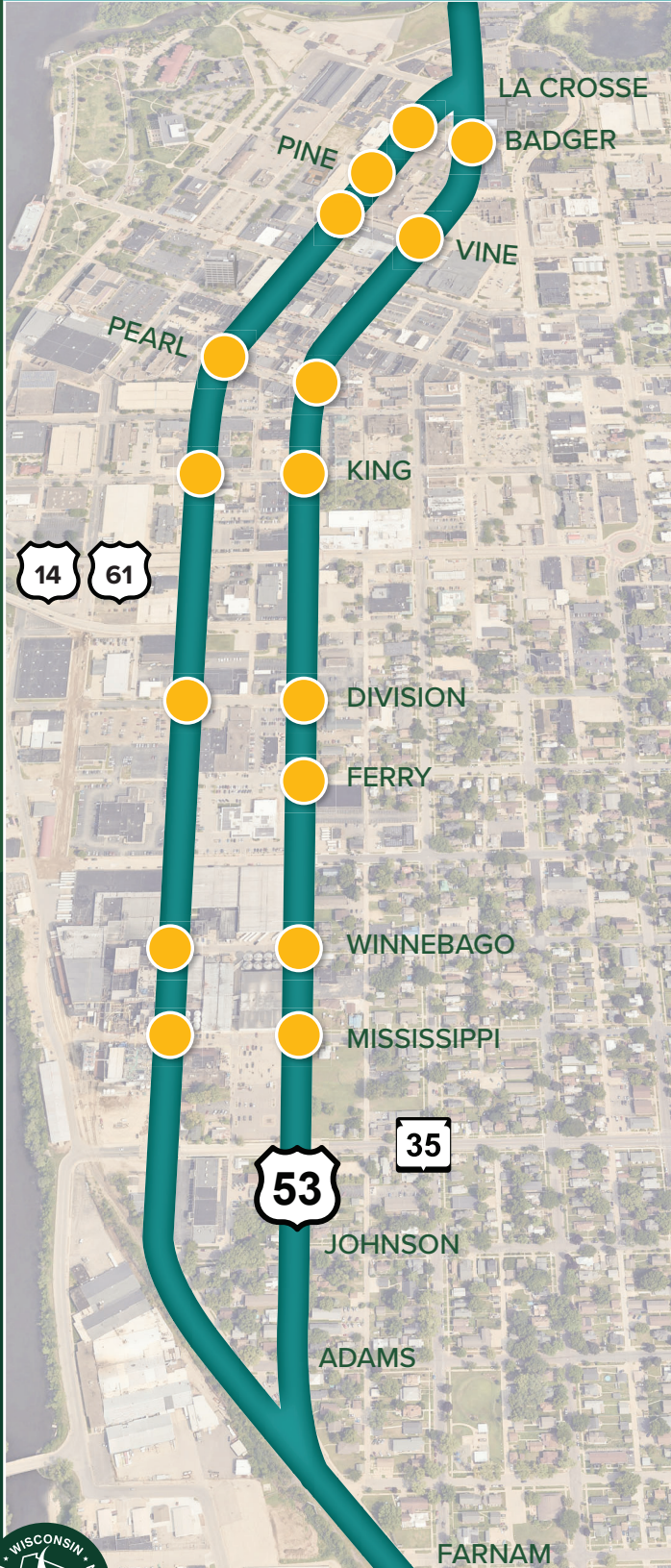




## PRELIMINARY ALTERNATIVES

### Spot Improvement Concepts: Unsignalized Intersections on One-way Streets

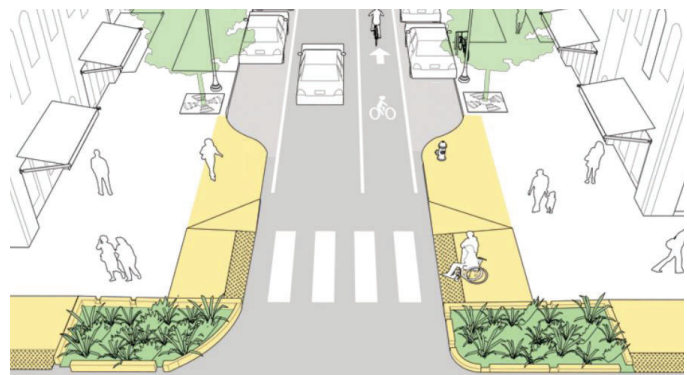
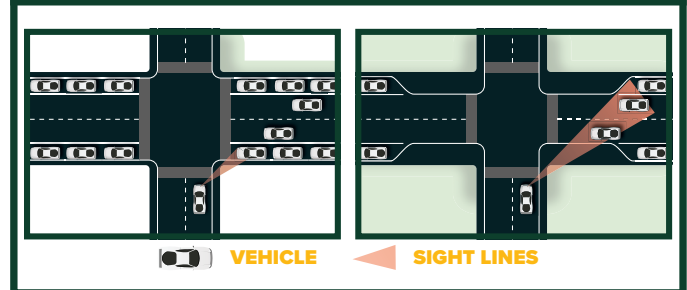


### Potential Improvements at Signalized Intersections on One-Way Streets

The biggest concentration of bicycle and pedestrian crashes along the US 53 & 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



Both of these crash trends could be addressed by the installation of curb extensions. Curb extensions will shorten crosswalks and improve sight lines for vehicles, pedestrians, and bicyclists.

