

*JP Centre & South Street Corridor
Transportation & Streetscape Action Plan*

Meeting # 11

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

Monday, December 13, 2010

6:00 – 7:30 PM





Meeting Agenda

- Welcome
- Project Overview
- Accomplishments
 - Vision
 - Guidelines
 - Modal Analysis
 - Design Areas
- Next Steps



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Jamaica Plain
Centre/South Street
Transportation Action Plan



Project Overview

Centre/South Corridor

From Forest Hills to
Jackson Square



Project Approach

- Enhance Vitality



- Balance between modes



- Unity with Individuality



- Do It **NOW**





Project Accomplishments

- Developed a Corridor Vision
- Established Design Guidelines
- Redesigned Transportation Nodes
 - Hyde Square
 - Monument Square
 - Mozart Park – Jackson Square
- Completed Modal Analysis

Bicycle

Parking

Transit



Next Steps

- **Final Transportation Action Plan**
 - Winter/Spring 2011
 - Vision, Guidelines, Concept Designs
- **RFP for Concept to 100% Design Issued**
 - Spring/Summer 2011
- **Community process continues through 2011**



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Jamaica Plain Centre/South Street Transportation Action Plan



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 unified...Beautiful, and functional
Special, and ordinary...Connected, and stands alone
is the vision for Jamaica Plain's Centre/South Street corridor.*

A place where all uses and users are functionally and aesthetically integrated in a safe, convenient and accessible environment.



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



The popularity of the stores and services along the corridor require an enhanced pedestrian network.

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



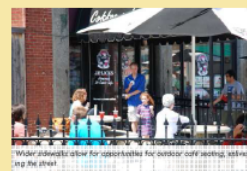
Bright colors and storefronts with high transparency add interest to the sidewalk environment.

Physical infrastructure

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

Cultural infrastructure

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



Outdoor cafe seating for outdoor cafe seating, adding life to the street.

- 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.



Murals combined with the other public art and historic structures, offer the foundation for an "arts and culture walk."

City of Boston Mayor Thomas M. Menino Centre-South Streetscape and Transportation Action Plan JANUARY 2010



Active sidewalks reflect the vitality of the Centre-South corridor and its restaurants.

- Reduce visual sidewalk/street clutter, with attention to removing the catenary poles
- Employ sustainable design strategies for all installations
- Employ sustainable design strategies for all softscape and hardscape installations, to reduce the corridor's carbon footprint, increase energy efficiency, and promote sky lighting.
- Plan appropriate space for community events and celebrations



Seating opportunities for additional sidewalk seating is an important consideration of the vision.

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
- Promote 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.

Pedestrians, bicyclists, and vehicles need to share the public realm, balancing the needs of all.





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 corridor as the local and regional center of Jamaica Plain





“Great Streets” criteria

*“Not all streets that have these qualities are great streets,
but all great street have these qualities.”*

from Great Streets by Allan B. Jacobs

1. Space to walk with
some leisure

2. Physical comfort

3. Definition

4. Qualities that
engage the eye

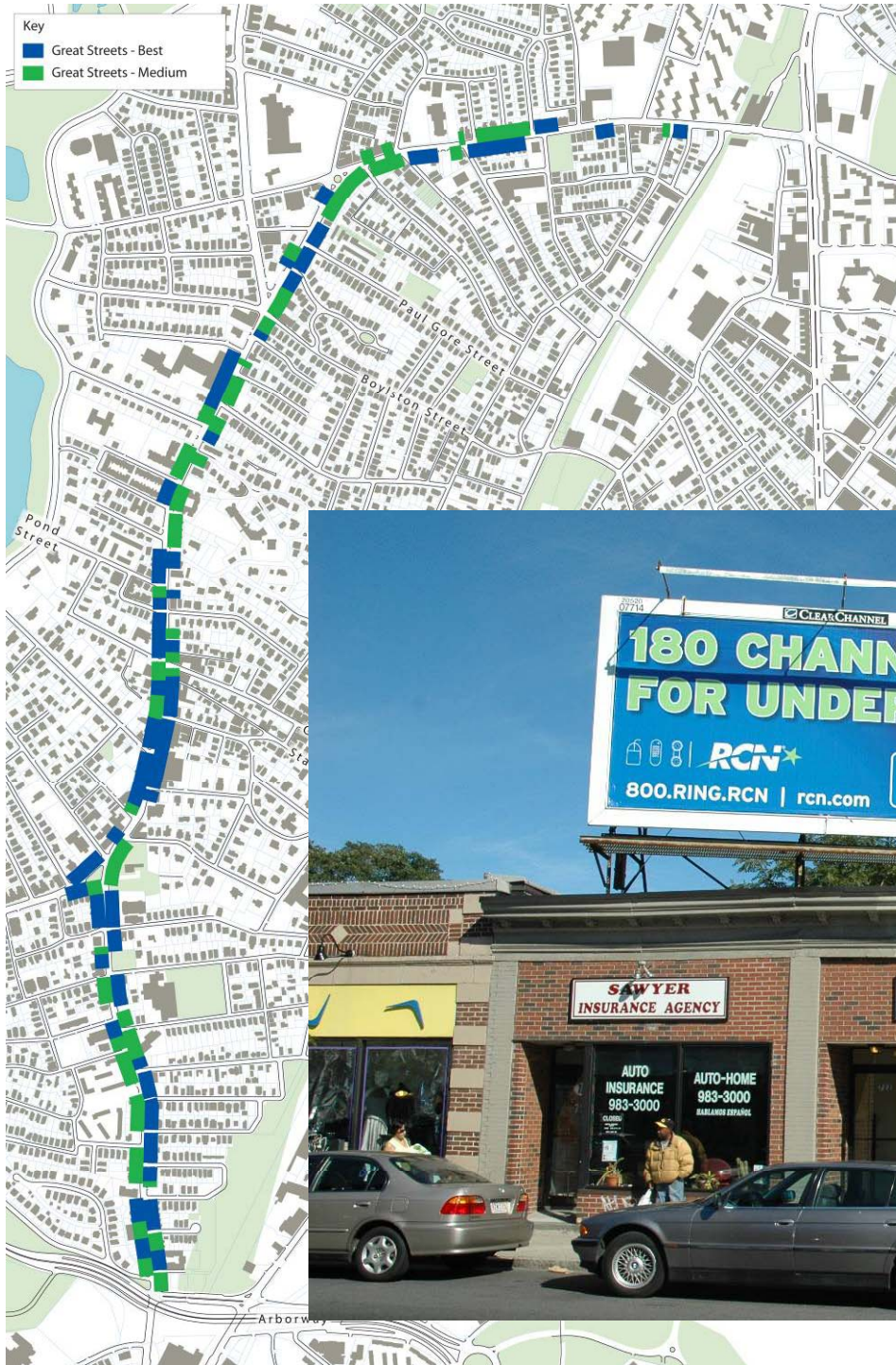


5. Transparency

6. Complementarity

7. Maintenance

8. Quality of
Design and
construction



Jamaica Plain
Centre/South Street
Transportation Action Plan



Mid-Ranked





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Corridor Wide Guidelines

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

Guidelines Inform:

- Concept designs for Hyde Square, Monument Square & Mozart Park
- MBTA plans for Route 39 Corridor Improvement Program
- Development projects and private improvements
- Serve as base for City to continue upgrade of Centre/South corridor



Corridor Wide Guidelines

General Principles

– Safety

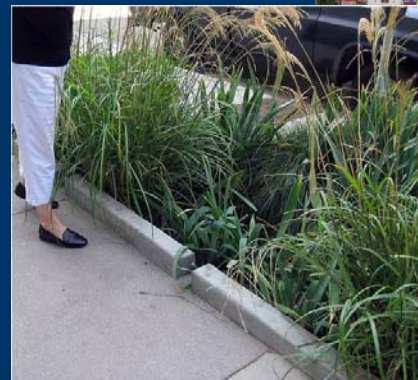
- Bicycle facilities, raised crossings, lighting

– Sustainability

- Recycled materials, Rain gardens, LED lights

– Reduce Visual Clutter

- Remove catenary poles, signs



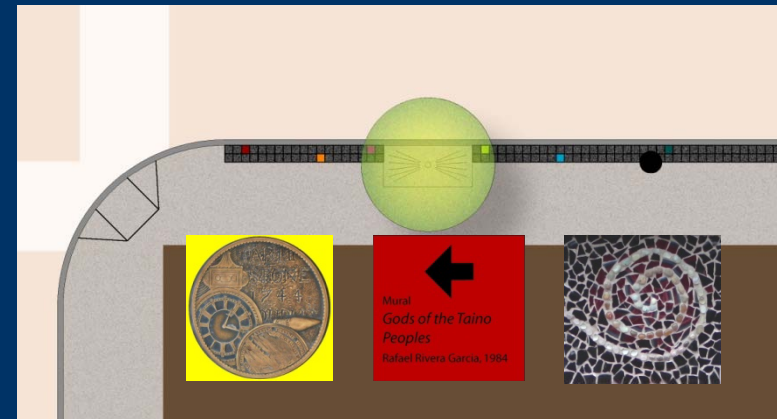


Corridor Wide Guidelines

General Principles

- Location
 - Unity with diversity
- Opportunities/Sense of Place
 - Create “special” areas, Artwalk
- Modal Balance

“Create a place for all uses and users”





Corridor Wide Guidelines - Elements

Street Lights

Street Trees

Signs

Wayfinding

Benches

Trash Receptacles

Other Street Furniture

Crosswalk Material

Sidewalk Material

Public Art

Curbs





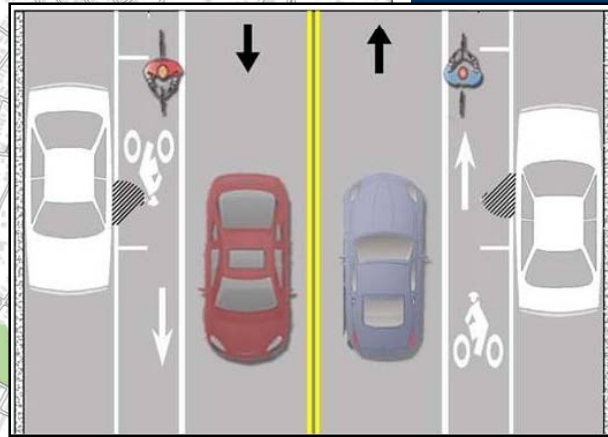
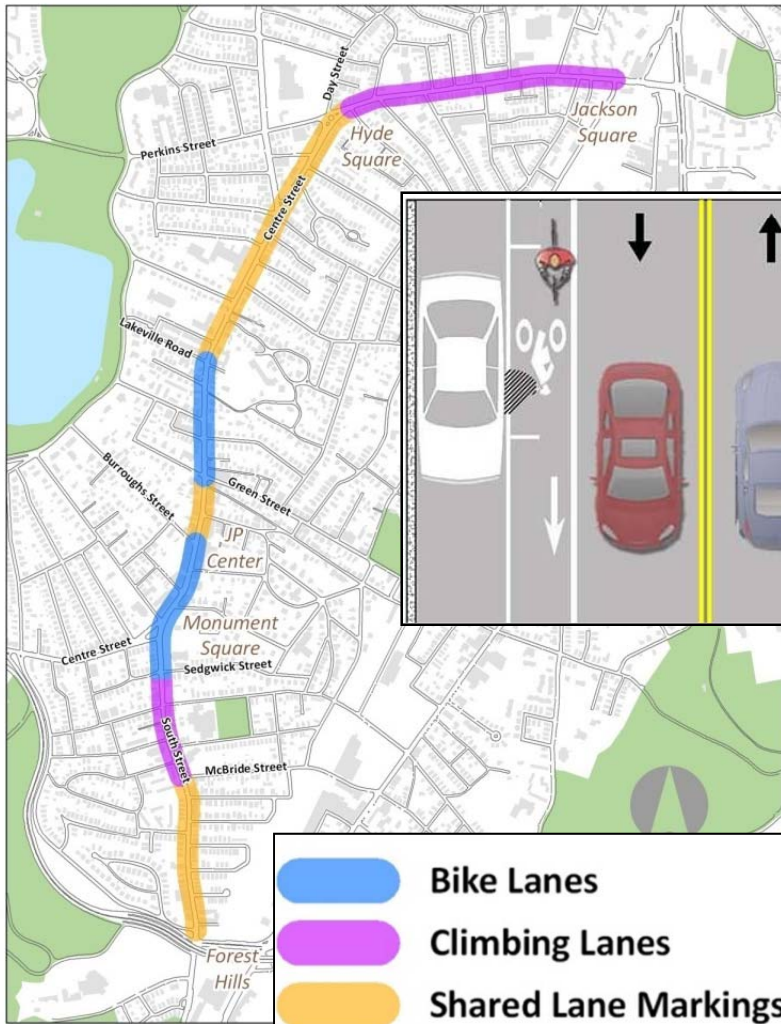
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Bicycle Plan

Implemented Fall 2010





Bicycle Plan

- Education Plan ongoing



- Side Street Connections in process



Parking Analysis

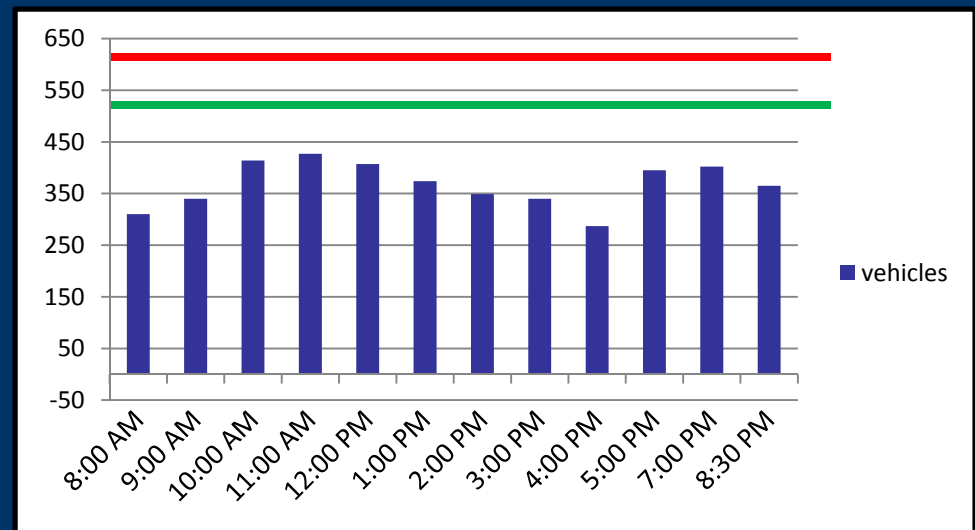


Parking is always available as on street parking in the Centre South Corridor ranges from 47% -70% full

Corridor Wide Analysis

612 total on-street spaces

- Unregulated: 270 spaces
- 2 hour limit: 273 spaces
- 1 hour limit: 70 spaces
- Avg. duration: 1.86 hours





Parking Analysis

Recommendations

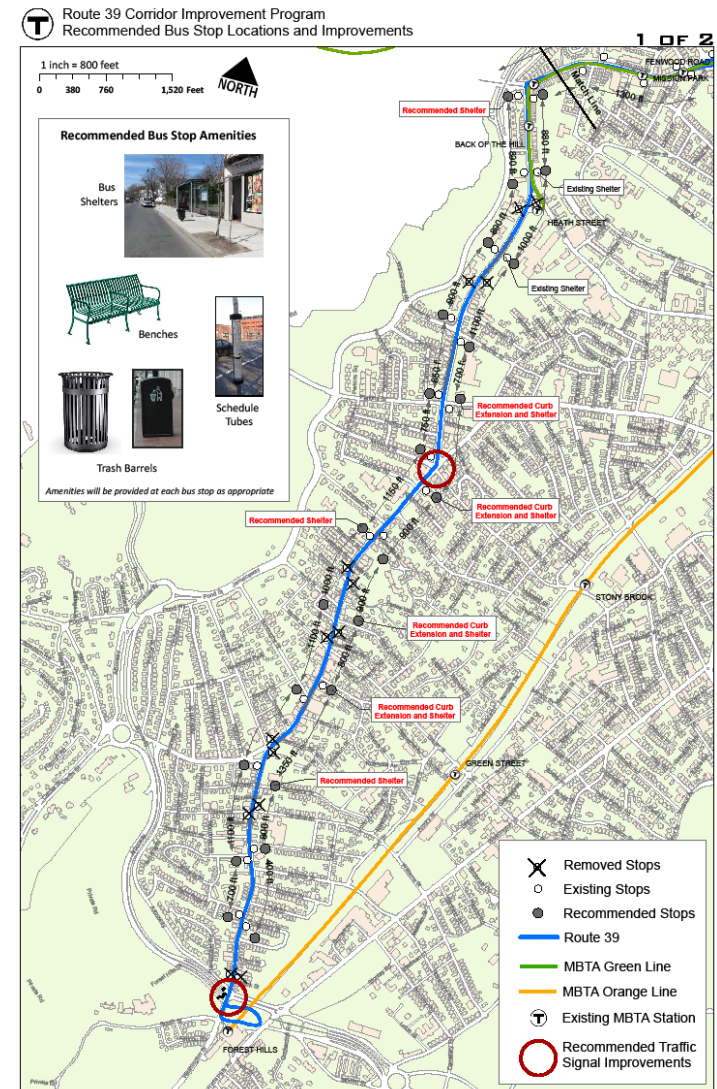
- Pursue partnerships with private parking lots
- Consider adding parking meters in commercial districts
- Maximize onstreet parking through design
- Perform targeted enforcement of overtime parking
- Improve signage and attractiveness of the municipal parking lots
- Explore strategic parking removal to achieve corridor goals

JP Centre	80% of cars park for less than 1 hour	10% of cars park for more than 3 hours
Hyde Square	85% of cars park for less than 2 hours	15% of cars park for more than 6 hours



MBTA – Route 39

- Corridor Improvement Program
- 30% Designs ongoing
- Design Plans will be released for community review
- Public Meeting – January '11



03/17/2010



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Selected Locations



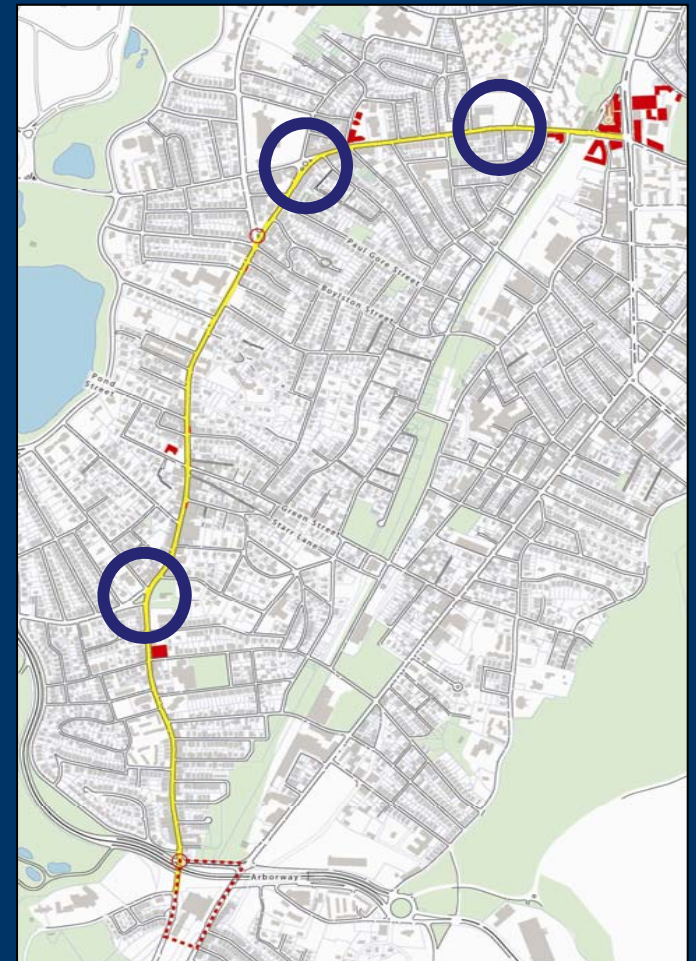
Hyde Square



Monument Square



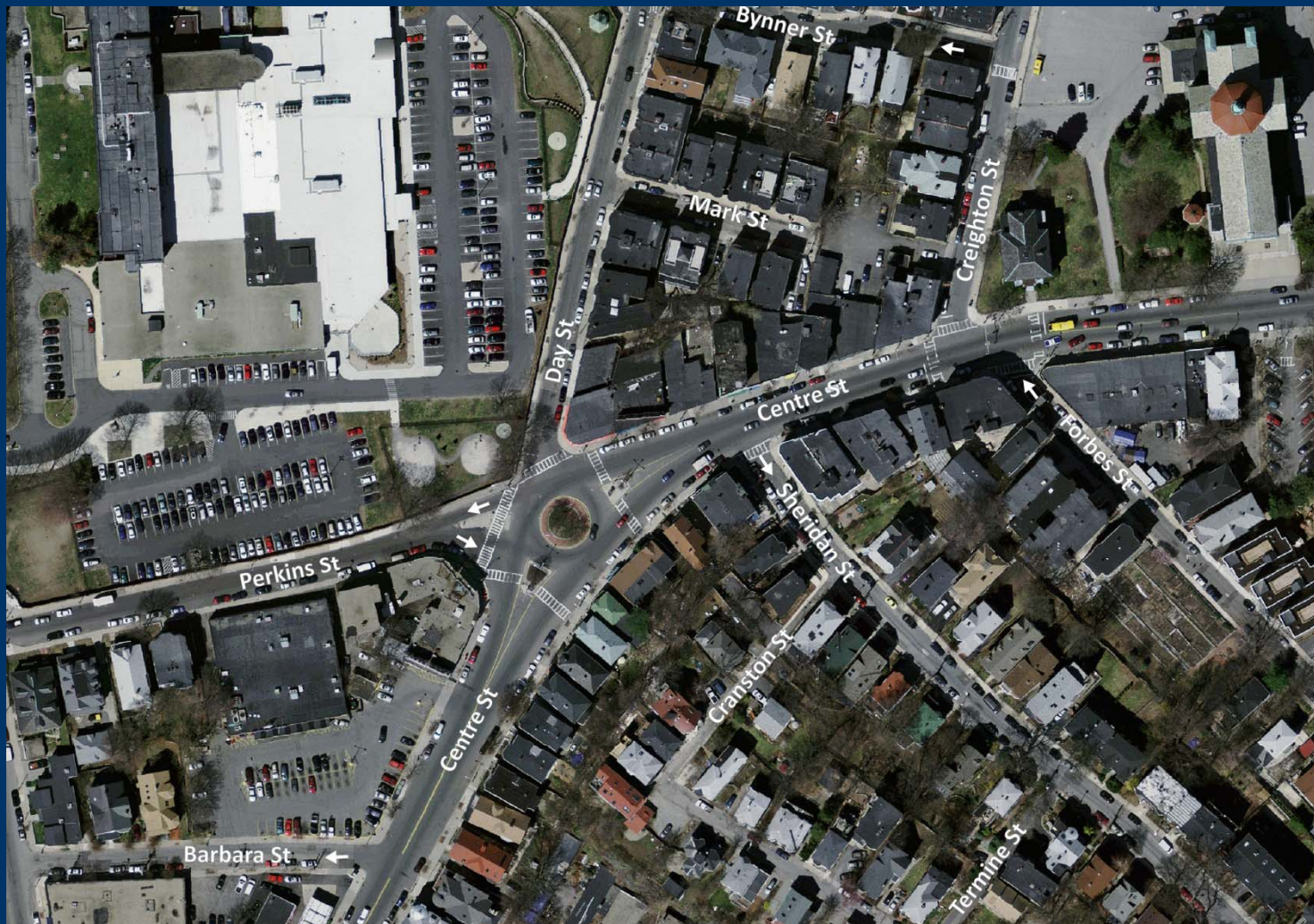
**Mozart Park -
Jackson Square**





Hyde Square

Existing Conditions





Hyde Square

GOALS AND ISSUES

- *Reduce expansive paved area*
- *Support Existing Vibrancy*
- *Preserve an iconic element*
- *Make Hyde Square Accessible, Sustainable and Maintainable*



Hyde Square

Selected Alternative

CONCEPT 1





Hyde Square - Refined Concept

Reduced Plaza Space

Shorter Pedestrian Crossings

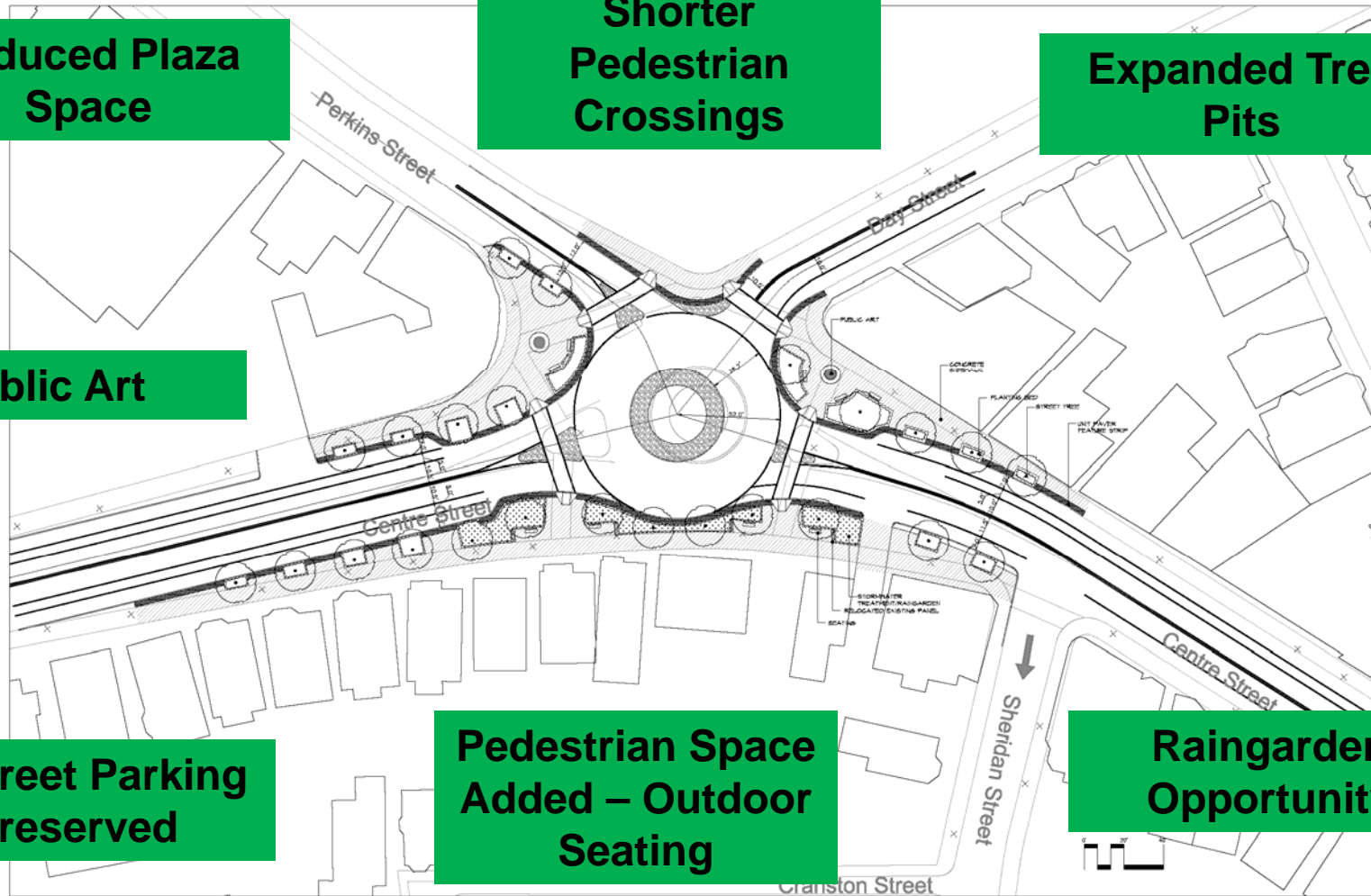
Expanded Tree Pits

Public Art

Onstreet Parking Preserved

Pedestrian Space Added – Outdoor Seating

Raingarden Opportunity







Selected Locations



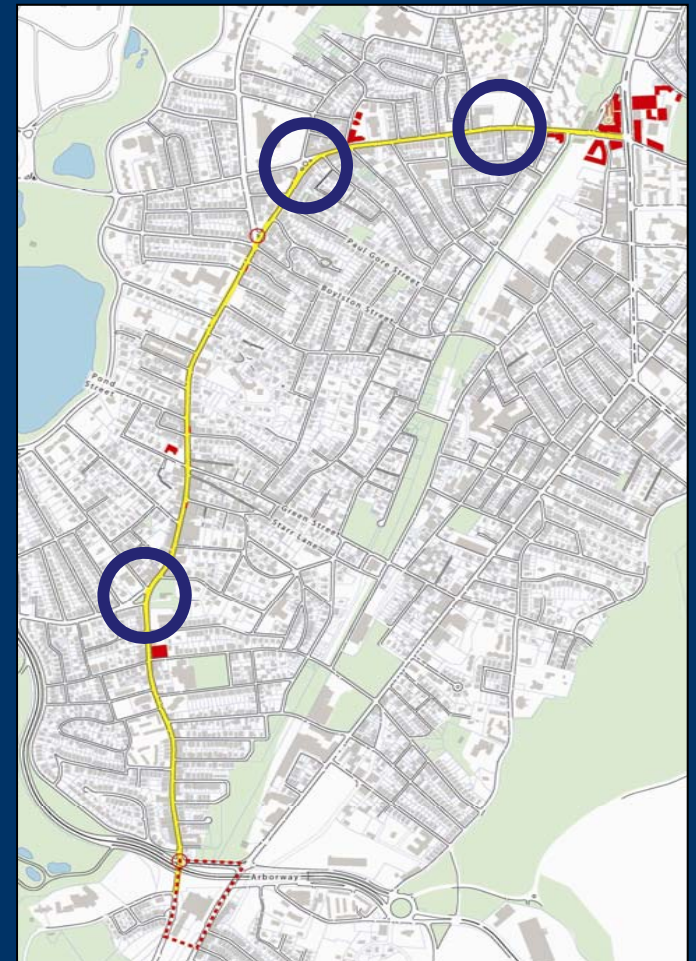
Hyde Square



Monument Square



**Mozart Park -
Jackson Square**





Jamaica Plain
Centre/South Street
Transportation Action Plan



Monument Square





Monument Square

GOALS AND ISSUES

- *Connect JP Centre to South Street business district*
- *Improve safety for all users*
- *Reduce traffic delays and protect parking*
- *Create space for Community use*
- *Respect the sanctity of the Monument and re-integrate with surrounding prominent, historic buildings*

MONUMENT SQUARE
September 1, 2010

**Maintain Traffic
Signal?**

**Maintain Emergency
Vehicle Access**

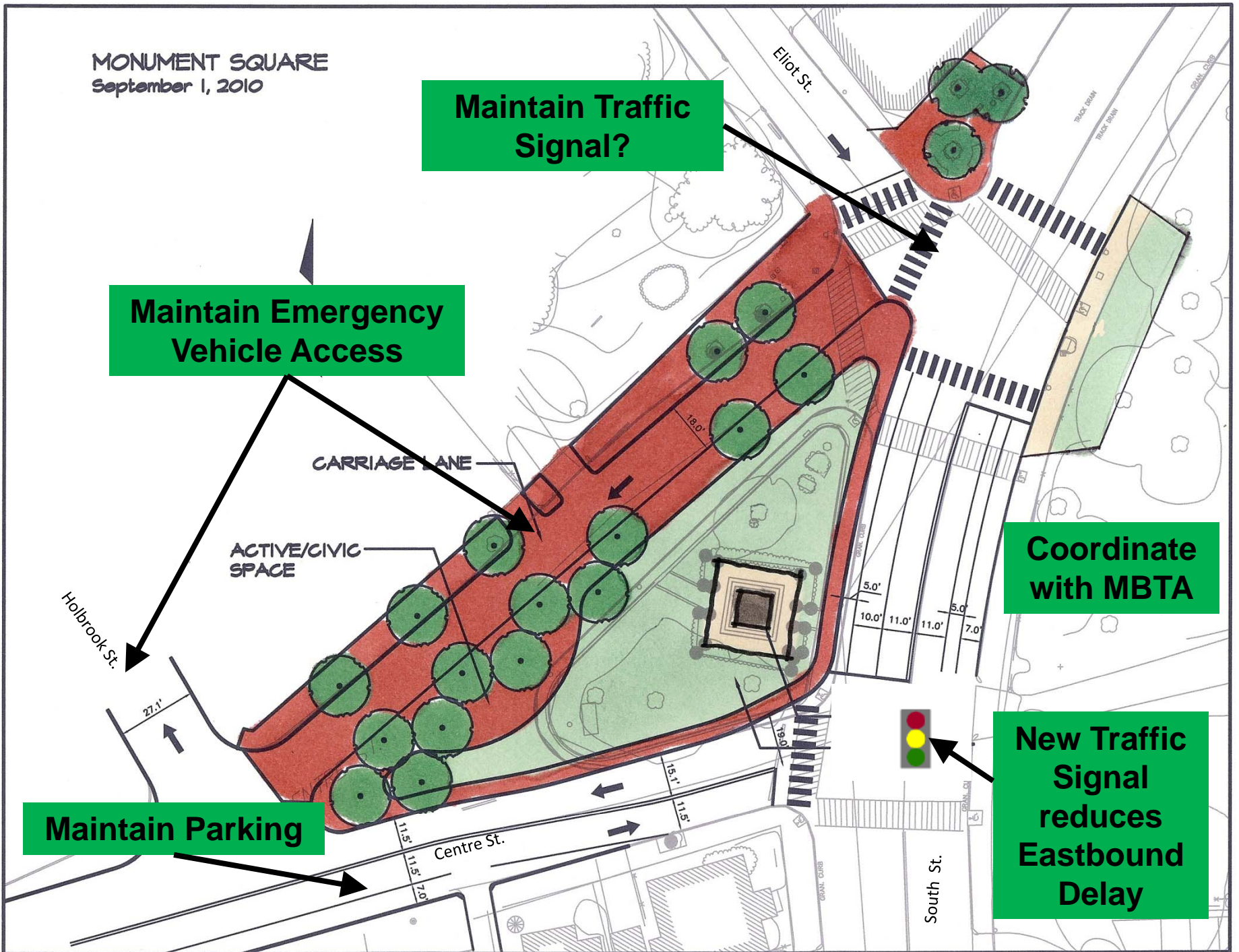
CARRIAGE LANE

ACTIVE/CIVIC
SPACE

**Coordinate
with MBTA**

**New Traffic
Signal
reduces
Eastbound
Delay**

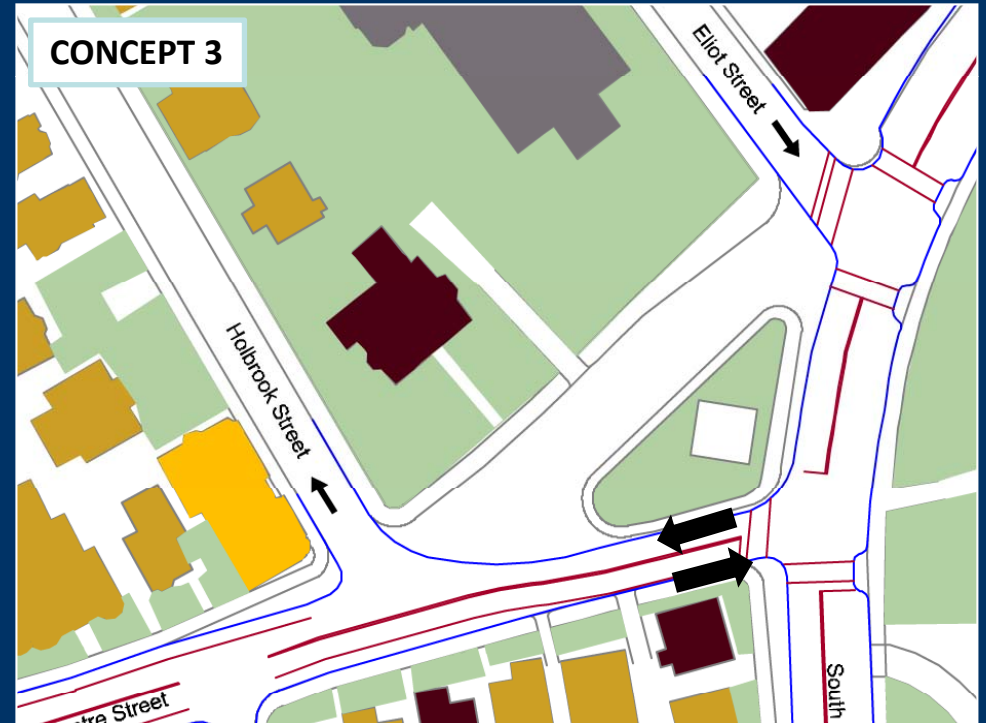
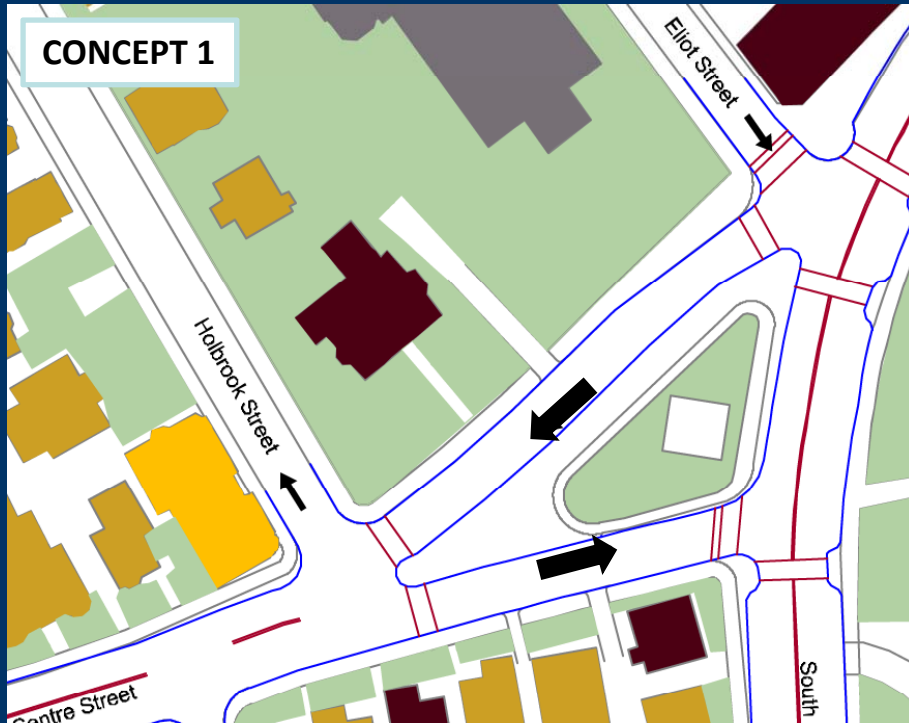
Maintain Parking





Monument Square

Previous Alternatives





Selected Locations



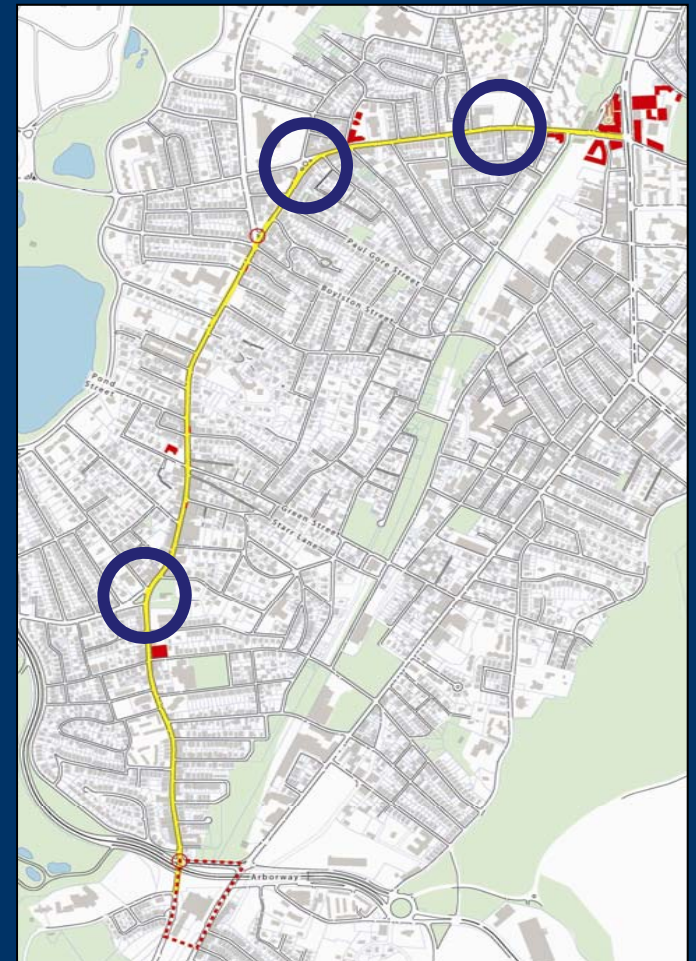
Hyde Square



Monument Square



**Mozart Park -
Jackson Square**





Mozart Park - Jackson Square

Orientation





Mozart Park – Jackson Square

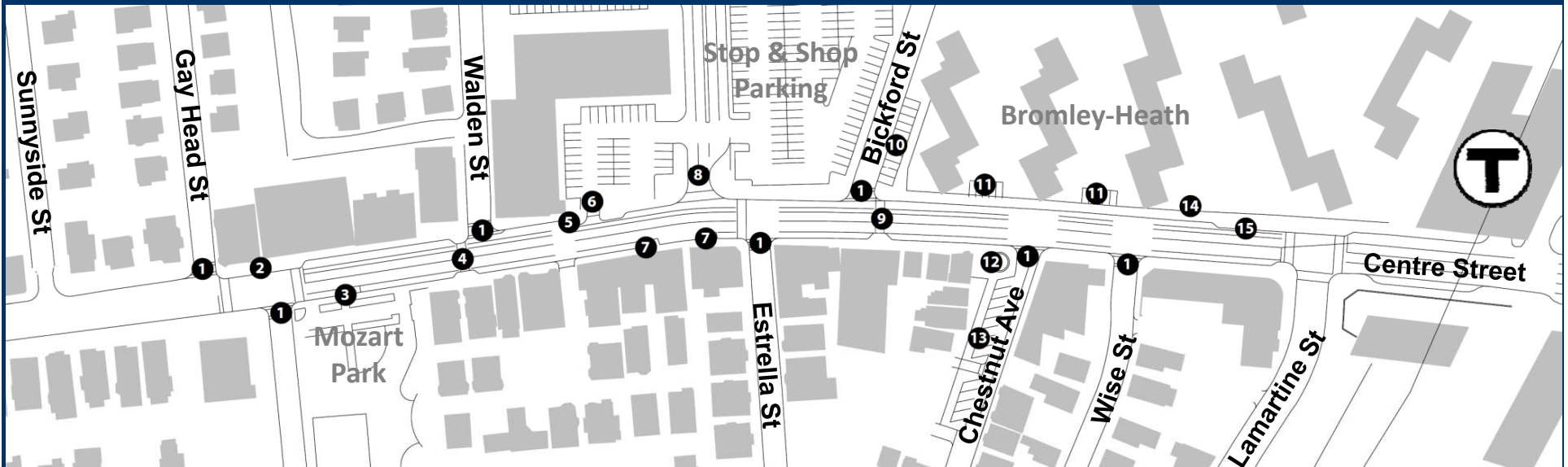
GOALS AND ISSUES

- *Apply Corridor Guidelines*
- *Develop a defining character/Create places*
- *Support Pedestrian Activity*
- *Build on ongoing developments*



Mozart Park - Jackson Square Proposed Improvements

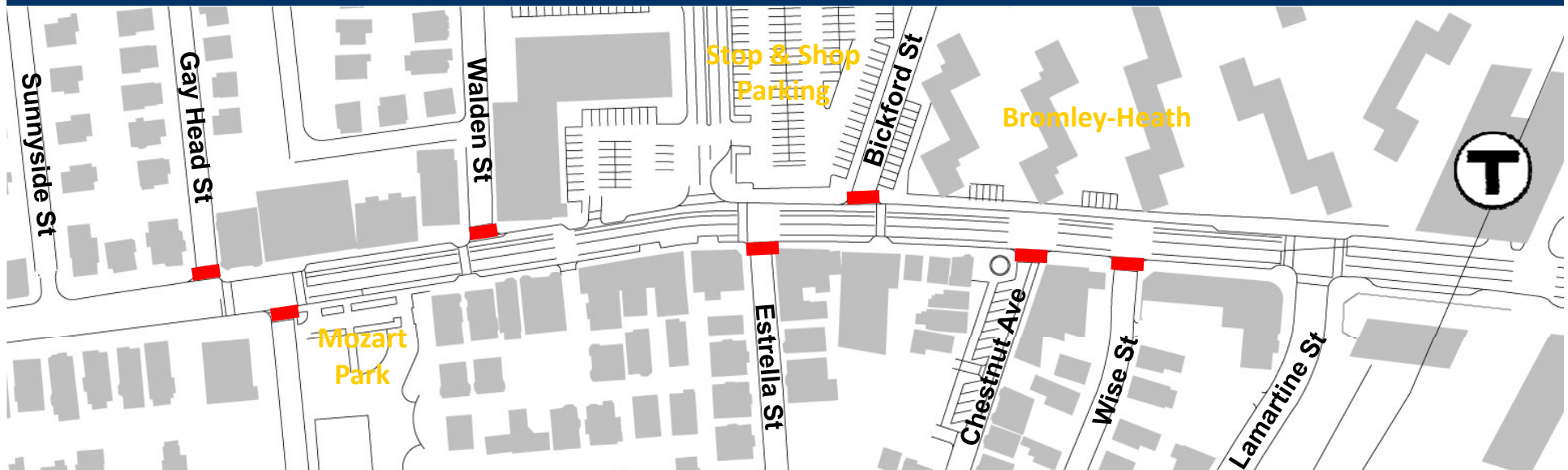
Numerous Small Improvements





Mozart Park - Jackson Square Proposed Improvements

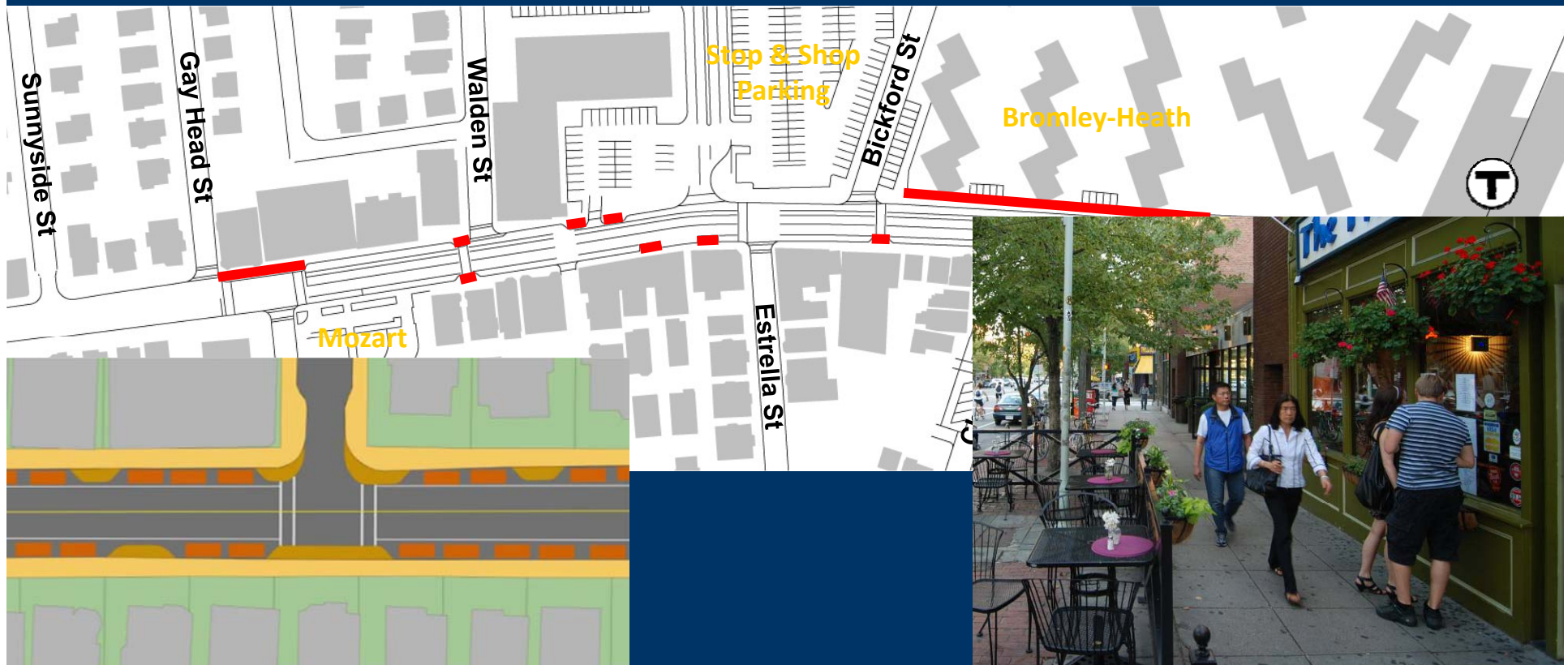
Raised Crosswalks





Mozart Park - Jackson Square Proposed Improvements

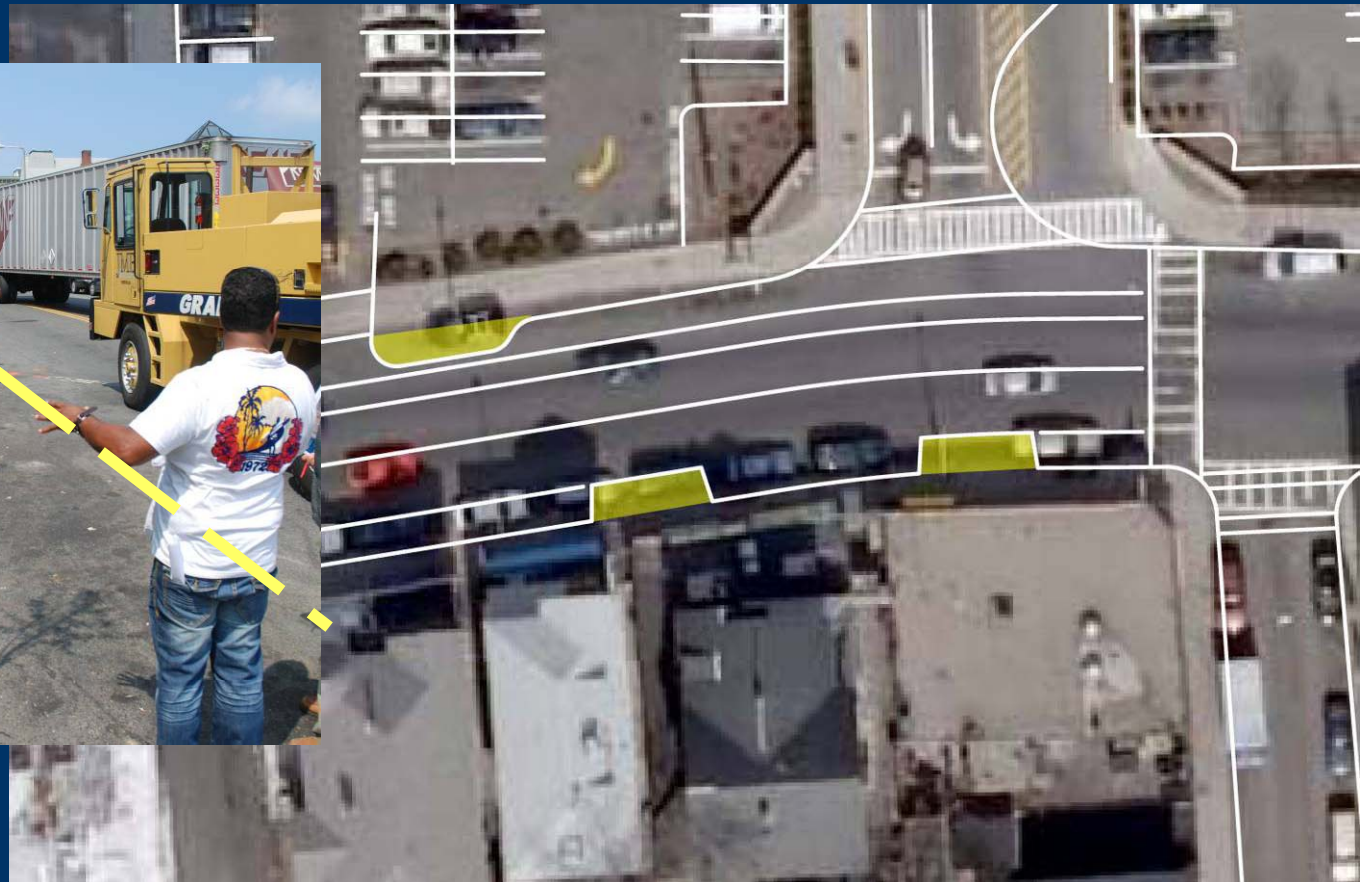
Intermittent Sidewalk Widening





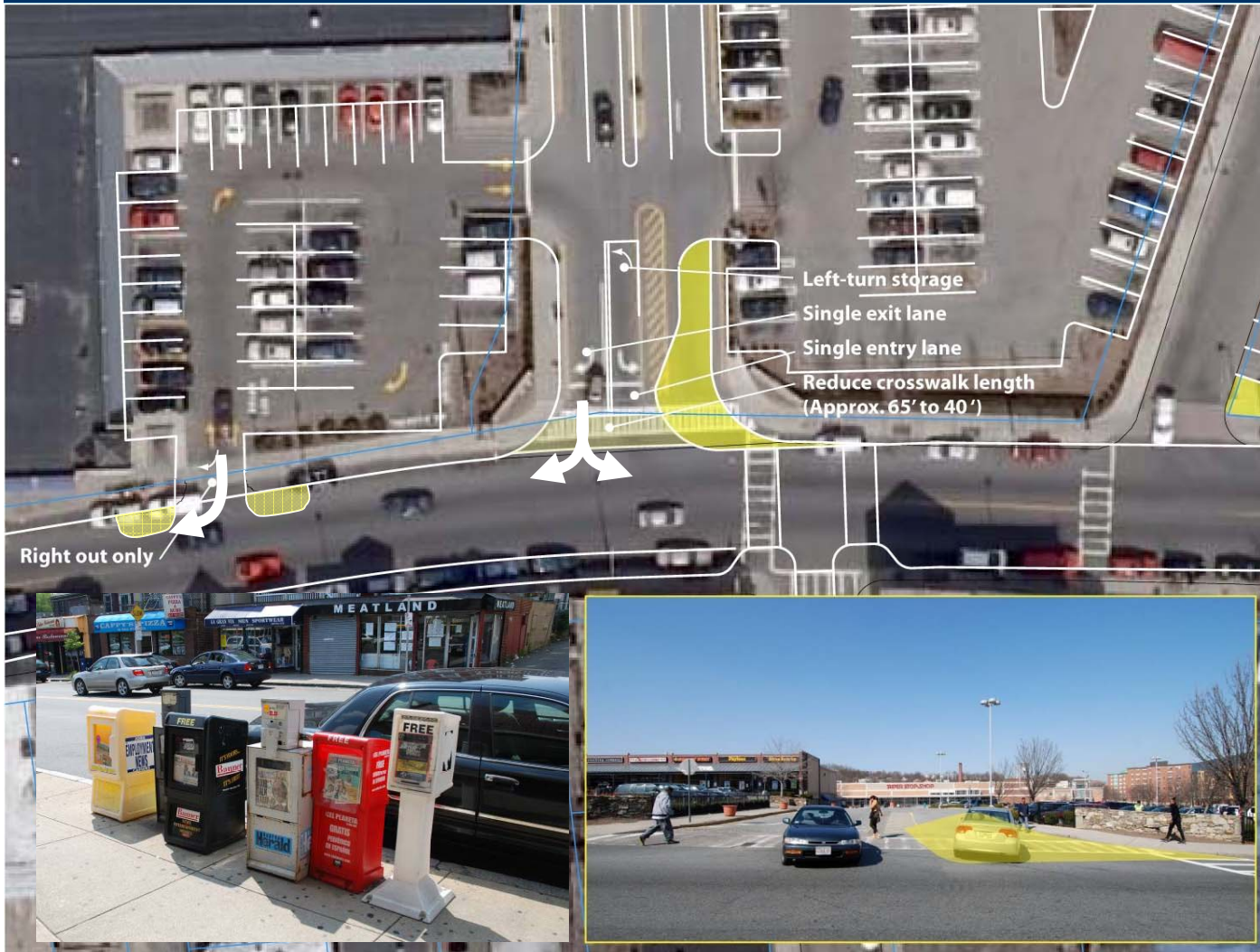
Mozart Park - Jackson Square Proposed Improvements

Sidewalk Widening





Mozart Park – Jackson Square Proposed Improvements



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





Mozart Park - Jackson Square Proposed Improvements



Chestnut Avenue

- Create plaza on corner with seating and shade tree
- Create reverse angled parking
 - Maintains existing parking supply
- Extend front yards
- Coordination with abutters



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