



## Pedestrian & Bike Improvements Business 51 Crosswalks

Every 3-point intersection in Wisconsin (like Moreland Ave and Grand Ave) legally has 3 crosswalks regardless if they are marked or not. Painting the safest crosswalks will encourage people to use those crossings first. See Wisconsin Statutes §346.23-346.30, and §340.01(10) for additional information.

**Recommendation:** Add crosswalks per the following diagrams, and add sidewalk ramps per Figures 7-10 & 7-11 on last page:

 = New crosswalk to be added.

 = Install new sidewalk ramp here.

Below: The north side of this intersection provides a cross-hatched mid-street waiting area to more safely cross 4-lanes.

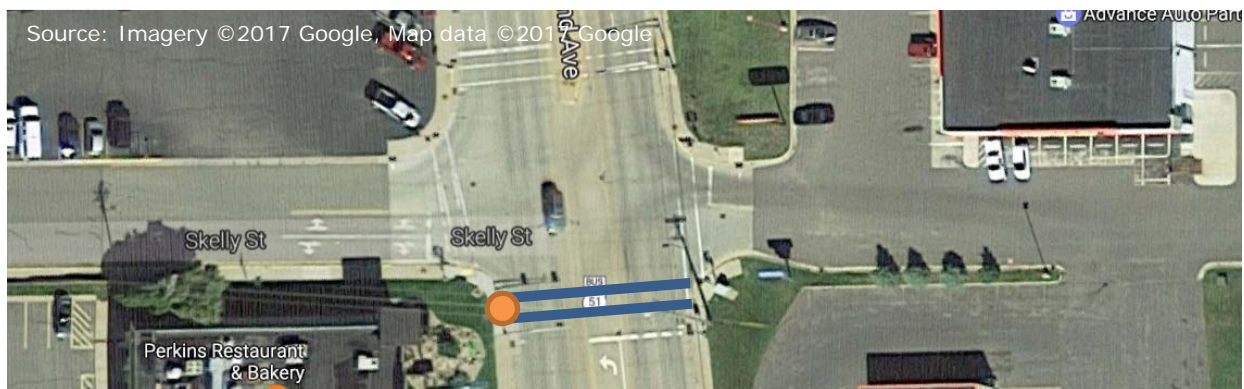
1.



Business 51 and Moreland Ave.

Below: Every traffic light intersection should have crosswalks on all 4 sides.

2.



Business 51 and Skelly St.

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3.

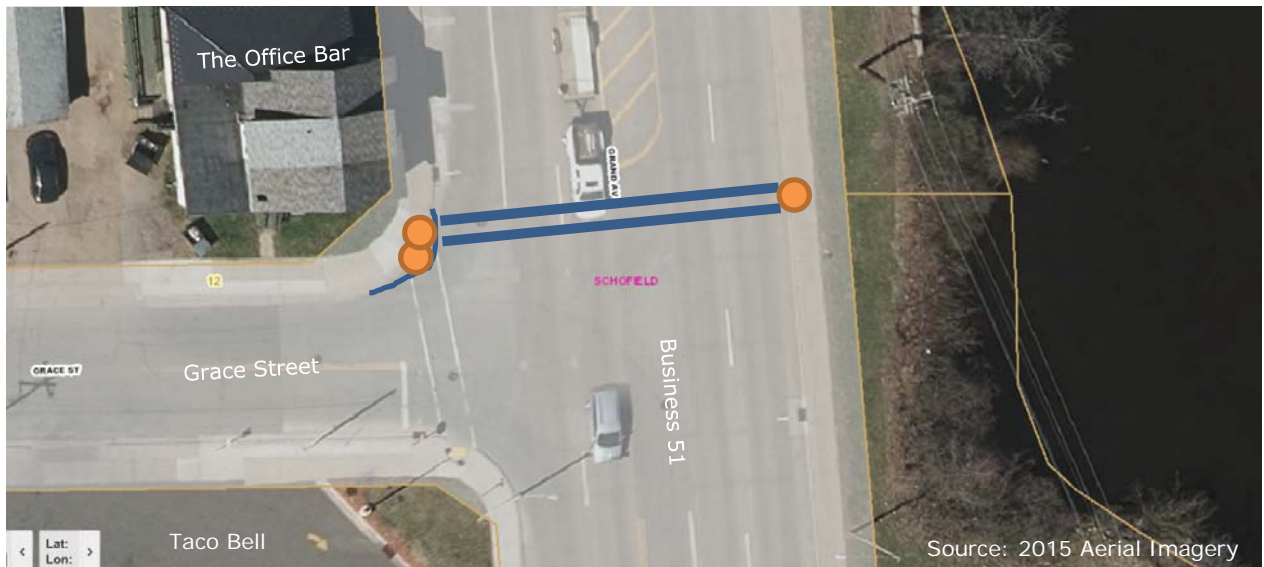
Below: The north side of this intersection provides a cross-hatched mid-street waiting area to more safely cross 4-lanes.



Business 51 and Robb St.

4.

Below: The north side of this intersection provides a cross-hatched mid-street waiting area to more safely cross 4-lanes.



Business 51 and Grace St.

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Below: The north side of this intersection provides a cross-hatched mid-street waiting area to more safely cross 4-lanes.

5.



Business 51 and Fullmer St.

Below: Every traffic light intersection should have crosswalks on all 4 sides.

6.

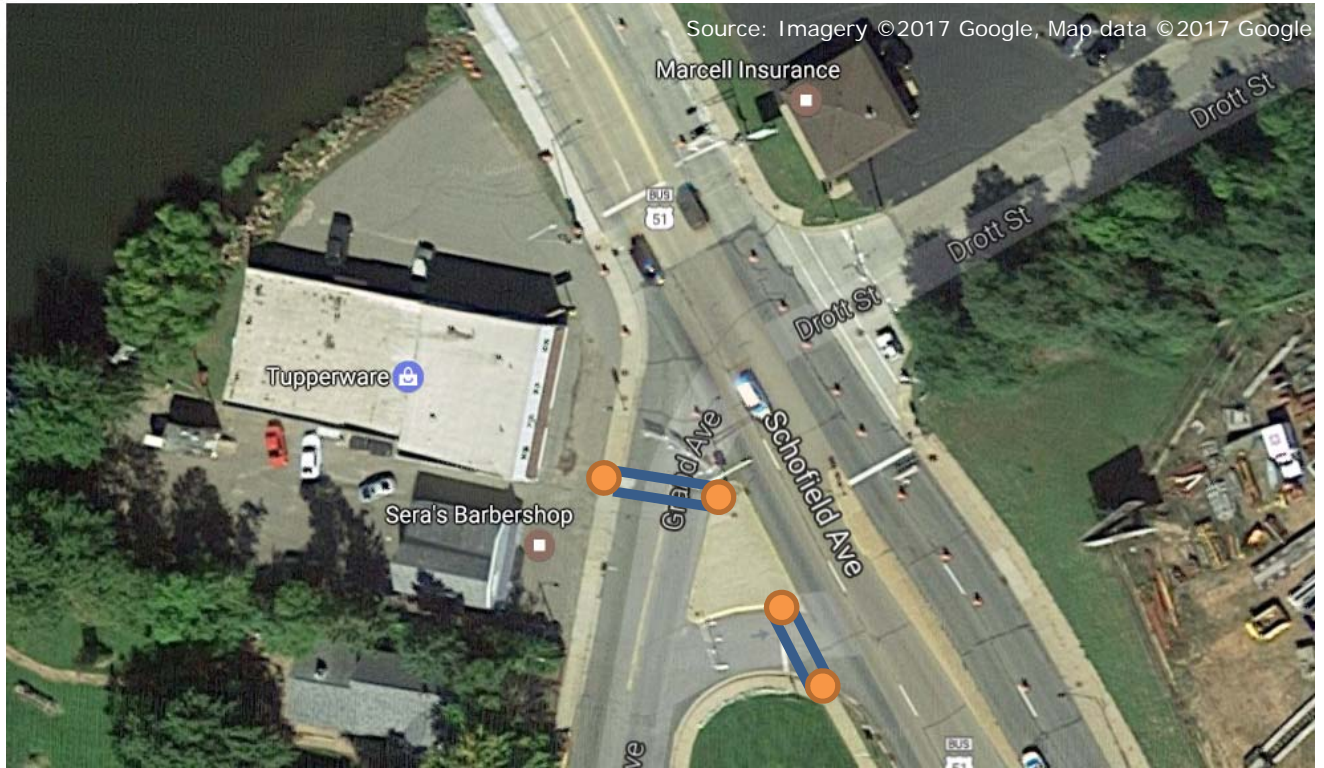


Business 51 and Radtke St, looking south.

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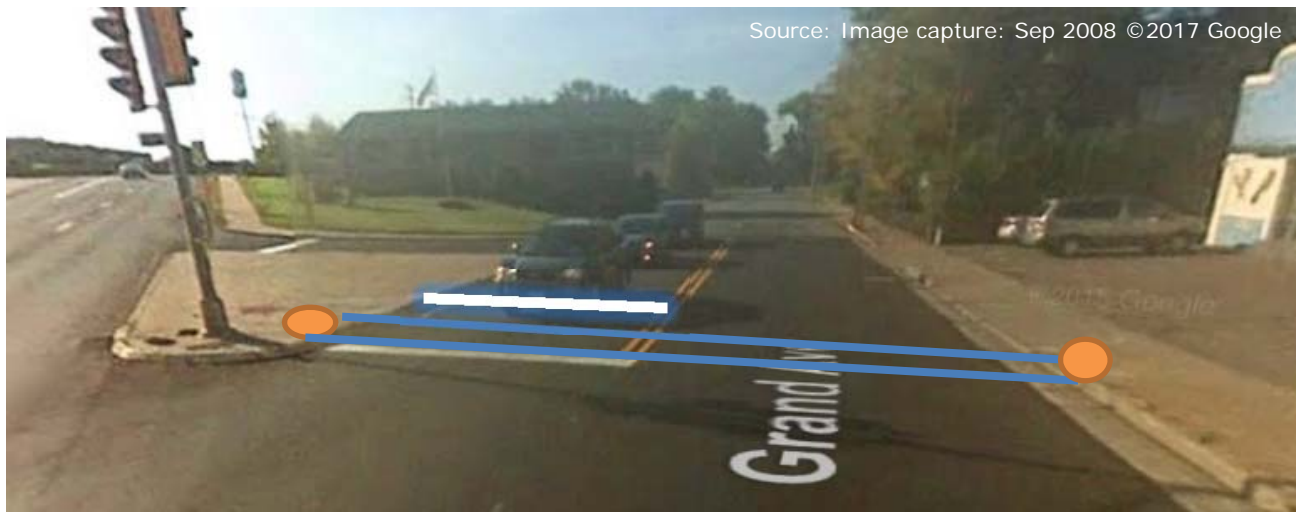
Below: Every traffic light intersection should have crosswalks on all 4 sides, and somehow the right-turn lane is missing a crosswalk too.

7.




Crossing of Grand Ave at Business 51.

Below: Northbound stop line on Grand Ave would need to move south to accommodate new crosswalk.



Grand Ave looking south from Business 51

 = new stop line

**Note:** Find in-pavement vehicle detector.

## Pedestrian & Bike Improvements Business 51 Crosswalks

Below: Since bicycling is now allowed on the sidewalks next to Business 51, then any new ramps in the sidewalks should be designed like Figure 7-10 and 7-11 below. Key design point is to lower the whole sidewalk, and then install truncated domes in the area of the level sidewalk that is closest to Business 51.

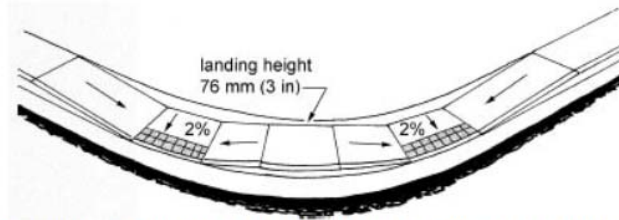


Figure 7-10. At intersections with narrow sidewalks and wide turning radii, two parallel curb ramps should be considered.

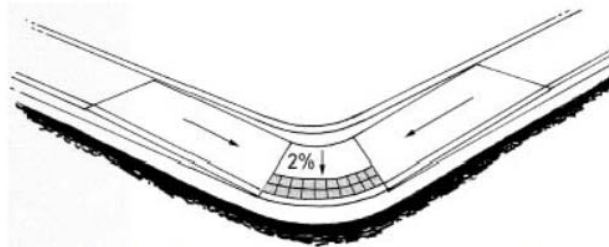


Figure 7-11. On narrow sidewalks with tight turning radii, a single parallel curb ramp may be considered.

Source: FHWA, Designing Sidewalks and Trails for Access,  
Part II of II: Best Practices Design Guide