

## **Caroline Wells**

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**Subject:** FW: Main Street (Route 114) @ Joyce Street crosswalk

Sean Raymond, from our office, performed a field evaluation at this intersection last Friday. A review of the location found that there were no flagrant deficiencies but Sean did look at ways to improve motorists' awareness of pedestrian crossing at Joyce Street and Main Street (Route 114). Below is a summary of what he found:

### **Signing**

The intersection is located in the downtown area of Warren. There are no crosswalk signs at or in advance of the crosswalk. None of the numerous crosswalks along this stretch of roadway have crosswalk signing. There are signs in the vicinity that can be removed to reduce sign clutter (i.e. store advertisements). Due to the existence of many crosswalks in close proximity to each other, crosswalk advance warning signs with an attached plaque that states "Next XX miles" or "Next Mile" may be advantageous over installing signs at each and every crosswalk.

Also, the in roadway "Yield to Pedestrian" signs can be utilized subject to the town purchasing and maintaining them. (These are the signs on rubber stands that go in the middle of the roadway such as in Newport). However, there are liability issues with such signs that the Town may want to carefully consider.

### **Restrict Parking**

Parking needs to be restricted in advance of the crosswalks. It is state law that parking is prohibited within 20' of a crosswalk at an intersection. No Parking to Corner signs should be installed 20' in advance of the crosswalk on the side of the intersection the crosswalk is on.

### **Additional Pavement Markings**

An example of additional pavement markings would be to install pedestrian symbol with X-ING word in advance of the crosswalk(s).

### **Speed Limits**

There are existing 25 MPH Speed Limit signing within 1.0 mile of the crosswalk.

### **RSA**

It is highly recommended that an RSA be conducted of the downtown Warren corridor that includes the subject intersection and crosswalk. The RSA will allow for a multidisciplinary team to evaluate the existing conditions and provide recommendations to improve the safety of the corridor. This will allow several different professional backgrounds of people to become part of the process of deciding on improvements that will make the area safer to motorists and pedestrians alike.

### **Other Observations**

Although solar glare did not appear to be an issue, the shadows on the roadway created from the tree foliage and buildings make it difficult to see the crosswalk striping, and perhaps even a pedestrian at both early and late times of the day. The positions of some signs and trees close to the crosswalk hinder the view of pedestrians about to cross. It is recommended that a clear zone at the wheelchair ramps so pedestrians are more visible to motorists. A long term improvement may also be to provide bump outs at the location of the crosswalks. Not only is this a traffic calming device, but could also make the pedestrian more visible to motorists, and provide a shorter distance for the pedestrian to cross the road.

Also, as discussed on the phone, we have orange flags that we can give the town to place in baskets at both ends of the crosswalks. This would be similar to what South Kingstown is doing on Main Street.

Lastly, I am looking into the possibility of doing some educational/media campaigns directed at distracted driving.

Let me know if you need additional information. We are available to attend any meeting that you would like us to attend.

Thanks,

Bob

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