



Lakewalk Task Force
Water Street/23rd Ave. East
October 20, 2014

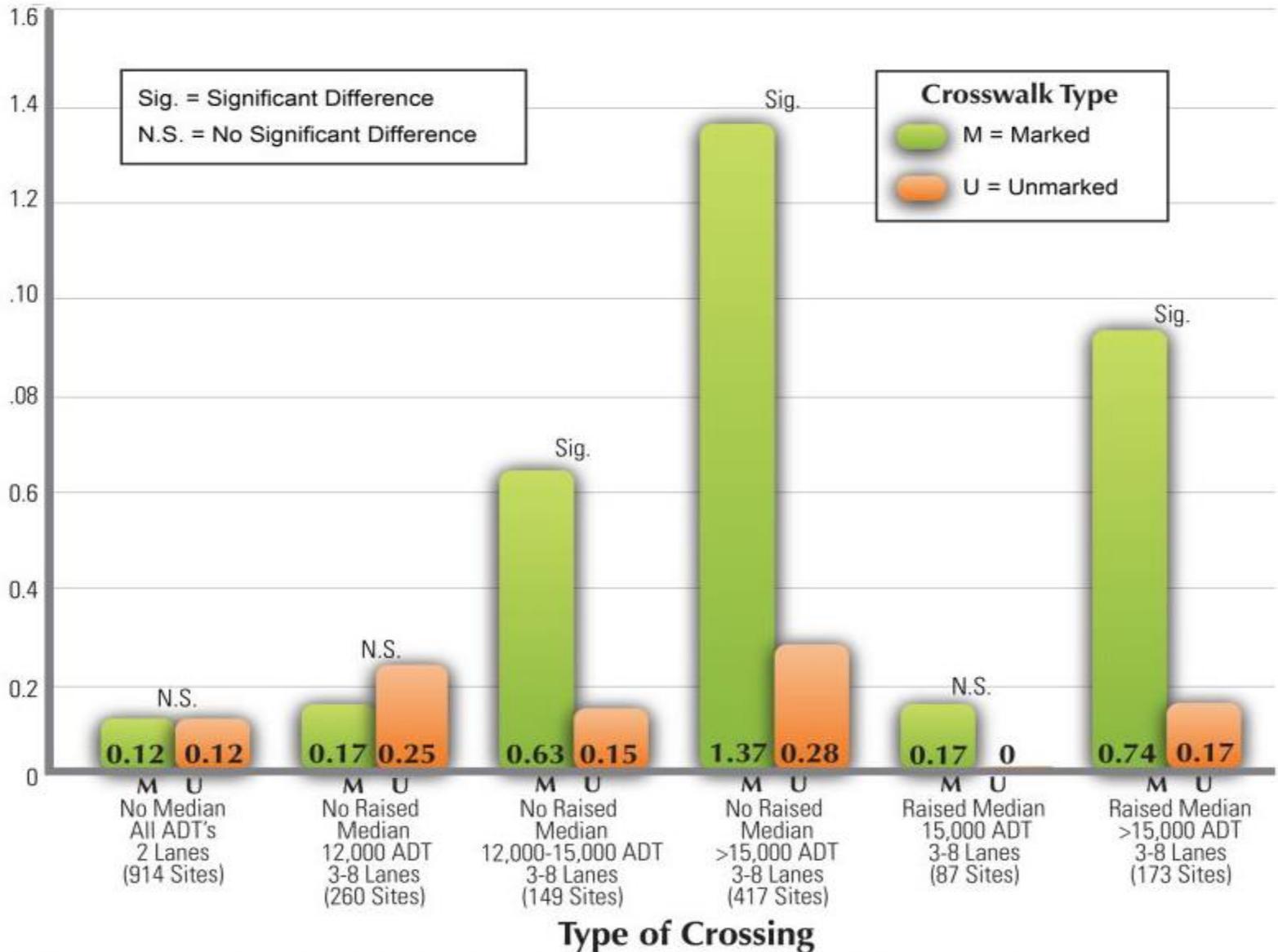
Considerations during design of Ped/Bike safety strategies

- 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.

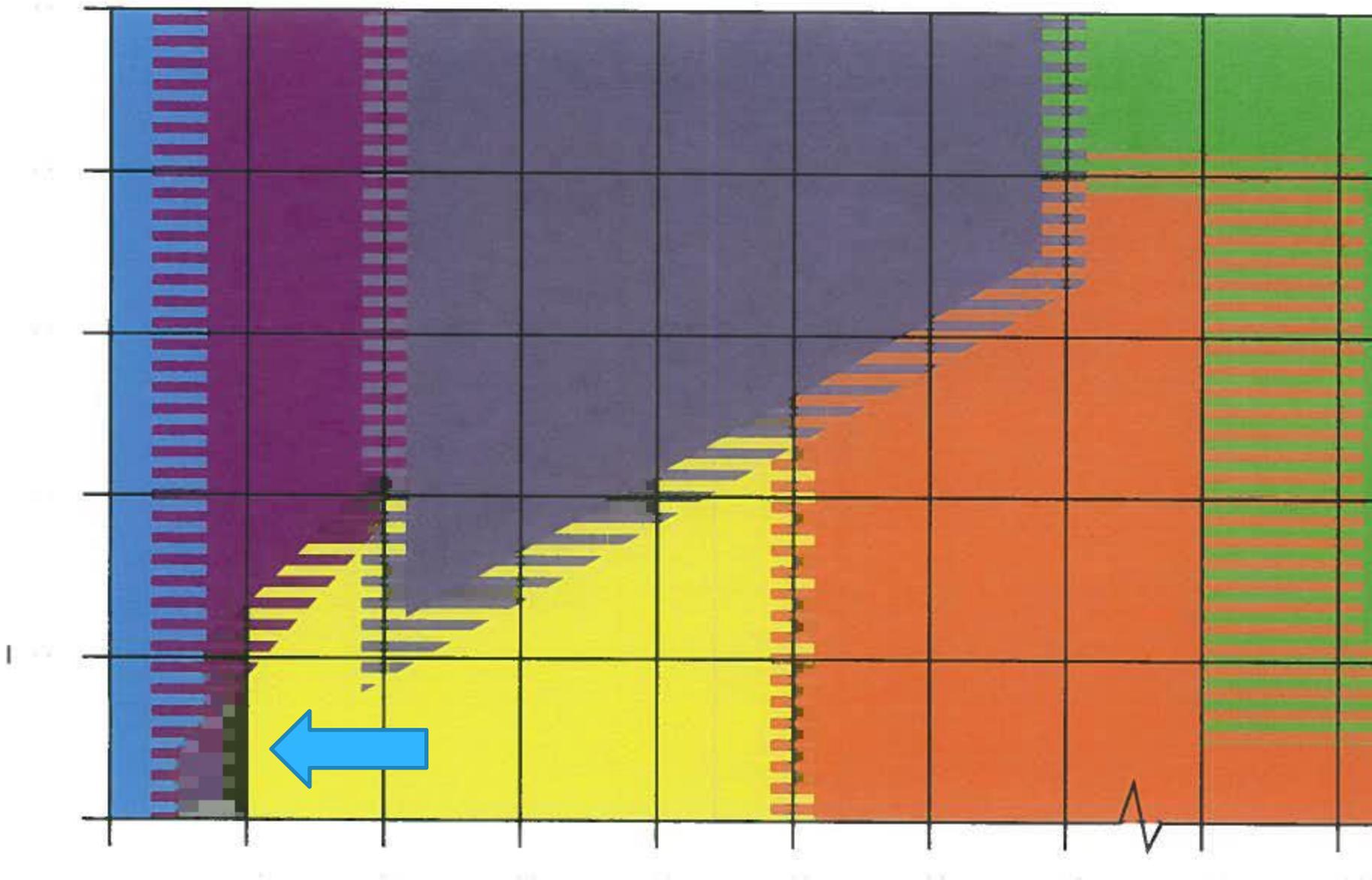
Pedestrian Crash Rate (Pedestrian Crashes per Million Crossings)



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/pdf/re&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



Existing Lighting



Pavement Markings



A white horizontal line above the word "STOP" in white, bold, sans-serif capital letters.

Install with every R1 stop sign.



The word "AHEAD" in white, bold, sans-serif capital letters above the word "STOP" in white, bold, sans-serif capital letters.

Install 100 feet in advance of stop sign.



Five white downward-pointing triangles above the word "YIELD" in white, bold, sans-serif capital letters.

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

Possible Street Signs

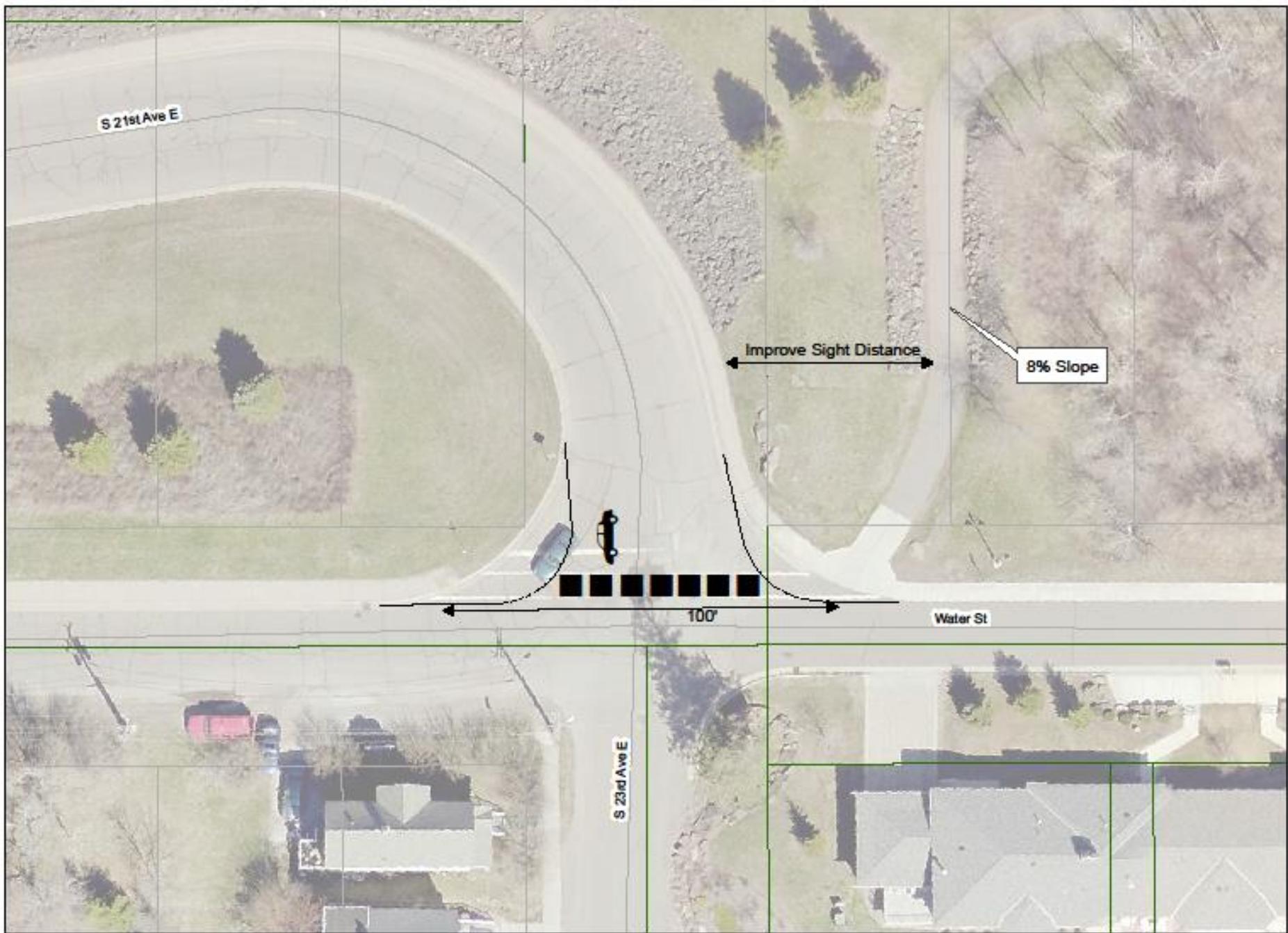


W11-15



W11-15P





1 in = 33 ft

Potential changes to cross walk

10/17/2014



Seal Crossing

