

# **APPENDIX A**

## **Survey Questionnaire**



## A Survey about Pedestrian Signal Phasing on Municipal Systems

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### Part I: General Information

1. Please select your city or town. (Choose one)

(required)

2. Please provide the contact information of the person filling out this survey.

Name: (required)

Phone:

Email: (required)

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### Part II: Pedestrian Signal Policy

3. How does your municipality decide whether to use concurrent or exclusive pedestrian signal phasing?  
(Please choose one)

Has written policy, primarily uses exclusive pedestrian phasing  
No written policy, primarily uses exclusive pedestrian phasing  
Has written policy, primarily uses concurrent pedestrian phasing  
No written policy, primarily uses concurrent pedestrian phasing  
Assess each intersection on case-by-case basis  
Other (Please specify)

4. If your municipality has a written policy for pedestrian signal phasing, who developed it?  
(Please choose one)

Engineering Department alone  
Engineering Department with consultant input  
Traffic safety committee/traffic commission/traffic council  
Consultant  
Other (Please specify)

5. If your municipality does not have a written policy for pedestrian signal phasing, do you expect that one would be developed in the near future? (Please choose one)

Yes (Please give the reason in the space provided below)

No

Unsure

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### Part III: Pedestrian Signal Phasing Selection Criteria

6. What criteria does your municipality use to determine whether exclusive pedestrian phasing should be installed? (Check all that apply)

High number of crashes involving pedestrians  
High volume of traffic (pedestrians risk exposure)  
High volume of pedestrians (pedestrians risk exposure)  
High number of pedestrian-vehicle conflicts (high volume of turning vehicles)  
Safety for pedestrians because of poor sight distance or complex intersection  
Safety for pedestrians because of nearby student or senior citizen activity or people with disabilities  
Other (please specify below)

7. What criteria does your municipality use to determine whether concurrent pedestrian phasing should be installed? (Check all that apply)

Minimize delay to motorists  
Minimize delay to pedestrians  
Prevent long traffic queues  
Few crashes involving pedestrians  
Few pedestrian-vehicle conflicts  
Simple intersection with good sight distance  
No nearby activities involving students or senior citizens or people with disabilities  
Other (please specify below)

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### Part IV: Enhancing Pedestrian Signal Phasing

8. What are the typical complaints that you receive from citizens about pedestrian signal phasing? (Check all that apply)

Pedestrian-vehicle conflicts  
Insufficient pedestrian-crossing time  
Pedestrians wait too long to cross street  
Drivers do not yield to pedestrians  
Pedestrian signal is not accessible  
Other (please specify below)

9. What safety enhancements does your municipality use to improve pedestrian signal phasing? (Check all that apply)

Leading pedestrian interval where pedestrians are allowed 2-4 seconds to leave the curb before

- vehicles are permitted to turn concurrently
- No-turn-on-red restrictions for exclusive pedestrian signal phasing
- Pedestrian countdown timers
- Accessible pedestrian signals
- Passive pedestrian sensors
- Signs
- Other (please specify below)

10. What decision-making process does your municipality typically rely upon to change an existing pedestrian signal phasing?

- Recommendation based on safety and operations data
- Recommendation based on experience and knowledge engineers/planners
- Recommendation by traffic safety committee/traffic commission/traffic council
- Complaints from citizens
- Political pressure
- Other (please specify below)

11. Please use the space below to share information on one or two intersections whose pedestrian signal phasing was changed because of safety or operational concerns.

12. Please use the space below to share any additional comments or recommendations regarding the pedestrian signal phasing in your municipality.

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Please send your response and any information you think may be useful to this project to Seth Asante at [sasante@ctps.org](mailto:sasante@ctps.org); 10 Park Plaza, Suite 2150, Boston MA 02116; telephone 617-973-7098; or fax: 617-973-8855.

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# **APPENDIX B**

## **Survey Response**

**Survey Response**

ID	COMMUNITY	RESPONDENT	QUESTION 3 CHOICE	QUESTION 3 TEXT	QUESTION 4 CHOICE	QUESTION 4 TEXT	QUESTION 5 CHOICE	QUESTION 5 TEXT	QUESTION 6 CHOICES	QUESTION 6 TEXT	QUESTION 7 CHOICES	QUESTION 7 TEXT	QUESTION 8 CHOICES	QUESTION 8 TEXT
1	Braintree	Bob Campbell	2		5	We have no written policy. It seems non-transportation professionals have decided that exclusive pedestrian crossings are needed. Warrants are not considered. Exclusive phases are implemented followed by "no turn on red" signs (as required at exclusive ped crossings per mutcd.)	1	I would like to see more concurrent pedestrian phasing and a regional policy recommendation would provide the support needed to adopt a local policy.	2,4,5,6		8	I believe we have no concurrent pedestrian phase signals.	2,5,6	Have to wait too long for pedestrian phase to come up. ("Insufficient crossing time" complaint is from people who don't understand what the "flashing don't walk" means.)
2	Burlington	Brian White	2				2		7	All are exclusive unless high vehicle volume/high road congestion is expected especially if it is coordinated with other signals.	1		4	
3	Cambridge	Jeffrey R. Parenti, P.E.	3		1				4	Geometry, such as T intersections; neighborhood input	1,2,3,5,6	Pedestrians demonstrate obvious desire to cross concurrently.	1,2,4,5	
4	Franklin	Michael Maglio	2				2		3,4,5,6		1,3,4,5		5	
5	Marlborough	Timothy F. Collins	5				3		1,2,4,5,7	All of the criteria checked are used when determining traffic and pedestrian signalling needs. All requests are investigated by the D.P.W. Engineering Division and a recommendation is made to the Traffic Commission for their consideration, adoption and implementation.	1,3,4,5,6	All of the criteria checked are used when determining pedestrian and traffic signalling needs. All requests are investigated by the D.P.W. Engineering Division and a recommendation is made to the Traffic Commission for their consideration, adoption and implementation.	1,2,3,4,6	Inability to hear audible signals. Request for audible pedestrian signal system.
6	Medford	Joseph	5				2		3		6		2,3	
7	Milford	Scott Crisafulli	5		2		3		3		5		4	
8	Natick	Gordon Van Tassel	2	We use and traffic engineering firm, Beta, whenever we have a traffic light issue.			2						2	
9	Newton	William G. Paille	5		4		1	City already has policy	1,2,4,5		1,2,3,6		1,4	
10	Quincy	Frank A. Tramontozzi, PE	6	Engineering study/judgment	5	N/A	2		7	Engineering study/judgment	8	Engineering study/judgment.	2	
11	Randolph	David Zecchini	5		5	none	3		7	Case by case basis when new signalization is considered			2,4	
12	Revere	Nicholas Rystrom	5				2		1,4,5,6		1,3,5,6		2,3	
13	Walpole	Margaret Walker	5				2		1,2,3,4,5,6,7	All of the above would be considered by us and by any consultant we hired	1,2,3,4,5,6,7,8	All of the above would be considered by us and by any consultant we hired	1,2,4,6	Ped phase appears not to activate
14	Woburn	John Corey	4			No written policy. Traffic Commission works with Engineering	1	We expect the Traffic Commission to adopt one this calendar year	2,3,5		1,3,6	Downtown areas give priority to pedestrians	3	

**Survey Response**

COMMUNITY	RESPONDENT	QUESTION 9 CHOICES	QUESTION 9 TEXT	QUESTION 10 CHOICES	QUESTION 10 TEXT	QUESTION 11 TEXT	QUESTION 12 TEXT
Braintree	Bob Campbell	2,4,6,7	Since "no turn on red" signs are so prevalent and often unjustified they are ignored. We've been putting up "turning traffic must yield to pedestrians" instead, which would still be useful if concurrent phasing were adopted.	6	Pedestrian signal phasing is seldom changed. Many believe that exclusive phasing is all that should be considered. Once in place it is not changed.	N/A	Concurrent phasing, with leading pedestrian intervals works well where it is prevalent throughout the area. It seems it would be hard to implement without a statewide or region-wide direction to consider it as a first option and only use exclusive in unique areas where pedestrian warrants are met.
Burlington	Brian White	3,4,6		1,2,3,4,5		One signal intersection at a hospital entrance was changed to increase ped crossing time more than the standard pedestrian movement speeds due to adjacent MBTA bus stop and large amount of elderly crossings.	
Cambridge	Jeffrey R. Parenti, P.E.	1,2,3,4		1,2,4,5		Too many to mention, but an interesting example was 3 intersections on Mass Ave. between Harvard and Porter Square where I switched to concurrent per our written policy, then switched back after an uproar from the neighborhood.	Crash rates involving pedestrians are way down since we started using concurrent phasing, however many people still don't like it. That said, exclusive phasing is counterproductive when most peds cross concurrently anyway.
Franklin	Michael Maglio	4,6		1		During the design of the Downtown Improvement Project, original design had a concurrent ped phase at a new signal location at Emmons St and West Central St. Where this location was a major ped crossing for Dean College and a high traffic area, the town required this to be changed to exclusive phasing for safety reasons.	
Marlborough	Timothy F. Collins	2,3,4,5,6		1,2,3,4,5		Downtown area traffic signals originally installed with non-exclusive pedestrian movements (signed to pedestrians to "Watch for Turning Vehicles") have been changed to exclusive pedestrian movements. One signalized intersection was also restricted with No Right Turn on Red as a result of a pedestrian traffic accident (at the request of a City Councilor).	Bidding a project with infrared sensors for pedestrian crossing - 1st time in the City. Traffic Signals being upgraded will be implementing the MUTCD change to upgrade pedestrian crossings with a countdown timer.
Medford	Joseph	2,4,5		4		Increase ped. time for senior citizen	
Milford	Scott Crisafulli	4		4			
Natick	Gordon Van Tassel	2,4		3		We have one intersection in town next to a school. One approach is downhill and 90% of the traffic turns left right in front of the school where there is a crossing guard for the children. The PED cycle was on the phase right after this downhill left turn and many times vehicles would be stuck in the middle of the intersection when the PED cycle would begin. I was able to move the PED phase so now we have removed the conflict we had.	
Newton	William G. Paille	1,2,3,4,6		2		Beacon & Centre - High Pedestrian Traffic - Implemented Lead Pedestrian Phase. Walnut & Lincoln - Relocated and lengthened crosswalk - increased length of walk phase.	City is implementing program to upgrade all signals with countdown timers, APS pushbuttons and concurrent walk phase and/or lead pedestrian phase where warranted.
Quincy	Frank A. Tramontozzi, PE	2,3,4,6,7	Education	6	Engineering study/judgment.		
Randolph	David Zecchini	2,3,4,6		4		Warren Street at Highland Ave-- ped signals upgraded--old style was still in use.	Very limited funding available for this type of work.
Revere	Nicholas Rystrom	4,6		6	City Traffic Commission		
Walpole	Margaret Walker	7	All of the above would be considered by us and by any consultant we hired	1,2,4			
Woburn	John Corey	1,3,4		1,3,4		Our best upgrades have been the audible pedestrian signals with the countdowns. We are retrofitting all signals through our downtown area which has the busiest pedestrian traffic	Our upgraded traffic signals have Aldis cameras which count traffic volumes, turning movements and pedestrian crossings