

## Memorandum

**To:** Board of Selectmen, Arlington, Massachusetts

**From:** Transportation Advisory Committee

**Subject:** Recommendations re Crosswalk at Trowbridge and Mass. Ave. (Leader Bank)

**Reference:** Letter from Board on 30 October 2002

**Date:** 10 February 2002

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### Background

Leader Bank requested a crosswalk across Massachusetts Avenue, at or near Trowbridge Street. The two block area near Trowbridge Street has the following characteristics:

- Nearest existing crosswalk (at Marathon Street) is approximately 240 feet away from Trowbridge Street. Another crosswalk at Varnum Street is slightly further away.
- Nearest signalized crosswalks (at Teel/Thorndike and Lake) are approximately 800 feet away.
- Average Daily Traffic (ADT) of 21,500, measured in September 2001
- Street width is 66 feet, with on-street parking. Although no lanes are marked, this section of Massachusetts Avenue is permitted to function as a 4-lane undivided road.
- In addition to Leader Bank, there are several other businesses that generate pedestrian traffic.
- A crosswalk at Trowbridge would serve an MBTA bus stop (across the street at Milton) that is not currently served by a crosswalk.
- Observed peak period pedestrian crossing rate was over 20 per hour. (This does not include pedestrians using the crosswalks at Marathon or Varnum streets.)

### Recommendation

The following Transportation Advisory Committee vote was recorded on 1/28/2003:

“The committee unanimously voted that a pedestrian crossing provision near Trowbridge should be included in the long-term plan for the Massachusetts Avenue corridor. However, no crosswalk should be installed at this time given the hazards associated with uncontrolled crosswalks on busy multilane roads, and the potential for reduced pedestrian safety.”

This recommendation follows the “Recommended Guidelines for Crosswalk Installation,” given in the *Pedestrian Facilities User’s Guide* (Federal Highway Administration, 2002), which state, in part, that “Marked crosswalks alone are insufficient (i.e. without traffic calming treatments, traffic signals, and pedestrian signals where warranted, or other substantial crossing improvement), and should not be used ... on a roadway with four or more lanes without a raised median or crossing island that has (or will soon have) an ADT of 12,000 or greater.” The complete guidelines are attached to this memo<sup>1</sup>.

TAC invites interested residents and businesses to join us in our effort to develop a balanced plan that best serves the needs of motorists, cyclists, pedestrians, residents and businesses along the Massachusetts Avenue corridor.

Respectfully,

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<sup>1</sup> The guidelines may also be downloaded from <http://www.walkinginfo.org/pdf/peduserguide/appendices.pdf>. See Appendix C, near the end.

Scott Smith  
Transportation Advisory Committee