

6. CONCLUSIONS AND RECOMMENDATIONS

To gain a better understanding of the transportation needs and issues in the vicinity of the Sheridan County Courthouse, the pedestrian and vehicular circulation, the available parking, and intersection capacity was reviewed. The review of the existing conditions included vehicular volume, pedestrian volume at key intersections, accident review, parking conditions, and an employee survey regarding parking and pedestrian safety.

Similar issues were identified by the data as well as by the Sheridan County Public Works staff, the City of Sheridan Public Works staff, and the courthouse employees. These issues included:

- Lack of available parking adjacent to the courthouse to minimize pedestrian crossings
- Pedestrians do not feel safe crossing Burkitt, Whitney, and Main Streets,
- Non-compliance by drivers to yield to pedestrians in the crosswalk across Burkitt at Brooks Street, and
- Sight obstructions due to parked vehicles and vegetation.

Two alternatives were analyzed to determine if roadway network modifications could help the parking, pedestrian, and circulation issues in the vicinity of the courthouse. The alternatives were 1) permanent closure of Brooks Street between Whitney and Burkitt and 2) conversion of Brooks Street to one-way northbound between Whitney and Burkitt.

The analyses concluded that either alternative would not create operational issues at the surrounding intersections and would provide additional parking adjacent to the courthouse, thus lessening the number of pedestrians crossing the major roadways.

In addition to either of the two modifications to Brooks Street; the following additional improvements are recommended:

- Parked vehicles should not be allowed within a minimum of 30 feet of an intersection to provide an unobstructed view. On-site review of the Whitney/Brooks intersection may result in more than a 30-foot clear zone to achieve acceptable sight distance. Each intersection, particularly the intersection of Whitney and Main should be reviewed to ensure that vegetation or any other permanent obstructions are not in the sight lines for vehicles and pedestrians.
- Crosswalk markings should be installed at the intersection of Main Street and Whitney Street.
- All visitors should be directed to park in the west lot to minimize the number of visitors crossing Burkitt Street. Off-site lots could be assigned to employees and maintenance vehicles to maximize the west lot availability for visitors.
- A crosswalk should be striped on the south leg of the Burkitt/Brooks intersection and a STOP bar painted in advance of the crosswalk so that vehicles do not stop in the crosswalk.
- Several alternatives could be considered to heighten driver awareness at the existing crosswalk across Burkitt Street at the Burkitt/Brooks intersection. For example, enhanced signing and striping, installation of a speed table, flashing beacons, and/or pedestrian flags. All of the alternatives provide for better driver awareness but do vary in installation and maintenance costs.