

Breakout Group Notes: Street Sections
May 29 Community Workshop
Corcoran Mullens Jennison Community Building

Street Section Exercise

The breakout groups each had a zone of Mt. Vernon Street to discuss various street design options. Topics included parking, activity nodes, and landscaping. Parking options included no on-street parking, limited on-street parking and on-street parking on one side of the street for its entire length. The groups were asked to identify Activity Nodes and what they would consist of (seating, information, parklet, food truck, etc). Lastly, the groups discussed landscaping options at the edge of the curb or adjacent to private property.

Zone 1: Double Tree Hotel to the parking lot edge.

Zone 2: Geiger Gibson/St. Christopher's Church to Walter Denney Youth Center

Zone 3: Harbor Point Boulevard to South Point Drive.

GROUP 1

Zone 3

- Not a lot of need for parking along street
- Parking as a buffer
- Parking needed for school pickup/ drop off (short term parking)
- Residents already have parking
- North side of street has most pleasant feel, south side very desolate
 - Trees are asset to streetscape
- Play activities – large student population
- Parking to facilitate access to Harborwalk users- currently folk parking in library lot
- JFK employees interested in food truck possibilities
- Public parking near Harborwalk right of way needs wayfinding
 - Mostly used by UMass students, not available during school year to general public
- Information kiosks near turn around
- Information kiosks/ boards at bus stops → can be activity nodes
- Solar charging stations
- Small seating areas should have bump-outs nearby and should be permanent vs parklets
- This zone (3) needs to be driven by student population
- School fields are an opportunity for activity
- Left-turn into Harbor Point- does roadway configuration accommodate that? (question/concern)
- Traffic calming measures

GROUP 2

Zone 1

Parking:

- Metered?
- Harborwalk- street parking – ID connections, destination
- Take advantage of width to landscape by Hotel – parking detracts, can bring activity
- Limited number of spaces?
- Section 1:
 - better for landscaping
 - extend gateway
 - parking depends on retail/ what's proposed
- Student/ non drivers – decrease parking need

Activity Nodes:

- RT lane – high speed- green space – great idea to slow cars
- Food would be great closer to UMass and MBTA
 - Student food options- grab and go
 - Expand options
- Seating everywhere about 5 min walk apart
 - Create comfortable places to stay
 - Not just a thru-way
- Restaurant in hotel- food trucks, takeaway business
- RT lane- more green would be nice for the beginning of Mt Vernon
- What will food trucks be like? Higher end food options
- Food trucks draw people from neighborhoods nearby

Zone 2:

Parking:

- Geiger Gibson uses St. Christopher for employee parking
 - Agreement with church
 - Have space for current patient population
 - Potential change in street may be scary
 - Have 1 spot at the door- cabs/delivery – keep it
 - Future of church unknown- needs now + future
- Geiger Gibson- pick up and drop off – lots but condensed time frame
- Daycare – U Turns mid street
- Boys & Girls club- not as bad- 1-2 at a time
- On-street parking:
 - UMass students
 - For business may not happen
 - Dedicate space for pick-up/ drop-off
- Harbor point- back up with 1 lane
- Public safety – on street parking add to friction
- Keep Harbor point trees? Yes.
- Landscaping important – nice place to live
- Beautiful, attractive, pride

Landscaping:

- Schools: green spaces along SW and school
- Harbor Point- nice to line both sides
- Trees may block visibility – keep bikes safe
- Plan for Maintenance
- Keep sidewalks clear in winter
- Need place for snow storage
- Option A! – nice against street – frames street
- Option B- makes street look bigger
- Option A- visually tighter – slower traffic
- Food trucks – lunch time near UMass
 - Timing play role in location

GROUP 3

Zone 1:

- Medians may encourage speeding
- Taking away Morrissey and Mt Vernon turn lane is good
- Why not put the cycle track in the middle of the street (as seen in Latin America)
- Cycle track close to road is good
- DCR Area- how will you introduce cycle track?
- Traffic lights for bike lane
- So much emphasis on cycle track on Mt Vernon → focus on waterfront / Harborwalk instead
- Cars park on the street slows traffic
- More separating/ stuff in buffer zone

Zone 2:

- Trees on Harbor Point side are important – keep
- Parking is still important
- In-between bump outs good
- Zone 2 south is barren
- Worry about street being too comfortable and hanging out late at night
- Snow removal – what's the plan?

Zone 3:

- Must keep parking at east end to access the Harborwalk