Finalize modal strategies plans



Vision Statement

Centre-South Streetscape and Transportation Action Plan

DRAFT 11.23.09

Vision Statement



*Diverse, and unified...Beautiful, and functional
Special, and ordinary...Connected, and stands alone
is the vision for Jamaica Plain's Centre/South Street corridor.
A place where all uses and users are functionally and aesthetically integrated in a safe, convenient
and accessible environment.*



Centre-South Streetscape and Transportation Action Plan Vision Statement

DRAFT 11.23.09

Reinforce the Centre/South corridors as the local & regional center of Jamaica Plain



- Create gateway locations to and on the corridor
- Enhance connections to open spaces
- Integrate connections to and management of side streets
- Maximize connections to public transportation



CAC and Ex-Officio Members (to be added)

-
-
-

City of Boston



City of Boston
Mayor Thomas M. Menino



Boston
Transportation
Department



Boston
Redevelopment
Authority





Vision Statement

Centre-South Streetscape and Transportation Action Plan **DRAFT 11.23.09**

Build upon the corridor's identity to create a 21st century street with a Jamaica Plain character



- Creatively utilize space adjacent to and behind buildings to enhance commercial vitality (Farmers Markets, Rear doors, outdoor seating)
- Provide special places for people to be along the corridor
- Celebrate the rich history of the corridor



Physical infrastructure

- Ensure a well-lit street environment, with fixtures and storefront lighting of appropriate scale
- Increase street trees/canopy with species appropriate to adjacent land uses

Cultural infrastructure

- Create an environment and infrastructure that encourages people to choose car-free transportation
- Support a vibrant local business community
- Restore appropriate density along the corridor, with more mixed uses



- Preserve and expand public art (murals, et al) [Centre Street Artwalk]
- Encourage a sense of community responsibility and pride of ownership in the streetscape.
- Successfully marry design of public and private realms to provide a seamless sense of place.



- Updated based on feedback since the September meeting
 - Black text from previous version
 - Additions/changes highlighted in green
- CAC discussion



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Centre/South Street
Transportation Action Plan



Complete Streets

- Update on “Complete Streets” Program



Presentation Format

- **What's there today**
- **Typical Boston examples**
- **Pushing the envelope**
- **Team recommendations**
- **Discussion**



Streetscape Palette

Street Lights

Street Trees

Signs

Wayfinding

Benches

Trash Receptacles

Other Street Furniture

Crosswalk Material

Sidewalk Material

Public Art

Curbs





Streetscape Palette

Street Lights

Benches

Trash Receptacles

Crosswalk Material

Sidewalk Material





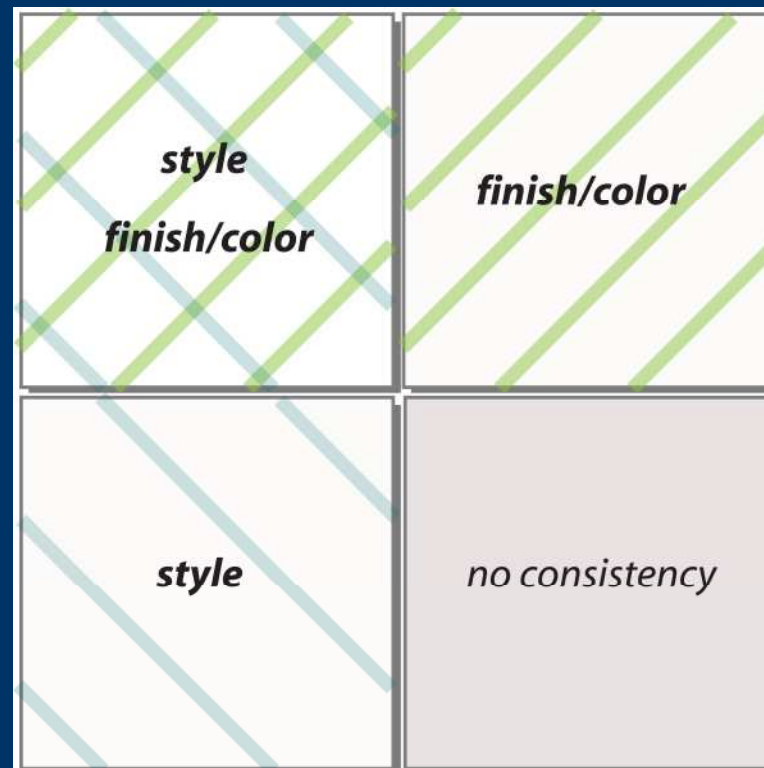
Streetscape Elements





A Family of Elements

A balance of consistency along the corridor with variation on special areas



JP has historic character but not
a traditional image



A Family of Elements

Issues to think about:

- How edgy do you want to be?
- Traditional or contemporary
- Design language – consistent, or variety from district to district?
- Sustainability as a benchmark for choosing materials?
- Utilizing cutting edge technology or do we stick with the tried and true?
- Material preferences – painted or galvanized steel/wood/recycled plastic/stainless steel

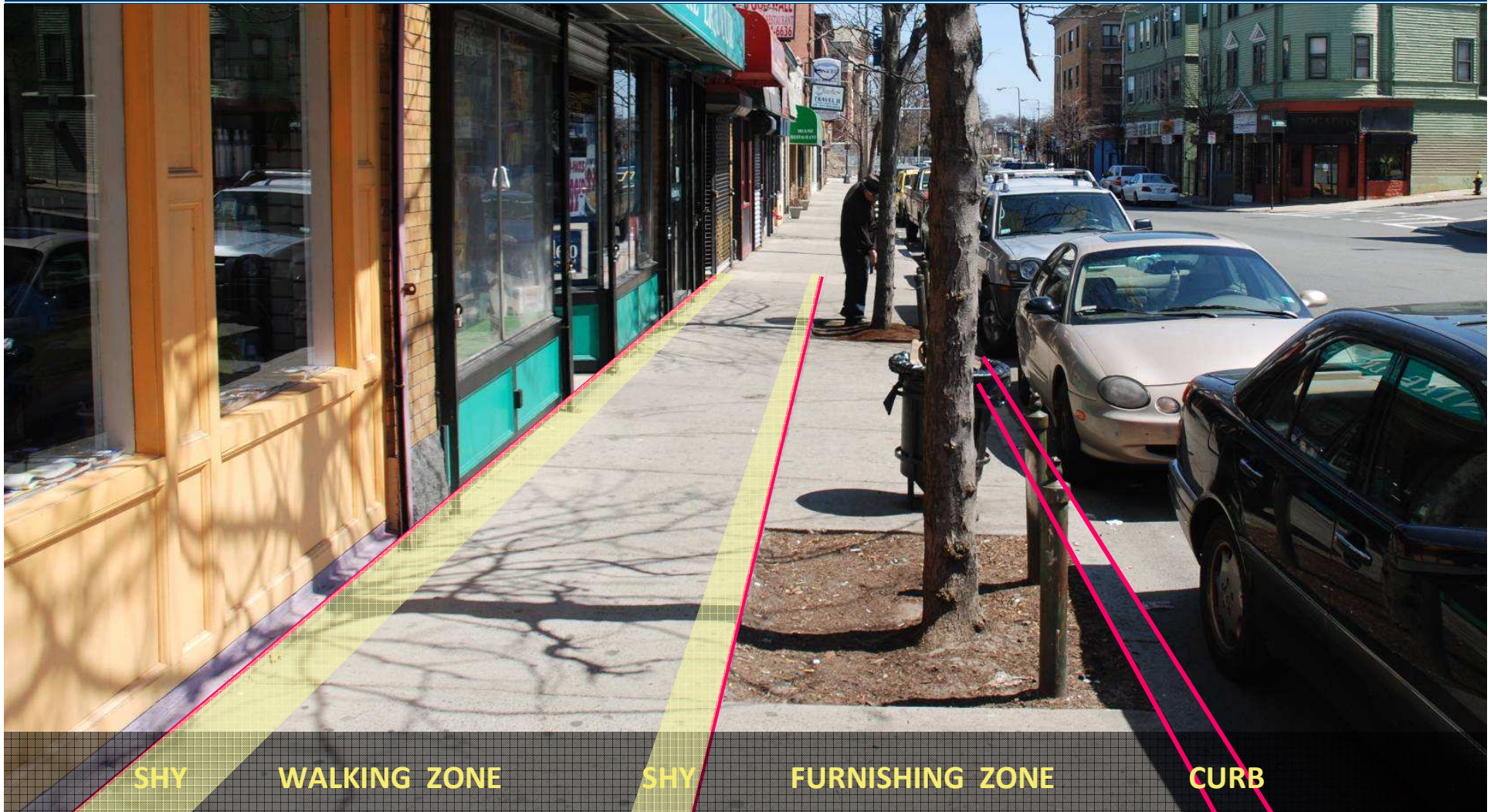


Sidewalk Zones





Sidewalk Zones





Sidewalk Zones





Sidewalks: Existing





Sidewalks: Existing

What's there today

- Quality and maintenance are generally good
- Predominately concrete with granite curb
- Broom finish with troweled joints
- Sidewalk material carried over driveways





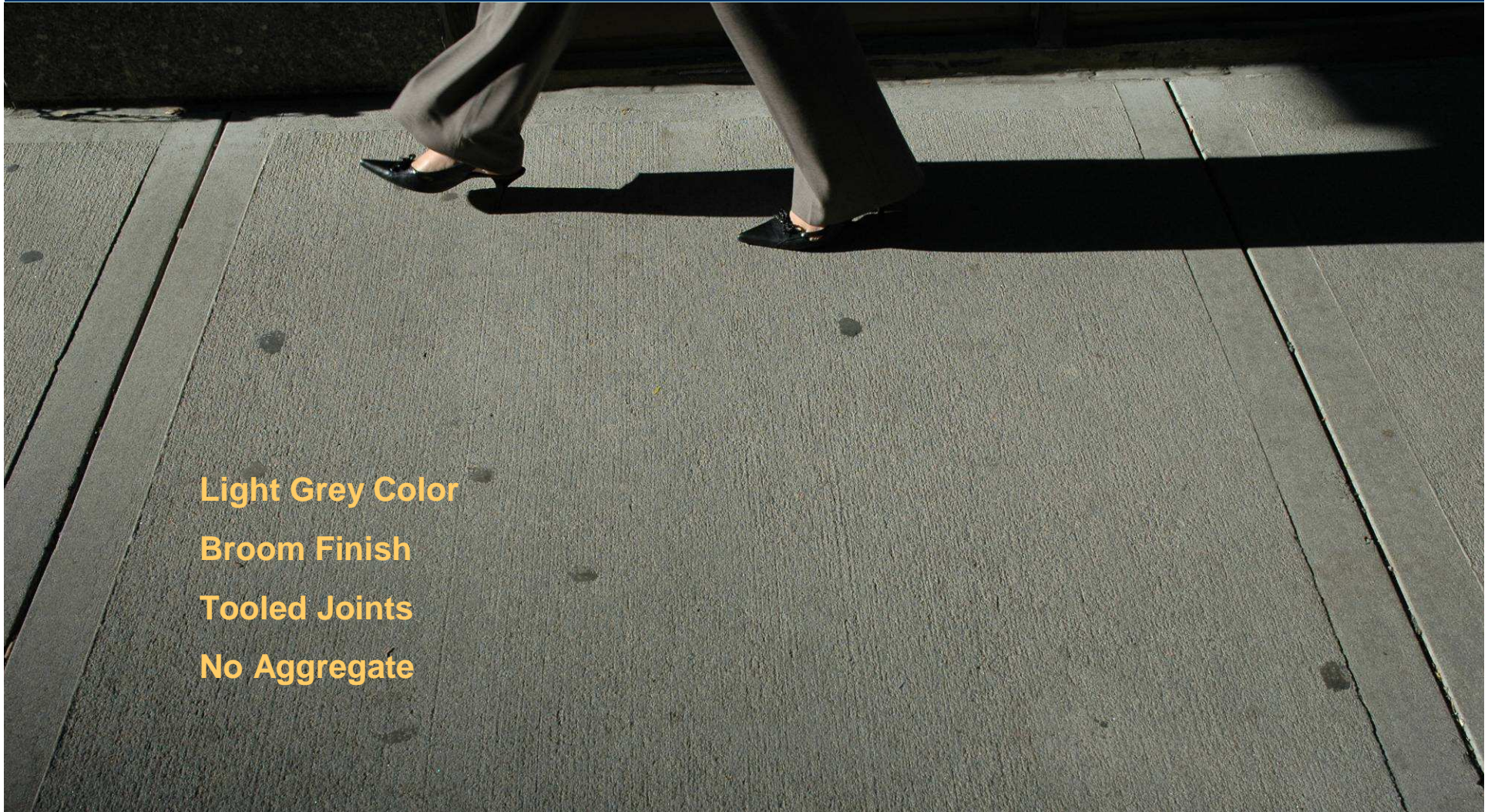
Sidewalk Materials

Typical Boston sidewalks
are concrete





Characteristics: Finish



Light Grey Color

Broom Finish

Tooled Joints

No Aggregate



Characteristics: Finish



Darker Grey Color

Smooth Finish

Saw-Cut Joints

Dark Surface Aggregate



Boston's Typical Upgrade



**Brick Feature Strip at Curb
Sometimes at Building Edge**



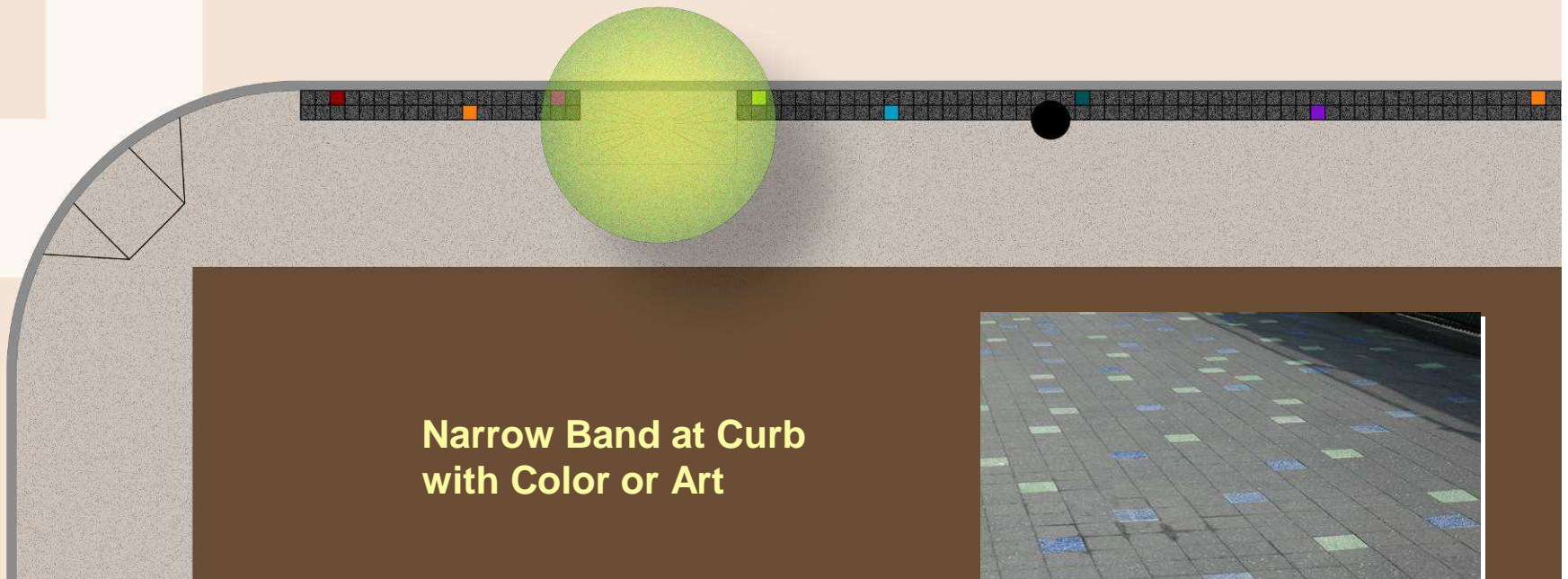


Feature Strip



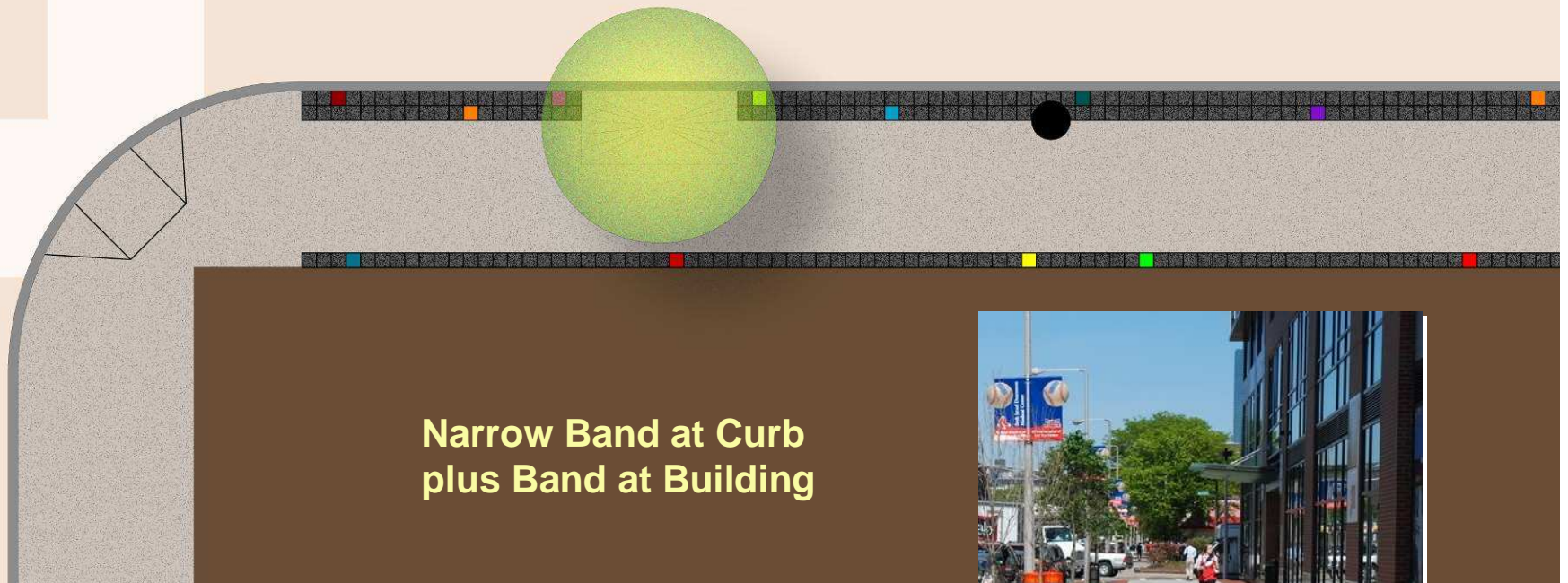


Feature Strip



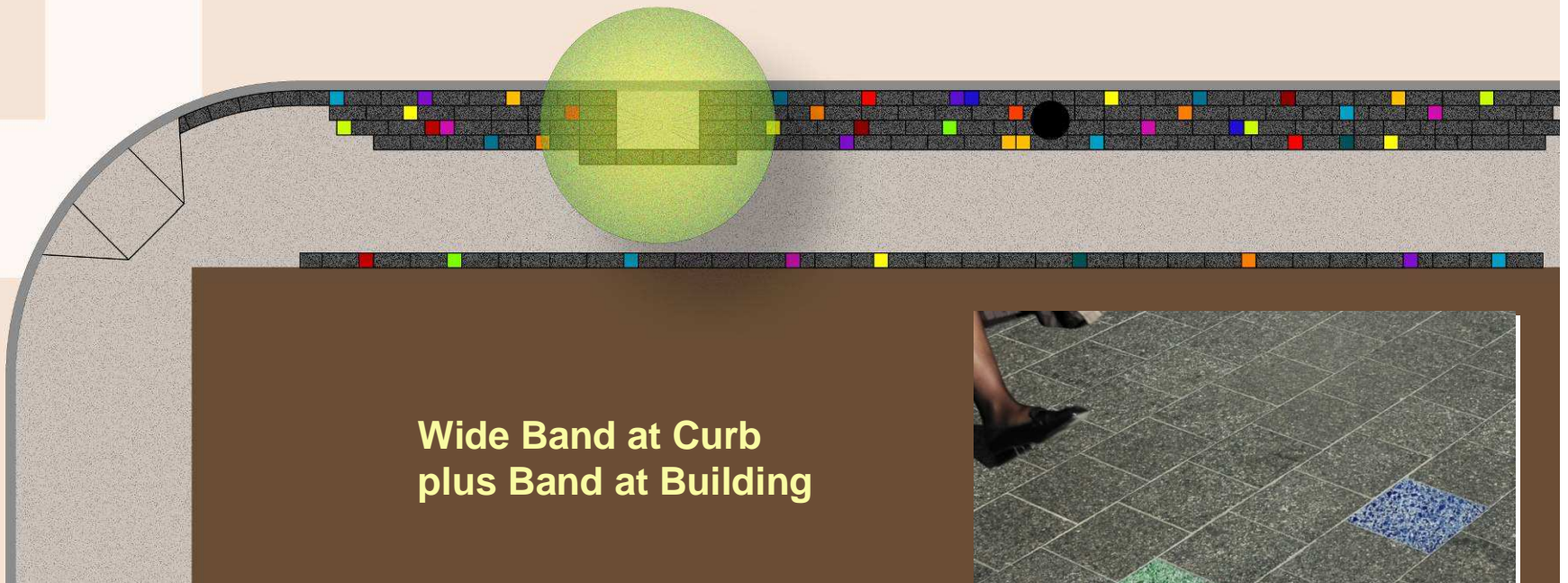


Feature Strip





Feature Strip



Wide Band at Curb
plus Band at Building





Team Recommendations

High-Quality Concrete Sidewalk

- Smooth Finish
- Saw-Cut Joints
- Dark Surface Aggregate

Feature Strip in Commercial/Special Areas

- Permeable Granite Unit Pavers at Curb
- Granite Unit Pavers at Building Edge
- Recycled Glass/Art Inserts



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Centre/South Street
Transportation Action Plan



Crosswalks in the Corridor





Crosswalks





Crosswalks



Traditional Stripes



Crosswalks



Traditional Ladder



Crosswalks



StreetPrint



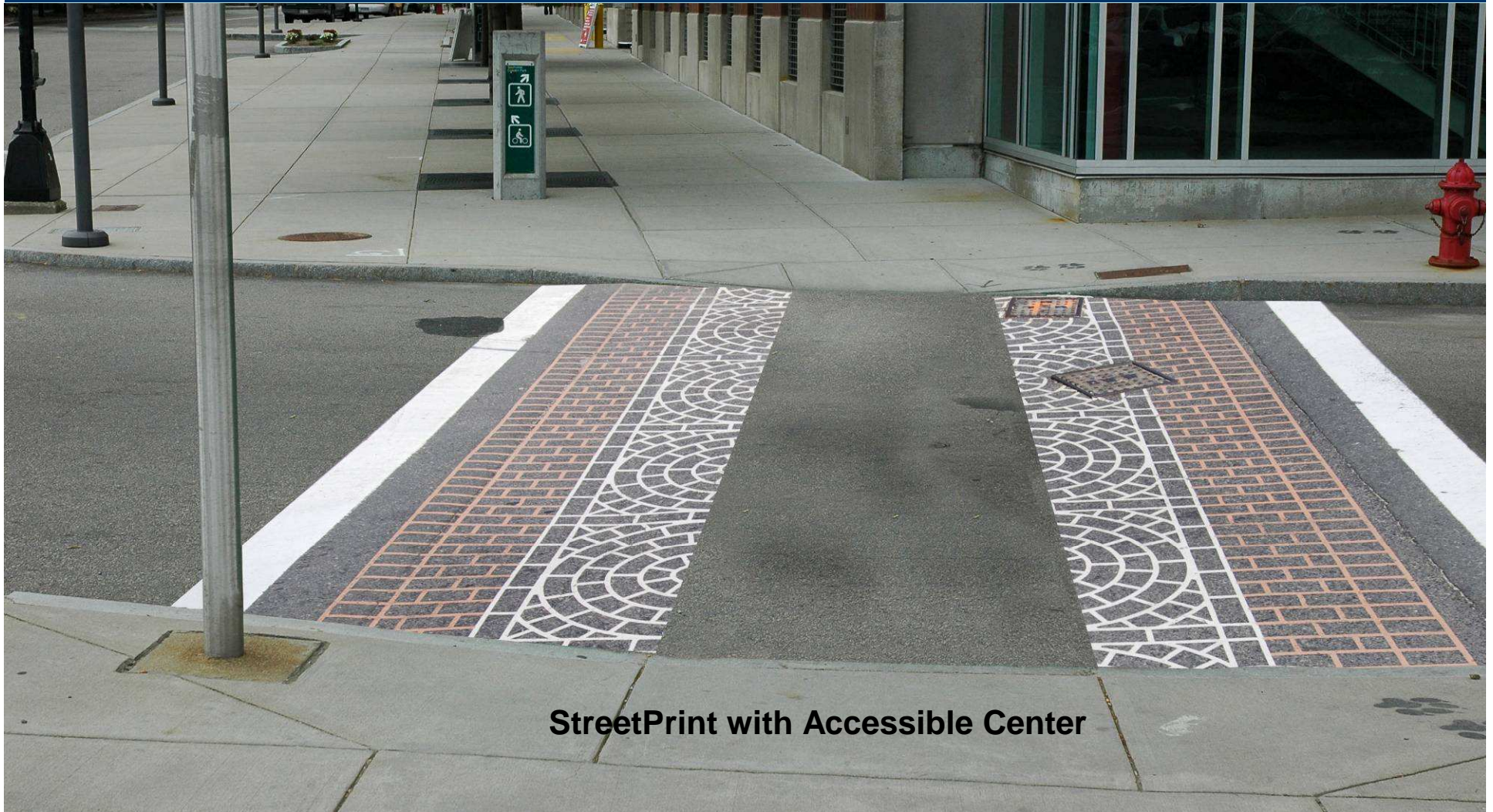
Crosswalks



StreetPrint with Stripe



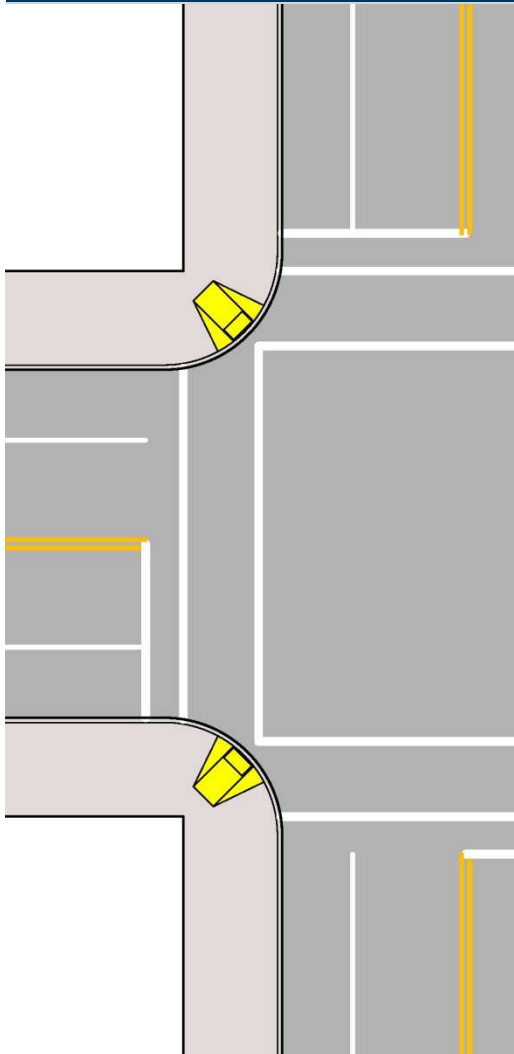
Crosswalks



StreetPrint with Accessible Center



Raised Crosswalks



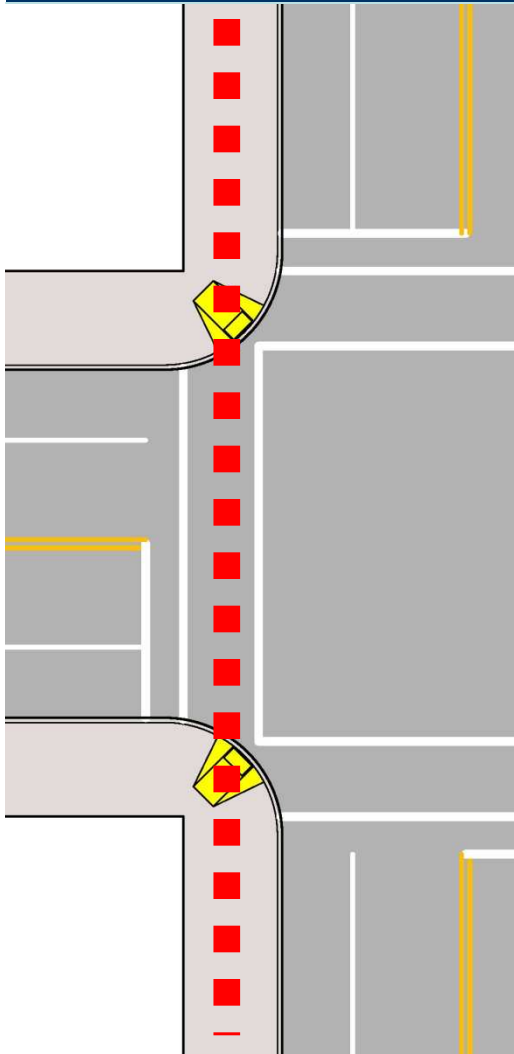
Typical Street-Level Crosswalk Shared Corner Handicapped Ramp

Raised crosswalks are generally 3 inches above the street and 3 inches below the sidewalk.

Why not flush with sidewalk?



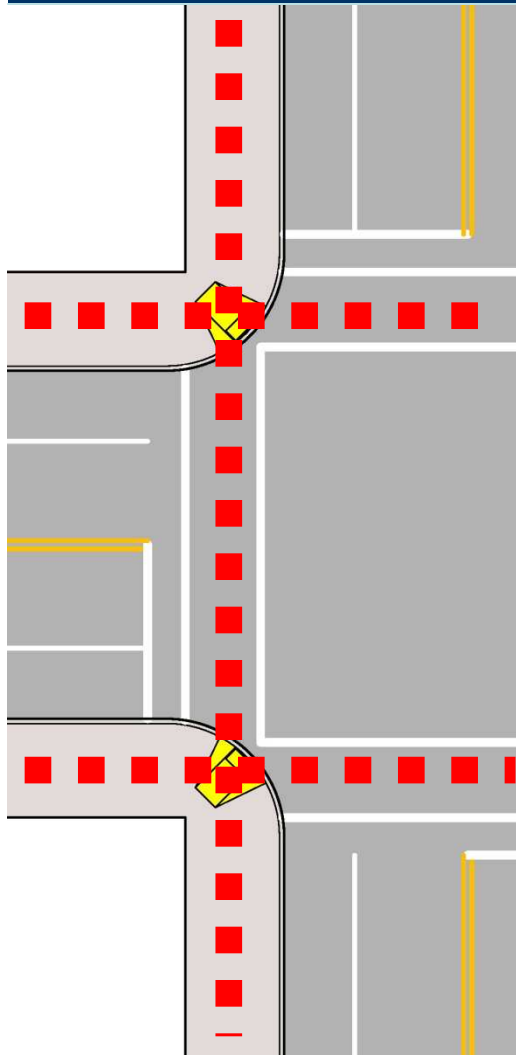
Raised Crosswalks



Typical Street-Level Crosswalk
Shared Corner Handicapped Ramp
Primary Pedestrian Axis



Raised Crosswalks

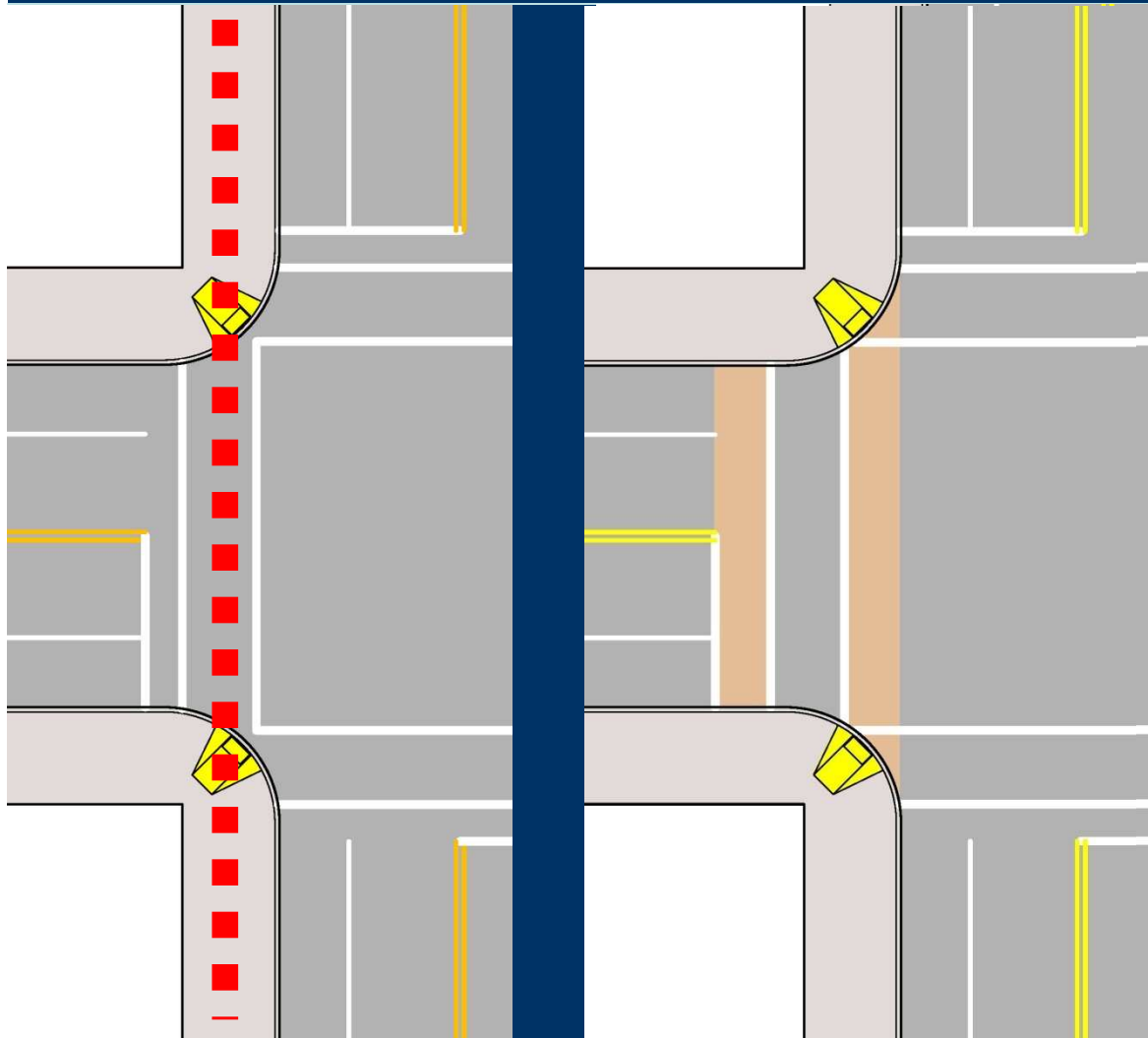


**Typical Street-Level Crosswalk
Shared Corner Handicapped Ramp**

Secondary Pedestrian Axis



Raised Crosswalks



FULLY RAISED CROSSWALK

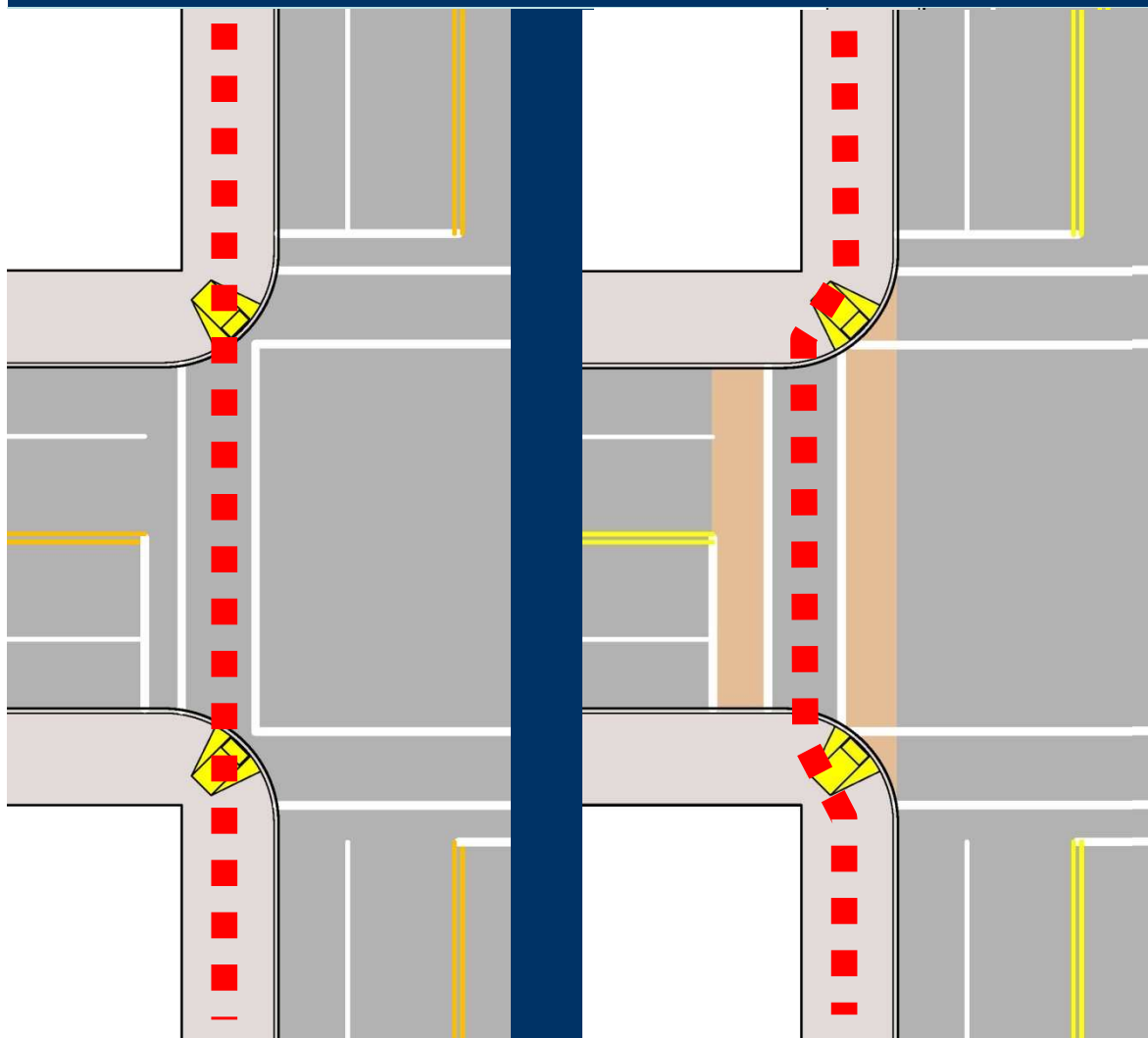
Roadway slopes up to raised crosswalk

6-foot wide – minimum

Requires shift of pedestrian path



Raised Crosswalks



RAISED CROSSWALK

Roadway slopes up to raised crosswalk

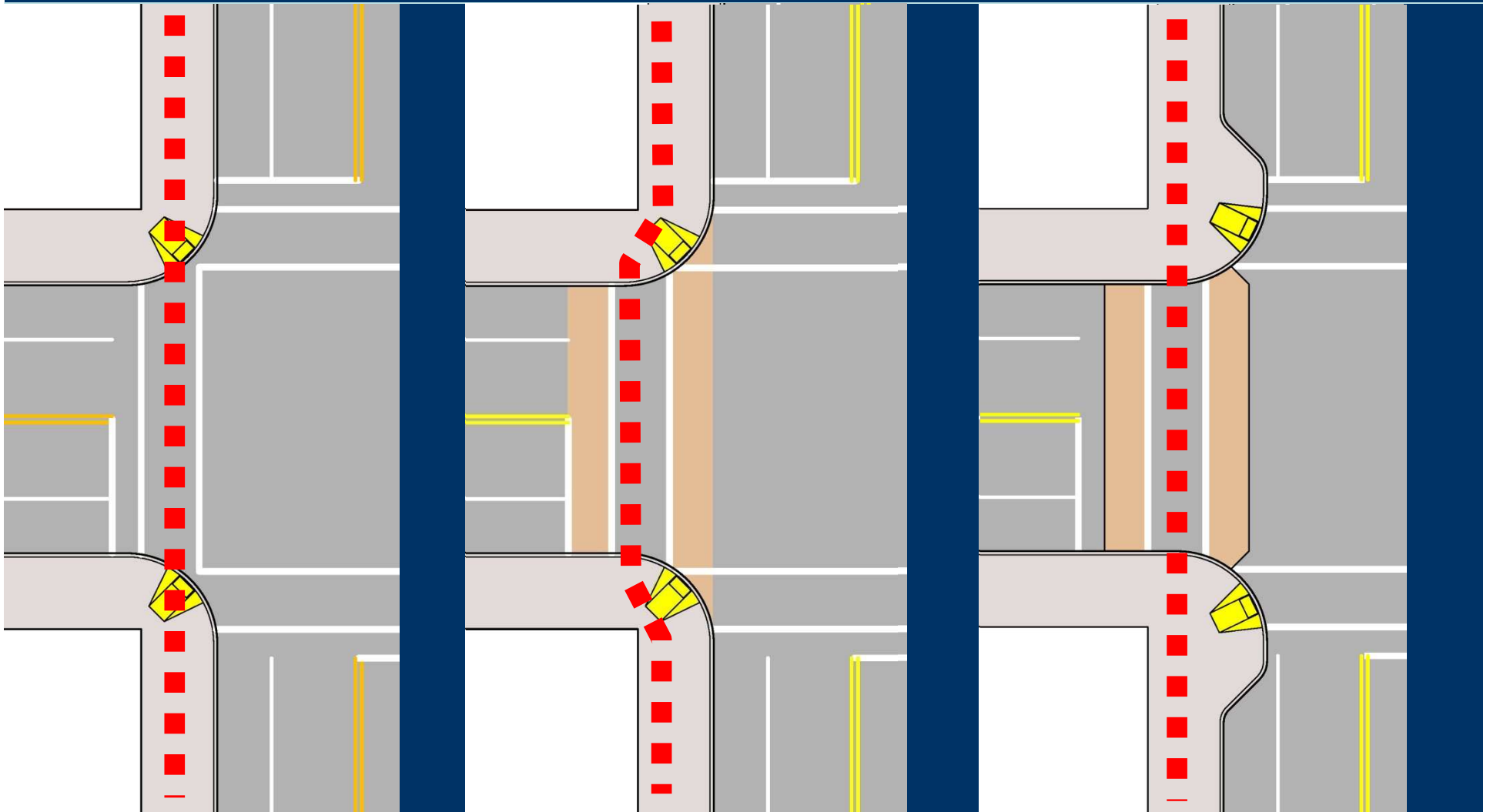
6-foot wide – minimum

Requires shift of pedestrian path

Removes important cues for the visually impaired

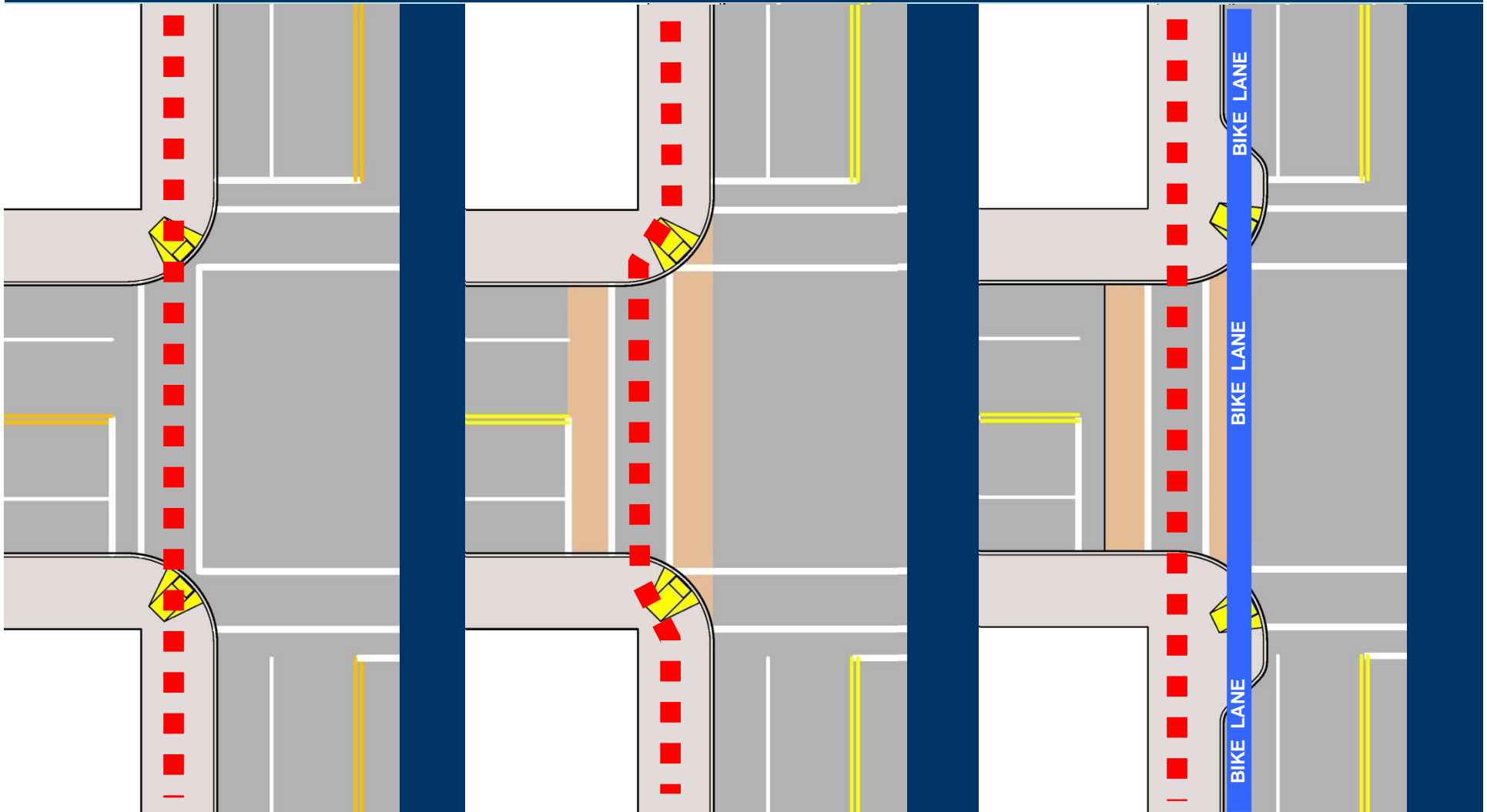


Raised Crosswalks



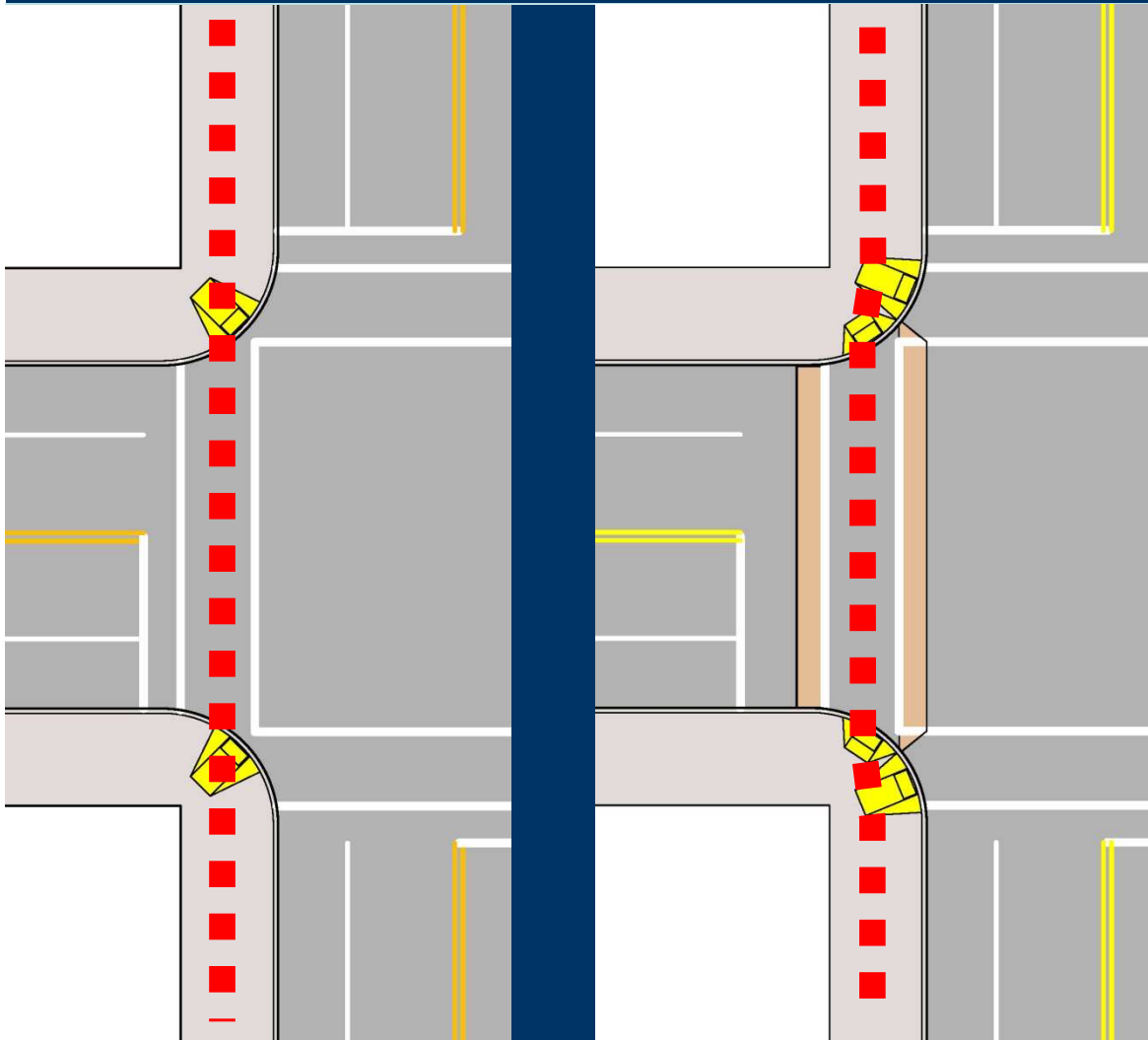


Raised Crosswalks





Raised Crosswalks



3-UP 3-DOWN CROSSWALK

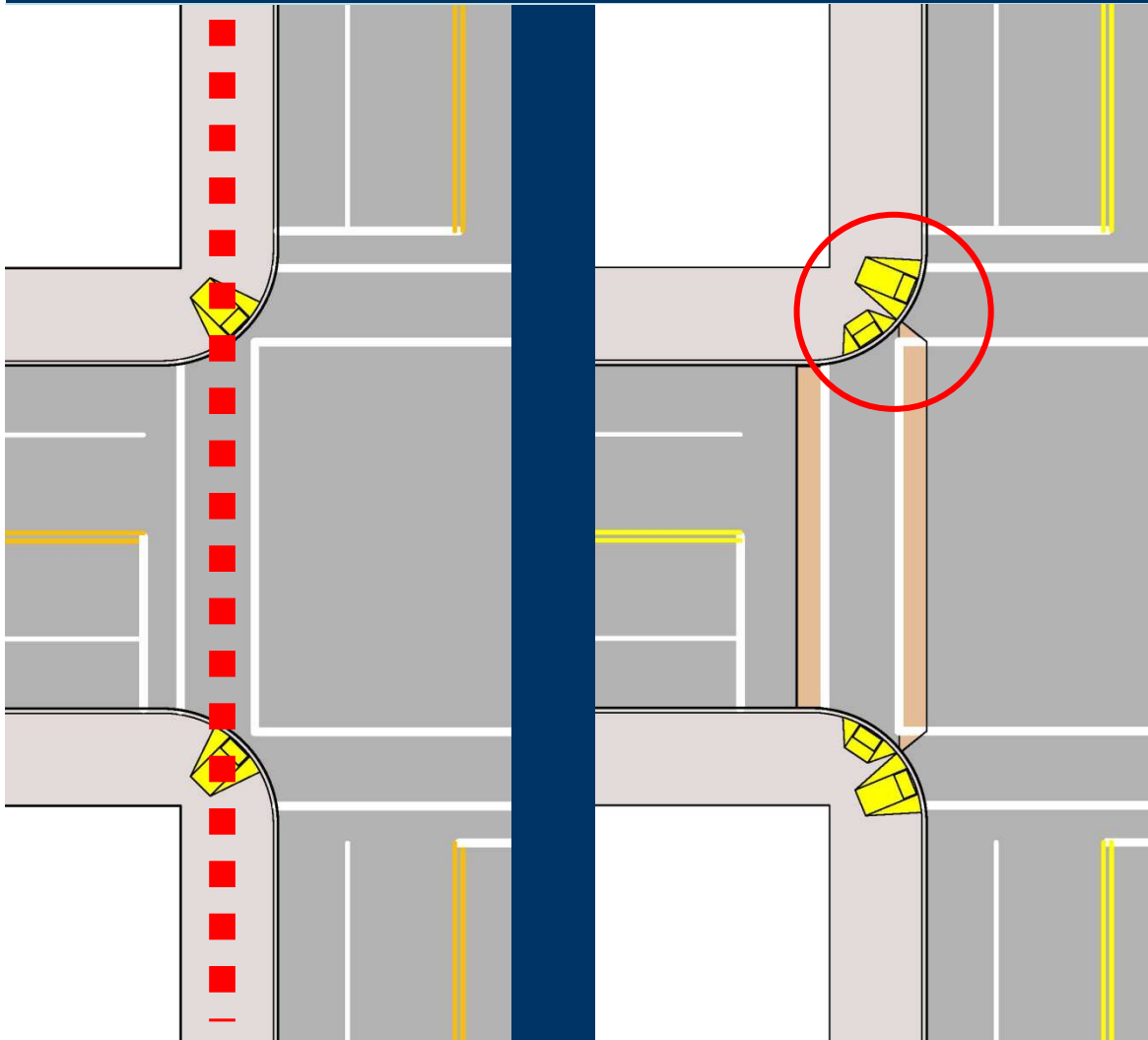
Shorter slope

Less shift of pedestrian path

Requires 2 handicapped ramps



Raised Crosswalks



3-UP 3-DOWN CROSSWALK

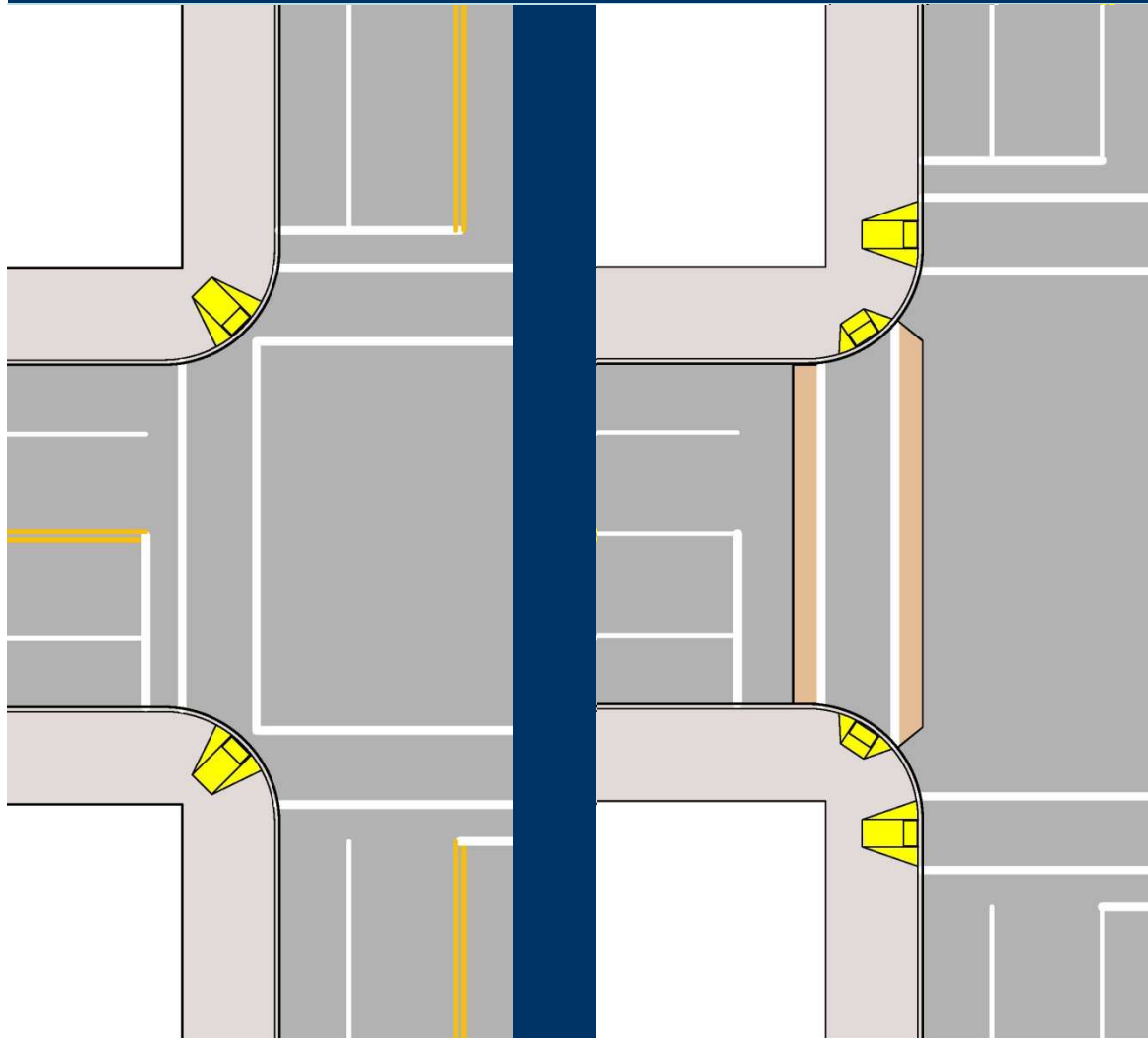
Shorter ramp

Less shift of pedestrian path

Requires 2 handicapped ramps



Raised Crosswalks



3-UP 3-DOWN CROSSWALK

Separate handicapped ramps

Secondary pedestrian path shifts



Team Recommendations

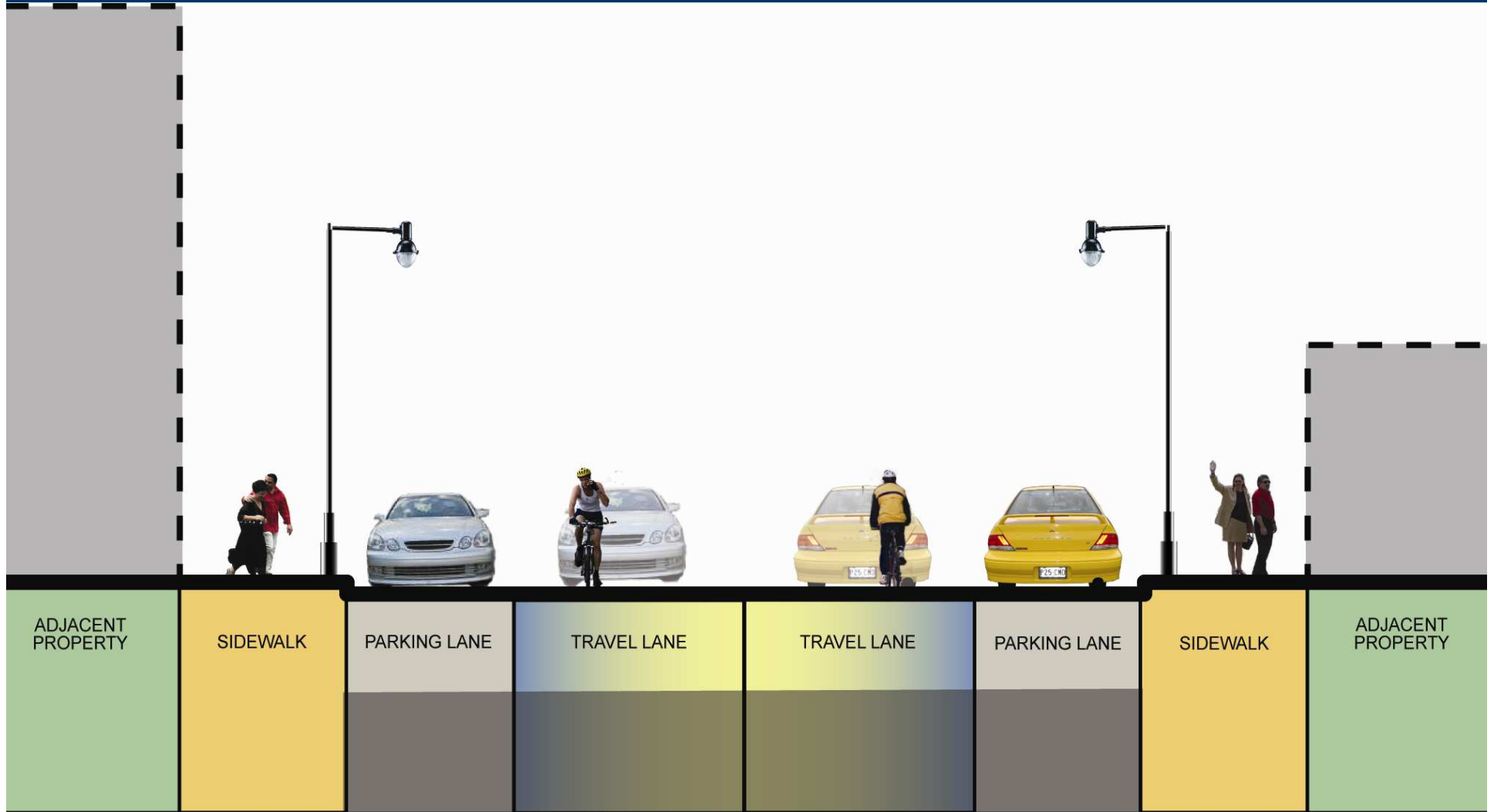
Traditional Ladder Crosswalks in Residential Areas

Custom “StreetPrint” Pattern in Commercial Areas

Explore Raised Crosswalks Across Side Streets in Special Areas (3”-up 3”-down)



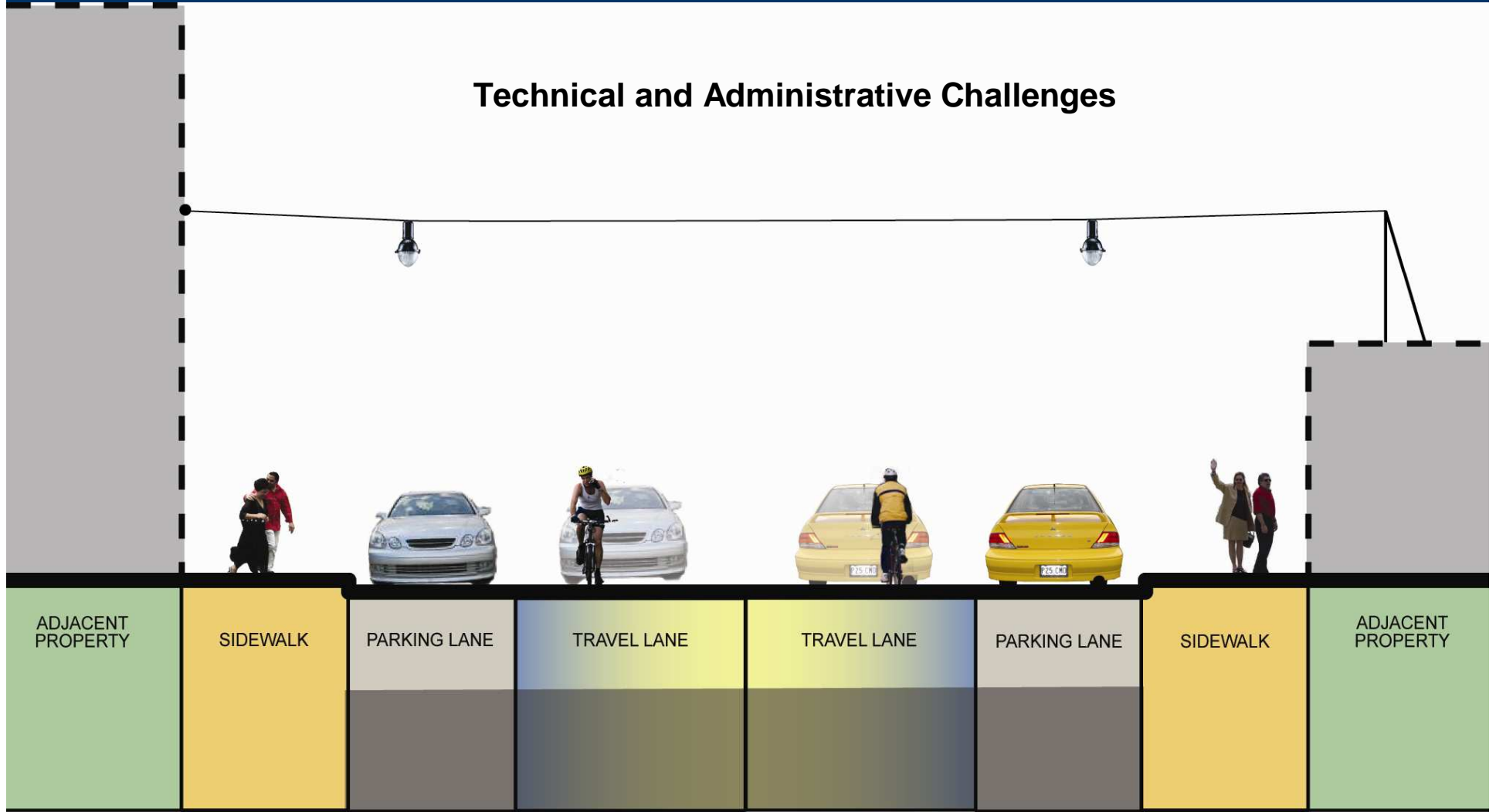
Streetlights – Lights on wires





Streetlights – Lights on wires

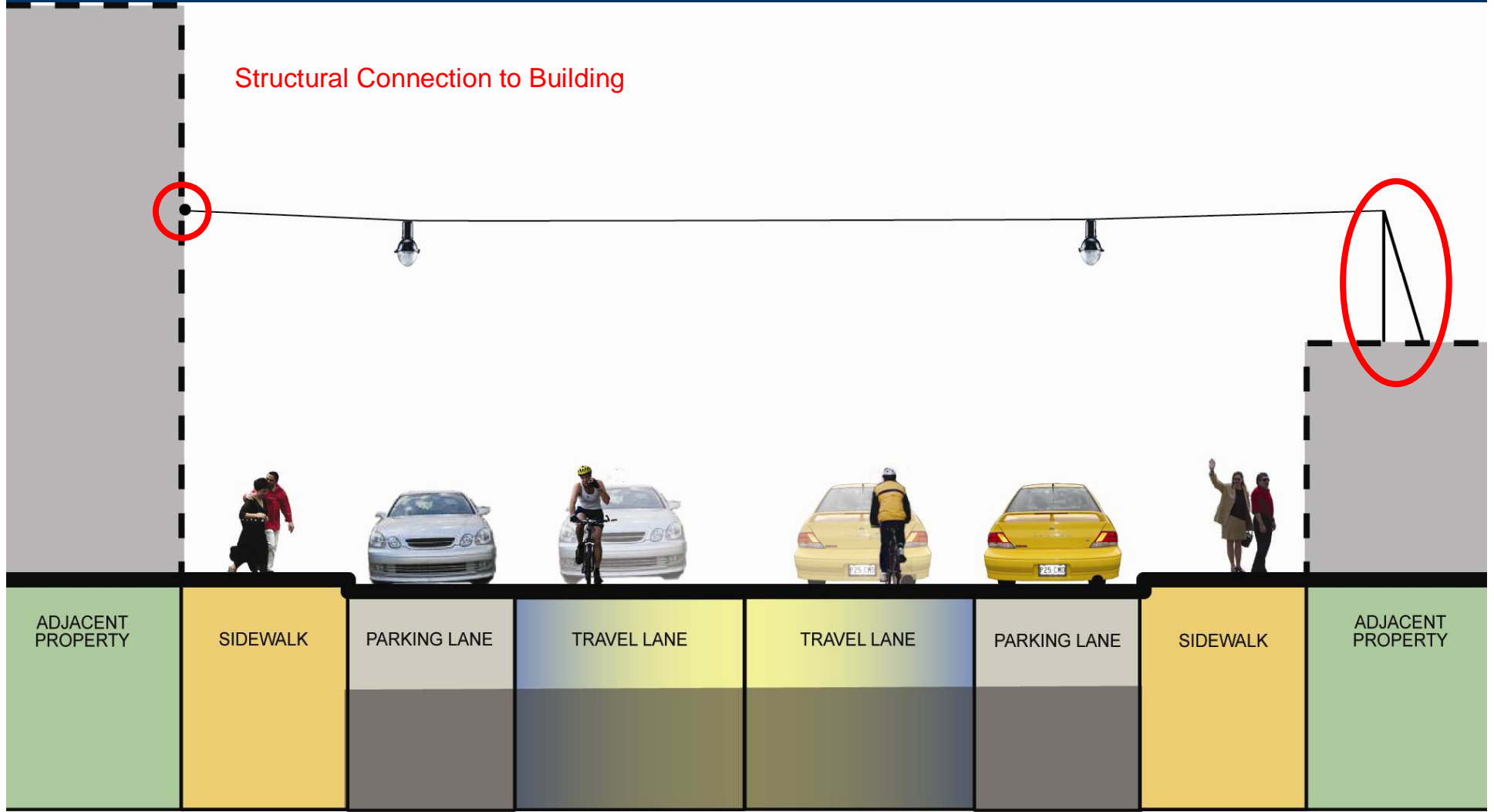
Technical and Administrative Challenges





Streetlights – Lights on wires

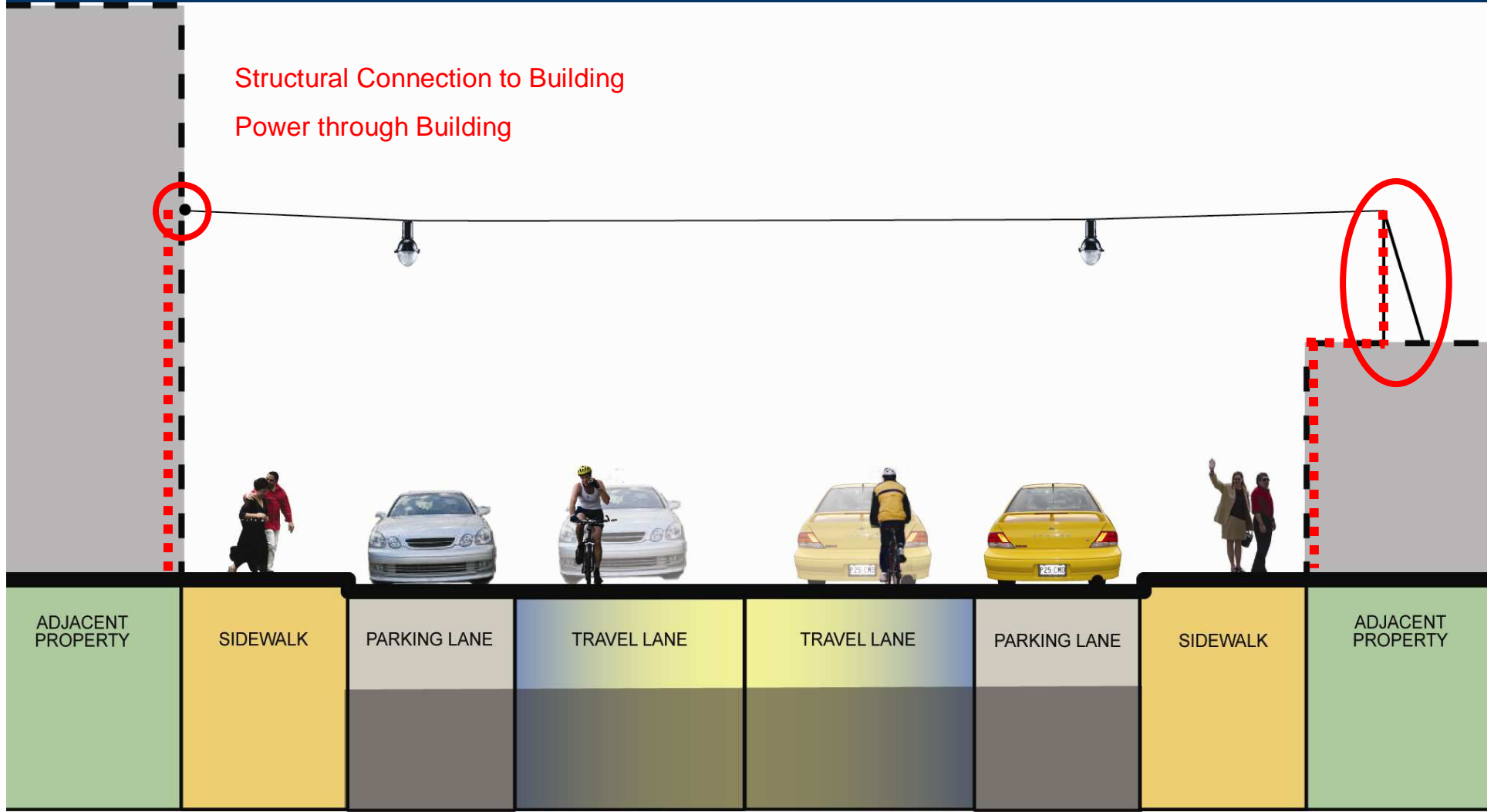
Structural Connection to Building





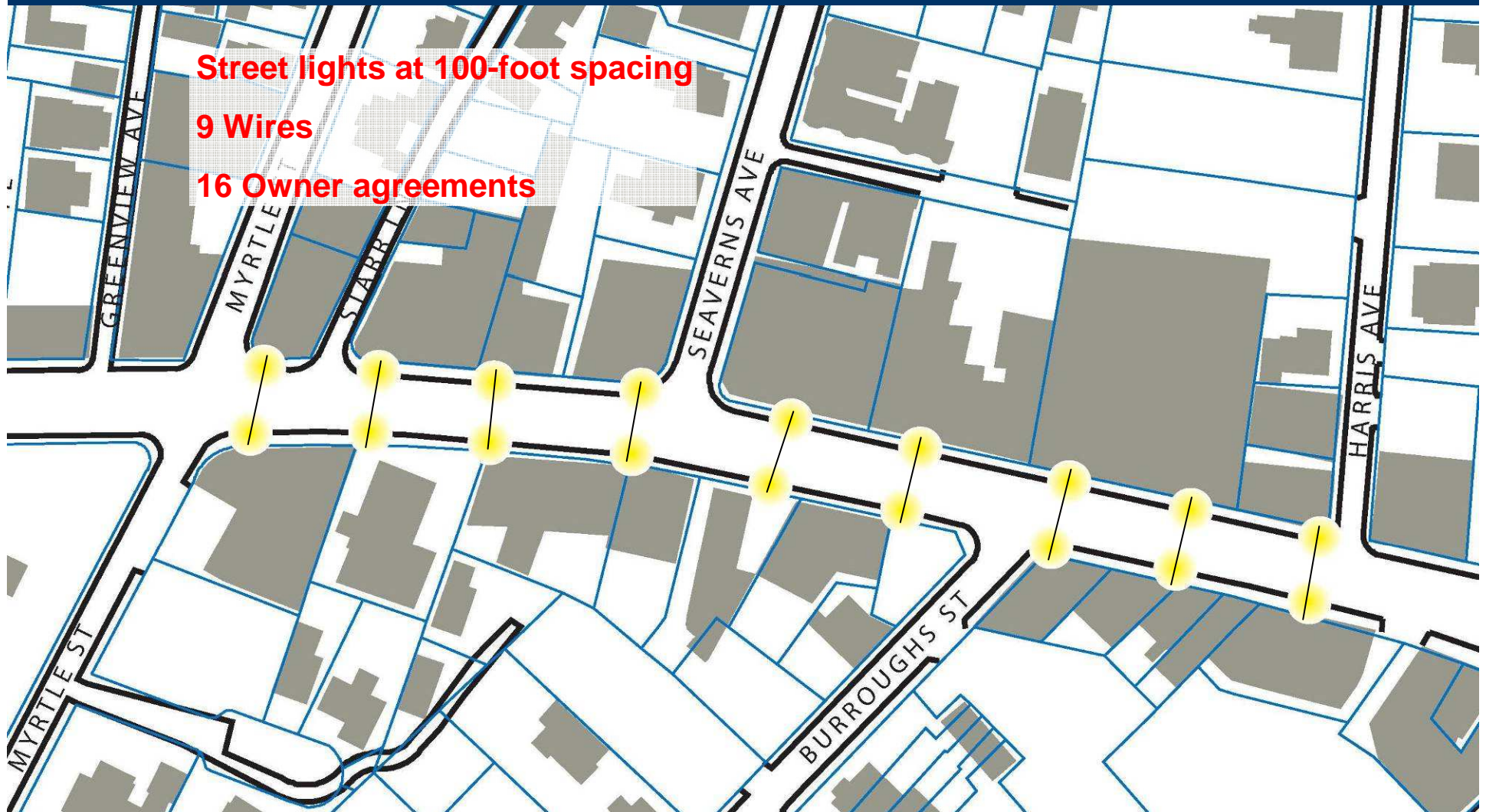
Streetlights – Lights on wires

Structural Connection to Building
Power through Building





Streetlights – Lights on wires





Streetlights

Existing



Aggregate concrete
Poles

“Shoebox” and
“Cobrahead” luminaires

95'-110' spacing

25-30' height



Streetlights

Other Boston Fixtures Downtown Crossing



Acorn luminaire

- 13-18' height
- Steel fluted poles with wide decorative base
- Black
- Cutoff achieved with louvres



Streetlights

Waterfront



Acorn luminaire with hat

- 18' height
- Steel fluted poles with wide decorative base
- Black
- Cutoff luminaire



Streetlights



Beacon Hill

Colonial style lantern

- 12-14' height
- Steel fluted poles with narrow decorative base
- Black
- No cutoff



Streetlights



Central Artery

Pendant luminaire
with mast arm

- 23-28' height
- Steel fluted poles with decorative base
- Black
- Full cutoff



Streetlights

Seaport



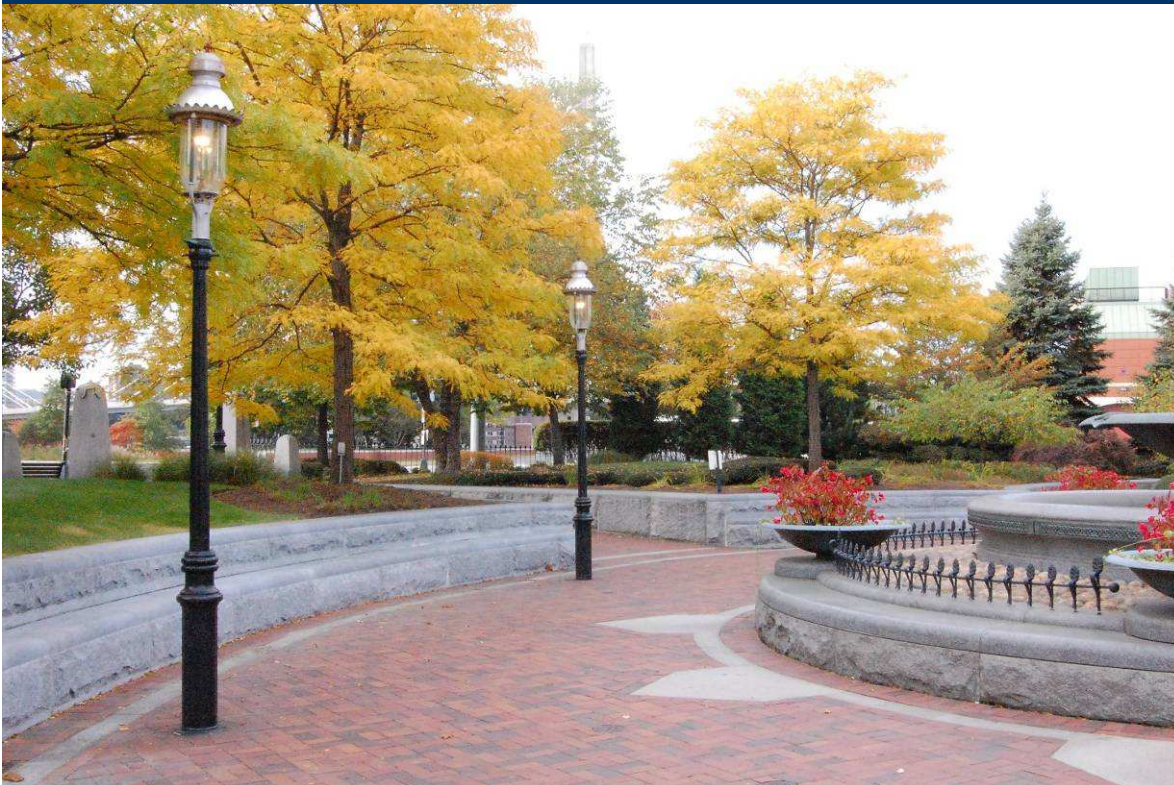
Nautical style luminaire

- 18-22' height
- Steel fluted poles with decorative base
- Black



Streetlights

Charlestown

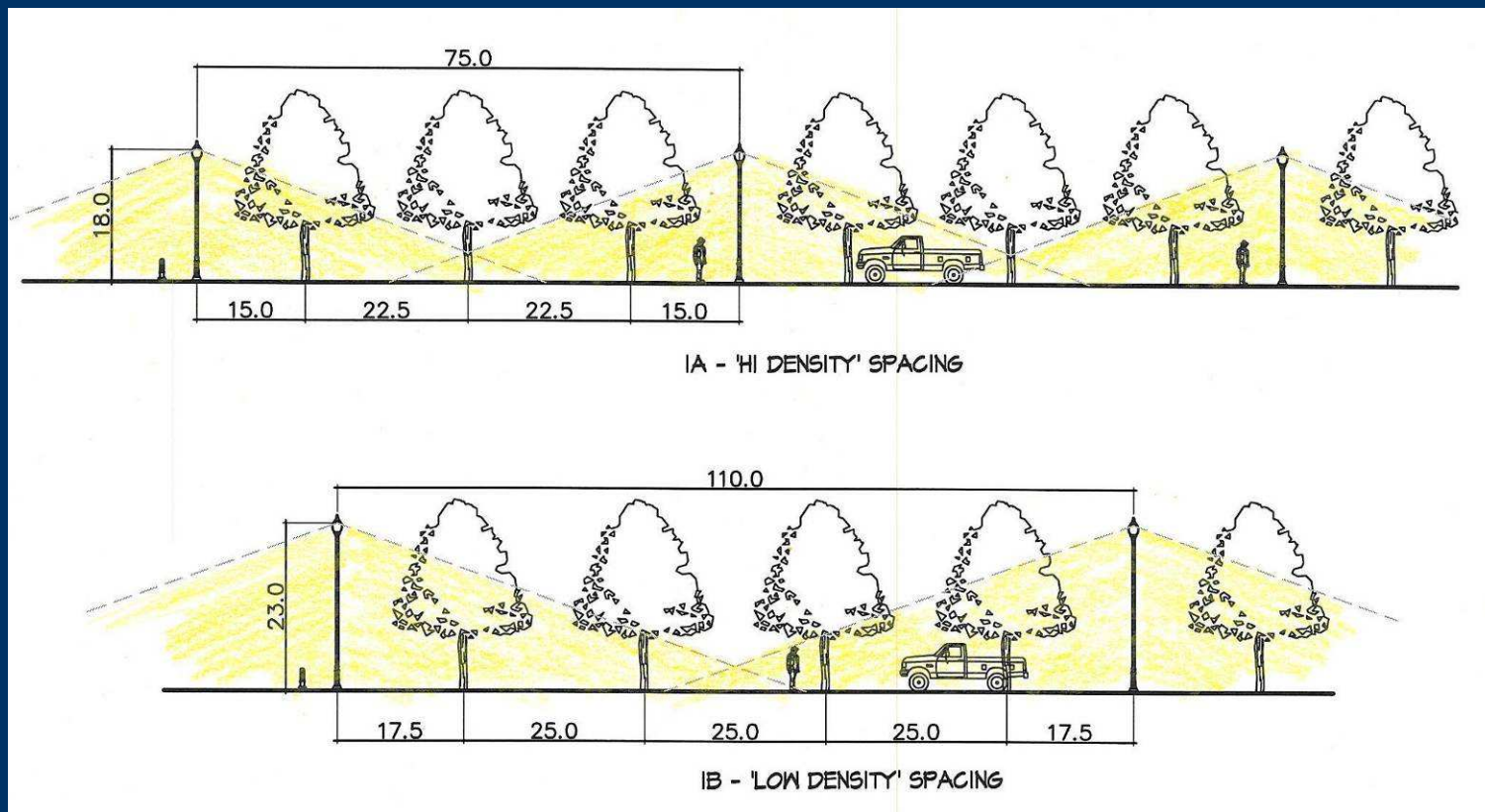


Victorian style luminaire

- 13-18' height
- Steel fluted poles with narrow decorative base
- Black
- No cutoff



Streetlights





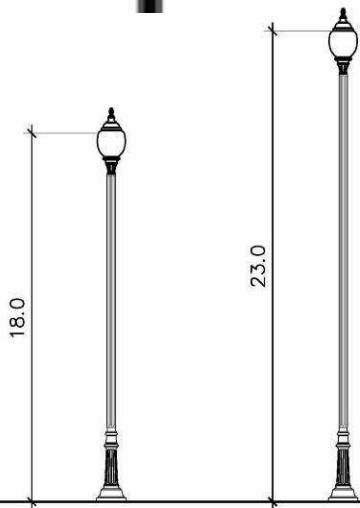
Streetlights



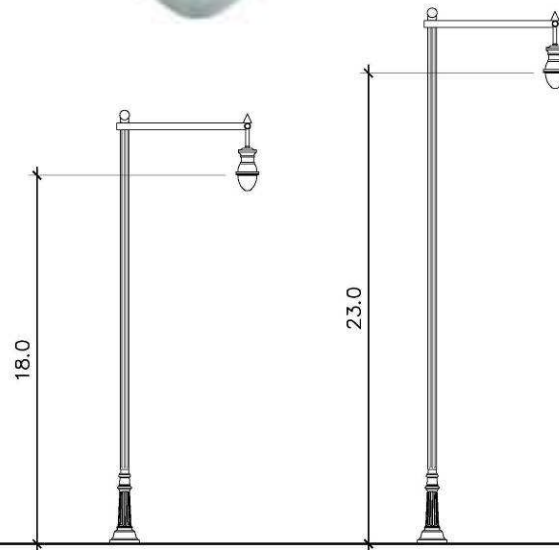
CF6A



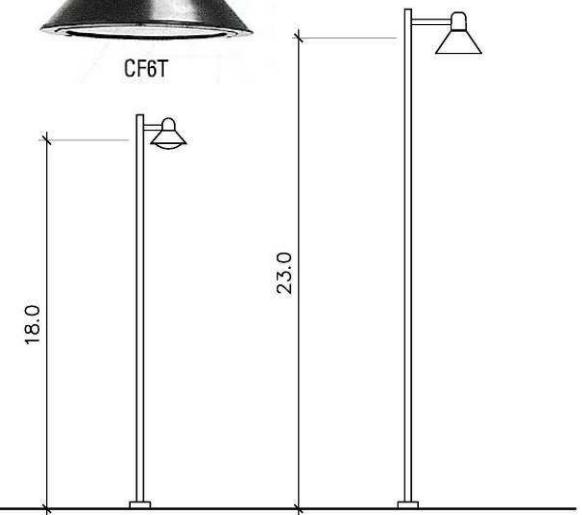
CF6T



Option 1
Hagerstown T03



Option 2
Teardrop TF6

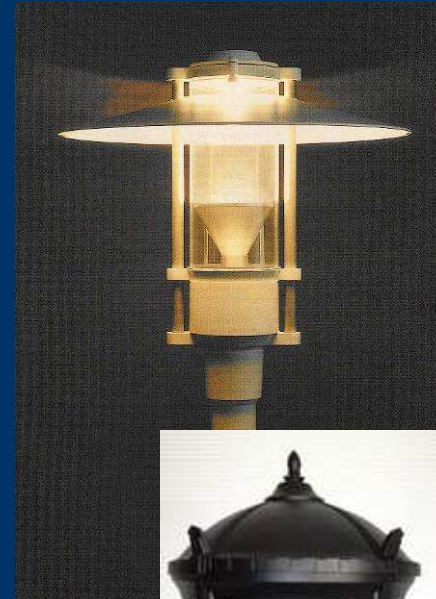


Option 3T
Pima



Streetlights

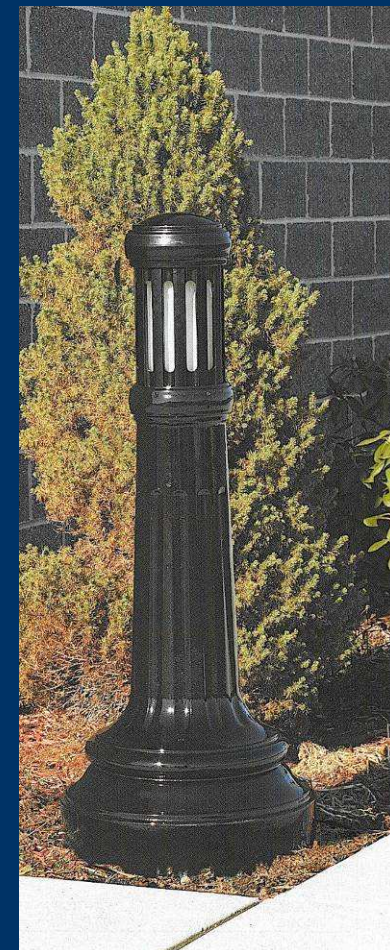
Other Light Types





Streetlights

Bollard Lights





Team Recommendations

- **Full Cut-Off Fixture**
- **Metal Pole & Fixture with Black Finish**
- **Optional Colored Finish in Special Areas**
- **Reuse Existing Foundations & Connections if Feasible**
- **Continue to Investigate LED and Other Low-Energy Options**
- **Consider Bollards in Special Areas**



Seating - Public





Seating - Private





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Transportation Action Plan



Seating – Boston Standard



Metal with black finish
Four legs
Surface mounted



Seating – New Options

Materials



Wood /Recycled Plastic

Metal



Finish

Stainless Steel

Painted



Support



Cantilevered

Traditional Leg



Attachment



Subsurface Foundation

Surface Bolted





Seating – New Options

Configuration



Back



Backless



Open Center

Center Support



Contemporary

Style

Traditional





Seating – Using Art





Team Recommendations

- **Contemporary Metal Bench**
- **No Back in Commercial Areas**
- **Black Finish with Optional Colors in Special Areas**
- **Center Support**
- **Four Legs with Bolt-On Connection**
- **Art Benches in Special Areas**



Bike Racks



Previous Boston Standard

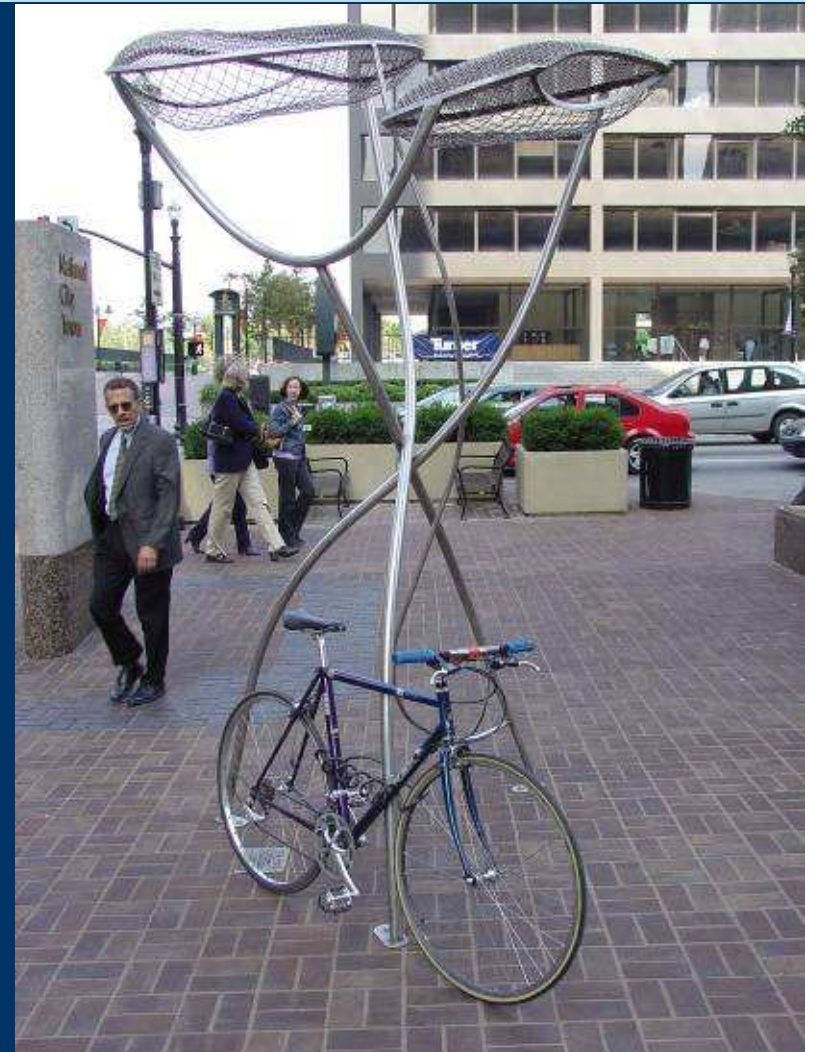


Current
Boston Standard





Bike Racks as Art





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Transportation Action Plan



Team Recommendations

Boston Standard

Art Bike Racks in Special Areas



Trash Receptacles



Typical trash receptacles
found along the corridor



Trash Receptacles



Other Boston examples





Team Recommendations

**Solar Compactor,
e.g. Big Belly**





Recycling

Currently there is no City service to pick up recycling at public locations

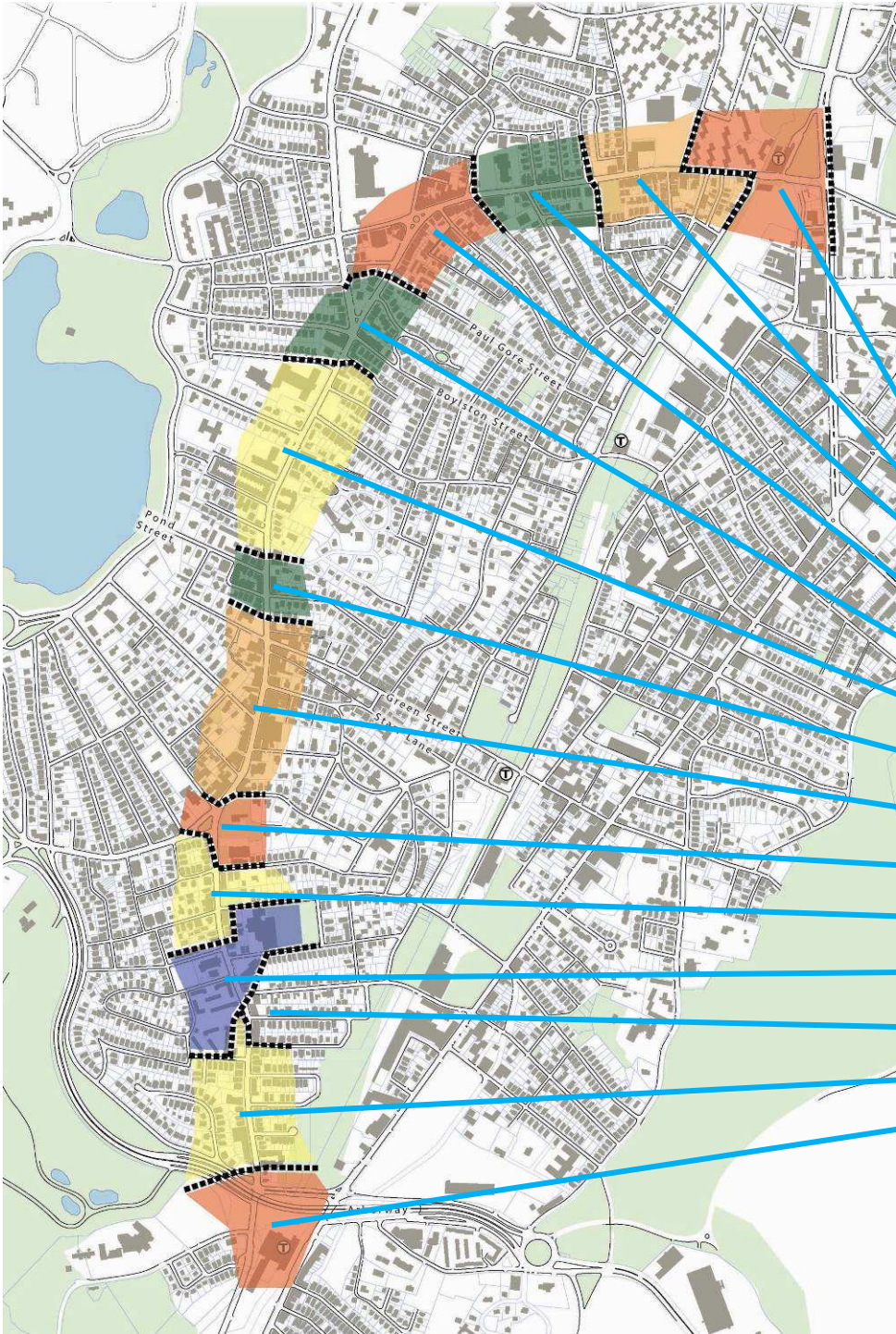


Recycling bins are available in a wide range of styles and finishes

But there needs to be an organization to arrange for pick up



Segments



- Jackson Square
- Commercial
- Mixed
- Hyde Square/Commercial
- Transition
- Residential
- Pond St/Transition
- JP Center
- Monument Square
- Commercial
- Institutional
- Commercial
- Residential
- Forest Hills



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Station Action Plan



Segments

- Palette
applications
- Commercial
 - Transition
 - Residential/
Institutional



Balancing the Modes

Sidewalk Width

Functional approach

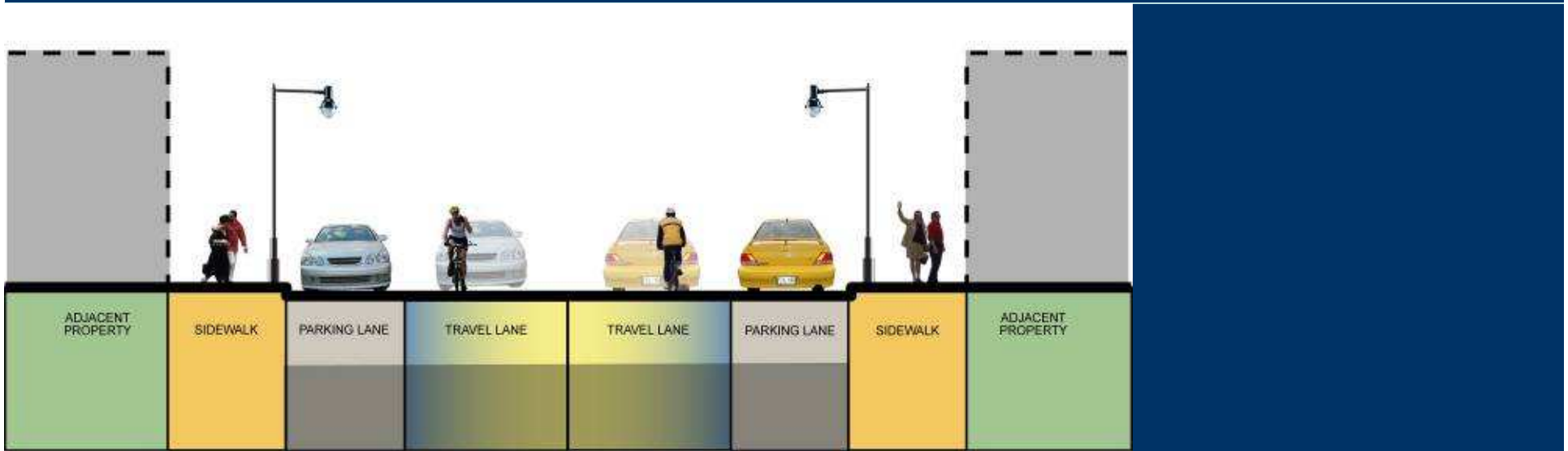
- Level of service
- Sidewalk activities
- Walking – various speeds (passing)
- Standing – window shopping, conversation

Space available approach

- Adjust lane width -
- Widen sidewalk (remove parking)
- Symmetrical, asymmetrical
- North south, east west
- Sun shadow
- Continuous, intermittent



Balance: Pedestrians, Parking, Bicycles



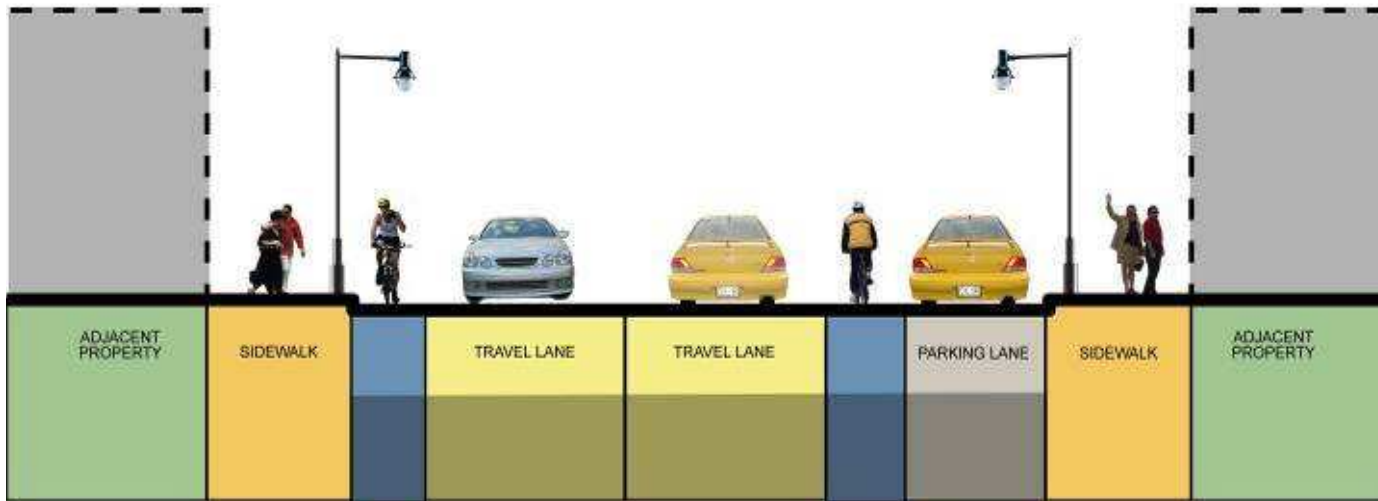
Shared Lane - Cars + Bikes - Parking Both Sides

Existing Conditions





Balance: Pedestrians, Parking, Bicycles



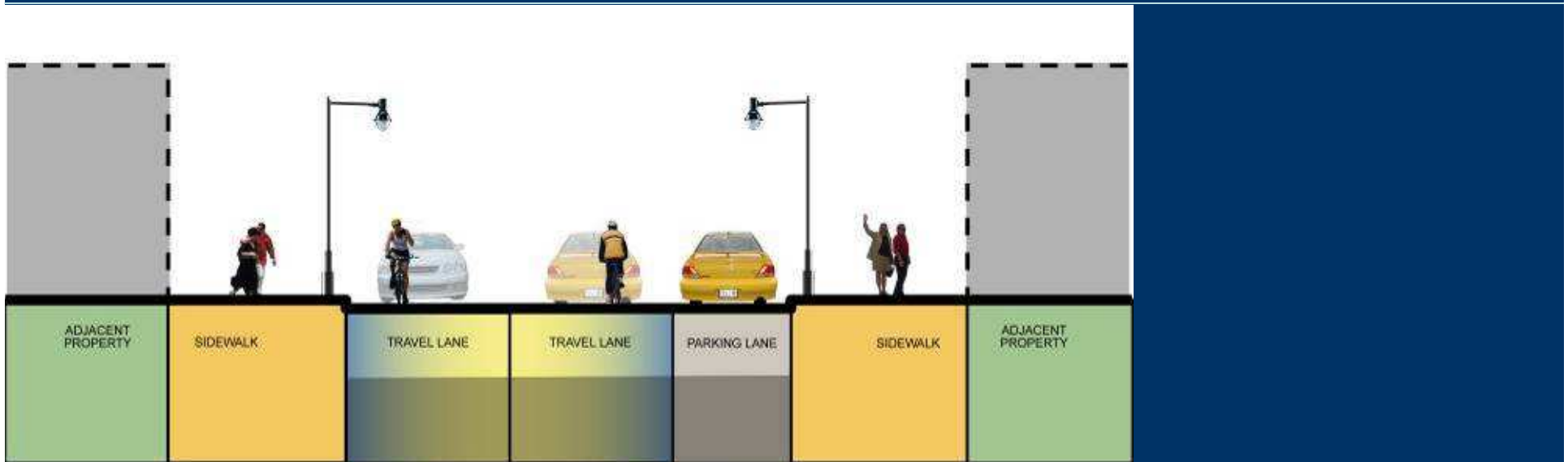
Bike Lane + Parking on One Side

Bicycle Lanes





Balance: Pedestrians, Parking, Bicycles



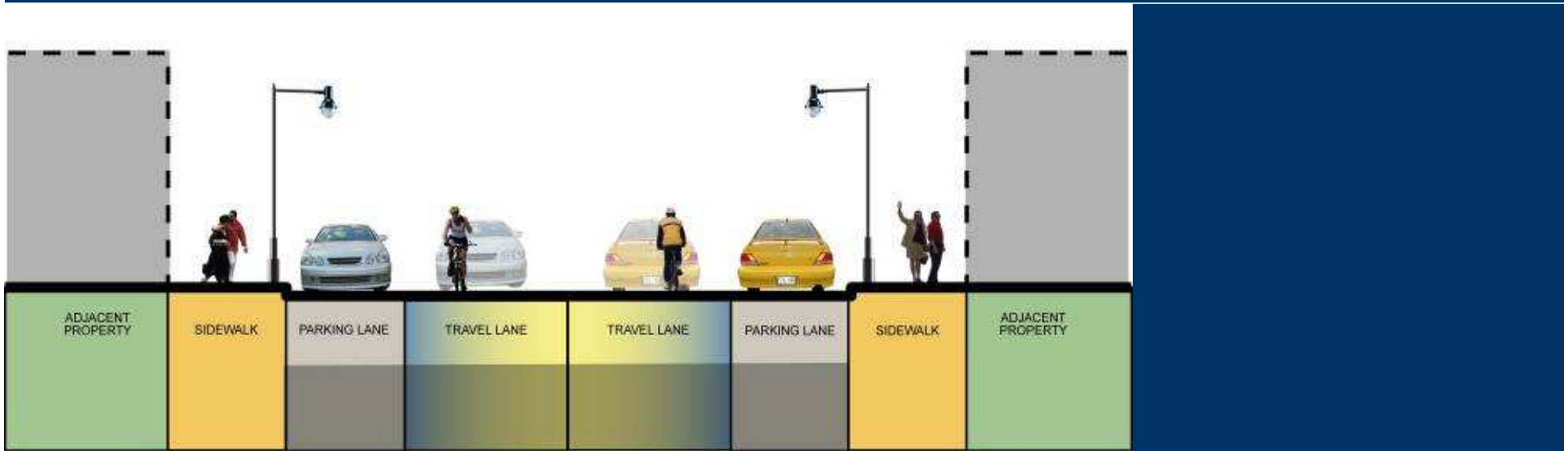
Shared Lane - Cars + Bikes - Parking One Sides

Wider Sidewalks



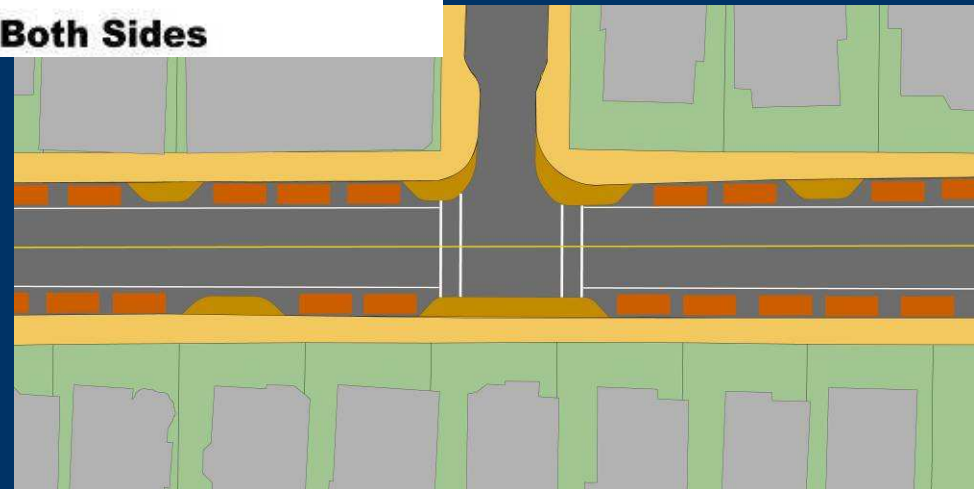


Balance: Pedestrians, Parking, Bicycles



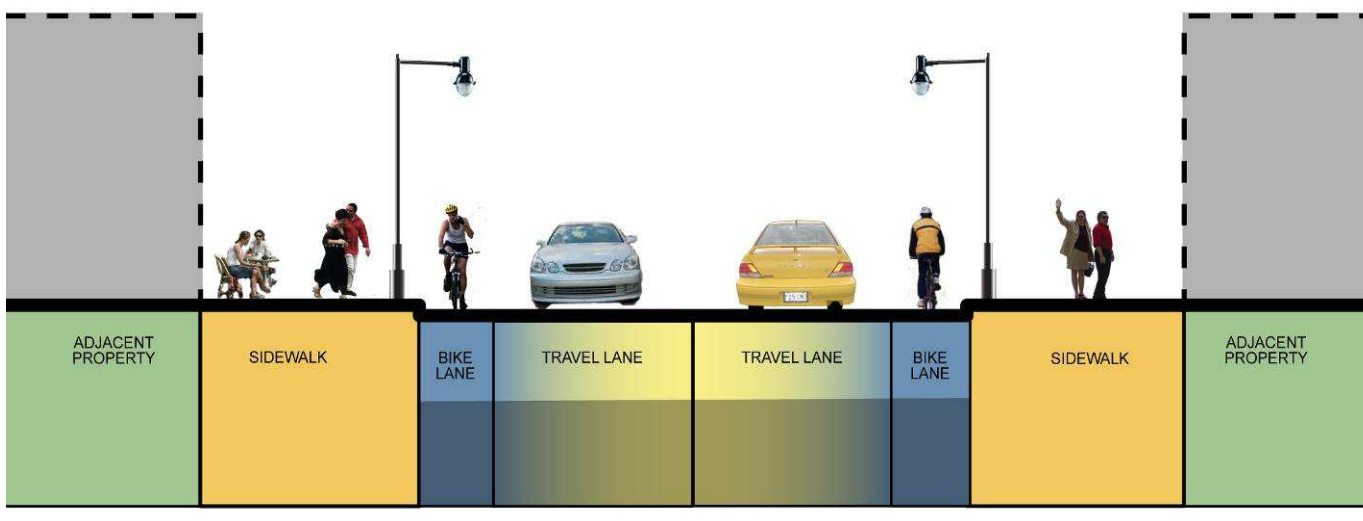
Shared Lane - Cars + Bikes - Parking Both Sides

Intermittent Widening





Balance: Pedestrians, Parking, Bicycles



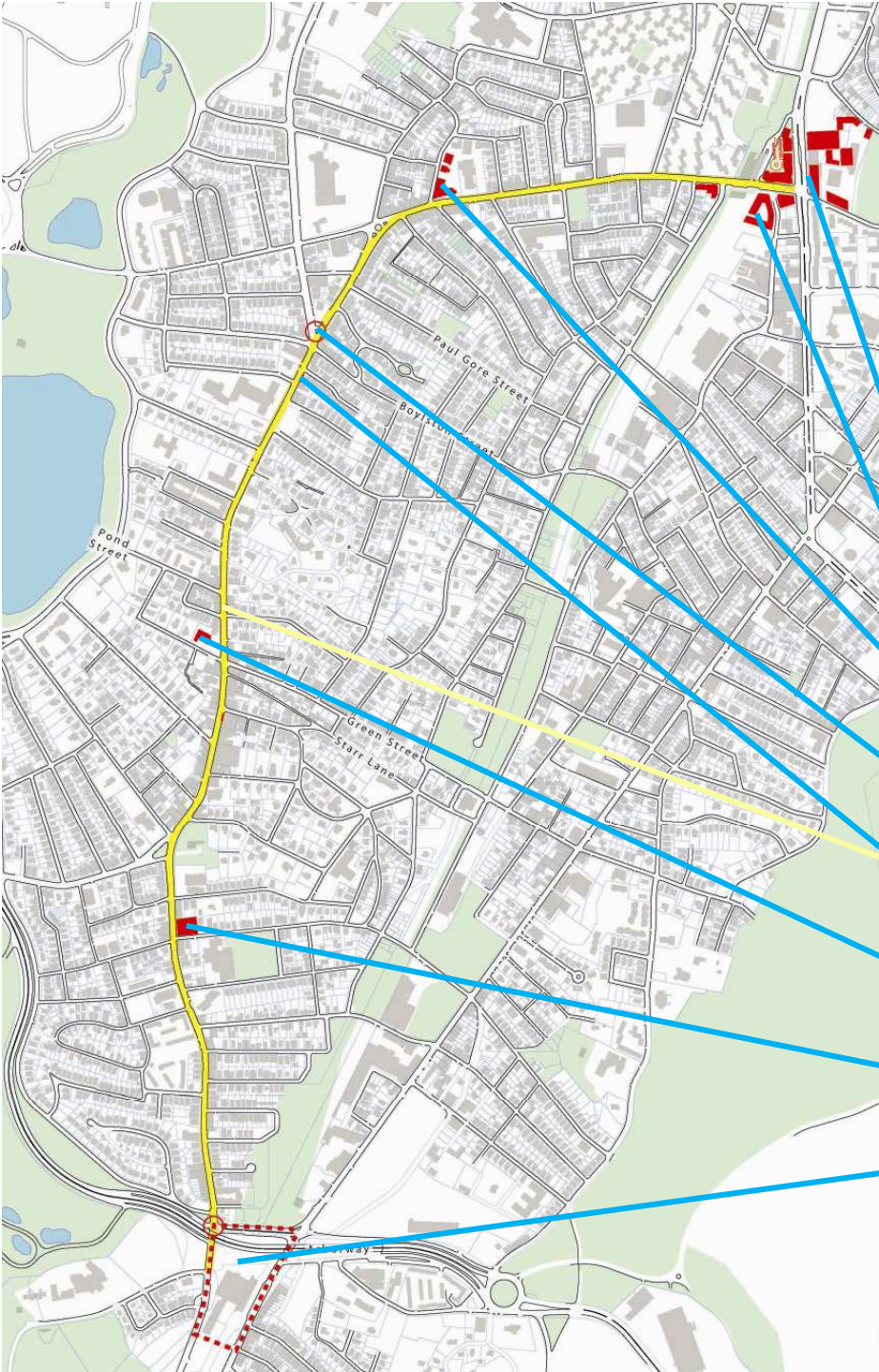
Bicycle Lanes + Widened Sidewalk

No Parking





Current Projects



- Jackson Square
- 270 Centre Street
- Blessed Sacrament
- Signal Improvements
- Curb Extensions
- Baptist Church Reconstruction
- South Street Mall
- Forest Hills Improvements



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Projects

Potential Public
& Private
Opportunities



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Centre/South Street
Transportation Action Plan



Customer Survey

JAMAICA PLAIN CENTRE/SOUTH STREET SURVEY

1. HOW OLD ARE YOU?

- <18
- 18-24
- 25-34
- 35-49
- 50-64
- 65-80

2. WHAT IS YOUR GENDER?

- Male
- Female
- Other

3. WHERE DO YOU LIVE?

- Jamaica Plain
 - Hyde Square
 - Monument
 - Jackson Square
 - South Street
 - Forest Hills
 - Other _____

- In another Boston neighborhood _____
(which one)
- Brookline
- Newton
- Cambridge
- In another city/town _____
(which one)

4. WHAT IS YOUR PRIMARY PURPOSE FOR COMING TO CENTRE/SOUTH STREETS TODAY?

- Grocery/Food Shopping
- Retail/Restaurants
- Medical Appointments
- Business Meetings
- General Errands (post office, dry cleaning, etc.)
- I live on Centre/South Street
- I work on Centre/South Street
- To socialize or meet-up with friends
- Other _____

5. HOW MUCH MONEY DID YOU (OR DO YOU PLAN TO) SPEND TODAY?

(Please round to the nearest dollar amount)

\$ _____

12. WHAT WOULD ENCOURAGE YOU TO BIKE MORE?

(check up to three options)

- More places to park bikes
- More bike lanes
- A bike share system where I could rent a bike at very low cost
- More bikers on the road
- Nothing – I am unlikely to start riding a bike
- Other _____

13. WHAT WOULD ENCOURAGE YOU TO WALK MORE?

(check up to three options)

- A more pleasant sidewalk experience
- Safer sidewalks – better ramps, less clutter of newspaper boxes, lighting, etc.
- Better connections across the street
- More places to sit down and relax
- Nothing – I am unlikely to walk more
- Other _____

14. WHAT WOULD ENCOURAGE YOU TO TAKE THE BUS/SUBWAY MORE?

(check up to three options)

- If the bus/train was more reliable
- If the bus/train was not so crowded
- If there was a stop closer to where I live and/or my destination
- If the bus/train cost less
- Nothing – I am unlikely to take transit more often
- Other _____

15. IN YOUR OPINION, WHAT IS THE IDENTITY OF CENTRE/SOUTH STREET? WHAT DO YOU BELIEVE CENTRE/SOUTH STREET IS KNOWN FOR?

16. WHICH OF THE FOLLOWING ACTIVITIES WOULD ENCOURAGE YOU TO SPEND MORE TIME ON CENTRE STREET?

- Informal Music Performances
- Weekly Farmer's Market
- Seasonal Events
- Outdoor concerts
- Educational Programs
- Other _____

17. ADDITIONAL IDEAS, COMMENTS, AND/OR QUESTIONS?



Customer Survey

Volunteer Training

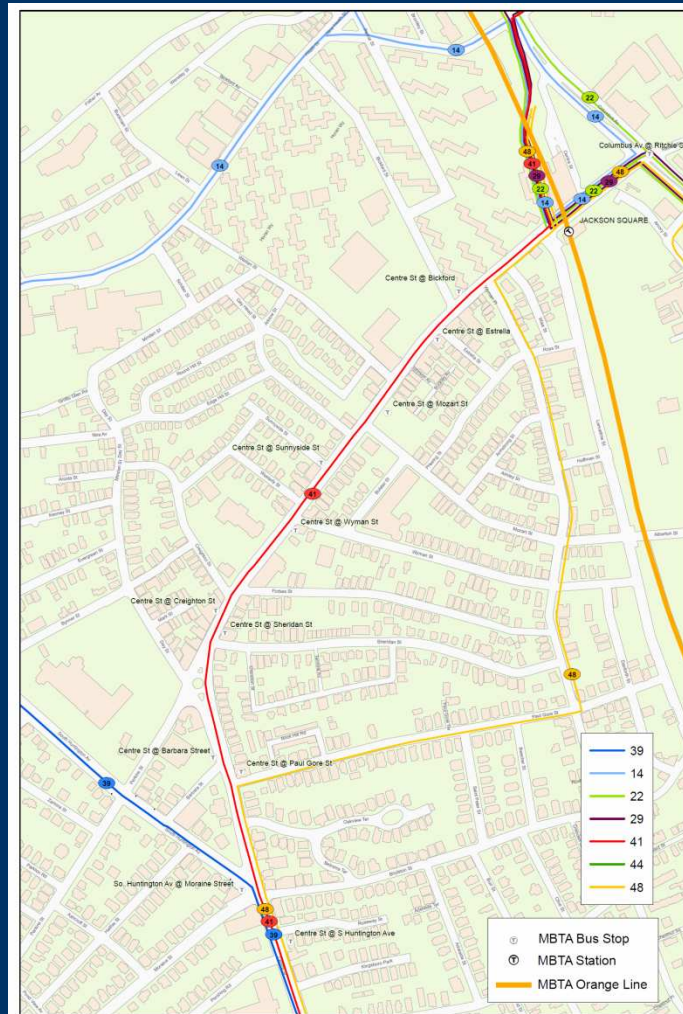
- **Wednesday, December 2 at 1:30** - Training for working group
- **Wednesday, December 2 from 2-4PM** - Implementation of Survey in JP
- **Friday, December 4 at 3PM** - Training for volunteers

Survey Administration

- **Saturday, December 5 from 1-3PM** - 1st Survey Group
- **Wednesday, December 9 from 1-3PM** - 2nd Survey Group
- **Thursday, December 10 from 6-8PM** - 3rd Survey Group
- **Saturday, December 12 from 6-8PM** - 4th Survey Group



Public Transportation Overview

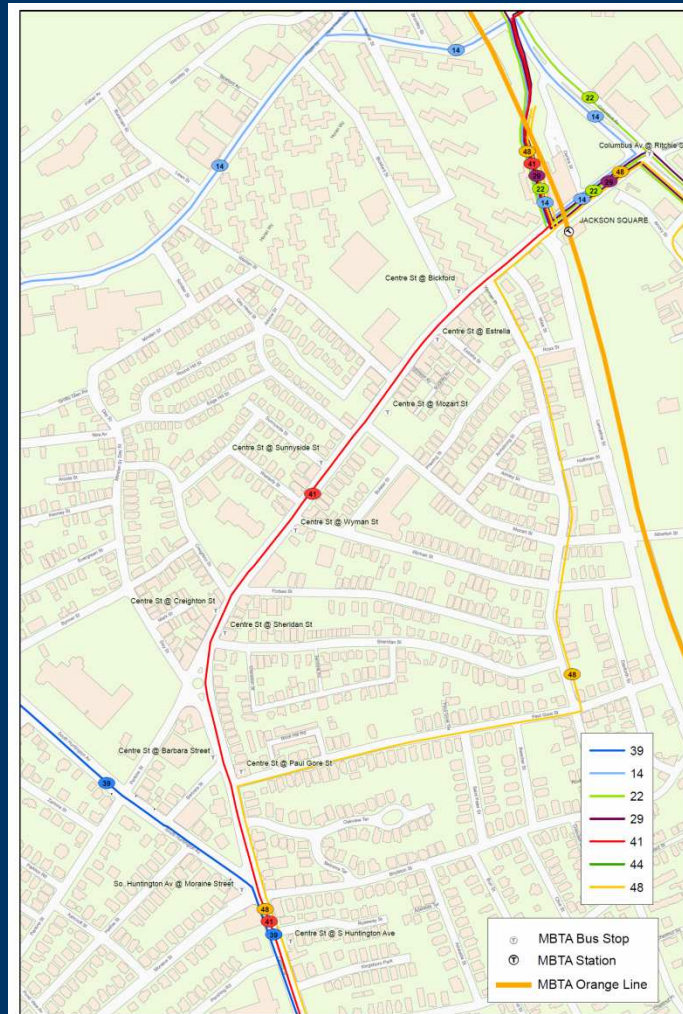


Inbound Stops	Total Boardings	Total Alightings	Total Ridership	Shelter	Stop Location
S. Huntington	50	11	61		
Paul Gore	20	4	24		Far Side
Sheridan	14	4	18		Far Side
Wyman	10	8	18		Near Side
Mozart	5	27	32		Mid-Block
Estrella	11	19	30		Near Side
Lamartine	0	6	6		
Jackson Square	897	1584	2481		
Columbus	35	24	59		

Outbound Stops	Total Boardings	Total Alightings	Total Ridership	Shelter	Stop Location
Columbus	7	17	24		
Jackson Square	1197	912	2109		
Bickford	33	70	103		Near Side
Sunnyside	3	20	23		Near Side
Creighton	4	23	27		Far Side
Barbara	3	23	26	existing	Near Side
S. Huntington	2	30	32	existing	Far Side (?)



Public Transportation Overview



- Potential Recommendations
 - Accessibility (stop lengths)
 - Signal improvements
 - Bus stop consolidation
 - Bus stop amenities: shelters, benches, trash receptacles, etc.
 - Route/frequency changes?



Next Steps

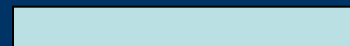
- CAC Meeting #4: December 16th 2009
 - Finalize guidelines and materials
 - Select nodes
 - Modal strategies – preliminary recommendations



Next Steps

Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May June

Task 1: Corridor Vision



Task 2: Create Corridor Streetscape Guidelines



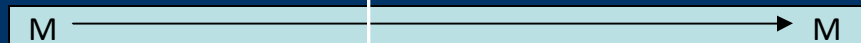
Task 3: Redesign Transportation Nodes



Task 4: Parking Management Strategy



Task 5: Public Process



Interagency Coordination



M: Meeting