

Washington Street Redesign

Project Introduction & Draft Conceptual Feedback



Presented to
City of Newton
November 30, 2023


HOWARD STEIN HUDSON
Engineers + Planners



HALVORSON
Tighe&Bond STUDIO

- **Project Overview**
 - Project History
 - Project Limits
 - Existing Conditions
 - Public Survey Themes
 - Project Goals
- **Design Features**
- **Draft Concept Designs**
- **Walker Off-Leash Dog Park**
- **Next Steps**
- **Questions and Answers**



Project Limits



■ **Low-cost temporary materials**

- Pavement markings
- Signage
- Planters, trees in pots, flexposts, etc.
- Limited use of curbed islands and pedestrian curb ramp improvements

■ **Will not include**

- Resurfacing the roadway
- Moving curb-line or significant sidewalk reconstruction
- Significant intersection or traffic signal reconstruction
- Any significant drainage or utility impacts
- Any property takings



How We Got to Today



■ City of Newton

- Planning and Development: Josh Ostroff, Barney Heath, and Olivia James
- Mayor's Office: Jonathan Yeo
- Public Works: Nina Wang, David Koses, Isaac Prizant, and Adrian Ayala
- City Council: Susan Albright and Pam Wright
- Community: Mike Halle and John Pelletier

■ Consultant Team

- Howard Stein Hudson: Jessica Lizza and Emma Enteado
- Neighborways Design: Jessica Mortell
- Halvorson Tighe & Bond Studio: Bryan Jereb



Where We Go From Here

Public Meeting and Feedback Survey – Today, November 30, 2023

Survey Comment Period Closes – December 17, 2023

Refine Conceptual Plan – December 2023 – January 2024

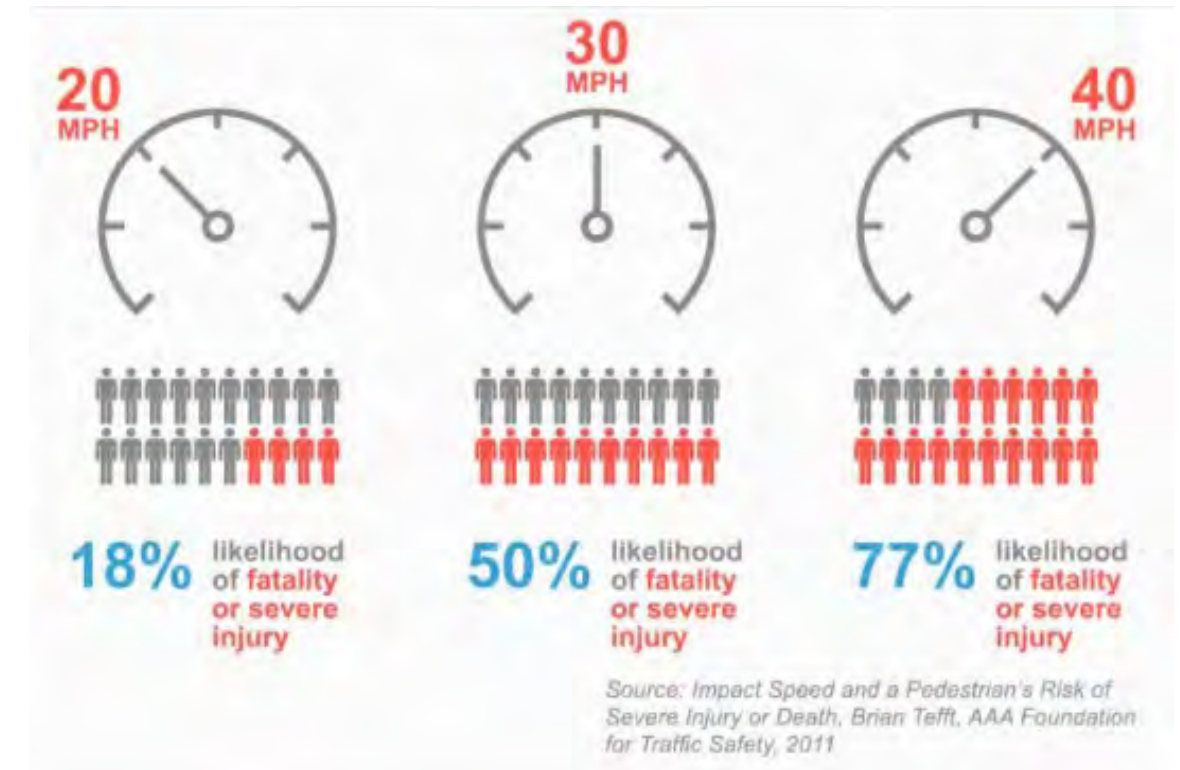
City Approvals – January – February 2024

Design Process – Winter 2024 – Fall 2024

Project Advertisement – Fall 2024

Installation – Estimated Spring 2025

- **Create a more safe, attractive, friendly, and welcoming environment for residents, visitors, and businesses**
- **Plan to achieve this by:**
 - Creating a two- to three-lane roadway
 - Create pockets of space for trees, planters, and public art or historic signage
 - Provide separated bicycle lanes
 - Improve pedestrian connectivity and comfort
 - Screen chain link fence along I-90



Existing Conditions

9

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12,190 vehicles per day (Feb. '23)

- Within range for 2-3 travel lanes
- Average speeds = 32-33 mph
- 85th percentile speed = 37 mph
- Posted speed = 35 mph

Bicycle Volumes (Oct. '23)

- 29 cyclists during peak hour
- 50% of bicyclists opt to ride on the sidewalk during peak hours

Pedestrian Volumes

- Most crossing pedestrians cross at signals
- 5-24 people walking along Washington St during peak hours

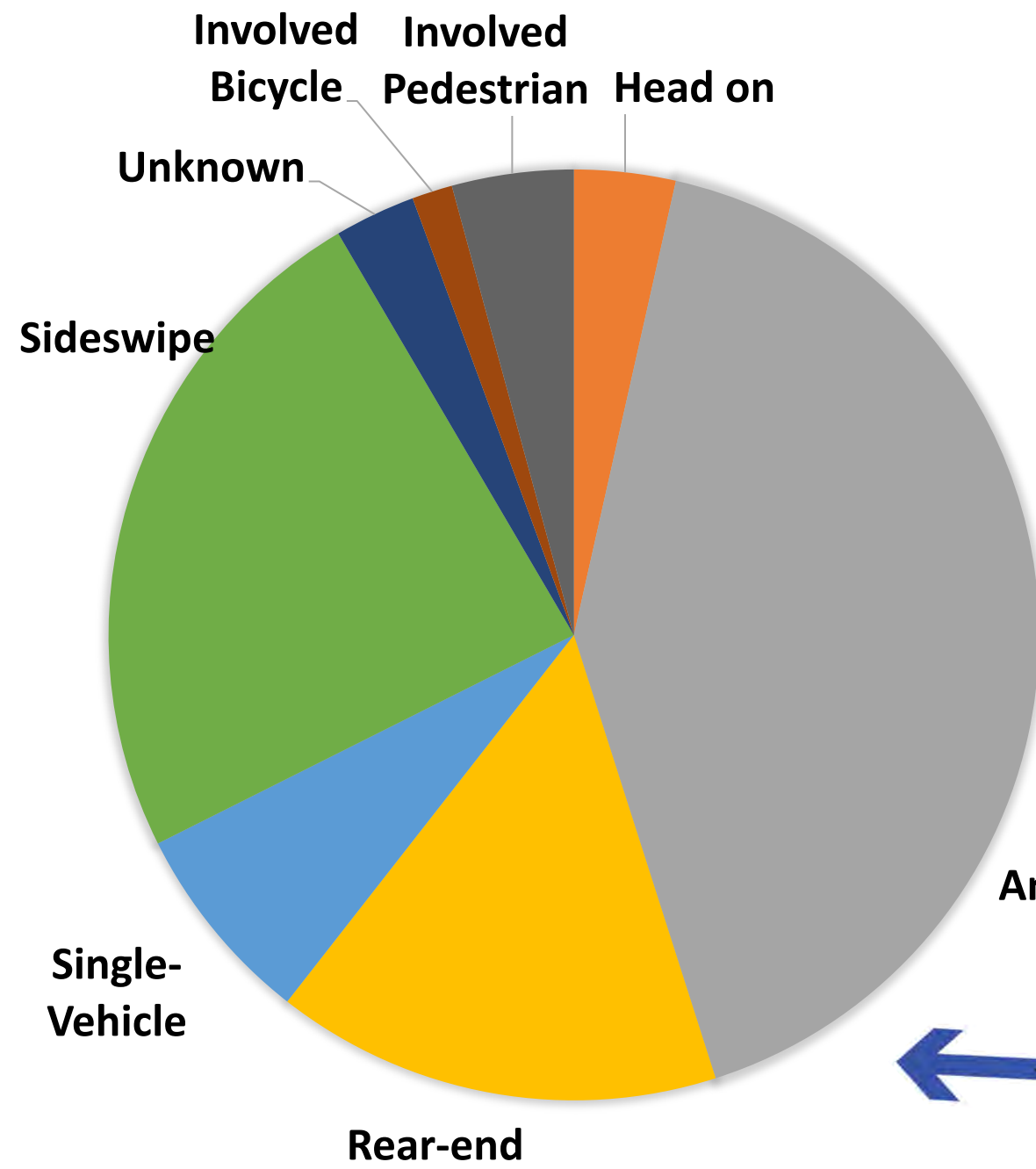


Existing Conditions

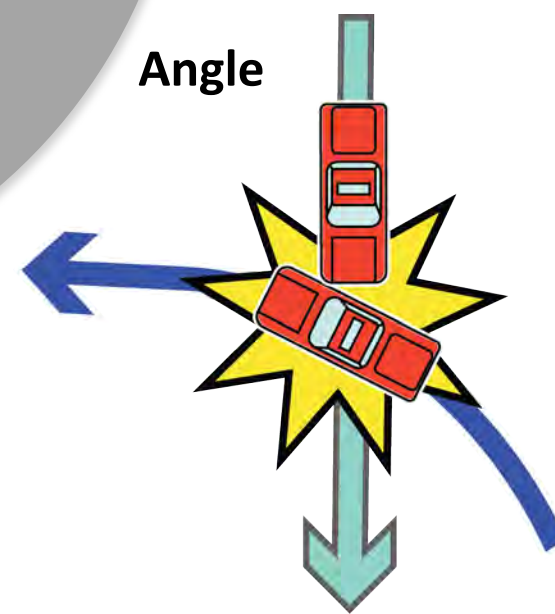
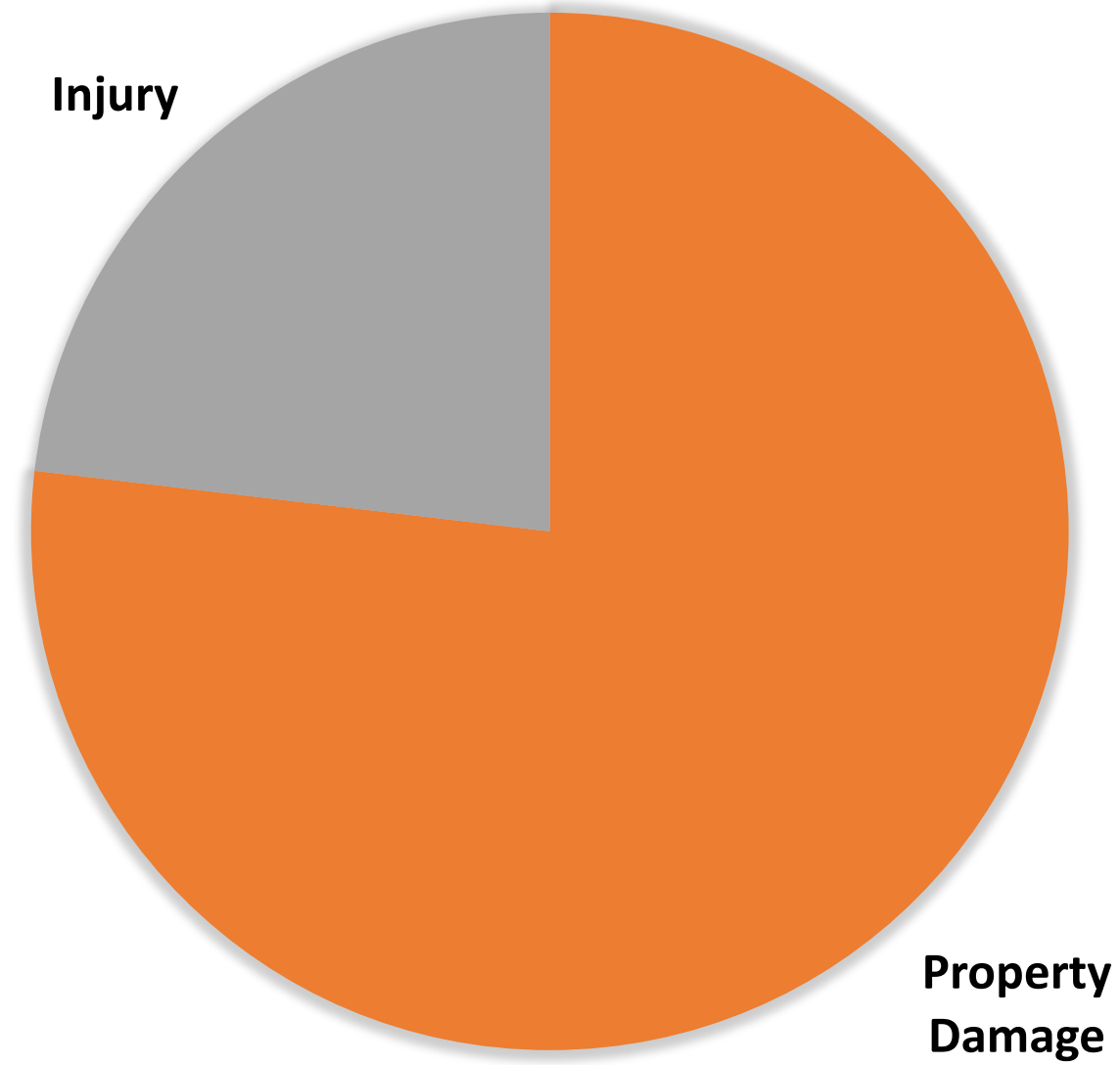


Existing Safety Trends (2015-2020)

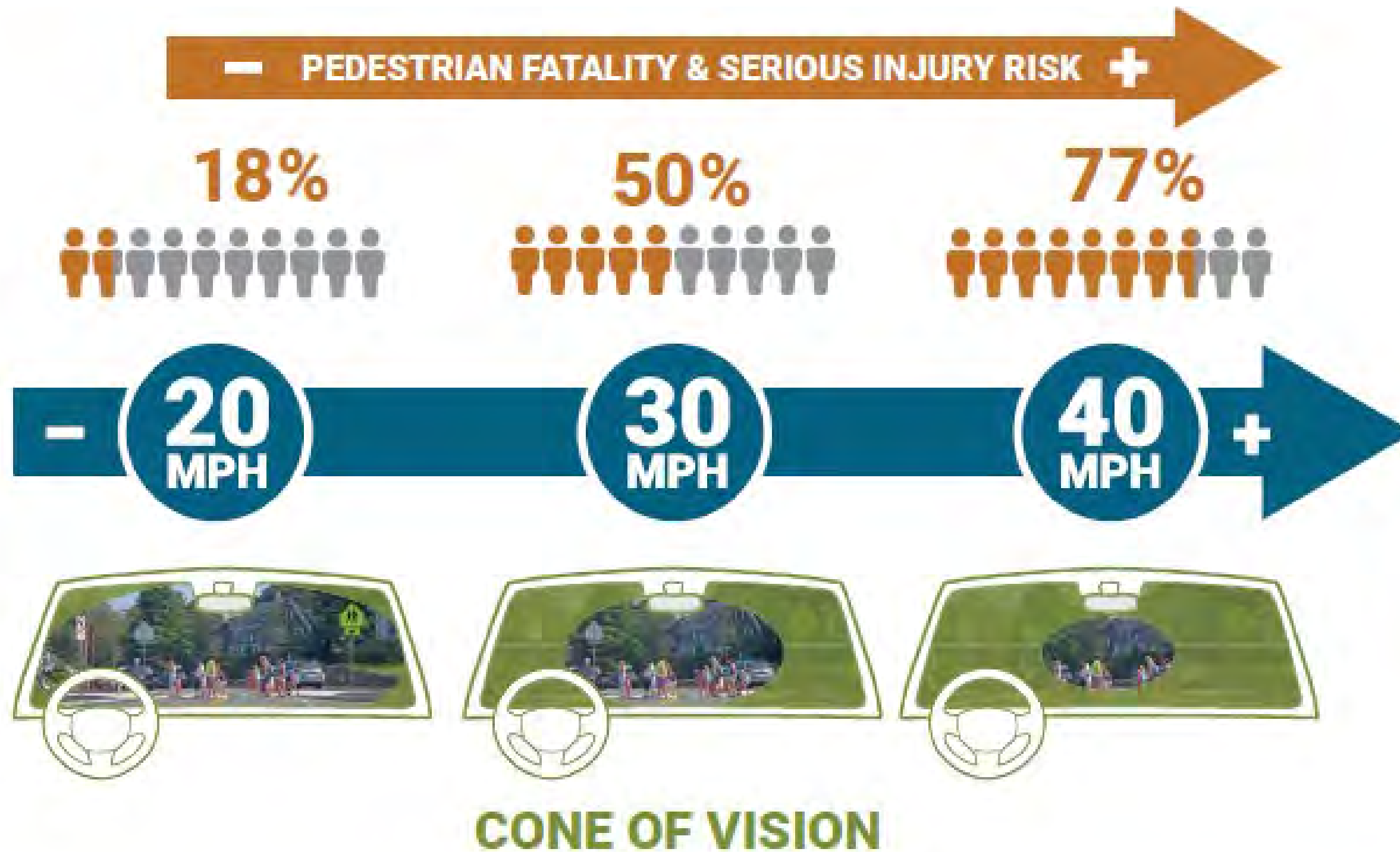
COLLISION TYPE



COLLISION SEVERITY



Survey Theme: Speeding and Driver Behavior Concerns



Survey Theme: Unattractive Roadway



Survey Theme: Traffic Congestion



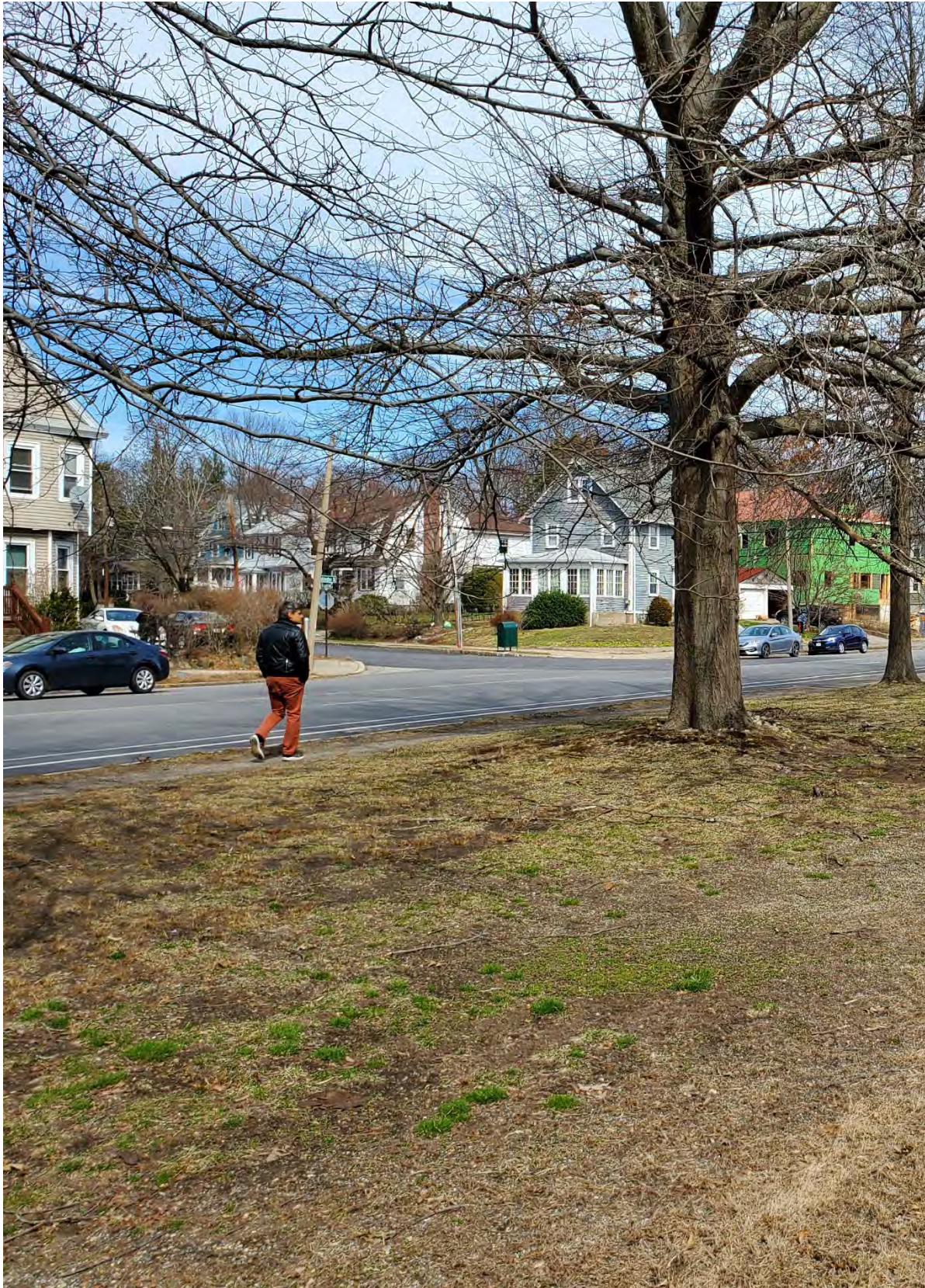
Washington Street at Chestnut Street



Washington Street at Lowell Avenue



Survey Theme: Uncomfortable Pedestrian Conditions



Survey Theme: Lack of Bicycle Facilities

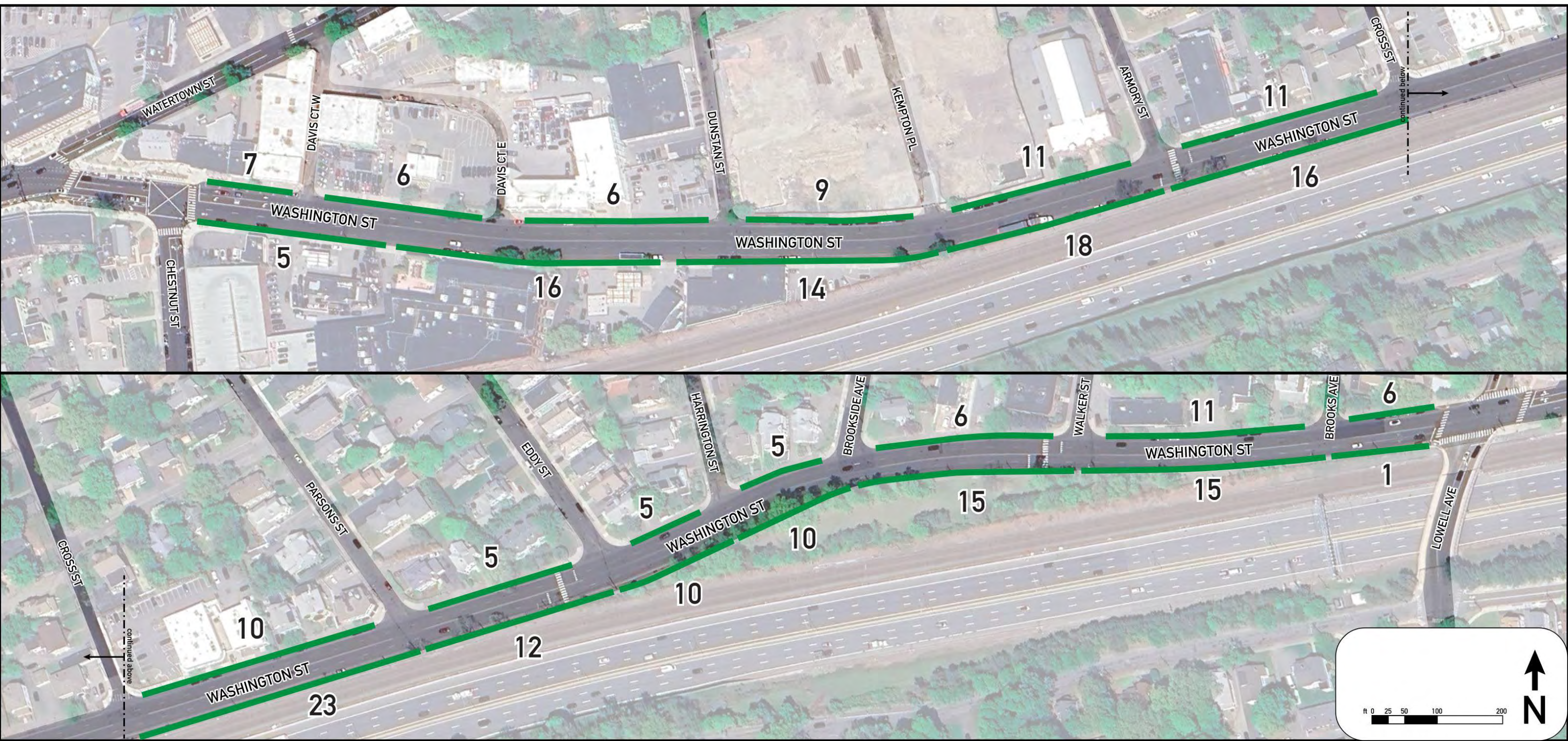


Survey Theme from Businesses: Parking



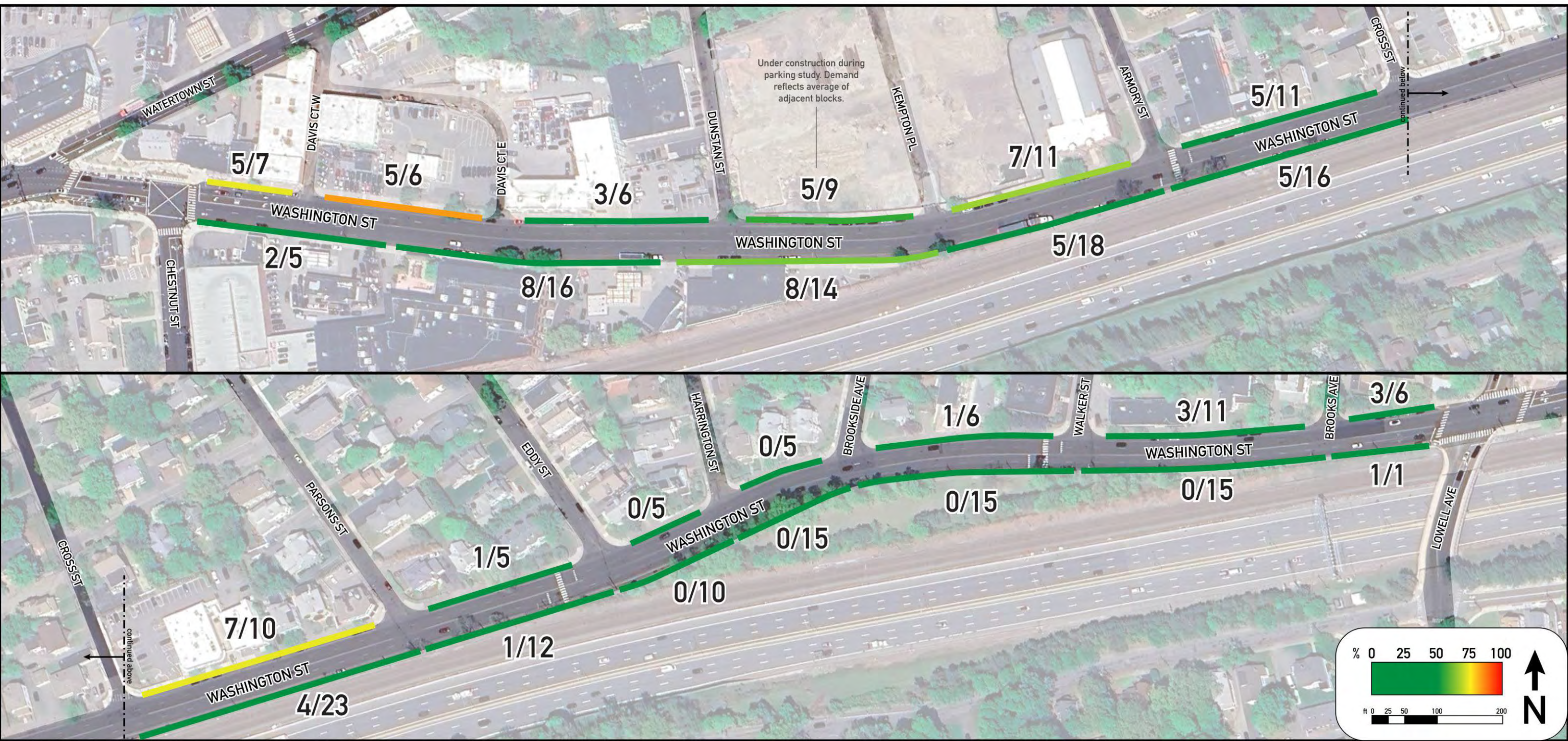
Washington Street Current Parking Capacity

Total Parking Spaces: 253



Washington Street Current Parking Peak Use

Total Parking Demand: 79/253
(31%)



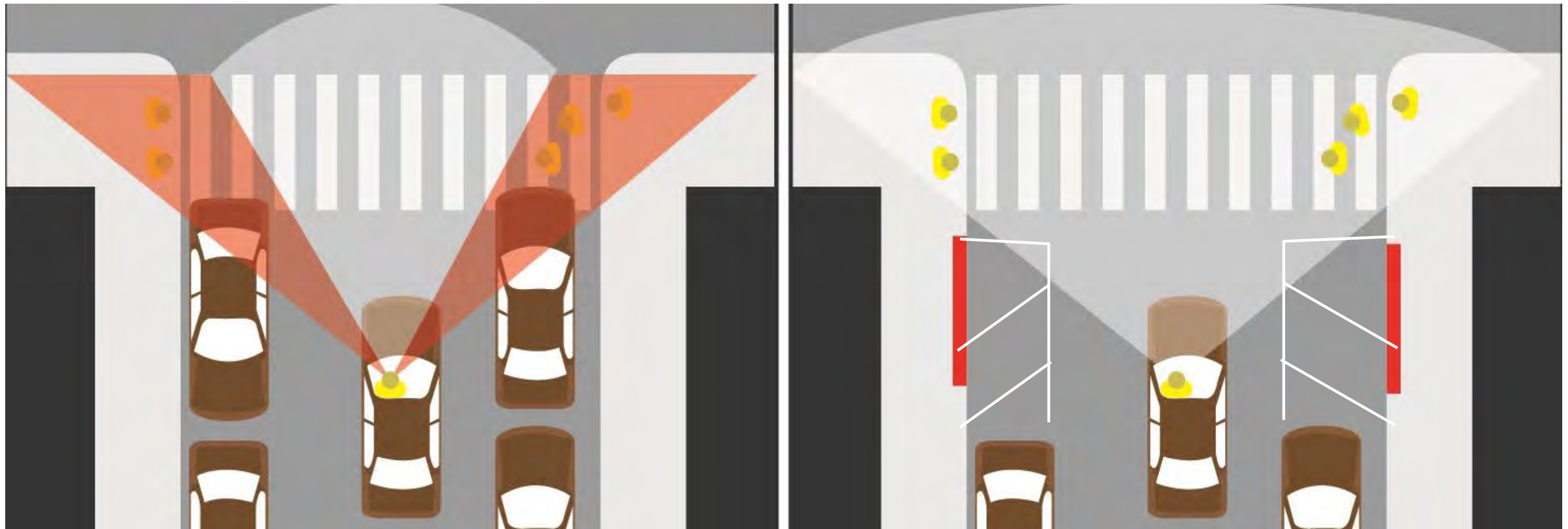


Design Features






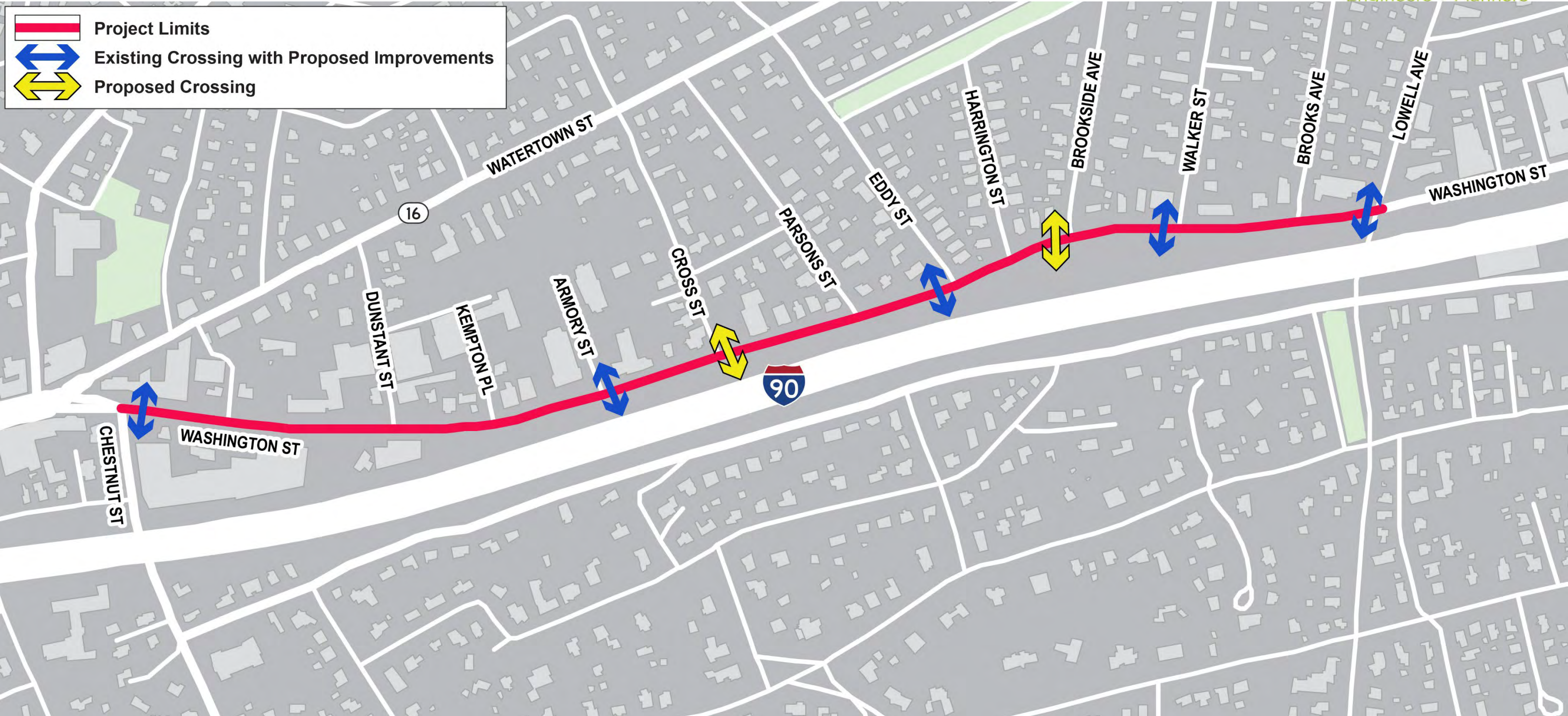
Intersection and Crosswalk Safety

- Restrict parking on approach to crossings and intersections to improve sightlines
- Helps to enforce City laws – no parking within 20' of intersections/on crosswalks

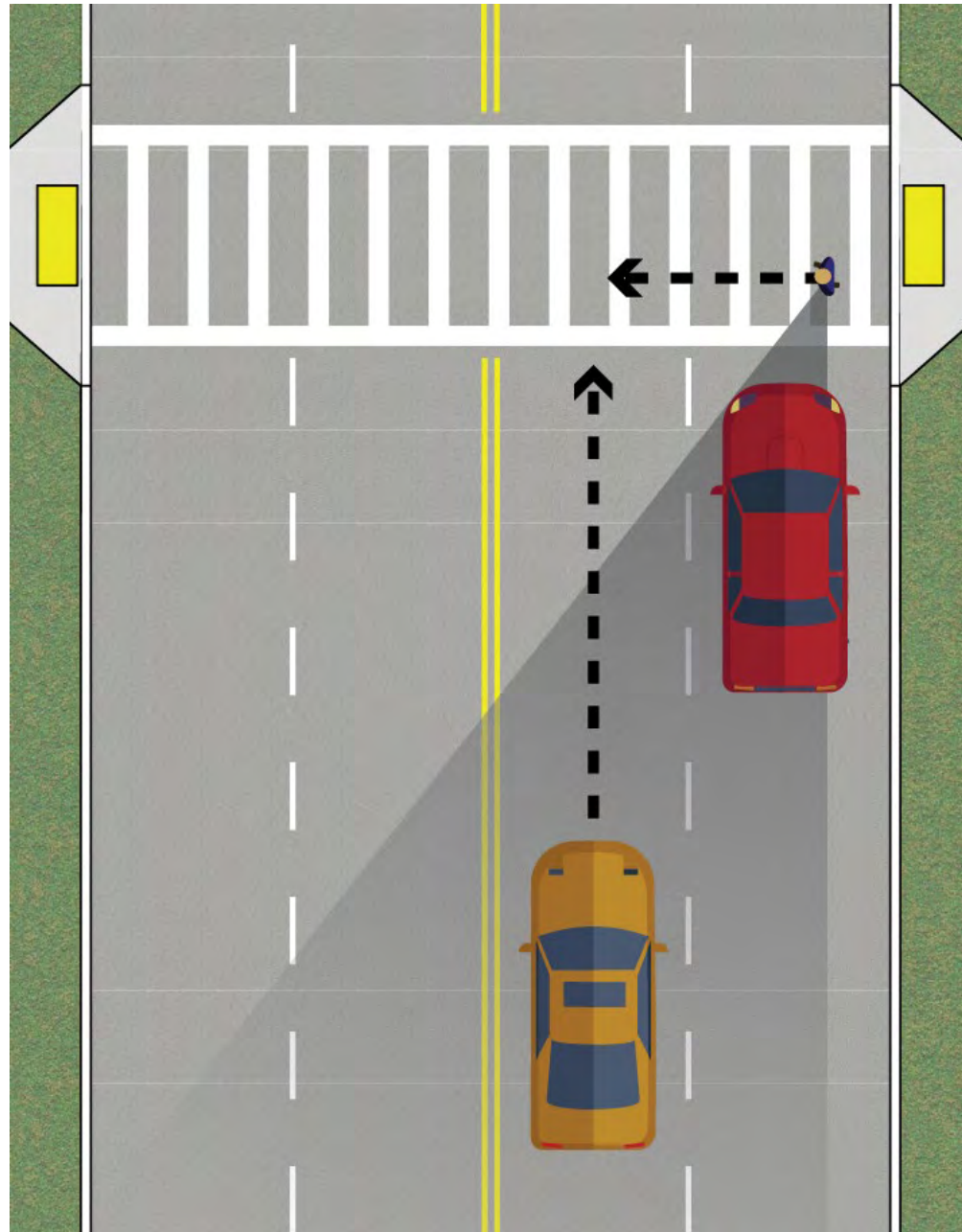


Potential Pedestrian Safety Improvements

-  Project Limits
-  Existing Crossing with Proposed Improvements
-  Proposed Crossing



Potential Pedestrian Safety Improvements



Reducing to two travel lanes at crosswalks reduces the potential for multiple threat crashes



Example: Staged crosswalk with refuge island



Potential Environment and Aesthetics Improvements

- Trees in planters
- Meadow mix and low plantings
- Opportunity for public art
- Chain link fence screening
 - Subject to negotiation with MassDOT and MBTA



Acoustifence screening
along I-90 fence



Trees in planters



Meadow mix and low plantings

Potential Bicycle Safety Improvements



One-way Separated Bike Lanes on North Side of West Newton Square

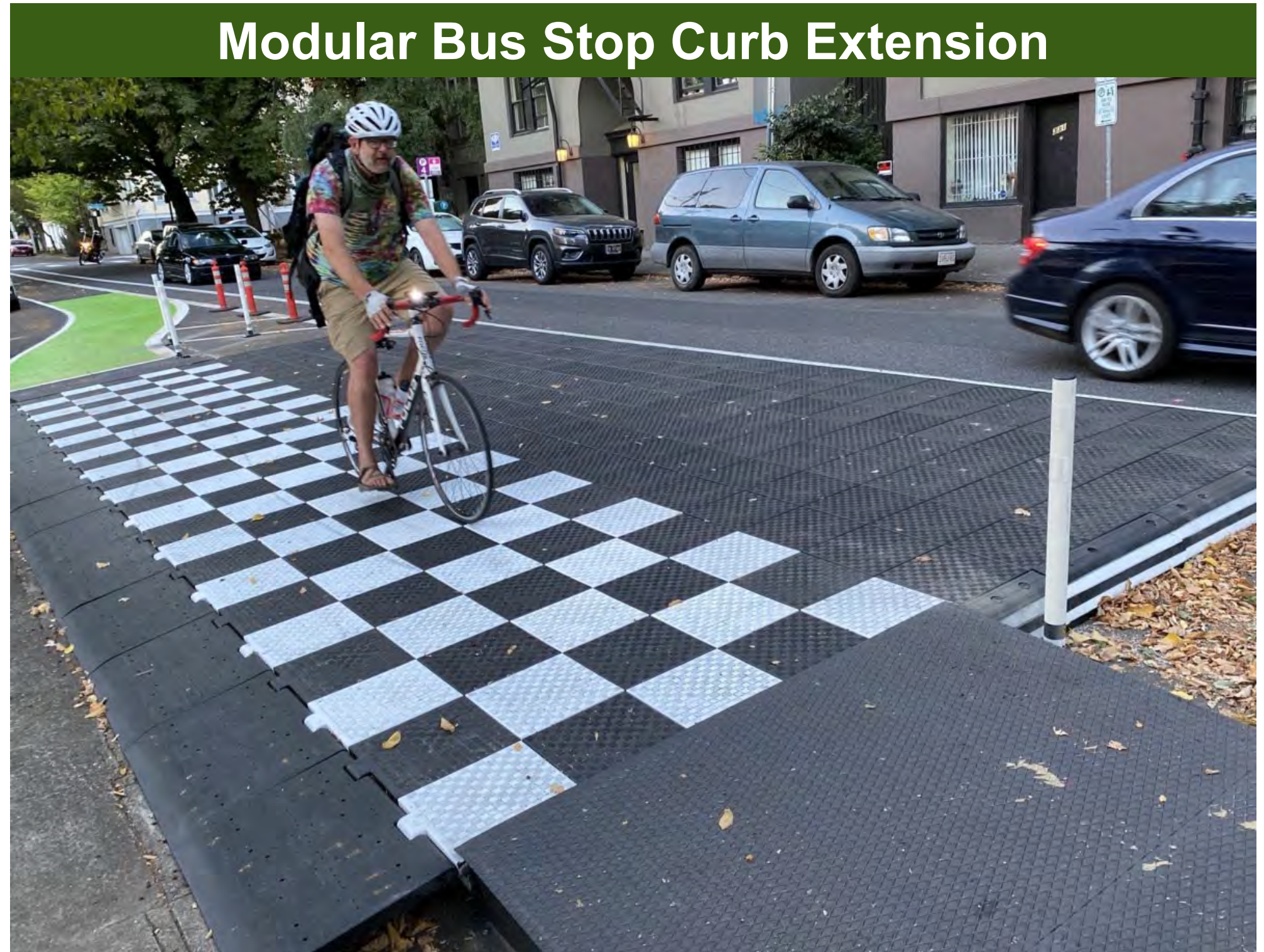


Two-way Separated Bicycle Lanes, Cambridge, MA



Street-Level Shared Use Path, Shirley, NY

- Provide compliant bus platforms
- Provide nearby opportunities to cross Washington Street



Modular Floating Bus Stop with Bike Lane Behind, Portland, OR



Design Alternatives



Proposed roadway and pedestrian improvements with:

- Concept 1: One-way Separated Bike Lanes
- Concept 2: North Side Two-way Separated Bike Lanes
- Concept 3: South Side Shared Use Path
- Concept 4: Boulevard with South Side Shared Use Path

All concepts include a two-way left-turn lane between Chestnut Street and Dunstan Street



Existing Condition: Facing East on Washington St at Davis Court



Concept 1 – One-way Separated Bicycle Lanes



Existing Condition: Facing East on Washington St at Armory St

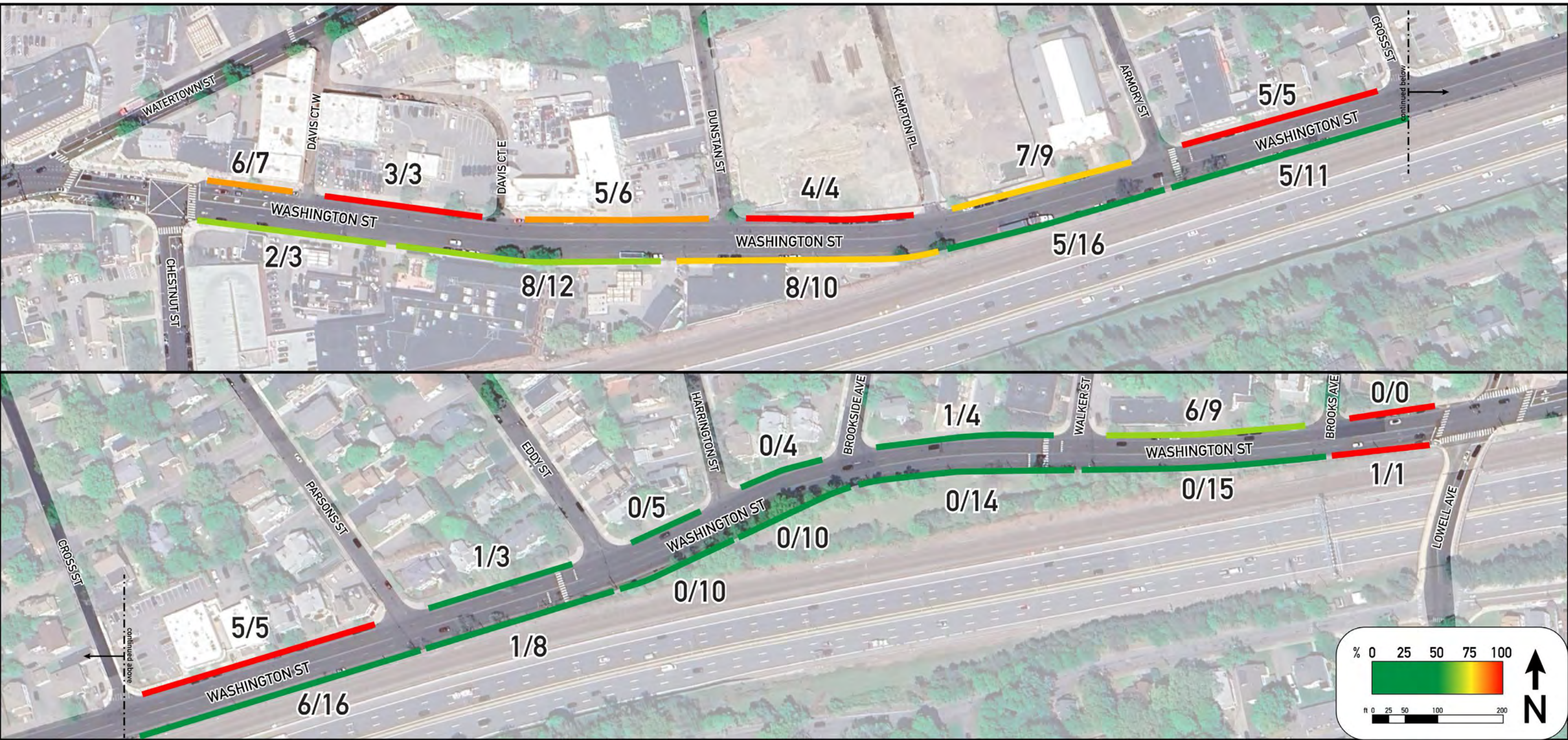


Concept 1: One-way Separated Bicycle Lanes



Concept 1 (One-way Separated Bicycle Lanes) Projected Peak Parking Demand — Reallocated

Total Parking Demand: 79/190
(42%)



Existing Condition: Facing East on Washington St at Davis Court



Concept 2: North Side Two-way Separated Bicycle Lane



Existing Condition: Facing East on Washington St at Armory St

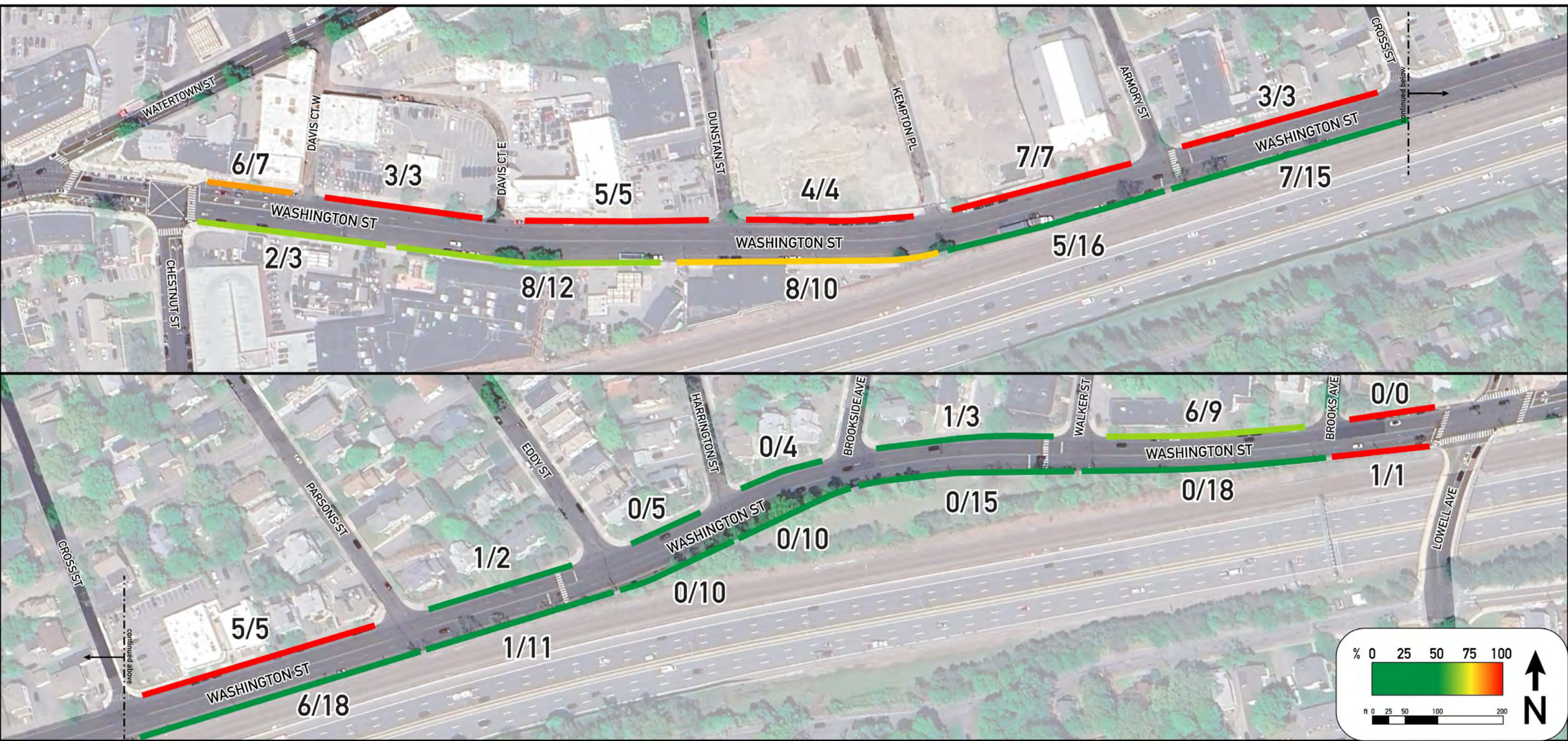


Concept 2: North Side Two-way Separated Bicycle Lane



Concept 2 (North Side Two-way Separated Bicycle Lanes) Project Peak Parking Demand - Reallocated

Total Parking Demand: 79/196
(40%)



Existing Condition: Facing East on Washington St at Davis Court



Concept 3: South Side Two-way Shared Use Path



Existing Condition: Facing East on Washington St at Armory St

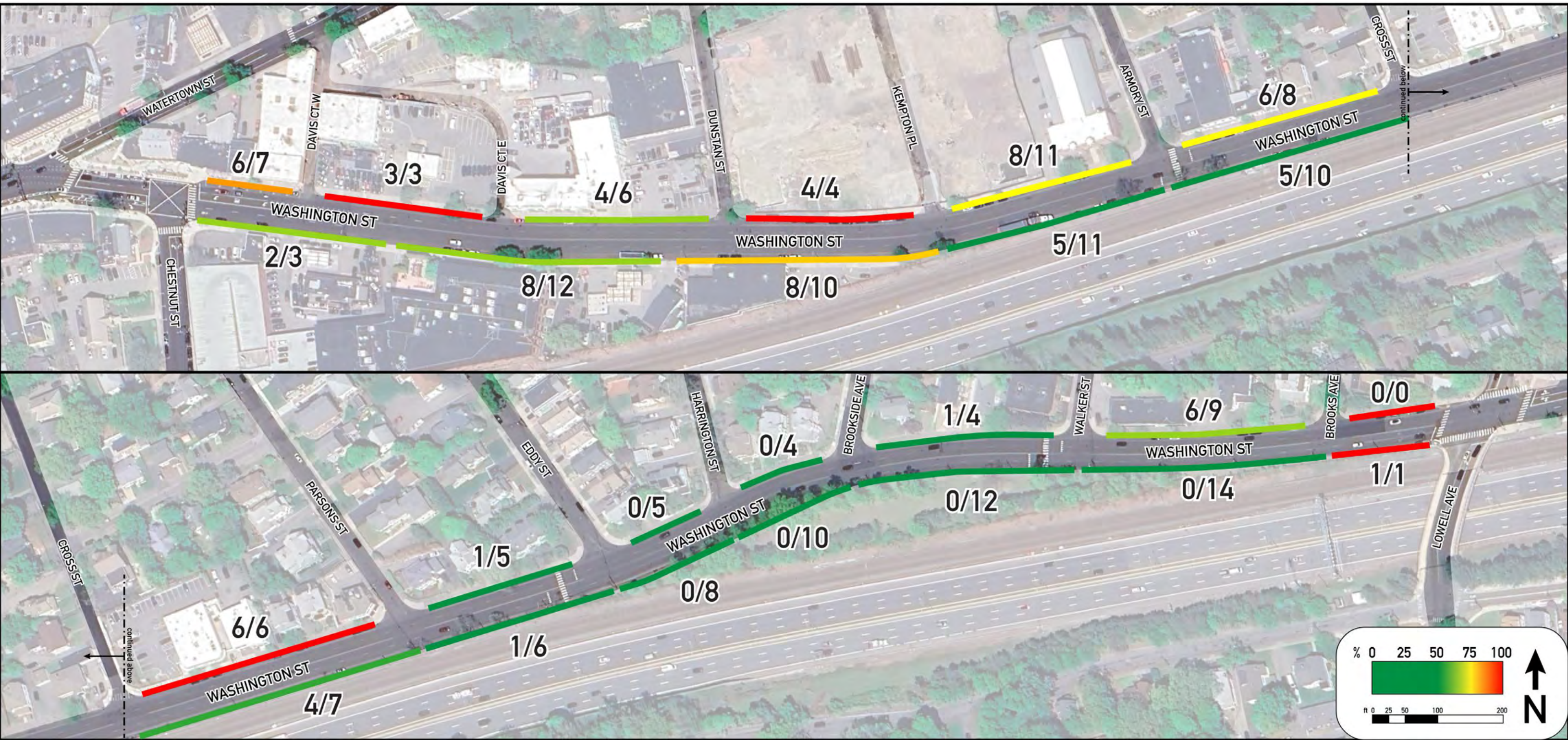


Concept 3: South Side Two-way Shared Use Path



Concept 3 (South Side Two-way Shared Use Path) Projected Peak Parking Demand — Reallocated

Total Parking Demand: 79/176
(45%)



Existing Condition: Facing East on Washington St at Davis Court



Concept 4: South Side Two-way Shared Use Path



Existing Condition: Facing East on Washington St at Armory St

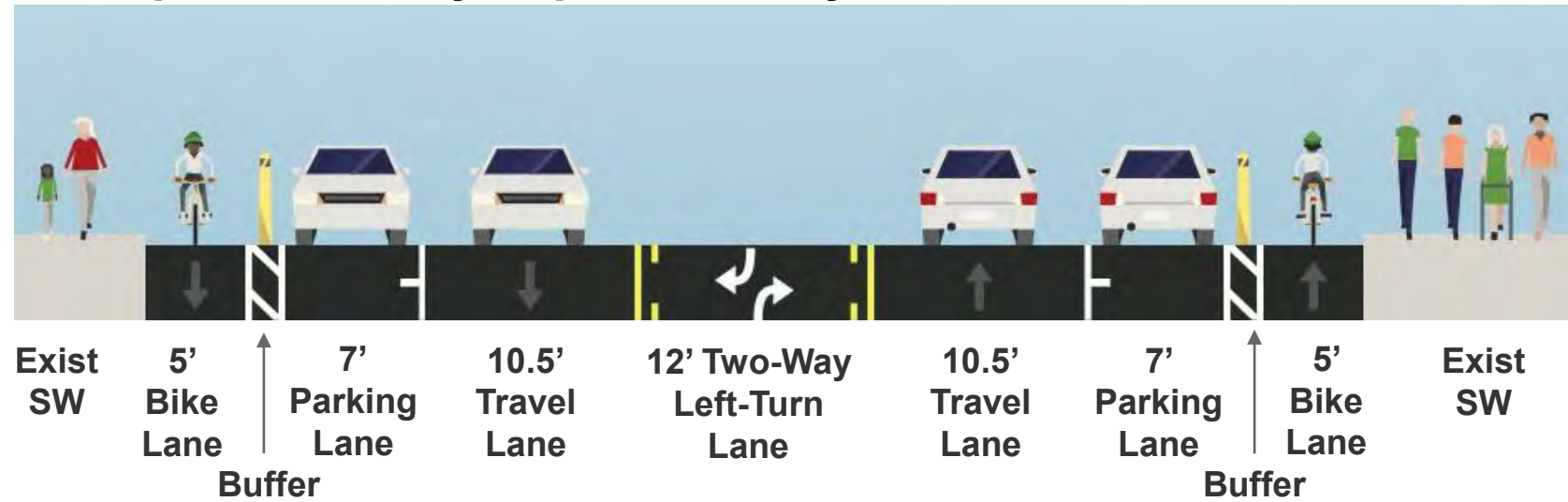


Concept 4: Boulevard with Two-way Shared Use Path

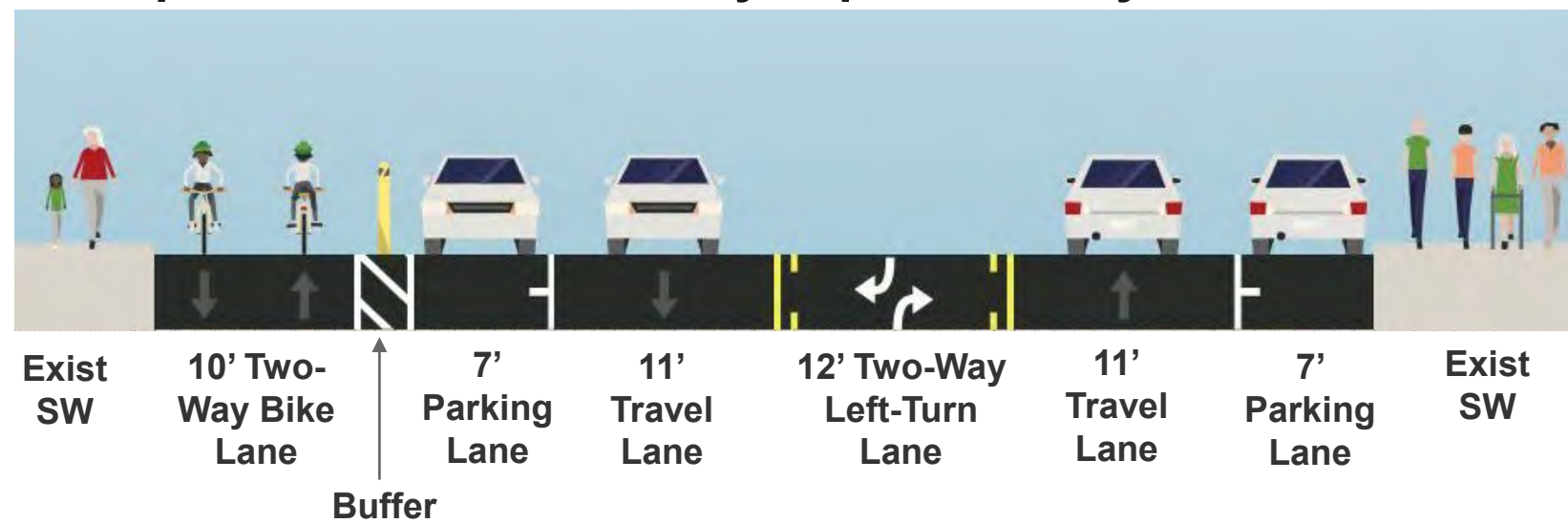


Concepts Summary: Between Chestnut St and Armory St

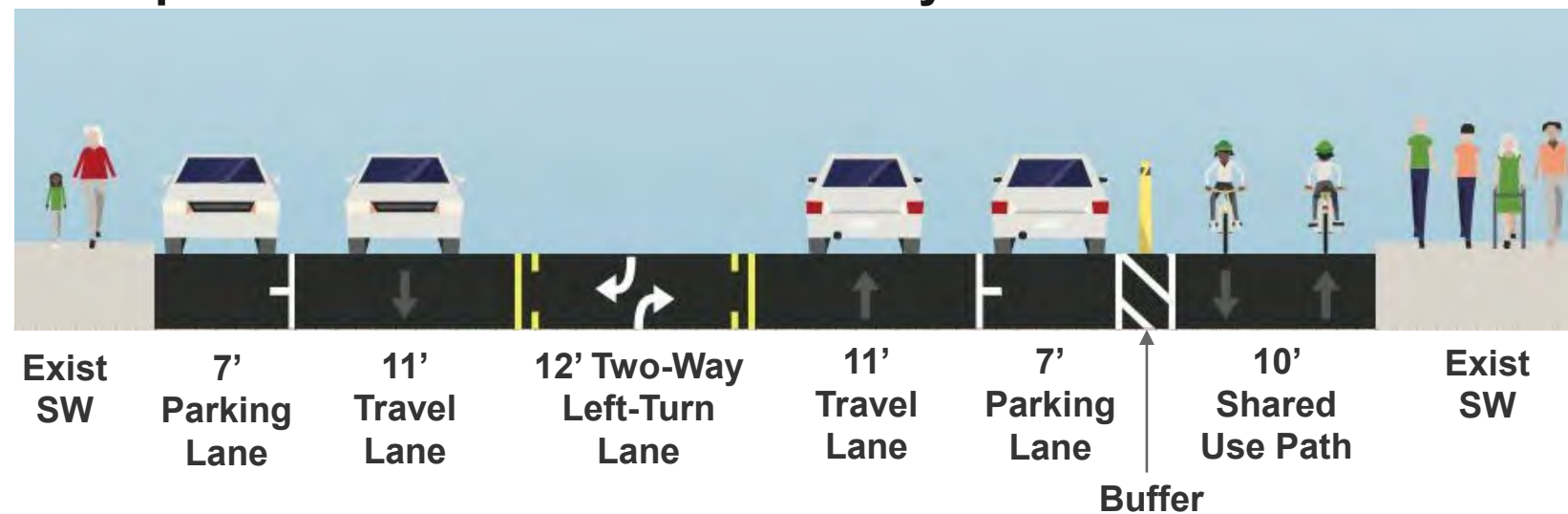
Concept 1: One-way Separated Bicycle Lanes



Concept 2: North Side Two-way Separated Bicycle Lane

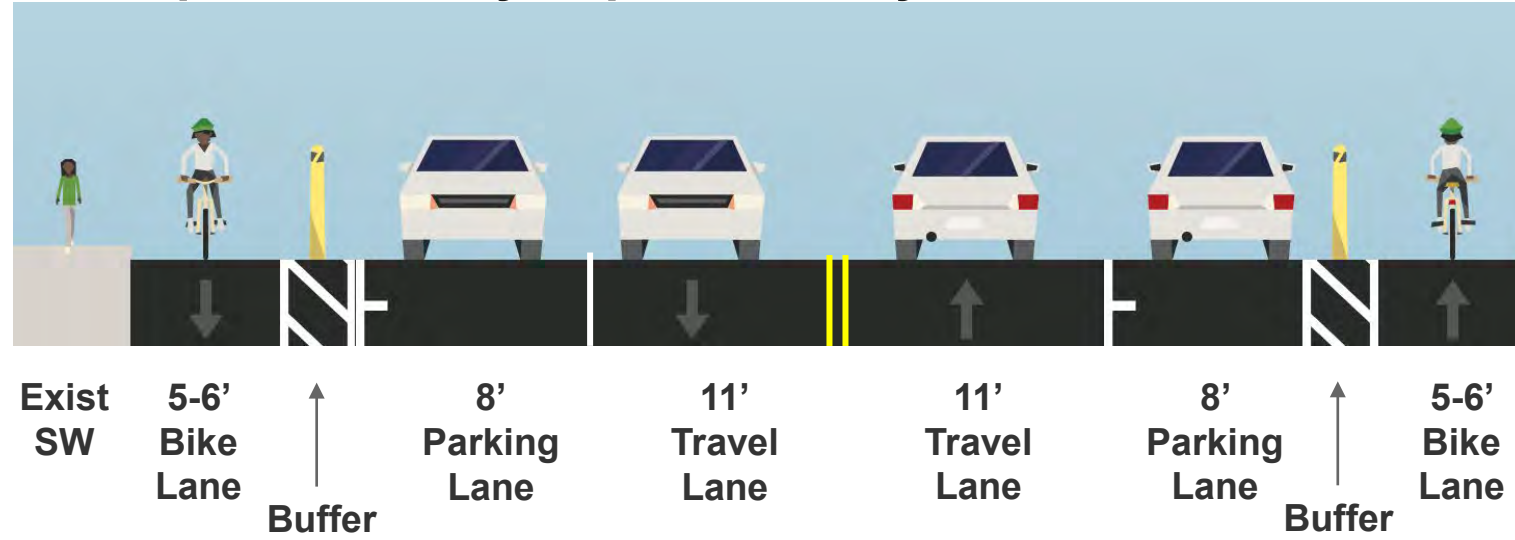


Concepts 3 and 4: South Side Two-way Shared Use Path

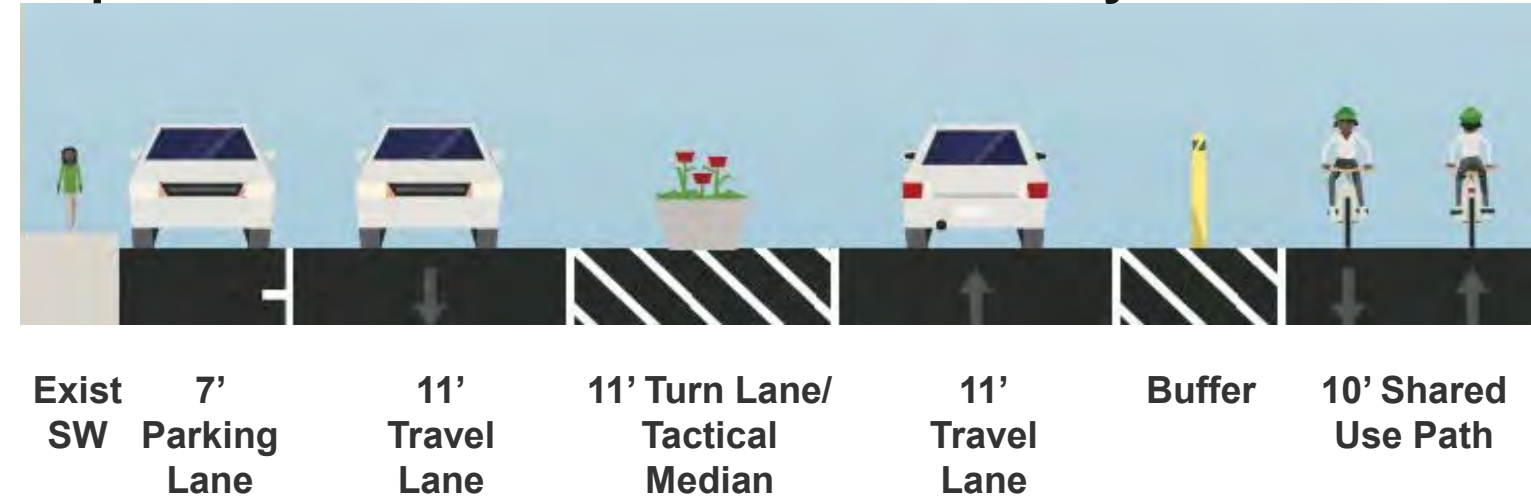


Concepts Summary: between Armory St & Lowell Ave

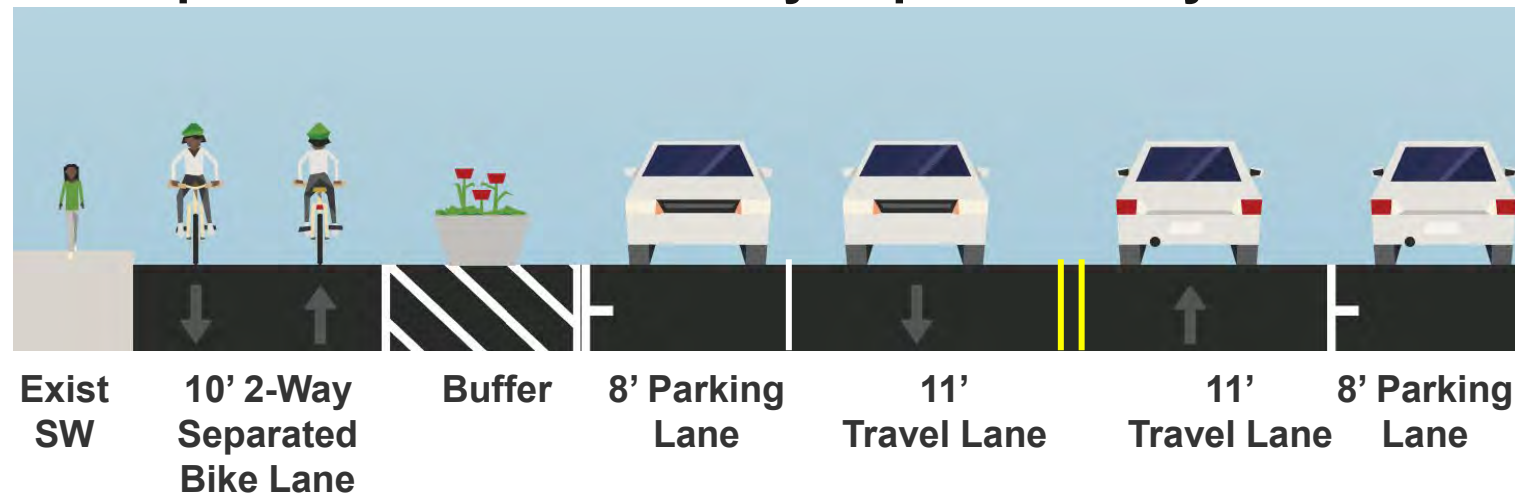
Concept 1: One-way Separated Bicycle Lanes



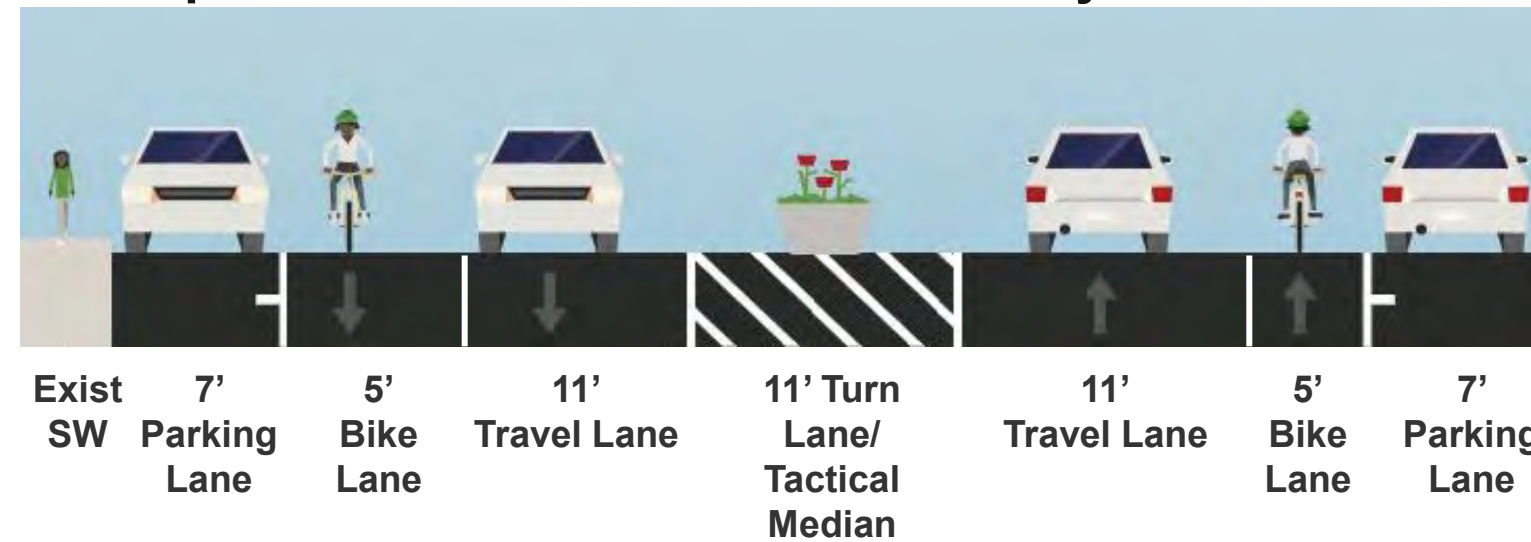
Concept 4: Boulevard with South Side Two-way Shared Use Path



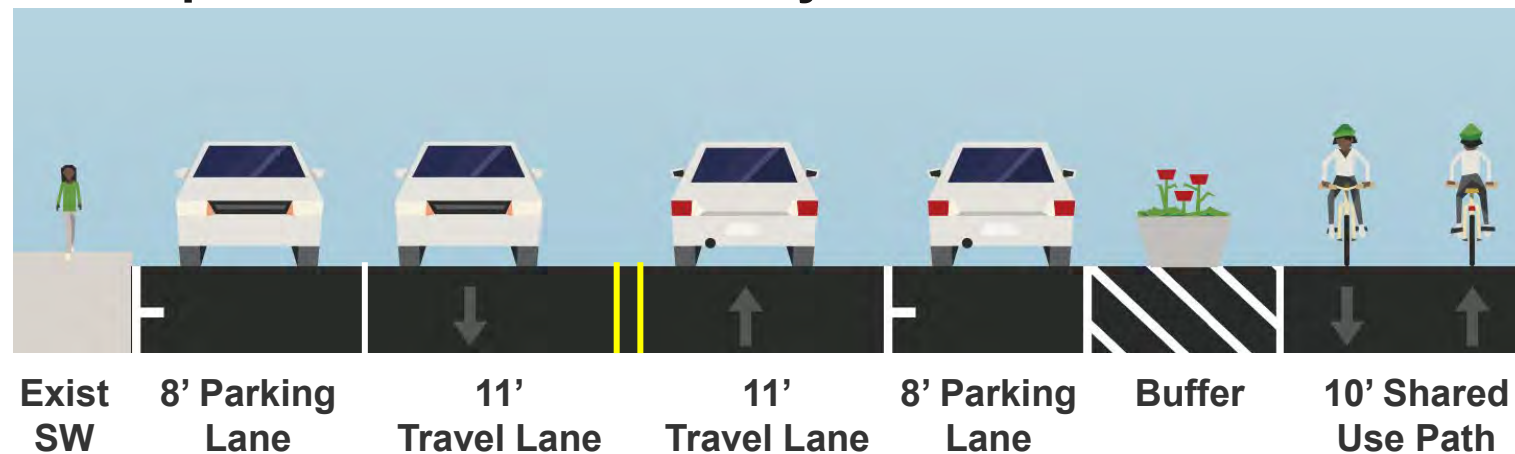
Concept 2: North Side Two-way Separated Bicycle Lane



Concept 4A: Boulevard with Standard Bicycle Lanes



Concept 3: South Side Two-way Shared Use Path



Walker Park Off-Leash Dog Park



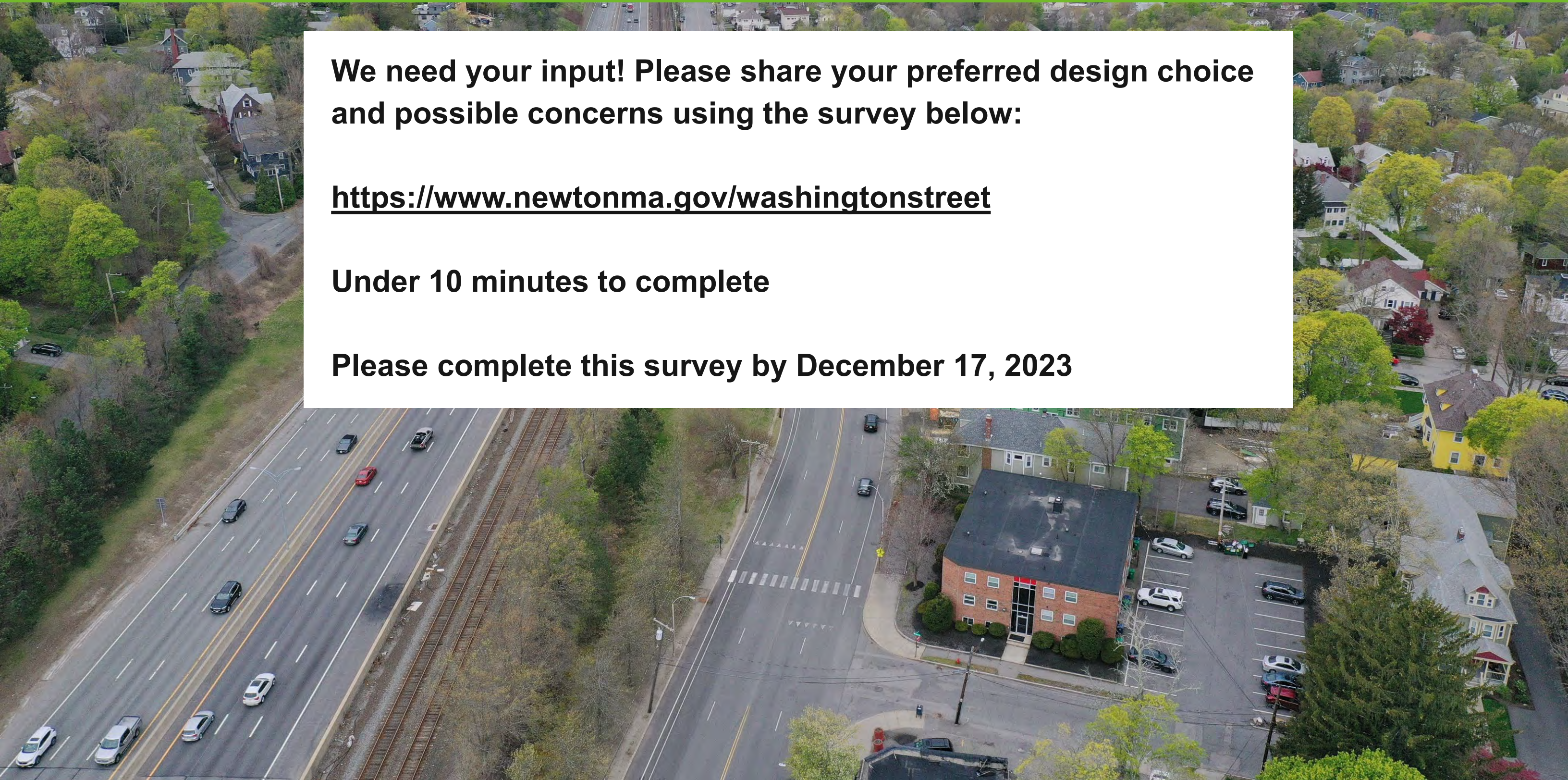
Washington Street Pilot Design Survey

We need your input! Please share your preferred design choice and possible concerns using the survey below:

<https://www.newtonma.gov/washingtonstreet>

Under 10 minutes to complete

Please complete this survey by December 17, 2023



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Questions



Comments and Feedback

Email: WashingtonStreet@NewtonMA.gov

Project Website:

<https://www.newtonma.gov/washingtonstreet>