

RAPIDS ROAD PEDESTRIAN X-ING (FDM CHAPTER 11)

A legal crosswalk exists at intersections, including “Tee” intersections, where the side road has sidewalks on one or both sides of the street and the through street has sidewalk on the opposite side of the street from the side road, whether the crosswalk is pavement marked or not-FDM 11-46-10 further describes curb ramp

4-Lane highway

Truck Route

Pedestrian Crossing Distance and Pedestrian Clearance Time

Proximity and traffic volumes of driveways and side other roads

Traffic volume (13,000/day) w/forecasted 17,000/day by 2036 (1.5% growth/year)

ADA compliance requirement

Numerous potential conflict points

Horizontal and Vertical curve sight distance concerns

Sight distance/Stopping distance @ 40 MPH (Design Speed)

Lighting requirements

Railroad proximately causing driver confusion

Crash Rate

“The crash rate over the past 5 years on this stretch of CTH R is almost double the statewide average rate for urban streets in 2008. From 2008 through 2012, there were 92 crashes on CTH R in the study area. The average crash rate (for reportable, non-deer crashes) on CTH R over the past 5 years is 447 per 100 million vehicle miles and the statewide average was 257”

“As a result, crashes occur because approaching expressway drivers are unaware of the intersection and are not prepared to react to potential conflicts. Crashes also occur because drivers approaching on a side road do not stop at a stop sign because they do not recognize that they are approaching a stop-controlled intersection. Providing greater intersection recognition reduces the likelihood of stop sign running”