

# Livable Community Workshop

Towns of Swampscott and Marblehead

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# Objectives for Vinnin Square

- Provide safe, attractive pedestrian, bicycle, and transit options.
- Improve circulation within Vinnin Square.
- Improve access to Vinnin Square.
- Improve safety for all modes.
- Create an attractive neighborhood designed on a human scale.

# Workshop Purpose

- What is a “Livable Community”?
- How can livability concepts be applied in and around Vinnin Square?

# Workshop Overview

- Presentation and discussion
- Walk-through (weather and time permitting)

# What is Livability?

“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park – all without having to get in your car.”

Ray LaHood  
US Secretary of Transportation

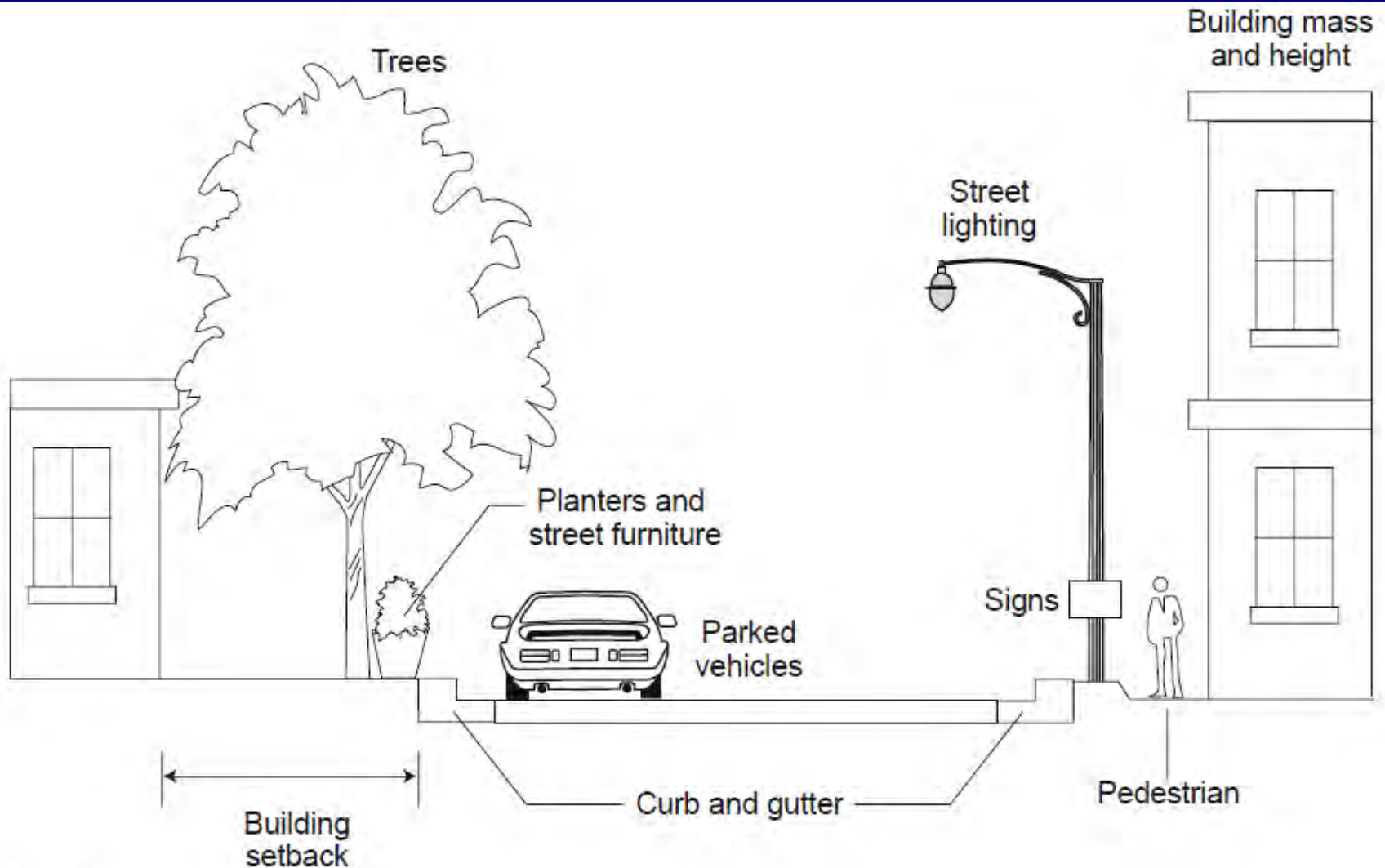
# Six Livability Principles

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.

# What Does Livability Look Like?



# Design



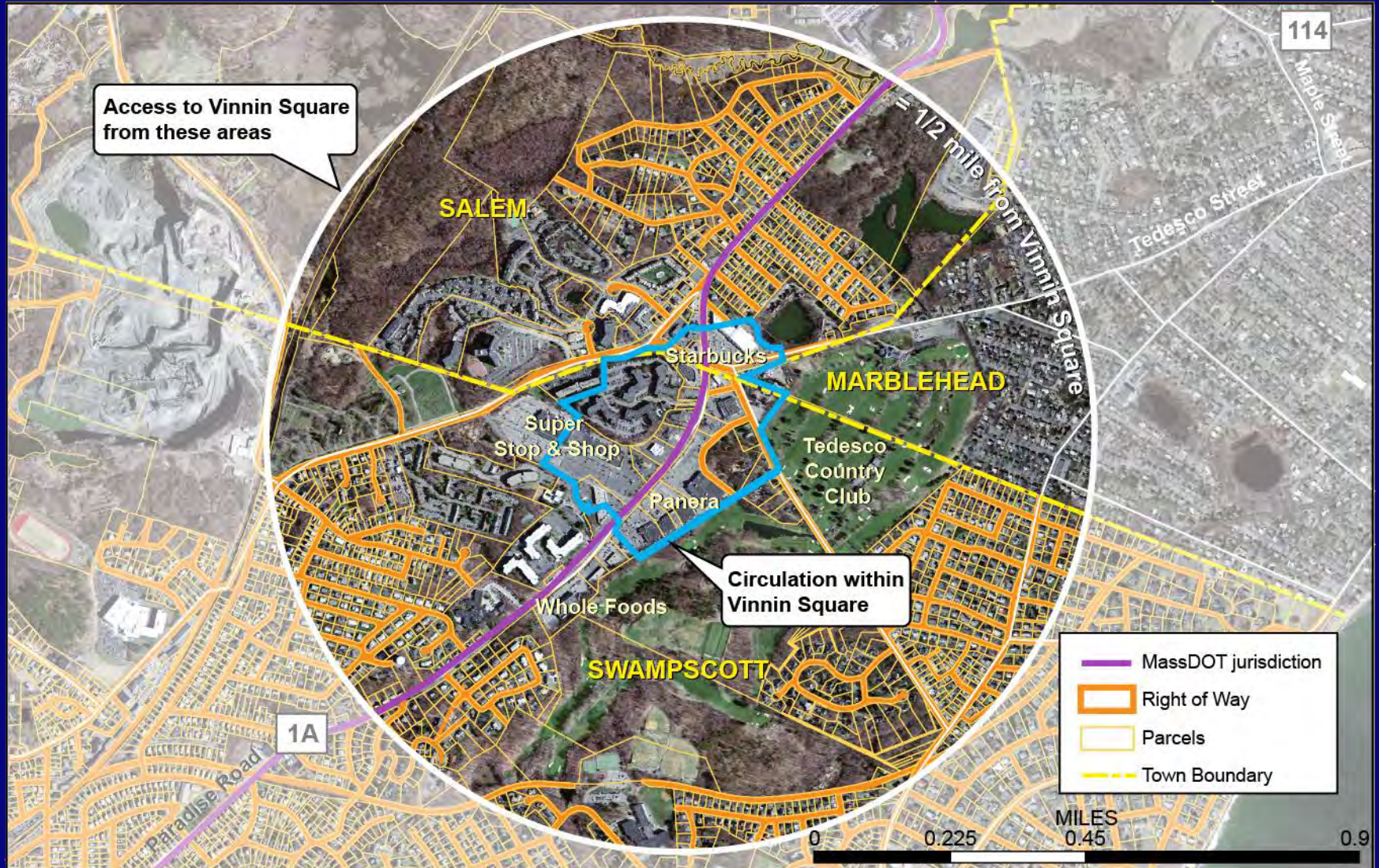
Source: MassHighway



# Two Issues

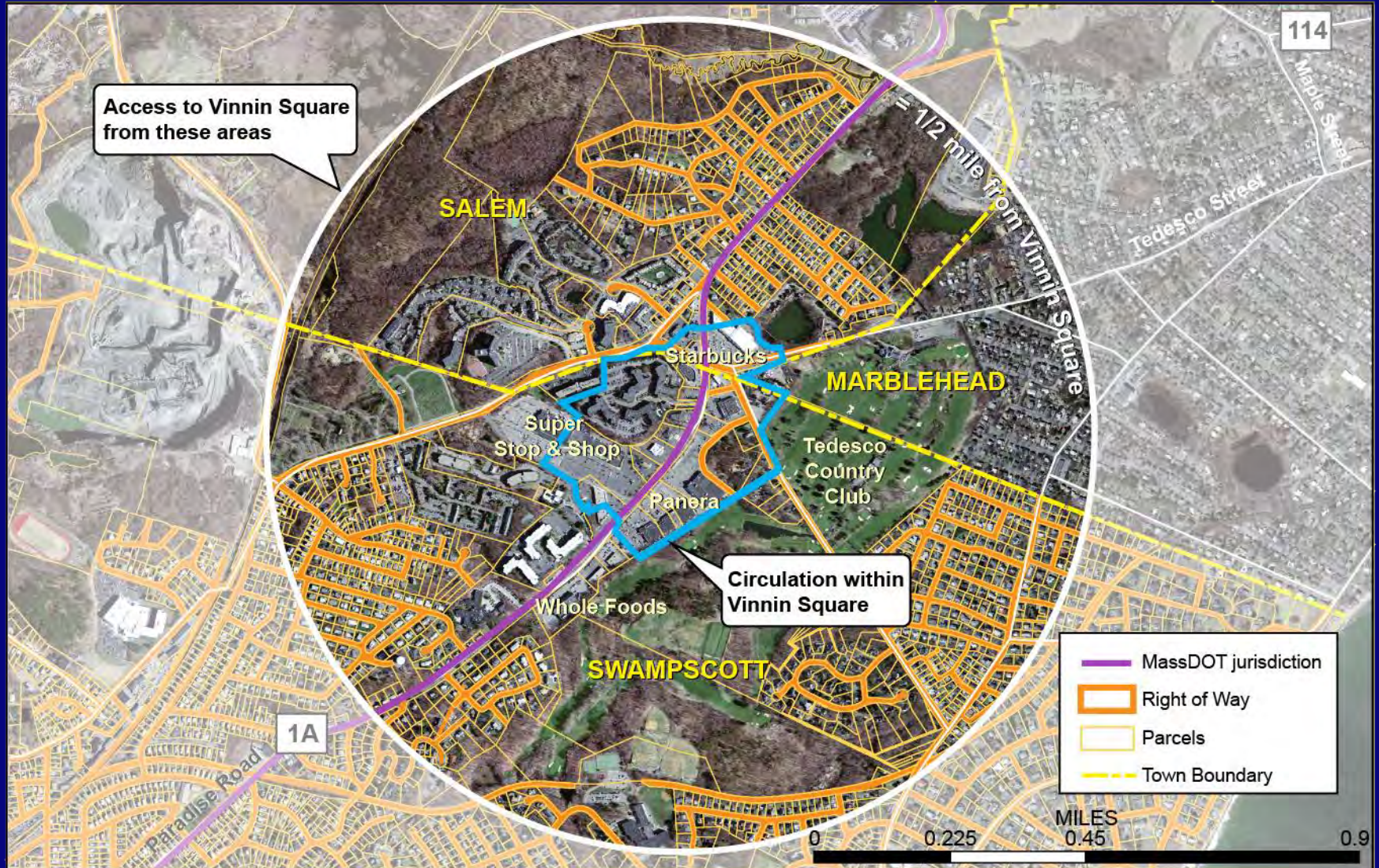
1. Access to Vinnin Square
2. Circulation within Vinnin Square

# Vinnin Square





# 1. Access to Vinnin Square



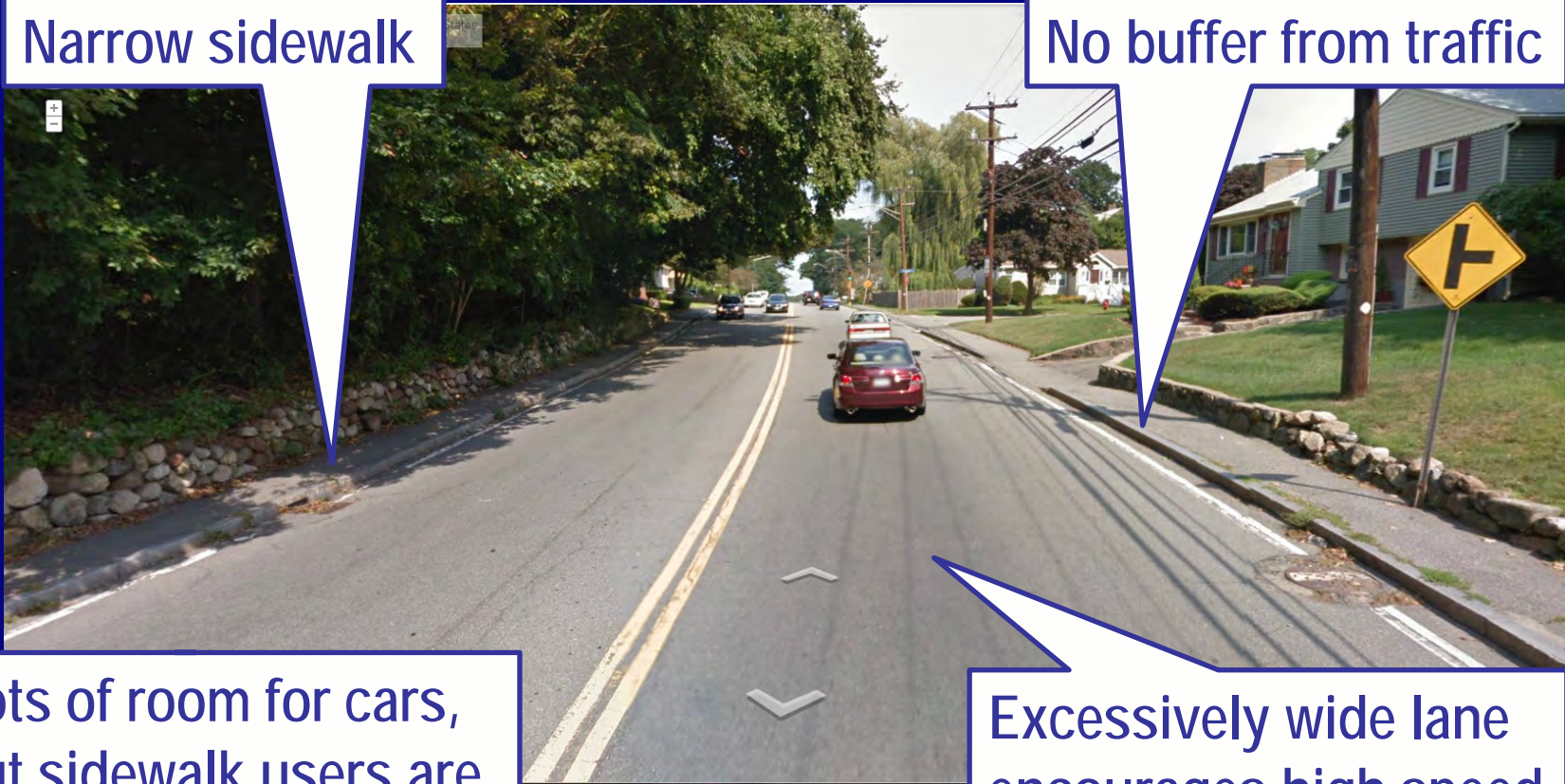


# Issue: Streetscape

Paradise Road, south of Vinnin Square (looking north)

Narrow sidewalk

No buffer from traffic



Lots of room for cars, but sidewalk users are squeezed; no space set aside for bikes

Excessively wide lane encourages high speed

# Issue: Streetscape

Tedesco Street (looking east)



Better, but travel lane is still too wide, encouraging high speeds

Utilities and vegetation crowd sidewalk users



# Issue: Streetscape

Rte 1A/Paradise Road (looking south)

Massachusetts, United States

Highway-scale lighting

Unpleasant walking between road and parking lot; no buffer from traffic



No crosswalk across driveway

Excessively wide lane encourages high speeds

Low-visibility crosswalk style and signage

# Downtown Lexington, MA

Rte 4/Mass Ave (Town Accepted Road)

Buildings close to road

Well-marked crosswalk

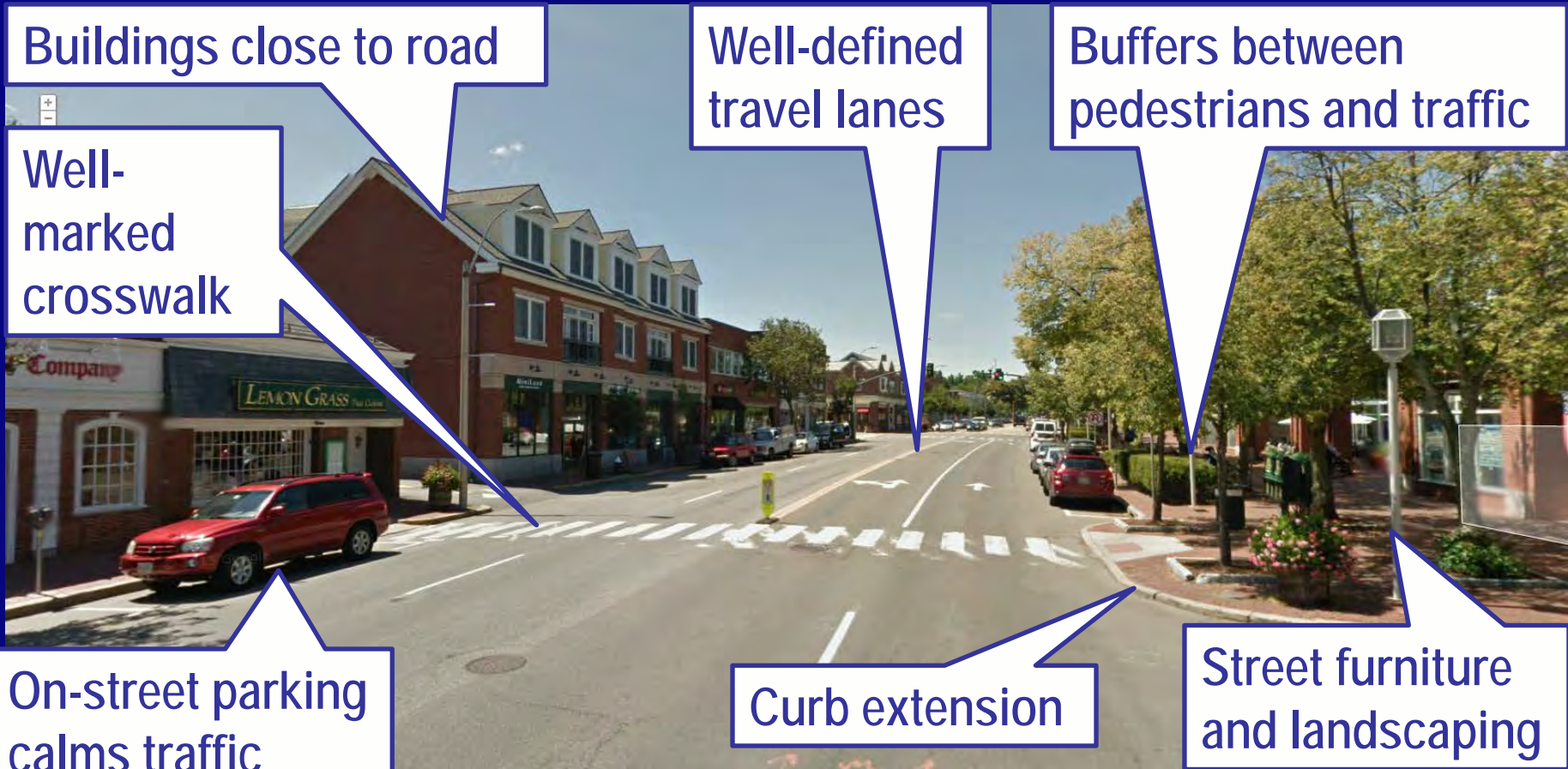
Well-defined travel lanes

Buffers between pedestrians and traffic

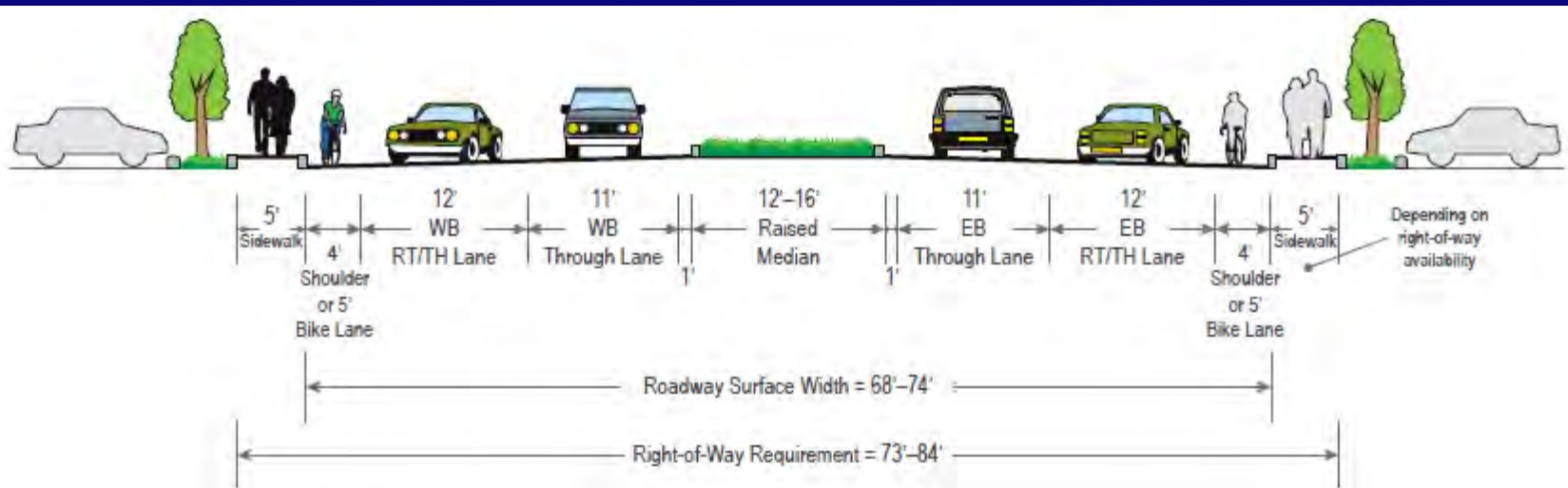
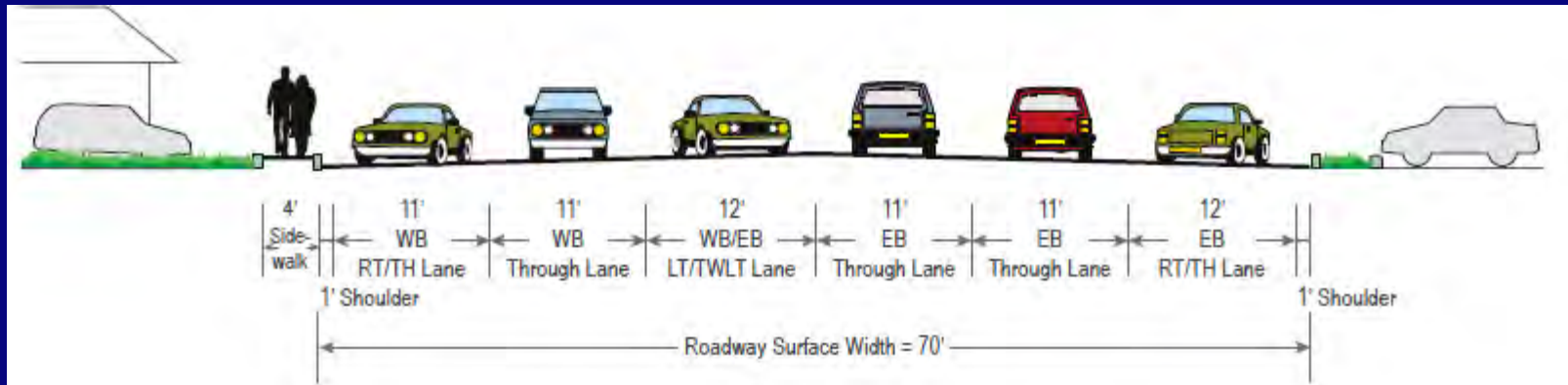
On-street parking calms traffic

Curb extension

Street furniture and landscaping



# Rte. 114 Cross-Section Options



Typical Cross-Section with Raised Medians and 4' Shoulders/5' Bike Lanes



# Issue: Intersections

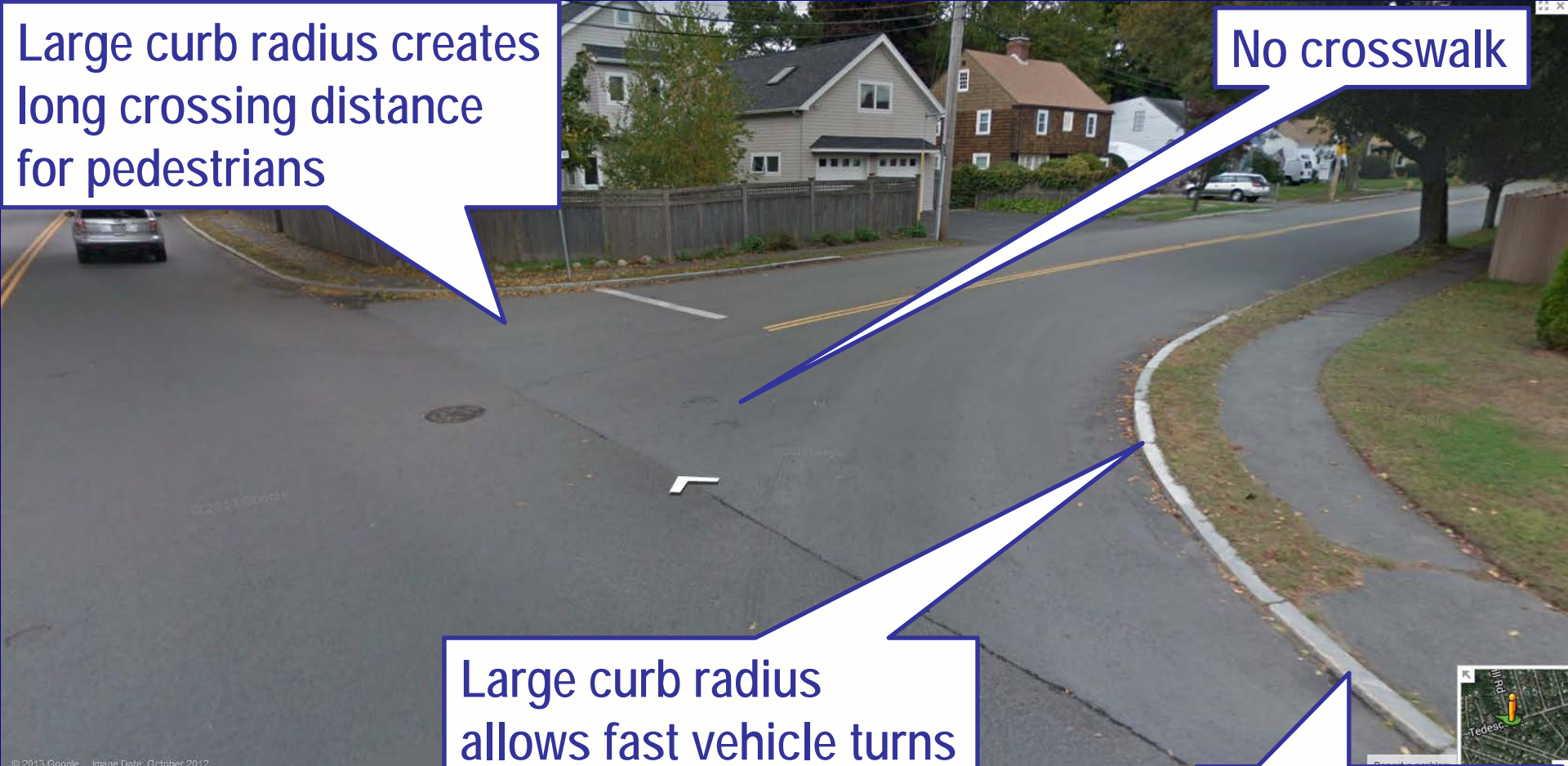
## Tedesco Street at Leggs Hill Road

Large curb radius creates long crossing distance for pedestrians

No crosswalk

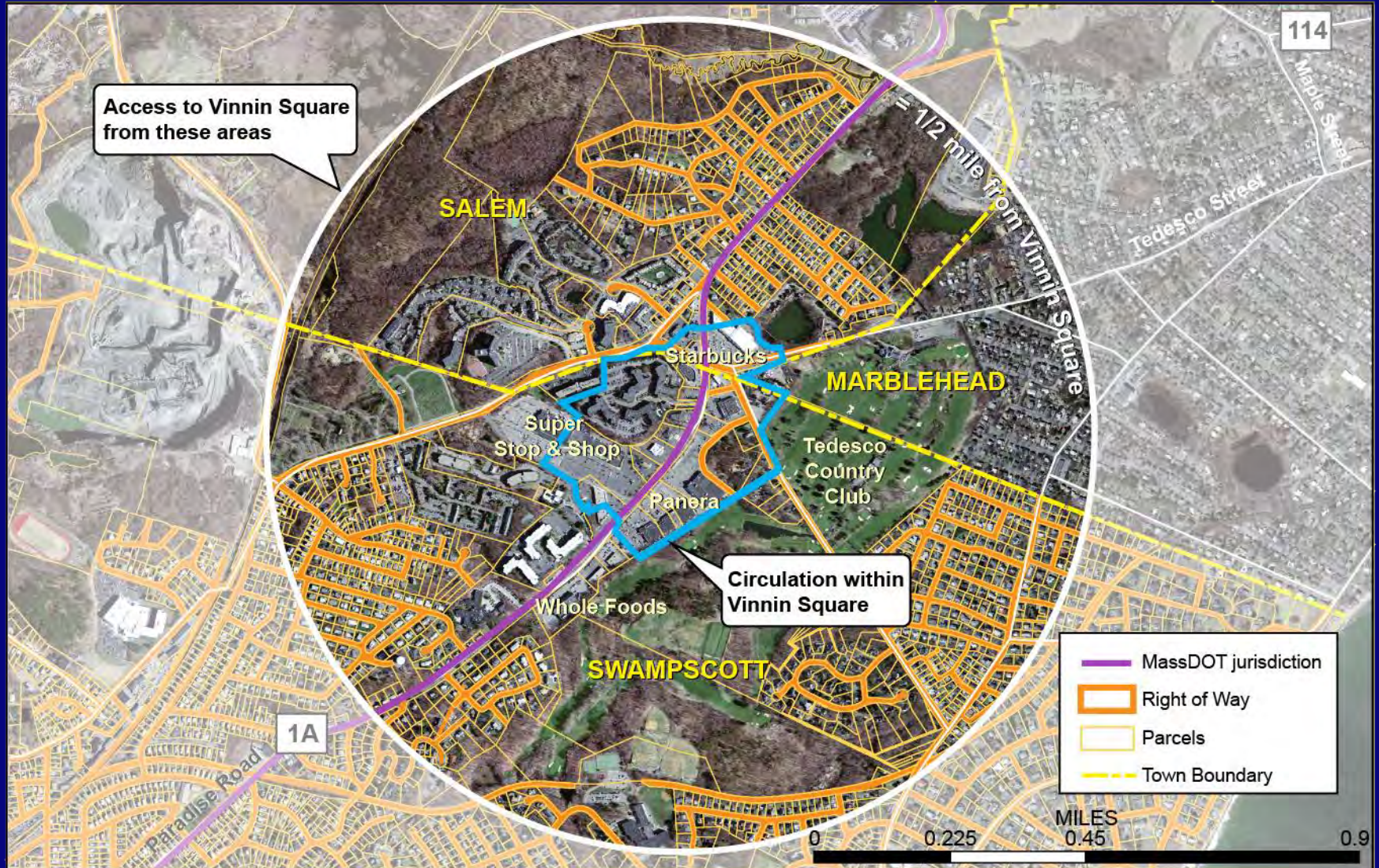
Large curb radius allows fast vehicle turns

Sidewalk not ADA-accessible





## 2. Circulation within Vinnin Square





# Design Doesn't Promote Walking and Biking

Essex Co. • Swampscott

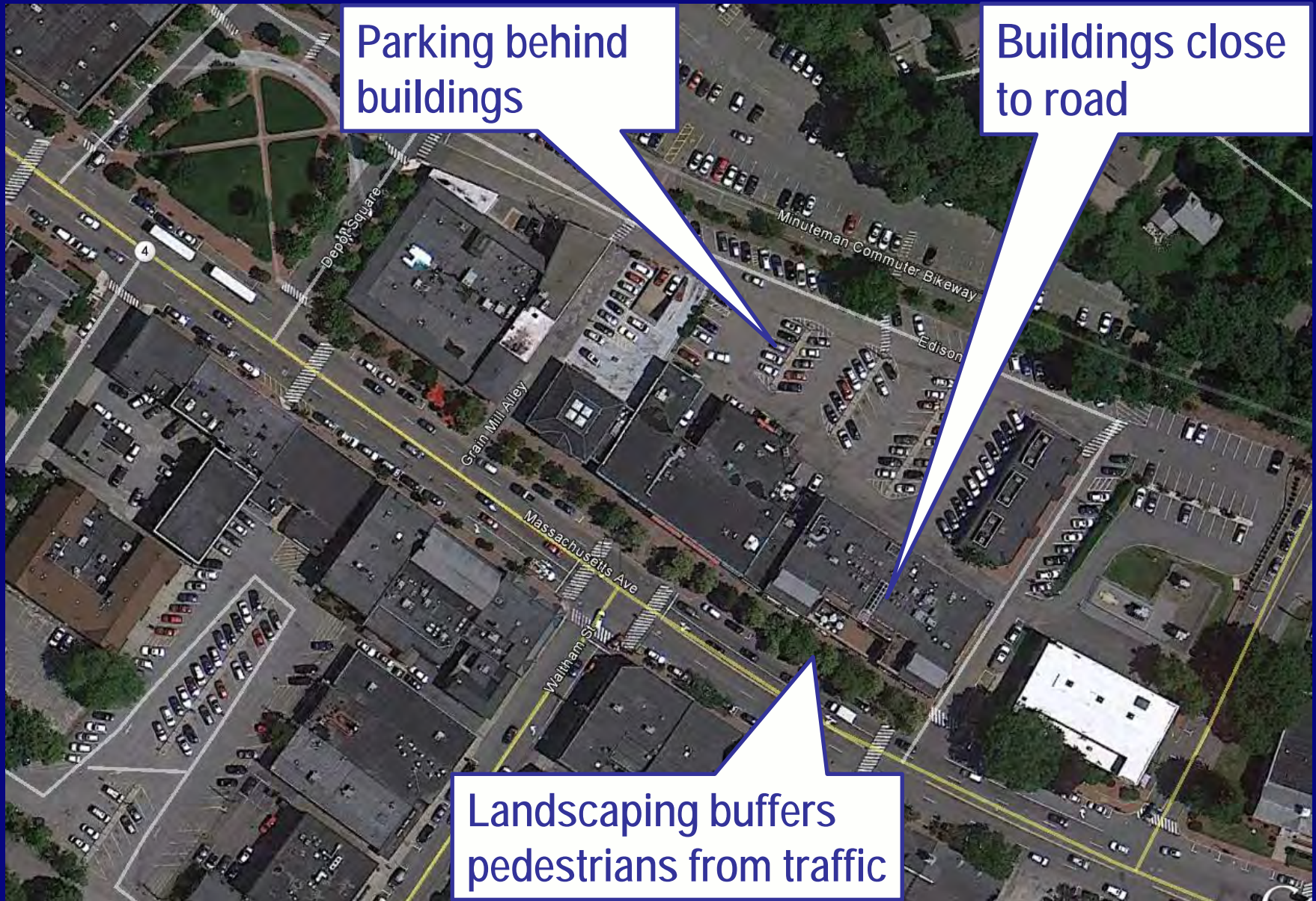


Buildings set far  
back from road

Design isn't  
pedestrian-friendly.



# Downtown Lexington, MA





# Improvement: Parking and Site Access

If building is set back, retrofit site to improve walking between businesses

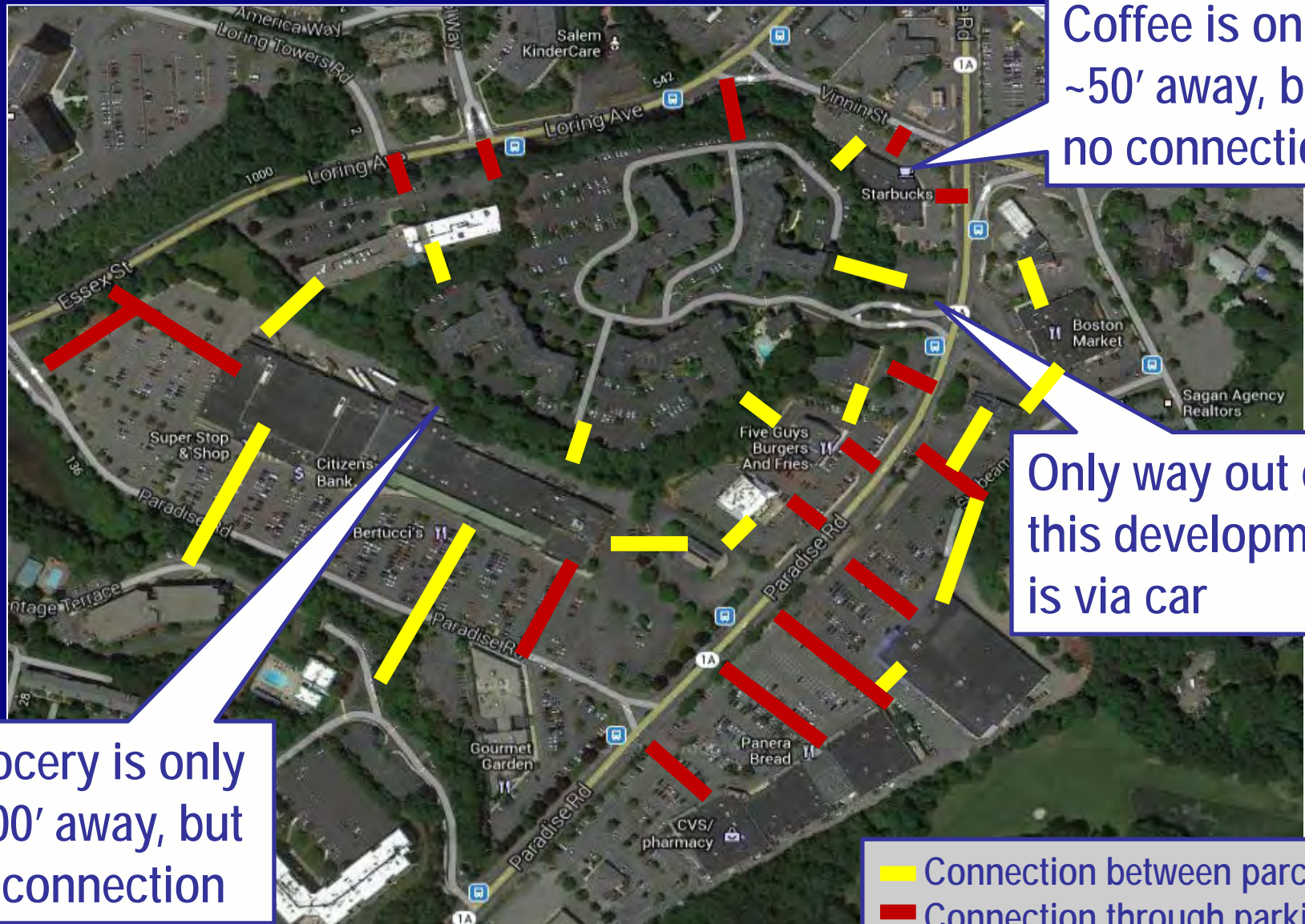


# Retrofitting Example





# Lack of Pedestrian Connectivity Increases Traffic



Coffee is only  
~50' away, but  
no connection

Only way out of  
this development  
is via car

Grocery is only  
~100' away, but  
no connection

— Connection between parcels  
— Connection through parking lot

# Is Parking in Vinnin Square Excessive?

## Potential Consequences of Excessive Parking

- Encourages driving
- Storm water runoff
- Not pedestrian-friendly



# Improvement: Redevelop Parking

Short-term reinvention, long-term redevelopment



# Improvement: from Pavement to Parks





# Improvement: Green Streets

Integrate green elements in roadway and/or parking lots for better storm water management



# Marblehead's Smart Growth District

## Smart Growth zoning overlay in Vinnin Square:

- Mixed-use, multifamily residential allowed by right
- No setbacks required
- Parking located at side or rear, prohibited in front
- Case-by-case exceptions for reduced or shared parking
- Affordable housing

# Marblehead's Smart Growth District

## Accompanying Design Guidelines:

- Encourage construction/improvement of sidewalks
- Minimize curb cuts
- Provide direct pedestrian access to buildings

# Next Steps

## For Swampscott, Marblehead, Salem, and Private Property Owners

- Explore the potential to install pedestrian connections between adjacent parcels. May require zoning changes.
- Discuss with Vinnin Square businesses/property owners about parking lot improvements for safe pedestrian circulation.
- Investigate existing parking demand relative to parking supply required by bylaws.

# Next Steps

## For Municipally-owned Roads

- Stripe crosswalks using a high-visibility style.
- Reach out to Public Works to implement infrastructure recommendations (lane widths, crosswalks, sidewalks, etc.).
- Integrate projects like pavement markings into annual maintenance operations.
- Follow up with Salem on improvements to Vinnin Street between Paradise Road and Salem Street.

# Next Steps

## For Route 1A, a MassDOT-maintained Road

- With MassDOT, MAPC, CTPS, Swampscott, Marblehead, and Salem, initiate a feasibility study to examine:
  - Road diet
  - On-street parking
  - Pedestrian accommodations
  - Bicycle accommodations (bike lanes, cycle tracks, etc.)
  - Streetscaping (furniture, lighting, landscaping, etc.)
  - Intersection geometry (curb extensions, ADA, etc.)
  - Signs and markings
  - Access management
  - Road ownership



# More Information

Website: [www.bostonmpo.org/livability](http://www.bostonmpo.org/livability)

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# Additional Resources

Newtonville Livable Community Report

Mixed-Use Zoning Toolkit:

[www.mapc.org/resources/mixed-use-zoning-toolkit](http://www.mapc.org/resources/mixed-use-zoning-toolkit)

Chapter 40R: [www.mapc.org/resources/40r-report](http://www.mapc.org/resources/40r-report)

Parking Toolkit: [www.mapc.org/resources/parking-toolkit](http://www.mapc.org/resources/parking-toolkit)

MAPC Regional Pedestrian Plan:

[www.mapc.org/resources/ped-plan](http://www.mapc.org/resources/ped-plan)

Green Streets: [www.mapc.org/low-impact-dev-toolkit](http://www.mapc.org/low-impact-dev-toolkit)

Thank you!

Questions?