

Soto Palmarin, Ines

From: Beth Mahar [REDACTED]
Sent: Saturday, October 02, 2010 12:52 PM
To: Soto Palmarin, Ines
Subject: comments/questions: DRAFT Centre and South Streets Streetscape and Transportation Action Plan

Hello,

Would you describe the traffic signals for the Monument Square plan in JP? Will a car be able to turn left onto Centre street from Eliot Street? Will there be a traffic signal there? Which crosswalks will have signals?

Thanks very much,
Beth Mahar

[REDACTED]

Soto Palmarin, Ines

From: Soto Palmarin, Ines
Sent: Thursday, September 23, 2010 11:23 AM
To: Gupta, Vineet; Keller, Colleen; 'DeNisco, Ralph'; Burgess, Don; 'kurt.steiner@mcmtrans.com'
Cc: Lathrop, Randi; Zick, Jill; Thompson, Kenya; Fitzgerald, James
Subject: FW: Centre and South Street Action Plan comments
Attachments: jpmonumenttrees_2010_09_23.pdf; ATT00001.txt

-----Original Message-----

From: Brittany Gravely [mailto: [REDACTED]]
Sent: Thursday, September 23, 2010 11:19 AM
To: Soto Palmarin, Ines
Subject: Centre and South Street Action Plan comments

Dear Ines,

I am a Jamaica Plain resident and very interested in the future of Monument Square. My primary concern is that the area will actually be better and truly more vibrant than it currently is. The main problem at the moment seems to be the issue with the fire department and bus routes these sound like significant issues.

If the plan moves forward, I support removing the fence, but do not support removing any of the trees currently around the side and back of the monument. If they are removed, this green space will be very stark and unattractive to passersby looking for a place to rest, eat or hang out. I have started an online petition and so far, many residents have spoken up in support of these trees. I am attaching the comments my petition has received so far; I hope you and the planning team take them into consideration.

Thank you for listening.

Sincerely,

Brittany Gravely
97 Wachusett St.
[REDACTED]

Soto Palmarin, Ines

From: SARAH FREEMAN [REDACTED]
Sent: Wednesday, October 06, 2010 1:17 PM
To: Soto Palmarin, Ines
Cc: Gupta, Vineet; Ralph Denisco
Subject: JP Centre/South Streetscape & Transportation Action Plan

Dear Ines,

The JP Centre/South Streetscape & Transportation Action Plan is a very exciting opportunity for JP. I have attended most of the community meetings and am very happy with the progress that has been made in the plans - including the bike lanes and sharrows that are already in place along the corridor. I do have a couple of serious concerns that I would like to share with you now in hope of getting the best possible outcome as the plans move forward.

* MBTA Bus turn-around options:

At the last public meeting (9/21/10), which I had to leave a bit before the end, in response to the loss of bus turn-around capability at the Monument, the following options were described: The buses could go to Murray Circle or to Forest Hills, either empty or with stops. I feel strongly that Forest Hills Station is a far superior choice.

If the buses turn around at Murray Circle, the only positive achievement is that the buses are able to change direction, but there are also several negative impacts. This option would add to the Eastbound queue that people are already concerned about. Also, residents of side streets (off of Centre St.), are concerned that this will generate cut-through traffic on narrow streets.

If the buses turn around at Forest Hills Station, in addition to changing direction, this would also add an important connection with the T (orange line) and many other bus lines. This adds tremendous value in contributing to a meaningful transportation network. In my opinion, the Monument is not a great place to begin & end bus routes.

* Parking:

I would like to see further exploration of options for off-street parking. There are several off-street parking areas that could possibly be incorporated into public use which would benefit the public realm. Examples include: St. Thomas Aquinas (which has many extra spaces much of the time - except during funerals etc.), behind Boomerands. How many spaces are utilized in these lots on weekdays? weekends? evenings? could they designate some for the public?

Thank you for considering these thoughts,
Sarah

Soto Palmarin, Ines

From: Elizabeth Ginga [REDACTED]
Sent: Friday, October 08, 2010 3:01 PM
To: Soto Palmarin, Ines
Subject: Re: comments re: monument

oops. I also wanted to mention that no one present was able to say anything about bus routes, another big factor. I also want to acknowledge that it was agreed that we would meet again and get the MBTA there as well as persons more knowledgeable about the traffic. I hope this happens!!

----- Original Message -----

From: Elizabeth Ginga
To: Ines.Palmarin.bra@cityofboston.gov
Sent: Friday, October 08, 2010 2:50 PM
Subject: comments re: monument

Hello,

First off, I think it is a great idea to try to add more livable, human-friendly spaces to the city. I am all for that. my questions/concerns re: this design:

I will try to be succinct :)

1. It seems rather vague how this new area, cordoned off to car traffic, can serve as an area for people to congregate in while at the same time be able to allow emergency vehicles through. Will the firetrucks wait while moms scoop up kids and strollers or a farmers market set there moves? I just don't think this has been at all addressed. An Oct. 5 meeting regarding the proposal attended by 5 city rep's, no one knew the answer.

2. It is not clear at all how the rerouted traffic and proposed traffic lights will work. Is it the case that the new traffic light will have to have a 3-way green light feature. Since so many cars turn left onto Center from South and from left onto South from Center a green light that does not hold traffic in the opposite direction to allow for this will back up traffic significantly. Has the proposed, three-way light been analyzed in terms of how backed up traffic will be, especially heading north on South St? I hope it has been analyzed and but no one present had any information to this effect at the Oct. 5 meeting. Only one person, who did not identify herself when she spoke, said the situation would improve from an A & F to a B & B. That seemed so vague to me. Also, with traffic stopped here, and then a few yards later at a long-ish walk signal stop light, again at Dunkin Donuts where traffic entering stops traffic, and again, a car length later at the light at the intersection at DD, how is this 4 traffic stopped area going to allow traffic to smoothly move along? Right now the 3 existing stops/lights are not in synch. No one at the Oct. 5 could answer this question. I'm not sure why the rep's were there since these were basic questions that went unanswered.

In fairness, the rep's present agreed to immediately address several smaller neighborhood issues around signage and emergency vehicle allowances, although in truth these are things that could have/should have been addressed incidental to the monument issue.

I hope this email does not sound negative. I am delighted that people are thinking about new and different ideas about how to improve our city. I just want to make sure we are not inadvertently and unknowingly creating a traffic nightmare.

Thank you for listening.

Sincerely,
Elizabeth Ginga
[REDACTED]

Soto Palmarin, Ines

From: [REDACTED]
Sent: Friday, October 08, 2010 5:44 PM
To: Soto Palmarin, Ines
Subject: monument park

I live at 772 centre st in JP and we would like to have a tree if possible in front of our house, like the other two houses in our association. 776 centre and 780 centre. We are very excited about this new park and we wanted to say thank you for making JP a better place to live. The tree would help shade the grass from direct sunlight, which is causing our grass to get burned out each year. Please take this into consideration when you start your project .

Thank you for your time

Anthony

[REDACTED]

Soto Palmarin, Ines

From: Mike Pavone [mailto:Mike.Pavone@cityofboston.gov]
Sent: Wednesday, October 13, 2010 12:59 AM
To: Mike Pavone; Soto Palmarin, Ines
Cc: ines.palmin.bra@cityofboston.gov; Carlos B. Icaza
Subject: Re: Jamaica Plain Monument Square Re-design

On Oct 13, 2010, at 12:37 AM, Mike Pavone wrote:

> Dear Ms. Palmarin,
> As a resident of Boston and one that grew up in Jamaica Plain and has
> a business in Jamaica Plain that was founded by my father in
> 1953 I have to say that the redesign of the monument is ludicrous .
> If more greenspace is what's wanted extend it down towards Hathaway
> st. and possibly a little towards the Unitarian Church . To take away
> the Centre St. side in front of the church will just make traffic in
> that area unbearable . If it's just the problem of cars getting out
> onto Centre from the Monument move the lights down to Centre and South
> with the lights at Eliot St. timed in conjunction with them . The
> width of Centre St. coming up from the Arborway becoming a two way
> isn't practical . Draw out a diagram of 2 53 foot box semis , one
> coming up Centre and one trying to make a right hand turn going down
> towards the Arborway , and you'll see it is physically impossible to
> be done . We don't need this problem on Centre and South St. As the
> old saying goes " if it isn't broke don't fix it " . As one of the
> three oldest family run businesses on Centre St I ask you to please
> not alter the traffic flow at the Monument as it is now the business
> community of Jamaica Plain cannot take a disruption in the flow of
> traffic .

>
>
> Sincerely ,

> Michael Pavone

> Classic Cleaners , inc.
>

Soto Palmarin, Ines

From: andhowcc [REDACTED]
Sent: Monday, October 18, 2010 10:29 PM
To: Soto Palmarin, Ines
Cc: Michael Reiskind
Subject: Comments

Dear Ines,

My comments are outlined below and include a combination of input from multiple sources.

Benefits:

- Walk thru with Hyde/Jackson. business owners
- Bike lanes
- Bump out for buses
- Wider sidewalks
- Sidewalk furnishings
- Light at Elliot/Center allowing left turn

Concerns:

- Need walk thru with business owners in Center / South district
 - More bump-outs planned for Center/ South business district
 - Traffic changes at Monument Square
 - Buses traveling around Murray circle to reverse direction
 - Ability to turn bus and fire-truck onto Center from South
 - Traffic build up leading to increased runoff through side streets
 - Loss of multiple parking spaces
- South Street needs more attention

Ines, thank you and the team for all the hard work and efforts put into this project so far we really appreciate it and we look forward to hearing about next steps. Have a great week.

Andrea Howley

Sent from my Verizon Wireless BlackBerry

Soto Palmarin, Ines

From: Anne McKinnon [am103477556 [REDACTED]]
Sent: Monday, October 18, 2010 10:26 PM
To: Soto Palmarin, Ines
Subject: Centre-South Action Plan

I had trouble finding the "Action Plan" on the Web site. If it is the 09-21-10 Meeting--Final then it is poorly labeled and misleading. I thought that document was the meeting presentation and looked only at the Corridor-wide Guidelines about which I have little to add because they are well done. If the presentation is the Action Plan I think the BRA and BTB should rename it and send a link to it only to the e-mail list so people are clear about what they are to comment on.

If the presentation is the Action Plan, my comments follow:

1. Trees should be limbed to 14'
2. Trash receptacles should be the smaller Big Belly type to fit better
3. The presentation or Action plan does not specify what the goals are for the Monument Area. What are the problems that the proposal at the Monument is trying to solve? How can anyone evaluate alternatives if 1) there no goals presented and 2) if the alternatives are not described (this goes for the Hyde Square thing , too). The Action Plan must be a stand-alone document and not rely on people attending Advisory Committee meetings to get the background. The general public meeting last month should have gone over the work done to date and no assume people know it all.

If say, the goal at the Monument is to increase green space, the preferred alt. fails. If the goal is to improve bike access it fails. If the goal is to reduce parking it succeeds. If the goal is to create a gathering place then it partially succeeds. The preferred alt. is likely to create more problems than it solves and the loss of parking is unacceptable. This proposal is like using a sledgehammer when a tack hammer will do--go back to the drawing board and simplify the proposal. Maybe there are alternatives already proposed that are better--I can't tell because they are missing from the presentation or Action Plan.

Anne McKinnon
51 Sedgwick St.

Please acknowledge receipt of these comments.

Soto Palmarin, Ines

From: Anne McHugh [aemchugh@redacted]
Sent: Monday, October 18, 2010 8:37 PM
To: Soto Palmarin, Ines
Subject: comments on Centre St JP Corridor plans

I am writing to comment on the BRA/BTD plans for redesign of the Monument area. I am a 28-year resident of Holbrook St., so am quite familiar with traffic patterns over time in the area.

While I do like that the proposal would open up more greenspace in the immediate neighborhood, I am concerned by the limiting of cars to the one side of the Monument in terms of traffic back-up. The congestion in the morning to get around the Monument has become a constant headache and I don't see that this plan would alleviate that.

The main issue is drivers (me included) who want to turn left onto Centre St. to go eastbound. It's very difficult to get across the westbound lane. Of course, the proposed traffic light would remedy this. But the other, equal problem is that the east bound traffic through central JP is totally jammed. A traffic light would not solve this.

There would be two potential problems created:

First, cars would go through when the light is green, regardless of whether there is room on the eastbound lane, just to take advantage of the light. This would jam up the westbound traffic. And because that side of the Monument would now be two-way, cars wanting to turn west bound onto South St would be backed up behind the line of cars wanting to turn east, who can't because there is no where to turn into Centre. Now, those cars move to the right lane and can pretty much get through and get to where they're going, even though the east bound lane is congested. I can see people turning down the side streets to get out of the situation. Cars would turn up Holbrook St to go around the block and come out Eliot St to turn westbound.

It looks to me like the Eliot St no left turn may be eliminated. In that case, I also envision cars turning down Holbrook St. to loop around Eliot and turn left onto Centre, which would probably have less of a back up.

Anne McHugh
28 Holbrook St.

Soto Palmarin, Ines

From: sjpapson [redacted]
Sent: Monday, October 18, 2010 5:24 PM
To: Soto Palmarin, Ines
Subject: Monument plans

I am a long time resident of Jamaica Plain, specifically near the Monument since 1969 and I have been a Director of the Jamaica Pond Association for the last 15 years or so and a past chairman as well. I like the plans for the redesign of the area.

Specifically, I would like to comment on the area immediate to the Monument. It is one of the most important historical monuments in the City of Boston. I believe it should be restored to its original condition when it was dedicated in 1871. The trees and the fence should be removed and the marble plaques in the Monument bearing the names of fallen soldiers replaced.

Monuments such as this one are meant to stand on their own, in terms of both their architectural integrity and regarding what they represent. The Monument should not be kept separate from the people. The Minuteman on Battle Green in Lexington is not isolated. Neither are the monuments to Jefferson, Washington, Lincoln, the World War II Monument, etc.

I know all too well that many people have a great aversion to cutting down trees in the city. But those four will be replaced by seventeen others. And those who think the Monument will be too stark misunderstand the meaning and use of such monuments. They are meant to stand alone. The Monument is the focus of Monument Square. We should do our best to restore it to its originally intended prominence.

John Papson

Soto Palmarin, Ines

From: hilken mancini [hilkenmancini@redacted]
Sent: Monday, October 18, 2010 5:02 PM
To: Soto Palmarin, Ines
Cc: Patricia Roberts; stewartl1@comcast.net; Bryan O'Donnell; Liz Malia; Jeffrey Sanchez; jpartmarket@gmail.com
Subject: Re: Centre and South Streets Streetscape and Transportation Action Plan

Dear Ms. Palmarin,

Being a female self employed, small business owner of the vintage clothing store 40 South St. I ask you to please re consider the restructuring Monument Square. I feel that the loss of parking, as well and the removal of circular traffic around the square will add a serious inconvenience to our customers as well as to those of us who work and need to bring large amounts of inventory in to our place of business at all times through out the day.

I also think it is outrageous to overlook the impossibility of a fire truck being able to vacate off of south st,- as it's closest access out is a one way street that can scarcely fit a one car lane with constant traffic at this point in time - making this a two way seems impossible to me.

Please hold one more meeting so that us business owners can have a chance to speak our minds.

There was one public meeting on September 21, and they spent the entire time describing their plans in great detail for all the other projects then left ten minutes for us to speak. They never called on me when I raised my hand to ask a question.

I struggle every day with paying my rent and bills in this horrible retail economy. We all hold community events in our stores and businesses on South St. to try and enrich the lives of the people and business surrounding us, bringing people in from other areas of this city to come to our neighborhood in JP. This will only affect these plans, hopes and dreams negatively. Don't we at least deserve to be acknowledged and our voices to be heard?

Thank you for your time,
Hilken Mancini
40 South St. Jamaica Plain, MA
617 522 5066

On Sat, Oct 16, 2010 at 8:01 PM, Patricia Roberts <patricia.l.roberts@gmail.com> wrote:
Dear Ms. Palmarin:

I believe the above-referenced plan will have a negative impact on the economic and social well-being of Jamaica Plain. Here are my reasons:

1. Closing Centre Street where it runs beside the Monument, and requiring all traffic to use the much smaller street that runs on another side of the Monument, will cause massive traffic jams. Having one or possibly two traffic lights to manage traffic there will further make traffic go more slowly, and back up more.
2. Taking down the wrought-iron fence around the Monument so the area is more accessible to the public will increase the likelihood that homeless people will take over the area as their new location to hang out. (My understanding is that residents from that part of JP are unhappy with the steady presence of homeless people on

Soto Palmarin, Ines

From: Melissa B. Desjardins [braun.melissa@gmail.com]
Sent: Monday, October 18, 2010 4:26 PM
To: Soto Palmarin, Ines
Subject: Comments regarding Centre and South Streetscape and Monument Square Plan
Attachments: Monument Sq_Expanded intersection option.pdf; Monument Sq_A destination.pdf

Hi Ines,

Please let me first apologize if my suggestions and comments have been discussed at past meetings. I am new to the area and have just now become involved. I have sketched two options that I hope can be explored if they have not yet already done so.

Destination Option

1. By bending the "carriage road", the awkward, confusing and dangerous 3-way intersections at Eliot/Centre and Holbrook/Centre are eliminated. Only those who know they are allowed to drive on this "road" will, as the 90 degree intersections onto Centre Street will discourage motorists from taking a short cut.

2. A curved path also lends itself to feeling more park-like, and dividing the paving into stripes (for instance, brick pavers down the middle, concrete on the edges) can help scale down the width of the path so that it feels more like a space for pedestrians, not cars.

3. As *Monument Square*, introducing art or a monument for a more recent war and including a water feature could help enliven the space, thereby increasing its safety and discouraging loiterers.

Expanded Intersection Option

1. Although it would be a large cost and would mean less landscaped open space, moving the monument will help maintain some of the otherwise lost parking counts, provide bike lanes, a landscaped median, and a left and right turn lane.

Planters and backless seating with arm rests to discourage loiterers

Investigate crosswalk design, for example:

5' Vehicular strength brick paving either side of 3" raised 10' crosswalk

Lighting and backless benches with center armrests

Existing Monument to Remain

Provide additional seasonal planting

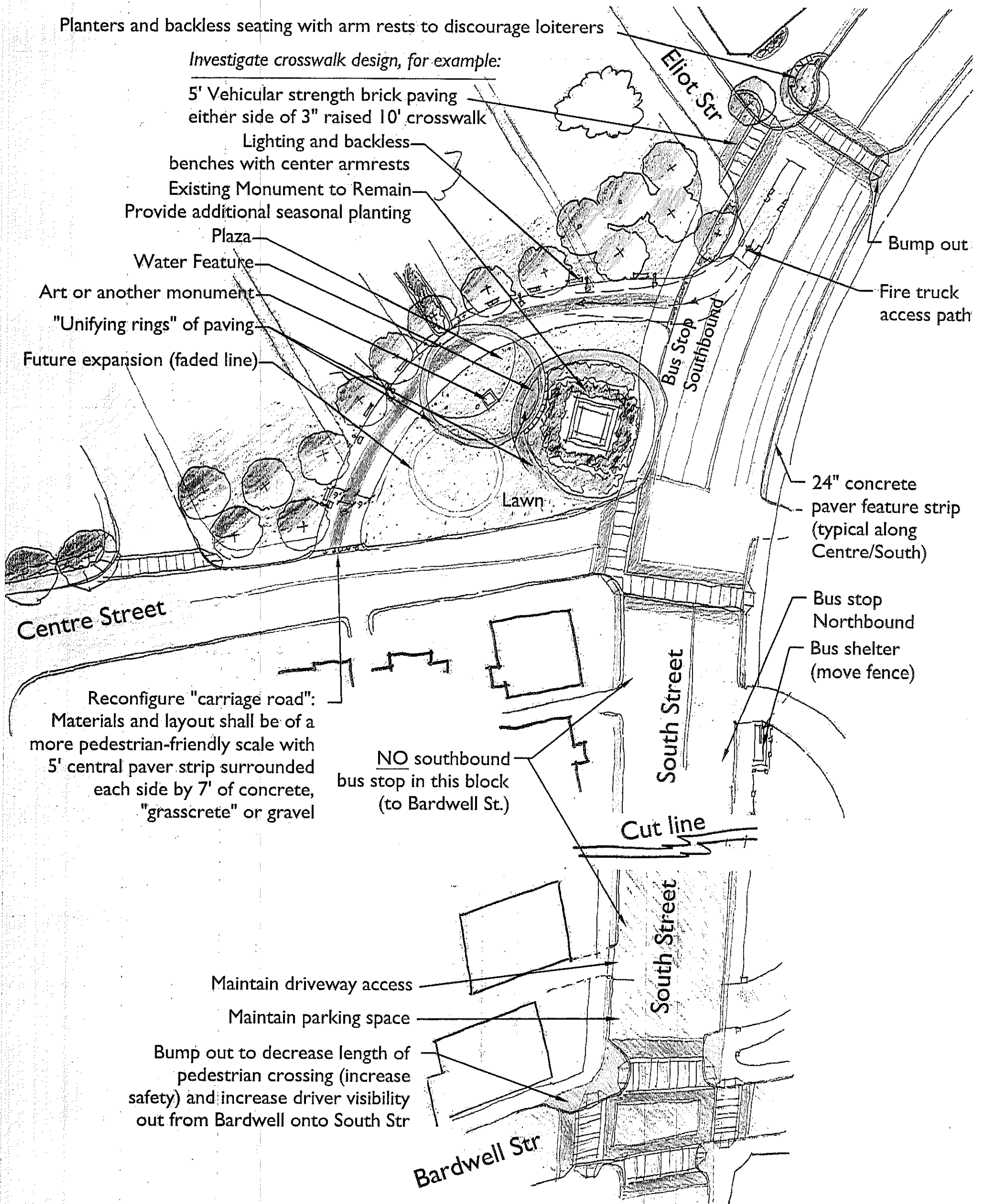
Plaza

Water Feature

Art or another monument

"Unifying rings" of paving

Future expansion (faded line)



Bump out

Fire truck access path

24" concrete paver feature strip (typical along Centre/South)

Bus stop Northbound
Bus shelter (move fence)

Reconfigure "carriage road":
Materials and layout shall be of a more pedestrian-friendly scale with 5' central paver strip surrounded each side by 7' of concrete, "grasscrete" or gravel

NO southbound bus stop in this block (to Bardwell St.)

Maintain driveway access

Maintain parking space

Bump out to decrease length of pedestrian crossing (increase safety) and increase driver visibility out from Bardwell onto South Str

Monument Square: A Destination

- Curving "carriage lane" reads as a park path
- Park-like features within reclaimed space

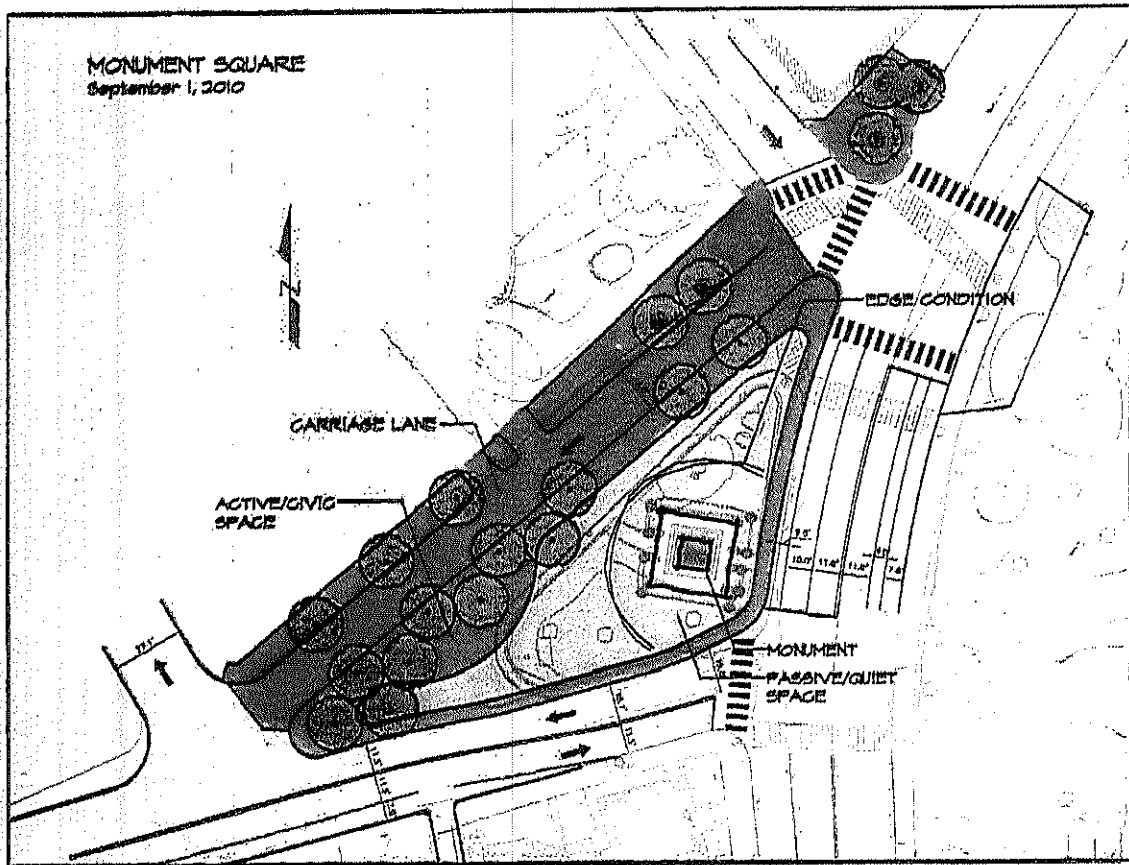
0 20' 40' 80'
Scale: 1"=40'-0"



Oct. 18, 2010

M. Desjardins

MONUMENT SQUARE
September 1, 2010



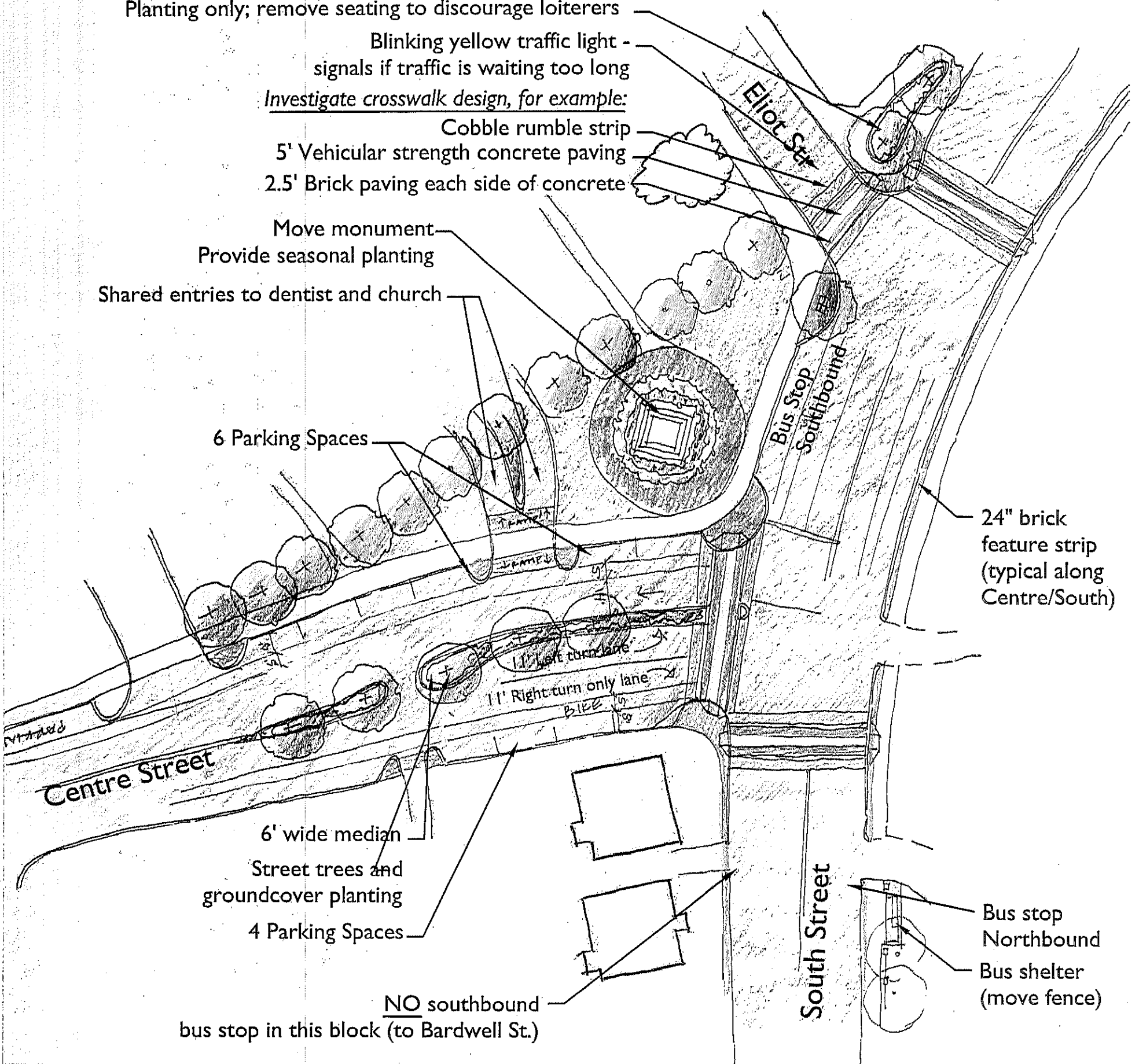
Current Design for Monument Square

Planting only; remove seating to discourage loiterers

- Blinking yellow traffic light - signals if traffic is waiting too long
- Investigate crosswalk design, for example:
 - Cobble rumble strip
 - 5' Vehicular strength concrete paving
 - 2.5' Brick paving each side of concrete

Move monument
Provide seasonal planting
Shared entries to dentist and church

6 Parking Spaces



Monument Square: Expanded Intersection

Moving monument north to allow for on-street parking, bike lanes and left turn lane onto Centre Street

0 20' 40' 80'
Scale: 1"=40'-0"



Oct. 18, 2010

M. Desjardins

Soto Palmarin, Ines

From: Pete Stidman [stidman@redacted]
Sent: Monday, October 18, 2010 12:27 PM
To: Soto Palmarin, Ines; Gupta, Vineet
Subject: Please accept these comments on Centre South plan
Attachments: BCU CentreSouth comment letter.pdf

Hey Ines and Vineet,

Attached are the BCU comments on the plan. Great work!

-Pete

--

Pete Stidman
Boston Cyclists Union
cell: 617-620-1989

<http://www.bostoncyclistsunion.org>



Boston Cyclists Union

PO Box 301394
Jamaica Plain, MA 02130
(617) 620-1989

October, 15, 2010

Dear Ines Soto, Vineet Gupta and the Boston Redevelopment Authority,

On behalf of the members of the Boston Cyclists Union herein are comments on the Jamaica Plain Centre and South Street Corridor Transportation and Streetscape Action Plan, presented to the community on 9/21/2010.

Bike accommodations in the plan so have been excellent, and we thank the BRA for listening to the residents of Jamaica Plain when they asked for the safest possible design. We look forward to identifying new opportunities for making them safer. Here are a few points we'd like to emphasize.

In the plan for Monument Square plaza, we are concerned that an egress for the Boston Fire Department would severely limit the potential for community events and venues like a farmer's market, street vendors, or any kind of programming whatsoever. We would like the fire department to show its study of the situation there to the community so that we may understand how the need for the egress was calculated.

On the plan in general, and looking forward, we would encourage the BRA to look for more opportunities for wider sidewalks coupled with limited parking removal (which can be offset with new access to off street lots), perhaps in the area in front of City Feed and Purple Cactus. Such a sidewalk widening could be paired with turning the sharrows there now into bike lanes.

Bike parking is becoming harder to find on the Centre South Corridor, particularly in JP Centre, where dozens of bikes occupy street signs at any time of day. Adding bike parking, such as an on street bike corral, should be considered as part of the plan.

Careful attention should also be paid to Centre Street as it turns off toward the Arboretum at Monument Square. No narrowing of Centre Street at that juncture should be made without first carefully studying what type of bikeway, whether bike lane, sharrow, or otherwise, will be installed along the rest of Centre Street. The intersection design there should reflect that future bikeway and allow it to be consistent with the rest of the street. As this road connects JP Centre to the Arboretum, it is heavily used by cyclists on the weekends, including families.

Thank you for your consideration,
Sincerely,
Pete Stidman
Director,
Boston Cyclists Union

Soto Palmarin, Ines

From: Steve Garfield [steve@[REDACTED]]
Sent: Monday, October 18, 2010 12:09 PM
To: Soto Palmarin, Ines
Subject: Monument in JP

Hi Ines,

As someone who lives nearby, I try to never take Centre St, at the Monument, to go left to continue on Centre.

It's always backed up.

If you reduce it to one lane, it'll be worse.

I don't see how this can be an improvement.

Thanks,

--Steve Garfield

19 Dane Street

JP

Soto Palmarin, Ines

From: Matt Meyer [laghalot@cityofboston.gov]
Sent: Monday, October 18, 2010 12:02 PM
To: Soto Palmarin, Ines
Subject: Bike-Friendly Boston

NOTE to BRA/BTD

to: Ines.Palmarin.bra@cityofboston.gov

Dear Ines Palmarin,

As a resident of the Centre/South St corridor, I am writing to ask the BTD and BRA to plan for and create more GREEN SPACE, trees, safe pedestrian and bicycle access, even if it means less car parking. This is especially true in Monument Square, where I support the proposed plan to eliminate the paved road entirely, and connect the Unitarian church with the monument park. Even if it means a loss of parking, the resulting safety and comfort for pedestrians and cyclists will help provide MORE customers to local businesses, not less. Likewise in the Hyde/Jackson square corridor, I support the initial proposal, which sacrificed some pavement and car spaces for safer, cleaner, greener streetscapes. It will also create more vitality than the few car spaces sacrificed for the greater good.

Jamaica Plain has the reputation of being a diverse and welcoming place where neighbors greet neighbors. Less parking and more green space is crucial to developing our neighborhood community.

I'm very grateful for the sharrows and bike lanes that have been painted on Centre/South st. It is one of my main corridors of travel, and I am now more comfortable and safer in those spaces whether I am biking or driving my car. Let's get them in the rest of the city!

I hope you and the BRA/BTD will consider the possibilities of what might become a vibrant, green, locally rooted and supported business and social space, rather than reacting to fear about lost parking. Green, clean, safe spaces will create MORE business than the handful of parking spaces that will be sacrificed ever could.

Thank you for your time and consideration.

Sincerely,
Matt Meyer
31 Beaufort rd. JP, MA 02130
617-875-7694

Soto Palmarin, Ines

From: Ralph Loring [rhloring@redacted]
Sent: Monday, October 18, 2010 11:40 AM
To: Soto Palmarin, Ines
Subject: {SPAM: 40} :Fwd: [dunsterroad] monument redesign

Hi Ines Palmarin,

My wife and I live on Dunster Road near the Monument and I share the same concerns raised by Jenny Hochstadt. I usually take public transportation or ride my bike to work, but on the occasions that I'm in the car with my wife, I understand why she complains so much about the current backup of traffic around the monument every morning. I'm all for useful greenspace, but the proposed design will only make the current bad traffic situation much worse. Please redesign the plan to retain the two lanes going into the intersection on Centre Street coming eastbound from the 203 rotary. Also, will cars from Elliot be able to turn left with the new lights? Otherwise there will be additional problems for those cars from Elliot that actually follow the traffic rules and go round the monument area to travel north on Centre. If the current turning rules for cars on Elliot persist, it will not be possible to legally go north and those cars will have to go on side streets to turn around or do what many drivers do already, and make illegal left turns, which is very dangerous. The only positive aspect I see of the plan traffic-wise is the new light that will regulate the eastbound traffic on Centre street entering the intersection (it is a free-for-all now).

Ralph Loring 54 Dunster Road.

----- Forwarded message -----

From: Jenny Hochstadt <jhochx@gmail.com>
Date: Mon, Oct 18, 2010 at 9:19 AM
Subject: Re: [dunsterroad] monument redesign
To: Geoff Cisler <gcisler@yahoo.com>
Cc: dunsterroad@yahoogleroups.com

Geoff - thanks so much for sending this and notifying us that today is the last day to comment. I just sent an email to: Ines.Palmarin.bra@cityofboston.gov

This is what I wrote:

Hello Ines Palmarin,

I live near Monument Square. The plan looks lovely, but irresponsible. I do not see how the part of Centre St. that is currently one way going towards the Centre St/South St junction can accomodate 2-way traffic. In fact, I think it is impossible without widening the road.

There are now 2 lanes going towards the Centre St/ South St junction (the plan calls for one lane in each direction). As it is, this area is often backed way up with the 2 lanes. It will be a nightmare with one lane and those of us who sit at it regularly, will curse the city every time. I don't think it will be particularly appealing for people using the pretty area (not sure what the exact use is) to have a constant line of angry drivers abutting it.

I think the plan needs revising.

Thank you,
Jenny Hochstadt
81 Dunster Road
Jamaica Plain

On Mon, Oct 18, 2010 at 8:10 AM, Geoff Cisler <gcisler@yahoos.com> wrote:

Hi all,

I just saw a notice from the City of Boston regarding some of the redesign proposals for Jackson Square, Hyde Square and Monument Square. I thought you all might be interested in seeing it, and apparently today is the last day for sending in your comments.

http://www.bostonredevelopmentauthority.org/pdf/PlanningPublications/Jamaica%20Plain%20Centre%20and%20South%20Street%20Corridor%2009-21-10meeting_Final.pdf

(from the website:

<http://www.bostonredevelopmentauthority.org/Planning/PlanningInitsIndividual.asp?action=ViewInit&InitID=142>)

I'm not sure how the Monument Square design will work and handle the amount of cars that always seem backed up there, or the UPS trucks or the MBTA turn-arounds, but visually, it looks great!

Geoff
19 Dunster #2

[Reply to sender](#) | [Reply to group](#) | [Reply via web post](#) | [Start a New Topic](#)
[Messages in this topic \(2\)](#)

RECENT ACTIVITY:
[Visit Your Group](#)

[Switch to: Text-Only, Daily Digest](#) • [Unsubscribe](#) • [Terms of Use](#)

Soto Palmarin, Ines

From: Megan Stokes [lindymegan@redacted]
Sent: Monday, October 18, 2010 11:39 AM
To: Soto Palmarin, Ines
Subject: Comments on JP Centre/South St. Redesign

Dear Ms. Soto,

I would like to submit the following comments about the redesign plan:

- Thank you for including bike lanes in your plan! Already Centre and South Street feels safer as a bicycler. (And as an occasional driver, too!)
- I like the plan for Monument Sq where part of Centre is closed off and turned into a pedestrian/bike area. I've heard this space could be used for a farmer's market, social space, etc. I think that would be a wonderful addition to the community.
- Please include wider sidewalks, more trees and outdoor seating in the Hyde Park area. It's a shame that JP has so little outdoor eating areas and this would be really nice.
- I support removing some parking spaces. There is frequently plenty of parking 1 or 2 blocks off Centre/South. It is more important that Centre/South becomes a more friendly and safe place for pedestrians, bicyclists, and bus riders.

--

Megan Stokes
508/207-5139
8 Lakeville Rd. #3, Jamaica Plain, MA 02130
<http://megarama.blogspot.com>

Soto Palmarin, Ines

From: Ajay S. [ajay@redacted]
Sent: Monday, October 18, 2010 11:26 AM
To: Soto Palmarin, Ines
Subject: Centre/South Streets Redesign

Dear Ms. Soto,

Thank you for the focus on redesigning streets in Jamaica Plain to better accommodate pedestrians and bicyclists. As a bicyclist, I appreciate the new bike lanes and am looking forward to more in the future.

I am writing to urge you to add as much green/social space as possible in the Hyde Square and Monument Square designs. I know parking is a concern for some, but this seems to me to be a narrow concern. I have seen the number of people who choose to visit the farmer's market in the Bank of America parking lot. Similar gatherings and social space will only increase the number of people in the area, who are more likely to shop in nearby stores.

Of course, greater pedestrian and bicycle facilities, along with more green space, makes for a healthier and more vibrant neighborhood.

Thank you for your attention.

Ajay Sequeira
Jamaica Plain resident

Soto Palmarin, Ines

From: William Furr [REDACTED]
Sent: Monday, October 18, 2010 10:59 AM
To: Soto Palmarin, Ines
Subject: Centre/South Street Redesign

Dear Ms. Soto,

As a recent resident (and would-be long-term resident) of Jamaica Plain, I would like to give my opinion on the Centre/South street design proposals.

I have a car and I do drive in Boston, but I commute and do the vast majority of my errands by bicycle and T. Good pedestrian, bicycle, and transit access is far more important to me than car parking or car throughput. I would rather see more green space and more pedestrian and bicycle area than car space. Heavily car-trafficked areas make me feel unsafe and uncomfortable. I am strongly in favor of the Monument Square proposal to close off the connector street, route traffic around the square, and open up a large amount of pedestrian and green space there. If a carriageway is maintained for emergency vehicle access, it should be minimized and priority given to pedestrian and bicycle access.

I am also disappointed to hear about the Hyde Square plans being scaled back in favor of more parking. Encouraging more pedestrian and bicycle traffic and giving more space for pedestrians and bicycles (and bicycle parking) instead of car parking has been shown in many cities around the world to *improve* local business. I would like for these studies to be shown to the JP business association and also kept in mind along with their vocal criticism of the earlier plan. A quick google search on "remove parking improve business" turned up the following results from Toronto, Portland, and Copenhagen:

<http://spacingtoronto.ca/2009/02/18/study-finds-that-removing-parking-to-install-bike-lanes-or-widen-sidewalk-would-benefit-businesses-on-bloor/>

<http://www.cleanairpartnership.org/pdf/bike-lanes-parking.pdf>

<http://www.tc.gc.ca/eng/programs/environment-utsp-casestudy-cs76eparkingtdm-891.htm>

[http://bikeportland.org/wp-content/uploads/2010/05/PDX Bike Corral Study.pdf](http://bikeportland.org/wp-content/uploads/2010/05/PDX_Bike_Corral_Study.pdf)

For a city as dense and walkable as Boston, this should be an obvious fit for our community.

Commercial street parking that remains should also be priced appropriately to encourage turnover. Most street parking in the city is FAR too cheap, to the detriment of would-be car visitors. Adaptive time-based pricing based on an optimal usage rate would be ideal, but even a review every three months of utilization and pricing would be a vast improvement over the parking situation in most of Boston. Local business owners should welcome appropriately priced parking for the same reasons given earlier. More turnover means more potential customers coming by their storefront.

However, the priority for me is to create spaces that are welcoming, safe, and comfortable for pedestrians, cyclists, and transit riders over cars.

Regards,
William Furr
33 Peter Parley Rd Apt 2
Jamaica Plain, MA

Soto Palmarin, Ines

From: Geoff Cisler [REDACTED]
Sent: Monday, October 18, 2010 10:12 AM
To: Soto Palmarin, Ines
Subject: Jackson square bike path
Attachments: jacksonsquare-bikepath.JPG

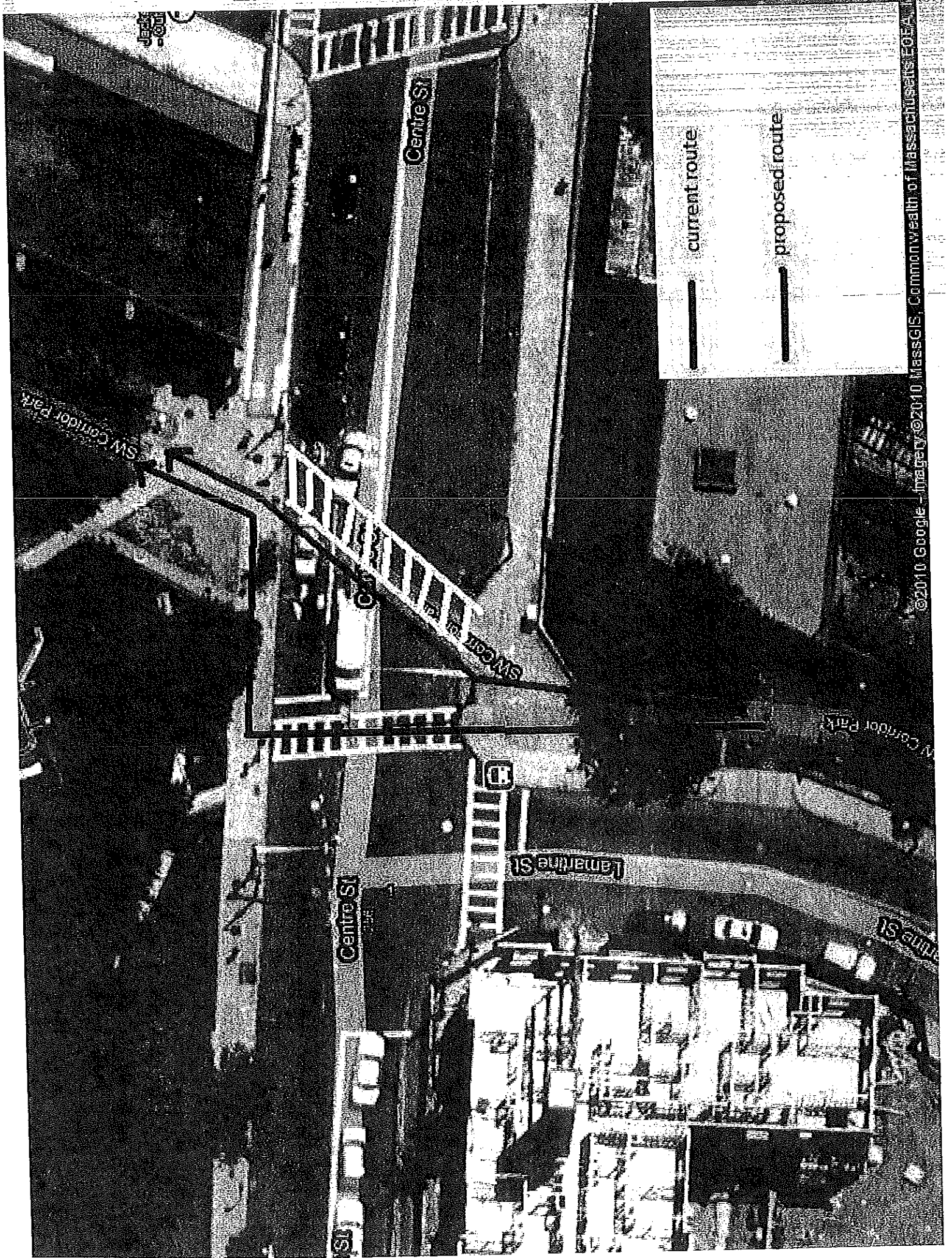
Dear Ms Palmarin,

I would like to submit an addition to the sidewalk changes that were proposed in the final draft of the "Jamaica Plain Centre and South Street Corridor Transportation and Streetscape Action Plan".

When riding bike north on the Southwest Corridor through Jackson Square, it is very difficult to deal with the "bike path to sidewalk to bike path" transition that occurs when crossing Centre Street, especially when there are pedestrians present. It is against the law to ride on the sidewalk, and this area makes it near impossible to avoid breaking that law. I have attached a JPEG of my proposal, but it would be nice if the flow of the crosswalk followed the intended flow of the bike path. The car's stop line would be moved back at a diagonal angle, allowing the bike and pedestrians to move in a more direct path. This would be of little inconvenience to the cars and buses who drive here, but would vastly improve the commute for many along the SW Corridor.

Thank you for your consideration,

Geoffrey Cisler
Jamaica Plain, MA



current route

proposed route

Soto Palmarin, Ines

From: [REDACTED]
Sent: Monday, October 18, 2010 10:00 AM
To: Soto Palmarin, Ines
Subject: RE: Plans for Monument in JP

To Whom It May Concern,

I've been thinking about the plans put forth for Monument Square. I live near there and wonder how these changes could possibly work. My biggest concern is how the traffic coming from the Jamaica Way to Center/South Street could manage to work. Instead of having a right lane to turn onto South and a left lane for Center, there will be only one lane. It sounds like a nightmare. Then there's the buses that turn around at the Monument. All in all, it might seem like a good idea because it will be attractive looking, but it won't work. There will be so much more pollution from cars stuck in long traffic jams that the area will be avoided by the very people it's supposed to help. Why not expand the back of the Monument, towards the Jamaica Way, to make it more attractive and easier to walk across Center Street. Thank you for considering my thoughts.

Neil Dinkin
92 Dunster Road, JP

Soto Palmarin, Ines

From: [REDACTED]
Sent: Monday, October 18, 2010 9:55 AM
To: Soto Palmarin, Ines
Subject: Monument Sq JP plan

Overall I am in support of the JP monument sq plan, as well as the other JP changes.

One thing that is unclear is what the traffic plan is where Eliot street hits Centre St. It seems clear to me that cars will need to make a left from Eliot St to Centre St, so a stop sign or traffic light is needed at the end of Eliot.

Josh Habib
29 Dunster, JP

Soto Palmarin, Ines

From: [REDACTED]
Sent: Monday, October 18, 2010 9:44 AM
To: Soto Palmarin, Ines
Subject: monument plan in JP

hi, There is NO way this lan can work. As it is the area is very congested. Where are the buses going to turn around. where are the people going to park? what is wrong with the area as it is? Can't the city spend the money on something that NEEDS improving ? Certainly there must be many more important projects than this. This plan is bound to fail. I have lived here for over 20 years and I know the area..Please do NOT go through with this.

Thank you

jill a. hallisey
96 Dunster rd. JP, Mass. 02130
617-686-1725

Support rural health in Haiti
www.rasinfoundation.org

Soto Palmarin, Ines

From: Bob Dizon [REDACTED]
Sent: Monday, October 18, 2010 9:42 AM
To: Soto Palmarin, Ines
Subject: Comments on Centre South

Please let me first commend the BRA/BTD on the job you've done on the bike lanes and sharrows on Centre and South. I feel that they do a great job of formalizing the relationships among cyclists, drivers, and pedestrians on Centre and South. As a cyclist, I appreciate the sense of legitimacy as a user of the road, and I predict that this will in turn lead to other cyclists behaving more predictably, and increase observance of traffic rules.

Regarding Monument Square, I feel that as designed currently it doesn't work well for anybody. I regularly drive up South and make a left on Centre and have to weave through drivers trying to poke their noses out enough to make the left to continue up Centre, and then I myself have to make a left in that wide expanse of pavement, with limited site lines. The square is an uncontrolled free-for-all for drivers. You can imagine how bad it is for pedestrians and bikes while this is going on. I once was shown a picture of the monument and didn't recognize it, even though I've lived here for years.

As a pedestrian, I view that square as something to avoid, or to get through or around as soon as possible, and a bit of a barrier between central JP and South St. Given its current state I believe that pavement can be reduced, and greenspace increased, and still benefit everyone. Along with Hyde Square (and Canary), improvements like these will lead to a true Centre/South continuous corridor, and improve safety, prosperity and vitality for all of JP's residents and businesses.

Thanks,

-Bob Dizon
61 Seaverns Ave. #3, JP

Soto Palmarin, Ines

From: Meck Groot [REDACTED]
Sent: Monday, October 18, 2010 9:34 AM
To: Soto Palmarin, Ines
Subject: To BRA/BTD

Dear Ms. Palmarin,

As a resident of the Centre/South St corridor, I am writing to ask the BTD and BRA to plan for and create more GREEN SPACE, trees, safe pedestrian and bicycle access, even if it means less car parking. This is especially true in Monument Square, where I support the proposed plan to eliminate the paved road entirely, and connect the Unitarian church with the monument park. Even if it means a loss of parking, the resulting safety and comfort for pedestrians and cyclists will help provide MORE customers to local businesses, not less. Likewise in the Hyde/Jackson square corridor, I support the initial proposal, which sacrificed some pavement and car spaces for safer, cleaner, greener streetscapes. It will also create more vitality than the few car spaces sacrificed for the greater good.

I'm very grateful for the sharrows and bike lanes that have been painted on Centre/South st. It is one of my main corridors of travel, and I am now more comfortable and safer in those spaces whether I am biking or driving my car. Let's get them in the rest of the city!

I hope you and the BRA/BTD will consider the possibilities of what might become a vibrant, green, locally rooted and supported business and social space, rather than reacting to fear about lost parking. Green, clean, safe spaces will create MORE business than the handful of parking spaces that will be sacrificed ever could.

Thank you for your time and consideration.

Sincerely,

Marian Groot
7 Glenvale Terrace #1
Jamaica Plain, MA 02130

Soto Palmarin, Ines

From: Nina Berger [redacted]
Sent: Monday, October 18, 2010 9:29 AM
To: Soto Palmarin, Ines
Subject: Monument Square Redesign

Dear Ines -

Recently saw the redesign plan for Monument Square. Love it! As primarily a pedestrian in the area - having a safer, greener space looks very appealing. The more active, vital gathering places we can have in our communities, the better. And, I think that having a light where it's really needed for traffic coming to Centre/South Street from Arborway is a great idea. (Making that turn can be a real bear at rush hour).

I'm a little concerned that there is really enough room for two-way traffic on what is now a one-way street that is usually crowded, and that it won't be a horrible bottleneck. Wonder if there is a way to try it out on a couple of mornings and afternoons at rush hour to see how it really will work (with a policeman directing traffic as if there was a real light there).

Best,

Nina Berger
46 Dunster Road
Jamaica Plain, MA 02130

Soto Palmarin, Ines

From: Jenny Hochstadt [mailto:jenny.hochstadt@cityofjamaica.com]
Sent: Monday, October 18, 2010 9:16 AM
To: Soto Palmarin, Ines
Subject: Monument Square

Hello Ines Palmarin,

I live near Monument Square. The plan looks lovely, but irresponsible. I do not see how the part of Centre St. that is currently one way going towards the Centre St/South St junction can accomodate 2-way traffic. In fact, I think it is impossible without widening the road.

There are now 2 lanes going towards the Centre St/ South St junction (the plan calls for one lane in each direction). As it is, this area is often backed way up with the 2 lanes. It will be a nightmare with one lane and those of us who sit at it regularly, will curse the city every time. I don't think it will be particularly appealing for people using the pretty area (not sure what the exact use is) to have a constant line of angry drivers abutting it.

I think the plan needs revising.

Thank you,
Jenny Hochstadt
81 Dunster Road
Jamaica Plain

Soto Palmarin, Ines

From: Jonathan McCurdy [mailto:ismccurdy@earthlink.net]
Sent: Monday, October 18, 2010 8:06 AM
To: Soto Palmarin, Ines
Subject: comments on centre and south streets streetscape and transportation action plan

Hello,

I would like to comment on the centre and south streets streetscape and transportation action plan. First, I fully support the complete streets design concept, and am very pleased to see accommodations for bicycles and pedestrians. I believe that the bike lanes and sharrows will get more cyclists riding on the corridor. I am not opposed to the removal of some on street parking to accommodate bicycles/pedestrians.

Regarding lighting, please take this opportunity to use fully shielded lights. I do not believe the acorn lights suggested for some of the corridor are fully shielded. Why not do it right the first time? Lead by example and use the minimal amount of light in a fully shielded fixture.

Thank you!

Jonathan McCurdy

Halloween Bike Ride
www.halloweenbikeride.net

Jonathan S. McCurdy
10 Plainfield Street, Apt 2
Jamaica Plain, MA 02130
617-983-0837
ismccurdy@earthlink.net

Soto Palmarin, Ines

From: Caitlin Hollister [REDACTED]
Sent: Monday, October 18, 2010 7:41 AM
To: Soto Palmarin, Ines
Subject: Centre/South Street plans

Please accept the following comments regarding the Jamaica Plain Action Plan for Centre and South Streets:

I urge the city to increase the green space area near the Monument, allowing for safer pedestrian and bicycle travel, as well as a gathering space for residents. This would improve both the residential and commercial life of the neighborhood, allowing for a place to stop between errands, shop at a farmer's market, or simply sit and relax. We don't need more parking in JP. What we need are streets that encourage people to get out of their cars, walk around, visit local business and chat with their neighbors. The planned green space between the Monument and the Unitarian Church would do just that.

I also applaud the city's work to incorporate bike lanes and "sharrows" that encourage safe travel for cyclists along the busiest streets of Jamaica Plain.

Sincerely,
Caitlin Hollister
19 Spalding St. #3
Jamaica Plain, MA

Soto Palmarin, Ines

From: Don Haber [REDACTED]
Sent: Monday, October 18, 2010 12:54 AM
To: Soto Palmarin, Ines
Subject: JP Monument Square Redesign

Hello,

I am writing to express my concerns about the proposed changes to the Monument Square area in the Centre and South Streets Streetscape and Transportation Action Plan. I pass through this area of JP at least twice a day, and I fail to see how this plan will improve traffic flow at all. At 7:00 a.m. on weekdays, the eastbound traffic queue waiting to turn either left onto Centre or right onto South streets often extends all the way to Dunster Road and sometimes even to Aldworth Street. Making the street on the south side of the monument two-way (without any widening of the road on that side of the monument to make eastbound left and right turns simultaneously) will only exacerbate the problem because even those cars wanting to turn right onto South Street will have to wait in the same queue as those turning left onto Centre Street.

Your slide presentation says that bicycles may use the proposed carriage lane. Will the entire 18 foot width be open to bicycle traffic? If so, then the safe use of any of that space for other activities will be severely limited. I would highly recommend restricting bike usage to a well-marked bike path through the carriage lane for the safety of pedestrians and other users of the carriage lane space.

What thought has been given to accommodate the removal of numerous public parking spaces -- on the street next to the monument across from the church, on Centre Street eastbound approaching the new stoplight, and in front of Curtis Hall and the JP Branch Library due to relocation of the MBTA bus stop? Public parking for attending public meetings and events at Curtis Hall and the library is already quite limited and this plan will make use of those facilities even more problematic for people who need to drive to use those facilities.

Finally, I think the idea of having MBTA buses turning around at Murray Circle is a bad one. This would increase the backup of traffic entering Murray Circle westbound and make it even harder for cars to exit side streets like Orchard Street onto Centre Street. In addition, currently a red signal at the traffic light for traffic headed eastbound from Murray Circle toward Centre often ends up blocking access to the Arborway toward the Arboretum. Adding more buses to the mix at Murray Circle would just make this problem worse.

Thanks for considering my comments and suggestions.

Sincerely,
Don Haber

Soto Palmarin, Ines

From: moloneys [REDACTED]
Sent: Sunday, October 17, 2010 1:40 PM
To: Soto Palmarin, Ines
Cc: Gupta, Vineet; Keller, Colleen
Subject: JP Centre/South Street Plan

Ms. Palmarin:

As a director of the Jamaica Pond Association, a resident of JP for many years (I was born and grew up in JP) and a participant in the planning process, I am pleased with the result of the planning for Monument Square. As the plan evolved, it took into account the historical significance of the Soldier's Monument and the land on which it stands. The improvement of the sight lines, the planting of trees from Holbrook Street to Eliot Street in front of the Unitarian Church, the passive use of the green space and the commitment to restore the Monument and the green space to the condition they were in when the Monument was dedicated on September 14, 1871, and in which remained until very recent times, is outstanding.

Kevin F. Moloney

20 Rambler Road
Jamaica Plain
Massachusetts 02130
Tel.: 617.522.3988
Fax: 617.522.3988
e-mail: [REDACTED]

Soto Palmarin, Ines

From: [REDACTED]
Sent: Sunday, October 17, 2010 10:01 AM
To: Soto Palmarin, Ines
Cc: MaryMulvey@aol.com
Subject: Fwd: Opposition to Monument proposal
Attachments: Opposition to Monument proposal

In a message dated 10/16/2010 10:28:30 A.M. Eastern Daylight Time, [REDACTED] writes:

I am a life-long resident of the area and just love Jamaica Plain. I was born at the Faulkner Hospital and attended school in JP and have watched closely all that stays the same and all that changes and improves in our community. One of the greatest assets of JP is the abundance of green space. It's what makes JP very special and desirable and is probably one of the most attractive aspects of our community.

We all have seen how popular JP has grown over the years and there has been much improvement, including our abundance of fantastic restaurants, specialty stores and other various businesses that offer medical offices and other goods and services. In the Centre South area, we have vibrant business and residential communities.

As President of the West Roxbury Business and Professional Association, I know that many of WR's residents come to JP to enjoy all it has to offer. The proposed redesign of this section of JP will force many of JP's customer base who reside outside the community to find other destination locations because it will become a nightmare to come to the area. The significant loss of parking in the plan will harm businesses and the traffic back ups that will surely follow will not only hurt commerce but will make it very difficult for those of us who live in this section of JP. Factor in that this is a very busy MBTA bus route as well as the home for our Fire Department, I just shutter to think about the problems this plan will cause. This section of JP also serves as the gateway to traveling out of the community and I firmly believe this plan will further exacerbate the existing traffic problems we already have.

I am deeply concerned and totally opposed to the redesign of the Monument area of JP. There is no doubt in my mind that this redesign will cripple traffic flow and parking and will become a place that people will avoid rather than one that will draw people into the area to shop, enjoy the Footlight Club, and dine. I also believe that when the Forest Hills neighborhood goes full steam ahead with its redevelopment, it will certainly only get worse. I love the Monument area and wish I could support this but I just can't.

Sincerely,

Mary Mulvey Jacobson
60 Carolina Avenue
Jamaica Plain, MA 02130

Soto Palmarin, Ines

From: Sigourney Street [redacted]
Sent: Sunday, October 17, 2010 3:05 PM
To: Soto Palmarin, Ines
Subject: Jamaica Plain planning

Just a quick note to say, as a 23 year resident of Hyde Square in J.P., that we'd like a prettier shopping area with more green space in our neighborhood. As it is, Hyde Square is not attractive. There is too much asphalt and still too many grates down on businesses that are only open late in the day. An unattractive area is treated as such with more litter thrown etc. which, in turn, makes it appear unappealing to people who might otherwise shop/eat etc. there. So, the beauty of trees and grass and plantings would benefit everyone. People don't want to go to a downtrodden area so the businesses would benefit a great deal with a visually improved, greener space.

A good portion of the people who go to the businesses in Hyde Square walk there as they live close by. Creating more walking friendly areas with more trees and plantings would make for a nicer shopping experience for the people who live here. Also, a crosswalk at the end of Sheridan Street would be most appreciated by many residents.

If any raised crosswalks are built, it would be great if they were flush to the sidewalks. This would make walking easier for the elderly.

Thank you for your attention.

Derryl Irion
Cranston Street, J.P.

Soto Palmarin, Ines

From: Ellen Lapowsky [REDACTED]
Sent: Sunday, October 17, 2010 9:23 PM
To: Soto Palmarin, Ines
Subject: JP Centre and South street Corridor

Dear Ms. Palmarin,

I am writing to give my feed back on the JP Centre and South Street Corridor plan.

What I like:

- 1) I love the attention to bike lanes. They are a huge improvement for bikers.
- 2) I love the increase in green space for the area.
- 3) I love the idea of opening up the area around the monument and making it a public space that could be used for events like a Farmer's Market.

What I believe needs attention:

- 1) I think the cross walks should be flush with the side walks.
- 2) I think that the Hyde Square design should focus on providing the maximum green space possible.

What I think is getting too much attention:

- 1) I don't think that the decrease in parking will have any negative impact on the Centre Street/South Street shopping area. I have lived in JP for 25 years. I drive a car and bicycle in JP. I have never had any difficulty with parking. I believe that making JP more bike and pedestrian friendly will help the atmosphere and have a positive effect for the stores.
- 2) I don't think that most JP residents know who the soldier on the monument is. I don't think that revolving the design of that area around the "sanctity" of the monument makes sense. I think that a small group has made a big issue around the importance of the monument to the design.

What I wish could be different:

I think that the area at the Monument will be a wonderful addition to public space in JP. However, I think that making the carriage road for emergency vehicles greatly reduces the usable space. I think that emergency vehicles provide good services throughout Boston on narrow roads. I can't believe that emergency vehicles could not continue to provide quality services without the special carriage road. I live on Arborway Terrace and am directly affected by this decision.

Sincerely,

Ellen Lapowsky
14 Arborway Terrace
Jamaica Plain, MA

Dear Ines,

As a member of the Centre/South Street CAC, an advocate for bicyclists, and a core member of the former Hyde Square Traffic Calming Coalition, I am very happy with many of the changes that are proposed for Centre and South streets. I am thrilled that we already have bike lanes and sharrows on Centre Street and I already see improvements in how the road is shared.

I am also very happy that there is some vision in the plans toward creating a Centre Street that is hospitable to pedestrians and has more green space for public use. I would like to see the plans become more "radical", however, and dedicated more of our public space to more democratic, non-automotive uses - improving the health and safety of people and placing diminished priority on the convenience of car travel.

I would like to see more stretches of bike lanes and shorter stretches of sharrows, wider sidewalks, and more green space. All of these things encourage people to walk and ride bikes, and contribute to a healthier community. All of them also require taking the bold step to decrease parking.

Hyde Square: I would like to see Hyde Square "depaved" as much as possible. The bigger the public "plaza" spaces, the more people will spend time in Hyde Square, contributing to its vibrance and to the commercial success of its stores. **It is a mistake to compromise on green space in the name of preserving a few parking spaces.** What we gain in community improvements and safety will far outweigh what we lose in parking convenience. Do more to encourage people to bike and walk, and less to encourage biking.

Monument Square: I love the idea of having a large public green space here. Finally we may have a public space to "hang out" socially in JP that is connected with the commercial spaces and not attached to one business. Finally, the farmer's market can be visible, attracting more people to eat healthy local food, and allowing them a space to socialize when they do so. Such a connected, visible, central green space will make JP center so much more appealing for people to do their weekend errands, and to stay a while, and spend more of their dollars locally. It is absolutely worth significant loss in parking.

I fear, however, that the carriage road greatly diminishes the opportunity for a tremendous community benefit. I hope that the carriage road/ perceived need for a cut-through for the fire trucks will be revisited with the Fire Department and that the plan can be recreated with a continuous, green, programmable park space.

Cross Walks: I applaud the idea of raised crosswalks along Centre and South streets, making the pedestrian experience more fluid and safe. I urge the team to reconsider the "three up, three down" approach as it seems like too much of a compromise. They should be true raised crosswalks, flush with the sidewalk height. There is no need for a high design speed, so a higher vertical element should not be a problem.

Tree Pits: I am disappointed that while the design guidelines call for designs that will minimize compaction of soil, and costly soil engineering practices are going into the plans, there is no use of pit guards in the plan. Tree pit guards (a low fence of wood, stone, or iron) are the one sure-fire way to protect against compaction, dog waste, and sometimes salt, while still allowing access for mulch or decorative plants. At the very least they should be part of the design where there is ample space for pedestrians, at the bump-outs and plaza areas.

Thank you,

Lauren Ockene
Cranston Street

Soto Palmarin, Ines

From: Erik Berg [REDACTED]
Sent: Sunday, October 17, 2010 10:04 PM
To: Soto Palmarin, Ines; Soto Palmarin, Ines
Cc: lauren ockene; Arroyo, Felix; Pressley, Ayanna; Jeffrey Sanchez; Tobin, John
Subject: Comments on Centre St. Redesign

Dear Ines,

I am writing with comments on the proposed Centre St. redesign. As a founder of the Hyde Square Traffic Calming Coalition which successfully advocated for vertical traffic calming measures in Hyde Square several years ago, and a resident, parent, and teacher in the neighborhood, I applaud the BRA for coming up with a streetscape that is more productive, safer, and healthier for residents, business owners, and shoppers.

In particular, I like the raised crosswalks on connecting streets at Centre in the Jackson Square-Hyde Square area. The view of the raised crosswalks on the website makes them look quite short, however, and I would hope that the crosswalks would be placed at the same level as the curb, which would have a number of benefits. If "three up, three down," mean three inches, that is too short for the raised crosswalk to work effectively. If put at curb height, it would be safer for pedestrians, and particularly for elderly folks, those in wheelchairs or with strollers, because there would be no need for a curb cut, which might also save some money. It would force cars entering Centre St. to slow down, making crossing the street safer for walkers. I believe that the Manual for Uniform Traffic Control Devices calls for raised crosswalks to be at curb height.

I love the Hyde Square redesign, and I hope that the expanded sidewalks will allow cafes and restaurants to have sidewalk seating. As a Sheridan Street resident, I would be happy to wait a minute or two longer on occasion to turn onto my street if it allows for wider sidewalks and a healthier and more beautiful streetscape. Narrowing the roadway even further would be better, as far as I am concerned.

At the monument, I fully support the idea of connecting the monument to the church, and allowing for more green space. I would prefer the triangle to be filled in with true green space, including trees and grass, unless the carriageway is truly needed for emergency vehicles. I don't see why fire trucks couldn't make a right turn just past the monument onto Centre St. heading toward the Poor Clare's rotary. It would not be sharper than other right turns. I would also make a pitch for thinking about the long-term health and vibrancy of our community, and recognizing that people come to JP's commercial spaces for the eclectic assortment of great shops and restaurants, not easy parking. Parking is an issue throughout Boston, and as a former member of the JPNC, I heard many disputes about parking among neighbors. Designing an entire neighborhood around easy access to parking is shortsighted and does not serve our community well. If folks need to walk an additional block to get to their destination, that is fine with me, and it may even encourage me and others to walk or bike to local destinations. Additionally, research has shown that selectively removing a few parking spaces to make an area more walkable results in more business for local shops, not less.

I can't wait for these changes to take place; they will make our neighborhood a better place to live.

Best Regards,

Erik Berg
114 Sheridan Street
Jamaica Plain

Soto Palmarin, Ines

From: Greg Buckland [REDACTED]
Sent: Sunday, October 17, 2010 11:47 PM
To: Soto Palmarin, Ines
Subject: Centre/South Redesign: MORE green space please LESS pavement, parking, & cars

Dear Ines Palmarin,

As a resident of the Centre/South St corridor, I am writing to ask the BTB and BRA to plan for and create more GREEN SPACE, trees, parking, safe pedestrian and bicycle access, even if it means less parking. This is especially true in Monument Square, where I support the proposed plan to eliminate the paved road entirely, and connect the Unitarian church with the monument park. Even if it means a loss of parking, the resulting safety and comfort for pedestrians and cyclists will help provide MORE customers to local businesses, not less. Likewise in the Hyde/Jackson square corridor, I support the initial proposal, which sacrificed some pavement and car spaces for safer, cleaner, greener streetscapes.

I'm very grateful for the sharrows and bike lanes that have been painted on Centre/South st. It is one of my main corridors of travel, and I am now more comfortable and safer in those spaces whether I am biking or driving my car.

I hope you and the BRA/BTD will consider the possibilities of what might become a vibrant, green, locally rooted and supported business and social space, rather than reacting to fear about lost parking. Green, clean, safe spaces will create MORE business than the handful of parking spaces that will be sacrificed ever could.

Thank you for your time and consideration.

Sincerely,
Greg Buckland
31 Beaufort Rd
Jamaica Plain, MA 02130
617.522.8277

Soto Palmarin, Ines

From: Patricia Roberts [REDACTED]
Sent: Saturday, October 16, 2010 8:02 PM
To: Soto Palmarin, Ines
Cc: Russ Stewart; hilken mancini; Bryan O'Donnell; Liz Malia; Jeffrey Sanchez
Subject: Centre and South Streets Streetscape and Transportation Action Plan

Dear Ms. Palmarin:

I believe the above-referenced plan will have a negative impact on the economic and social well-being of Jamaica Plain. Here are my reasons:

1. Closing Centre Street where it runs beside the Monument, and requiring all traffic to use the much smaller street that runs on another side of the Monument, will cause massive traffic jams. Having one or possibly two traffic lights to manage traffic there will further make traffic go more slowly, and back up more.
2. Taking down the wrought-iron fence around the Monument so the area is more accessible to the public will increase the likelihood that homeless people will take over the area as their new location to hang out. (My understanding is that residents from that part of JP are unhappy with the steady presence of homeless people on the benches across the street beside the convenience store. This will make the problem worse.)
3. Closing the section of Centre Street beside the Monument, and making the sidewalks wider (another part of the plan), will take away around 25 parking spaces in that immediate neighborhood. This drastic reduction of parking spaces, plus the increase in traffic jams, will make the South Street area much less desirable for shopping. This will be very likely to have an adverse effect on the many small businesses which have been started there. Since my husband and I moved to JP in 1981, that part of JP has had few successful long-term businesses. We have been delighted to see so many new ones surviving, so far, and will be sorry to see them close from lack of customers.
4. Expanding the sidewalk beside the Jackson Square T stop will eliminate a lane of traffic. Already, at rush hour cars tend to back up onto Columbus Avenue because it's slow to get through the intersection where Lamartine Street runs into Centre Street. This will make it much worse.
5. Eliminating one of the exit lanes from the Stop and Shop driveway will cause more traffic congestion in the Stop & Shop parking lot. Currently, there is one entrance lane into the Stop & Shop parking lot, and there are two exit lanes, so cars can turn either right or left as they leave the parking lot.
6. Reconfiguring the parking area on Chestnut Avenue near Centre Street, so cars must back into the parking slots, is absurd. Who will enforce this parking rule? And if the drivers don't back into the spaces, it will cause an enormous problem for all the other cars.
7. Changing the street lights to more "olde timey" ones will make Hyde Square and Jackson Square much less safe. One of the things we residents of those areas know is that more light means safer neighborhoods. We are still working on making the street lighting brighter in Hyde Square and Jackson Square, in an effort to deter the gangs who hang out on the corners, and who engage in many illegal activities, including drug dealing and shooting each other. Having lights that are not as bright is a gift to those who like to break the law, and will make our neighborhoods much less safe. Also, who decided that the "olde timey" lights are more beautiful than the modern ones that are currently in use? I prefer the clean lines of the modern ones to the busy, junky appearance of the old ones. No one consulted me on that design choice. Nor did anyone seem to be aware that there might be a safety reason for keeping the lights we have now.

It looks like this plan was developed by people who ride bicycles almost exclusively, and who don't think anyone should be driving cars. I think they believe that if only they could prevent people from driving their cars in JP, everything would be wonderful. They must not have small children and have to juggle transporting children, groceries, supplies from the hardware store, and the dry cleaning. These things can be done on foot or on a bus, but if people are required to do that, they will just drive their cars to another community and do their shopping there. It would be too bad for this plan to go through and for JP to lose its many new and interesting stores because no one could get there.

We who live in JP know that car traffic has increased a lot in the last few years. It is a measure of our current (amazing) desirability as a community, and while I don't like sitting in traffic jams any more than anyone else does, I am happy to see that other people also want to be here. It would be helpful if the city could figure out some possible solutions to the traffic jams we currently have, instead of going ahead with plans that will make the traffic much worse.

Also, there has been almost no public process on this project. There was one public meeting on September 21, but those running it spent 1 and 3/4 hours of the 2 hours allocated for the meeting in describing their plans in great detail. Then, in the 15 minutes remaining for questions, of all the people the chair called on, only two of them had negative comments. It was an amazing coincidence that he knew the first name of nearly every person he called on to speak, and that none of them were against the plan. Many people had come to this meeting from the residential streets around the Monument area, and from the stores on South Street, but none of them were able to speak.

It looks like a small special-interest group has decided that JP will be a much better community without cars, and they are determined to create such a community. I'm very surprised that the city hasn't realized what a negative impact this plan would have on the businesses of JP, as well as on the safety of the Hyde and Jackson Square communities.

Pat Roberts

Soto Palmarin, Ines

From: Carlos B. Icaza [REDACTED]
Sent: Saturday, October 16, 2010 10:13 PM
To: WRBPA@aol.com
Cc: Soto Palmarin, Ines
Subject: RE: Opposition to Monument proposal

See correct address for Ines above...not palmartin

From: [REDACTED]
Sent: Saturday, October 16, 2010 2:50 PM
To: cb.icaza@verizon.net
Subject: Fwd: Opposition to Monument proposal

In a message dated 10/16/2010 2:48:41 P.M. Eastern Daylight Time, [REDACTED] writes:

-----Original Message-----

From: [REDACTED]
Date: Sat, 16 Oct 2010 10:28:28 EDT
Subject: Opposition to Monument proposal
To: ines.palmarin.bra@cityofboston.gov
CC: Colleen.Keller@cityofboston.gov, [REDACTED]

I am a life-long resident of the area and just love Jamaica Plain. I was born at the Faulkner Hospital and attended school in JP and have watched closely all that stays the same and all that changes and improves in our community. One of the greatest assets of JP is the abundance of green space. It's what makes JP very special and desirable and is probably one of the most attractive aspects of our community.

We all have seen how popular JP has grown over the years and there has been much improvement, including our abundance of fantastic restaurants, specialty stores and other various businesses that offer medical offices and other goods and services. In the Centre South area, we have vibrant business and residential communities.

As President of the West Roxbury Business and Professional Association, I know that many of WR's residents come to JP to enjoy all it has to offer. The proposed redesign of this section of JP will force many of JP's customer base who reside outside the community to find other destination locations because it will become a nightmare to come to the area. The significant loss of parking in the plan will harm businesses and the traffic back ups that will surely follow will not only hurt commerce but will make it very difficult for those of us who live in this section of JP. Factor in that this is a very busy MBTA bus route as well as the home for our Fire Department, I just shutter to think about the problems this plan will cause. This section of JP also serves as the gateway to traveling out of the community and I firmly believe this plan will further exacerbate the existing traffic problems we already have.

I am deeply concerned and totally opposed to the redesign of the Monument area of JP. There is no doubt in my mind that this redesign will cripple traffic flow and parking and will become a place that people will avoid rather than one that will draw people into the area to shop, enjoy the Footlight Club, and dine. I also believe that when the Forest Hills neighborhood goes full steam ahead with its redevelopment, it will certainly only get worse. I love the Monument area and wish I could support this but I just can't.

Sincerely,

Mary Mulvey Jacobson
60 Carolina Avenue
Jamaica Plain, MA 02130

Soto Palmarin, Ines

From: Marion Bullard [REDACTED]
Sent: Friday, October 15, 2010 4:35 PM
To: Soto Palmarin, Ines
Cc: Keller, Colleen
Subject: Monument Reconfiguration

To Whom It may Concern,

I am concerned that the new Monument Square proposal will increase traffic right in front of my house. In theory a street light at Monument Square would seem to halt traffic or at least slow traffic down but I do not think it will decrease any amount of traffic flowing in front of my house and the neighbors houses directly near us. In fact it seems that the new proposal only redirects traffic somewhat on Centre (to perhaps the business district), but does nothing about the lines of cars in front of my house making it difficult to get into and out of my driveway. Could someone please explain to me how this new proposal will directly benefit those of us on Centre Street by the Monument? It seems it will be a prettier area but the reality also seems to be that the traffic may even worsen in front of our house.

Unfortunately, I work during the times of the meetings but wanted my voice heard. Thank you. I look forward to hearing from you.

Sincerely,
Marion Bullard,
Life Long JP Resident

Soto Palmarin, Ines

From: Lorna Gibson [REDACTED]
Sent: Thursday, October 14, 2010 8:19 PM
To: Soto Palmarin, Ines
Subject: Draft Centre/South St. Jamaica Plain Plan

Dear Ms. Palmarin,

I am writing to comment on the draft Centre/South St. Streetscape and Transportation Action Plan. While the increase in green space is appealing, I have several concerns about the proposed plan.

- 1) I'm concerned about traffic congestion associated with eastbound traffic on Centre St, coming towards the Monument, turning left onto Centre St. at the Monument. This area already gets backed up with two lanes eastbound and I'm concerned that the proposed plan, with one lane eastbound, will make this much worse.
- 2) I think it's essential to allow emergency traffic such as fire engines to continue to travel westbound on Centre St between the UU church and the Monument. Maintaining this lane, even as described in the proposed plan, significantly diminishes the benefit of the added green space. It's difficult to envision a farmer's market in the space, for instance, with fire engines speeding through the midst of it.
- 3) My understanding from reading the JP Gazette is that there is a possibility that some bus routes would be redirected around Mupray Circle. I live on Prince St. and it is already difficult in the morning rush hour to exit Prince St and get into the circle, without adding more buses to the traffic. I also gather from the Gazette that the MBTA has not been involved in the planning so far; it seems that they should be involved before the plan is finalized.

Lorna Gibson

Soto Palmarin, Ines

From: michael epp [e-mail address redacted]
Sent: Thursday, October 14, 2010 10:55 PM
To: Soto Palmarin, Ines; Ralph DeNisco
Subject: Draft Guideline comments per Advisory Group discussions
Attachments: CentreSouth_comments.pdf; ATT00001..txt

Ines and Ralph, These comments are "keyed" to the draft guidelines which follows in a separate email to follow. Format example for major content areas is attached. Guidelines should take this or similar form. It would be beneficial to have the CAC meet with the BRA and consultants to really discuss this document in detail. If you have questions or wish to meet to discuss please contact me at 617-524-2180. Thanks. Michael Epp

Centre/South Report-Comments

Refer to Draft Guideline mark-up for location of numbered comments

1. Make sure that you include a strong statement of "why" this is being done, to include:

- Safety
- Coordination w/ transportation
- Changing codes-ADA
- Lack of City investment because of trolley law suites/etc.
- Energy issues/new technologies

2. Diagram this concept! The big idea is to link JP as a community. Diversity+unity.

- Report does not have a logical graphic format.
Revise report layout graphics-see attached examples.
- In general, issue narrative should be content driven. Name the issue. Follow narrative with a concept diagram-end to end of the corridor, followed by specific details, concept detail plan, elevation, example photos and links to web related articles and standards.
- Number issues for ease of reference.

3."It is well understood" is not a neutral or community wide accepted understanding. JP has suffered a 50 year absence of infrastructure improvements for numerous reasons. Considering the increase to the residential tax base from 1970-2000; delays to taking action on many of these issues will not be understood by the community and will be seen as being biased.

4. Start with "safety". This effort started with "Leo", the 8 month old, who was hit by a police car in a crosswalk! Do not make undefined statements like "make a place for all uses and users". These are specific actions based on logic and neighborhood point of view not "fluff".

5. Other than for financial reasons, the community would benefit from the timely implementation of these concepts. It is a matter of "critical mass" of improvements over a random approach. The advisory group would be willing to work with the City in defining the priorities of tasks. It is not necessarily beneficial to the community for these improvements to evolve over time. Why would the community group make a statement like this?

6. Add "Safety" paragraph to include:

- traffic calming
- reduce residential cut through traffic
- improve corner sight lines
- improve safety for the communities high numbers of children and handicapped individuals

7. Add-explore filtering of existing storm water systems.

8. Add-increase residential density along corridor above retail uses, set back from street facade line. Add end to end diagram of corridor and photo-shop examples of residential construction built over retail. Show historic photos to establish concept.

Centre/South Report-Comments

Refer to Draft Guideline mark-up for location of numbered comments

Show photos of current examples. Talk about transit corridors and increased density that does not rely on autos.

9. No-revise! Lights and trees are the basic visual armature of the streetscape image. The continuity of these elements provides the link from end to end of the district. Show photos of Washington Street in the south end, Roslindale Square business District.
10. Add-group/stack signage. Note universal agreement within the community for the removal of catenary poles. These poles block views of retail store fronts and produce a "broken window syndrome" within a strong, established retail district.
11. Revise-Label photo "existing conditions" elements. Photoshop "proposed" condition modified to reflect the vision guidelines. As it now stands, it looks like this is the future standard!
12. Add- Safety and ADA paragraphs. Discuss history and ADA issues. As the 39 Bus group discovered, many of the existing sidewalks exceed a 2% cross slope. What is the solution to this problem? In general, the report is not "pedestrian focused". Retail districts need to be pedestrian friendly in order to overcome a auto culture. Sidewalk widths need to be increased even if it means shared auto/bike lanes. Curb relocations of 1 to 3 feet are justified within the Central and Hyde Square retail districts. show reductions to parking at corners to improve sight lines and improve safety.
13. Revise-describe the "whys" of existing street widths.
14. Define-show diagram of options. Where do these bump outs happen? Show end to end diagram with detail concept plans. Options should include outside dining, seating, bike parking replacing one car space. "One shopper replaced with ten"
15. Add-Group street utilities/elements, i.e. fire hydrants, newspaper boxes, bike parking, trash cans, benches, signage directories. Show concept plan and photos of current "good practice". Relocating mid block fire hydrants to "bump out" locates adds parking and produces a logical-safe pattern of hydrant placement.
16. This is not a real assessment of the existing conditions-Resent BPW's improvements do not meet code in all areas. Sidewalks exceed 2% cross slope, pedestrian ramps have standing water in pathway, some ramp flares are blocked with MBTA catenary poles, fire hydrants and signage poles.
17. Revise-CIP Concrete and/or granite or concrete permeable pavers are the preferred materials. Note: Darken concrete surface is not made with aggregate color, the color is the result of the addition of tints-"carbon black" to the cement. Define with specific

Centre/South Report-Comments

Refer to Draft Guideline mark-up for location of numbered comments

specification language the intent of "high quality concrete"; otherwise this is a statement without direction. Additional preferred materials include granite and concrete pavers set in a permeable manor. Refer to comments regarding tree pits.

18. Revise- Improve graphics, show photos of concept examples. Provide detail plan showing materials and dimensions.
19. Suggest areas for feature strip treatment and ArtWalk. Show concept diagram for corridor-end to end plan.
Suggest possible subject matter-i.e. local history, famous people, themes.... JP has enough history to establish its own "Freedom Walk".
Note: I do not recall the community saying that this concept should not be planned.
20. Show diagram of raised crosswalk concept-"Walk from Forest Hills to Jackson Square"
Note the reasons: (Remember "Leo")
 - Safety. Reducing turning speeds while allowing for emergency and plowing needs.
 - Traffic calming, reducing traffic cutting through residential neighborhoods
 - Defining the "pedestrian zone"
 - Revise raised walk to a "flat" walk-not 3 up 3 down. (They can do it in Cambridge)
Remove HC ramps-you do not need them if it is flat!
Show Cambridge examples with photos and plan examples.
21. See comment above, add-photographs, revise/clean up buffer ramp geometry to run into curb
22. Add diagram of lighting concept-end to end of corridor.
Revise "Carolina Ave" to St. Mark's street. Acorn lights should complete "linkage" concept. Pendant lights are not appropriate shining into the windows of residential properties on a street with limited curb to curb dimensions.
23. Show areas of double acorn lights in lighting concept diagram to define special areas or districts-like the Monument and Hyde Square.
24. Revise-Use acorn lights all the way to Jackson Square. Complete the linkage from Forest Hills to Jackson Square. The idea is that this is JP's Main Street-define it!
25. Pendant lights are not appropriate for residential/retail districts with narrow street widths. This is not a "best practice" idea.
26. Show tree/lights spacing "coordinated" diagram for residential and retail districts.
Show detail plan with trees and lights "coordinated" in retail and residential districts.
27. Describe community desire to reduce "heat island effect", provide expanded bird environments, and improve air quality with addition of large shade trees in residential sections of the district.

Centre/South Report-Comments

Refer to Draft Guideline mark-up for location of numbered comments

Revise diagram to show residential and retail pattern types. Provide residential and retail block plans showing spacing of trees and lighting fixtures.

28. JP's building stock is of a large scale historic nature. As such, the trees selected need to match the scale of the built environment. *London Plain Trees* have a good history of success in the community and are of the appropriate scale noted. Existing Plane trees in the community often are planted in 3x5 tree pits. NY State studies describe Plane Trees as having one of the highest shading/CO2 improvement/cost and life expectancy of all trees studied-please note and revise selection of residential trees.
Contrast residential blocks-tall dense shade trees with retail district area trees-light leaf canopy, open trees.
29. Revise-use a light leaf tree with a very open canopy, planted on the neutral pier. Trim branches of mature trees to a minimum of 10 above sidewalk level.
This arrangement will frame signage and window areas-not obscure them.
Do not use columnar trees!
30. Revise-Tenant spaces not entries. Show plan diagram of trees relative to "neutral pier" of tenant space. (Neutral pier is the wall between tenant spaces, usually on 25' centers.)
31. Revise-Columnar trees will block views of retail in perspective. Use of this type of tree is a current landscape fad and does not work with retail except in elevation views.
32. Revise diagram, show neutral pier and revised tree profile. Show examples of trees photographed in urban residential and retail settings not in a field.
33. Show typical residential block-tree spacing concept diagram. Use large, dense canopy trees like or similar to *London Plain Tree*.
34. Use large trees in these conditions-50 to 70 mature height. Review existing trees without large tree pits. Many existing large street trees are doing well if planted adjacent to lawn areas which is the pattern along Centre Street in most residential areas.
35. Revise-Clean up narrative and graphic layout, very informal-make clean/clear.
36. Discuss permeable pavers in sidewalk areas as an extension of tree pit area. Show in detail section and with a detail concept plan.
37. Revise spelling.

Centre/South Report-Comments

Refer to Draft Guideline mark-up for location of numbered comments

38. Clean up graphics. What are dotted lines? Label component pieces. Show example with tree guards. Reference New York standards for tree guards. Show "rain garden" concept in section and plan. Show end to end concept plan locating possible locations for rain garden option. Provide narrative and examples of rain garden concept.
39. Revise-This program, intended to add 100,000 trees to Boston, does not really exist-it should-but as of last year it is only a link on a web site, not funded or staffed per resent JP Gazette article.
40. Show example in plan diagram and photographs. Do before/after images.
41. Add arm rest to divide bench into smaller segments to prevent people from sleeping on bench. Omit "art bench" example and narrative about debate. Just say we picked the City standard bench.
42. The City has 19 solar compactors assigned to Jamaica Plain. Coordinate with City on locations within the neighborhood and show a compactor location plan of Centre/South for review.
43. Revise-Show a typical concept plan of bike parking replacing one car parking spot instead of "soft" idea about art racks.
44. Show example photos and plan diagram of newspaper corral. The 39 Bus improvements suggested putting newspaper boxes in "bump outs" along with trash compactors, bike racks, benches and trees. Show coordinated plan at specific bus stop location.
45. Coordinate with 39 Bus stops. Use MBTA neighborhood maps as the graphic standard for local area directories. Show photo-shopped example of blue "P" sign location/s.
46. Make way finding "content based" not just fluff! JP has a very rich history-discuss a "freedom trail" concept-Explore smart phone links to way finding graphics.
47. Revise graphic. This image is not an idea that is coordinated with sidewalk materials. Show a real plan with real examples.
48. Refer or reference national "Main Street Standards" for store front improvements. Indicate that local "Main Street" groups are available to assist in helping neighborhood businesses with improvements to their stores. Note-security grills are not allowed in Main Street funded projects.

Coordinate Vision Guidelines with "Complete Streets" standards.

EPP COMMENTS
REFER TO COMMENT LIST
ATTACHED

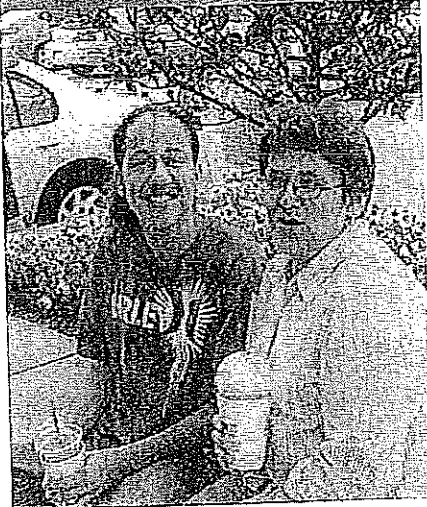
① → 1, 2, 3

4. Corridor-Wide Guidelines

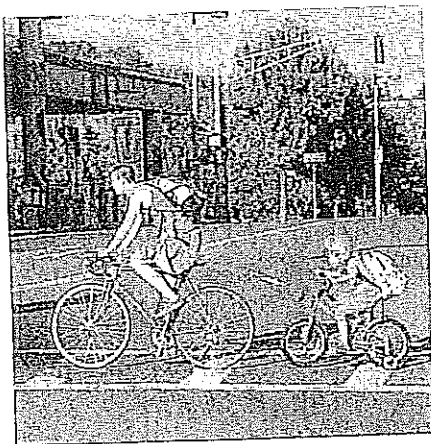
A key task of the Streetscape and Transportation Action Plan is to define a unifying vision for the Centre/South Street corridor. While this is broadly defined in the Vision Statement, the Corridor-Wide Guidelines are where this vision begins to take physical form. The Corridor-Wide Guidelines provide a community defined set of standard elements to be applied throughout the study area. To establish continuity from Jackson Square to Forest Hills, the guidelines provide consistency and quality to the corridor in keeping with the broadly defined vision to:

Establish Centre/South as the area's Main Street, drawing out new and existing connections, while celebrating the diversity of its people and places

The Guidelines developed by the community seek to ensure that the Centre/South Street corridor is both unified and reflects the variety of areas and conditions in the Jamaica Plain neighborhood it passes through. Setting the tone for the look, feel, and function of the corridor were primary discussion points in the development of the Guidelines. It is well understood that Corridor-Wide standards will not be implemented at once, but rather will establish the benchmark of materials, techniques, and priorities that will guide all future corridor improvements. Rooted locally, while seeking the best of current city, national and international practice, the Guidelines are reflective of and supportive to the following categories described in the Vision Statement:



*"Create a place for all uses and users"
(Vision Statement)*



- ◆ Build upon the corridor's identity to create a 21st century street with a Jamaica Plain character
- ◆ Create a place for all uses and users
- ◆ Reinforce the Centre/South corridors as the local and regional center of Jamaica Plain

Guidelines are intended to provide not just the framework, but also the material choices and considerations that can be used to provide both the base level of design and to *"provide special places for people to be along the corridor"* (Vision Statement). The community's intent is for these places to evolve over time, and the Corridor-Wide Guidelines are well-suited to a phased implementation approach.

Centre and South Streets Streetscape and Transportation Action Plan

City of Boston

The Guidelines inform:

- ◆ Concept designs for Hyde Square, Monument Square, and the Jackson Square-Mozart Park area.
- ◆ MBTA plans for the Route 39 Corridor Improvement Program, for early phased application and implementation of the plan.
- ◆ Development projects and improvements to private property along the corridor.
- ◆ Serve as a basis for the City to continue to upgrade the Centre/South Street corridor in keeping with the Vision laid out through this process.

6

Sustainability

Environmental considerations are integrated throughout the corridor guidelines. Recycled content in materials, such as sidewalks and street furnishings, contribute toward material and resource efficiency. LED-technology for street lighting holds great promise for improved energy performance. Improved street tree plantings, permeable paving, stormwater management best practices, such as rain gardens, help reduce water pollution from runoff. All these contribute to a streetscape that is inviting and accommodating to various modes of travel—transit, walking, and bicycles— which helps encourage alternatives to single occupancy vehicle (SOV) trips, thereby reducing the carbon footprint typically associated with vehicular transportation.

7

8



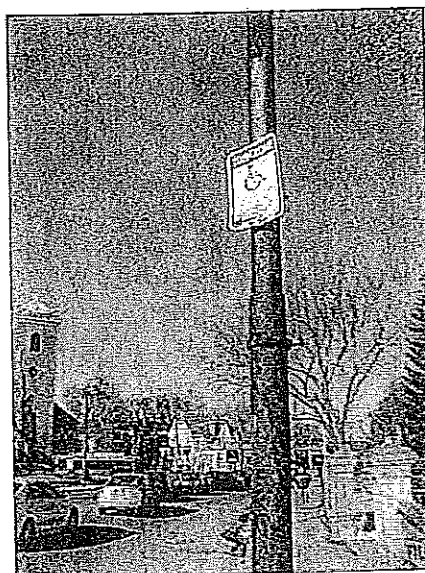
Creatively utilize space adjacent to and behind buildings to enhance commercial vitality (Farmers markets, rear doors, outdoor seating)" (Vision Statement)

Location

The Corridor-Wide Guidelines can vary by element in their recommendations for uniformity or diversity along the corridor. In each individual element described below, the Guidelines will describe the community's recommendation for application. Some elements may be uniform for the entire length of the corridor; with sidewalk materials serving as one example. Other elements, such as street lights and street trees, may vary from one

9

portion of the corridor to another. However, even elements that may vary will still fall within parameters defined in the Guidelines and relate to each of the other elements along the corridor as part of a family. The overall intent of the Guidelines is not to establish a homogenous look for the Centre/South corridor, but rather to define the parameters within which the community's character can best be expressed in a way that still melds into a cohesive whole.



The City of Boston has formally requested that the MBTA remove the remaining catenary poles.

Visual Clutter

One challenge to accomplishing this unity with diversity is to reduce visual clutter throughout the corridor. In many instances, streetscape elements should recede to allow the storefronts and vibrancy of street life to gather prominence. They should allow historic or unique corridor destinations to be brought to the fore. In others, the Guidelines should help to create "special" places that are nodes or destinations along the corridor. To accomplish this we need to look not only at what we want to build, but what should be removed. Competing and redundant onstreet signs, unattractive existing street furniture (street lights, benches), and especially the remaining catenary poles, must be removed so that more desirable features can be highlighted. ← 10

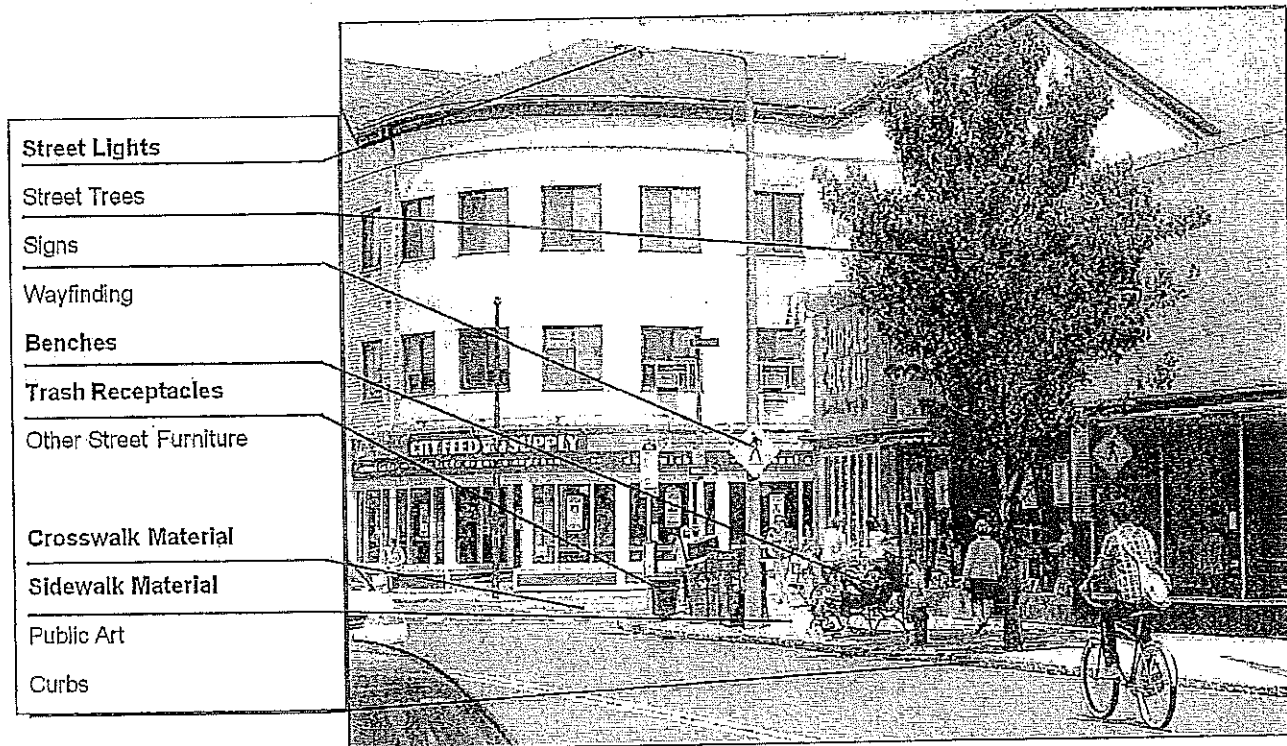
Elements of the Palette

Although buildings comprise the most visible elements along the corridor, streetscape elements including sidewalks, crosswalks and street lights are important elements that reinforce a particular look and feel for the corridor.

Opportunities vary within categories of elements. Signage and curb type, for example, need to maintain relatively strict consistency throughout the corridor. On the other end of the spectrum are benches and public art, which can draw from a wider array of options and exhibit substantial individuality.

Centre and South Streets Streetscape and Transportation Action Plan

City of Boston



Elements of the Streetscape Palette



(12) ADD SAFETY / ADA

Recommendations

Sidewalks

A large part of the vibrancy of the Centre/South Corridor is attributable to the activity that takes place on the sidewalks. The community spent a substantial amount of time discussing and reviewing ways to enhance this vibrancy.

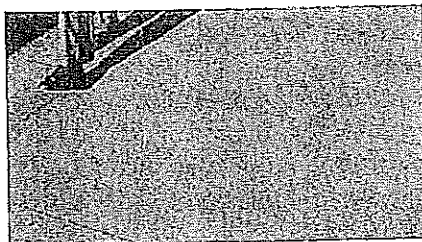
Sidewalk Width

With sidewalks typically no larger than 8' in width along much of the Centre/South Corridor, little room is typically available for any enhancements. Street trees, street furniture, café or sales space for merchants, or any other contributors to urban vibrancy typically do not fit. Moreover, where street trees, or other amenities exist, they severely constrict the walking path, which is already too narrow to accommodate more than two people abreast.

Recognizing the constraint that the current sidewalks represent, the Guidelines recommend widening of the sidewalk where possible. An overall widening to 10 ft. or even 20 ft. could be considered, **(14)** accommodating, but always must be balanced with bicycle facilities and parking. Widening at key locations to provide merchant/café space, bus stop waiting areas, and larger street trees is preferred. Exploring opportunities to offer additional sidewalk amenities by increasing use of private property at the back of sidewalk is recommended. **(15)**



The sidewalk is comprised of a number of zones. People tend to shy away from walking next to buildings and other edges and, where there is inadequate width, people walk everywhere.



Sidewalk with darker grey color, smooth finish, saw-cut joints, and dark surface aggregate.

Sidewalk Materials

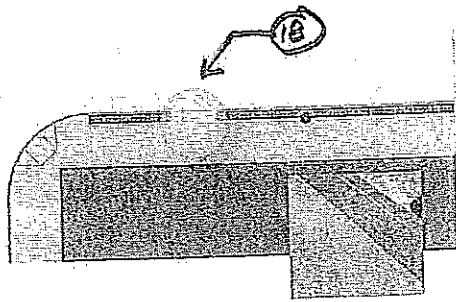
Despite the width, the physical condition of sidewalks on the Centre/South corridor are in good condition, with many having recently been improved by the Boston Public Works **(16)** Department. The Guidelines

propose a simple, yet elegant, sidewalk material. They preferred to have the activity of the corridor naturally convey the sense of vibrancy, rather than through overly complicated material choices. Concrete is the preferred material, in keeping with general City standards, but a Higher Quality Concrete is specified, with a dark surface aggregate. The sidewalk would also have a smooth finish, and saw cut joints, adding both to the **(17)**

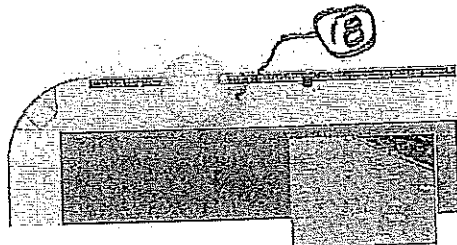
Centre and South Streets Streetscape and Transportation Action Plan

City of Boston

simplicity and elegance of the design, while forming a base on which the rest of the Streetscape elements could be built.



Narrow band at curb, with permeable pavement.



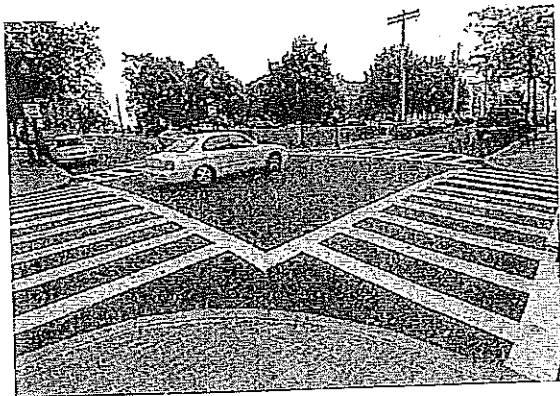
Narrow band at curb, with color or art.

Feature Strip

Typical Boston sidewalk flourishes can include a Feature Strip along either the curbline, or the back of sidewalk, which are often designed with brick. Instead of a uniform brick look, the Streetscape Guidelines recommended a granite unit pavers for a feature strip, to be installed strategically in commercial or special areas. Sustainability was an additional factors for the Feature Strip, as granite pavers were seen both as exceedingly durable, and are able to be installed in a permeable manner. The granite pavers could be accented with recycled glass inserts, injecting both color and an additional sustainable element. Lastly, the Feature Strip could be part of the ArtWalk (described subsequently), including literally incorporating community art and marking the path to other installations. The community said that this should evolve over time, rather than be planned from the onset.

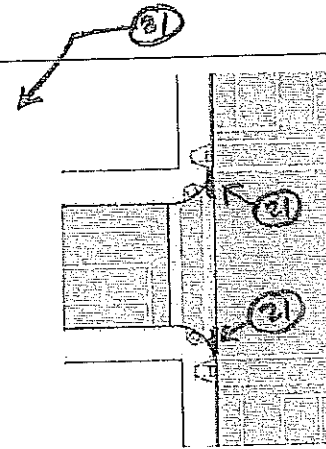
Crosswalks

With a high level of pedestrian activity, crosswalks serve an important functional role in supporting the vibrancy of the corridor. Especially in commercial areas, the presence of safe, accessible pedestrian crossings contributes greatly to the comfort level of pedestrians and consequently the connectivity of the corridor. The Guidelines recommend that crosswalks be well-placed, frequent, safe and meet all accessibility requirements. Crosswalks should all have pedestrian ramps as well. Two primary recommendations were discussed at length and strongly endorsed:



- 1) Traditional *ladder crosswalks* should be used for all installations. In both residential and commercial areas, the ladder crosswalk was seen as preferable for its simple and straight-forward functionality, rather than special patterns.
- 2) *Raised crosswalks* were recommended for use across side streets, especially in areas of heightened pedestrian activity. Commercial districts, and perhaps the areas near transit stations were seen as the prime candidates for this application. Raised crossings were recommended as they would emphasize

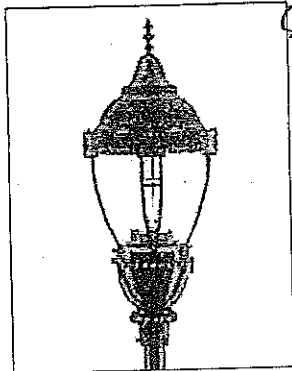
the pedestrian realm, by enhancing accessibility and ease of pedestrian travel along the main street. While the term "raised crosswalks" encompass a wide variety of applications currently in use, the Guidelines recommend a special type—a 3-Up, 3-Down crosswalk. In Boston, typical curb reveal is 6 inches, by raising the crosswalk 3 inches from the roadway, a transition is created 3 inches up from the road, and 3 inches down from the sidewalk.



3-UP, 3-DOWN raised crosswalks recommended across side streets.

Street Lights

The Committee recommended the City's standard "acorn" type street lights with a cap to prevent glare and uplighting. This lighting style is in scale with the street dimensions and the architecture for retail, residential or other uses, reduces glare, and increases the night time presence of retail store front lighting. This fixture type should be used from Hyde Square south to



Acorn light fixture with cap

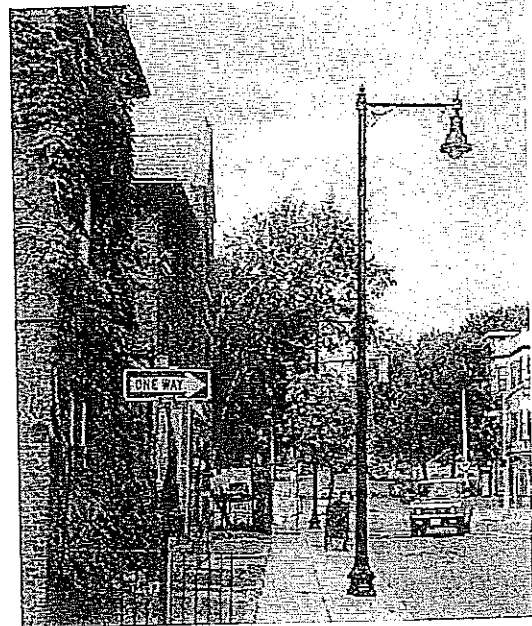
Carolina Avenue at the South Street Mall to reinforce the historic and commercial center of JP. In prominent pedestrian locations, double acorns should be used as appropriate. Acorn lights should have the following characteristics:

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

"Pendant" style lights with a mast arm should be utilized north of Hyde Square to Jackson Square and south of Carolina Avenue to Forest Hills. These fixtures would complete the pattern that already exists on adjacent streets. Pendant lights should have the following characteristics:

- ◆ 23-28' height
- ◆ 100'-120' spacing
- ◆ Steel fluted poles with decorative base
- ◆ Black
- ◆ Full cutoff

Light spacing should be coordinated with tree spacing for both retail and residential areas.



Centre and South Streets Streetscape and Transportation Action Plan

City of Boston

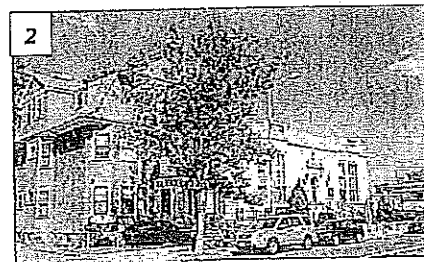
Both lighting types are City standards so will not place any additional burden on the Public Works Department. The City of Boston has installed LED Light fixtures in the municipal parking lot in the JP Centre district as part of a citywide trial. The Guidelines recommend continued monitoring of LED technology and installation if City standards are established for LEDs at the time of construction. If City standards are not established, specify fixtures that can be retrofitted with LEDs.

A Sense of Green

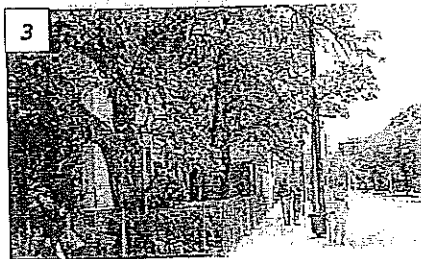
The Centre South Corridor boasts a distinct "sense of green," that moves well beyond the simple presence of street trees. Some areas within the corridor benefit from a backdrop of trees, such as those located in the adjacent open spaces of Arnold Arboretum, the Jamaica Way, and Southwest Corridor. These are augmented by trees on private property, especially in modest front and side yards of residences. Commercial areas, meanwhile, often rely on public street trees to provide shade, environmental, and aesthetic benefits. The "Sense of Green" contributes greatly to the livability and feel of the neighborhood as an urban oasis. Through the Action Plan, the "Sense of Green" was identified as having four component



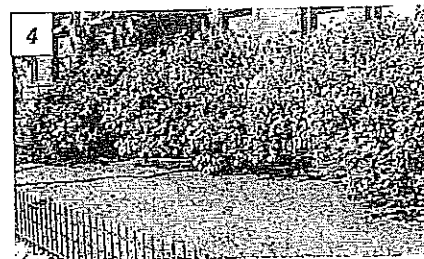
1. Trees in the distance



2. Trees on private property



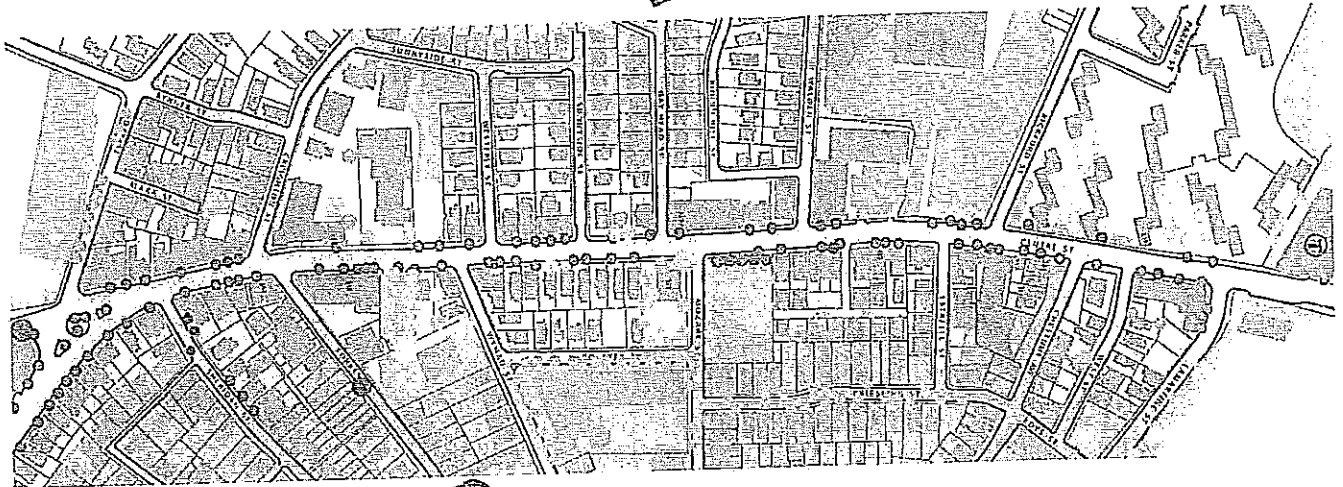
3. Traditional street trees



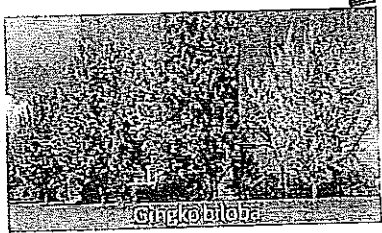
4. Lawns and shrubbery

A graphic analysis of the corridor was also prepared showing the "Sense of Green" and is shown on the opposite page.

RESID. PATTERN
RETAIL PATTERN



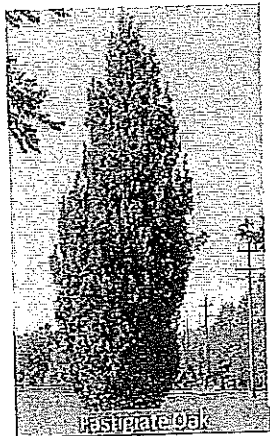
"A Sense of Green" Street Tree Analysis



Ginkgo biloba



Columnar zelkova



Fastigiate oak

Condition 1 street trees include Columnar zelkova, Fastigiate oak, and Ginkgo biloba

Street Trees

Street trees on sidewalks were seen as important for their contribution to the "Sense of Green", but more specifically for the canopy and shade they could provide. The Guidelines recognize that this could be provided by street trees either in tree pits on the sidewalk, or from trees on private property whose canopies extended to provide sidewalk coverage. The Guidelines endorse a combination of both scenarios.

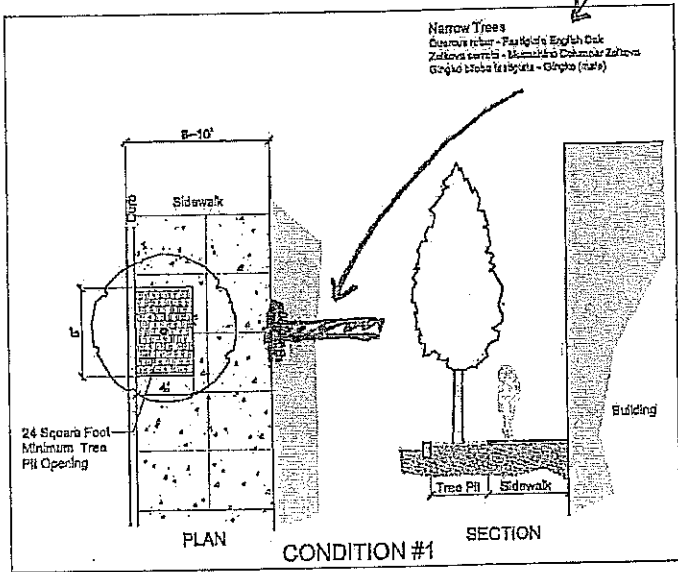
Trees that provide wide canopies were preferred in all but commercial areas, but trees need water, air, a growing medium and nutrients to thrive in an urban environment. Soil compaction and the detritus of urban life (trash, road and sidewalk grit) conspire against the health of street trees. In commercial areas, trees should be placed and species chosen both to ensure storefront visibility and preserve sidewalk space. Along the Centre/South corridor, recommendations were developed for three separate conditions.

Condition 1 covers trees on narrow sidewalks, especially in commercial zones. In these areas, buildings are typically located at the lot line and there are concerns that a spreading tree canopy would obscure building signs. Spreading trees may also be planted, but all species should be chosen so as not to have branches until above 8'. In commercial areas, trees should also be planted along the neutral pier between commercial entries. On sidewalks less than 7'-6" from building edge to face of curb, street trees should not be planted.

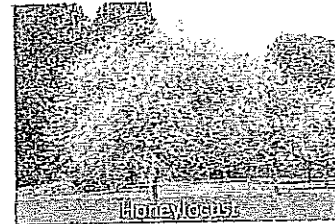
Centre and South Streets Streetscape and Transportation Action Plan

City of Boston

32



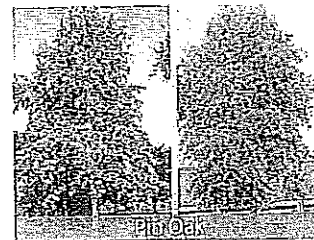
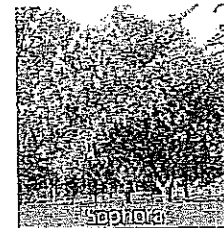
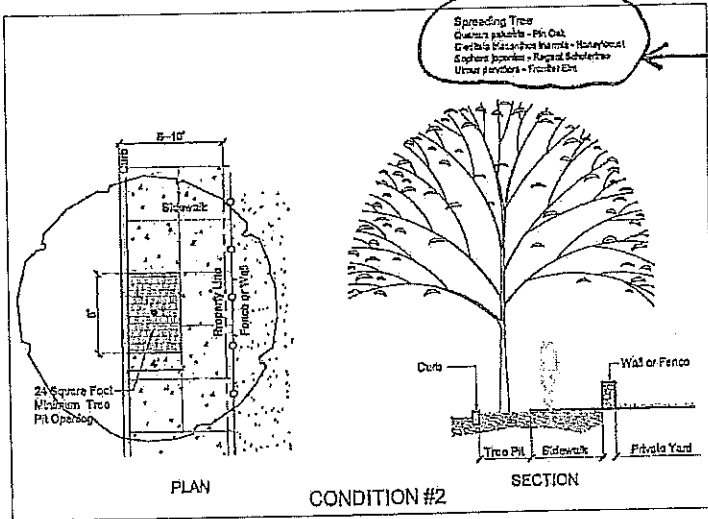
Condition 2 & 3 street trees include Honeylocust, Pin oak, Frontier elm, and Sophora



Condition 2 is for places where a wider, spreading canopy is desirable. This condition typically involves sidewalks in residential, or other, areas where buildings do not abut the back of sidewalk. Concentrations of trees and species would be preferable, even as many as 6 per residential block.

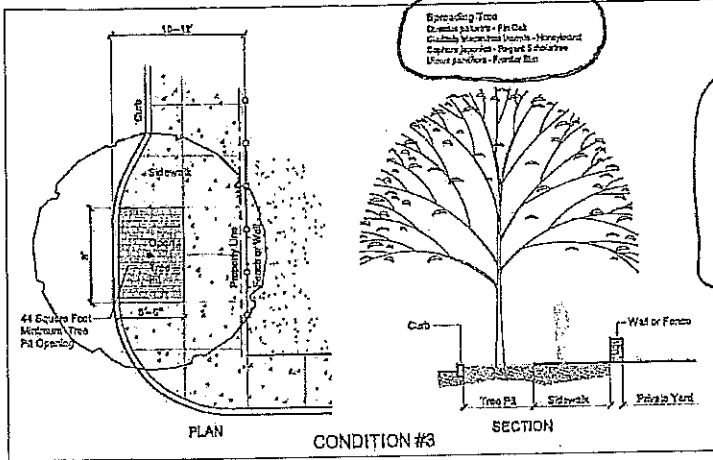
33

34



Condition 3 is for the largest trees, and typically involves wider sidewalks, or uniquely created places to thrive. Larger tree pits (5' x 8') are required for these to thrive.

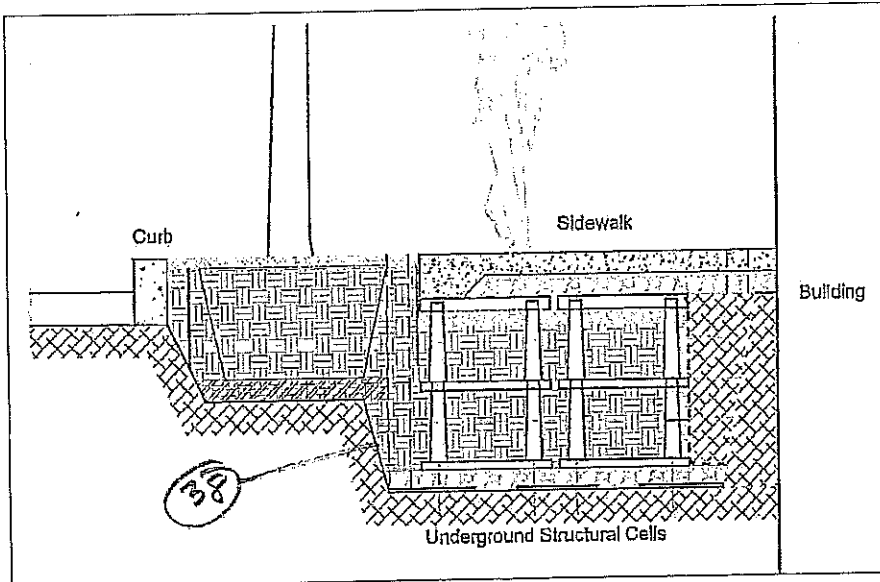
34



The Guidelines recommend trees should be:

- ◆ Spaced appropriately: 30' - 40' on center for Condition 2 & 3; 20' - 25' on center for Condition 1
- ◆ Plant variety throughout the corridor, but group by species to create uniformity and maximize visual impact

For sustainability and tree health, alternative technologies were recommended for further exploration. As shown below, installing underground structural cells can support the sidewalk, while providing additional growing medium for tree roots to grow into. Recapturing rainwater into tree pits using perforated pipes and rain gardens wherever possible also helps to promote tree growth.



The City of Boston requires a minimum sidewalk width of 7'-6" (inclusive of the curb) in order to plant a street tree. In order to achieve the highest level of growth and health of the street trees, methods to extend the volume of soil around the tree roots and prevent soil compaction will be used.

Trees behind the Sidewalk

In conditions where the sidewalk is too narrow or busy to plant street trees, or to complement trees planted at the curb, locations where trees can be planted on private property behind the sidewalk should be identified. Boston's tree planting program can provide for a tree on private property,

39

Centre and South Streets Streetscape and Transportation Action Plan

City of Boston

free of charge, if the property owner agrees to maintain the tree.

40

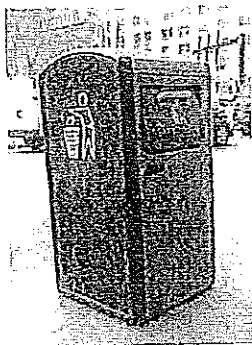
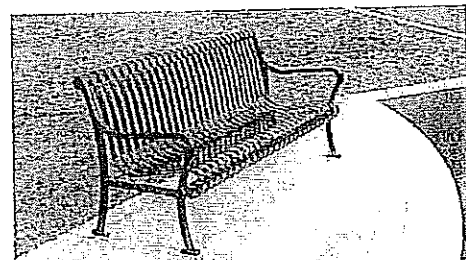
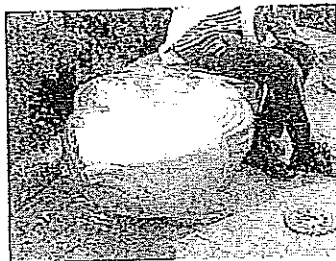
Of particular interest are those locations where asphalt parking lots abut directly against the sidewalk. Tree planting in these areas as part of a buffer between the parking and sidewalk are important to achieve a continuity of green along the corridor.

Benches

Like other street furnishings, benches are subject to the larger debate between traditional and contemporary aesthetics. The City standard black-painted metal is a timeless look that can be well-suited to benches and other improvements that are expected to be in place for decades. Contemporary and artist-designed benches add a splash of individuality to a location and helps distinguish a particular neighborhood, but run the risk of looking dated over time. For these reasons, the black finish steel benches with four-leg configuration, bolted to sidewalk are recommended throughout the corridor. However, the City and community should identify locations for artist-designed benches, to take advantage of the positive impact these furnishings can have on public spaces.

41

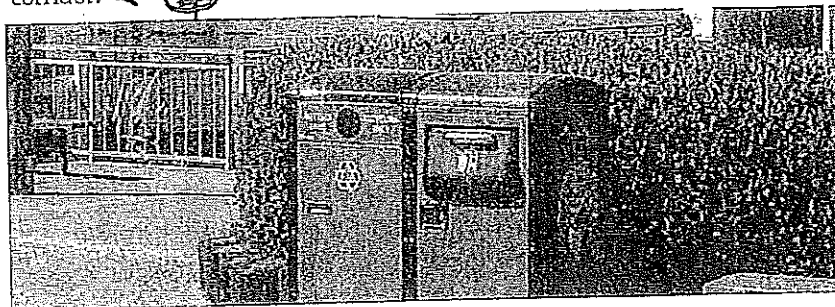
Example of an artist designed bench (right) and City standard black-painted metal bench (far right)

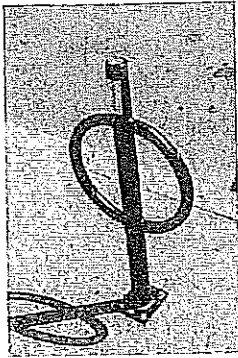


Trash Receptacles

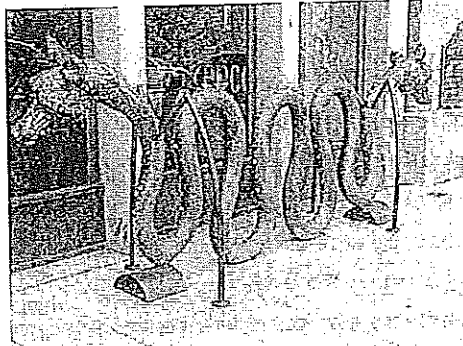
It is recommended that the City standard solar compactor for trash disposal be installed throughout the corridor. Newer units, with a combination recycling receptacle are being tested in parts of Boston. Where possible, these units shown below are recommended for installation in the Centre/South corridor.

City standard solar compactor (above) and combination trash/recycling unit (left)





City standard bicycle rack (above left) and example of an artist-designed rack (above right)



Bicycle Racks

Similar to street bench recommendations, the City standard post with circle, black finish is recommended for installation throughout the corridor. As Jamaica Plain has perhaps the highest level of bicycle use in the city of Boston, bicycle racks should be ubiquitous, especially near commercial areas, and other corridor destinations. In "special areas", locations may be identified for artist-designed bike racks.



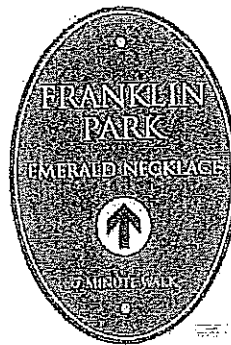
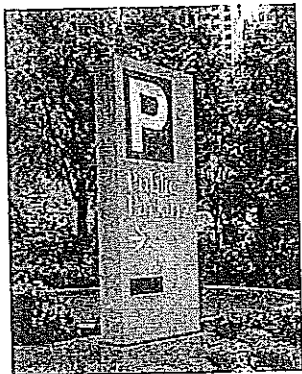
Newspaper Box Corrals

The high number of newspaper boxes along the corridor, particularly in commercial nodes, creates an eyesore in the pedestrian zone. Identify locations where groupings of newspaper boxes can be located and use black finished metal structures, bolted to the sidewalk. In Boston, no more than five are permitted in a single location.



Wayfinding

The objectives of a coordinated wayfinding plan are two-fold. First, signs should efficiently direct drivers to off-street parking lots. Second, pedestrian signs and maps should be located at key decision points, such as parking lots, bus stops, streets linking to T stations, and streets linking to Jamaica Pond and adjacent parks. Together, these elements serve to improve and maintain circulation throughout the neighborhood and connect visitors to local business and other attractions.



The addition of blue P for parking signs to direct drivers to off-street lots are recommended, which turn drivers into pedestrians as quickly as possible and encourages the park-once-and-walk approach. Other signage should build on existing sign systems, such as JP Walks, MBTA and Emerald Necklace Conservancy, to locate information at critical

decision points along the corridor. These locations should include off-street parking lots, bus shelters, and at intersections with streets linking to MBTA station and Jamaica Pond.

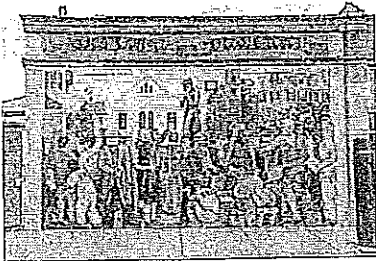


Centre and South Streets Streetscape and Transportation Action Plan

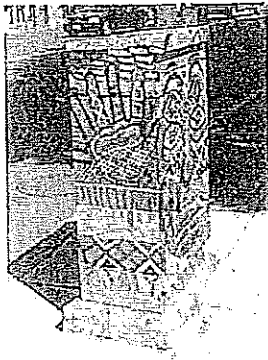
City of Boston

Public Art

Home to many artists, and art organizations, the Jamaica Plain clearly views art as an important expression of the community. A clear desire is to continue to develop artistic expression as part of the Centre/South streetscape. The Centre South Corridor is home to numerous existing murals and public art, which are an important feature in the neighborhood's identity. While seeking to encourage the public expression of the Arts, the community wants to allow for the organic development of artistic expression. As places or nodes are developed, room for the arts should be provided, but should not be proscriptive.



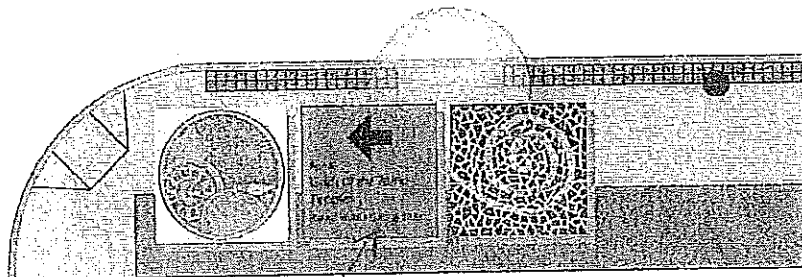
Art should be integrated throughout the corridor



One coordinated approach to public art recommended was the creation of a Jamaica Plain Arts Walk from Jackson Square to Forest Hills. The large number of murals along the corridor could serve as a foundation, with additional locations identified for major art installations at critical decision points along the corridor. These ultimately could assist in navigation as well as enhancing the environment. The artist-designed benches and bike racks described above could supplement those elements. The proposed sidewalk feature strip could not only mark the path, but also be used as a framework for adding small, two-dimensional art elements along the corridor. Pavers in the feature strip could also be swapped out for identifiers of adjacent murals, and for historic or cultural markers.



The Artwalk can be integrated with the sidewalk feature strip



Additional Recommendations for Private Property

Fences, Walls and Hedges

Boundary elements at the back of sidewalk, particularly for residential properties, form an important part of the streetscape by reinforcing the boundary between what is private and what is public. When done well, these elements also add to the beauty and visual richness of the streetscape.

Unfortunately, the use of chain-link fencing along the corridor does not add to the beauty of the street. We recommend that, as opportunities for

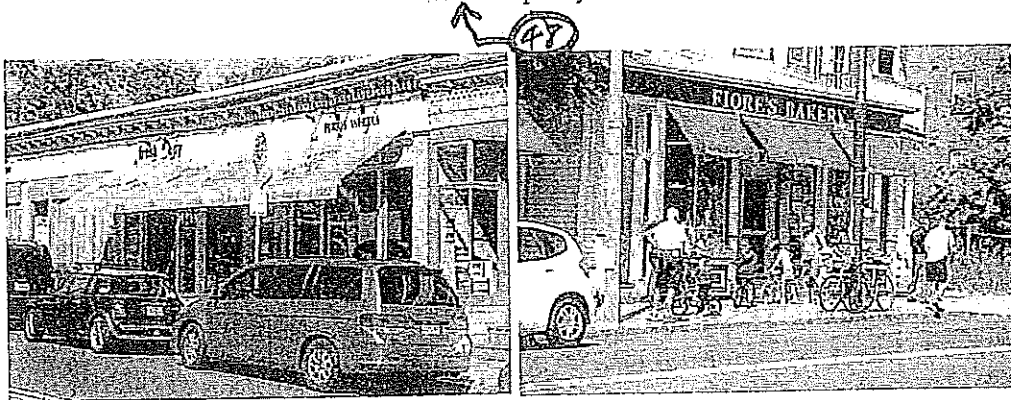


replacement of chain link fencing become available, that it be replaced with black metal picket-type fences already found along the corridor, or other appropriate materials.

Awnings

In addition to their visual impact, awnings can provide shade for pedestrians and reduce solar gain on the large windows typically found on commercial buildings. Particularly on narrow sidewalks where there is not sufficient room for street trees, awnings can provide shade as well as protection from rain.

The use of awnings, rather than window blinds, also reduces glare allowing for greater transparency between the interior and exterior of storefronts; a desirable quality in a commercial district.



Awnings can provide shade on sidewalks too narrow for street trees

Centre and South Streets Streetscape and Transportation Action Plan

City of Boston



Transparency contributes to a vibrant environment

Storefront Windows

A high degree of transparency between the sidewalk and the interior of storefronts is found in the most successful pedestrian environments. Windows that are blocked with signs, blinds and impermeable displays reduce this transparency and are to be discouraged.

Where security screens are used, the open grill screens, rather than solid, are preferred because they maintain the transparency as well as allow light to spill out onto the sidewalk at night.

Soto Palmarin, Ines

From: Giulia Norton [REDACTED]
Sent: Thursday, October 14, 2010 12:50 PM
To: Soto Palmarin, Ines
Subject: proposed changes to Hyde/Monument/Jackson Squares

I just reviewed the draft of proposed changes. I am very glad that bicycle traffic is taken seriously.

Regarding Monument Square, it appears that the parking in front of the church will be gone, and replaced by the carriage road. Will there still be vehicle access to the opening in the fence by Holbrook St? That is an important feature for the church.

Giulia Norton

Soto Palmarin, Ines

From: Scott Thomson [mailto:scott@thomson.com]
Sent: Thursday, October 14, 2010 1:00 PM
To: Soto Palmarin, Ines
Subject: Comment RE: Jamaica Plain Monument Square Redesign

Dear Ines,

I'm very excited by the progress we've already made in JP to accommodate bikes and pedestrians. Making the area a greener and more liveable/walkable place is such an incredible benefit. Specifically I'm very pleased with the bike sharrows and lanes that recently went in as I ride a portion of them nearly every day on my way to and from work (From Forrest Hills to Beacon Hill). Although not as recent, the walking sign-age with mileage and arrows to key destinations that went up within the last year are also much appreciated.

As to the upcoming work in Monument Square, I am certainly in favor of the proposal for a carriage lane on one side of the monument. I'm very excited about anything that will make the crosswalk in that area shorter. I also feel that increased green space in that area would be wonderful, the monument as it is now is not very inviting. Having something more parklike would invite people to use that space rather than just be able to look at it while walking by.

Thanks for your time,

Scott Thomson
215 South Street, apt 3
Jamaica Plain, MA 02130

Soto Palmarin, Ines

From: Hals/Bergquist Family [REDACTED]
Sent: Thursday, October 14, 2010 1:20 PM
To: Soto Palmarin, Ines
Subject: Comment re. Centre South St. Redesign Plan

My comment on the plan is a complaint with the changes to the Hyde Square Plan which originally got rid of lots of pavement and added lots of greenspace - but has since scaled back on this improvement. I am concerned that the city is only listening to the merchants' fears about parking and not realizing how much the many pedestrians and bikers would benefit from the ORIGINAL plan with its commitment to lots of greenspace.

Rather than caving to the merchants, the city should instead take an educational approach of teaching the local merchants how much is to be gained by all from more green space and better pedestrian and bike access. The green/public/tree covered space is worth some parking loss! Less width for cars to try to jockey for position and snake up to right turns (like Sheridan) that are not really possible but make for a smelly, noisy crowd, and less opportunity to speed, means more safety for pedestrians and bicyclists.

Kristina Hals
9 Edge Hill Street
Hyde Square, Jamaica Plain

Soto Palmarin, Ines

From: Carlos B. Icaza [REDACTED]
Sent: Wednesday, October 13, 2010 6:57 PM
To: Soto Palmarin, Ines
Subject: FW: RE: Plans for Monument Square

From: salmagundi [REDACTED]
Sent: Tuesday, October 05, 2010 3:46 PM
To: ejohnson@redsunnpress.com
Cc: cb.icaza@verizon.net; bluefrogbakery@aol.com; dave@taylorhouse.com; jtferris55@cs.com; elaine.hackney@verizon.net; jpbapa@verizon.net; indigo@polkadog.com; spayette@ftae.com; jpmichael@rcn.com; felicia.sanchez@verizon.net; administration@jamaicaplaingazette.com; pwilkinson@goodwillmass.org; ibonchis@hotmail.com
Subject: Re: RE: Plans for Monument Square

Greetings,

I have to agree that losing as much parking as this plan cuts out is bad for businesses in this community. Roughly 70% of our customers travel in. Many customers use public transportation, but many use a car. One thing that this re-developement covered which I was very happy with was removal of the circle benches in front of Tedeschi's. Those benches are worse news for the neighboring businesses than losing parking. There is a huge amount of drug use behind my building due to the folks who frequent the benches which I have dubbed the twilight zone. Is there any other options for the city to re-consider the plans for monument square as is or are the plans final?

As much as I would like to have the twilight zone area re-done (I would really like that), I feel like losing as much parking as we will lose will be bad. How can we block the re-developent as is? Or can we stop it at all? I think we need it done because the way it is now is no good but the proposed plans are no good as they are..

Thought I would weigh in on this one since I can throw a football to where is all taking place.

Cheers,
Jessen

SALMAGUNDI
for ladies and gents...
Andria Rapagnola
Jessen Fitzpatrick
765 Centre Street
Jamaica Plain, Ma 02130
Ph:617-522-5047
F:617-522-6243

Hours:
Tuesday to Friday 12-8pm
Saturday 11-8pm
Sunday 11-6

What's in Store?
<http://www.salmagundiboston.blogspot.com>

Jeffrey Ferris' Comments on the proposed changes to JP's Monument Square

Although I respect the desire to reduce the amount of space devoted to automobiles, cars are still a vital part of our culture. The loss of more than 20 parking spaces in this area will create additional hardships on the neighboring businesses. In addition, the Footlight Club, the Unitarian Church, and the annual Open Studios bring many people from other communities, typically by car. Although the impact will be small at Ferris Wheels, several of the business owners closer to the Monument have expressed their great concern of parking loss to them. This will be compounded even more when the bus stop is relocated to the front of Curtis Hall. Currently the Curtis Hall block is signed by BTM for customer turnover parking. So between the Monument change and the bus stop change, the first block of stores will be devastated by loss of parking. This will cause a trickle effect of reduced parking availability on my business block as well.

Speaking for most of our neighborhood businesses, we very much appreciate all of our customers who come on foot, bicycle, and transit. This is one of the fabulous elements of being in an urban community that so many people are now discovering - you can get to so many places without a car. But to be successful businesses, we also rely on folks coming from surrounding communities as well as the far corners of JP, typically by car.

The proposed changes to the Monument Square did not come from the community, but were pushed on us by BTM and its consultants. The CAC was encouraged to "Think Big!" about redesigning this area. It did not come from a careful look at what are the problems here and how can we solve them.

There needs to be a look at how can some smaller changes be made to the Monument Square to make it a more pedestrian friendly environment, but without the massive loss of parking. Perhaps changing the traffic lights to stop signs, add a stop sign for northbound traffic on South St, and allow left turns off Eliot St would help make it more ped-friendly.

In addition, the MBTA bus issues have not been worked out. The bus stop on South St south at the monument should be moved to the front of 49 South St condominiums for several reasons. This would allow the bus turning from Centre St to pull into the curb. It would also allow it to maintain the far-side of an intersection for ideal bus pull ins. It would be more convenient for Harvest shoppers to carry their grocery bags a shorter distance to the bus when the Custer St stop is eliminated.

We should also see if the busses that layover at the Monument could do so at Forest Hills. Terminating bus routes at major transit nodes facilitates more convenient transit transfers. It would keep the Monument Square nicer for what it is, and increase parking availability for the surrounding small businesses.

Good Luck

Jeffrey

Soto Palmarin, Ines

From: Carlos B. Icaza [REDACTED]
Sent: Wednesday, October 13, 2010 6:57 PM
To: Soto Palmarin, Ines
Subject: FW: Plans for Monument Square

From: Eric Johnson [mailto:[REDACTED]]
Sent: Tuesday, October 05, 2010 2:55 PM
To: Carlos B. Icaza; Brown, Brad [Blue Frog Bakery]; Elliot, Dave [Taylor House]; Ferris, Jeffery [Ferris Wheels]; Fitzparick, Jessen [Salmagundi]; Hackney, Elaine [Boing! JP's Toy Store]; Icaza, Carlos [Just Small Jobs]; Mathews, Indigo [Polka Dog Bakery]; Payette, Scott [Fletcher & Thompson]; Reiskind, Michael [Jamaica Pond Assoc]; Sanchez, Felicia [Centre Street Cafe]; Storey, Sandee [Jamaica Plain Gazette]; Wilkerson, Patty [The Goodwill Store]; Zabola, Ibonne [Bon Savor]
Subject: RE: Plans for Monument Square

The intersection as it is currently set up is, shall be say, bad. But the proposal is poorly thought out (if at all) and would spend a lot of money making something bad, worse. Good for the E Board for taking the lead. I, for one, will follow, though I not where we go.

Eric Johnson
Red Sun Press
617-524-6822 x25

From: Carlos B. Icaza [REDACTED]
Sent: Friday, October 01, 2010 3:05 PM
To: 'Brown, Brad [Blue Frog Bakery]'; 'Elliot, Dave [Taylor House]'; 'Ferris, Jeffery [Ferris Wheels]'; 'Fitzparick, Jessen [Salmagundi]'; 'Hackney, Elaine [Boing! JP's Toy Store]'; 'Icaza, Carlos [Just Small Jobs]'; 'Eric Johnson'; 'Mathews, Indigo [Polka Dog Bakery]'; 'Payette, Scott [Fletcher & Thompson]'; 'Reiskind, Michael [Jamaica Pond Assoc]'; 'Sanchez, Felicia [Centre Street Cafe]'; 'Storey, Sandee [Jamaica Plain Gazette]'; 'Wilkerson, Patty [The Goodwill Store]'; 'Zabola, Ibonne [Bon Savor]'
Subject: Plans for Monument Square

The Executive Board of the Jamaica Plain & Business Association has voted to oppose the changes to Monument Square as currently proposed by the Boston Transportation Department (BTD) and the Boston Redevelopment Authority (BRA).

Leading to our decision that the plan is bad for business, we site the following:

The loss of approximately 25 parking spaces

The potential of serious traffic tie-ups going south bound from Centre to South with an additional directional traffic signal at Eliot Street

The removal of 360 degree travel around the Monument

The 'T' (with four bus routes, 39,38,48,41 stopping at the Monument) has not been party to the planning process.

There are alternatives but in the current form we believe the plan will harm commerce in the Centre/South business corridor.

Soto Palmarin, Ines

From: Carlos B. Icaza [mailto: [REDACTED]]
Sent: Wednesday, October 13, 2010 6:57 PM
To: Soto Palmarin, Ines
Subject: FW: Plans for Monument Square

From: Payette, Scott [mailto: [REDACTED]]
Sent: Monday, October 04, 2010 11:54 AM
To: JPBAPA
Subject: RE: Plans for Monument Square

JP BAPA should track parking going back 5 years so we know what the impact and trajectory of these decisions. A lot of people come from Brookline, Alston, Cambridge, Somerville, etc. and it is not easy to take Public Transportation from those areas.

Scott

SCOTT PAYETTE AIA, LEED, AP | PRESIDENT – BOSTON OFFICE

FLETCHERTHOMPSON
ELEVATING DESIGN | SHAPING SOLUTIONS

ARCHITECTURE | ENGINEERING | INTERIOR DESIGN

CELEBRATING 100 YEARS OF DESIGN EXCELLENCE

FLETCHER THOMPSON ARCHITECTURE ENGINEERING, LLC
211 CONGRESS STREET, SUITE 700, BOSTON, MA 02110

OFFICE: 857.284.5540 X6672 | FAX: 617.423.0268 | MOBILE: 617.596.5600

<http://www.fletcherthompson.com>

From: JPBAPA [mailto: [REDACTED]]
Sent: Monday, October 04, 2010 11:07 AM
To: Payette, Scott
Subject: RE: Plans for Monument Square

Thanks Scott

The Monument could be enhanced by the removal of 6 parking spaces along the North side. This would allow the 'park area to be moved out about 10 feet. Keep the circle around traffic pattern but make the Monument area larger and easier for pedestrians to access.

Carlos B. Icaza, President
JP BAPA
jpbapa@verizon.net

From: Payette, Scott [mailto: [REDACTED]]
Sent: Monday, October 04, 2010 11:00 AM
To: Carlos B. Icaza; Brown, Brad [Blue Frog Bakery]; Elliot, Dave [Taylor House]; Ferris, Jeffery [Ferris Wheels]; Fitzparick, Jessen [Salmagundi]; Hackney, Elain [Boing! JP's Toy Store]; Icaza, Carlos [Just Small Jobs]; Johnson, Eric [Red Sun Press]; Mathews, Indigo [Polka Dog Bakery]; Reiskind, Michael [Jamaica Pond Assoc]; Sanchez, Felicia [Centre

Street Cafe]; Storey, Sandee [Jamaica Plain Gazette]; Wilkerson, Patty [The Goodwill Store]; Zabola, Ibonne [Bon Savor]
Subject: RE: Plans for Monument Square

Jamaica Plain should be friendly to all modes of transportation. Cambridge has systematically eliminated parking to the point where I no longer frequent Harvard Square – only on rare occasions. I would hate to see Jamaica plain follow Cambridge's lead. We should keep as many parking spots as possible. And maintain road width for cars, busses and bikes.

There are some advantages for the current monument configuration: 1. It is a great staging area for events, parades, Costello's Road Race (no longer), Holiday Tree Lighting, etc. Can we improve it for these types of functions? 2. It is a good area for temporary staging for road work, snow removal, etc. 3. It works well for the busses. 4. It is nice to have some generous roadways areas that are not cobbled-up with neck downs. Can the proposed design really be landscaped or will the city need access to the existing utilities? 5. I like the monument in the middle of the road. It is diminished by attaching it to the sidewalk. Can we augment the monument in its current position?

Scott

SCOTT PAYETTE AIA, LEED, AP | PRESIDENT – BOSTON OFFICE

FLETCHERTHOMPSON
ELEVATING DESIGN | SHAPING SOLUTIONS

ARCHITECTURE | ENGINEERING | INTERIOR DESIGN

CELEBRATING 100 YEARS OF DESIGN EXCELLENCE

FLETCHER THOMPSON ARCHITECTURE ENGINEERING, LLC
211 CONGRESS STREET, SUITE 700, BOSTON, MA 02110

OFFICE: 857.284.5540 X6672 | FAX: 617.423.0268 | MOBILE: 617.596.5600

<http://www.fletcherthompson.com>

From: Carlos B. Icaza [mailto: [REDACTED]]

Sent: Friday, October 01, 2010 3:05 PM

To: 'Brown, Brad [Blue Frog Bakery]'; 'Elliot, Dave [Taylor House]'; 'Ferris, Jeffery [Ferris Wheels]'; 'Fitzparick, Jessen [Salmagundi]'; 'Hackney, Elain [Boing! JP's Toy Store]'; 'Icaza, Carlos [Just Small Jobs]'; 'Johnson, Eric [Red Sun Press]'; 'Mathews, Indigo [Polka Dog Bakery]'; Payette, Scott; 'Reiskind, Michael [Jamaica Pond Assoc]'; 'Sanchez, Felicia [Centre Street Cafe]'; 'Storey, Sandee [Jamaica Plain Gazette]'; 'Wilkerson, Patty [The Goodwill Store]'; 'Zabola, Ibonne [Bon Savor]'

Subject: Plans for Monument Square

The Executive Board of the Jamaica Plain & Business Association has voted to oppose the changes to Monument Square as currently proposed by the Boston Transportation Department (BTD) and the Boston Redevelopment Authority (BRA).

Leading to our decision that the plan is bad for business, we site the following:

The loss of approximately 25 parking spaces

The potential of serious traffic tie-ups going south bound from Centre to South with an additional directional traffic signal at Eliot Street

The removal of 360 degree travel around the Monument

Soto Palmarin, Ines

From: Carlos B. Icaza [mailto:caica@state.gov]
Sent: Wednesday, October 13, 2010 6:59 PM
To: Soto Palmarin, Ines
Subject: FW: The Monument insanity

I-

This one is a bit out there

C-

From: Patricia Roberts [mailto:patro@state.gov]
Sent: Friday, October 01, 2010 7:54 PM
To: Carlos B. Icaza
Subject: Re: The Monument insanity

Thanks, Carlos, for the email connections for our state reps.

My comment about making Centre Street in JP less useful was just a polite way of saying that it's the stupidest plan I've ever seen, and that it demonstrates by the planners a complete lack of knowledge of how Centre Street, and JP in general, works now. And a similar lack of understanding of what the effect would be of their solidly ridiculous changes. Instead of starting from a knowledge of what currently works in JP, or what works but could be improved, they just seem to have decided by reading books or something what would be really cool changes to make, and so made a design that incorporated them.

Did you look at the plan for the Jackson Square area, where they are going to expand the sidewalk out on the Bromley Heath side, to make a wider sidewalk and take away what looks like a lane of traffic? My husband bikes home that way and says that around rush hour, the traffic is stopped all the way down onto Columbus Avenue, trying to get through the light to either turn left onto Lamartine Street or to go straight on Centre. Taking away one of the lanes that cars use will make an unbelievable mess.

Another swell plan, clearly made by people who don't know a single thing about the Jackson Square area, is to expand the sidewalk across from Stop & Shop so there can be little sidewalk cafes and tables. That's so the drug dealers can work in comfort?

Or the plan for the cutesy, olde timey street lights they want to have from Hyde Square on down Centre Street to beyond the Monument. There is a gang that hangs out on the corner of Centre and Wyman, that likes to shoot and be shot at by a gang that hangs out at Washington Street in Egleston Square. They are usually very busy dealing drugs and doing any other illegal thing that strikes their fancy as they while away the hours at Centre and Wyman. One absolutely standard thing that we do in our part of JP to fight crime is to put in brighter street lights. As Mike Santry, an E13 police officer says, "light is the enemy of crime". Mike has done a tremendous amount of work to improve the lighting in the Hyde and Jackson Square areas, including, most recently, much brighter lights at the corner of Wyman and Centre. We have found brighter lighting to have a noticeable negative impact on the behavior of the criminals who hang around here. It seems pretty clear that these planners live in quiet suburbs, and that they didn't even bother to ask anyone whatsoever who might have helped them understand even slightly the area they are trying to "improve".

We can see what's coming by driving on Centre Street through Hyde Square going toward the Monument end of JP. They added a bike lane, but in doing so, they made the driving lane so narrow that when cars try to stay in

their own lane, they tend to actually go over the double yellow line into oncoming traffic. But we have more groovy bike lanes! Who could possibly complain about that?

They do have a very good understand of community process, though, as we can see from the way they handled the last meeting we all attended. First, they talked out the clock, so at the end, there was only a short time for public comment. What a surprise, and what a shame! Then, did you notice, the chair knew the first names of almost everyone he called on. Those people are the public? They are the ones, I gather, who attended all the "community" meetings to abet the city planners in coming up with these stupid and destructive plans. (I imagine he was dismayed when he called on me and heard my negative comments.) I talked with many people after the meeting who said they raised their hand repeatedly but were never called on. Hilken (from the clothing store on South Street) said she finally gave up and left, because it was clear no one would be calling on her.

So the plans are stupid to the point of idiocy, and will seriously harm the business community of JP (and so the rest of JP--people will be less happy to live here if many of the stores they like go out of business). There is no open process--they clearly intend to rig any public meetings so negative voices will not be heard. And we taxpayers are paying their salaries?

I will be very happy to see the business community of JP speak out against this debacle, and stop it.

Good luck, and thanks for your work. I will look forward to seeing it.

Pat

On Fri, Oct 1, 2010 at 6:34 PM, Carlos B. Icaza <cb.icaiza@verizon.net> wrote:

I like your comment... to make Centre Street in JP less useful. I promised the city folks that I would not advocate behind their backs. They have done so. Therefore with a tit for tat attitude the business association muzzle has been removed. Stay tuned.

From: Patricia Roberts [mailto:patricia.roberts@verizon.net]
Sent: Friday, October 01, 2010 6:20 PM
To: Carlos B. Icaza
Subject: The Monument insanity

Hey, Carlos, I just wanted to check in with you to see if you have been able to think of anyone we can be talking to about the ridiculous plans in the works to make Centre Street in JP less useful.

A friend suggested Liz Malia, since she lives in that area, and it may also be her district. (I had been thinking of Jeff Sanchez, because he's my state rep, but I think the big push right now is for the Monument area, so it's more in Liz's back yard than Jeff's.) John Tobin would have been a natural, but sadly, he's gone. We in the Mozart Chestnut Crime Watch worked with Liz for many years when John McDonough was our state rep, and she was very helpful, always.

And are you gathering the merchants together, especially the ones on South Street, so they can all respond to this plan? If you haven't had a chance to talk to them about it, I can start to connect with them, so they know about it and have some ideas about how to object to it.

I think we have until October 18 to make our comments. Of course, we will have to do more than just log our

comments onto their web site, but I think it will be useful to do that as well as contact any elected representatives we can think of. Especially if they know we are sending copies of our comments to someone else, those critical comments will be less likely to be mysteriously misplaced.

Enjoy the weekend!

Pat Roberts

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5496 (20101001)

_____ The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5529 (20101013)

_____ The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Soto Palmarin, Ines

From: Carlos B. Icaza [REDACTED]
Sent: Wednesday, October 13, 2010 7:01 PM
To: Soto Palmarin, Ines
Subject: FW: Plans for Monument Square

The whole board has taken a stance against

From: Carlos B. Icaza [REDACTED]
Sent: Friday, October 01, 2010 3:05 PM
To: 'Brown, Brad [Blue Frog Bakery]'; 'Elliot, Dave [Taylor House]'; 'Ferris, Jeffery [Ferris Wheels]'; 'Fitzparick, Jessen [Salmagundi]'; 'Hackney, Elain [Boing! JP's Toy Store]'; 'Icaza, Carlos [Just Small Jobs]'; 'Johnson, Eric [Red Sun Press]'; 'Mathews, Indigo [Polka Dog Bakery]'; 'Payette, Scott [Fletcher & Thompson]'; 'Reiskind, Michael [Jamaica Pond Assoc]'; 'Sanchez, Felicia [Centre Street Cafe]'; 'Storey, Sandee [Jamaica Plain Gazette]'; 'Wilkerson, Patty [The Goodwill Store]'; 'Zabola, Ibonne [Bon Savor]'
Subject: Plans for Monument Square

The Board of the Jamaica Plain & Business Association has voted to oppose the changes to Monument Square as currently proposed by the Boston Transportation Department (BTD) and the Boston Redevelopment Authority (BRA).

Leading to our decision that the plan is bad for business, we site the following:

The loss of approximately 25 parking spaces

The potential of serious traffic tie-ups going south bound from Centre to South with an additional directional traffic signal at Eliot Street

The removal of 360 degree travel around the Monument

The 'T' (with four bus routes, 39,38,48,41 stopping at the Monument) has not been party to the planning process.

There are alternatives but in the current form we believe the plan will harm commerce in the Centre/South business corridor.

Please let me know your thoughts

Carlos B. Icaza
617-448-7898
jpbapa@verizon.net

Information from ESET NOD32 Antivirus, version of virus signature database 5496 (20101001)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Soto Palmarin, Ines

From: Mike Pavone [REDACTED]
Sent: Wednesday, October 13, 2010 12:59 AM
To: Mike Pavone; Soto Palmarin, Ines
Cc: ines.palmin.bra@cityofboston.gov; Carlos B. Icaza
Subject: Re: Jamaica Plain Monument Square Re-design

On Oct 13, 2010, at 12:37 AM, Mike Pavone wrote:

> Dear Ms. Palmarin,
> As a resident of Boston and one that grew up in Jamaica Plain and has
> a business in Jamaica Plain that was founded by my father in
> 1953 I have to say that the redesign of the monument is ludicrous .
> If more greenspace is what's wanted extend it down towards Hathaway
> st. and possibly a little towards the Unitarian Church . To take away
> the Centre St. side in front of the church will just make traffic in
> that area unbearable . If it's just the problem of cars getting out
> onto Centre from the Monument move the lights down to Centre and South
> with the lights at Eliot St. timed in conjunction with them . The
> width of Centre St. coming up from the Arborway becoming a two way
> isn't practical . Draw out a diagram of 2 53 foot box semis , one
> coming up Centre and one trying to make a right hand turn going down
> towards the Arborway , and you'll see it is physically impossible to
> be done . We don't need this problem on Centre and South St. As the
> old saying goes " if it isn't broke don't fix it " . As one of the
> three oldest family run businesses on Centre St I ask you to please
> not alter the traffic flow at the Monument as it is now the business
> community of Jamaica Plain cannot take a disruption in the flow of
> traffic .

>
>

Sincerely ,

>

Michael Pavone

>

Classic Cleaners , inc.

>

Soto Palmarin, Ines

From: Carlos B. Icaza [REDACTED]
Sent: Wednesday, October 13, 2010 7:04 PM
To: Soto Palmarin, Ines
Subject: Correction Monument

The "whole" board has not chimed in. It was a big majority vote

Carlos Boudinot Icaza
617-448-7898

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5529 (20101013)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Soto Palmarin, Ines

From: Soto Palmarin, Ines
Sent: Thursday, September 23, 2010 11:23 AM
To: Gupta, Vineet; Keller, Colleen; 'DeNisco, Ralph'; Burgess, Don; 'kurt.steiner@mcmtrans.com'
Cc: Lathrop, Randi; Zick, Jill; Thompson, Kenya; Fitzgerald, James
Subject: FW: Centre and South Street Action Plan comments
Attachments: jmonumenttrees_2010_09_23.pdf; ATT00001.txt

-----Original Message-----

From: Brittany Gravely [REDACTED]
Sent: Thursday, September 23, 2010 11:19 AM
To: Soto Palmarin, Ines
Subject: Centre and South Street Action Plan comments

Dear Ines,

I am a Jamaica Plain resident and very interested in the future of Monument Square. My primary concern is that the area will actually be better and truly more vibrant than it currently is. The main problem at the moment seems to be the issue with the fire department and bus routes these sound like significant issues.

If the plan moves forward, I support removing the fence, but do not support removing any of the trees currently around the side and back of the monument. If they are removed, this green space will be very stark and unattractive to passersby looking for a place to rest, eat or hang out. I have started an online petition and so far, many residents have spoken up in support of these trees. I am attaching the comments my petition has received so far; I hope you and the planning team take them into consideration.

Thank you for listening.

Sincerely,

Brittany Gravely
97 Wachusett St.
[REDACTED]

Soto Palmarin, Ines

From: Elizabeth Ginga [REDACTED]
Sent: Friday, October 08, 2010 3:01 PM
To: Soto Palmarin, Ines
Subject: Re: comments re: monument

oops. I also wanted to mention that no one present was able to say anything about bus routes, another big factor. I also want to acknowledge that it was agreed that we would meet again and get the MBTA there as well as persons more knowledgeable about the traffic. I hope this happens!!

----- Original Message -----

From: Elizabeth Ginga
To: Ines.Palmarin.bra@cityofboston.gov
Sent: Friday, October 08, 2010 2:50 PM
Subject: comments re: monument

Hello,

First off, I think it is a great idea to try to add more livable, human-friendly spaces to the city. I am all for that. my questions/concerns re: this design:

I will try to be succinct :)

1. It seems rather vague how this new area, cordoned off to car traffic, can serve as an area for people to congregate in while at the same time be able to allow emergency vehicles through. Will the firetrucks wait while moms scoop up kids and strollers or a farmer's market set there moves? I just don't think this has been at all addressed. An Oct. 5 meeting regarding the proposal attended by 5 city rep's, no one knew the answer.

2. It is not clear at all how the rerouted traffic and proposed traffic lights will work. Is it the case that the new traffic light will have to have a 3-way green light feature. Since so many cars turn left onto Center from South and from left onto South from Center a green light that does not hold traffic in the opposite direction to allow for this will back up traffic significantly. Has the proposed, three-way light been analyzed in terms of how backed up traffic will be, especially heading north on South St? I hope it has been analyzed and but no one present had any information to this effect at the Oct. 5 meeting. Only one person, who did not identify herself when she spoke, said the situation would improve from an A & F to a B & B. That seemed so vague to me. Also, with traffic stopped here, and then a few yards later at a long-ish walk signal stop light, again at Dunkin Donuts where traffic entering stops traffic, and again, a car length later at the light at the intersection at DD, how is this 4 traffic stopped area going to allow traffic to smoothly move along? Right now the 3 existing stops/lights are not in synch. No one at the Oct. 5 could answer this question. I'm not sure why the rep's were there since these were basic questions that went unanswered.

In fairness, the rep's present agreed to immediately address several smaller neighborhood issues around signage and emergency vehicle allowances, although in truth these are things that could have/should have been addressed incidental to the monument issue.

I hope this email does not sound negative. I am delighted that people are thinking about new and different ideas about how to improve our city. I just want to make sure we are not inadvertently and unknowingly creating a traffic nightmare.

Thank you for listening.

Sincerely,

Elizabeth Ginga
[REDACTED]

Soto Palmarin, Ines

From: [REDACTED]
Sent: Friday, October 08, 2010 5:44 PM
To: Soto Palmarin, Ines
Subject: monument park

I live at 772 centre st in JP and we would like to have a tree if possible in front of our house, like the other two houses in our association. 776 centre and 780 centre. We are very excited about this new park and we wanted to say thank you for making JP a better place to live. The tree would help shade the grass from direct sunlight, which is causing our grass to get burned out each year. Please take this into consideration when you start your project .

Thank you for your time

Anthony

Soto Palmarin, Ines

From: SARAH FREEMAN [REDACTED]
Sent: Wednesday, October 06, 2010 1:17 PM
To: Soto Palmarin, Ines
Cc: Gupta, Vineet; Ralph Denisco
Subject: JP Centre/South Streetscape & Transportation Action Plan

Dear Ines,

The JP Centre/South Streetscape & Transportation Action Plan is a very exciting opportunity for JP. I have attended most of the community meetings and am very happy with the progress that has been made in the plans - including the bike lanes and sharrows that are already in place along the corridor. I do have a couple of serious concerns that I would like to share with you now in hope of getting the best possible outcome as the plans move forward.

* MBTA Bus turn-around options:

At the last public meeting (9/21/10), which I had to leave a bit before the end, in response to the loss of bus turn-around capability at the Monument, the following options were described: The buses could go to Murray Circle or to Forest Hills, either empty or with stops. I feel strongly that Forest Hills Station is a far superior choice.

If the buses turn around at Murray Circle, the only positive achievement is that the buses are able to change direction, but there are also several negative impacts. This option would add to the Eastbound queue that people are already concerned about. Also, residents of side streets (off of Centre St.), are concerned that this will generate cut-through traffic on narrow streets.

If the buses turn around at Forest Hills Station, in addition to changing direction, this would also add an important connection with the T (orange line) and many other bus lines. This adds tremendous value in contributing to a meaningful transportation network. In my opinion, the Monument is not a great place to begin & end bus routes.

* Parking:

I would like to see further exploration of options for off-street parking. There are several off-street parking areas that could possibly be incorporated into public use which would benefit the public realm. Examples include: St. Thomas Aquinas (which has many extra spaces much of the time - except during funerals etc.), behind Boomerands. How many spaces are utilized in these lots on weekdays? weekends? evenings? could they designate some for the public?

Thank you for considering these thoughts,
Sarah

Soto Palmarin, Ines

From: Beth Mahar [REDACTED]
Sent: Saturday, October 02, 2010 12:52 PM
To: Soto Palmarin, Ines
Subject: comments/questions: DRAFT Centre and South Streets Streetscape and Transportation Action Plan

Hello,

Would you describe the traffic signals for the Monument Square plan in JP? Will a car be able to turn left onto Centre street from Eliot Street? Will there be a traffic signal there? Which crosswalks will have signals?

Thanks very much,
Beth Mahar
[REDACTED]