

# 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

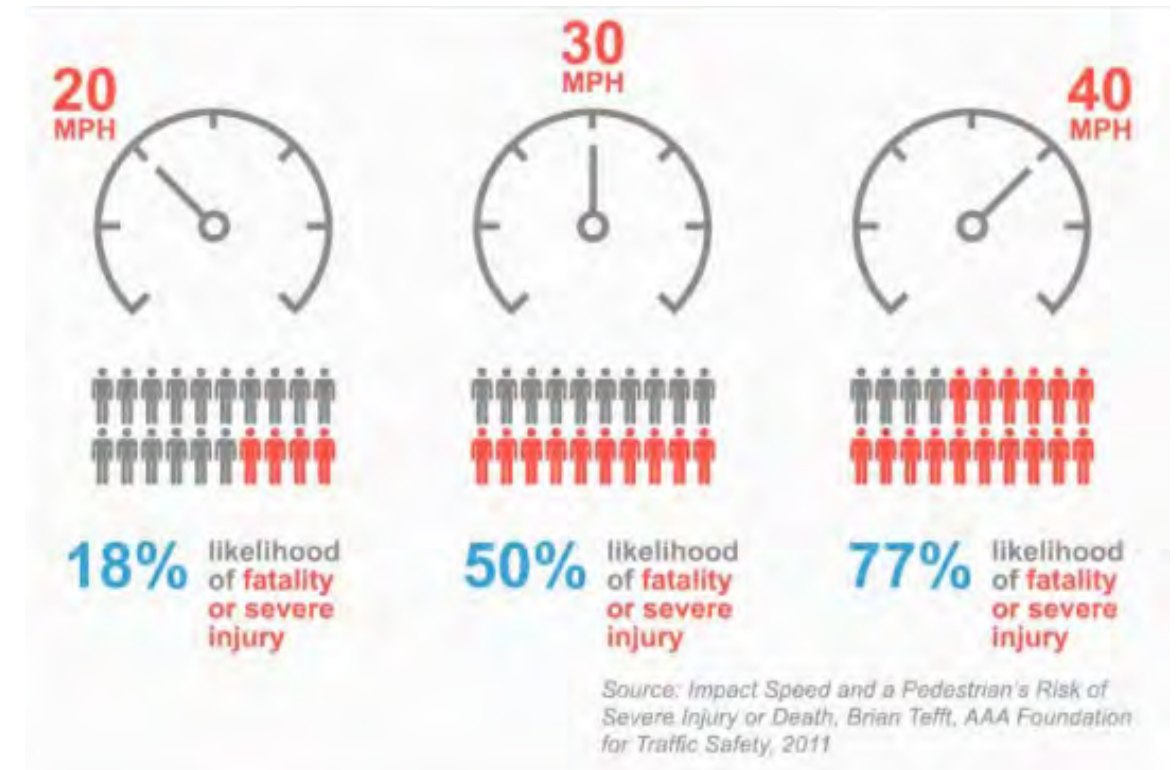
City Approvals – January – February 2024

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
- 85<sup>th</sup> 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



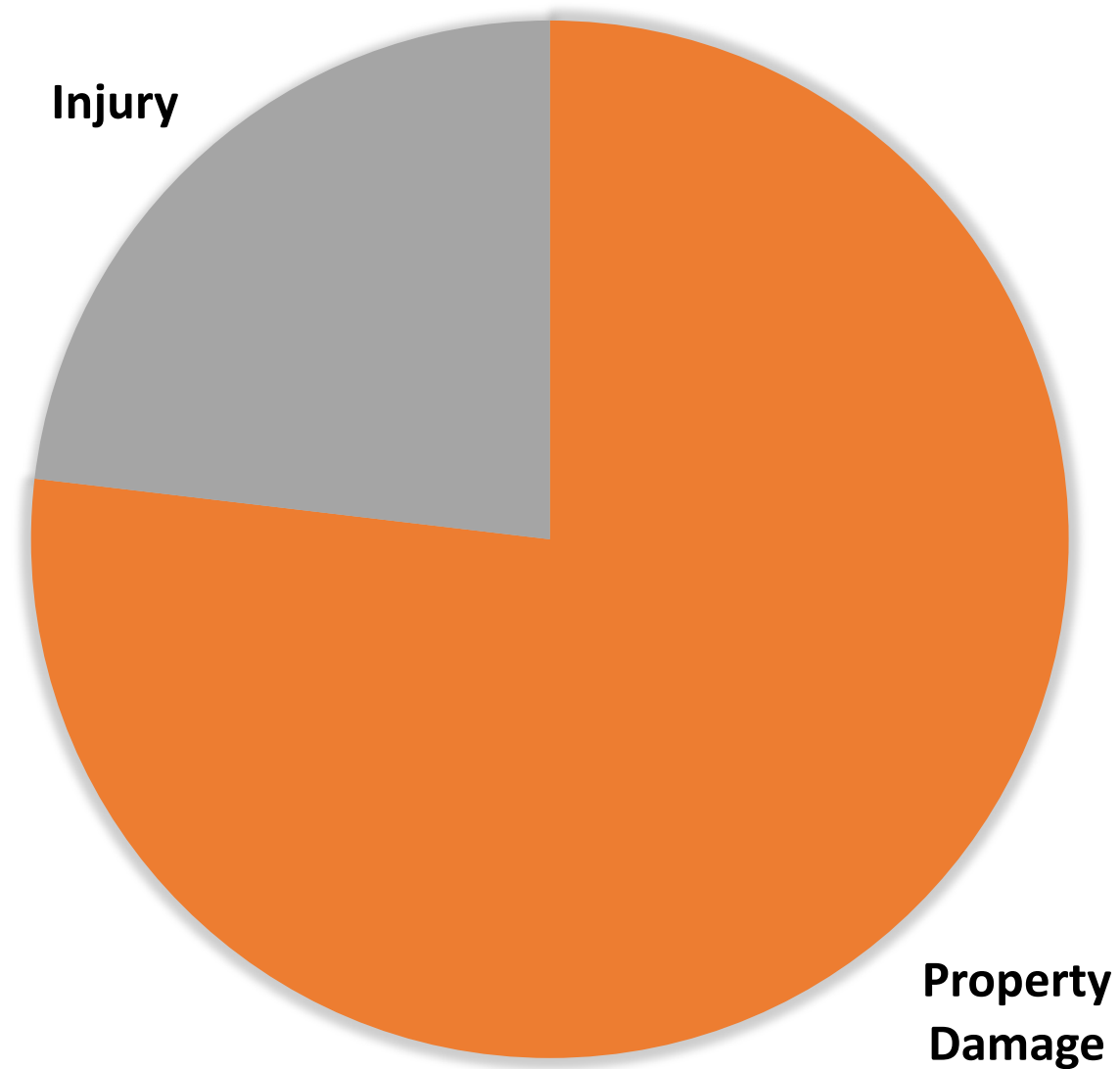
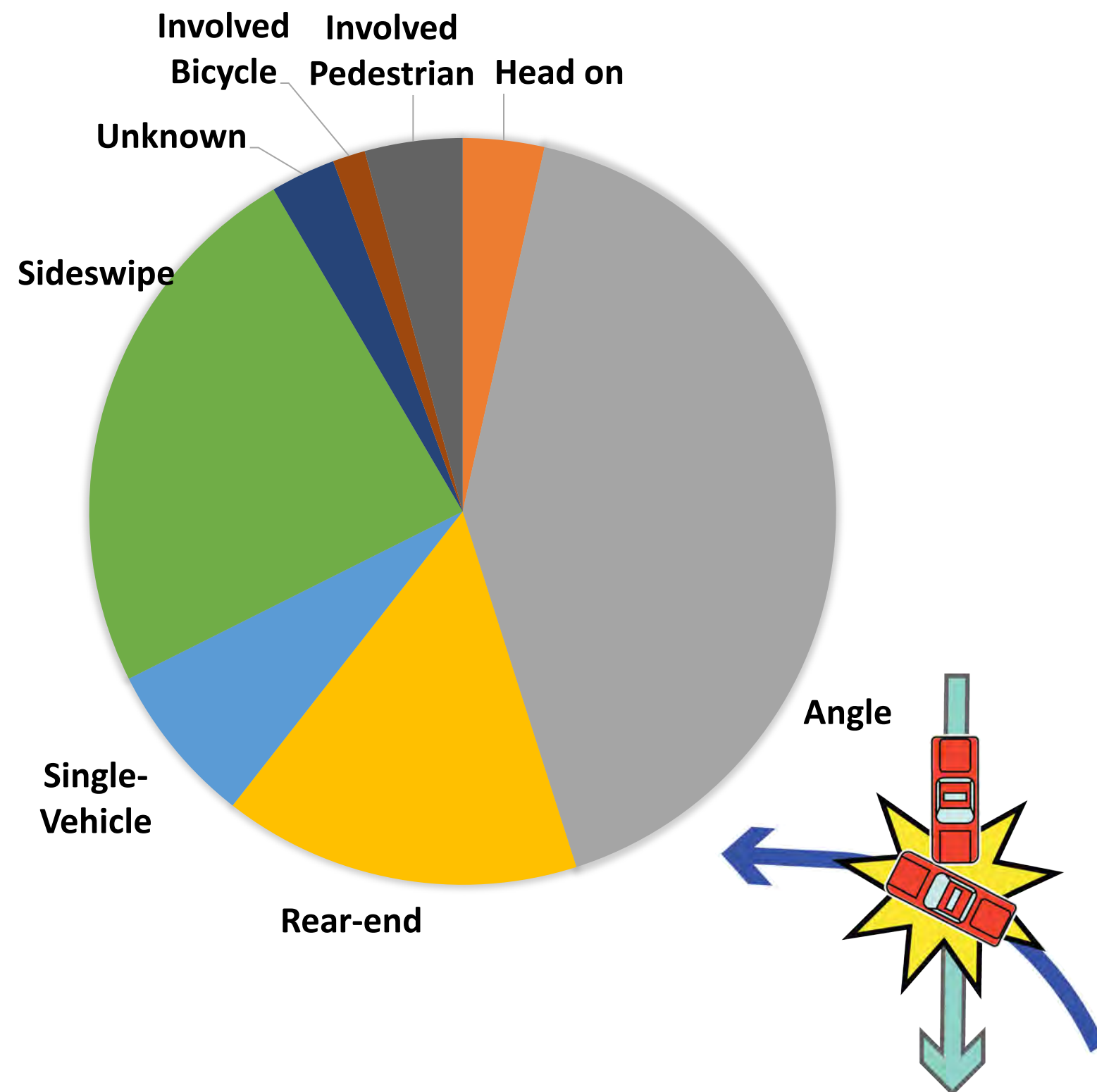
# Existing Conditions



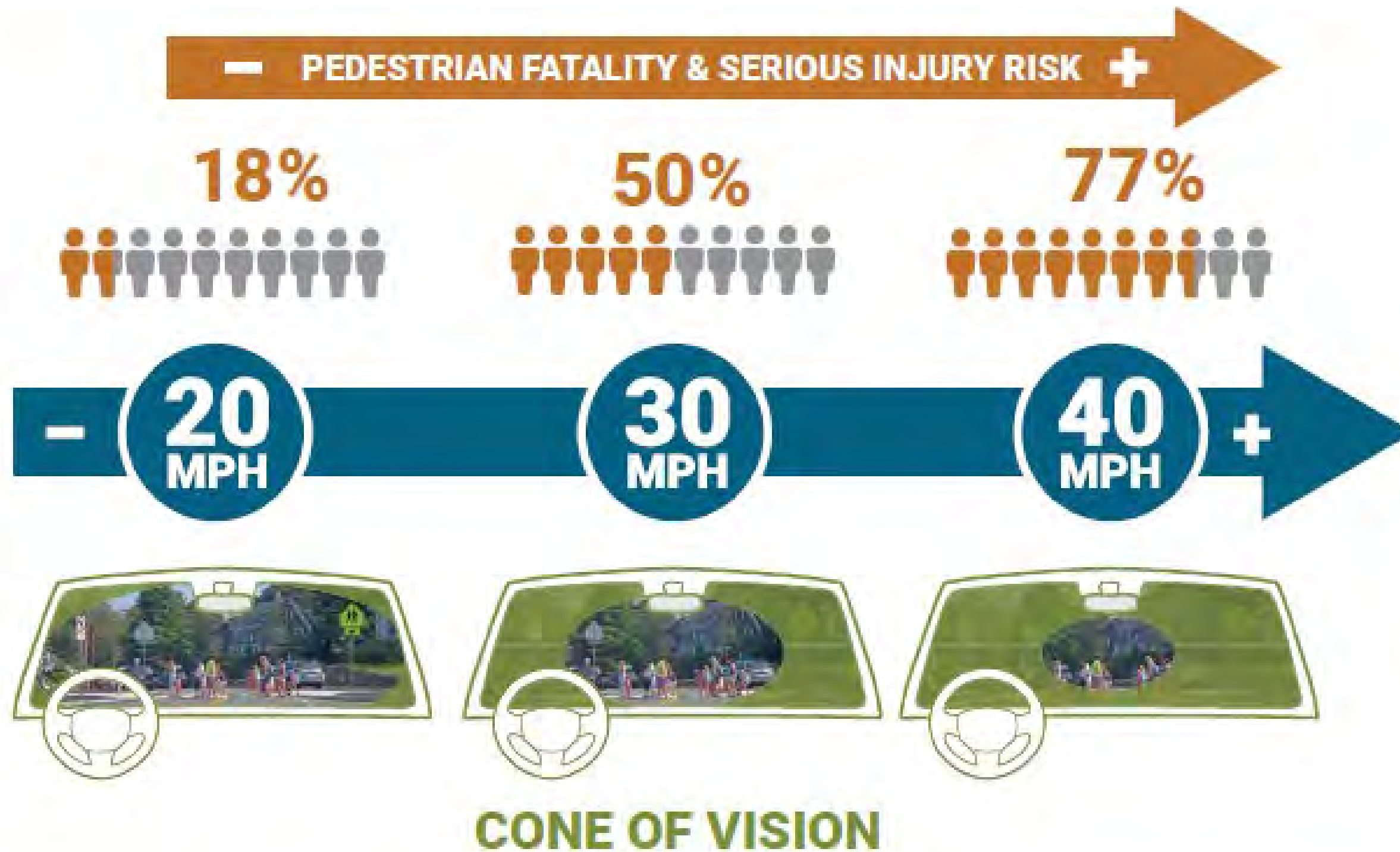
# Existing Safety Trends (2015-2020)

## 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



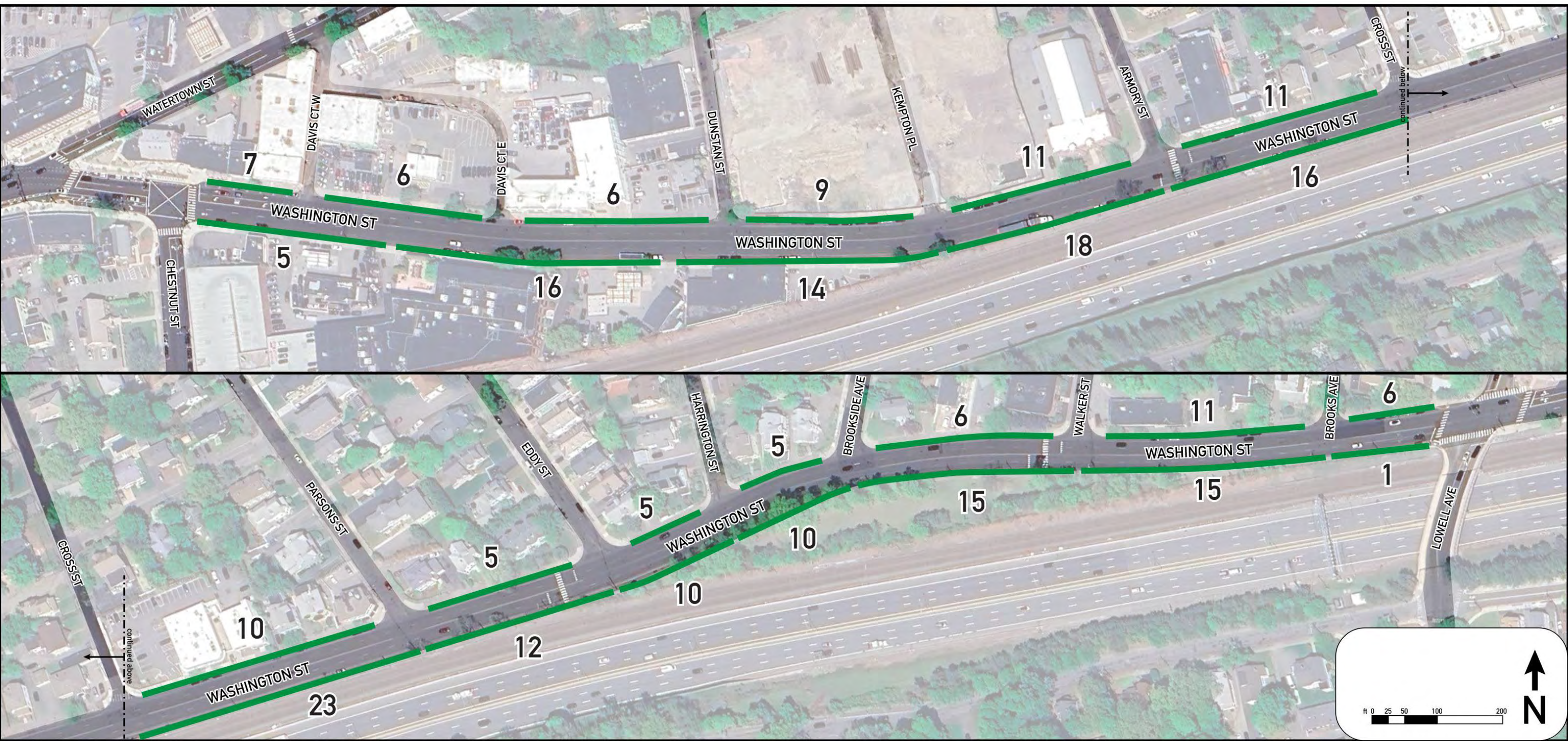


# Survey Theme from Businesses: Parking



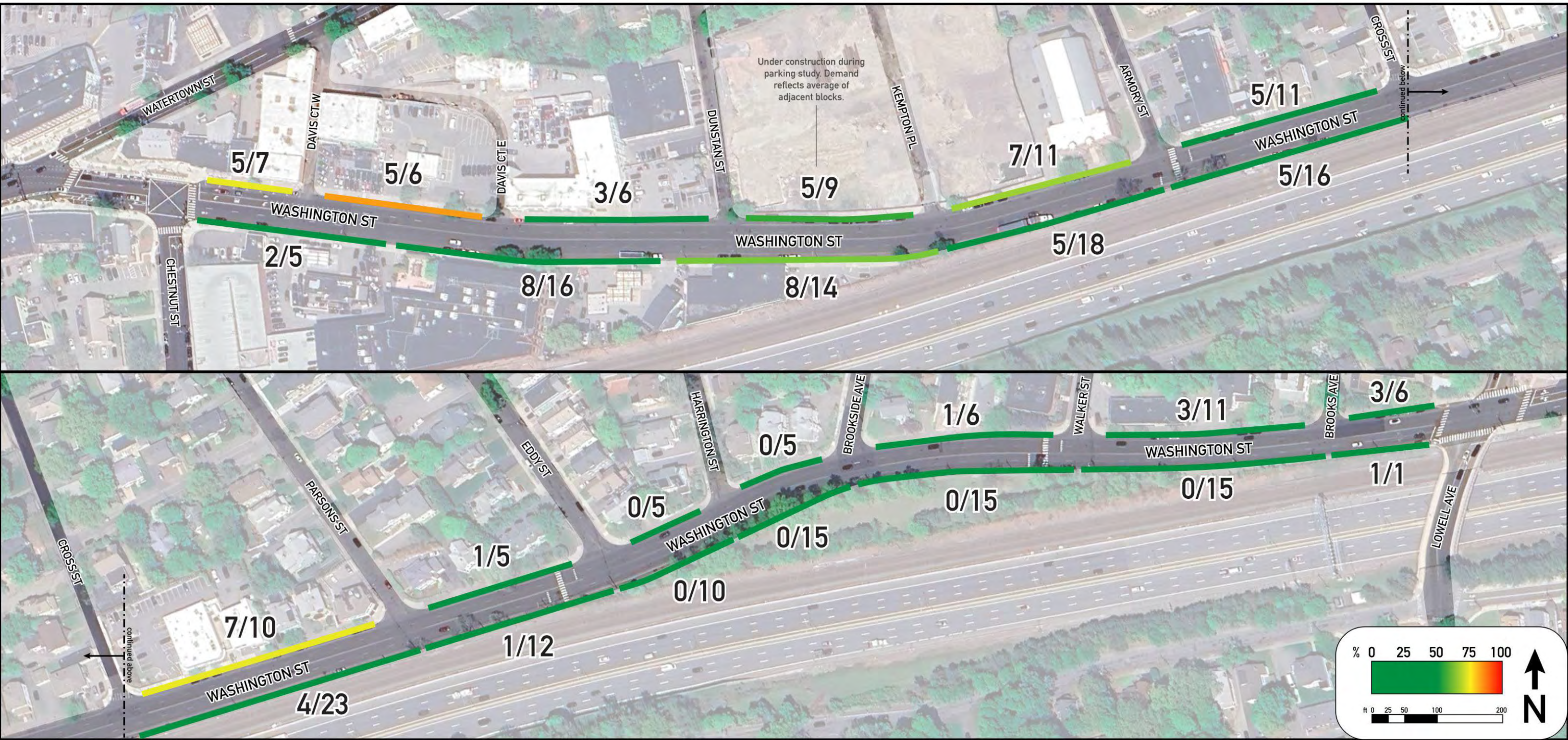
# Washington Street Current Parking Capacity

Total Parking Spaces: 253



# Washington Street Current Parking Peak Use

Total Parking Demand: 79/253  
(31%)



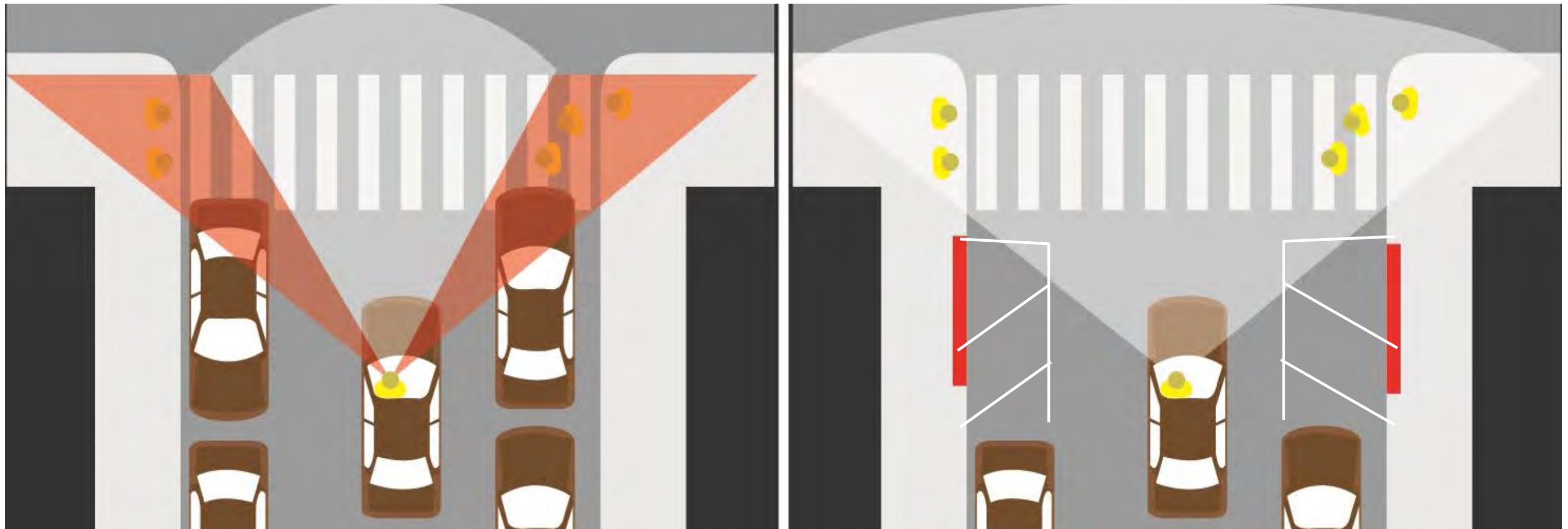


# Design Features






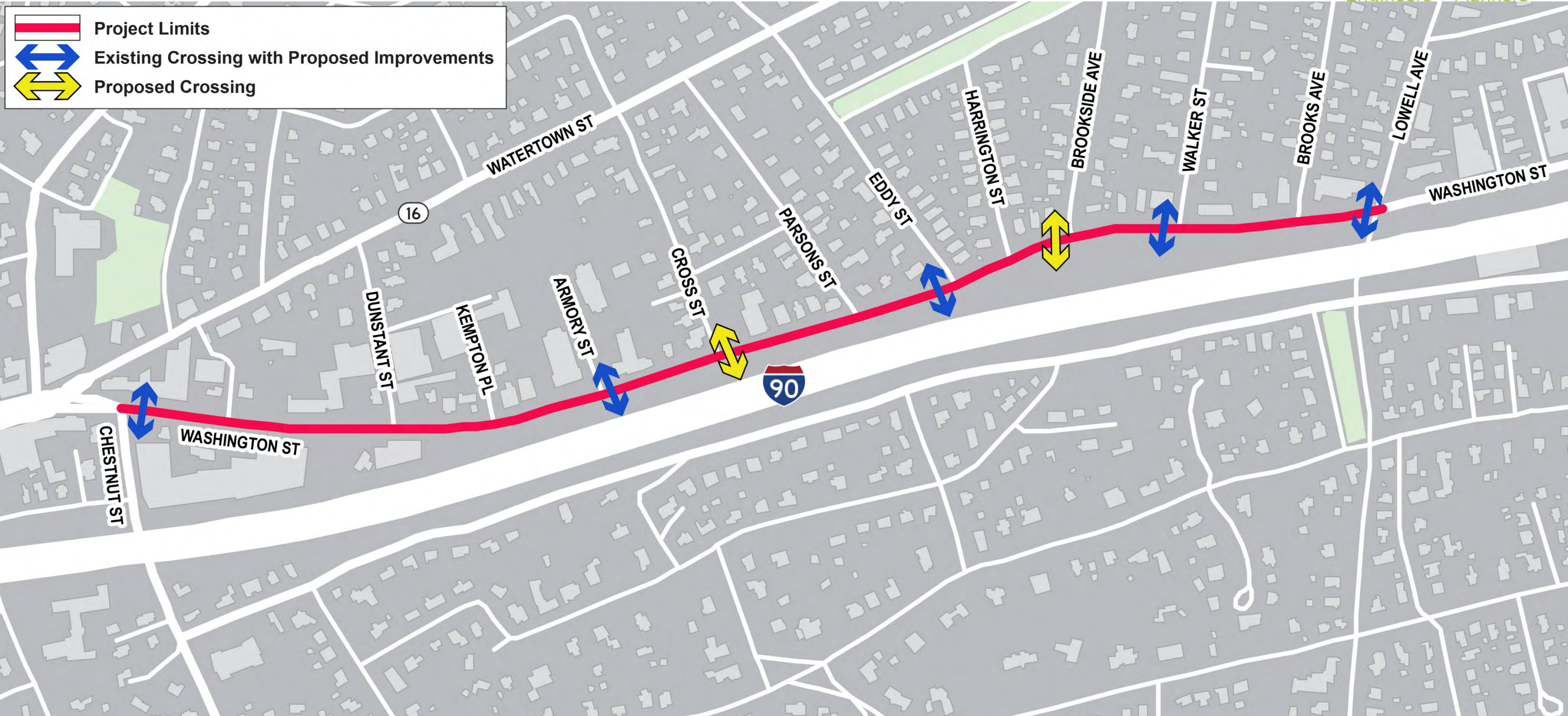
# Intersection and Crosswalk Safety

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

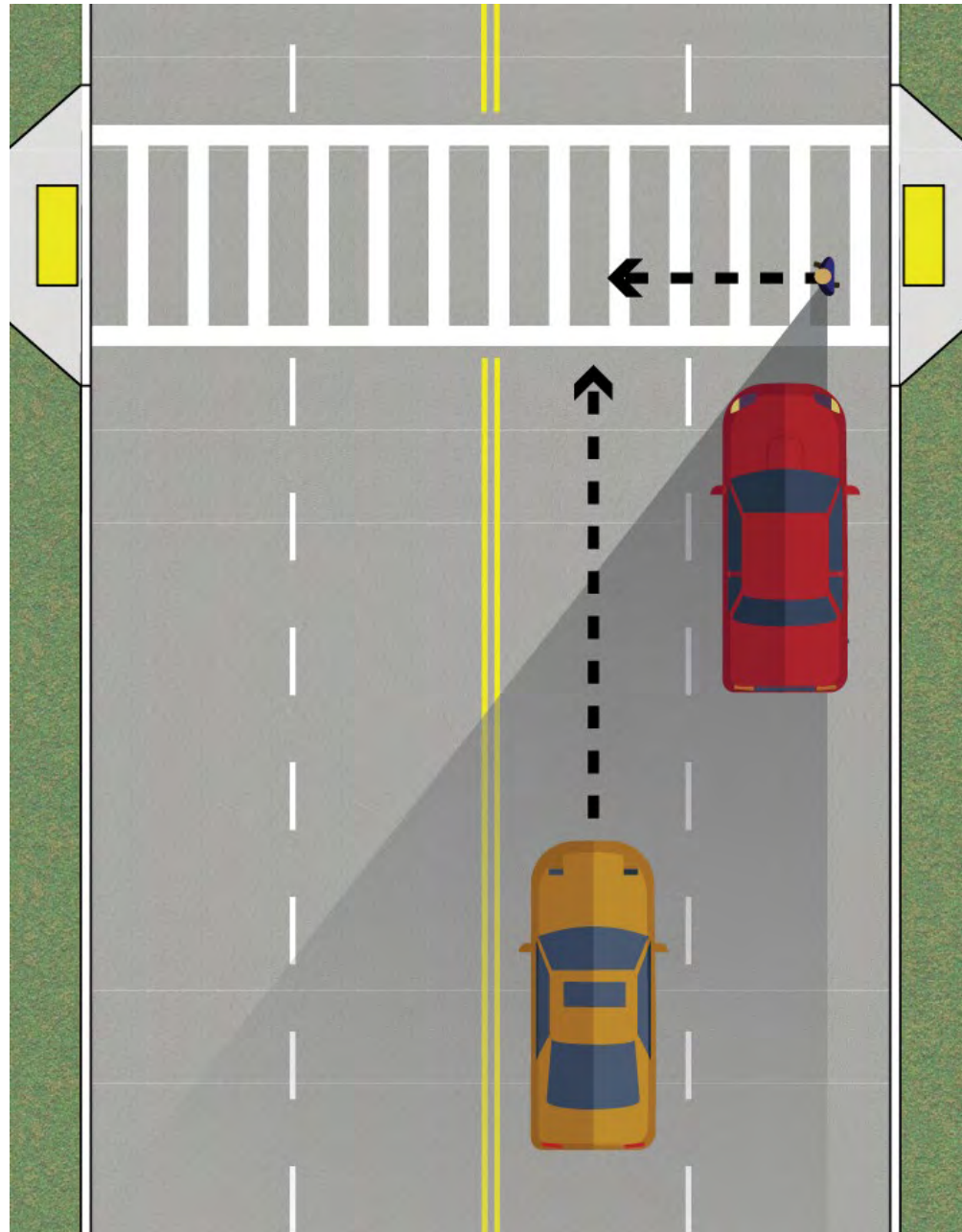


# Potential Pedestrian Safety Improvements

-  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

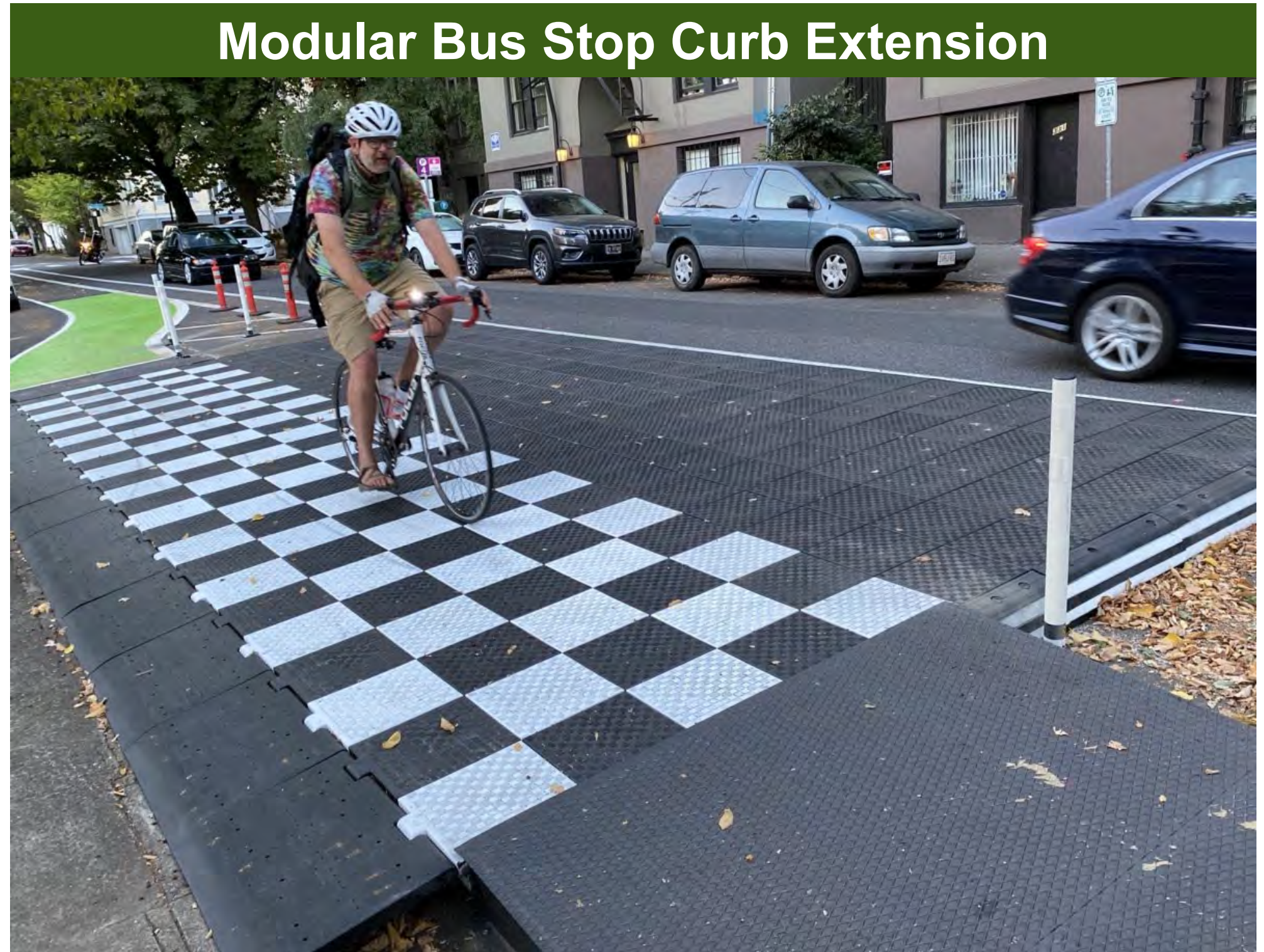


Two-way Separated Bicycle Lanes, Cambridge, MA



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



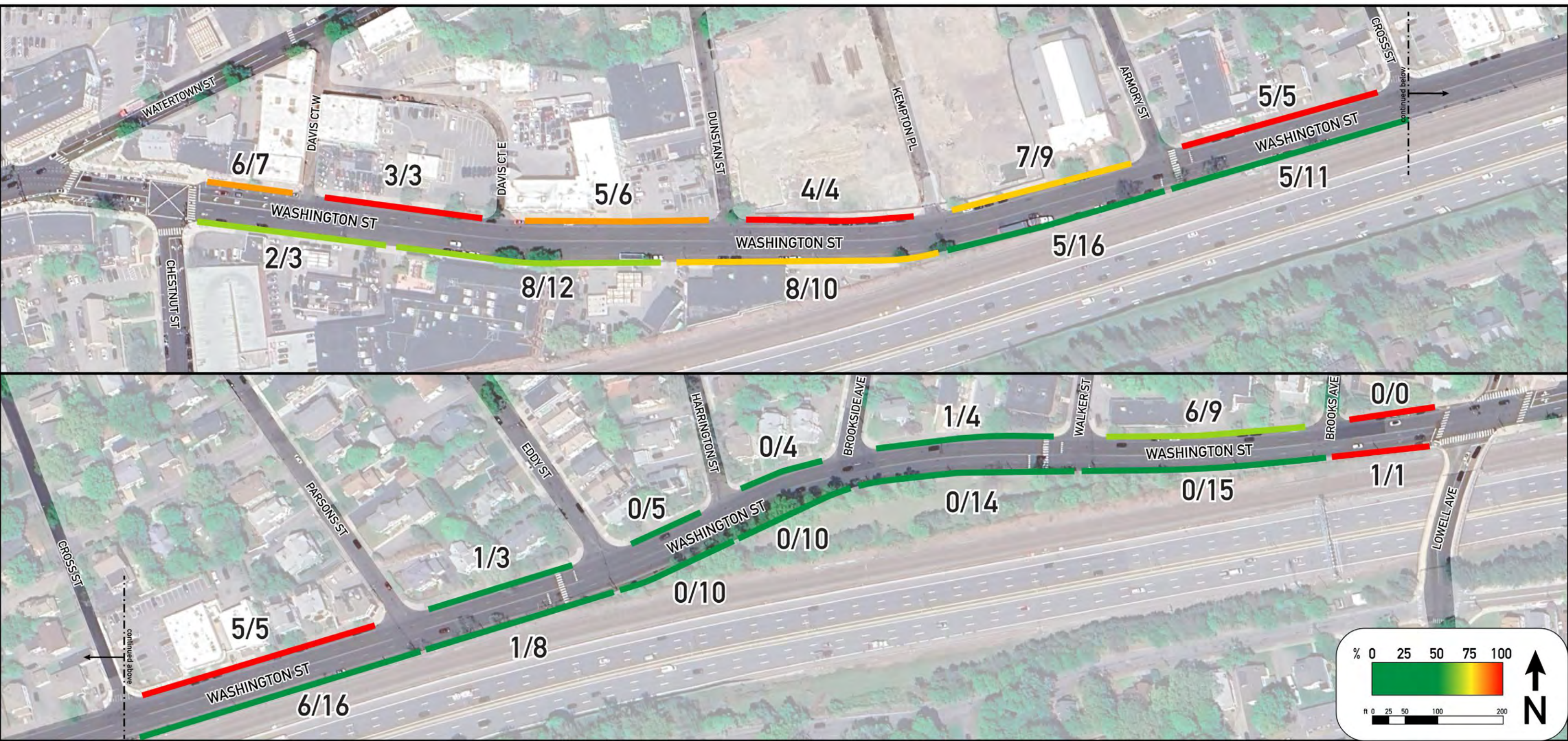
# Concept 1: One-way Separated Bicycle Lanes





# 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

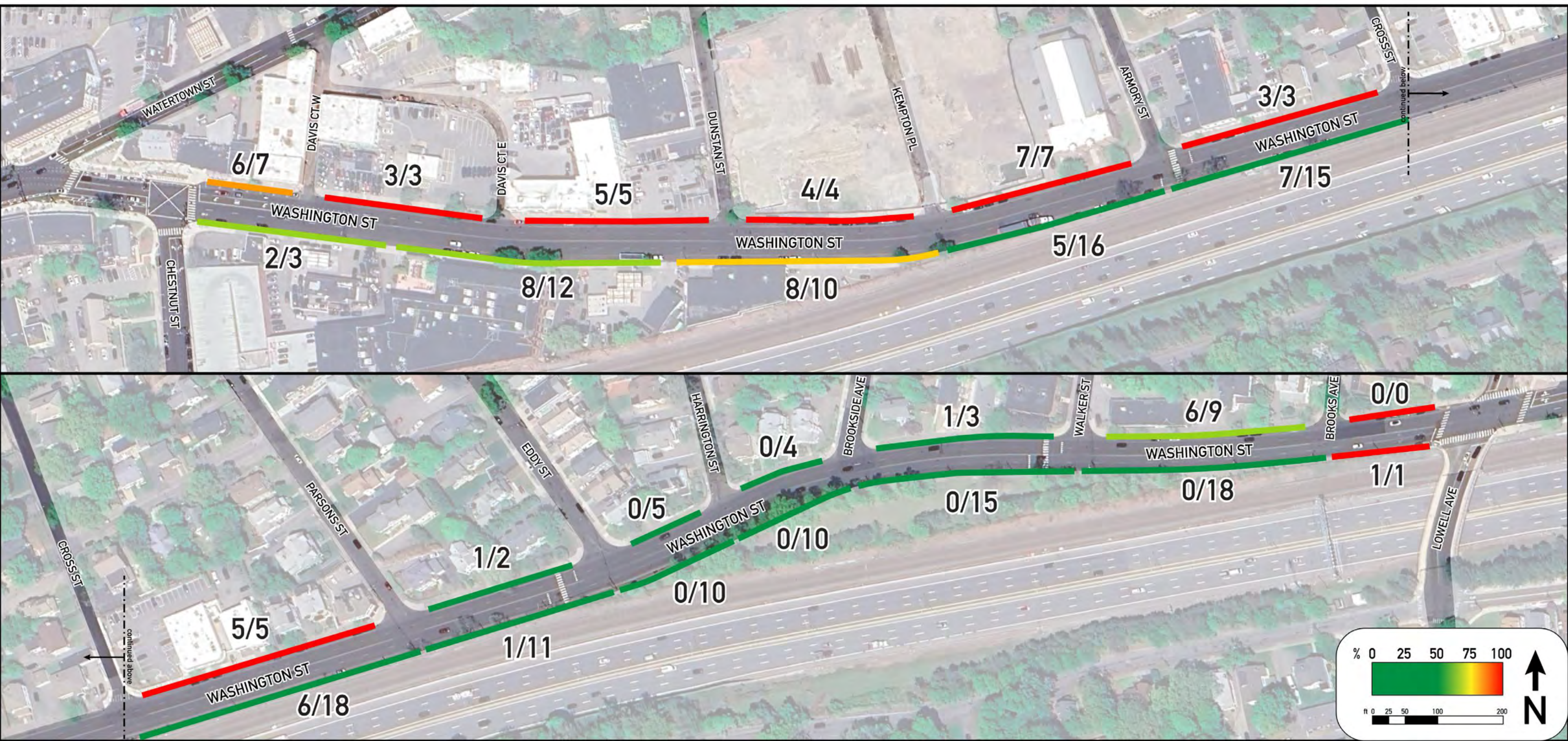


# Concept 2: North Side Two-way Separated Bicycle Lane



# 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

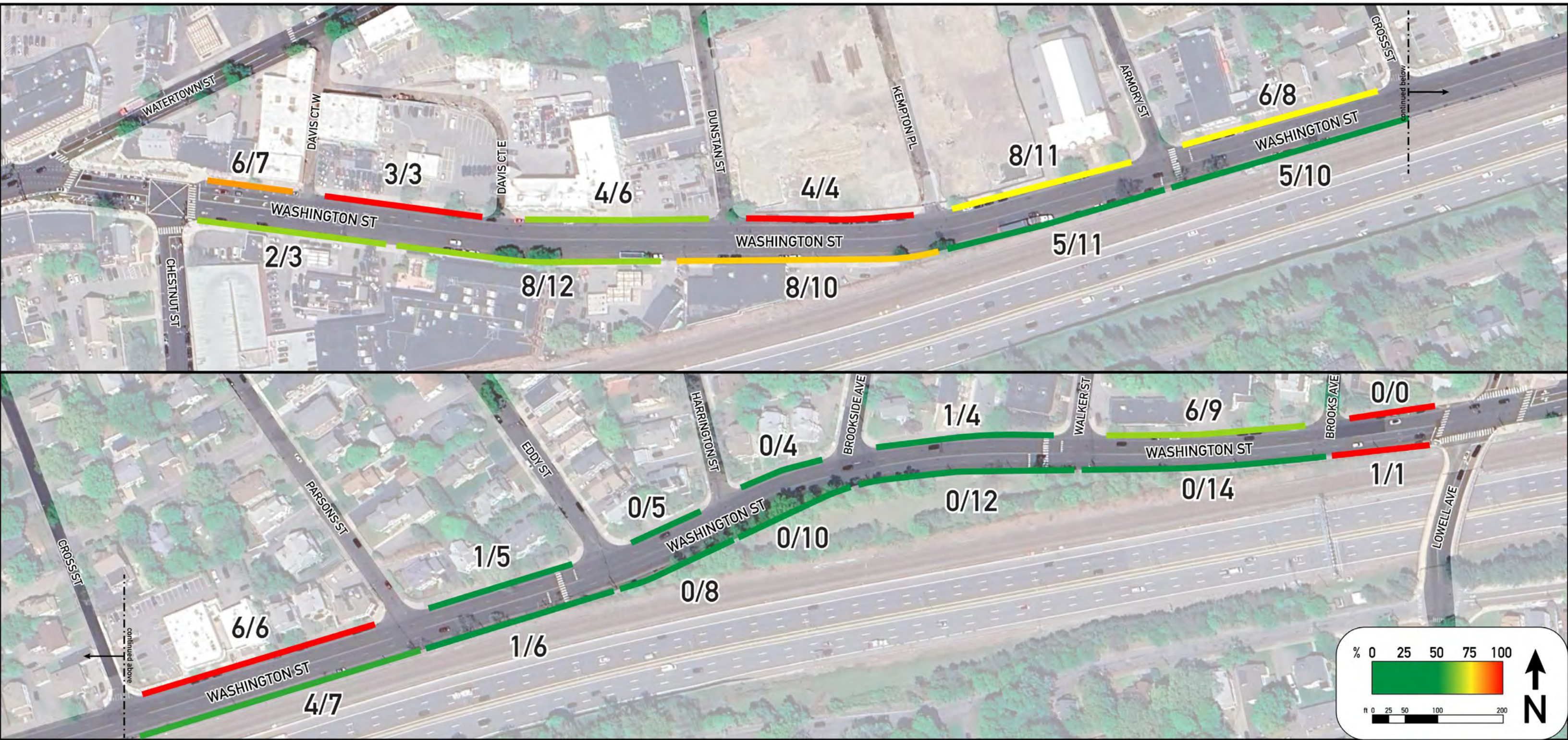


# Concept 3: South Side Two-way Shared Use Path



# 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

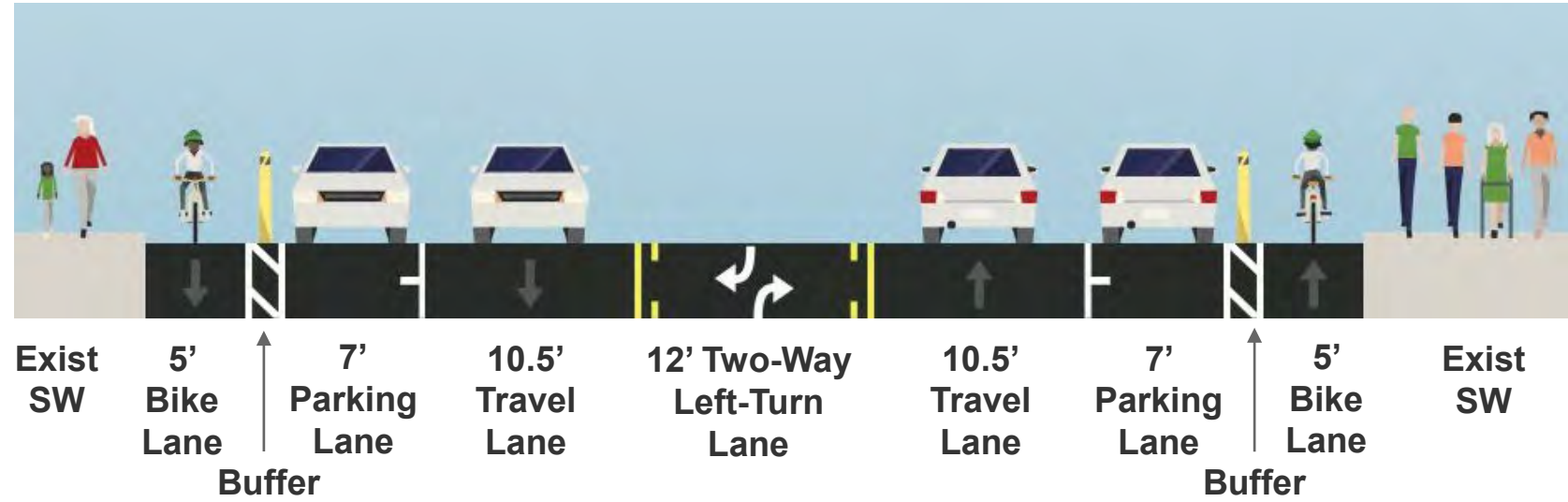




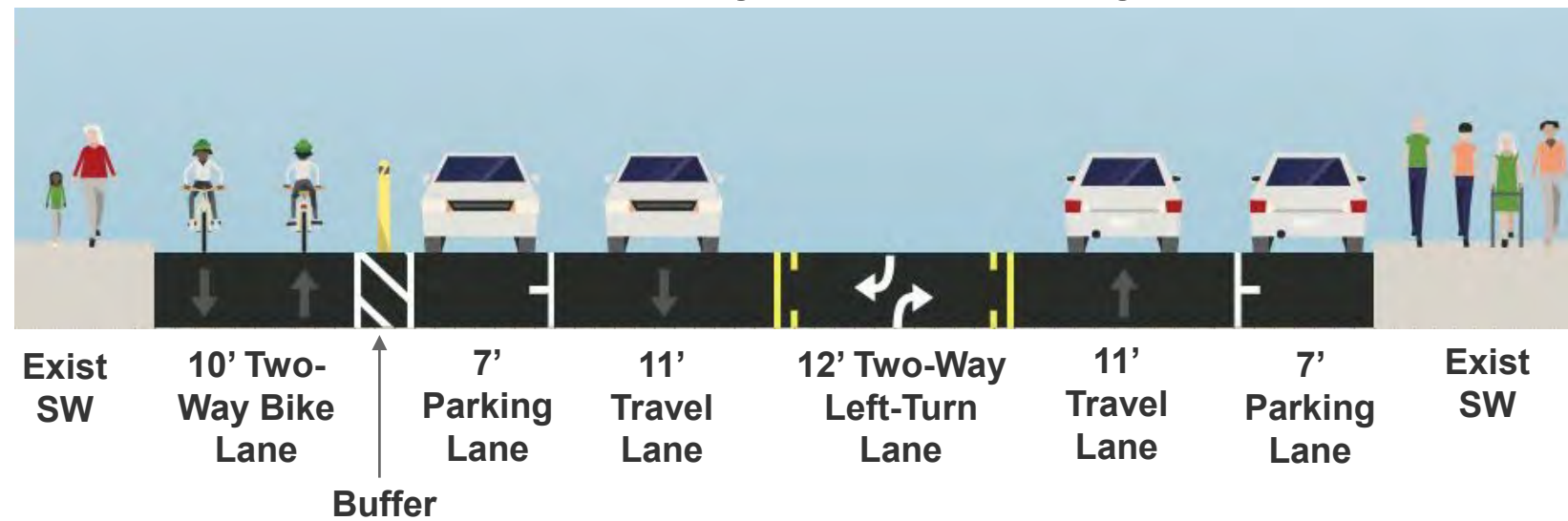


# Concepts Summary: Between Chestnut St and Armory St

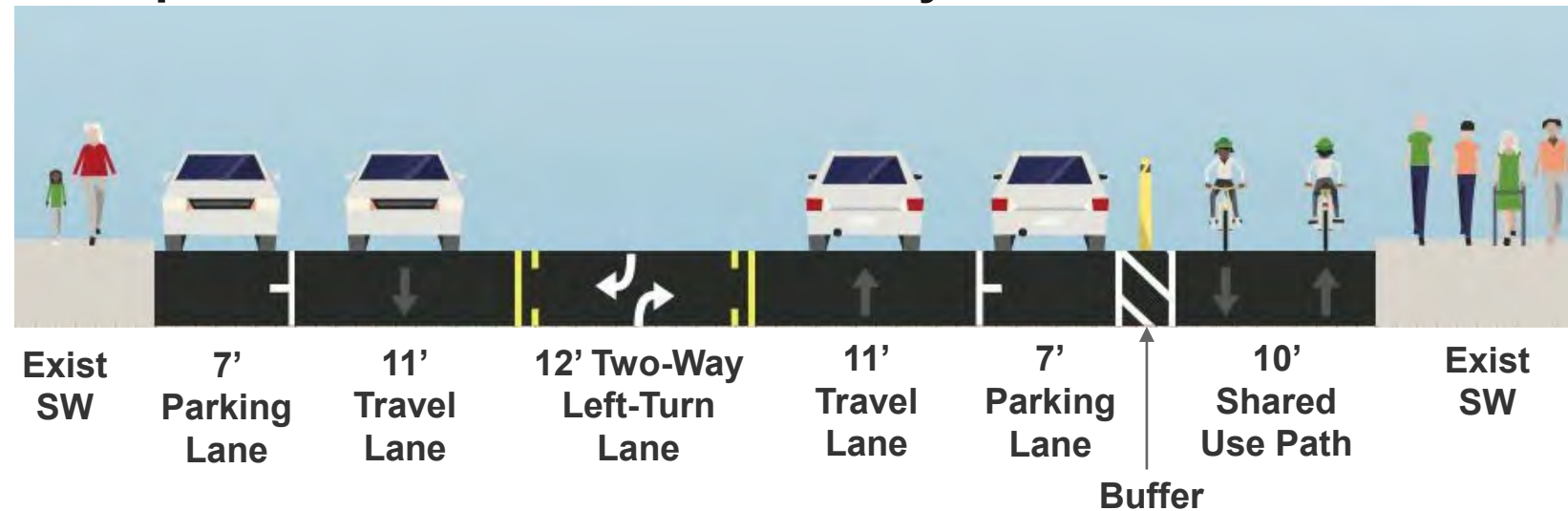
## Concept 1: One-way Separated Bicycle Lanes



## Concept 2: North Side Two-way Separated Bicycle Lane

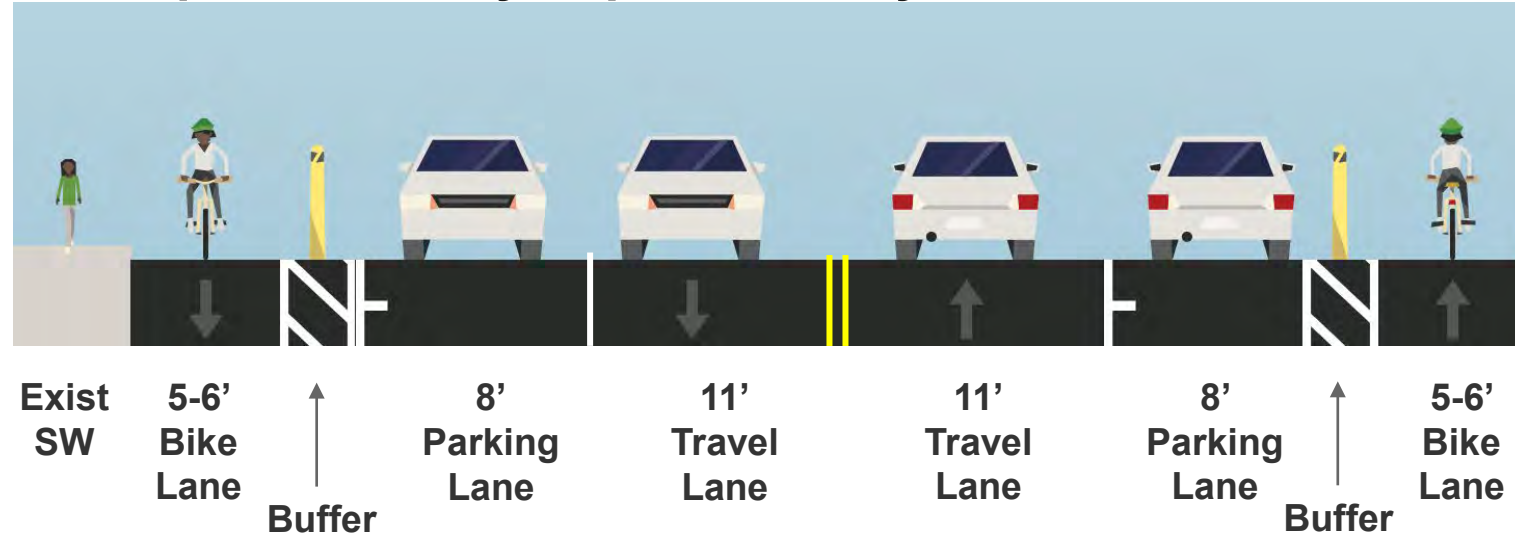


## Concepts 3 and 4: South Side Two-way Shared Use Path

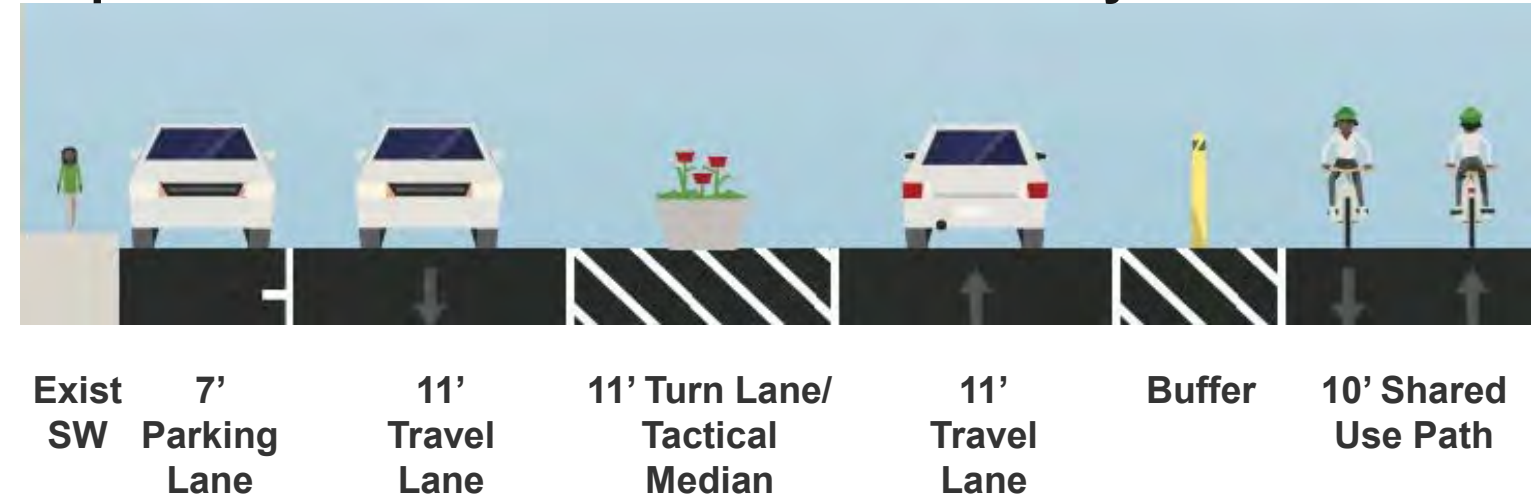


# Concepts Summary: between Armory St & Lowell Ave

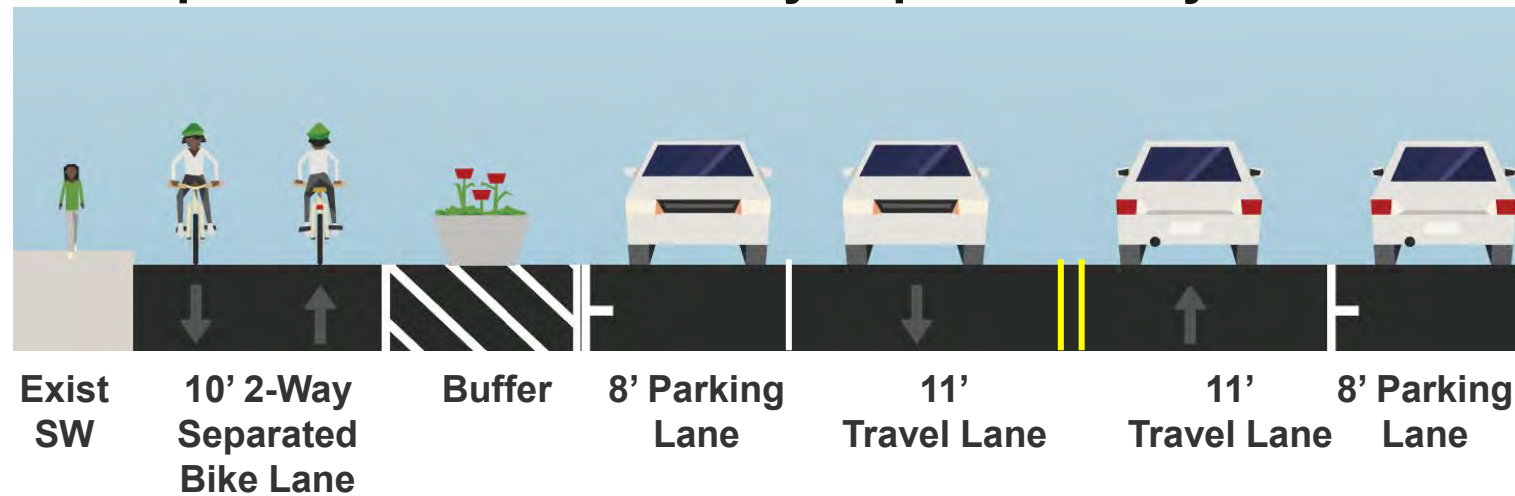
## Concept 1: One-way Separated Bicycle Lanes



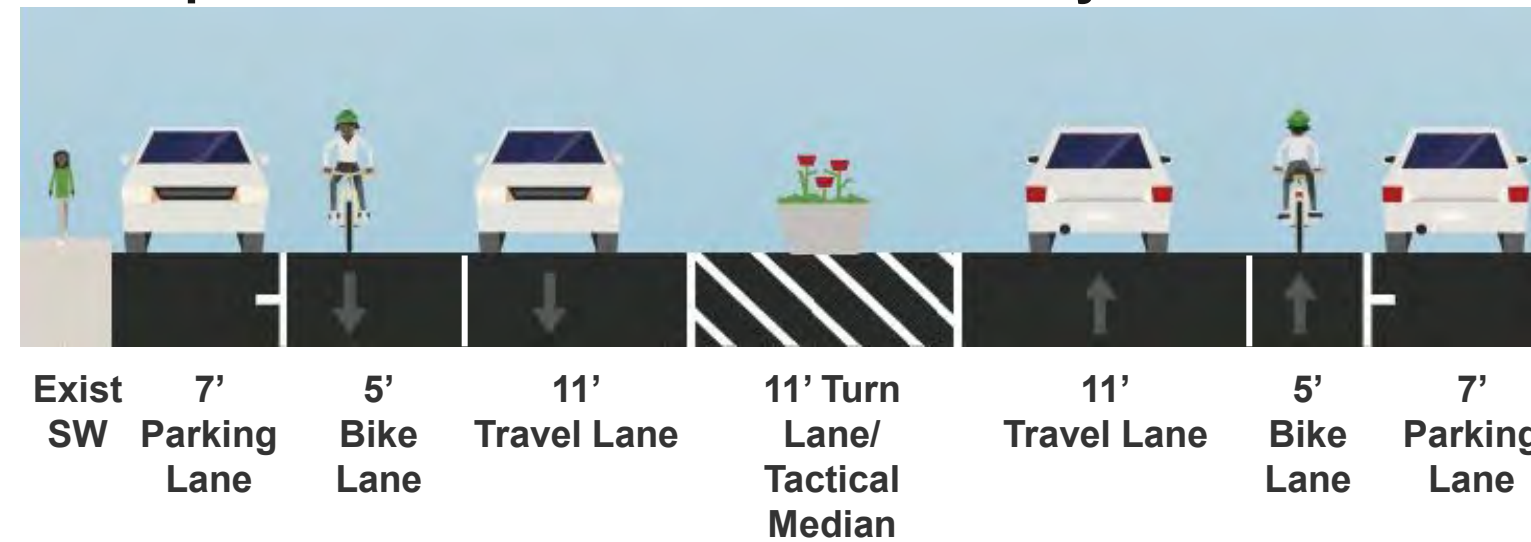
## Concept 4: Boulevard with South Side Two-way Shared Use Path



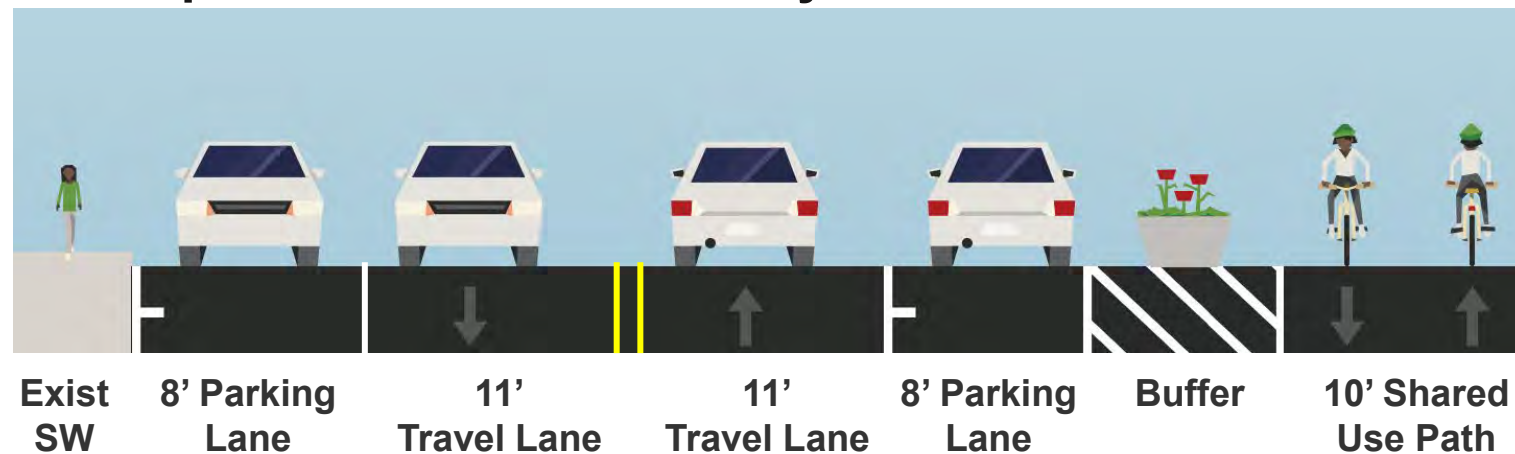
## Concept 2: North Side Two-way Separated Bicycle Lane



## Concept 4A: Boulevard with Standard Bicycle Lanes



## Concept 3: South Side Two-way Shared Use Path



# Walker Park Off-Leash Dog Park



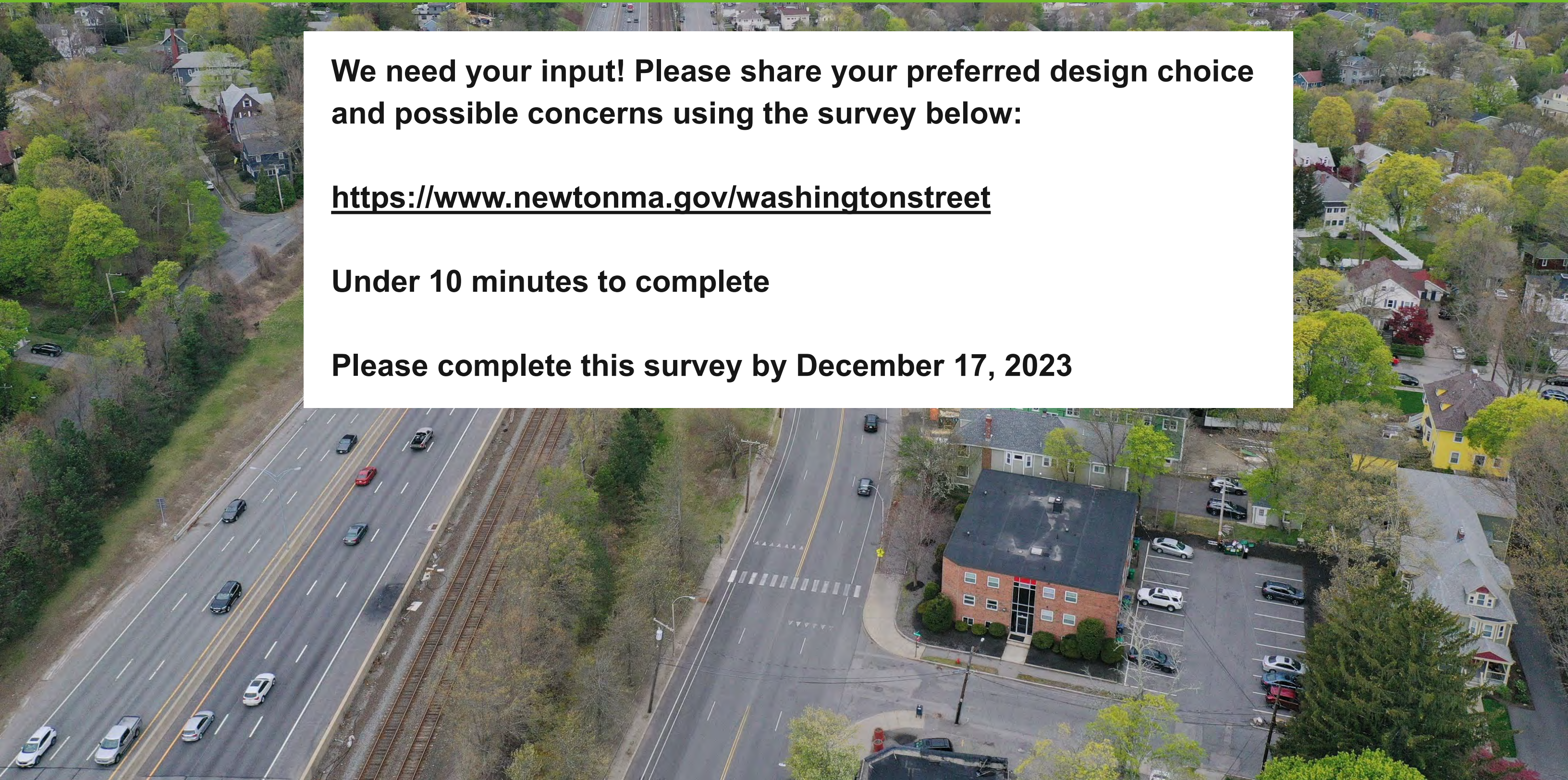
# Washington Street Pilot Design Survey

**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**



# Where We Go From Here

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# Questions



## Comments and Feedback

Email: [WashingtonStreet@NewtonMA.gov](mailto:WashingtonStreet@NewtonMA.gov)

## Project Website:

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

# Concept Evaluation

	1-Way SBL* (Each Side)	2-Way SBL* (North)	2-Way SUP* (South)	Boulevard w/ 2-Way SUP* (South)	Boulevard w/ Standard Bike Lanes
Reduce Vehicle Speeds	✓	✓	✓	✓	✓
Provide Left-turn Pockets at Streets	✓	✓	✓	✓	✓
Minimize Parking Loss	✓	✓	✓		✓
Add pedestrian access to south side of road			✓	✓	
Maximize pedestrian safety and visibility (Crossing Islands)	✓	✓	✓	✓	✓
Provide Separated Bike Facilities	✓	✓	✓	✓	
Easeful Transitions for Bicyclists at Pilot Limits	✓				✓
Bicycle Access to Neighborhood/Businesses on Each Side of Roadway	✓	✓			✓
Minimize Conflicts across Bike Facilities			✓	✓	
Add Plantings/Greenscape	✓	✓	✓	✓	✓
Pedestrian Access adjacent to Parking			✓	✓	
Accessibility			✓	✓	

Key:

✓ = Meets Objective

SBL= Separated Bike Lane, SUP = Shared Use Path



# Bike Treatments Matrix of Strengths and Challenges

	1-Way Separated Bike Lanes	2-Way North Side Separated Bike Lanes	Shared Use Path South Side	Standard Bike Lanes
Separation from travel and parking lanes	✓	✓	✓	
Attracts users of all levels and comforts	✓	✓	✓	
Resolves pedestrian gap along south side			✓	
Minimize Conflict Points at driveways/side streets			✓	
Direct Bicycle Access to Neighborhood/Businesses on Each Side of Roadway	✓	✓		✓
Easeful Transitions for Bicyclists at Pilot Limits	✓			✓
Separation between walkers and bikers	✓	✓		✓

Key:

✓ = Meets Objective

