



DETAILED ALTERNATIVES

Spot Improvement Concepts:

Unsignalized Intersections on One-way Streets

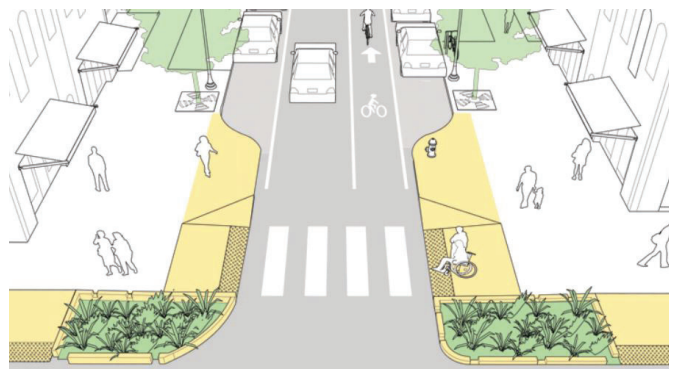
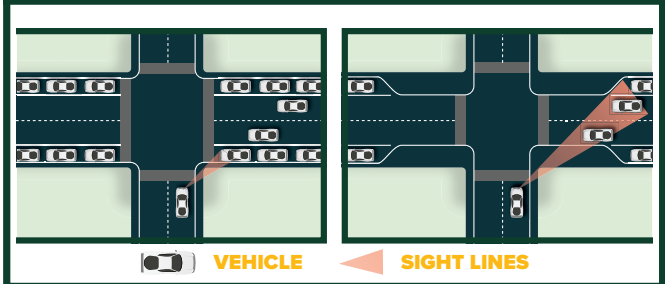


Recommended Improvements at Unsignalized Intersections on One-Way Streets

The biggest concentration of bicycle and pedestrian crashes along the US 53 and US 14/61 corridor is at unsignalized intersections along one-way streets in the downtown area. Several factors contribute to this trend, including long pedestrian crossings of multiple lanes, parked vehicles blocking sightlines, and a distracting urban environment.

Another crash trend at these intersections is angle (or T-bone) crashes where a side road vehicle leaves the stop bar and is struck by a mainline vehicle. Several factors contribute to this crash trend, but the primary contributing factor is sight distance limitations due to buildings and parked vehicles.

Contributing Factor: Sight distance limitations due to buildings and parked vehicles



Curb extensions are recommended to address both of these crash trends. Curb extensions will shorten crosswalks and improve sight lines for vehicles, pedestrians, and bicyclists.