



TRANSPORTATION ADVISORY COMMITTEE

7 Twin Circle Drive, Arlington, MA 02474

Memorandum

To: Board of Selectmen, Arlington, Mass

From: Transportation Advisory Committee (TAC)

Subject: Crosswalks on Warren Street

Date: June 4, 2007

At the request of the Board of Selectmen on 12 October 2006, the TAC has reviewed the need for marked crosswalks on Warren Street, and concur that crosswalks would be appropriate for at least two locations. A resident, Sylvie Durand-Morris, assisted the TAC in gathering the relevant pedestrian counts.

At its meeting on 22 May, the TAC unanimously voted the following recommendations:

1. Install a marked crosswalk at Warren and Franklin, crossing Warren Street on a side to be determined.
2. Install a marked crosswalk at Warren and Rawson, crossing Warren Street on the southeast side.

A brief summary is attached.

Respectfully submitted,

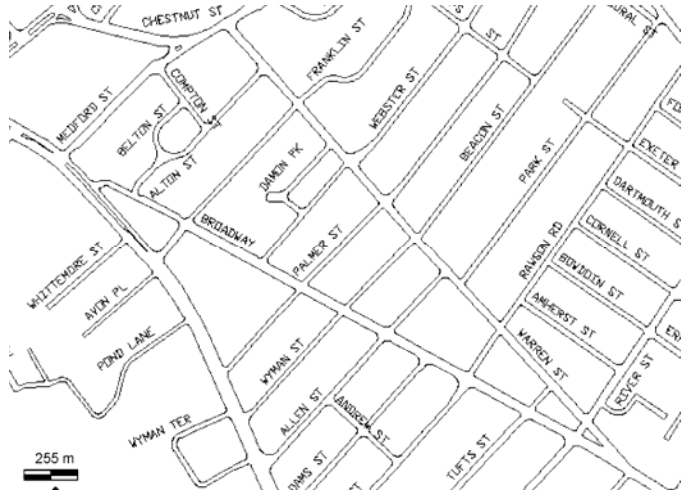
Edward Starr
Chair of Transportation Advisory Committee

Purpose: This document is intended to support a decision on whether marked crosswalks should be installed on Warren Street, at the intersections of Franklin Street and Rawson Road.

Findings:

A traffic count on 10/15/2002 at #74/76 Warren Street indicated average daily traffic of 6,235 vehicles. This is higher than daily traffic on Jason St, Gray St., Appleton St, Bates Road and Broadway west of Bates Road, but lower than the counts observed on Lake Street and the section of Broadway east of Bates Road.

Between 1990 and 2000, there were 5 reported collisions with pedestrians on Warren Street, with one fatality.



Pedestrians crossing Warren Street were counted during the morning peak hour at both Rawson Road and Franklin Street, with the following findings:

Location	Date/Time	Crossings	Comments
Franklin-Alton	4/11/2007 6:30-7:30	30	Mainly high school students, a few children and elderly. "Chaotic" between 7 and 7:30. 40+ crossing Franklin.
Rawson-Park	2/12/2007 7:20-8:20	19	Some motorist yielding behavior, and some pedestrian risk-taking behavior (quick dash in a narrow gap)

Guidance:

The Town has no established rules on where marked crosswalks should be placed. A Federal report¹, suggests that uncontrolled marked crosswalks may be used, "At non-signalized locations where engineering judgment dictates that the number of motor vehicle lanes, pedestrian exposure, average daily traffic (ADT), posted speed limit, and geometry of the location would make the use of specially designated crosswalks desirable for traffic/pedestrian safety and mobility." It also suggests that a higher priority be given to locations with at least 20 pedestrians per peak hour (15 if child or elderly).

There are a number of locations, in addition to school zones, where uncontrolled marked crosswalks have been placed in locations where traffic volumes are lower than those on Warren Street. Examples include the part of Broadway near Warren Street (there is a marked crosswalk on the southeast side of Broadway and Rawson), Jason Street, and Bates Road.

¹ Pedestrian Facilities Users Guide: Providing Safety and Mobility, FHWA-RD-01-102, 2002