

EXISTING CONDITIONS

Description & Issues

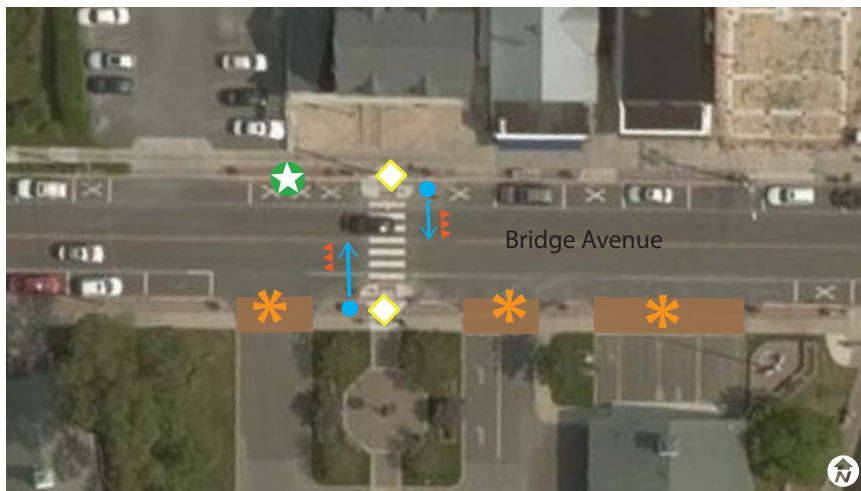
- High pedestrian, bicyclist and motorist activity.
- Two crashes involving pedestrians have occurred at the mid-block crossing.
- Bicycle parking is limited.
- Motorists often fail to stop for pedestrians waiting to cross at the mid-block crossing. The In-Street Pedestrian Signs are mounted on the side of the road.
- The sidewalk does not continue across the driveways to the municipal lot and fire station.

Aerial



PROPOSED IMPROVEMENTS

Conceptual Design



Example of a Bike Corral



Source: HobokenNJ.org

Example of an In-Street Pedestrian Crossing Sign placed on the Center Line



Source: RBA

Example of RRFB



Source: LincolnNE.gov

- Move the In-Street Pedestrian Crossing signs to the roadway centerline at the crosswalk location (see MUTCD Section 2B.12)
- ◆ Supplement the Pedestrian Crossing Warning signs with Rectangular Rapid Flashing Beacons (RRFB). RRFBs increase driver stopping behavior at crosswalks.
- ☆ Add a bike corral along the north side of Bridge Avenue to the west of the mid-block crossing to increase bicycle parking without losing car parking or sidewalk space
- * Continue the sidewalk across the driveway aprons to the municipal lot and fire station. Designing driveway crossings for pedestrians reduces conflicts with cars by reminding motorists that they are crossing the pedestrian realm. Consider narrowing the driveway entrance and exit to one lane.
- ▶ Add yield lines at the mid-block crosswalk to reinforce priority for pedestrians at that location and reduce conflicts between motor vehicles and pedestrians.