

JP Centre & South Street Corridor Transportation & Streetscape Action Plan

**Citizens' Advisory Committee
Meeting #9**

**Agassiz School cafeteria
20 Child Street, Jamaica Plain**

Thursday, July 15, 2010

6:00-8:00 PM





Meeting Agenda

- Welcome
- Project & Schedule Overview
 - Completing the Plan
 - Draft Report
- Concept Design Areas
 - Monument Square
 - Stop & Shop/Mozart Park
- Public Comment & Next Steps



Project & Schedule Overview

- Final Meeting Schedule
- Documenting the Plan
- What we've covered
- Materials



Schedule Overview

CAC Meeting 1 – 7/15/09

>Introduction

CAC Meeting 2 – 9/30/09

>Vision Statement

CAC Meeting 3 – 11/23/09

>Streetscape Guidelines

CAC Meeting 4 – 12/16/09

>Initial design locations

CAC Meeting 5 – 1/28/10

>Concept Designs

CAC Meeting 6 – 3/23/2010

>Concept Designs

CAC Meetings 7 – 4/29/2010

>Bicycle Accommodations

CAC Meeting 8 – 5/27/2010

>Progress Design of Locations

>Parking Analysis

CAC Meeting 9 -- 7/15/2010

>Progress Design of Locations

>Draft Report

CAC Meeting 10 – August 2010

>Recommended Concept Designs

>Draft Report

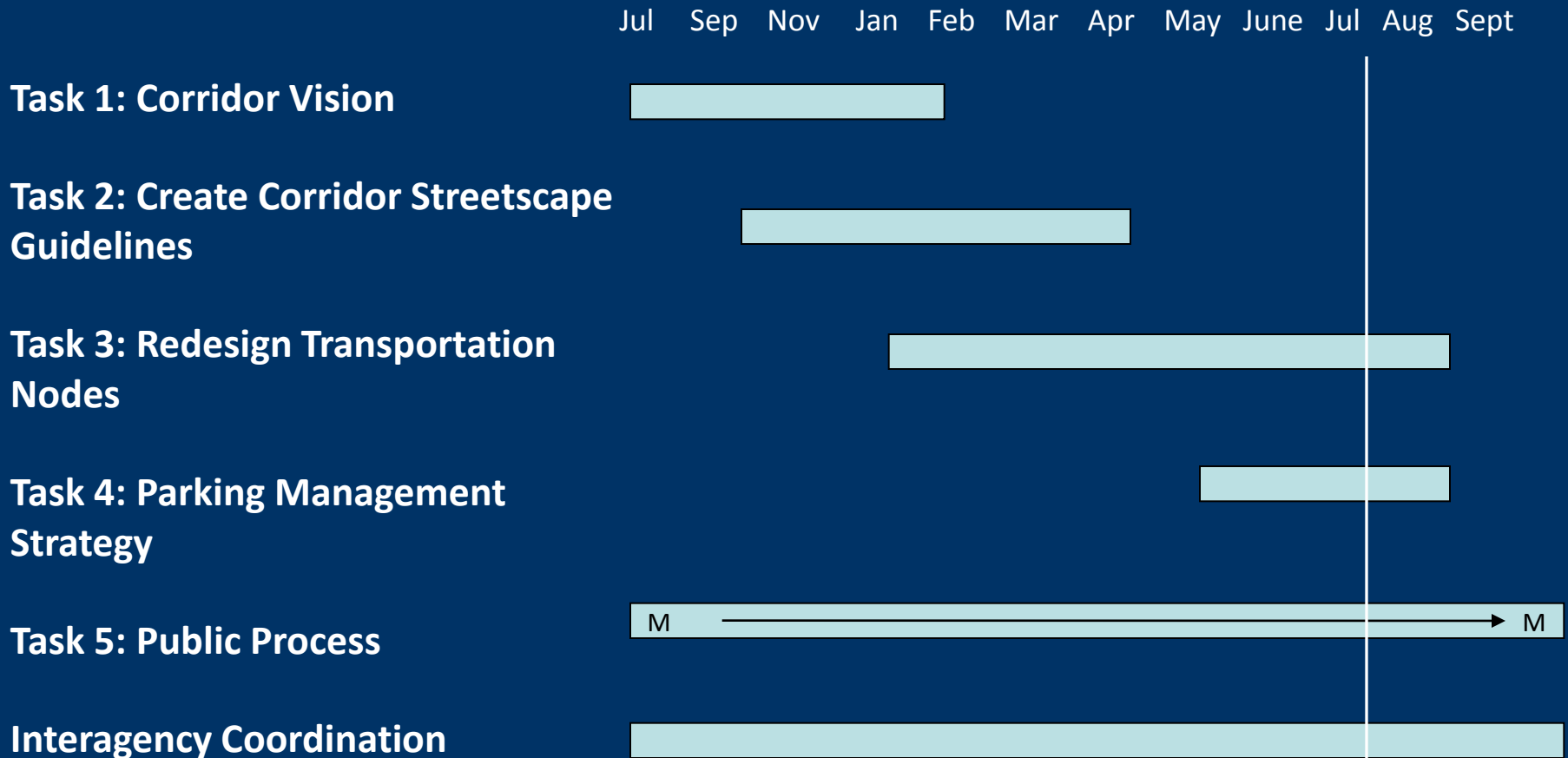
CAC Meeting 11 – September 2010

>Final Concept Designs

>Release of Final Report



Schedule Overview



M: Meeting



Project & Schedule Overview

Documenting the Plan

- Vision Statement
- Corridor-Wide Guidelines
- Concept Designs
- Draft Report
- All materials continuously available on BRA website:

[http://www.bostonredevelopmentauthority.org/Planning/
PlanningInitsIndividual.asp?action=ViewInit&InitID=142](http://www.bostonredevelopmentauthority.org/Planning/PlanningInitsIndividual.asp?action=ViewInit&InitID=142)




What We've Covered

Vision Statement


**Jamaica Plain
Centre-South Streetscape
and Transportation Action Plan**

Vision Statement



Establish Centre/South as the area's **MAIN STREET**, drawing out new and existing connections while celebrating the diversity of its people and places.

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



Thomas M. Menino
Mayor

Centre-South Streetscape and Transportation Action Plan
JANUARY 2010

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



Photo courtesy of the City of Boston, showing the corridor's historic commercial character.

Cultural infrastructure

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



Photo illustrating the opportunity to utilize public art along the corridor.

Public art

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



Mural combined with historic public art and historic preservation offers the opportunity to "bring back the spirit."

Physical infrastructure

- Ensure a well-fit street environment, with features and storefront lighting of appropriate scale
- Increase street trees/canopy with species appropriate to ambient land uses

City of Boston
Mayor Thomas M. Menino

Centre-South Streetscape and Transportation Action Plan
JANUARY 2010



Photo capturing the vitality of the Centre/South Street corridor.

- Reduce visual sidewalk/street clutter, with attention to removing the obtrusive poles
- Employ sustainable design strategies for all installations



Photo illustrating the opportunity to create a more vibrant and active street scene.

- Employ sustainable design strategies for all streetscape and landscape installations, to reduce the corridor's carbon footprint, increase energy efficiency, and promote sky lighting.
- Plan appropriate space for community events and celebrations

Create a place for all uses and users



- Provide additional resources to support high bicycling interest and activity with a safe, convenient bicycling environment
- Address the differing needs of users, including youth, elderly, and the handicapped community
- Develop a pedestrian-friendly corridor with a focus on pedestrian nodes and continuous sidewalk paths



- Preserve adequate traffic flow throughout the district
- Optimize management of parking resources
- Factor in the operational needs of businesses and business functions
- Preserve and enhance the neighborhood's transit system including the proposed improvements to the route 39 corridor, to serve Jamaica Plain's future and expand accessibility.



Photo illustrating the opportunity to create a more vibrant and active street scene.



What We've Covered

Corridor Wide Guidelines

- Sidewalks
- Crosswalks
- Street Lights
- Street Furniture
- Street Trees/Landscaping
- Signs/Wayfinding
- Public Art/Artwalk
- Modal balance
- Create “Special Places”
- Sustainability
- Reduce Street and sidewalk clutter
- Public/Private improvements



What We've Covered

Parking Analysis



612 total on-street spaces

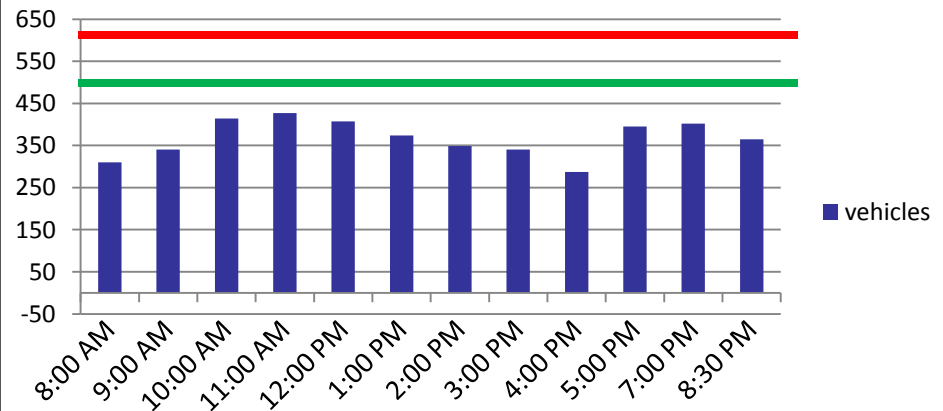
Unregulated: 270 spaces

2 hour limit: 273 spaces

1 hour limit: 70 spaces

Avg. duration: 1.86 hours

Corridor Parking Occupancy: 47-70%





What We've Covered

Customer Surveys

Preliminary
Data Overview:
Jamaica Plain
Centre/South
Street Survey



Mark Melnik
Deputy Director for Research
Boston Redevelopment
Authority

- >What are people doing on Centre/South Street?
- >How did they get to Centre/South Street?
- >What factors influenced their transportation choice?
- >What factors might change their typical transportation choice?



What We've Covered

Bicycle Plan

>Implemented by Spring 2011

>No parking impact





What We've Covered

Final Report – Table of Contents

1. Introduction
 - Project Overview
 - Process
 - Citizens Advisory Committee
 - Centre/South Corridor Analysis
2. Vision Statement
3. Bicycle Accommodations
4. Corridor-Wide Guidelines
5. Parking Analysis
 - Customer surveys
 - Turnover study
6. Hyde Square
7. Monument Square
8. Mozart Park – Stop & Shop Plaza



Report – Next Steps

- Draft report will be distributed before August CAC meeting
- Discussion at August meeting
- Ongoing feedback
- Final report released in September



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Selected Locations



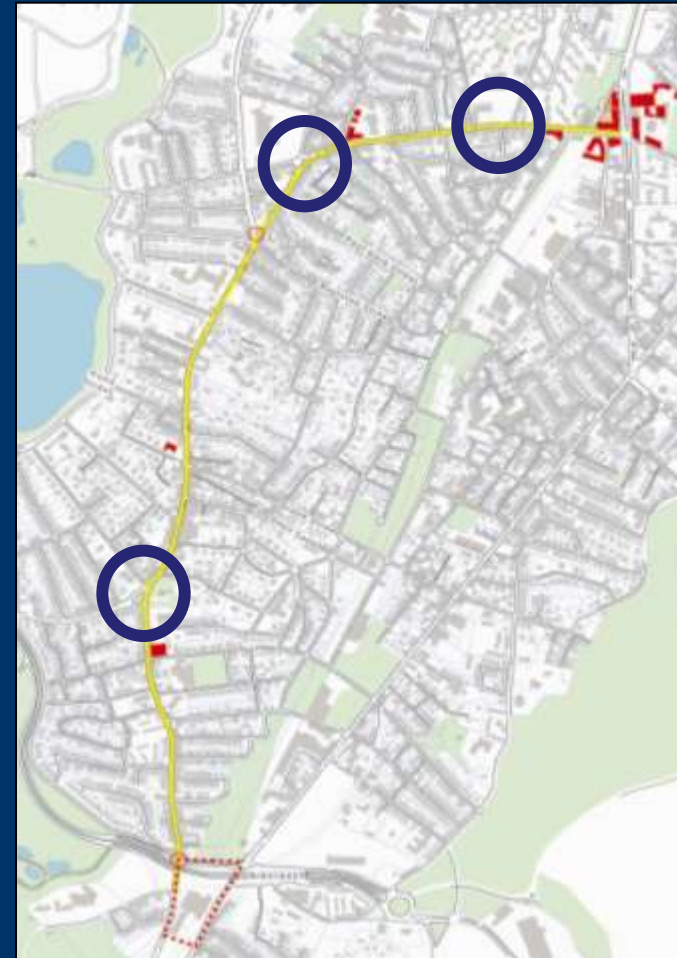
Hyde Square



Monument Square



Mozart Park/
JP Plaza





Selected Locations



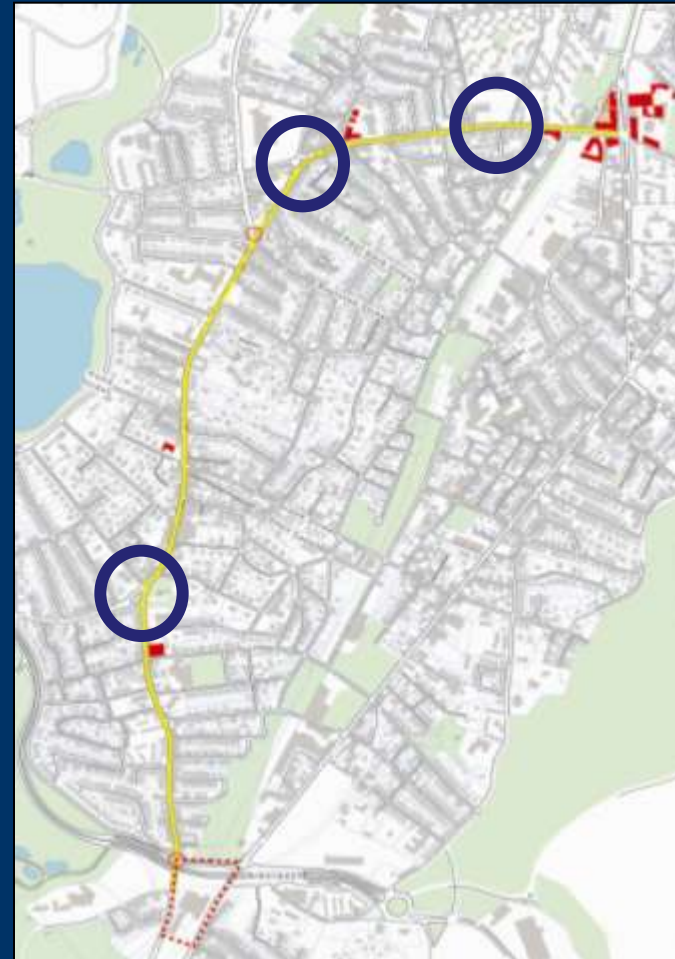
Hyde Square



Monument Square



Mozart Park/
JP Plaza





Monument Square





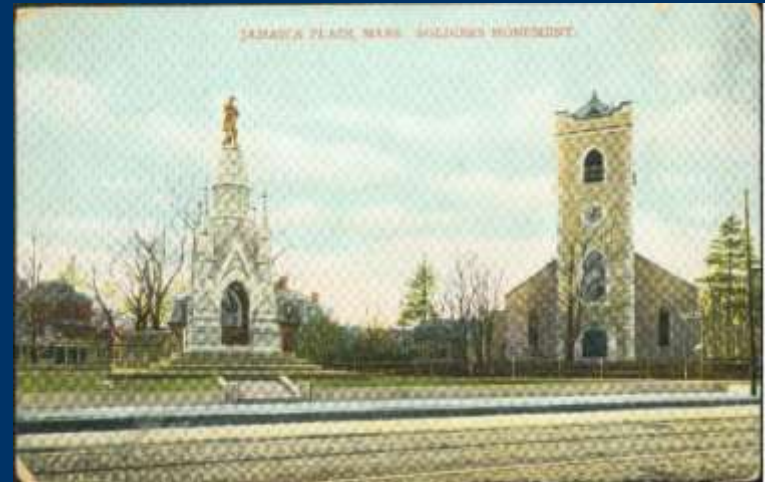
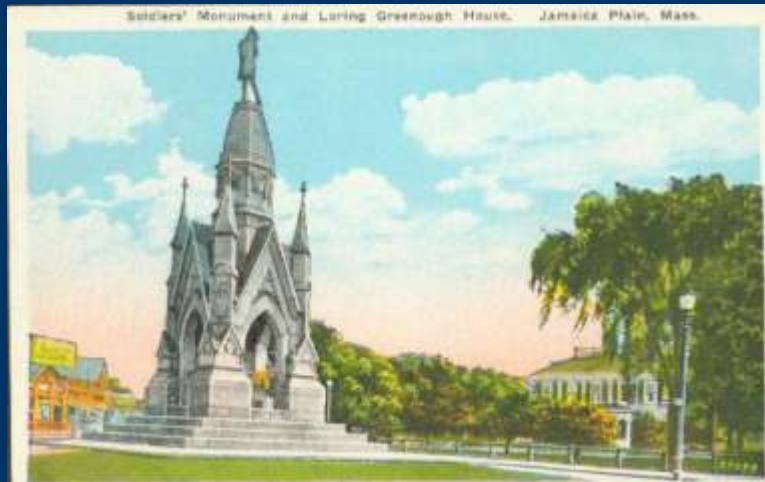
Monument Square

Key Considerations

- Respect the history and sanctity of the Monument
- Preserve access to local abutters
- Create “civic” space
- Traffic/pedestrian/bus operations



Monument's History





Monument Square

Existing Conditions





Monument Square





Monument Square



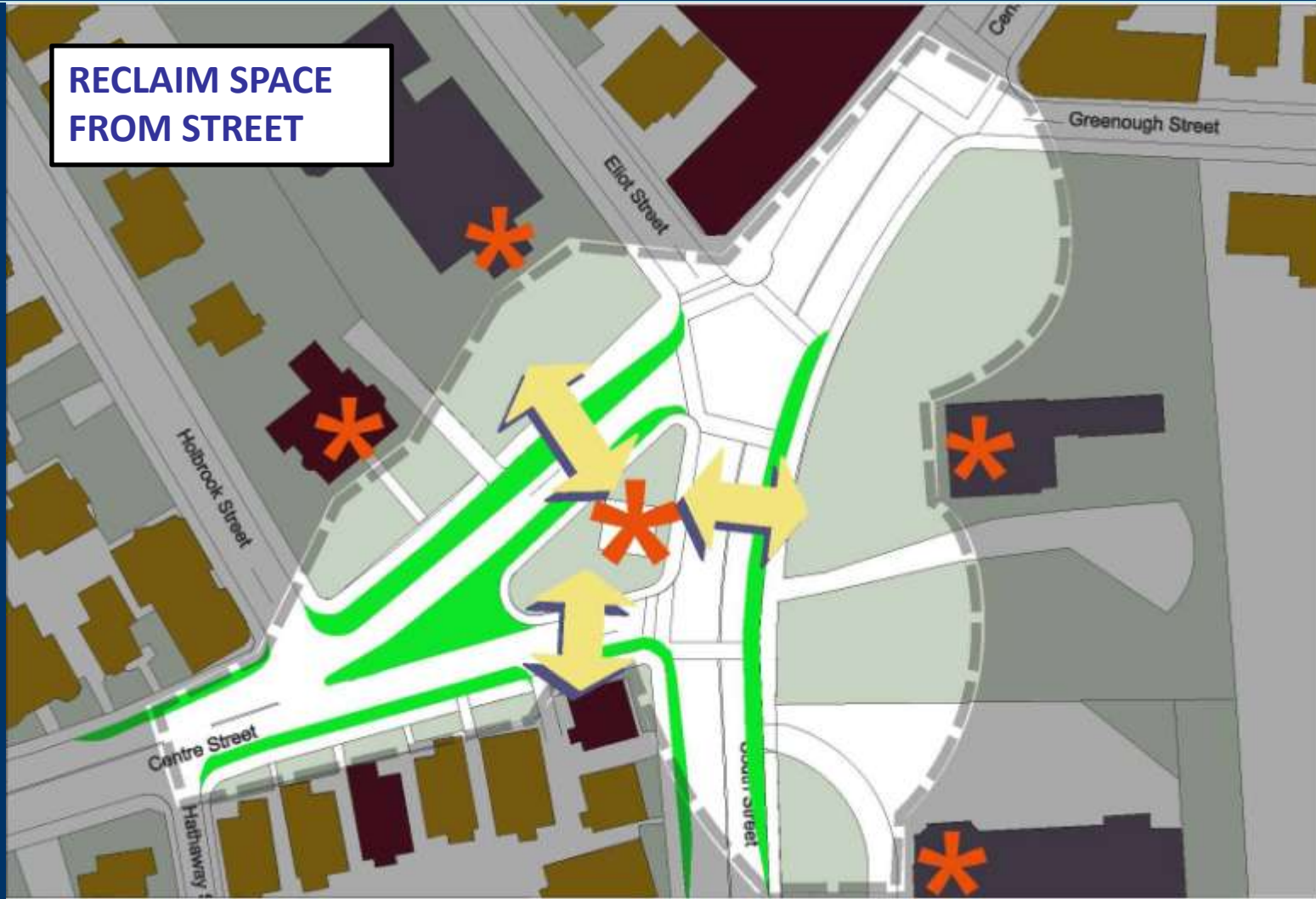


Monument Square





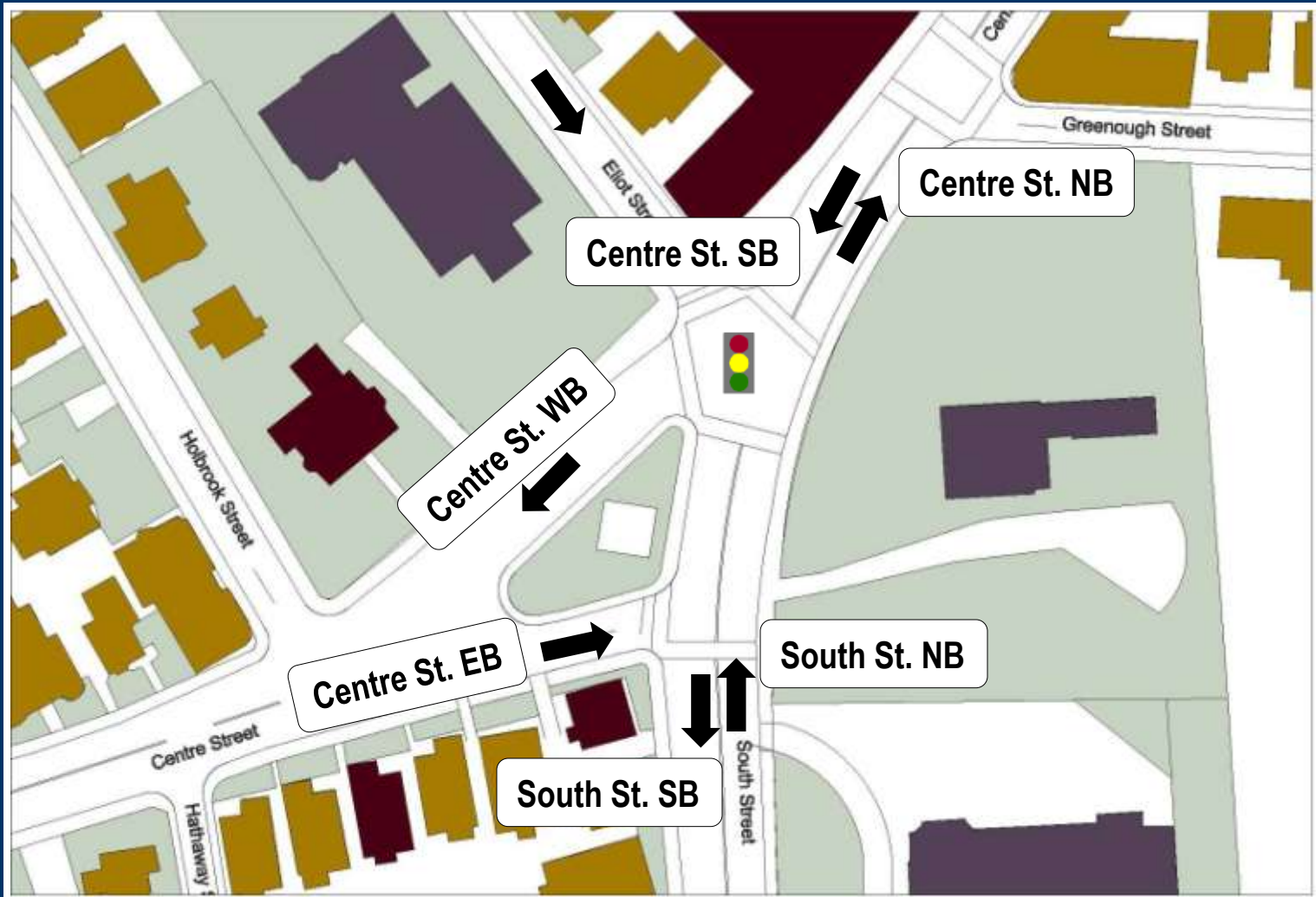
Monument Square





Monument Square

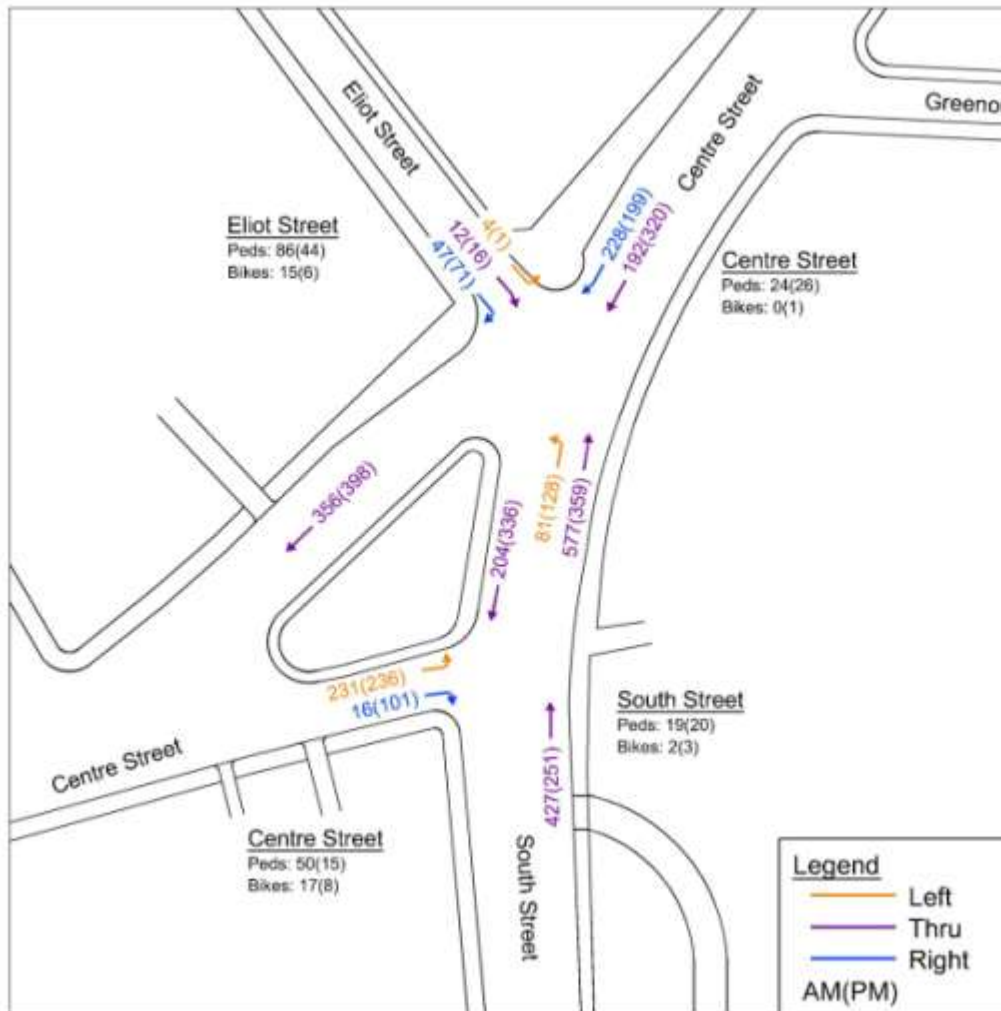
Existing Conditions





Monument Square

Volumes

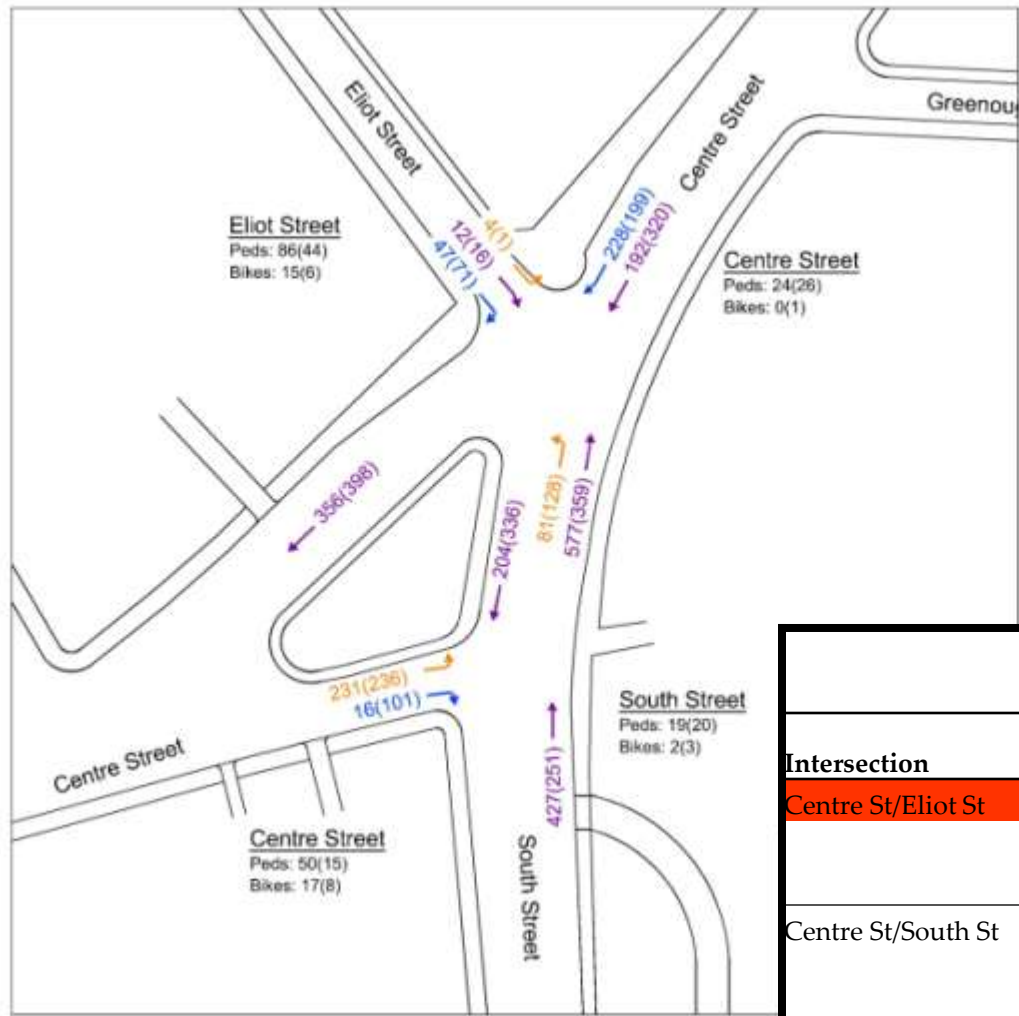


- Comparable AM & PM volumes
- Centre St. South
WB/SB
AM – 55%/45%
PM – 40%/60%
- Centre St. East
Primarily left turns



Monument Square

Level of Service







Centre Street East
LOS E – AM & PM

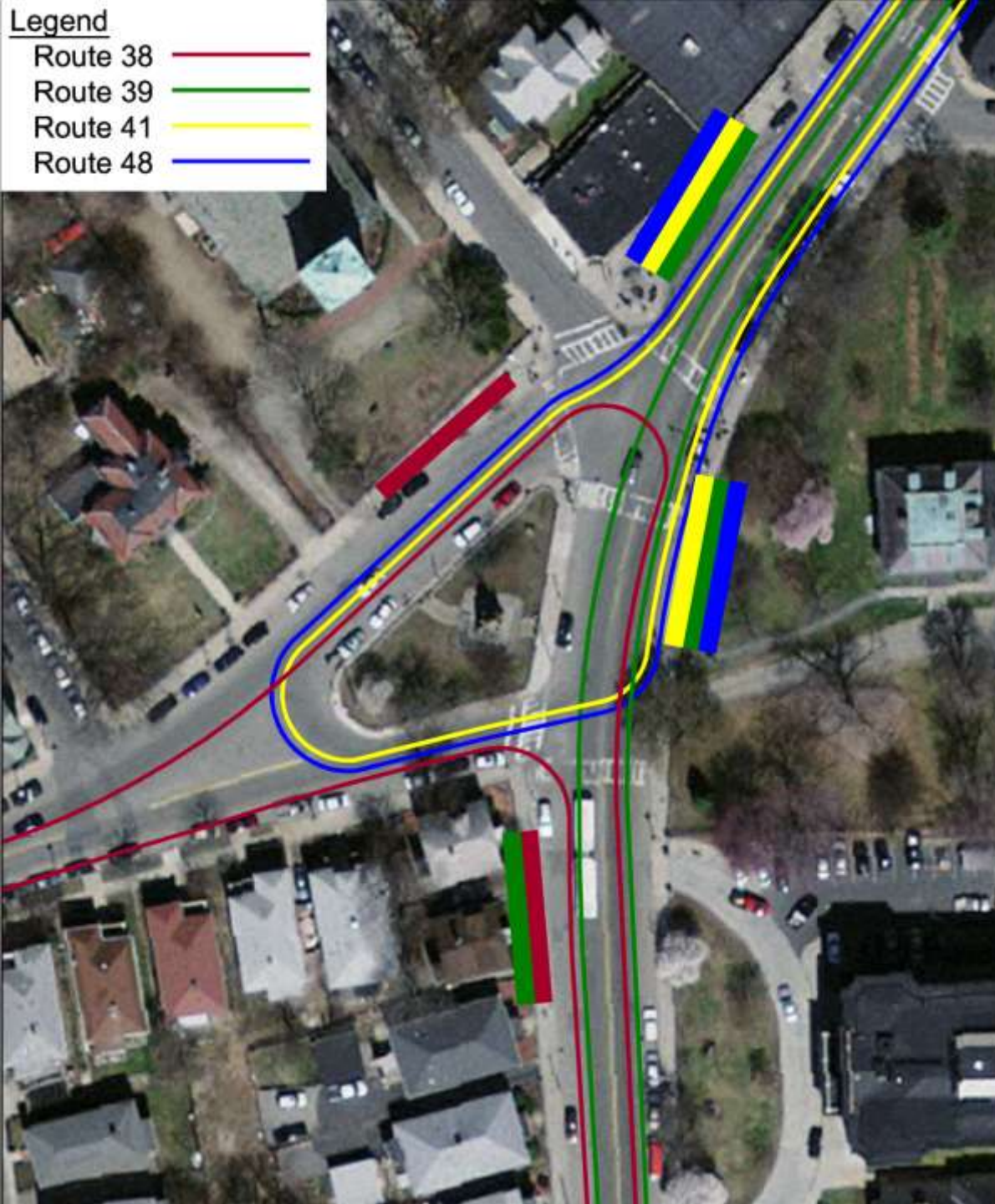
Eliot Street
LOS B

All others at LOS A

		Weekday Existing 2010					
		AM Peak Hour			PM Peak Hour		
Intersection	Movement	Los	Delay	V/C	Los	Delay	V/C
Centre St/Eliot St	EB LTR	B	11.3	0.12	B	13.1	0.20
	NB LT	A	4.6	0.36	A	3.8	0.22
	SB TR	A	4.0	0.26	A	3.6	0.18
Centre St/South St	EB LR	E	36.9	0.74	E	47.7	0.87
	NB T	A	0.0	0.28	A	0.0	0.18
	SB T	A	0.0	0.13	A	0.0	0.22

Legend

- Route 38 
- Route 39 
- Route 41 
- Route 48 



Jamaica Plain
Centre/South Street
Station Action Plan



Monument Square

Bus Operations

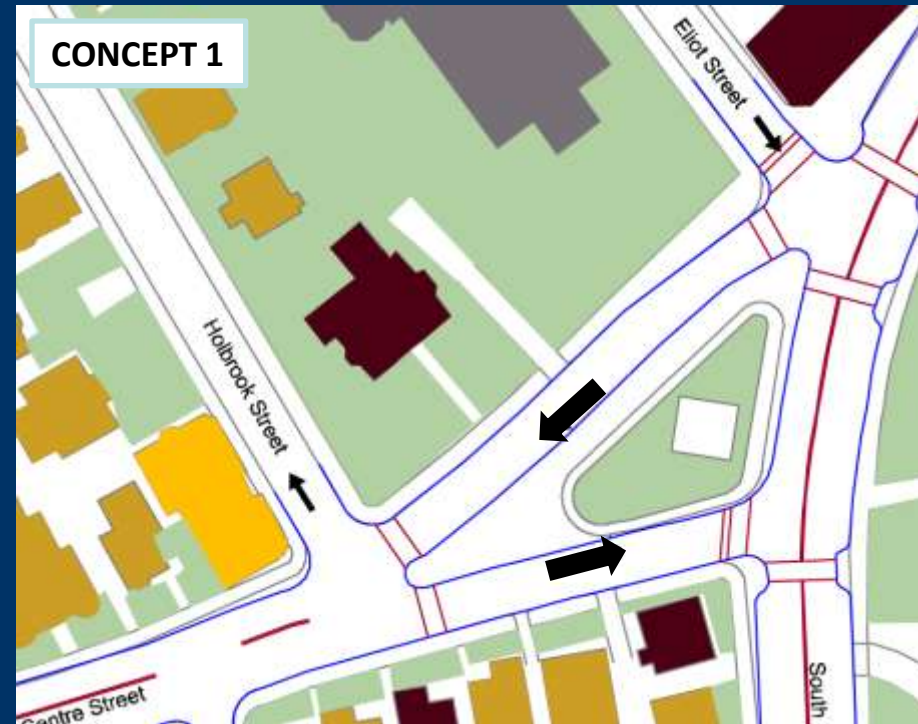
- **Rte 38** – Forest Hills to West Roxbury
- **Rte 39** – Forest Hills to Back Bay
- **Rte 41** – Monument to JFK/UMass
- **Rte 48** – Monument to Jackson Sq.



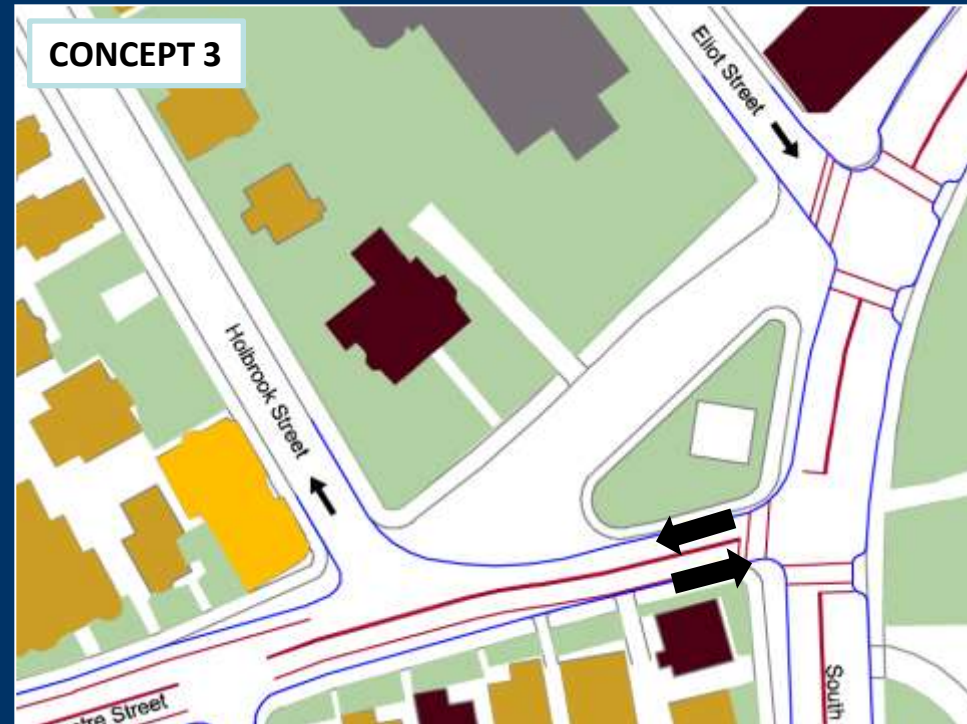
Monument Square

Recommended Alternatives

CONCEPT 1



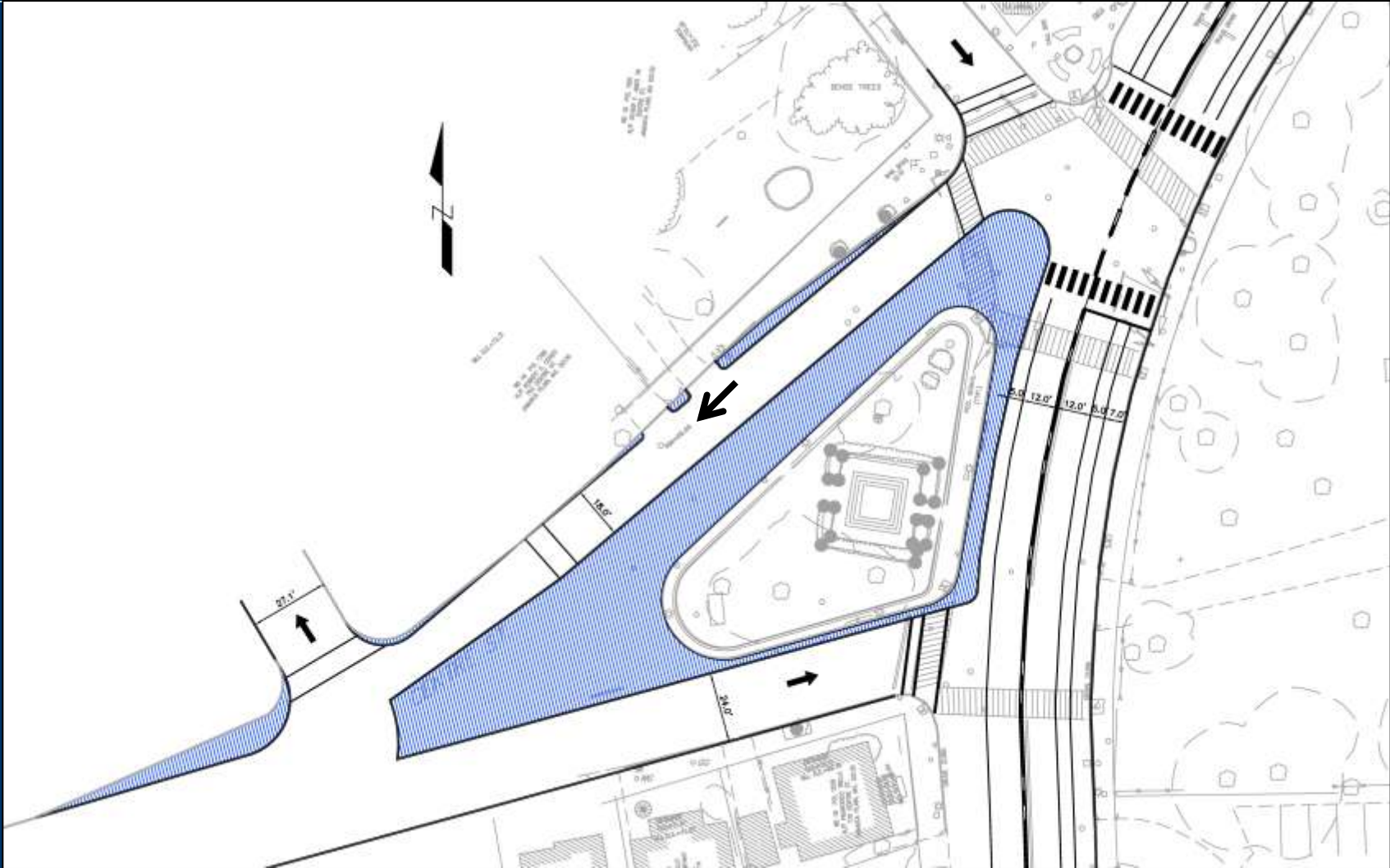
CONCEPT 3





Monument Square

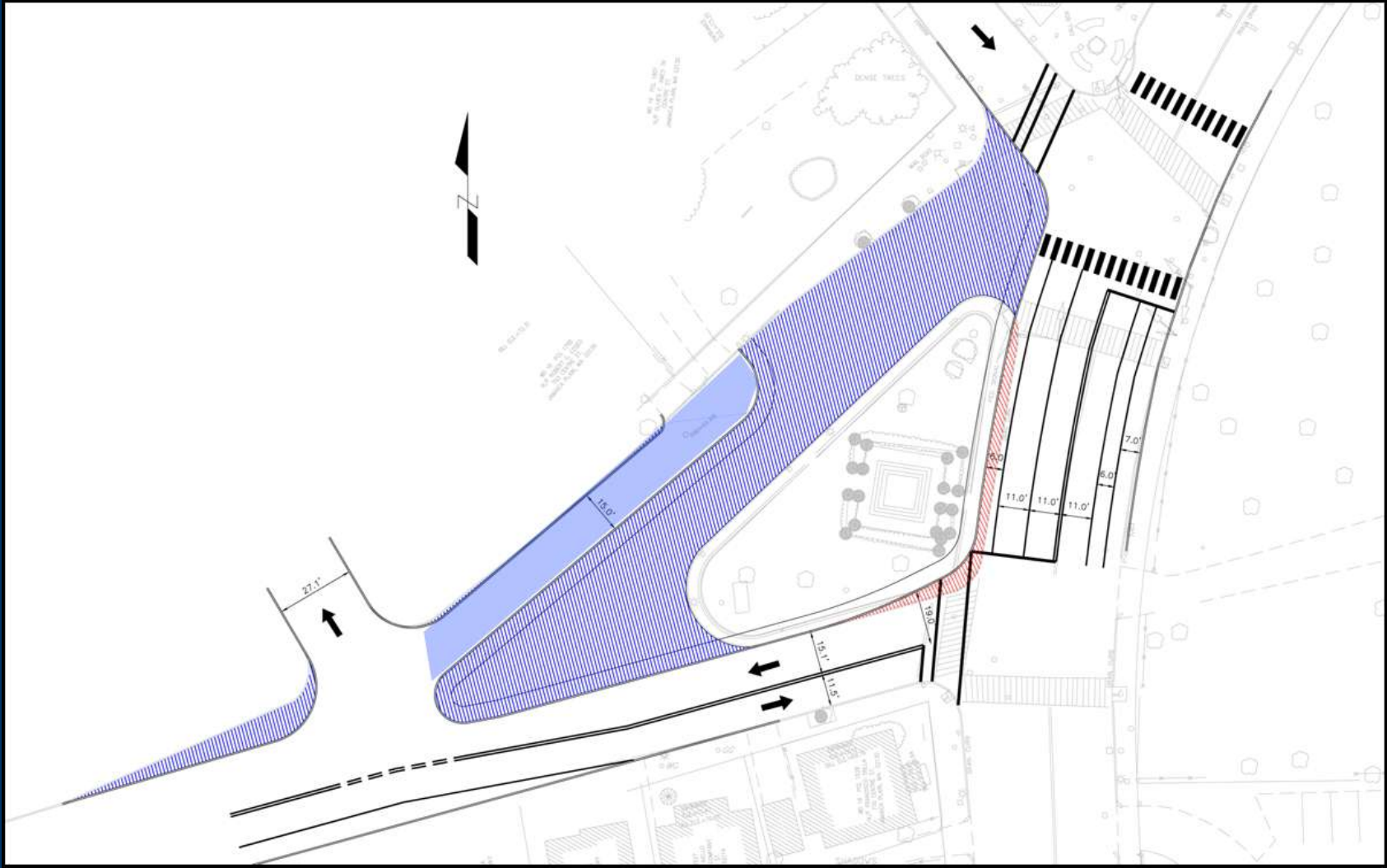
Modified Concept 1





Monument Square

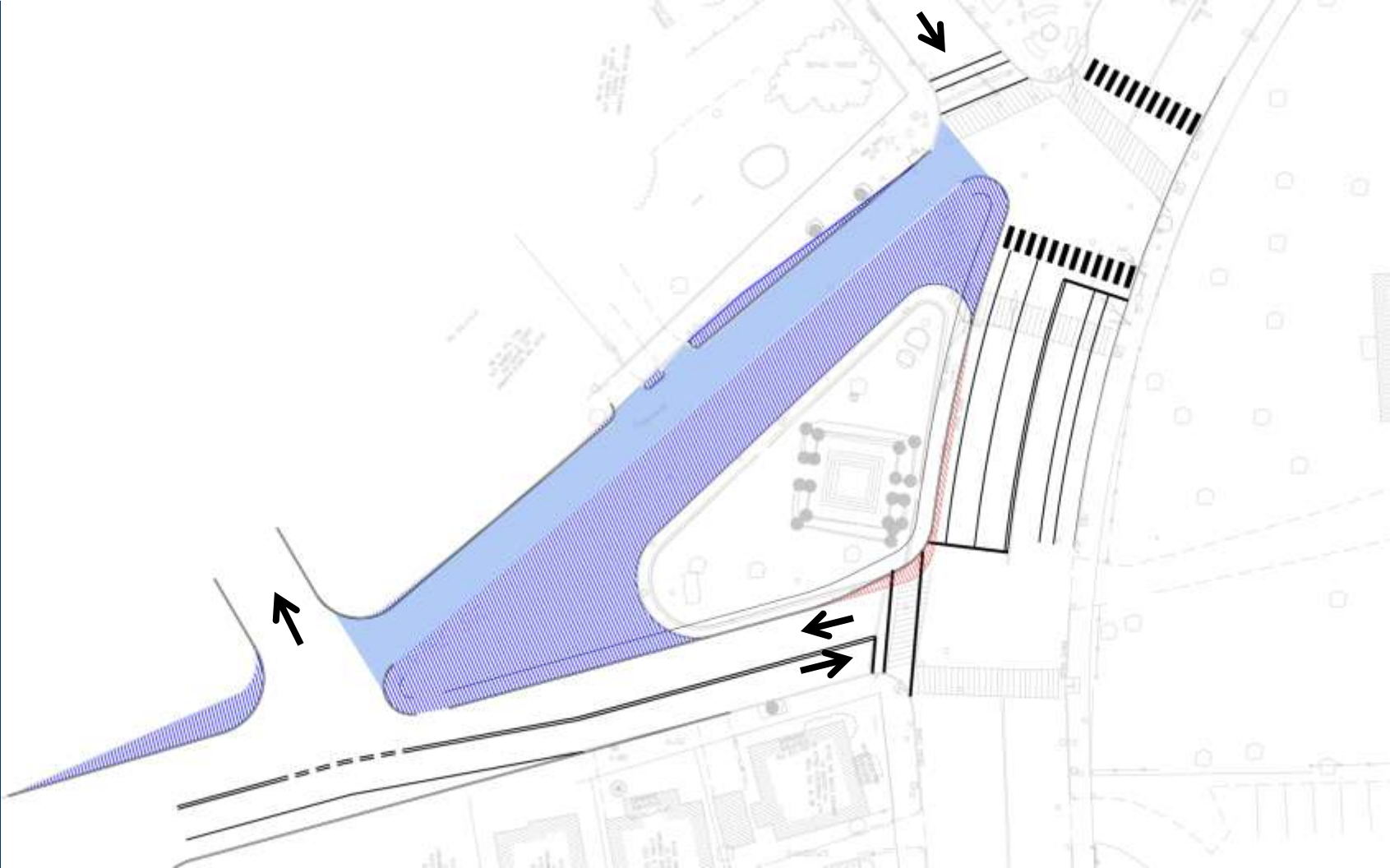
Modified Concept 3





Monument Square

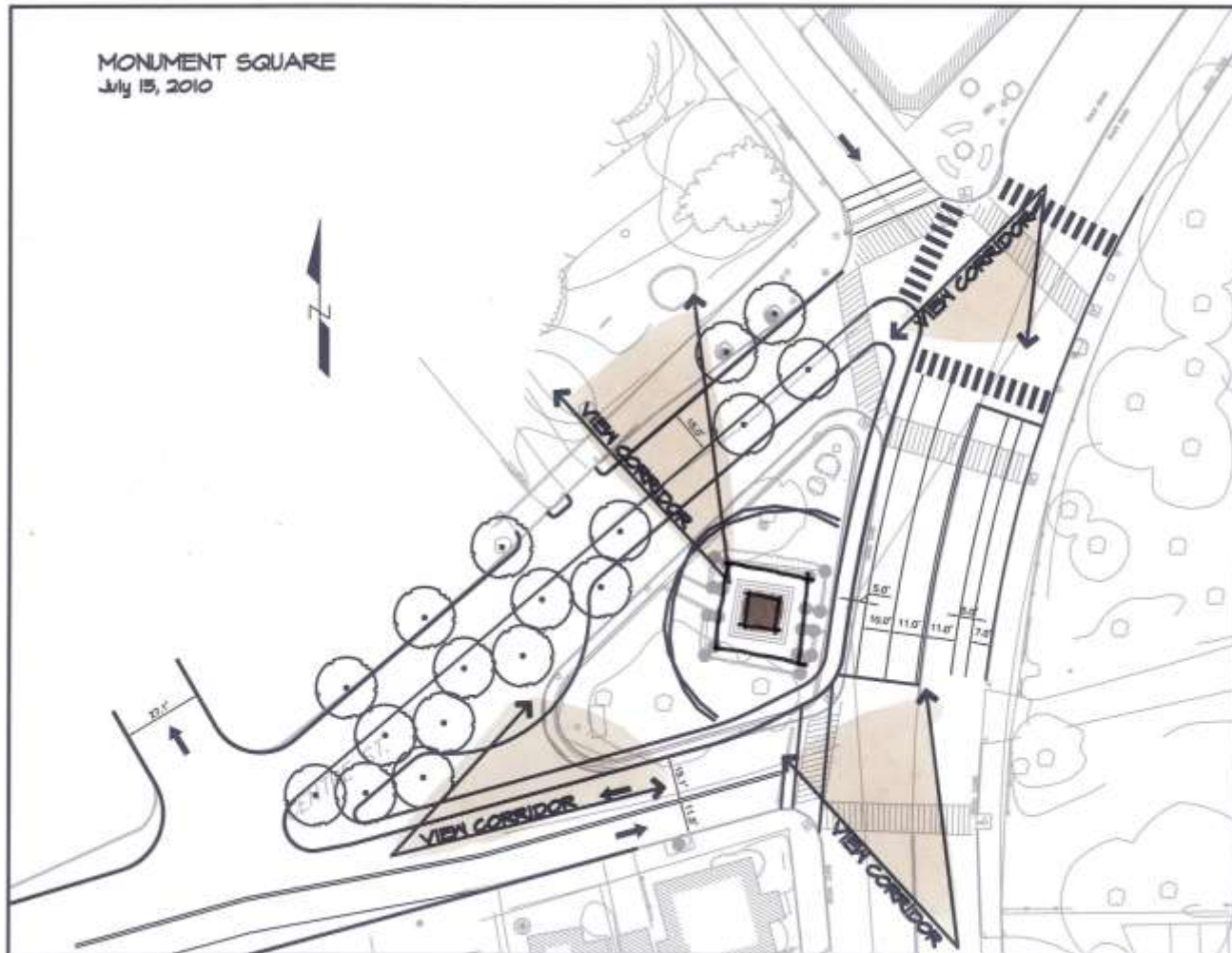
Hybrid Concept





Monument Square

Hybrid Concept





Monument Square

Carriage Road Examples



Rockville Centre , Long Island



West Ealing, London



Rockville Centre , Long Island

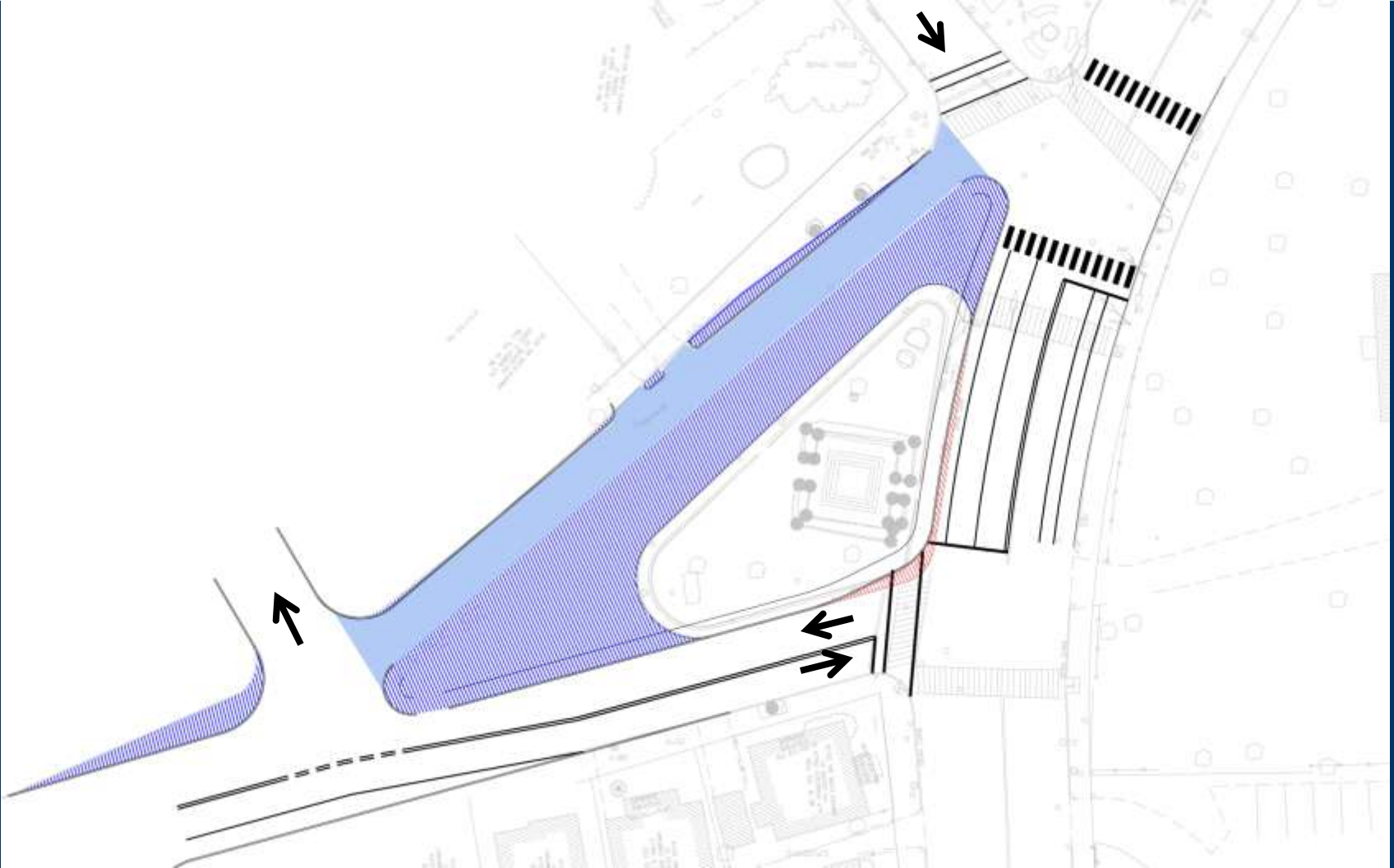


Rockville Centre , Long Island



Monument Square

Hybrid Concept





Monument Square – Hybrid

Expected Changes

- All traffic at single point
- Signalization required
- 2 lane cross section on Centre Street SB
 - Right turn lane needed
- Exclusive pedestrian phase
- Maintain pedestrian signal at Eliot Street



Monument Square – Hybrid Analysis

	Intersection	Movement	Weekday Existing 2010			Proposed Option 3 - 2010		
			Los	Delay	V/C	Los	Delay	V/C
AM Peak Hour	Centre St/Eliot St	EB LTR	B	11.3	0.12	B	13.7	0.38
		NB LT	A	4.6	0.36	A	0.0	0.27
		SB TR	A	4.0	0.26	A	0.0	0.16
	Centre St/South St	EB LR	E	36.9	0.74	C	29.2	0.66
		NB LT	A	0.0	0.28	C	23.6	0.66
		SB T	A	0.0	0.13	B	16.2	0.28
		R	n/a	n/a	n/a	A	6.4	0.39
Overall	n/a	n/a	n/a	B	19.4	0.66		
PM Peak Hour	Centre St/Eliot St	EB LTR	B	13.1	0.20	B	14.7	0.23
		NB LT	A	3.8	0.22	A	0.0	0.23
		SB TR	A	3.6	0.18	A	0.0	0.34
	Centre St/South St	EB LR	E	47.7	0.87	C	34.3	0.77
		NB LT	A	0.0	0.18	C	34.2	0.68
		SB T	A	0.0	0.22	C	22.9	0.52
		R	n/a	n/a	n/a	A	1.5	0.26
Overall	n/a	n/a	n/a	C	23.7	0.77		



Selected Locations



Hyde Square



Monument Square



Mozart Park/
JP Plaza





Mozart Park to Jackson Square: Proposed Interventions

Sidewalk in front of bakery

Stop & Shop plaza entrance

Bromley-Heath sidewalks & off-street parking



Raised crosswalks throughout, parallel to Centre Street

Church fence

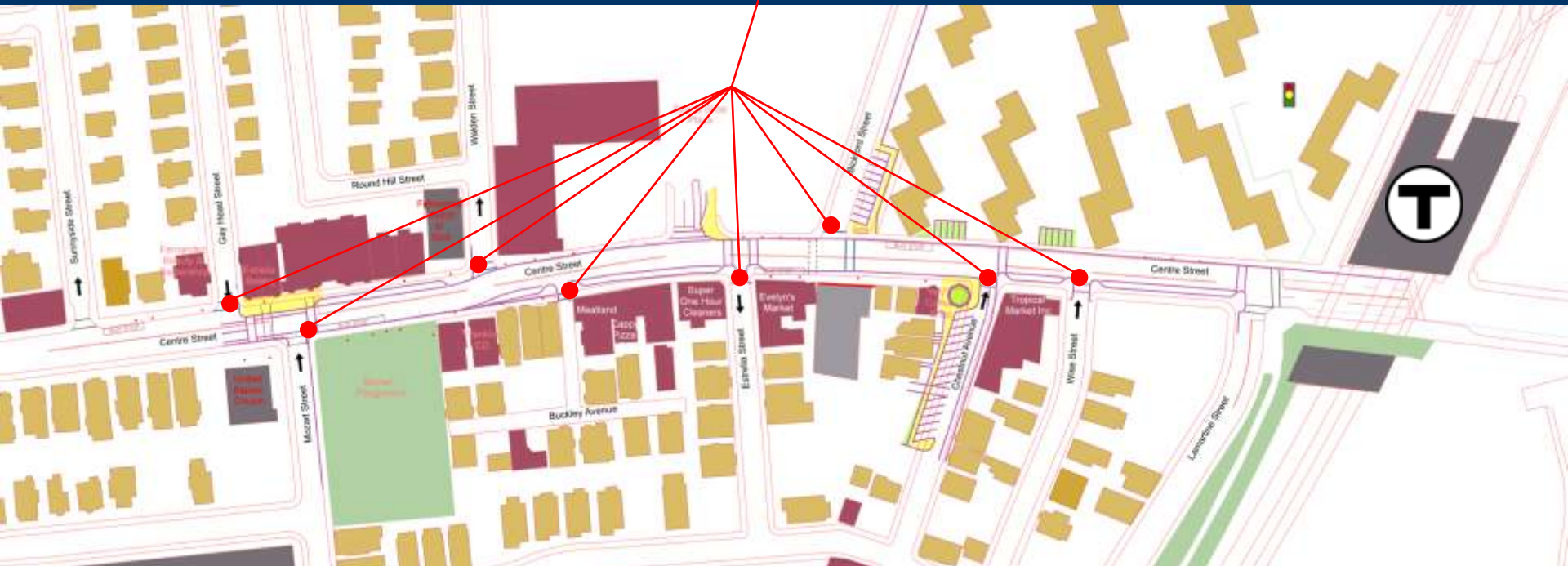
Chestnut St. sidewalk & off-street parking

Coordinate with 270 Centre Street infrastructure improvements



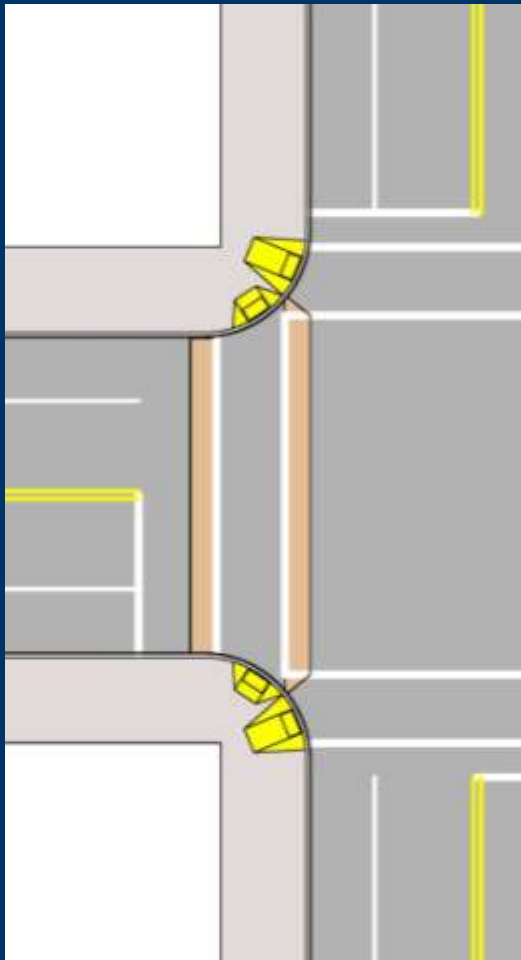
Raised Crosswalks

3 UP 3 DOWN raised crosswalks parallel to Centre Street





Raised Crosswalks Parallel to Centre Street



3-UP 3-DOWN
CROSSWALK

Shorter slope

Less shift of pedestrian
path

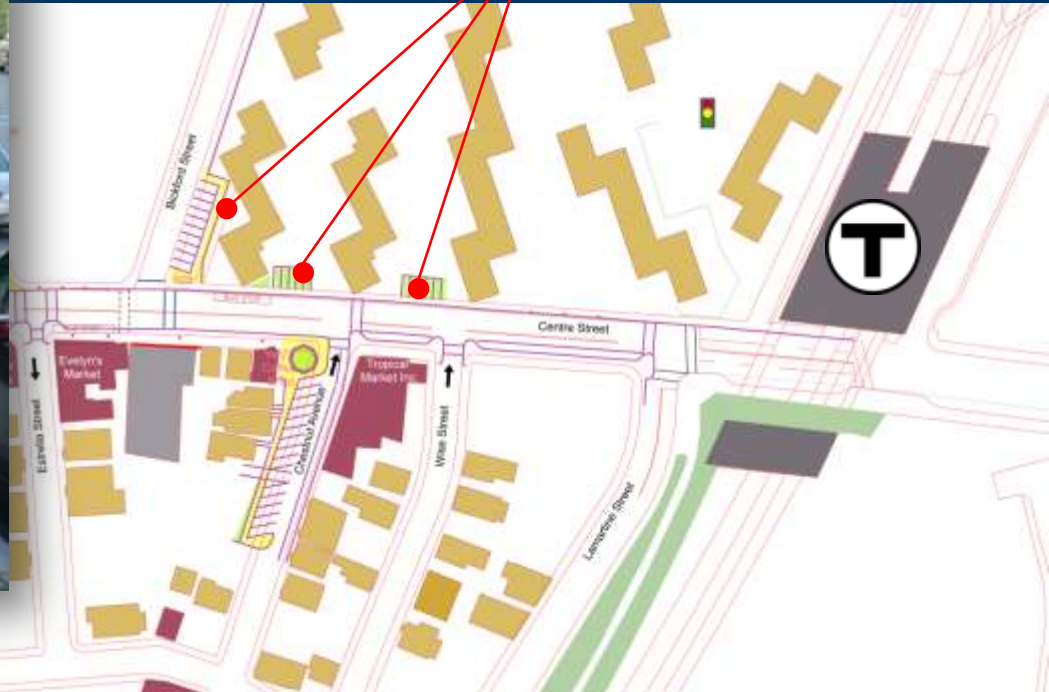
Requires 2
handicapped ramps





Centre Street along Bromley-Heath

Problem: Narrow existing sidewalks, ill-defined off street parking





Centre Street along Bromley-Heath



- On Bickford Street, move parking closer to street and sidewalk, expand lawn
- Consider phasing out off-street parking spaces on Centre Street and replace with spaces on street
- Add lawn and trees
- Widen sidewalk on Centre Street 2-3 feet into street or adjacent property



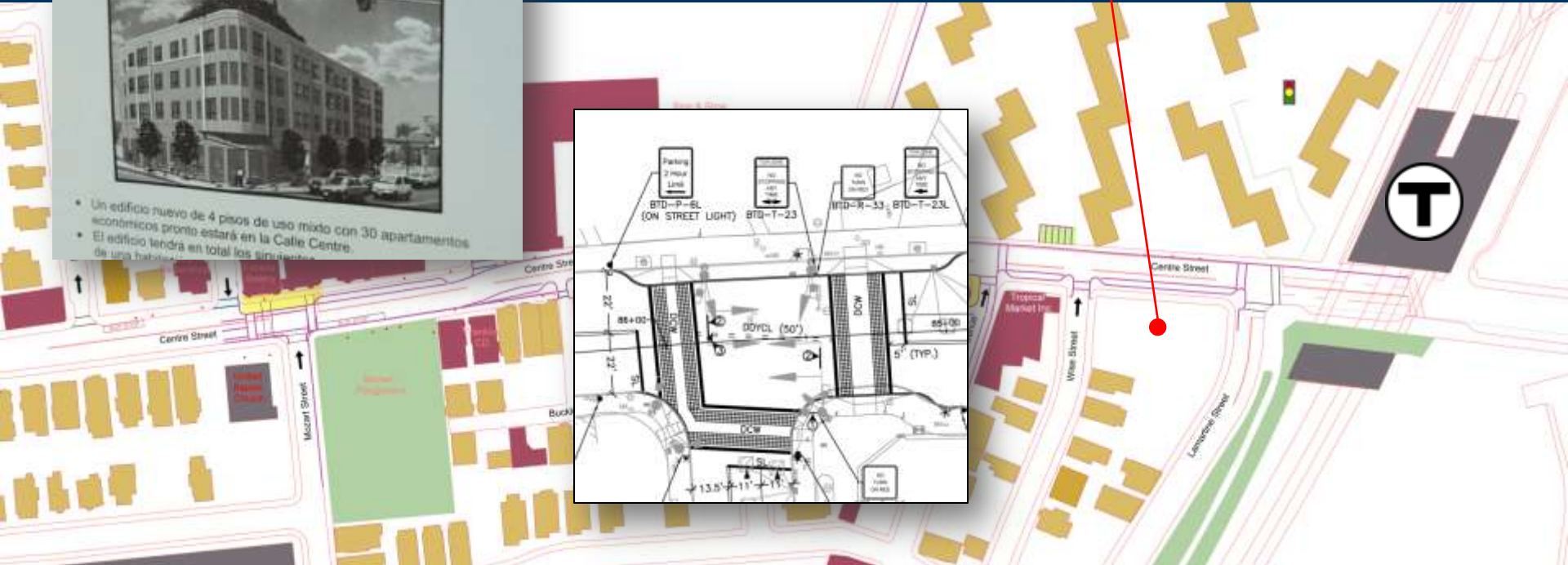
Jackson Square/270 Centre Street Infrastructure Improvements

¡Ya viene el 270 de la Centre!
Localizado en la esquina de las calles Lamartine, Centre y Wise



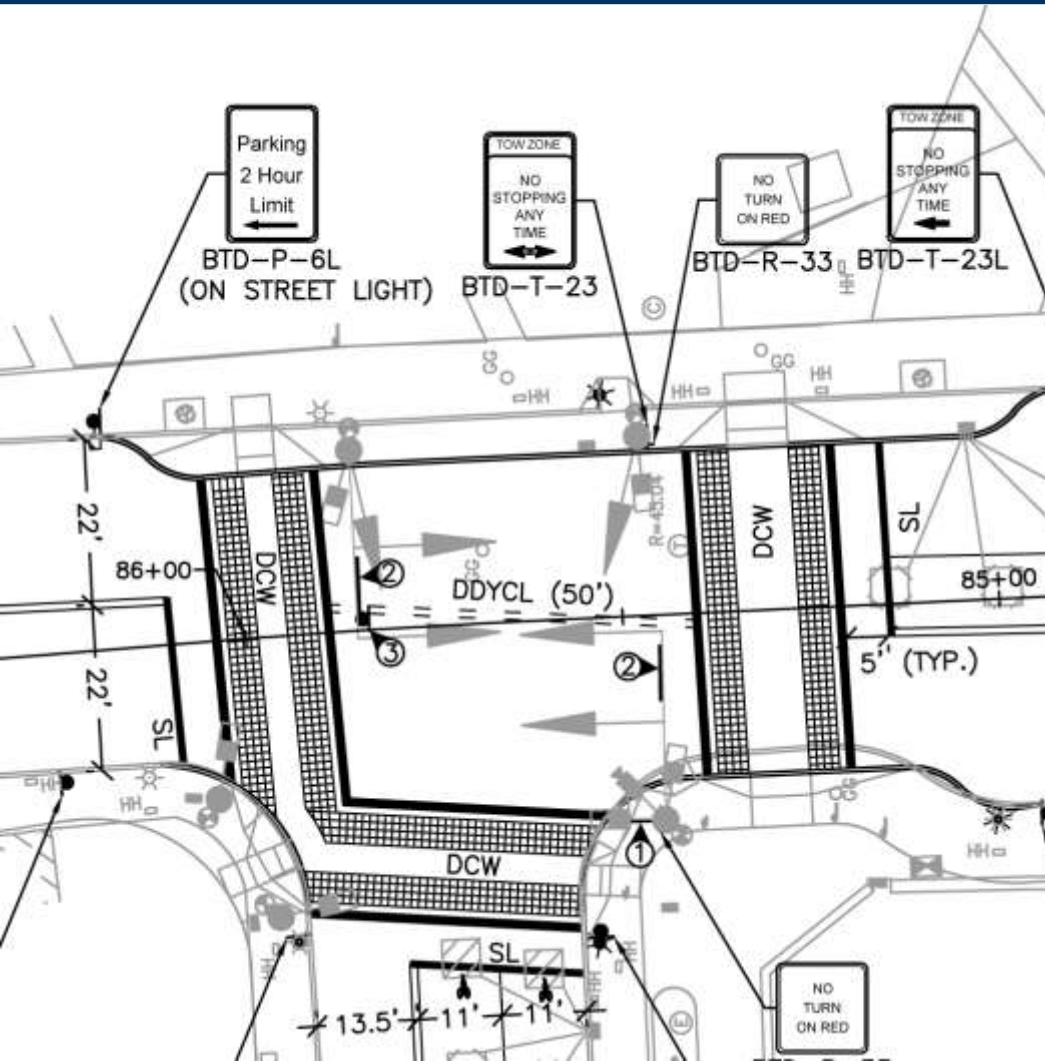
- Un edificio nuevo de 4 pisos de uso mixto con 30 apartamentos económicos pronto estará en la Calle Centre
- El edificio tendrá en total los siguientes de uso habitacional

**Coordinate with 270 Centre Street project
roadway & sidewalk reconstruction**





270 Centre Street infrastructure improvements



- Added crosswalks
- Signal improvements
- Intermittent sidewalk widening
 - curb extensions on both sides of Centre Street



Chestnut Avenue right-of-way

Problem: informal off street parking, sidewalks, and public space





Chestnut Avenue right-of-way



- Create plaza on corner with seating and shade tree
- Create reverse angled parking
- Extend front yards



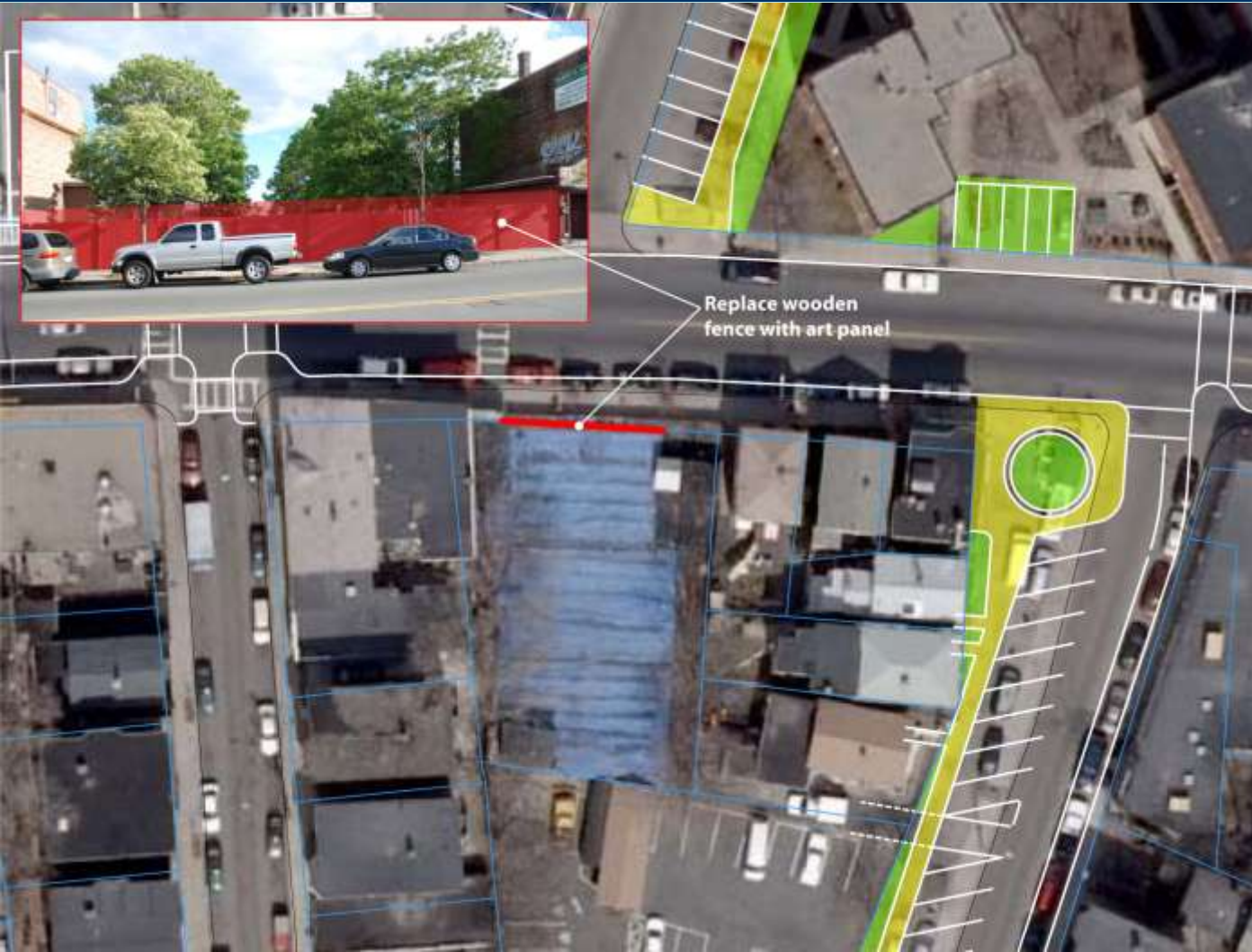
Church Fence opp Bickford Street

Problem: Blank fence in front of church





Church Fence opp Bickford Street



OPTIONS:

- Replace existing wooden fence with art panel
- Open access to rooftop



Stop & Shop Plaza Entrance

Problem: Four lane access and parking lot buffer





Stop & Shop Plaza Entrance

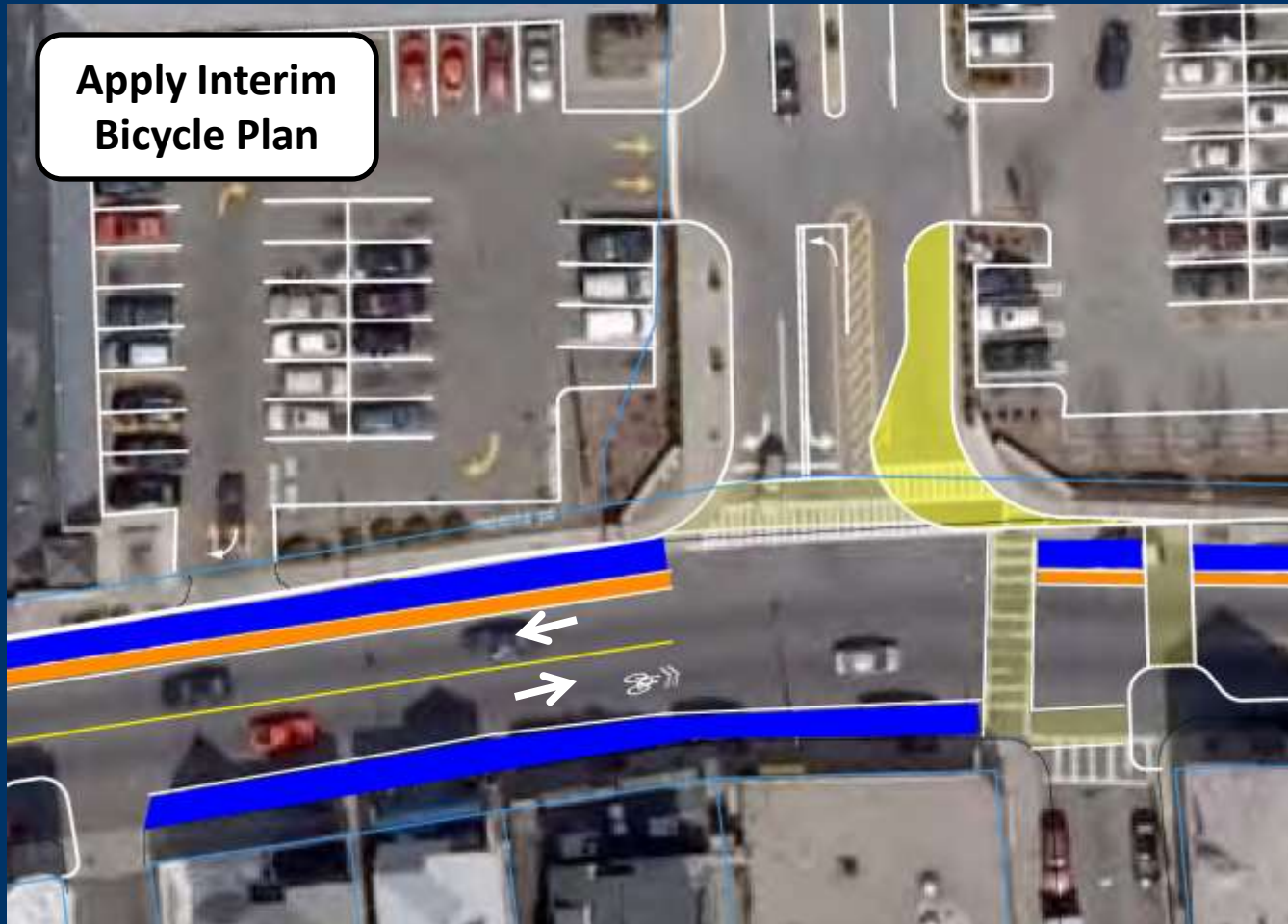


- Narrow driveway
- Reduce crosswalk length (approx. 65' to 40')
- Single entry/exit lanes
- Modified internal circulation





Stop & Shop Entrance: Option 1



- Retain parking on both sides of Centre St.
- WB “climbing lane”
- EB shared lane markings
- No left turn lane



Stop & Shop Entrance: Option 2

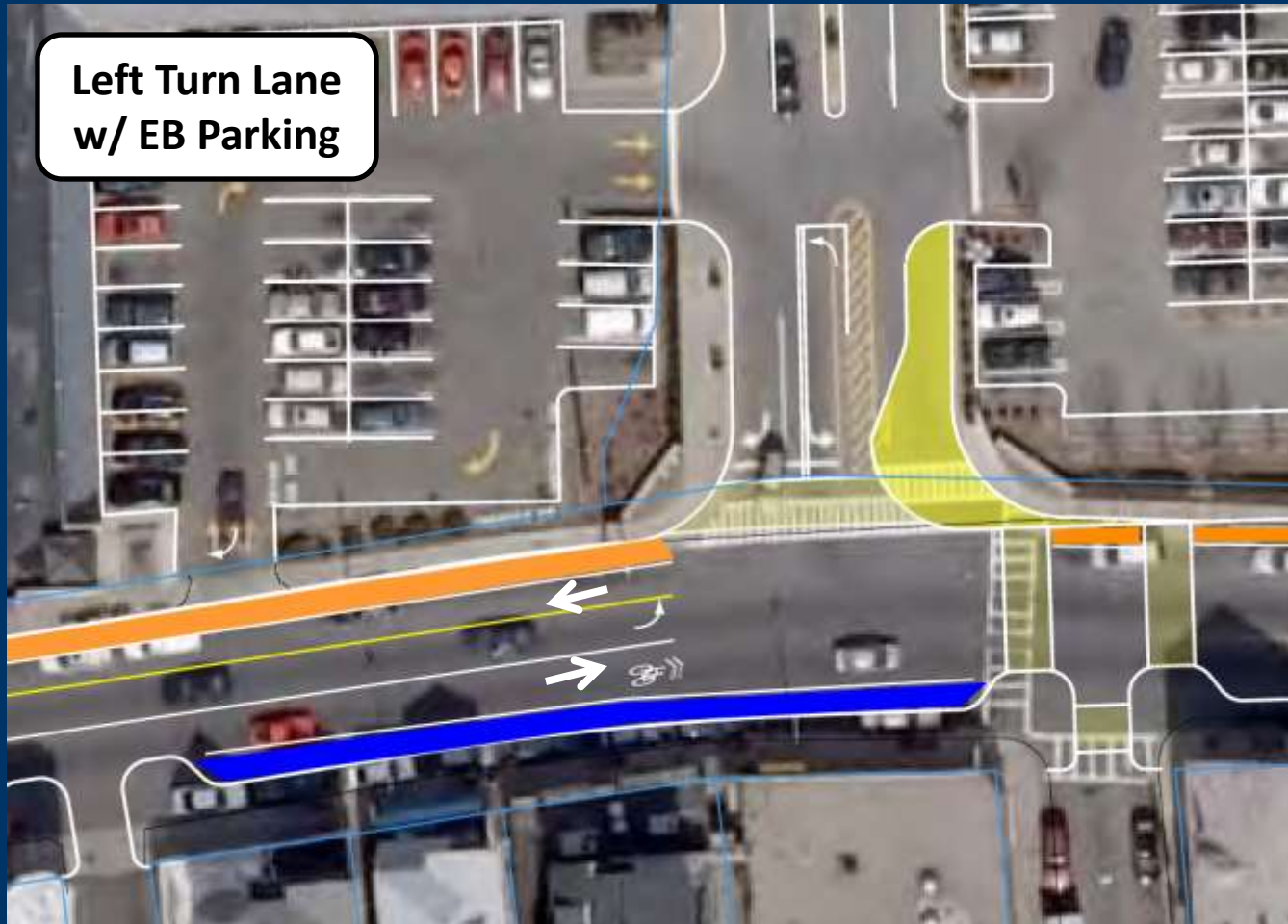
Left Turn Lane w/
Wider Sidewalk



- EB left turn lane into Stop & Shop
- Eliminate parking
- Widen sidewalk



Stop & Shop Entrance: Option 3



- Left turn lane
- Retain EB parking
- Narrow WB “climbing lane”
- EB shared lane markings
- Bump-outs only at ped. crosswalks



Centre Street opp Mozart Park

**Problem: Condition of existing sidewalk
in front of Estrella Bakery**





Centre Street opp Mozart Park



- In front of bakery, widen sidewalk between crosswalks
- Provide café zone
- Provide raised crosswalks parallel to Centre Street



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Next Steps

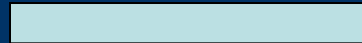
- CAC Meeting 10
 - >Final Concept Designs
 - >Draft Report



Schedule Overview

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

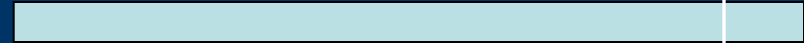
Task 1: Corridor Vision



Task 2: Create Corridor Streetscape Guidelines



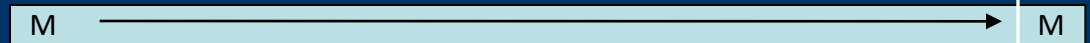
Task 3: Redesign Transportation Nodes



Task 4: Parking Management Strategy



Task 5: Public Process



Interagency Coordination



M: Meeting

JP Centre & South Street Corridor Transportation & Streetscape Action Plan

**Citizens' Advisory Committee
Meeting #9**

**Agassiz School cafeteria
20 Child Street, Jamaica Plain**

**Thursday, July 15, 2010
6:00-8:00 PM**

