



West Newton Square Enhancements Project

City Council Presentation
January 3, 2017

Department of Planning and
Community Development

Department of Public Works



Setti D. Warren
Mayor



West Newton Square Enhancements
City Council | January 3, 2017

Intro | Process | Recommended Design | Breakdown | Summary | Next Steps

INTRODUCTION

Tonight's Agenda

Recap Project Scope/Goals/Schedule

Review Process and Input to Date

Present Recommended Concept

- Overall
- Break-it-down

Questions and Answers

Community Feedback

Next Steps

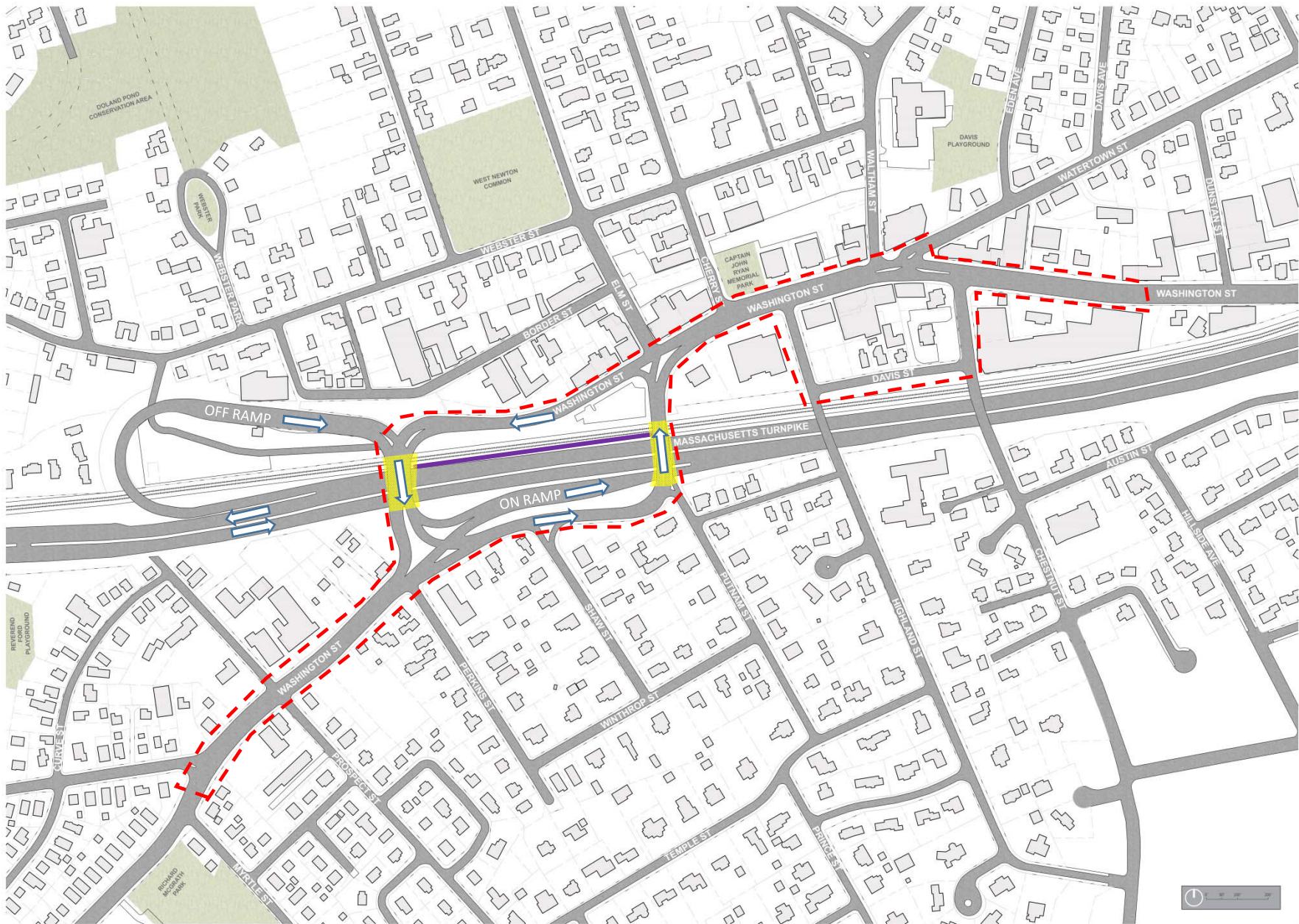
What is the West Newton Square Enhancements Project?

Addresses Public Realm Improvements

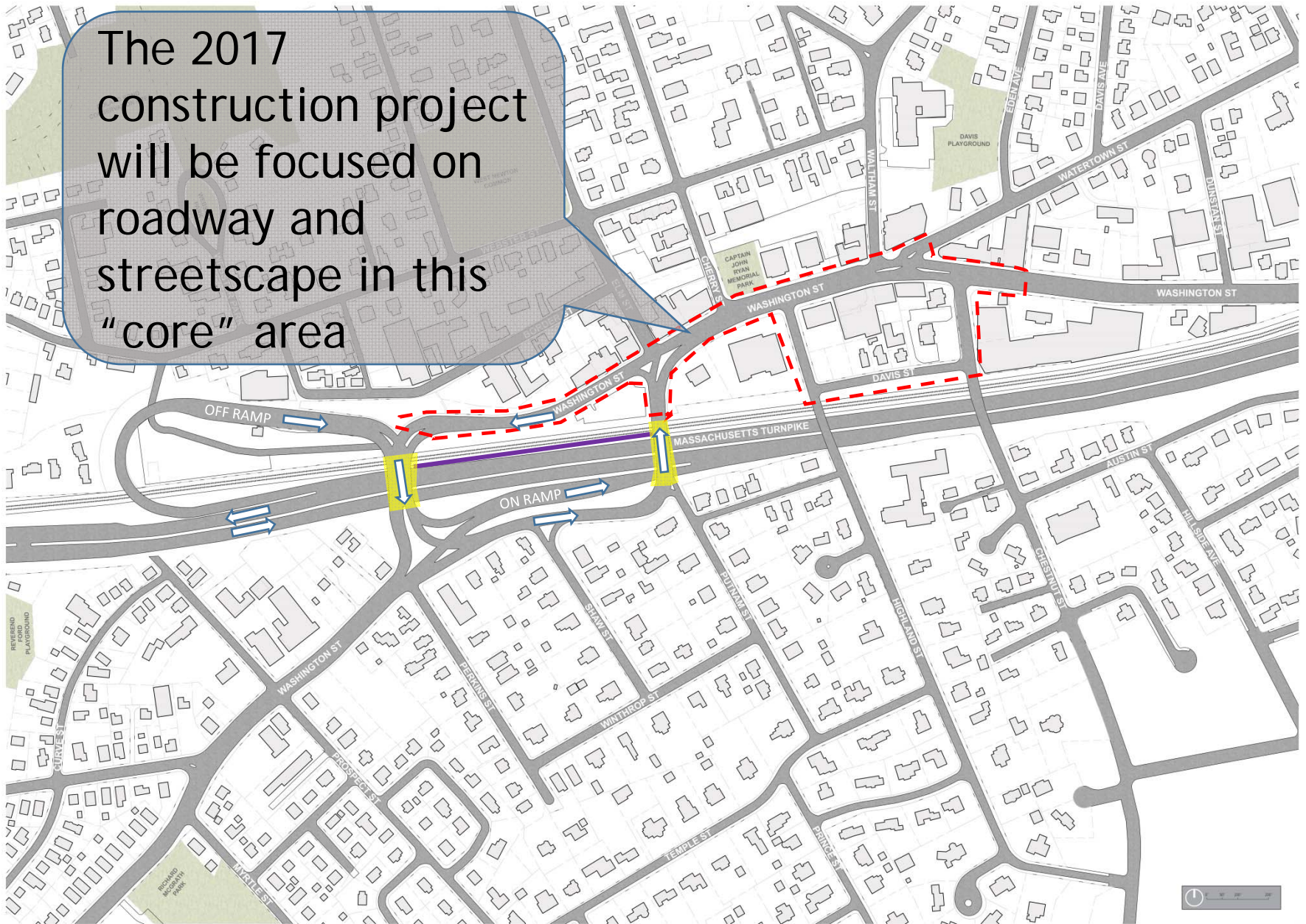
- Streets, sidewalks, plazas, and related public infrastructure
- How they look and function
- How they can contribute to the West Newton you envision

Two Components of the Project

- Conceptual Planning (“Greater West Newton”)
- Final Design and Construction (“The Core”)



The 2017 construction project will be focused on roadway and streetscape in this "core" area



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PROCESS



What do we need to know?

- Inspiration Photos (~ 10)
- Meeting at Second Church (80+ ppl)
- Site Walk (40+ ppl)
- Online Map (125 comments)
- Business Visits (35+)



What do you think of the options?

- Meeting at Unitarian Church (80+ ppl)
- Online Map (57 comments)
- Emails (66)
- Business Meeting (15-20 ppl)
- Business Visits (25+)

You said...

- Overwhelmingly, there was a preference for Concept B with parking protected bike lanes
- Parking is essential for businesses
- Gathering spaces need to be more inviting
- Tree canopy is important
- There isn't much "there" there

We responded...

- We further developed a plan based on Concept B
- We preserved the total # of parking spaces at each end of West Newton Square, and found more parking spaces at each end too
- We propose to enliven the park edge and reinvigorate the plaza
- We will show you a diverse palette of trees
- We will show a variety of ways to showcase West Newton's character as a center of arts and culture in the design

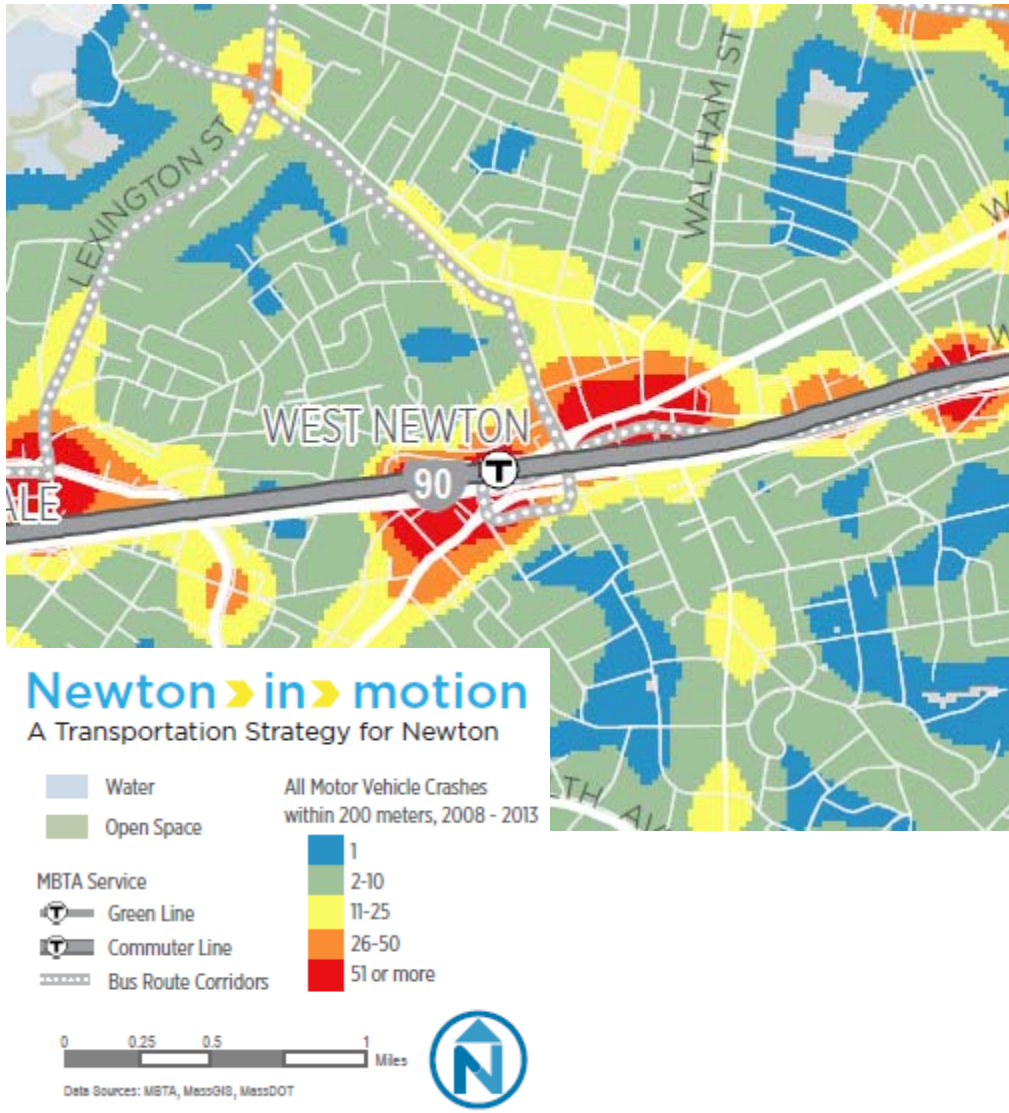
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RECOMMENDED DESIGN

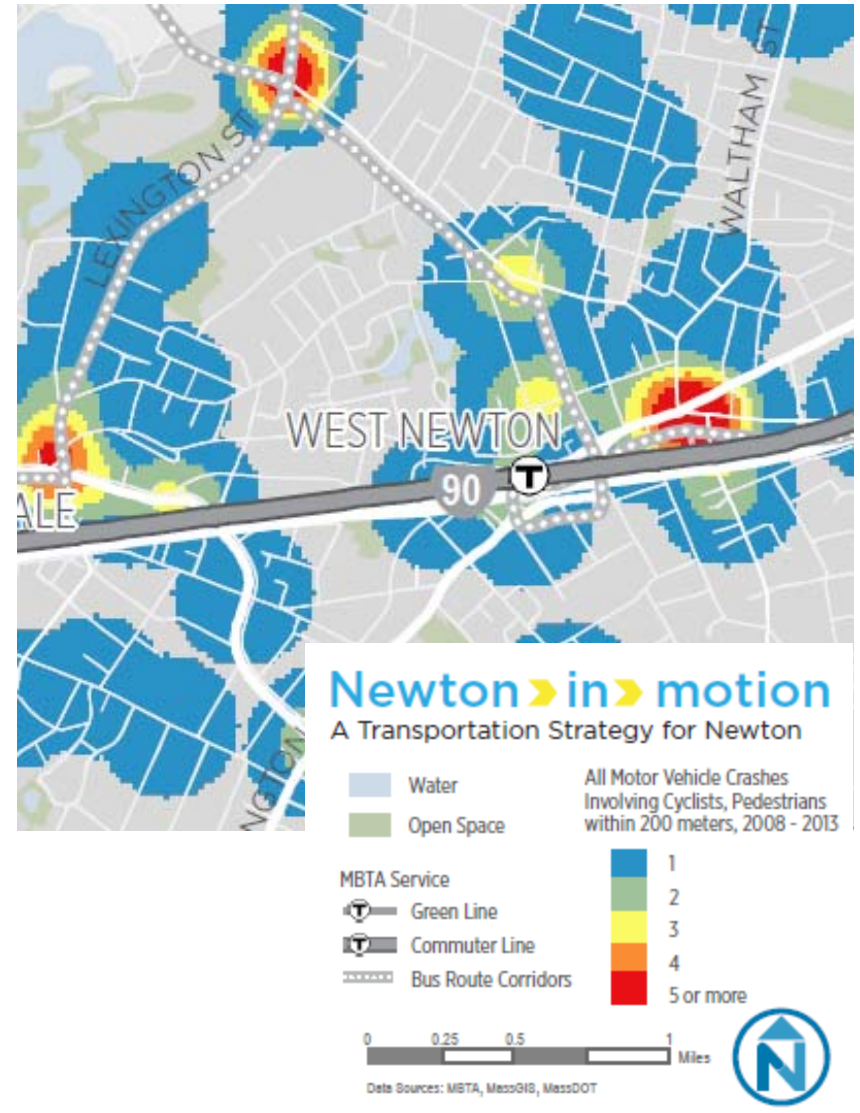
Project Goals:

- Maximize safety and convenience for all travel modes
- Enhance Pedestrian Experience / Village Character / Business Climate
- Benefit the Environment

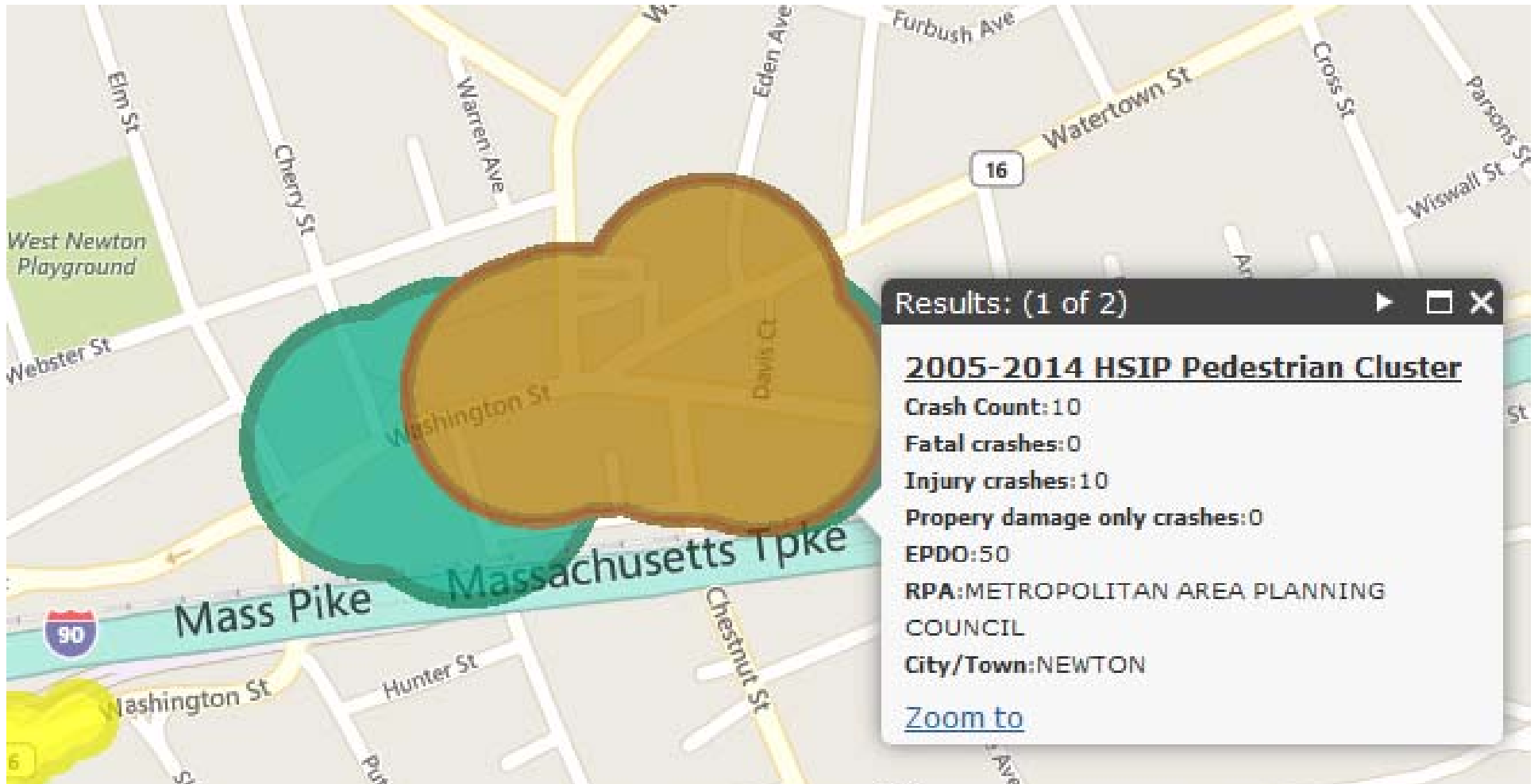
All Motor Vehicle Crashes, 2008-2013



Crashes involving a Pedestrian or Cyclist, 2008-2013



Crash Data

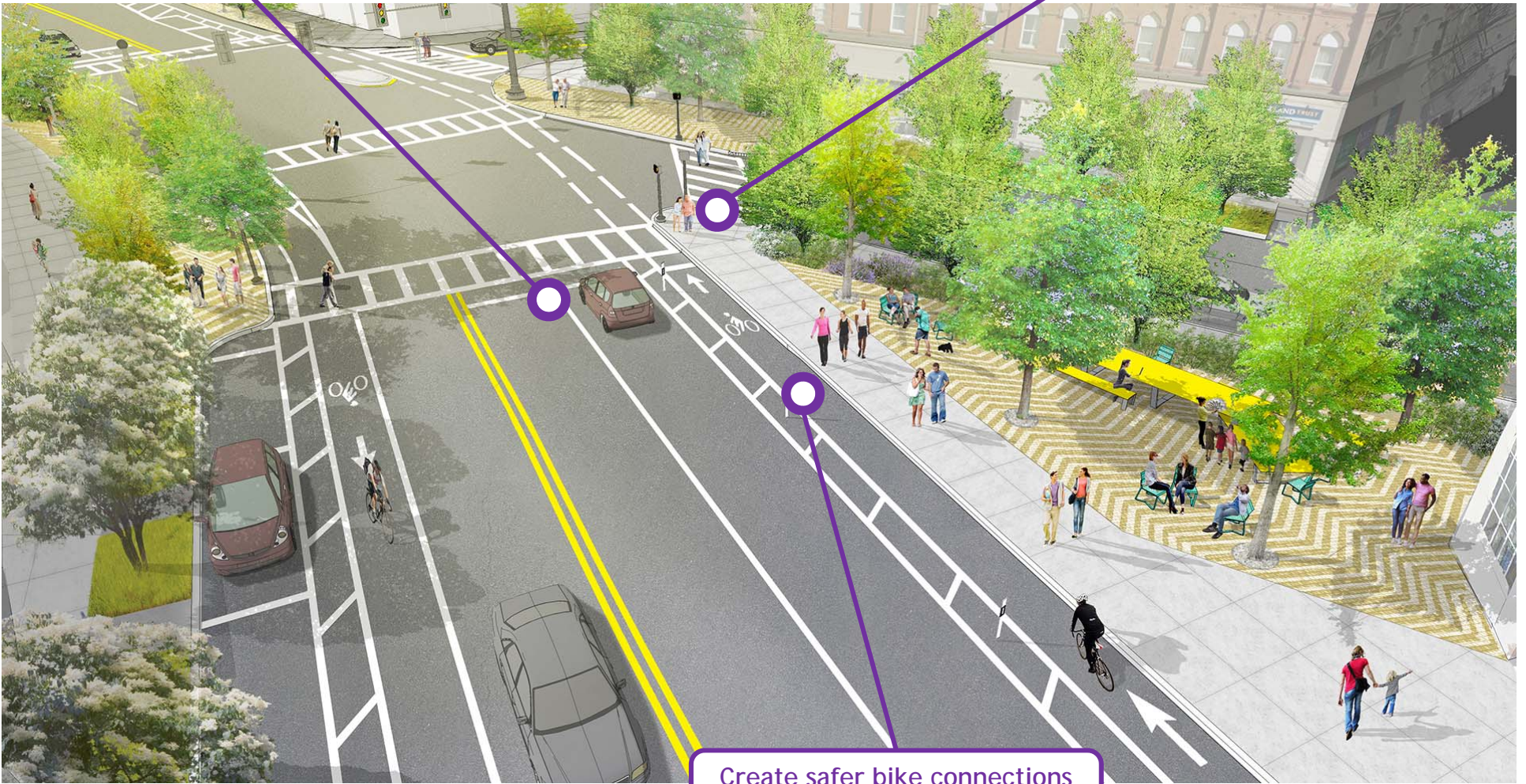


West Newton is currently in the top 5% of worst crash clusters for pedestrian/motor vehicle crashes in the Boston Metro Region as tracked by MassDOT

Simplify traffic signals

Reduce Jay-Walking:
Make it easier to cross the street &
allow people to cross more often

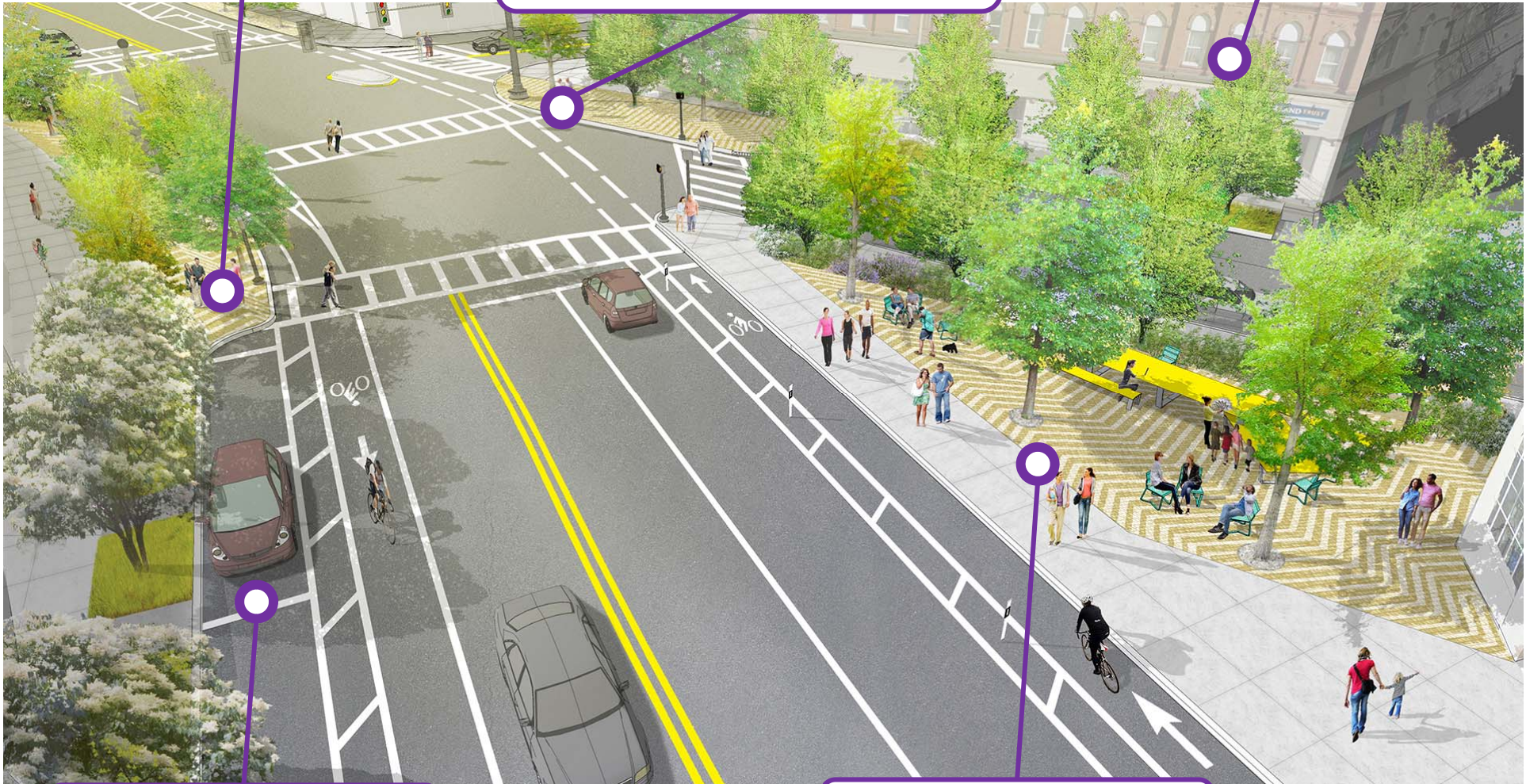
Create safer bike connections
through the square



Widen sidewalks at key points

Establish crossings that follow "desire lines" to encourage walking between businesses

Substantial landscape & hardscape improvements

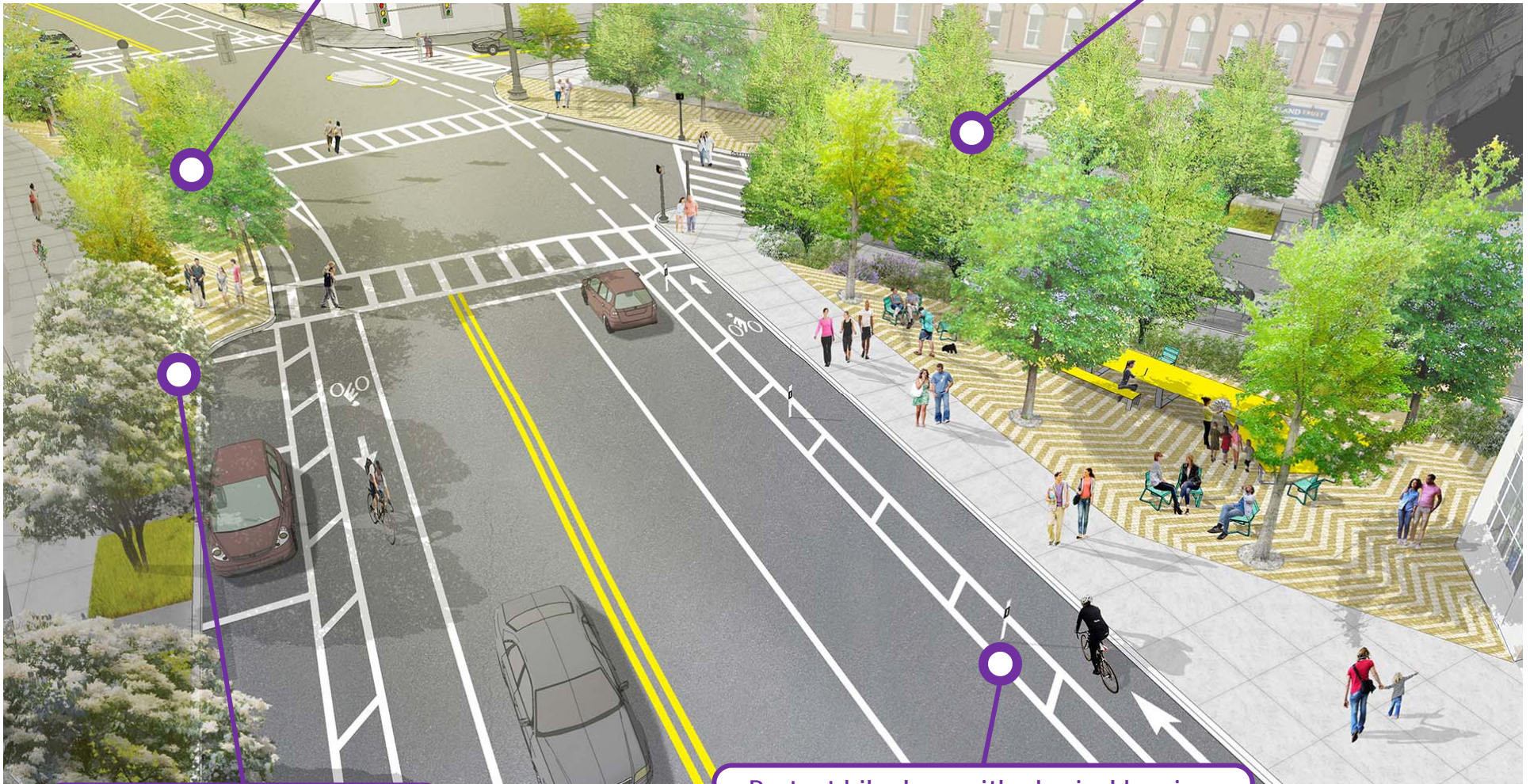


Preserve and expand on-street parking

Expand and reconstruct plaza

Intermix Lighting and Canopy Trees to make walking comfortable day & night, year round

Establish healthy tree canopy using 21st century tree planting techniques



Use porous ground materials around tree plantings

Protect bike lane with physical barriers to increase safety & encourage riders with broad range of skill levels

Intro | Process | Recommended Design | **Breakdown** | Summary | Next Steps

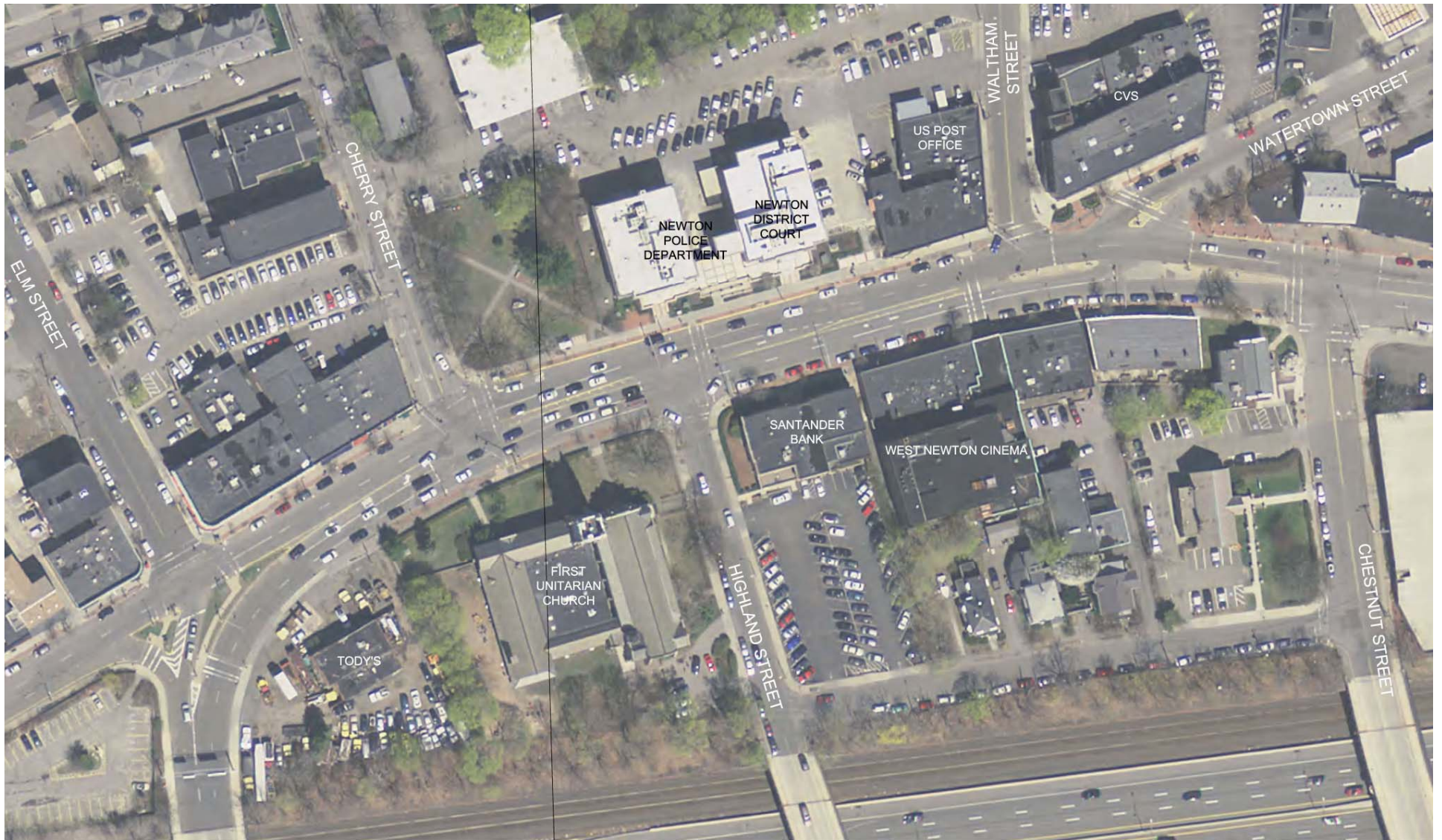
BREAKDOWN

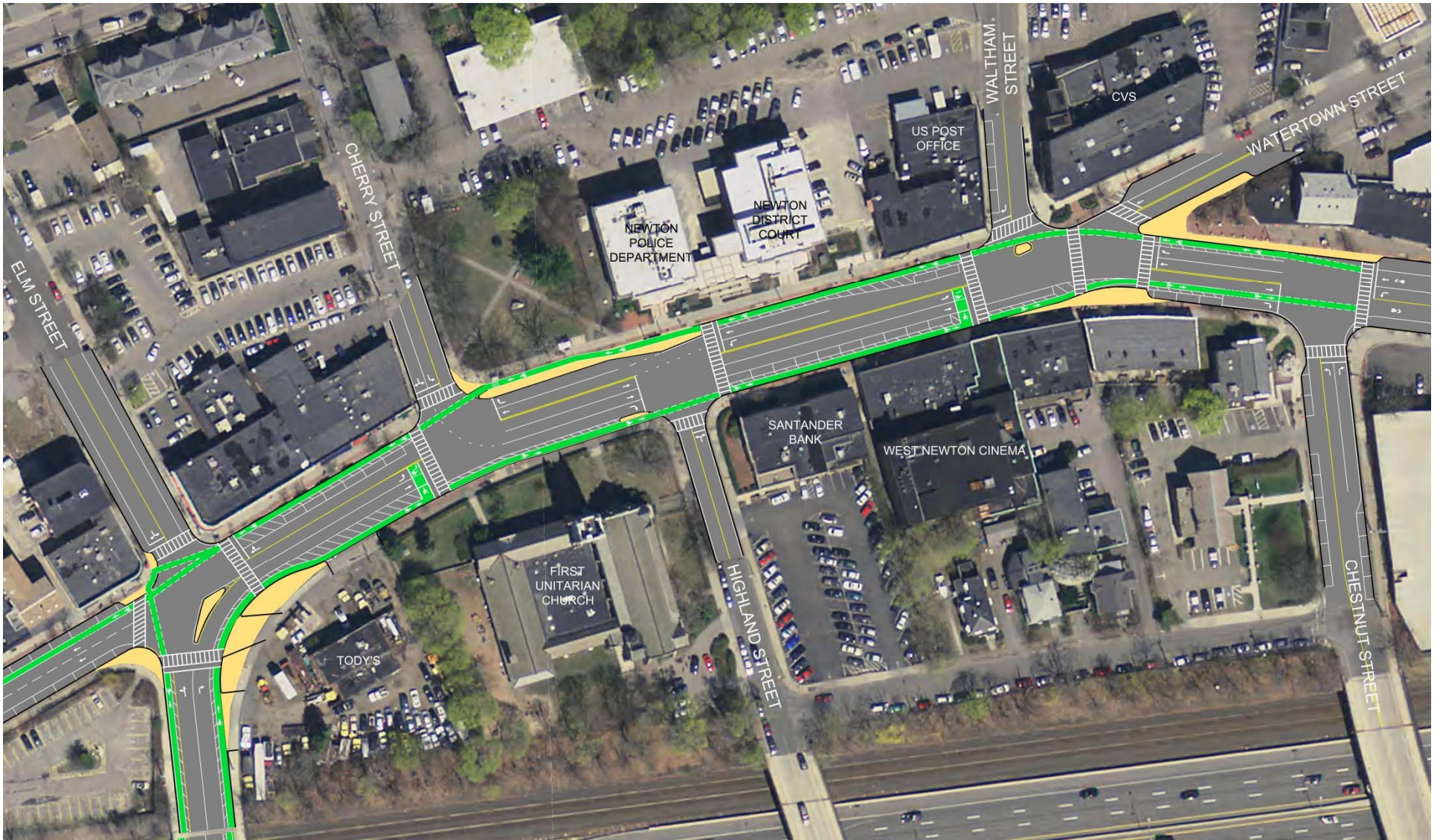
Walking and Shopping

Parking

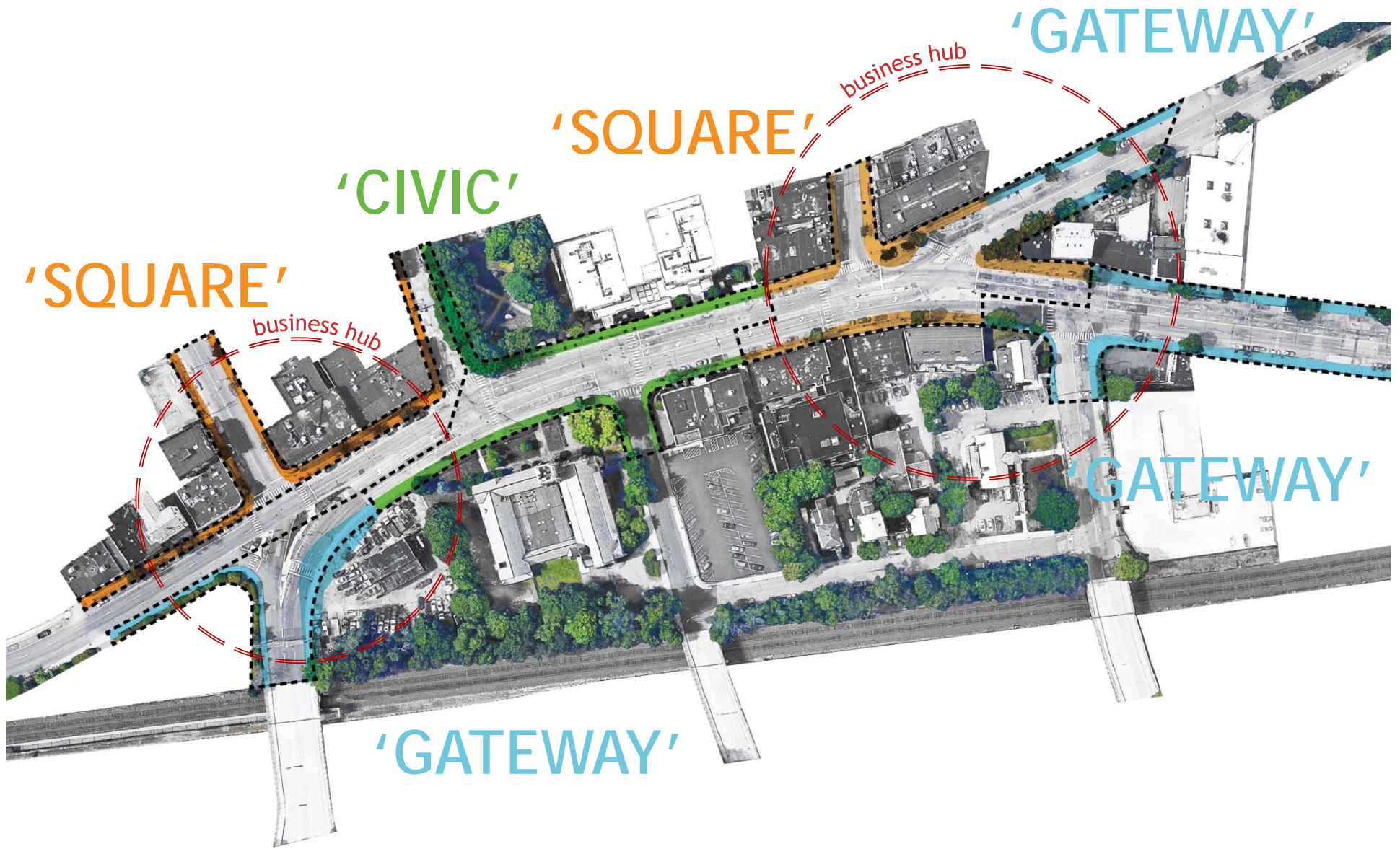
Biking

Driving through



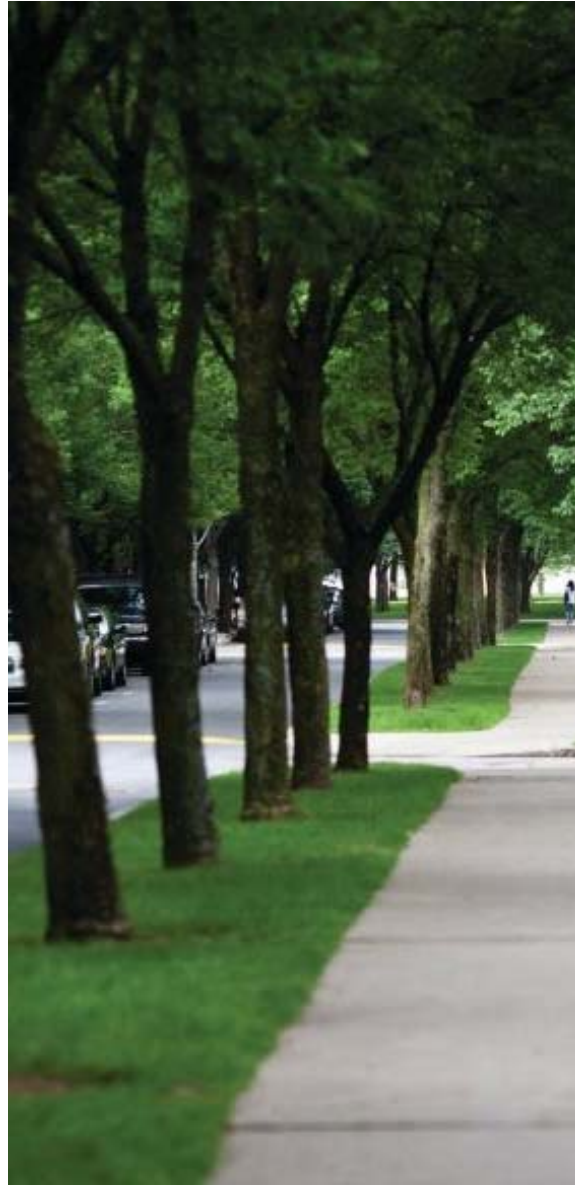




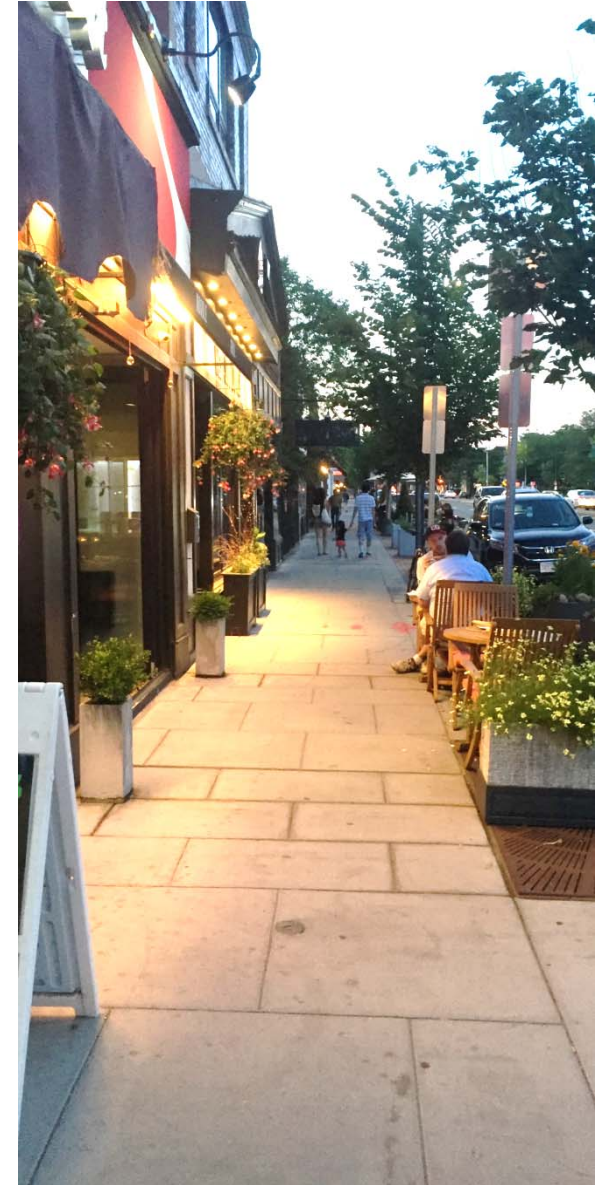




GATEWAY



CIVIC



SQUARE

- Trees Show Visual Interest From Afar
- Says 'Hello! You've Arrived!'



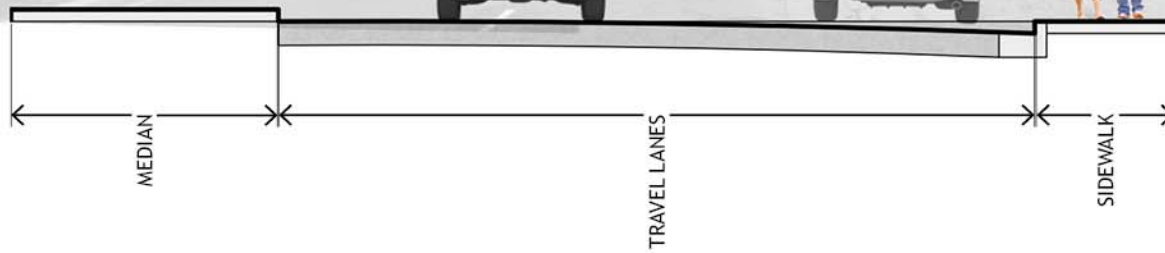
GATEWAY

WEST



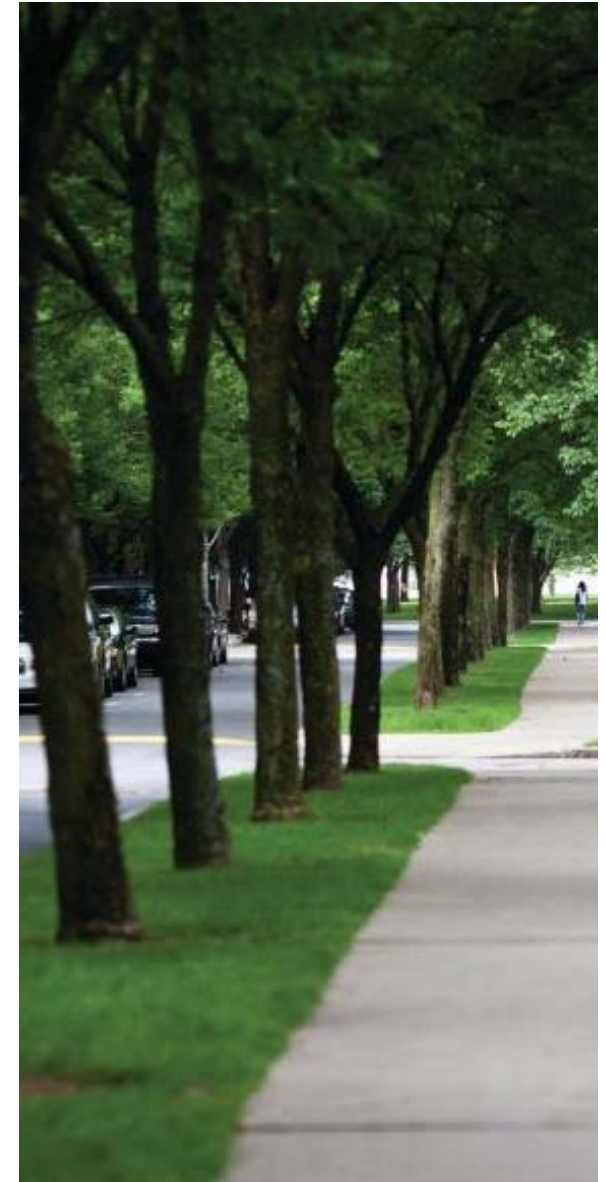
EAST







- Trees Are Stately
- Large Scale w/ Broad Canopy

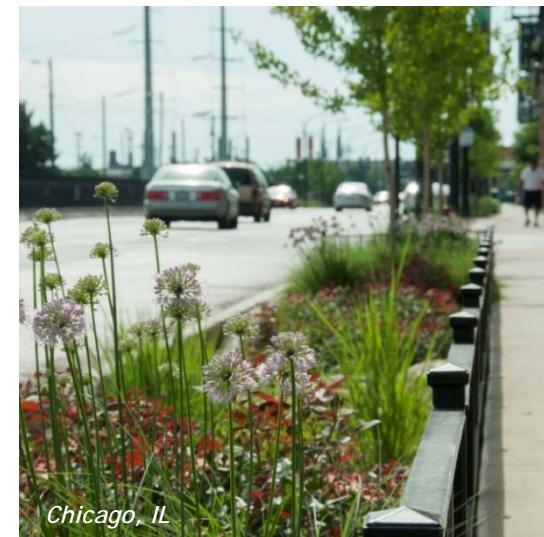


CIVIC

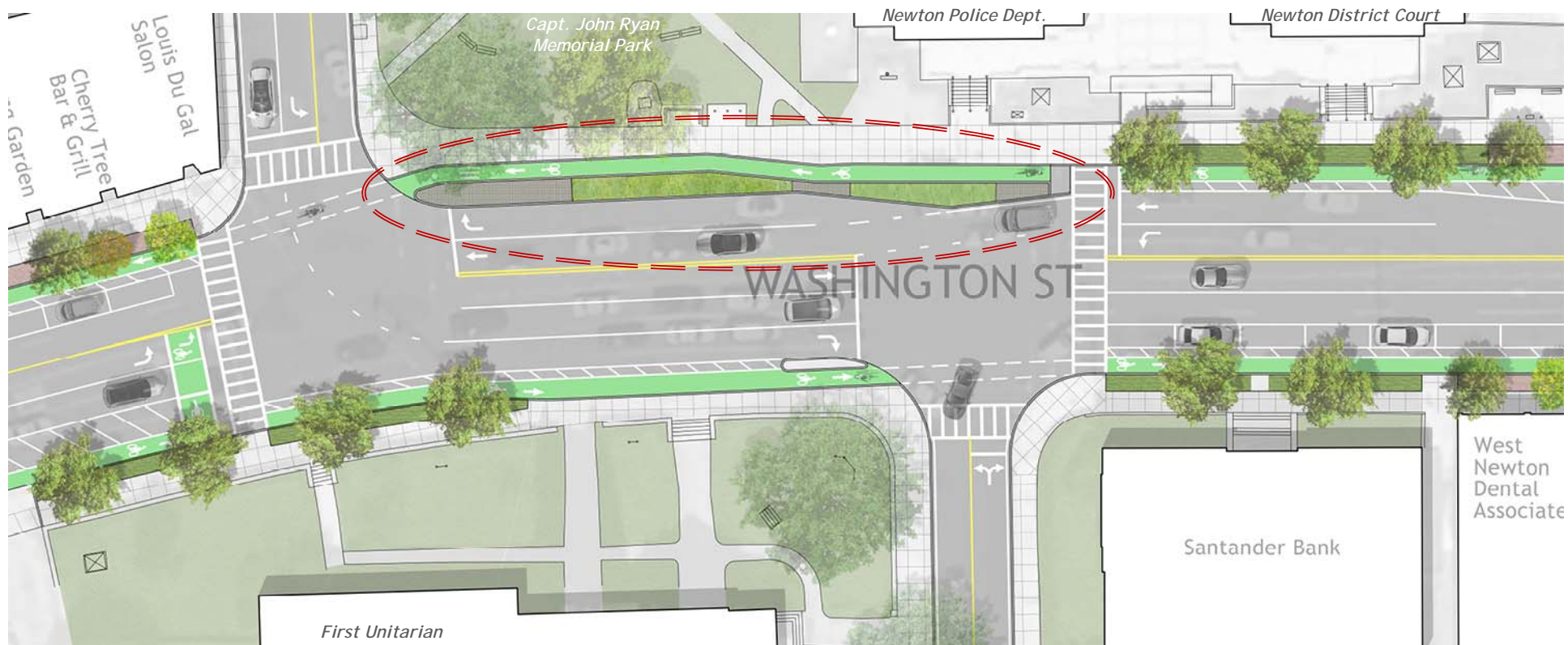
- Stormwater Management
- Rain Garden / Security Buffer
- Civic Statement

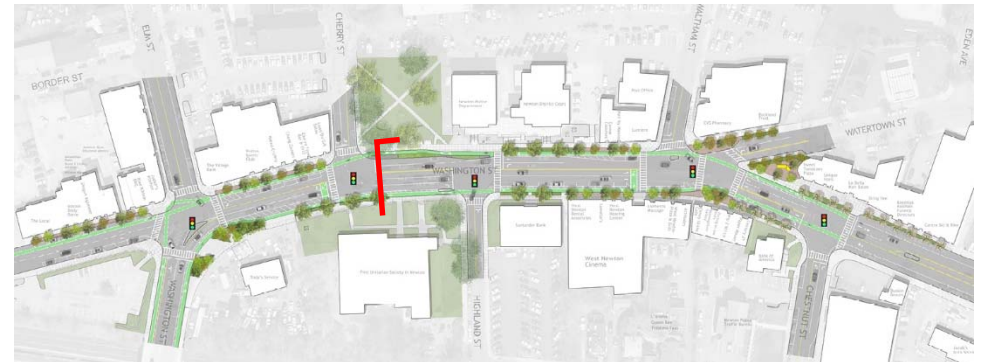


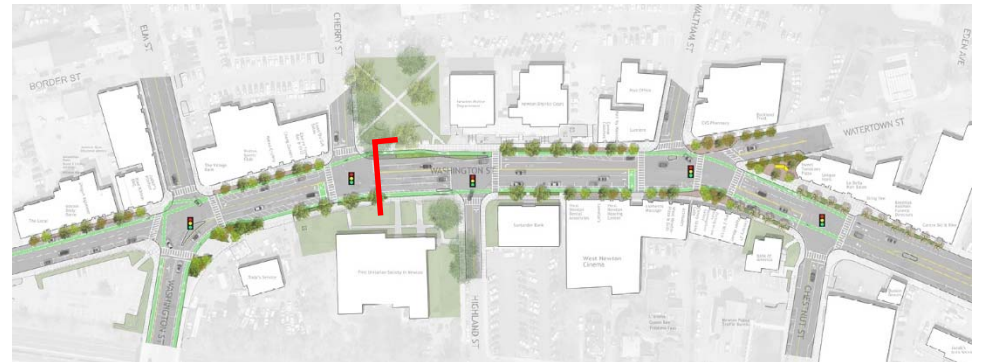
Western Ave, Cambridge



Chicago, IL







- Textural And Colorful
- Diverse Shapes & Features
- Smaller Scale



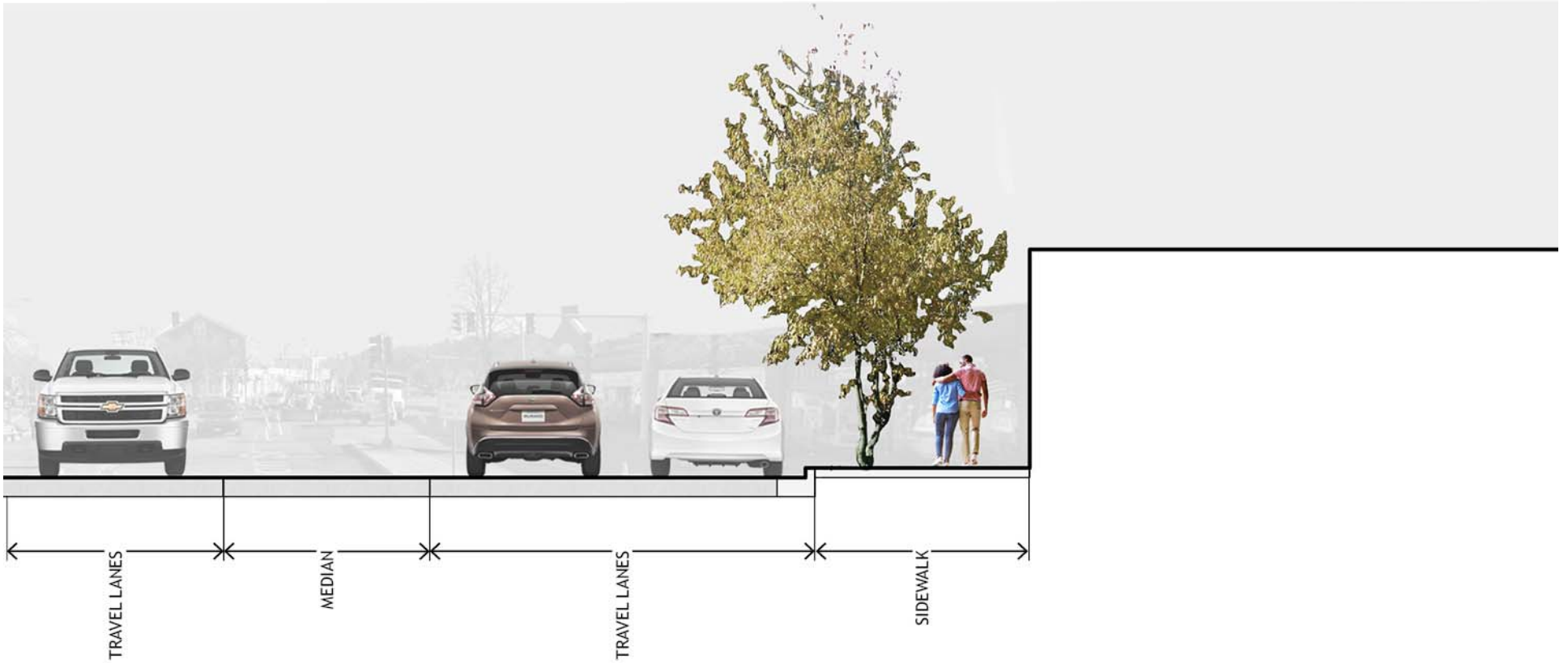
SQUARE



TREES

FURNITURE

PAVEMENT











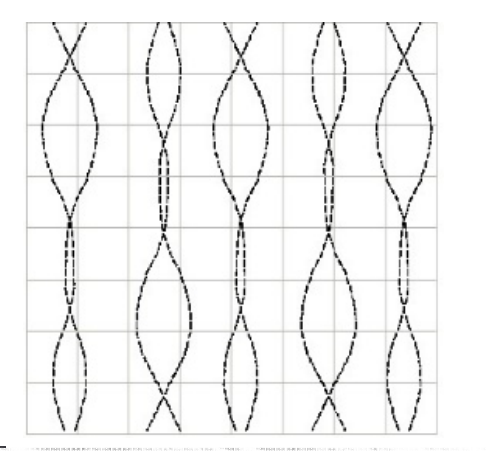
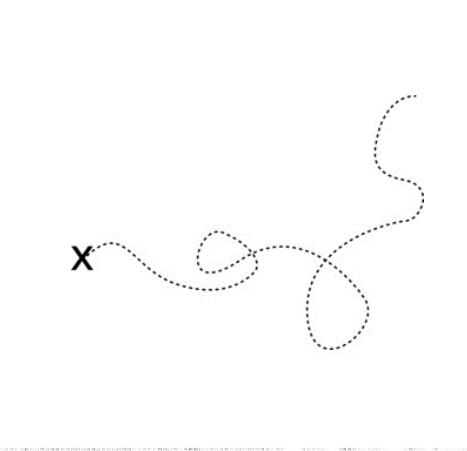
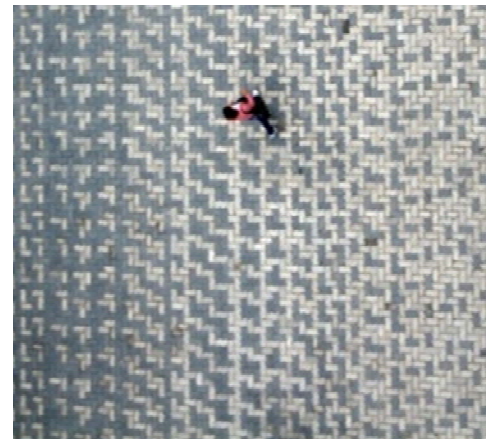
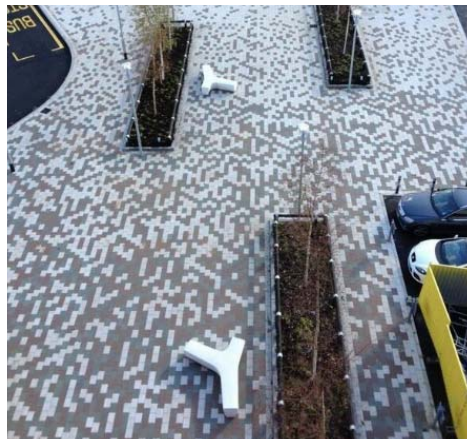
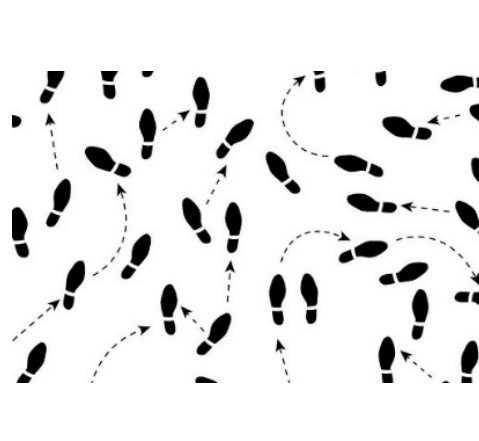
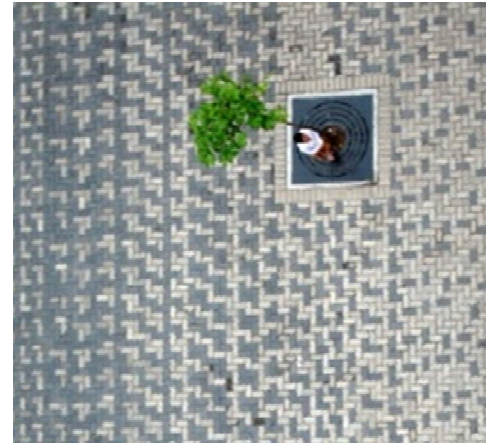
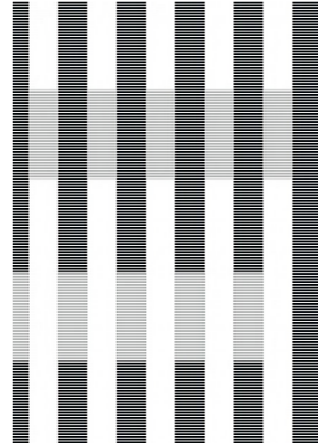
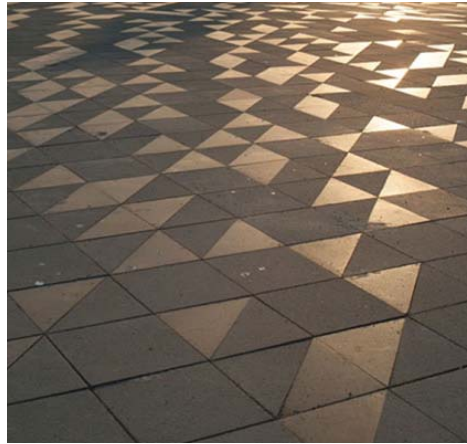
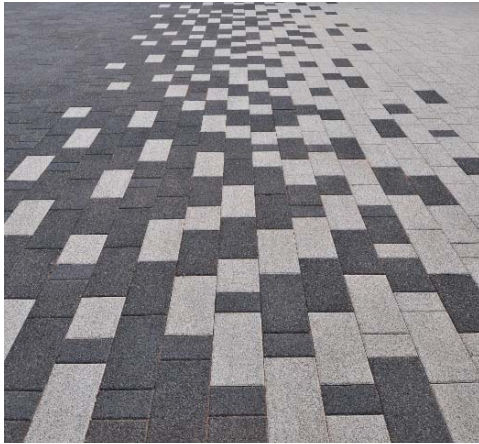




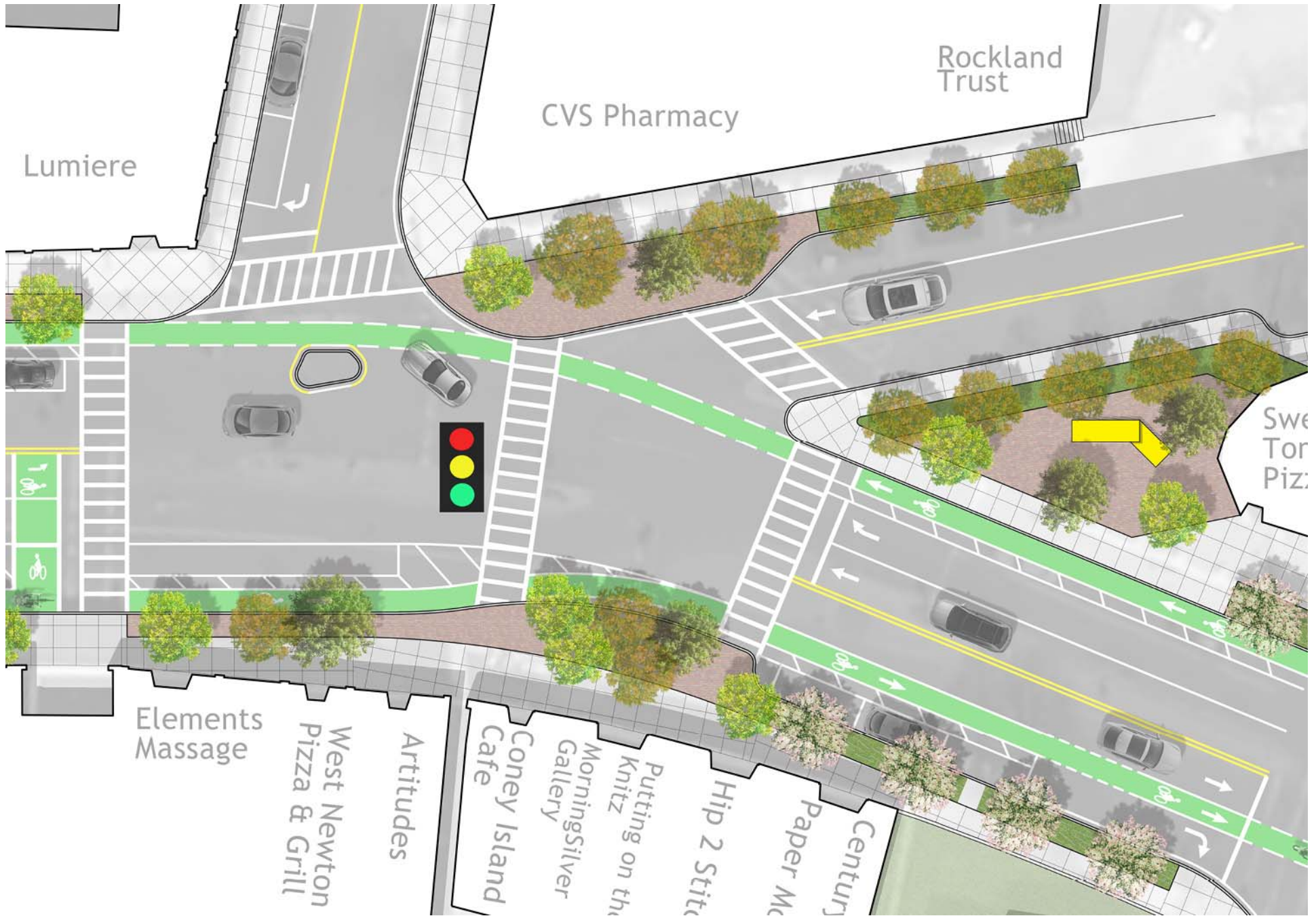
Kennedy Plaza, Providence



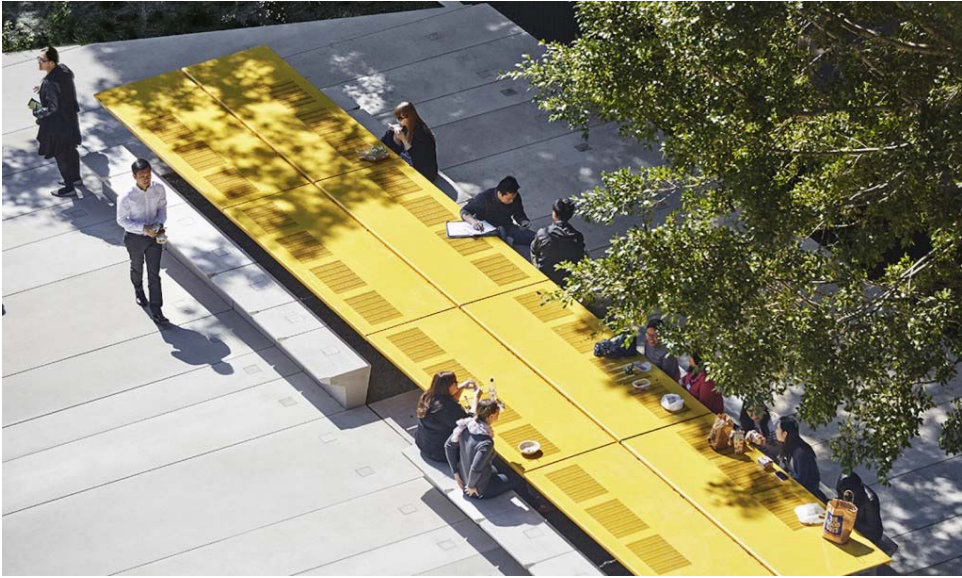
Avenue de Lafayette, Boston











Commonwealth Places Grant

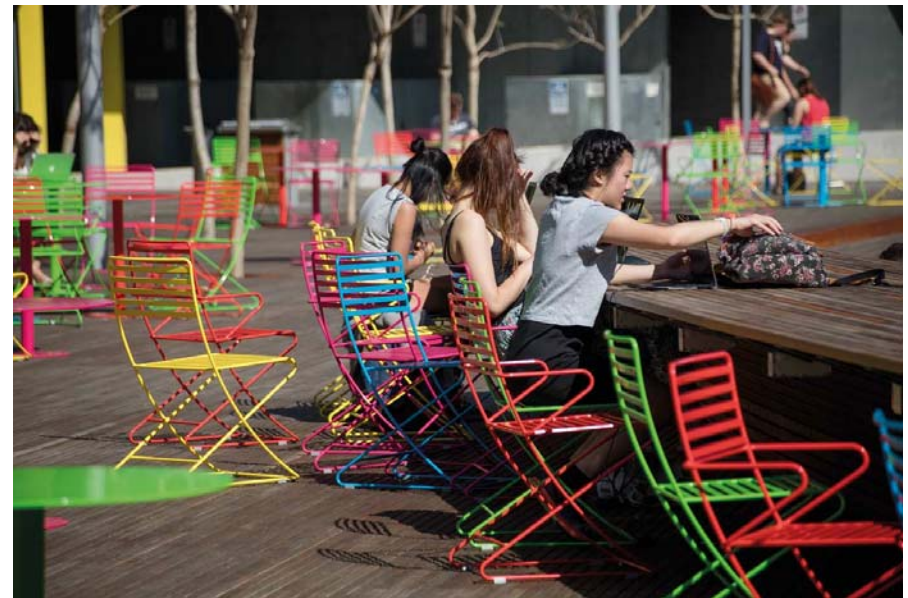
- Funding opportunity for the Plaza showpiece feature
- Matching grant
 - 50% crowdfunding
 - 50% MassDevelopment funds
- Intended to finance projects to make community spaces enjoyable and memorable

Projects have been funded in: Ashland, Boston, Hyannis, Haverhill, New Bedford, Maynard, Northampton, Danvers, & Orange



MASSDEVELOPMENT

Patronicity



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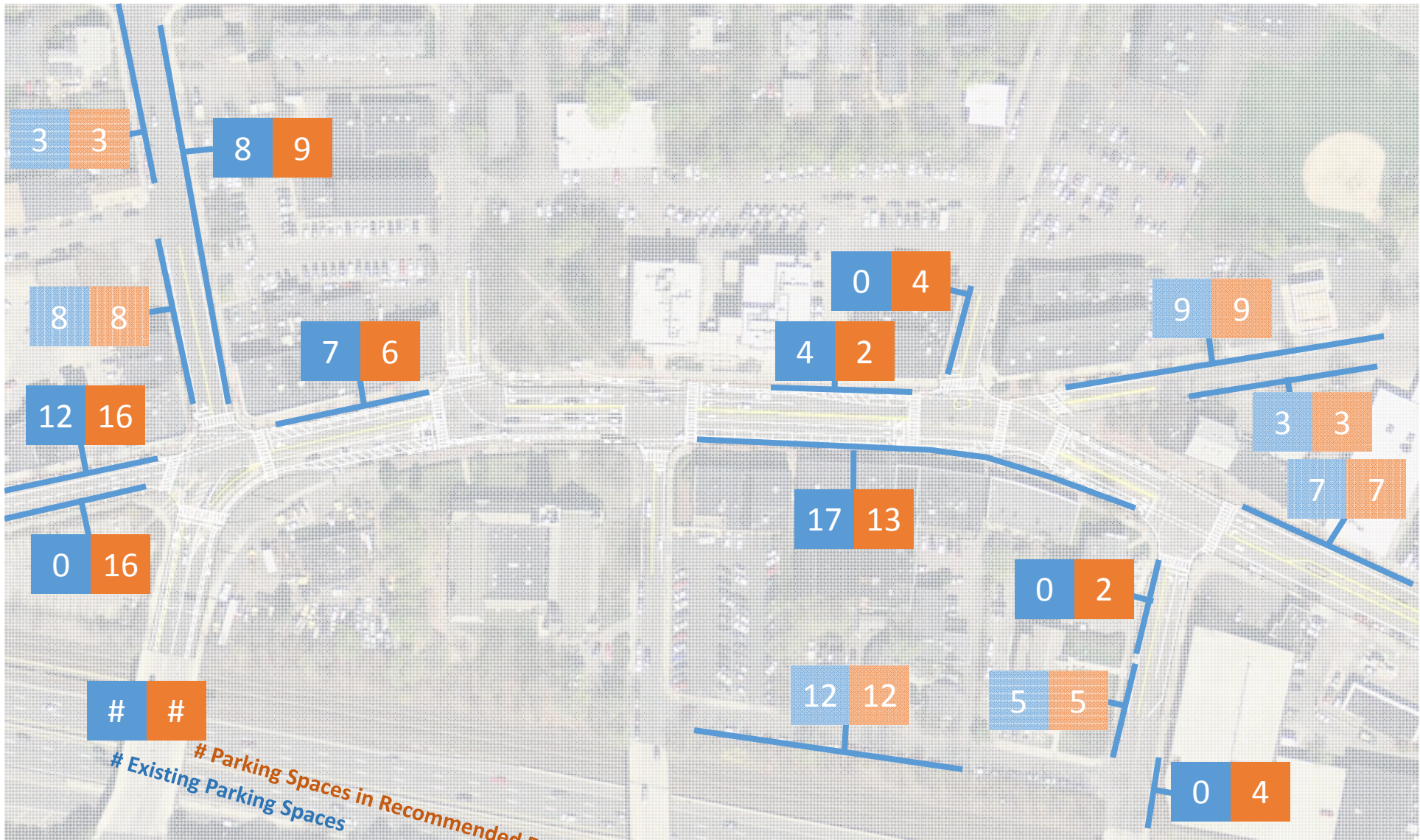
BREAKDOWN

Walking and Shopping

Parking

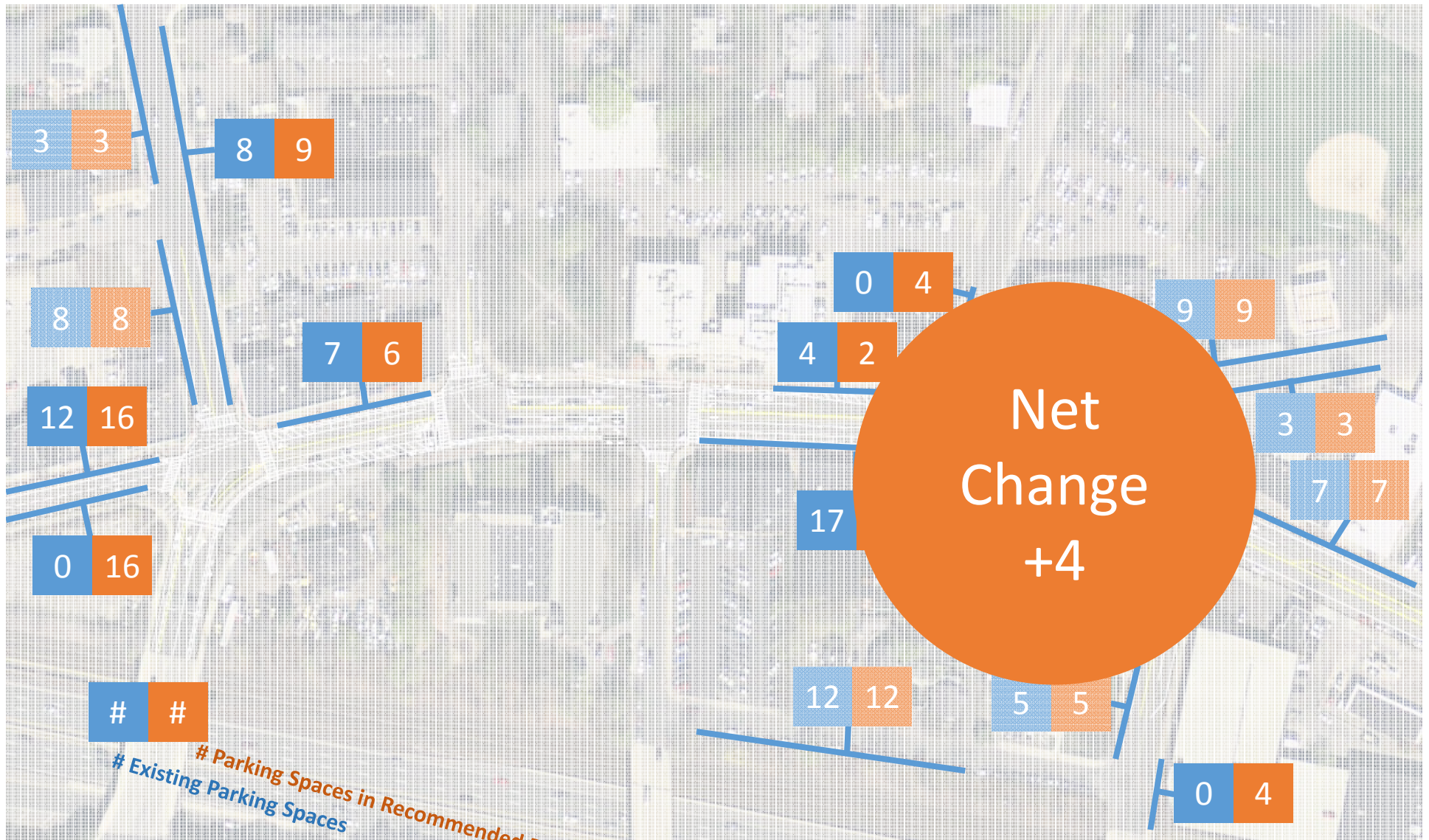
Biking

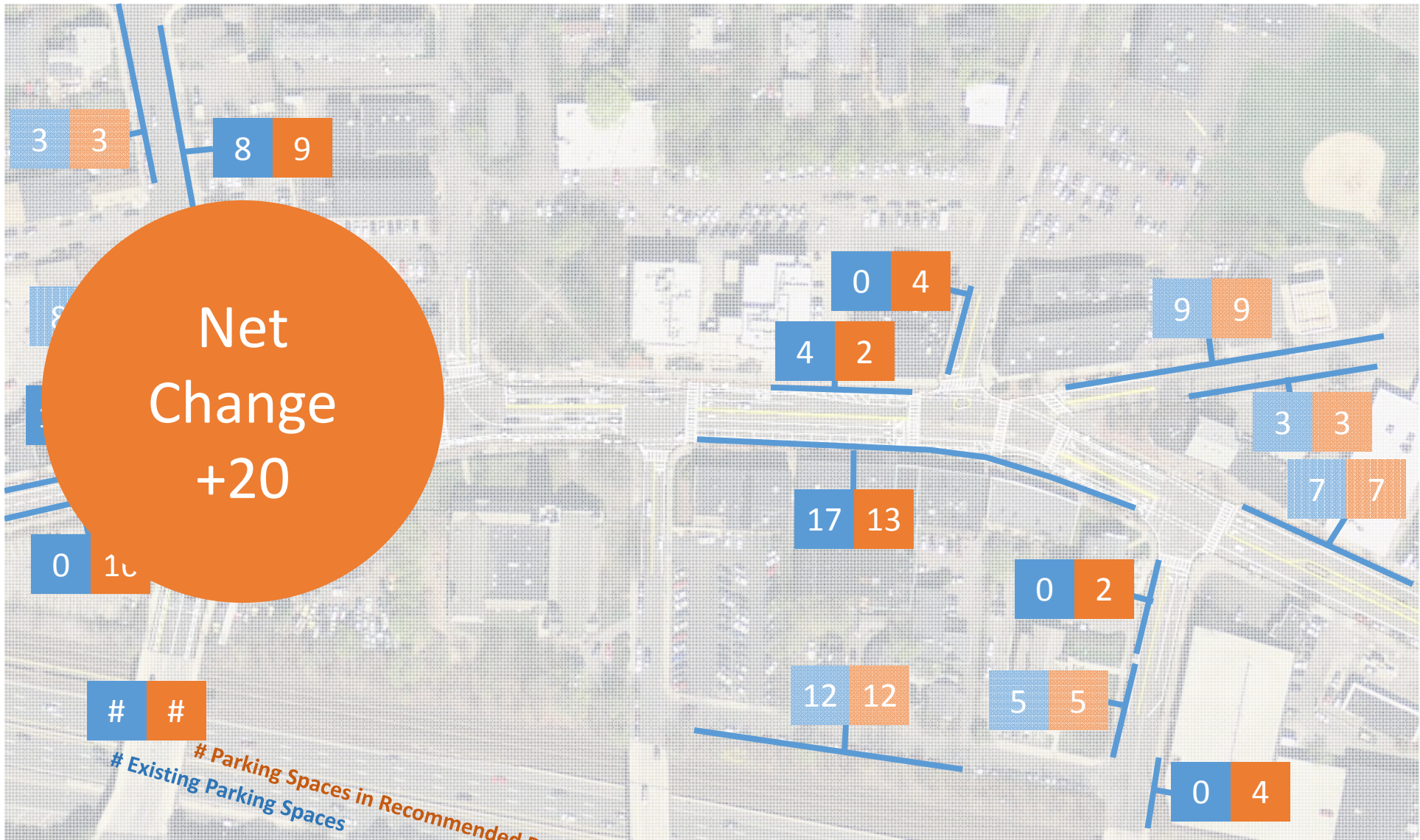
Driving Through

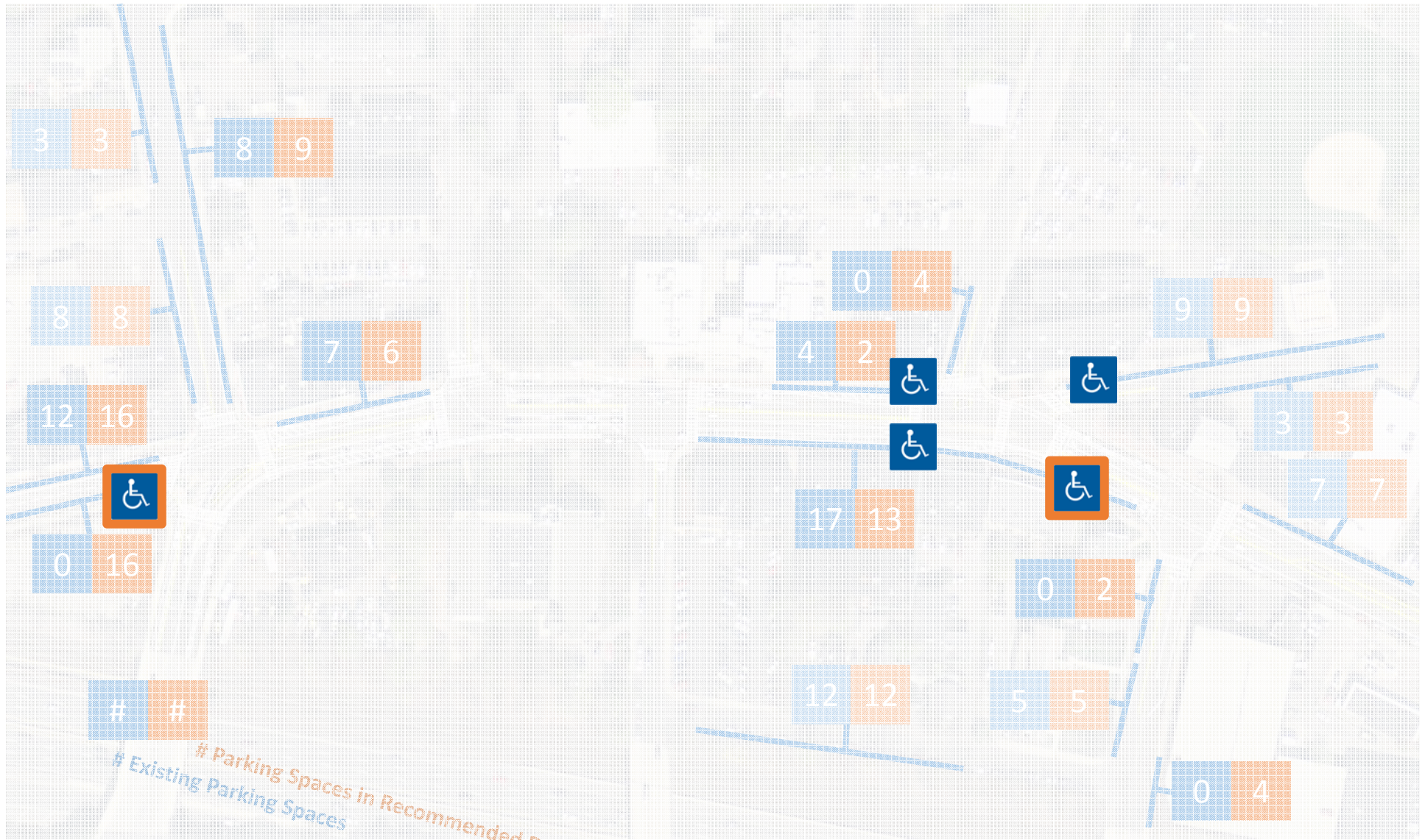


Existing Parking Spaces
 # Parking Spaces in Recommended Design

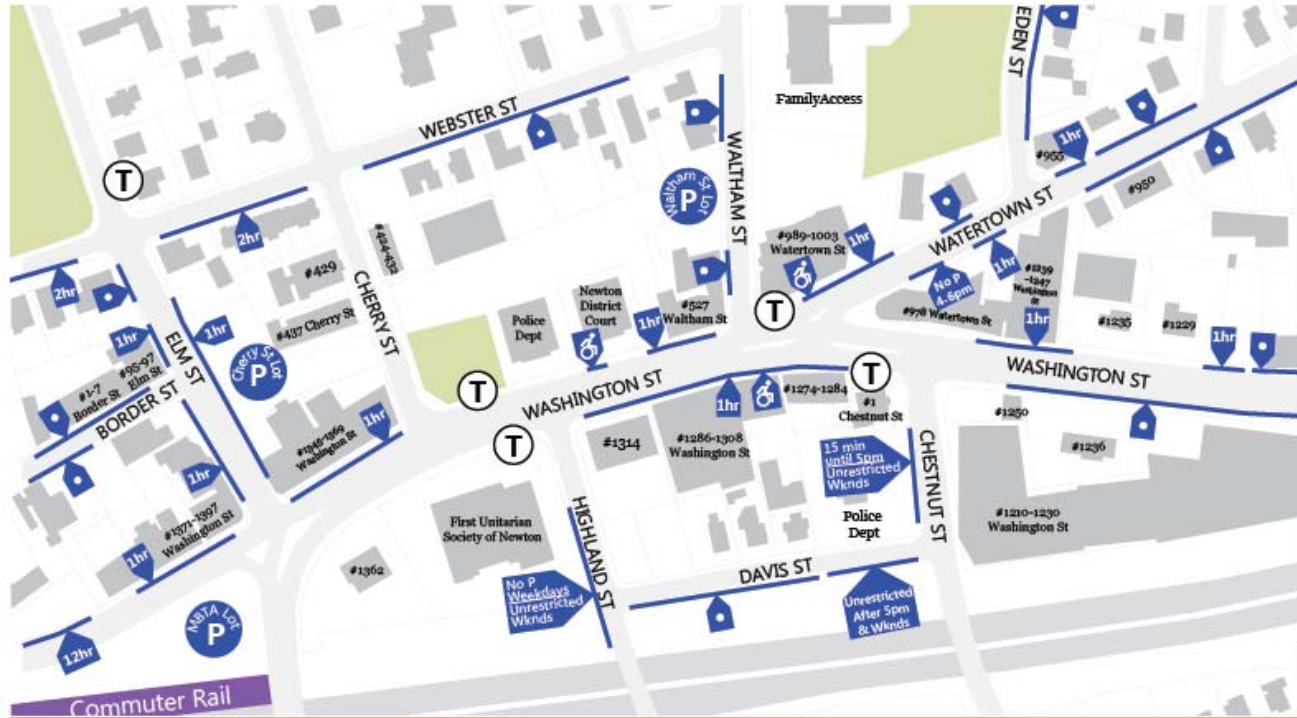
On-Street Parking - Entire Square











West Newton Square
City of Newton

Public Parking

Unrestricted Parking

Restricted Parking
(metered @ \$0.75/hr & unmetered)
Enforcement Hrs: M-Sa 8am-6pm



Cherry St & Waltham St Public Lots
3hr Parking (\$0.75/hr)
12hr Parking (\$0.50/hr)
Enforcement Hrs: M-Sa 8am-6pm



Unlimited time
(\$4.00/day-Pay By Phone)
Enforcement Hrs: 24/7

No overnight parking is allowed on-street from Nov 15- April 15

Transit

INBOUND Express Bus Routes
553 - toward Downtown Boston via Newton Corner
554 - toward Downtown Boston via Newton Corner

OUTBOUND Express Bus Routes
553 - toward Roberts via Waltham Center
554 - toward Waverly via Waltham Center

Smart parking management

Relevance: Inefficient parking frustrates customers and businesses and adds to congestion

Projected Outcome: Employ smart meter technology and parking management to better serve customers, businesses, and residents

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BREAKDOWN

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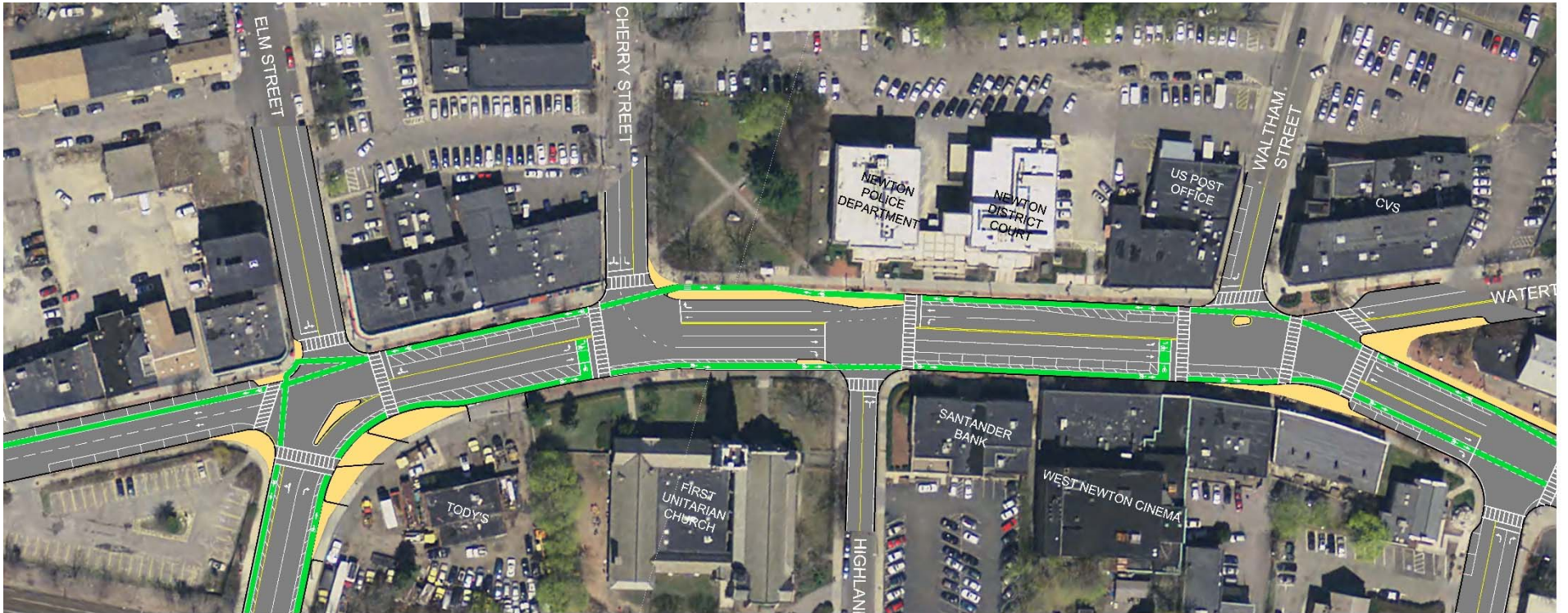
Driving Through



Top 3 Photos - Beacon Street, Boston

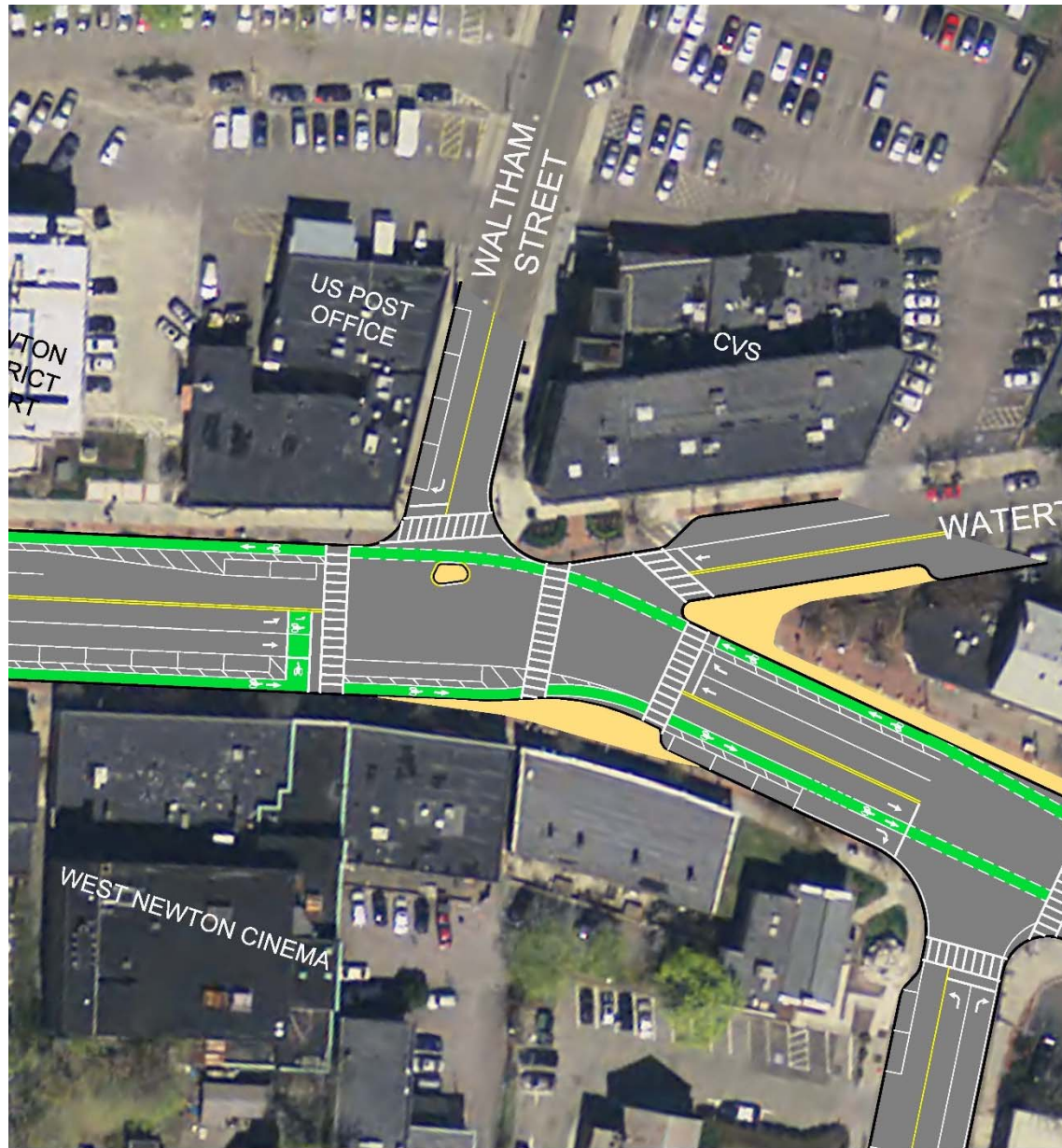


"Floating" Bus Stop, Cambridge









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BREAKDOWN

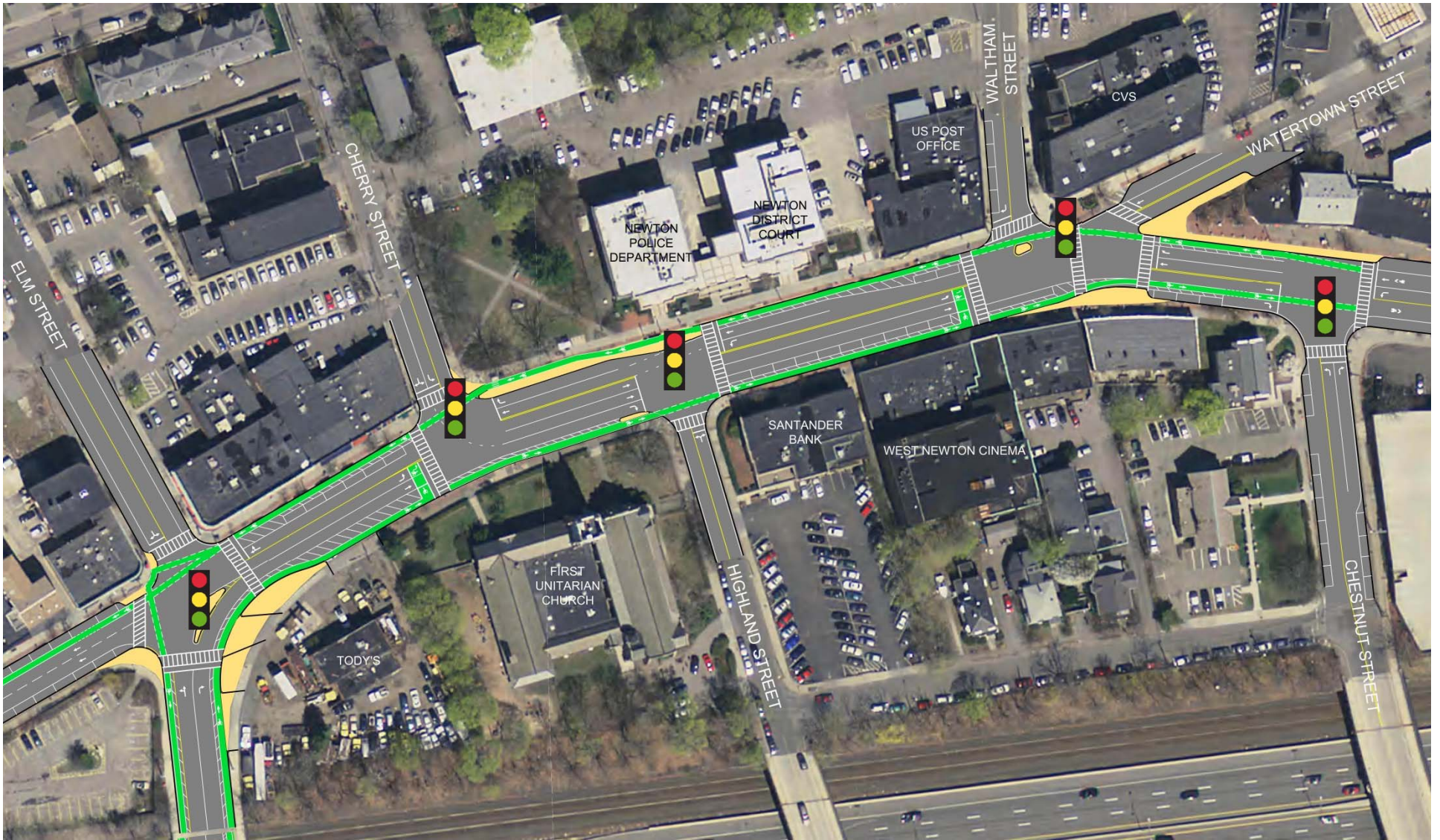
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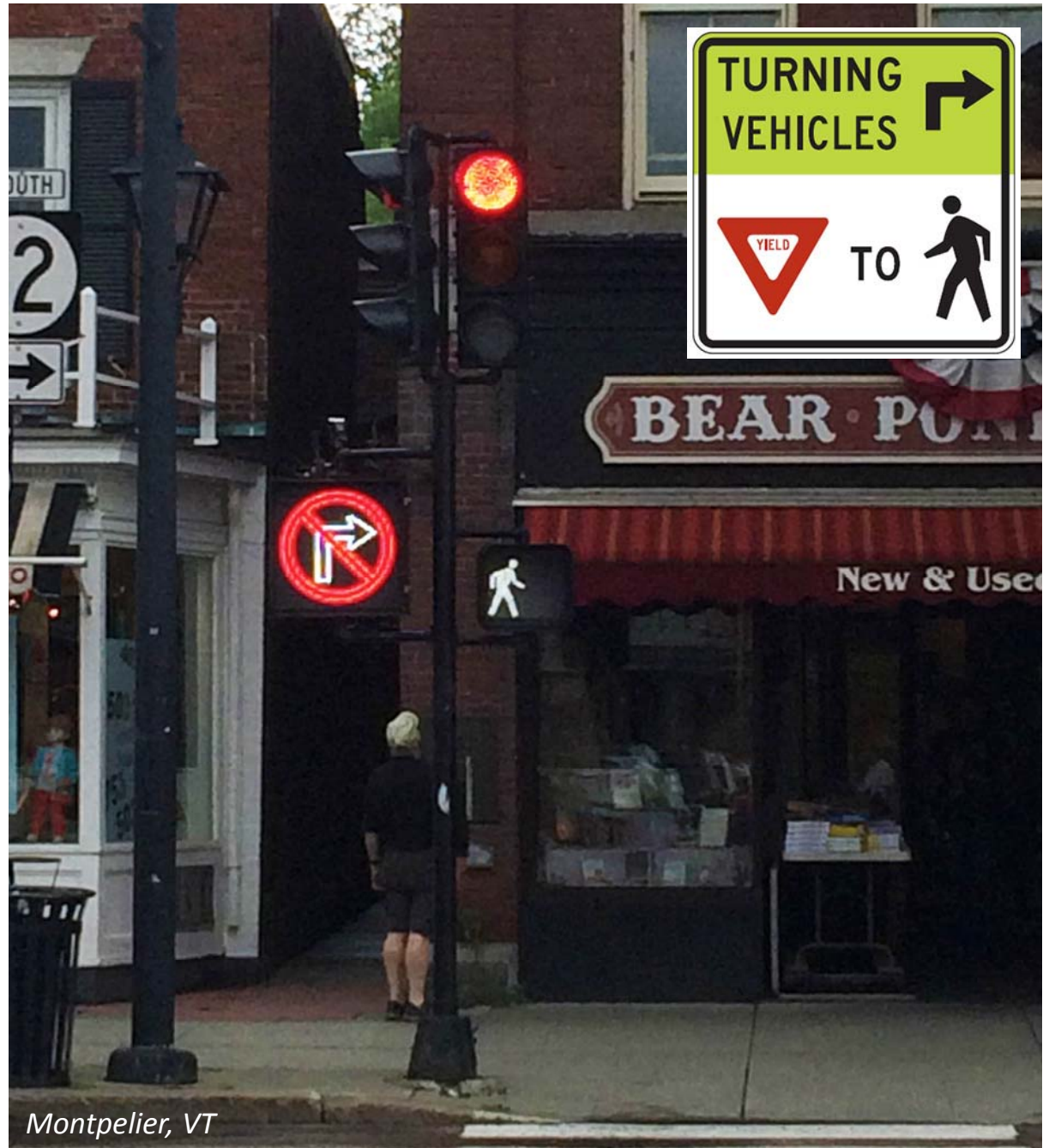




Pedestrian Signal Phasing

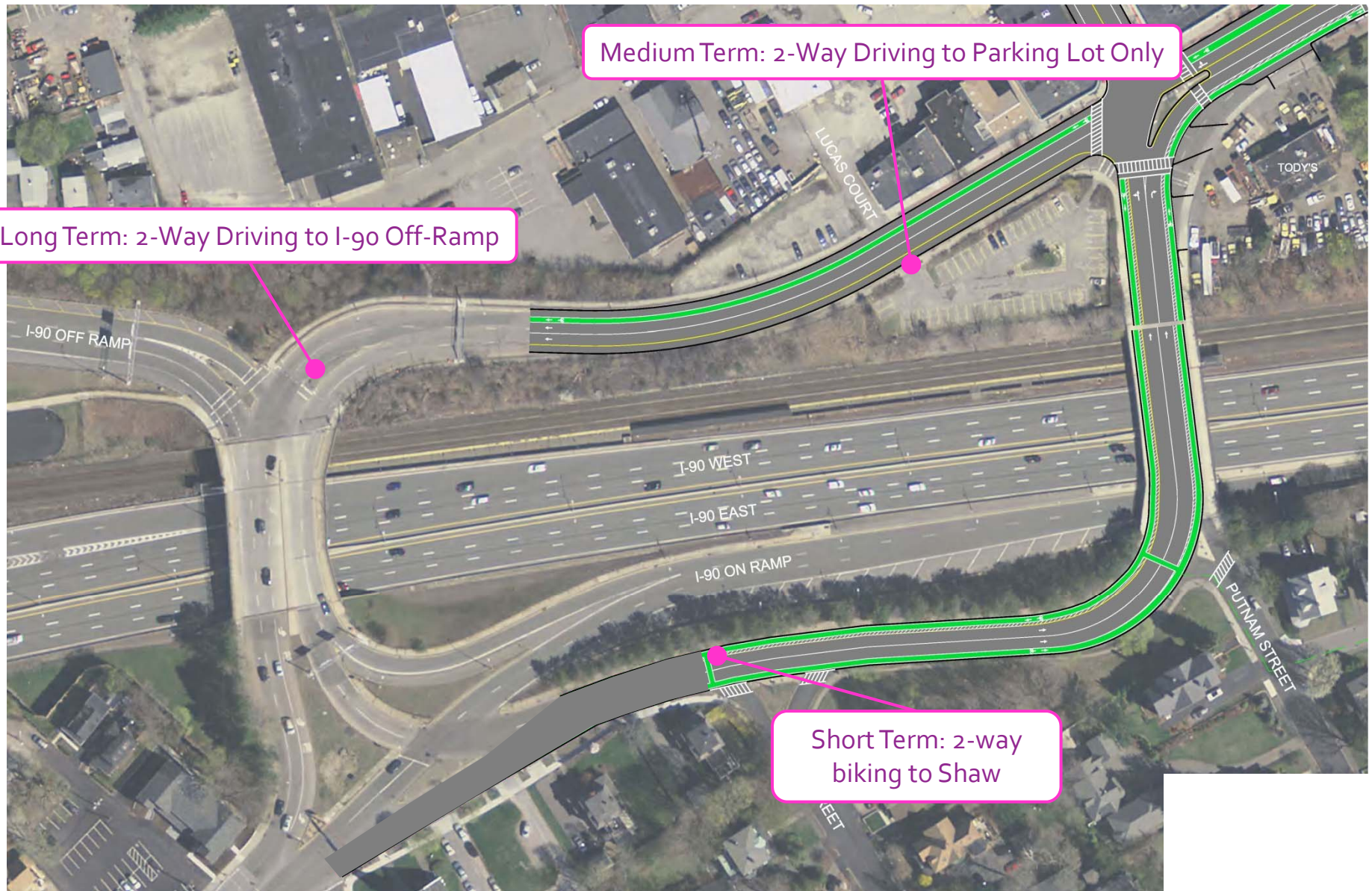
Concurrent Pedestrian Phase:

- Many crosswalks will allow walkers to while vehicles are moving in parallel
- Walkers will get a headstart, during a “Leading Pedestrian Interval” (LPI)
- Signs would remind turning drivers that walkers have the right-of-way.
- Stopped vehicles would NOT be allowed to turn right on red to reduce potential conflicts



Montpelier, VT





PM Peak Hour SOUTHBOUND Travel Time (In Seconds)

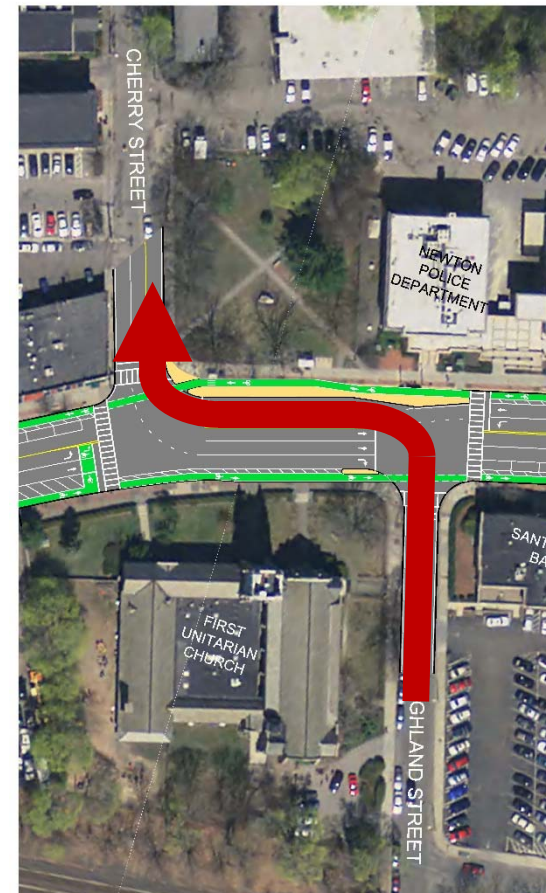
Scenario	2025
Average Predicted for Existing Conditions, <i>if signals and detectors were functioning</i>	131
Average Predicted for Proposed Design	95



- 0:36

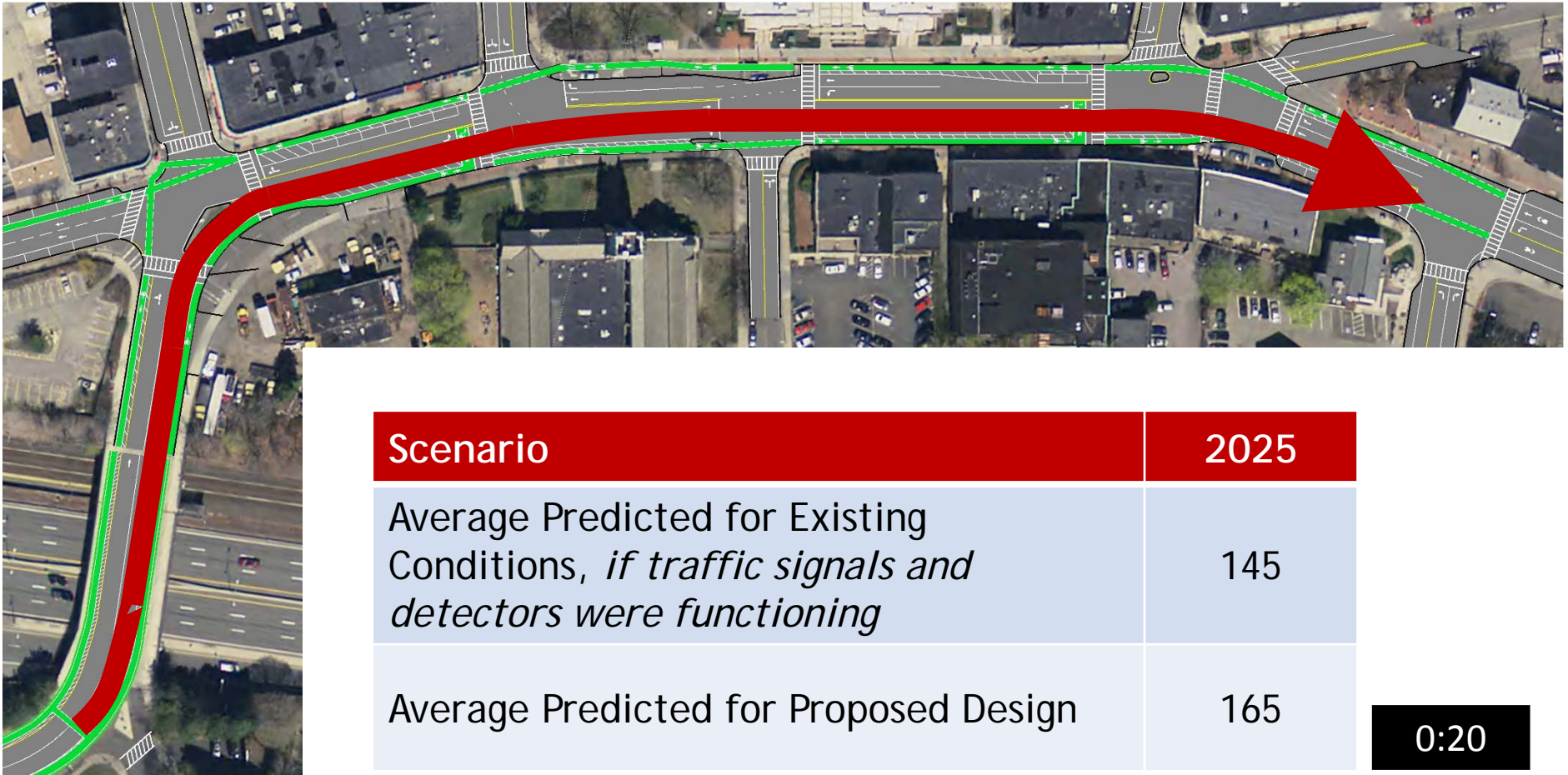
PM Peak Hour NORTHBOUND Travel Time (In Seconds)

Scenario	2025
Average Predicted for Existing Conditions, <i>if traffic signals and detectors were functioning</i>	115
Average Predicted for Proposed Design	113



- 0:02

PM Peak Hour EASTBOUND Travel Time (in seconds)



PM Peak Hour WESTBOUND Travel Time (in seconds)

Scenario	2025
Average Predicted for Existing Conditions, <i>if traffic signals and detectors were functioning</i>	116
Average Predicted for Proposed Design	137



0:21

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SUMMARY



Project Goals:

- Maximize safety and convenience for all travel modes
- Enhance Pedestrian Experience / Village Character / Business Climate
- Benefit the Environment

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0:21