



Roadway Characteristics

Speed Limit: 30 mph

Number of Lanes: 4

Roadway Section: Two-way, not divided, two-way left-turn lane (TWLTL)

High Injury Network Intersection: Ruddle Road

Roadway Alignment: Straight with S-curve

Presence of Sidewalks: Varies

Average Daily Traffic: Approximately 13,000 vehicles

Existing Conditions

This 0.94-mile segment of Main Street includes one of the top five High Injury Network (HIN) road segments in the East Region, and one HIN intersection. This segment of Main Street includes an S-curve with clusters of crashes occurring along each curve and at intersections positioned immediately after the curve or within the curve. The corridor has a TWLTL running throughout, with numerous driveways and intersections along the entire length. Additionally, public comments noted the need for lighting along the corridor and crash data showed over 25 percent of crashes in this corridor occurred between dusk and dawn.

Countermeasure Summary

The recommended countermeasures for Main Street between S 5th Street and Ruddle Road are recommended to address crashes along the S-curve, crashes occurring at intersections, and crashes that occur between dusk and dawn.

Countermeasure
Vulnerable Road User Countermeasures
<ul style="list-style-type: none"> Bike Lanes Crosswalk Visibility Enhancements Pedestrian Signal with Leading Pedestrian Interval Sidewalks
Vehicular Countermeasures
<ul style="list-style-type: none"> Convert TWLTL to Dedicated Left Turn Lanes Corridor Access Management Curve Design Improvements Dedicated Turn Lanes Enhanced Curve Delineation Flashing Yellow Arrow Left Turn Signal General Pavement Markings Raised Medians Retroreflective Backplates Roundabouts Safety Lighting Speed Reduction Pavement Markings at Curves