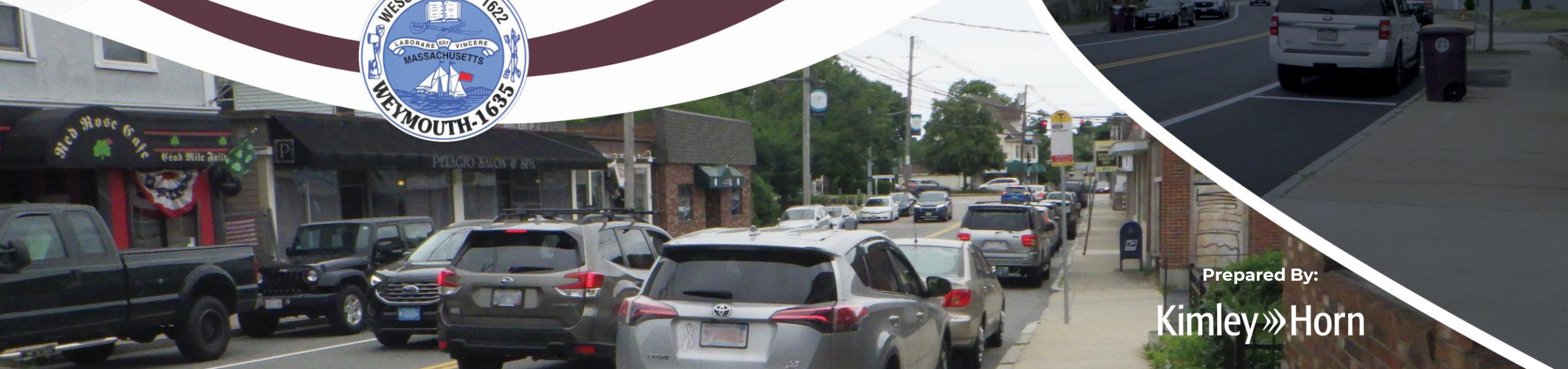


# Jackson Square Transportation Master Plan Public Information Meeting

Thursday, March 9, 2023

*Town Council Chambers*



Prepared By:

**Kimley»Horn**



# You are Invited!

## A Public Meeting for the Jackson Square Transportation Master Plan

# Introduction/ Opening Remarks

The Jackson Square Transportation Master Plan has focused on the transportation needs to accommodate the anticipated redevelopment based on the changes to the zoning the Town is implementing.

Please join us to learn about the draft recommendations related to traffic circulation, parking supply, parking management, and pedestrian and bicycle accommodations in Jackson Square.

 **Thursday, March 9, 2023**  
6:30 – 8:00 PM

 **Town Hall, Council Chambers**  
75 Middle Street  
Weymouth, MA 02189

 **Questions?**  
Department of Planning &  
Community Development  
781-340-5015





# Project Team



**Kimley»»Horn**

- Bob Luongo, Planning Director
- Monica Kennedy, Assistant Planner
- Owen J. MacDonald, P.E, PTOE, Traffic Engineer
- Eric Schneider, Principal Planner
- Bill Scully, P.E.
- Lisa Juan, P.E.
- Peyton Graham



# Study Working Group



- Ken DiFazio
- Greg Shanahan
- Peter Forman
- Courtney Bjorgaard
- George Berg
- George Toma
- Lieutenant Brian Morse
- Pat O'Leary
- Eric Papachristos
- Metri Metri
- Joe Gratta



# Agenda

- Meeting Objectives
- Study Area
- Current Transportation Conditions
- Future Conditions
- Proposed Recommended Actions
- Questions

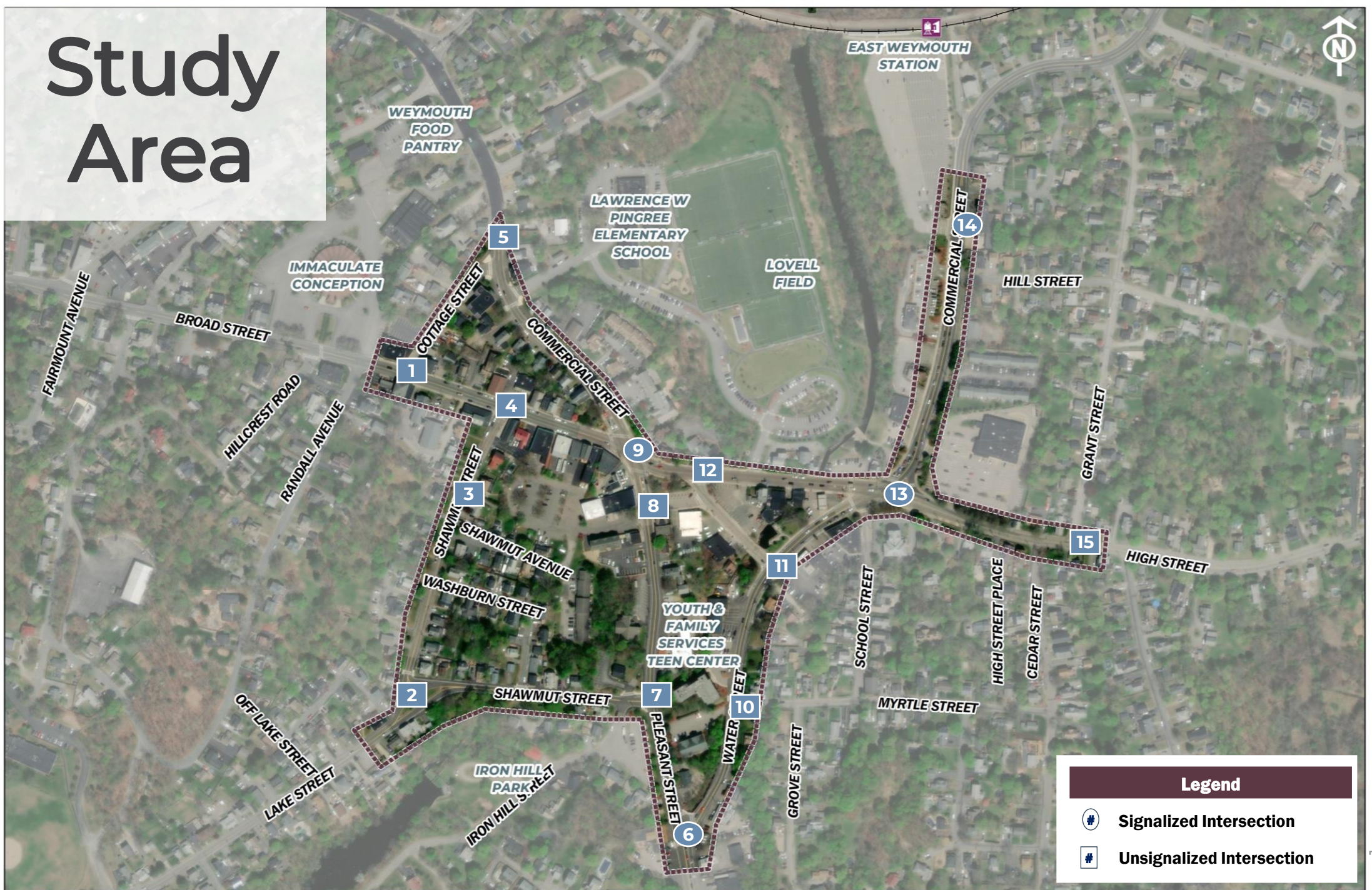


The background image shows a park-like setting. In the foreground, there is a wooden bench with a black metal frame. To the right of the bench is a concrete walkway with several large, rectangular stone blocks. In the middle ground, there is a tall, vertical informational sign with text and images. In the background, there is a building with a sign that reads "MASTER CLEANERS DRY CLEANERS & TAILORS". There are also several cars parked in a lot and some trees. The sky is blue with some clouds.

# Meeting Objectives

- Review overall study purpose and background of the study
- Present observed transportation characteristics and estimate future conditions
- Outline proposed 10 year (2032) transportation plan and actions

# Study Area



# Current Transportation Conditions







# Evaluating Current Transportation Conditions

- Traffic volumes and flow
- Safety
- Parking supply and usage
- Pedestrian movement and crossings
- Bicycle accommodation



**Thursday = 12,614 VPD**  
**Saturday = 11,642 VPD**

**Thursday = 10,624 VPD**  
**Saturday = 8,811 VPD**

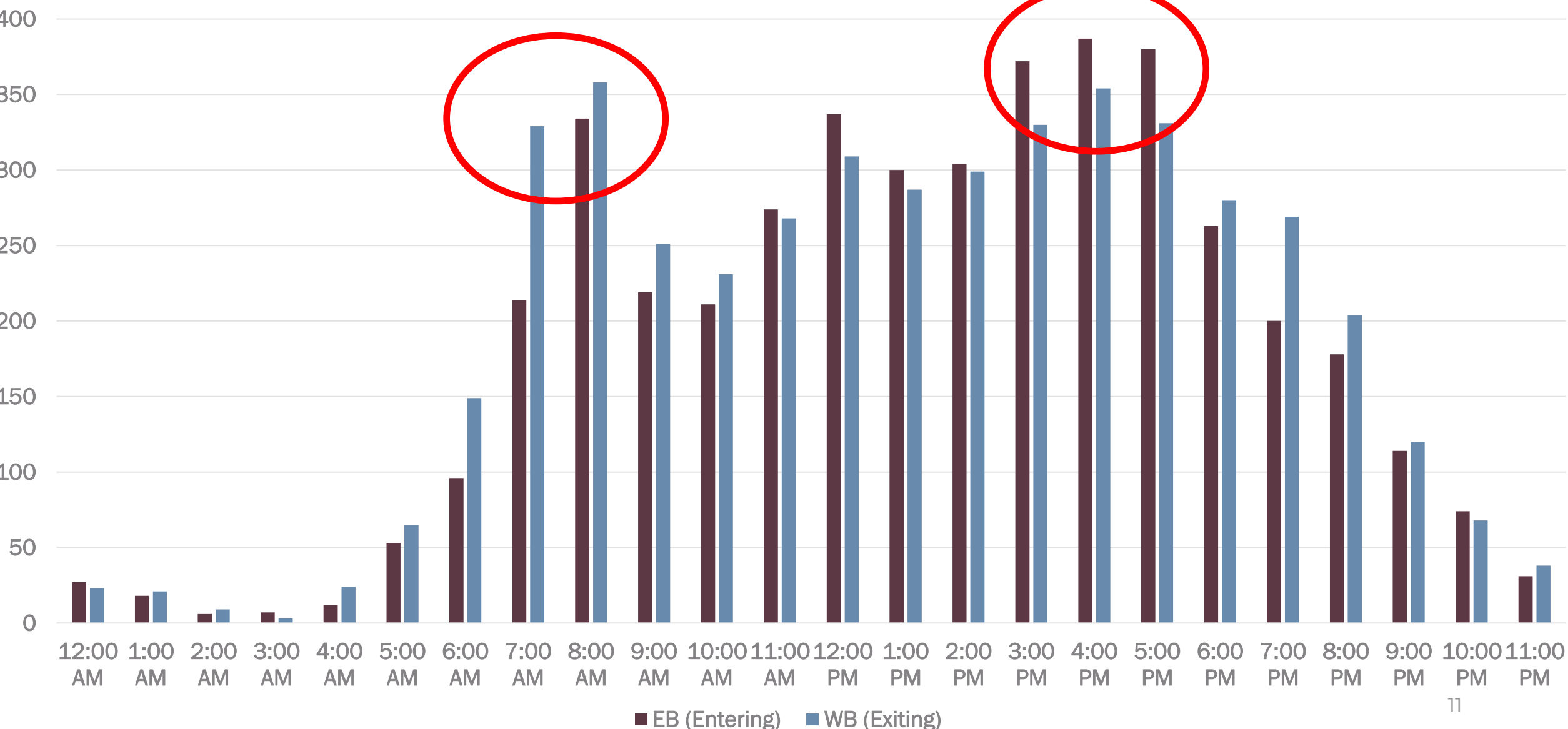
**Thursday = 9,031 VPD**  
**Saturday = 8,326 VPD**

**Thursday = 4,601 VPD**  
**Saturday = 4,725 VPD**

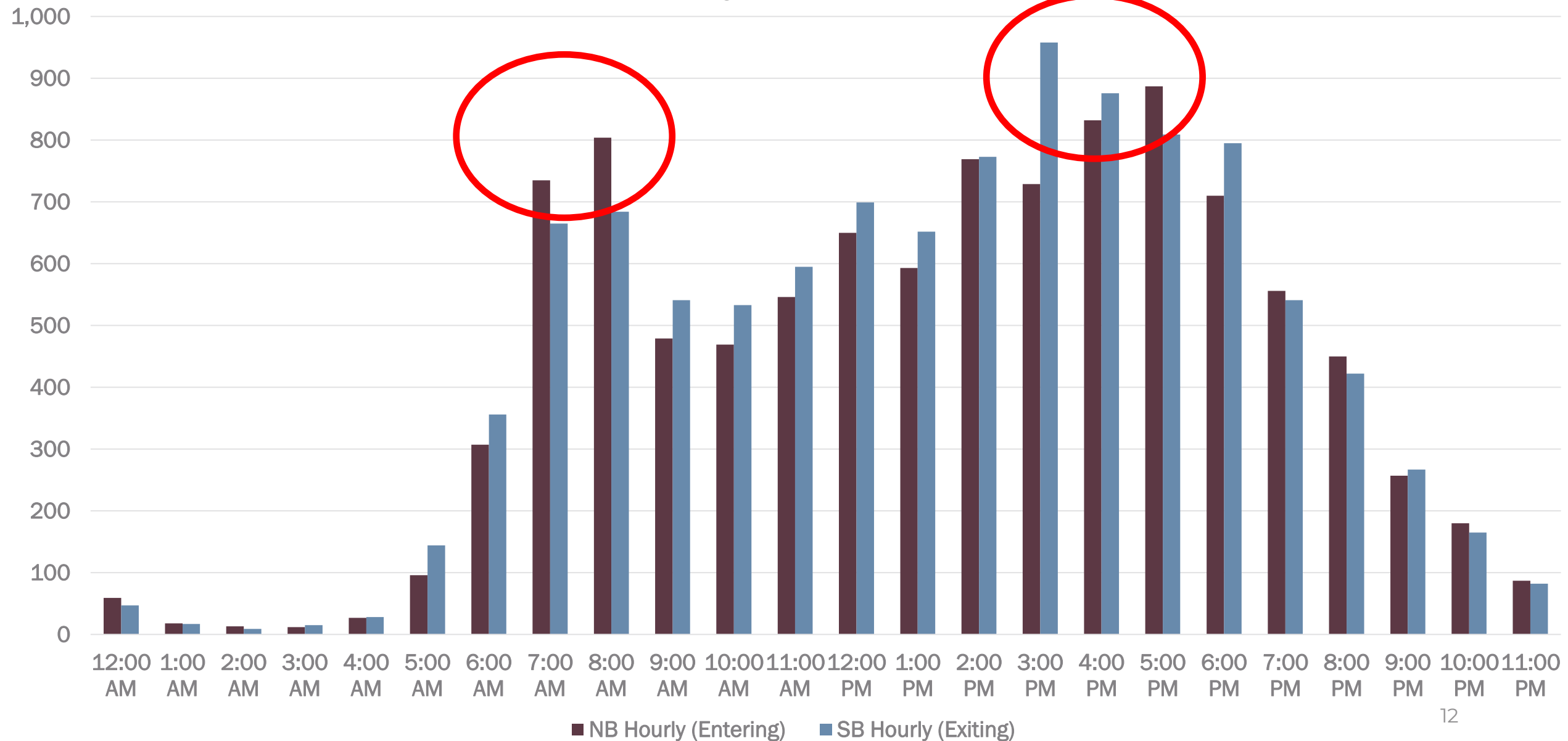
**Thursday = 20,938 VPD**  
**Saturday = 18,481 VPD**

**Thursday = 7,946 VPD**  
**Saturday = 7,823 VPD**

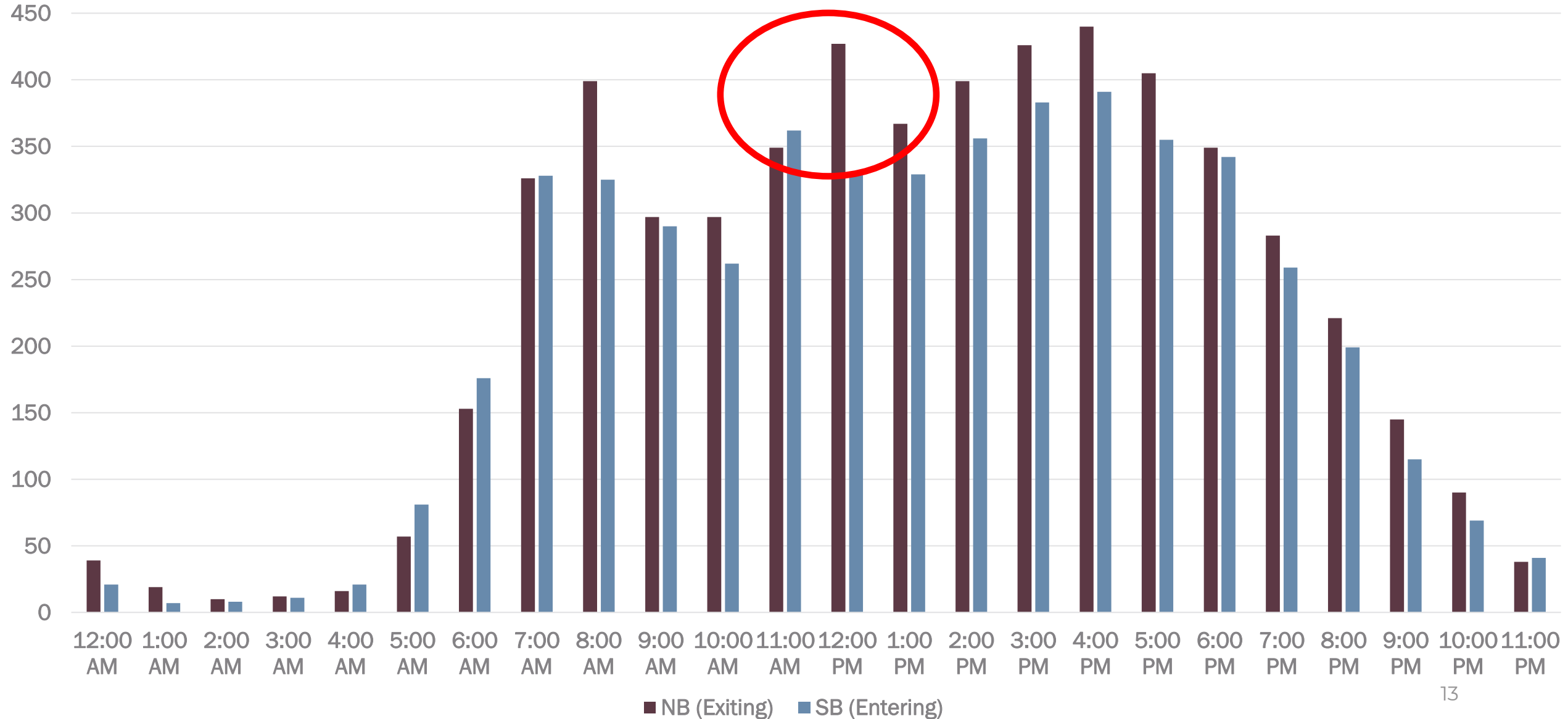
# Broad Street, west of Cottage Street (Thursday) Hourly Variation



# Pleasant Street, south of Water Street (Thursday) Hourly Variation



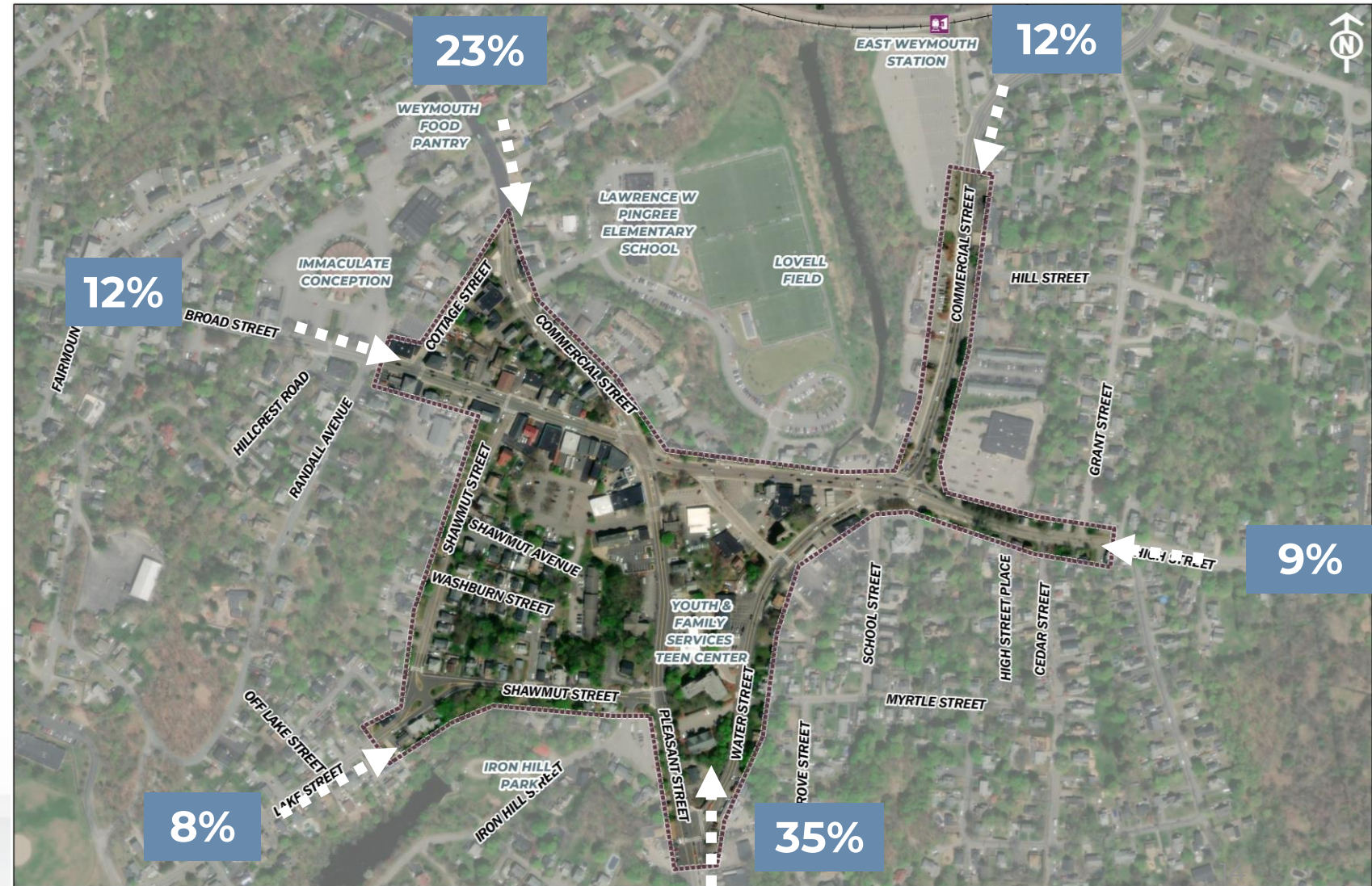
# Commercial Street, north of MBTA Lot (Thursday) Hourly Variation

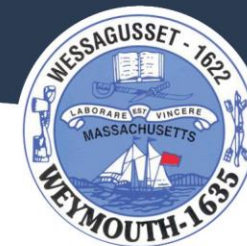




# Patterns of Traffic Flow

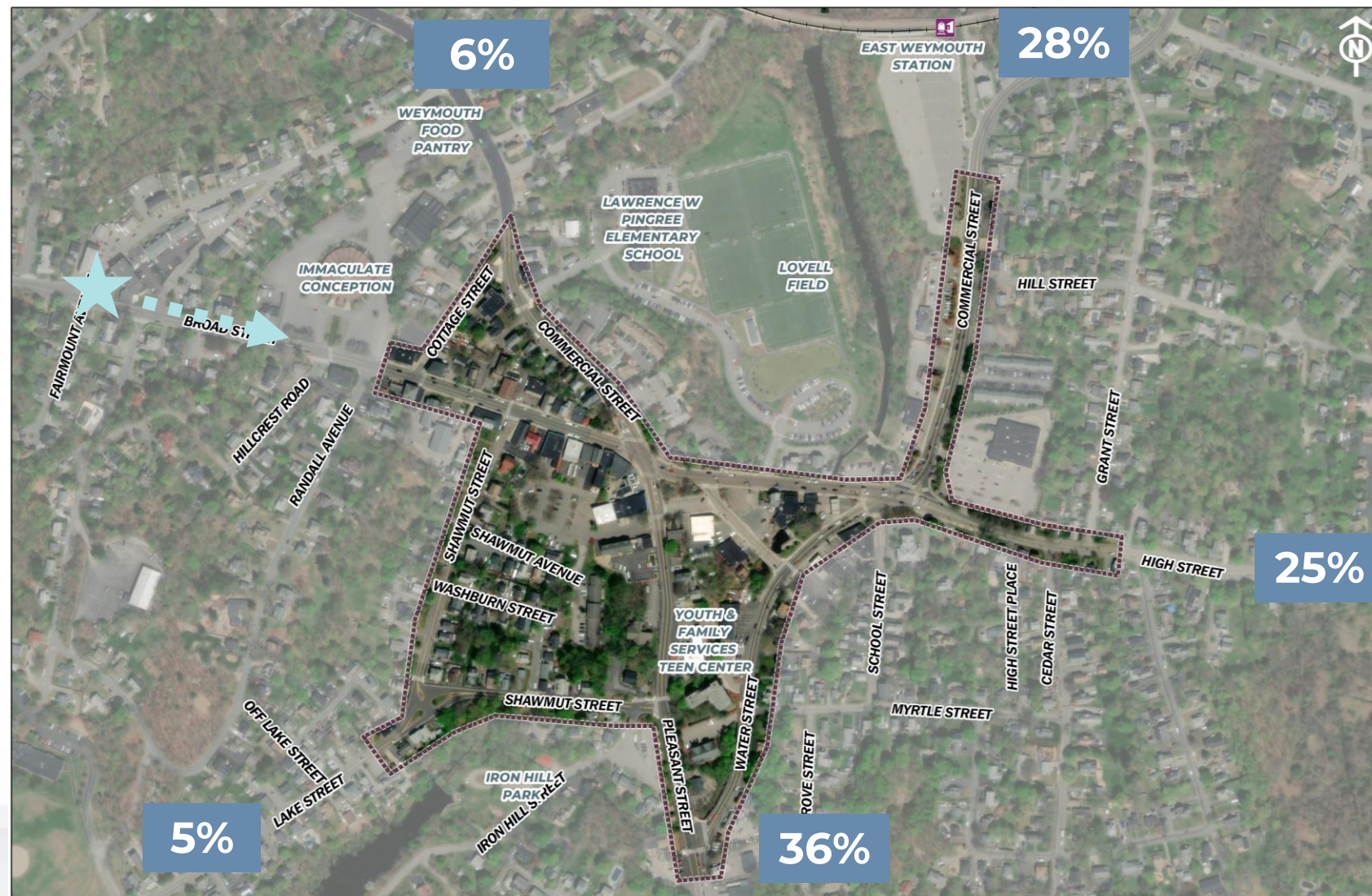
## Entering the Square (Weekday Daily)





# Patterns of Traffic Flow

Broad Street, West of Randall Avenue  
(Weekday Daily)





# Traffic Flow Analysis

- All of the intersections operate at an overall level of service (LOS) C or better.
- There are some minor approaches at unsignalized intersections that operate at LOS D and experience some delay.
- Traffic flow issues relate more to turning conflicts and circulation.







# Important Traffic Flow Issues

- Broad Street/High Street & Commercial Street – southbound approach, hard to tell which traffic signal to look at when turning right and noticed cars running the red light in the westbound approach
- Shawmut Street & Lake Street – extremely confusing
- Commercial Street flow through Center of Jackson Square



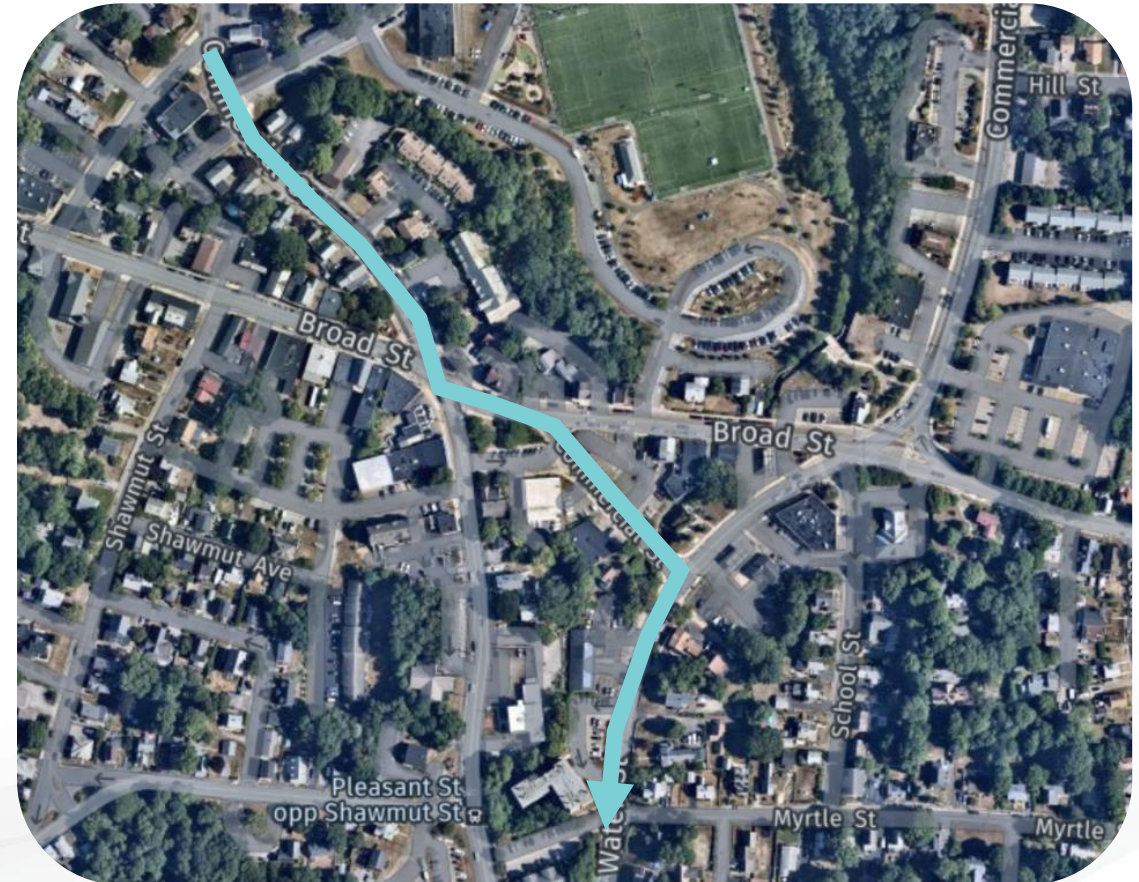
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# Broad Street/High Street & Commercial Street

- 15 crashes with 2 injury crashes.
- Intersection crash rate is 0.76, which is higher than the District 6 average crash rate of 0.71.
- 47% (7) are angle crashes and 20% (3) are rear-end crashes.
- 53% (8) crashes occurred during daylight conditions and 40% (6) crashes occurring during dark lit conditions.

## Crash Report Details

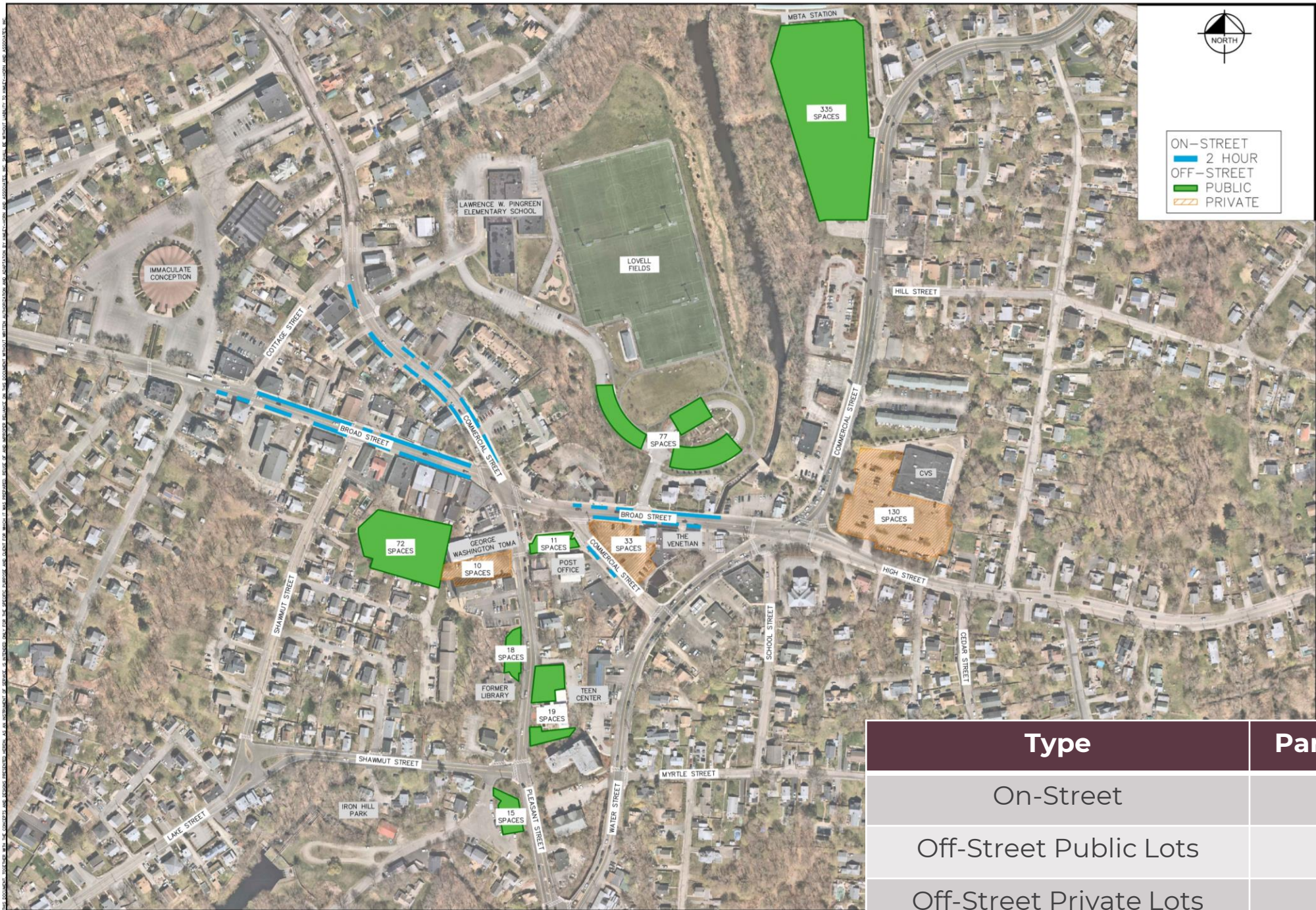
- Pulling out of driveways to the roadway.
- Failure to stop.
- Bicyclist was riding in the wrong direction.



# Parking

- Overall demand was observed to be lower than the supply.
- Upper Broad Street on-street parking is mostly occupied.
- Room to accommodate growth and redevelopment.
- Wayfinding signage for parking is limited at best.





ON-STREET  
 2 HOUR  
 OFF-STREET  
 PUBLIC  
 PRIVATE



**Kimley-Horn**  
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 KIMLEY-HORN AND ASSOCIATES, INC.  
 600 WYMAN STREET  
 SUITE 300  
 WALTHAM, MASSACHUSETTS 02451  
 PHONE: (978) 920-9679

**PRELIMINARY**  
 FOR REVIEW ONLY  
 NOT FOR CONSTRUCTION  
**Kimley-Horn**  
 ENGINEER: A. ENGINEER  
 PE NO: 00000  
 DATE: 11/20/21

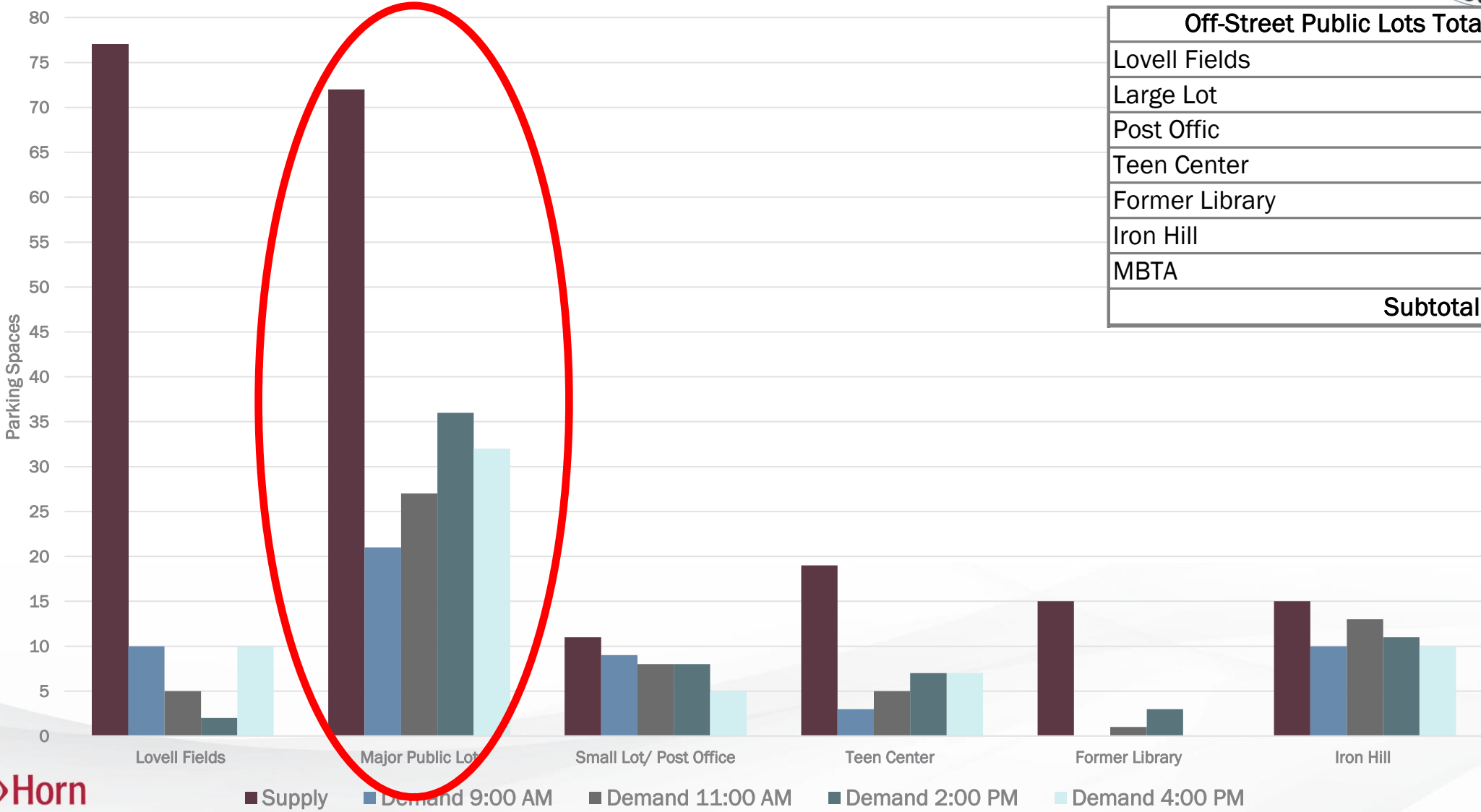
REV	BY	DESCRIPTION	DATE	CDG

JACKSON SQUARE  
 TRANSPORTATION MASTER PLAN

Type	Parking Supply
On-Street	101
Off-Street Public Lots	544
Off-Street Private Lots	173

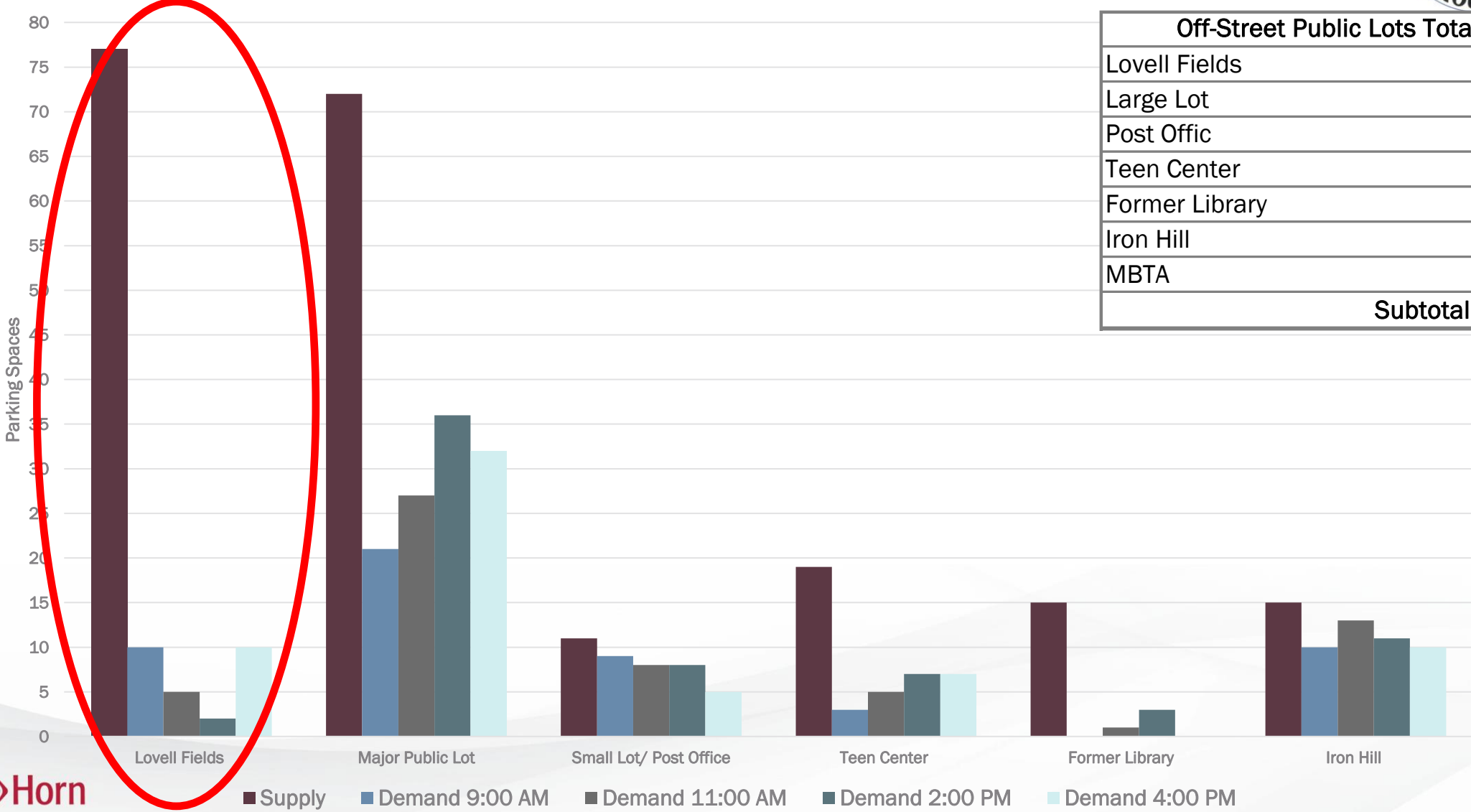
THIS DOCUMENT, INCLUDING ALL THE CONTENTS AND FIGURES, REPRESENTS A PRELIMINARY DESIGN AND IS NOT INTENDED TO BE USED FOR ANY OTHER PURPOSE. ANY REVISIONS TO THIS DOCUMENT WILL BE INDICATED BY A REVISION TABLE. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL INFORMATION AND ASSUMPTIONS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

# Public Lots: Supply & Demand



Lovell Fields	77
Large Lot	61
Post Offic	11
Teen Center	19
Former Library	15
Iron Hill	15
MBTA	335
<b>Subtotal</b>	<b>533</b>

# Public Lots: Supply & Demand



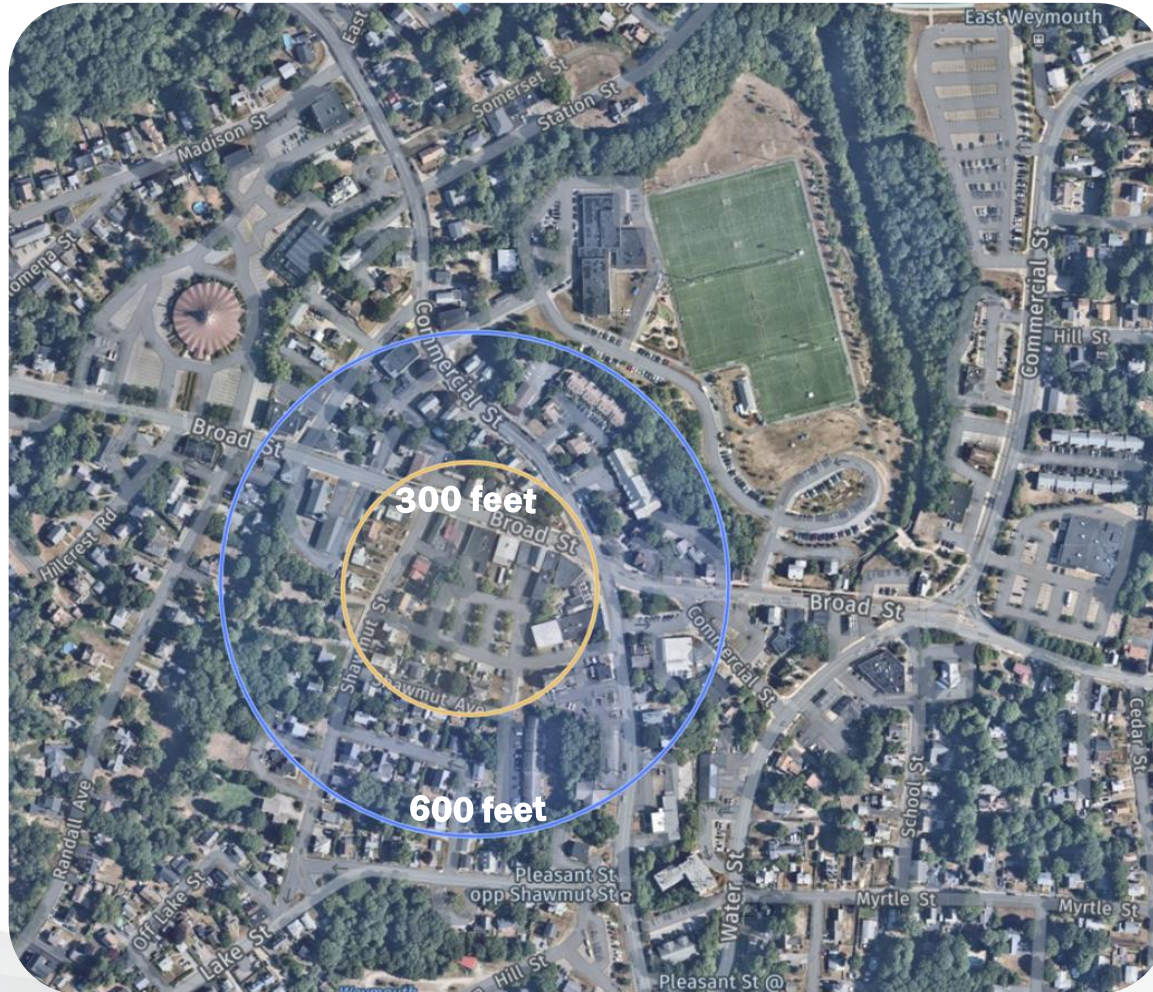
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<b>Subtotal</b>	<b>533</b>



# Pedestrian Facilities

- Not an overall friendly pedestrian environment (re: sidewalk widths, shade trees, street crossings, poor neighborhood connections to the center of the Square).
- Lack of ADA compliant curb ramps.
- Pedestrian wayfinding signage from parking areas lacking or insufficient.
- Street crossings are difficult or not identified.
  - Broad Street & Lovell Field Driveway (across from The Venetian)
  - Herring Run Pool Park & Commercial Street





# Walkability from the Public Parking Lot

# Bicycle Facilities

- Designated bicycle lanes along Commercial Street and Water Street.
- Bicycle detection on the east leg of the MBTA Driveway & Commercial Street.
- Bicycle detection not provided at three town traffic signals.
  - Pleasant Street & Water Street
  - Pleasant Street & Broad Street
  - Broad/High Street & Commercial Street



# Future Conditions





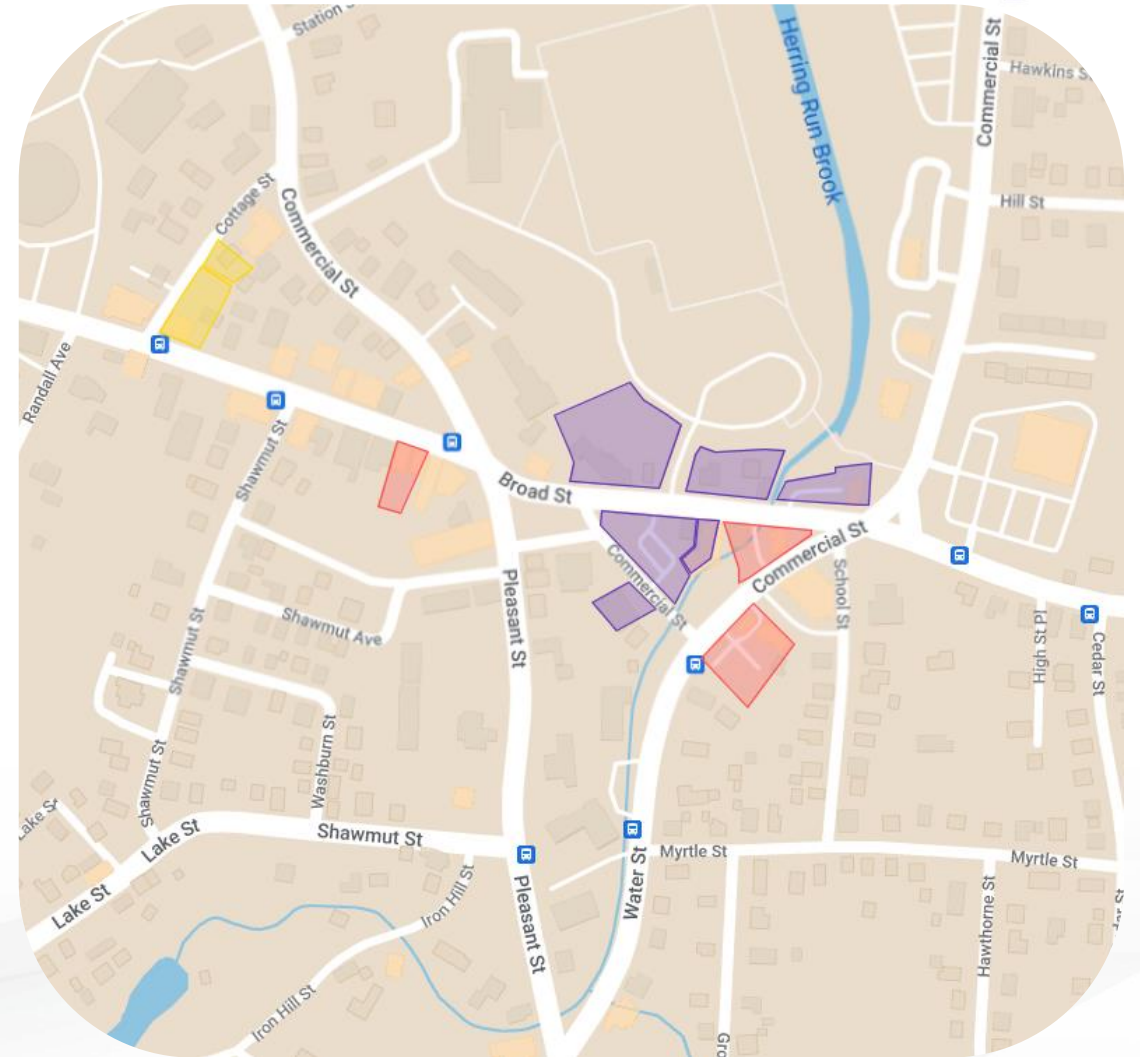
# Zoning Change Highlights

- Enhance the public realm by creating outdoor open space, a continuous network for publicly accessible space along the Herring Run Brook.
- Support amenities for pedestrians and bicyclists.
- Reduce parking requirements by use.
- Encourage shared parking spaces and parking access.



# Potential Redevelopment Areas

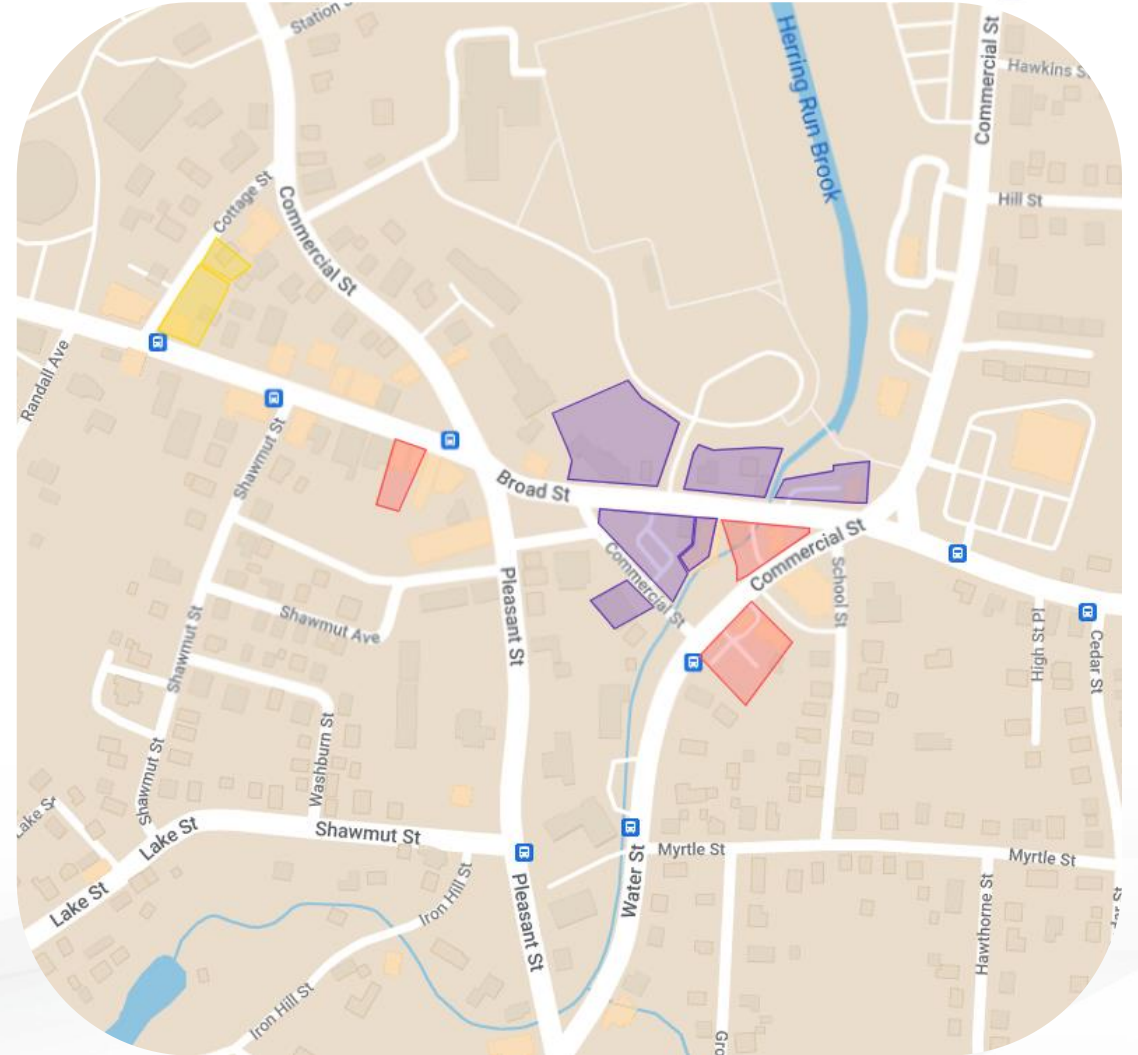
- New uses in currently vacant spaces
- New mixed-used projects with ground floor commercial and residential and/or office above





# Implications of Anticipated Growth

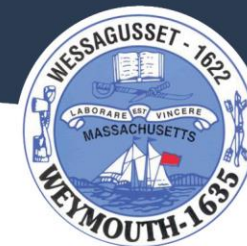
- Measurable increase in activity within the Square in terms of people, traffic flows, and parking demands.
- Need for some additional public parking through both different management tactics and new supply.
- Improvements to the two Broad Street intersections become more important.



# Proposed Recommended Actions

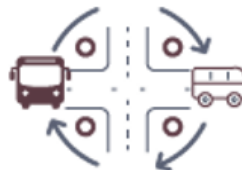






# Overall Plan Components

## Traffic Circulation



- Upgrade traffic signal equipment
- Optimize traffic signal timings
- Coordinate signal timing
- Redesign intersection of Intersection ID# 2. Shawmut Street & Lake Street and Intersection ID# 13. Commercial Street & High Street
- Modify flow patterns near post office including possible closure of openings or restrictions of directions along Commercial Street

## Parking Supply



- Identify potential ways to increase effective public parking supply
- Study potential feasibility and costs for add parking deck over existing Upper Broad parking lot
- Encourage better use of Lovell Field Lot during non-soccer times
- Create on-street angle parking on Commercial Street between Broad Street and Water Street
- Provide charging stations for Electric, Hybrid, or Similar Type Vehicles – off-street and potentially curbside

## Parking Management



- Possible changes in curb use related to deliveries, ride sharing & etc.
- Modify time limits for on-street parking supply
- Implement overnight residential parking permits
- Wayfinding signage improvements
- Develop a process to allow valet parking
- Implement and publicize evening (eg. 6pm-11PM) hours off-street parking at the Former Library and Teen Center

## Pedestrian and Bicycle Accommodations

- Improve street crossing from Lovell Field to Jackson Square
- Add bike parking equipment
- Widen sidewalks or install curb extensions
- Improve connections between Iron Hill Park and the Jackson Square/Herring Run Park
- Improve pedestrian connections from major public parking lot to street

# Jackson Square Transportation Master Plan



**Pedestrian and Bicycle Accommodations**

Bike Racks	Install RRFBs	Timeline Immediate (1-2 Years)
Install Bicycle Detection	Install RRFBs and Mid-Block Crosswalk	Short-Term (2-5 Years)
Pedestrian Bridge	Realign Marked Crosswalk	Immediate (1-2 Years)
Modify Curb Ramp	Install Sidewalk Facilities	Short-Term (2-5 Years)
Improve Pedestrian Access	Reconstruct Sidewalk Facilities	
Install Marked Crosswalk	Reconstruct/Install Sidewalk Facilities	
Install Mid-Block Crosswalk	Widen Sidewalk Facilities	



0 250 500 1,000 Feet

# Jackson Square Transportation Master Plan

## Parking/Traffic Improvements

### Parking Management Improvements

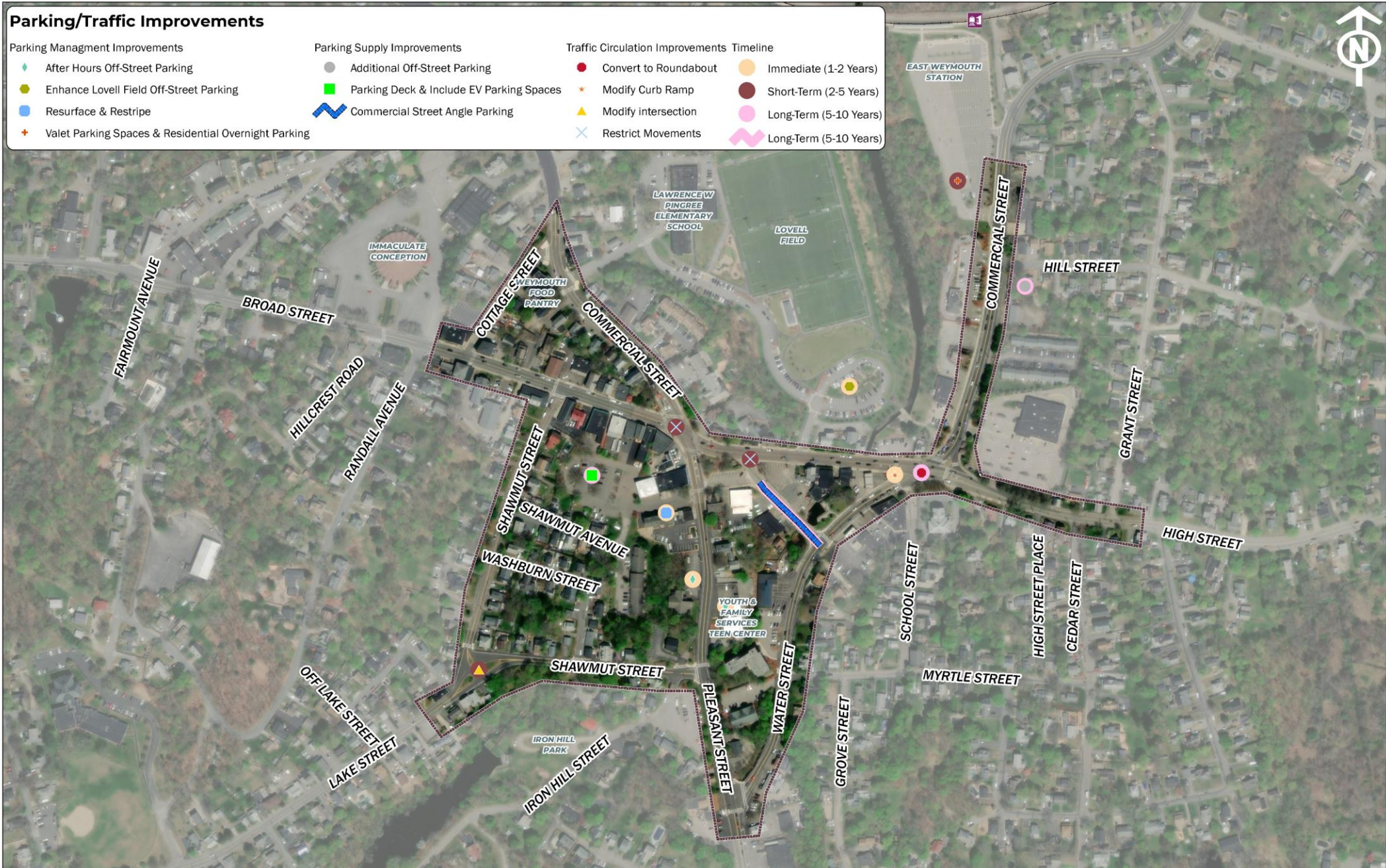
-  After Hours Off-Street Parking
-  Enhance Lovell Field Off-Street Parking
-  Resurface & Restripe
-  Valet Parking Spaces & Residential Overnight Parking

### Parking Supply Improvements

-  Additional Off-Street Parking
-  Parking Deck & Include EV Parking Spaces
-  Commercial Street Angle Parking

### Traffic Circulation Improvements Timeline

- |   |  |
|---|--|
|  Convert to Roundabout |  Immediate (1-2 Years)  |
|  Modify Curb Ramp      |  Short-Term (2-5 Years) |
|  Modify intersection   |  Long-Term (5-10 Years) |
|  Restrict Movements    |  Long-Term (5-10 Years) |





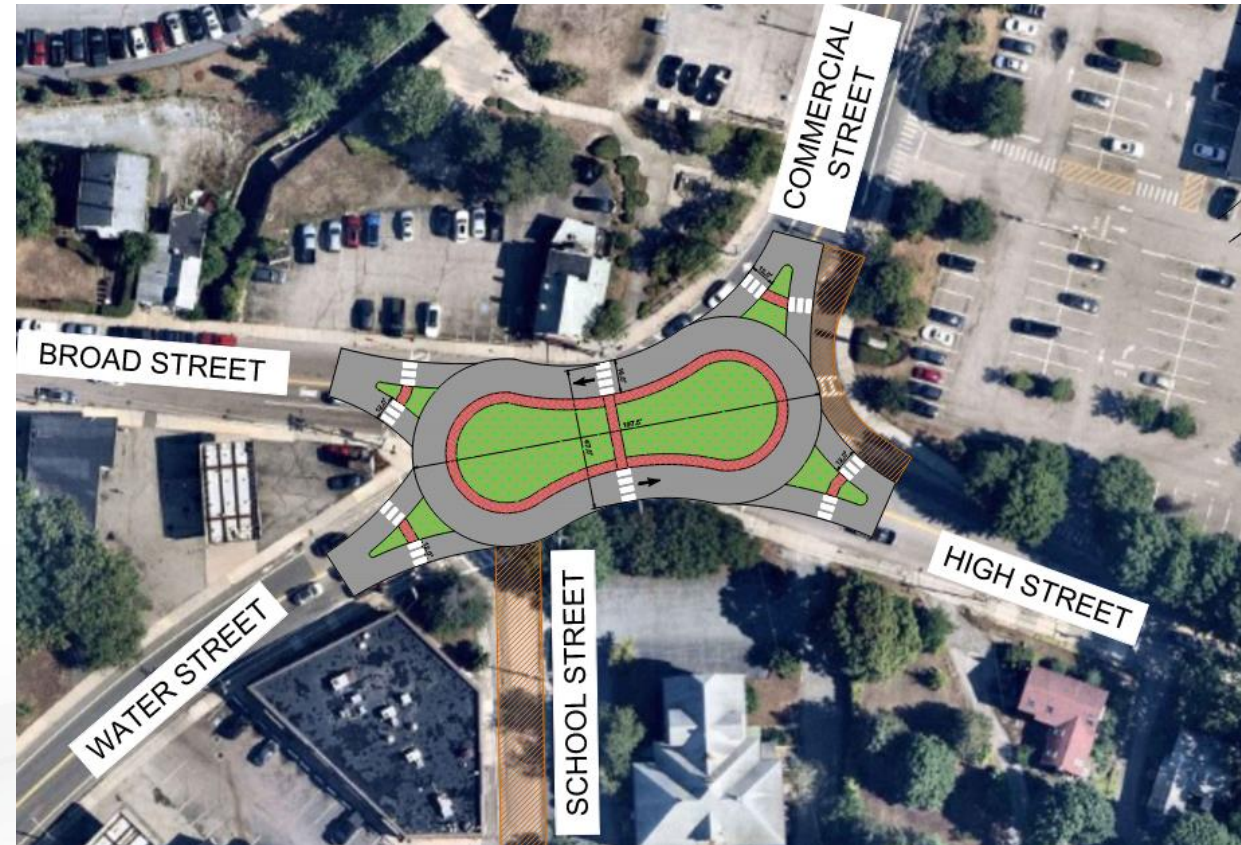
# Lake Street & Shawmut Street Improvement

<b>Timeframe</b>	Immediate (1-2 Years)
<b>Improvement</b>	<ul style="list-style-type: none"><li>▪ Modify to a traditional “T” type intersection</li><li>▪ Shawmut Street (north leg) would be stop-controlled</li><li>▪ Lake Street/Shawmut Street would be free-flow</li></ul>
<b>Next Steps</b>	<ul style="list-style-type: none"><li>▪ Engineering &amp; Design</li></ul>



# Commercial Street & Broad Street/ High Street Roundabout

<b>Timeframe</b>	Long-Term (5-10 Years)
<b>Improvement</b>	<ul style="list-style-type: none"><li>▪ Convert to a roundabout</li></ul>
<b>Next Steps</b>	<ul style="list-style-type: none"><li>▪ Detailed engineering feasibility study</li><li>▪ Modify the curb at the southeast corner</li><li>▪ Obtain consensus from the Town officials &amp; public</li><li>▪ Design and construct roundabout</li></ul>



# Commercial Street one-way SB & left-in from Broad Street Access/Angle Parking

## Timeframe

Short-Term (2-5 Years)

## Improvement

- Ingress access from Pleasant Street and left-in access from Broad Street.
- Egress access to Water Street.
- One-way southbound along Commercial Street.
- Expand sidewalk facilities.
- Provide a midblock crosswalk.
- Install green landscape at the Broad Street access.
- Include 23 angled on-street parking on the east side

## Next Steps

- Traffic ordinance modification.
- Engineering & Design



Parking Comparison		
Existing	Proposed	Total
3	26	23



# Upper Broad Parking Deck

## Timeframe

Long-Term  
(5-10 Years)

## Improvement

- Construct a parking deck over lot to increase off-street parking
- Enhanced pedestrian access connections

## Next Steps

- Engineering Feasibility Study



# Thank you!

Questions?

