

8 Bagdad Avenue to Avenue 52

This segment of Harrison Street continues the four-lane configuration with a median and left turn pockets, and bike lanes (Street Section Options 1 and 2) that began at the Avenue 50 to the north.

Because of the long distance between the major intersections at Bagdad Avenue and Avenue 52, the crosswalks at the Cairo Street intersection should be highlighted with bold crosswalk markings. If difficulties with crossing the street still persist, the City should consider placing button-activated flashing pedestrian beacons.

9 Avenue 52 Intersection

In the near term, this is the last roundabout the design team is recommending for the Harrison Street corridor. Beyond this point traffic levels on Harrison Street and the cross streets are low enough that conventional traffic controls will suffice. As discussed below, when development is extended to the Avenue 54 intersection, a new roundabout/gateway feature should be installed there.

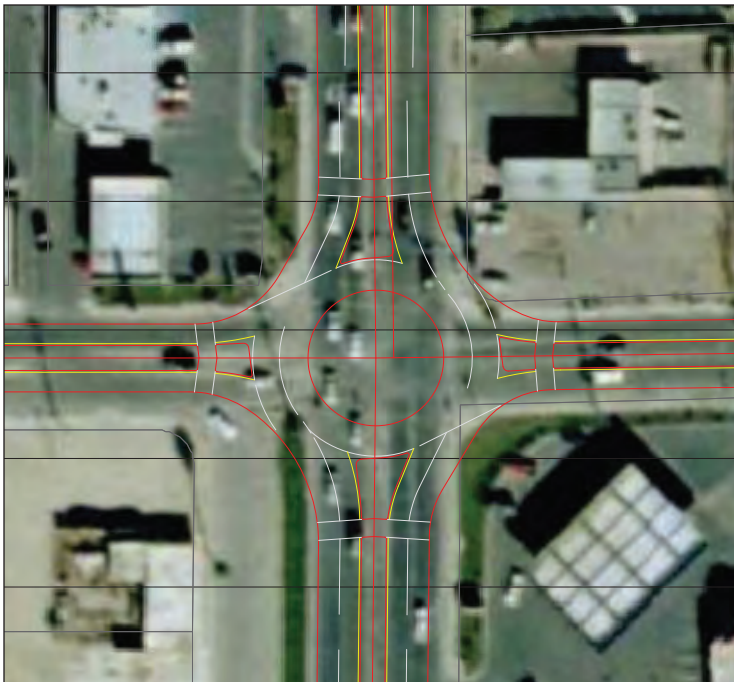
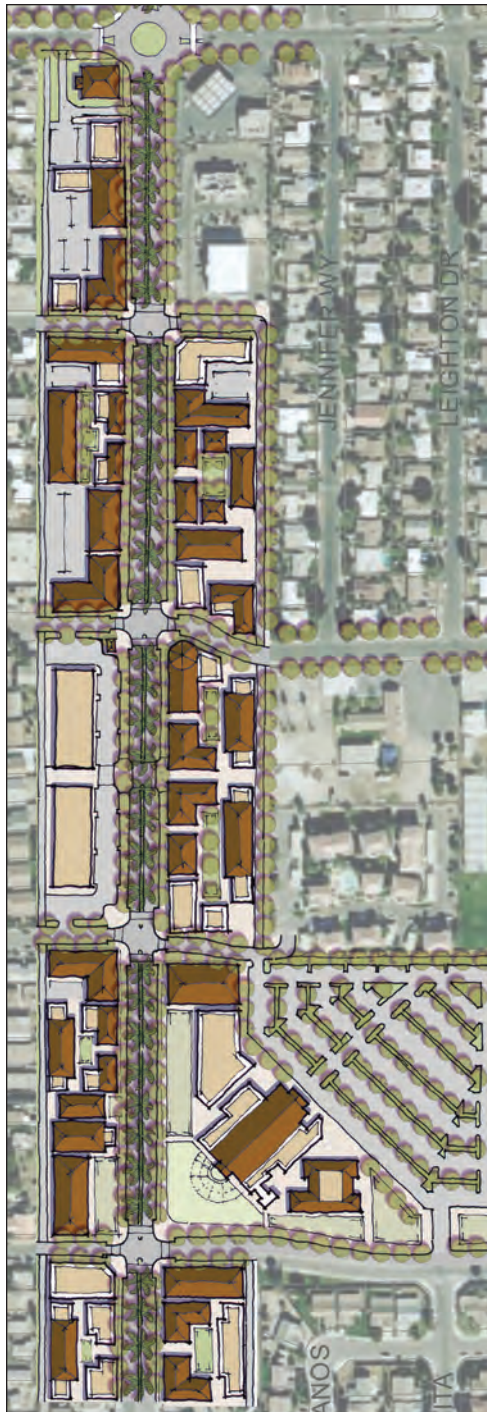


Figure 4.26: Roundabout design layout for Harrison Avenue and Avenue 52.



As with the roundabout at the Avenue 50 intersection, the City must acquire some small amounts of additional property for the proper design to fit at this location. Some adjustment of the roundabout may reduce this need, and some ROW may be obtained through development agreements for the properties at the northeast and southwest corners of the intersection. See Figure 4.26 on previous page.

Alternative to Roundabout

If it is determined that a roundabout at this location is not desirable, the alternative is to maintain the signalized intersection that currently exists. The guidelines for signalized intersections discussed on pages 24 to 25 should be followed.

10 Avenue 52 to Avenue 53

This segment of Harrison Street continues the four-lane configuration with a median and left turn pockets, and bike lanes (Street Section Options 1 and 2) that began at the Avenue 50 to the north.

The assumption behind the recommendations is that the frontage road on the west side of Harrison Street between Avenue 52 and Calle Verde will be eliminated. The new landscaped strip adjacent to the street would be retained, and sidewalks would be created beyond that buffer strip in part of the existing frontage road. The design would then conform to that shown for the more northern section of Harrison Street in Figure 4.16 or 4.17, above.

And again, because of the long distance between the major intersections at Avenue 53 and Avenue 54, the crosswalks at cross street intersections should be highlighted with bold crosswalk markings. If difficulties with crossing the street still persist, the City should consider placing button-activated flashing pedestrian beacons at select location between the major intersections.