

ARLINGTON POLICE DEPARTMENT

ACTING CHIEF OF POLICE
Juliann Flaherty



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MEMORANDUM

TO: Marie Kreplka
Board Administrator

FROM: Officer Corey P. Rateau
Traffic and Parking Unit

DATE: October 3, 2019

RE: No Parking Here to Corner - Broadway at Rawson Road

Following an inquiry by concerned parent Joanne Cullinane, the Traffic and Parking Unit looked into visibility issues at the crosswalk located across Broadway at the corner of Rawson Road. She reported that cars often parked too close to the crosswalk (even if they observed the current sign placed at the intersections, which she stated was rarely observed) and that by doing so it was difficult to both see and be seen by oncoming traffic. She also felt that the higher utilization by young children crossing at this location after the reopening of the Gibbs School increased the hazard. Upon viewing the site, the current parking restrictions could have a vehicle park as close as within ten feet of the crosswalk. However, based on multiple visits, it appears that people do ignore the current restriction and park as close as directly at the crosswalk. From these site visits, we agree that more needed to be done to improve the safety at this crossing.

We are thereby requesting that the current "No Parking Here to Corner" sign be moved to create a 20 foot buffer zone from the crosswalk. This would be compliant with safety guidelines suggested by the Federal Highway Administration (FHWA), which generates the Manual on Uniform Control Traffic Devices (MUTCD). These changes, if approved, would require the following changes to Schedule 1 of the Traffic Rules and Orders

- Broadway, North Side, From Rawson Road to a Point 35 feet Easterly, No Parking.

CC: Julie Flaherty, Acting Chief of Police
Capt. Paul Conroy, Support Services Commander
Lt. Rick Pedrini, OIC/Traffic, Details and Licensing
Adam Chapdelaine, Town Manager
Deputy Ryan Melly, Arlington Fire Department Operations

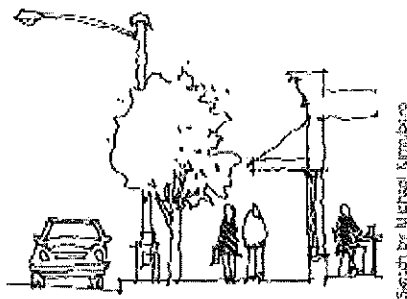
"Proactive and Proud"

Other Measures

55. On-Street Parking

On-street parking can be both a benefit and a detriment to pedestrians.

On-street parking does increase the "friction" along a street and can narrow the effective crossing width, both of which encourage slower speeds; parking can also provide a buffer between moving motor vehicle traffic and pedestrians along a sidewalk. In addition, businesses reliant on on-street parking are more geared to pedestrian access. This attention can foster a more vibrant pedestrian commercial environment.



On the other hand, parking creates a visual barrier between motor vehicle traffic and crossing pedestrians especially with children. Therefore, where there is parking, curb extensions should be built where pedestrians cross. Parking needs to be cleared on the approaches to crosswalks.

At least 20 feet of parking should be removed on the approach to a marked or unmarked crosswalk and about 20 feet of parking should be removed downstream from the crosswalk. Some agencies require that parking be cleared back 30 to 50 feet from intersections for pedestrian safety reasons. Well-designed curb extensions can reduce these distances and increase the number of on-street parking spaces.

Purpose:

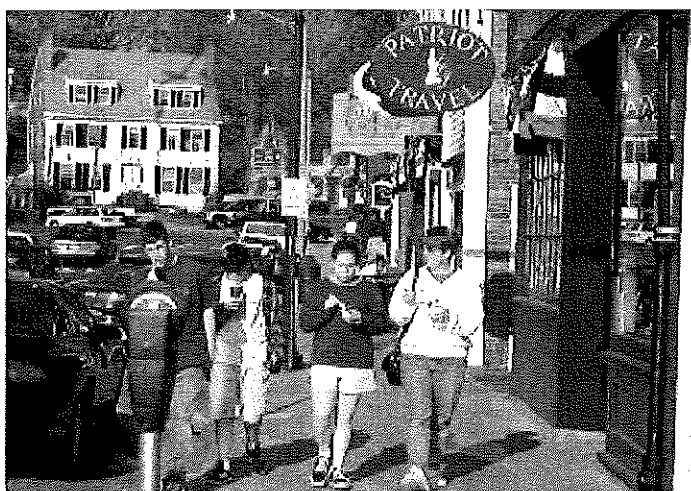
- Provides motorist access to destinations along a street.
- Aids in speed reductions by increasing friction along the street.
- Provides a buffer between side-walk edge and moving traffic.

Considerations:

- Parking may take up space desired for other uses, such as wider sidewalks or bicycle lanes.
- Approaches to crosswalks and intersections should be cleared and curb extensions added at crossing locations for pedestrian safety.

Estimated Costs:

\$30–\$150 per sign.
Curb paint and stall marks or striping costs are additional (optional).



On-street parking in Concord, MA shields pedestrians from moving traffic.

Close

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