

Public Hearing  
January 20, 2015



# Reconstruction of Quincy Street

Martin J. Walsh  
Mayor

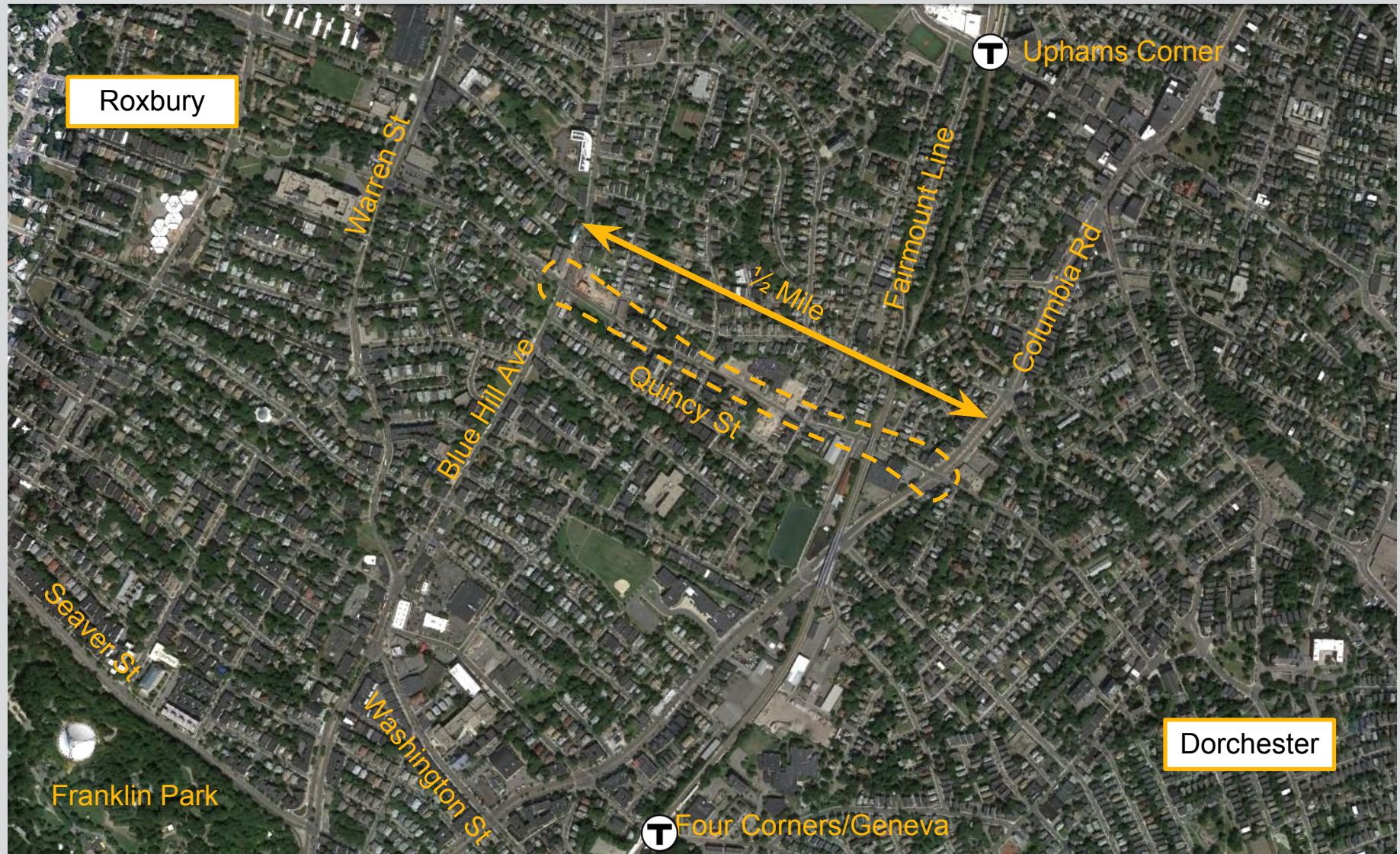


Michael Dennehy  
Commissioner





# Project Limits





# Project Goals

- Revitalize corridor
  - *Last reconstructed in 1983*
  - *Compliment adjacent development*
    - HUD Choice Neighborhoods grant projects
    - Indigo Line projects
- Improve bicycle and pedestrian facilities
- Upgrade street lighting
- Bring corridor into compliance with accessibility standards
- Address traffic flow and safety concerns

→ **Create a Healthy, Innovative, and Thriving corridor**



This aerial map of Quincy, MA, features several callouts to specific locations and a transit map inset. The callouts include:

- Bornstein & Pearl Food Production Center**: Located in the upper right, showing a large industrial building with trucks.
- Quincy Common**: Located in the upper center, showing a large open lot with some construction.
- Haynes Early Education Center**: Located on the left, showing a modern brick building with a clock tower.
- Quincy Heights**: Located in the lower left, showing a large brick building.
- Roxbury Prep. Charter School**: Located in the lower center, showing a brick building with a blue sign.
- Fairmont Line/Indigo Line**: An inset map in the lower right showing the transit routes, including the Fairmont Line (purple) and Indigo Line (red), with stations like Heath St, Forest Hills, Morton St, Blue Hill Ave, River St, Fairmount, Mattapan, and South Bay.





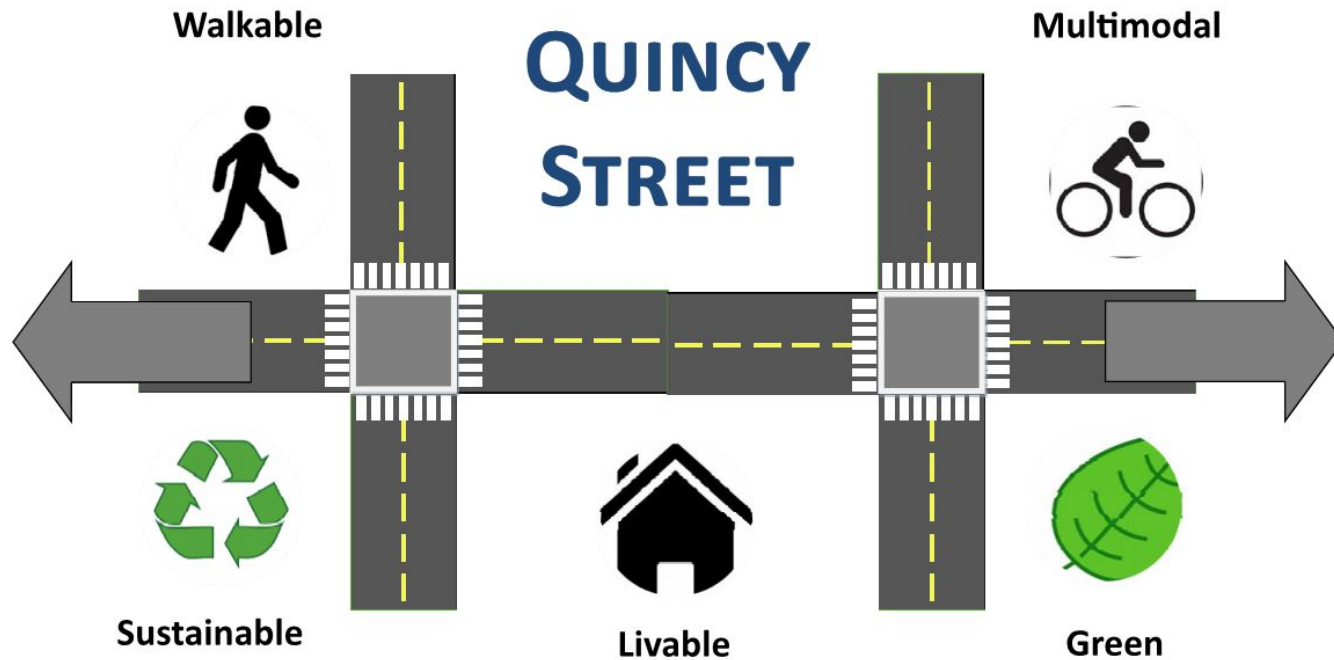
# Challenges

- Satisfying diverse interests in a narrow Right-of-Way
  - *40-foot layout*
  - *26 feet curb to curb (existing)*
- Possible shallow utilities
- Traffic volumes and speed





# Guiding Principles



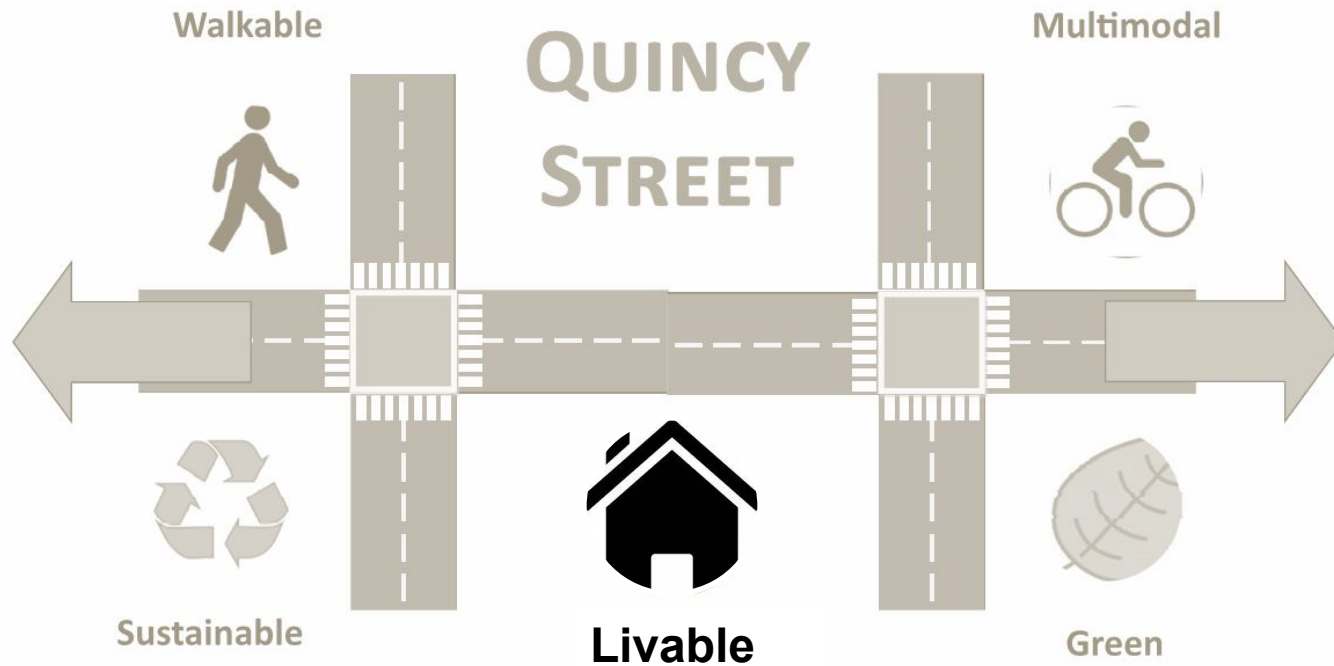
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# Guiding Principles



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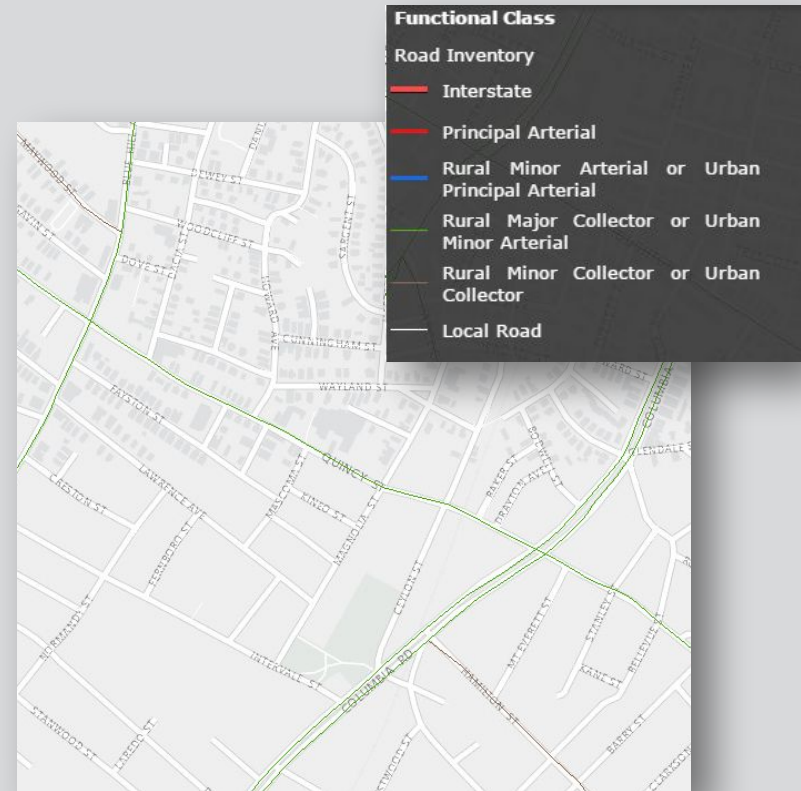


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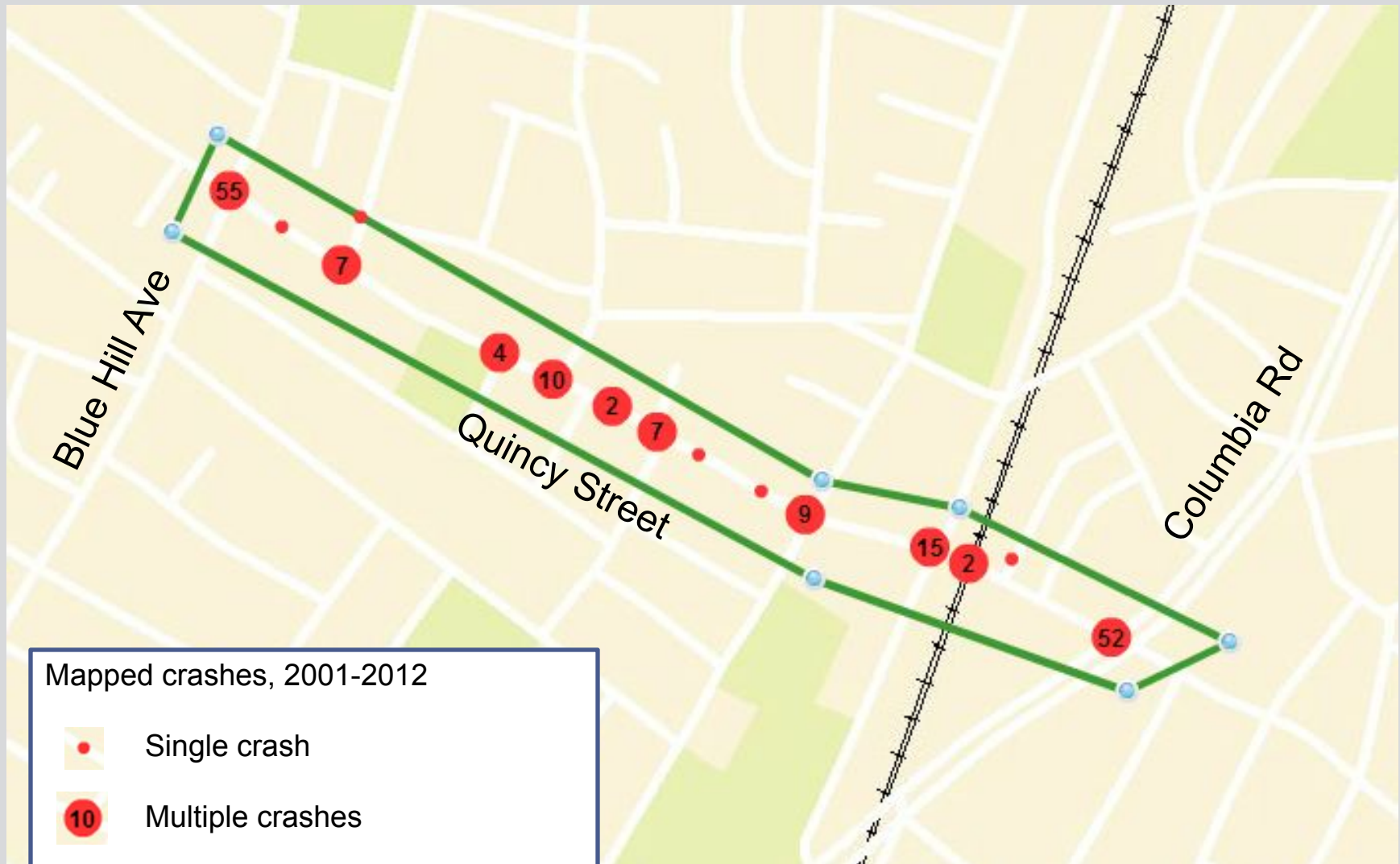


# Classification

- Classified by MassDOT as Urban Minor Arterial
  - Same as Columbia Rd and Blue Hill Ave
- Actual character is quiet and residential



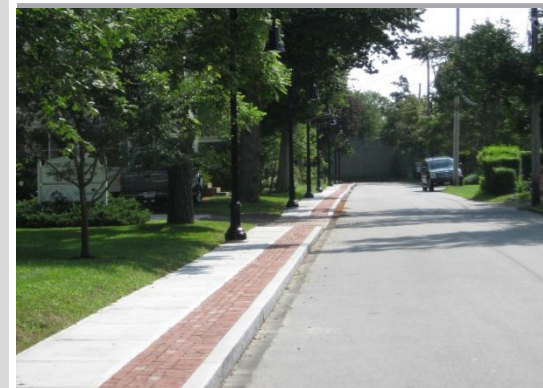
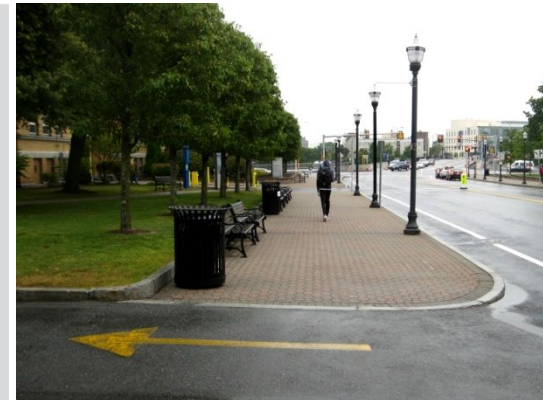




# Livability Goals



- As a neighborhood street, the primary goal is to contribute to a high quality of life for the residents
- The design will emphasize:
  - *Safety*
  - *Street trees and lighting*
  - *Pedestrian amenities along routes to nearby parks, transit stops, and schools*





# Opportunities for Improvements

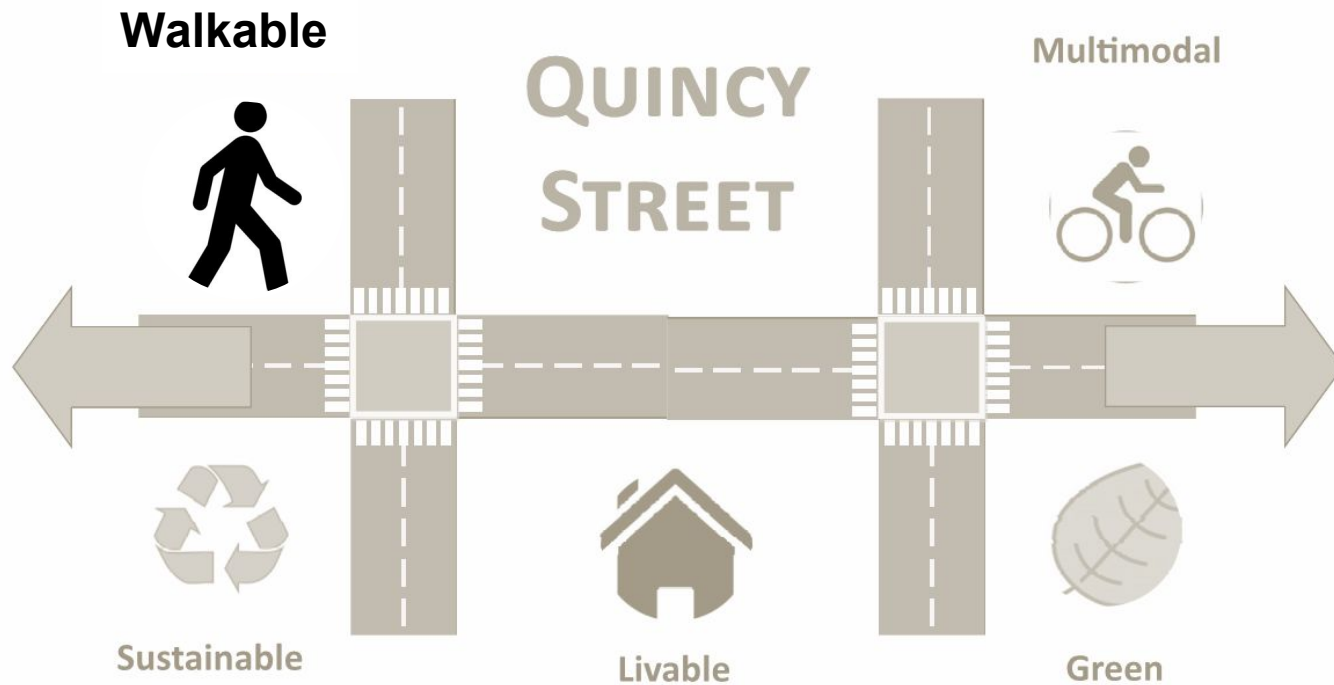


- Focus on the needs of residents
- Develop sense of place
- Improve street lighting
- Aesthetic treatments



# Guiding Principles

*Walkable* 



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# Existing Conditions

Walkable 



# Walkability Goals



- Continue and improve Boston's legacy as a great “walking city”
- Everyone is a pedestrian: the design will provide comfortable, attractive sidewalks and crosswalks for users of all ages and abilities



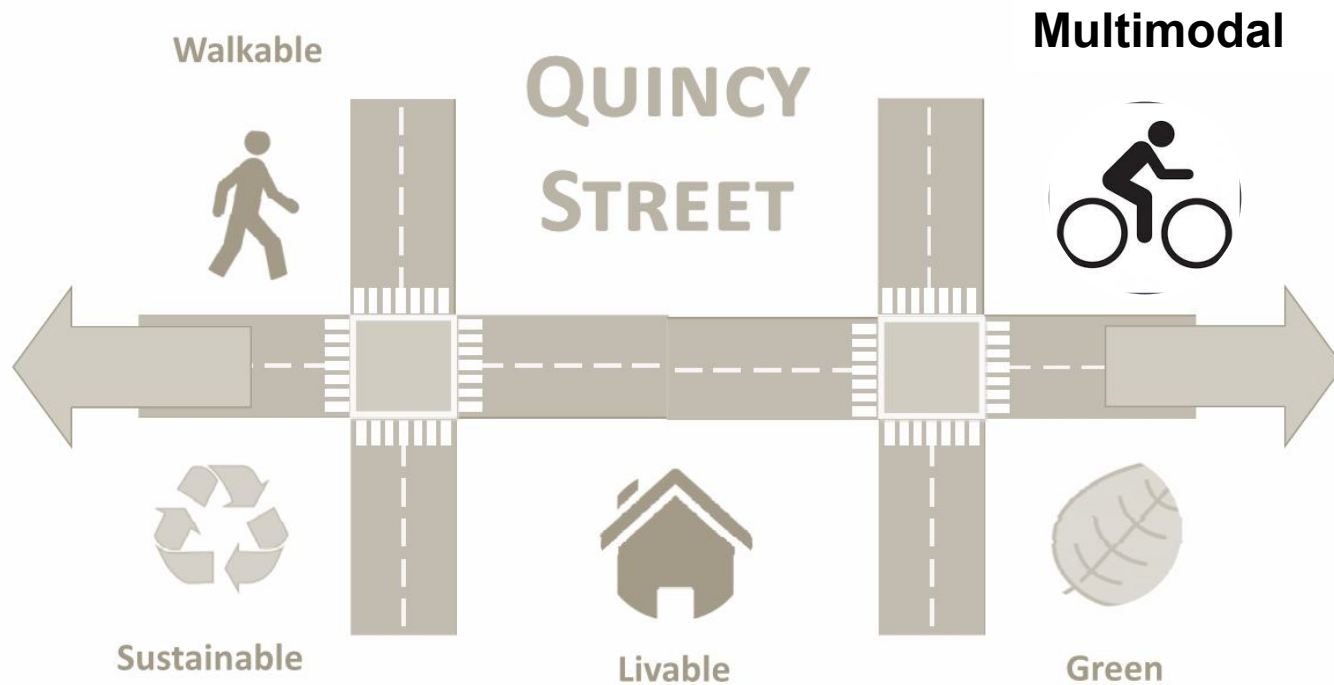


# Opportunities for Improvements

*Walkable* 

- Repair deteriorating sidewalks
- Provide street furniture
- Redesign driveway curb cuts to prioritize pedestrians
- ADA/AAB-compliant sidewalks and curb ramps
- Marked crossings



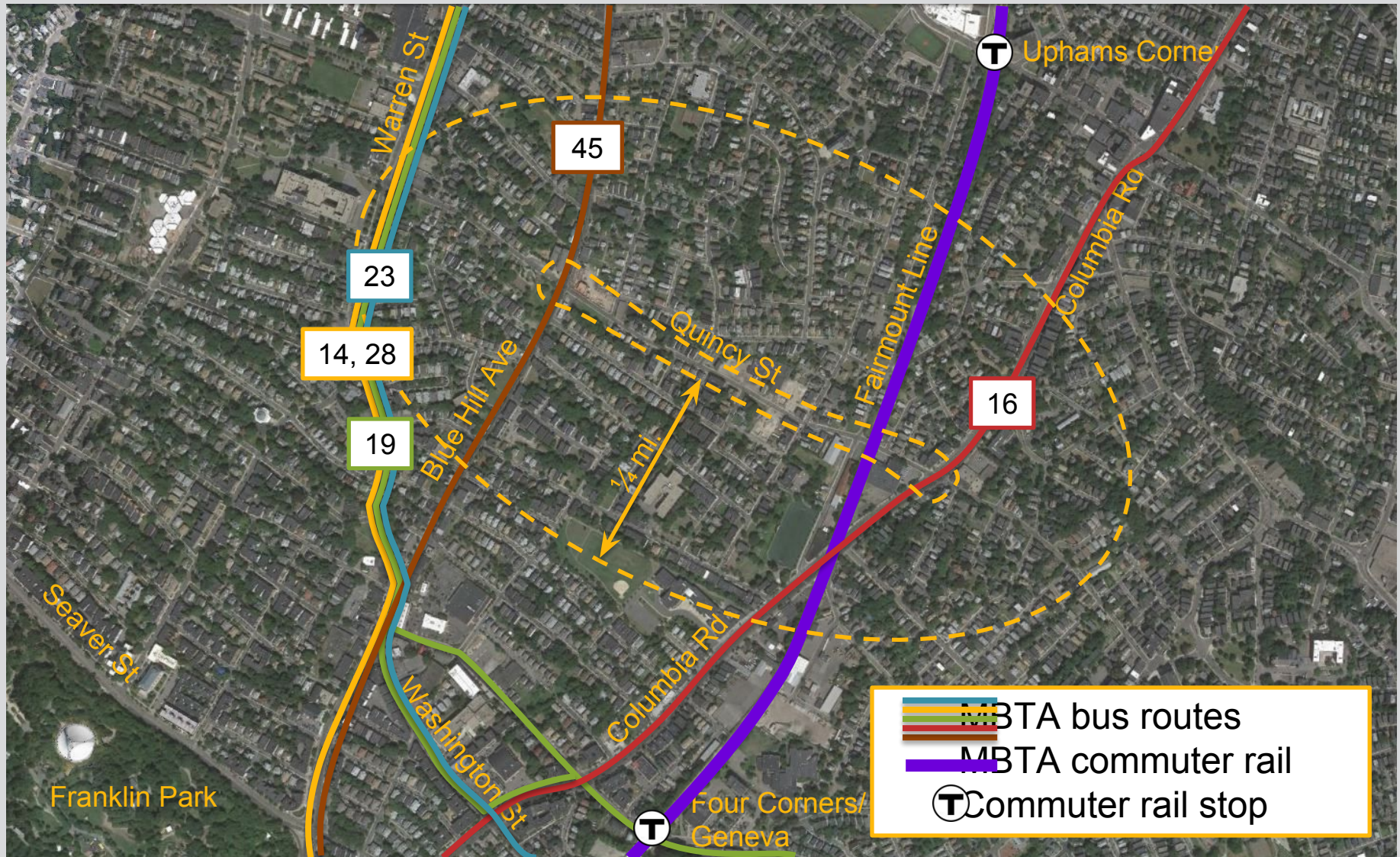


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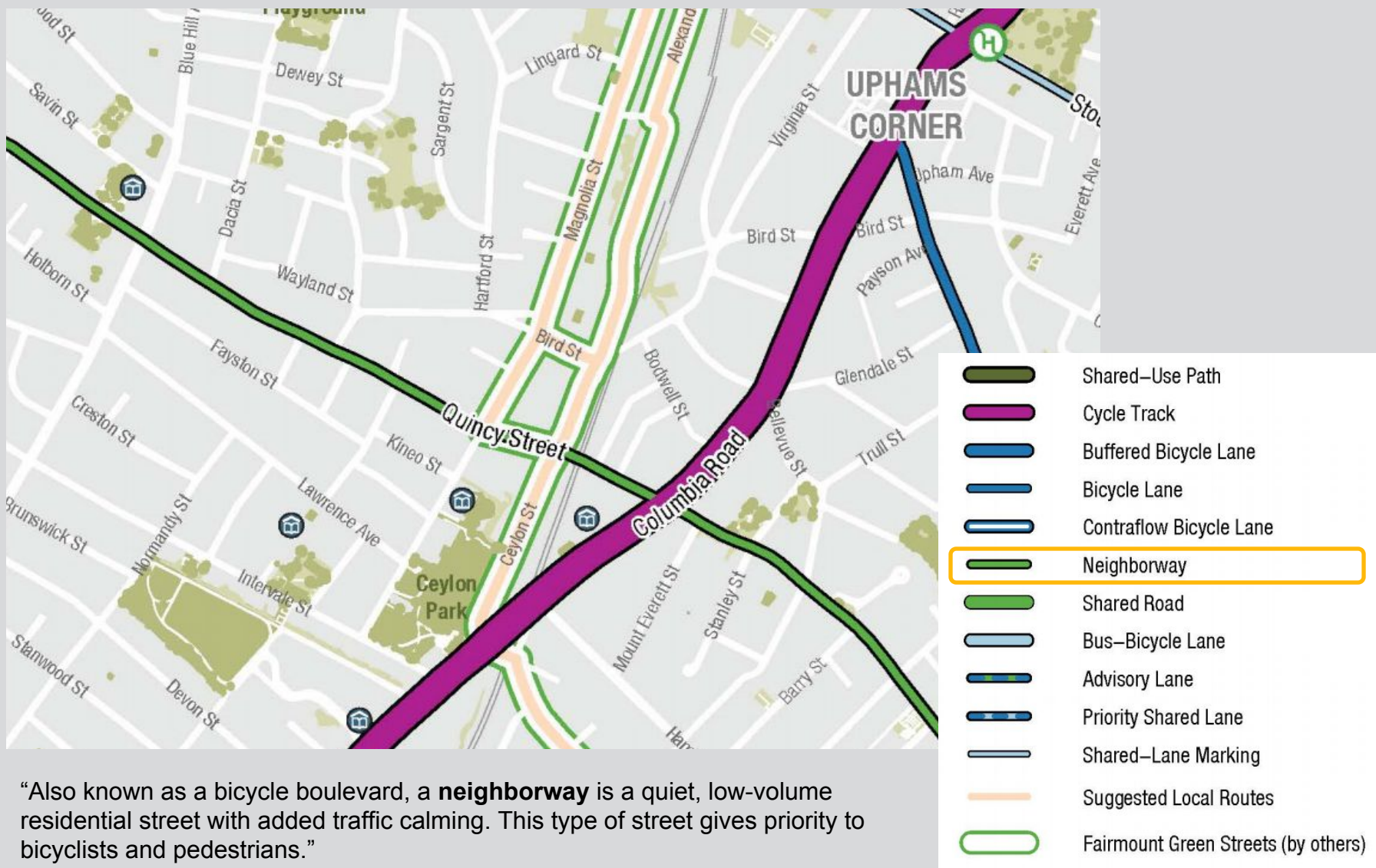
# Traffic – Existing Conditions











“Also known as a bicycle boulevard, a **neighborway** is a quiet, low-volume residential street with added traffic calming. This type of street gives priority to bicyclists and pedestrians.”

-Boston Bike Network Plan

# Multimodal Goals



- Create an environment that is **safe**, **convenient**, and **comfortable** for all users
  - *Minimize traffic stress for cyclists*
  - *Improve experience for transit users*
  - *Process traffic efficiently, yet at reasonable speeds*
- Balance the needs of all users in a limited right-of-way



# Opportunities for Improvements *Multimodal*

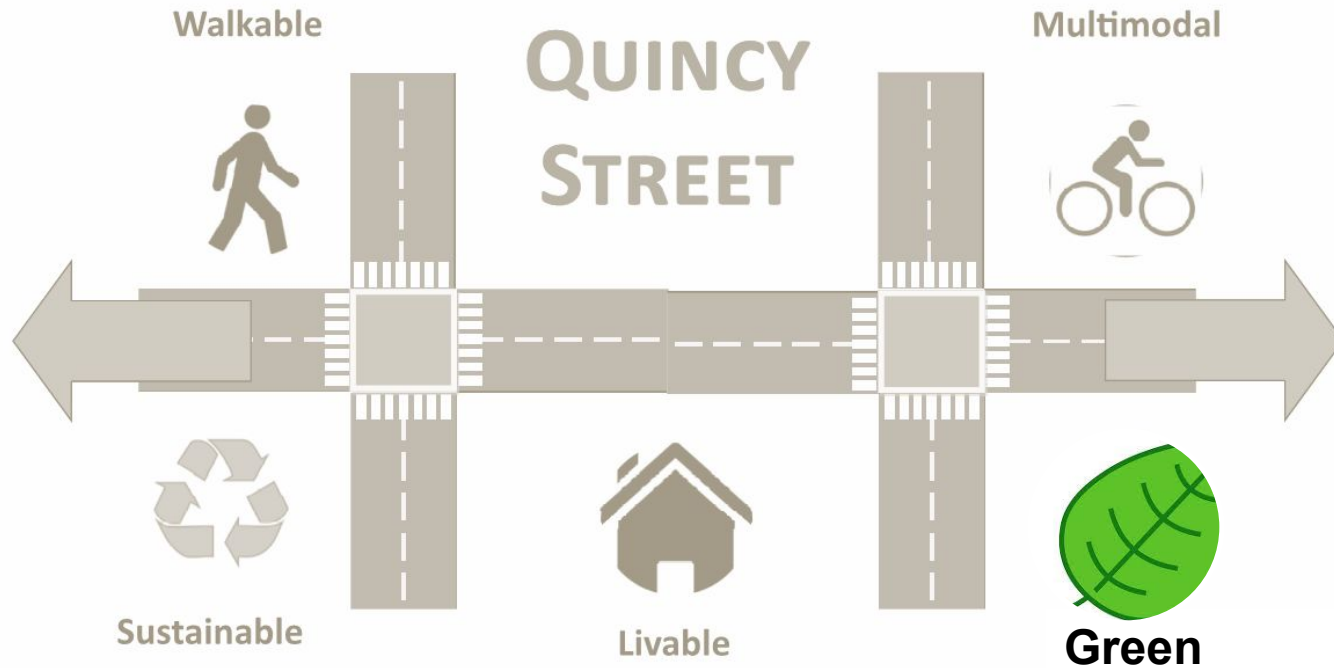


- Optimize traffic signals at Blue Hill Ave and Columbia Rd
- Control traffic speeds to improve safety and comfort, particularly for pedestrians and cyclists
- Improve pedestrian routes to and from transit stops
- Enhance visibility at pedestrian crossings





# Guiding Principles



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# Green Goals



- Contribute to the quality of life for residents
- Design a streetscape that provides
  - *Shade*
  - *Environmental benefits*
  - *Sense of place*



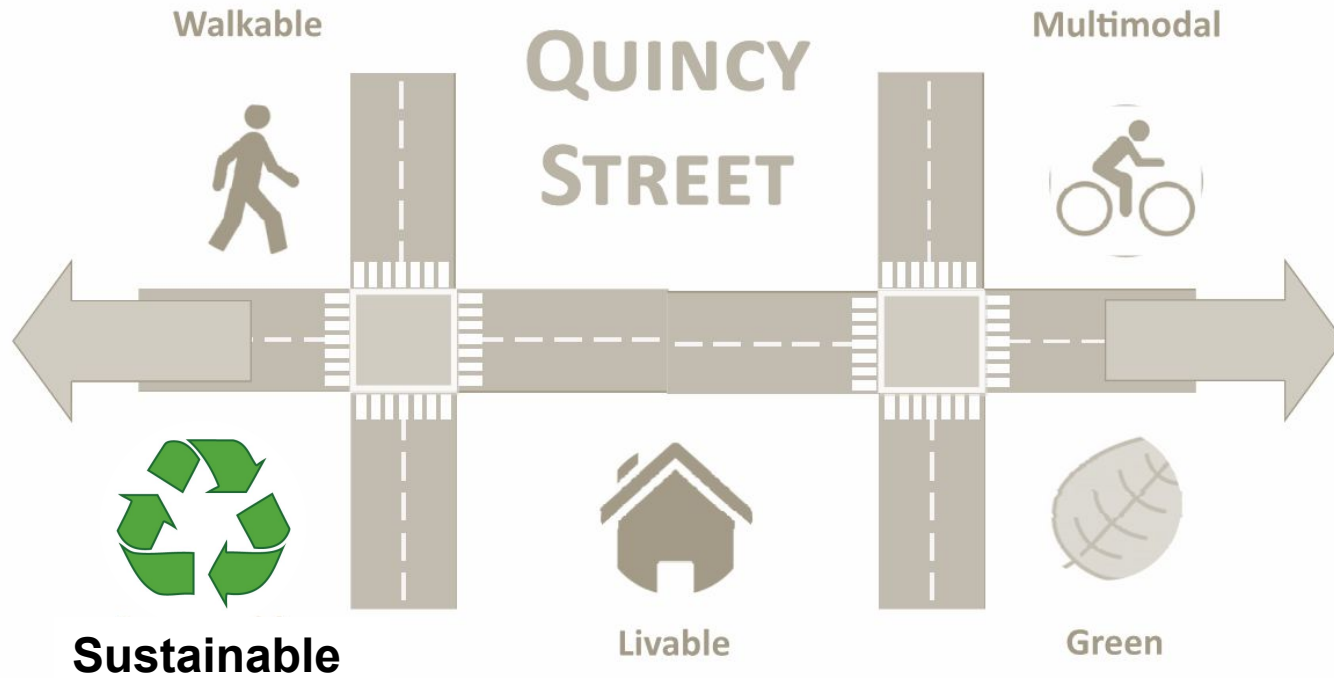
# Opportunities for Improvements



- Street trees
  - Currently only **four** trees along corridor
- Aesthetic pavement treatments
  - Currently **No** hardscaping elements
- Ornamental street lighting
  - Existing street lighting is very utilitarian







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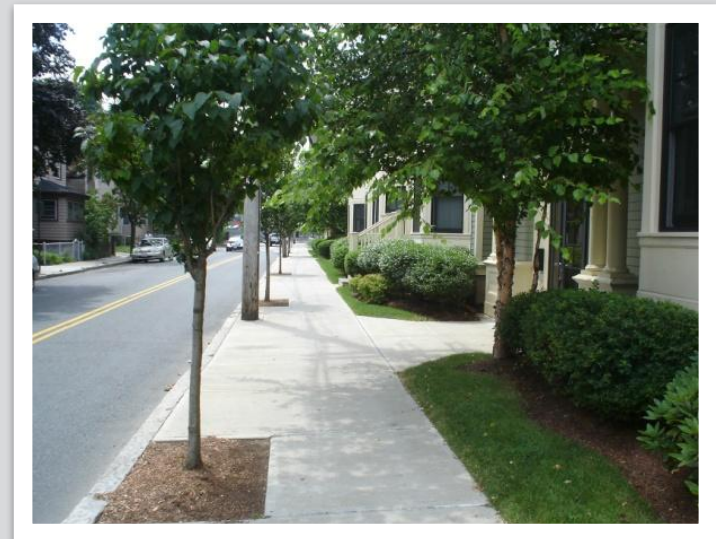
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# Sustainability Goals

*Sustainable*



- Preserve and enhance our natural, historic, and cultural resources
- Develop a design that ages well
  - *Quality materials and construction details*
  - *Plan for future functional and aesthetic needs*
- Ensure that design is maintainable



# Opportunities for Improvements *Sustainable*



- Consider collecting storm water in bioretention tree pits
- Consider pervious pavement options
- Consider pavement reclamation options

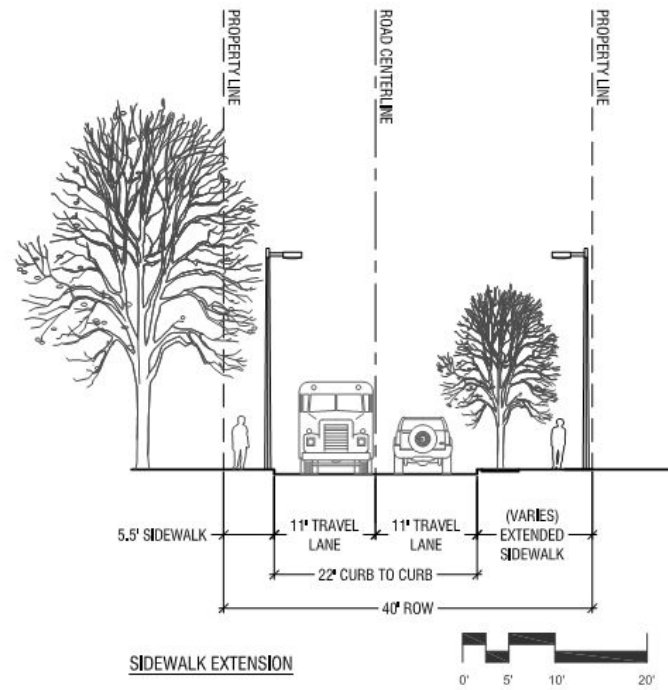
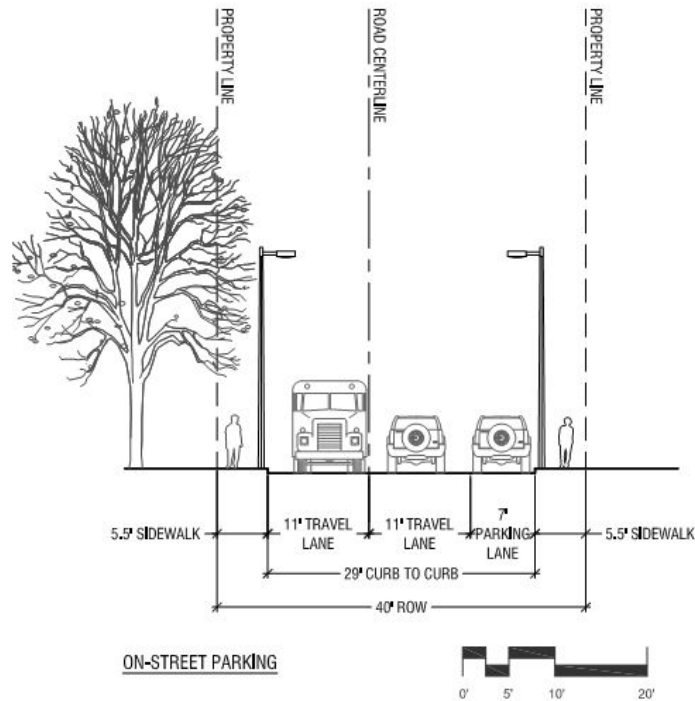




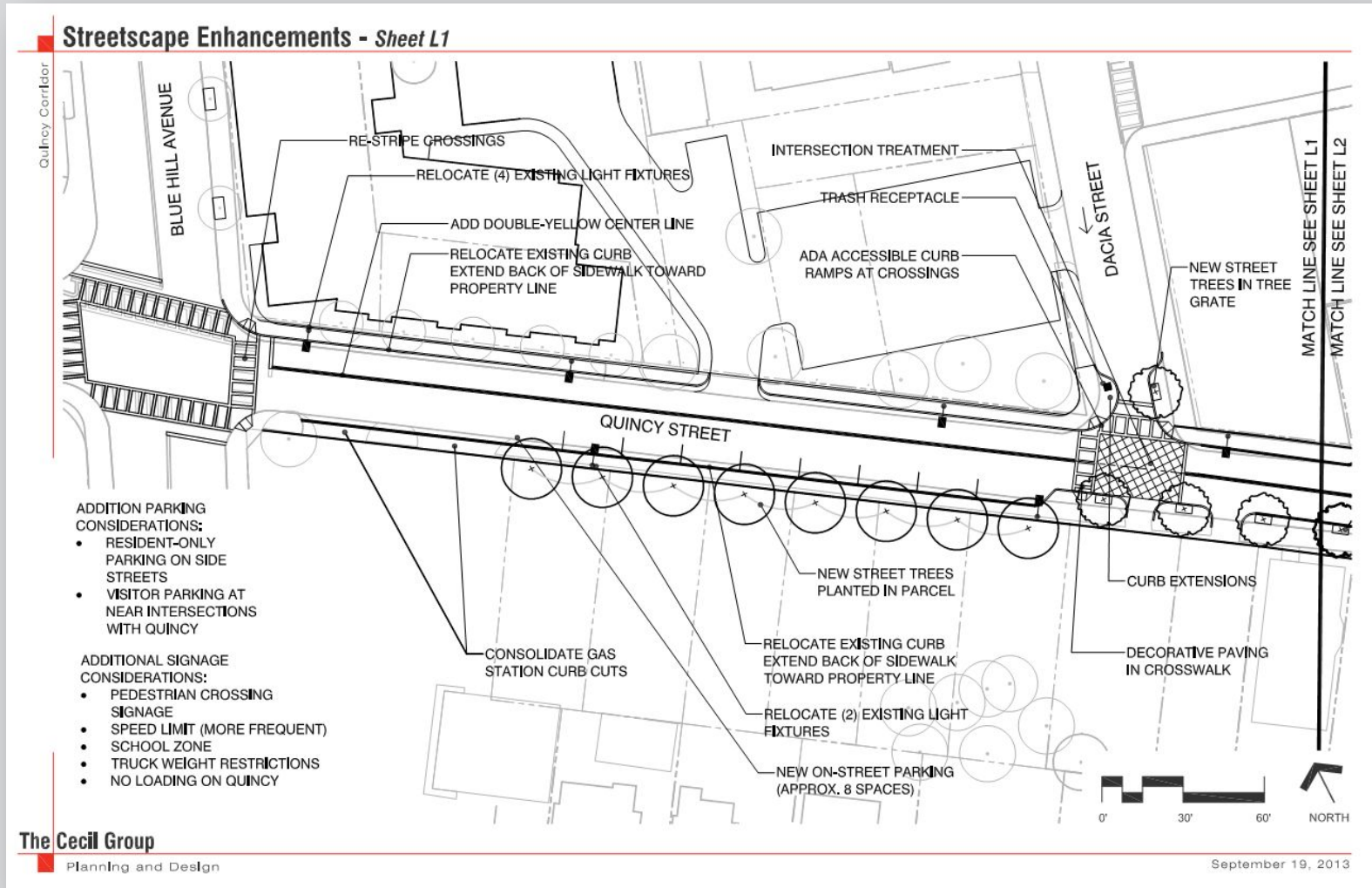
# Previous Work – Cecil Group Study

## Streetscape Sections

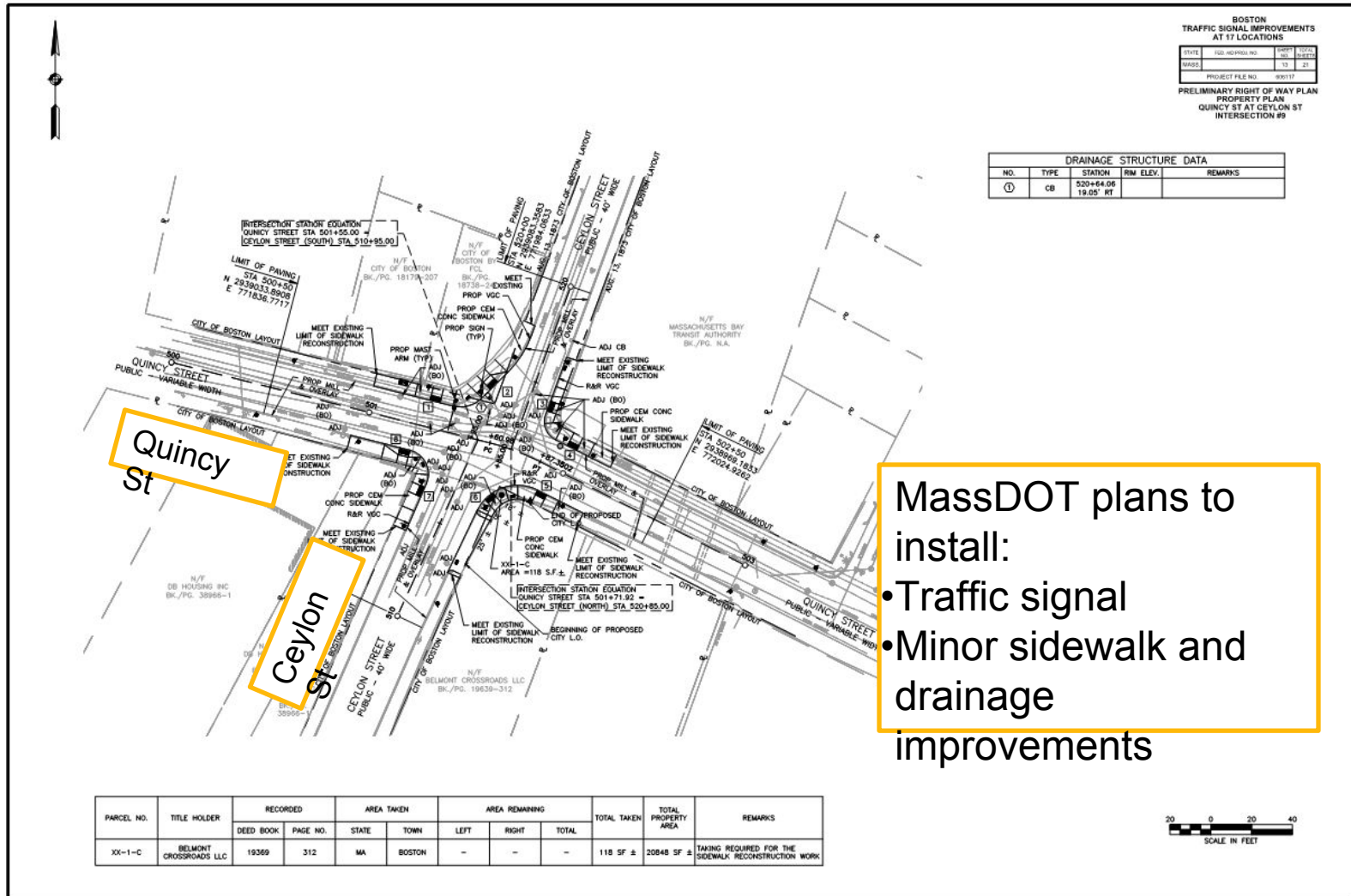
Quincy Corridor



# Previous Work – Cecil Group Study



# Quincy St at Ceylon St – MassDOT Traffic Signal Improvements Project





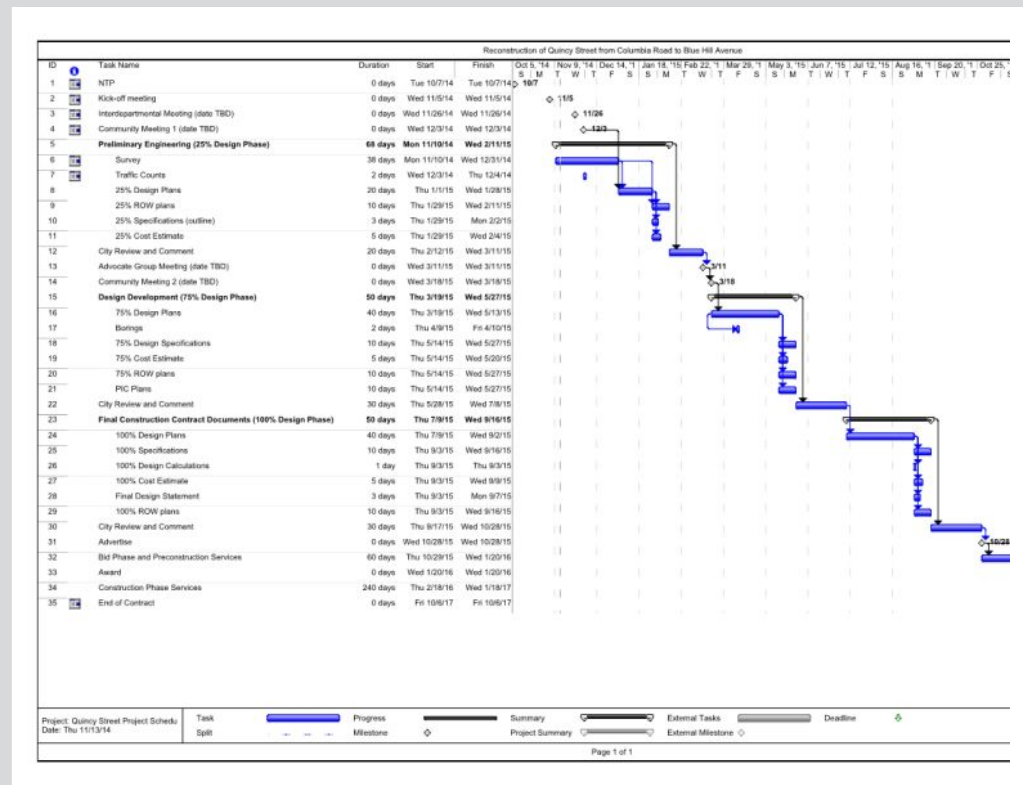
# Next Steps

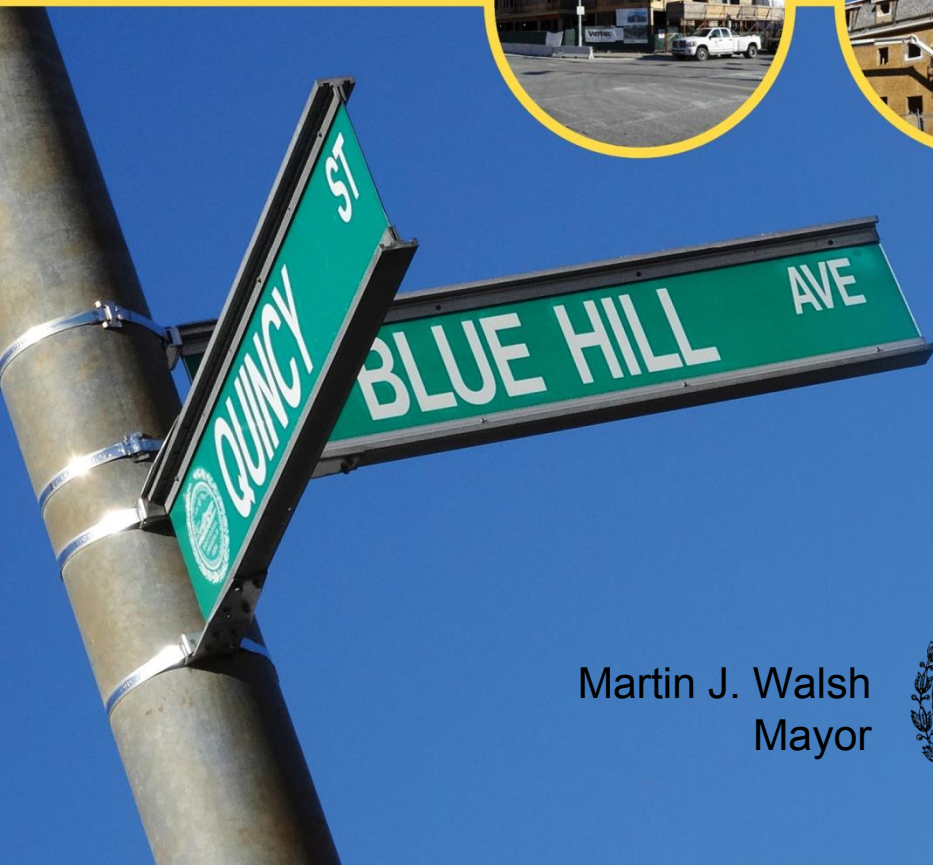
- Data collection
  - *Complete survey*
  - *Community Input*
- Revisit Cecil Group concept
- Begin 25% design



# Project Schedule

- 25% Design Phase: 11/14-2/15
- 75% Design Phase: 3/15-5/15
- 100% Design Phase: 7/15-9/15
- Advertise: Q4 2015
- Award: Q1 2016
- Construction: 2016-2017





Questions & Answers

# Thank You

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