

Hi Dan,

I'm familiar with that area from my time living on Richbell Road in 2000 to 2002. The tricky thing about marking a midblock crosswalk in that area is that people cross Palmer up and down the block and rarely at the same place twice. So if a crosswalk is marked where the HS stairs meet Palmer, that might get used just during lunch on school days but not be used any other time because most people won't go out of their way to specifically cross there. Personally, I never found it to be a big challenge to cross Palmer because drivers mainly take it slow and there's a gap in traffic if you're patient. I think you can see where the confusion and frustration might come in for drivers who approach a new crosswalk that is devoid of pedestrians most hours of the day and all summer.

But, if we wanted to pursue a marked crosswalk there, the MUTCD has requirements and AKRF has performed those studies. It involves traffic and ped counts, and a crash history assessment, and is a light effort compared to a traffic study of an intersection, for example. We're probably talking about \$5,000-\$7,500. It will be a necessary step to obtaining approval from the County, who would not ordinarily mark that crosswalk since marking midblock crosswalks, as opposed to legally-protected intersection crosswalks such as crossing Fenimore Road at Prospect Avenue, legally establishes a new crosswalk where previously pedestrians must yield to traffic. The marked midblock crosswalk flips this and that's why an engineering study and an engineering recommendation is necessary for legal purposes.

Hope this response gives the Village options to consider. Have a good rest of your day,

Matt



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