








This handout provides examples of safety improvements, called countermeasures that the City could use. Where do you think these are appropriate? What other ideas do you have?



TRAFFIC CONTROL OPTIONS

	All-Way Stop Control	Organizes conflicts at intersections
	Roundabout	Eliminates crossing and left turn conflicts
	Traffic Signal	Reduces intersection conflicts, but turning conflicts can remain






TRAFFIC SIGNAL CHANGES

	Improve Signal Timing	Changing timing and signal phases can reduce conflicts and red light running
	Protected Left Turns	Reduces conflicts between turning and through vehicles, which are often severe
	Leading Pedestrian Interval	Allows pedestrians to start crossing 3 to 7 seconds before vehicles
	Red light cameras	Enforce illegal movements through an intersection







PEDESTRIAN SIGNALS

	Pedestrian Hybrid Beacon	Pedestrian activated signal used on uncontrolled crossings of multilane roads
	Rectangular Rapid Flashing Beacon	Alerts drivers of pedestrians crossing at an uncontrolled crossing





PAVEMENT MARKING CHANGES

	Lane Narrowing	Narrower lanes result in slower vehicle travel
	Road Diet	Reduces roadway for vehicles, creates room for bicycle lanes, sidewalks, and center turn lanes
	Widen Shoulder	Create space for bicycle lanes, vehicle break downs, emergency vehicles
	Daylight intersection	Improve sight lines (no parking, trim bushes, remove signs)
	Striping through intersection	Designate turning lanes or bike lanes through intersection can reduce conflicts






PHYSICAL OR GEOMETRIC CHANGES

	Median	Separates directions of traffic. Reduces head on collisions
	Median Barriers	More robust directional separation. Reduces pedestrian mid-block crossings
	Medians turn restrictions	Restricts certain turning movements to reduce potential conflicts.
	Reconstruct Intersection	Removing slip lanes or 'squaring up' intersections can reduce high speed turns
	Centerline hardening	Bollards and rubber curbs make turns slower and make pedestrians more visible to turning vehicles
	Speed feedback sign	Increases awareness of speeding

PEDESTRIAN AND BICYCLE PAVEMENT MARKINGS

	Advance Stop Bar	Reduces vehicles encroaching into crosswalk
	High-Visibility Crosswalk	Horizontal bars increase visibility of pedestrian crossing locations
	Green Conflict Striping	Green 'skip boxes' mark bicycle-vehicle conflict areas, increasing awareness
	Markings at uncontrolled pedestrian crossings	Marked crosswalk, yield lines, and similar pavement markings increase driver awareness of pedestrians

PEDESTRIAN AND BICYCLE PHYSICAL CHANGES

	Curb Extensions	Widen sidewalk into intersection, makes pedestrians more visible to drivers
	Median with refuge	Provide a waiting place for pedestrians who need time to cross
	Raised Crosswalk	Typically used at a mid-block crosswalk to increase awareness of pedestrians
	New or wider sidewalk or side path	Separate place for people to walk
	Separated Bike Lanes	Separate space for bicyclists with dividers from traffic using concrete islands or posts