Newton in Motion
Project Update

www.newtonma.gov/transportationstrategy
Agenda

» Project Recap

» Community Input

» Vision, Goals, Metrics

» Action Areas

» What’s Next
Project Recap
Newton-in-Motion

Process Overview

Newton-in-motion is a **strategic process** that will create a comprehensive guide towards a more equitable, economically and environmentally sustainable **multimodal transportation system**.

This plan will go **hand-in-hand with other plans and strategies** that carry Newton forward in a future of changing travel patterns and growing transportation options.

Take your part in sharing **your vision** for Newton’s dynamic transportation future!

[www.newtonma.gov/transportationstrategy](http://www.newtonma.gov/transportationstrategy)

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NEWTON TRANSPORTATION STRATEGY PROJECT SCHEDULE

2015

- Kick off
- Project Branding
- Data Collection & Analysis

NOV. DEC. JAN. FEB. MAR.

- Visioning & Goals Development

Visioning Workshop

2016

- Network Plans
- Vet Initial Ideas

APRIL MAY JUNE JULY

- Initial Concepts Workshop

Draft Plan Strategies Workshop

AUG. SEPT. OCT. NOV. DEC.

- Refine Initial Ideas
- Finalize Network Plans

Final Plan Presentation

Develop Framework

Generate Ideas

Evaluate and Create Plan
Project Outcomes

» Develop a vision for transportation in Newton

» Identify goals and metrics

» Recommend early action projects, policies, network plans, and future projects

» Tie it all together in Action and Implementation Plans
The difference on a street between a Monday morning traffic jam and a smooth Sunday afternoon ride, can be as little as 10% fewer cars.

Expanding roads would scar the well-loved character of the City’s walkable neighborhoods and lively village centers.

Newton-in-Motion will approach congestion from the perspective that through investment in transportation options, traffic congestion can be reduced.

During rush hour, every person walking, biking, riding transit, carpooling, or flexing their hours is actively reducing congestion.
Community Input
Newton-in-Motion

Visioning reached hundreds of people through:

- 2.5 day Needham Street Workshop, “open house” style
- Gallery of Transportation Information showcase at City Hall
- Three presentations, including the Housing Strategy and MBTA Focus 40 project, televised on NewTV
- 10 mobile/pop-up workshops, including the Newton Senior Center, Newton Free Library, Albert Edgar Angier School, and several village centers
- Draft strategies workshop
- Complete streets demonstration & feedback booth
- Online workshop exercises and dynamic project website
WORKSHOP ATTENDEES

Total Number of Attendees Who Provided Their Age: 389

- OVER 60 YEARS OLD: 118
- 51-60 YEARS OLD: 88
- 41-50 YEARS OLD: 94
- 31-40 YEARS OLD: 46
- 21-30 YEARS OLD: 19
- UNDER 20 YEARS OLD: 24

Total Number of Attendees Who Provided Their Zip Code: 449

- 02466: INPUT FROM 99 PEOPLE
- 02460: INPUT FROM 57 PEOPLE
- 02458: INPUT FROM 58 PEOPLE
- 02467: INPUT FROM 10 PEOPLE
- 02461: INPUT FROM 84 PEOPLE
- 02464: INPUT FROM 31 PEOPLE
- 02465: INPUT FROM 60 PEOPLE
- 02462: INPUT FROM 7 PEOPLE
- 02468: INPUT FROM 31 PEOPLE
We heard:
The need for a safer, more walkable Newton

Sample of Input:
- “Need a crosswalk at Washington Street and Waverley”
- “Cedar Street - tree roots pulling up sidewalk”
- “Sidewalk missing on Washington Street in West Newton by Trader Joe’s”
- “Newton Centre is a horrible place to cross the street”
We heard:
A desire for a connected bike network

Schools and other civic buildings in Newton are not well-served by the existing bike infrastructure, but proposed bike paths could provide improved access to many, if not all, of these locations. Even with limited facilities, a small portion of Newton Public School students are biking at every age. For those that bike to school, elementary students are biking an average of 0.66 miles, middle school students are biking an average of 1.0 miles, and high school students are biking an average of 1.49 miles.
We heard:
The need for more frequent, reliable & accessible transit

Transit service success depends on people using it, so providers look closely at where riders are located and how many potential riders are along a proposed route. This map estimates the potential ridership in each area of the city by combining the job density and resident density.

Areas shown in orange (11-15 people+jobs per acre) can generally support bus service with buses every 30-60 minutes. Areas in red (15-30+ people+jobs per acre) are more likely to support higher frequency bus service with buses every 15 minutes or more. Options for transit without a fixed schedule are becoming more viable with technological improvements, and are promising for areas with lower densities of people and jobs.

Source: MBTA, ACS 2010, 5-year estimates via Census Transportation Planning Products
We heard:
A desire to plan for the future, including supporting aging-in-place and planning for new technologies

Create places that are walkable & cater to all potential users

Fixed-Route Transit vs. Door-to-door Demand Based Services?
We heard:
The need for more streamlined decision-making, policies and accountability that supports City goals

Transportation measures and programs are narrowly aimed at peak congestion to the detriment of other priorities.
We heard:
School access by school bus, public transit, walking and biking is a priority (plus smart school siting)

% that feel their child’s school encourages or strongly encourages walking and biking to school
- 64% Elementary school
- 15% Middle School
- 10% High School

2014 City of Newton Planning Department Safe Routes to School Survey
We heard:
An appeal for ACTION!
We heard:
An appeal for ACTION!
Goals

1. Safety
   - Safe

2. Smart Growth
   - Smart

3. Consistency
   - Accessible

4. Real Options
   - Livable

5. Balance

6. Quality of Life

7. Reducing Driving & Strengthening Alternatives
   - Sustainable
# Draft Transportation Action Plan

## Vision Elements

|---------|----------|---------------|------------|----------------|

## Goals

- **1. Safe**: Base policies, investments, and enforcement on **safety first**
  - Use adaptive approaches to transportation planning and investment & adopt promising technologies
  - Provide a variety of reliable and easy to use **options** for getting to destinations
- **2. Smart**: Make the experience of traveling in and visiting Newton **pleasant and enjoyable**
- **3. Accessible**: Reduce the **carbon footprint of travel** in Newton

## Metrics

- **Crashes**
- **Travel Time**
- **Trips**
- **Neighborhood Vitality**
- **Vehicle Ownership**

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**Newton in motion**

A Transportation Strategy for Newton
Draft Transportation Action Plan

**Action Areas**
- Complete Streets / Vision Zero
- Transit and Shared Mobility
- Active Transportation
- Parking Management
- Congestion Reduction

**Process**
- Establish data driven processes
- Explore emerging solutions
- Secure sufficient resources
- Provide excellent customer service
What’s Next?

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