

Unit # 1 was Traveling Parked Facing N S E W on S DEPOT ST

Unit # 2 was Traveling Parked Facing N S E W on HOWARD ST

85 NARRATIVE (include pertinent unusual aspects which are not listed elsewhere on the form)

UNIT 1 WAS MAKING A LEFT TURN FROM HOWARD STREET TO S DEPOT STREET. THE PEDESTRIAN WAS CROSSING FROM HOWARD STREET EAST OF S DEPOT STREET IN THE PEDESTRIAN CROSS WALK. UNIT 1 STRUCK THE PEDESTRIAN WHILE SHE WAS CROSSING. DRIVER OF UNIT 1 STATED HE WAS LOOKING TO HIS RIGHT TO CHECK IF IT WAS CLEAR AS HE MADE THE LEFT TURN. WHEN HE LOOKED BACK, HE SAW THE PEDESTRIAN JUST AS HE STRUCK HER. THE PEDESTRIAN STATED SHE STOPPED AT THE CROSS WALK, LOOKED BOTH WAYS, AND LOOKED AT UNIT 1, WHO HAD STOPPED AT THE STOP SIGN. SHE THEN PROCEEDED TO CROSS. AS SHE WAS CROSSING, UNIT 1 BEGAN TO MAKE THE LEFT TURN. SHE STATED SHE THOUGHT HE WOULD STOP, BUT HE DID NOT AND STRUCK HER.





Vehicles with higher, more vertical front ends pose greater risk to pedestrians

November 14, 2023

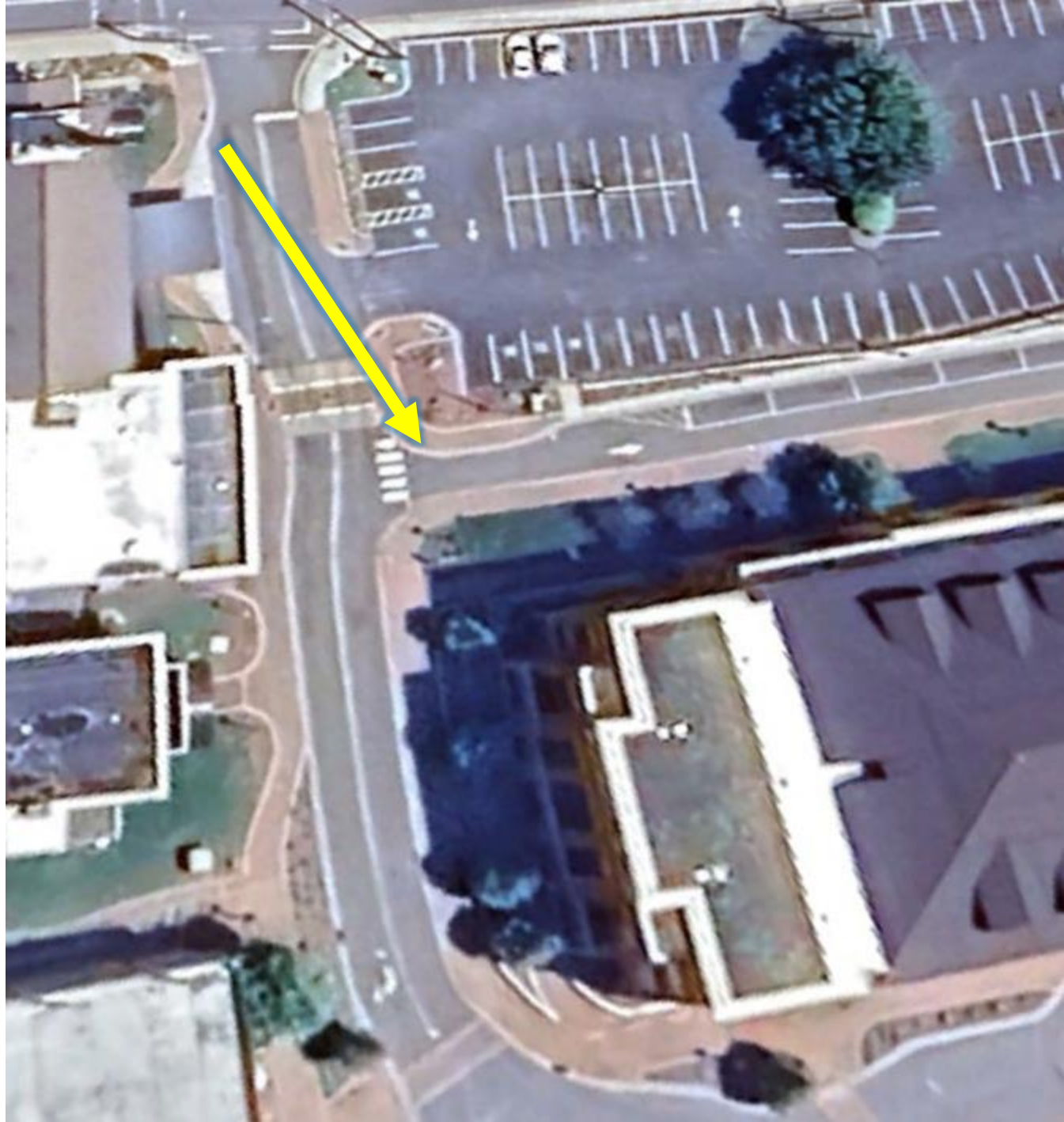


Easy & Now: Flashing LED Stop Signs, with pedestrian buttons (MUTCD compliant)



Easy: Curb Extensions or Neckdowns





Easy & Now: Temporary Curb Extensions





Curb Extensions & Drainage

Floating Curb Extension



Curb Extensions & Large Vehicles

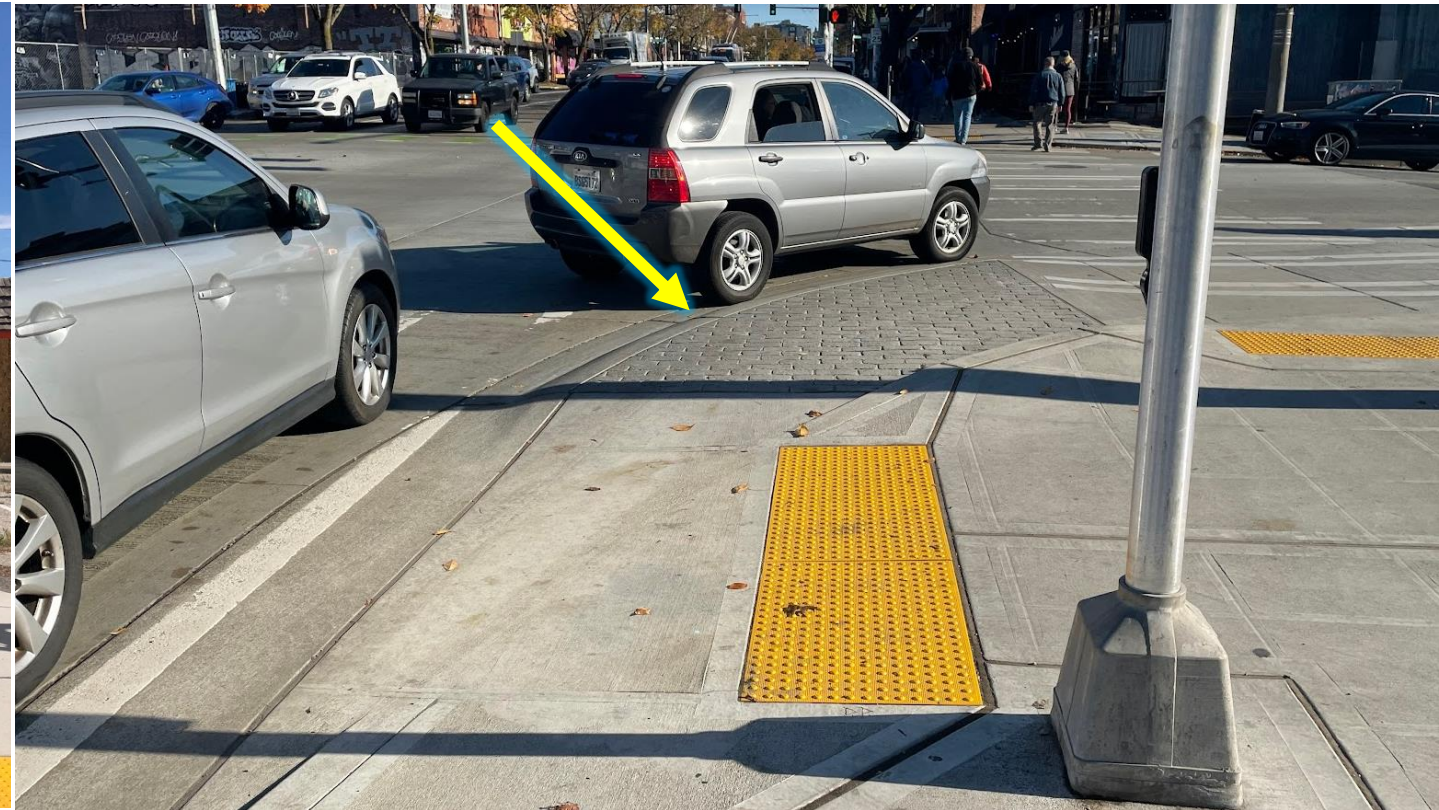
Mountable Aprons, similar to what's is placed on the interior of roundabouts.



Howard & College in Boone

Curb Extensions & Large Vehicles

Mountable Aprons, similar to what's on the interior of roundabouts.





MARKET ST

NO TURN ON RED

24 AVE NW

ONLY

GREEN

VIAGRA BOYS
BREAKOUT



pirit

Spirit

NW MARKET ST

NO TURN ON RED

150129

Curb Extensions & Snow: **NOT AN ISSUE!**

Boone Annual Snowfall: 40 inches



Sandpoint, Idaho Annual Snowfall: 58 inches



Curb Extensions & Snow: **NOT AN ISSUE!**

Boone Annual Snowfall: 40 inches



Grand Forks, North Dakota Annual Snowfall: 49 inches

Curb Extensions & Snow: **NOT AN ISSUE!**

Boone Annual Snowfall: 40 inches



Palmer, Alaska Annual Snowfall: 48 inches



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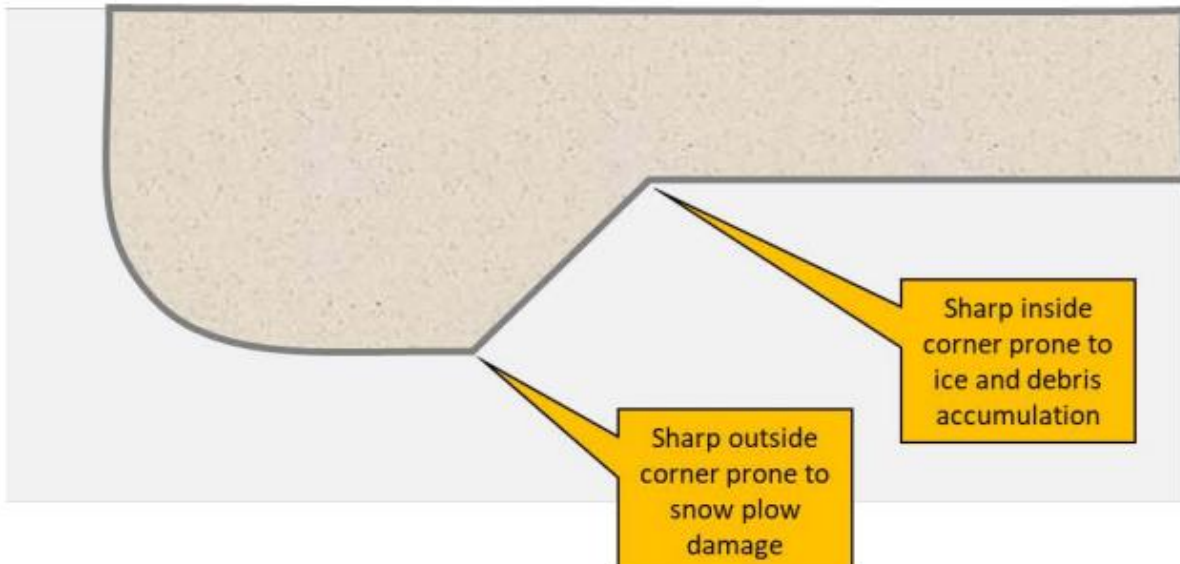
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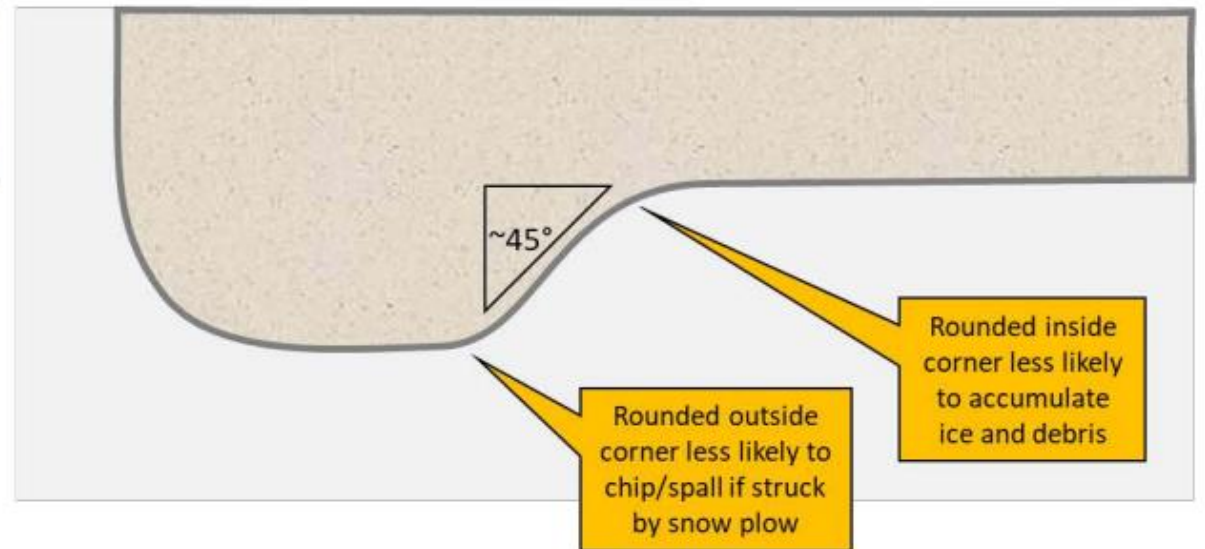
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https://mdl.mndot.gov/_flysystem/fedora/2023-06/202318.pdf

Curb Extension with Sharp Minor Corners



Curb Extension with Rounded Minor Corners

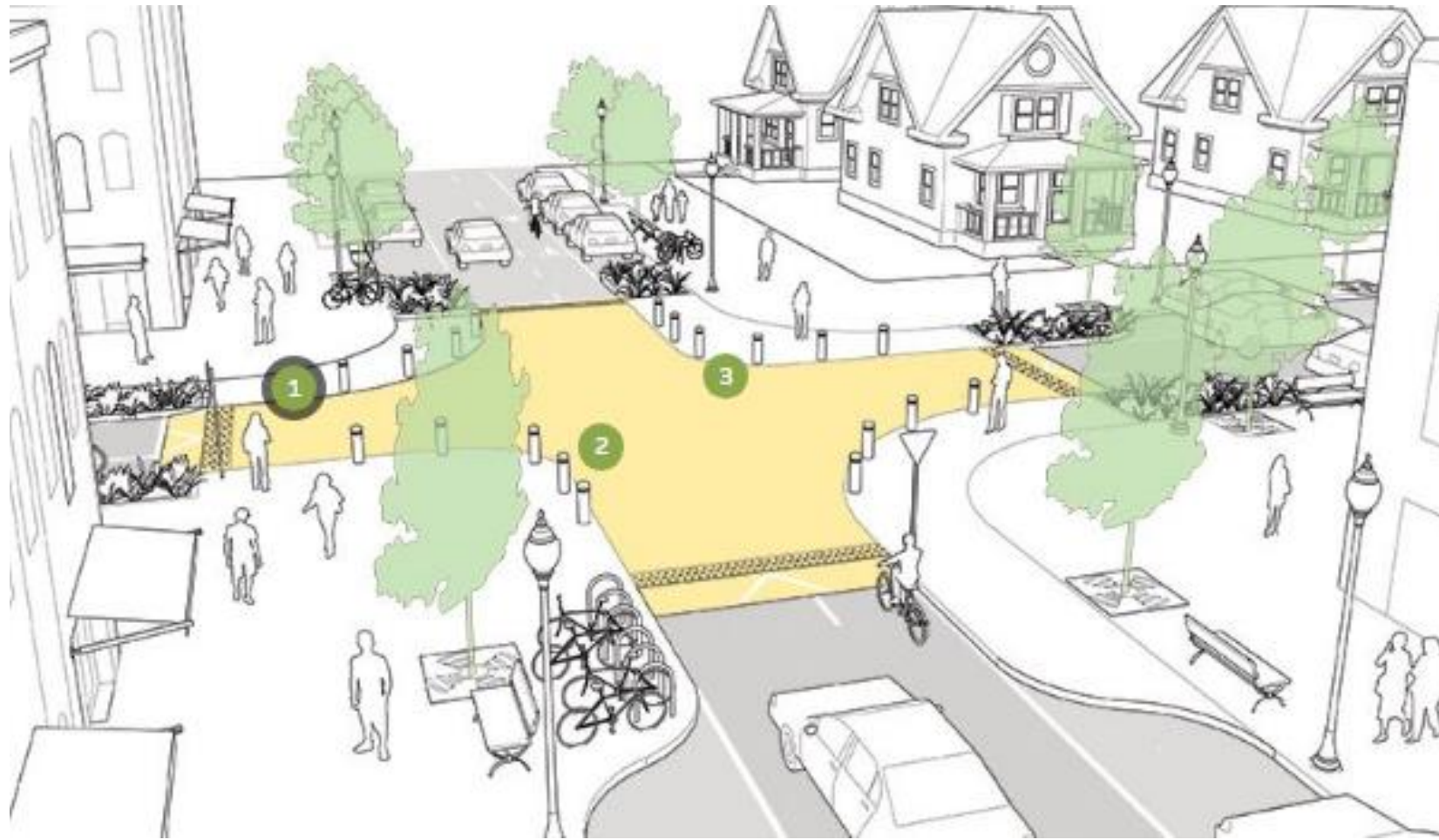


Raised Intersection



National Association of
City Transportation Officials

“Similar to speed humps and other **vertical speed control elements**, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.”



RECOMMENDATIONS

1 Raised intersections are flush with the sidewalk and ensure that drivers traverse the crossing slowly. **Crosswalks** do not need to be marked unless they are not at grade with the sidewalk. ADA-compliant ramps and detector strips are always required.

2 Bollards along corners keep motorists from crossing into the pedestrian space. Bollards protect pedestrians from errant vehicles.

[+ More Info](#)

3 Where two 1-way streets intersect, there will be two corners around which no drivers turn. This can be designed with the smallest constructible radius (approximately 2 feet) as long as a 40-foot fire truck can make the turn without encroaching upon the sidewalk.

Raised Intersection or Crosswalks

Raised Crosswalk



Raised crosswalks
can reduce
pedestrian
crashes by

45%



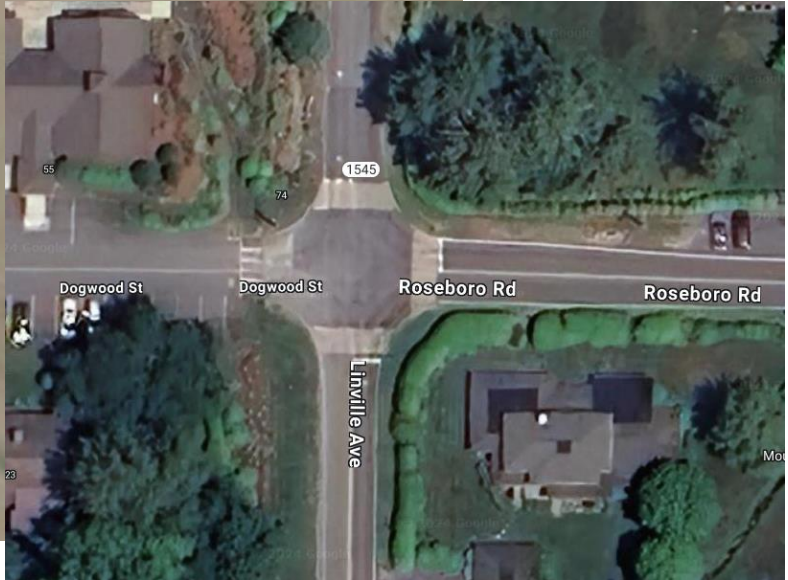
FEATURES:

- Elevated crossing makes the pedestrian more prominent in the driver's field of vision, and allows pedestrians to cross at grade with the sidewalk
- Approach ramps may reduce vehicle speeds and improve motorist yielding

OFTEN USED WITH:

- Crosswalk visibility enhancements

Raised Intersection or Crosswalks



Raised Intersection or Crosswalks

Raised Crosswalk

Slot Drains



Enhanced Pedestrian Lanes



ADA Compliance

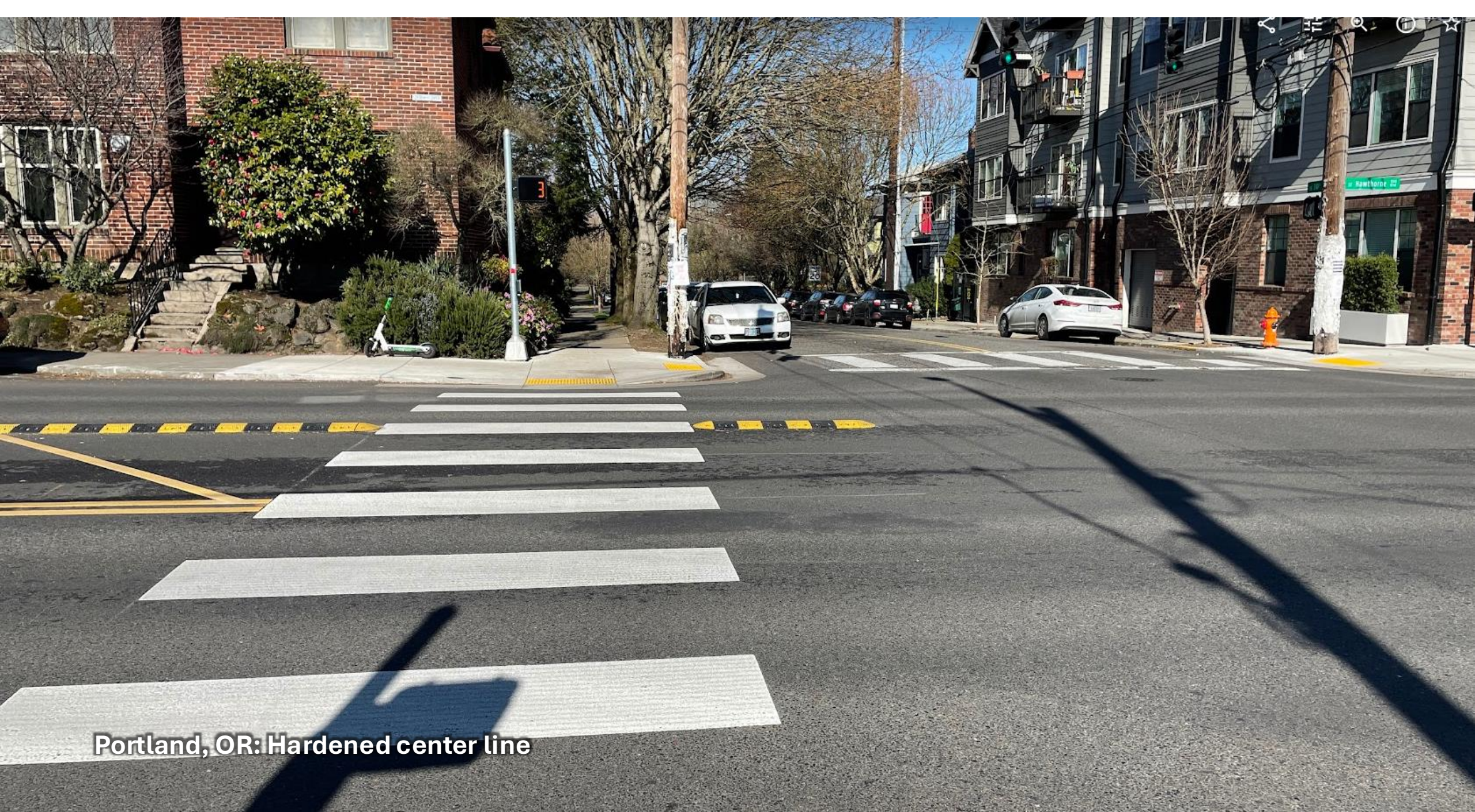


ADA Compliance

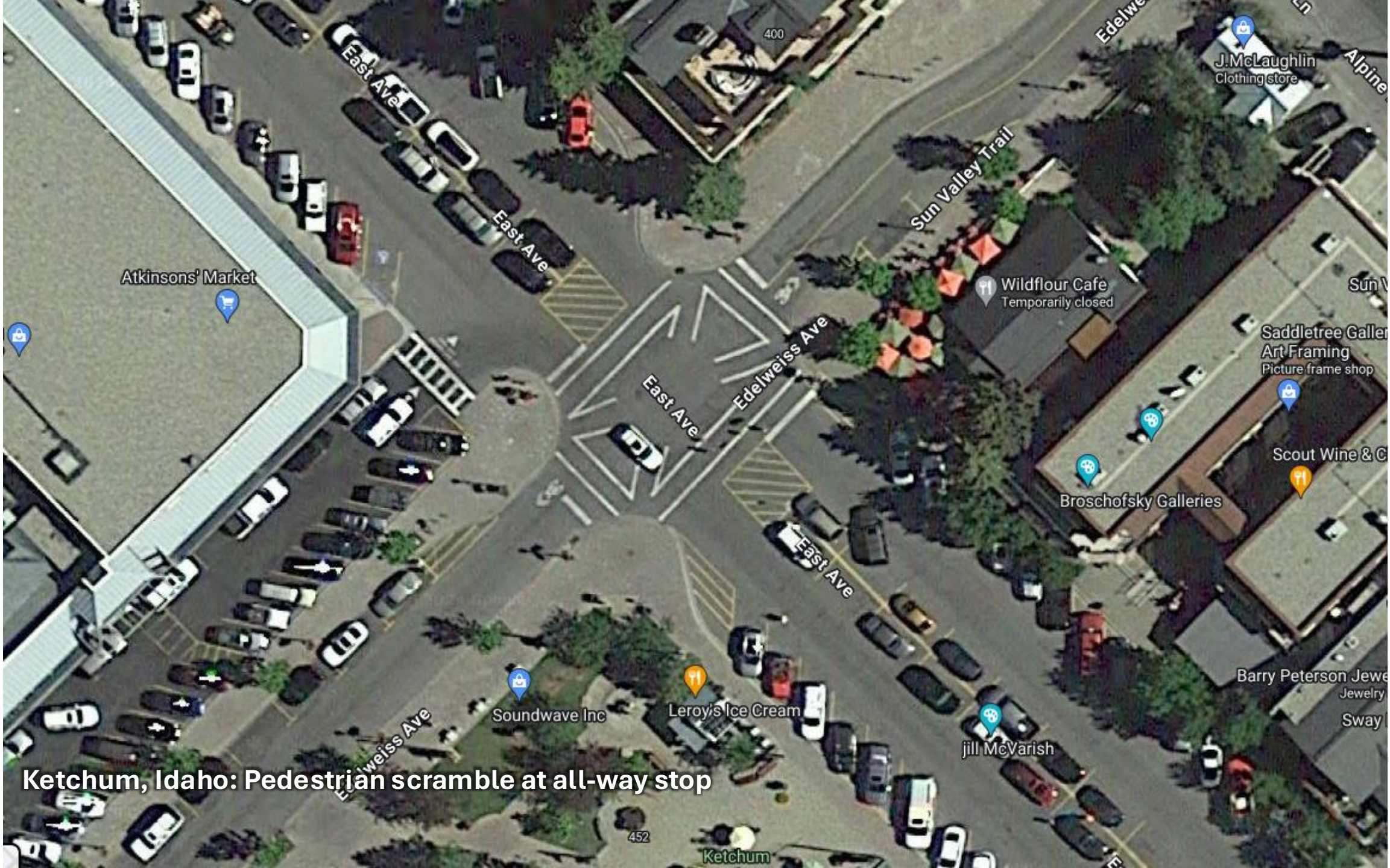




Portland, OR: Hardened center line



Portland, OR: Hardened center line



Ketchum, Idaho: Pedestrian scramble at all-way stop