



## Beachmont Walk Audit

Group: Beachmont Improvement Committee  
Location: Donnelly Square 8:00 a.m. to 10:00 a.m.  
8/2/17  
Weather: sunny

A walk audit was conducted with the Beachmont Improvement Committee on 8/2/17. Areas that were looked at by the group were signalization, length of crossings, and traffic patterns. Special attention was given to the signalization at Winthrop Avenue and Bennington Street. Some pedestrian counts were taken between 7:50 a.m. to 8:00 a.m. The count yielded 220 pedestrians accessing the square from all points. The square is made up of Winthrop Avenue, Bennington Street and State Road. Winthrop Avenue is City of Revere owned and Bennington Street and State Road are owned by MassDot. All of the signalization is MassDot owned.

Travel lane markings should be added to clearly delineate motor vehicle movements and turns. Fog lines can be used to narrow travel lanes and slow traffic down, and bike lanes should also be considered throughout the Donnelly Square area.

### **Length of Crossings and Crosswalks:**

The lengths of crossings are extremely long. Two of the crosswalks have pedestrian islands that are in adequate and not ADA compliant. The pedestrian island is too narrow and you cannot fit a wheelchair through it and it only allows for 2-3 pedestrians to stand in the safety area when the ped light is off. The push button is located 2-3 feet away from the Ped Island and the high curb interferes with a person in a wheel chair being able to reach it.

Crosswalks should be upgraded to a ladder design with perpendicular lines to enhance their visibility. More visible signage and stop lines can be added at the crosswalks as well.

### **Signalization:**

All of the traffic signals are timed to allow for a high and consistent level of service for the motorists. Pedestrian access is allowed with push buttons on all but 2 of the lights. Pedestrian walk lights are activated 40 seconds to 1 minute after the push button has been activated. The white walk light stays on for about 5-6 seconds with the red flashing hand lasting 25 seconds. This crossing time is too short to cross both legs of the busy intersections of State Road and Winthrop Avenue.

A full study of the lights and crossing times should be considered. One consideration should be that the WALK signal be upgraded to automatic (no push button needed so pedestrians get a regular WALK cycle) and concurrent with traffic with pedestrian having a head start (pedestrians get the WALK signal a few seconds before the traffic light turns green in the same direction). The WALK signal should also be updated to display a countdown and to provide sufficient pedestrian crossing time.

1<sup>st</sup> Intersection of concern: Winthrop Avenue and the MBTA Beachmont Train Station

Pedestrian concerns:

- Lack of curb cuts at the crosswalk at Luigi's Pizza and Beachmont Roast Beef. Lack of signage 'Yield to Pedestrian' Signage at this crosswalk as well.
- The travel lane heading east is comprised of 2 lanes, with a designated right turn lane onto Bennington Street. The travel lane is not striped, leaving some motorists to restrict traffic flow towards Bennington Street by entering the right turn travel lane when heading straight. Motorists are allowed to turn right on red at this light but conflicts are present when the dedicated green right-turning arrow is active. The location of the signal and the design of the road way create a visibility issue with motorists not seeing the pedestrians in the crosswalk on Bennington Street. Motor vehicles turning left at the end of the green signal cycle can present similar conflicts as well.
- Bus parking at this intersection also impeded traffic from turning right and creates a visibility issues with pedestrians crossing at crosswalk.

**Short Term Recommendations:**

1. Install 'ped crossing' before crosswalk at Luigi's Pizza.
2. Cut curb at crosswalk at Luigi's Pizza.
3. Restripe the travel lane heading east to outline the two lanes. Paint right turn only message and arrow for traffic turning right onto Bennington Street.
4. Work with traffic commission to restrict the right turn on red at the Winthrop Ave/Bennington Street Intersection.
5. Restrict Bus Parking and active drop off at train stop.

2<sup>nd</sup> Intersection of concern: Bennington Street, northerly at Winthrop Avenue

Pedestrian Concerns:

- Length of crossing is to long with an inadequate pedestrian safety island. The island is not ADA compliant.
- Travel lane is made of 2 lanes but with traffic turning right onto Winthrop Avenue the roadway become 3 lanes. Vehicles tend to stop on the crosswalk blocking pedestrian access of the crosswalk.
- Traffic turning in and out of the Dunkin Donuts parking lot present congestion issues.
- Lack of push button at the crosswalk from Kimmerle Park to Torretta's Bakery.

**Short Term Recommendations:**

1. Repaint traffic lines to delineate the two lane roadway and travel directions.
2. Stripe with yellow paint no travel lane on the right side of Bennington Street to prohibit motorists pulling onto the crosswalk.
3. Adding “Don’t Block the Box” markings at Crescent Avenue and extending the median island outside the Dunkin Donuts parking lot can help address these issues.

**Long Term Recommendation:**

1. Square the turning radii at this corner of the intersection or place a pedestrian bump out as a traffic calming measure. This will restrict the driver’s ability to turn right at an angle.
2. Reconstruct the pedestrian islands with wider safety areas. Place walk activation lights directly adjacent to the pedestrian island.

3<sup>rd</sup> Intersection of concern: State Roads**Pedestrian Concerns:**

- Length of crossing is too long with an inadequate pedestrian safety island. The island is not ADA compliant.
- Crosswalk is not squared off, crossing at an angle.
- Parking spots are too close to the crosswalk creating a visibility issue.

**Short Term Recommendations:**

- Repaint the parking spots away from the crosswalk.
- Add additional signage to highlight the crosswalk.

**Long Term Recommendation:**

1. Reconstruct the pedestrian islands with wider safety areas. Place walk activation lights directly adjacent to the pedestrian island.
2. Square off crosswalks.