

# Centre/South Streetscape and Transportation Action Plan

**Citizens' Advisory Committee Meeting**

**Julia Martin House  
90 Bickford Street**

**Thursday, January 28, 2010**

**6:00-8:00 PM**





# Meeting Agenda

- Schedule Overview
- Survey Update
- Route 39 Update
- Finalize Design Guidelines
- Bicycle Lane Opportunities
- Next Design Locations
- Concept Designs





# 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 – February/March 2010

- >Progress design on initial locations
- >Concept design second round of locations
- >Modal strategies

Bicycle plan/Parking/Public Transportation

## CAC Meetings 7-10

- >Finalize designs



# Survey Update

- Saturday, February 6 from 11:00am-1:00pm
- Saturday, February 6 from 5:00pm-7:00pm
- Tuesday, February 9 from 5:00pm-7:00pm
- Wednesday, February 10 from 11am-1:00pm



# Route 39 Update

- Scheduled Public Meeting
  - Wednesday, February 3, 2010
  - Curley School
  - 6:00 – 8:00 PM

Improved Reliability • Faster Service • Passenger Amenities

KEY BUS ROUTE IMPROVEMENT PROJECT

## ROUTE 39

The MBTA invites **ALL** to a meeting to view the final recommendations for the Bus Route 39 Improvement Project

Enhanced Bus Stops   Shelters  
Signs & Schedules   Passenger Accessibility  
Improved Reliability   Improved Traffic Flow  
Bus Stop Consolidation   Faster Travel

At this meeting, the MBTA will present the final overall recommendations for Route 39 improvements. These recommendations were developed in conjunction with the Working Group and will be implemented this year.

For further information:  
Contact Erik Scheier, MBTA @ (617) 222-3214 or [escheier@mbta.com](mailto:escheier@mbta.com)  
Or Ralph DeNisco, McMahon @ (617) 556-0020 or [ralph.denisco@mcmtrans.com](mailto:ralph.denisco@mcmtrans.com)

**WHEN:** Wednesday February 3<sup>rd</sup>  
**TIME:** 6:00-8:00 PM  
**WHERE:** Curley School Auditorium  
493 Centre Street



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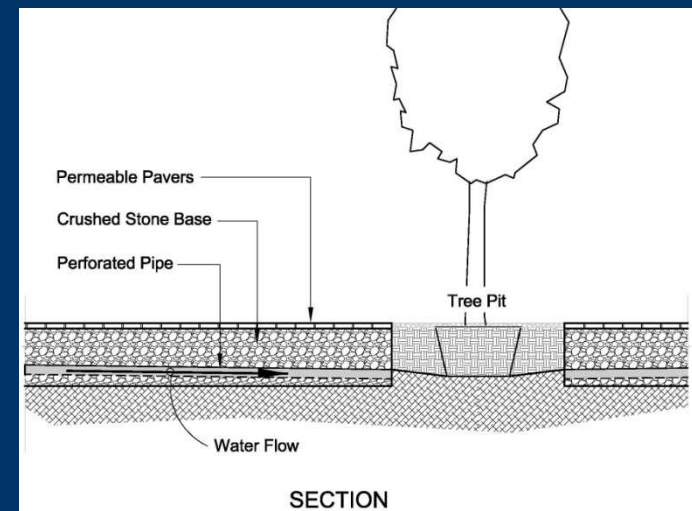
# Recommended Guidelines

- Streetscape Guidelines
  - Sustainability
  - Streetlights
  - Sidewalks
  - Crosswalks
  - Street Tree Plantings
  - Wayfinding
  - Art Opportunities
  - Street Furniture



# Sustainability

- Recycled content in materials
- LED-technology lighting
- Permeable paving
- Stormwater handling
  - Raingardens
  - Storage
- Tree planting technology
- Multimodal accommodations





# Streetlights

- Taller pendant lights throughout corridor
- Except for commercial and other special areas
  - Acorn with cap
- Continue to explore LED technology
  - LED trial in Municipal Lot begun







# Sidewalks

- High-Quality Concrete Sidewalk
  - Smooth Finish
  - Saw-Cut Joints
  - Dark Surface Aggregate
- Feature Strip in Commercial/Special Areas
  - Permeable Granite Unit Pavers at Curb
  - Granite Unit Pavers at Building Edge
  - Recycled Glass/Art Inserts







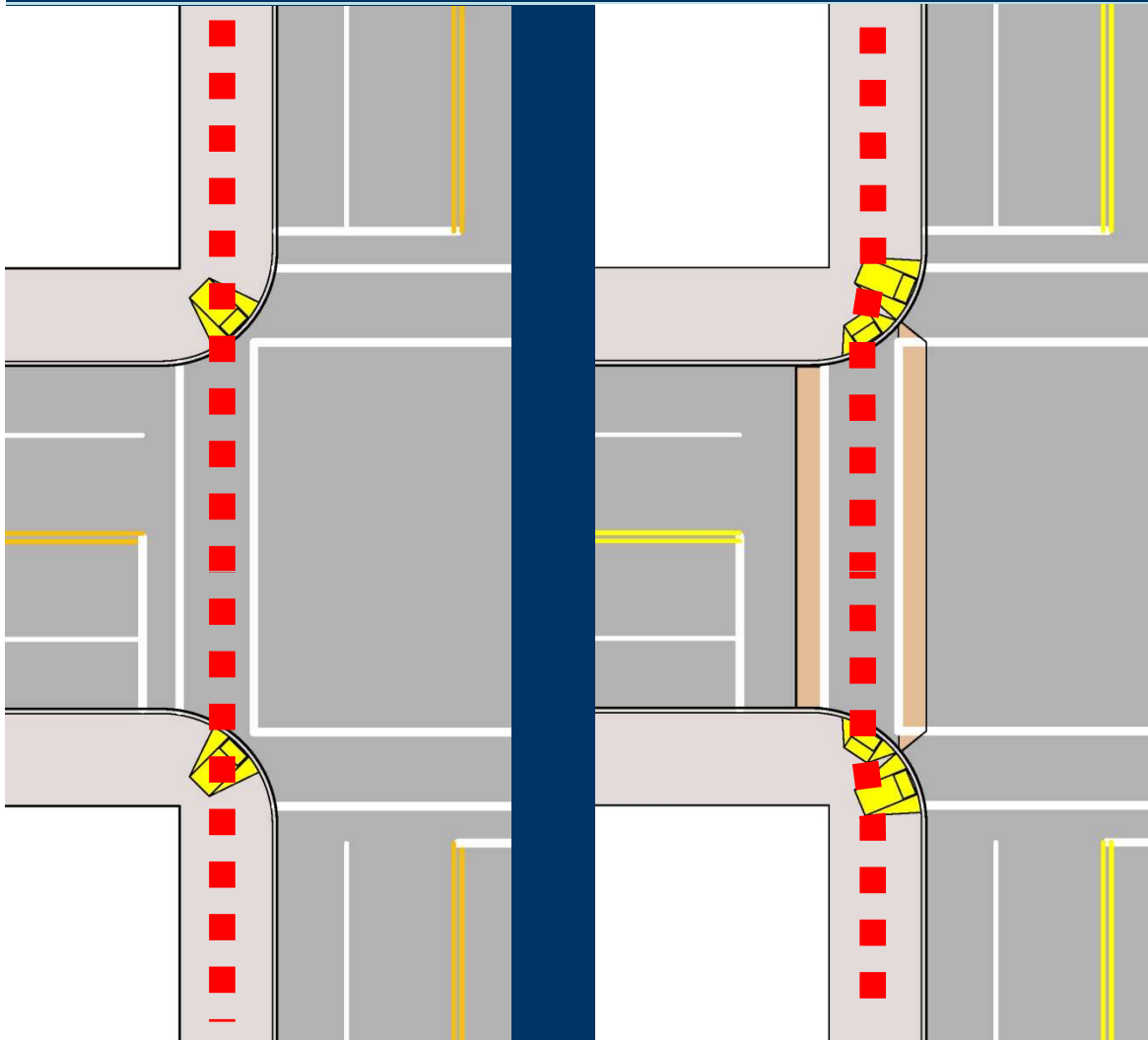
# Crosswalks

- Traditional Ladder Crosswalks
- Explore Raised Crosswalks Across Side Streets in Special Areas (3"-up 3"-down)





# Raised Crosswalks



## 3-UP 3-DOWN CROSSWALK

Shorter slope

Less shift of pedestrian path

Requires 2 handicapped ramps



# Street Tree Plantings

- Plant trees with wide canopies by either widening the sidewalk or planting behind the sidewalk
- Group species to create uniformity and maximize visual impact
- Use appropriate spacing
  - 30-40' on center for spreading trees
  - 20-25' on center for narrow trees
- Avoid a monoculture; plant for a variety of color, form and texture
- Provide optimal conditions for tree growth





# Street Tree Plantings

- Trees selected from approved palette
  - Fastigiatae Oak
  - Ginkgo Biloba
  - Columnar Zelkova
  - Pin Oak
  - Honey Locust
  - Sophora
  - Frontier Elm

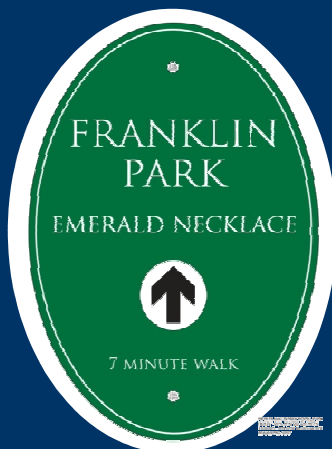




# Wayfinding



- Direct drivers to public lots
- Expand existing sign programs to cover critical decision points





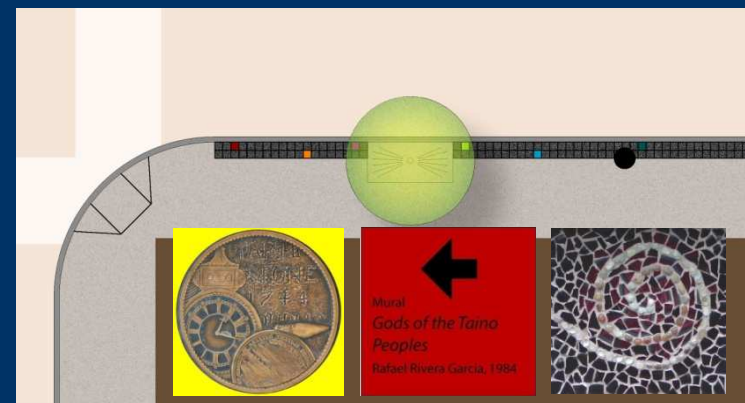


# Art Opportunities

## Create a Jamaica Plain Arts Walk

- Look for opportunities for major art installations
- Include art in feature strip
- Organize existing art and other cultural artifacts along the corridor

– Browne Fund





# Street Furniture

- Benches

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



- Trash Receptacles

- Solar Compactor



- Bike Racks

- Boston Standard
- Art Bike Racks in Special Areas





# Meeting Agenda

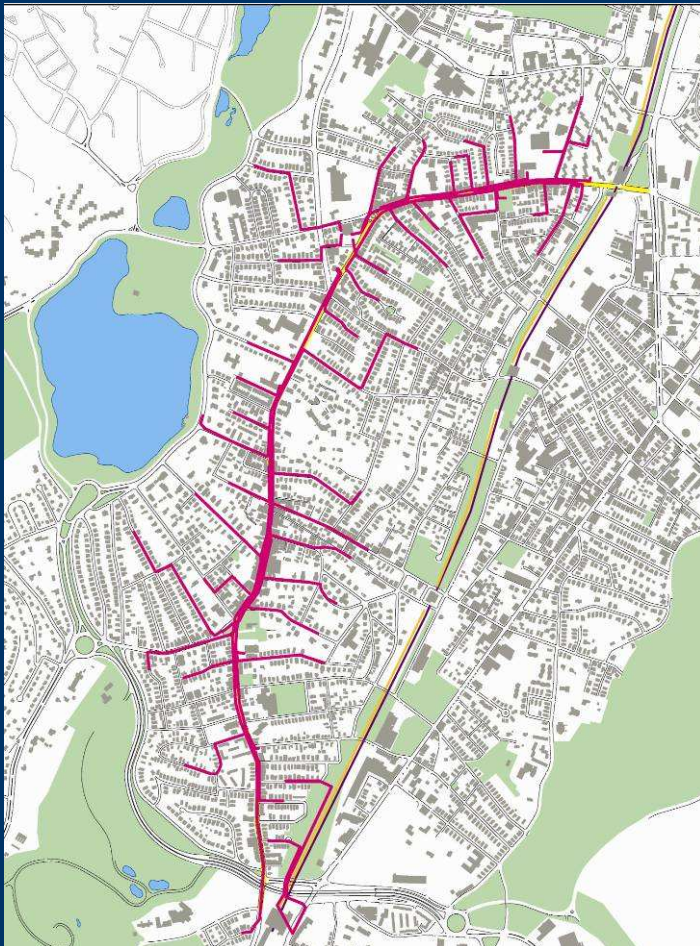
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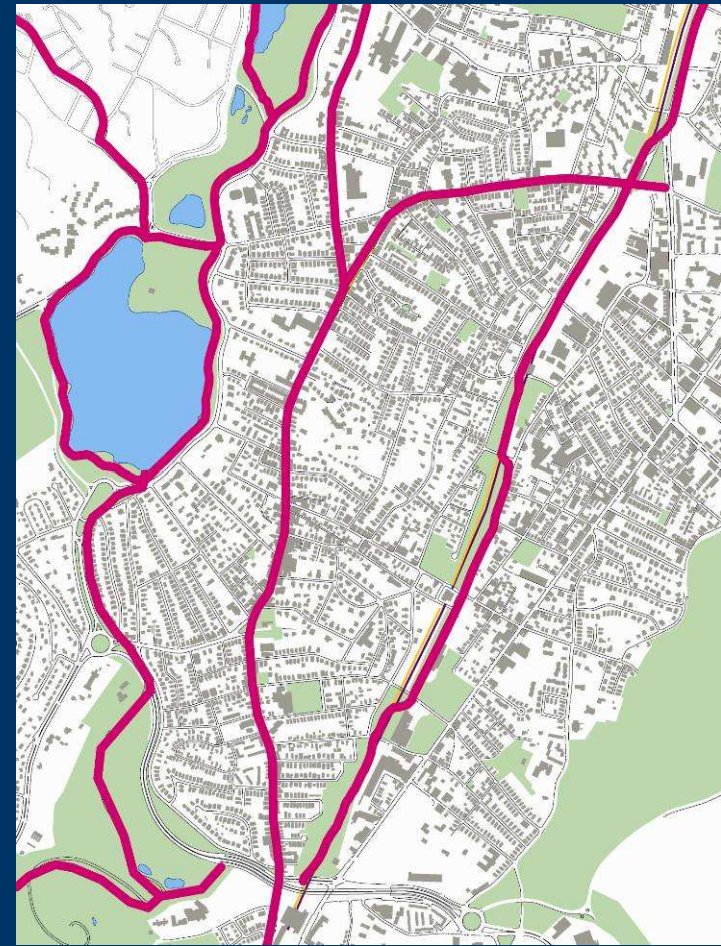


# Bike Connections

## Local Connections



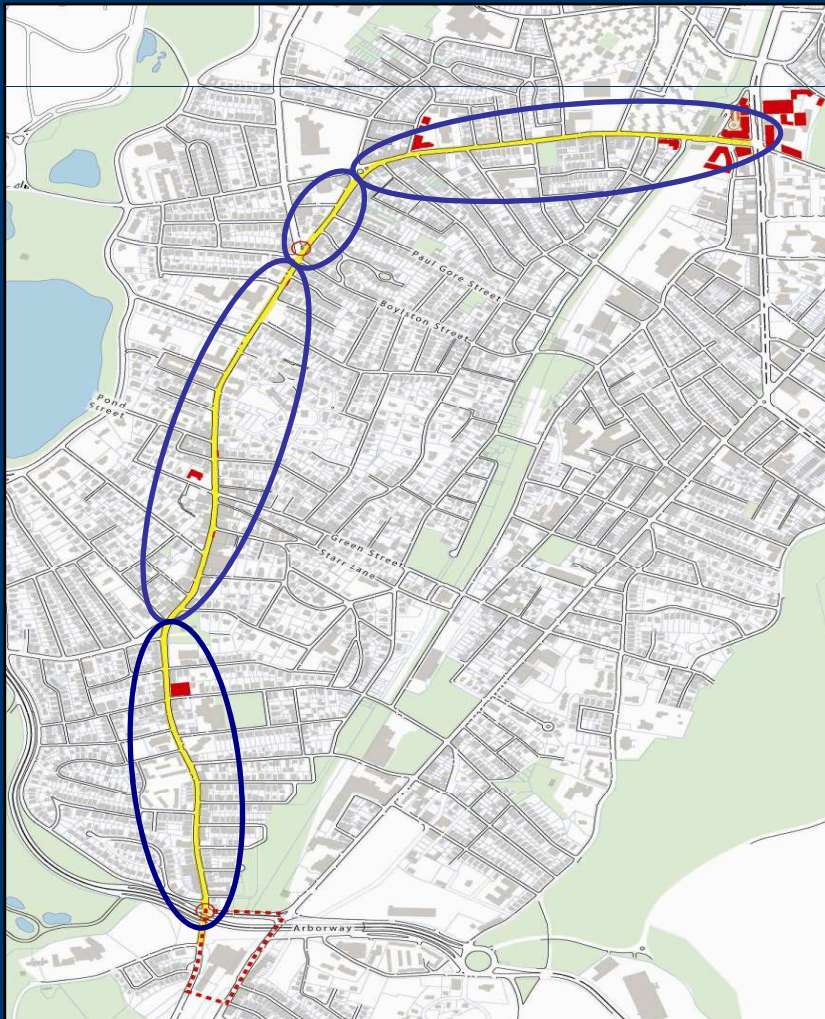
## Regional Connections







# Segments – Functional Review



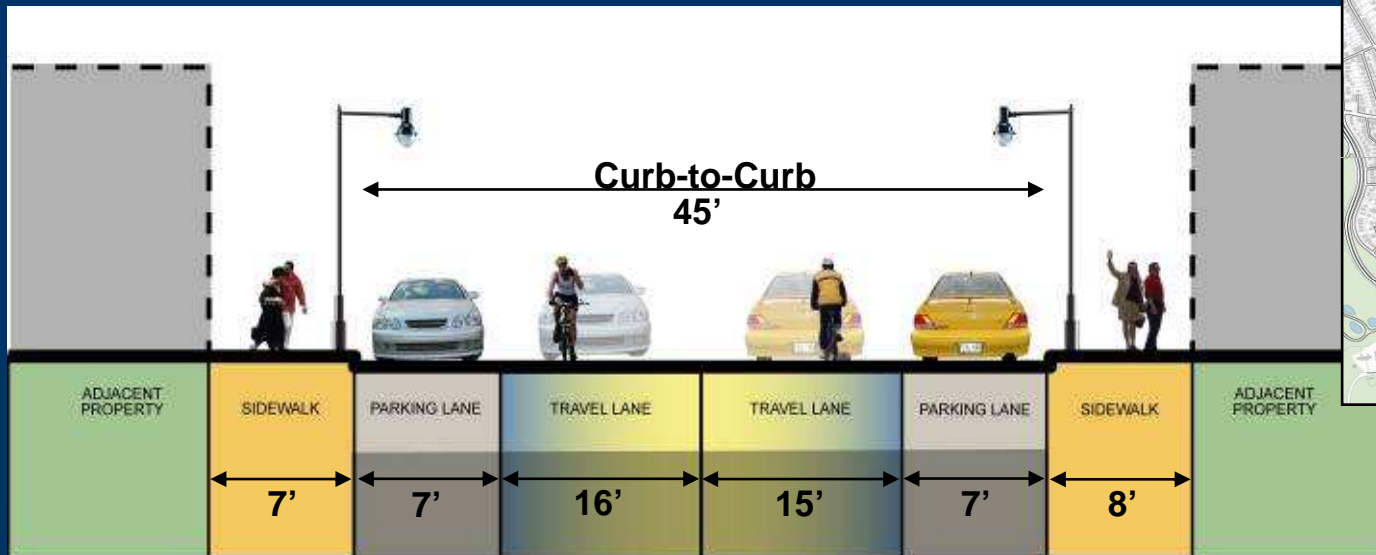
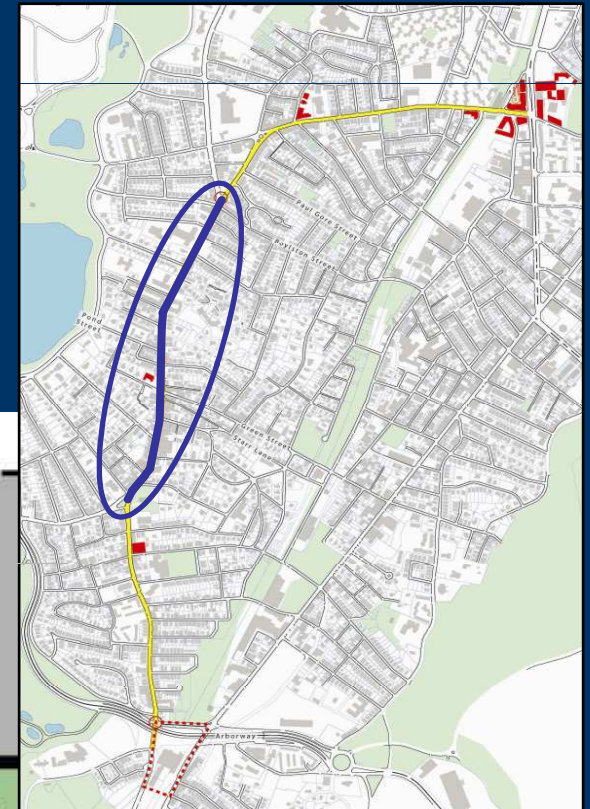
## Key Questions

- Balance of right-of-way uses
- Corridor-wide vs. segment
- Street width varies
  - Curb-to-curb: 38' - 45'
  - Right-of-way: 53' - 62'



# Existing Conditions – Centre Street

## South Huntington to Monument Square *Sample Cross-Section*

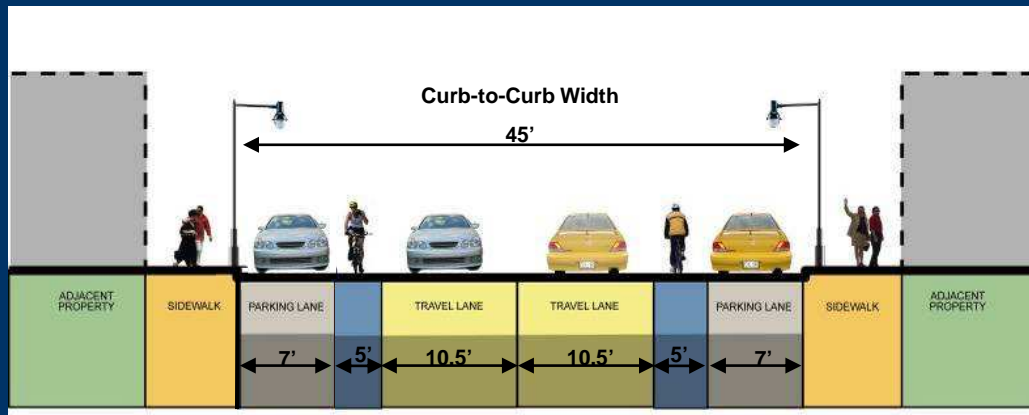


**Shared Lane - Cars + Bikes - Parking Both Sides**





# Centre St: S. Huntington to Monument

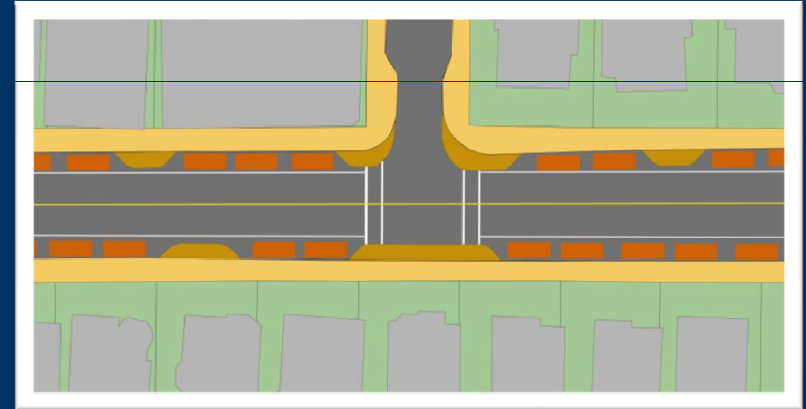




# Alternatives



Bicycle Lanes



Intermittent Widening

Wider Sidewalks



Wider Sidewalks & Bicycle Lanes





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- **Next Design Locations**
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# Design Projects



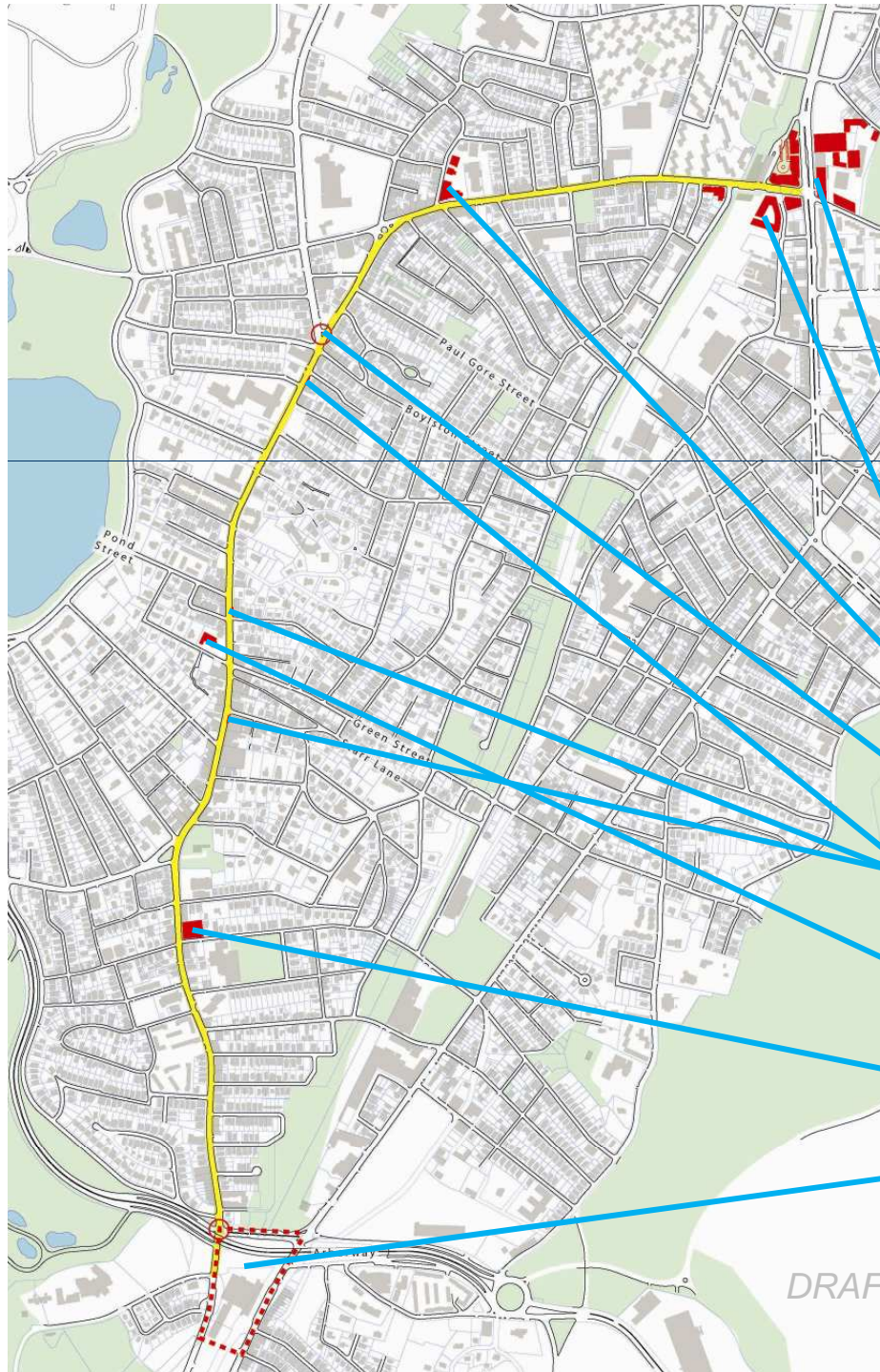
- Design begun on two “nodes”
  - Hyde Square
  - Monument Square
- Choose two more projects
  - Segments as projects
  - Create a continuous environment

DRAFT – 1/22/10





# Current Projects



**Jackson Square**

**270 Centre Street**

**Blessed Sacrament**

**Signal Improvements**

**Curb Extensions – Route 39**

**Baptist Church Reconstruction**

**South Street Mall**

**Forest Hills Action Plan**

DRAFT – 1/22/10

**List to be updated with  
additional projects**





# Evaluation Matrix

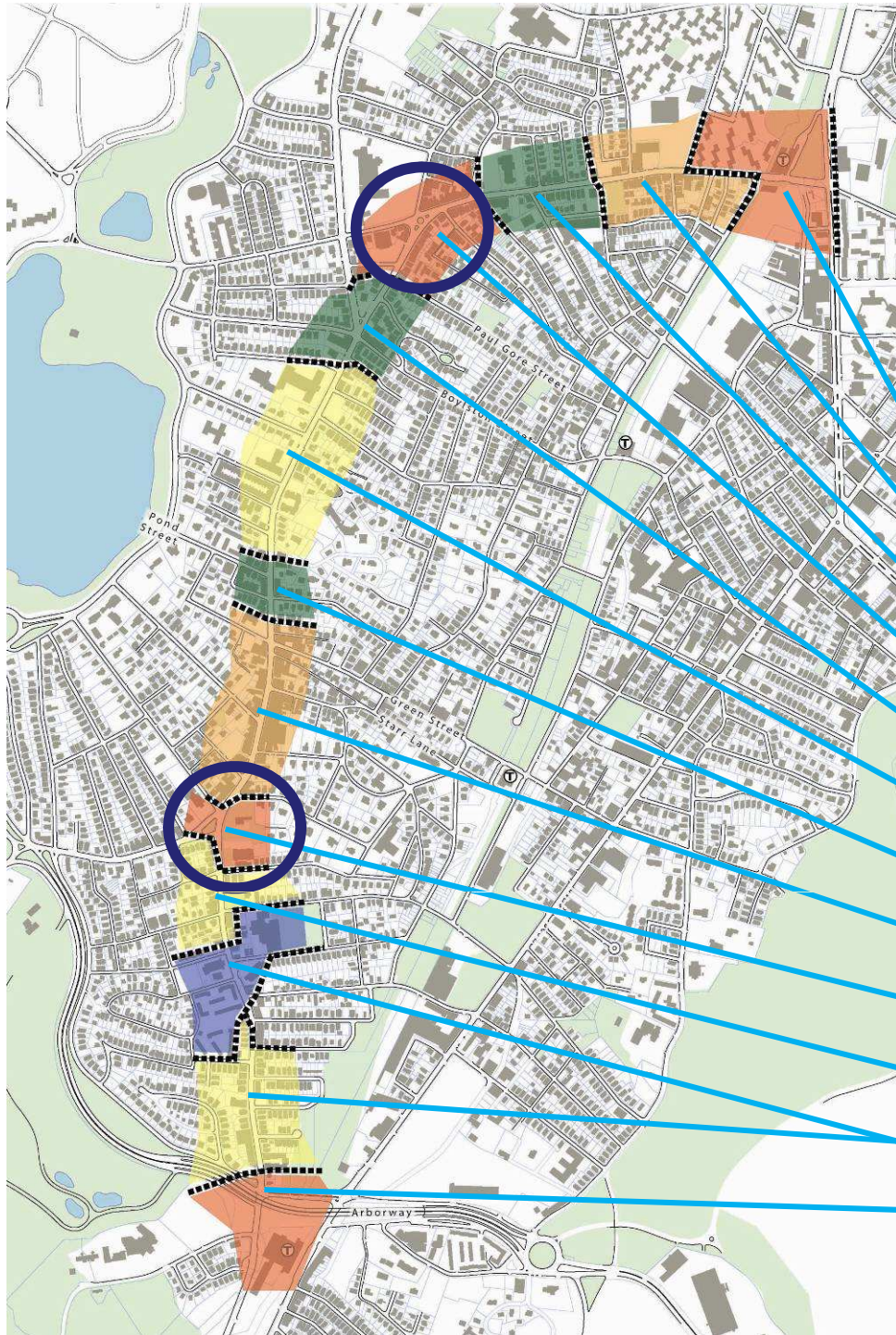
- **Density of Opportunity**
- **Connections to Major Destinations**
- **Level of Activity**
- **Visibility**
- **Ease of Implementation**
- **Catalyst for Private Improvement**
- **Need**

## Scale

- 2 ●
- 1 ◐
- 0 ○



# 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

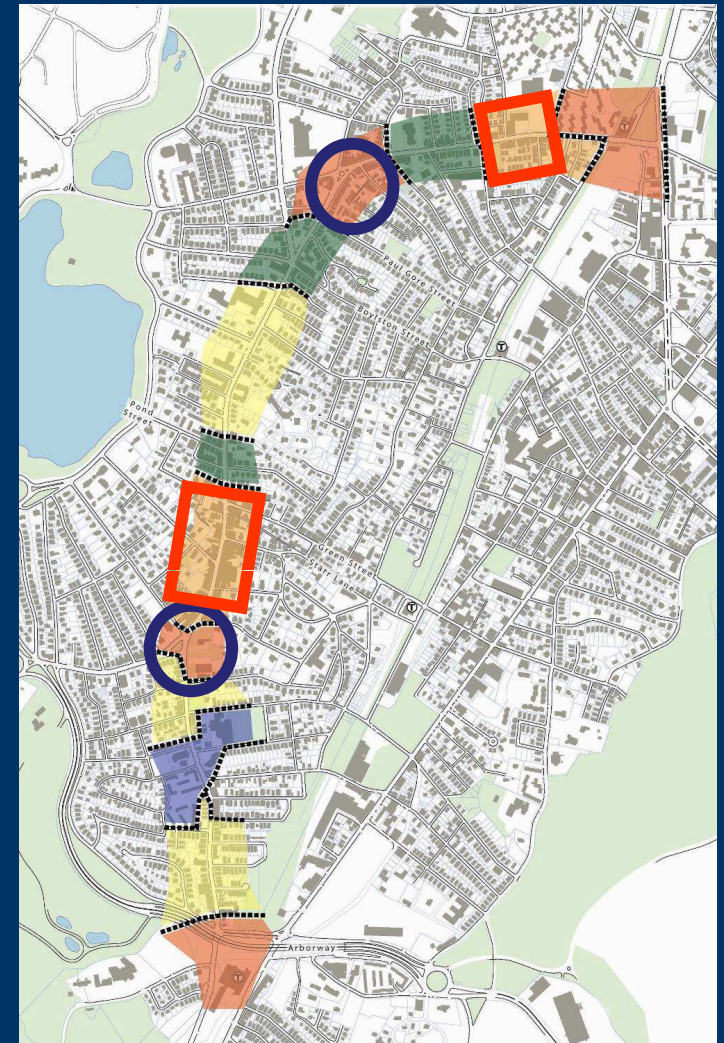




# Projects

## TEAM RECOMMENDATIONS

- **Stop & Shop/Mozart Park**
  - *Adds to Jackson Square improvements, new development*
  - *Many different improvements possible*
  - *Many users*
  - *Significant positive visual impact*
  - *Improvements needed*
- **JP Center/Commercial District**
  - *Many different improvements possible*
  - *Reinforces many connections off-corridor*
  - *Many users*
  - *Significant positive visual impact*





# Meeting Agenda

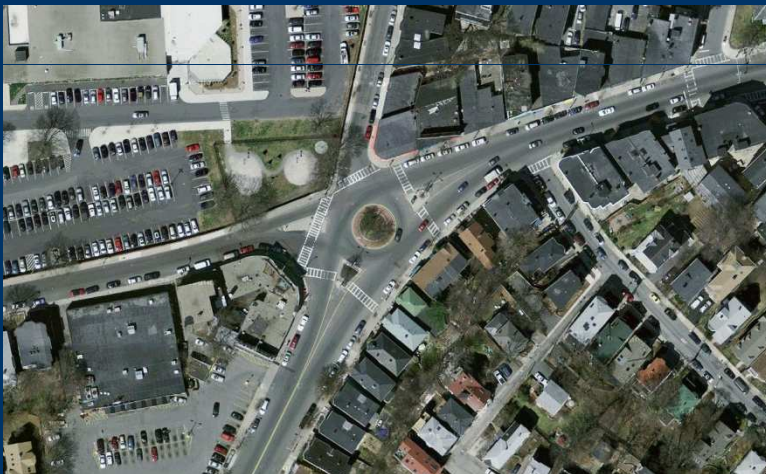
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# Selected Locations

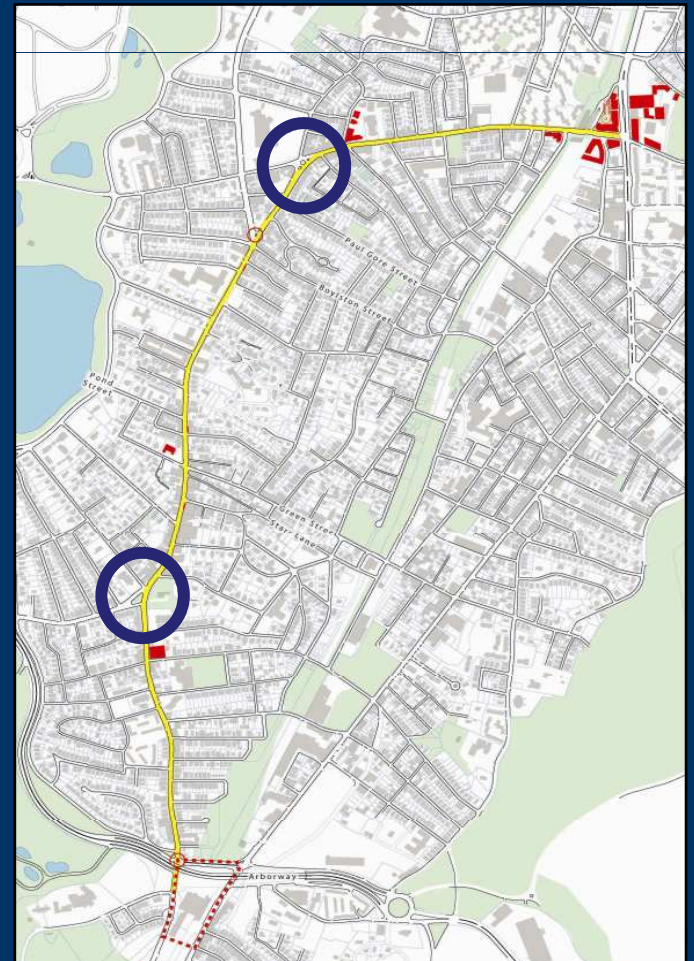
## *Hyde Square & Monument Square*



Hyde Square



Monument Square





# Hyde Square

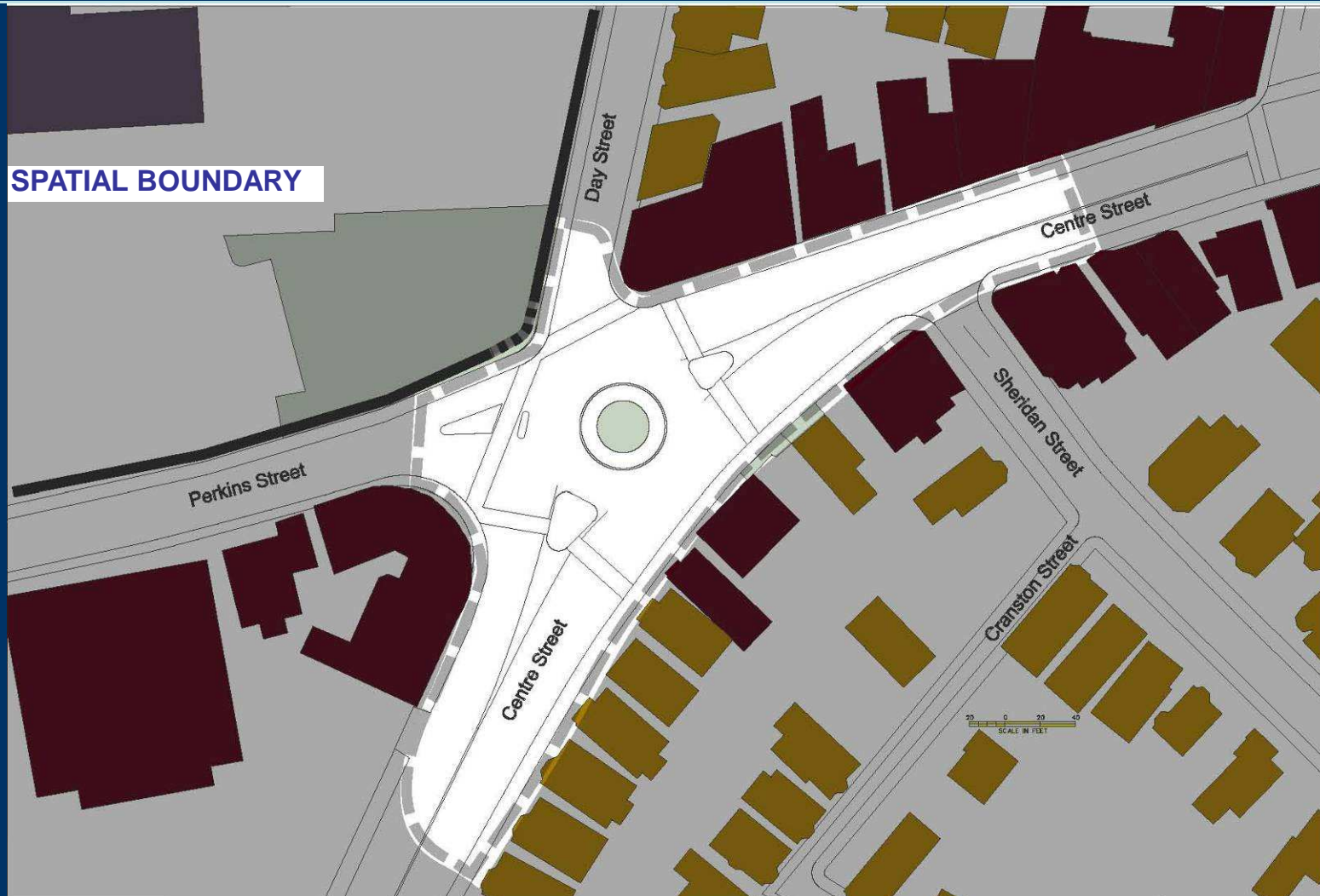
EXISTING CONDITIONS







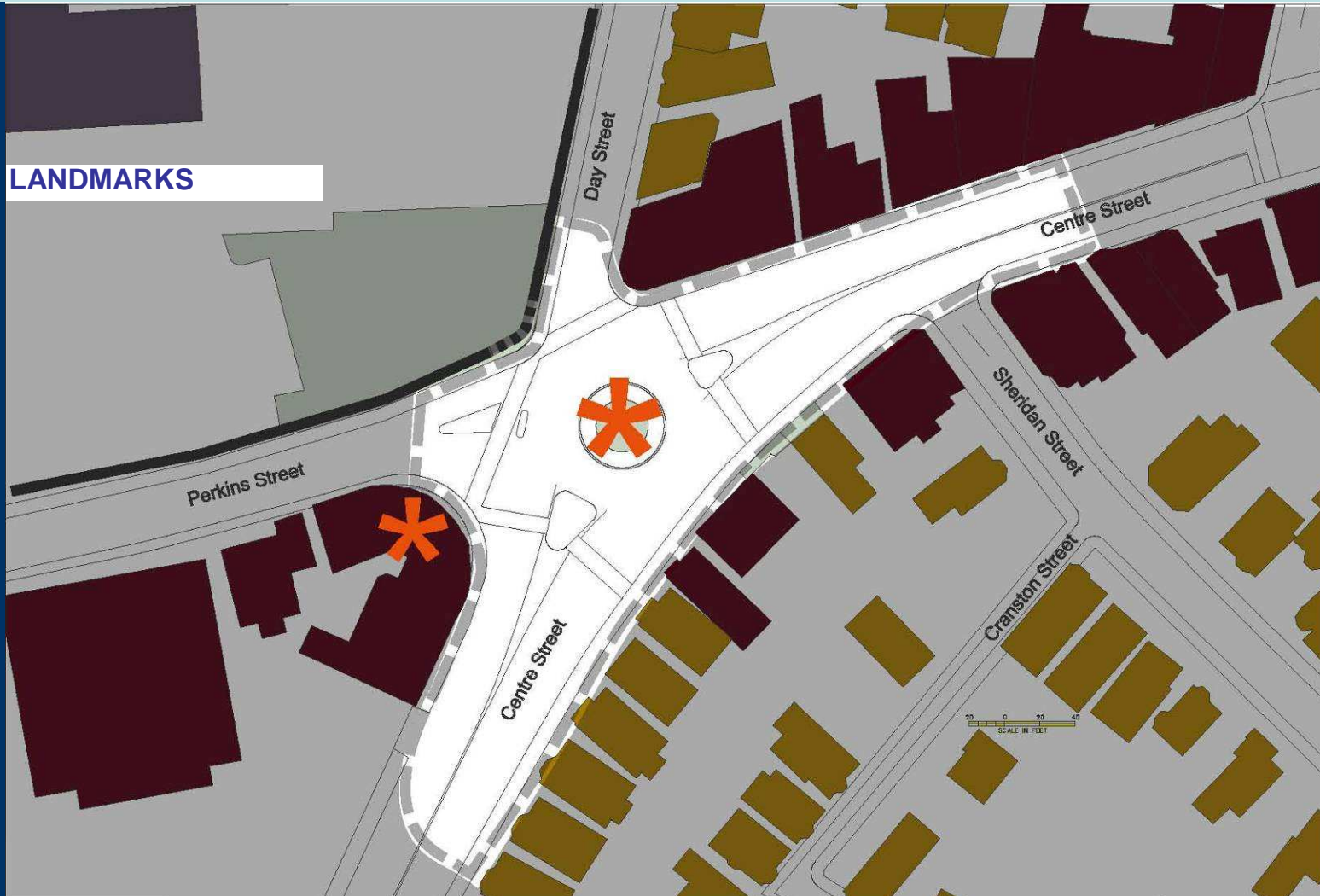
# Hyde Square





# Hyde Square

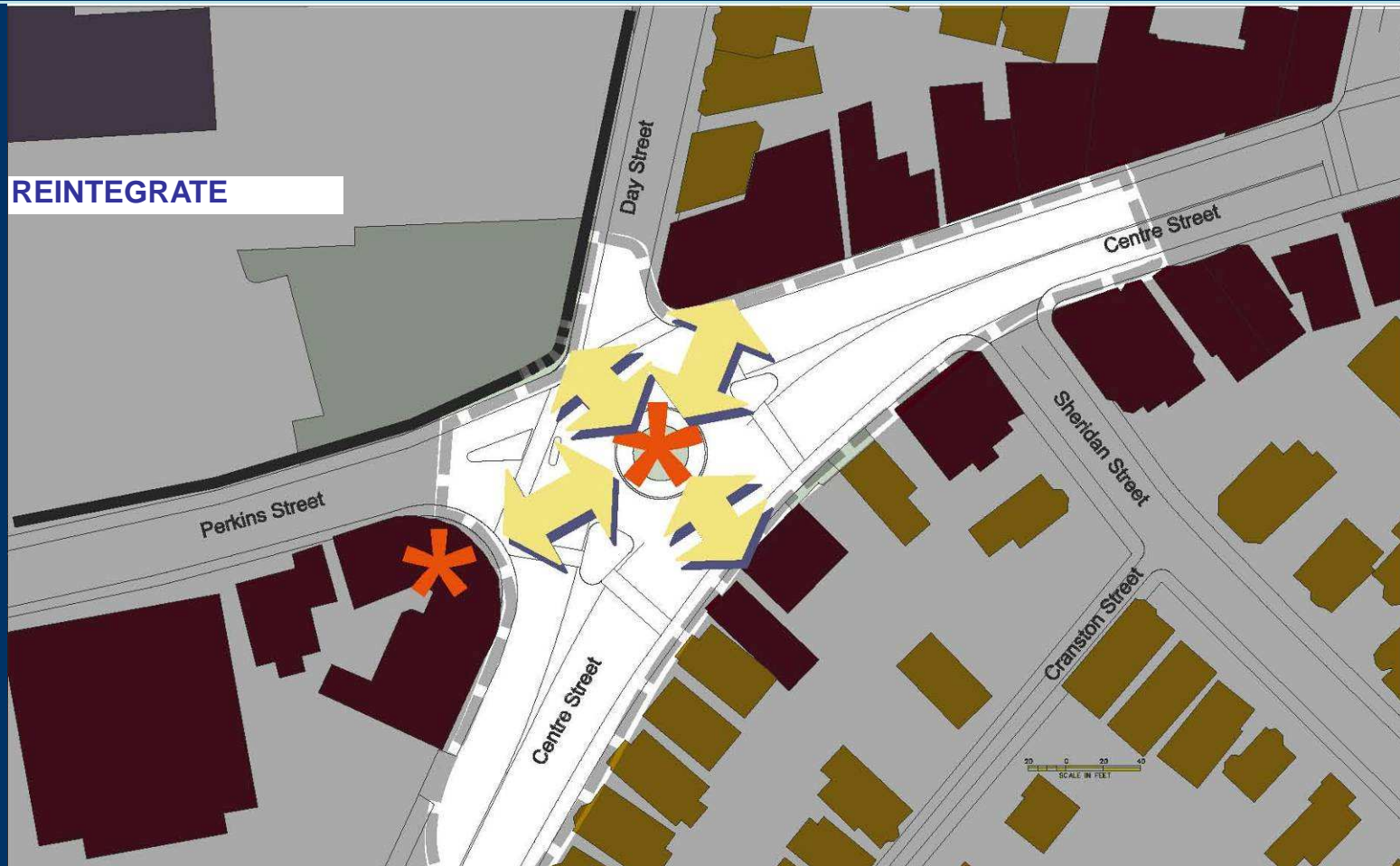
LANDMARKS







# Hyde Square





# Hyde Square

RECLAIM SPACE FROM  
STREET







# Hyde Square

REMEDY





# 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





# Hyde Square

## Concept 1





# Hyde Square

## Concept 2

### Pros:

- Distinct separation of vehicular approaches
- Opportunity for large park space on southeast corner of square
- Promenade opportunity along Centre St path
- Widens sidewalk on all corners



### Cons:

- Loss of parking
- Carriage road access to abutters on southeast corner of square
- Breaks continuity of Centre Street
- May require signalization



# Hyde Square

## Concept 2





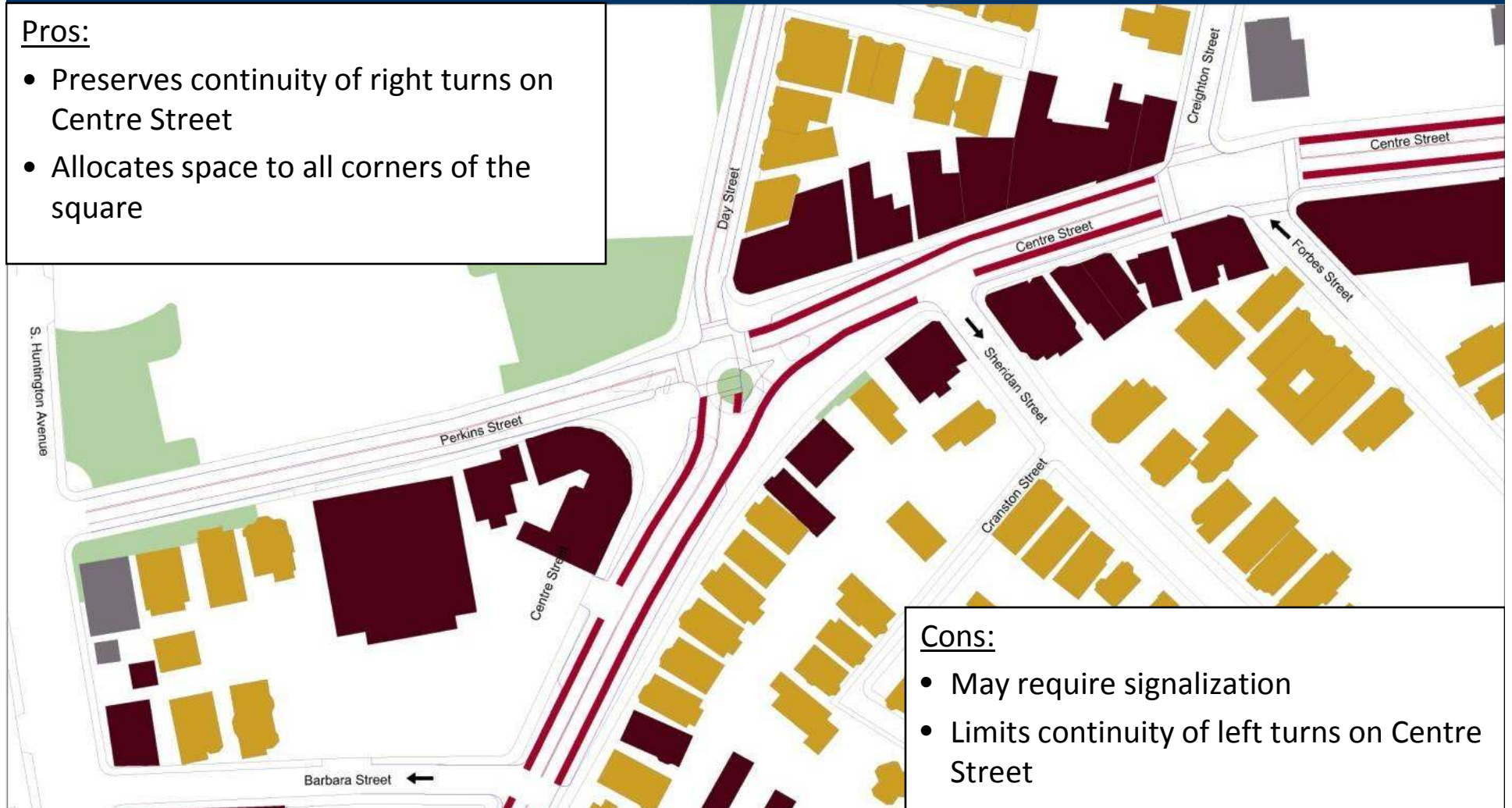


# Hyde Square

## Concept 3

### Pros:

- Preserves continuity of right turns on Centre Street
- Allocates space to all corners of the square



### Cons:

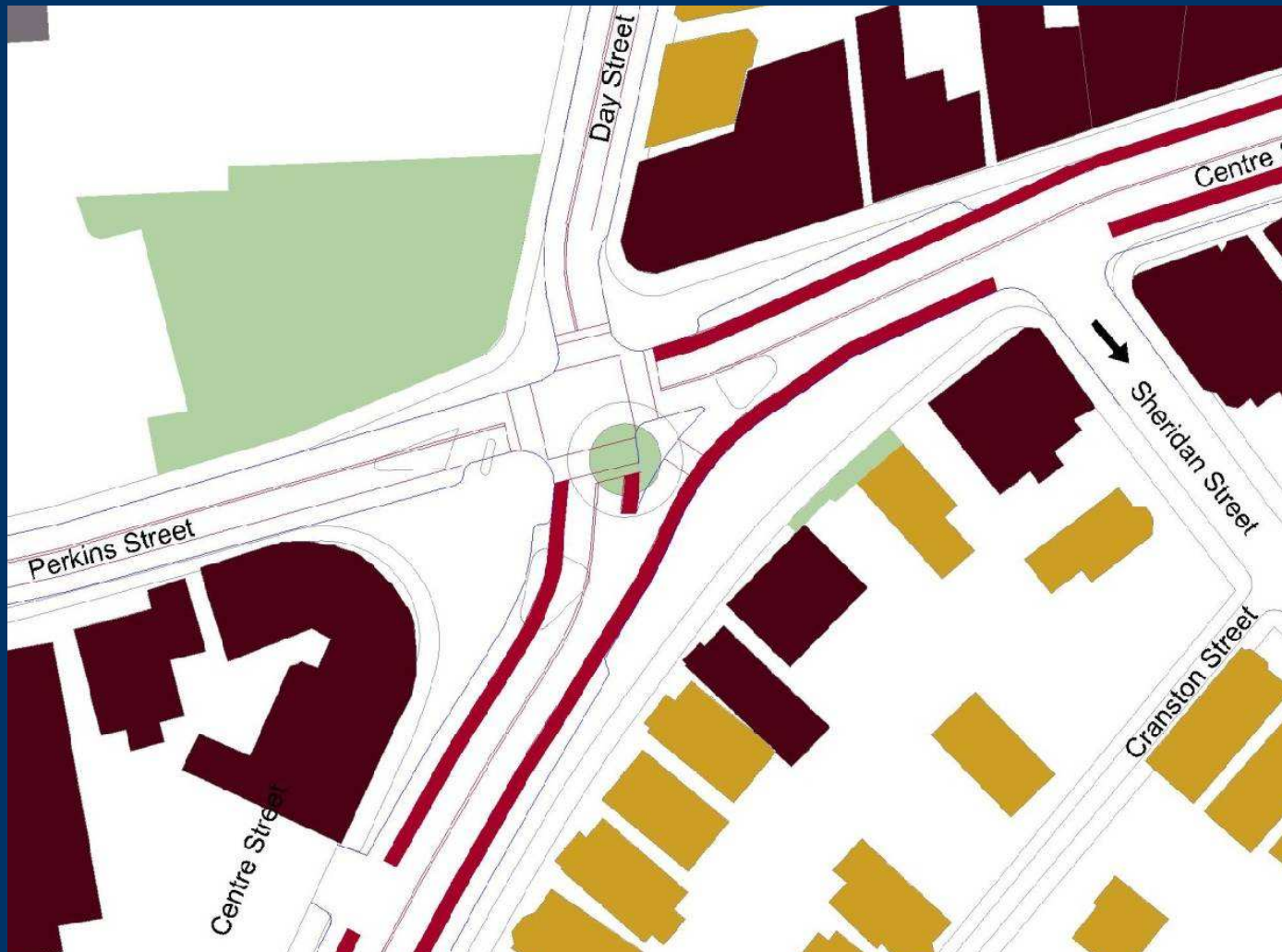
- May require signalization
- Limits continuity of left turns on Centre Street





# Hyde Square

## Concept 3



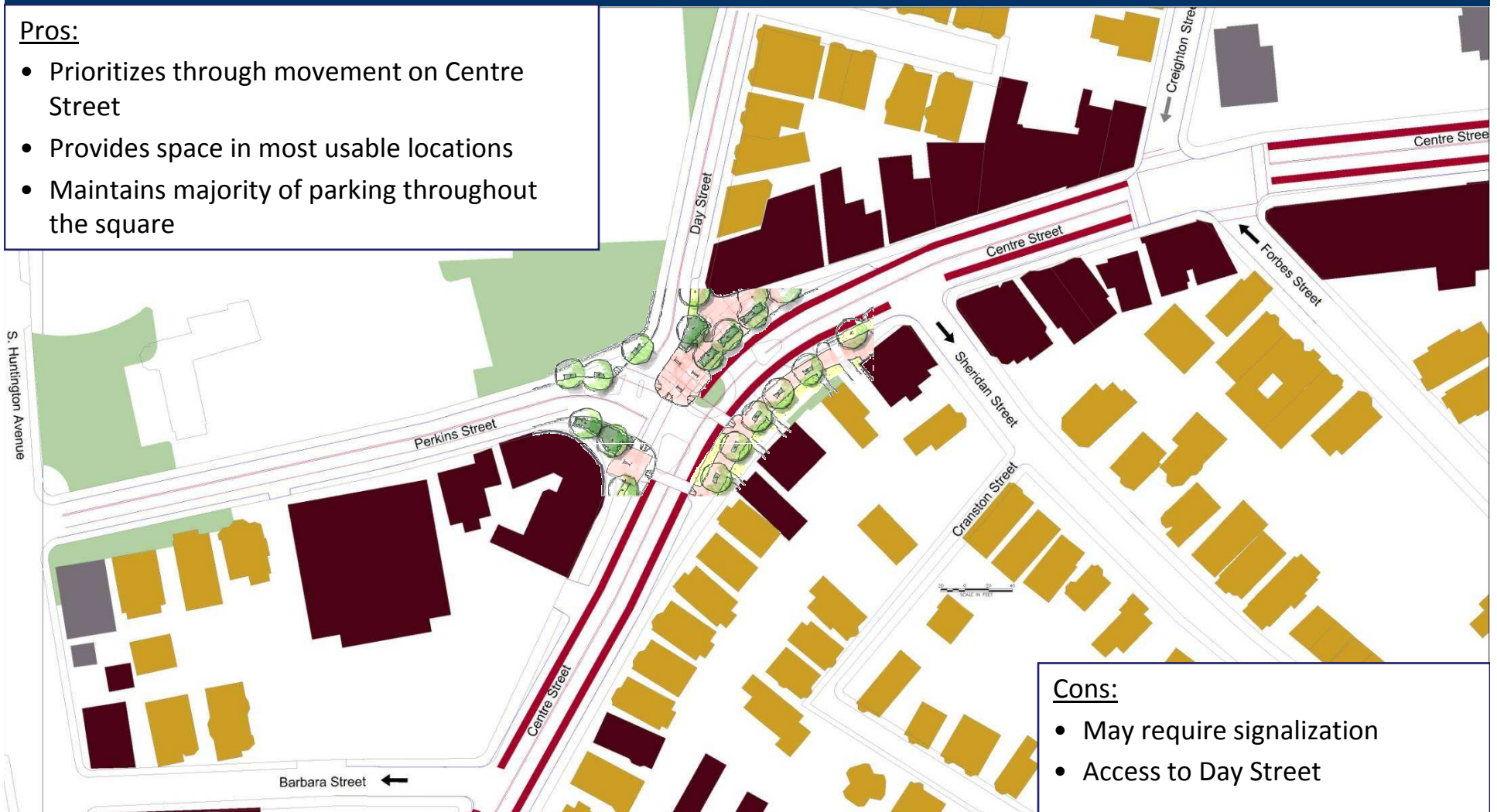


# Hyde Square

## 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







# Alternatives





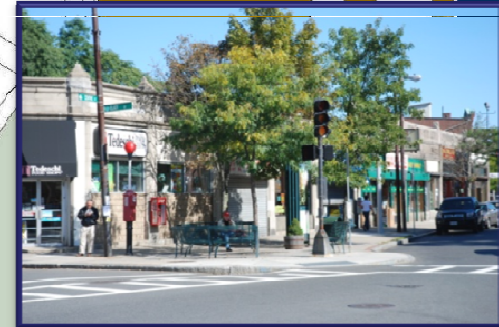
# Recommended Alternatives





# Monument Square

EXISTING CONDITIONS

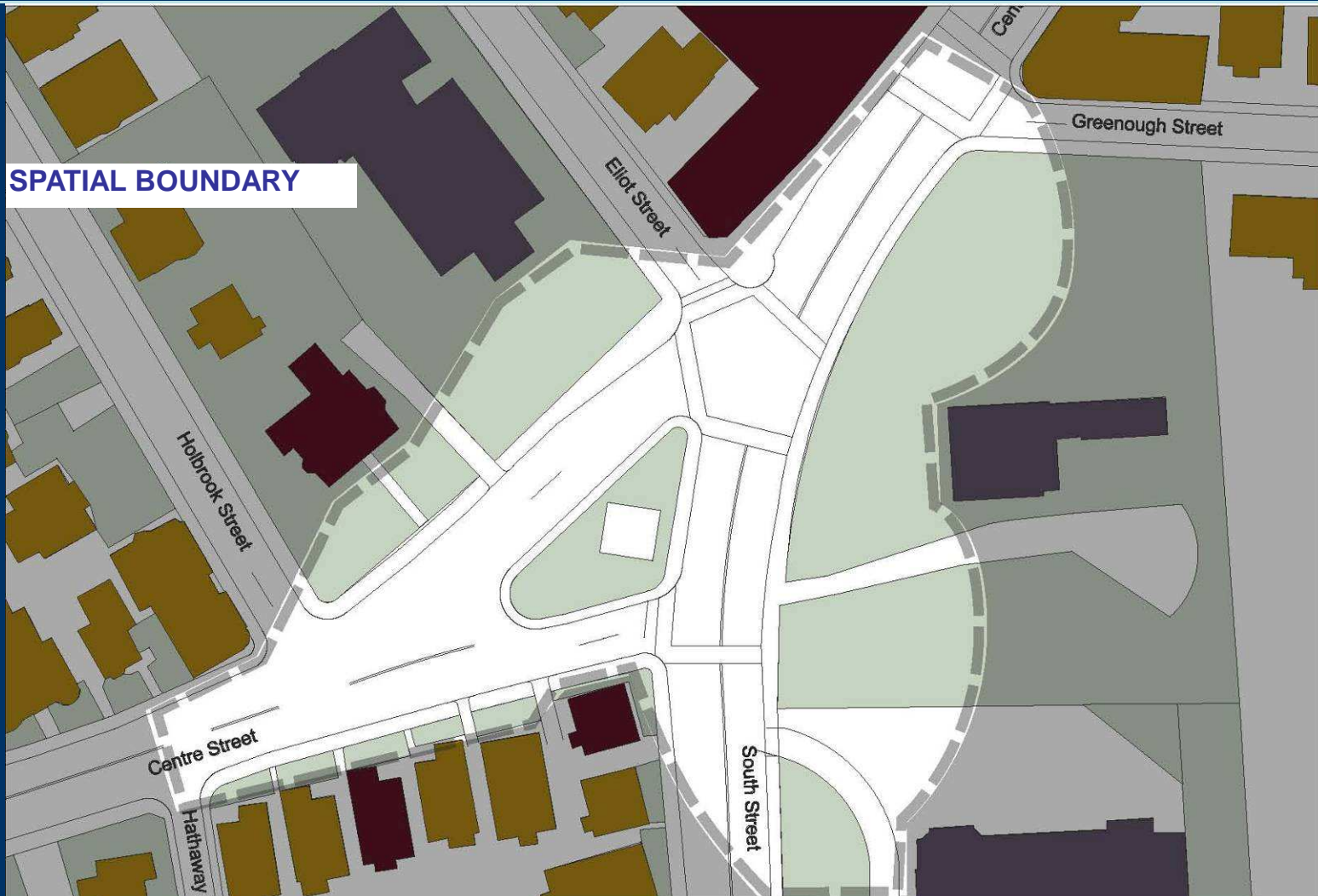






# Monument Square

**SPATIAL BOUNDARY**





# Monument Square

LANDMARKS





# Monument Square

REINTEGRATE

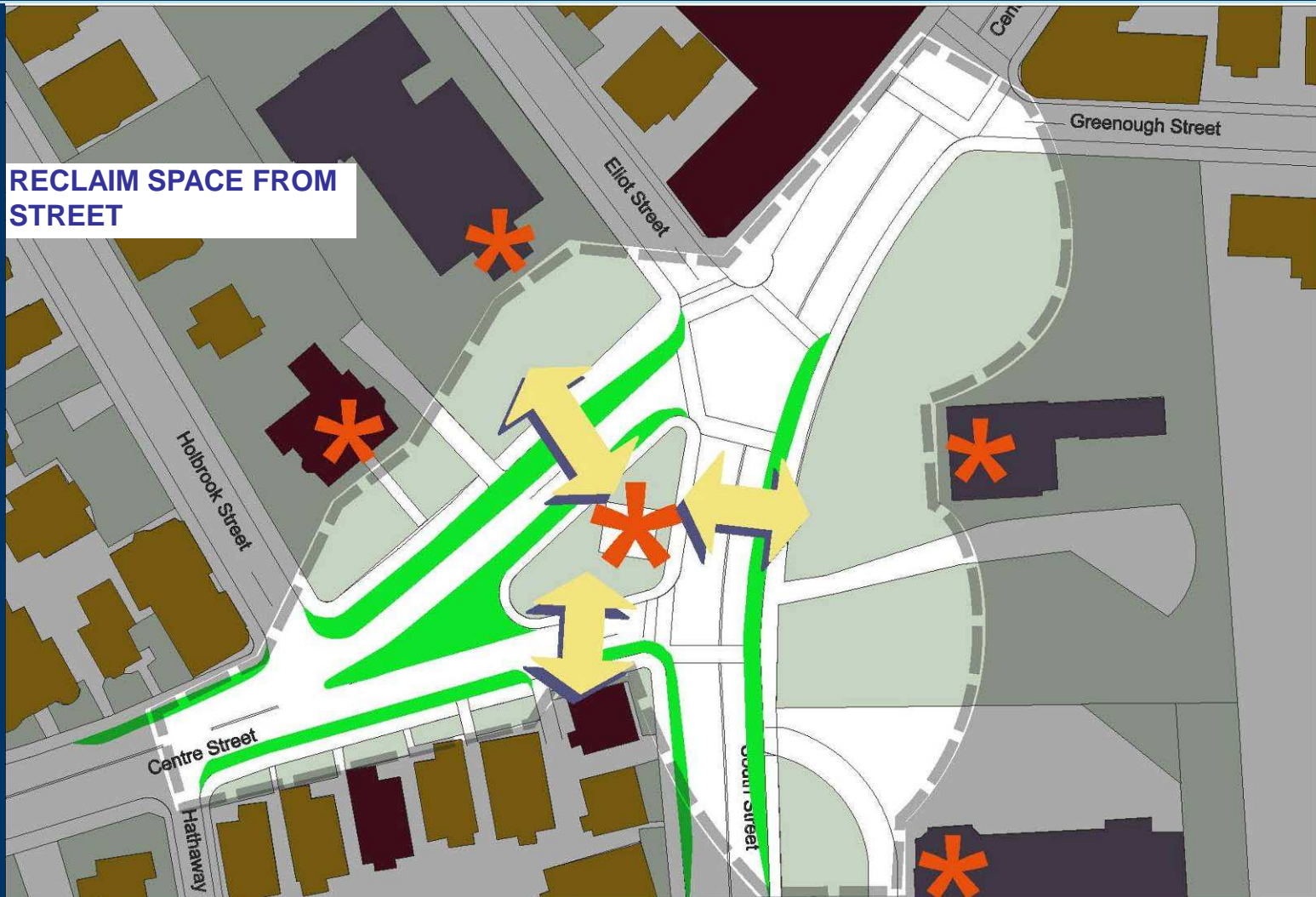






# Monument Square

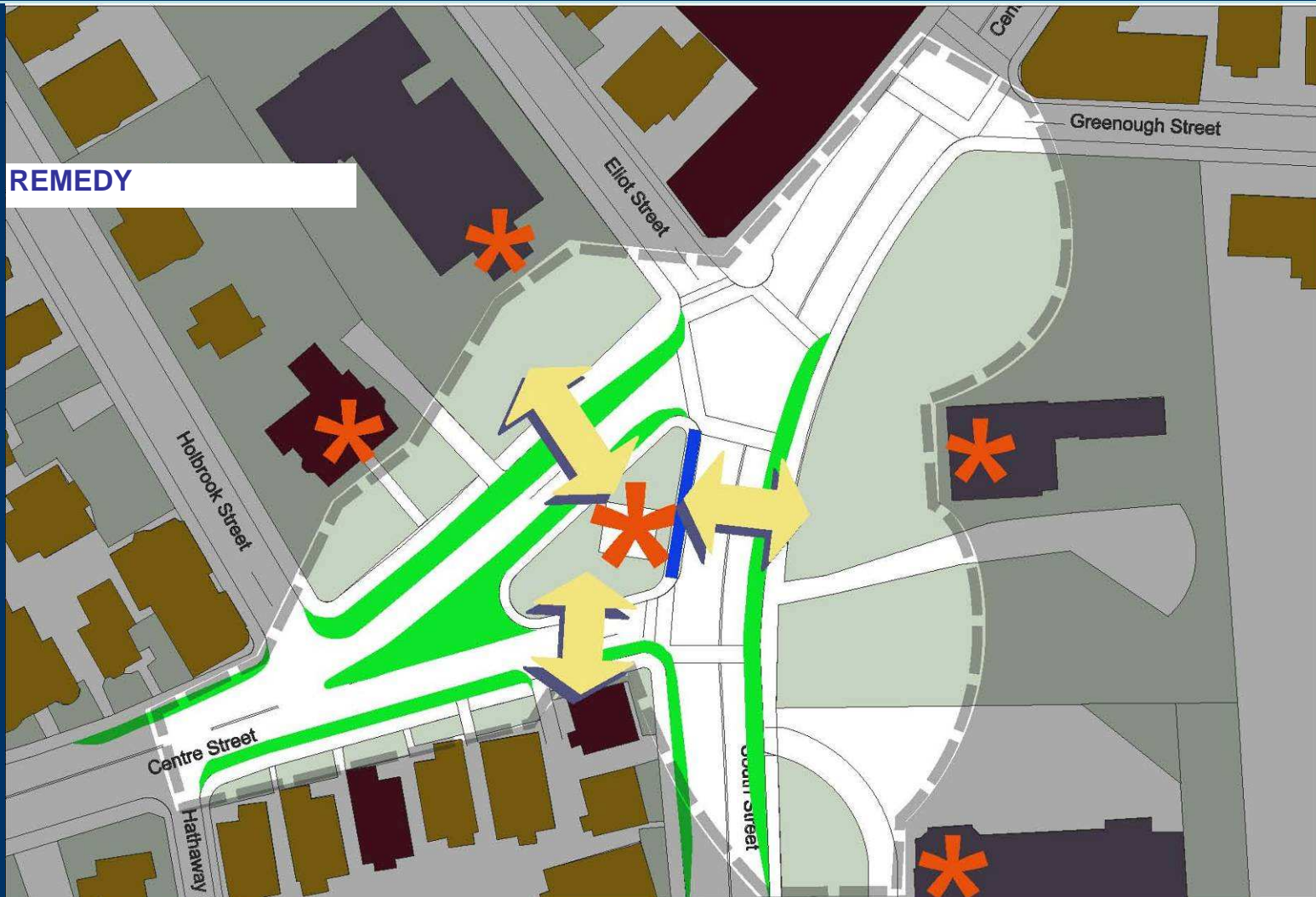
RECLAIM SPACE FROM  
STREET





# Monument Square

REMEDY





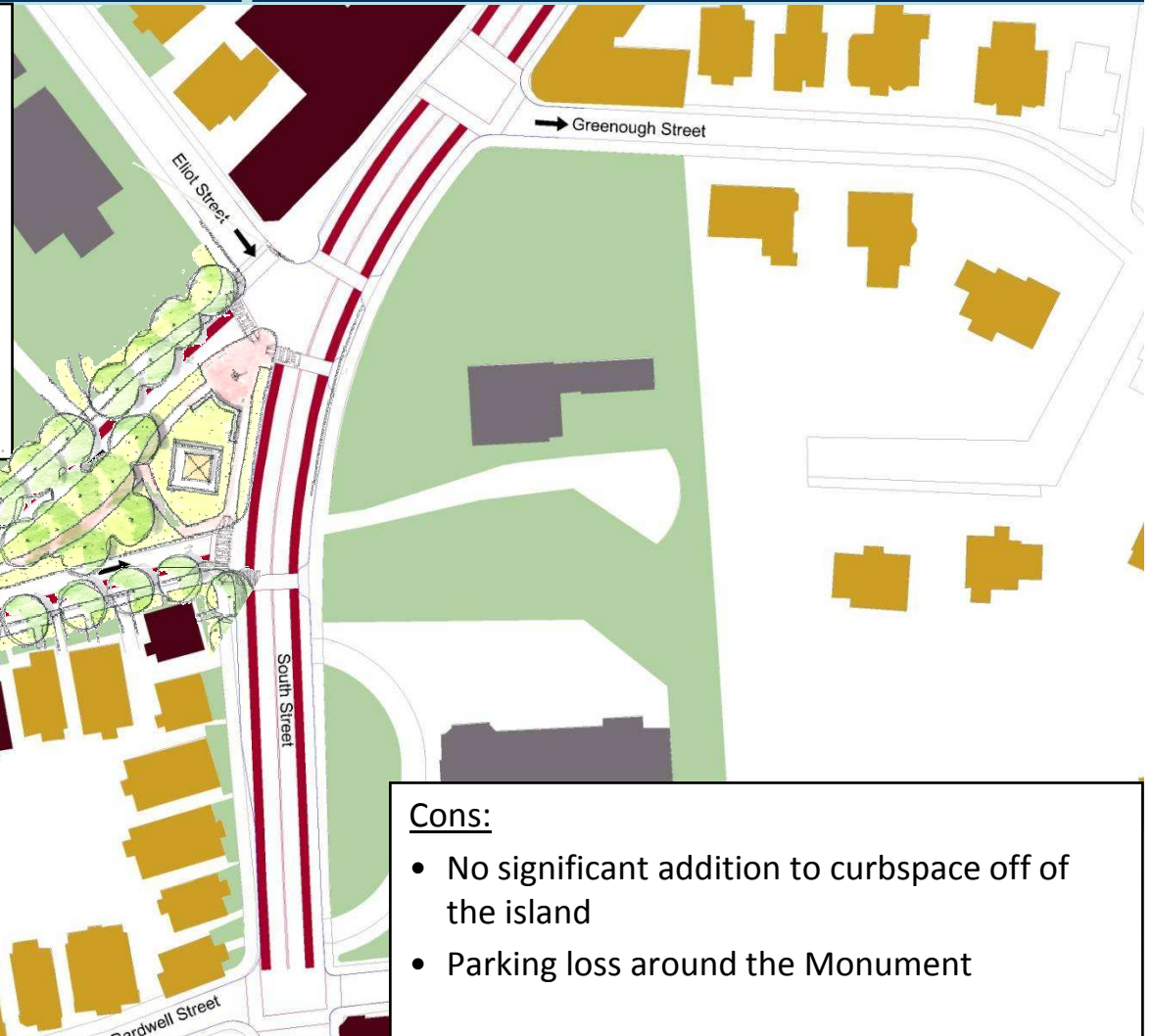


# Monument Square

## 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



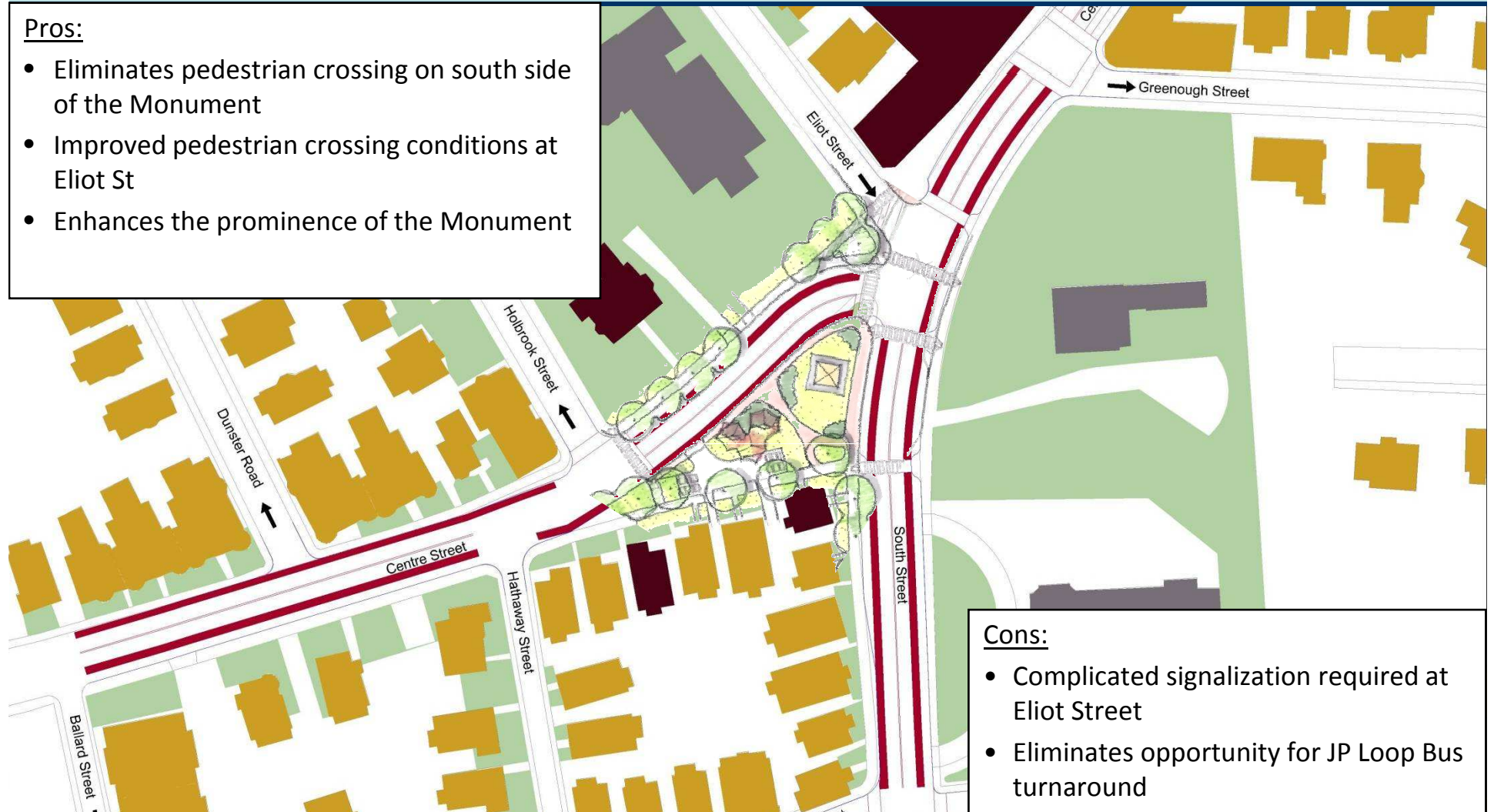


# Monument Square

## 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





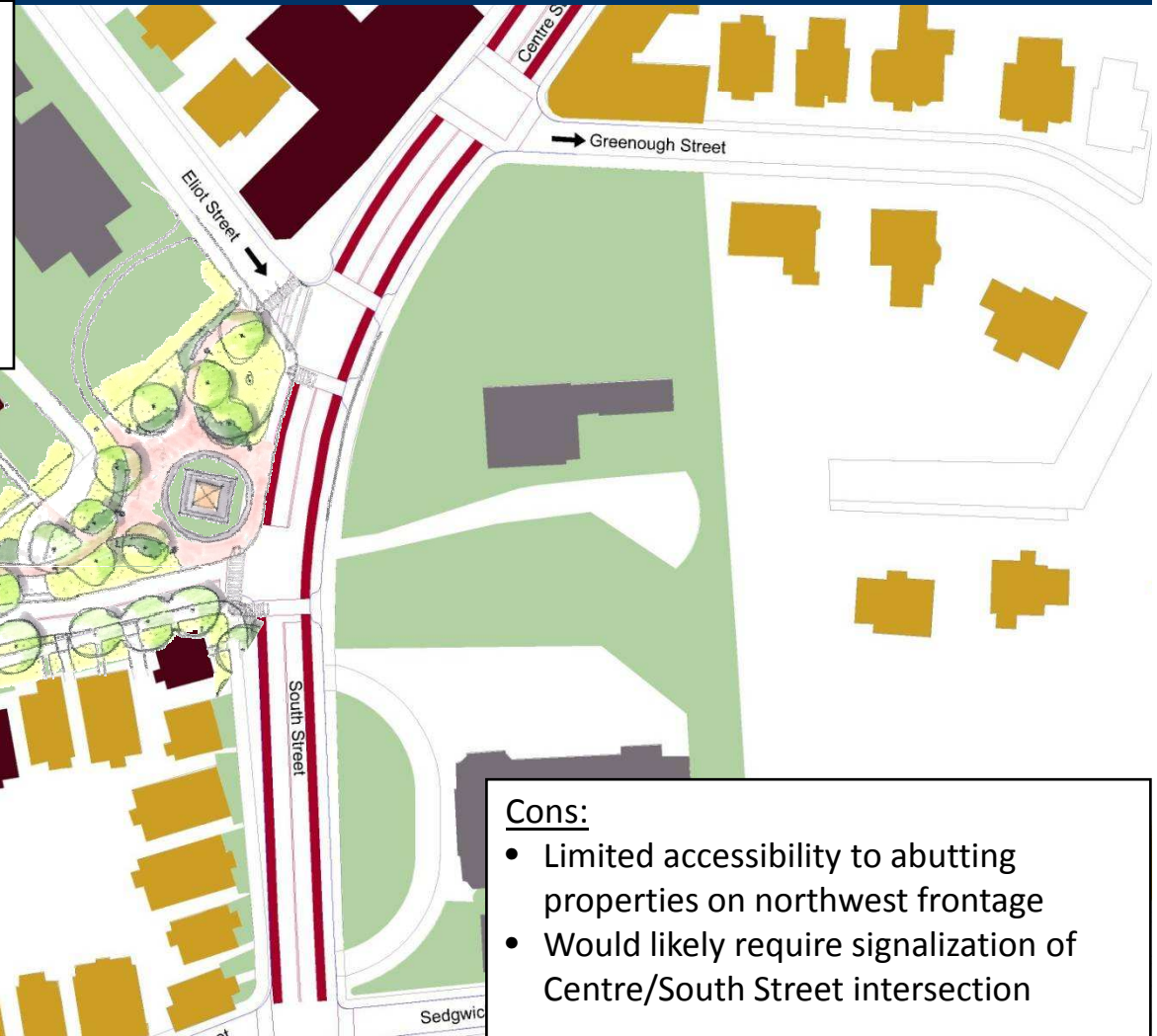


# Monument Square

## 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





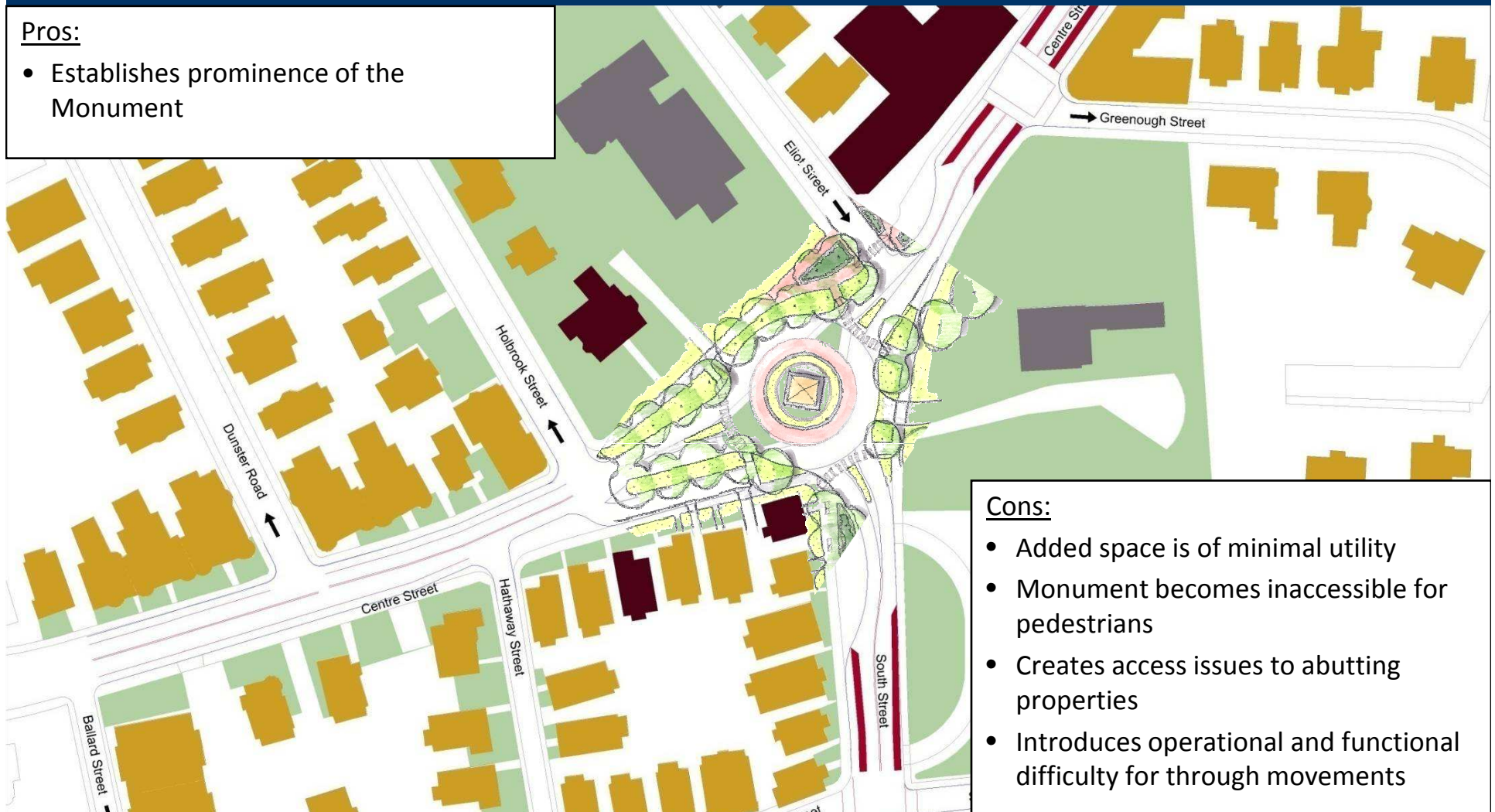


# Monument Square

## 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





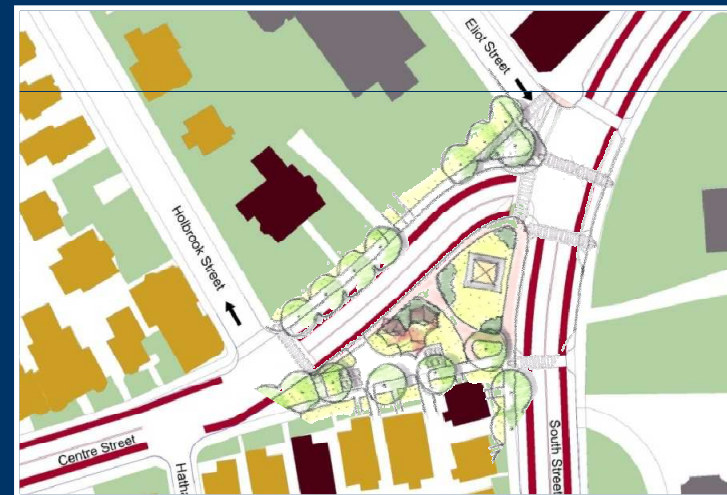
# Monument Square

## Concept 4





# Alternatives





# Recommended Alternatives







# Next Steps

- CAC Meeting 6 – Feb/March 2010
  - Progress design on initial nodes
  - Initial design second round of locations
  - Modal strategies



# Next Steps

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

**Task 1: Corridor Vision**



**Task 2: Create Corridor Streetscape Guidelines**



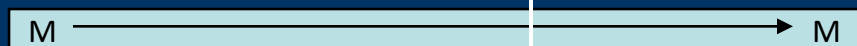
**Task 3: Redesign Transportation Nodes**



**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**

**Thursday, January 28, 2010**

**6:00-8:00 PM**

