

Summary

Recommendations at Cedar Avenue/Hawthorne Street/Fountain Road

1. Request

A neighborhood resident has requested a new Stop sign(s) be installed at the intersection of Cedar Avenue/Hawthorne Street/Fountain Road.

2. Issues and Existing Conditions

This location is an unsignalized five-way intersection with a wide expanse of pavement where vehicle right-of-way is not apparent. The Cedar Avenue northbound and Fountain Road southbound approaches are the major movements at the intersection. Stop control is provided only on the Hawthorne Street (minor) westbound approach to the intersection. Cedar Avenue and Fountain Road on the north merge into a single uncontrolled southbound approach. The five-way geometrics and wide expanse of pavement creates confusion for motorists and pedestrians and encourages higher speeds. The traffic volumes at this intersection are noted as light to moderate, with the highest volumes occurring during the weekday commuter peak periods. Although there are no crosswalks at this intersection, school children cross this intersection traveling to and from the Brackett School. Fountain Road and Hawthorne Street are designated as private ways.

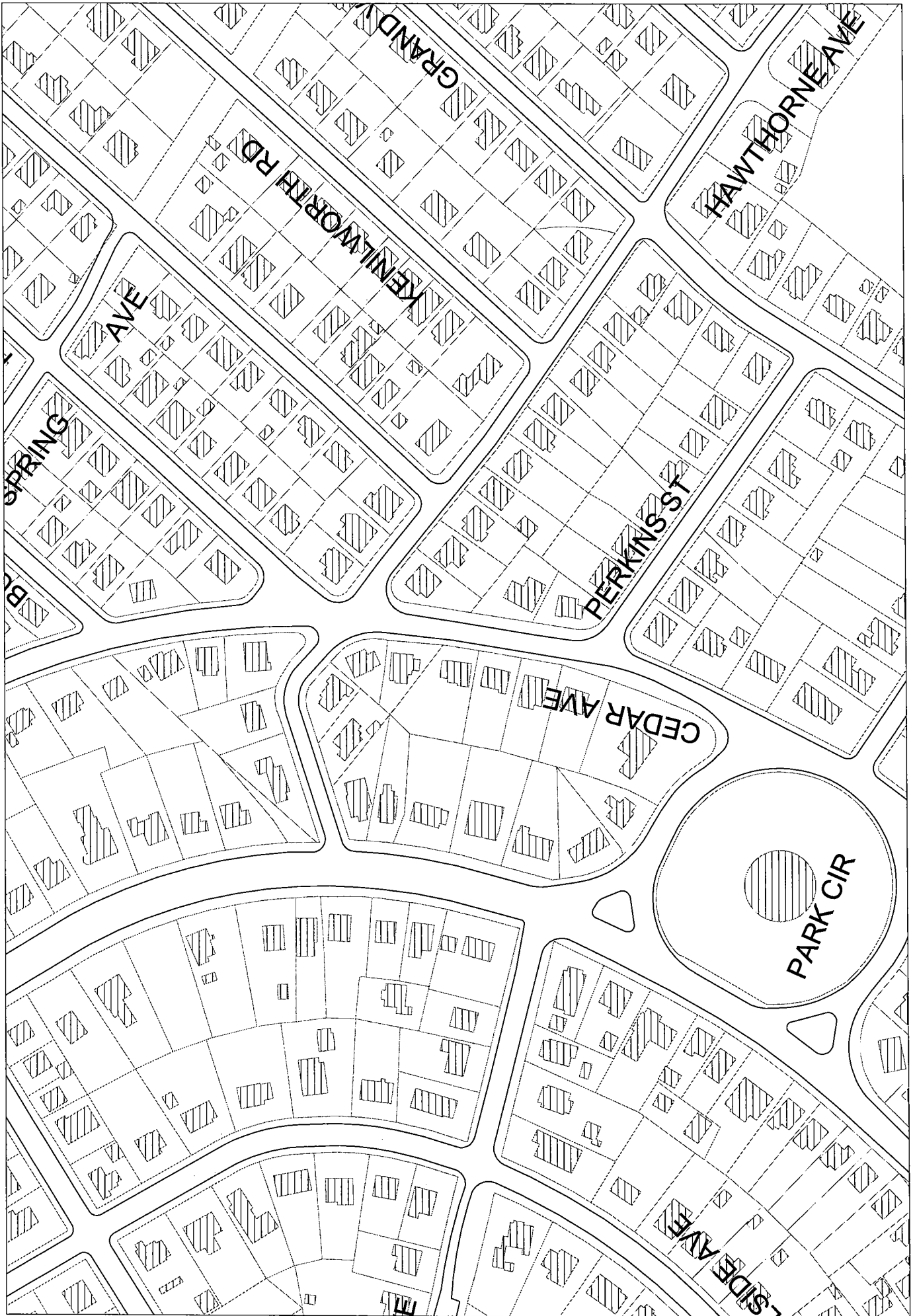
3. Analysis

The confusing geometrics and lack of control at this intersection creates safety concerns for motorists and pedestrians. A new Stop sign on the Hawthorne Avenue eastbound minor approach is needed to identify that the Cedar/Fountain approaches have the right-of-way through the intersection. The Cedar Avenue southbound approach is also a minor roadway that carries low traffic volumes. However, it awkwardly merges with Fountain Road. Because of the wide pavement area and geometrics it would be difficult to place a Stop sign on the southbound Cedar Avenue approach. A better solution would be to re-align the Cedar Street southbound approach to create an eastbound Tee at Fountain Street, which would improve traffic and pedestrian operations and reduce the amount of impervious pavement. This measure would also provide shorter crossing distances for pedestrians. The implementation of this measure may be more complex due to the private ways status of the roadways.

4. Recommendations

- Install new Stop sign on the Hawthorne Avenue eastbound minor approach to the intersection.
- Work with DPW and neighborhood to identify, test, and evaluate alternate geometric configurations that will reduce the expansive pavement width at this intersection.

Respectfully submitted:
Jeff Maxtutis – 26 September 2005



Funk's

CEDAR
SD

Hawthorne EB

CEDAR (CONCRETE) MARK



Hawthorne
WB

