



Jamaica Plain
Centre/South Street
Transportation Action Plan



Centre/South Streetscape and Transportation Action Plan

Citizens' Advisory Committee Meeting

**Julia Martin House
90 Bickford Street**

Tuesday, March 23, 2010

6:30-8:30 PM





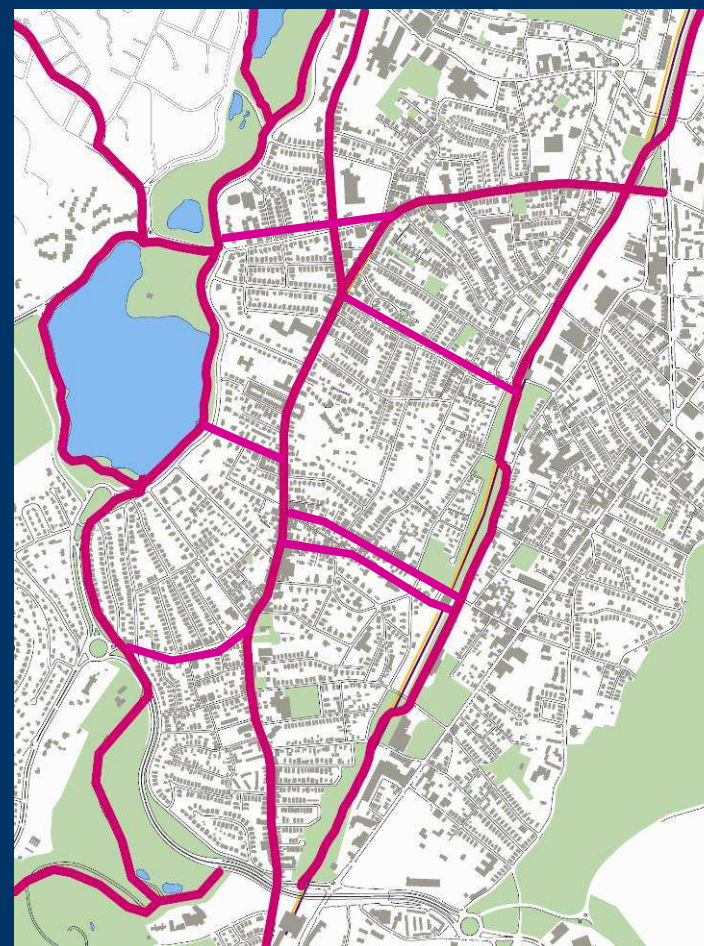
Meeting Agenda

- Welcome & Introductions
- Schedule Overview
- Hyde Square & Monument Square
 - Conceptual Design Alternatives
 - Existing Conditions
- Stop & Shop/Mozart Park Section
 - Conceptual Design Alternatives
- Other Topics



Bicycle Accommodations in the Centre South Street Corridor

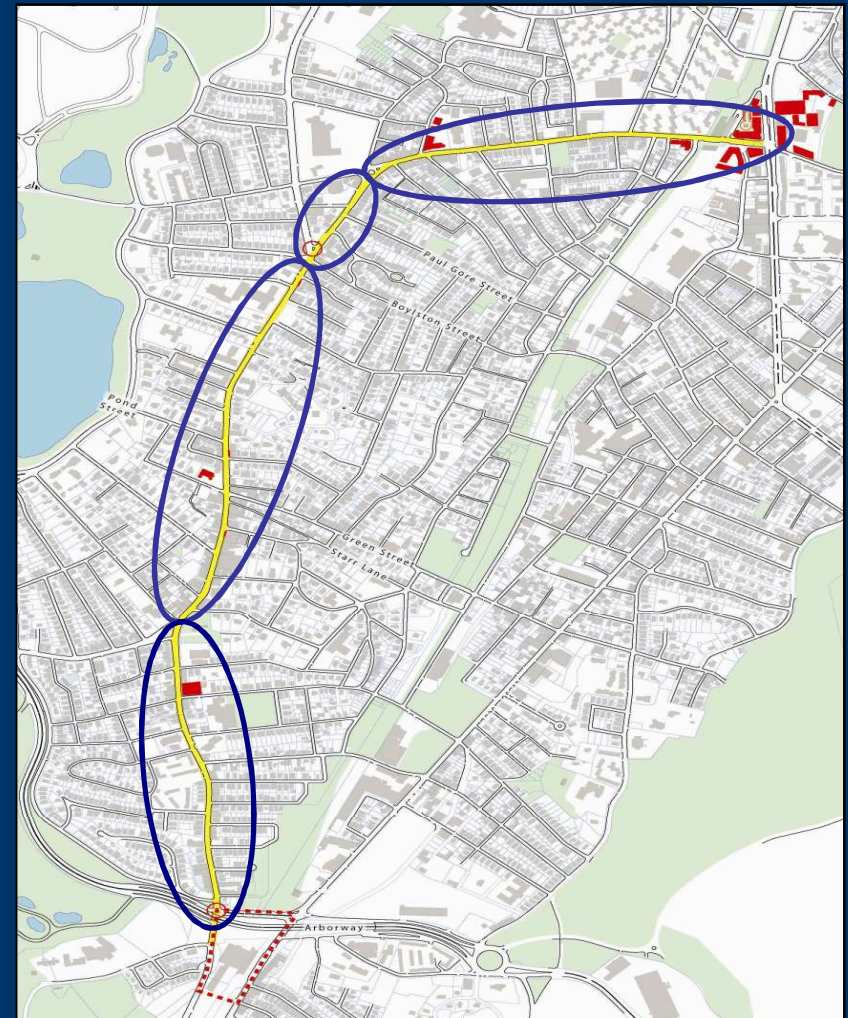
1. City Policy and Corridor Vision
2. Review Bicycleway Safety Criteria
3. Identify Regional Connections





Bicycle Accommodations in the Centre South Street Corridor

4. Analyze each Segment for:
 - Land Use
 - Existing Curb-to-Curb Dimensions
 - Parking Turnover
5. Propose Concept Bike Accommodation Plan
6. Develop Details for Selected Alternative
7. Phased Implementation





Schedule Overview

CAC Meeting 1 – 7/15/09

- >Introduction

CAC Meeting 2 – 9/30/09

- >Vision statement

CAC Meeting 3 – 11/23/09

- >Streetscape palette & guidelines

CAC Meeting 4 – 12/16/09

- >Segmentation
- >Streetscape Guidelines
- >Initial design locations

CAC Meeting 5 – 1/28/10

- >Finalize guidelines
- >Concept designs of initial locations
- >Choose additional design locations

CAC Meeting 6 – 3/23/2010

- >Progress design on initial locations
- >Discuss existing conditions at initial locations
- >Concept design on Stop & Shop/Mozart Park

CAC Meetings 7 – 4/15/2010

- >Bicycle facility design opportunities
- >Choose final alternatives for initial locations
- >Review of Stop & Shop-Mozart Park Section
- >Parking/Public Transportation Plan

CAC Meetings 8 – 5/20/2010

- >Choose final designs for all locations
- >Advance design of initial locations
- >Review draft report



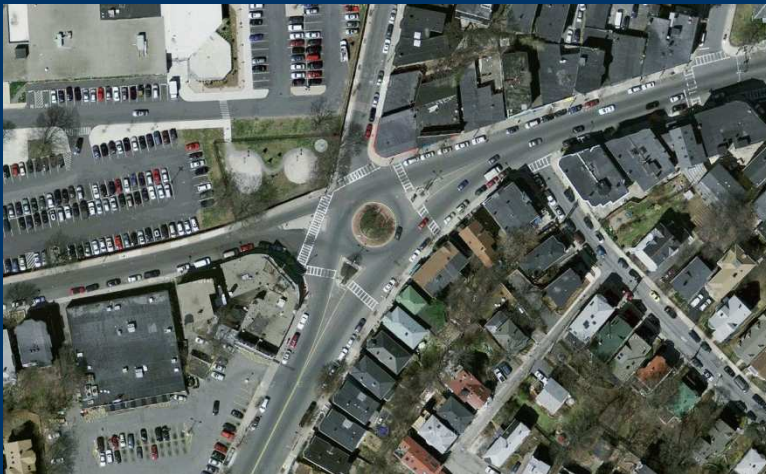
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Selected Locations

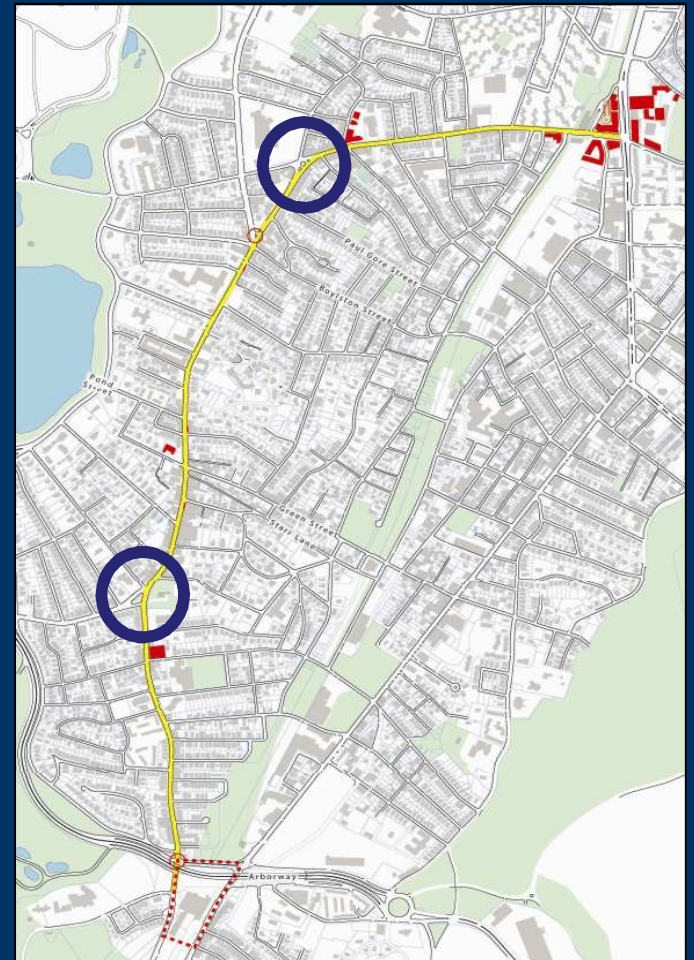
Hyde Square & Monument Square



Hyde Square



Monument Square





Jamaica Plain
Centre/South Street
Transportation Action Plan



Hyde Square

Existing Conditions





Hyde Square

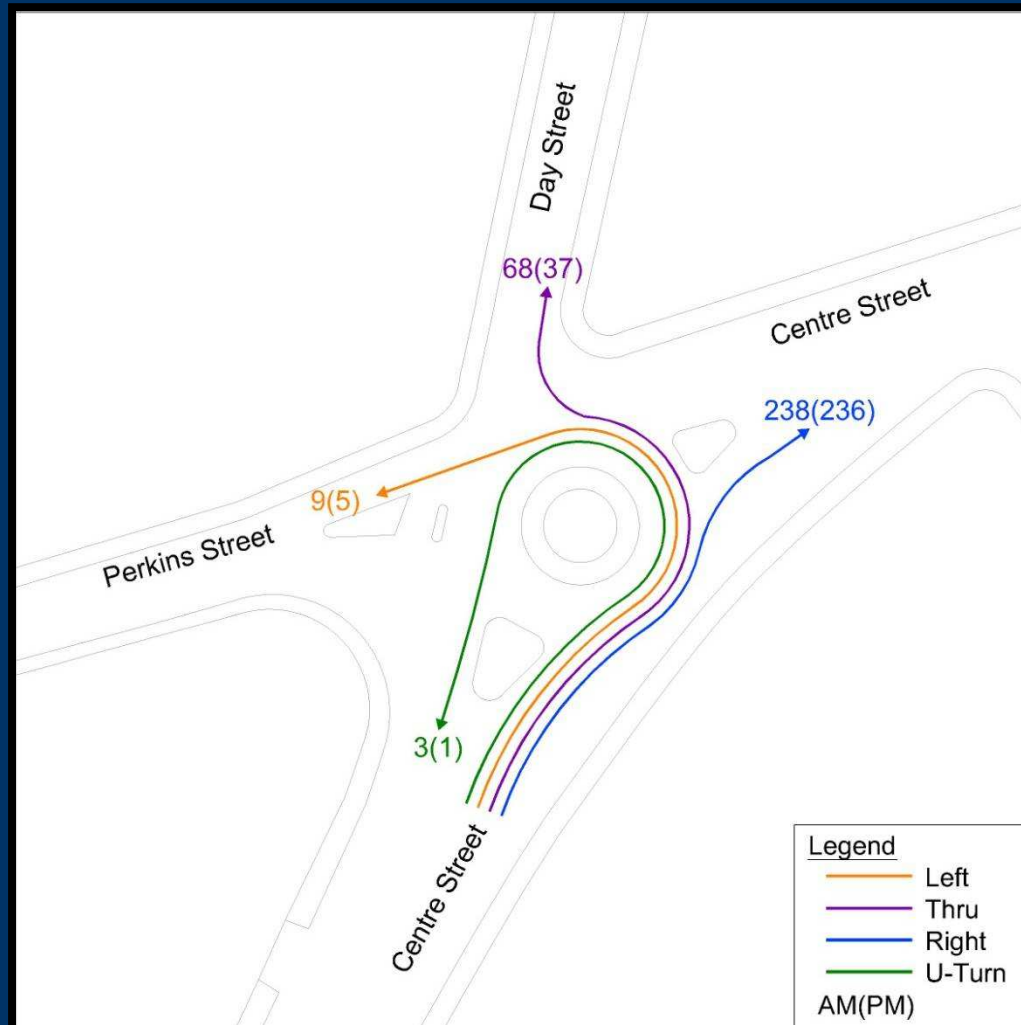
Existing Conditions

- One of few Roundabouts in the city of Boston
- Stop controlled on Day Street/Perkins Street
- Centre Street is not stop controlled
- Centre Street through volumes are highest in the intersection (35% of total volume)
- Congestion and delay not a significant concern
- No specific bicycle accommodation
- Long pedestrian crossings



Hyde Square

Existing Volumes – Centre Street Northbound

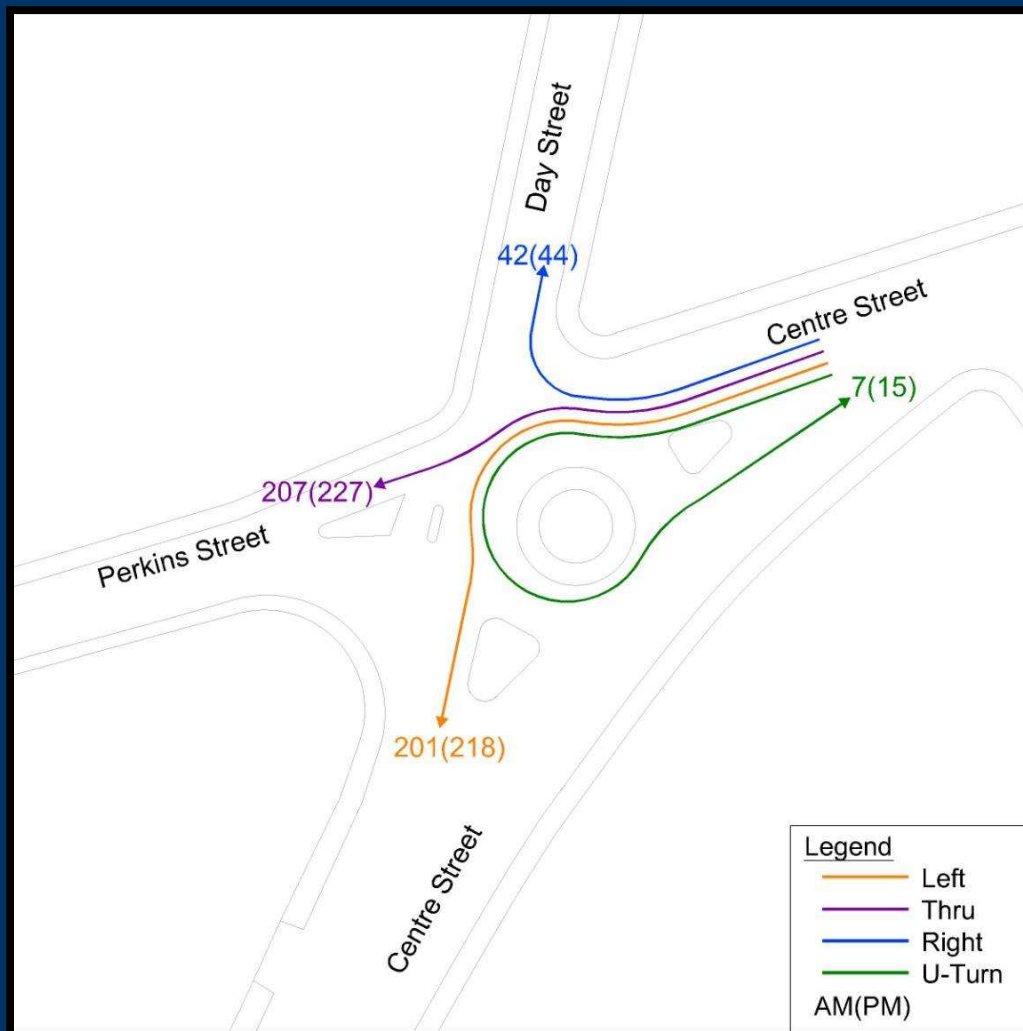


75% of traffic volume continues on Centre Street (through traffic)



Hyde Square

Existing Volumes – Centre Street Southbound

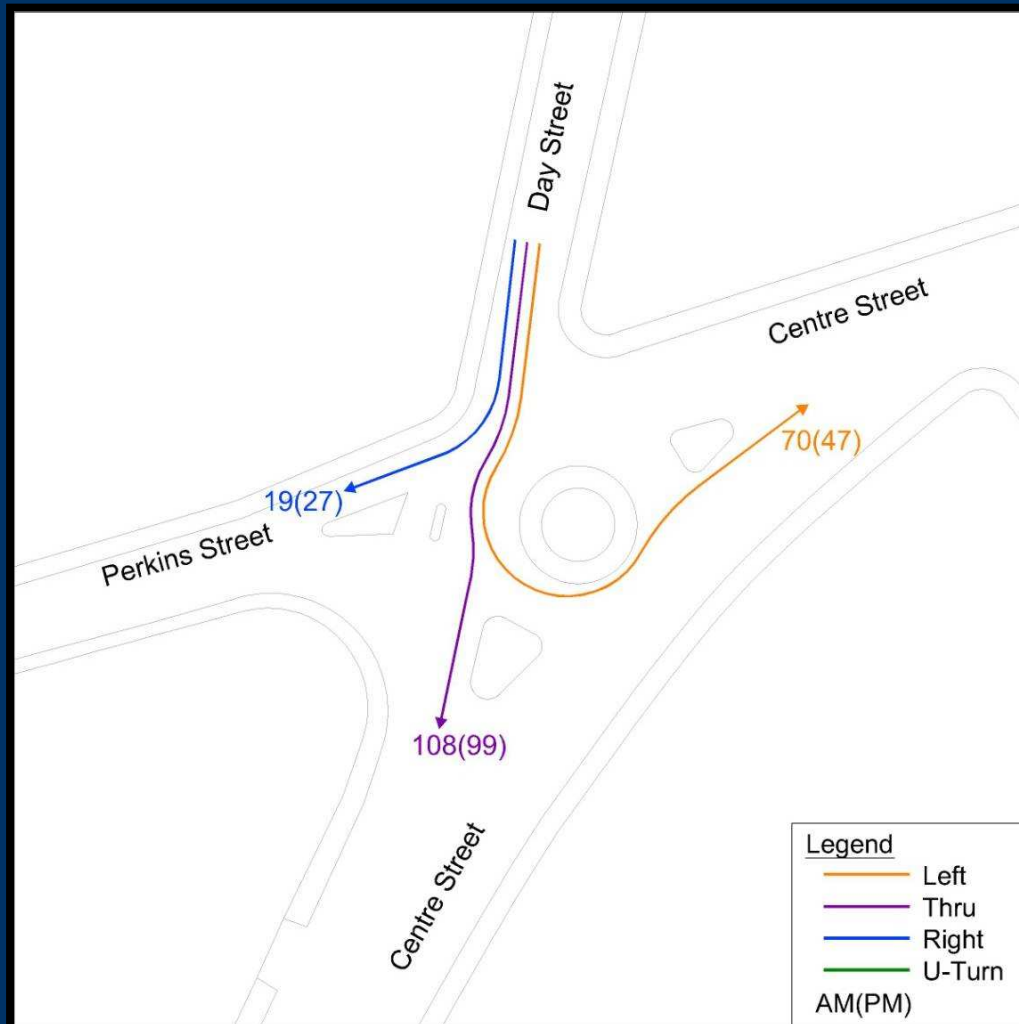


Highest total volume
Even split between:
Centre St SB - (45%)
Perkins Street (46%)



Hyde Square

Existing Volumes – Day Street Southbound



Lowest volume

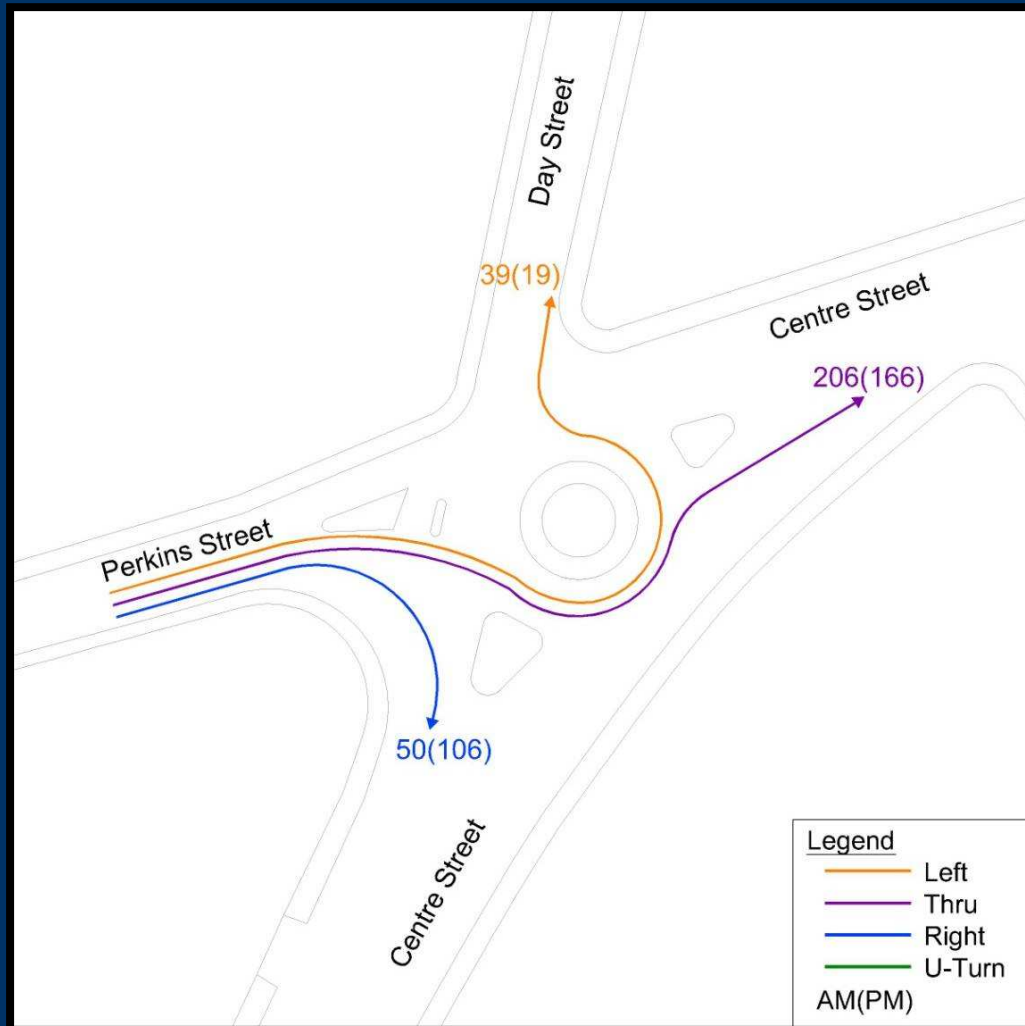
Biggest move – 54%

Centre Street southbound



Hyde Square

Existing Volumes – Perkins Street Eastbound



Primary move – 70%
Centre Street northbound



Hyde Square

Existing Volumes – Pedestrians & Bicycles

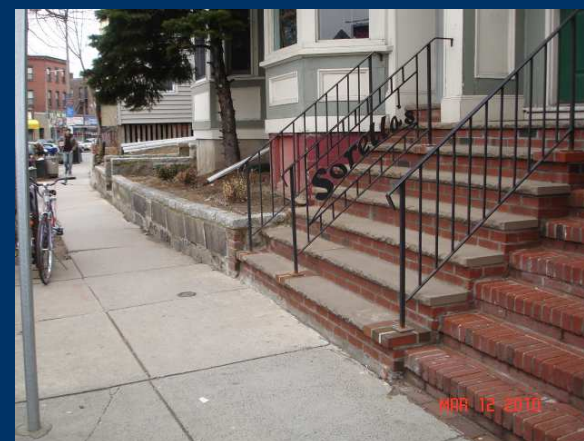




Hyde Square

Engineering Considerations

- Walls allow grading flexibility
- Stairs create grading restriction
- Accommodate commercial uses
- Existing utilities





Hyde Square

Existing Conditions

EXISTING CONDITIONS





Hyde Square

Concept 1

Pros:

- Creates active pedestrian areas adjacent to existing commercial buildings
- Equally allocates sidewalk to all corners of the square
- Shortest pedestrian crossings
- Opportunity to divide pedestrian zones by use
- Retains existing traffic pattern



Cons:

- Loss of parking in the intersection
- Potential for congestion during peak hours
- Limited accessibility to abutters on the southeastern frontage
- Potential difficulty for bicyclists to navigate the roundabout



Jamaica Plain
Centre/South Street
Transportation Action Plan



Hyde Square

Concept 1



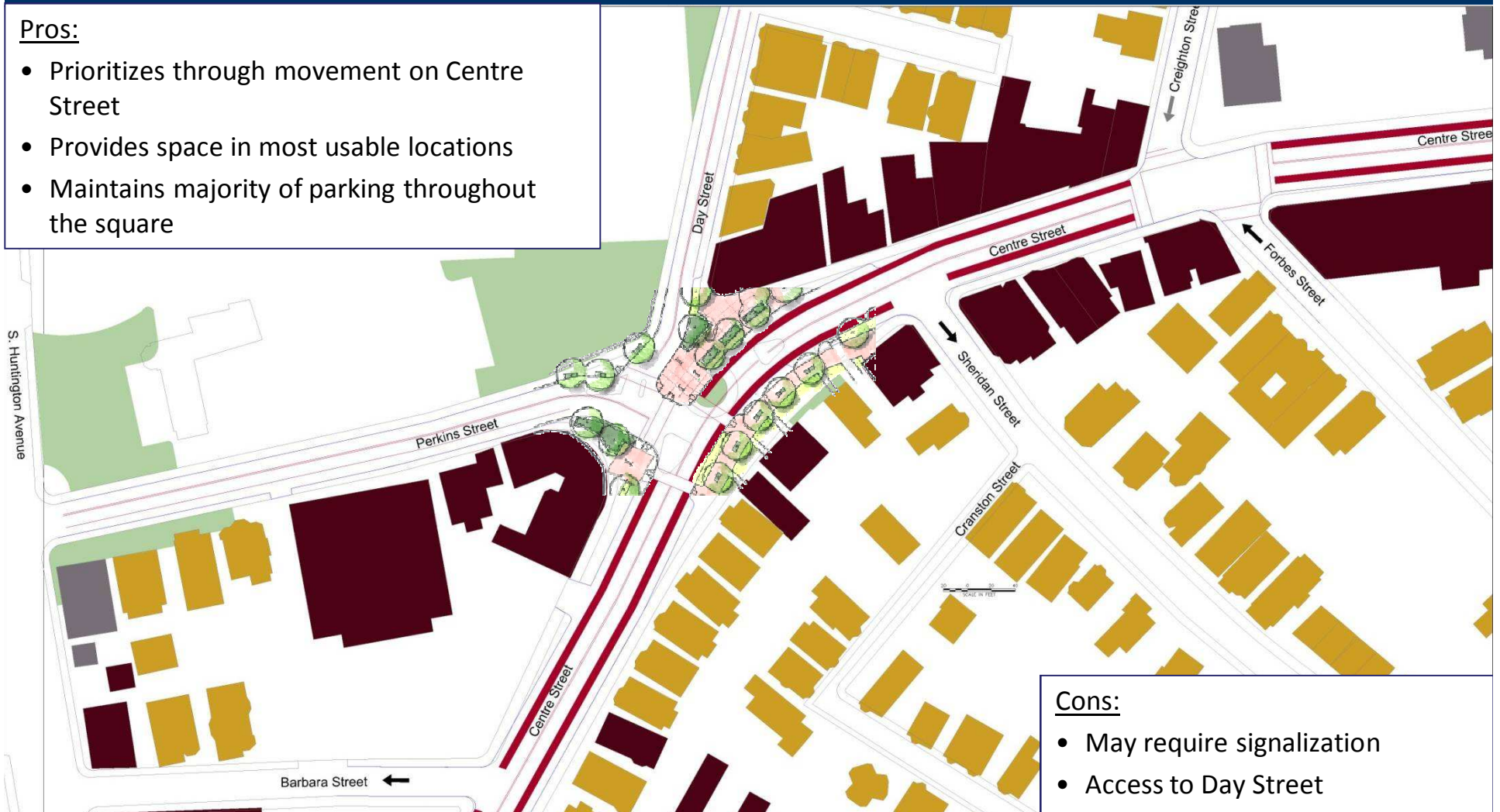


Hyde Square

Concept 4

Pros:

- Prioritizes through movement on Centre Street
- Provides space in most usable locations
- Maintains majority of parking throughout the square



Cons:

- May require signalization
- Access to Day Street



Hyde Square

Concept 4





Recommended Alternatives

CONCEPT 1



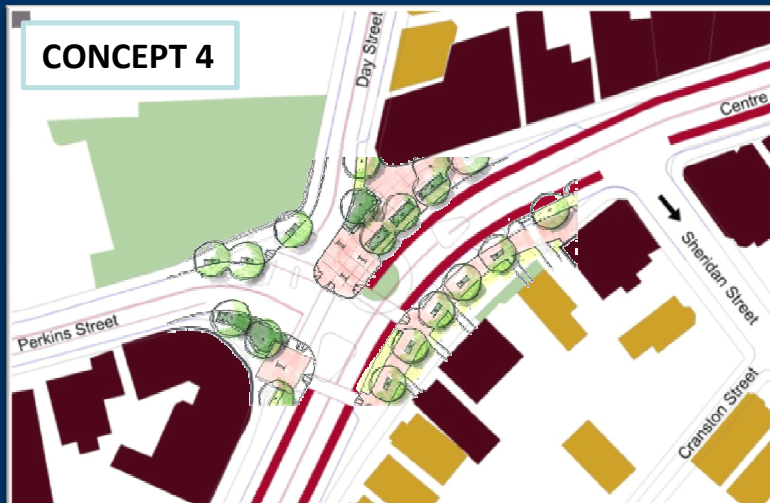
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CONCEPT 4



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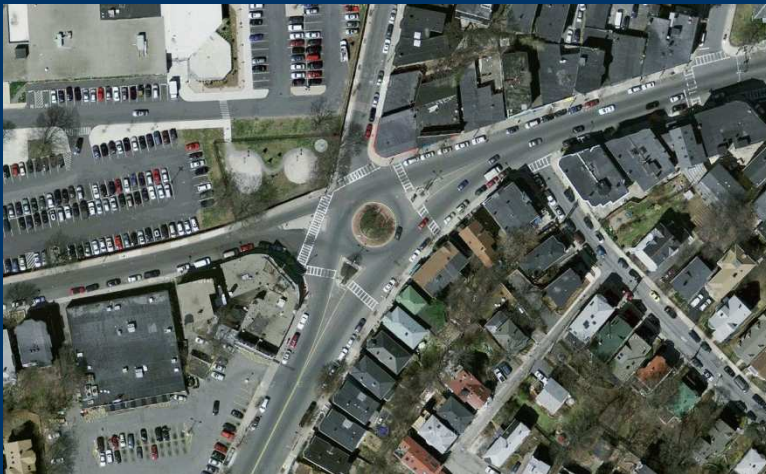
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- Access to Day Street



Selected Locations

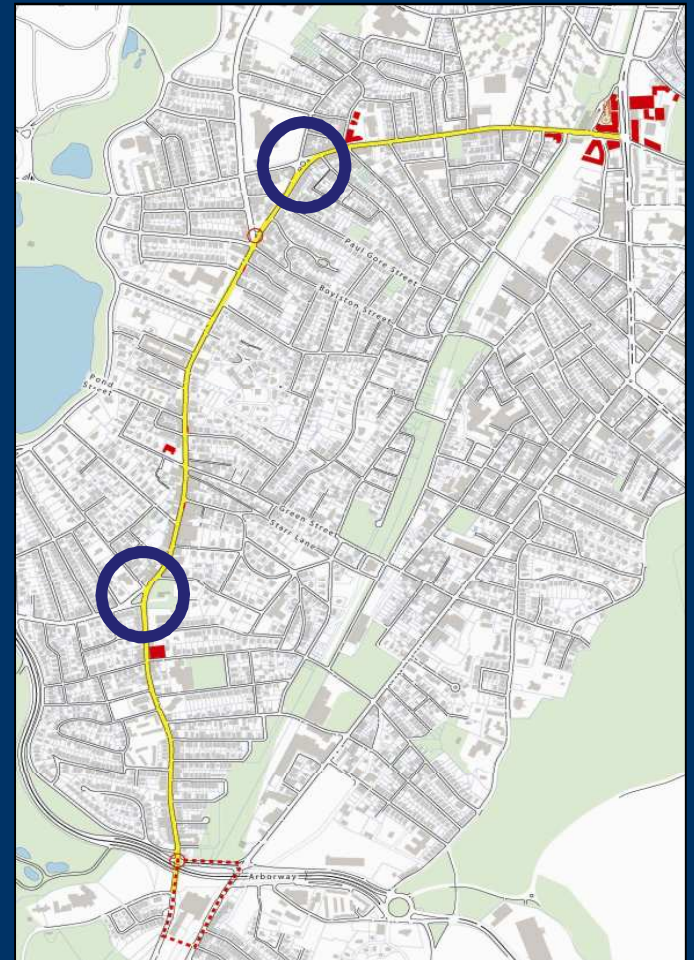
Hyde Square & Monument Square



Hyde Square



Monument Square





Monument Square

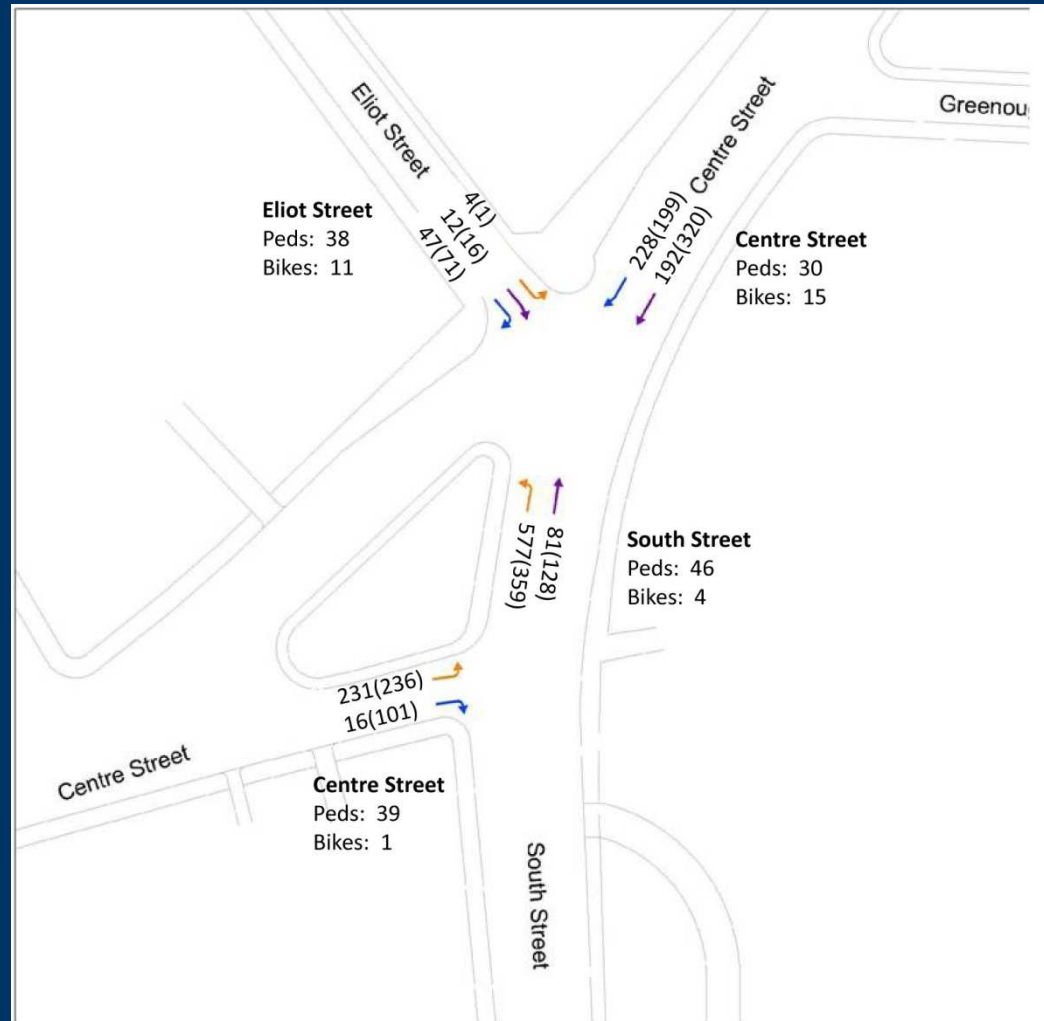
Existing Conditions

- Functions as two intersections
 - Northern intersection
 - Pedestrian signal
 - Flashing yellow for Centre/South Street
 - Flashing red for Eliot Street
 - Skewed alignment at Eliot Street
 - Southern intersection
 - Unsignalized T intersection
- Bus Route 41 & 48 use Square as turnaround



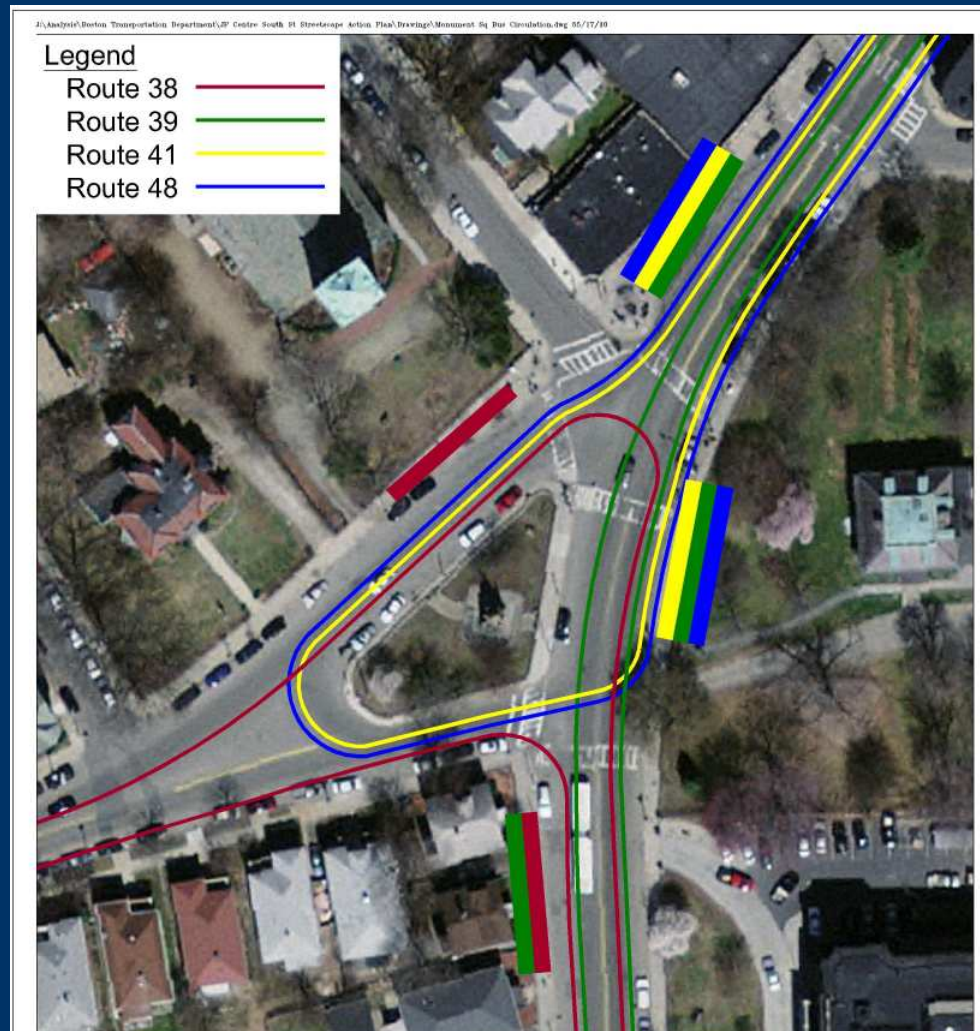
Monument Square

Existing Conditions – Volumes





Monument Square





Monument Square

Engineering Considerations

- Grading gaps
- Provide clearance for accessibility
- Promote drainage
- Existing utilities





Monument Square

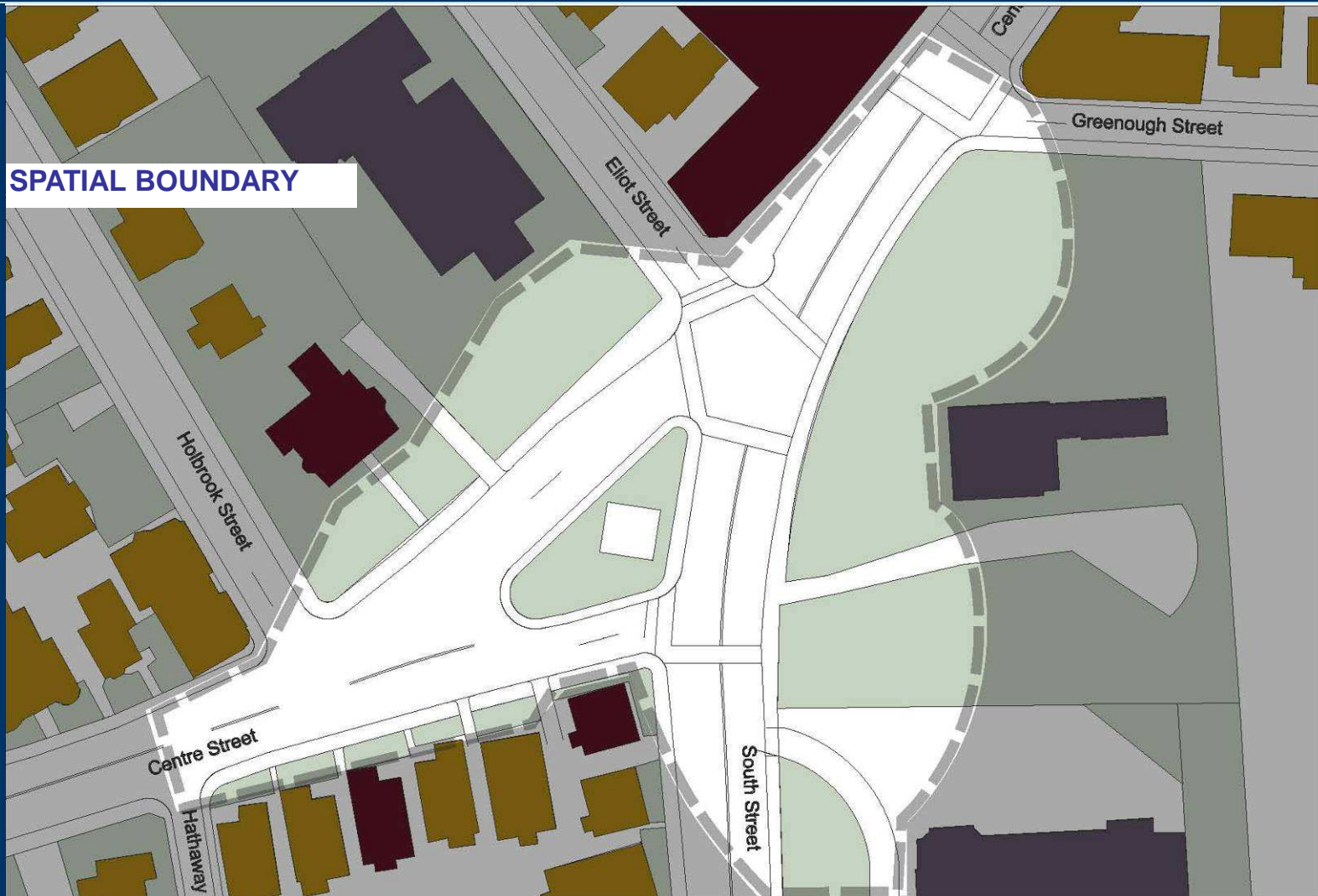
EXISTING CONDITIONS





Monument Square

SPATIAL BOUNDARY





Monument Square

LANDMARKS





Monument Square

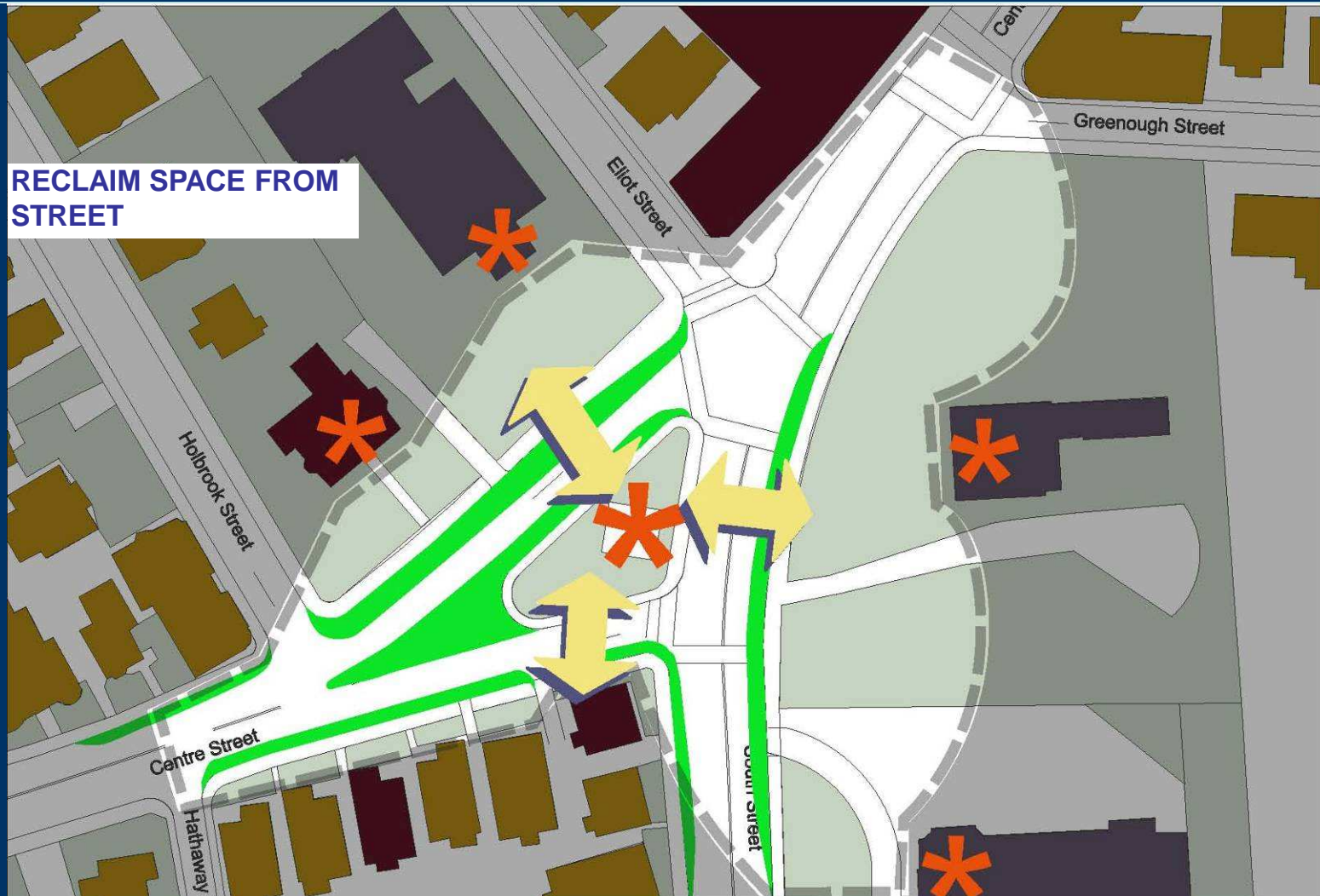
REINTEGRATE





Monument Square

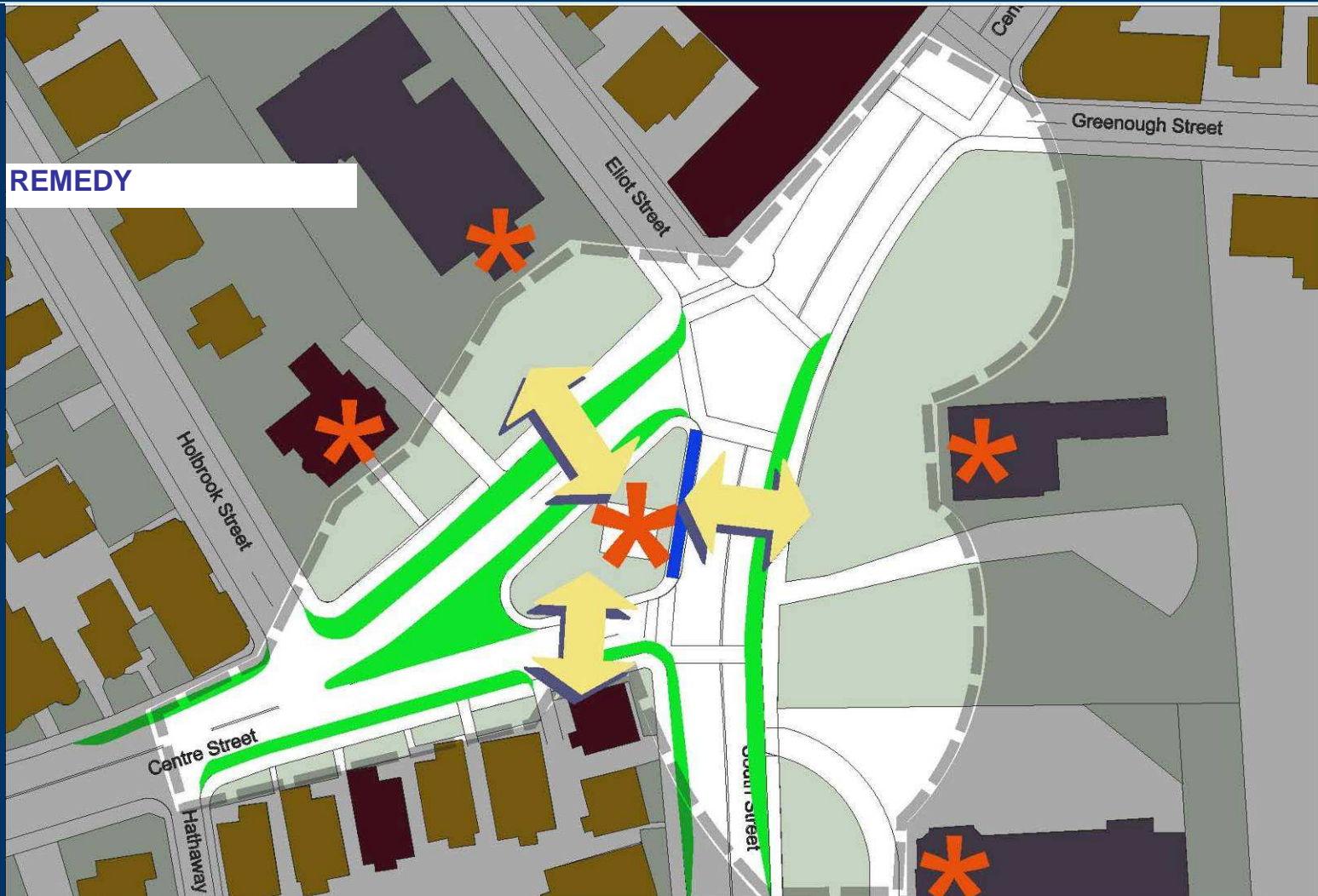
RECLAIM SPACE FROM
STREET





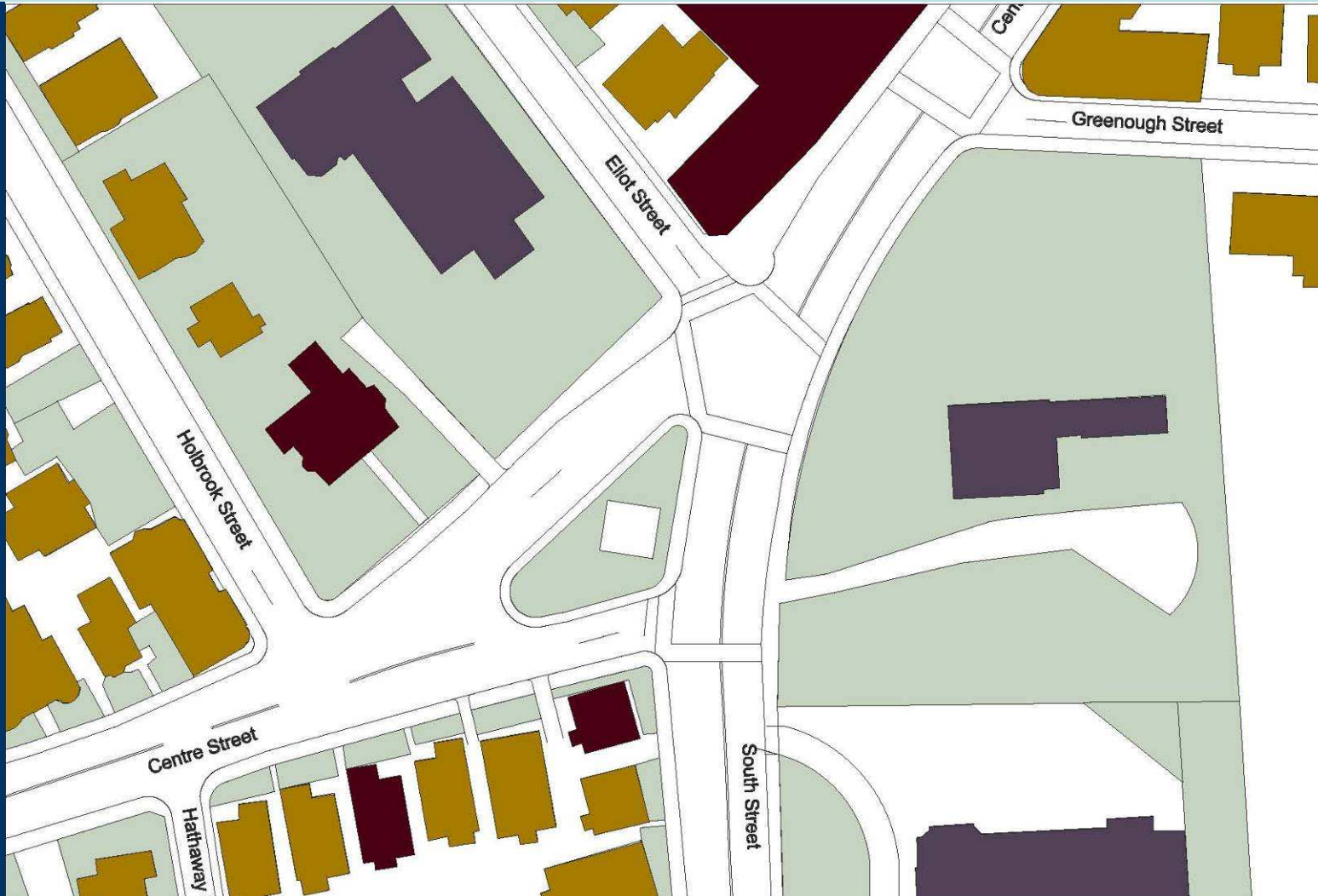
Monument Square

REMEDY





Monument Square



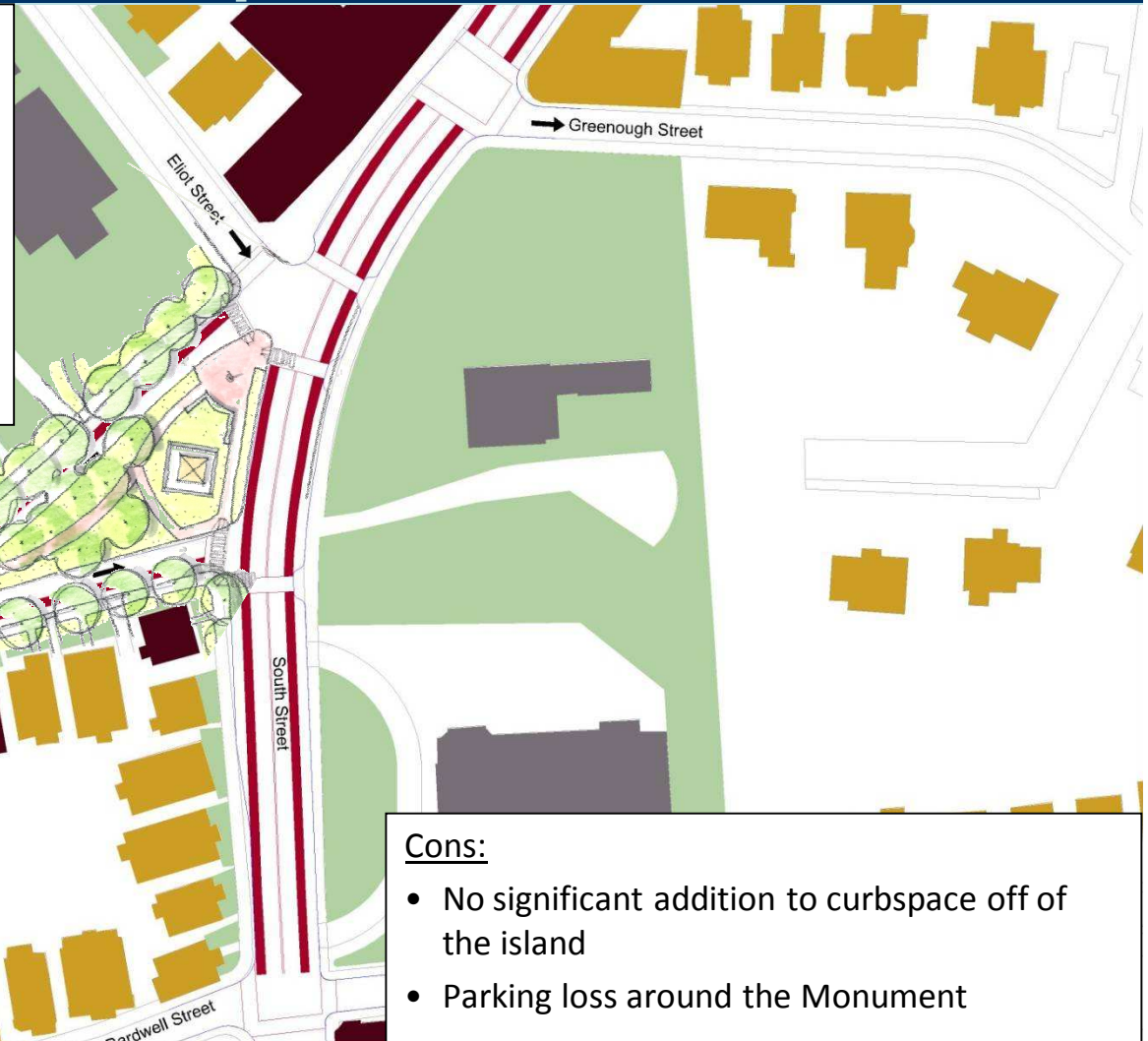


Monument Square

Concept 1

Pros:

- Limited impact to existing traffic conditions
- Opportunity to maximize park area around the Monument
- Minimizes crossing distances for pedestrians
- Establishes prominence of the Monument
- Maintains access to abutting properties



Cons:

- No significant addition to curbspace off of the island
- Parking loss around the Monument



Monument Square

Concept 1





Monument Square

Concept 2

Pros:

- Eliminates pedestrian crossing on south side of the Monument
- Improved pedestrian crossing conditions at Eliot St
- Enhances the prominence of the Monument



Cons:

- Complicated signalization required at Eliot Street
- Eliminates opportunity for JP Loop Bus turnaround



Monument Square

Concept 2





Monument Square

Concept 3

Pros:

- Places Monument in context of 2 adjacent historic buildings
- Creates a major gateway to JP Center
- Maximizes usable space to create a civic plaza
- Opportunity to remove pedestrian signal at Eliot Street



Cons:

- Limited accessibility to abutting properties on northwest frontage
- Would likely require signalization of Centre/South Street intersection



Monument Square

Concept 3





Monument Square

Concept 4

Pros:

- Establishes prominence of the Monument



Cons:

- Added space is of minimal utility
- Monument becomes inaccessible for pedestrians
- Creates access issues to abutting properties
- Introduces operational and functional difficulty for through movements



Monument Square

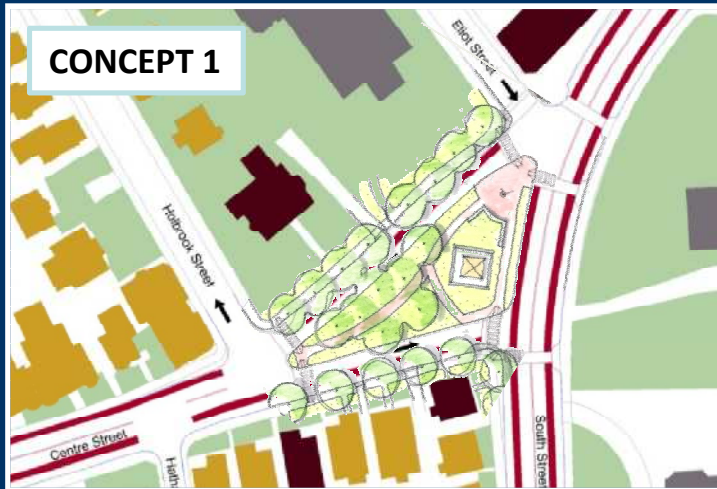
Concept 4



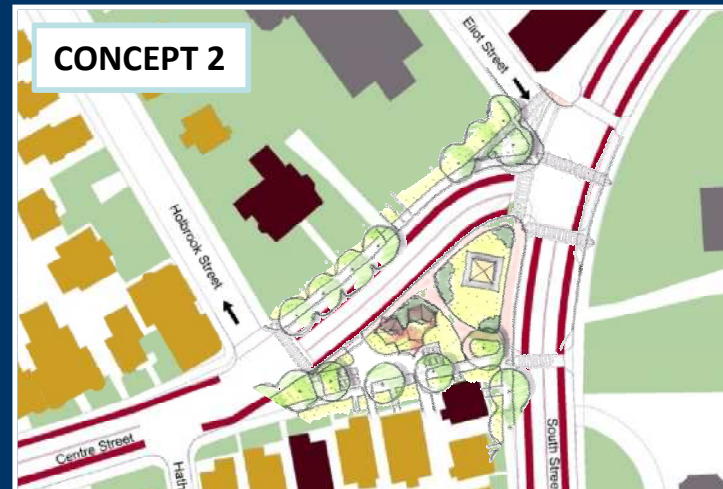


Alternatives

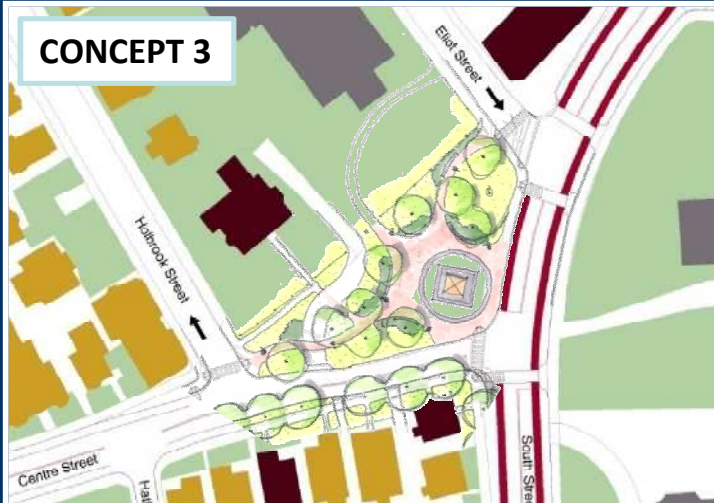
CONCEPT 1



CONCEPT 2



CONCEPT 3

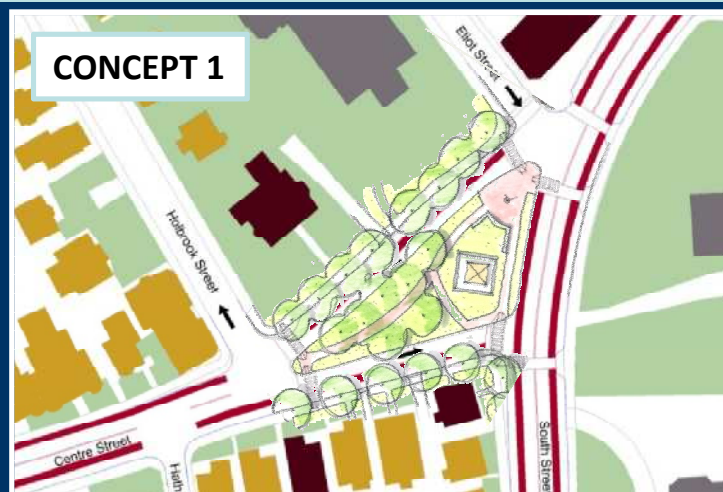


CONCEPT 4





Recommended Alternatives

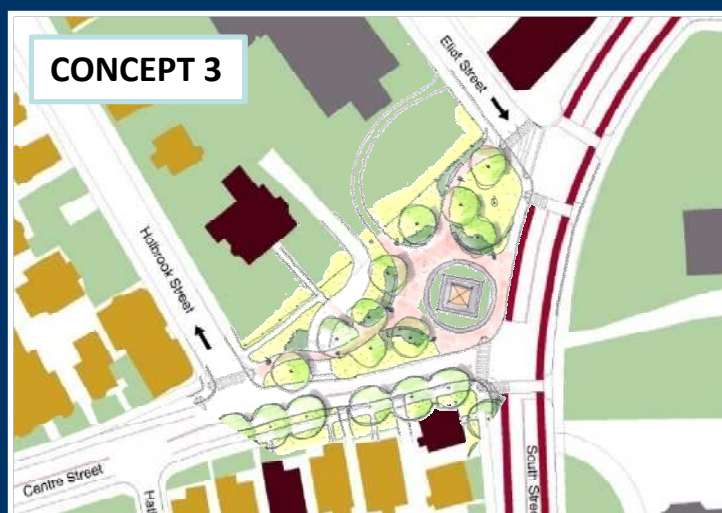


PRO:

- Limited traffic impact
- Maximize park area around the Monument
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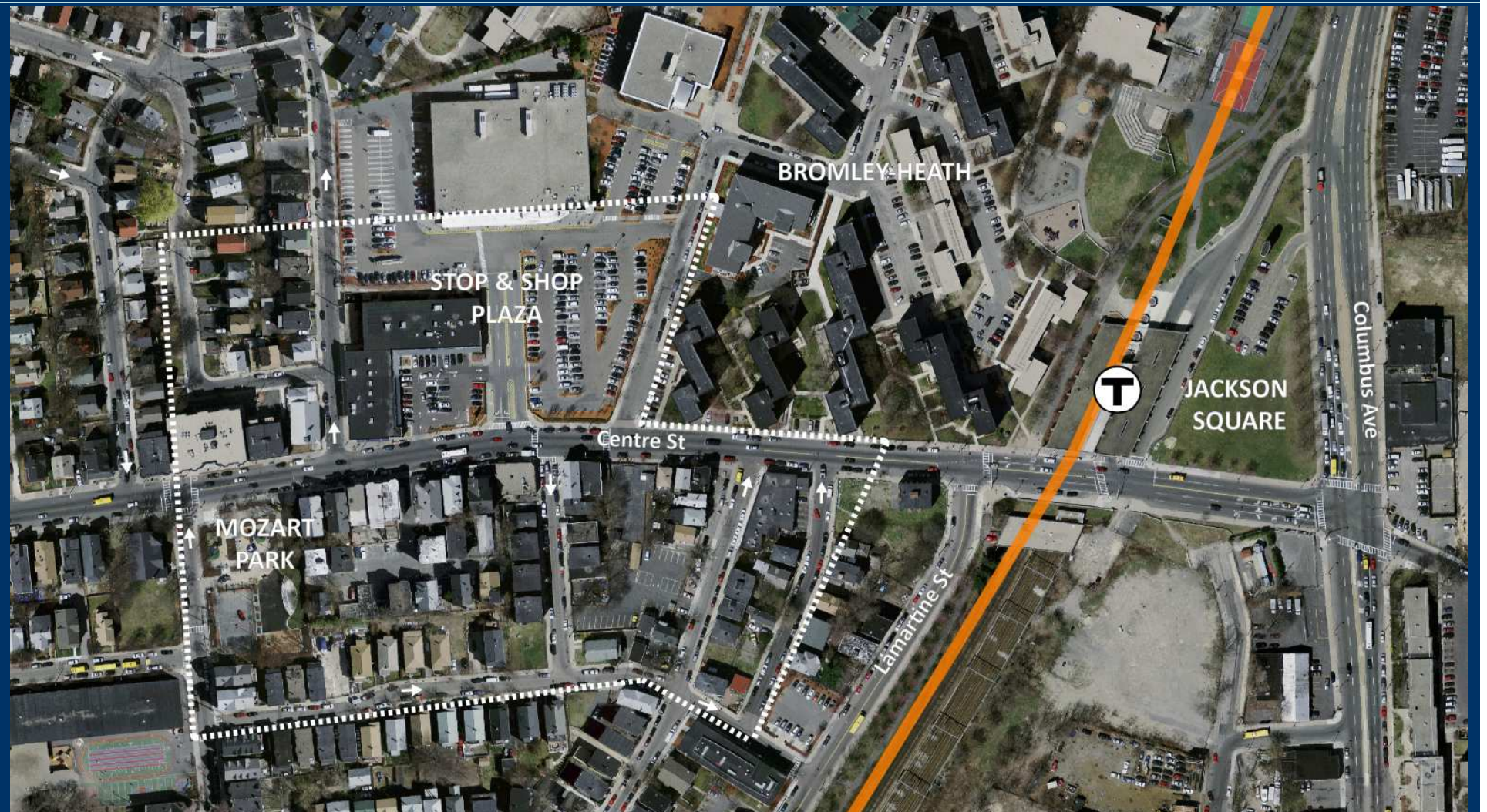


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Stop & Shop/Mozart Park



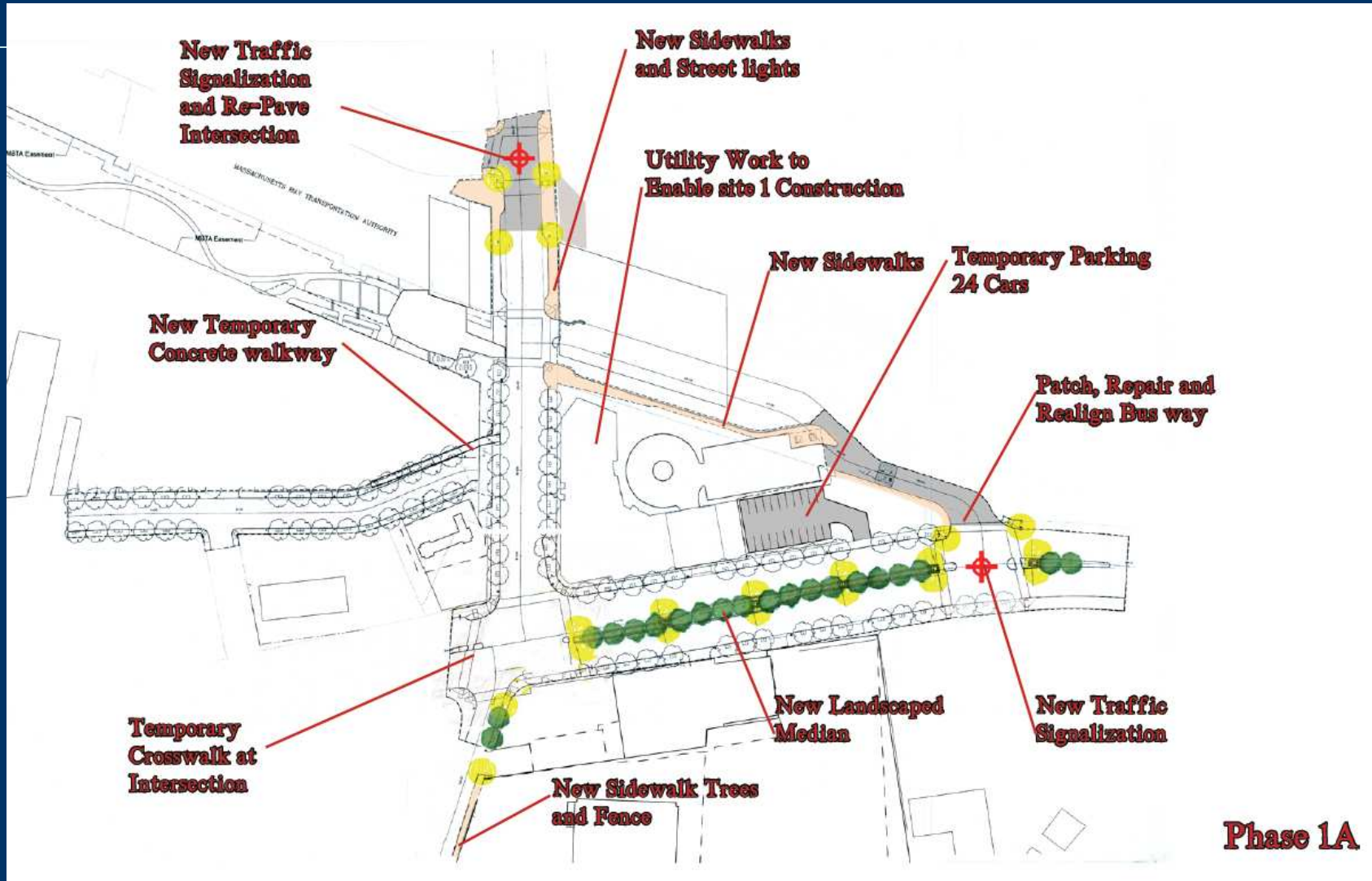


Jackson Square Project – Public Realm Improvements





Phase 1A - Jackson Square

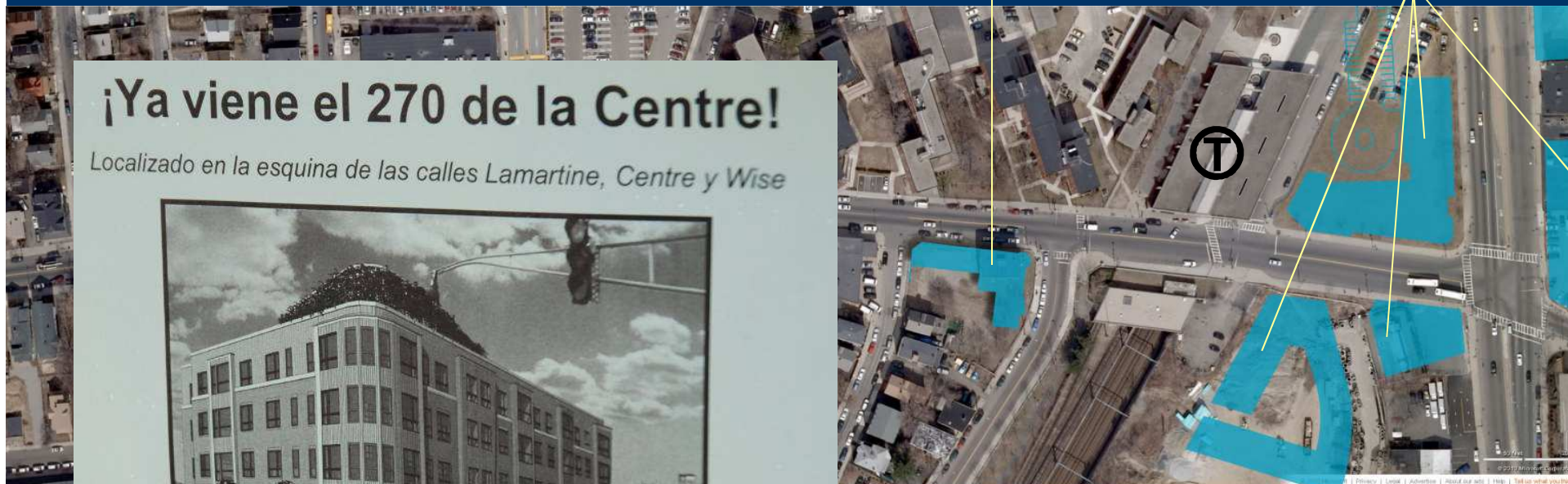




Issues & Opportunities

270 Centre Street
Under Construction

Proposed Jackson
Square Development



¡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 una habitación



Issues & Opportunities



Southwest
Corridor Crossing



Issues & Opportunities





Issues & Opportunities

Chestnut Street
Right-of-Way





Issues & Opportunities

Stop & Shop
Parking Buffer





Issues & Opportunities

Stop & Shop
Four-Lane Access





Issues & Opportunities

Multiple restaurants and food-related retail along this segment of Centre Street





Potential Bike Routes

Nearby neighborhood streets do not provide alternative bike routes for Centre Street





Stop & Shop/Mozart Park

Existing Conditions

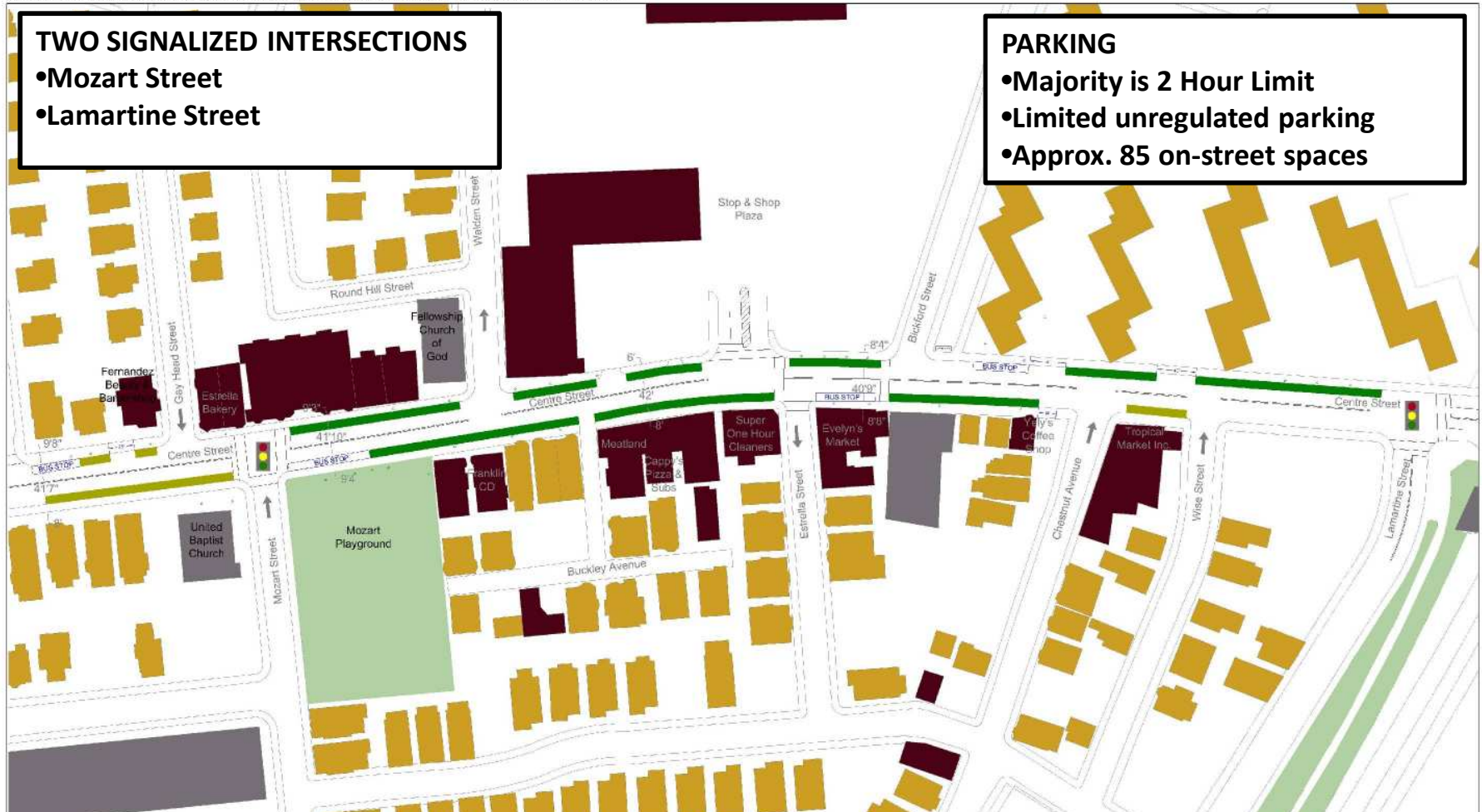
J:\Analysis\Boston Transportation Department\JP Centre South St Streetscape Action Plan\Drawings\Concepts\Centre_South_Been.dwg 05/19/10

TWO SIGNALIZED INTERSECTIONS

- Mozart Street
- Lamartine Street

PARKING

- Majority is 2 Hour Limit
- Limited unregulated parking
- Approx. 85 on-street spaces





Stop & Shop / Mozart Park

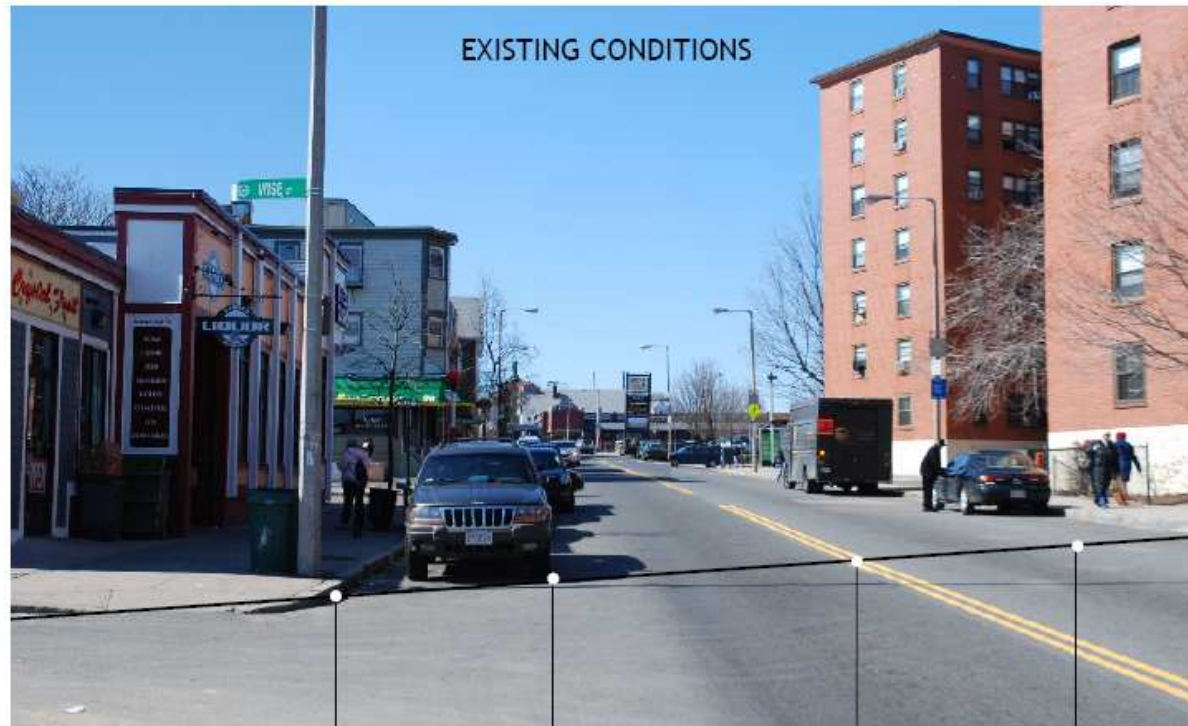
Engineering Considerations

- Accommodate commercial uses
- Steeper grades and narrow sidewalks
- Accessible design challenges
- Provide access to store fronts
- Existing utilities





Existing Conditions



EXISTING CONDITIONS

+/- 8'

EXISTING
SIDEWALK

8'

PARKING

13'

TRAVEL

13'

TRAVEL

8'

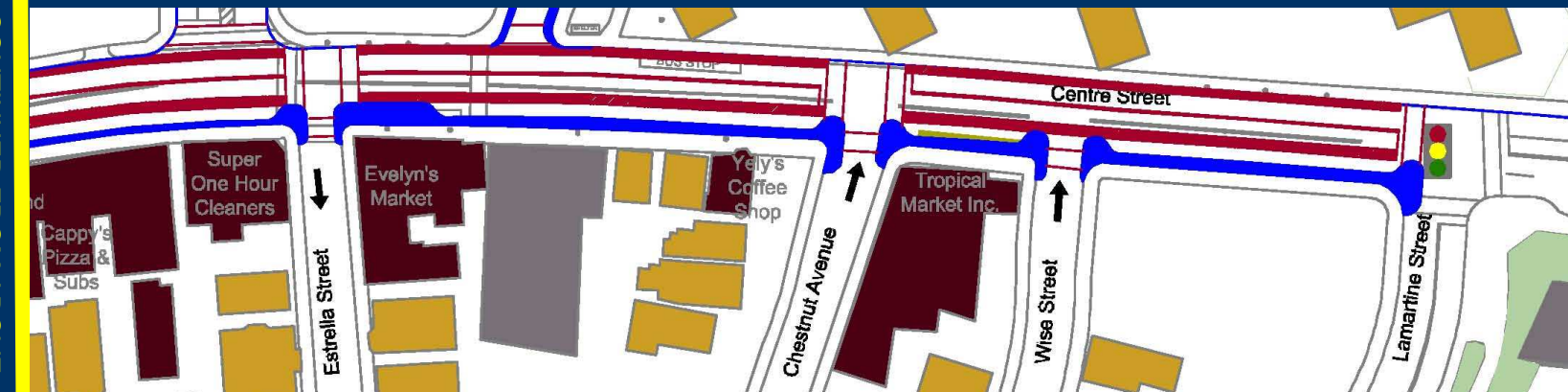
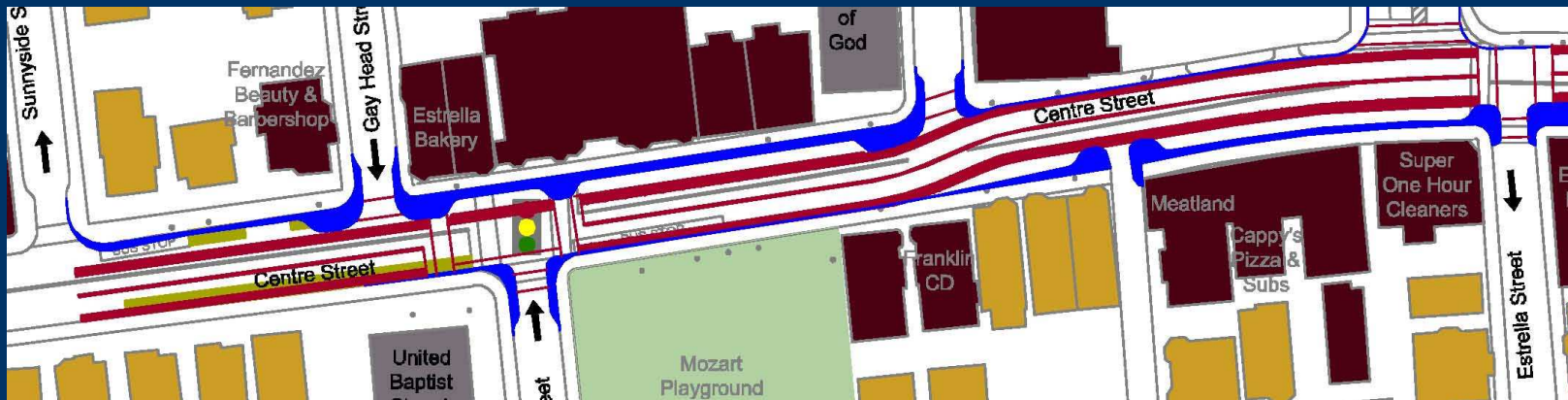
PARKING

42' CURB-TO-CURB'



Bicycle Lanes

Concept 1



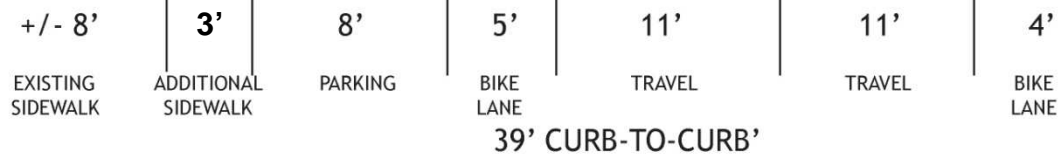
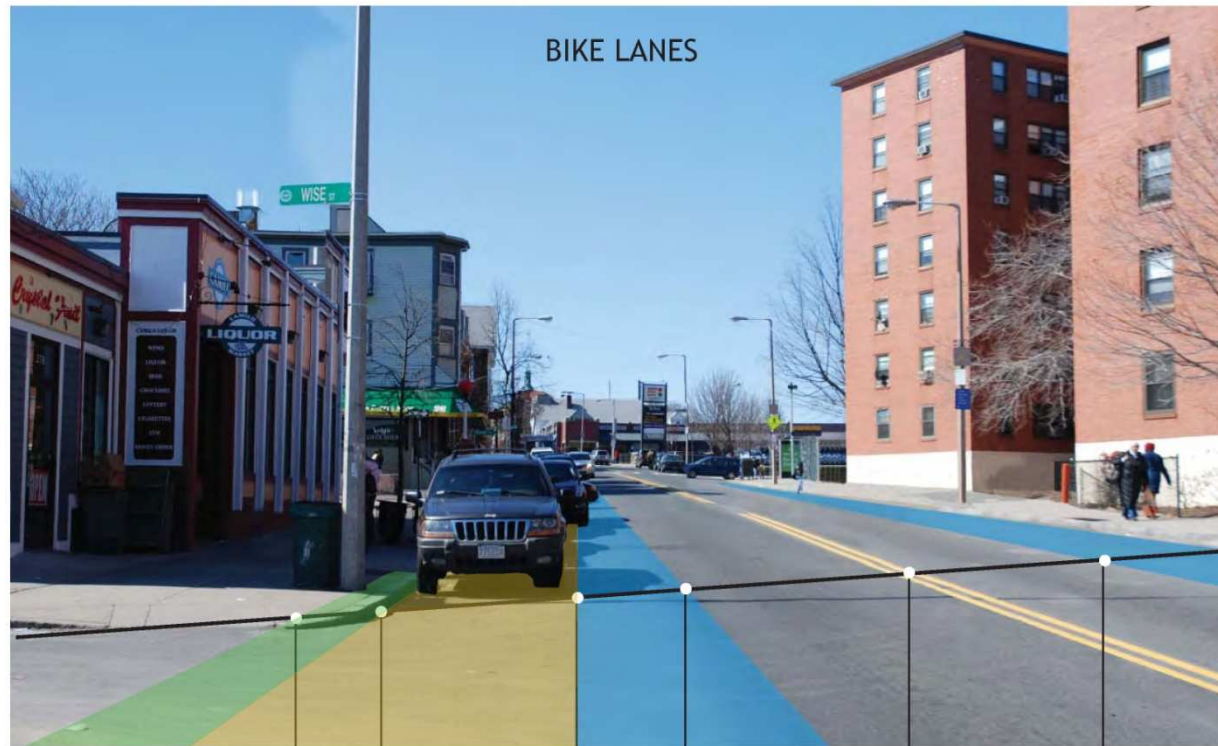
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CONTINUED FROM ABOVE



Bicycle Lanes

Concept 1



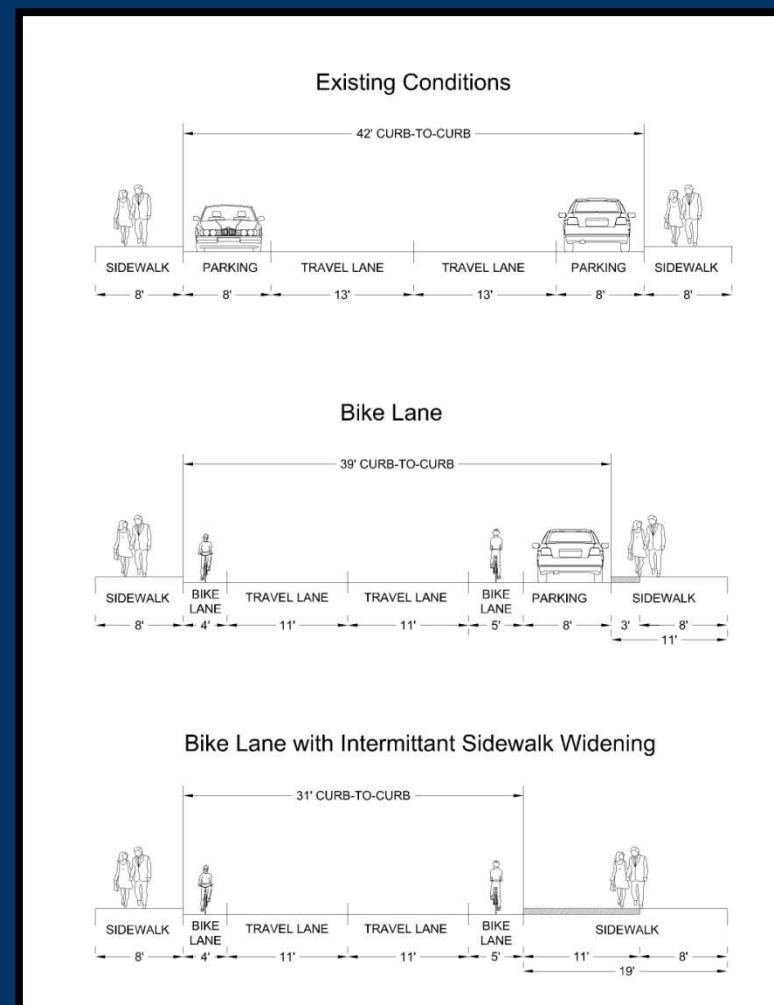
39' CURB-TO-CURB'



Bicycle Lanes

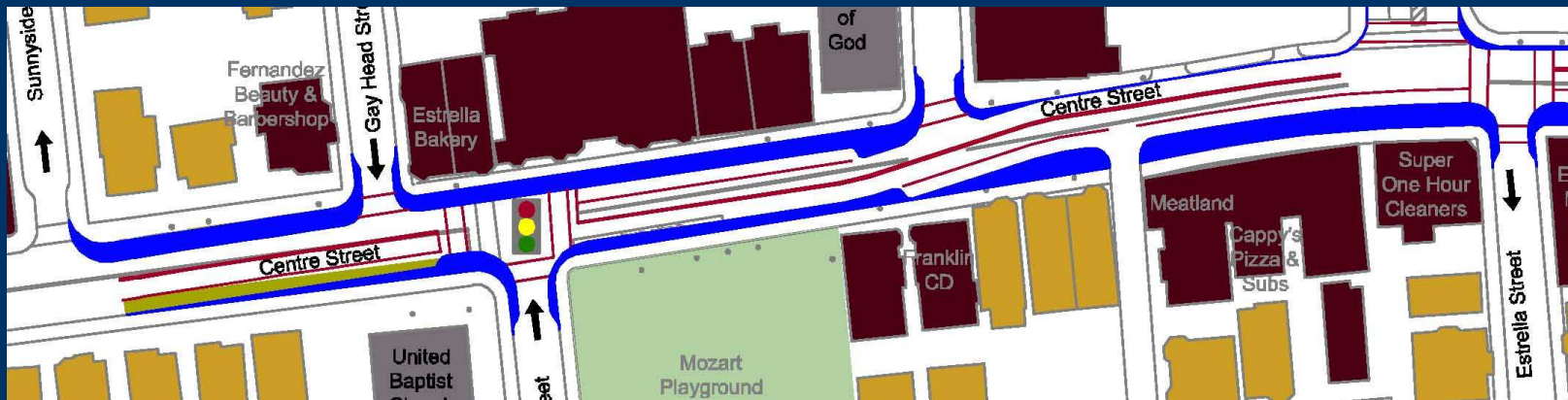
Concept 1

- Pros
 - Improved bicycling environment
 - Minimal traffic impacts
 - Could still add pedestrian improvements
- Cons
 - Parking Loss
 - Approx. 37 spaces
 - w/bumpouts at crossings, approx. 45 spaces

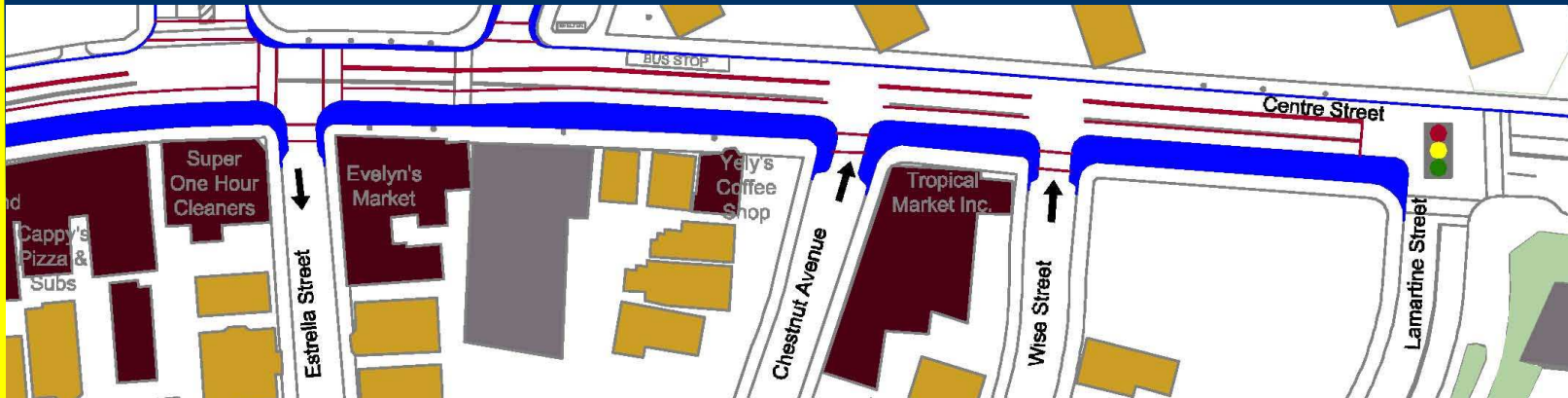




Widened Sidewalk Concept 2



CONTINUED BELOW



CONTINUED FROM ABOVE



Widened Sidewalk

Concept 2



+/- 8'

EXISTING
SIDEWALK

12'

ADDITIONAL
SIDEWALK

8'

PARKING

11'

TRAVEL

11'

TRAVEL

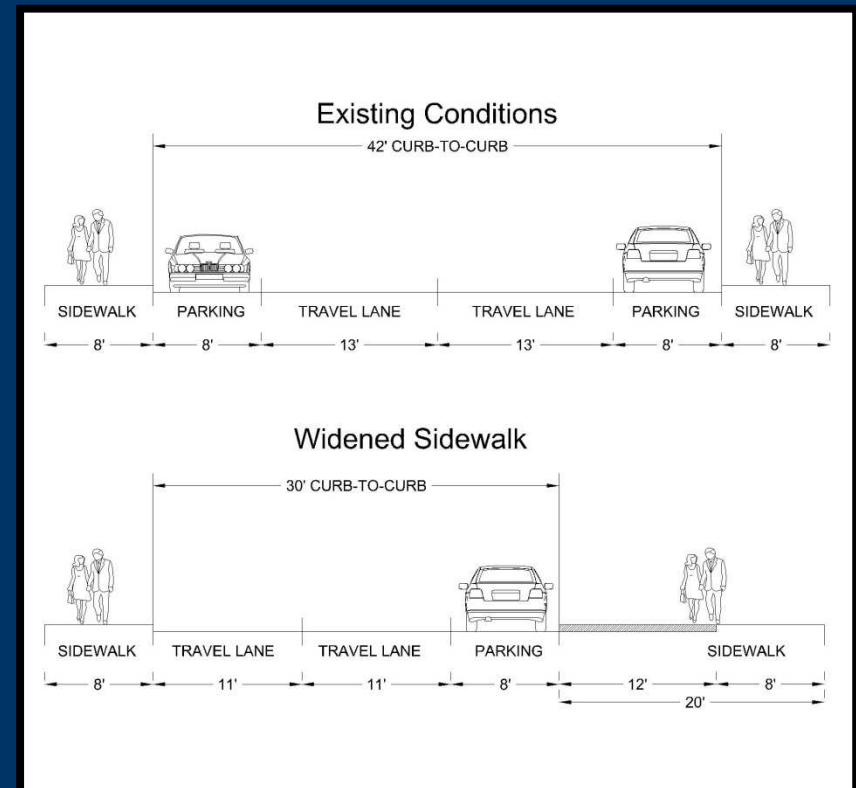
30' CURB-TO-CURB'



Widened Sidewalk

Concept 2

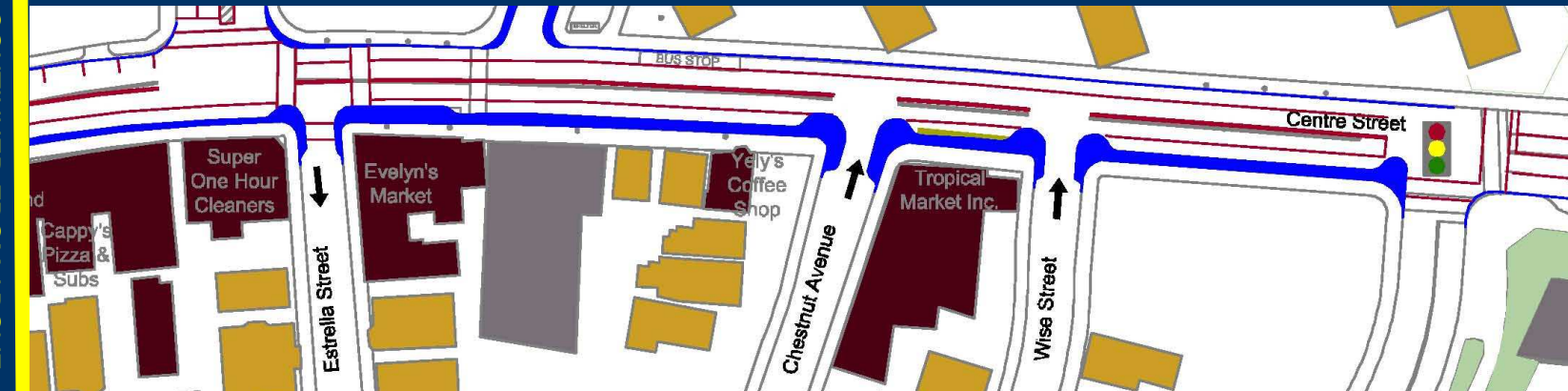
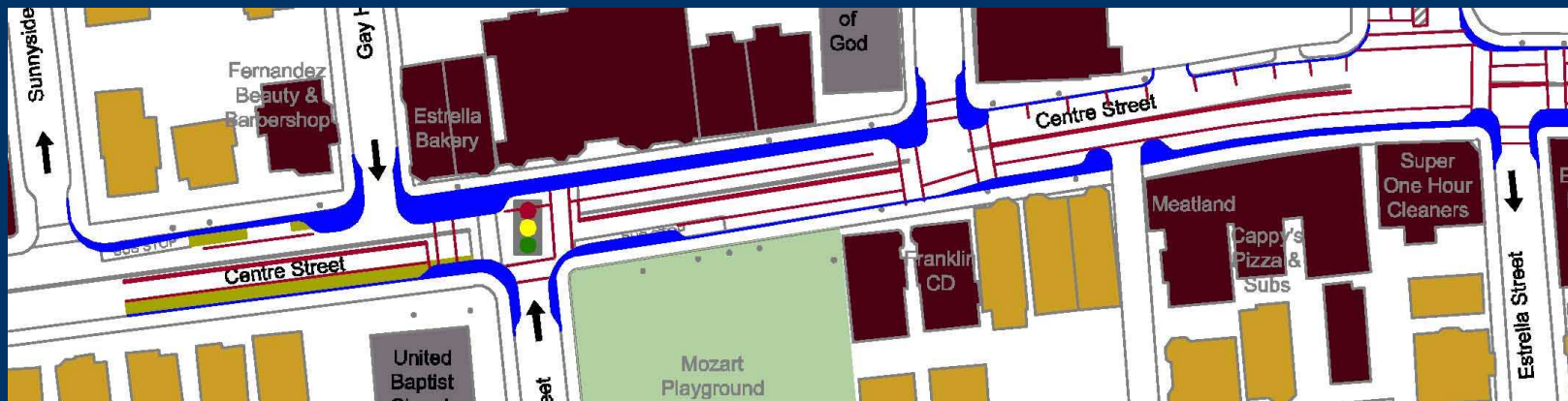
- Pros
 - Opportunity for:
 - Landscaping
 - Outdoor Cafes
 - Bus Stop Improvements
- Cons
 - Loss of approx. 37 parking spaces
 - No dedicated bicycle facilities





Intermittent Widening

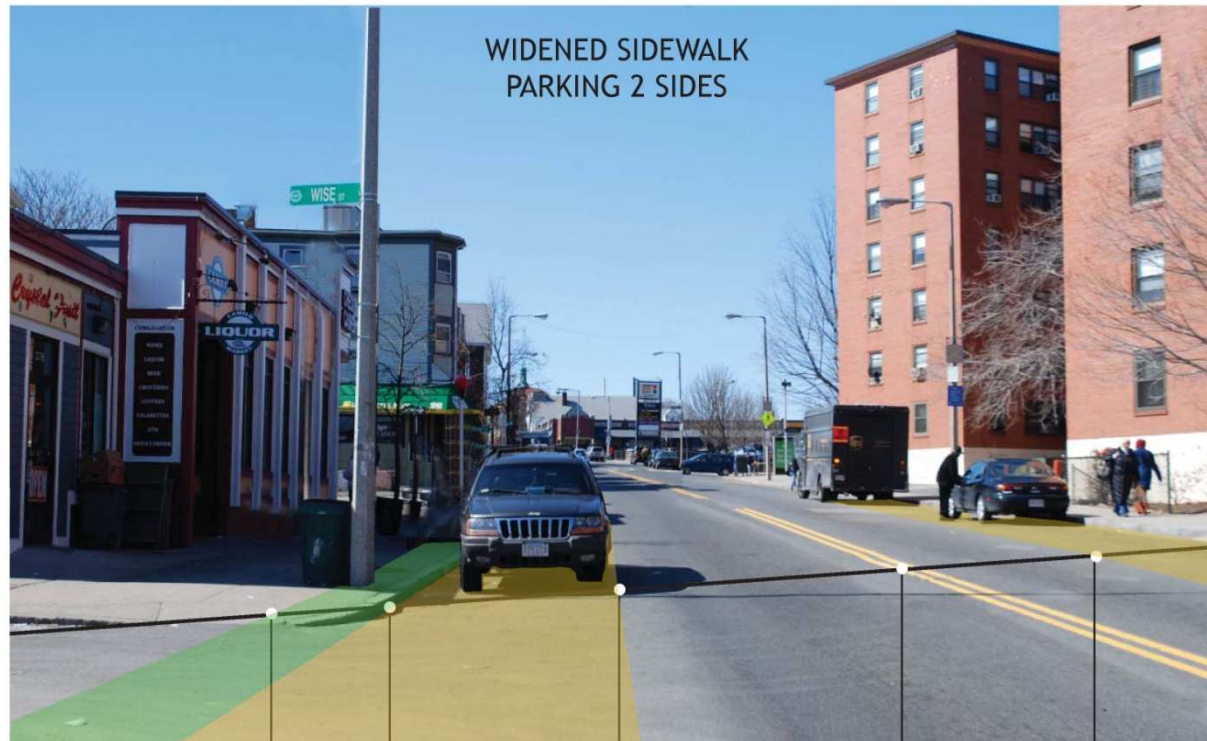
Concept 3





Intermittent Widening

Concept 3



+/- 8'

EXISTING
SIDEWALK

4'

ADDITIONAL
SIDEWALK

8'

PARKING

11'

TRAVEL

11'

TRAVEL

8'

PARKING

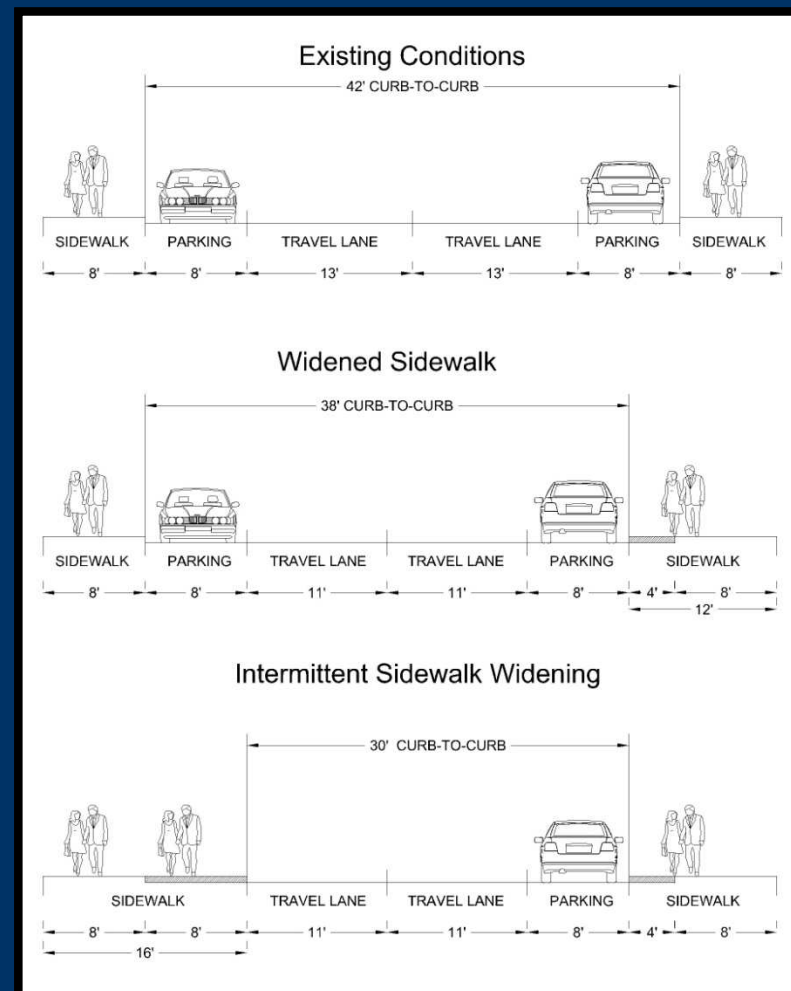
38' CURB-TO-CURB'



Intermittent Widening

Concept 3

- Pros
 - Can add pedestrian amenities at select locations
 - Minimal parking loss
- Cons
 - Limited addition to sidewalks and landscaping





Jamaica Plain
Centre/South Street
Transportation Action Plan



Travelway Shift



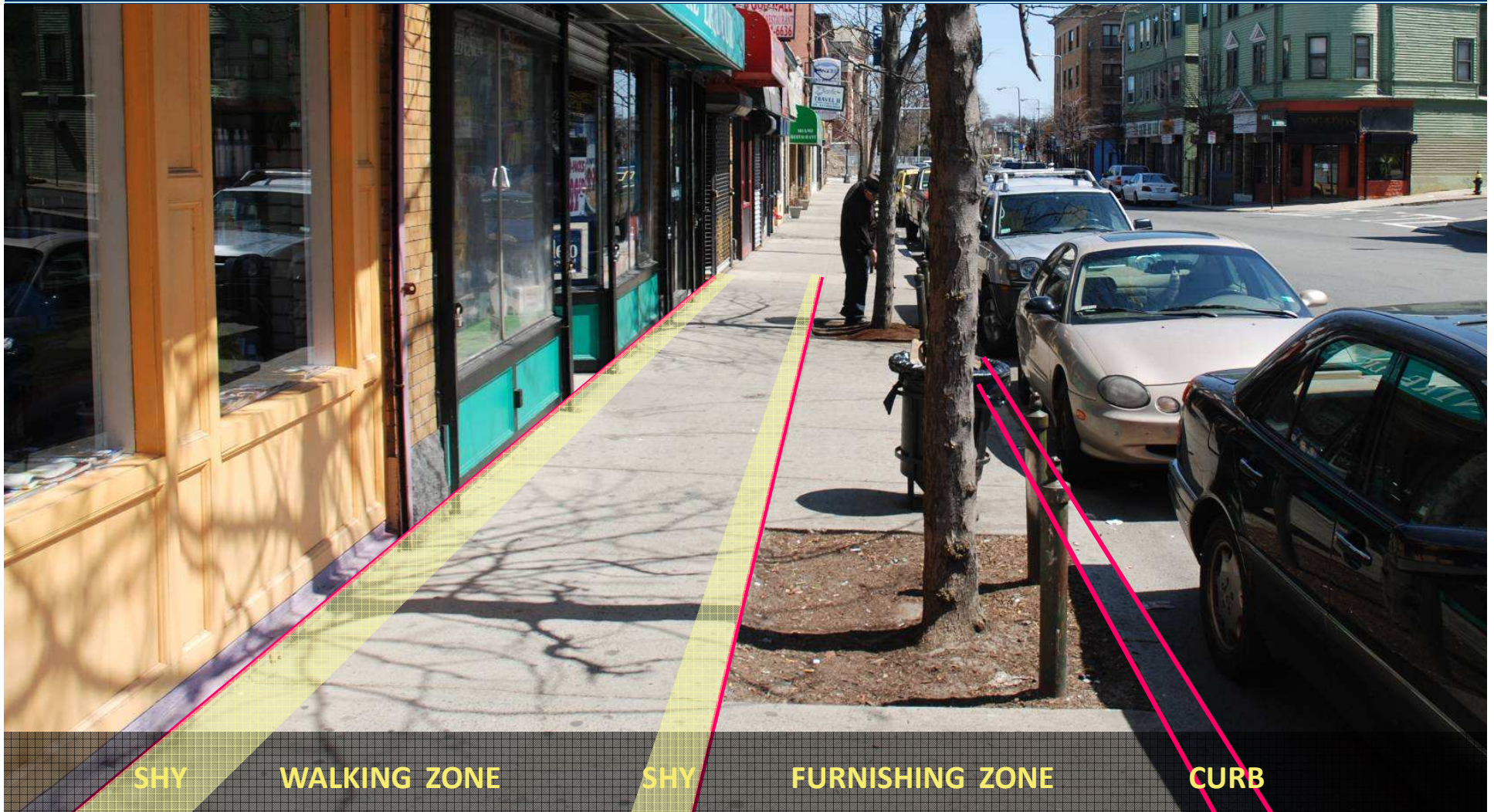


Sidewalk Zones





Sidewalk Zones



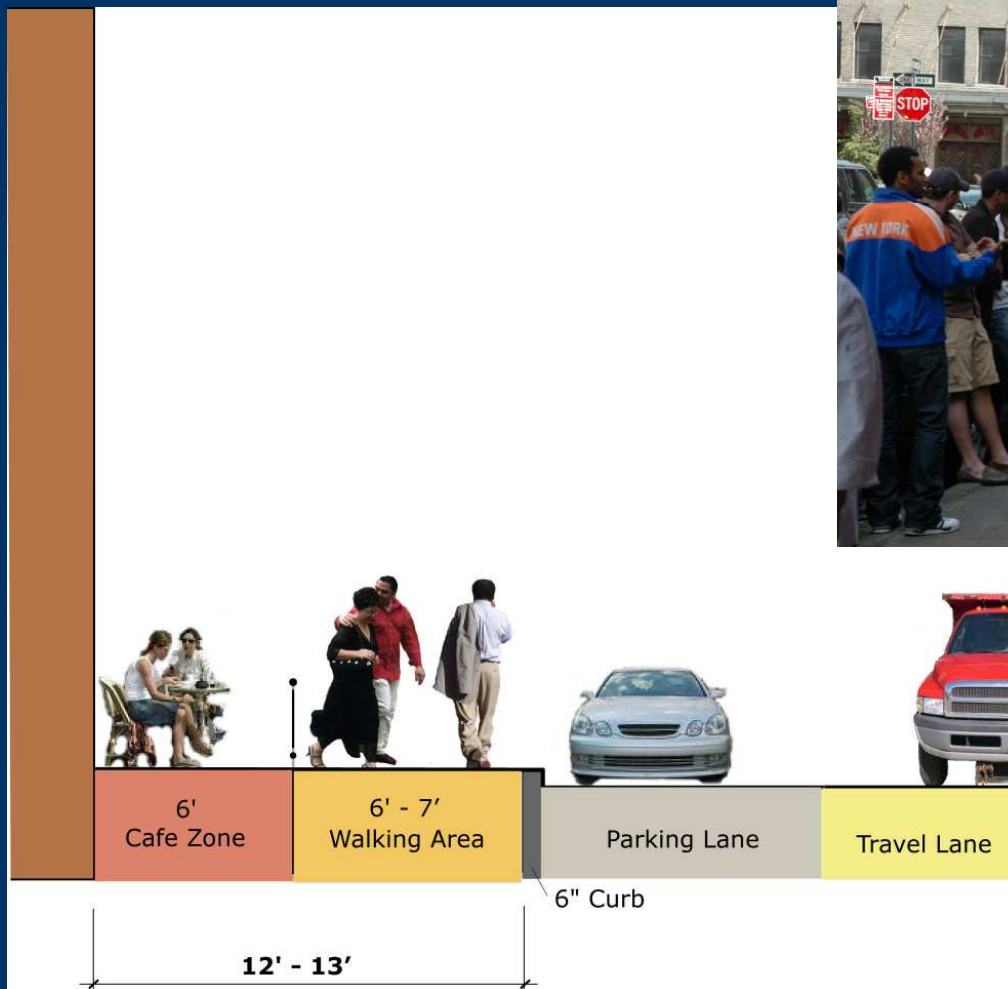


Sidewalk Zones



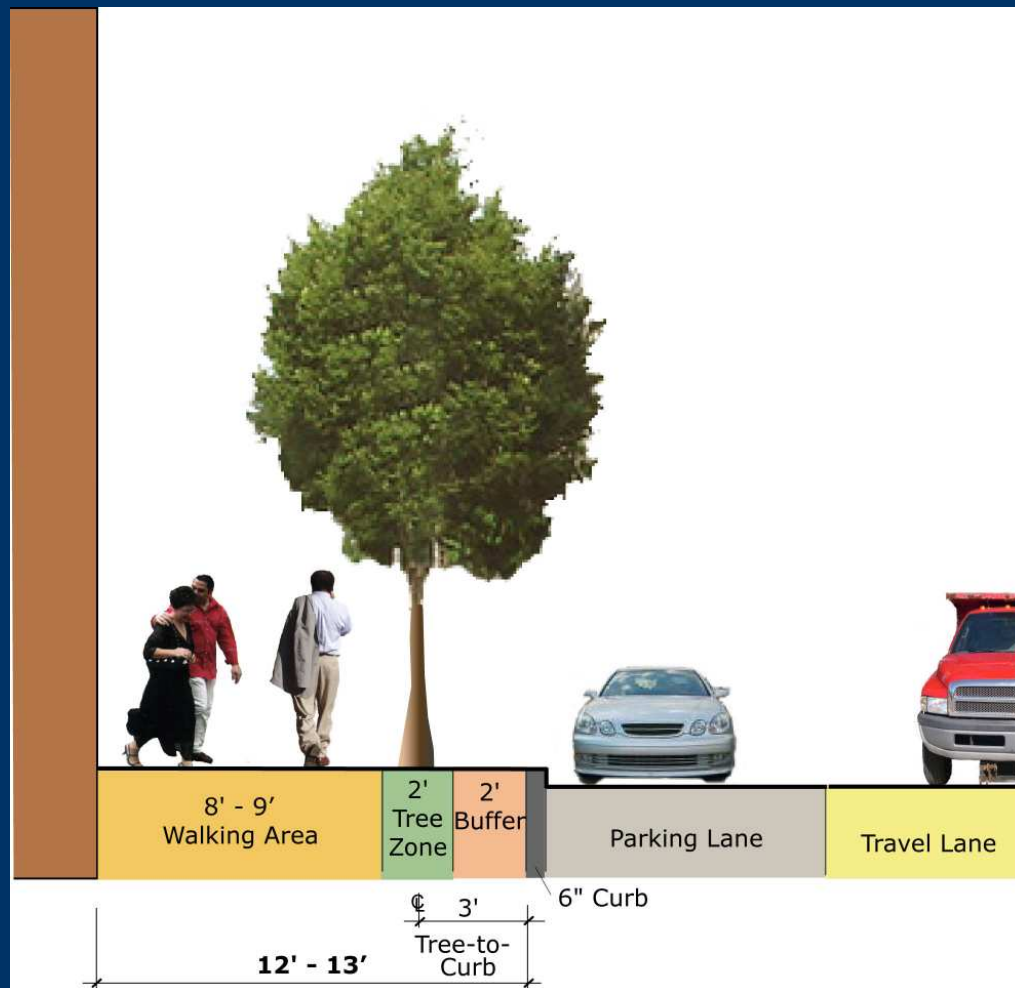


Sidewalk Concepts



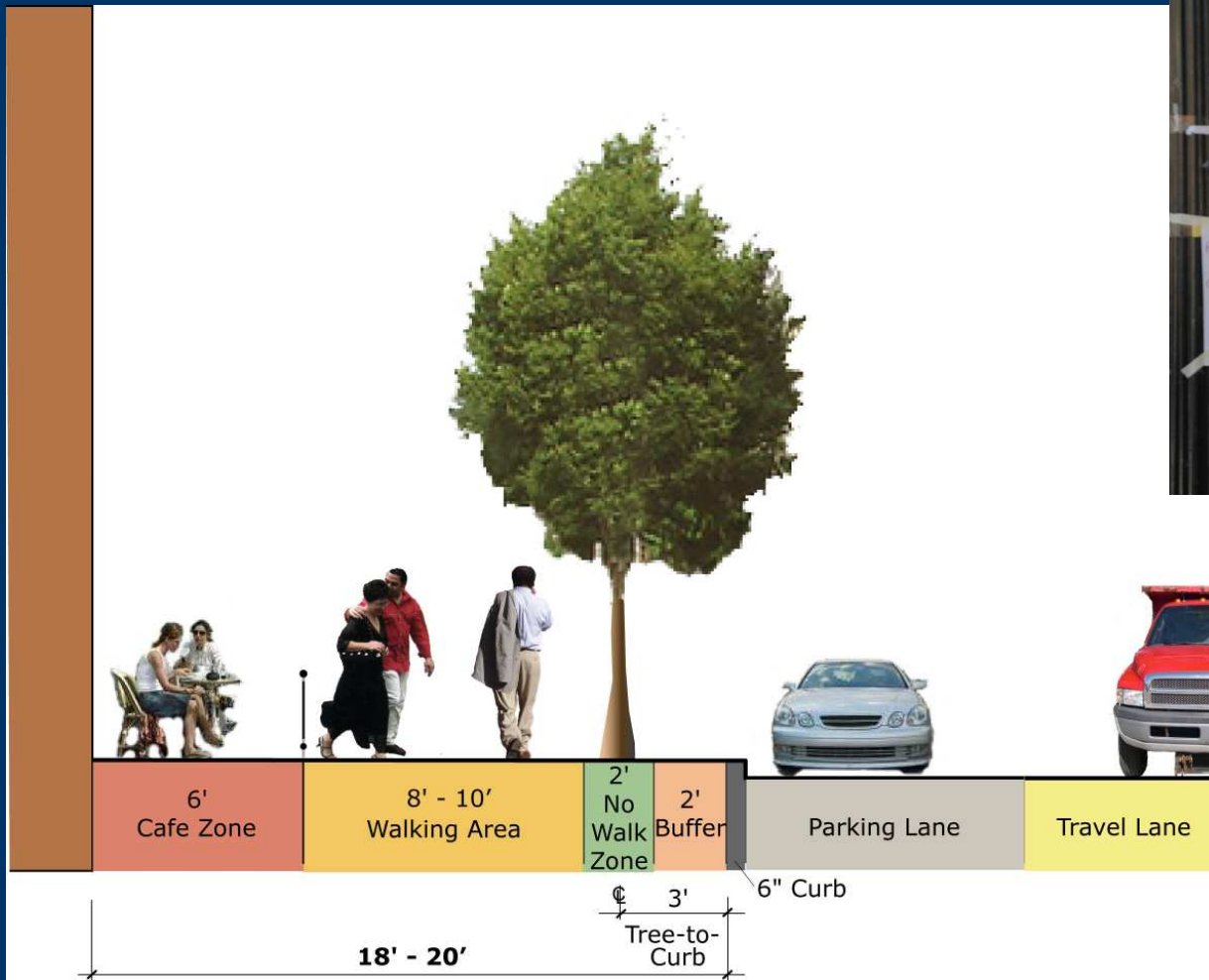


Sidewalk Concepts



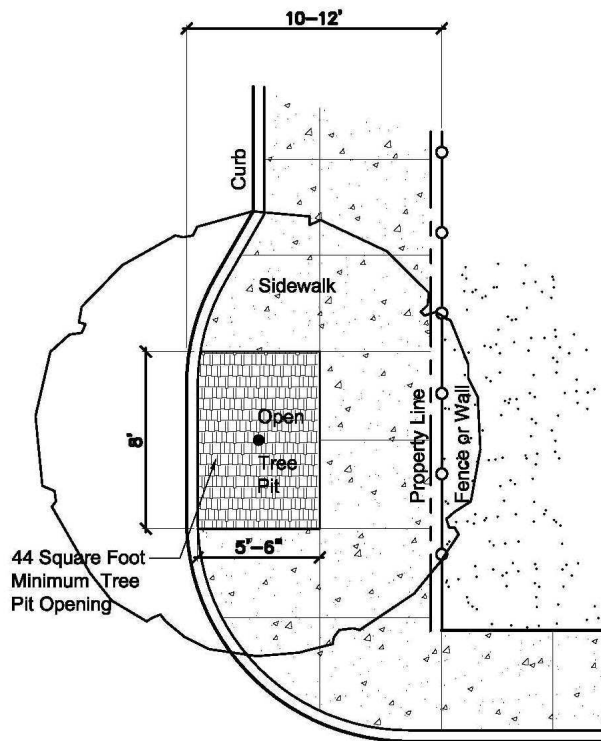


Sidewalk Concepts



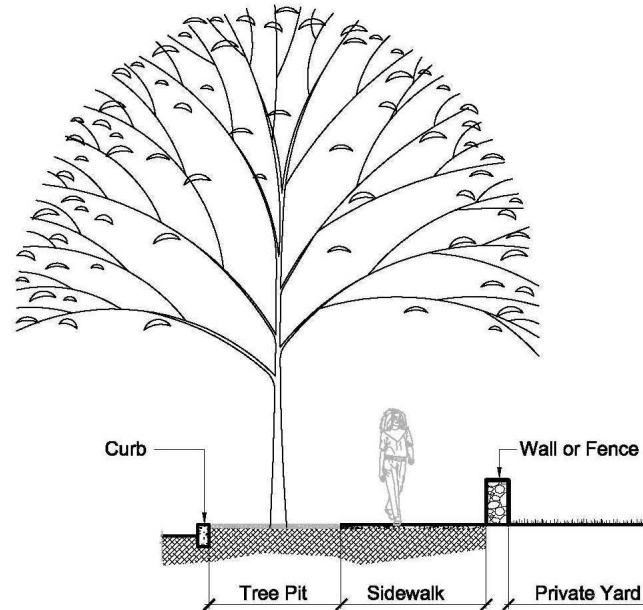


Street Tree Plantings



PLAN

Spreading Tree
Quercus palustris - Pin Oak
Gleditsia triacanthos inermis - Honeylocust
Sophora japonica - Regent Scholartree
Ulmus parviflora - Frontier Elm



SECTION

CONDITION #3

Condition 3

Possible change

Curb extension/
Wider sidewalk

Building or no
building at back
of sidewalk

Spreading tree okay

5'x8' open tree pit
minimum



Condition 2 & 3: Recommended Trees



Pin Oak



Honeylocust



Sophora



Frontier Elm





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Other Topics

- Surveys
- Streetscape guidelines
- MBTA Route 39 Improvement Plan
 - February 3rd public meeting held
 - Update on Key Bus Routes Improvement Program
 - Public comments
 - Further information available:
http://www.mbta.com/about_the_mbtat_projects/default.asp?id=19047#rt39



Next Steps

- CAC Meeting 7 – April 15, 2010
 - Bicycle plan
 - Choose final recommended alternatives
 - Hyde Square
 - Monument Square
 - Review of Stop & Shop-Mozart Park Section
 - Parking plan
 - Public transportation plan



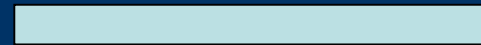
Next Steps

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

Task 1: Corridor Vision



Task 2: Create Corridor Streetscape Guidelines



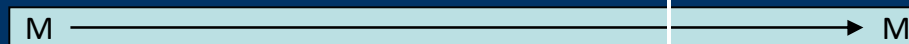
Task 3: Redesign Transportation Nodes



Task 4: Parking Management Strategy



Task 5: Public Process



Interagency Coordination



M: Meeting

Centre/South Streetscape and Transportation Action Plan

Citizens' Advisory Committee Meeting

**Julia Martin House
90 Bickford Street**

Tuesday, March 23, 2010

6:30-8:30 PM





Jamaica Plain
Centre/South Street
Transportation Action Plan





Alternatives





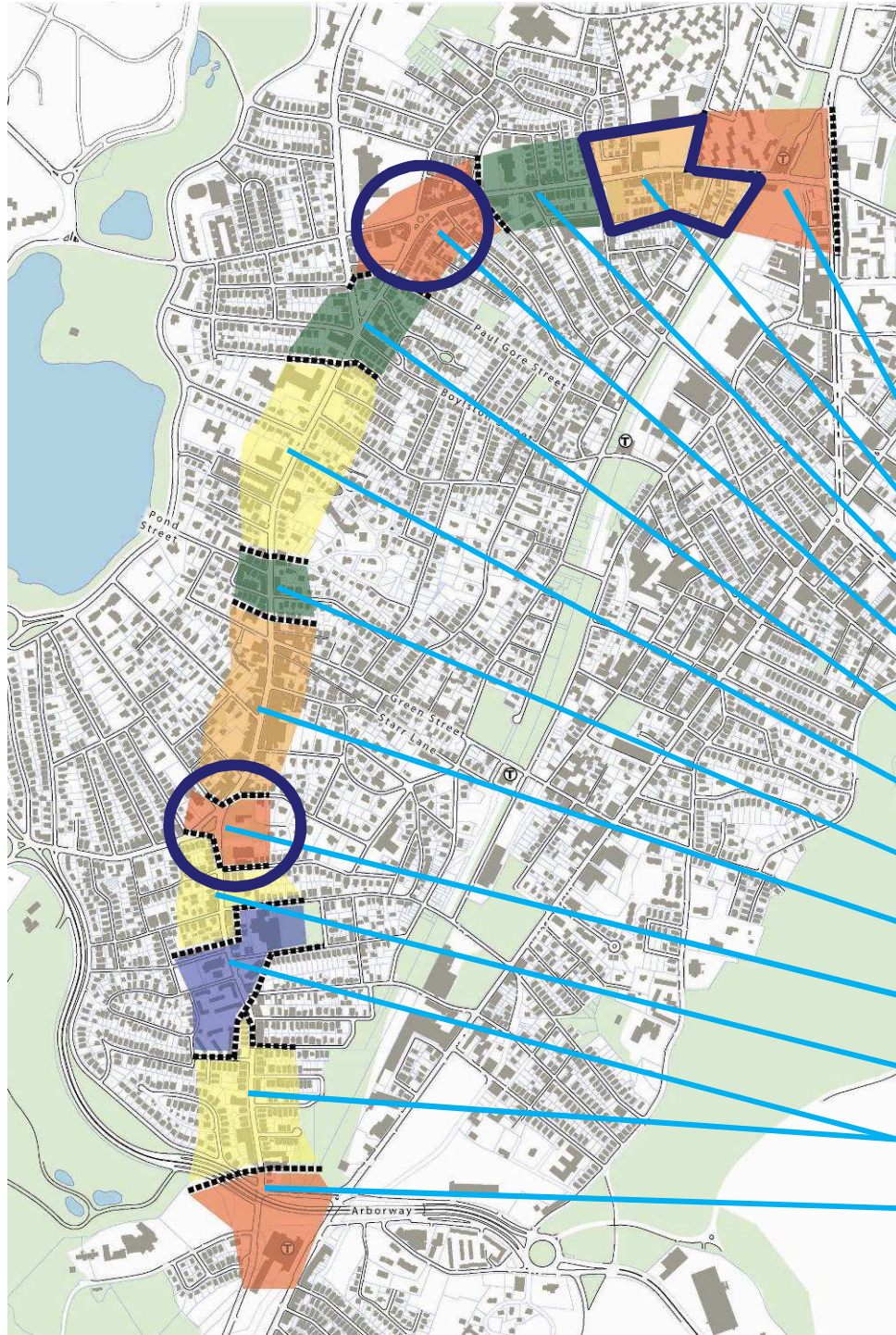
Design Projects



- Design begun on three “nodes”
 - Hyde Square
 - Monument Square
 - Mozart Park – Stop & Shop
- Choose one more project
 - Segment – JP Centre?
 - Specific Location – Pond Street?
 - Design Element – Raised Crossing?



Segments



Jackson Square to Bromley-Heath

Stop & Shop/Mozart Park

Blessed Sacrament

Hyde Square

Canary Square

Curley School

Pond Street

JP Center

Monument Square

South Street Mall Zone

South Street

Forest Hills



Jamaica Plain
Centre/South Street
Transition Action Plan



Placemaking

- Unique areas
- Potential projects
- “Special Places”
 - Transitions
 - Gateways