

**CRITERIA FOR CROSSWALK INSTALLATION**  
**UNCONTROLLED INTERSECTION**  
**(ACROSS CENTRAL ROAD)**

- Engineering study should be performed to determine need.
- Crosswalk should serve 20 pedestrians per hour during peak use.
- Crossing is on direct route to or from pedestrian generator, such as school, library, hospital, senior center, transit center, employment center, shopping center.
- Sidewalk present on both sides of the road.
- Sidewalk should not be installed in the throat of a driveway.

**CRITERIA FOR CROSSWALK INSTALLATION**  
**STOP CONTROLLED INTERSECTION**  
**(ACROSS SEA ROAD)**

- Sidewalk present on both sides of the road.
- Adequate shoulder for pedestrians.
- Sidewalk should not be installed in the throat of driveway.

**OBSERVATIONS**

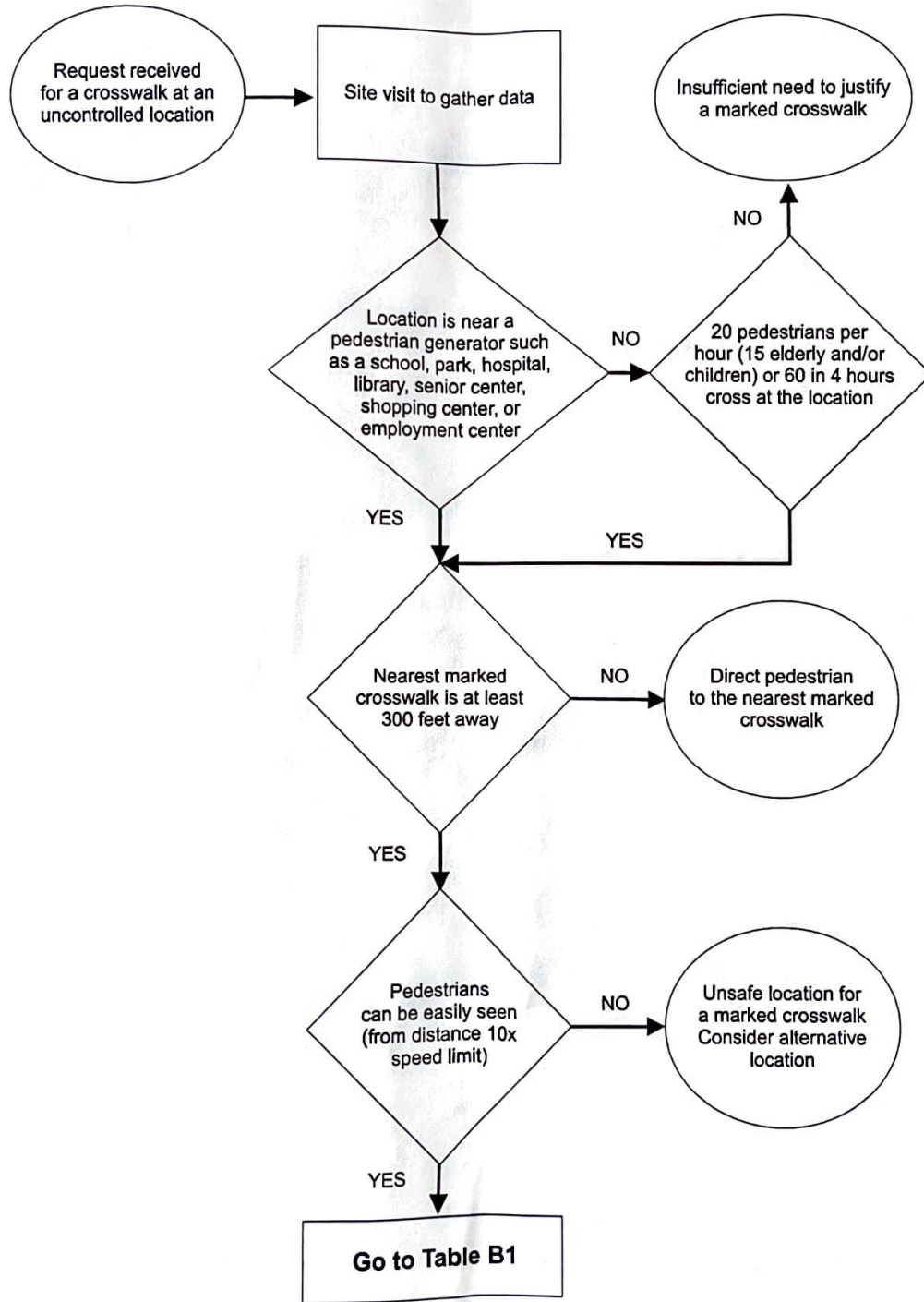
- The sidewalk is discontinuous at #785 and #799 Central Road.
- Driveway throat present at #776 Central Road which is the corner property with Sea Road.
- Sidewalk not present on both sides of Central Road at intersection with Sea Road.
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## RECOMMENDATIONS

Rye Village Precinct install 300 feet of sidewalk at #785 - #799 Central Road connecting the existing sidewalk on the south side of Central Road to facilitate pedestrian travel.

Marked crosswalks are viewed widely as “safety devices,” and most municipalities give the pedestrian the right-of-way when within them. However, there is strong evidence that these facts prompt many pedestrians to feel overly secure when using a marked crosswalk. As a result, pedestrians will often place themselves in a hazardous position by believing that motorists can and will stop in all cases, even when it may be impossible to do so. It is not unusual for this type of aggressive pedestrian behavior to contribute to a higher incidence of pedestrian accidents and cause a greater number of rear-end collisions. In contrast, a pedestrian using an unmarked crosswalk generally feels less secure and less certain that the motorist will stop and thereby exercise more caution and waiting for safe gaps in the traffic stream before crossing. The end result is fewer accidents at unmarked crosswalks. <sup>1</sup>

1. DPW Crosswalk Policy and Design Guidelines, Town of Brookline MA.



**Figure B3. Flowchart for Justifying Installation of Marked Crosswalks at Uncontrolled Intersections.**  
 Adapted from City of Stockton Public Works Department, *Pedestrian Safety and Crosswalk Installation Guidelines*.  
 Stockton, California, 2003.