

*Battle Green
Improvements*

*Lexington, MA
July 14, 2022*

Tourism Committee

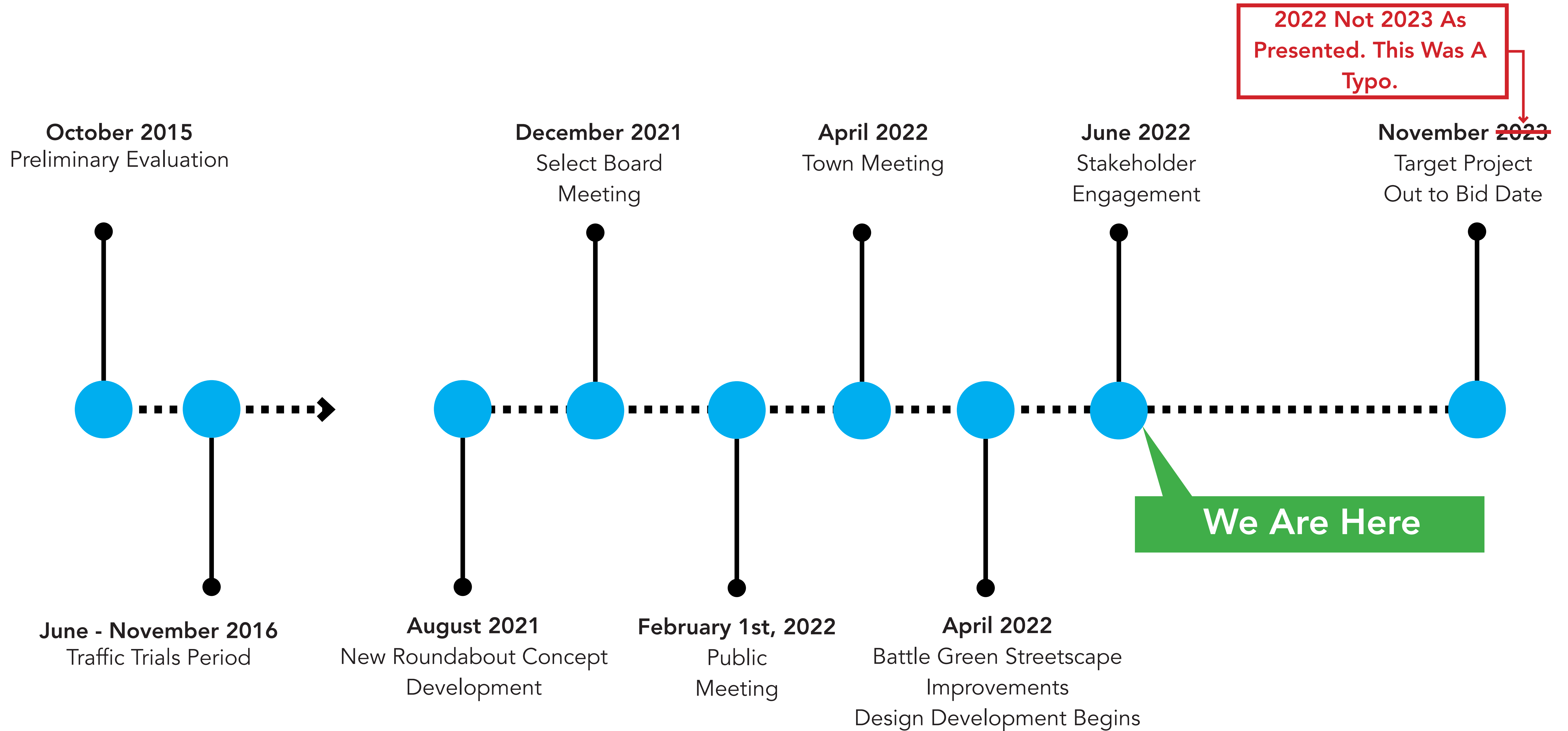


PROJECT GOALS

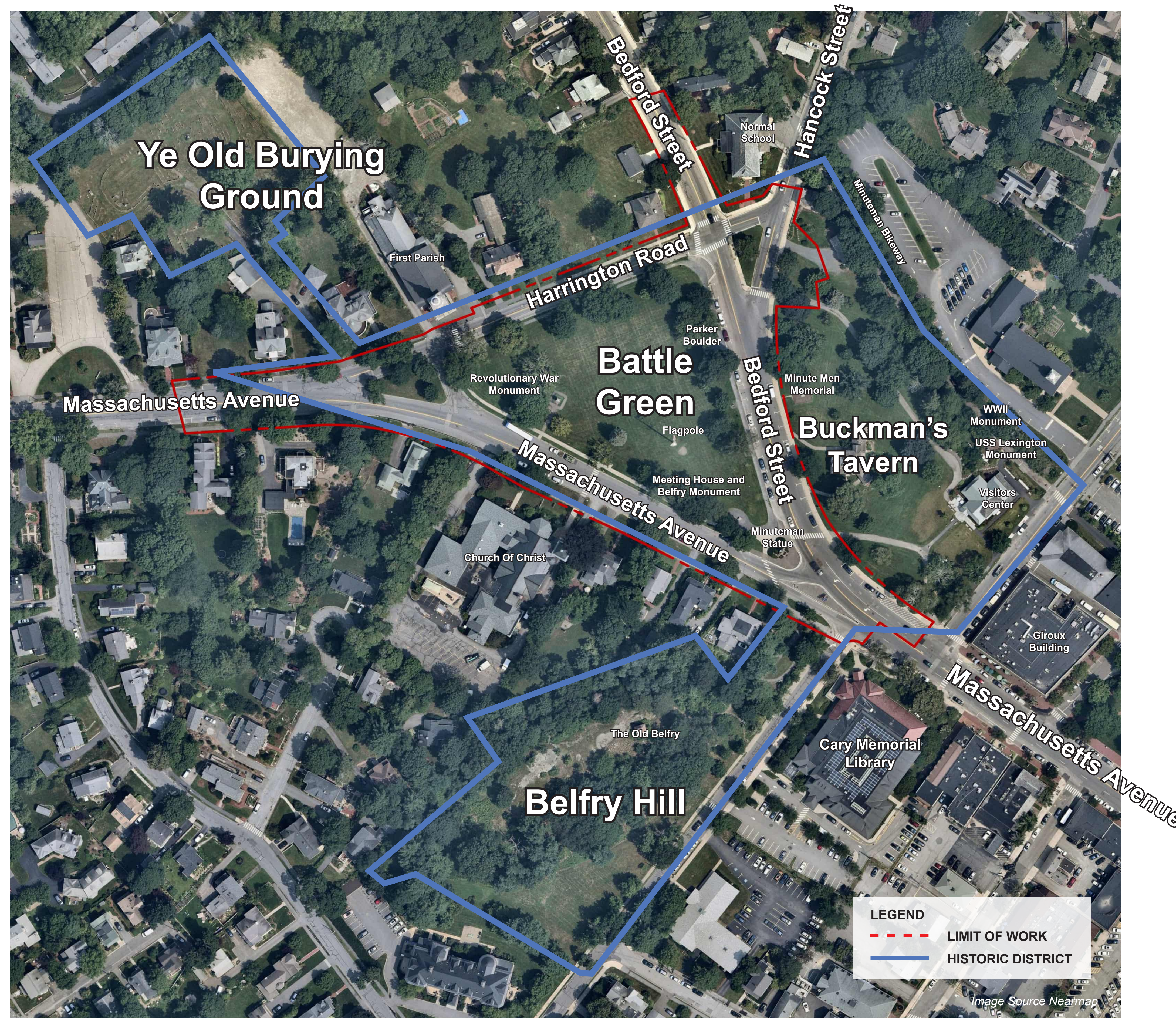
- Pedestrian, Bicycle and Vehicle Safety
- Vehicular Operational Improvements
- Improved Connectivity and Accessibility
- Landscape Enhancements

PROJECT SCHEDULE

The intent is to have construction completed in advance of the 2025 celebration of the 250th anniversary of the Battle of Lexington.



PROJECT LIMITS AND HISTORIC BATTLE GREEN AREA



Belfry Hill



Buckman's Tavern Area

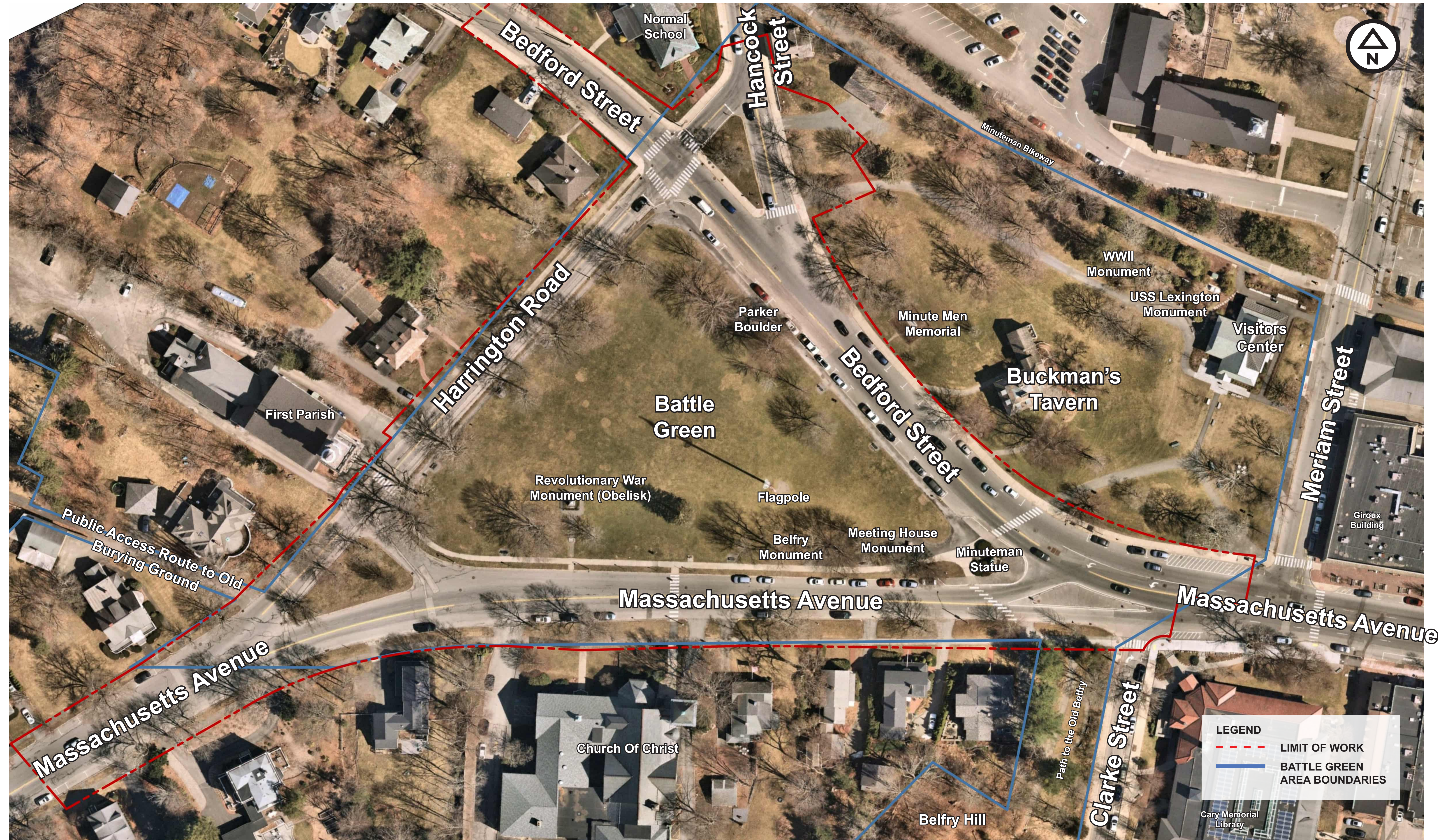


Ye Olde Burying Ground



Battle Green

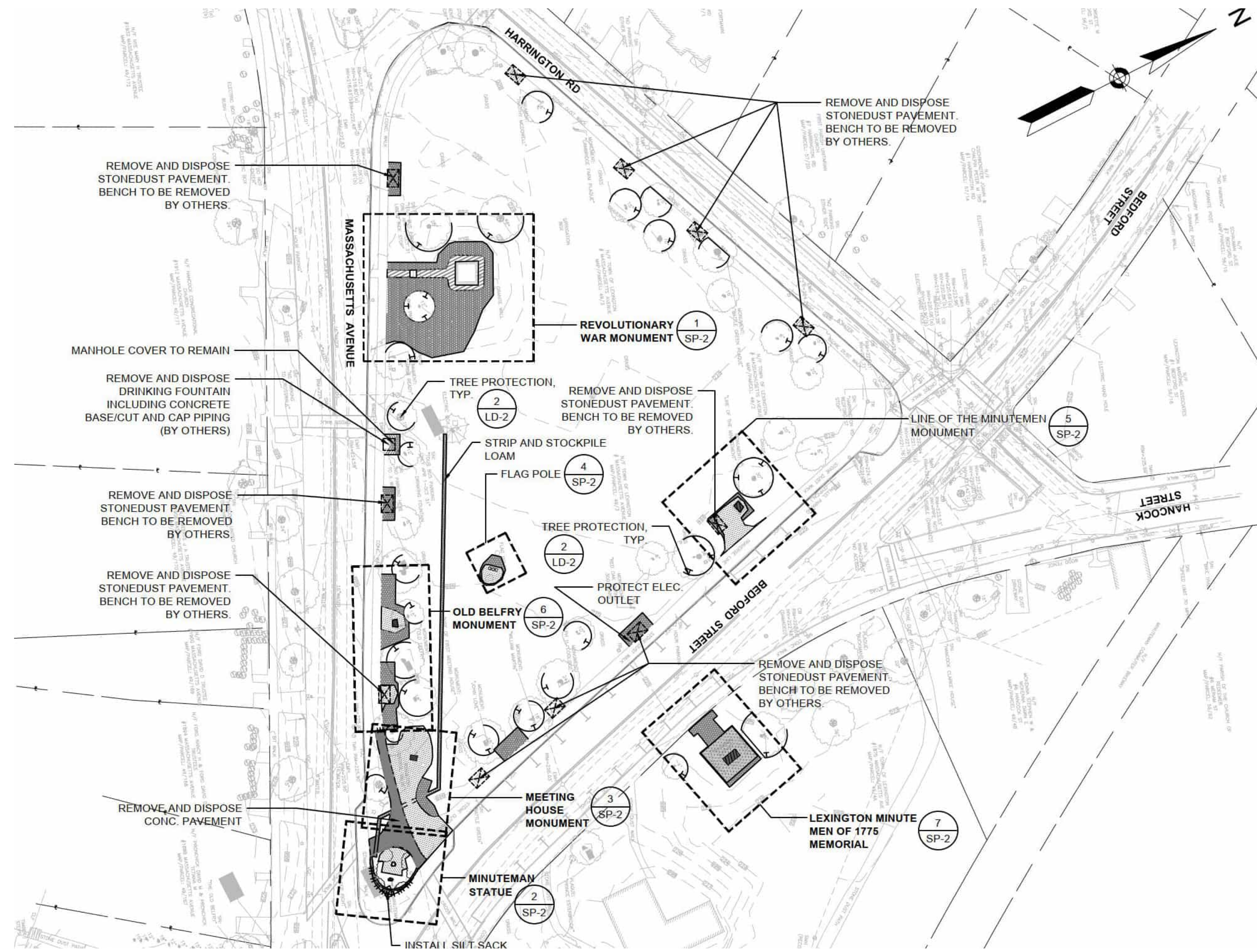
EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



ON-GOING PROJECTS - LEXINGTON BATTLE GREEN MASTER PLAN IMPROVEMENTS



Minuteman Memorial



Revolutionary War Monument



Old Belfry Monument




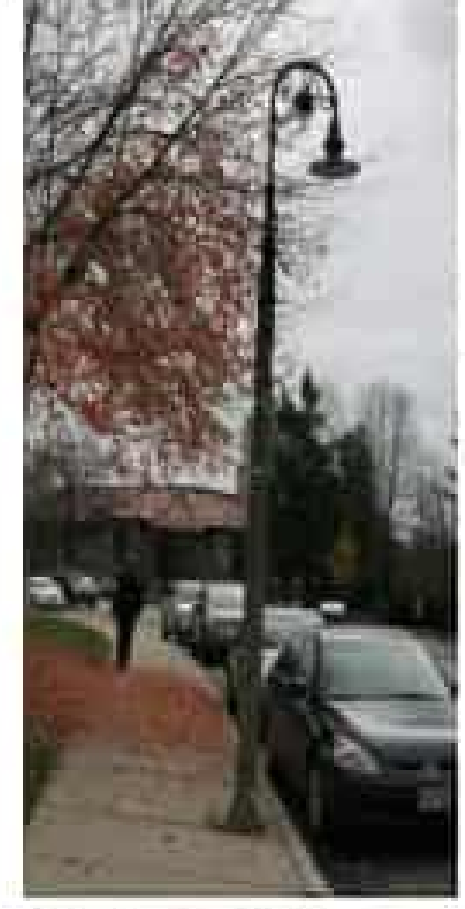


Minute Man Statue

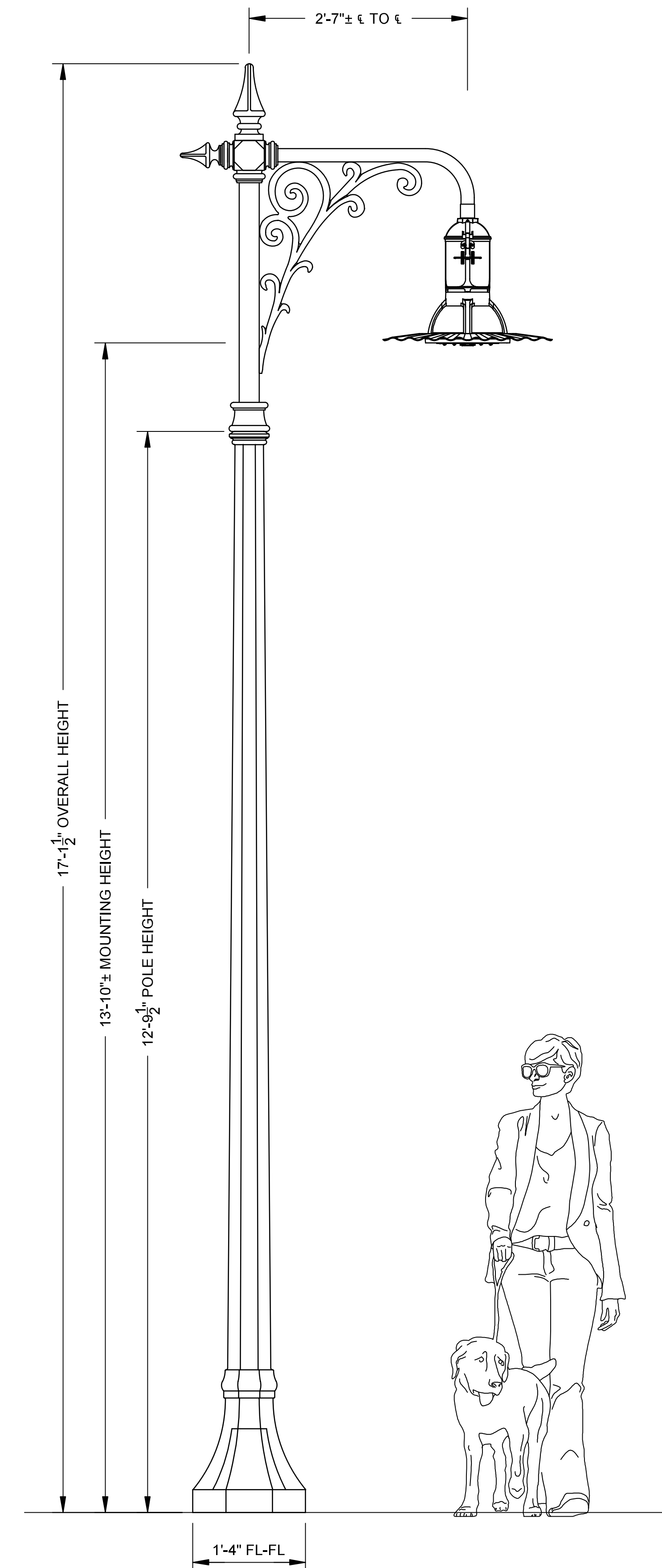
LIGHTING

Master Plan Recommendation

Continue to research the history of street lighting in the Battle Green Area and determine the date and reasoning for each lighting campaign. (There are no light fixtures shown in the 1905 photographs, so presumably any historic fixtures would be 20th century in design). Include both gas and electric options. The town of Stockbridge just re-cast their historic light fixtures and posts, and this may be an option for Lexington if a better historic light fixture is available.

If a more historic fixture is not found, use the curved top or Emery Park platter light (preferably with full cut-off lighting) as a design template, as it is the most environmentally friendly option, and offers the softest illumination without glare of all existing styles. Investigate options for warm LED bulbs in wattage suitable for safety which does not compromise the monument and flagpole lighting. Obtain approval for selected post, luminaire and type of bulb selected. Develop a comprehensive lighting plan for the Battle Green which is sensitive to the aesthetic lighting of the monuments and creates a safe walking and driving condition using the minimum number of lights. If possible, locate the lights on the edges of the street across the road from the Battle Green with no lights on the Battle Green.

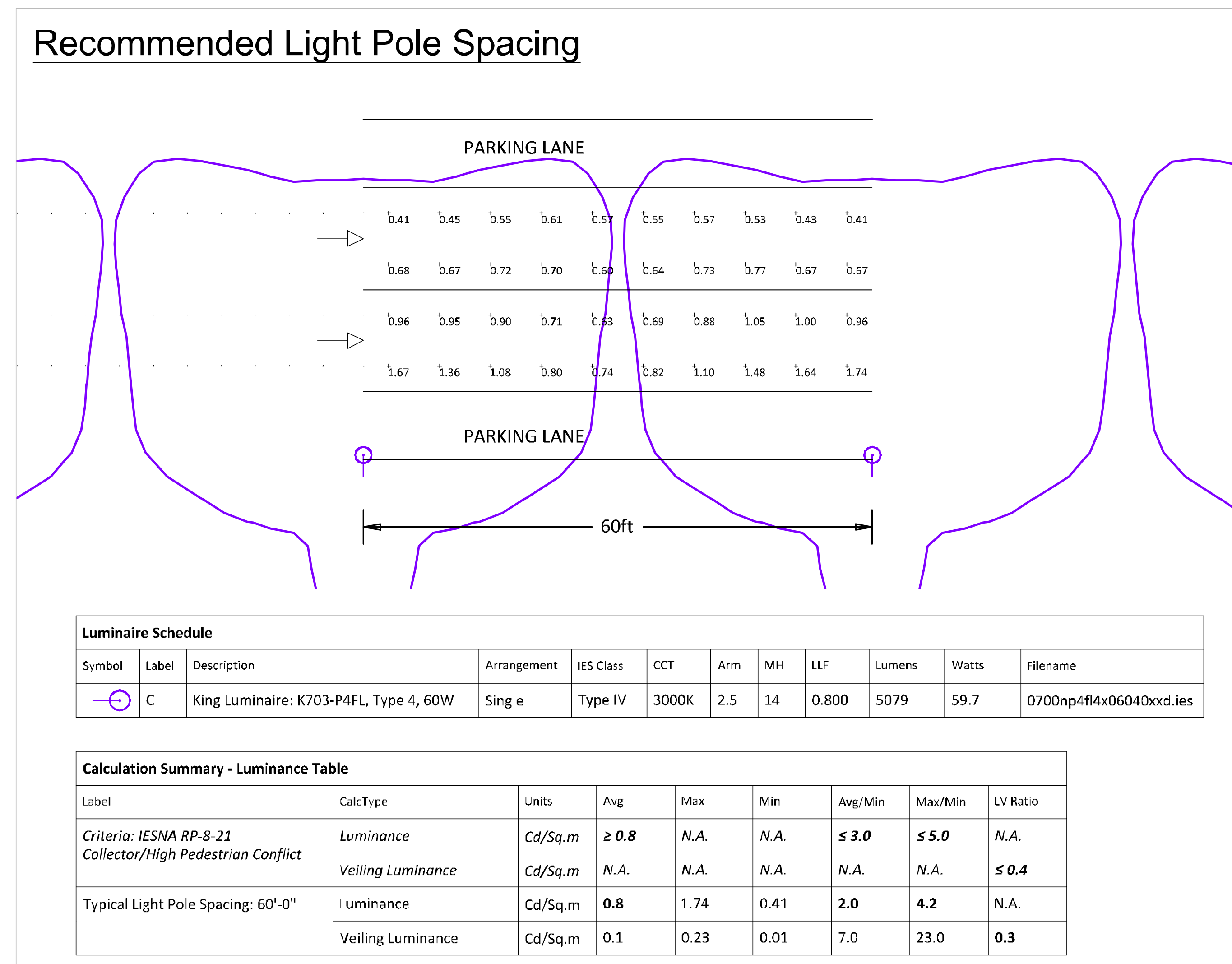
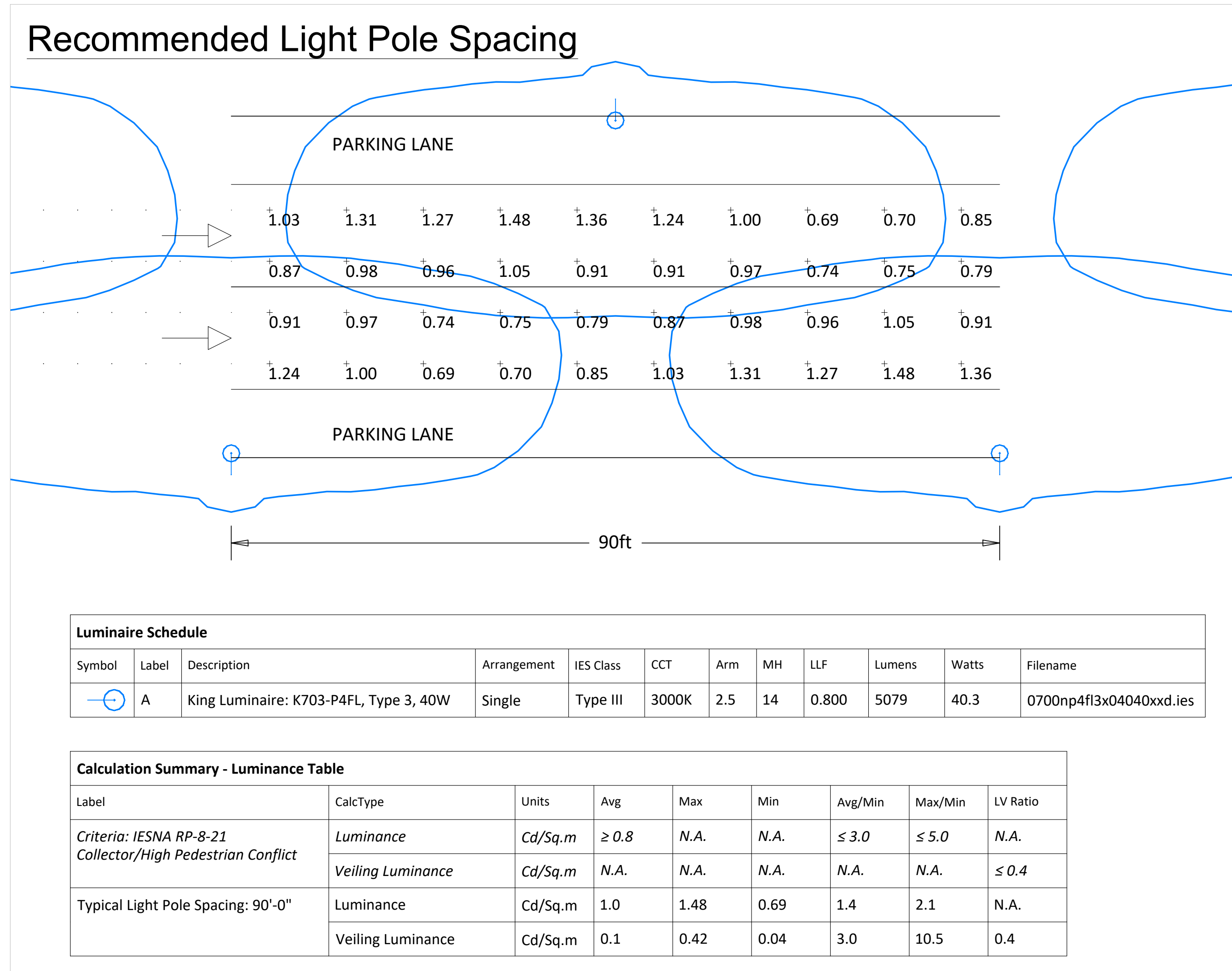
			
Bedford Street (1) Metal post and colonial luminaire; installed by Boston Edison as a sample and never removed (c. 1970's)	Bedford Street (5) Spun concrete post with metal top and ruffled platter-style luminaire	Hancock Street (3) Spun concrete post with glass acorn-style luminaire	Clarke Street (3) Wooden telephone pole post with mercury vapor goose-neck luminaire



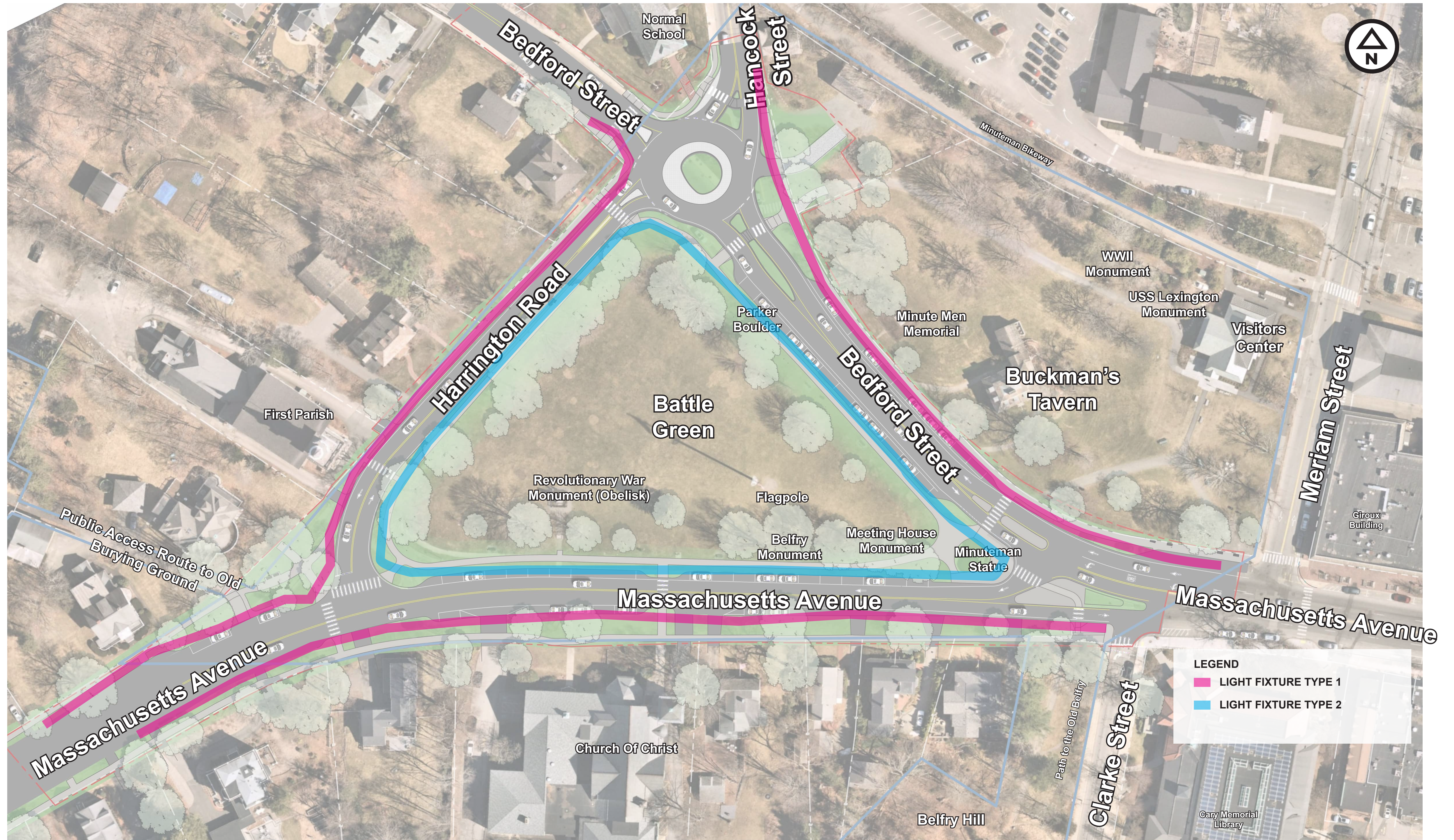
LIGHTING

Design Intent

- Light Fixture (LEDs) Color temperature - Incandescence white 2700k to 3000k
- New luminaire fixture selection - Minimize qty of poles
- Dark Skies Compliant
- Minimize poles in the Battle Green



LIGHTING



SITE FURNISHINGS

Master Plan Recommendation

Bench

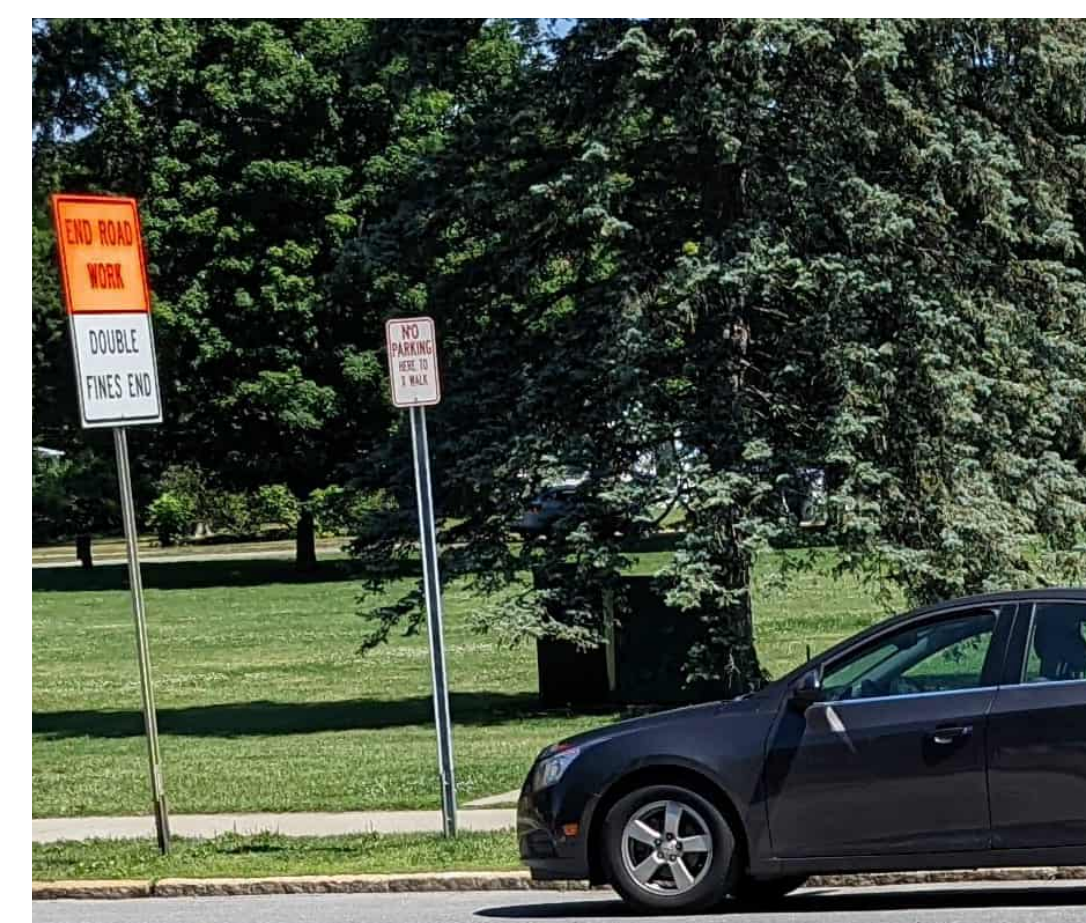
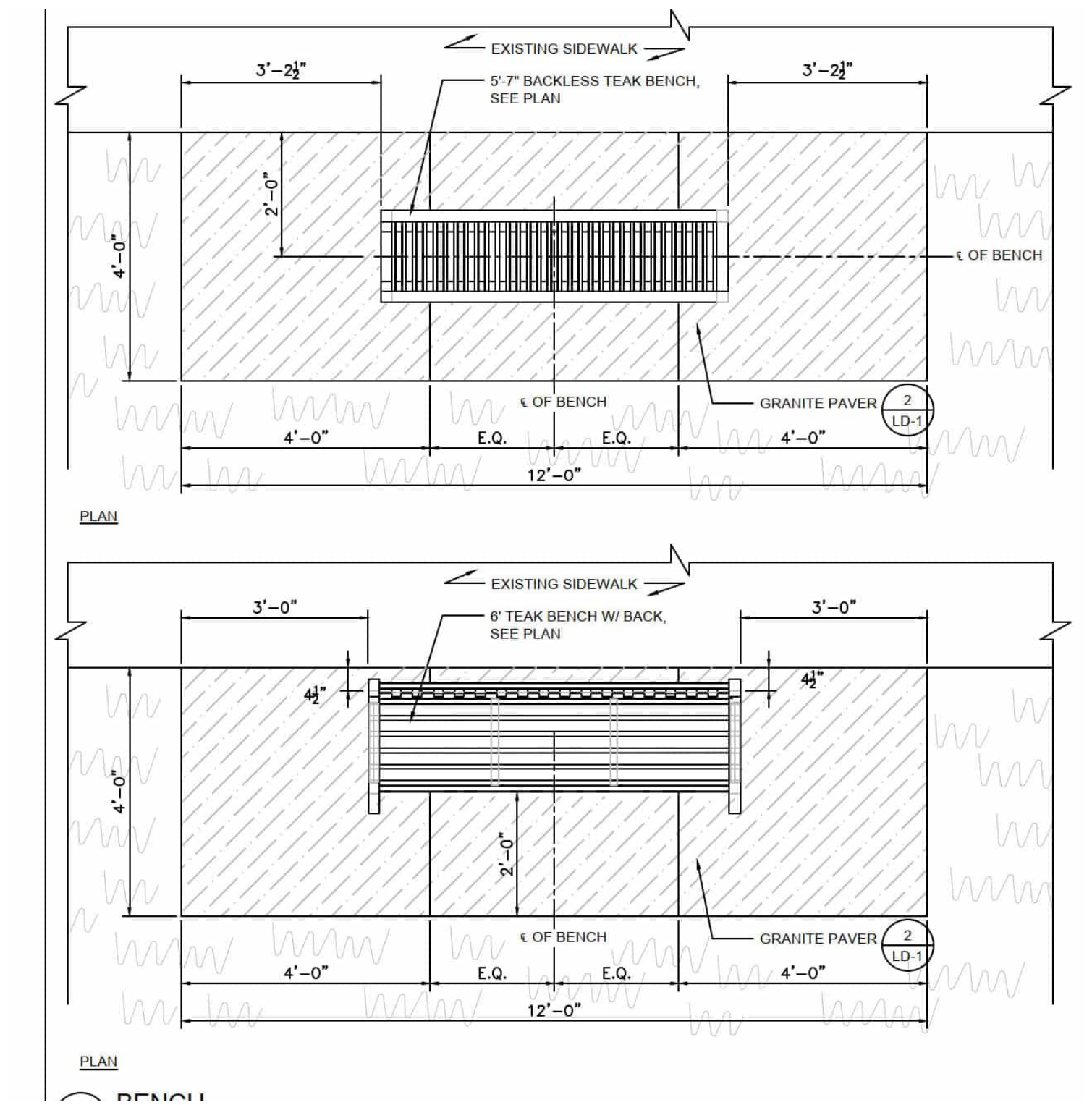
Naturally weathered teak bench. As they wear out, replace existing concrete and wooden benches with teak versions set on stabilized sand bases or large size granite paving. Battle Green benches do not include memorial plaques; donations of memorial benches (with plaques) can be used at Belfry Hill and Lexington Visitor Center. Group benches in shady, discreet areas of Green. As a simpler alternative for the Battle Green, consider a backless bench style that matches the design of the current teak bench. Using a combination of backed and backless benches offers a suitable and simple solution for the Battle Green Area. Donated funds for memorial benches should include the cost of repairs and replacement as necessary.

Trash Containers

Both trash container designs are historically sensitive to the Battle Green landscape. The simple top and black powder-coated style of the newer trash container is easier to maintain. Consistency is important, so use of all powder-coated black style with the insert should be required as the older trash containers are replaced. Trash containers should be placed only in areas frequented by people and set adjacent to or in concert with benches and other site furnishings.

Utility Boxes / Transformers

Beneath the blue spruce tree is a large utility box used to pull power for the Patriots Day Reenactment and other large events that occur on the Battle Green. It is recommended that this tree not be replaced. When the tree is no longer there, the utility box will be open and exposed to view from all areas. If the box can be relocated to another, less visible, location, that is the best solution. If that is not possible, then sinking the box and protecting with an at-grade cover is another alternative. If the utility box has to remain as is, then masking its presence with an irregular and informal arrangement of shrubs is a necessary alternative.



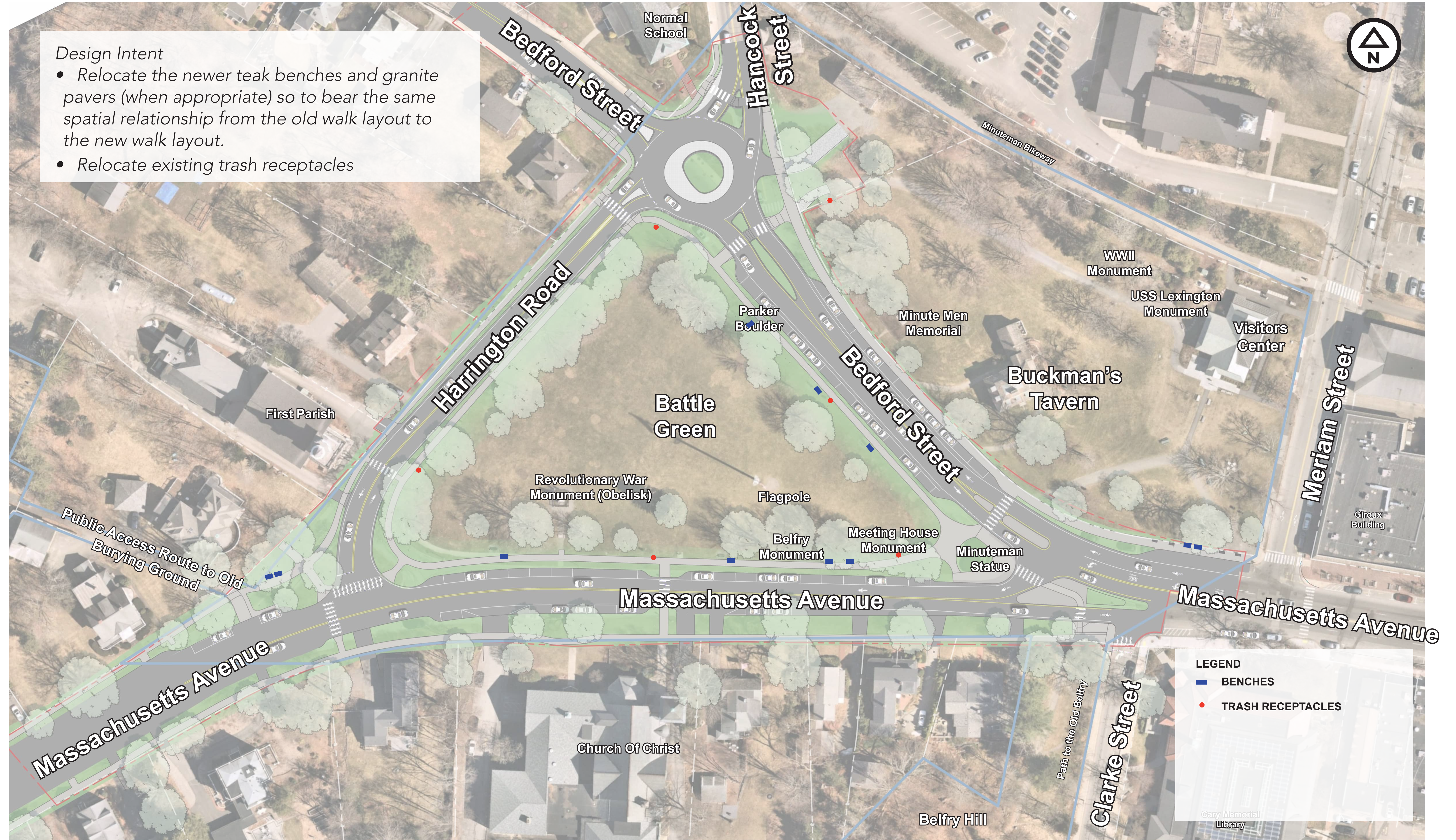
SITE FURNISHINGS - EXISTING



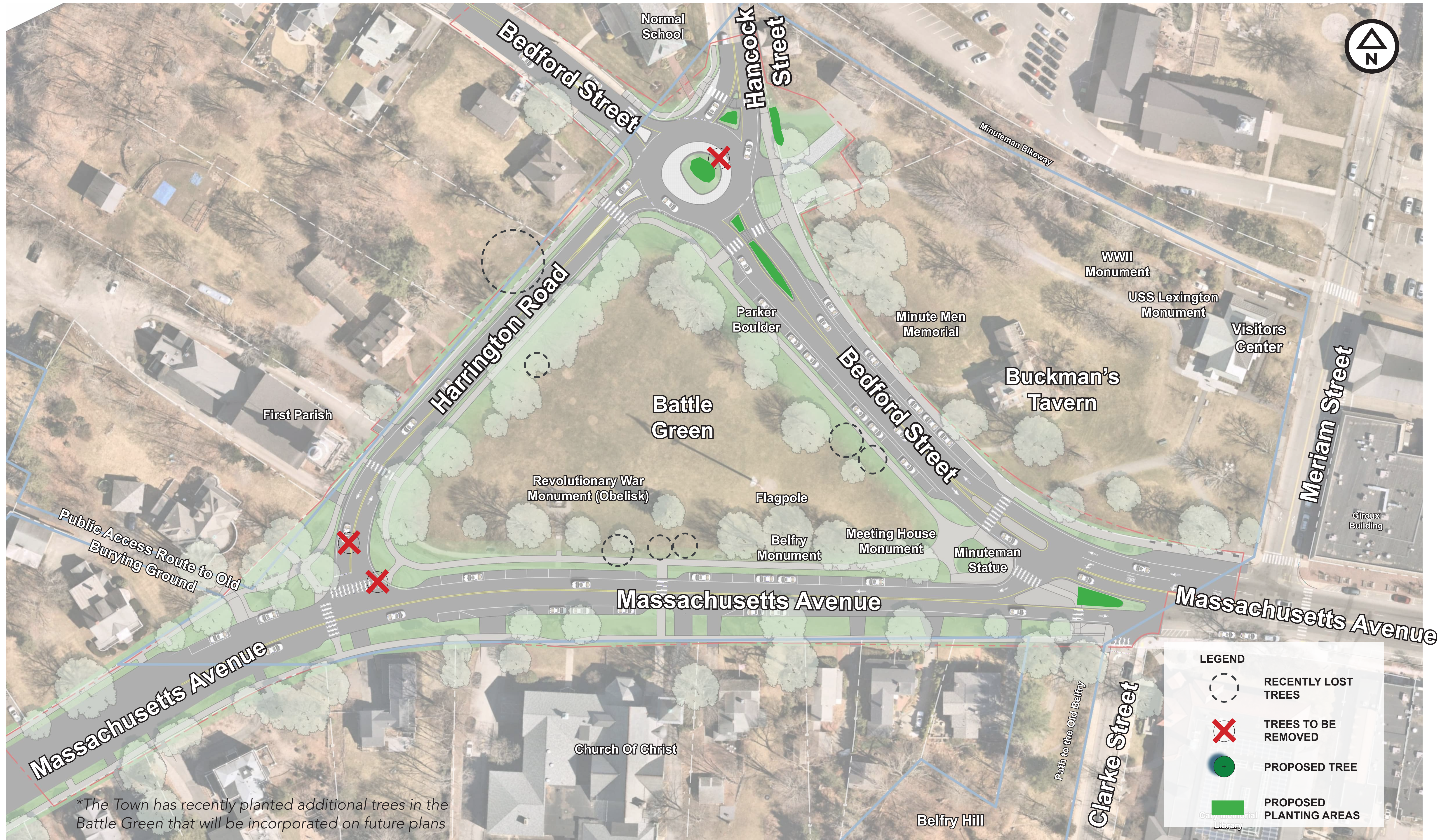
SITE FURNISHINGS - RELOCATED OR PROPOSED

Design Intent

- Relocate the newer teak benches and granite pavers (when appropriate) so to bear the same spatial relationship from the old walk layout to the new walk layout.
- Relocate existing trash receptacles



VEGETATION - TREES



*The Town has recently planted additional trees in the Battle Green that will be incorporated on future plans

SIDEWALK PAVEMENT TREATMENTS

Master Plan Excerpt

The crushed stone, though perhaps the most historically sensitive, is messy, easily tracked, and has a tendency to get muddy or puddle under heavy wear. It is the most permeable of all paving solutions. Its use throughout the Battle Green Area has resulted in mixed success. It has been most successful for informal paths through open lawns where there is little topographic change and limited foot traffic away from historic structures...

...The concrete sidewalk along Bedford Street, though more contemporary in appearance, offers a durable surface that can withstand heavy foot traffic and is more cost effective than brick. If the concrete was acid-washed when installed, the resulting "exposed aggregate" surface would offer a more historic appearance than the brushed, even concrete surface of the current sidewalk. This option, however, is more labor intensive and therefore more costly than the brushed concrete surface...

...Final selection of any paving material should be based on its durability, its installation costs, its historic appearance, its ADA compliance and its maintenance requirements...

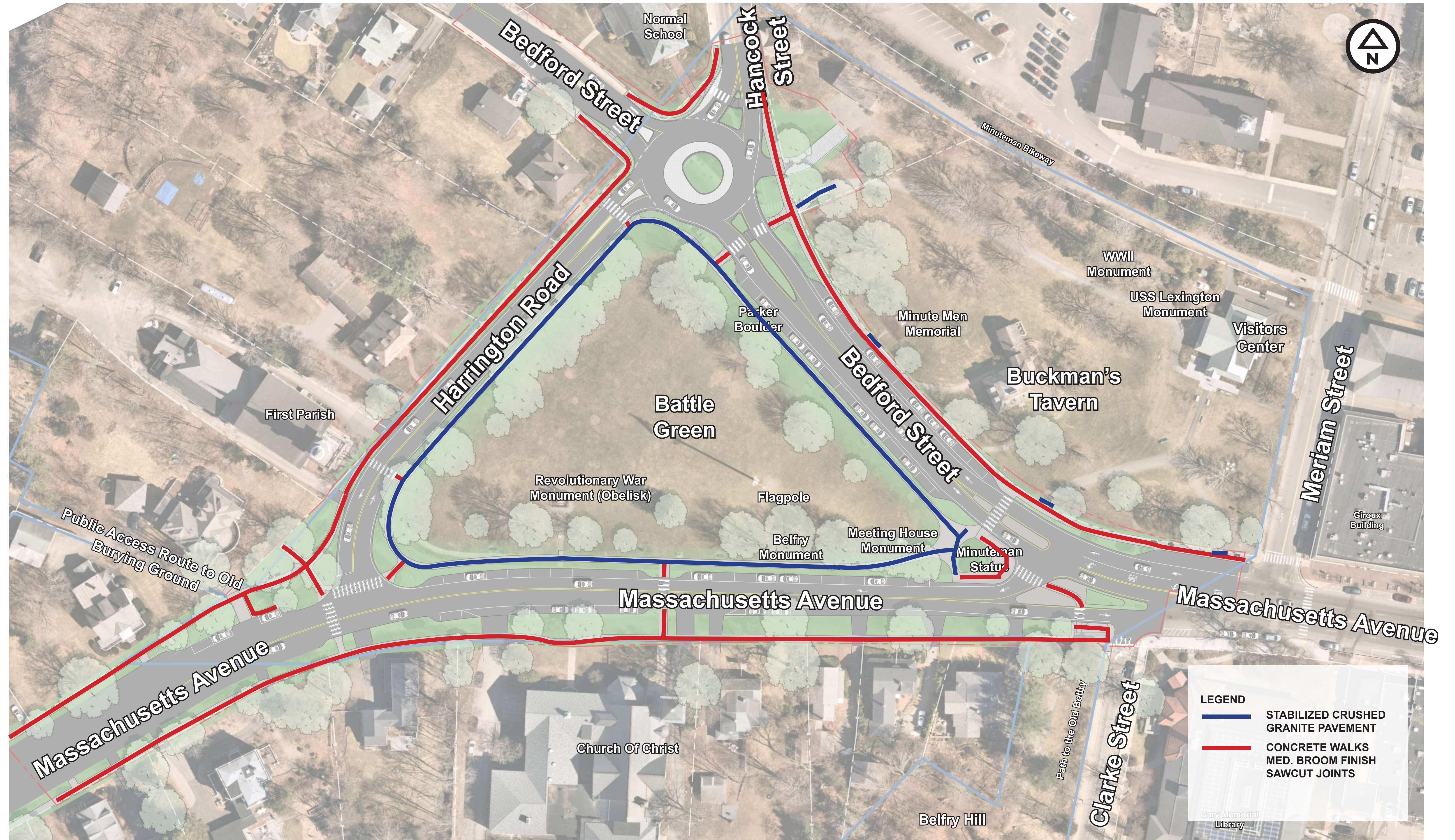
Paths that are rarely used should be eliminated and returned to grass / lawn. "Desire paths," indicated by worn footpaths in the lawns, should be considered for improved surfacing. If a marker system is approved for labeling or linking historic features, it should be incorporated into the paving system (such as the markers found on the Freedom Trail).

Curb cuts in appropriate locations are necessary to provide access for those using mobility devices. Path materials and transitions, including curb cuts, must be designed and installed to conform to ADA standards. During the reenactment, appropriate places for the disabled to gain access and viewing platforms for the activities should be considered.

Master Plan Recommendation

Category/Level	Recommended Material	Comments
Town Sidewalks - A (major walks adjacent to roadways away from the Battle Green (i.e. Buckman Tavern side of Bedford Street and resident's side of Massachusetts Avenue	Exposed aggregate concrete	6' width; ADA compliant tip-downs at crosswalks
Primary paths (i.e path to Lexington Visitor Center, Buckman Tavern, etc.)	Stabilized crushed granite stone on appropriately-prepared base; transition to large-cut antique or sandblast surface granite (4' x 4') within 12' of building to remove stone grit from shoes	4' width; edge adjacent lawn areas biannually to retain crisp edges Stone, brass or bronze markers inset at key locations can link features and connect to interpretive program
Secondary paths (i.e. paths within Belfry Hill, paths within ye Olde Burying Ground, path from Lexington Visitor Center to Hancock Street)	Stabilized crushed granite stone on appropriately-prepared base	3' width; edge adjacent lawn areas biannually to retain crisp edges
Paths and paving surrounding monuments	Stabilized crushed granite stone on appropriately-prepared base; transition to large-cut antique or sandblast surface granite (4' x 4') within immediate surrounds of monuments	3' width; edge adjacent lawn areas biannually to retain crisp edges; some monuments to sit within crisply-defined area off adjacent sidewalk (no distinct path)

SIDEWALK PAVEMENT TREATMENTS



PARKING, TRAFFIC CALMING AND SAFE PEDESTRIAN ACCESS

Master Plan Recommendation

Parking and Buses

It is the recommendation of this report that a parking and traffic study be completed that includes an analysis of parking for automobiles along Bedford Street and Massachusetts Avenue, alternative locations for these spaces if they were eliminated from the Battle Green, and options for bus drop-off and parking.

In consultation with the Historic Districts Commission, develop plans to remove parking (if recommended) over a period of time around the Battle Green and relocating the parking spaces to other designated locations. Parking should be evaluated on Harrington Road to accommodate the need for residential guest parking and church demands.

A dedicated bus drop-off area should be designated in a spot away from cross walks or areas where buses dropping passengers might obscure pedestrian visibility. Once passengers disembark, buses should be required to leave the area and park in a designated lot away from the Battle Green, then return at the appropriate time to pick up passengers.

A plan for tour buses and tour programs should be linked to the interpretation and signage program, and take into consideration getting visitors into local businesses. One possibility might include a bus drop-off in the Battle Green Area and bus parking or pick up in the downtown area, encouraging visitors to explore downtown shops. Another option might include starting bus groups at the Depot or Museum of National Heritage and bringing them to the Battle Green via trolley or other, less intrusive, mode of mass transit.

Traffic Calming and Safe Crossings

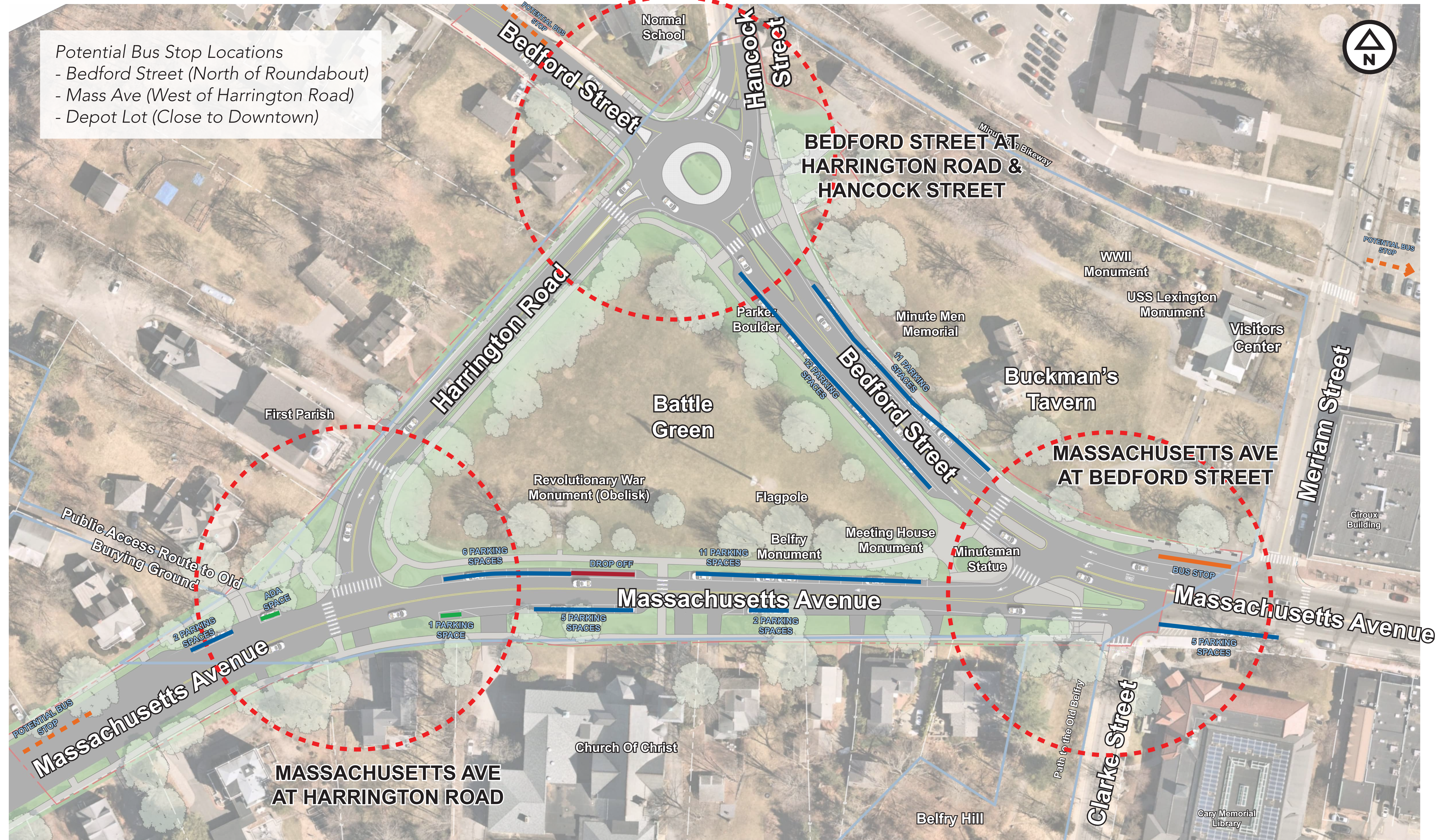
Where possible, enhancing the use and feel of the Battle Green Area as a special place apart from other Lexington parks is an important goal of all traffic calming, crossing and parking recommendations. The treatment of traffic islands should be consistent with the lawn and tree plantings on the Battle Green.

Working with the Battle Road corridor, coordinated and consistent treatment of these issues throughout the Battle Road may offer a comprehensive design solution and standards that are consistent, considerate of all users, and safe.

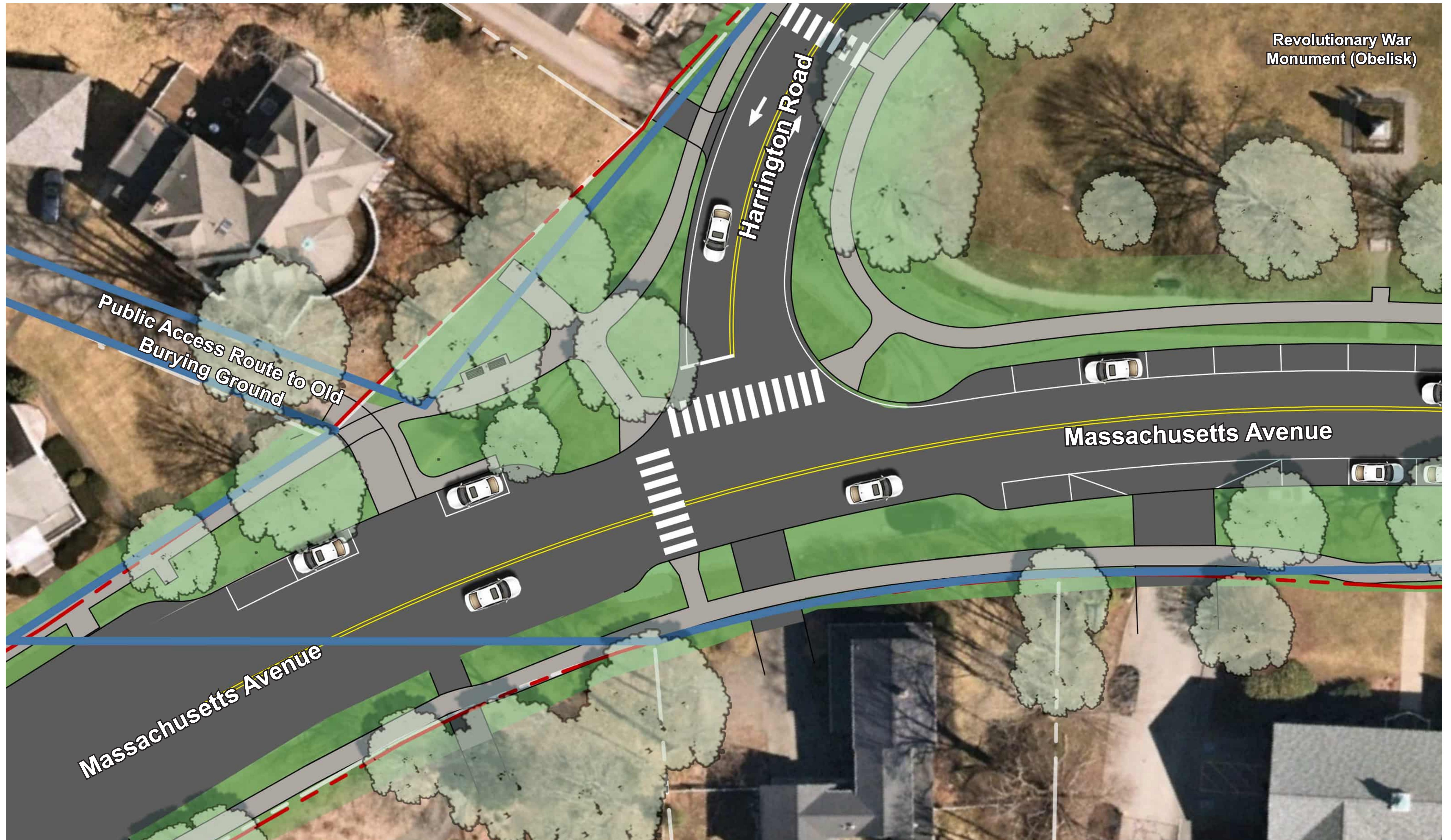
Though necessary, safety signage should be carefully designed and limited to those locations and messages that are critical for the safety of all users. Selected materials and locations should take into consideration their (positive) visual impact of this sensitive area.



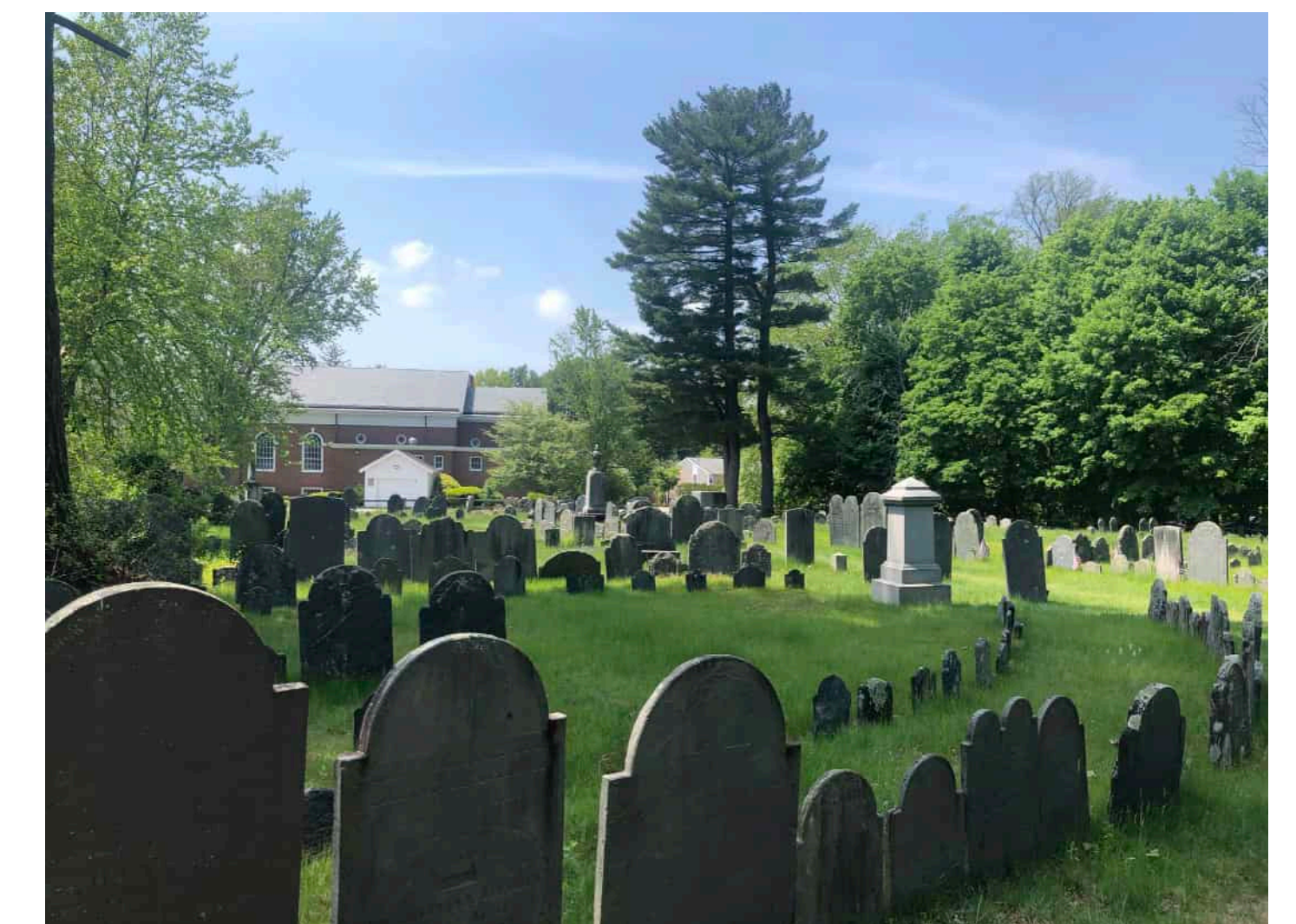
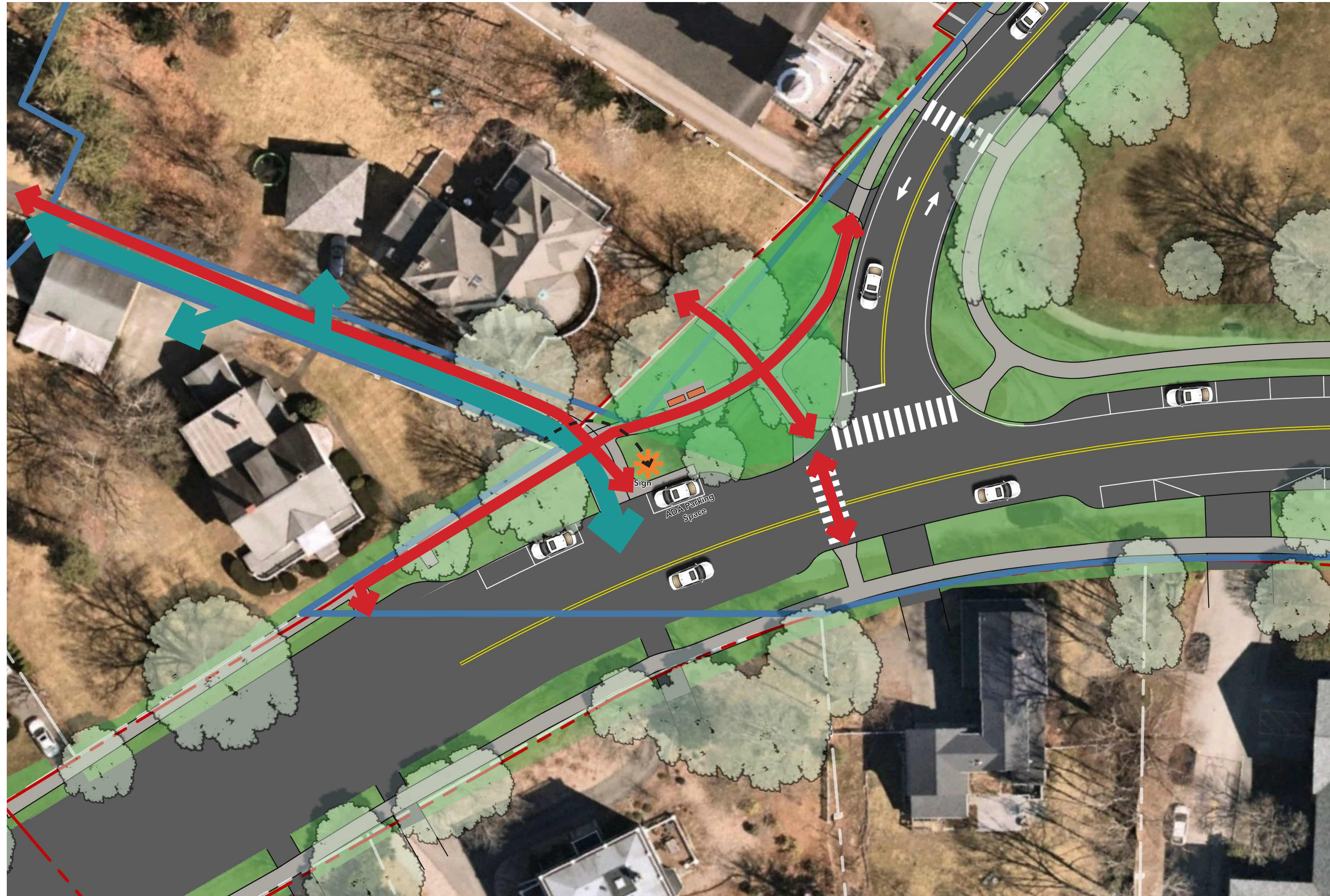
PARKING, TRAFFIC CALMING AND SAFE PEDESTRIAN ACCESS



MASSACHUSETTS AVE AT HARRINGTON ROAD



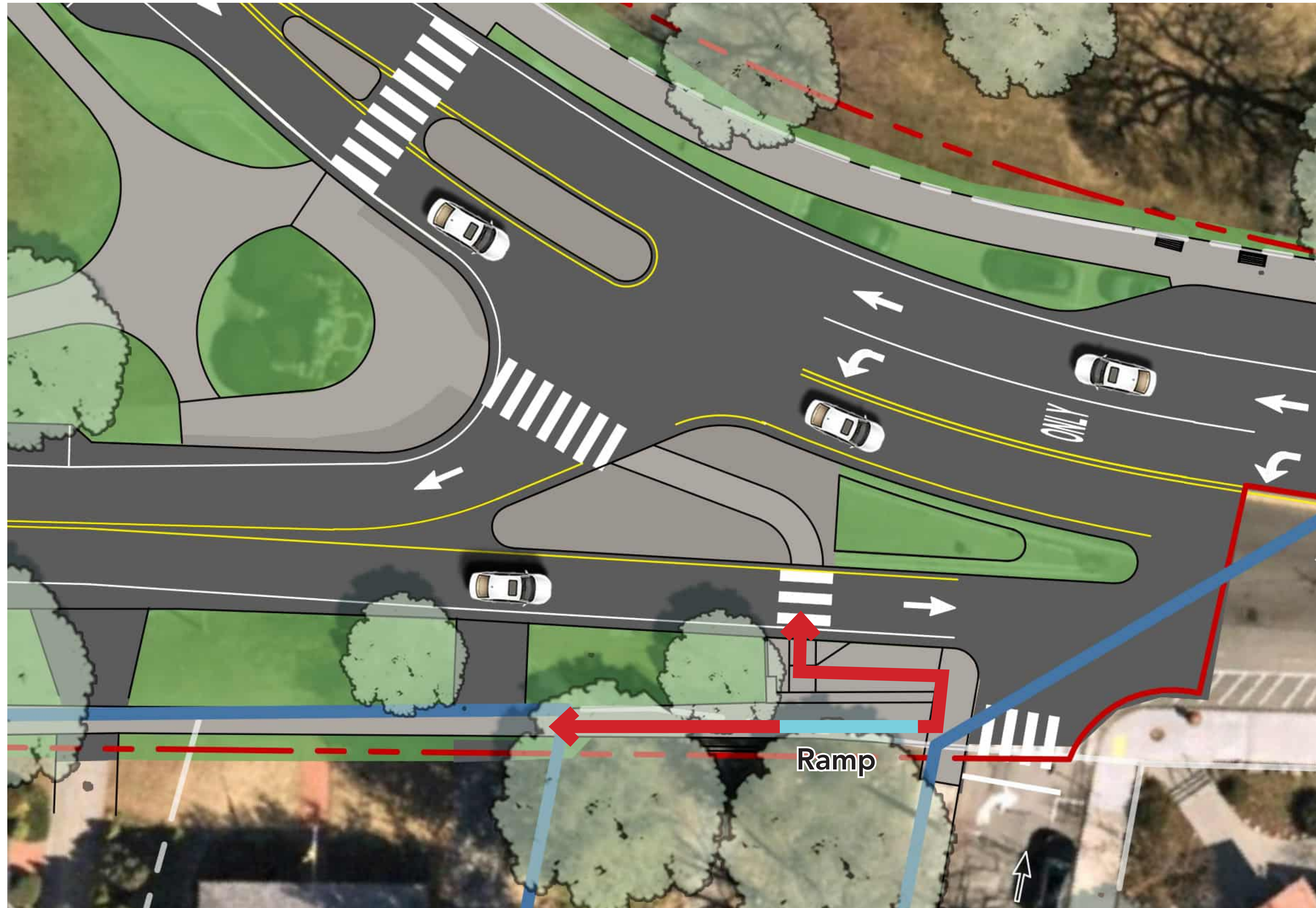
MASSACHUSETTS AVE AT HARRINGTON ROAD - YE OLD BURYING GROUND ACCESS PATH



MASSACHUSETTS AVE AT BEDFORD STREET

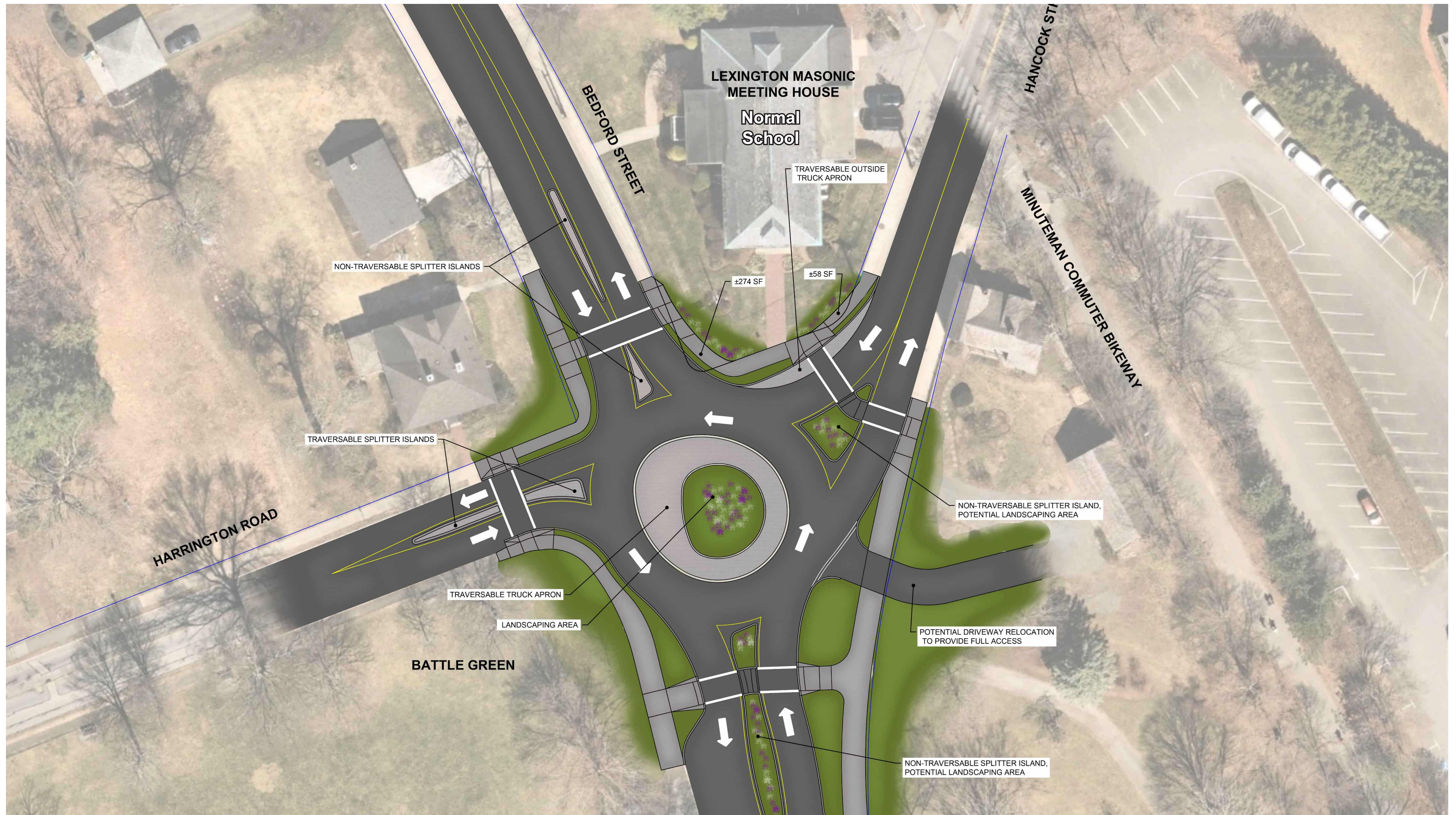


MASSACHUSETTS AVE AT BEDFORD STREET - BELFRY HILL DESIGN



Existing Conditions

BEDFORD STREET AT HARRINGTON ROAD & HANCOCK STREET - ROUNDABOUT DESIGN



Thank You

Feedback email:
John Livsey PE, Town Engineer
jlivsey@lexingtonma.gov

Subject: Battle Green

