Design of Transportation Nodes

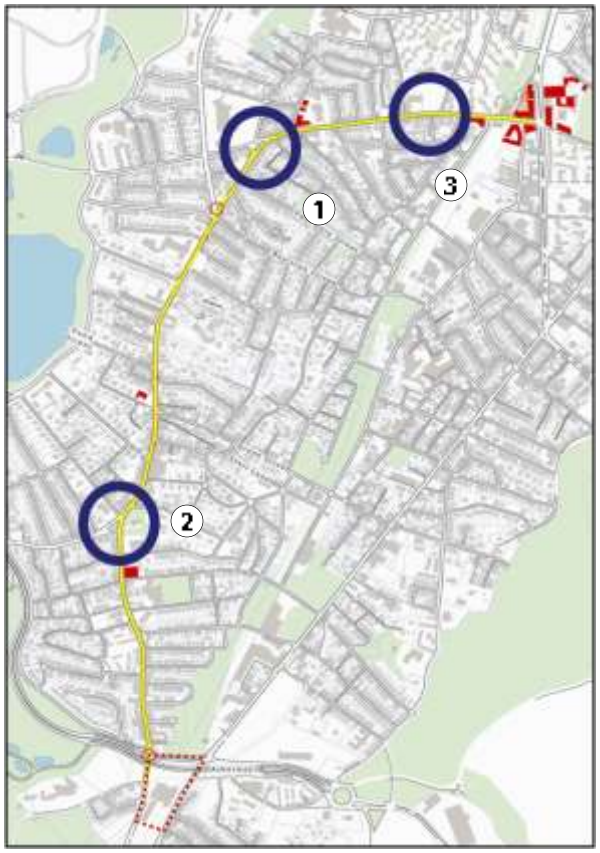
Having developed a vision for the Centre/South corridor, corridor-wide guidleines, and recommendations for the bicycle network and parking, conceptual designs have been developed for specific locations to apply these principles to specific transportation nodes within the corridor.

Each of these nodes is an important connection point between the corridor itself and the various residential and commercial districts along the way. Improvements to each of these major intersections must support these community districts and recognize the opportunities and constraints associated with the transportation infrastructure of each location.

The three transportation nodes along the corridor for which preliminary designs have been developed include:

- Hyde Square (1)
- Monument Square (2)
- Jackson Square to Mozart Park (3)

For each node selected for improvement, the design includes traffic configuration and streetscape design that is reflective of the community's vision. Improvements are focused on improved pedestrian and vehicle safety, while improving overall access to better support existing and future uses.



Aerial view of Hyde Square

Aerial view of Jackson Square to Mozart Park corridor

Aerial view of Monument Square

7. Hyde Square

Hyde Square is an important commercial area on the Centre/South corridor, and refers both to a specific intersection and the larger Latino flavored commercial district that surrounds it. The area is a mix of both commercial and residential buildings. The actual intersection of Hyde Square is at the bend of Centre Street, where its axis changes from North/South to East/West. The rotary at center of the intersection is a defining characteristic, and is one of the few in Boston. Perkins Street and Day Street also are part of Hyde Square forming the West and North legs of the intersection, respectively.

Goals and Issues

Reduce expansive paved area

Although the rotary gives this intersection a distinctive form, it makes pedestrian crossings in the area difficult due to the street width that must be crossed. Centre Street is especially wide (over 60 feet) within the intersec-

Existing Conditions, Hyde Square

tion, compared to the typical curb to curb corridor width of 40 to 44 feet. The wide street areas allow for vehicles to operate both using and bypassing the rotary, making vehicle travel faster, but creating a significant pedestrian barrier between each side of the Square. Meanwhile, the sidewalks are often inadequate for the level of pedestrian activity, and do not provide the space needed to create plaza, retail or seating space in Hyde Square. Trading roadway space for pedestrian/plaza space is a clear goal of Hyde Square redesign plans.

The positive defining characteristics that shape Hyde Square are the closely spaced building facades—in particular the curved front of the Art Deco build on the west side of the Square; the planted rotary in the center of the intersection; and the wall enclosing the MSPCA-Angell property. On the negative side, the Square is also defined by the large amount of asphalt pavement around the rotary and long crosswalk.

Support Existing Vibrancy

As the vibrant heart of Boston's most notable Latino commercial district, supporting and enhancing this vibrancy is a key goal in the redesign. With residential, commercial and institutional uses spread throughout Hyde Square, the community's goal is to preserve this mix, and balance out the improvements in a way that allows the interaction between them to grow. Adding pedestrian space throughout the square was important so that orphan spaces are not created and the connections in all directions can be improved. Widening sidewalks and creating a series of spaces that can allow retail to spill over onto the street allows the entire area to share in added vibrancy. Recognizing the "front door" impacts to all uses is also necessary, so that while all sidewalks are widened, the size and design of each may vary depending on the abutting retail or residential use. Vibrancy is also defined broadly as maintaining much of the on-street parking to enhance the area's destination character, and support the adjacent businesses.

The concept to remedy this situation is to reduce the amount of roadway by widening the sidewalks. The widening of the sidewalks creates more room for pedestrians and streetscape amenities to support a walking environment. It also significantly reduces the length of the crosswalks which increase pedestrian safety.

Preserve an iconic element

The existing rotary is an easily identifiable and iconic element of Hyde Square. While evaluating redesign options, the community recommended that the rotary be included as part of the future of Hyde Square. Providing additional artistic elements would be an important part of continuing to forge the identity of Hyde Square. Besides the rotary, the Square's most notable visual features include the curved Art Deco façade of the 401 Centre Street building (housing the Ultra Beauty Salon and The Haven pub), and the brick wall surrounding the Angel Memorial Animal Hospital (the former site of the Perkins School for the Blind).

Make Hyde Square Accessible, Sustainable and Maintainable

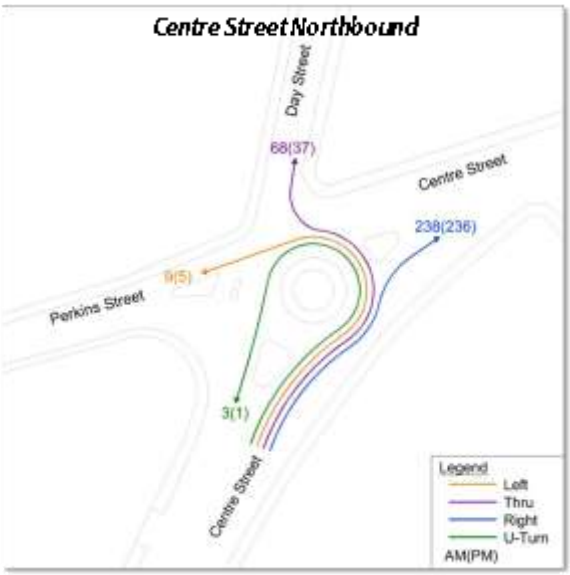
The long-term functionality of Hyde Square is key to the success of any redesign. Careful attention should be paid to ensure that the design can thrive with minimal ongoing maintenance. Tree pits and landscaped should be designed to allow vegetation to flourish, with features allowing for ease of ongoing maintenance. Added features, such as rain gardens should be included to capture and even reuse the rain water that today simply washes across the asphalt and into the sewer. Lastly, the design must be accessible, and offers the opportunity to fix existing deficiencies such as the non compliant pedestrian ramp at the northwest corner by Angel Memorial, and the half steps at the building entries along the southeast Centre Street frontage caused by excessive grade changes.

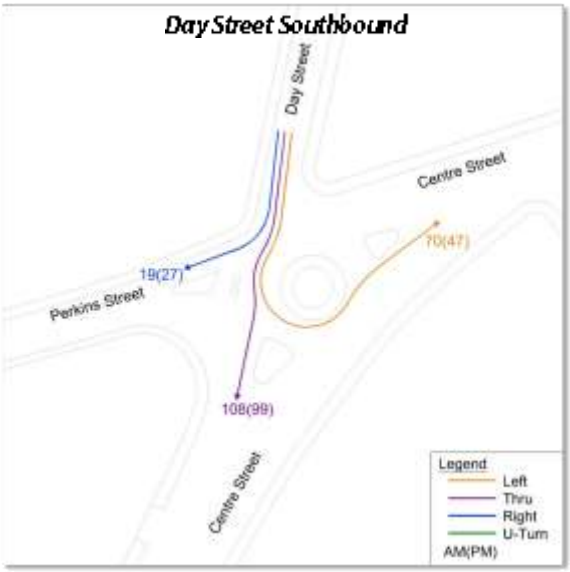
Existing Conditions

Traffic

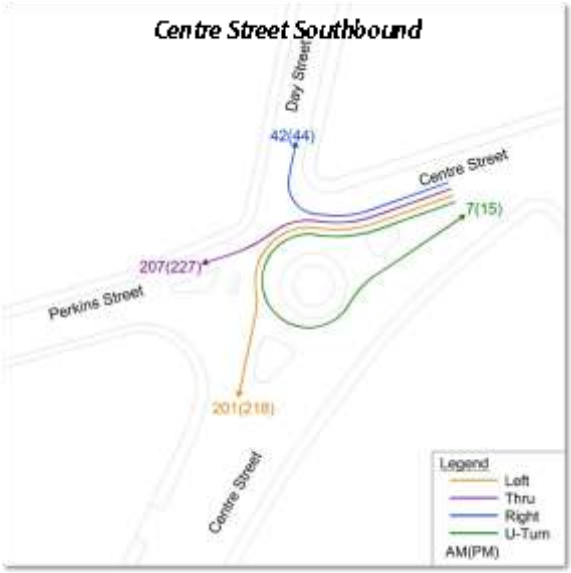
Hyde Square is one of the few rotaries in Boston. Functionally, it operates with minimal delay on all approaches, owing primarily to the amount of asphalt in the intersection, as movements rarely conflict. While the Day Street and Perkins Street approaches are Stop controlled, the Centre Street approaches are not. In fact the Centre Street northbound movement today operates almost as an exclusive through move, and somewhat outside the rotary.

The figures below show existing traffic volumes in Hyde Square by approach and destination. Both the AM and PM peak hours have similar total vehicle volumes of around 1,250 vehicles. The busiest movement is the Centre Street westbound approach with vehicle destinations evenly split between the westbound through movement to Perkins and the continuation to Centre Street southbound. Perkins Street east and Centre Street north have similar approach volumes, with the majority of vehicles headed to Centre Street east. The Day Street approach has the lowest volumes with about 15% of the total vehicle traffic entering the intersection.





Existing Vehicle Peak Hour Volumes, Hyde Square



Existing Pedestrian Peak Hour Volumes, Hyde Square

Pedestrian & Bicycle

Pedestrian activity in Hyde Square is limited by the long crossings along each of the approach streets. Data collection efforts showed comparatively few pedestrians crossing these streets in both the AM & PM peak hours. This is not for a lack of pedestrian activity in Hyde Square, as it appears that pedestrians stay on one side of the corridor or the other, and cross when they need to somewhere outside the Square. The figure to the left shows existing crossings in Hyde Square. The sidewalks in Hyde Square are typically 10 feet, which is not sufficient to allow for sidewalk cafes or retail spillover to occur. At this width, even street trees or street furniture begin to constrict sidewalk functionality. Bicycle activity in Hyde Square appears relatively low, but the peak hour volumes collected may understate daily bicycling numbers. Moreover, counts were conducted when no specific bicycle accommodations were present. Since that time, bicycle lanes and shared lane markings have been installed here as part of the overall corridor implementation program.

Streetscape/Character

Visually, the Square's notable features include the curved Art Deco façade of the 401 Centre Street building (housing the Ultra Beauty Salon and The Haven pub), and the brick wall surrounding the Angel Memorial Animal Hospital (the former site of the Perkins School for the Blind). The sidewalks, trees, and street features are well used and active, but fairly unremarkable. Storefronts and other building frontages vary significantly with some particularly interesting, yet overall these lack any unifying characteristics. Many of the residential buildings on the south side of Hyde Square are multifamily, and fairly typical of Boston's neighborhoods, but due to the grade change are set high on the street. With a dense environment and lack of vacancies, the street wall is constant and well defined. A series of artistic street furniture installations were put in place about several years ago and provide added visual interest.

Recommendations

The Hyde Square design retains the basic configuration of the rotary, but substantially reduces the paved area of the Square. The figure on the following page shows the recommended configuration and location of specific design elements to be carried forward in the final design of Hyde Square. The design shown best integrates the desired functionality of Hyde Square for all transportation modes and incorporates design goals with the following features:

Reduce Pedestrian Crossing

Expand Tree Pit

Traffic

- The diameter of the rotary will be reduced and realigned, narrowing each approach.
- All intersection approaches will be "Yield" controlled, eliminating the "Stop" controlled Perkins and Day Street approaches.
- Free movements will be eliminated with all traffic required to enter the rotary.
- Despite the reduced roadway and rotary width, sufficient room for vehicles to pass is provided, maintaining traffic capacity

Pedestrians

- All crossings will be reduced
- All sidewalks will be widened within the reconfigured Hyde Square.
- Sidewalk widening and pedestrian spaces have been balanced and spread throughout Hyde Square with an emphasis on added space.
- Sidewalks, pedestrian ramps and crosswalks will all be made ADA accessible and compliant, as sidewalk widening allows room to correct existing grade deficiencies.

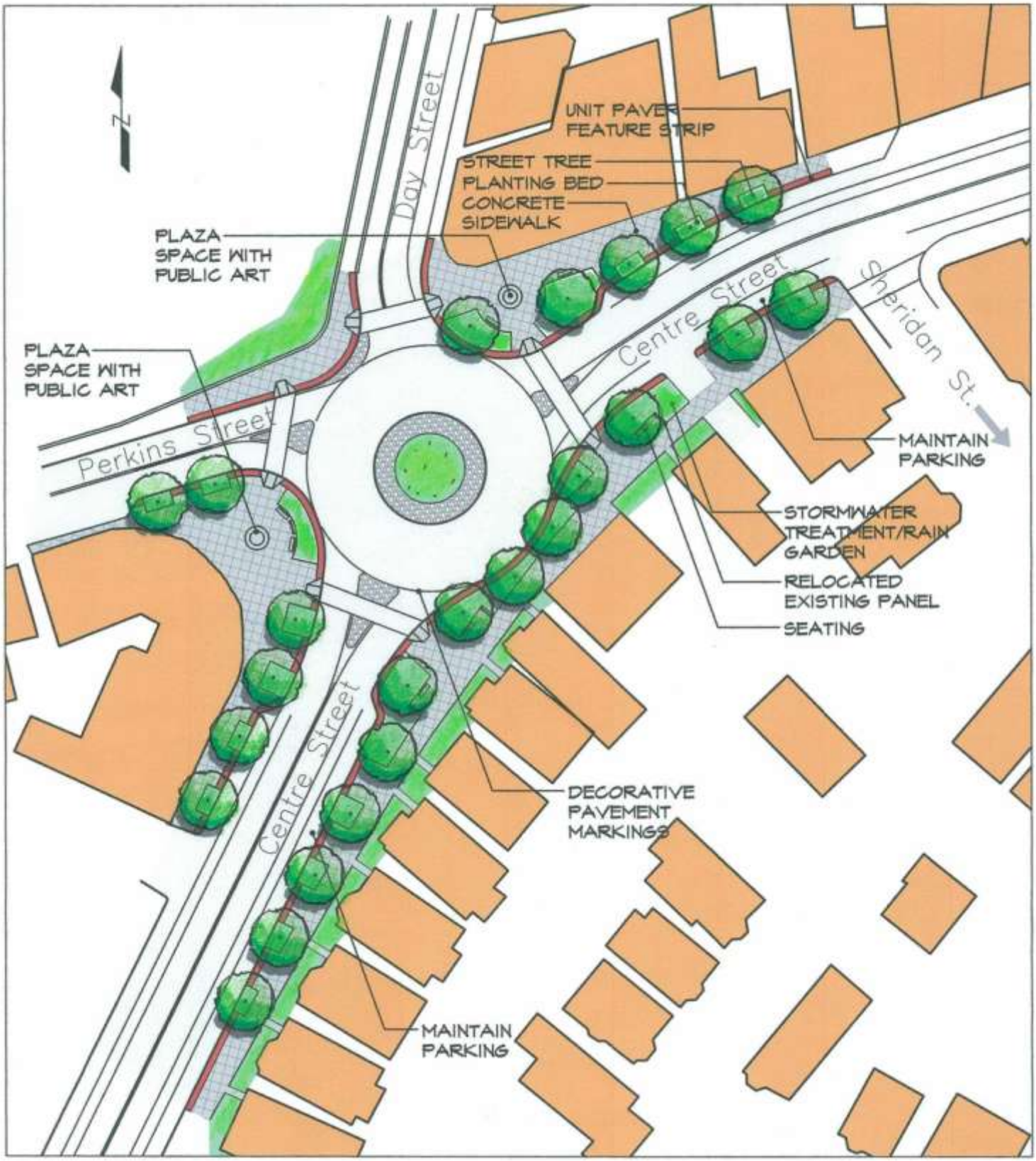
Bicycles

- The design will continue to accommodate bicycles, by incorporating the bicycle lanes and shared lane markings installed as part of the overall corridor implementation program.
- Additional room for bicycle racks will be created in the plaza areas.

Parking

- Parking has been preserved throughout Hyde Square, except within the rotary itself.
- Expanded plaza area allow for the creation of additional parking on Perkins Street.
- Two hour parking regulations will be expanded

Hyde Square Concept



Design

- Additional room for bicycle racks has been created in the plaza areas.
- The maintained rotary configuration will continue to provide an iconic and identifying character to Hyde Square.
- Plaza areas have been balanced throughout the Square to ensure each corner receives improvements, but no plaza areas are excessive.
- A mixture of hardscape and landscape areas will provide both functional and aesthetic space in each plaza.
- Space for seating areas has been provided adjacent to restaurants and other commercial establishments
- Areas that can support artwork are identified in the design, and artwork developed would add to a developing iconic character.
- The Veterans' Memorial in the rotary is relocated to the expanded plaza area where it is more accessible.

Sustainability/Maintainability

- High-quality materials are recommended for all areas, including the materials recommended in the Streetscape Guidelines.
- Condition 3 trees, the larger, spreading varieties, are recommended, and will be supported by larger tree pits which would allow them to thrive.
- Rain gardens are recommended, and shown on the south side of Hyde Square and will work well with the overall intersection grade.

8. Monument Square

Located at the intersection of Centre Street and South Street, Monument Square is an important connecting node in Jamaica Plain. Named after the Soldier's Monument to Civil War veterans, Monument Square represents an historic center with prominent buildings defining its edges. These buildings, and the central island on which the Monument sits, are all set well back from the street. The Square is dominated by a wide expanse of asphalt, creating a large but somewhat isolated area. Nevertheless, Monument Square is a central point between the Centre and South Street commercial districts, and also serves as a transportation hub with several bus routes connecting in the Square. Vehicular traffic on Centre Street splits around the Monument with westbound traffic to the north and east-bound traffic to the south of the central island. Despite recent renovations to the Monument itself, the island is surrounded by a fence and is not generally accessible for any public access.

Existing Conditions, Monument Square

Goals and Issues

Connect JP Centre to South Street business district

While Centre and South Streets are often perceived as a continuous business district, the current configuration of Monument Square does not physically contribute to that goal. Pedestrian crossings and sidewalk paths through the Square can be difficult to navigate. More importantly, with the island fenced in, and most buildings set well back from the street, Monument Square too often feels like a place you must pass through, and not a place you are invited to enjoy. The redesign of Monument Square must be sensitive to this dynamic, and attention must be paid to making Monument Square a place that unites the vibrant commercial districts on Centre and South Street.

Improve safety for all users

For Monument Square to be a well utilized successful space, it must be safe and welcoming. Presently, pedestrians, motorists, bicyclists and transit users all suffer from a potentially difficult passage.Pedestrians must choose their path through the Square early in their approach to avoid poor sidewalks and difficult crossings. Drivers travel either too fast or too slow depending on how they are moving through the Square. Bicyclists must navigate a variety of conflicting traffic moves, in often ill-defined roadways. Lastly, all must pay attention to the variety of MBTA buses using all approaches to Monument Square. Careful redesign of Monument Square must take all users into account, and establish priorities through design where uses interact. Creating useful space, and incorporating lighting, sight lines, landscaping, street furniture and other amenities to encourage desirable uses and make Monument Square a destination rather than a pass through will also contribute to improved safety for all.

Reduce traffic delays and protect parking

For motorists heading south, Monument Square is where the congestion in JP Centre begins to abate, and vehicles can accelerate, often at unsafe speeds. Yet, at approaches such as the Centre Street eastbound movement, traffic delays can be extensive, especially at peak times. Moreover, turning movements and bus operations cause minor traffic delays. Minimizing this congestion is important not just for the functionality of Monument Square, but to keep vehicles from seeking alternate routes through residential neighborhood streets. In addition, the supply of parking in and around the Square serves to relieve demand within the commercial districts during the day and within the adjacent residential neighborhoods

at night. While studies show that these spaces are not as occupied as others in the Centre and South Street corridor preserving parking in Monument Square is important to abutting residential and commercial property owners.

Create space for community use

For as active as the JP Centre district is, there is a distinct lack of space for community use. While sidewalks and mini plazas along the corridor all contribute to a vibrant neighborhood, there is no place for gatherings. Located in the heart of the district, a reconfigured Monument Square offers the ability to create a space for community use and celebration. Through the Action Plan process, suggestions of community uses such as farmers market, ceremonial space, and playgrounds have been made for Monument Square, it is clear that the design should create a space which offers multiple opportunities. Much of the space created will come from reclamation of current roadways simultaneously improving safety and increasing community space.

Respect the sanctity of the Monument and re-integrate with surrounding prominent, historic buildings

Located at an historic crossroads, the Soldiers Monument is one of the oldest Civil War memorials in the country and has defined Jamaica Plain, and this Square since long before it was a part of the City of Boston. Originally designed and placed as a contemplative place, the sanctity of the structure and the surrounding area should be preserved in any new design. Removing the fence, and allowing access to the Monument can help reinforce its appreciation by allowing it to be experienced by the community in a way not possible today. Over time, the Monument has been separated from its historic surroundings, and a redesign of the Square must re-establish the historic visual connections to the prominent surrounding buildings as one of Monument Square's most memorable features.

Historic renderings of the Soldiers' Monument

First Church in JP Unitarian Universalist

Loring-Greenough House

Curtis Hall

Soldiers' Monument

Existing Conditions, Monument Square

Monument Square is primarily defined by major landmark structures setback from the street by generous lawns, all surrounding the Soldiers Monument

Existing Conditions

Traffic

For traffic purposes, Monument Square can be seen as consisting of three intersections, Centre Street and Eliot Street, Centre Street and South Street and Centre Street and Holbrook Street. The intersection of Centre Street and Eliot Street currently has a pedestrian actuated traffic signal which rests on flashing yellow for Centre Street and flashing red for Eliot Street. The intersections of Centre Street and South Street and Centre Street and Holbrook Street are unsignalized. Eastbound Centre Street is Stop controlled at South Street.

Centre Street veers west towards West Roxbury at Eliot Street, with the southbound continuation becoming South Street. This creates a somewhat awkward alignment for vehicles heading west on Centre and a dangerous environment for vehicles exiting Eliot Street because of limited sight lines. In fact, presently left turns from Eliot Street are illegal due to this conflict.

Looking south toward Monument

Looking north toward Monument

West side of Monument

East side of Monument

Peak hour vehicle counts show that the Centre Street southbound approach has a westbound/southbound breakdown of 55%/45% during the AM peak hour, and 40%/60% during the PM peak hour. Overall, the Centre/Eliot Street intersection operates with minimal delay during both peak hours, with the Eliot Street approach showing a Level of Service (LOS) B, and the Centre Street approaches at LOS A.

The most problematic approach is the Centre Street eastbound approach to Monument Square. All eastbound traffic operates on the one way section south of the Monument Square island. The majority of these vehicles are turning left, essentially continuing travel on Centre Street. This presently stop-controlled approach operates at a LOS E during both the AM and PM peak hours. Additionally, the left turn is often difficult due to a lack of clear sight lines, and vehicles must nudge their way through the intersection in order to safely traverse it.

Pedestrian & Bicycle

Monument Square, despite its openness, is not a particularly pedestrian friendly environment. Those traversing the square typically stay on one side of the street and continue through it. Even the northern intersection (Centre and Eliot Streets) with its exclusive pedestrian actuated signal, suffers from an awkward alignment and long pedestrian crossings. Most of the sidewalks in Monument Square are no more than 8′ in width. The sidewalks along the Monument Square island are even narrower, and with streetlights and signs, their functional path does not even meet ADA minimum requirements. The east and south sides of the island in particular are substandard, both in width and cross-slope contributing to an environment hostile to pedestrians. For bicyclists, the recently installed bicycle lanes on Centre/South Street run through Monument Square, a vast improvement from when the trolley tracks were exposed. However, there are no cross connections to Centre Street, which is both a major commuting corridor and a connection to the Emerald Necklace. Bicyclists hoping to use the east-west part of Centre Street suffer from the same congestion and lack of delineation that vehicles do.

Public Transportation

Four separate MBTA bus routes pass through Monument Square. The busiest of these is the 39, which uses the Centre/South corridor to connect Forest Hills to Back Bay Station. Route 38, which connects Jamaica Plain to West Roxbury turns from Centre Street to South Street. Both the 41 and

the 48 terminate and layover in Monument Square contributing to traffic congestion and the need for curb space in the Square. Route 48 is the JP loop bus, connecting parts of the neighborhood, while Route 41 travels along Centre Street from Monument Square through Fort Hill in Roxbury and ultimately on to Dudley Square, Uphams Corner and JFK/UMass station. Inbound, all buses stop at an expansive bus stop in front of the Loring-Greenough House. Outbound there are three stops in Monument Square, one nearside of Eliot Street, one in front of the Unitarian Universalist church on Centre Street, and one on South Street just far side of Centre Street. There are no shelters for any of the bus stops in Monument Square.

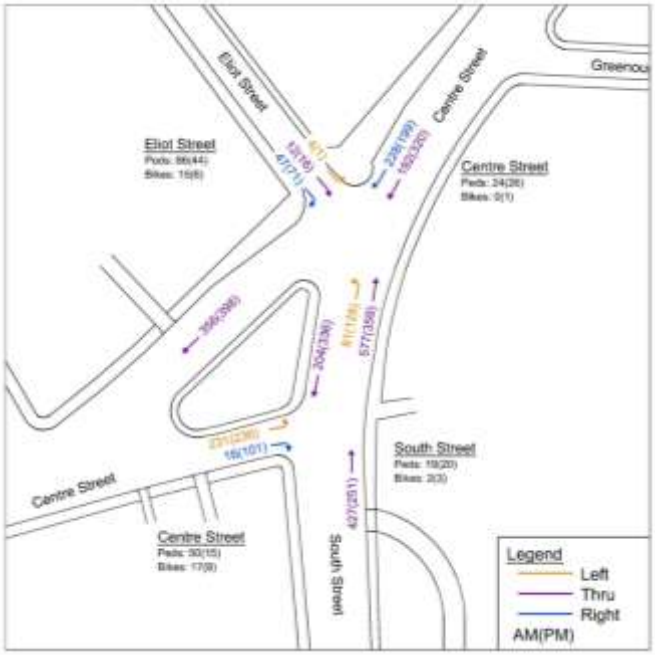
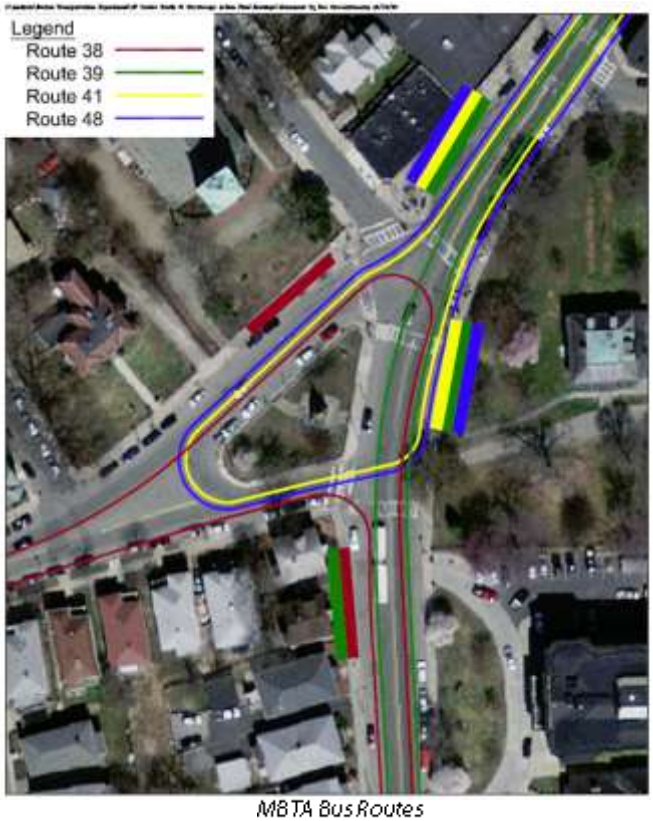


Diagram of 2010 traffic volumes

Streetscape/Character

Located just past the southern end of the Jamaica Plain Center commercial district, Monument Square is distinct from the commercial district in both land use and urban form. North of Elliot Street the buildings are located at the back of sidewalk and create a traditional retail frontage with its sense of enclosure and activity. South of Elliot Street the character changes dramatically with the monument as the focus of an historical center where the major buildings defining its edges are set well back from the street with generous lawns and plantings.

The Unitarian Universalist Church, the building next door to the church (now housing medical offices), the Loring-Greenough House and Curtis Hall are all prominent buildings that shape the space around the monument. The monument, located on a large traffic island, is surrounded by a sea of asphalt and separated from the main pedestrian paths which follow the outside of the intersection. The monument itself is fenced off and people wishing a closer look must cross an unsignalized intersection to get to the island. This creates a large and isolating forecourt to the Soldier's Monument.



MBTA Bus Routes

Recommendations

A set of six alternative concept designs were developed to respond to the Goals identified above. Through an extensive community process these design approaches were whittled down and combined to an initial single preferred alternative. However, support for this alternative is not unanimous in the community. As the concept designs in this Action Plan are slated to be developed into final designs leading to construction in a subsequent public process, it was determined that two alternatives would be carried forward:

Expanded Park Concept
Enhanced Island Concept

Expanded Park Concept

This design expands the Monument Square island into a peninsula by uniting it with the area by the Unitarian Universalist Church and closing it off to through traffic. This portion of the street would greatly expand the space available for community activities and enhance pedestrian connections in Monument Square. Westbound traffic on Centre Street would be rerouted to the southern side of the Monument, which would operate as a two-way street, with a new signalized intersection at the corner of Centre and South Street. Access to abutters, and for emergency vehicles, would continue through the closed portion of Centre Street which would be designed and treated as a shared pedestrian-vehicular way, preserving also the historic portion of Centre Street as a carriageway.

Example of carriageway (Richmond, VA)

Designs for the area around the Soldier's Monument would also reflect the following parameters:

- Passive space will be maintained around the Soldier's Monument to preserve the historic sanctity and contemplative nature of the Monument
- Fences around the island and/or Monument would be removed
- Views of the Monument would be preserved from each approaching street
- Additional trees and landscaping will be planted to increase the usability and sustainability of the area, but will not interfere with important sight lines to the Monument.
- Space for community use will be created, but not specifically programmed

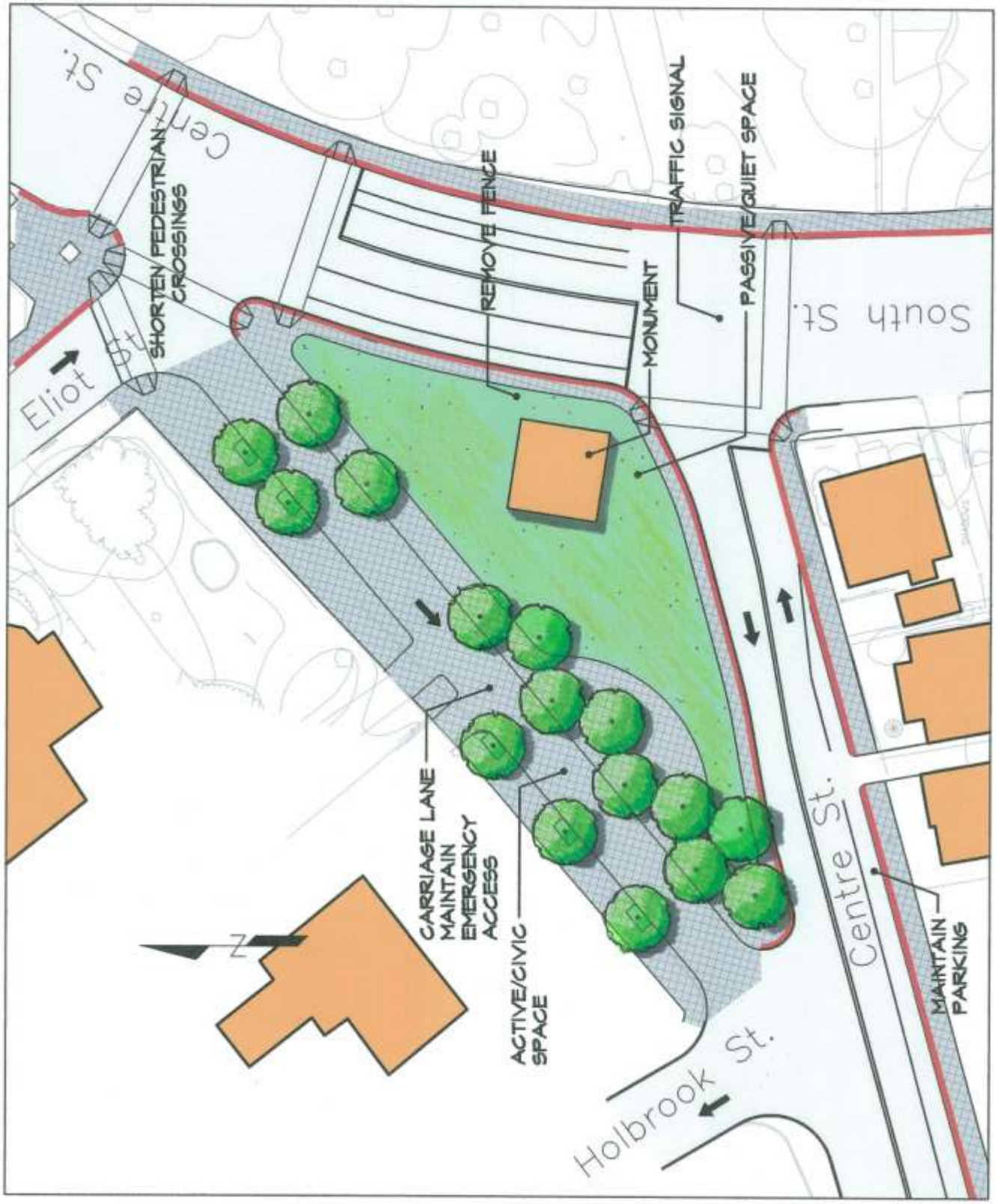
- Pedestrian and bicycle connections through the Square will be incorporated into all designs
- The pedestrian/vehicular street created will be flush to the surrounding plaza, and will be constructed of materials to differentiate it from a regular asphalt street.

Enhanced Island Concept

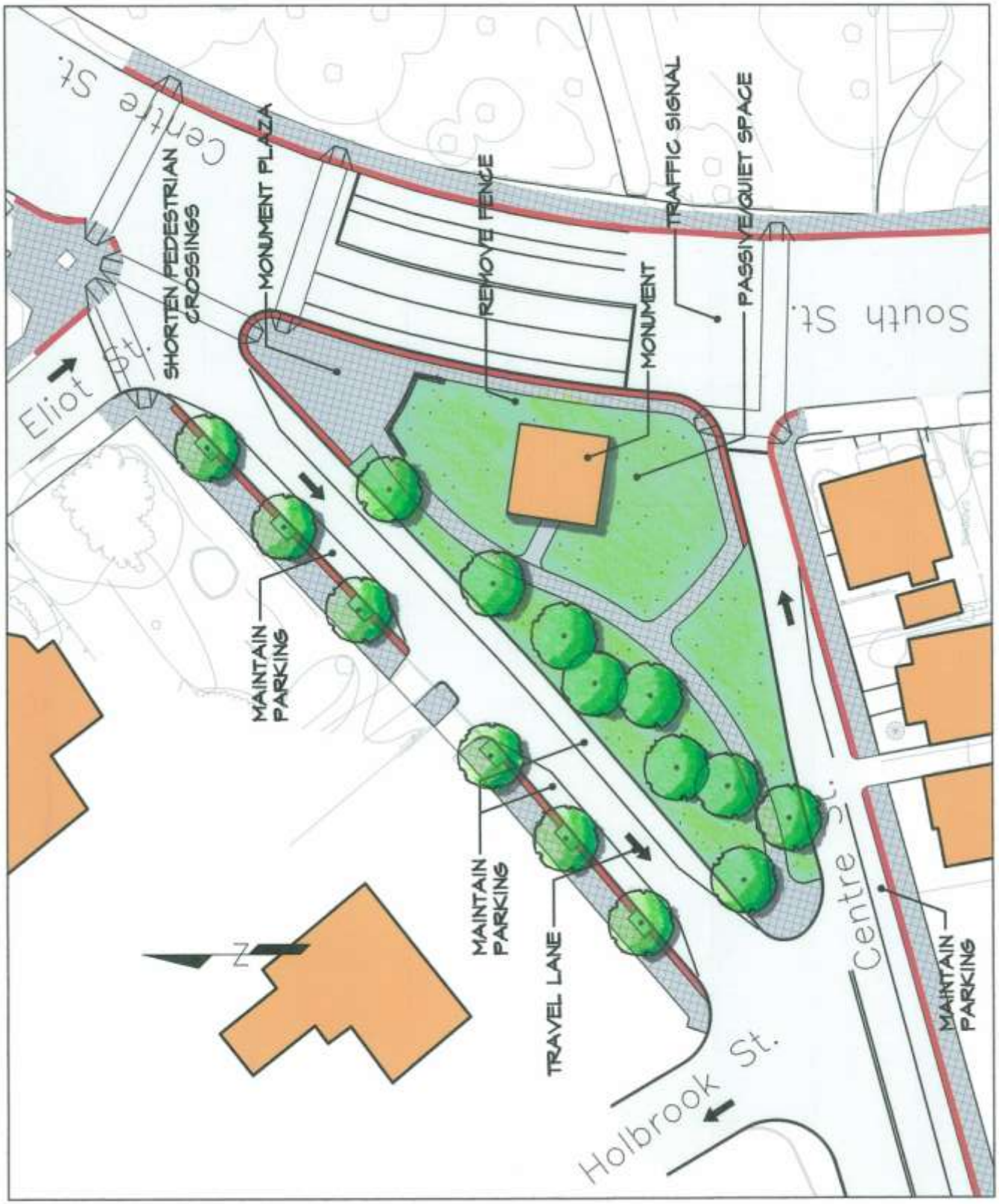
This design enlarges the existing Monument Square island and makes additional enhancements to the surrounding area. Note that many of these improvements would occur in either the Expanded Park or Enhanced Island scenarios, including:

- A traffic signal at the intersection of Centre Street eastbound and South Street.
- Enlarge the island to provide sidewalks and a small landscaped area without obstructing view corridors to the Monument
- Remove all fences at the Solider's Monument
- Relocate the inbound bus stop at the Loring-Greenough House to in front of Curtis Hall and incorporate a bus shelter.
- Shorten the pedestrian crossing at Eliot Street and Centre Street.
- Incorporate bicycle connections through Monument Square.
- Preserve access to abutting users, and all existing traffic movements.
- Upgrade all sidewalks beyond ADA accessible requirements.

Expanded Park Concept



Enhanced Island Concept



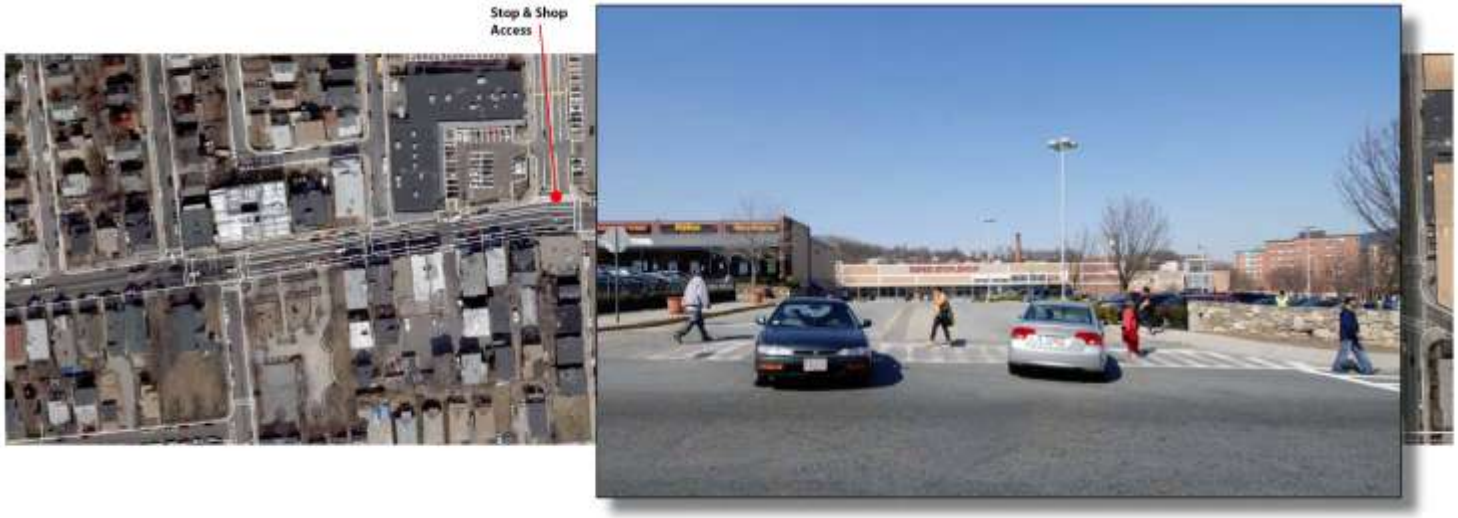
9. Jackson Square to Mozart Park

The Jackson Square to Mozart Park portion of the Centre Street corridor is a highly-used commercial district with large-parcel development on the north side of the street and more traditional single-storefront commercial on the south side. With Hyde Square, it is heart of Latino activity in the corridor and supports multiple restaurants, shops and services supporting the community. Jackson Square to the east, is a major intermodal center, hosting an MBTA Orange Line station, a major bus hub, and a connection to the Southwest Corridor and the site of a major, long –planned mixed-use development. Centre Street is the entry to the Jamaica Plain community and with no parallel street, serves a variety of functions. Despite a high level of activity, there are only two signalized intersections, Mozart Street and Lamartine Street, along the corridor.

Existing Conditions, Jackson Square to Mozart Park


270 Centre Street
Under Construction
Proposed Jackson
Square Development


Chestnut Avenue
Right-of-Way


Stop & Shop
Access


Bromley Heath
Off-Street Parking


Southwest Corridor
Crossing

Goals and Issues

Apply Corridor Guidelines

Unlike the Hyde Square and Monument Square areas, which were large intersections, the Mozart Park-Jackson Square section is a 0.25 mile section of the Centre/South corridor.

Develop a defining character/Create places

The section of Centre Street is successful due to the varied mix of land uses and building forms. However, block by block, corridor character changes in this area. Side streets do not line up across Centre Street, and a surprising number of gaps in the street wall exist throughout the corridor. Bromley Heath housing, Stop & Shop plaza, and various intersections, each create urban design and functional challenges to maintaining corridor vibrancy. Based on the corridor-wide guidelines, the goal is to look at these issues as opportunities to create "special" places on Centre Street. These designed areas could be memorable in their own right, and potentially unify the corridor.

Support Pedestrian Activity

Serving both the dense neighborhood surrounding it, and a more regional Latino clientele, the Mozart Park-Jackson Square section hosts a high level of pedestrian activity. Challenges to walking are significant, and include:

- Relatively narrow sidewalks, constricted further by poorly functioning tree pits, and ill conceived street furniture.
- Inconsistent crossings of both Centre Street and the side streets
- Barriers, such as the wide and relatively unsafe crossings of the Stop & Shop driveway, and Bickford Street.
- Concentrated pedestrian activity approaching the Jackson Square MBTA station.

Build on ongoing developments

Major developments are in varying stages of construction and will help redefine this section of Centre Street. With the Jackson Square project and 270 Centre Street, the eastern end of the corridor in particular will be transformed, creating a gateway effect to this area. Blessed Sacrament, just to the west of this area will further anchor the area's continued vibrancy. Plans for this section must not only provide connections to these developments, but also be sufficient to accommodate the added street life that will be created once these are fully occupied.

Existing Conditions

Traffic and Parking

As with the rest of the corridor, Centre Street is a two-way roadway with one lane in each direction. The curb to curb width is approximately 42 feet, with parking allowed on each side of the street. Any congestion experienced is usually a function of the friction created by local vehicle activity either making turns, allowing pedestrians to cross, accessing parking, or double parking. There are two traffic signals within the design area, at Lamartine Street and to the west at Mozart Street.

supply
85% utilization
vehicles

Parking Utilization:
Forbes Street to Jackson Square

There are approximately 80 on-street spaces between Jackson Square and Forbes Street and most are regulated as two hour parking. The chart to the right shows parking usage throughout the day and demonstrates that even though parking is well used, it is never more than 74% full, and even then only at the peak 11 AM hour. Stop and Shop Plaza is a significant off-street parking facility, with a total of 224 spaces for use by customers of the supermarket.

Pedestrian and Bicycle

Recently installed bicycle improvements include a climbing lane (designated bicycle lane) in the westbound direction of Centre Street, which is the uphill direction, and "sharrows" or shared lane marking in the eastbound direction. Pedestrian activity is high, especially on the northside of Centre Street approaching Jackson Square MBTA station. This sidewalk is deficient, as it is narrow, in poor condition with significant heaving in several areas, and is disrupted by curb cuts serving parking areas adjacent to the sidewalk. Crossings exist, but are inconsistent, and not generally aligned with pedestrian desire lines. Additionally, the entire area has sidewalks of around 8 feet, which does not allow for two people to walk abreast nor does it allow for retail and restaurant activity to spill onto the sidewalk.

Streetscape

Land uses lining the north side of the street – the MBTA Jackson Square station, the Bromley-Heath public housing development, the Stop & Shop building, parking lot, and shopping center – are all internally organized and do not add to the vitality of the street. On the south side, on either side of Estrella Street, there is a concentration of restaurant and food related retail stores. Mozart Park and the Southwest Corridor Park bracket each end of this segment. Most significantly, Centre Street has a series of ill-defined spaces, most notably the intersection of Chestnut Avenue. At best these

places detract from the areas street life potential, while at worst they become disenfranchised spaces in which undesirable activity occurs.

Recommendations

Expanding sidewalk space to support pedestrian activity and street life is essential to the future of this section of the corridor. This goal, however, has to be balanced against the need to accommodate curbside parking and bicycles. While bicycle facilities have already been installed, it is also not desirable to remove an entire lane of parking. Given these conditions, sidewalk widening are proposed only at key locations.

The proposed plan for this section creates a series of small-scale improvements to develop "special" places along the street. It includes selected sidewalk widening to create space for better circulation and possible outdoor cafés and sales; relocated crosswalks at important desire lines, and reorganized parking to reduce vehicular-pedestrian conflicts. The plan also applies many of the elements of the Streetscape Guidelines.

Proposed Improvements in the Jackson Square-Mozart Park Corridor
(refer to diagram below)

1. Raised crosswalks across side streets approaching Centre Street create a continuous, level sidewalk.
2. Widen sidewalk near the Estella Bakery, from crosswalk to crosswalk, to allow opportunities for outdoor seating.
3. Shorten bus stop from 82 feet to 62 feet and gain an additional parking space.
4. Add a crosswalk at the west side of Walden Street.
5. Widen sidewalks on both sides of the parking lot exit. The widening on the east side prevents parking immediately adjacent to the driveway and allows drivers pulling out increased visibility. The widening on the east side relives a pinch point and allows for the relocation of the collection of newspaper boxes outside of the principal waling path.
7. Widen the sidewalk for 20 to 25 feet at two locations for outdoor café seating or sidewalk retail.
8. Redesign the shopping center driveway to make it friendlier, for example,

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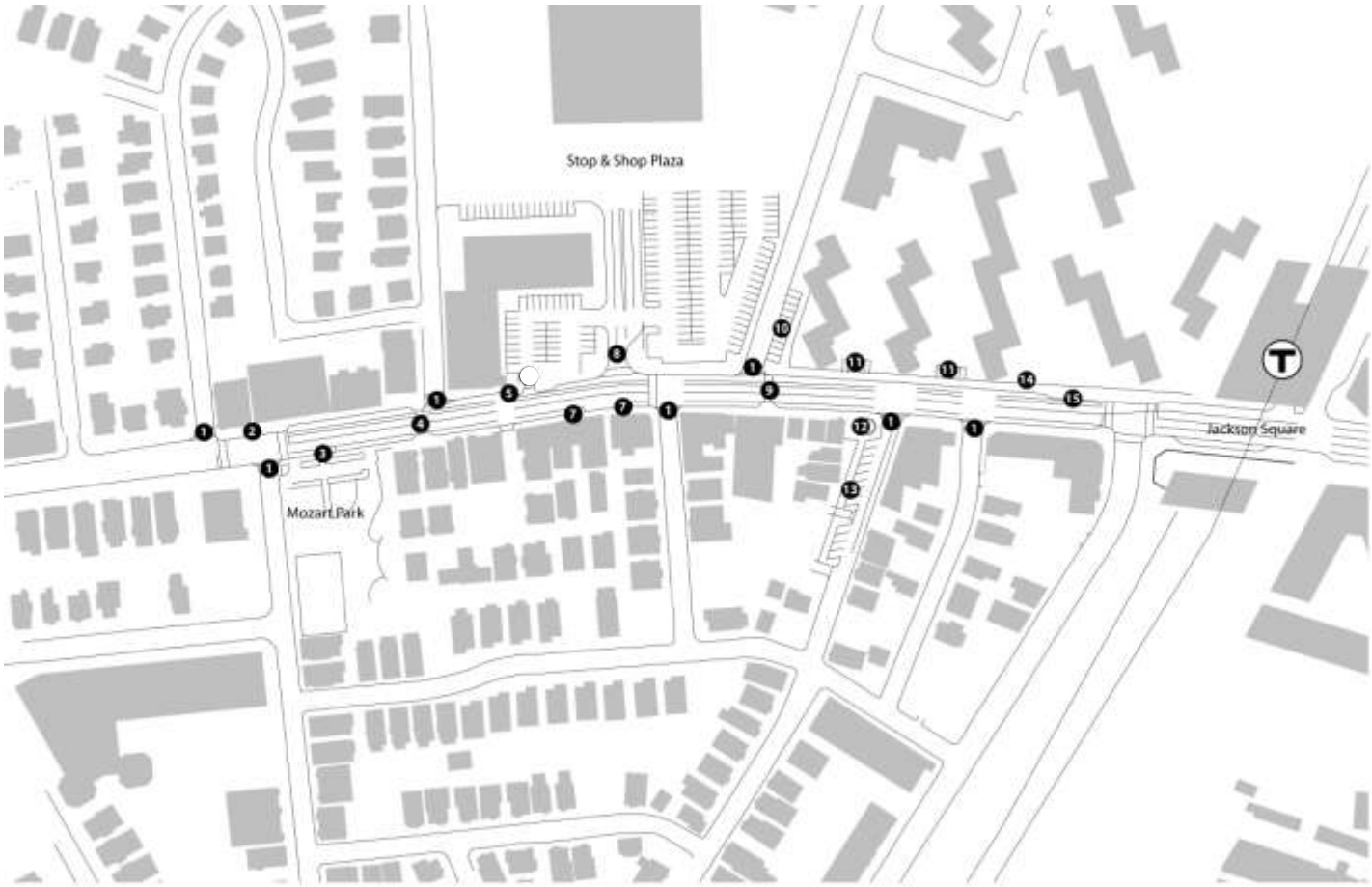

by adding a raised pedestrian island.

9. Widen sidewalk at crosswalk connecting to bus shelter for improved pedestrian visibility.
10. Shift Bromley-Heath parking westward to improve pedestrian circulation adjacent to building.
11. Phase out parking behind the sidewalk to reduce pedestrian vehicular conflicts and add green space (or tot lot) to Bromley-Heath lawn area. If handicapped spaces need to remain, then relocate them to the curb.
12. Create small plaza at the intersection incorporating benches and trees.
13. Reorganize the parking that currently occupies space behind the curb in to angled, back in-pull out parking. Add a 10-foot sidewalk behind the parking and landscape residual areas as small front yard for the abutting properties.
14. Widen the heavily used sidewalk four feet into the lawn area of the Bromley Heath. Plant additional shade trees behind the sidewalk to provide a canopy over the sidewalk. Remove tree pits currently at the curb to increase pedestrian circulation area.
15. Extend the proposed widen sidewalk westward to further increase pedestrian circulation area.

Vignettes illustrating some of the proposed improvements along Centre Street, implementing principles established in the corridor-wide guidelines.