

From: Jean Fraser
To: Bartlett, Jeremiah; Errico, Thomas; Hyman, Bruce
CC: Barhydt, Barbara; DiPierro, Philip
Date: 2/27/2014 3:00 PM
Subject: Fwd: RE: Walnut Street Crosswalk Draft Plan
Attachments: WalnutStreet_Crosswalk_Draft_2-27-14.pdf

Bruce, Tom and Jeremiah

The attached plan (and the accompanying explanation with some concerns) is from the developer and for your further consideration in the context of the Crosswalk Committee discussions.

Please note that the developer would like the driveway apron (in entrance to the woonerf) to be brick and he would maintain it (so it would read as continuation of the ROW sidewalk) and this is supported by DPS, but its "tbd" because brick requires City Council approval - all yet to be sorted out.

If any of you think it might be more efficient to meet with the developer and his engineer to discuss/finalize details, I would be happy to set that up.

thanks
Jean

>>> William Savage wsavage@acorn-engineering.com> 2/27/2014 12:16 PM >> (mailto:wsavage@acorn-engineering.com)

Hi Jean,

Attached is a draft crosswalk plan that outlines two potential Walnut Street crosswalk locations. To develop the plan I have overlaid the civil drawings and existing conditions plan over a high resolution aerial from 2012. I believe this adequately portrays the existing and proposed conditions in a user friendly manner.

Ø Crosswalk location 1 would reuse the existing ramp at the intersection of Walnut and Sheridan, perpendicularly cross Walnut St to a new ramp that would tie into the existing brick sidewalk.
Ø Crosswalk location 2 would require two new ramps. One ramp would tie into the existing concrete sidewalk the other into the rebuilt brick sidewalk.

In my opinion, Crosswalk Location 1 would be the preferred location to facilitate the movement of pedestrians from Sheridan Street into the Woonerf.

Regarding any supporting features for the crosswalk; lights for safe illumination and curb extensions have good intentions but I wonder whether they would achieve the intended purpose. Would flashing lights (like you see on Marginal Way) offer a false sense of security in the winter that a vehicle can come to a stop? Could the flashing lights become a distraction for vehicles traveling along Walnut and reduce their ability to observe passengers entering and existing their vehicles parked on Walnut? Would curb extensions, a raised sidewalk or flush granite delineating the sidewalk become problematic for snow removal operations (e.g. actuating the trip edge and leaving behind snow) in the winter?

Let me know if I can provide any additional information. Call to discuss.

Will Savage, PE
Project Manager

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