Lakewalk Task Force
Water Street/23rd Ave. East
October 20, 2014
Considerations during design of Ped/Bike safety strategies

- Number of travel lanes to cross.
- Speed limit of cross street.
- Volume or number of cars on cross street.
- Divided (median) or Undivided (no median)
- Volume or number of pedestrians or bikes per hour.
Considerations in design of Ped/Bike safety strategies

- Intersection or mid block crossing.
- Controlled (stop sign or light) or uncontrolled.
- Cross Walk Treatment
- Cross Walk signs or warning systems
- Cross Walk lighting levels
- Sight distance.
Pedestrian Crash Rate
(Pedestrian Crashes per Million Crossings)

Type of Crossing

Source: Charles V. Zegeer, et al., Safety Effects Of Marked Vs. Unmarked Crosswalks At Uncontrolled Locations: Executive Summary And Recommended Guidelines, 1996-2001,
http://www.walkinginfo.org/pdfs/r&d/crosswalk_021302.pdf
Water Street/23rd Ave. East Crashes

- Feb 14, 2010 Property Damage (snow covered roads)
- April 6, 2011 Rear end collision at Stop sign (dry roads)
- January 4, 2012 Property Damage (slippery roads)
- January 24, 2014 Vehicle hit parked car (snow covered)
Blind Corner
Trail Approach
Existing Intersection
Existing Lighting
Pavement Markings

Install with every R1 stop sign.

Install 100 feet in advance of stop sign.

Install with every R1-2 yield sign. (See MUTCD 2000, figure 3-24).
Possible Street Signs

- W11-15
  - TRAIL X-ING

- W11-15P
  - TRAIL X-ING