

## Beachmont – Endicott Avenue/Atlantic Avenue Intersection

June 25, 2019



*Funded by the Cummings Foundation – 100K for 100 Grant Program*

The Beachmont Improvement Committee (BIC) and City of Revere Staff identified the Endicott Avenue/Atlantic Avenue intersection as a project in need of pedestrian safety improvements. The City would like to include this intersection as a priority project on their Complete Streets Prioritization Plan.

### **Walk Audit Participants**

City Staff: Julie DeMauro

Beachmont Improvement Committee Members: Ed Deveau, Kathleen Heiser, Kim Lyons

WalkBoston: Stacey Beuttell, Dorothea Hass

### **Weather**

Warm, slightly overcast

Time of Day: 9 – 10 am

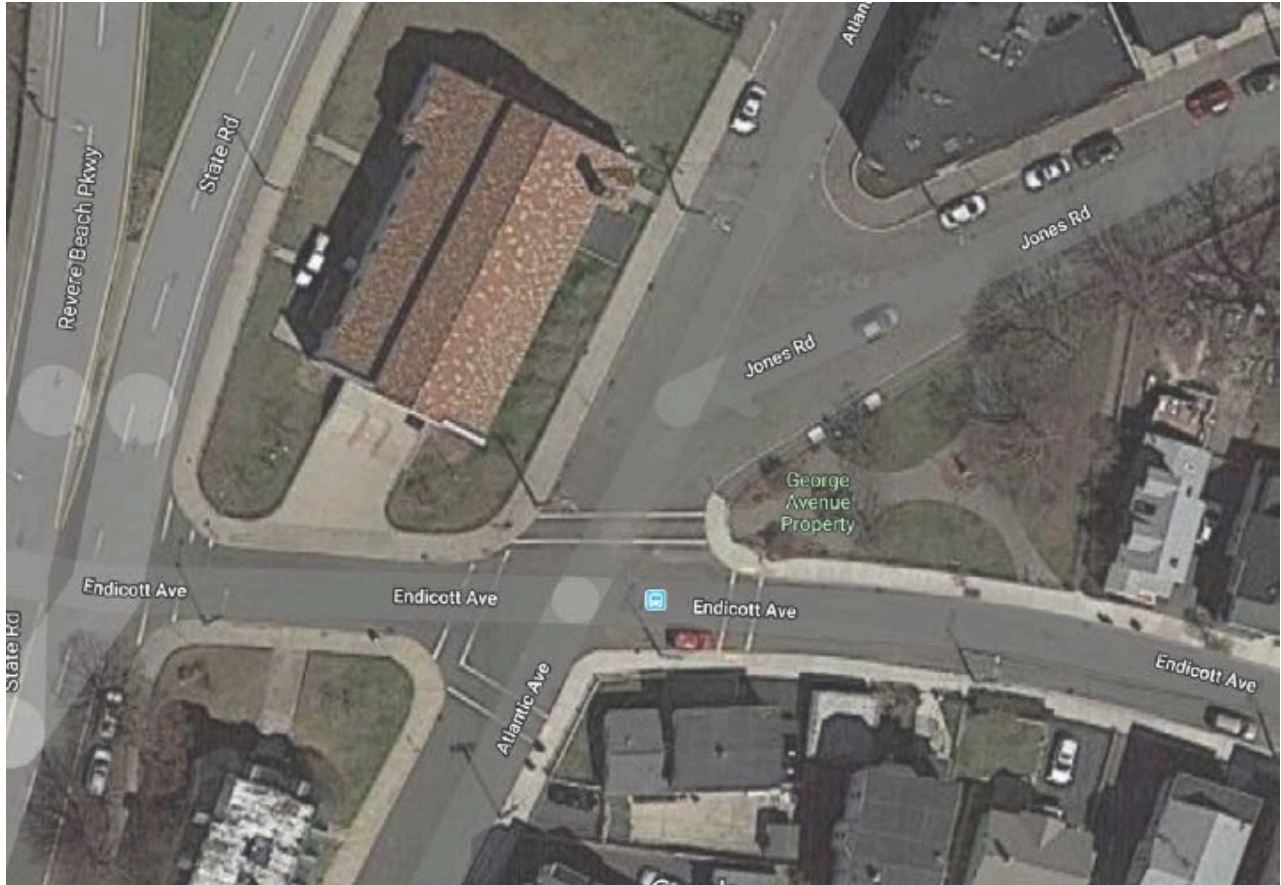
### **Study Area Description**

Most of the roadways in the immediate area lack striping. Neither travel lanes nor parking spaces are marked, giving the roadways the illusion that they are wider than they actually are.

### **Atlantic/Endicott Intersection**

Atlantic Avenue is a two-way roadway north of the Atlantic/Endicott intersection and one-way (northbound) south of the intersection. Endicott Avenue is part of a two month-long pilot study testing a one-way traffic pattern on Endicott between Bellingham Avenue/Bradstreet Avenue and Atlantic Avenue. The primary reason for the pilot study is a narrow right-of-way. With parking on both sides of the street and MBTA Bus 119 operating on Endicott, cars were often limited to one lane of travel. Snow further aggravates the traffic pattern making the right-of-way even narrower. While this situation does not jeopardize pedestrian safety, it made navigating through the neighborhood more difficult. According to walk audit participants, residents on Endicott Avenue prefer the one-way pattern, while those on George Avenue believe it has increased traffic on George Avenue.

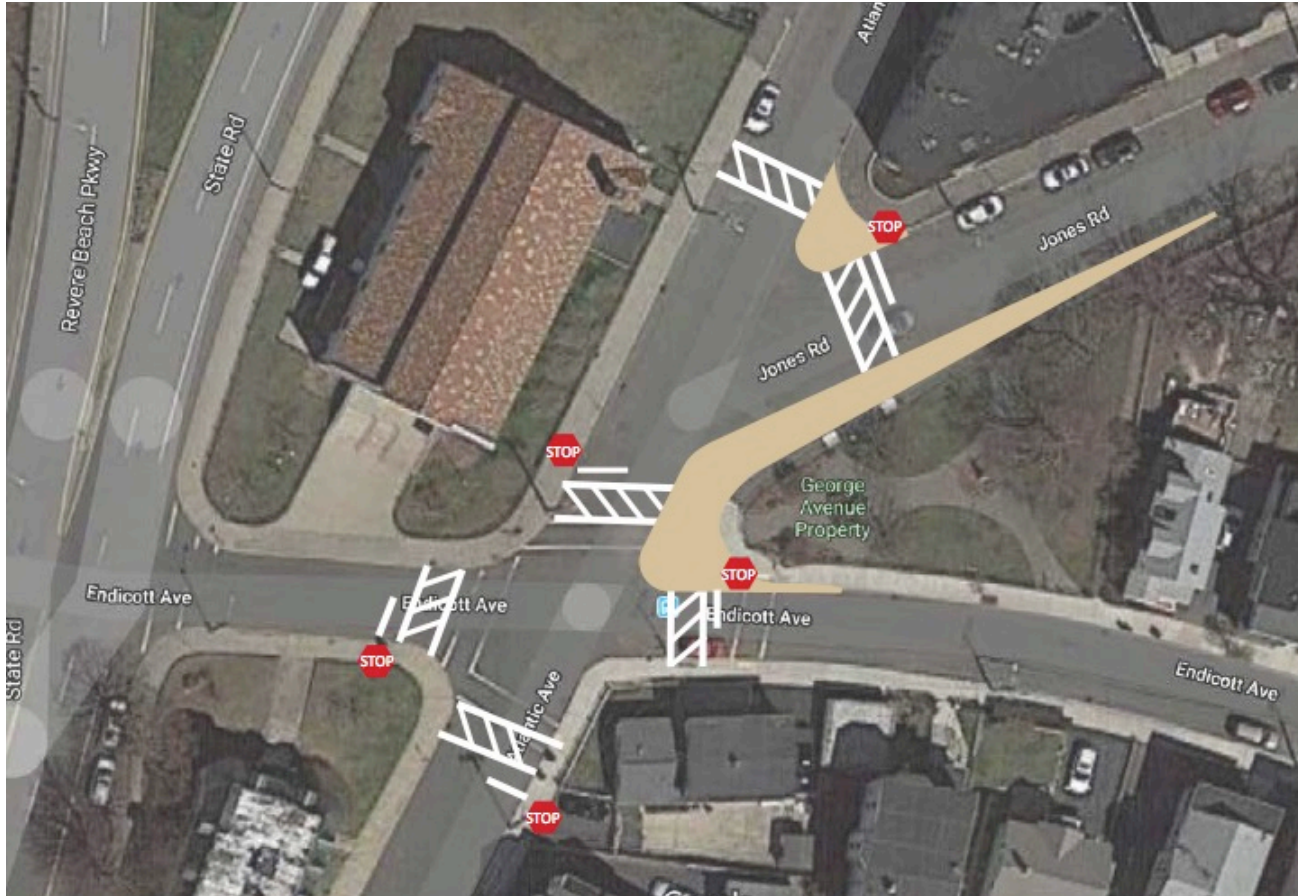
If Endicott is to remain a one-way street, George Avenue could also be converted to a one-way street, forming a one-way pair with Endicott. Given its similar narrow width with parking on both sides of the street, it is hard for cars to pass one another in opposing directions on George Avenue. A one-way conversion may also appease those who believe traffic has increased on George Avenue. The City of Revere should be sure that the wider traffic patterns in the neighborhood are well known before imposing a change that may have farther reaching implications.



Study area existing conditions.

All approaches to the Atlantic/Endicott intersection have marked crosswalks, although only one crossing has curb ramps and detectable warning panels. The pavement markings are two parallel lines rather than the preferred continental or ladder crosswalk design. The northeast corner of the intersection is pulled back which increases the crossing distance. Extending the curb into alignment with the opposite curb would provide an opportunity to add green space to the existing park, shorten the crossing distance, and narrow the intersection.

Stop signs control all approaches to the intersection except the eastbound Endicott Avenue approach. The stop signs are attached to utility poles on both sides of Atlantic Avenue which does not meet MUTCD guidelines.



*Proposed short- and long-term recommendations in the study area.*

*Short-term recommendations:*

- Enhance crosswalk markings to either continental or ladder designs. Paint stop bars.
- Replace stop signs on utility posts with pole-mounted signs. Consider adding a stop sign on the eastbound Endicott Avenue approach.
- Paint curb extension at the northeast corner of the intersection.

*Long-term recommendations:*

- Build curb extension at the northeast corner of the intersection to shorten the crossing distance and narrow the intersection.
- Install code-compliant curb ramps and detectible warning panels on all corners of the intersection.

**Atlantic Avenue/Jones Road Intersection**

As seen during the audit and described by audit participants, pedestrians walk along Jones Road and cut across a wide expanse of pavement on Atlantic Avenue without a crosswalk. The intersection is not stop-controlled. Sightlines are compromised with building edges close to the roadways. Some drivers slow and yield to oncoming traffic, others proceed through the intersection without looking for other cars or people walking. This wide intersection also contributes to traffic moving quickly through this area.



*Pedestrian desire line from Jones Road/Atlantic Avenue intersection looking towards Endicott Avenue*

*Short-term recommendations (as shown in previous graphic)*

- Study/consider using a stop sign to control traffic on Jones Road approaching Atlantic Avenue. It appears that Atlantic Avenue is the dominate movement, but this assumption needs to be confirmed. Paint stop bar if stop sign is installed.
- Install code-compliant curb ramps with detectable warning panels and paint crosswalks across Jones Road and Atlantic Avenue to provide marked crossings for pedestrians walking in this area.

*Long-term recommendations (as shown in previous graphic)*

- Extend curbs on both sides of Jones Road to narrow the roadway, improve sightlines, and decrease crossing distances for pedestrians.

### **Church-owned Park**

Across Atlantic Avenue from the church is a small, highly landscaped park which is maintained by the Immaculate Church, a Revere-based Catholic Church. The church park is a strong neighborhood asset, however, the chain link fence around it is unattractive and uninviting. Removing the fence would encourage more users and make it feel more welcoming. Since it is not publicly owned, we can only suggest that City staff or neighborhood residents approach the church leadership to better understand the church's use of the space and need or desire for the fence.