

Public Workshop #2

Thursday, May 29, 2014

6:00 to 8:00 PM

Corcoran Mullens Jennison Community Building, 270 Mt. Vernon Street



City of Boston
Office of the Mayor
Martin J. Walsh



MT VERNON

REDESIGN PROJECT
COLUMBIA POINT



Meeting Agenda

1. Project area and scope
2. What we heard from you in March
3. Design vision and principles
4. What to expect, and when
5. Where we are now
6. Breakout groups – Identity and Street & Sidewalk uses



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COLUMBIA POINT ||





Project Scope



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Exhibit A

Extent of Mt Vernon Street 25% of Design

(as of January 3, 2022)

Ownership

City of Boston

Department of Conservation
and Recreation

Source: Mass Inventory Data,
Office of Transportation Planning,
Massachusetts Department of Transportation
#0000-01



Roadway Ownership





Columbia Point Master Plan - 2011

What We Heard From You

March 27th Public Workshop



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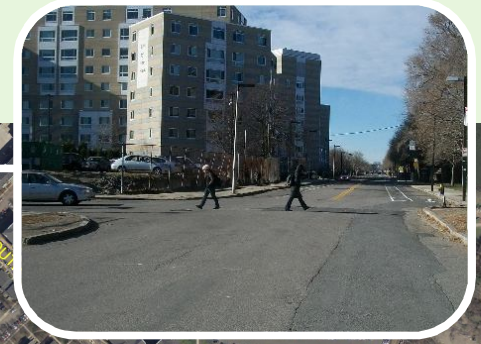
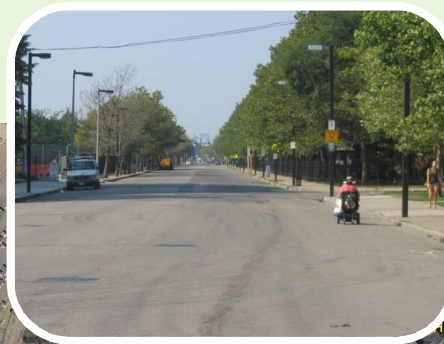


What We Heard From You

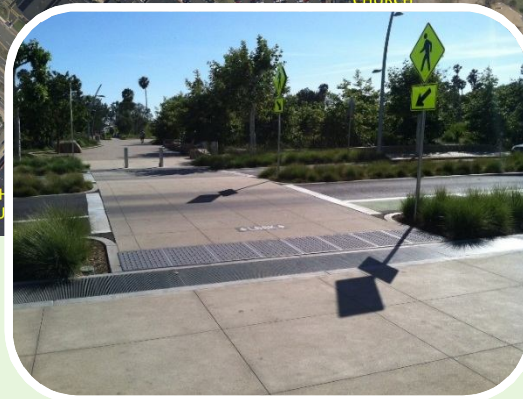
Safe Walking & Biking

"Crosswalks by bus stops would be safer to residents." Ralph, age 17

Pedestrian Accommodations



"Mt. Vernon Street could use more plants. It is a long street that is so plain. Make it safer for drivers and students by having something like barriers so students don't jump into the street." Alicia, age 17

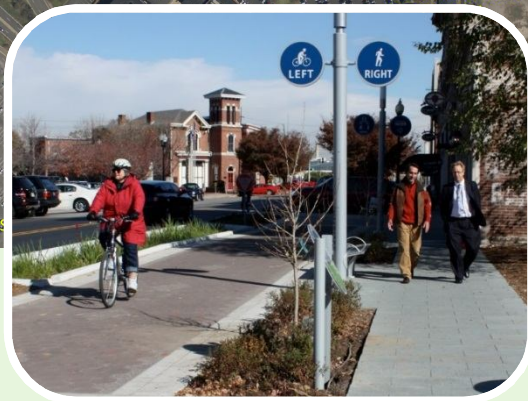


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What We Heard From You

Safe Walking & Biking

Bicycle Accommodations



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What We Heard From You

Safe Walking & Biking

Lighting

"What I want to see change in Mt. Vernon Street is more street lights because at night it is pitch black and you can't see anything." Paul, Age 15



What We Heard From You

Curbside Use and Circulation

School Activity



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What We Heard From You

Curbside Use and Circulation

Traffic & Transit



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What We Heard From You

Activate Spaces

"[Mt. Vernon Street] is just one long boring road that has nothing going on. I would like to see new buildings and more people..." Diniz, age 17

Enliven "dead" spaces



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What We Heard From You

Identity and Sense of Place

Gateways



What We Heard From You

Identity and Sense of Place

Wayfinding



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Design Vision



- Beautify
- Inspire
- Innovate
- Activate
- Accommodate



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Design Principles – clarity, flow, safety



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Design Principles – community use & connections



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Design Principles – identity



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What can you expect and when?

Short Term (this year)

- Crosswalks
- Gateway Art
- Summer Tactical Urbanism Event
- Boston Bikes: Youth Cycling Program
- Food Trucks



Long Term (3-5 years)

- Street Sections
- Lighting
- Street Furniture
- Art



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Short Term Strategies

Crosswalks



Tactical Urbanism Event



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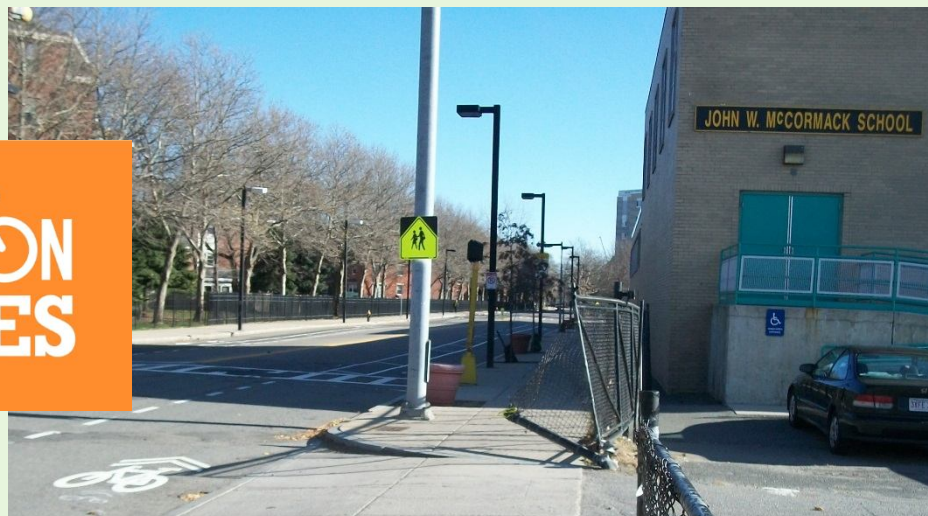
Short Term Strategies

Gateway Art



Boston Bikes
Youth Cycling Program

**BOSTON
BIKES**

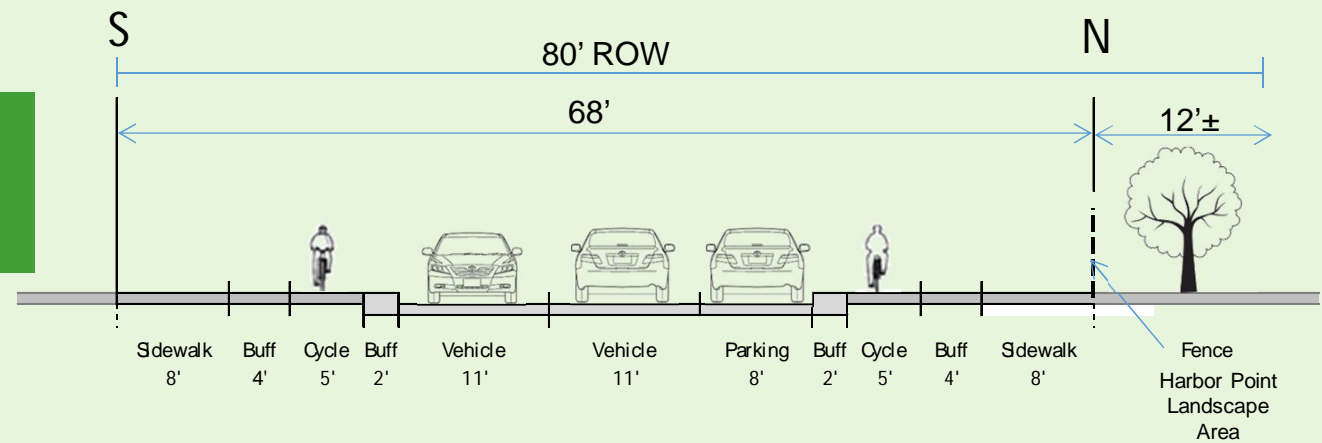


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Long Term Strategies

Street Sections



Lighting



Long Term Strategies

Street Furniture



Art



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Where We Are Now

Since our last meeting

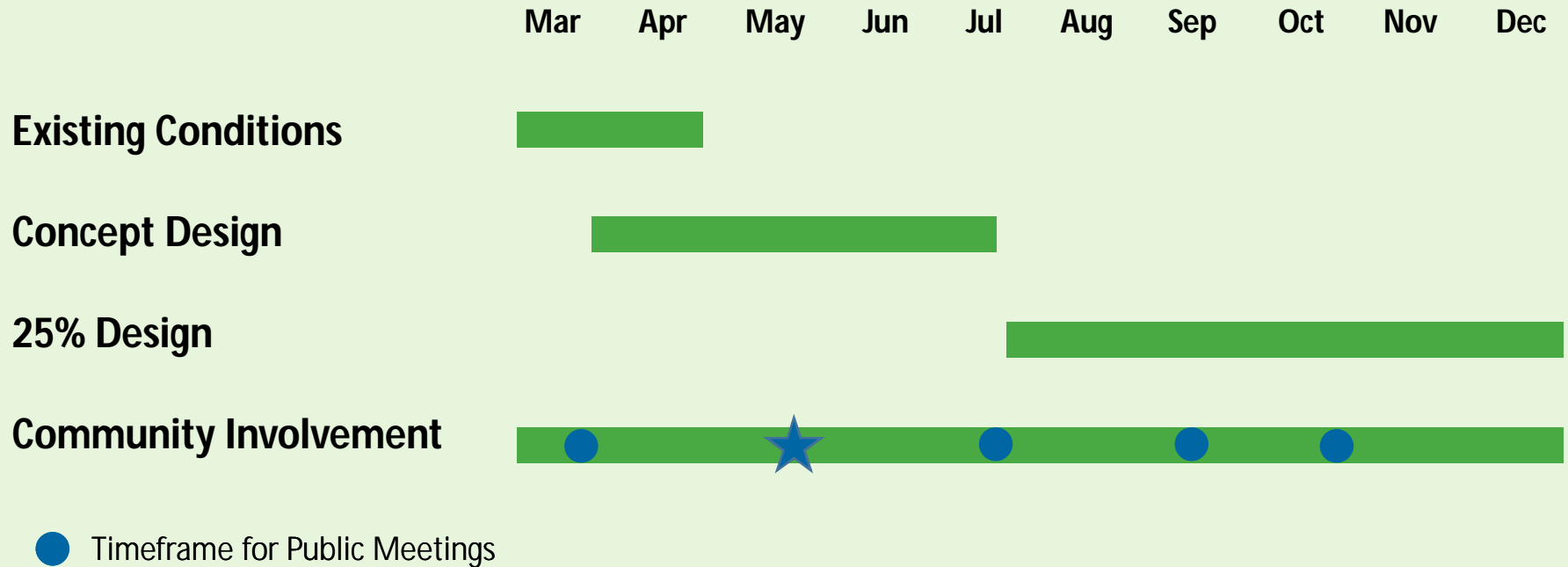
- Reviewing and considering your comments
- Street Survey
- Pedestrian and Bicycle Observations
- Cycle Track Configuration



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Project Timeline



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Where We Were

Street Design: *Two Way Cycle Track*



- Disjointed
- Potentially confusing
- Increased conflict



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Where We Are Now

Street Design: *Bilateral Cycle Tracks*



- Consistency
- Master Plan
- Clarity
- Connectivity



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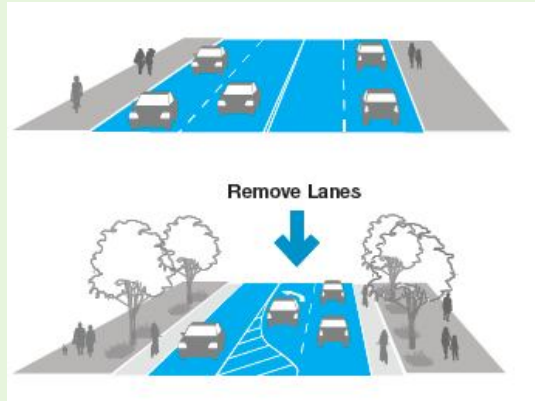
2' BUFFER
-PAVED



4' BUFFER
-SAFE SEPARATION
-PLANTING
-LIGHTING
-SEATING
-WAYFINDING GRAPHICS

Break-out Groups

#1: Cross-sections



#2: Identity



CONTINUED ABOVE

CONTINUED BELOW



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#1: Cross-sections

Complete Street Transformation



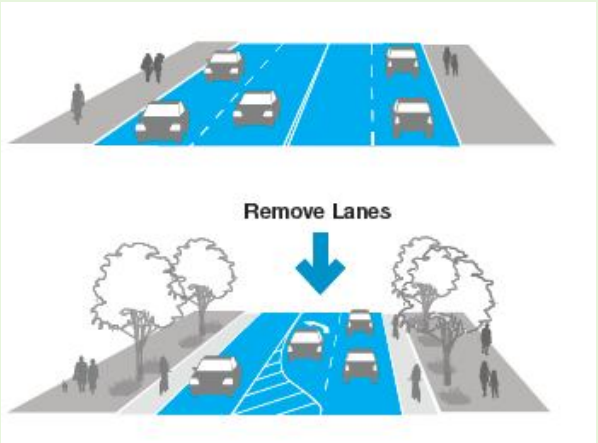
Wider sidewalks and furnishing zone



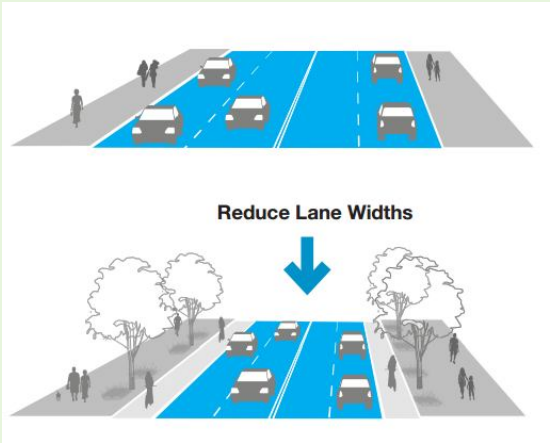
Increased landscaped zone



Protected bicycle facility



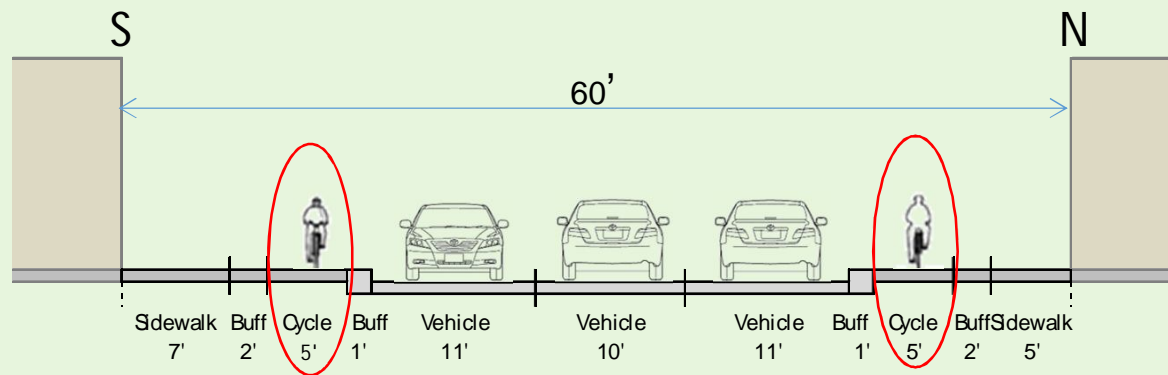
“Road Diet”



“Lane Diet”



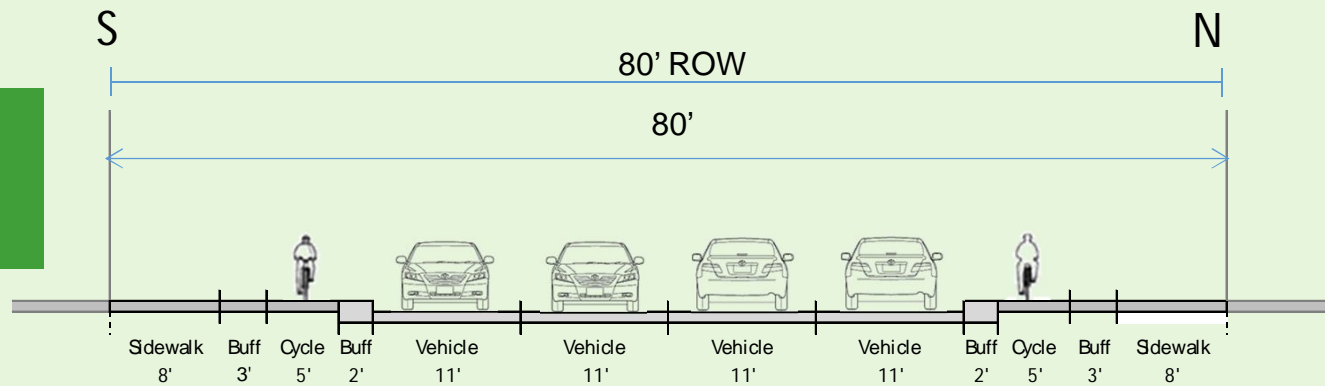
Long-term:
Cross-sections



NOTE: ALL DIMENSIONS ARE APPROXIMATE ONLY



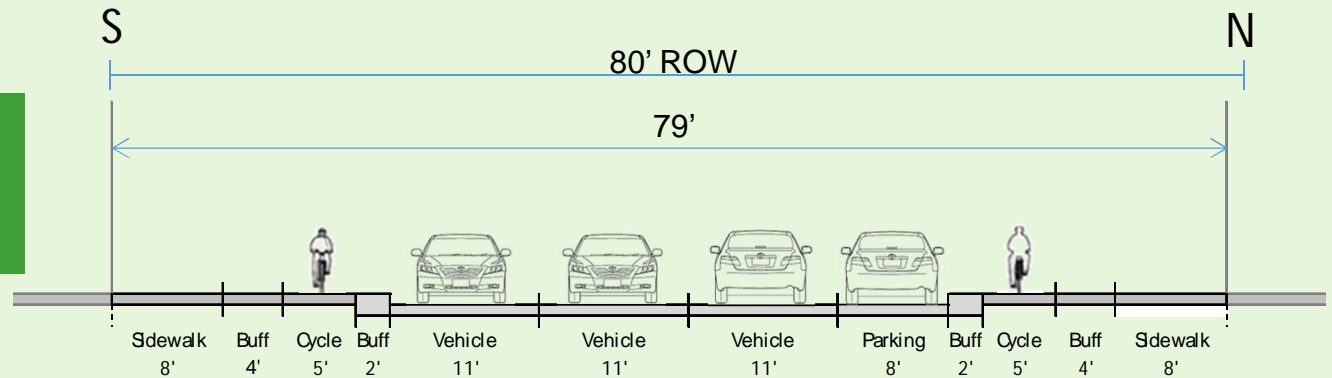
Long-term:
Cross-sections



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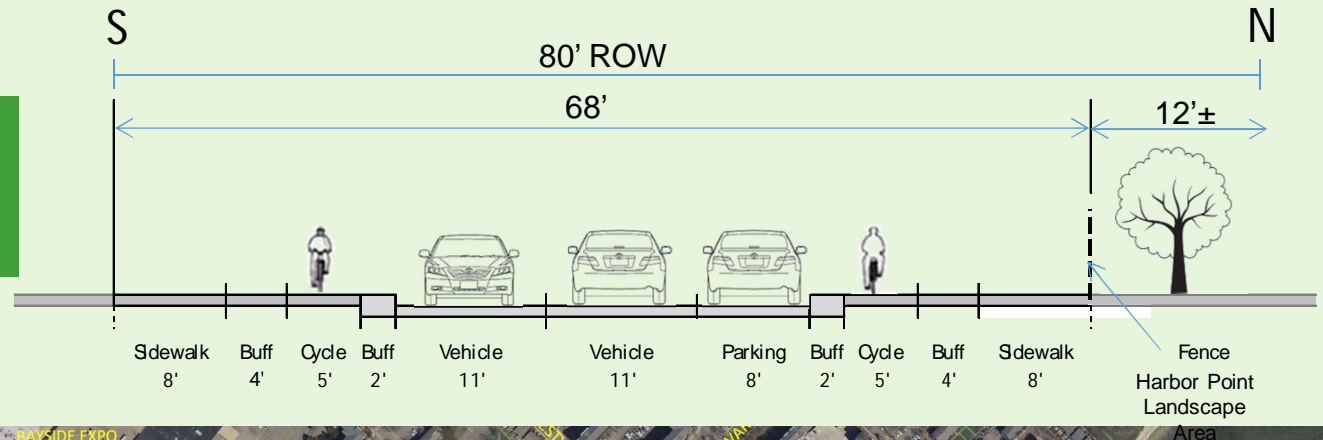
Long-term:
Cross-sections



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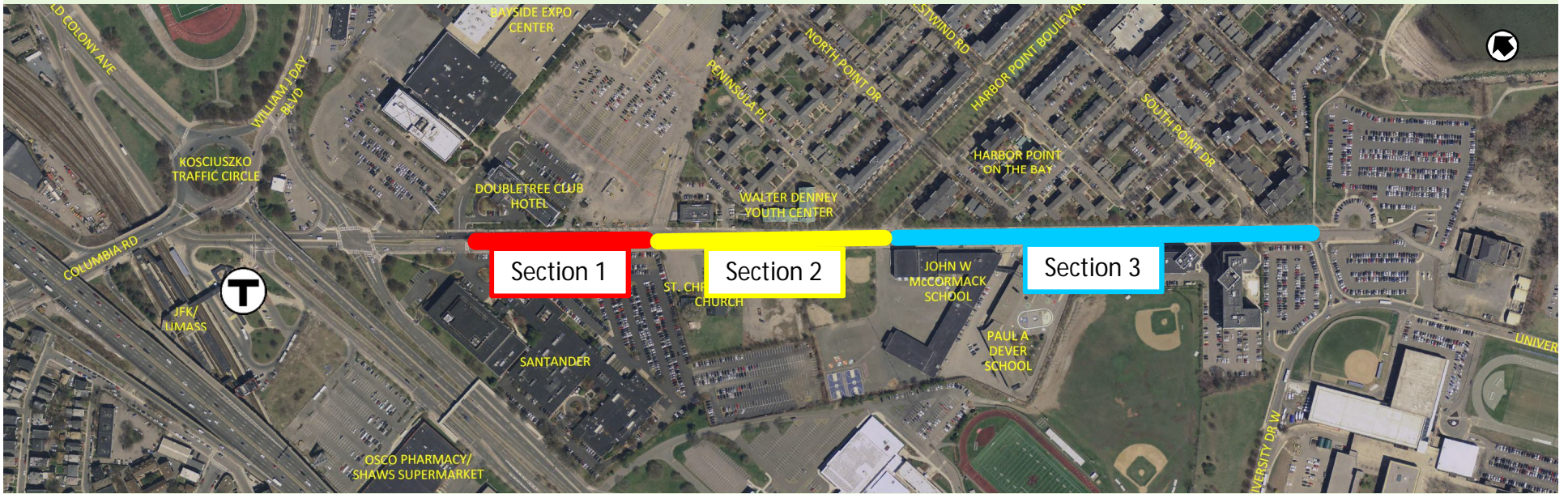
Long-term:
Cross-sections



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Long-term: Cross-sections



OPTION A: ADDITIONAL SPACE AT STREET EDGE

**+PLANTING AND
FURNISHING ZONE**
(STREET TREES, PLANTING,
LIGHTS, WAYFINDING, BUS
SHELTER)

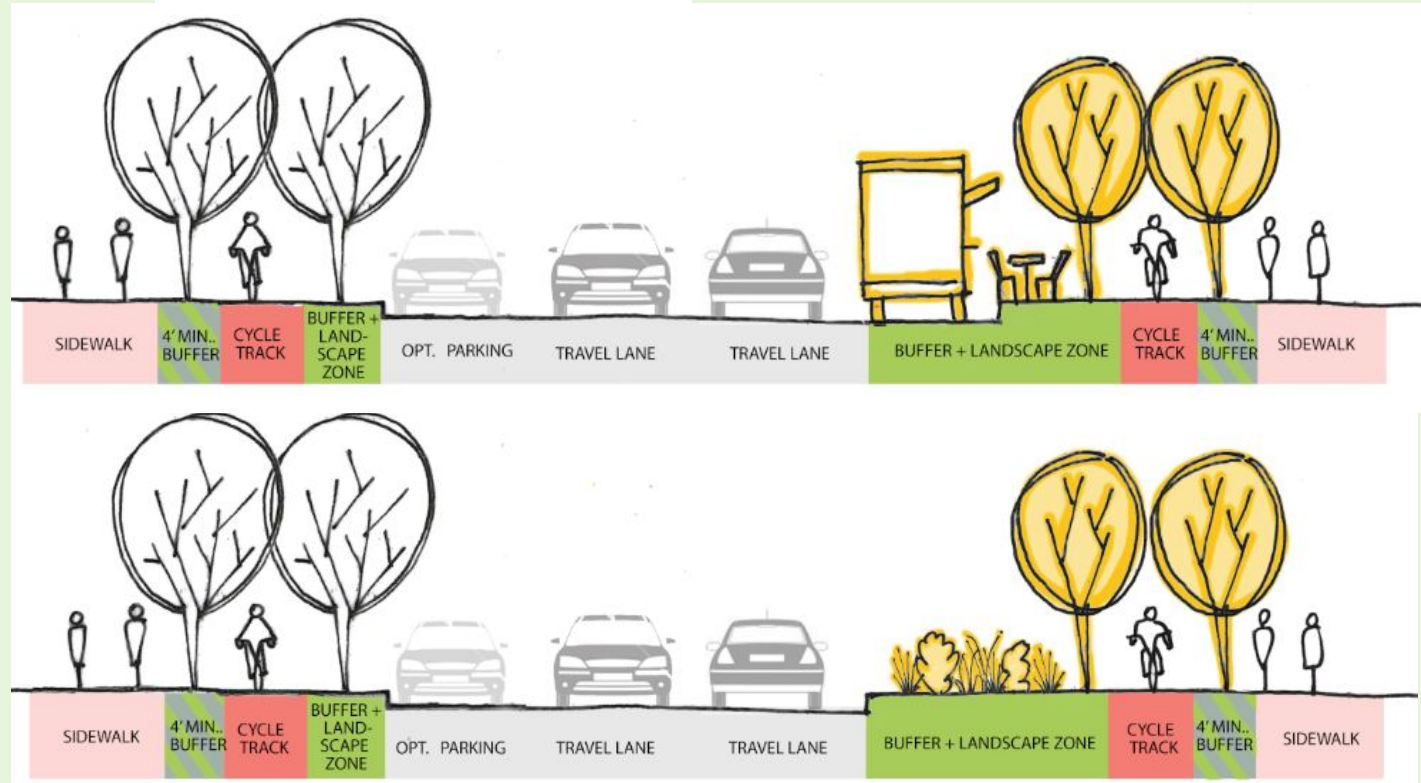
+PARKING (ADDITIONAL
SPACE AT ROAD LEVEL)

+FOOD TRUCKS

	SIDEWALK	+/-8'	
	BUFFER	4' MIN.	
	CYCLE TRACK	+/-5'	
	BUFFER + LANDSCAPE ZONE	+/-8'	
ROADWAY		30'*	80'
	BUFFER + LANDSCAPE ZONE	+/-8'	
	CYCLE TRACK	+/-5'	
	BUFFER	4' MIN.	
	SIDEWALK	+/-8'	



Portland, OR



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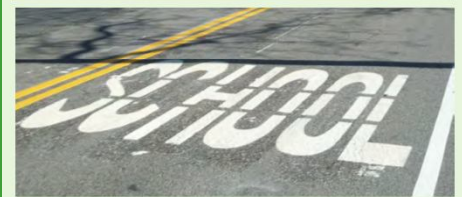
Identity Breakout Session



What do we mean by **identity**?

It's about the **sense of place**

It's the **gut feeling** that one gets from being in a place



Identity Breakout Session



Identity is the sum of all the elements that add up to create a sense of

- CONTEXT /LOCATION
- + PEOPLE
- + ACTIVITIES, EVENTS
- + LANDSCAPE
- + ARCHITECTURE
- + ART
- + GRAPHICS

PLACE

Lighting



Identity Breakout Worksession

WHO's identity are we talking about?

Its really about **COLUMBIA POINT**

Mt Vernon St is the main spine & heart of Columbia Point.

It connects the destinations, neighborhoods, and the land to the water.

What we do on Mt Vernon St can establish a vision for Columbia Point



Identity Breakout Worksession

WHY are we concerned with identity?



We should be guided by vision, a framework, an **UNDERLYING SPIRIT** of Columbia Point to inform our design decisions.



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Identity Breakout Worksession

HOW do we go about exploring the identity?

Here's where we'd like to get **YOUR** input this evening

Words + Images > Design

Lighting



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Identity Breakout Worksession

WORDS

What are we aspiring to?



Identity Breakout Worksession

IMAGES: What are the “flavors” we’d like to see?



Lighting



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The End



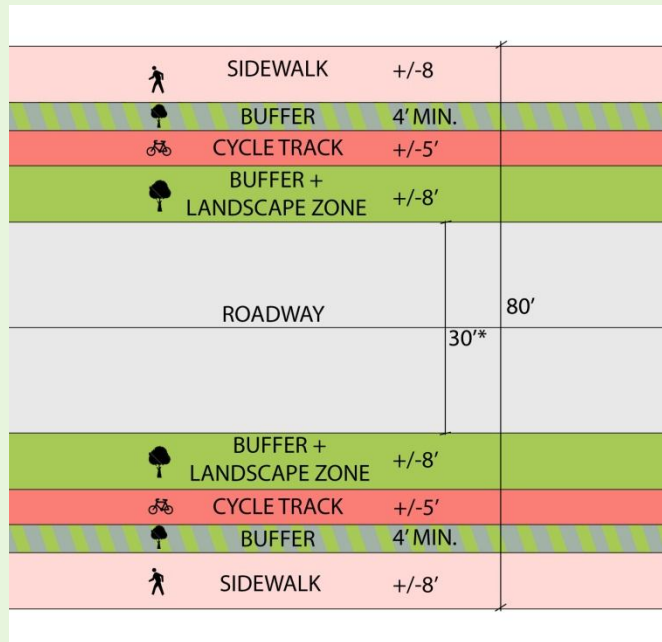
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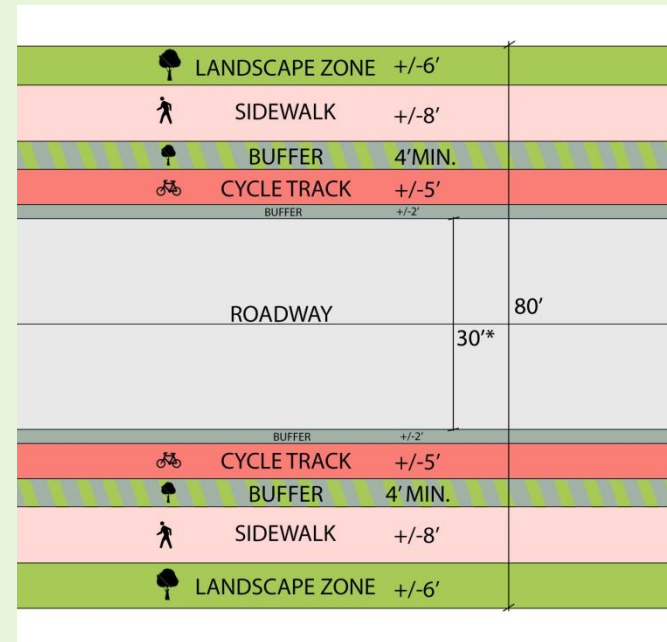


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OPTION A:
STREET BUFFER



OPTION B:
PROPERTY BUFFER

* APPROXIMATE ROADWAY WIDTH, 11' TRAVEL LANES, ADDITIONAL WIDTH FOR PARKING OR BREAKDOWN ACCOMODATIONS

NOTE: ALL DIMENSIONS ARE APPROXIMATE ONLY











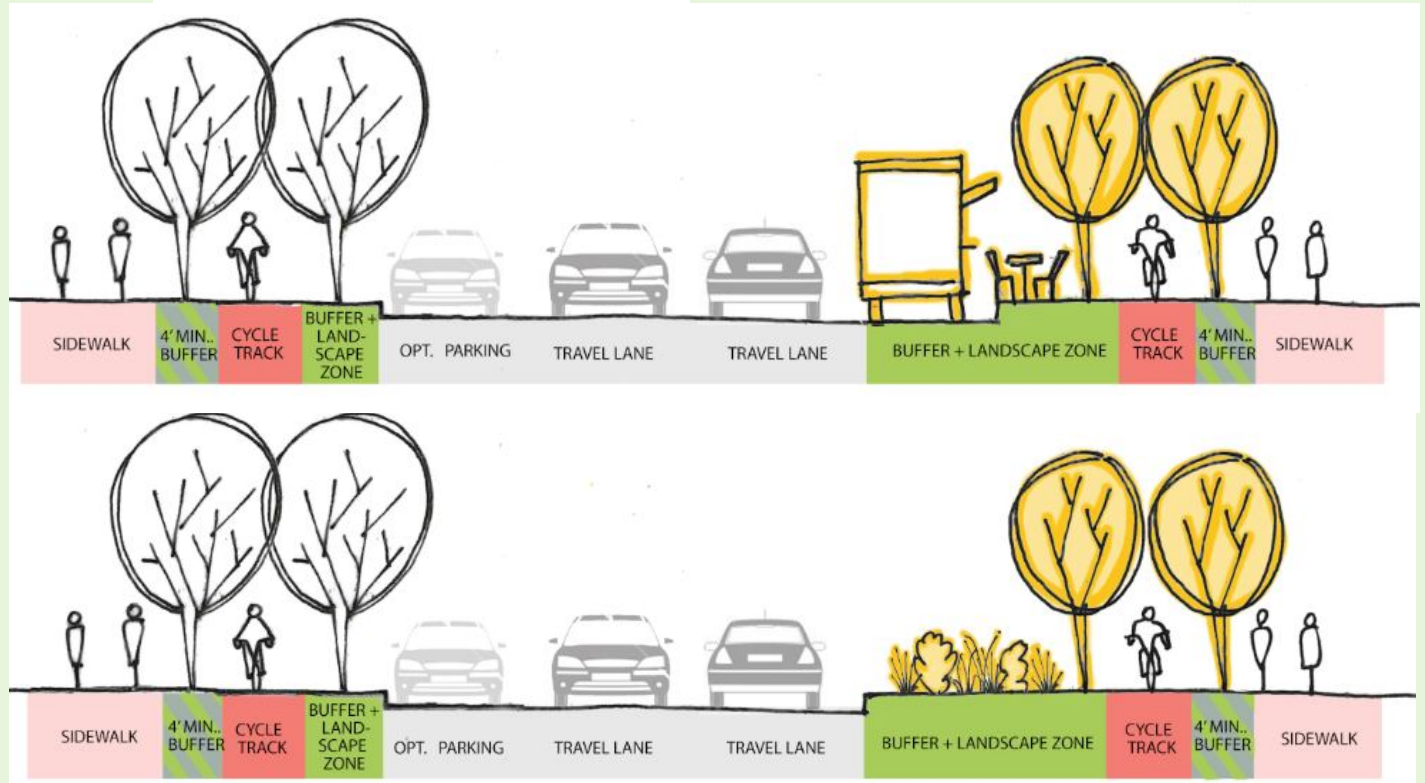
OPTION A: ADDITIONAL SPACE AT STREET EDGE

**+PLANTING AND
FURNISHING ZONE**
(STREET TREES, PLANTING,
LIGHTS, WAYFINDING, BUS
SHELTER)

+PARKING (ADDITIONAL
SPACE AT ROAD LEVEL)

+FOOD TRUCKS

	SIDEWALK	+/-8'	
	BUFFER	4' MIN.	
	CYCLE TRACK	+/-5'	
	BUFFER + LANDSCAPE ZONE	+/-8'	
ROADWAY			80'
			30'*
	BUFFER + LANDSCAPE ZONE	+/-8'	
	CYCLE TRACK	+/-5'	
	BUFFER	4' MIN.	
	SIDEWALK	+/-8'	



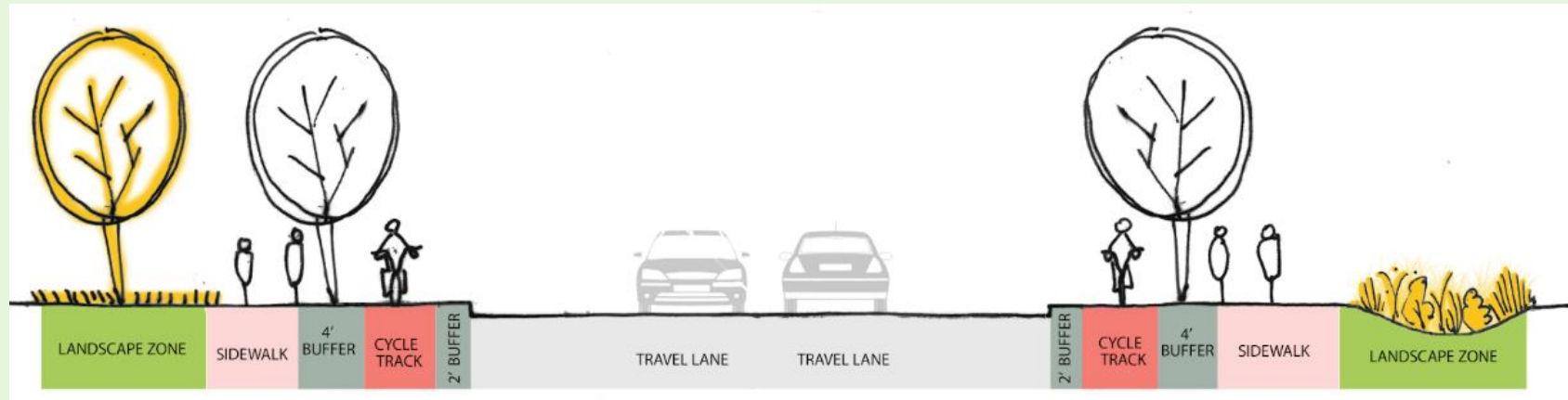
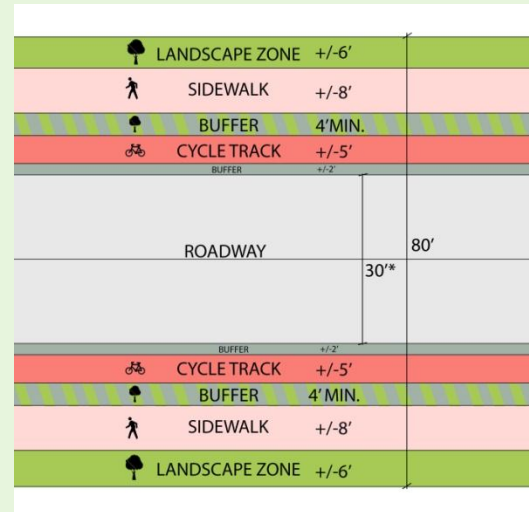
NOTE: ALL DIMENSIONS
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OPTION B: ADDITIONAL SPACE AT BACK OF SIDEWALK

**+PLANTING AND
FURNISHING ZONE**
(STREET TREES, PLANTING
LIGHTS, WAYFINDING)

NOTE: ALL DIMENSIONS
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ACTIVITY ZONES



EXERCISE/PLAY



FOOD TRUCKS/ VENDORS



**INFORMATION CENTERS
/KIOSKS**



INTERACTIVE SURFACES



ART/ SCULPTURE



SEATING



**BIKE MAINTENANCE/
HUBWAY STATIONS**



**SOLAR CHARGING
STATIONS**



PARKLETS

