What: A temporary intersection redesign  
Where: Washington St. at Walnut St. (Newtonville)  
When: April 8\textsuperscript{th} – 9\textsuperscript{th} All Day

The details

Why this location?  
We have chosen this intersection because this location stood out in both the visioning workshop and online wikimap as an area of high concern / high potential for improvement. There are also ongoing plans to make improvements here. In addition to the planning work that has been previously done on the Washington Street corridor, the Engineering Department has been actively working on plans to make this intersection work better for people who walk, particularly those needing accessible routes, between Washington St and the shops on Walnut Street. With the proposed development at the corner, it is anticipated that non-motorized trips by foot and by bike over the bridge could increase so we also see this as an opportunity to see what these types of layout changes could do to improve conditions for all users.

What exactly is planned?  
For \textbf{two days, Friday April 8\textsuperscript{th}-Saturday April 9\textsuperscript{th}}, we will \textbf{layout a temporary configuration} involving curb extensions at each corner of the Washington St. and Walnut St. intersection and bike lanes on Walnut St running between Foster St. and Austin St. This will all be done in a temporary way as a pilot installation with materials like spray chalk, cones, and tubes of straw. (Attached photos show the kind of materials layout we are planning.)

We are still detailing out the proposed layout, but at this time we anticipate minimal impact to parking. Perhaps one-two spaces to be utilized as a seating area on Washington Street (see second photo attached), but no impact to Walnut Street metered parking spaces when the temporary bike lane is
striped in. The trial bike lanes on Washington Street would be standard-width bike lanes north of the bridge and then will hopefully include buffers between the bike and driving lanes on the section from Washington St. to Austin St. over the bridge.

There would be no reduction in travel lanes on Washington Street or on Walnut St on the north side. On the bridge, we might remove a right turn lane to make room for safety improvements and to test related impacts to vehicular traffic.

The entire event will be monitored by the planning and public works departments and the traffic division of the police department with assistance from numerous volunteers, who will help run programs, guide users, and answer questions. Since all installation elements are easily movable, pieces can be easily moved as need be during the course of the trial. We are still estimating the feasibility of collecting traffic volume and speed data before and during the trial, doing intercept surveys of pedestrians and cyclists (if we can flag them down), and working to find an adjacent property owner who will allow us to set up a video camera to monitor movements from above. The ultimate goal of this trial is to see what does and does not work in the proposed layout at times of high and low volumes of all road users.

What are we planning for outreach and driver preparation?
Variable message boards and signs will be placed at each approach a week in advance of the demonstration to let drivers know that a different configuration will be in place on April 8-9th and will have a “trial traffic pattern ahead” message during the two days. We will be reaching out to the Newtonville Area Council, businesses, residents, and everyone we can that there will be a demonstration during those two days and provide a schematic of what it will look like. Finally, before the demonstration we will be having a public meeting on Thursday March 31st, 7:00pm at the Senior Center to provide an update on Newton-in-Motion and introduce the demonstrations.

When will this be installed and when will it be removed?
We have scheduled the installation of this temporary configuration late in the evening on Thursday April 7th. The installation will be removed after Saturday testing is complete, possibly early the morning of Sunday, April 10th.

What happens if it rains?
If it rains, this will impact the materials and skew the effects of the demonstration, so we will have to reschedule to our planned rain date of May 13th-14th (with install on May 12th and removal on the 15th).

Example Photos

Demonstration projects like this have been used to great effect across the country. They allow communities to understand the impacts of a potential geometric change before making a major investment.

A curb extension with parklet seating area in Livingston, CA
A temporary crosswalk – with decorative chalk details also in Livingston, CA

Curb extensions in the form of a chicane in Santa Monica, CA

Get Involved!

1. **Stop by and bring your energy!**
   We need volunteers to bring their energy and excitement about Newton’s future to the space and show everyone else who happens by on their way to and from work, lunch, etc. that Newton is a City that is energized about its transportation future. This involves simply coming when you have time and walking the crosswalks and biking in the temporary bike lane.

2. **Participate in the chalk art project!**
   Kids young and old are invited to do chalk art on the Walnut Street bridge.
   - We are also seeking lead chalk artists to oversee decorations on the bridge and in the expanded sidewalk areas

3. **Be a guide/interviewer.**
   (up to 10 people each day)
   - Join our team of staff and advocates. Wear a bright blue t-shirt and your job will be to give people an orientation to the project elements and get their feedback on the event and the trial intersection layout.

To sign up for as a volunteer, please email Rachel Blatt at rblatt@newtonma.gov.