



Parking and Traffic Commission Meeting Agenda

March 23, 2023
5:30 PM – Regular Meeting
Council Chambers
400 N. Douty St.

Commissioners will meet in person in the Council Chambers. This meeting will not be livestreamed.

CALL TO ORDER:

WELCOME AND INTRODUCTION OF NEW COMMISSIONERS:

- A. Public Works:
Scott Goddard, appointed February 21, 2023 for full term ending December 31, 2026
Bert Parolini, appointed February 21, 2023 to fill unexpired term ending December 31, 2023
Orie Rubalcava, reappointed January 17, 2023, for full term ending December 31, 2026
Alex Dwiggin, current term ending December 31, 2023
Jeffery Medlin, current term ending December 31, 2023

ROLL CALL:

FLAG SALUTE:

MINUTES APPROVAL:

- A. Public Works: Approve minutes from August 4, 2022 Parking & Traffic Commission Meeting

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. A maximum of three minutes is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.

STAFF REPORTS:

- A. Public Works: Recommendation for Approval of the Draft Local Roadway Safety Plan (LRSP)

STAFF COMMUNICATIONS:

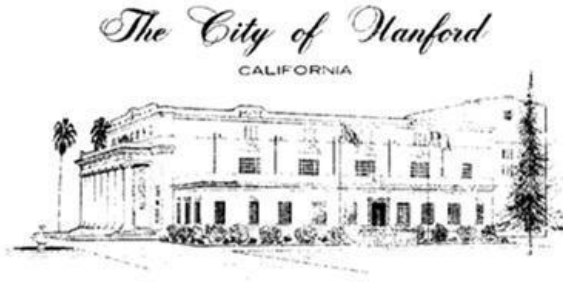
A. Public Works: City Council Actions

COMMISSIONERS ITEMS OF INTEREST:

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}



MINUTES
PARKING AND TRAFFIC COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Thursday, August 4, 2022

Commissioners will meet in person in the Council Chambers. The meeting will also be livestreamed on the City's website: <http://livestream.hanford.city/>

CALL TO ORDER - MEETING

SPECIAL

ROLL CALL

| Attendee Name | Title | Status | Arrived |
|-----------------|-------|---------|---------|
| James MacLellan | | Absent | |
| Alex Dwiggin | | Present | |
| Orie Rubalcava | | Present | |
| Jeffrey Medlin | | Present | |

FLAG SALUTE

Chairman DWIGGINS led the flag salute.

MINUTES APPROVAL

1. Approve minutes from October 28, 2021 Parking & Traffic Commission Meeting

Motion made to except the minutes of the October 28, 2021 meeting.

RESULT: APPROVED [UNANIMOUS]
MOVER: Jeffrey Medlin
SECONDER: Orie Rubalcava
AYES: Dwiggin, Rubalcava, Medlin
ABSENT: MacLellan

2. Approve minutes from March 24, 2022 Parking & Traffic Commission Meeting

Motion made to accept the minutes of the March 24, 2022 meeting.

| | |
|------------------|-----------------------------|
| RESULT: | APPROVED [UNANIMOUS] |
| MOVER: | Jeffrey Medlin |
| SECONDER: | Orie Rubalcava |
| AYES: | Dwiggins, Rubalcava, Medlin |
| ABSENT: | MacLellan |

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

None to report

STAFF REPORTS

3. Suggested Routes to School, Pioneer Union Elementary School District

Motion made to recommend to City Council that the Suggested Routes to School plans for Pioneer Union Elementary School District for the upcoming 2022-2023 school year be approved.

| | |
|------------------|-----------------------------|
| RESULT: | APPROVED [UNANIMOUS] |
| MOVER: | Orie Rubalcava |
| SECONDER: | Jeffrey Medlin |
| AYES: | Dwiggins, Rubalcava, Medlin |
| ABSENT: | MacLellan |

4. Suggested Routes to School, Hanford Elementary School District

Motion made to recommend to City Council that the Suggested Routes to School plans for Hanford Elementary School District for the upcoming 2022-2023 school year be approved.

| | |
|------------------|-----------------------------|
| RESULT: | APPROVED [UNANIMOUS] |
| MOVER: | Orie Rubalcava |
| SECONDER: | Jeffrey Medlin |
| AYES: | Dwiggins, Rubalcava, Medlin |
| ABSENT: | MacLellan |

5. Suggested Routes to School, St. Rose-Thomas McCarthy Catholic School

Motion made to recommend to City Council that the Suggested Routes to School plans for Saint Rose-Thomas McCarthy Catholic School for the upcoming 2022-2023 school year be approved.

| | |
|------------------|-----------------------------|
| RESULT: | APPROVED [UNANIMOUS] |
| MOVER: | Orie Rubalcava |
| SECONDER: | Jeffrey Medlin |
| AYES: | Dwiggins, Rubalcava, Medlin |
| ABSENT: | MacLellan |

STAFF COMMUNICATION

6. City Council Actions

Staff spoke briefly regarding City Council actions.

COMMISSIONERS ITEMS OF INTEREST

Commissioner RUBALCAVA raised concern about the railroad crossing on Fargo Avenue west of Glacier Way regarding loose panels. Staff stated they will contact BNSF Railway Co. Commissioner RUBALCAVA asked for clarification on the pedestrian control for the Campus Drive reconstruction project. Staff informed Commissioners that Pedestrian Control is part of the contractors Traffic Control Plan.

Chairman DWIGGINS asked staff to look into the possibility of placing "NO U-TURN" signs on the median along the front of Hanford High School on Grangeville Boulevard. Staff stated that it will be looked into.

ADJOURNMENT

Chairman DWIGGINS adjourned the meeting at 6:15 pm.

Respectfully submitted,

Abraham Folk
Engineering Technician, II



CITY OF HANFORD
Department of Public Works
Focused On Our Community 24/7

900 South 10th Avenue • HANFORD, CA 93230-5234 • (559) 585-2550

TO: Parking and Traffic Commission

FROM:

SUBJECT: Recommend approval of the DRAFT Local Roadway Safety Plan to the City Council.

RECOMMENDATION

That the Parking and Traffic Commission, by motion, recommend to the City Council to approve the **DRAFT Local Roadway Safety Plan** and approve the document to be circulated and receive review and comment by the public for final draft and City Council approval.

DISCUSSION

In September 2021, the city was awarded a State of California Local Roadway Safety Plan Preparation grant in the amount of \$57,000 for developing a LRSP for the City of Hanford.

In February, 2022, the City Council awarded a contract to 4Creeks for the preparation of a LRSP.

The Draft LRSP is submitted to the Commissioners for review and recommendations.

A Local Roadway Safety Plan (LRSP) is a comprehensive plan document that outlines strategies and actions to improve traffic, bicycle, and pedestrian safety on local roads. LRSPs are developed by city and county governments and will be required by state and federal agencies as a condition for funding of future grants. The attached Draft LRSP plan analyses data and identifies multiple safety improvement projects that are candidates for potential Highway Safety Improvements Program (HSIP) grant funding. The HSIP program awards grants based on a cost/benefit analysis, so projects with a low cost and high benefit will rank high in scores.

The primary goal of the LRSP is to identify and address the safety issues on local roads, which included factors such as high crash rates, dangerous intersections, inadequate signage or lighting, and other hazards. This included an analysis of crash data, as well as input from stakeholders such as law enforcement, emergency services, and community members. Overall, an LRSP is an important tool used for improving safety on local roads and reducing the number and severity of crashes, and must be maintained, evaluated, and updated on a regular basis to identify current trends.

The initial phase of collecting data was presented at the first Stakeholders Meeting held July 13, 2022. Comments were received and a second Stakeholders Meeting was held November 16,

2022. Attached are the meeting agendas of the Stakeholders Meetings for reference.

If the Commission approves the recommendation to City Council to approve the DRAFT Local Roadway Safety Plan, the document will be circulated to the public for final comments, and a final LRSP will be prepared and approved for implementation.

Respectfully submitted,

Lisa Dock, P.E.
City Engineer

Attachments:
Stakeholders Meeting #1 – Agenda
Stakeholders Meeting #2 – Agenda
LRSP Document



TECHNICAL MEMORANDUM

DATE: July 11, 2022

TO: Jennifer Minear, Project Manager
Lisa Dock, PE, Engineering Manager
Engineering Division
City of Hanford, CA

FROM: 4Creeks, Inc.

PROJECT: City of Hanford Local Roadway Safety Plan
Project #22020

SUBJECT: Technical Memorandum #1

4Creeks, Inc. (4Creeks) and the City of Hanford are developing a Local Roadway Safety Plan (LRSP) for the City. The LRSP is a document that will provide the City the opportunity to proactively address roadway safety, in hopes of preventing local road fatalities and injuries. In general, the development of the LRSP includes acquiring and analyzing collision data and traffic volumes; identifying and coordinating with stakeholders to review the data; developing the plan vision, goals, and objectives; identifying “high-risk” corridors and intersections; selecting emphasis areas; developing safety strategies and countermeasures; prioritizing safety improvements and preparing the final LRSP. This memorandum documents the results of the initial tasks, including review of existing efforts; initial stakeholder coordination; development of the plan vision, goals, and objectives; and the collision analysis.

REVIEW OF EXISTING EFFORTS:

Existing City documents and relevant projects underway were reviewed to understand existing efforts and to ensure the LRSP vision, goal, and objectives, as well as potential safety strategies, are consistent with existing City policies, programs, and guidelines. The following documents were reviewed:

- City of Hanford 2035 General Plan Update
- Pedestrian and Bicycle Master Plan
- Downtown East Precise Plan
- Engineering and Traffic Survey
- Suggested Route to School Maps
- Capital Improvement Program
- City Construction Standards and Specifications
- Kings County Local Roadway Safety Plan

City of Hanford 2035 General Plan Update (completed in 2017)

The 2035 General Plan Update (GPU) establishes the City’s policies and guidance regarding future development and land uses. The below sections of the GPU are related to roadway safety and must be considered when preparing the LRSP.

Included in Chapter 4, Transportation & Circulation, of the GPU Policy Document are the following guiding principles related to transportation and circulation:

- Coordinated land use and circulation systems
- Safe, reliable, efficient movement of people and goods
- Less reliance on private motorized transportation
- A prosperous community
- Downtown area as the physical, cultural, civic, and commercial center of Hanford
- Hanford as the regional commercial, service, and government center of Kings County
- Enhancement of quality of life
- Respect for private property rights
- Enhancement of the historic center of the City
- A well-designed, physically integrated, livable community

The GPU Policy Document also identifies the below goals. The document also includes several policies and actions to meet these identified goals.

Goal T3: City streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial good movers.

Goal T4: An interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford.

Goal T12: Improved performance and expanded capacity of the street network by means other than roadway widening or construction.

City of Hanford Pedestrian and Bicycle Master Plan (2016)

The vision of the City's Pedestrian and Bicycle Master Plan is "*Hanford – A City where walking and cycling are fully integrated into daily life, providing environmentally-friendly transportation alternatives that are both safe and convenient for people of all ages and abilities.*" Identified in the Pedestrian and Bicycle Master Plan are the following safety-related objectives and policies in support of the plan's vision.

Objective 4: Improve safety for pedestrians and bicyclists by implementing education and promotion programs for all Hanford residents and by enforcing pedestrian, bicycle and motorist laws and regulations affecting pedestrian and bicycle safety.

Objective 8: Street crossings should be safe and accessible.

Hanford Downtown East Precise Plan (2013)

The Downtown East Precise Plan serves as a guide for the City in promoting development and revitalization of residential and commercial uses in the Downtown East area which encompasses approximately 63-acres. The area is identified as 10th Avenue to Harris Street (east-west), and Ninth Street to the San Joaquin Valley railroad tracks (north-south), as well as the area bounded by Brown Street, Ninth Street, 10th Avenue, and Tenth Street. The plan identifies bike and pedestrian improvements, streetscape, lighting, and street furnishings as priority projects. One of the plan objectives for circulation and mobility is to promote a safe and comfortable multi-modal district and pedestrian and bicycle friendly environment. The plan also identifies several traffic calming measures to improve overall traffic safety, including curb extensions, special crosswalk paving, and mid-block crossings.



Engineering and Traffic Survey (2015)

The City of Hanford completed an Engineering and Traffic Survey in 2015 to update posted speed limits throughout the City. Recommended speeds from this study will be utilized when determining appropriate countermeasures for identified roadway safety issues.

Suggested Route to School Maps

The City of Hanford maintains Suggested Route to School Maps for the elementary and middle schools in the City, including the following:

Hanford Elementary School District

- Hamilton Elementary
- Jefferson Academy
- Lee Richmond Elementary
- Lincoln Elementary
- Martin Luther King Jr. Elementary
- Monroe Elementary
- Roosevelt Elementary
- Simas Elementary
- Washington Elementary
- John F. Kennedy Jr. High
- Woodrow Wilson Jr. High

Pioneer Union Elementary School District

- Pioneer Elementary
- Frontier Elementary
- Pioneer Middle

St. Rose-McCarthy Catholic School

The suggested route to school maps will be utilized when determining appropriate countermeasures for identified roadway safety issues.

Capital Improvement Program

The City of Hanford's 2022-2026 Five-Year Capital Improvement Plan (CIP) was reviewed, and projects were identified that might affect roadway safety issues. The CIP identifies the following potential safety-related projects:

- New Sidewalk and ADA Improvements – to install in areas currently void of such improvements to provide pedestrians with safe walkways outside vehicular travel areas.
- East Lacey Boulevard Widening/Reconstruction, 10th Avenue to Sierra Drive – to improve traffic flow capacity and safety by providing additional travel lanes, a protected left-turn lane, and traffic signal system at the East Lacey Boulevard/Ninth Avenue intersection, as well as improving pedestrian safety with the addition of curb, gutter, sidewalks, and street lighting.

City Construction Standards and Specifications

Included in the City's Construction Standards and Specifications are the following standard details related to roadway safety:



- ST-44 Standard X-walk Markings
- ST-47 Stop & Yield Pavement Markings
- ST-50 School X-ing and Pedestrian X-ing Pavement Markings
- ST-53 Railroad X-ing Pavement Markings

Kings County Local Roadway Safety Plan (2022)

Kings County recently completed their LRSP with the vision to “encourage and promote safety on Kings County roadways to serve the mobility needs of all people.” The County’s mission is “to create a safer roadway system and develop a culture in support of traffic safety in Kings County.” The County established the following goals to meet their identified vision and mission.

- Advance delivery of safety enhancements in underserved communities.
- Educate the public on traveling safety throughout the County.
- Provide targeted safety education for school-age population.
- Reduce the annual number of severe and fatal transportation-related injuries.
- Increase enforcement targeted around driving under the influence.

VISION, GOAL, AND OBJECTIVES:

Following an initial review of existing plans and policies for the City and discussions with City staff and stakeholders, the following Vision, Goal, and Objectives were established for the LRSP.

Vision: To contribute to California’s vision of reducing fatalities and serious injuries for all road users

Goal: To reduce fatalities and severe injuries in the City of Hanford by identifying and implementing safety countermeasures

Objectives:

- Analyze collision data and identify priority locations for safety improvements
- Identify feasible, cost-effective, and systemic safety countermeasures
- Improve pedestrians’ and bicyclists’ safety by implementing proven and effective safety countermeasures
- Continually seek funding for safety improvements
- Ensure prioritization and selection of safety improvements is fair and equitable for all City of Hanford residents
- Continue monitoring collision data and updating the City’s LRSP document and implementation

COLLISION ANALYSIS FINDINGS:

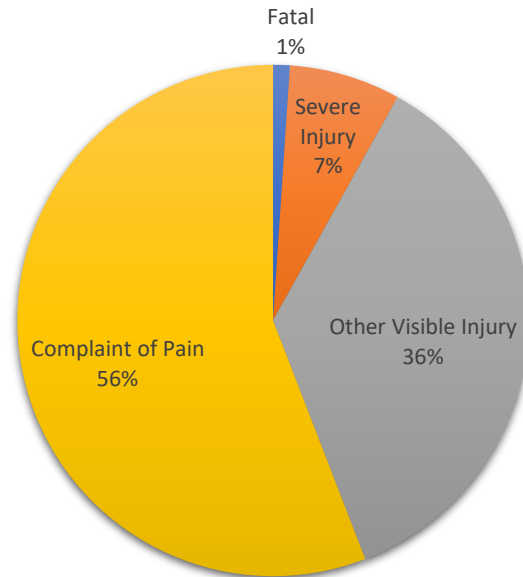
The most recent, available collision data for the City of Hanford was collected from the Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Records System (SWITRS) for a 5-year period between January 1, 2015 and December 31, 2019. Data from TIMS does not include Property Damage Only (PDO) collisions. This data is currently being collected from SWITRS and will be combined with the TIMS information. However, as the goal of an LRSP is to reduce the number of fatal and severe injury collisions, the initial analysis focused on these collisions. Below are results of the TIMS collision analysis conducted to identify crash patterns and trends and “high-risk” corridors and intersections to develop safety strategies and countermeasures, prioritize safety improvements, and select emphasis areas.



Collisions by Severity

There was a total of 852 total collisions reported in the City of Hanford. Nine collisions resulted in fatalities, 60 resulted in a severe injury, 307 resulted in other visible injuries, and 476 resulted in complaint of pain. The below figure shows the percent distribution of collisions by severity.

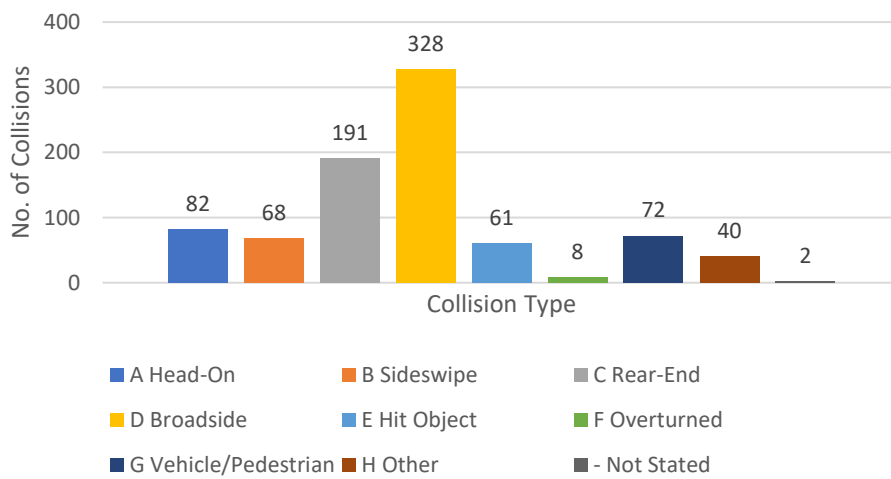
Percent Distribution of Collisions by Severity



Collisions by Year

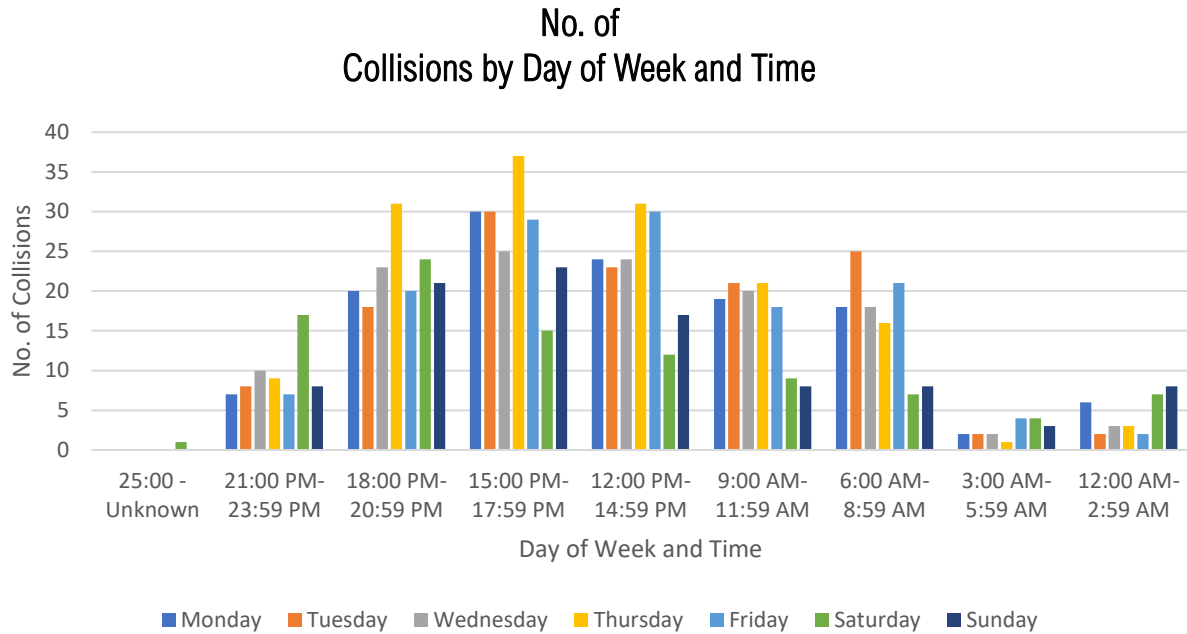
The number of collisions by type is shown in the below figure. The analysis shows 328 (38.5%) of collisions resulted in broadside, followed by 191 (22.4%) rear-end collisions.

No. of Collisions by Type



Collisions by Day of Week and Time

The number of collisions by day of week and time is shown in the below figure. The analysis shows Thursdays between 15:00 PM and 17:59 PM had the highest number of collisions. Thursdays saw the highest number of collisions with 149 (17.5%). During the week, the highest number of collisions, 189 (22.2%), occurred between 15:00 PM-17:59 PM.

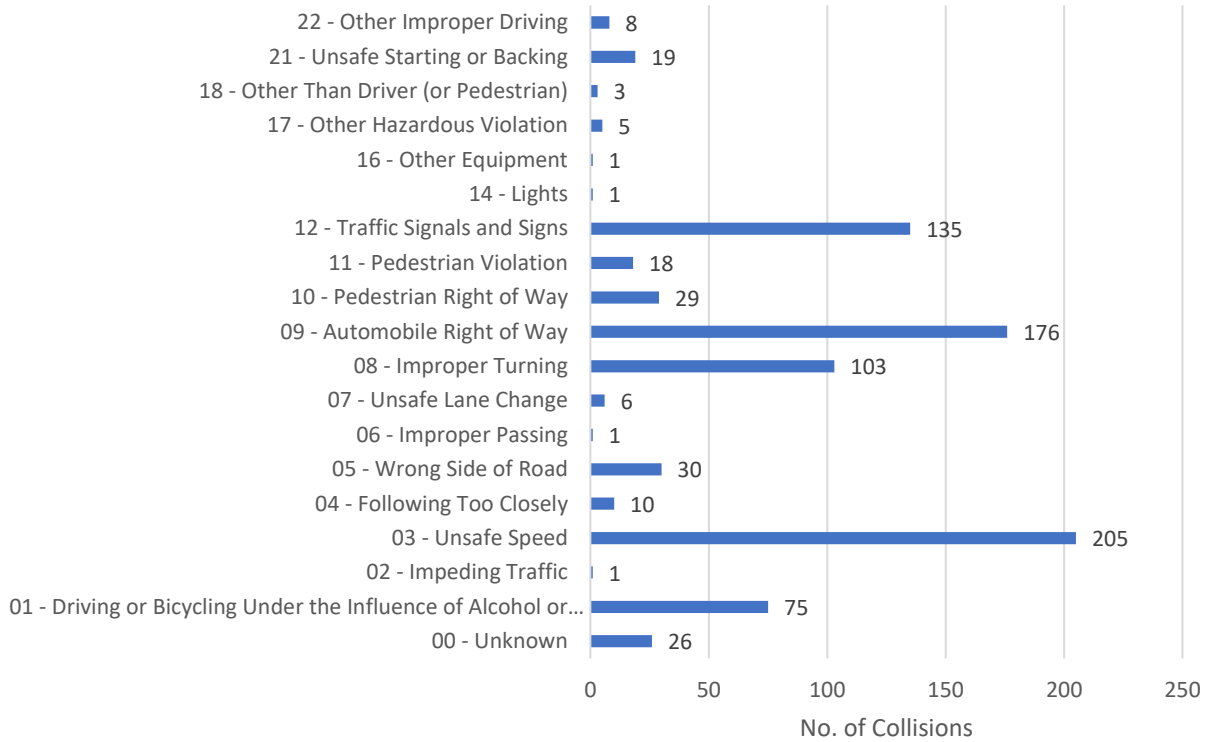


Primary Collision Factors

The primary collision factor (PCF) is the primary cause of the collision as assigned by the responding or reporting officer. Of the 852 collisions in Hanford, unsafe speed accounted for 205 (24.1%) collisions. This was followed by 176 (20.7%) collisions with an automobile right of way PCF, 135 (15.8%) collisions with a traffic signals and signs PCF, and 103 (12.1%) collisions with an improper turning PCF. The number of collisions by primary collision factor is shown in the below figure.



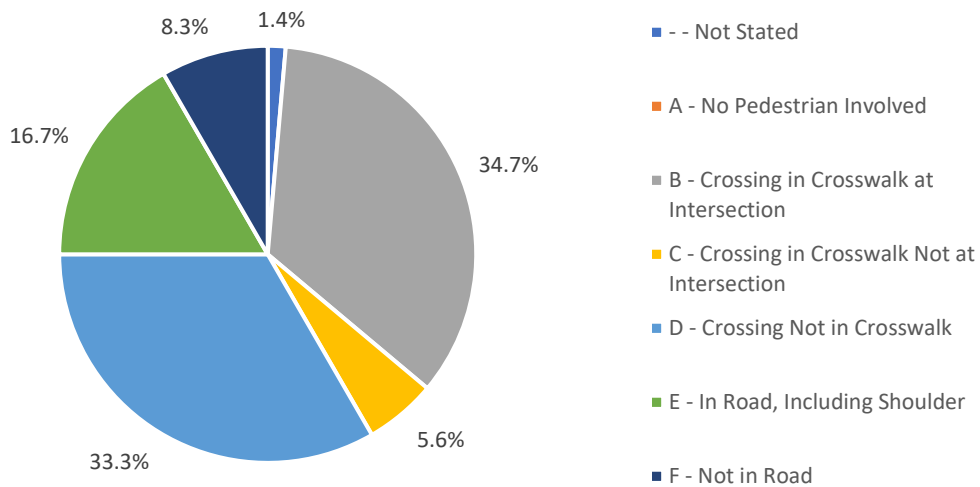
No. of Collisions by Primary Collision Factor



Pedestrian Collisions

Of the 852 collisions in Hanford, 72 (8.5%) involved a pedestrian. In 25 (34.7%) of those collisions, the pedestrian was crossing in a crosswalk at an intersection, followed by 24 (33.3%) where the pedestrian was crossing not in a crosswalk, and 12 (16.7%) where the pedestrian was in the road, including the shoulder. The following figure shows the number of collisions by pedestrian action.

No. of Collisions by Pedestrian Action



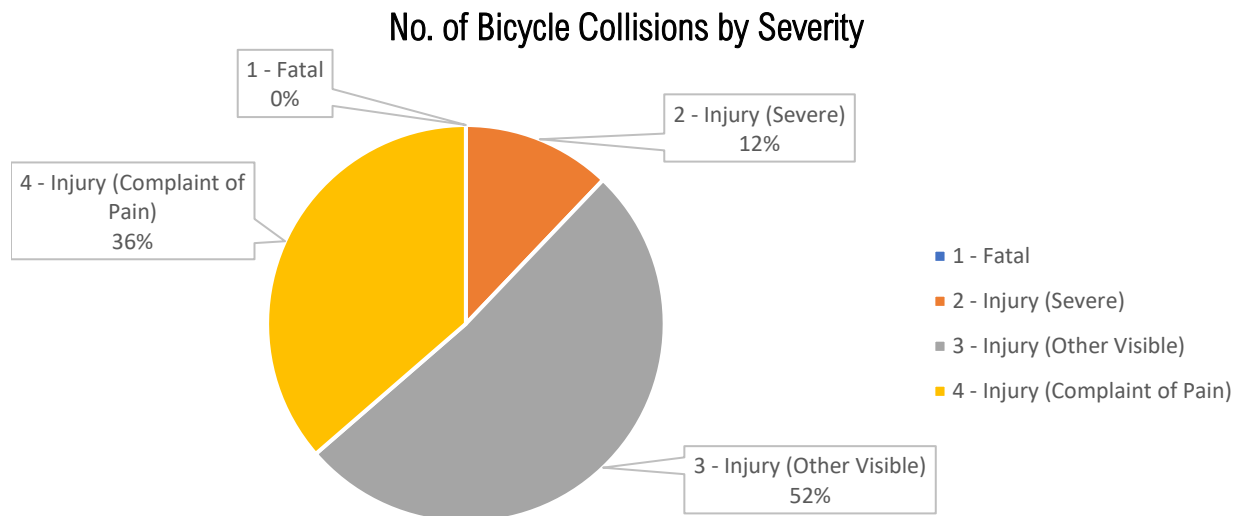
Of the 72 collisions involving a pedestrian, 30 (41.7%) were due to the driver's failure to yield right of way to the pedestrian at a marked or unmarked crosswalk. In nine (12.5%) of the pedestrian collisions, the pedestrian failed to yield right of way to vehicles when crossing outside of a marked or unmarked crosswalk.

Also of the 72 pedestrian collisions, 39 (54.2%) occurred during the daylight, one (1.4%) occurred at dusk or dawn, 27 (37.5%) occurred during dark where there were streetlights, and five (6.9%) occurred during dark where there were no streetlights.

Most of the pedestrian collisions, 68 (94.4%) occurred when the weather was clear, one (1.4%) occurred when it was cloudy, and three (4.2%) occurred when it was raining.

Bicycle Collisions

Of the 852 collisions in Hanford, 66 (7.7%) involved a bicyclist. Although there were no fatalities of the bicycle collisions, eight (12.1%) resulted in a severe injury. Other visible injuries occurred in 34 (51.5%) of the bicycle collisions, and 24 (36.4%) of the bicycle collisions resulted in complaint of pain injuries. The following figure shows the number of bicycle collision by severity.



Of the 66 collisions involving a bicyclist, the PCF for 26 (39.4%) of them were wrong side of road, followed by 13 (19.7%) that were automobile right of way, and nine (13.6%) that were traffic signals and signs.

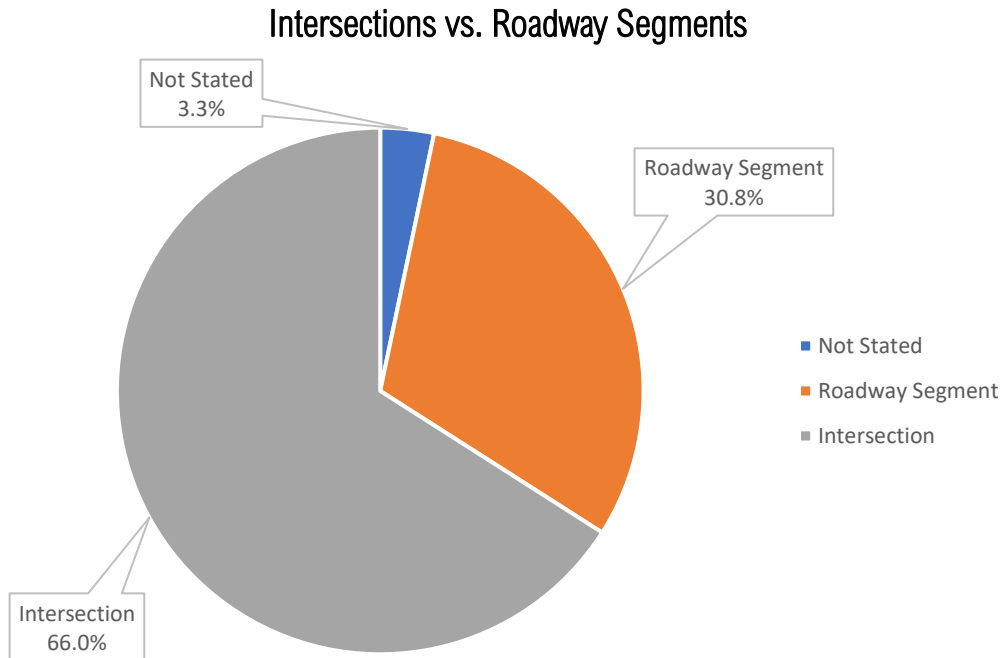
High-Risk Locations

In analyzing the collisions, "high-risk" intersections and roadway segments were identified. "High-risk" locations do not mean unsafe locations. An LRSP is a proactive process to improve safety; therefore, these locations are those that may benefit the most from improvements.

The collision data was analyzed to determine how many collisions occurred at intersections as compared to roadway segments. Of the City's 852 collisions, 562 (66.0%) occurred at intersections while 262 (30.8%) occurred on roadway segments. Of the data analyzed, 28 (3.3%) collision reports did not state if the collision occurred at an intersection or



roadway segments. The below figure shows the percent distribution of collisions that occurred at intersections vs roadway segments.



The initial network screening process determines intersections and roadway segments based on the number of collisions, as well as reviewing collision factors that may be higher than expected for that type of location. After completing the initial network screening process, the following signalized and unsignalized intersections have been identified for further analysis.

Signalized Intersections

- 10th Avenue/Grangeville Boulevard
- 11th Avenue/Hanford-Armona Road
- 11th Avenue/Davis Street
- 11th Avenue/7th Street
- 11th Avenue/Lacey Boulevard
- 11th Avenue/Elm Street
- 11th Avenue/Florinda Street
- 11th Avenue/Grangeville Boulevard
- 11th Avenue/Cortner Street
- 11th Avenue/Fargo Avenue
- 12th Avenue/Lacey Boulevard
- 7th Street/Redington Street
- Douty Street/Florinda Street
- Grangeville Boulevard and Redington Street
- Grangeville Boulevard and Rodgers Road
- Grangeville Boulevard and University Avenue



Unsignalized Intersections

- 6th Street/Phillips Street
- State Route 198/9th Avenue

Additionally, the stakeholders identified 16 different intersections they wanted included in the review and analysis. Several of those locations were already identified in the network screening process. The remaining intersections identified by the stakeholders include the following:

Signalized Intersections

- 10th Avenue/Lacey Boulevard
- 10th Avenue/Fargo Avenue
- Douty Street/Grangeville Boulevard

Unsignalized Intersections

- 9 ¼ Avenue/Lacey Boulevard
- 10th Avenue/Second Street
- 11th Avenue/McCreary Avenue
- Fargo Avenue/Glacier Way
- Park Avenue/Ivy Street

The following roadway segments were identified with the initial network screening process.

Roadway Segments

- 11th Avenue – 4th Street to Lacey Boulevard
- Hanford-Armona Road – 10th Avenue to 11th Avenue
- Grangeville Boulevard – 11th Avenue to 12th Avenue

The stakeholders also identified Glacier Way between Fargo Avenue and Flint Avenue as one of the roadway segments to be included in the analysis although only one collision was reported along this segment during the 5-year analysis period.

Further detailed analysis will continue. Countermeasures and emphasis areas will be identified. Potential safety improvement projects will be identified and prioritized.



MEETING NOTES

DATE: November 16, 2022 – 10:30 am to Noon

PROJECT: City of Hanford LRSP

LOCATION: 900 S. 10th Avenue, Hanford, CA – Conference Room B

TOPIC: Stakeholder's Working Group (SWG) Meeting #2

Below are the notes taken during the SWG Meeting #2.

1. Welcome and Introduction

- a. Lisa Dock, City of Hanford City Engineer – Began introductions
- b. Jennifer Minear, City of Hanford Project Manager
- c. Lisa Wallis-Dutra, 4Creeks Project Manager
- d. Attendees introduced themselves (see attached sign-in sheet)

2. Presentation given by Lisa Wallis-Dutra – Review of Local Road Safety Plan Project and Status (PowerPoint slides are attached)

3. Review LRSP Process

- a. The process for completing the LRSP was presented and discussed (as shown in the attached PowerPoint presentation).
- b. LRSP leadership has been established; safety data has been analyzed; and trends, as-well as high-risk roadway segments and intersections have been identified.
- c. The project team is currently identifying feasible safety countermeasures and identifying and prioritizing safety projects for high-risk locations.

4. Vision, Goals, and Objectives

- a. The final vision, goals, and objectives for the LRSP were presented, discussed, and approved (as shown in the attached PowerPoint presentation).
- b. One objective had been added as requested by the stakeholders after SWG Meeting #1.

5. Collision Analysis Findings

- a. Data from the Statewide Integrated Traffic Records System (SWITRS) and Transportation Injury Mapping System (TIMS) for the years 2015 – 2019 was presented and discussed (as shown in the attached PowerPoint presentation). The data included Property Damage Only (PDO) collisions. These data had been reviewed, and corrections made based on information from City staff and the Police Department. At the request of the City, collisions on State routes were removed.
- b. There were 1,669 total collisions of which seven were fatal collisions and 56 were severe injury collisions.
- c. 642 (38.5%) were broadside collisions and 371 (22.2%) were rear-end collisions.
- d. 4 PM to 6 PM is the time of day with the highest number of collisions, followed by 2 PM to 4 PM, and 12 PM to 2 PM.

- e. Automobile right of way violations were identified as the highest primary collision factor with 367 collisions (22%). Unsafe speed was identified as the next highest primary collision factor violation with 355 collisions (21.3%).
- f. Of the 1,669 collisions in Hanford, 74 (4.4%) involved a pedestrian.
 - i. In 29 of the 74 collisions (39.2%), the collision was due to the driver's failure to yield the right of way to the pedestrian at a marked or unmarked crosswalk.
 - ii. In 10 of the 74 collisions (13.5%), the pedestrian failed to yield right of way to vehicles when crossing outside of a marked or unmarked crosswalk.
- g. Of the 1,669 collisions in Hanford, 67 (4%) involved a bicyclist. None were fatalities. Eight (12%) were severe injury collisions.
 - i. Of the 67 collisions involving a bicyclist, wrong side of road violations accounted for 26 collisions (38.8%), (this is almost always a bicycle violation).
 - ii. Automobile right of way was identified as the next highest primary collision factor violation with 13 of the 67 bicyclist-involved collisions (19.4%).
- h. Of the 1,669 collisions in Hanford, 1,102 (66%) occurred at intersections while 501 (30%) occurred on roadway segments. 66 reports (4%) did not indicate if the collision occurred at an intersection or roadway segment.
- i. Data from the California Office of Traffic Safety was also used to compare City of Hanford traffic safety statistics with other similar-sized cities in the State. Cities are grouped by population and Hanford is in the group of 105 cities with a population from 50,001 to 100,000. The data presented was the 2019 rankings based on 2019 population.
 - i. Hanford's highest ("worst") rankings include:
 - 1. #17 for crashes in which there were victims killed or injured and a motorcycle was involved.
 - 2. #25 for crashes in which there were victims killed or injured where a party (driver, pedestrian, bicyclist) was classified as "Had Been Drinking".
 - 3. #30 (tied with item below) for crashes in which there were victims killed or injured and a pedestrian was involved.
 - 4. #30 (tied with item above) for crashes in which there were victims killed or injured and a pedestrian under the age of 15 was involved.
 - ii. City is in top ("worst") half of similar jurisdictions for all but the following three categories:
 - 1. Pedestrians 65+ – Crashes in which there were victims killed or injured and a pedestrian age 65 and older was involved.
 - 2. Bicyclists <15 – Crashes in which there were victims killed or injured and a bicyclist under age 15 was involved.
 - 3. Nighttime (9:00pm – 2:59am) – Crashes in which there were victims killed or injured that occurred between those hours, which are prime hours for DUI, speeding, and drowsy driving crashes.

6. Network Screening Analysis

- a. Network screening analysis was presented and discussed (as shown in the attached PowerPoint presentation). The analysis was completed based on total crashes and on Equivalent Property Damage Only (EPDO) performance measurement.
 - i. 20 signalized intersections were identified.
 - ii. Five unsignalized intersections were listed.
 - iii. Five separate roadway segments were identified.

- iv. Six intersections (three signalized and three unsignalized) specifically requested by the SWG were also included.
- b. The stakeholders indicated that Seventh Street between 11th Avenue and 10th Avenue should be included for review of countermeasures.
- c. The stakeholders also wanted Douty Street from Sixth Street to Eighth Street to be included for review of countermeasures. The City had a Downtown Pedestrian Safety and Traffic Circulation Study completed which proposed roundabouts at the three Douty Street intersections of Sixth Street, Seventh Street, and Eighth Street.

7. Emphasis Areas

- a. Based on the collision analysis and trends identified, preliminary emphasis areas were presented and discussed (as shown in the attached PowerPoint presentation). Presented emphasis areas were approved by the SWG. The approved emphasis areas to be included in the LRSP are as follows:
 - i. Reduce broadside collisions
 - ii. Reduce rear-end collisions
 - iii. Reduce unsafe speeding violations (include speed management)
 - iv. Reduce automobile right of way violations
 - v. Improve pedestrian safety
 - vi. Reduce wrong side of road bicycle collisions
 - vii. Reduce impaired driving and increase driver awareness

8. Engineering Countermeasures

- a. Based on the collision analysis, identified trends, and chosen locations, engineering countermeasures were presented and discussed (as shown in the attached PowerPoint presentation).
- b. Potential additional countermeasures from the other 4E's (education, enforcement, and emergency services) were discussed and included bike safety training, hot spot enforcement by PD, and speed trailers for speed management.

9. Next Steps

- a. Safety countermeasures (engineering and non-engineering) will be finalized and prioritized.
- b. Safety projects will be identified.
- c. The Draft LRSP will be completed and available for review and comment.
- d. The Final LRSP will be completed based on comments received and presented to the City Council for adoption.



CITY OF HANFORD

LOCAL ROADWAY SAFETY PLAN

PREPARED BY:





DRAFT

CITY OF HANFORD
LOCAL ROADWAY SAFETY PLAN

March 13, 2023

Prepared by: 4Creeks, Inc.



ACKNOWLEDGMENTS

The City of Hanford employees and partners were instrumental in the development, review, and refinement of this Local Roadway Safety Plan. 4Creeks would like to express their appreciation to the supporting staff and partners for their participation and contributions.

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STATUTORY NOTICE

STATUTORY NOTICE 23 U.S.C. § 409: US Code - Section 409: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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|---|---|



LIST OF ACRONYMS

AASHTO – American Association of State Highway and Transportation Officials

AHSC – Affordable Housing and Sustainable Housing Communities

ATP – Active Transportation Program

BIL – Bipartisan Infrastructure Law

BUILD – Better Utilizing Investments to Leverage Development

Caltrans – California Department of Transportation

City – City of Hanford

CMAQ – Congestion Mitigation and Air Quality

CPUC – California Public Utilities Commission

CRF – Crash Reduction Factor

CTC – California Transportation Commission

DPR – Department of Parks and Recreation

DLA – Division of Local Assistance

EEM – Environmental Enhancement and Mitigation

EPDO – Equivalent Property Damage Only

FHWA – Federal Highway Administration

GIS – Geographic Information System

GPU – General Plan Amendment

HSIP – Highway Safety Improvement Program

HSM – Highway Safety Manual

HVE – High-Visibility Enforcement

INFRA – Infrastructure for Rebuilding America

LPP – Local Partnership Program

LRSM – Local Roadway Safety: A Manual for California’s Local Road Owners

LRSP – Local Roadway Safety Plan

NHTSA – National Highway Traffic Safety Administration

OTS – Office of Traffic Safety

PCF – Primary Collision Factor

PDO – Property Damage Only

RAISE – Rebuilding American Infrastructure with Sustainability and Equity

RHCP – Railway-Highway Crossing Program

Safe TREC – Safe Transportation Research & Education Center

SHOPP – State Highway Operation and Protection Program

SHS – State Highway System

SMART – Strengthening Mobility and Revolutionizing Transportation

SS4A – Safe Streets and Roads for All

STBG – Surface Transportation Block Grant

STP – Sustainable Transportation Planning

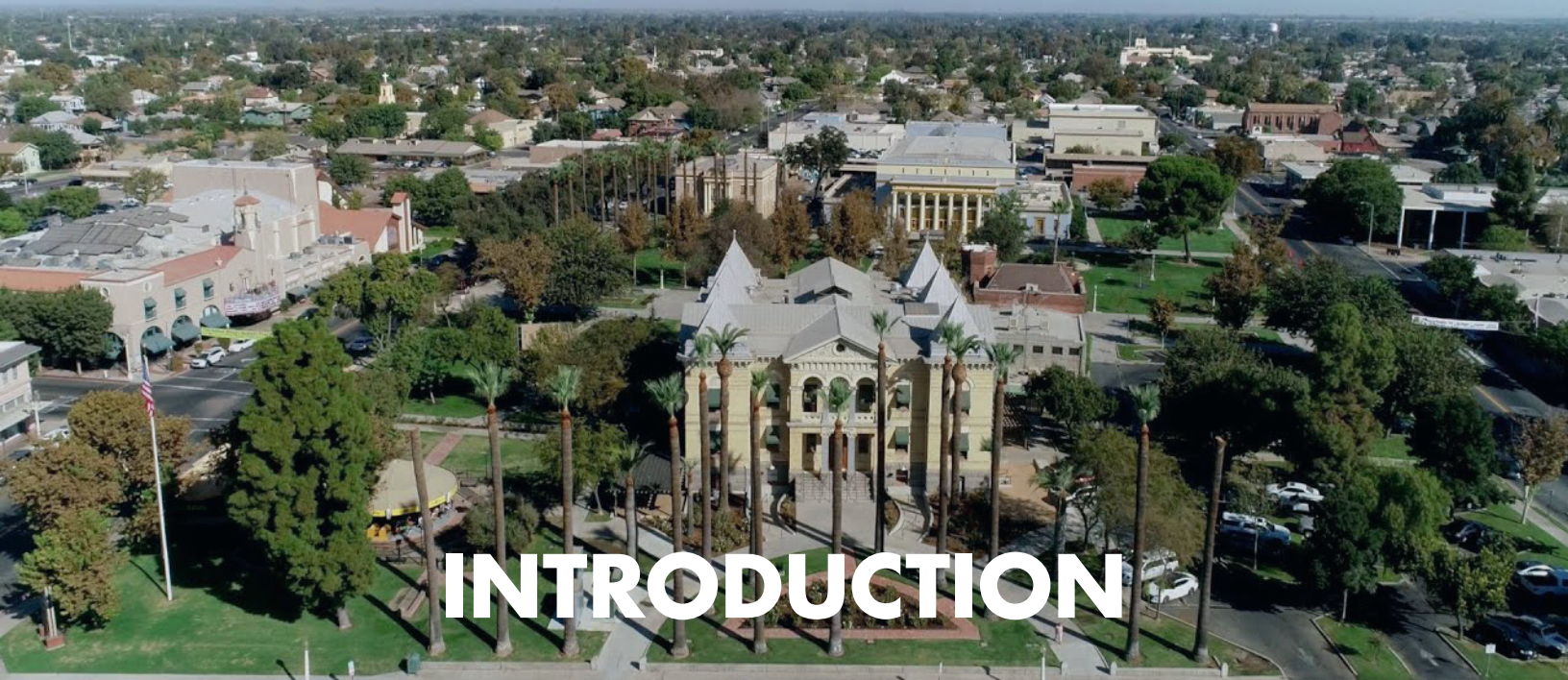
SWITRS – Statewide Integrated Traffic Records System

TCC – Transformative Climate Communities

TIGER – Transportation Investment Generating Economic Recovery

TIMS – Transportation Injury Mapping System

USDOT – United States Department of Transportation



PURPOSE

The City of Hanford (City) is the county seat of Kings County, California, in the south-central San Joaquin Valley with an estimated population of 58,496 residents over a total area of approximately 17.4 square miles¹. For a five-year period from 2015 to 2019, there was a total of 1,669 reported crashes with an average of 12.6 fatal and serious injury crashes per year on City of Hanford roadways. The City is committed to reducing fatalities and serious injury crashes on its streets. In that effort, the City initiated the development of this Local Roadway Safety Plan (LRSP).

This LRSP is a proactive approach the City has undertaken to address roadway safety with the goal of preventing local roadway fatalities and serious injuries. The process included acquiring and analyzing crash data to identify emphasis areas, as well as “high-risk” intersections and corridors, to address through the development of systemic treatments, safety strategies, and countermeasures to improve roadway safety in the City. This effort included stakeholder input and resulted in prioritized safety improvements for the City. However, this LRSP should be considered a living document to be reviewed and updated as the City continues to work on achieving its goal of reducing fatalities and serious injury crashes.

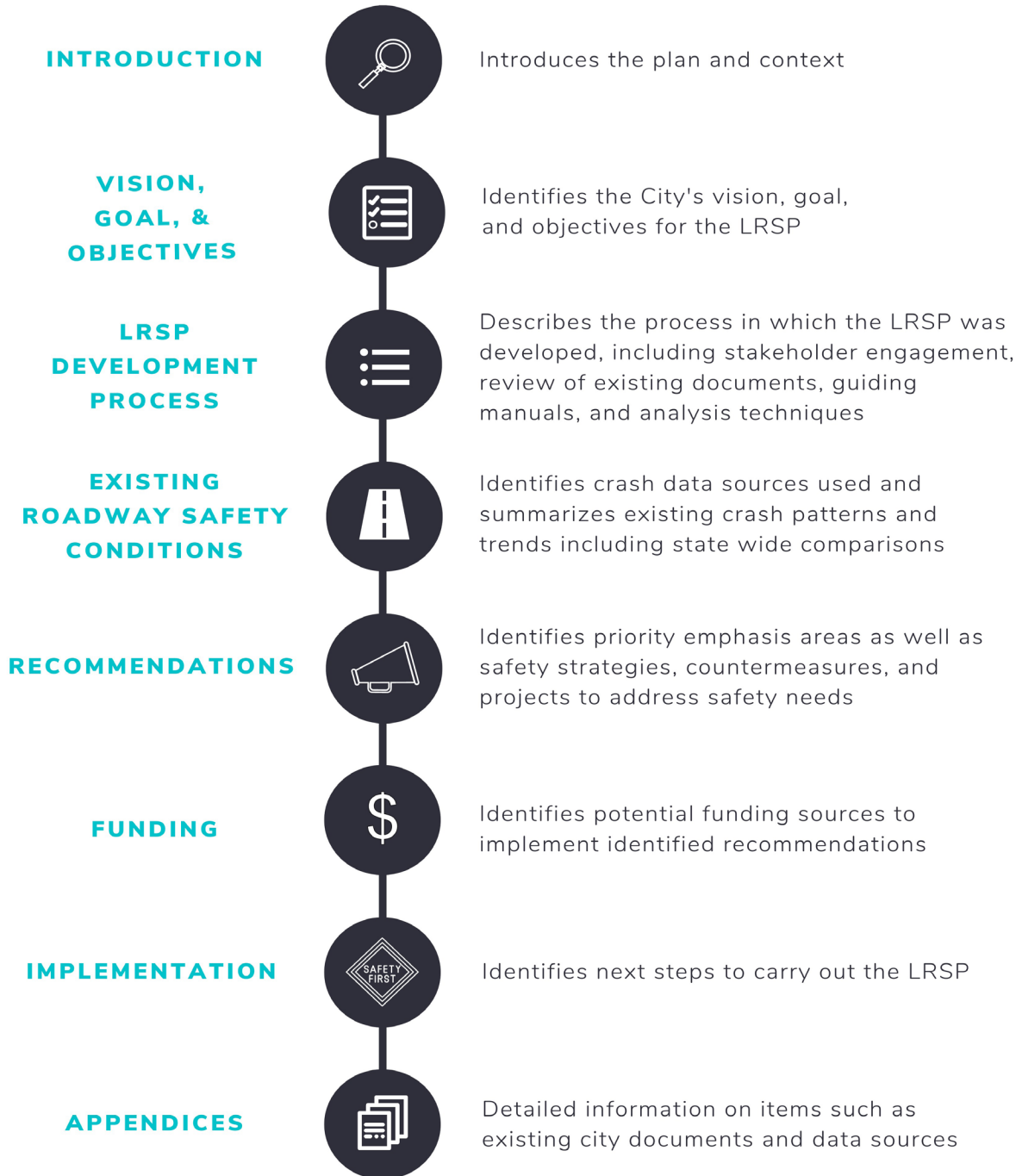


¹ US Census Bureau (2021). Quick Facts Hanford city, California. Retrieved from <https://www.census.gov/quickfacts/hanfordcitycalifornia>



LRSP ORGANIZATION

THE LRSP IS ORGANIZED INTO THE FOLLOWING SECTIONS:





VISION, GOAL, & OBJECTIVES

Following an initial review of existing plans and policies for the City and discussions with City staff and stakeholders, the following Vision, Goal, and Objectives were established for the LRSP.

VISION: To contribute to California’s vision of reducing fatalities and serious injuries for all road users

GOAL: To reduce fatalities and severe injuries in the City of Hanford by identifying and implementing safety countermeasures

OBJECTIVES:

- Analyze crash data and identify priority locations for safety improvements
- Identify feasible, cost-effective, and systemic safety countermeasures
- Improve pedestrians’ and bicyclists’ safety by implementing proven and effective safety countermeasures
- Continually seek funding for safety improvements
- Ensure prioritization and selection of safety improvements is fair and equitable for all City of Hanford residents
- Continue monitoring crash data and updating the City’s LRSP document and implementation



LRSP DEVELOPMENT PROCESS

DEVELOPMENT OF LRSP

In general, the development of the LRSP includes acquiring and analyzing crash data; identifying and coordinating with stakeholders to review the data; developing the plan vision, goal, and objectives; identifying “high-risk” corridors and intersections; selecting emphasis areas; developing safety strategies and countermeasures; prioritizing safety improvements; preparing the final LRSP; and ultimately evaluating and updating the LRSP.

The LRSP project timeline is presented in Figure 1 on the following page.

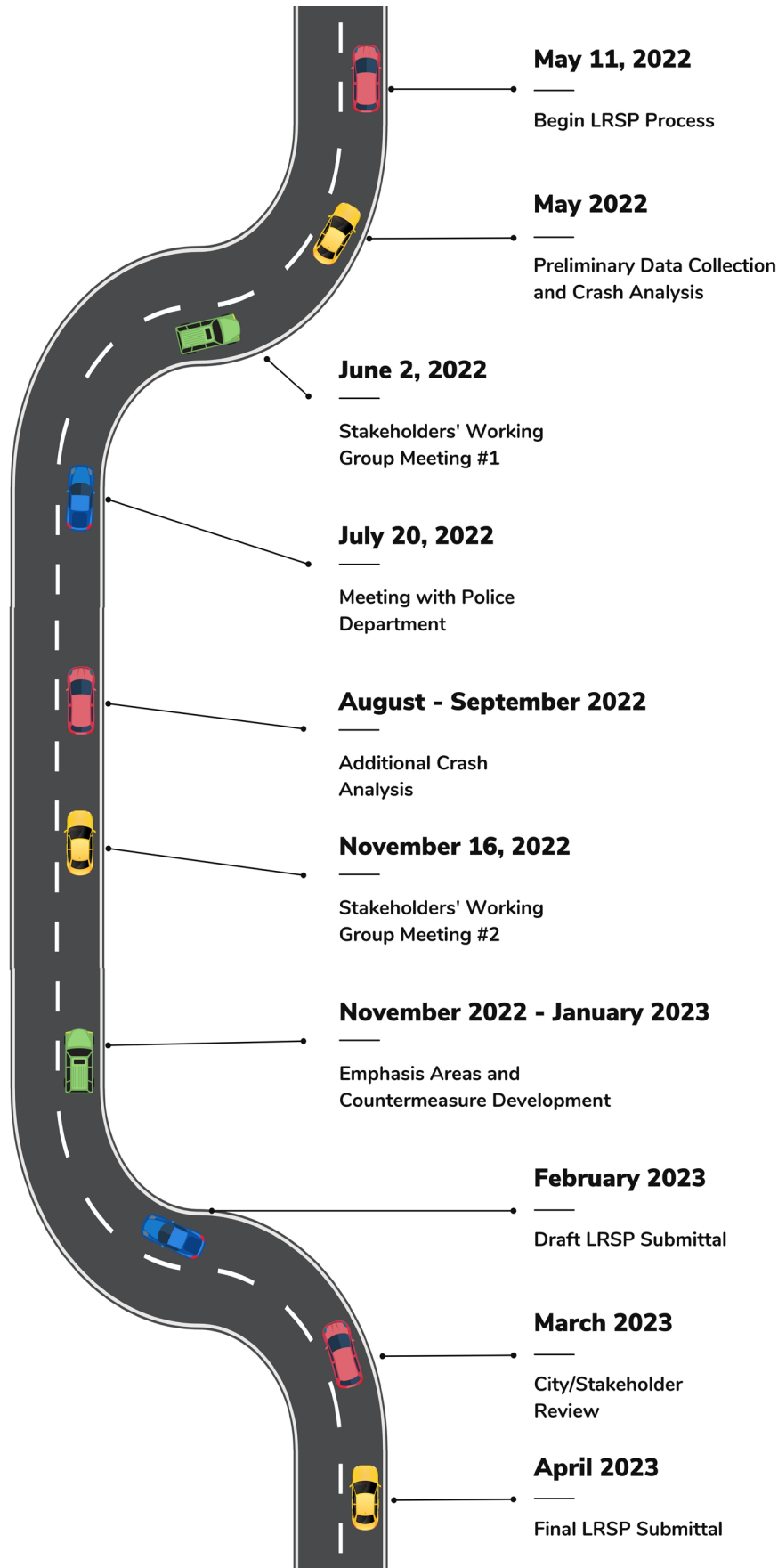


Figure 1



STAKEHOLDER ENGAGEMENT

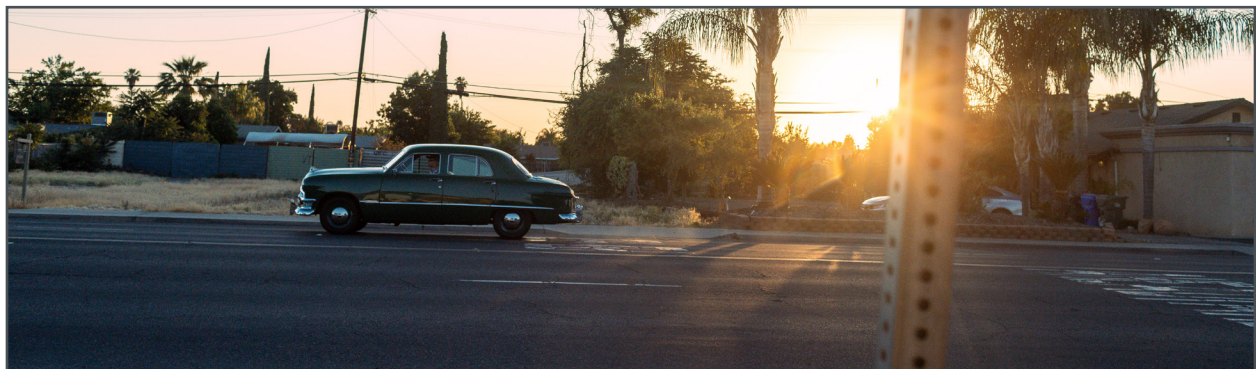
To ensure the community’s perspective was considered and remained a priority during the LRSP process, a local stakeholders' working group comprised of City staff and external stakeholders was formed and engaged in the LRSP process. This group was crucial in helping to establish priorities, give local context, and evaluate the analysis. The stakeholders' working group will also be crucial in assisting the City to advance the safety strategies identified in the LRSP. The stakeholders involved in the development of this LRSP include:

- Hanford Administration Department
- Hanford Community Development Department
- Hanford Public Works Department
- Hanford Fire Department
- Hanford Police Department
- Hanford City Parking and Traffic Commission
- Kings County Transit
- Kings County Association of Governments

STAKEHOLDER MEETINGS

The first stakeholders' working group meeting was held on June 2, 2022, at the City Corporation Yard conference room. At this meeting, the group was introduced to the project and given a presentation on what is a LRSP. The group was also presented preliminary collision analysis findings for the City; prepared the draft vision, goal, and objectives of the LRSP; discussed preliminary emphasis areas for the plan; and discussed the City’s existing efforts and strategies for current roadway safety measures. The presentation as well as a technical memorandum with all information presented in the meeting was distributed to the stakeholders' working group for further review and comment.

The second stakeholders' working group meeting was held on November 16, 2022, at the same location. The LRSP process was again reviewed for the group. At this meeting, the group finalized and approved the vision, goal, and objectives for the LRSP. Updated collision analysis findings, which included data from Hanford Police Department, was presented. The results of the network screening analysis and “high-risk” intersections and roadway segments were reviewed with the stakeholders, as well as the preliminary emphasis areas and countermeasures. Members of the group provided input and comments for the LRSP.





REVIEW OF EXISTING CITY DOCUMENTS

Existing City documents and relevant projects recently completed or underway were reviewed at the start of the LRSP process to understand existing efforts and to ensure the LRSP vision, goal, and objectives, as well as potential safety strategies, are consistent with existing City policies, programs, and guidelines. The following documents were reviewed:

- City of Hanford 2035 General Plan Update
- Pedestrian and Bicycle Master Plan
- Downtown East Precise Plan
- Engineering and Traffic Survey
- Suggested Route to School Maps
- Capital Improvement Program
- City Construction Standards and Specifications
- Kings County Local Roadway Safety Plan

For detailed information and findings from the existing City documents listed above, please see Appendix A at the end of the LRSP.

GUIDING MANUALS

Guiding manuals for the LRSP process are provided by the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans). Both agencies have provided typical frameworks for the LRSP process based on the following guiding manuals.

HIGHWAY SAFETY MANUAL

The American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM) (2010) provides various methods and analytical tools that may be used to quantify the potential effects that planning, engineering, operations, and maintenance decisions may have on crash frequency and severity.

Chapter 4, Network Screening, of the HSM discusses the process of network screening which can be used by a local agency to review their transportation network and identify and rank locations from most likely to least likely to realize a reduction in crash frequency with the implementation of a countermeasure.

Figure 2 identifies the five major steps of the network screening process.



NETWORK SCREENING PROCESS

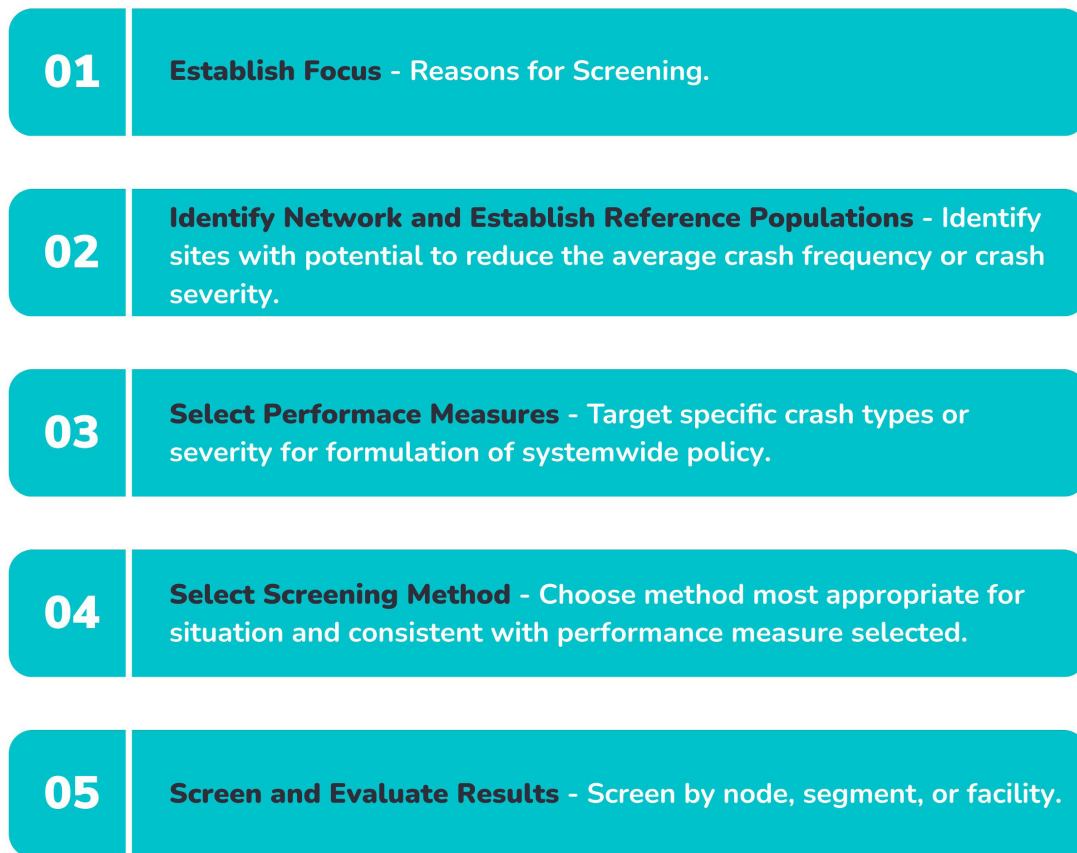


Figure 2

LOCAL ROADWAY SAFETY: A MANUAL FOR CALIFORNIA'S LOCAL ROAD OWNERS

Local Roadway Safety: A Manual for California's Local Road Owners (Version 1.6, April 2022) is created by Caltrans in conjunction with FHWA and the Safe Transportation Research & Education Center (Safe TREC) for the express benefit of California local agencies. By encouraging all local agencies to proactively identify and analyze their safety issues and position themselves to effectively compete for Caltrans' statewide, data-driven project funding opportunities, the agency hopes to maximize the safety advantages for local roadways.



This document's main objective is to offer a simple, all-inclusive framework for the procedures and analytical tools required to locate problematic areas for roadway safety and the suitable solutions. Although it follows the same principles of the HSM, it provides a more streamlined process with specific information related to safety countermeasure selection and project benefit-to-cost ratios for those competing for the statewide, project funding opportunities.

ANALYSIS TECHNIQUES

The HSM provides numerous performance measure analysis techniques; however, the amount of data available may limit the performance measures that can be used. Based on data available at the time, this LRSP used the following three performance measures:

- Number of crashes
- Number of fatal and serious injury crashes
- Equivalent Property Damage Only (EPDO)

CRASH AND NETWORK SCREENING ANALYSIS

The initial screening process categorized the crashes as either intersection or roadway segments. The intersection crashes were further subcategorized as by the intersection control type, either signalized or unsignalized. Roadway segments screened for this LRSP were all categorized as arterials. These screening processes were used to determine those areas that may see more crashes than expected or determine where higher number of specific crash types may occur.

For this LRSP, a short list of locations was identified and approved by the stakeholders on which to focus. These locations were reviewed for various crash factors including:

- **Crash severity** – fatal, serious injury, other visible injury, complaint of pain, and property damage only (PDO)
- **Crash type** – broadside, rear-end, sideswipe, hit object, head on, overturned, and other, as well as pedestrian, and bicycle
- **Driver behavior** – aggressive, distracted, and impaired driving
- **Environmental factors** – day/night, lighting, and wet roads

EQUIVALENT PROPERTY DAMAGE ONLY (EPDO)

The EPDO method assigns weighting factors to crashes by severity to develop a combined property damage only score for each location. An injury crash cost is determined for each location. For this LRSP, these costs were taken from the Local Roadway Safety: A Manual for California's Local Road Owners and are shown in Table 1. This value is then divided by the cost for a property damage only crash. The result then allows the locations to be compared and prioritized based on equivalent number of property damage only crashes.

| Severity | Cost | Weight |
|-------------------------------|----------------|--------|
| Fatal & Severe - Signal | \$1,787,000.00 | 120 |
| Fatal & Severe - Unsignalized | \$2,843,000.00 | 191 |
| Fatal & Severe - Roadway | \$2,461,000.00 | 165 |
| Injury | \$159,900.00 | 11 |
| Complaint of Pain | \$90,900.00 | 6 |
| PDO | \$14,900.00 | 1 |



EXISTING ROADWAY SAFETY CONDITIONS

The results of the crash analysis completed for this LRSP are shown in this chapter. It includes information on the data sources, the analysis results including crash patterns and trends, and identifies “high-risk” intersections and roadway segments. It also includes a comparison of Hanford’s traffic safety statistics with cities of similar-sized populations as indicated by the California Office of Traffic Safety (OTS).

DATA SOURCES

The most recent, available crash data for the City of Hanford was collected from the California Statewide Integrated Traffic Records System (SWITRS) and the Transportation Injury Mapping System (TIMS) for a 5-year period between January 1, 2015 and December 31, 2019. TIMS is a geocoded mapping system of the SWITRS data which is a database of the statewide collision reports. Data from TIMS does not include Property Damage Only (PDO) crashes. PDO data was collected from SWITRS and combined with the TIMS information. In addition, this data was compared to information provided by the Hanford Police Department. Data that appeared to conflict was verified when possible. For instance, when the location description was not identifiable or did not match geocoded data that was provided, it was verified with the Hanford Police Department when possible.

Crash types were also broken into categories of roadway segments or intersections. This information was identified from TIMS and SWITRS which is originally identified in the collision report. This category was compared to the location description and geocoded data for confirmation. Intersections were also classified by signalized or unsignalized control type which was verified in the field. Categories of roadway segments were identified from the City’s 2035 General Plan.



CRASH PATTERNS AND TRENDS

The initial crash analysis considers the combined data of all local roadway crashes to identify crash patterns and trends and “high-risk” corridors and intersections to develop safety strategies and countermeasures, prioritize safety improvements, and select emphasis areas.

CRASHES BY SEVERITY

There was a total of 1,669 total crashes reported in the City of Hanford. See Figure 3 on the following page for locations of crashes by severity. 7 crashes resulted in fatalities, 56 resulted in a severe injury, 288 resulted in other visible injuries, 448 resulted in complaint of pain, and 870 resulted in property damage only (PDO). Figure 4 below shows the percent distribution of crashes by severity.

PERCENT DISTRIBUTION OF CRASHES BY SEVERITY

2015 - 2019

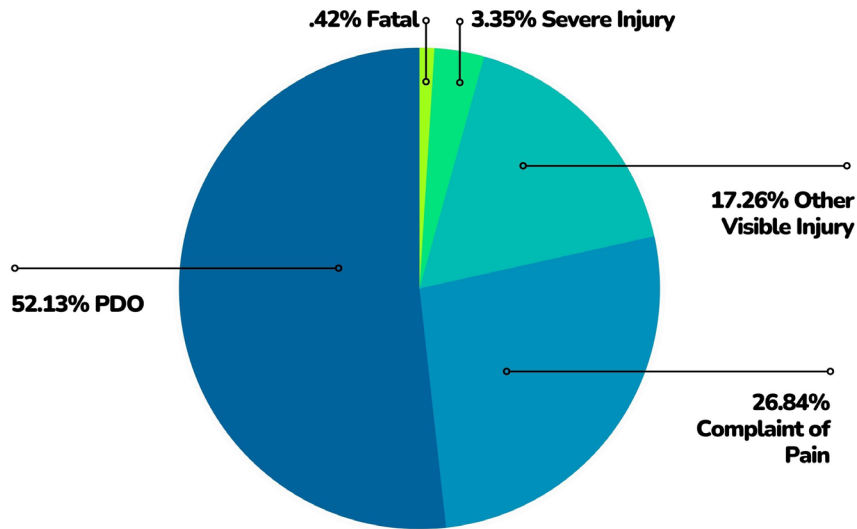


Figure 4

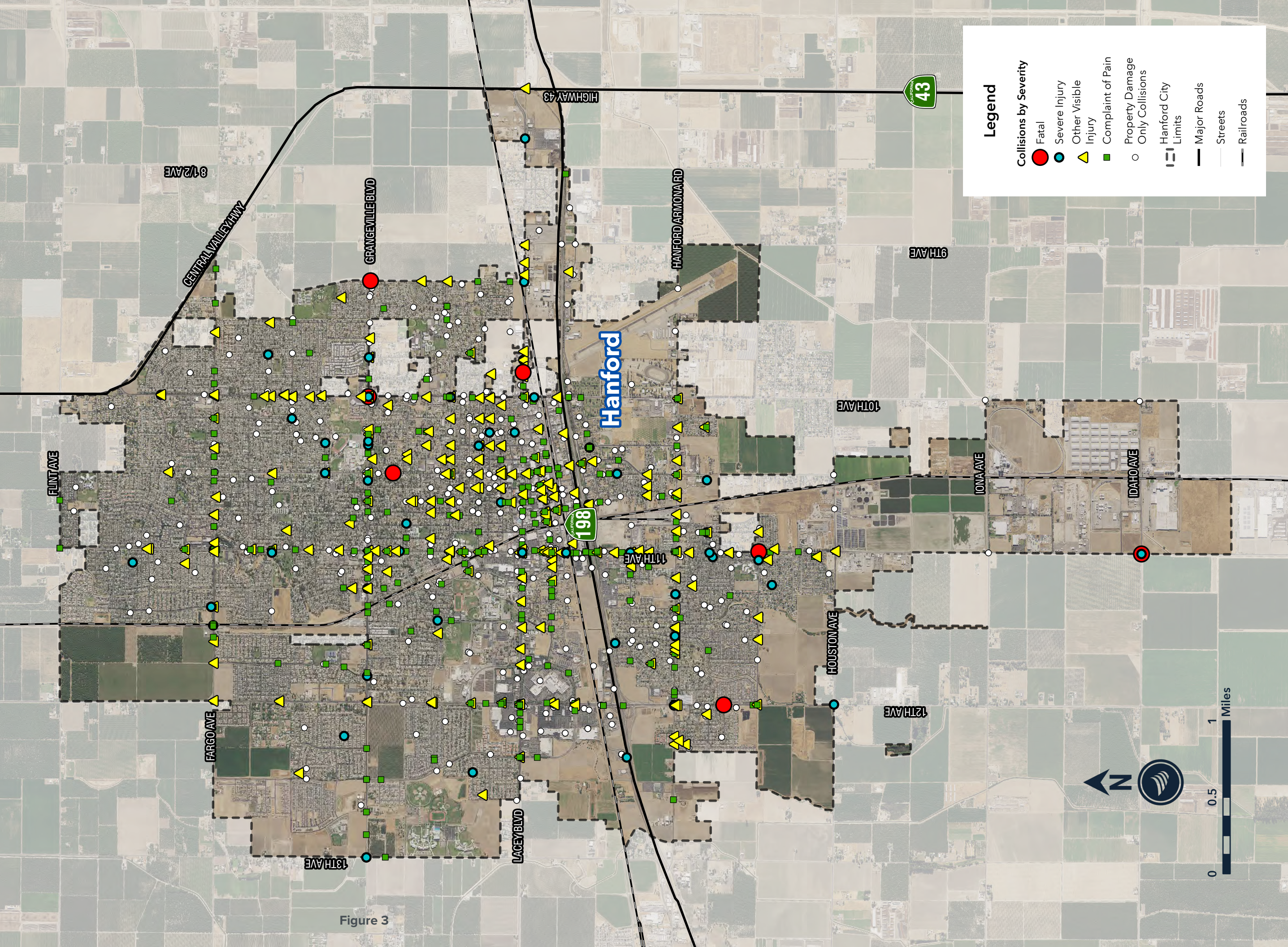


Figure 3



CITY OF HANFORD

City of Hanford

2015-2019 Traffic Collisions

Figure 3



4CREEKS



CRASHES BY TYPE

The number of crashes by type is shown in Figure 5. The analysis shows 642 crashes (38.5%) resulted in broadside, followed by 371 (22.2%) rear-end crashes.

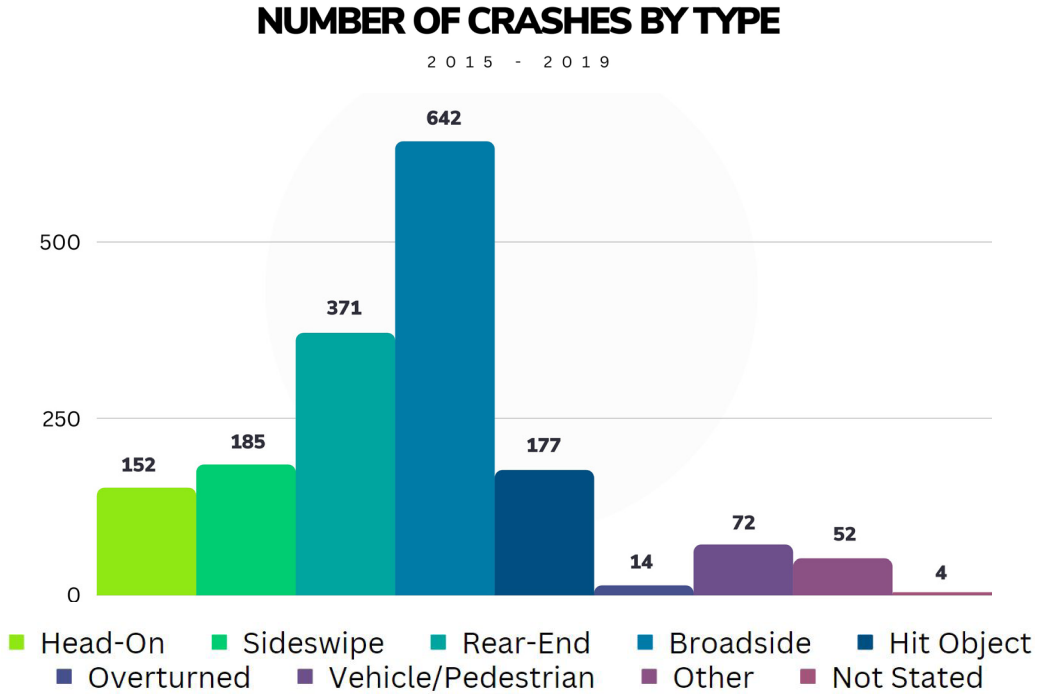


Figure 5

CRASHES BY TIME OF DAY

The number of crashes by time of day is shown in the below Figure 6. The analysis shows 14.5% of crashes occur between 4:00 PM and 6:00 PM, followed by 13.5% occurring between 2:00 PM and 4:00 PM and 12.0% occurring between 12:00 PM and 2:00 PM.

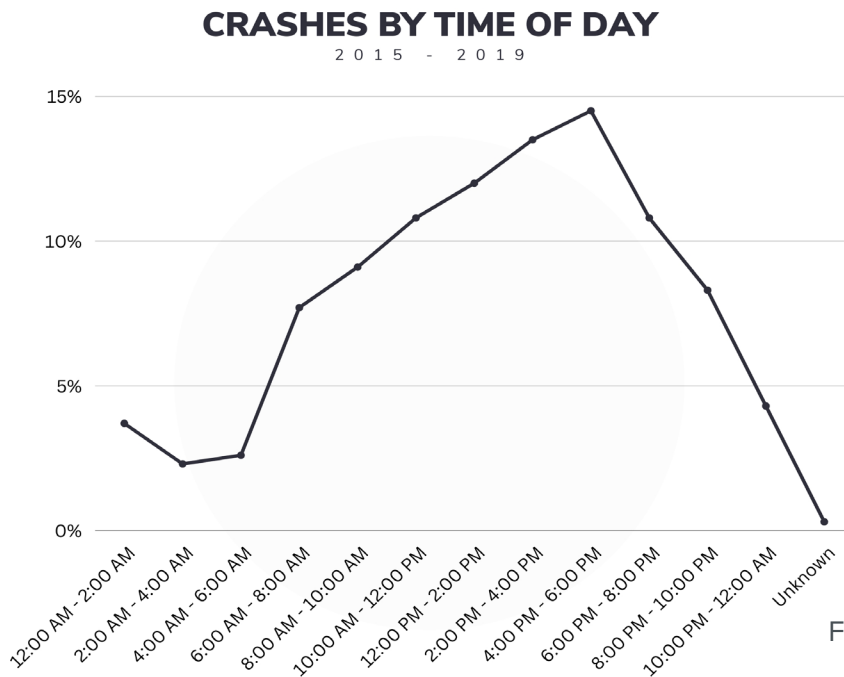


Figure 6



PRIMARY COLLISION FACTORS

The primary collision factor (PCF) is the primary cause of the crash as assigned by the responding or reporting officer. Of the 1,669 crashes in Hanford, automobile right of way violations accounted for 367 crashes (22.0%). This was followed by 355 crashes (21.3%) due to unsafe speed. This was followed by 286 crashes (17.1%) with an improper turning PCF, 233 crashes (14.0%) with a traffic signals and signs PCF, and 173 crashes (10.4%) with a driving or bicycling under the influence of alcohol or drug PCF. The number of crashes by primary collision factor is shown in Figure 7 below.

NUMBER OF CRASHES BY PRIMARY COLLISION FACTOR

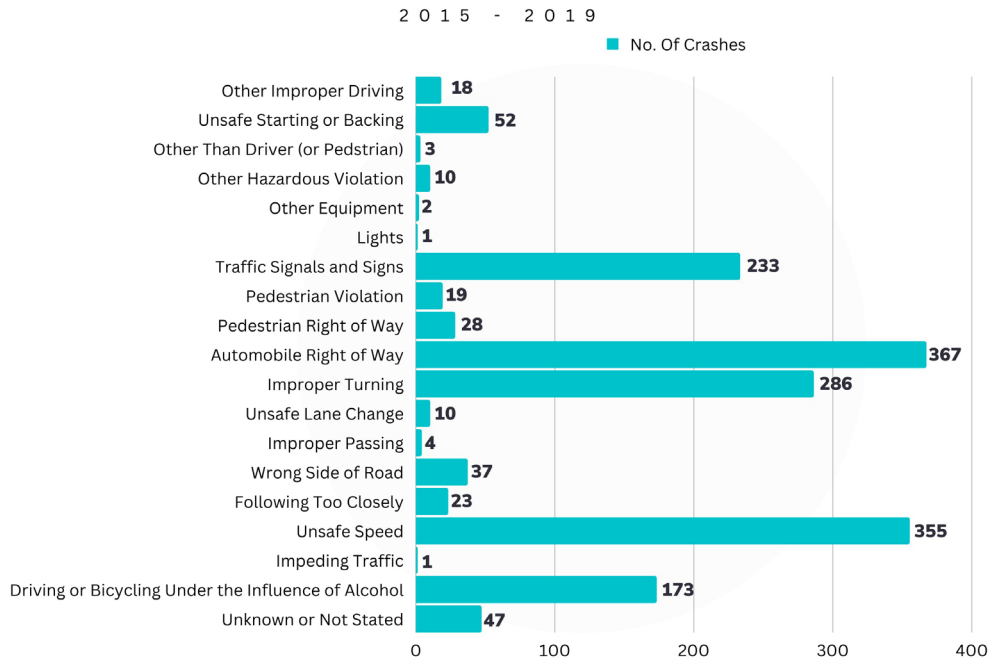


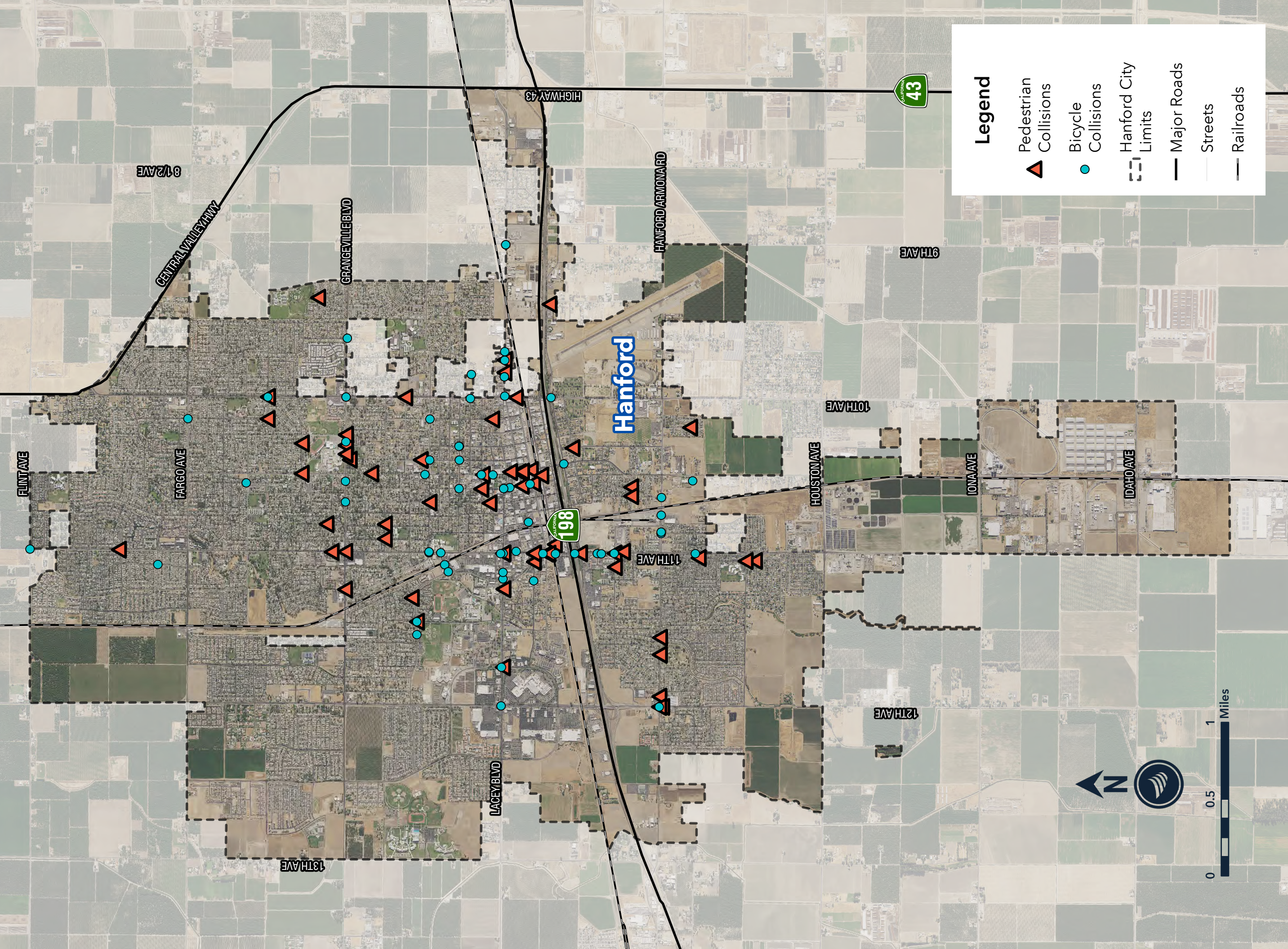
Figure 7

PEDESTRIAN CRASHES

Of the 1,669 crashes in Hanford, 74 (4.4%) involved a pedestrian. See Figure 8 on the following page for pedestrian crash locations. In 24 (32.4%) of those crashes, the pedestrian was crossing in a crosswalk at an intersection. In another 24 (32.4%) of those crashes, the pedestrian was crossing not in a crosswalk. In 14 (18.9%) of those crashes, the pedestrian was in the road, including the shoulder. Figure 9 shows the number of crashes by pedestrian action.

Of the 74 pedestrian crashes, 29 (39.2%) were due to the driver's failure to yield the right of way to the pedestrian at a marked or unmarked crosswalk. In 10 (13.5%) of the pedestrian crashes, the pedestrian failed to yield right of way to vehicles when crossing outside of a marked or unmarked crosswalk.

Also of the 74 pedestrian crashes, 39 (52.7%) occurred during the daylight, one (1.4%) occurred at dusk or dawn, 29 (39.2%) occurred during dark where there were streetlights, and five (6.8%) occurred during dark where there were no streetlights.



City of Hanford

2015-2019 Pedestrian and Bicycle Collisions
Figure 8





Most of the pedestrian crashes, 70 (94.6%) occurred when the weather was clear, one (1.4%) occurred when it was cloudy, and three (4.1%) occurred when it was raining.

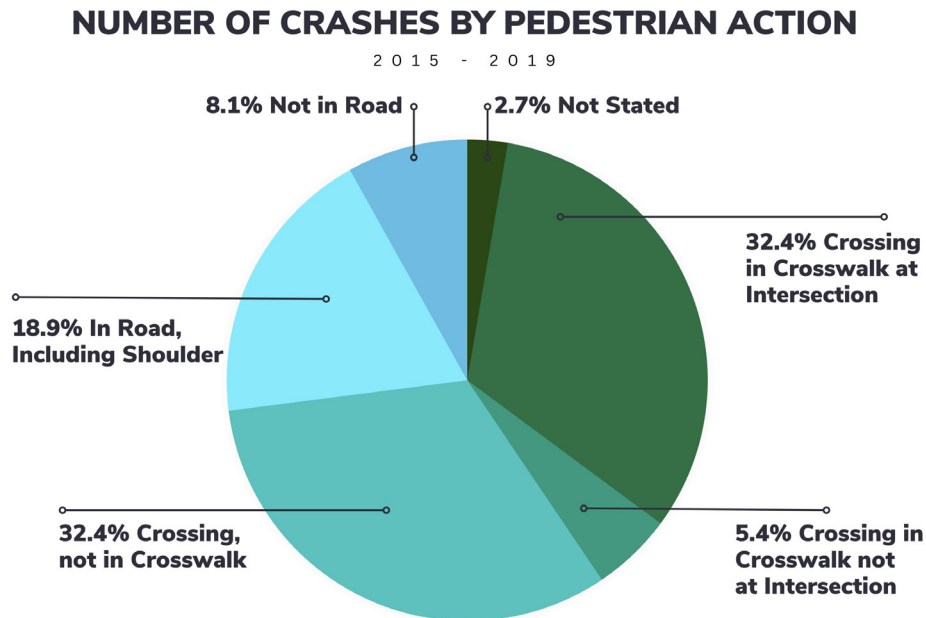


Figure 9

BICYCLE CRASHES

Of the 1,669 crashes in Hanford, 67 (4.0%) involved a bicyclist. See Figure 8 for bicycle crash locations. Although there were no fatalities of the bicycle crashes, eight (11.9%) resulted in a severe injury. Other visible injuries occurred in 34 (50.7%) of the bicycle crashes, and 22 (32.8%) of the bicycle crashes resulted in complaint of pain injuries. Figure 10 shows the number of bicycle crashes by severity.

Of the 67 crashes involving a bicyclist, the PCF for 26 (38.8%) of them were wrong side of road, followed by 13 (19.4%) that were automobile right of way, and 10 (14.9%) that were traffic signals and signs.

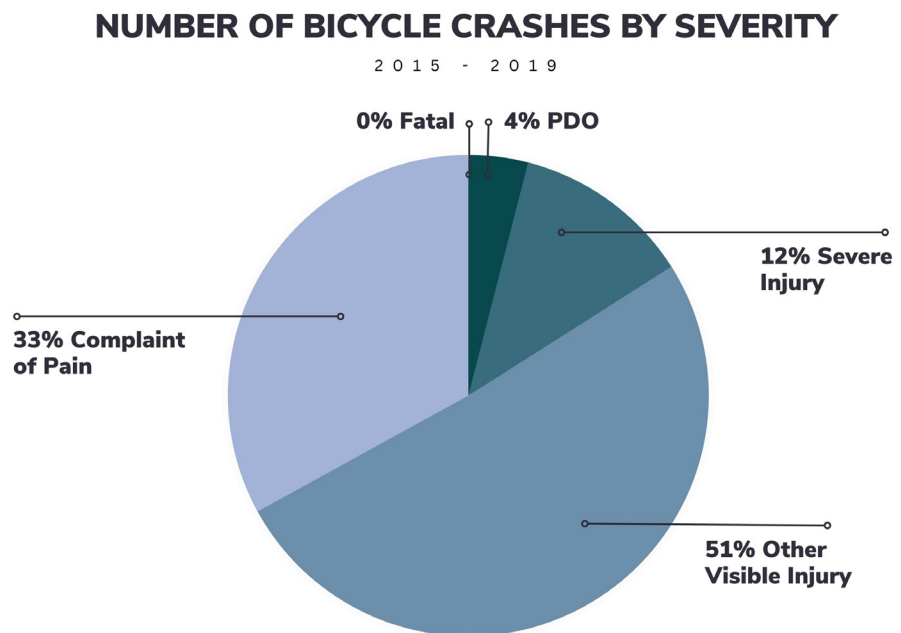


Figure 10



HIGH-RISK LOCATIONS

In analyzing the crashes, “high-risk” intersections and roadway segments were identified. “High-risk” locations do not mean unsafe locations. An LRSP is a proactive process to improve safety; therefore, these locations are those that may benefit the most from improvements.

The crash data was analyzed to determine how many crashes occurred at intersections as compared to roadway segments. Of the City’s 1,669 crashes, 1,102 (66%) occurred at intersections while 501 (30%) occurred on roadway segments. Of the data analyzed, 66 crash reports (4%) did not state if the crash occurred at an intersection or roadway segment. Figure 11 below shows the percent distribution of crashes that occurred at intersections vs. roadway segments.

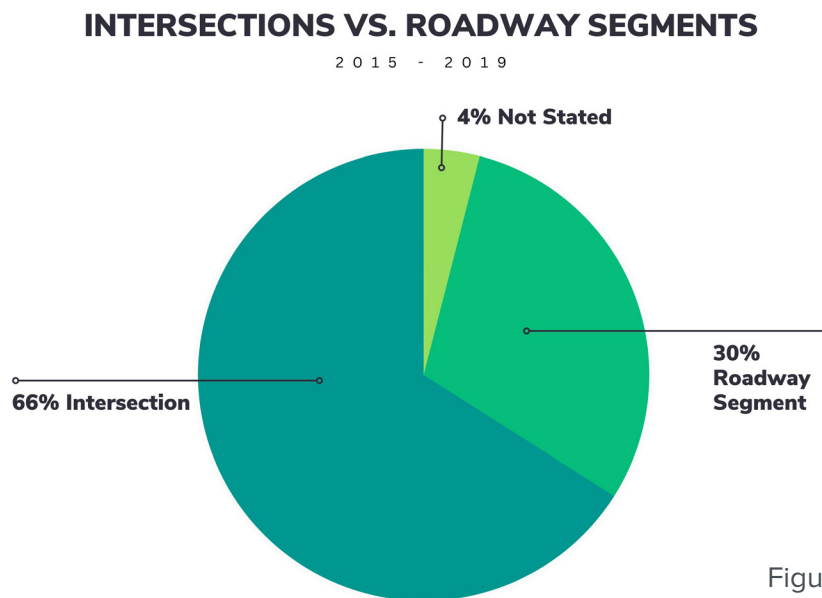


Figure 11

The initial network screening process determines intersections and roadway segments based on the number of crashes, EPDO score, as well as reviewing crash factors that may be higher than expected for that type of location. After completing the initial network screening process, the following signalized intersection, unsignalized intersections, and roadway segments were identified as “high-risk” locations:

Signalized Intersections:

- 11th Avenue and Lacey Boulevard
- 11th Avenue and Florinda Street/Rodgers Road
- 12th Avenue and Lacey Boulevard
- 11th Avenue and Hanford-Armona Road
- 11th Avenue and Grangeville Boulevard
- 10th Avenue and Grangeville Boulevard
- 12th Avenue and Centennial Drive/Mall Drive
- 11th Avenue and Fargo Avenue
- Grangeville Boulevard and Redington Street
- 11th Avenue and Elm Street
- Lacey Boulevard and Mall Drive
- 11th Avenue and Davis Street
- Grangeville Boulevard and Rodgers Road
- Grangeville Boulevard and University Avenue

- Douty Street and Florinda Street
- Redington Street and Seventh Street
- Douty Street and Seventh Street
- Douty Street and Fargo Avenue
- 11th Avenue and Seventh Street
- 11th Avenue and Cortner Street

Unsignalized Intersections:

- 12th Avenue and Glendale Avenue
- Sixth Street and Phillips Street
- Douty Street and Third Street
- 11th Avenue and Sixth Street
- Douty Street and Center Street



Roadway Segments:

- Grangeville Boulevard – 10th Avenue to 11th Avenue
- 11th Avenue – Fourth Street to Lacey Boulevard
- Grangeville Boulevard – 11th Avenue to 12th Avenue
- Hanford-Armona Road – 11th Avenue to 12th Avenue
- Hanford-Armona Road – 10th Avenue to 11th Avenue

Additionally, the stakeholders identified several different intersections they wanted included in the review and analysis. Several of those locations were already identified in the network screening process. The remaining intersections identified by the stakeholders include the following:

Signalized Intersections:

- 10th Avenue and Lacey Boulevard/Seventh Street
- Douty Street and Grangeville Boulevard
- 10th Avenue and Fargo Avenue

Unsignalized Intersections:

- Park Avenue and Ivy Street
- Fargo Avenue and Glacier Way
- 11th Avenue and Pepper Drive
- 10th Avenue and Second Street

Detailed information on crash numbers, EPDO score, and crash severity and type for each location can be found in Appendix B.

OFFICE OF TRAFFIC SAFETY (OTS) STATEWIDE COMPARISON

The OTS rankings were also reviewed to compare Hanford’s traffic safety statistics to those of other cities with similar-sized populations (50,001 to 100,000). The results can also help the City identify traffic safety problem areas to be addressed. For 2019, the most recent OTS rankings available, Hanford rankings are noted in Table 2. The first number shown in the OTS ranking column is the number the City ranks in that category. The second number (105) is the total number of cities/counties within that population group. It should be noted that number 1 in the rankings is the highest, or worst, ranking of the total 105 cities compared.

| Type of Crash | Victims Killed & Injured | Hanford Ranking/OTS CA City Ranking |
|----------------------------------|--------------------------|-------------------------------------|
| Total Fatal and Injury | 231 | 47/105 |
| Alcohol Involved | 32 | • 25/105 |
| Had Been Drinking Driver < 21 | 1 | 35/105 |
| Had Been Drinking Driver 21 - 34 | 5 | 45/105 |
| Motorcycles | 13 | • 17/105 |
| Pedestrians | 20 | • 30/105 |
| Pedestrians < 15 | 3 | • 30/105 |
| Pedestrians 65+ | 1 | + 73/105 |
| Bicyclists | 14 | 39/105 |
| Bicyclists < 15 | 1 | + 63/105 |
| Composite | 107 | 37/105 |
| Speed Related | 41 | 37/105 |
| Nighttime (9:00pm - 2:59am) | 14 | + 74/105 |
| Hit and Run | 14 | 46/105 |

Source: California Office of Traffic Safety, 2022

- Hanford's Highest (Worst) Rankings
- + Hanford's Lowest (Best) Rankings

Table 2



HANFORD'S HIGHEST (WORST) OTS RANKINGS (-)



Motorcycles - 17/105

Crashes in which there were victims killed or injured and a motorcycle was involved.



Alcohol Involved - 25/105

Crashes in which there were victims killed or injured where a party (driver, pedestrian, bicyclist) was classified as "Had Been Drinking".



Pedestrians - 30/105

Crashes in which there were victims killed or injured and a pedestrian was involved.



Pedestrians <15 - 30/105

Crashes in which there were victims killed or injured and a pedestrian under the age of 15 was involved.

HANFORD'S LOWEST (BEST) OTS RANKINGS (+)



Pedestrian 65+ - 73/105

Crashes in which there were victims killed or injured and a pedestrian age 65 or older was involved.



Bicyclists <15 - 63/105

Crashes in which there were victims killed or injured and a bicyclist under age 15 was involved.



Nighttime (9:00pm - 2:59am) - 74/105

Crashes in which there were victims killed or injured that occurred between those hours, which are prime hours for DUI, speeding, and drowsy driving crashes.



RECOMMENDATIONS

IMPROVING ROADWAY SAFETY IN HANFORD

It will take a coordinated effort from a wide range of stakeholders to get the greatest improvement in roadway safety in the City of Hanford. Emphasis areas on which to focus those efforts have been identified and are noted on the following pages. Strategies, or countermeasures, are identified and incorporate the four E's of traffic safety: **Engineering, Education, Enforcement, and Emergency Medical Services**. The likelihood of success in improving roadway safety rises when countermeasures from all four E's are combined.

Four E's of Traffic Safety

- ENGINEERING
- EDUCATION
- ENFORCEMENT
- EMERGENCY MEDICAL SERVICES



EMPHASIS AREAS

Based on the crash patterns and trends identified, the greatest opportunity to improve roadway safety in the City and thereby reduce fatal and serious injury crashes is through implementing the following identified emphasis areas:

1. IMPROVE INTERSECTION SAFETY

2. SPEED MANAGEMENT

3. IMPROVE PEDESTRIAN SAFETY

4. REDUCE WRONG SIDE OF ROAD BICYCLE CRASHES

5. REDUCE IMPAIRED DRIVING AND INCREASE DRIVER AWARENESS





EMPHASIS AREA 1 - IMPROVE INTERSECTION SAFETY

66%

City crashes that occur at intersections

38.5%

Broadside crashes (most common)

22.2%

Rear-end crashes

The following Table 3 are 4 E strategies and countermeasures that may be used in Hanford to address Emphasis Area 1.

| Objective: To reduce the number of collisions at intersections | | | |
|--|--|--|--|
| Strategy | | Performance Measure | Monitoring & Evaluation |
| Engineering | S01, Add intersection lighting S02, Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number S03, Improve signal timing (coordination, phases, red, yellow, or operation) S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before) S08, Convert signal to mast arm (from pedestal-mounted) S09, Install raised pavement markers and striping (through intersection) S12, Install raised median on approaches (S.I.) S16, Convert intersection to roundabout (from signal) NS01, Add intersection lighting NS02, Convert to all-way STOP control (from 2-way or YIELD control) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings NS08, Install flashing beacons at STOP-controlled intersections NS10, Install transverse rumble strips on approaches NS11, Improve sight distance to intersection (clear sight triangle) R01, Install segment lighting R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) | Number of intersections improved | Number of intersection crashes related to traffic movement compared to the previous year |
| Education | High-visibility media campaign about intersection safety laws regarding traffic signals/stop signs, turning violations, pedestrian movements, and speeding. | Number of media outlets and campaigns | Number of responses received from the public |
| Enforcement | High-visibility enforcement targeting "high-risk" intersections | Number of warnings/citations issued at "high-risk" intersections | Number of intersection crashes compared to previous year |
| EMS | "Move-over" media campaign S05, Install emergency vehicle preemption systems | EMS response time | EMS response time compared to previous year |

Table 3



EMPHASIS AREA 2 - SPEED MANAGEMENT

21%

Crashes due to unsafe speed

21%

Fatal and severe injury crashes due to unsafe speed

63%

Rear-end crashes

The following Table 4 are 4 E strategies and countermeasures that may be used in Hanford to address Emphasis Area 2.

| Objective: To reduce the number of speed-related crashes within the City | | | |
|--|---|---|--|
| Strategy | | Performance Measure | Monitoring & Evaluation |
| Engineering | S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (through intersection) S11, Improve pavement friction (high friction surface treatments) S12, Install raised median on approaches (S.I.) S16, Convert intersection to roundabout (from signal) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings NS10, Install transverse rumble strips on approaches NS11, Improve sight distance to intersection (clear sight triangle) NS12, Improve pavement friction (high friction surface treatments) R03, Install Median Barrier R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers R30, Install centerline rumble strips/stripes R31, Install edgeline rumble strips/stripes Install speed feedback signs Decrease lane width Install bulbouts at intersection curb returns | Number of engineering safety projects pursued and amount of funding awarded | Number of safety project locations improved |
| Education | Speed monitoring radar trailer High-visibility media campaign about unsafe speeding | Number of media outlets, campaigns, and deployments of trailer | Number of responses received from the public |
| Enforcement | High-visibility enforcement targeting unsafe speeding | Number of citations issued for unsafe speeding | Citations issued for unsafe speeding compared to previous year |
| EMS | First-aid training "Move-over" media campaign S05, Install emergency vehicle preemption systems | Number of fatalities in unsafe speed crashes | Number of fatalities in unsafe speed crashes compared to previous year |

Table 4



EMPHASIS AREA 3 - IMPROVE PEDESTRIAN SAFETY

32.4%

Of pedestrian crashes involved a pedestrian crossing in a crosswalk at an intersection

23%

Of pedestrian crashes involved alcohol

32.4%

Of pedestrian crashes involved a pedestrian crossing **not** in a crosswalk

4 E strategies and countermeasures that may be used for Emphasis Area 3 are shown in Table 5.

| Objective: To reduce the number of pedestrian-related crashes within the City | | | |
|---|--|--|--|
| | Strategy | Performance Measure | Monitoring & Evaluation |
| Engineering | S02, Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number S03, Improve signal timing (coordination, phases, red, yellow, or operation) S09, Install raised pavement markers and striping (through intersection) S12, Install raised median on approaches (S.I.) S16, Convert intersection to roundabout (from signal) S17PB, Install pedestrian countdown signal heads S21PB, Modify signal phasing to implement a leading pedestrian interval (LPI) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings NS11, Improve sight distance to intersection (clear sight triangle) NS19PB, Install raised medians/refuge islands NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB) R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R30, Install centerline rumble strips/stripes R31, Install edgeline rumble strips/stripes R35PB, Install/upgrade pedestrian crossing (with enhanced safety features) Install bulbouts at intersection curb returns or mid-block crossings Install high-visibility type crosswalks | Number of engineering safety projects pursued and amount of funding awarded | Number of safety project locations improved |
| Education | Road safety education to children High-visibility media campaign about pedestrian safety | Number of media outlets and campaigns | Number of responses received from the public |
| Enforcement | High-visibility enforcement targeting pedestrian safety traffic violations Zero tolerance of traffic law violations in school zones | Number of warnings/citations issued for pedestrian safety traffic violations | Number of pedestrian crashes compared to previous year |
| EMS | First-aid training "Move-over" media campaign S05, Install emergency vehicle preemption systems | Number of fatalities in pedestrian crashes | Number of fatalities in pedestrian crashes compared to previous year |

Table 5



EMPHASIS AREA 4 - REDUCE WRONG SIDE OF THE ROAD BICYCLE CRASHES

38.8%

Of bicycle crashes are wrong side of the road

61.2%

Of bicycle crashes occurred at an intersection

32.8%

Of bicycle crashes are broadside (most common)

4 E strategies and countermeasures that may be used for Emphasis Area 4 are shown in Table 6.

| Objective: To reduce the number of wrong side of road violations that lead to bicycle crashes | | | |
|---|--|---|---|
| Strategy | | Performance Measure | Monitoring & Evaluation |
| Engineering | S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI) R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) - to install bike wrong way signs on the back of bike lane signs | Number of engineering safety projects pursued and amount of funding awarded | Number of safety project locations improved |
| Education | Road safety education to children High-visibility media campaign about bicycling rules of the road | Number of media outlets and campaigns, as well as school events | Number of responses received from the public |
| Enforcement | High-visibility enforcement targeting bicycling on the wrong side of the road Zero tolerance of traffic law violations in school zones | Number of warnings/citations issued for bicycling on wrong side of road | Warnings/citations issued for bicycling on wrong side of road compared to previous year |
| EMS | First-aid training | Number of individuals trained in first-aid | Number of individuals trained in first-aid compared to previous year |

Table 6



EMPHASIS AREA 5 - REDUCE IMPAIRED DRIVING AND INCREASE DRIVER AWARENESS

10.4%

Crashes PCF cited as driving or bicycling under the influence of alcohol or drug

25TH

Ranking out of 105 cities of similar-sized population for crashes in which there were victims killed or injured where a party had been drinking

12.7%

Crashes involving alcohol

The following Table 7 are 4 E strategies and countermeasures that may be used in Hanford to address Emphasis Area 5.

| Objective: To reduce the number of crashes caused due to impaired driving and increase driver awareness | | | |
|---|--|---|--|
| Strategy | | Performance Measure | Monitoring & Evaluation |
| Engineering | S03, Improve signal timing (coordination, phases, red, yellow, or operation) S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before) S09, Install raised pavement markers and striping (through intersection) S11, Improve pavement friction (high friction surface treatments) S12, Install raised median on approaches (S.I.) S16, Convert intersection to roundabout (from signal) NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs NS07, Upgrade intersection pavement markings NS10, Install transverse rumble strips on approaches NS11, Improve sight distance to intersection (clear sight triangle) NS12, Improve pavement friction (high friction surface treatments) R03, Install Median Barrier R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) R27, Install delineators, reflectors and/or object markers R30, Install centerline rumble strips/stripes R31, Install edgeline rumble strips/stripes | Number of engineering safety projects pursued and amount of funding awarded | Number of safety project locations improved |
| Education | High-visibility media campaign about impaired driving | Number of media outlets and campaigns | Number of responses received from the public |
| Enforcement | High-visibility enforcement targeting impaired driving | Number of citations issued for DUI | Citations issued for DUI compared to previous year |
| EMS | First-aid training "Move-over" media campaign S05, Install emergency vehicle preemption systems | Number of fatalities in impaired driving crashes | Number of fatalities in impaired driving crashes compared to previous year |

Table 7



COUNTERMEASURES TOOLBOX - THE 4 E'S

Strategies and countermeasures have been chosen based on the City’s existing roadway safety conditions, as well as potential for success. As conditions continue to change, or the traffic safety professionals’ approach to these issue progresses, these countermeasures should be reviewed with the LRSP updates and revised as appropriate.

ENGINEERING COUNTERMEASURES

This section identifies the engineering safety countermeasures that can be used to reduce the frequency and severity of crashes throughout the City. The Caltrans LRSM provides 81 countermeasures: 20 for signalized intersections, 23 for unsignalized intersections, and 38 for roadway segments, and provides guidance on how and where they should be used. While there may be many countermeasures to improve roadway safety, Table 8 is a summary of the engineering countermeasures chosen as the most likely considered effective for the “high-risk” locations identified in this LRSP. Table 8 identifies the countermeasures, crash types, Crash Reduction Factor (CRF), expected life of the countermeasure in years, the Highway Safety Improvement Program (HSIP) funding percentage eligibility, and whether the countermeasure provided a high opportunity for a systemic approach. The Caltrans LRSM detailing all available engineering countermeasures is available for reference in Appendix C .

Engineering Countermeasures Toolbox

| Code | Safety Countermeasure | Crash Type(s) | Crash Reduction Factor (CRF) | Expected Life (Years) | HSIP Funding Eligibility | Systematic Approach Opportunity |
|---------------------------------|--|----------------------|------------------------------|-----------------------|--------------------------|---------------------------------|
| SIGNALIZED INTERSECTIONS | | | | | | |
| S01 | Install intersection lighting | Night | 40% | 20 | 90% | Medium |
| S02 | Improve signal hardware: lenses, retroreflective backplates, signal size, and number | All | 15% | 10 | 90% | Very High |
| S03 | Improve signal timing: coordination, red, and yellow | All | 15% | 10 | 50% | Very High |
| S05 | Install emergency vehicle preemption systems | Emergency Vehicle | 70% | 10 | 90% | High |
| S06 | Install left-turn lane and add left-turn phase | All | 55% | 20 | 60% | Low |
| S08 | Convert signal to mast arm (from pedestal-mounted) | All | 30% | 20 | 90% | Medium |
| S09 | Install raised pavement markers and striping (through intersection) | All | 10% | 10 | 90% | Very High |
| S11 | Improve pavement friction (high friction surface treatments) | All | 55% | 10 | 90% | Medium |
| S12 | Install raised median on approaches (SI) | All | 25% | 20 | 90% | Medium |
| S16 | Convert intersection to roundabout (from signal) | All | Varies | 20 | 90% | Low |
| S17PB | Install pedestrian countdown signal heads | Pedestrian & Bicycle | 25% | 20 | 90% | Very High |
| S21PB | Modify signal phasing to implement a Leading Pedestrian Interval (LPI) | Pedestrian & Bicycle | 60% | 10 | 90% | Very High |

S - Signalized intersection countermeasures
 NS - Non-signalized intersection countermeasures
 R - Roadway Segment Countermeasures

Table 8



Engineering Countermeasures Toolbox Continued

| Code | Safety Countermeasure | Crash Type(s) | Crash Reduction Factor (CRF) | Expected Life (Years) | HSIP Funding Eligibility | Systematic Approach Opportunity |
|-----------------------------------|--|----------------------|------------------------------|-----------------------|--------------------------|---------------------------------|
| UNSIGNALIZED INTERSECTIONS | | | | | | |
| NS01 | Add intersection lighting | Night | 40% | 20 | 90% | Medium |
| NS02 | Convert to all-way STOP control (from 2-way or YIELD control) | All | 50% | 10 | 90% | High |
| NS06 | Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs | All | 15% | 10 | 90% | Very High |
| NS07 | Upgrade intersection pavement markings | All | 25% | 10 | 90% | Very High |
| NS08 | Install flashing beacons at STOP-controlled intersections | All | 15% | 10 | 90% | High |
| NS10 | Install transverse rumble strips on approaches | All | 20% | 10 | 90% | High |
| NS11 | Improve sight distance to intersection, including installing red curb | All | 20% | 10 | 90% | High |
| NS12 | Improve pavement friction (high friction surface treatments) | All | 55% | 10 | 90% | Medium |
| NS19PB | Install raised medians/refuge islands (NSI) | Pedestrian & Bicycle | 45% | 20 | 90% | Medium |
| NS21PB | Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) | Pedestrian & Bicycle | 35% | 20 | 90% | Medium |
| NS22PB | Install Rectangular Rapid Flashing Beacon (RRFB) | Pedestrian & Bicycle | 35% | 20 | 90% | Medium |
| ROADWAY SEGMENTS | | | | | | |
| R01 | Add segment lighting | Night | 35% | 20 | 90% | Medium |
| R03 | Install raised median | All | 25% | 20 | 90% | Medium |
| R22 | Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) | All | 15% | 10 | 90% | Very High |
| R27 | Install delineators, reflectors and/or object markers | All | 15% | 10 | 90% | Very High |
| R30 | Install centerline rumble strips/stripes | All | 20% | 10 | 90% | High |
| R31 | Install edgeline rumble strips/stripes | All | 15% | 10 | 90% | High |
| R33PB | Install separated bike lanes | Pedestrian & Bicycle | 45% | 20 | 90% | High |
| R35PB | Install/upgrade pedestrian crossing (with enhanced safety features) | Pedestrian & Bicycle | 35% | 20 | 90% | Medium |
| | Install speed feedback signs | | | | | |
| | Decrease lane width | | | | | |
| | Install bulbouts at intersection curb returns or mid-block crossings | | | | | |
| | Install high-visibility type crosswalks | | | | | |

Table 8 Continued

S - Signalized intersection countermeasures
 NS - Non-signalized intersection countermeasures
 R - Roadway Segment Countermeasures



EDUCATION COUNTERMEASURES

Everyone needs to be involved in improving roadway safety, including users of the City's roadway network. For this reason, educating the users is an important strategy for the plan's success. The following education countermeasures were identified for the City:

Speed Monitoring Radar Trailer – Speed monitoring radar trailers are portable trailers that visually displays a drivers' speed as compared to the posted speed limit. These are an educational tool to help make a driver more aware of their speed. These are often used in residential neighborhoods, school zones, or used in conjunction with other safety education programs. Hanford currently has one speed monitoring radar trailer and a second one for the City is recommended.

Road Safety Education to Children – Educating children on roadway safety provides many advantages. Children will not only be less likely to be involved in a crash but will also carry those lessons forward to become more knowledgeable and careful drivers, pedestrians, and cyclists. Educating children on roadway safety can also inform families of the safety benefits and promote walking and biking as viable modes of transportation. Road safety education programs for children have been implemented by many agencies and school districts, and there are extensive resources that are available through the National Center for Safe Routes to School (National Center) at <https://www.saferoutesinfo.org/>. One choice is Walk, Bike, & Roll to School Day activities, which unite elected officials and community members together to pledge to address traffic safety in the City and promote the benefits of walking, biking, and rolling to school.

High-Visibility Media Campaign – A high-visibility media campaign for roadway safety aims to spread awareness of safe driving habits and traffic laws through a variety of mass media outlets. Media campaign(s) should be used to target the emphasis areas and may include billboards, print ads, radio, television, digital ads, and social media. The objective is to reach a large audience, increase awareness of the issue, and inspire improvement.

ENFORCEMENT COUNTERMEASURES

Although best efforts may be made implementing education and engineering countermeasures, motorists failing to follow traffic laws can still result in fatal and severe crashes. Police enforcement plays a role in reducing traffic crashes; however, research has found that many enforcement strategies do not have long-term success. The most successful strategies are those that are visible and transparent to the community, done regularly, and done along with educational campaigns.

High-Visibility Enforcement (HVE) – HVE is a traffic safety approach which combines enforcement, visibility elements, and a publicity strategy to educate and promote voluntary compliance of traffic laws. HVE are proactive efforts targeting a specific traffic safety issue but must be highly visible to the public. Examples are checkpoints, saturation patrols, and waves (increased enforcement of a specific traffic violation at a targeted location that occurs periodically). HVE should occur at locations chosen based on data; therefore, "high-risk" locations identified in the LRSP could be chosen. The HVE objective is to make the public aware and deter them of the specific, unsafe traffic behaviors.

Zero Tolerance in School Zones – One enforcement countermeasure that can improve the safety of children walking and biking to school as well as motorists is the strict enforcement of traffic



laws in school zones. Potential solutions include enacting a "zero tolerance" policy for drivers who speed in school zones and even raising the fines they must pay.

EMERGENCY MEDICAL SERVICES COUNTERMEASURES

First-Aid Training – The City can partner with other groups to provide first aid training to community members, as they may be first on scene of a crash and able to provide aid to those injured. The Hanford Fire Department currently trains City staff first aid which can be used by the many City workers in the field each day.

“Move-Over” Media Campaign – A “move-over” campaign is designed to inform motorists how to respond when an emergency vehicle approaches. It also informs motorists of the importance of slowing down and switching lanes when they come across an emergency vehicle on the side of the road, giving the emergency personnel sufficient room to work safely. The goal is to improve roadway safety, improve emergency vehicle response times, and reduce the likelihood of crashes involving emergency vehicles.

Emergency Vehicle Preemption (EVP) – EVP is used at traffic signals to change normal traffic signal operations to provide a green signal indication to an approaching emergency vehicle while providing a red signal indication to others. The City of Hanford currently utilizes EVP for fire vehicles only. Modifications to existing traffic signal systems where EVP does not exist should be considered, and EVP should be installed with any new traffic signal system.

SAFETY PROJECTS

The next step in the LRSP process is to identify specific safety improvements for the "high-risk" priority locations based on the emphasis areas and using the countermeasures identified. Safety projects are identified and the benefit of implementing the proposed improvements is then estimated. In general, a project is rated by calculating its Benefit-to-Cost (B/C) ratio. The B/C ratio is simply calculated by taking the project's overall benefit and dividing it by the project's overall cost.

The specific engineering countermeasures chosen for the projects were from the Caltrans LRSM to be best positioned for future HSIP funding. Also, “to allow agencies maximum flexibility in combining countermeasures and locations into a single project while ensuring projects can be consistently ranked on a statewide basis, Caltrans only allows up to three (3) individual countermeasures can be utilized in the B/C ratio for a project location site.”² Therefore, the countermeasures identified are based on the crash analysis, field observations, stakeholder input, and those most likely to improve safety at the locations.

Table 9 lists a summary of the safety projects for the “high-risk” intersections and roadway segments, along with the project costs and B/C ratio. Complete cost, benefit, and B/C ratio calculations for the safety projects are included in Appendix D. The total cost per location includes construction costs; plans, specifications, and estimates; environmental reporting; and construction engineering. Construction costs are based on 2023 industry standards from recent projects in the Central Valley. Detailed methodology for calculating B/C ratio is included in the Caltrans LRSM in Appendix C.

² Local Roadway Safety: A Manual for California's Local Road Owner's, Version 1.6 April 2022, Caltrans, pp.37, <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf>



Safety Projects

| Location | CM 1 | CM 2 | CM 3 | Total Cost per Location | Total Costs All Locations (Costs 2023) | B/C |
|--|------|------|-------|-------------------------|--|-------|
| Project 1 - Signalized Intersection Safety Improvement Upgrades | | | | | | |
| 11th Avenue & Lacey Boulevard | S02 | S03 | S21PB | \$54,096 | \$1,097,473 | 20.02 |
| 11th Avenue & Florinda Street/Rodgers Road | S02 | S03 | S21PB | \$53,082 | | |
| 12th Avenue & Lacey Boulevard | S02 | S03 | S21PB | \$56,801 | | |
| 11th Avenue & Hanford-Armona Road | S02 | S03 | | \$54,096 | | |
| 11th Avenue & Grangeville Boulevard | S02 | S03 | S21PB | \$54,096 | | |
| 10th Avenue & Grangeville Boulevard | S02 | S03 | S21PB | \$54,096 | | |
| 12th Avenue & Centennial Drive/Mall Drive | S02 | S03 | | \$47,334 | | |
| 11th Avenue & Fargo Avenue | S02 | S03 | | \$54,096 | | |
| Grangeville Boulevard & Redington Street | S02 | S03 | S21PB | \$51,391 | | |
| 11th Avenue & Elm Street | S02 | S03 | S21PB | \$41,924 | | |
| Lacey Boulevard & Mall Drive | S02 | S03 | S21PB | \$54,096 | | |
| 11th Avenue & Davis Street | S02 | S03 | S21PB | \$51,391 | | |
| Grangeville Boulevard & Rodgers Road | S02 | S03 | S21PB | \$51,391 | | |
| Grangeville Boulevard & University Avenue | S02 | S03 | | \$54,096 | | |
| Douty Street & Florinda Street | S02 | S03 | | \$48,686 | | |
| Douty Street & Fargo Avenue | S02 | S03 | | \$47,334 | | |
| 11th Avenue & Seventh Avenue | S02 | S03 | S21PB | \$55,448 | | |
| 11th Avenue & Cortner Street | S02 | S03 | | \$51,391 | | |
| 10th Avenue & Lacey Boulevard/Seventh Street | S02 | S03 | S21PB | \$54,096 | | |
| Douty Street & Grangeville Boulevard | S02 | S03 | | \$54,434 | | |
| 10th Avenue & Fargo Avenue | S02 | S03 | | \$54,096 | | |
| Project 2 - Unsignalized Intersection Safety Improvement Upgrades | | | | | | |
| 12th Avenue & Glendale Avenue | | NS06 | NS07 | \$10,143 | \$186,800 | 18.77 |
| Sixth Street & Phillips Street | NS01 | NS06 | NS07 | \$34,655 | | |
| Douty Street & Third Street | | NS06 | NS07 | \$10,143 | | |
| 11th Avenue & Sixth Street | NS01 | NS06 | NS07 | \$38,882 | | |
| Douty Street & Center Street | NS01 | NS06 | NS07 | \$32,965 | | |
| Park Avenue & Ivy Street | NS01 | NS06 | NS07 | \$20,286 | | |
| Fargo Avenue & Glacier Way | | NS06 | NS07 | \$7,607 | | |
| 11th Avenue & Pepper Drive | | NS06 | NS07 | \$7,607 | | |
| 10th Avenue & Second Street | NS01 | NS06 | NS07 | \$24,512 | | |
| Project 3 - Redington Street and Seventh Street | | | | | | |
| Replace pedestal mounted traffic signal | S08 | | | \$673,089 | \$673,089 | 1.45 |

CM = Countermeasure
 B/C = Benefit-to-Cost Ratio
 Location's chosen by Stakeholder's Working Group

Table 9

| COUNTERMEASURE NAME |
|--|
| S02 - Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number |
| S03 - Improve signal timing (coordination, phases, red, yellow, or operation) |
| S08 - Convert signal to mast arm (from pedestal-mounted) |
| S21PB - Modify signal phasing to implement a Leading Pedestrian Interval (LPI) |
| NS01 - Add intersection lighting (NS.I.) |
| NS06 - Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs |
| NS07 - Upgrade intersection pavement markings (NS.I.) |



Following are brief descriptions of the projects identified in Table 9.

Signalized Intersection Safety Improvement Upgrades – The improvements at these intersections include the installation of near-side vehicle signal heads and backplates with retroreflective borders. Only two of the intersections (12th Avenue/Centennial Drive/Mall Drive and Douty Street/Fargo Avenue) currently have near-side vehicle signal heads. The remaining intersections should have near-side signal heads installed. None of the intersections currently have the retroreflective backplates. The installation of the near-side signal heads and retroreflective backplates will help improve visibility and aid the drivers’ advance perception of the upcoming intersection. Additionally, the countermeasures include signal timing improvements at the intersections, as well as modifying signal phasing to implement a leading pedestrian interval at the intersections where pedestrian or bicycle collisions occurred.

Unsignalized Intersection Safety Improvement Upgrades – The improvements at the unsignalized intersections include the installation of intersection safety lighting, as well as upgrades to signing and pavement markings such as advance warning signs and markings.

Redington Street and Seventh Street – The safety project identified for this location is the replacement of the existing pedestal-mounted traffic signals with a mast arm traffic signals to improve visibility and the driver’s advance perception of the intersection.

These above-listed projects can be used when preparing for future grant programs, including developing future HSIP grant applications. It should be noted that the above projects were based on the “high-risk” locations identified in the LRSP; however, it should be noted that the grant applications may be expanded to include numerous locations in the City. For instance, more signalized locations could be included in the signalized intersection safety improvement upgrades project if the additional locations were found to be beneficial to the overall B/C ratio. The HSIP is a competitive program based on a B/C analysis. Therefore, the higher the B/C ratio, the more competitive the project.

It should be noted there are many pedestal mounted traffic signals in Downtown Hanford. Although these other locations were not included with the Redington Street and Seventh Street project, they could be included and combined as one HSIP grant application if beneficial to the overall B/C ratio.

It should also be noted that the Douty Street and Seventh Street signalized intersection has not been included with the signalized intersection safety improvement upgrades. There is a current City project to remove the existing pedestal traffic signal at the intersection and to install a new roundabout. Therefore, since the City has a current project planned for this location, one has not been included in this document.



FUNDING

FEDERAL PROGRAMS

Various funding resources exist to help local agencies in the planning and implementation of roadway safety projects. The City of Hanford should seek to utilize available funding sources and grant opportunities to advance roadway safety projects in the City. The following is a summary of both federal and state funding sources and grant opportunities of which the City should be aware and apply for funding as appropriate.

SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

Managing Agency: Federal Highway Administration

Website: <https://www.fhwa.dot.gov/specialfunding/stp/>

The STBG program provides flexible funding for State and local agencies for their transportation projects. STBG funding may be used to preserve and improve any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian, and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT

Managing Agency: US Department of Transportation (USDOT)

Website: <https://www.transportation.gov/RAISEgrants>

The RAISE Discretionary Grant program is a unique opportunity for USDOT to invest in road, rail, transit, and port projects to achieve national objectives. Previously known as Better Utilizing



Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$12.1 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. Based on the program requirements, agencies can obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional USDOT programs.

INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANT

Managing Agency: US Department of Transportation

Website: <https://www.transportation.gov/grants/infra-grants-program>

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Although the INFRA program is not new, it was updated with the Bipartisan Infrastructure Law (BIL) in 2021 that included new eligibilities, set-asides, and other programming changes. Eligible projects include those that improve safety, generate economic benefits, reduce congestion, and improve critical freight movements.

SAFE STREETS AND ROADS FOR ALL (SS4A) FUNDING

Managing Agency: US Department of Transportation

Website: <https://www.transportation.gov/grants/SS4A>

The BIL established the SS4A discretionary program with \$5 billion in appropriated funds over five years for regional, local, and Tribal initiatives through grants to prevent deaths and serious injuries on our nation’s roadways. Grant funding is eligible to develop or update a comprehensive safety action plan (Action Plan); conduct planning, design, and development activities in support of an Action Plan; and carry out projects and strategies identified in an Action Plan.

STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANTS PROGRAM

Managing Agency: US Department of Transportation

Website: <https://www.transportation.gov/grants/SMART>

The BIL established the SMART discretionary grant program to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. Although cities are not eligible, a State; a political subdivision of a State; a Tribal government; a public transit agency or authority; a public toll authority; a metropolitan planning agency; and a group of two more eligible entities detail above, applying through a single lead applicant are eligible. Projects should target real-world challenges where the use of new technologies and approaches can create benefits for the community.



CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM

Managing Agency: Federal Highway Administration

Website: https://www.fhwa.dot.gov/environment/air_quality/cmaq/

The CMAQ program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act. CMAQ funds support state- and locally-selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter.

Many types of projects are eligible under the CMAQ program including bicycle and pedestrian facilities, transit improvements, and electric vehicles and charging stations. In addition to improving air quality and reducing congestion, safety projects may also qualify for CMAQ funding.

STATE PROGRAMS

ACTIVE TRANSPORTATION PROGRAM (ATP) GRANTS

Managing Agency: California Transportation Commission (CTC)

Website: <https://catc.ca.gov/programs/active-transportation-program>

The California ATP consolidated various transportation programs into a single program which uses both federal and state funds to encourage increased use of active modes of transportation, such as walking and biking. The program aims to increase the percentage of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts to achieve greenhouse gas reduction, enhance public health efforts, ensure disadvantage communities fully share in the program, and provide a broad spectrum of projects to benefit many types of active transportation users. Agencies are eligible for both infrastructure and non-infrastructure projects. The ATP indicates project cycles are to be released every even year with funding adopted on the following odd year.

LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) GRANTS

Managing Agency: California Department of Transportation

Website: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

The HSIP is a core federal-aid program to states with the aim to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The local agency share of California's Local HSIP funds are managed by the Caltrans' Division of Local Assistance (DLA). Local HSIP focuses



on infrastructure projects with nationally recognized crash reduction factors and projects must be identified on the basis of crash experience, crash potential, crash rate, and other data-supported means. Local agencies must have completed their LRSP, or equivalent, to be eligible for HSIP funds. HSIP calls for projects are typically made at two year intervals.

CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS) GRANTS

Managing Agency: California Office of Traffic Safety

Website: <https://www.ots.ca.gov/grants/>

The OTS is one of California’s leaders in the efforts to make California roadways safe for all users. Made available by the National Highway Traffic Safety Administration (NHTSA), OTS annually funds over \$80 million in innovative, evidence-based education and enforcement programs and technologies designed to make California’s roadways safer. A selection of grants are provided to local and state agencies aimed at eliminating fatalities, injuries, and economic losses resulting from crashes.

STATE-LOCAL PARTNERSHIP PROGRAM (LPP)

Managing Agency: California Transportation Commission

Website: <https://catc.ca.gov/programs/sb1/local-partnership-program>

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the LPP and continues to appropriate \$200 million annually in funding. The primary objective is to provide funding to local and regional transportation agencies that have approved sales tax measures, developer fees, or other imposed fees dedicated to transportation improvements. These funds may be used to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

SUSTAINABLE TRANSPORTATION PLANNING (STP) GRANTS

Managing Agency: California Department of Transportation

Website: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

The STP Grant Program was created to support Caltrans’ mission to provide a safe and reliable transportation network that serves all people and respects the environment. The STP Grant Program includes three types of grants: 1) Sustainable Communities Grants to ultimately achieve the State’s greenhouse gas reduction targets, 2) Climate Adaptation Planning Grants to support development of local climate adaptation plans and identify adaptation projects and strategies for transportation infrastructure, and 3) Strategic Partnerships Grants (federally-funded) to support Federal Planning Factors and address State highway/transit issues of regional, interregional, and/ or statewide significance, in partnership, with Caltrans.



STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) GRANTS

Managing Agency: California Department of Transportation

Website: <https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp>

The SHOPP is the State Highway System’s (SHS) “fix-it-first” program that funds the repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the SHS. The funded projects improve the condition, operation, and sustainability of the SHS and associated transportation infrastructure. It is intended for projects on the SHS, including the interstate system, and other state-owned assets such as bicycle and pedestrian facilities, culverts, transportation management systems, safety roadside rest areas, and maintenance stations.

RECREATIONAL TRAILS PROGRAM

Managing Agency: California Department of Parks and Recreation (DPR)

Website: https://www.parks.ca.gov/?page_id=24324

The RTP is administered at the federal level by the FHWA and at the state level by the California DPR and the Caltrans’ ATP. The RTP provides funds annually to develop and maintain recreational trails and trails-related facilities for both non-motorized and motorized projects.

AFFORDABLE HOUSING AND SUSTAINABLE HOUSING COMMUNITIES (AHSC) GRANT PROGRAM

Managing Agency: California Strategic Growth Council

Website: <https://www.sgc.ca.gov/programs/tcc/>

The vision of AHSC is to make it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit. AHSC provides funding for newly constructed or renovated affordable housing developments and transportation-related infrastructure and amenities. Such infrastructure and amenities may include new transit vehicles; sidewalks; bike lanes; bus shelters; benches; shade trees; and programs that encourage residents to walk, bike, and use public transit. Eligible applicants include local governments, transportation agencies, housing developers, joint powers of authorities, education districts, and Federally recognized Indian tribes.

TRANSFORMATIVE CLIMATE COMMUNITIES (TCC) PROGRAM

Managing Agency: California Office of Traffic Safety

Website: <https://www.ots.ca.gov/grants/>



The TCC Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California’s most disadvantaged communities. Projects must significantly reduce greenhouse gas emissions over time, leverage additional funding sources, and provide health, environmental, and economic benefits to the community. While the program can fund many types of projects, transportation-related projects may include, but is not limited to: public transit projects, bicycle and pedestrian facilities, roundabouts, and car sharing and mobility enhancement projects. Eligible applicants include community-based organizations, local governments, non-profit organizations, philanthropic organizations and foundations, faith-based organizations, coalitions or associations of nonprofits, community development finance institutions, community development corporations, joint powers authorities, and California Native American Tribes.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) GRANT PROGRAM

Managing Agency: California Natural Resources Agency

Website: <https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/>

The EEM Program authorizes the legislature to allocate up to \$7 million each fiscal year from the Highway Users Tax Account. Projects must contribute to mitigation of the environmental effects of transportation facilities. The Natural Resources Agency recommends projects for funding to the CTC who awards grants from the recommendations. Eligible projects may include those designed to offset vehicular emissions of carbon dioxide; projects for the acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right of way acquired for transportation improvements; or projects to mitigate the impact of proposed transportation facilities or to enhance the environment, where the ability to do so is beyond the scope of the lead agency responsible.

CALTRANS RAILWAY-HIGHWAY CROSSING PROGRAM (RHCP) SECTION 130

Managing Agency: California Department of Transportation

Website: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/sec130>

The RHCP Section 130 program aims to reduce the number and severity of crashes and to improve safety for motorists, bicyclists, and pedestrians at existing at-grade railroad crossings. The program is a collaborative effort led by the California Public Utilities Commission (CPUC), funded by FHWA, and managed by Caltrans DLA in cooperation with local agencies and railroads. Each year, the CPUC evaluates at-grade crossings that could benefit from funded improvements and creates a priority list of projects based on crash history, vehicle and train volumes, pedestrian issues, geometry, and diagnostic site visits. The list is typically finalized in August each year and sent to Caltrans RHCP. Improvements for at-grade crossings not on the list will not be funded by the program.



IMPLEMENTATION

IMPLEMENTATION AND EVALUATION

The success of the LRSP will depend on the implementation of the various countermeasures and safety projects as identified to help the City reduce fatal and severe injury collisions. It is recommended the City continue to coordinate with the stakeholders to monitor and evaluate the progress of the LRSP. The City should seek funding to begin completing the various projects and programs identified in the LRSP. These can be completed in coordination with the City's Capital Improvement Program. Performance measures as identified for each emphasis area should be evaluated annually once countermeasures have been implemented. And monitoring of fatal and severe injury crashes should continue annually to determine if there is a decrease in these crashes as the countermeasures are implemented. If the City does not see a decrease in the fatal and severe injury crashes as expected for a specific countermeasure, it should be reviewed. These annual reviews are recommended in coordination with an annual stakeholders' working group meeting.

It is also recommended an update to the LRSP should be completed after no more than five years. The LRSP update can resolve any issue identified in the annual reviews. The update should also include the latest collision data, and may include new emphasis areas and 4E strategies, as well as progress of the previous plan.



APPENDICES



APPENDIX A

EXCERPTS FROM EXISTING CITY DOCUMENTS

CITY OF HANFORD 2035 GENERAL PLAN UPDATE (COMPLETED IN 2017)

The 2035 General Plan Update (GPU) establishes the City's policies and guidance regarding future development and land uses. The below sections of the GPU are related to roadway safety and must be considered when preparing the LRSP.

Included in Chapter 4, Transportation & Circulation, of the GPU Policy Document are the following guiding principles related to transportation and circulation:

- Coordinated land use and circulation systems
- Safe, reliable, efficient movement of people and goods
- Less reliance on private motorized transportation
- A prosperous community
- Downtown area as the physical, cultural, civic, and commercial center of Hanford
- Hanford as the regional commercial, service, and government center of Kings County
- Enhancement of quality of life
- Respect for private property rights
- Enhancement of the historic center of the City
- A well-designed, physically integrated, livable community

The GPU Policy Document also identifies the below goals. The document also includes several policies and actions to meet these identified goals.

Goal T3: City streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial good movers.



Goal T4: An interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford.

Goal T12: Improved performance and expanded capacity of the street network by means other than roadway widening or construction.

CITY OF HANFORD PEDESTRIAN AND BICYCLE MASTER PLAN (2016)

The vision of the City’s Pedestrian and Bicycle Master Plan is “Hanford – A City where walking and cycling are fully integrated into daily life, providing environmentally-friendly transportation alternatives that are both safe and convenient for people of all ages and abilities.” Identified in the Pedestrian and Bicycle Master Plan are the following safety-related objectives and policies in support of the plan’s vision.

Objective 4: Improve safety for pedestrians and bicyclists by implementing education and promotion programs for all Hanford residents and by enforcing pedestrian, bicycle and motorist laws and regulations affecting pedestrian and bicycle safety.

Objective 8: Street crossings should be safe and accessible.

HANFORD DOWNTOWN EAST PRECISE PLAN (2013)

The Downtown East Precise Plan serves as a guide for the City in promoting development and revitalization of residential and commercial uses in the Downtown East area which encompasses approximately 63-acres. The area is identified as 10th Avenue to Harris Street (east-west), and Ninth Street to the San Joaquin Valley railroad tracks (north-south), as well as the area bounded by Brown Street, Ninth Street, 10th Avenue, and Tenth Street. The plan identifies bike and pedestrian improvements, streetscape, lighting, and street furnishings as priority projects. One of the plan objectives for circulation and mobility is to promote a safe and comfortable multi-modal district and pedestrian and bicycle friendly environment. The plan also identifies several traffic calming measures to improve overall traffic safety, including curb extensions, special crosswalk paving, and mid-block crossings.

ENGINEERING AND TRAFFIC SURVEY (2015)

The City of Hanford completed an Engineering and Traffic Survey in 2015 to update posted speed limits throughout the City. Recommended speeds from this study will be utilized when determining appropriate countermeasures for identified roadway safety issues.



SUGGESTED ROUTE TO SCHOOL MAPS

The City of Hanford maintains Suggested Route to School Maps for the elementary and middle schools in the City, including the following:

Hanford Elementary School District

- Hamilton Elementary
- Jefferson Academy
- Lee Richmond Elementary
- Lincoln Elementary
- Martin Luther King Jr. Elementary
- Monroe Elementary
- Roosevelt Elementary
- Simas Elementary
- Washington Elementary
- John F. Kennedy Jr. High
- Woodrow Wilson Jr. High

Pioneer Union Elementary School District

- Pioneer Elementary
- Frontier Elementary
- Pioneer Middle

St. Rose-McCarthy Catholic School

The suggested route to school maps will be utilized when determining appropriate countermeasures for identified roadway safety issues.

CAPITAL IMPROVEMENT PROGRAM

The City of Hanford's 2022-2026 Five-Year Capital Improvement Plan (CIP) was reviewed, and projects were identified that might affect roadway safety issues. The CIP identifies the following potential safety-related projects:

- **New Sidewalk and ADA Improvements** – to install in areas currently void of such improvements to provide pedestrians with safe walkways outside vehicular travel areas.
- **East Lacey Boulevard Widening/Reconstruction, 10th Avenue to Sierra Drive** – to improve traffic flow capacity and safety by providing additional travel lanes, a protected left-turn lane, and traffic signal system at the East Lacey Boulevard/Ninth Avenue intersection, as well as improving pedestrian safety with the addition of curb, gutter, sidewalks, and street lighting.
- **Traffic Signal at 12th Avenue and Hume Avenue** – to improve traffic flow efficiency and reduce intersection congestion in an area where development continues to increase



placing demands on the City's transportation system.

- **Campus Drive Resurfacing, Lacey Boulevard to Greenfield Avenue** – to improve roadway surfacing, install accessibility ramps, and restripe the roadway.

CITY CONSTRUCTION STANDARDS AND SPECIFICATIONS

Included in the City's Construction Standards and Specifications are the following standard details related to roadway safety:

- ST-44 Standard X-walk Markings
- ST-47 Stop & Yield Pavement Markings
- ST-50 School X-ing and Pedestrian X-ing Pavement Markings
- ST-53 Railroad X-ing Pavement Markings

KINGS COUNTY LOCAL ROADWAY SAFETY PLAN (2022)

Kings County recently completed their LRSP with the vision to “encourage and promote safety on Kings County roadways to serve the mobility needs of all people.” The County's mission is “to create a safer roadway system and develop a culture in support of traffic safety in Kings County.” The County established the following goals to meet their identified vision and mission.

- Advance delivery of safety enhancements in underserved communities.
- Educate the public on traveling safety throughout the County.
- Provide targeted safety education for school-age population.
- Reduce the annual number of severe and fatal transportation-related injuries.
- Increase enforcement targeted around driving under the influence.



APPENDIX B

PRIORITY TABLES

HIGH-RISK INTERSECTIONS

| INTERSECTION | Total Crashes | Fatal & Injury Crashes | Equivalent Property Damage Only | Fatal | Serious Injury | Other Visible Injury | Complaint of Pain | Property Damage Only | Broadside | Rear-End | Sideswipe | Hit Object | Head On | Overtaken | Other | Pedestrian | Bicycle | Aggressive | Distracted | Impaired | Dark | Wet |
|-----------------------------------|---------------|------------------------|---------------------------------|-------|----------------|----------------------|-------------------|----------------------|-----------|----------|-----------|------------|---------|-----------|-------|------------|---------|------------|------------|----------|------|-----|
| SIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | | | | | | | | | |
| 11th Ave & Lacey Blvd | 29 | 18 | 276 | 0 | 1 | 9 | 8 | 11 | 16 | 4 | 3 | 0 | 4 | 0 | 0 | 1 | 2 | 22 | 0 | 2 | 7 | 1 |
| 11th Ave & Florinda St/Rodgers Rd | 27 | 11 | 111 | 0 | 0 | 6 | 5 | 16 | 11 | 6 | 1 | 0 | 7 | 0 | 2 | 0 | 2 | 20 | 0 | 1 | 12 | 1 |
| 12th Ave & Lacey Blvd | 23 | 17 | 242 | 0 | 1 | 4 | 12 | 6 | 13 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 18 | 0 | 1 | 9 | 1 |
| 11th Ave & Hanford-Armona Rd | 20 | 15 | 115 | 0 | 0 | 4 | 11 | 5 | 7 | 10 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 1 | 7 | 2 |
| 11th Ave & Grangeville Blvd | 20 | 9 | 75 | 0 | 0 | 2 | 7 | 11 | 8 | 6 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 15 | 0 | 1 | 5 | 1 |
| 10th Ave & Grangeville Blvd | 17 | 14 | 325 | 1 | 1 | 2 | 10 | 3 | 6 | 5 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 11 | 0 | 2 | 4 | 0 |
| 12th Ave & Centennial Dr/Mall Dr | 17 | 5 | 47 | 0 | 0 | 1 | 4 | 12 | 9 | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 4 | 1 |
| 11th Ave & Fargo Ave | 16 | 8 | 175 | 0 | 1 | 1 | 6 | 8 | 7 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 2 | 7 | 2 |
| Grangeville Blvd & Redington St | 15 | 9 | 70 | 0 | 0 | 2 | 7 | 6 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 3 | 1 |
| 11th Ave & Elm St | 12 | 8 | 57 | 0 | 0 | 1 | 7 | 4 | 4 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 8 | 0 | 1 | 3 | 1 |
| Lacey Blvd & Mall Dr | 12 | 4 | 32 | 0 | 0 | 0 | 4 | 8 | 8 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 9 | 0 | 0 | 2 | 1 |
| 11th Ave & Davis St | 11 | 8 | 70 | 0 | 0 | 4 | 4 | 3 | 2 | 1 | 0 | 1 | 5 | 0 | 0 | 2 | 0 | 5 | 0 | 3 | 7 | 3 |
| Grangeville Blvd & Rodgers Rd | 11 | 7 | 170 | 0 | 1 | 2 | 4 | 4 | 5 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 7 | 0 | 2 | 4 | 1 |
| Grangeville Blvd & University Ave | 11 | 6 | 60 | 0 | 0 | 4 | 2 | 5 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 2 | 1 |
| Douty St & Florinda St | 11 | 6 | 46 | 0 | 0 | 1 | 5 | 5 | 4 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 |
| Redington St & Seventh St | 10 | 6 | 54 | 0 | 0 | 3 | 3 | 4 | 6 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 3 | 0 |
| Douty St & Seventh St | 9 | 5 | 44 | 0 | 0 | 2 | 3 | 4 | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 8 | 0 | 1 | 1 | 0 |
| Douty St & Fargo Ave | 9 | 2 | 19 | 0 | 0 | 0 | 2 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| 11th Ave & Seventh St | 8 | 6 | 52 | 0 | 0 | 3 | 3 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 1 |
| 11th Ave & Cortner St | 8 | 6 | 43 | 0 | 0 | 1 | 5 | 2 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 2 | 0 |
| 10th Ave & Lacey Blvd/Seventh St | 7 | 4 | 37 | 0 | 0 | 2 | 2 | 3 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 0 |
| Douty St & Grangeville Blvd | 5 | 2 | 20 | 0 | 0 | 1 | 1 | 3 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 |
| 10th Ave & Fargo Ave | 5 | 1 | 15 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 |
| UNSIGNALIZED INTERSECTIONS | | | | | | | | | | | | | | | | | | | | | | |
| 12th Ave & Glendale Ave | 11 | 5 | 37 | 0 | 0 | 0 | 5 | 6 | 3 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 5 | 0 |
| Sixth St & Phillips St | 10 | 6 | 50 | 0 | 0 | 2 | 4 | 4 | 6 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 2 | 0 |
| Douty St & Third St | 10 | 4 | 40 | 0 | 0 | 2 | 2 | 6 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 |
| 11th Ave & Sixth St | 9 | 3 | 29 | 0 | 0 | 1 | 2 | 6 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 2 | 2 | 1 |
| Douty St & Center St | 9 | 2 | 24 | 0 | 0 | 1 | 1 | 7 | 5 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 0 | 1 | 0 |
| Park Ave & Ivy St | 6 | 3 | 21 | 0 | 0 | 0 | 3 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 |
| Fargo Ave & Glacier Wy | 5 | 3 | 25 | 0 | 0 | 1 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 |
| 11th Ave & Pepper Dr | 3 | 3 | 27 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| 10th Ave & Second St | 2 | 1 | 7 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |

Locations chosen by Stakeholder's Working Group

HIGH-RISK ROADWAY SEGMENTS

| FACILITY | Cross Street 1 | Cross Street 2 | Total Crashes | Fatal & Injury Crashes | Equivalent Property Damage Only | Fatal | Serious Injury | Other Visible Injury | Complaint of Pain | Property Damage Only | Broadside | Rear-End | Sideswipe | Hit Object | Head On | Overturned | Other | Pedestrian | Bicycle | Aggressive | Distracted | Impaired | Dark | Wet |
|-------------------|----------------|----------------|---------------|------------------------|---------------------------------|-------|----------------|----------------------|-------------------|----------------------|-----------|----------|-----------|------------|---------|------------|-------|------------|---------|------------|------------|----------|------|-----|
| Grangeville Blvd | 10th Ave | 11th Ave | 22 | 8 | 699 | 0 | 4 | 0 | 4 | 14 | 5 | 6 | 6 | 1 | 0 | 0 | 1 | 3 | 3 | 12 | 0 | 2 | 4 | 1 |
| 11th Ave | Fourth St | Lacey Blvd | 19 | 15 | 427 | 0 | 2 | 3 | 10 | 4 | 4 | 7 | 0 | 0 | 2 | 0 | 3 | 6 | 2 | 12 | 0 | 1 | 5 | 0 |
| Grangeville Blvd | 11th Ave | 12th Ave | 13 | 13 | 93 | 0 | 0 | 3 | 10 | 0 | 3 | 3 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 11 | 0 | 1 | 4 | 2 |
| Hanford-Armona Rd | 11th Ave | 12th Ave | 11 | 11 | 717 | 0 | 4 | 3 | 4 | 0 | 3 | 5 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 4 | 5 | 0 |
| Hanford-Armona Rd | 10th Ave | 11th Ave | 10 | 10 | 84 | 0 | 0 | 5 | 5 | 0 | 1 | 4 | 1 | 1 | 2 | 0 | 1 | 0 | 2 | 6 | 0 | 1 | 6 | 0 |



APPENDIX C

CALTRANS LRSM 2022

Local Roadway Safety

A Manual for California's Local Road Owners

Version 1.6

April 2022



Created by Caltrans in conjunction with FHWA and SafeTREC
for the express benefit of California Local Agencies.



U. S. Department of Transportation
Federal Highway Administration

Safe Transportation
Research & Education Center

SafeTREC

Document History

Version 1.0: 4/20/2012

The California Department of Transportation - Division of Local Assistance developed the first version of the Local Roadway Safety Manual (Version 1.0) in 2012 to support the Cycle 5 HSIP call-for-projects.

Version 1.1: 4/26/2013

Based on feedback and lessons learned from Cycle 5, Caltrans updated Appendix B: “Table of Countermeasures and Crash Reduction Factors” to better clarify text in “Where to use”, “Why it works”, and “General Qualities” for several of the countermeasures included in the original manual.

No other changes were made to the Local Roadway Safety Manual as part of Version 1.1

Version 1.2: 03/10/2015

Based on feedback and lessons learned from Cycle 6, Caltrans made minor updates to the text of the document as needed for achieving consistency with overall Caltrans local HSIP guidance documents. The following sections were updated: 1.2, 4.2, 5.1, 6.2, and Appendix B, E, F & G.

Version 1.3: 04/29/2016

Caltrans made updates to the text of the document as needed in the following sections: 4.2, 5.1 and Appendix B.

Version 1.4: 06/08/2018

3/30/18 - Caltrans made updates to the crash costs in Appendix D, some of the website links in Appendix G, and some other texts of the document.

6/8/18 - Countermeasure S22 (“Modify signal phasing to implement a Leading Pedestrian Interval (LPI)”) is added.

Version 1.5: April 2020

Caltrans added a few more countermeasures (e.g. Pedestrian Scramble, Install Separated Bike Lanes, Reduced Left-Turn Conflict Intersections, and Curve Shoulder widening), renumbered the countermeasures and updated the crash costs in Appendix D.

Version 1.6: April 2022

For Cycle 11 Call-for-projects, Countermeasure S04 (Provide Advanced Dilemma Zone Detection for high-speed approaches) was deleted and Countermeasure NS05mr (Convert intersection to mini-roundabout) added. The HSIP Funding Eligibility was changed to 90% except for S03, of which the HSIP Funding Eligibility stays at 50%. The crash costs in Appendix D were updated.

Future Updates:

In the future, Caltrans anticipates that additional changes will be needed to keep the Local Roadway Safety Manual consistent with future Calls-for-Projects’ Guidelines and Application Instructions. In addition, new local HSIP programs, improvements to California data on local roadways, data analysis tools, and the latest safety research and methodologies may give rise to the need to make more significant changes to this manual.

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Foreword

Why was this manual developed?

The California Department of Transportation - Division of Local Assistance's goal in developing this manual is to maximize the safety benefits for local roadways by encouraging all local agencies to proactively identify and analyze their safety issues and to position themselves to compete effectively in Caltrans' statewide, data-driven call-for-projects.

This goal is complicated by California's wide variety of local agencies, roadway types, and project types, including: rural vs. urban, low-volume vs. high-volume, and intersection vs. roadway segment vs. network-wide. This variety makes it difficult to administer a single program and provide one set of guidelines that meets the needs of all California's local roadway owners and users. Many of California's local agencies are also challenged by the lack of a basic safety analysis framework and analysis tools specifically designed for local roadway managers with widely varying responsibilities and safety training. Currently, there is a vast range of safety documents, program guidance, and analysis tools with a wide variety of complexity and applications. Without clear and simple safety guidance for locals, many agencies take a 'reactive' approach to safety, even when research has shown 'proactive' safety analysis of roadways is more effective in making system-wide safety improvements.

The Federal Highway Administration (FHWA) Office of Safety provides national leadership in identifying, developing, and delivering safety programs and products to local governments to improve highway safety on local and rural roads.¹ In 2010, FHWA published a set of three manuals designed specifically for rural road owners; Roadway Departure Safety, Intersection Safety, and Road Safety Information Analysis.² These manuals present a simple, data driven safety analysis framework for rural agencies across the nation. These manuals, in conjunction with Caltrans' ongoing short-term research and development contract with the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, provided a unique opportunity for Caltrans to pursue development of this document as a mirror of FHWA's new Manuals for Local Rural Road Owners. Much of the wording, formatting and references from these FHWA manuals have been directly incorporated into this manual for California's local road owners. Individual references to the FHWA manuals have not been included; instead these documents are intended to be referenced on a wholesale basis.

With FHWA's and SafeTREC's support and expertise, Caltrans was able to expedite the completion of this manual and can now offer California's local agencies a new tool intended to provide focused roadway safety information in one manual.

1. Introduction and Purpose

The information in this document is geared towards local road managers and other practitioners with responsibility for operating and maintaining local roads, regardless of safety-specific highway training. The primary goal of this document is to provide an easy-to-use and comprehensive framework of the steps and analysis tools needed to identify locations with roadway safety issues and the appropriate countermeasures. For novice practitioners, the concepts and framework will be new, while experienced safety practitioners may find this manual to be mostly review. In both cases, the manual will provide the practitioners with a good understanding of how to complete a proactive safety analysis and ensure they have the best opportunity to secure HSIP safety funding during Caltrans calls-for-projects.

It's expected that novice and experienced practitioners will utilize this manual to help position their local agency to better compete in future Caltrans' calls-for-projects for safety programs. Inexperienced local roadway practitioners are also a target audience for this manual to gain exposure to the basic concepts that make up a proactive safety analysis of a local agency's roadway network.

The intent of this manual is to focus on key safety activities that every local agency should conduct on an annual basis (or as established by the agency) with the objective of reducing the number and severity of crashes within their jurisdiction. This manual defines this overall process as a "proactive safety analysis" approach to roadway safety. The Highway Safety Manual (HSM), documents a very similar process and refers to it as the "Roadway Safety Management Process." While the process in this document is similar and suggests the same primary elements, the HSM goes into significantly more detail, focuses more on scientific and mathematical equations behind the process, and intends to provide a comprehensive understanding of the overall processes to be applied by individual agencies across the nation. In contrast, this manual attempts to streamline the discussion; and make accommodations for the more novice safety practitioners, provide an adequate understanding of the process to complete an initial safety analysis of their roadway network, and instruct them on how to prepare applications that will compete well in Caltrans' statewide calls-for-projects. In general, this manual is intended to follow the research and methodologies presented in the HSM; however, to support Caltrans' statewide calls-for-projects process, it is important to note this manual deviates from the HSM in areas related to countermeasure selection and benefit / cost calculations. The logic behind these deviations is explained at the specific topic sections.

This manual is not intended to cover many of the day-to-day basics of traffic engineering including: maintain standard signage per the Manual on Uniform Traffic Control Devices; maintain sight distance (cut vegetation, remove parking); maintain a recovery zone; work with local traffic law enforcement; monitor collisions; address complaints; and manage litigation. These activities are understood to be critical elements of a local agency's traffic engineering responsibilities, but are not within the intended scope of this document.

1.1 California Local Roadway Safety Challenges and Opportunities

California’s local roads are managed by more than 600 local agencies, including: cities, counties, and tribal governments. These local roads vary from flat multi-lane urban arterials to rural gravel roads in mountainous areas. California local agencies invest extensive resources on roadway safety every year, yet many roadways operate with outdated or insufficient safety features. A portion of these roadways even lack basic signing, pavement markings, alignment, and traffic control devices. Limited funding often prevents agencies from constructing safety projects, which can be expected. At the same time, the lack of safety data, design challenges, and lack of adequate training also hinder local agencies’ accurate evaluation of their roadway network safety issues, which is more preventable.

Many small California local agencies are challenged by a lack of crash data. Without data, they have no way to identify High Crash Concentration Locations (HCCLs) or high risk roadway features, which can leave them “flying blind” with respect to the safety of their overall roadway network. Without data and analysis results, local officials may overreact when a tragic crash occurs, resulting in resources being spent in areas that will not maximize the overall application of safety funds. In conjunction with the collision mapping and analysis tools developed by UC Berkeley’s SafeTREC, [this document helps ensure all California local agencies have direct access to data on fatal and injury crashes within their jurisdictions and the analysis tools to effectively assess and prioritize future safety projects.](#)

1.2 Safe System Approach

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. Under IIJA, the Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The IIJA emphasizes the “safe system approach”:

Safe system approach means a roadway design that emphasizes minimizing the risk of injury or fatality to road users; and that (i) takes into consideration the possibility and likelihood of human error; (ii) accommodates human injury tolerance by taking into consideration likely accident types, resulting impact forces, and the ability of the human body to withstand impact forces; and (iii) takes into consideration vulnerable road users. (23 U.S.C. 148(a)(9)).

FHWA recognizes that the funding available through HSIP alone will not achieve the goal of zero fatalities on the Nation’s roads. The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces

to reduce crash severity and save lives. FHWA encourages States to prioritize safety in all Federal-aid investments and in all appropriate projects, using not only HSIP funding but also other Federal-aid funding.

The IIJA emphasizes the importance of vulnerable road user (non-motorized road user) safety in the HSIP by adding a definition for vulnerable road users, creating a vulnerable road user special rule, and requiring States to develop and update a vulnerable road user safety assessment. All of these provisions address the increasing number of fatalities involving vulnerable road users on U.S. roads. It is imperative that States consider the needs of all road users as part of the HSIP. Investment in highway safety improvement projects that promote and improve safety for all road users, particularly vulnerable road users, aligns with the IIJA and will help Build a Better America. States and other funding recipients should prioritize projects that maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety, equity, accessibility, and connectivity. Projects that separate users in time and space, match vehicle speeds to the built environment, and increase visibility (e.g., lighting) advance implementation of a Safe System approach and improve safety for vulnerable road users.

1.3 The State’s Role in Local Roadway Safety

The California Department of Transportation (Caltrans)—Division of Local Assistance is responsible for administering California’s HSIP safety funding intended for local roadway safety improvements. This funding primarily comes to the state through two federal programs: Highway Safety Improvement Program (HSIP)—a federal-aid program focused on reducing fatalities and serious injuries on all public roads; and the Active Transportation Program (ATP)—a federal aid and state funded program focused on improving safety and the overall use of non-motorized, active transportation modes of travel. Under SAFETEA-LU, High Risk Rural Roads Program (HR3) was established to focus on addressing rural road safety needs but in MAP-21 and FAST, it is now a ‘special rule’ under HSIP that if triggered, directs that a certain amount of HSIP funds will need to be allocated for those rural roads that meet the definition.

Caltrans’ administration of these programs encompasses many responsibilities, including: establishing program guidance; reviewing applications for improvements on local roadways; ranking applications/projects on a statewide basis; selecting projects for funding based on the greatest potential for reducing fatalities and injuries; programming the selected projects in the Federal Statewide Transportation Improvement Program (FSTIP); and assisting with programming and delivery issues throughout the delivery of the local agency projects. One goal for developing this document is to improve Caltrans’ overall data-driven approach to statewide project selection of safety projects and to maximize the long-term safety improvements across California. To show the relationship between Caltrans’ project selection process and this manual, a diagram showing the HSIP Call-for-Projects Process is provided in Appendix A.

Many State Departments are also actively engaged in California’s Strategic Highway Safety Plan (SHSP). Caltrans developed the SHSP in a cooperative process with local, State, federal, and private sector safety stakeholders. The SHSP is a data-driven, comprehensive plan that established statewide goals, objectives, integrated the five E’s of traffic safety— engineering, enforcement, education, emergency response, and emerging technologies. This manual directly supports many of the emphasis areas of the California SHSP. Local agencies are encouraged to participate in ongoing SHSP update efforts and can find more information on the SHSP at the following website: <https://dot.ca.gov/programs/safety-programs/shsp>.

Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)

The state-funded Systemic Safety Analysis Report Program (SSARP) was established in 2016. The intent of the SSARP was to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications. Late 2019, the program was evolved to Local Roadway Safety Plan (LRSP) so that the focus is not just engineering solutions but also include safety improvements in other areas such as enforcement, Education and emergency response.

The state funding for the LRSP/SSARP program is made available by exchanging the local Highway Safety Improvement Program (HSIP) federal funds for State Highway Account (SHA) funds.

For more information, please visit the LRSP/SSARP webpage at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>.

1.4 The Local Roadway Crash Problem

Approximately 3,000 people die in California traffic crashes every year, representing nearly 10% of all traffic fatalities in the United States. Fifty-seven percent of these fatalities occur on local roadways, while only forty-three percent occur on the California State Highway System. A comparison of rural and urban roadways shows that local rural roadways have fatality rates 2 to 3 times higher than urban roadways per vehicle miles traveled. Based on these statistics, the total annual cost of local roadway fatal crashes to California is over \$6 billion, while only \$100 million is available annually in HSIP safety funds.

These statistics demonstrate the large and complex safety issues facing California. Through the development of this document, Caltrans is striving to help local agencies proactively identify high risk roadway features, roadway network locations/corridors with the highest safety needs, and encourage them to select effective low-cost improvements, whenever appropriate.

1.5 Reactive vs. Proactive Safety Issue Identification

Safety issues are identified on local roadways through a wide range of approaches. Although no single approach works best for all local agencies, some are far more effective at improving long-term roadway safety. Many agencies, often larger ones, have staff whose full-time job is dedicated to roadway safety; allowing them to focus on safety initiatives, be trained in the latest safety research, and have access to safety analysis data, tools and procedures. These agencies often utilize a 'proactive' approach to analyze their roadway network and identify safety issues.

At the same time many agencies, often the smaller ones, lack the financial ability to dedicate large portions of their staff resources to analyze safety issues and their staff has limited access to roadway safety training, safety expertise, and the latest safety analysis tools and procedures. Unfortunately, this can often result in identifying their safety issues in 'reaction' to tragic events.

The following is a basic outline of the differences in proactive vs. reactive identification approaches used by local agencies:

Reactive Approach

For this document, an agency is considered to be utilizing a reactive approach to roadway safety if they primarily identify safety improvements in reaction to:

- Recent crashes triggering safety investigations
- Specific crash concentrations triggering safety investigations
- Stakeholder identification of locations with safety issues and requests for improvements
- New funding becoming available

Crash concentrations and crash trends may be missed if local agencies rely exclusively on these identifiers for their roadway safety effort. They may also miss many opportunities to effectively utilize low-cost, systemic type improvements. This document encourages local agencies to adopt a more proactive approach to their roadway safety.

Proactive Approach

An agency is considered to be using a proactive approach to roadway safety if they go beyond the elements of a reactive approach and identify safety improvements by analyzing the safety of their entire roadway network, in one of the following ways:

- One-time, network-wide safety analysis of their roadways driven by new source of funding.
- Routine safety analyses of the roadway network (Preferred Approach!)

Agencies with a proactive approach utilize both systemic and spot location improvements (as defined in section 1.5 below). Applying improvements systemically across an entire corridor or network allows an agency to proactively address locations that have not had crash concentrations in the past, but have

similar features as those currently experiencing high levels of crashes. In addition, even though a spot location improvement may be based on ‘past’ crashes, agencies making improvements based on countermeasures with proven crash reduction factors at their highest crash locations often have the best chance of proactively reducing future crashes.

This document encourages safety practitioners to pursue a proactive approach and routinely analyze the safety of their roadway networks to yield the best overall safety results.

1.6 Implementation Approaches

When an agency proactively identifies their safety issues throughout their roadway network, it is likely they will find high crash concentrations at intersections, roadway segments, and corridors. The safety practitioner should consider which implementation approach to utilize. Typical approaches include:

- Systemic Approach
- Spot Location Approach
- Comprehensive Approach incorporating human behavior issues

Each of these approaches has benefits and drawbacks. As Local agency practitioners identify their safety issues and analyze the data for crash patterns, they should be open to implementing a combination of these approaches, as documented in Sections 2 and 3 of this manual.

Systemic Approach

The Systemic Approach is primarily based on application of proven safety countermeasures at multiple crash locations, corridors, or geographic areas. Implementation of the Systemic Approach is generally based on ‘system-wide’ crash data with the estimates of the impacts being made in terms of benefits measured in traffic crash reduction and deployment cost. Identified locations experiencing high levels of crashes and locations with similar geometric features can be treated systemically with low-cost, proven safety countermeasures. *Note: The term “Systemic” used throughout in this manual is often exchanged with the term “Systematic” in many national safety documents and research studies. In general, safety practitioners will find these terms interchangeable. This manual uses “Systemic” to match the new HSM and the FHWA CMF Clearinghouse.*

Benefits of the Systemic Approach may include:

- Widespread effect. The Systemic Approach addresses safety issues at a large number of locations or on an entire local roadway network. It can also generate projects that combine HCCLs and locations with the potential for crashes and still have high Benefit to Cost (B/C) ratios. An example of this type of project could be upgrading pavement delineation and warning signs along a rural corridor: crashes may not have occurred on every curve or segment along the corridor, but all of the corridor’s pavement delineation and warning signs can be upgraded at one time. For urban applications, an example could be protecting the left-turn phase of signalized intersections with

existing left-turn pockets: severe crashes may not have occurred at each of the left-turn movements, but with minor changes to the signal hardware and signing, all or many of a city's unprotected left-turn phases can be protected with one safety project.

- Crash type prevention. By focusing on a predominant crash type, an agency can address locations that have not experienced significant numbers of these types of crashes, but have similar characteristics or conditions as existing HCCLs. The resulting B/C ratios for these types of projects will be less than if only HCCLs are included; but by using low-cost countermeasures and including as many high crash locations as possible, the resulting B/C ratios should still be high enough to allow agencies to proactively address locations that have not experienced high numbers of these types of crashes. For urban areas, projects improving pedestrian crossings can be good examples of the Systemic Approach. By applying the countermeasures systemically, the agency can often justify these projects based on relatively high B/C ratios, even though some of the improvement locations have not experienced enough crashes to yield moderate-to-high B/C ratios on their own.
- Cost-effectiveness. Implementing low-cost solutions across an entire system or corridor can be a more cost-effective approach to addressing system-wide safety issues. Even though this approach does not address all (or total) safety issues for a given location, the deployment of low-cost countermeasures often result in the highest overall safety benefit for an agency with limited safety funding. An example of this would be an agency choosing to install rumble stripes along an entire corridor for equal or less money than realigning a small portion the roadway to fix a single curve.
- Reduced data needs. The Systemic Approach can be used without a detailed crash history for specific locations, thereby reducing data needs. For example, consider a long rural corridor, which includes a section that passes through an Indian Reservation: Even if there is no documented crash data for the portion of the corridor that passes through the reservation, the entire limits can be treated with the same low-cost improvements. As long as there are sufficient past crashes documented for the entire corridor, the project will still have a reasonably high B/C ratio.

Drawbacks of the Systemic Approach may include:

- Justifying improvements can be difficult. Because this approach does not always address locations with a history of crashes and active stakeholders, it can be difficult to justify the improvements. The Systemic Approach will rarely include a recommendation for a large-scale safety improvement at a single location. Since large-scale projects usually garner attention from decision makers, the media, elected officials, and the general public, safety practitioners often need to make additional efforts to explain the Systemic Approach and its benefits to those groups. Safety practitioners can utilize the high B/C ratios of these systemic projects to convey their benefits compared to high-profile, single location projects with lower B/C ratios.

Spot Location Approach

The Spot Location Approach is typically based on an analysis of crash history to identify locations that have significantly higher crashes and treat them accordingly. It is important to practitioners to

understand that for many locations, safety issues can be complicated and sometimes the most appropriate fixes are not quick, easy or cheap.

Benefits of the Spot Location Approach may include:

- Focus on demonstrated needs. The Spot Location Approach focuses directly on locations with a history of crashes and specifically addresses those crashes. Intersection improvements are some of the most common spot location projects. Intersections tend to have higher concentrations of crashes resulting from opposing traffic movements. These high crash concentrations often require stand-alone improvements to adequately resolve the safety issues.
- Justifying improvements can be easy. Because this approach addresses locations with a history of crashes, it is usually easy to justify improvements. For urban areas, reconfiguring/ reconstructing an entire intersection can be a good example of an effective Spot Location Approach. Large urban intersections can have extremely high crash concentrations, making major changes to the intersection the only way to significantly reduce future crashes. With these types of scenarios, even the highest cost countermeasures can be cost effective.
- If low-cost countermeasures are used, this approach can prove very cost effective. The Spot Location Approach does not always have to include moderate or high cost improvements. It is often appropriate for local agencies to make low-cost improvements at one location at a time. Ongoing maintenance and development projects offer great opportunities for these low-cost improvements to be constructed with no additional expense to local agencies.

Drawbacks of the Spot Location Approach may include:

- Assumption that the past equals the future. This approach assumes locations with a history of crashes will continue to experience the same number and type of crashes in the future. When agencies do not account for the random nature of roadway crashes (i.e., Regression to the Mean), moderate to high cost projects can be erroneously justified. Practitioners can mitigate this by using 5 years of crash data when analyzing their roadways. In addition, significant changes to land use or roadway characteristics in or around proposed projects can either increase or decrease the expected number of future crashes.
- Minimal overall benefit to the roadway network. Some local agencies use this approach with medium and high cost improvements at locations which do not represent their worst high crash concentration locations. The result can be projects with low B/C ratios and overall safety benefits that are not as high as if they utilized a Systemic Approach. This drawback can be minimized by safety practitioners who analyze their entire roadway network, propose spot location fixes only at their highest crash locations, and utilize lower cost countermeasures wherever appropriate.

The Spot Location Approach to traffic safety is ideally implemented along with the Systemic Approach to provide the best combination of safety treatments. For instance, the Spot Location Approach can be applied at locations where low-cost countermeasures are not expected to be effective in significantly

reducing future crashes or at those locations that have had low-cost countermeasures previously installed systemically but, after an assessment, continue to show a higher-than-average crash rate.

Comprehensive Approach

The Comprehensive Approach introduces the concept of the “5 E’s of Safety”: Education, Enforcement, Engineering, Emergency Response and Emerging Technologies. This approach recognizes that not all locations can be addressed solely by infrastructure improvements. Incorporating the “5 E’s of Safety” is often required to achieve marked improvement in roadway safety. For instance, some roadway segments will be identified for which targeted enforcement is an appropriate countermeasure. Some of the most common violations are speeding, failure-to-yield, red light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired. When locations are identified as having these types of violations, coordination with the appropriate law enforcement agencies is needed to deploy visible targeted enforcement to reduce the potential for future driving violations and related crashes. To improve safety, education and outreach efforts can also be used to supplement enforcement efforts. Enforcement and/or education can also be effectively utilized as short-term ways to address high crash locations, until the recommended infrastructure project can be implemented.

1.7 Our “Safety Challenge” for Local Agencies

Caltrans, FHWA and Safe Transportation Research and Education Center (SafeTREC) “challenge” local agencies to initially commit one or more days to understanding and applying the concepts and tools outlined in this manual. Experienced safety practitioners working in agencies currently using a proactive approach can quickly review the topics in the manual and consider/test some of the new tools (e.g., TIMS) identified within it. In contrast, novice safety practitioners may need several days to better understand the underlying concepts in this manual to be able to complete the basic elements of a proactive safety analysis of their roadway network. In these situations, the room for knowledge growth, internal process improvements, and expected safety benefits will be even greater, which should more than offset the additional time invested.

By utilizing this simple framework for identifying, analyzing and implementing a proactive approach for improving safety on their roadways, practitioners will have a better understanding of their agencies’ unique safety issues, the proven low-cost countermeasures that can reduce crashes, and the existing and future funding to implement the projects. This small investment of time will help local agencies achieve significant reductions in future fatalities, injuries and overall crashes. We believe these local agencies may also gain the added unexpected benefit of improved job satisfaction of those involved, as there are few more rewarding tasks than knowing that your efforts will result in future roadway users arriving safely at their destination instead of becoming statistics.

1.8 Summary of information in this Document

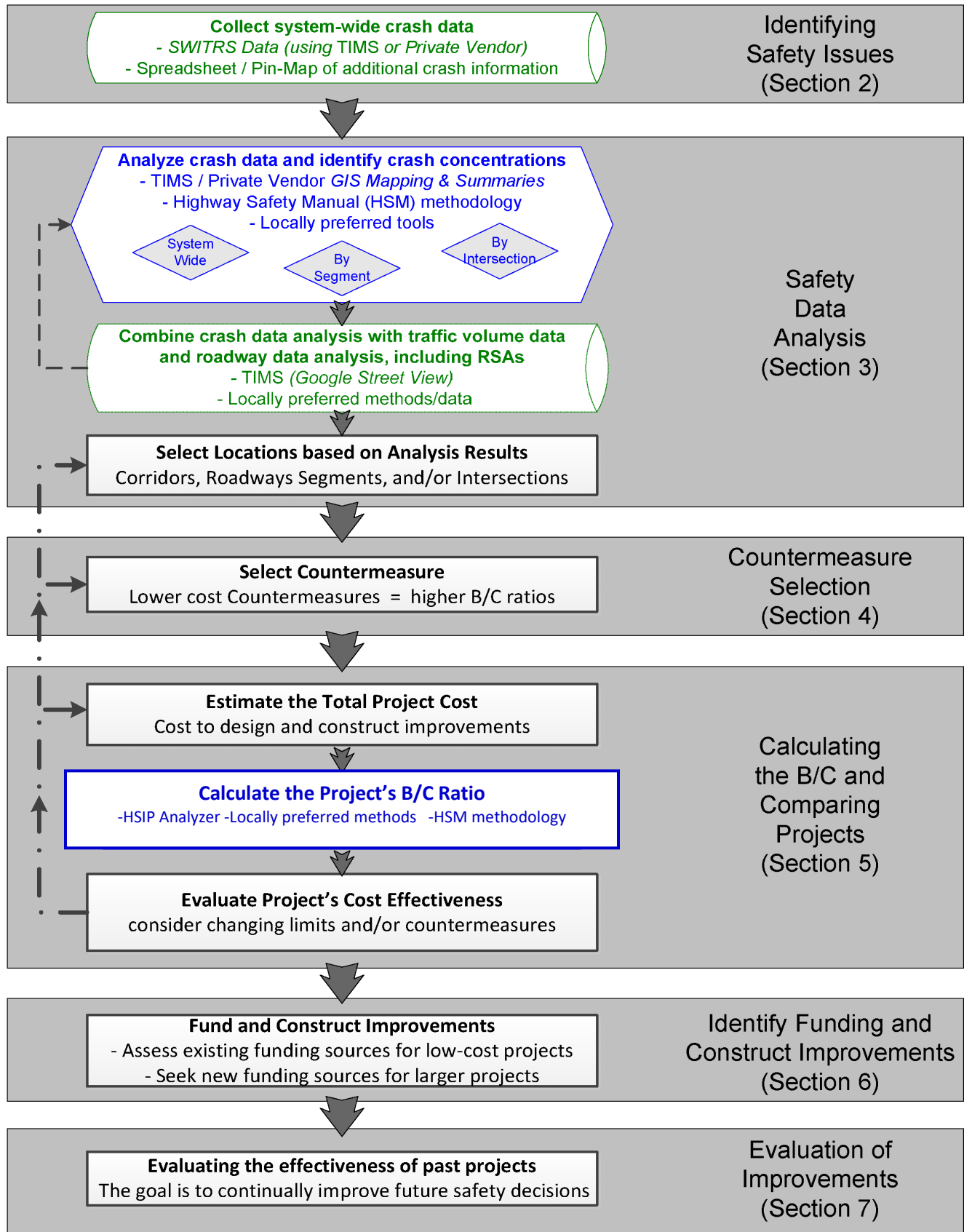
This document provides information on effectively identifying California’s local roadway safety issues and the countermeasures that address them, ultimately leading to the effective implementation of safety projects that improve safety on local roadways. The document is not intended to be a comprehensive guide for roadway design and improvement or the only guide local agencies utilize for their safety analysis of their roadways.

Caltrans also expects this document will directly support its efforts in selecting local agency safety projects. The expectation is that as local agencies throughout the state utilize the proactive safety analysis approach outlined in this document, their applications for HSIP, and ATP projects will include lower cost improvements at locations with the highest safety needs. This will improve Caltrans’ data-driven approach to statewide project selection of safety projects and maximize the safety benefits across California.

The proactive safety analysis framework incorporated in this document is summarized in Figure 1.

Figure 1

Local Roadway Safety: Proactive Safety Analysis Approach



The above flowchart illustrates how each of the individual sections of this document work together to make up a proactive safety analysis approach. These sections are briefly outlined below:

Section 2 of this manual provides an overview of the types of data to collect for the identification of roadway safety issues. It discusses sources of crash data and how they can be used.

Section 3 summarizes the types of analyses that can be conducted to determine what roadway countermeasures should be implemented. This section is the link between the data (Section 2) and the selection of appropriate countermeasures (Section 4). It provides definitions and examples of the qualitative and quantitative factors that should be considered when evaluating roadway safety issues.

Section 4 provides a description of selected countermeasures that have been shown to improve safety on local roads. It includes a basic set of strategies to implement at locations experiencing a history of crashes and their corresponding crash modification factors (CMF). The interrelationship between CMFs and Crash Reduction Factors (CRFs) are defined and used interchangeably throughout this document.

Section 5 defines a methodology for calculating a B/C ratio for a potential safety project. It includes sources for estimating projected costs and benefits and the specific values/formulas Caltrans uses for its statewide evaluations of HSIP projects. This section also discusses the potential value in reevaluating projects' overall cost effectiveness at this point in the safety analysis, including: refining the project's costs and/or changing the mix of countermeasures and locations.

Section 6 identifies existing and new funding opportunities for safety projects that local agencies should be considering. This section also briefly discusses some unique project development issues and strategies for safety projects as they proceed through design and construction.

Section 7 presents the process to complete an evaluation of installed treatments. After the countermeasures are installed, assessing their effectiveness will provide valuable information and can help determine which countermeasures should continue to be installed on other roadways to make them safer as well as those that should be limited or discontinued.

Appendix A presents a flowchart of the HSIP call-for-projects process. This flowchart demonstrates how this document interacts with these Caltrans calls-for-projects.

Appendix B contains Detailed Tables of countermeasures discussed in Section 4. This table includes detailed information about each countermeasure, including: where to use, why it works, general qualities (time, cost and effectiveness), crash type(s) addressed, crash reduction factor, and specific values for use in Caltrans HSIP calls-for-projects.

Appendix C includes a summary of "recommended actions" involved in a proactive safety analysis.

Appendix D contains the formulas used to calculate the B/C ratio of safety projects.

Appendix E presents TIMS tutorials that are available to assist local agencies in completing Caltrans call-for-projects application requirements and attachments. The tutorials include examples for Spot Location projects and systemic projects.

Appendix F presents a list of the abbreviations used in this document.

Appendix G presents a list of references.

2. Identifying Safety Issues

This document encourages local agency safety practitioners to proactively analyze their roadway networks with the intention of yielding the best overall safety benefits. When utilizing a proactive safety analysis approach, practitioners need to consider a wide range of data sources to get an overall picture of the safety needs.

There are a number of information sources that can be accessed to get a clearer picture of the roadway safety issues on the roadway network. These can be formal or informal sources, including:

Formal sources:

- State and local crash databases
- SafeTREC's TIMS website (or locally preferred mapping software)
- Law enforcement crash reports and citations
- Field assessments

Informal sources:

- Observational information from road maintenance crews, law enforcement, and first responders
- Citizen notification of safety concerns

Examining crash history will help practitioners identify locations with an existing roadway safety problem, and also identify locations that are susceptible to future roadway crashes. In addition to location identification, this data can provide information regarding crash causation that ultimately provides insight into identifying potentially effective countermeasures.

Emphasis on data-driven decisions is indicative of reliability and efficiency. The more reliable the data, the more likely the decisions regarding safety improvements will be effective. However, detailed, reliable crash data are not available in all areas. Under this circumstance, the practitioner should use the best available information and engineering judgment to make the best decisions. In an effort to mitigate these situations, UC Berkeley SafeTREC has developed the TIMS website, which includes GIS mapping tools to access fatal and injury crashes statewide. This site is now available to all California local agencies. See Section 2.2 for more details on TIMS.

It is generally accepted that at least 3 years, or preferably 5 years, of crash data be used for an analysis; additional years of crash data can provide better information. For low volume roadways and/or when only severe crashes are analyzed, more years of crash data may be necessary for an effective evaluation. Due to the randomness of crashes in a given year, a multi-year average of safety data will smooth outlier years of relatively high or low roadway crash rates. This concept is commonly referred to as "regression to the mean" and is critical in helping safety practitioners avoid making wrong inferences as they analyze their roadway network data. An example of this is an agency making a high-cost improvement at

a location in response to one or two tragic crashes. The Highway Safety Manual (HSM) includes more details on regression to the mean and methods to reduce the random nature of crashes.

There are some circumstances where additional years of crash data may not always be advantageous. First, it's important for practitioners to recognize that as more years of crash data are used, they need to consider changes in traffic patterns, physical infrastructure, land use, and demographics that may affect their projection of future crashes. Second, if practitioners only focus on many years of past crash data, they could miss emerging safety issues and crash trends. For these reasons, if practitioners sense one or more factors affecting crashes have changed or may be changing, they should consider looking at the crash data for the specific area on a yearly or 3-year moving average to expose any changes and crash trends that are occurring.

2.1 State and Local Crash Databases

California has a central repository for storing crash data called SWITRS, which stands for Statewide Integrated Traffic Records System. SWITRS is a comprehensive data source for doing roadway safety analysis that includes almost all public roads in the database except tribal roads which are currently not included. SWITRS information is available to California's local agencies, although many agencies have had difficulty identifying, extracting and utilizing their crash records from SWITRS. All California local agencies, especially those that currently have difficulty accessing and mapping crash data, are encouraged to utilize the SafeTREC TIMS website to access and map SWITRS data.

This document focuses on the SafeTREC TIMS website as a tool to access and map SWITRS data because TIMS is free to local agencies and the general public. At the same time, this document also acknowledges that TIMS currently does not offer some of the features currently available in some of the commercially available crash analysis software packages. For this reason, local agencies are encouraged to try TIMS, but they should not feel obligated to make a switch if they prefer using their vendor supplied crash analysis software. See section 2.2 for more details on TIMS.

Many agencies utilize one of several crash analysis software packages (e.g., Crossroads) to manage and access their crash records. Their use can be costly, but allows local road practitioners to identify locations with multiple roadway crashes, conduct an analysis that can produce predominant crash types, and identify associated roadway features that may have contributed. One drawback to agencies managing and updating their own individual databases is that the statewide database may become outdated and may not include the updated crash details like geo-coded locations. Agencies that manage and update their own individual databases are encouraged to share all updates, including any geo-coding information, with the SWITRS data managers at the California Highway Patrol. This will allow updated geo-coding and other crash features to be available on a statewide basis.

Recommended Action: Obtain at least 5 years of network-wide crash data to identify local roads that have a history of roadway crashes. This data will be used to identify predominant roadway crash locations, crash types and other common characteristics.

As practitioners gather formal and informal information relating to the safety of their roadway network, they are encouraged to develop one or more separate spreadsheets and/or pin-maps to help track and manage this data. (These spreadsheets/pin-maps should capture much of the data gathered in each of Sections 2.1 through 2.8). A spreadsheet and/or pin-map can serve as a database to help an agency identify locations and crash characteristics representing their greatest safety issues and guide them in identifying appropriate countermeasures.

The following spreadsheet is offered as an example, but each agency’s spreadsheet should be reformatted to include data to meet their needs. Agencies should consider printing their spreadsheets on ‘legal’ or ‘11 x 17’ paper for easy review of their data.

| | General Information | | Crash Information | | | Evaluation / Action | | |
|---------------------------------------|----------------------------|--|------------------------|-------------|----------------------------|---------------------|---------------------------|----------------------|
| Location & Date | Source/Type of information | Safety Issue/Problem | Nature of Crashes | Time of Day | Weather/Traffic Conditions | Staff Evaluation | Recommend Action | Resolution |
| 1) Intersection “X” | | | | | | | | |
| 1) Feb 7, 2010 | Input from law enforcement | Clearance Intervals need adjustment | V1-WB V2-SB Side-swipe | 21:30 | Dry, Night, Free-flowing | R. Jones 2/26/10 | Increase all-red interval | Completed 2/26/10 |
| 1) Mar 9, 2010 | Citizen Complaint | Ped Crossing unsafe due to RT turns | N/A | N/A | N/A | R. Jones 3/12/10 | No RT on Red (Need study) | |
| 2) Intersection “Y” | | | | | | | | |
| 2) | | | | | | | | |
| 3) Roadway Segment (PM 5.3 to PM 7.8) | | | | | | | | |
| PM 6.4 to 6.8 Sep 29, 2011 | Maintenance data | Extensive skid marks. Speed of Travel? | General WB: ROR | N/A | Dry Free-flowing | J. Smith 10/1/11 | High Friction Overlay | Preparing HSIP App. |
| PM 7.1 Jan 5, 2011 | Input from law enforcement | Stop Sign missing | N/A | N/A | N/A | J. Smith 1/5/11 | Informed Maintenance | New sign 1/5/11 |

An example of a pin-map, which could be modified to capture much of the data gathered in Section 2, is shown in the following section as part of the TIMS output.

2.2 Transportation Injury Mapping System (TIMS)

The Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, has developed a powerful website with tools for California's local agencies to gather data for their safety analyses. Their Transportation Injury Mapping System (TIMS) website provides safety practitioners with California crash data (SWITRS, i.e. Statewide Integrated Traffic Records System) and collision mapping and analysis tools. California local agencies are encouraged to utilize TIMS at: <https://tims.berkeley.edu/>

Site Features:

- Applications to query map and download geo-referenced SWITRS data.
- Summary tables based on data included in SWITRS individual crash reports. These summary tables can be generated based on specified data fields or spatial limits.
- Virtual field review by connecting the crash location to Google maps and Google Street View, allowing the examination of the existing roadway infrastructure and dimensions.
- A 'Help Tab' that provides step-by-step instructions.

Please note that SafeTREC is not able to incorporate all SWITRS crashes into TIMS due to poor crash location descriptions in the crash reports. Currently, TIMS includes the majority of California fatal and injury crashes but does not include Property Damage Only collisions.

Recommended Action: Consider augmenting your local agency's data collection approach with information available using the suite of TIMS tools. The TIMS tools (and/or purchased software applications) can help the safety practitioner complete or assist with each of the actions in Sections 2.1 through 2.8. This website includes several tutorials specifically designed to support the individual sections of this document. Local practitioners may find the TIMS output files as a great starting point to build their tracking spreadsheet discussed in the recommendation of Section 2.1.

2.3 Law Enforcement Crash Reports

Both State and local law enforcement officials can be an important source of roadway crash data. The actual law enforcement crash reports can be valuable in identifying the location and contributing circumstances to roadway crashes (e.g., did the highway hardware and features operate as intended: end treatment worked, no barrier in the passenger compartment, pavement not slippery when wet, signs visible, signal timing, etc.). The following variables can and should be extracted and compiled from the crash reports:

- Location
- Date and time
- Crash type
- Crash severity
- Weather conditions
- Lighting conditions
- Sequence of events and most harmful events
- Contributing circumstances
- Driver Variables: age of driver, DUIs, use of seat belt, etc.

Similar to the crash database, the information in the crash reports can be used to assist in the identification of potential infrastructure and non-infrastructure safety treatments and the deployment approach.

Recommended Action: Develop a working relationship with law enforcement officials responsible for enforcement and crash investigations. This could foster a partnership where sharing crash reports and safety information on problem roadway segments becomes an everyday occurrence. Practitioners with limited access to crash data are encouraged to use TIMS to assess the local crash report data.

2.4 Observational Information

Law enforcement officers, local agency maintenance crews, and Emergency Medical Services personnel can serve as valuable resources to identify problem areas. Since they travel extensively on local roads, they can continuously monitor roads for actual or potential problems (e.g., poor delineation, fixed objects near the roadway, missing signs, signs of vehicles leaving the road). Law enforcement observations of driver behavior and roadway elements can provide valuable information to the local road agency. Additionally, law enforcement officers are sometimes aware of problem areas based on citations written, even if crashes related to the violations have not yet occurred. Road maintenance crews may keep logs of their work, including sign and guardrail replacements, debris removal, and edge drop-off repairs. These logs can provide supplemental information about crashes and HCCLs that may not have been reported to law enforcement. Finally, Emergency Medical Service Crash Reports can provide an entirely different perspectives and set of observations relating to crash occurrences.

Information obtained from road maintenance crews, law enforcement officers, and Emergency Medical Services personnel can help support all three methods of implementation approaches: Spot Location treatments, systemic deployments, and the Comprehensive Approach. Often, traffic violations such as speeding and impaired driving lend themselves to education and enforcement solutions to address these behaviors and supplement the intended infrastructure countermeasures.

Recommended Action: Add information received from law enforcement, road maintenance crew, and Emergency Medical Service observations to the agency's tracking spreadsheet and/or pin-maps. Develop a system for maintenance crews to report and record observed roadway safety issues and a mechanism to address them.

2.5 Public Notifications

Occasionally, when unsafe situations are observed, local citizens may notify the local government by email, letter, telephone, or at a public meeting. Information identifying safety issues on local roads may also come from community or regional newspapers, newsletters, correspondence, and from local homeowner and neighborhood associations. These sources can serve as indicators that a safety issue may exist and may warrant further review and analysis to determine the extent of the issues. Citizen reports can be tracked along with official crash data; however, safety practitioners should not regard these reports as factual, unless proven by other methods. Local safety databases should only contain objective and verifiable data.

Recommended Action: Review and summarize information received from these sources, identifying segments or corridors with multiple notifications and record the locations, dates, and nature of the problem that are cited. Add information received from public notifications to tracking spreadsheets and/or pin-maps once confirmed.

2.6 Roadway Data and Devices

It is also valuable to obtain information about the existing roadway infrastructure. Currently, many local agencies have few of their roadway characteristics in a database. For these agencies, the establishment of a roadway database could be a long-term goal. The following roadway characteristics are often used to assist practitioners in safety analyses of roadway segments:

- Roadway surface (dirt, aggregate, asphalt, concrete)
- Roadway geometry (horizontal, vertical, flat)
- Lane information (number, width)
- Shoulder information (width, type)
- Median (type, width)
- Traffic control devices present (signs, pavement marking, signals, rumble stripes etc.)

- Roadside safety hardware (e.g., guardrail, crash cushions, drainage structures)

The TIMS site, described in Section 2.2, can provide safety practitioners with much of this roadway data virtually by using Google Maps and Google Street View. By utilizing TIMS (and/or private for-profit vendors), safety practitioners can save hours and even days of driving during the initial steps in the safety analysis of their network. Once agencies start to define individual safety projects for funding and future construction, actual field reviews are needed to ensure a complete understanding of the project location and context.

As local practitioners gather information about their existing roadway infrastructure, they need to determine whether it complies with the minimum standards for signs, breakaway supports, signals, pavement markings, protective barriers, etc. Practitioners should use the most current *California - Manual on Uniform Traffic Control Devices (CA-MUTCD)*, which provides the minimum standard requirements for traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.⁶ In addition to ensuring compliance with the MUTCD, geometric standards for sight distance, curve radius, and intersection skew angle and roadway standards for lane width, shoulder width, clear recovery zone, and super-elevation should also be evaluated.

Roadway information can be combined with crash data to help local practitioners identify appropriate locations and treatments to improve safety. For example, if a local rural segment is experiencing a high number of horizontal curve-related crashes, analysis of the inventory of roadway elements could reveal that the roadway does not have sufficient signage installed in advance of many of those curves to give motorists warning of the pending change in roadway geometry.

Recommended Action: Identify and track roadway characteristics for the intersections, roadway segments, and corridors, including compliance with the minimum standards. At a minimum, this should be done for locations being considered for safety improvements, but ideally agencies would establish an extensive database of roadway data to help them proactively identify high risk roadway features.

2.7 Exposure Data

The number of crashes can sometimes provide misleading information about the most appropriate locations for treatment. Introducing exposure data helps to create a more effective comparison of locations. Exposure data provides a common metric to the crash data so roadway segments and intersections can be compared more appropriately, helping local agencies prioritize their potential safety improvements.

The most common type of exposure data used on roadway segments is traffic volume. Ideally, volume would be broken down by pedestrians, bicycles, cars, motorcycles, and large trucks. A count of the number of vehicles and non-motorized users can provide information for comparison. For example, if

two roadway segments have the same number of crashes but different traffic volumes, the segment with fewer vehicles (i.e., less exposure) will have a higher crash rate, meaning that vehicles were more likely to experience a crash along that roadway segment. In situations where traffic volume is not available, segment length or population can serve as an effective exposure element for comparison.

Recommended Action: Consider the availability of exposure data and track it along with the other crash data to help prioritize potential locations for safety improvements.

2.8 Field Assessments and Road Safety Audits

Local road practitioners should always consider conducting field assessments in conjunction with their collection of crash data to help identify problem locations. An assessment can be as informal as driving, walking or virtually viewing the road network looking for evidence of roadway crashes. Ideally, informal field assessments are to be performed by multidisciplinary teams that include a traffic safety expert, law enforcement personnel, and others. The team can visit several sites and document evidence of crashes or deficiencies on the roadway or roadside, including: damaged trees or fences, skid marks, ruts on the shoulder, car parts on the shoulder, and/or pavement drop-offs. This information, along with observations of actual driver-behavior, can be used to develop recommendations for improvement.

Field reviews can also be more formalized such as in conducting a Road Safety Audit (RSA). A RSA is a formal safety performance examination of an existing or future road by an independent, multidisciplinary team. The team examines and reports on existing or potential road safety issues and identifies opportunities for safety improvements for all road users. Agencies considering RSAs for the first time are encouraged to consider requesting support from FHWA. For more information on FHWA's free RSA support, go to their website at: <http://safety.fhwa.dot.gov/rsa/>.

Informal field assessments and more formal RSAs provide an opportunity for local safety practitioners to gather and summarize all of the information sources discussed in Section 2. They can also be used to identify potential project delivery obstacles. The field assessments/RSAs should identify major environmental, right-of-way, infrastructure, and operational issues that need to be considered when applying countermeasures.

Recommended Action: Consider completing formal or informal field assessments and RSAs at certain locations to help ensure all relevant information is collected and available for the safety practitioners to complete their safety analysis and identify the most appropriate countermeasures. It's recommended that local agencies develop simple straightforward criteria on when one of these will be undertaken. The information gathered during the assessments should be added to the agency's tracking spreadsheet, as discussed in section 2.

3. Safety Data Analysis

Proactive safety analysis will assist in making informed decisions on the type, deployment levels, and locations for safety countermeasures. This builds on the previous discussions on information sources that identify safety issues. 'Safety Data Analysis' is one of the most critical steps in an agency's overall proactive safety analysis approach. Ideally, agencies regularly analyze the safety data for their entire roadway networks to identify and prioritize the locations with the most severe safety issues. This step is often skipped by agencies reacting to a recent tragic crash and the corresponding public outcry, which may leave their most critical safety locations undetected.

As agencies analyze their safety data, they will need to select the implementation approach that most effectively address the safety issues identified; Systemic Approach, Spot Location Approach, Comprehensive Approach, or a combination of these approaches. For example, if a high number of crashes are occurring at a particular curve or along a short segment of roadway, a spot treatment may be appropriate. However, systemic treatment of multiple locations experiencing similar crash types may be necessary and most beneficial for reducing overall fatalities and injuries. These implementation approaches were described in Section 1.5. With all of the approaches, safety practitioners should be looking for patterns in the crash data and not just the total number of crashes. These patterns include: types of crashes, severity of crashes, mode of travel, pavement conditions, time of day, etc. Identifying and analyzing the patterns in the crash data will help ensure the most appropriate countermeasure is selected and the safety problems are effectively addressed.

3.1 Quantitative Analysis

Crash data analysis is used to determine the extent of the roadway safety issues, the priority for application of scarce resources, and the selection of appropriate countermeasures. The two main quantitative analysis methods for roadway crashes are crash frequency and crash rate.

Crash Frequency

Crash frequency is defined as the number of crashes occurring within a determined study area. A practitioner can determine crash volumes using methods discussed in Section 2, including: State crash database (SWITRS), TIMS, local agency crash databases, law enforcement crash reports, pin-maps, etc. The practitioner should analyze the data to identify locations and crash characteristics with the highest frequency. There are numerous methods to assist practitioners in this process. Each agency will have their own preferred methods for initially selecting their top priority locations. The following are a few examples of the methods used to determine Crash Frequency:

- Summarize the crashes by attributes such as type, severity and location to identify patterns in the crash data and the most significant problem locations.
 - Top 10 (or 20) lists of intersections and roadway segments. It is common to weight more severe crashes higher in this process.

- Spatially display the sites on a pin-map or a GIS software package.
 - For small or rural agencies with lower volume roadways, network-wide pin-maps may be all that is needed to identify the highest priority locations.
- Develop collision diagrams showing the direction of movement of vehicles, types of crashes, and pedestrians involved in the crashes.

As stated earlier, this manual acknowledges many local agency safety practitioners may have their preferred methods for completing these analyses. For those agencies that do not and for those willing to try something new, Caltrans recommends using the TIMS website along with the processes outlined in this document to complete these analyses.

Once the crash frequency information is collected and displayed, the practitioner can complete a methodical analysis by geographic area, route, or a cluster analysis to determine which locations have experienced a high or moderate level of crashes. The resulting crash information can be further analyzed for recurring patterns or events. As agencies consider their locations with high levels of crashes, they should understand the overall random nature of crashes and the concept of “regression to the mean”, as discussed in Section 2. Otherwise, if the natural variations in crash occurrence are not accounted for, a site might be selected for study when the number of crashes is randomly high, or overlooked when the number of crashes is randomly low.

Crash Rate

Crash rate analysis can be a useful tool to determine how a specific roadway or segment compares with similar roadway types on the network. A simple count of the number of crashes can be inadequate when comparing multiple roadways of varying lengths and/or traffic volume. Local agencies are also encouraged to compare their crashes with those occurring in similar areas around the state; doing so will help in determining just how severe the number and types of crashes are in the local area. When working with limited budgets, Crash Rates are often used to prioritize locations for safety improvements that will achieve the greatest safety benefits with limited resources. Where traffic volume data is unavailable, other information can be used to provide exposure information. One often-used factor is the length of the roadway segment on each route studied. Comparing the number of roadway crashes per mile or per intersection can help an agency identify potential opportunities to improve safety. The FHWA Roadway Departure Safety and Intersection Safety manuals include the following formulas for calculating crash rates on roadway segments and intersections:

The crash rate for crashes on a roadway is calculated as:

$$R = (C \times 100,000,000) / (V \times 365 \times N \times L)$$

Where:

R = Crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel,

C = Total number of crashes in the study period

V = Traffic volumes using Average Annual Daily Traffic (AADT) volumes

N = Number of years of data

L = Length of the roadway segment in miles

The crash rate for crashes at an intersection is calculated as:

$$R = (1,000,000 \times C) / (365 \times N \times V)$$

Where:

R = Crash rate for the intersection expressed as crashes per million entering vehicles (MEV)

C = Total number of intersection-related crashes in the study period

N = Number of years of data

V = Traffic volumes entering the intersection daily

Similar to Crash Frequency, there are numerous methods for local safety practitioners to utilize Crash Rate in their safety data analysis and each will have their own preferred methods for initially selecting their top priority locations. The following are a few examples:

- Top 10 (or 20) lists of roadway segments with the highest crashes in relationship to roadway length, traffic volumes, and/or population density.
- Top 10 (or 20) lists of intersections, sorted by crash rate.
- Top 10 (or 20) lists of the highest volume intersections, sorted by crash frequency or rate.

Even though crash frequency and crash rate are helpful for local agency safety practitioners to effectively rank their most critical locations for improvements, the lack of reliable statewide traffic volumes for all roadway types precludes Caltrans from using the crash rate methodology in their statewide project scoring and ranking processes for the HSIP (discussed in more detail in Section 5).

Recommended Action: Complete a quantitative analysis of the roadway data using both Crash Frequency and Crash Rate methodologies. Safety practitioners should look for patterns in the crash data, including: types of crashes, severity of crashes, mode of travel, pavement conditions, roadway characteristics, time of day, intersection control, etc.

3.2 Qualitative Analysis

Qualitative analysis considers the physical characteristics of the roadway network, through the examination of maps, photographs, and field assessments. Certain roadway infrastructure characteristics relate to design standard and compliance issues and should continually be identified and upgraded on a network-wide basis (e.g., signing and pavement delineation characteristics relating to CA-MUTCD compliance as discussed in more detail below). Other roadway characteristics are more important as they relate to locations with high crash frequencies and rates (e.g., well defined pedestrian

paths crossing the roadway or a high number of utility poles/fixed objects adjacent to the edge of travel way). All of these characteristics should be accounted for in an agency's proactive safety analysis.

Ensuring Compliance with CA-MUTCD and Design Standards

It is important for local agencies to continually evaluate their roadways for compliance with the minimum safety standards. The CA-MUTCD provides the minimum standard requirements for traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. In addition to ensuring compliance with the CA-MUTCD, geometric standards should be evaluated as they relate to sight distance, curve radius, and intersection skew angle and roadway standards for lane width, shoulder width, clear recovery zone, and super-elevation. Many local agencies have their own specific roadway design standards, while others rely on Caltrans' Highway Design Manual⁷, FHWA's "Green Book" policy manual⁸ and PEDSAFE guide⁹, and AASHTO's Roadside Design Guide¹⁰. If the traffic control devices or roadway geometry are not in compliance, appropriate devices/countermeasures should be installed. Non-compliance is an important consideration that can affect road safety and may have liability implications for a jurisdiction. Using CA-MUTCD compliant devices results in uniformity among California roadways and serves to meet road user expectations.

Field Assessments

While the qualitative analysis of compliance issues should continually occur on a network-wide basis, a qualitative analysis should also occur for each of the locations and corridors identified as a result of a 'Quantitative Analysis'. The consideration of roadway infrastructure characteristics in conjunction with crash frequency or crash rate gives a more complete picture of overall safety and should be used in an agency's identification and prioritization process for locations needing safety improvements. The qualitative assessment of HCCLs can be completed through the examination of maps and photographs, but the importance of in-field assessments by multi-disciplinary teams should not be underestimated. In some cases, field reviews of all potential project locations may not be practical, so safety practitioners are encouraged to utilize internet-mapping tools to view maps and photographs and virtually visit these sites from their offices.

Actual field visits or RSAs can be done at the highest priority locations before or during the countermeasure selection process. In many cases, field assessments are often the only way for practitioners to identify potential countermeasure implementation and project delivery obstacles. Without in-field assessments, right-of-way, infrastructure, and operational constraints can be overlooked, including: sensitive environmental resources (widening may not be feasible next to wetlands), roadway users (rumble strips may not be feasible on roadways with high bicycle volumes and narrow shoulders), or nearby roadway stakeholders (flashing beacons may be problematic for adjacent residents.) Assessments can provide critical information for local practitioners as they prioritize their crash locations and select countermeasures with the greatest potential for cost effective deployment.

Recommended Action: Incorporate qualitative analysis elements into agency's proactive analysis approach. Consider completing field assessments and RSAs to identify locations with roadway

infrastructure characteristics that relate to both compliance issues and high crash frequencies/rates. As part of field assessments, common roadway and crash characteristics should be identified for the potential systemic deployment of countermeasures. Rather than reviewing all crash sites individually, agencies may find the use of Internet mapping tools offers significant time savings. For agencies without a preferred virtual field review method, the SafeTREC TIMS website automatically links the SWITRS crash locations to Google Maps and Google Street View.

Caltrans recommends all agencies complete both quantitative and qualitative analyses before starting their applications for HSIP program funding. The findings from these analyses should be documented in spreadsheets and/or pin-maps similar to the ones discussed in Section 2.

4. Countermeasure Selection

Once locations and crash problems are identified as illustrated in Sections 2 and 3, the safety practitioners will need to select the set of proposed safety improvements to reduce the likelihood of future crashes. Individual elements of standard safety improvements are referred to as countermeasures and most countermeasures have corresponding Crash Modification Factors (CMFs).

When applied correctly, CMFs can help agencies identify the expected safety impacts of installing various countermeasures to reduce crashes. CMFs are multiplicative factors used to estimate the expected number of crashes after implementing a given countermeasure at a specific site (the lower the CMF, the greater the expected reduction in crashes). Crash Reduction Factors (CRFs) are directly connected to the CMFs and are another indication of the effectiveness of a particular treatment, measured by the percentage of crashes the countermeasure is expected to reduce. The CRF for a countermeasure is defined mathematically as $(1 - \text{CMF})$ (the higher the CRF, the greater the expected reduction in crashes). *NOTE: Given that CRF values can be more intuitive when analyzing roadways for potential “reductions” in crashes; this document shows CRF values in the countermeasure tables. The terms CMFs and CRFs are used interchangeably throughout the text of this section and in other sections of this document.*

In an effort to stretch the limited highway safety funding, local transportation agencies are encouraged to identify and implement the optimal combination of countermeasures to achieve the greatest benefits. Combined with crash cost data and project cost information, CRFs can help safety practitioners compare the B/C ratio of multiple countermeasures and then choose the most appropriate application for their proposed safety improvement projects.

As agencies consider the overall scope/cost of their projects, they also need to consider the number of locations to which each countermeasure may be applied in order to maximize the B/C ratio and the overall effectiveness of their limited safety funding. For HCCLs with varying causes, the Spot Location Approach may be the most appropriate. In contrast, the Systemic Approach should be considered where a high proportion of similar crash types tend to occur at locations that share common geometric or operational elements. In these situations, installing the same low-cost safety countermeasure at multiple locations can increase the cost effectiveness of the safety improvement, allowing an increased number of treatments to be applied.

It is important to note that there are many safety issues and corresponding countermeasures that are more “maintenance” in nature (e.g., visibility issues relating to the need for brush clearing and roadway departure issues relating to the need to replace shoulder backing). As these issues are identified when investigating crash locations, it’s expected that the local safety practitioners would take the necessary steps to remedy the situation in the short-term. For this reason, most of the common maintenance-type safety countermeasures are not included in this document.

4.1 Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors

Selecting an appropriate countermeasure and corresponding CMF is similar to choosing the right tool for a job. In some cases, a countermeasure and CMF may not be perfect, but will still work well enough to get the job done by providing a reasonable estimation of the countermeasure's effect. In other cases, using an improper countermeasure or CMF may do more harm than good. Applying a CMF that does not fit a specific situation may give a false sense of the countermeasure's safety effectiveness and may result in an increased safety problem.

The Federal Highway Administration (FHWA) is leading a concerted effort to develop information on CMFs and makes it available to State and local agencies to assist with highway safety planning. The CMF Clearinghouse, a free online database introduced in 2009 and accessible at <http://www.cmfclearinghouse.org/>, details the varying quality and reliability of CMFs available to transportation professionals.

FHWA has identified three main considerations to assure appropriate selection of CMFs for a given countermeasure: the **availability** of relevant CMFs, the **applicability** of available CMFs, and the **quality** of applicable CMFs. The following sections detail these considerations and describe how Caltrans recommended CRF and service life values meet these criteria.

Availability: The availability of a CMF that applies to a specific situation depends on whether research has been conducted to determine the safety effects of a particular countermeasure or combination of countermeasures, and whether researchers have documented it. The CMF Clearinghouse contains more than 2,900 CMFs and receives quarterly updates to include the latest research.

At this point, Caltrans has established a small subset of 82 countermeasures and a single CRF for each of these countermeasures that must be used when submitting applications for Caltrans statewide calls-for-projects. This methodology allows for a statewide data-driven process that facilitates a fair and accurate comparison of project applications. (The reason for limiting the number of countermeasures is further explained below under “applicability”).

Applicability: In general, once a local safety practitioner determines that one or more CMFs exist for a specific countermeasure, the next step is to determine which CMF is the most applicable. Applicability depends on how closely the CMF represents the situation to which it will be applied. Safety practitioners should evaluate the potentially applicable CMFs, eliminating any that are not appropriate for the situation. Practitioners should only choose the most appropriate CMFs for their specific project based on factors including but not limited to: urban areas vs. rural areas; low vs. high traffic volumes; 2-lane vs. 6-lane roadways; individual vs. combination treatments; signalized vs. non-signalized intersections; and minor crashes vs. fatal crashes. If practitioners choose to use a CMF outside the range of applicability, the safety effect will likely be over or underestimated.

The mix of countermeasures and CRFs included in this document is intended to meet Caltrans' goal for a data-driven award process for local agencies to follow that allows for a fair and accurate comparison of project applications. Where possible and appropriate, the CRF value intended for use in statewide calls-for-projects is based on research studies that specifically established the CRF to be used for 'all' project areas, roadway types, and traffic volumes. Where not all applicability factors have already been established by prior research, Caltrans worked closely with FHWA to approximate CRFs for countermeasures often utilized by local agencies.

Quality: Often a search of the CMF Clearing House results in multiple CMFs for the same countermeasure. A practitioner needs to examine the quality of each CMF. The quality of a CMF can vary greatly depending on several factors associated with the process of developing the CMF. The primary factors that determine the quality of a CMF are the study design, sample size, standard error, potential bias, and data source. The CMF Clearinghouse provides a star rating for each based on a scale of 1 to 5, where 5 indicates the highest quality. The most reliable CMFs in the HSM are indicated with a bold font.

Wherever possible, the CRFs included in this document are based on research that has a CMF Clearinghouse star rating of 3 or more. For countermeasures that do not have corresponding research of a star rating of 3 or more but were deemed important to provide flexibility to local practitioners, Caltrans worked closely with FHWA to establish CRFs based on the best available research.

4.2 List of Countermeasures

The list of countermeasures discussed in this section is not an all-inclusive list, and only includes those available in the Caltrans' HSIP Cycle 11 Call-for-projects. Only thoroughly researched countermeasures with a readiness to be applied by local agencies on a statewide basis are utilized. In addition, the California Local HSIP program places further restrictions on the eligibility of some countermeasures to meet the most critical needs on California local roadways. Practitioners are encouraged to utilize the FHWA CMF Clearinghouse for a more comprehensive list as they establish their local agency specific set of proposed improvements and prioritize their projects.

The countermeasures listed in the following three tables have been sorted into 3 categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Pedestrian and bicycle related countermeasures have been included in each of these categories, as the consideration of non-motorized travel is important for all roadway classifications and locations. The countermeasures included in these tables are also used in the HSIP Analyzer. When selecting countermeasures and CMFs to apply to their specific safety needs, local agency safety practitioners should consider the **availability, applicability, and quality** of CMFs, as discussed in section 4.1.

Only Crash Types, CRFs, Expected Lives, and HSIP Funding Eligibility of the countermeasures for use in Caltrans local HSIP program are provided in this section. Fields in the countermeasure tables are:

- **Crash Types** - “All”, “P & B” (Pedestrian and Bicycle), “Night”, “Emergency Vehicle”, or “Animal”.
- **CRF** - Crash Reduction Factor used for HSIP calls-for-projects.
- **Expected Life** - 10 years or 20 years.
- **Funding Eligibility** – the maximum HSIP reimbursement ratio for HSIP Cycle 11 Call-for-projects.
 - Eighty-one (81) countermeasures: 90%
 - One (1) countermeasure: 50% (CM No. S03: Improve signal timing, as this CM will improve the signal operation rather than merely the safety.)
- **Systemic Approach Opportunity** - Opportunity to Implement Using a Systemic Approach: “Very High”, “High”, “Medium” or “Low”.

The list of countermeasures presented in this section is intended to be a quick-reference summary. Appendix B of this manual provides more details on each of these countermeasures including Where to use, Why it works, General Qualities (Time, Cost and Effectiveness), and information from FHWA CMF Clearinghouse (Crash Types Addressed and range of Crash Reduction Factor).

Recommended Action: At this point, agencies should use all information and results obtained by completing the actions in Sections 2, 3 and 4 to select the appropriate countermeasures for their HCCLs and systemic improvements. As novice safety practitioners select countermeasures, they must realize that a reasonable level of traffic ‘engineering judgment’ is required and that this manual should not be used as a simple cheat-sheet for preparing and submitting applications for funding.

Table 2. Countermeasures for Non-Signalized Intersections

| No. | Type | Countermeasure Name | Crash Type | CRF | Expected Life (Years) | HSIP Funding Eligibility | Systemic Approach Opportunity? |
|---------|--------------------|--|------------|--------|-----------------------|--------------------------|--------------------------------|
| NS01 | Lighting | Add intersection lighting (NS.I.) | Night | 40% | 20 | 90% | Medium |
| NS02 | Control | Convert to all-way STOP control (from 2-way or Yield control) | All | 50% | 10 | 90% | High |
| NS03 | Control | Install signals | All | 30% | 20 | 90% | Low |
| NS04 | Control | Convert intersection to roundabout (from all way stop) | All | Varies | 20 | 90% | Low |
| NS05 | Control | Convert intersection to roundabout (from stop or yield control on minor road) | All | Varies | 20 | 90% | Low |
| NS05mr* | Control | Convert intersection to mini-roundabout | All | 30% | 20 | 90% | Medium |
| NS06 | Operation/ Warning | Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs | All | 15% | 10 | 90% | Very High |
| NS07 | Operation/ Warning | Upgrade intersection pavement markings (NS.I.) | All | 25% | 10 | 90% | Very High |
| NS08 | Operation/ Warning | Install Flashing Beacons at Stop-Controlled Intersections | All | 15% | 10 | 90% | High |
| NS09 | Operation/ Warning | Install flashing beacons as advance warning (NS.I.) | All | 30% | 10 | 90% | High |
| NS10 | Operation/ Warning | Install transverse rumble strips on approaches | All | 20% | 10 | 90% | High |
| NS11 | Operation/ Warning | Improve sight distance to intersection (Clear Sight Triangles) | All | 20% | 10 | 90% | High |
| NS12 | Operation/ Warning | Improve pavement friction (High Friction Surface Treatments) | All | 55% | 10 | 90% | Medium |
| NS13 | Geometric Mod. | Install splitter-islands on the minor road approaches | All | 40% | 20 | 90% | Medium |
| NS14 | Geometric Mod. | Install raised median on approaches (NS.I.) | All | 25% | 20 | 90% | Medium |
| NS15 | Geometric Mod. | Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.) | All | 50% | 20 | 90% | Medium |
| NS16 | Geometric Mod. | Reduced Left-Turn Conflict Intersections (NS.I.) | All | 50% | 20 | 90% | Medium |
| NS17 | Geometric Mod. | Install right-turn lane (NS.I.) | All | 20% | 20 | 90% | Low |
| NS18 | Geometric Mod. | Install left-turn lane (where no left-turn lane exists) | All | 35% | 20 | 90% | Low |
| NS19PB | Ped and Bike | Install raised medians / refuge islands (NS.I.) | P & B | 45% | 20 | 90% | Medium |
| NS20PB | Ped and Bike | Install pedestrian crossing at uncontrolled locations (new signs and markings only) | P & B | 25% | 10 | 90% | High |
| NS21PB | Ped and Bike | Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) | P & B | 35% | 20 | 90% | Medium |
| NS22PB | Ped and Bike | Install Rectangular Rapid Flashing Beacon (RRFB) | P & B | 35% | 20 | 90% | Medium |
| NS23PB | Ped and Bike | Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK)) | P & B | 55% | 20 | 90% | Low |

*CM NS05mr is a new countermeasure added for HSIP Cycle 11 Call-for-projects.

Table 1. Countermeasures for Signalized Intersections

| No. | Type | Countermeasure Name | Crash Type | CRF | Expected Life (Years) | HSIP Funding Eligibility | Systemic Approach Opportunity? |
|-----------------|------------------------|---|-------------------|----------------|-----------------------|--------------------------|--------------------------------|
| S01 | Lighting | Add intersection lighting (S.I.) | Night | 40% | 20 | 90% | Medium |
| S02 | Signal Mod. | Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number | All | 15% | 10 | 90% | Very High |
| S03 | Signal Mod. | Improve signal timing (coordination, phases, red, yellow, or operation) | All | 15% | 10 | 50% | Very High |
| S04* | Signal Mod. | Provide Advanced Dilemma Zone Detection for high speed approaches | All | 40% | 10 | 90% | High |
| S05 | Signal Mod. | Install emergency vehicle pre-emption systems | Emergency Vehicle | 70% | 10 | 90% | High |
| S06 | Signal Mod. | Install left-turn lane and add turn phase (signal has no left-turn lane or phase before) | All | 55% | 20 | 90% | Low |
| S07 | Signal Mod. | Provide protected left turn phase (left turn lane already exists) | All | 30% | 20 | 90% | High |
| S08 | Signal Mod. | Convert signal to mast arm (from pedestal-mounted) | All | 30% | 20 | 90% | Medium |
| S09 | Operation/ Warning | Install raised pavement markers and striping (Through Intersection) | All | 10% | 10 | 90% | Very High |
| S10 | Operation/ Warning | Install flashing beacons as advance warning (S.I.) | All | 30% | 10 | 90% | Medium |
| S11 | Operation/ Warning | Improve pavement friction (High Friction Surface Treatments) | All | 55% | 10 | 90% | Medium |
| S12 | Geometric Mod. | Install raised median on approaches (S.I.) | All | 25% | 20 | 90% | Medium |
| S13PB | Geometric Mod. | Install pedestrian median fencing on approaches | P & B | 35% | 20 | 90% | Low |
| S14 | Geometric Mod. | Create directional median openings to allow (and restrict) left-turns and u-turns (S.I.) | All | 50% | 20 | 90% | Medium |
| S15 | Geometric Mod. | Reduced Left-Turn Conflict Intersections (S.I.) | All | 50% | 20 | 90% | Medium |
| S16 | Geometric Mod. | Convert intersection to roundabout (from signal) | All | Varies | 20 | 90% | Low |
| S17PB | Ped and Bike | Install pedestrian countdown signal heads | P & B | 25% | 20 | 90% | Very High |
| S18PB | Ped and Bike | Install pedestrian crossing (S.I.) | P & B | 25% | 20 | 90% | High |
| S19PB | Ped and Bike | Pedestrian Scramble | P & B | 40% | 20 | 90% | High |
| S20PB | Ped and Bike | Install advance stop bar before crosswalk (Bicycle Box) | P & B | 15% | 10 | 90% | Very High |
| S21PB | Ped and Bike | Modify signal phasing to implement a Leading Pedestrian Interval (LPI) | P & B | 60% | 10 | 90% | Very High |

*CM S04 has been deleted in HSIP Cycle 11 Call-for-projects.

Table 3. Countermeasures for Roadways

| No. | Type | Countermeasure Name | Crash Type | CRF | Expected Life (Years) | HSIP Funding Eligibility | Systemic Approach Opportunity? |
|-------|--------------------------|--|------------|-----|-----------------------|--------------------------|--------------------------------|
| R01 | Lighting | Add segment lighting | Night | 35% | 20 | 90% | Medium |
| R02 | Remove/ Shield Obstacles | Remove or relocate fixed objects outside of Clear Recovery Zone | All | 35% | 20 | 90% | High |
| R03 | Remove/ Shield Obstacles | Install Median Barrier | All | 25% | 20 | 90% | Medium |
| R04 | Remove/ Shield Obstacles | Install Guardrail | All | 25% | 20 | 90% | High |
| R05 | Remove/ Shield Obstacles | Install impact attenuators | All | 25% | 10 | 90% | High |
| R06 | Remove/ Shield Obstacles | Flatten side slopes | All | 30% | 20 | 90% | Medium |
| R07 | Remove/ Shield Obstacles | Flatten side slopes and remove guardrail | All | 40% | 20 | 90% | Medium |
| R08 | Geometric Mod. | Install raised median | All | 25% | 20 | 90% | Medium |
| R09 | Geometric Mod. | Install median (flush) | All | 15% | 20 | 90% | Medium |
| R10PB | Geometric Mod. | Install pedestrian median fencing on approaches | P & B | 35% | 20 | 90% | Low |
| R11 | Geometric Mod. | Install acceleration/ deceleration lanes | All | 25% | 20 | 90% | Low |
| R12 | Geometric Mod. | Widen lane (initially less than 10 ft) | All | 25% | 20 | 90% | Medium |
| R13 | Geometric Mod. | Add two-way left-turn lane | All | 30% | 20 | 90% | Medium |
| R14 | Geometric Mod. | Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes) | All | 35% | 20 | 90% | Medium |
| R15 | Geometric Mod. | Widen shoulder | All | 30% | 20 | 90% | Medium |
| R16 | Geometric Mod. | Curve Shoulder widening (Outside Only) | All | 45% | 20 | 90% | Medium |
| R17 | Geometric Mod. | Improve horizontal alignment (flatten curves) | All | 50% | 20 | 90% | Low |
| R18 | Geometric Mod. | Flatten crest vertical curve | All | 25% | 20 | 90% | Low |
| R19 | Geometric Mod. | Improve curve superelevation | All | 45% | 20 | 90% | Medium |
| R20 | Geometric Mod. | Convert from two-way to one-way traffic | All | 35% | 20 | 90% | Medium |
| R21 | Geometric Mod. | Improve pavement friction (High Friction Surface Treatments) | All | 55% | 10 | 90% | High |

Table 3. Countermeasures for Roadways (Continued)

| No. | Type | Countermeasure Name | Crash Type | CRF | Expected Life (Years) | HSIP Funding Eligibility | Systemic Approach Opportunity? |
|-------|--------------------|---|------------|-----|-----------------------|--------------------------|--------------------------------|
| R22 | Operation/ Warning | Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) | All | 15% | 10 | 90% | Very High |
| R23 | Operation/ Warning | Install chevron signs on horizontal curves | All | 40% | 10 | 90% | Very High |
| R24 | Operation/ Warning | Install curve advance warning signs | All | 25% | 10 | 90% | Very High |
| R25 | Operation/ Warning | Install curve advance warning signs (flashing beacon) | All | 30% | 10 | 90% | High |
| R26 | Operation/ Warning | Install dynamic/variable speed warning signs | All | 30% | 10 | 90% | High |
| R27 | Operation/ Warning | Install delineators, reflectors and/or object markers | All | 15% | 10 | 90% | Very High |
| R28 | Operation/ Warning | Install edge-lines and centerlines | All | 25% | 10 | 90% | Very High |
| R29 | Operation/ Warning | Install no-passing line | All | 45% | 10 | 90% | Very High |
| R30 | Operation/ Warning | Install centerline rumble strips/stripes | All | 20% | 10 | 90% | High |
| R31 | Operation/ Warning | Install edgeline rumble strips/stripes | All | 15% | 10 | 90% | High |
| R32PB | Ped and Bike | Install bike lanes | P & B | 35% | 20 | 90% | High |
| R33PB | Ped and Bike | Install Separated Bike Lanes | P & B | 45% | 20 | 90% | High |
| R34PB | Ped and Bike | Install sidewalk/pathway (to avoid walking along roadway) | P & B | 80% | 20 | 90% | Medium |
| R35PB | Ped and Bike | Install/upgrade pedestrian crossing (with enhanced safety features) | P & B | 35% | 20 | 90% | Medium |
| R36PB | Ped and Bike | Install raised pedestrian crossing | P & B | 35% | 20 | 90% | Medium |
| R37PB | Ped and Bike | Install Rectangular Rapid Flashing Beacon (RRFB) | P & B | 35% | 20 | 90% | Medium |
| R38 | Animal | Install animal fencing | Animal | 80% | 20 | 90% | Medium |

5. Calculating the B/C Ratio and Comparing Projects

Practitioners need to consider the expected B/C ratio of their proposed projects. This is an important step in a proactive safety analysis process because it provides two key pieces of information: First, it defines the cost effectiveness of the proposed projects; and second, it gives the safety practitioner a means to help prioritize their safety projects both inside the agency's traffic safety section and against other proposed operational and maintenance projects competing for funding.

5.1 Estimate the Benefit of Implementing Proposed Improvements

Sections 2 through 4 provide the practitioner all the information needed to calculate the expected 'Benefit' of the proposed safety projects. The resulting expected benefit value is derived by applying the proposed countermeasures and corresponding CMFs to the expected crashes. It is of critical importance for the practitioner to understand that misapplication of a CMF will lead to misinformed decisions. Four main factors need to be considered when applying countermeasures and CMFs to calculate the expected benefit value: (1) how to estimate the number of expected crashes without treatment, (2) how to apply CMFs by type and severity, (3) how to apply multiple CMFs if multiple treatments are to be included in the same project, and (4) how to apply a benefit value by crash severity. The following text explains how these factors affect the expected benefit value in more detail.

Estimating expected crashes without treatment: Before applying CMFs, local safety practitioners first need to select countermeasures and CMFs. The CMF is applied to the expected safety performance (expected crashes) without any treatment in order to estimate the expected crashes with the treatment. The reduction in expected crashes multiplied by the expected costs per each crash gives the practitioner the expected benefit.

As mentioned earlier in this manual, the random nature of roadway crashes suggests that over time the number of crashes at any particular locations will change. This concept is known as "regression to the mean" and it gives rise to the concern that a site might be selected for study when the crashes are at a randomly high fluctuation, or overlooked from study when the site is at a randomly low fluctuation. The HSM presents several methods for estimating the expected safety performance of a roadway or intersection including the Empirical Bayes method, which combines observed information from the site of interest with information from similar sites to estimate the expected crashes without treatment. Another common way to minimize the impact of regression to the mean is to increase the number of years of crash data being analyzed.

For statewide calls-for-projects, Caltrans strives to ensure that all projects are fairly ranked based on a consistent statewide approach. Given this, Caltrans has avoided using methodology requiring agencies to mathematically adjust their crash data (e.g., Empirical Bayes) and instead has opted to use 5 years of "observed crashes" in estimating "expected crashes."

Applying CMFs by type and severity: Section 4.1 of this manual discusses the application of CMFs and the need for them to represent the situation to which they will be applied. It also stresses the need for

practitioners to choose the most appropriate CMFs for their specific project. In many circumstances, estimating the change in crashes by type and severity is useful; however, local safety practitioners only can use this approach when CMFs exist for the specific crash types and severities in question. If practitioners choose to use a CMF outside the range of applicability, the safety effect may be over- or underestimated. (For example: past research relating to installing a channelized left turn lane, has estimated CMFs as high as 68% for Right-Angle crashes of all severities and as low as 11% for Rear-End crashes with severities of only fatal and injury).

Applying multiple CMFs: In real-world scenarios, transportation agencies commonly install more than one countermeasure per project as part of their safety improvement program. This leads to the question, "What is the safety effect of the combined countermeasures?" The calculation methods that Transportation agencies use include: applying the CMF for the single countermeasure expected to achieve the greatest reduction, applying CMFs separately by crash type and summing them to get a project-level effect, and applying CMFs based on a review of crash patterns, etc. Regardless of the specific method employed, "engineering judgment" is required when combining multiple CMFs and it is important for local agencies to apply their method consistently throughout their analysis to ensure a fair comparison of projects.

One common practice is to assume that CMFs are multiplicative when they are applied to the same set of crash data. In other words, each successive countermeasure will achieve an additional benefit when implemented in combination with other countermeasures. The multiplicative method is a common, generally accepted method and is presented in the HSM and in the CMF Clearinghouse. This method is also used in the HSIP calls-for-projects.

To allow agencies maximum flexibility in combining countermeasures and locations into a single project while ensuring all projects can be consistently ranked on a statewide basis, Caltrans only allows up to three (3) individual countermeasures can be utilized in the B/C ratio for a project location site. The CMFs are multiplicative if there are multiple countermeasures, i.e. each successive countermeasure will achieve an additional benefit based on the remainder of the crashes after the effect of the prior countermeasures, not the original number of the crashes.

More information on these requirements and procedures are provided in the documents (Application Form Instructions, etc.) for each call-for-projects.

Applying benefit value by crash severity: The last step in estimating the overall benefit of a proposed improvement project is to multiply the expected reduction in crashes by a generally accepted value for the "cost" of crashes. In other words, the expected "benefit" value for a project is actually the expected "reduction in costs" value from reducing future crashes. There are many sources for the costs of crashes (e.g., HSM, FHWA & National Safety Council) and some of the sources vary widely depending on how they account for the economic value of a life and when the numbers were last updated.

When calculating the “benefit” to be used in calculating an improvement’s B/C ratio, it is important for the practitioner to consider whether a total benefit value for the “life” of the improvement is needed or if the benefit value should be annualized (i.e., benefit per year). Whichever method is used to calculate the overall cost of the improvements must also be used for calculating the benefit.

Caltrans has currently chosen to use published Cost-of-Crash values from the first edition of the HSM and increase the values by 4% annually. These values may be updated in the future, when updated cost-of-crash values are published by FHWA or another national source. The specific values for each of the crash severities and the formulas used to calculate the total benefit are shown in Appendix D.

Recommended Action: Prepare Total Benefit estimates for the proposed projects being evaluated in the proactive safety analysis.

5.2 Estimate the Cost of Implementing Proposed Improvements

After calculating the expected benefit of the proposed safety projects, the next step for the practitioner is to develop an estimate of the Total Project Costs. These costs need to include both the construction costs and the project development and administration costs. The most common approach to estimating construction costs is through an “Engineer’s Cost Estimate.” A Template for Detailed Engineer’s Estimate and Cost Breakdown by Countermeasures is included in the HSIP funding application website. When calculating the administration costs for a project, the complexity of the improvements must be accounted for: Low-cost countermeasures, typically used in the Systemic Approach, often have minimal environmental and right-of-way impacts and require minimal design effort. In contrast, many medium to high cost improvements tend to have greater impacts to the environment and right-of-way and require significant design efforts. It’s crucial to account for these differences to accurately determine the true B/C ratio of the projects and prioritize them correctly.

When an agency is initially evaluating several potential locations and countermeasures as part of their proactive safety analysis or in preparing for Caltrans call-for-projects, they should consider first using rough ‘ballpark’ cost estimates using previous projects that had similar scope, if possible. Ballpark cost estimates can allow the practitioner to quickly establish B/C ratios for all of their potential projects and identify the projects with high cost effectiveness and with a reasonable chance of receiving HSIP funding in a Caltrans call-for-projects.

Recommended Action: Prepare ‘Total Project Cost’ estimates for the proposed projects being evaluated in the proactive safety analysis.

5.3 Calculate the B/C Ratio

In general, the B/C ratio is calculated by taking a project’s overall benefit (as calculated in Section 5.1) and dividing it by the project’s overall cost (as calculated in Section 5.2). There are, however, several

methods and input-factors available for calculating a project's B/C ratio and practitioners may want to consider other methods as defined in the HSM.

Based on Caltrans' need for a fair, data-driven, statewide project selection process for HSIP call-for-projects, Caltrans requires the B/C ratio for all applications to be completed using the same process. Applicants must utilize the HSIP Analyzer to calculate the B/C ratio of the project. Additional details and formulas included in the calculation are included in this document as Appendix D.

Recommended Action: Calculate the B/C ratio for each of the proposed projects being evaluated in the proactive safety analysis.

5.4 Compare B/C Ratios and Consider the Need to Reevaluate Project Elements

By implementing a comprehensive proactive safety analysis approach, agencies will likely identify more potential safety projects than they can fund and deliver. It will be important for an agency to prioritize their projects internally before funding is sought. It is not uncommon for projects to have a B/C ratio as low as 0.1 or as high as 100. Once the relative cost effectiveness of an agency's potential projects has been established, the projects with low to mid-ranged B/C ratios should be reassessed. Projects with very low initial B/C ratios may be dropped while projects with low to mid ranged B/C ratios may be redefined by changing the limits of the proposed improvements to focus on higher crash locations or incorporating lower-cost countermeasures. This reiterative process is illustrated in Figure 1 in Section 1 of this document.

At the conclusion of this step, the local agency should have several potential safety projects ready to move into the project development and construction phases. Ideally, there will be a variety of low cost safety projects and potentially a few higher cost roadway reconstruction projects. How each local agency prioritizes their list of safety improvements will vary, but projects with the highest B/C ratios should generally have a high overall priority. It should be understood that available funding will play a key role in local agency prioritization (e.g., higher-cost projects may have to wait for funding to become available while low-cost improvements with lower B/C ratios can be constructed with in-house maintenance crews), but in the goal of maximizing overall safety benefits, the role of politics and public influence should be minimized.

Recommended Action: Compare, reevaluate, and prioritize the potential safety projects. Consider changing the project limits to maximize the number of fatal and injury crashes addressed within the limits. Consider lower cost countermeasures in areas where high and medium cost countermeasures resulted in low B/C ratios.

6. Identifying Funding and Construct Improvements

Funding strategies for implementing safety projects need to vary as widely as local agency's roadway types, project costs, and proposed improvements. At this point in the proactive safety analysis process, local agencies should have several potential safety projects ready to move into the project development and construction phases. There are likely a wide range of 'approaches' to fund each of these projects. This section of the document discusses some of the most common approaches.

6.1 Existing Funding for Low-cost Countermeasures

For projects utilizing low-cost countermeasures, the total project cost may be low enough that the agency can construct the project using its existing roadway funding by utilizing the ongoing activities of their roadway maintenance staff and equipment. Other low-cost projects (e.g., overlays, sealcoats, drainage, signing, and striping projects) may be more important to incorporate into larger maintenance projects. It is common for agencies to have 1-, 5-, and 10-year plans for making these standard maintenance improvements. With upfront planning and coordination between agency staff, the low-cost safety projects identified through the proactive safety analysis can be incorporated with minimal costs to an agency's maintenance program. Maximizing the cost effectiveness of the program may even allow the transportation managers to justify increasing the funding for their overall roadway maintenance program.

In addition to their maintenance program, transportation managers should also strategically seek out planned capital improvement and development projects that can incorporate low and medium cost countermeasures identified in their safety analysis. Local agencies may also find opportunities to partner with private enterprises and insurance companies to fund special safety projects that further both organizations' strategic goals.

Recommended Action: Survey planned maintenance, developer and capital projects to determine whether they overlap any of the proposed safety projects. Where projects overlap, leverage the existing funding sources to include safety countermeasures.

6.2 HSIP and Other Funding Sources

In addition to the HSIP Program, the Division of Local Assistance's web site includes several other Caltrans administered funding programs:

<https://dot.ca.gov/programs/local-assistance>

Recommended Action: Consider all potential funding opportunities to incorporate the identified safety countermeasures.

6.3 Project Development and Construction Considerations

In general, roadway safety projects don't garner the same level of attention from decision makers, media, elected officials, and the general public, that large operational and development-driven projects do. As a result, local safety practitioners and project sponsors often find their projects have difficulty in competing for the agencies' limited project delivery resources. Establishing and implementing a comprehensive safety analysis process can assist safety practitioners in delivering their safety programs in many ways, including:

- Credibility and awareness to individual projects and delivery schedules.
- Increased stakeholders tracking and delivery of a project when low-cost improvements are incorporated into ongoing maintenance and capital projects.
- An increased focus on low-cost countermeasures typically corresponds to projects with less environmental, right-of-way and other impacts; resulting in projects that have streamlined project delivery processes and short construction schedules.

Recommended Action: Safety practitioners should follow their safety projects all the way through the project delivery and construction process. In addition, they should establish a safety program delivery plan that brings awareness and support to the expedited delivery of safety projects. Where possible, safety practitioners should involve the media and even consider having their own program intended to "toot their own safety-horn."

7. Evaluation of Improvements

Evaluation of the effectiveness of roadway treatments following installation should be used to guide future decisions regarding roadway countermeasures. Field reviews should also be conducted shortly after the project is completed to insure the project is operating as intended.

A record of crash history and countermeasure installation forms the foundation for assessing how well the implemented strategies have performed. An important database to maintain is a current list of installed countermeasures with documented “when/where/why” information. Periodic assessments will provide the necessary information to make informed decisions on whether each countermeasure contributed to an increase in safety, whether the countermeasure could or should be installed at other locations, and which factors may have contributed to each countermeasure’s success.

In order to perform the assessment, it is necessary to collect the required information for a certain period after strategies have been deployed at the locations. The time period varies, but whenever possible, 3 to 5 years is recommended to reduce the effects of the random nature of roadway crashes (i.e., Regression to the Mean). The information required may consist of public input and complaints, police reports, observations from maintenance crews, and local and State crash data.

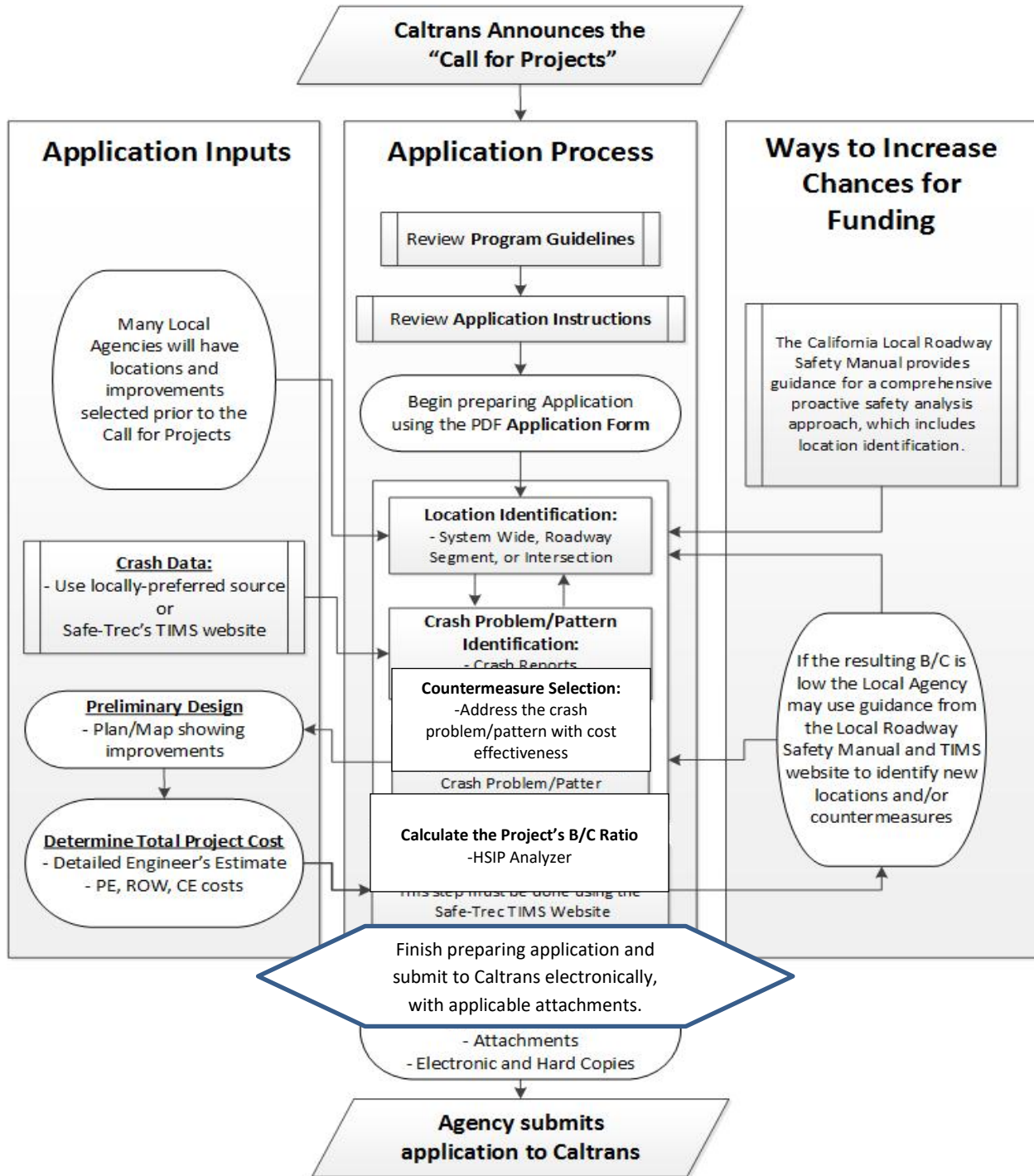
It is important to keep the list of safety installations up-to-date since it will serve as a record of countermeasure deployment history (see table below for an example). By using this type of system, assessment dates can be scheduled to review the crashes and other pertinent information on segments where roadway countermeasures have been installed. Making “after” assessments will inform the practitioner on the effectiveness of past improvements and can provide data to help justify the value of continuing and expanding the local agency’s safety program in the future.

| Location | Type of Countermeasure Installed | Date Installed | Crashes Before (Duration and Severity) | Crashes After (Duration and Severity) | Comments |
|----------|----------------------------------|----------------|---|--|----------|
| | | | | | |
| | | | | | |

Recommended Action: Develop a spreadsheet or database to track future safety project installations and record 3 or more years of “before” and “after” crash information at those locations. Once safety countermeasures are constructed, schedule and track assessment dates to ensure they happen.

Appendix A: HSIP Call-for-Projects Process

HSIP Call-for-Projects
Flowchart of Application Process



Appendix B: Detailed Tables of Countermeasures

The intent of the information contained in this appendix is to provide local agency safety practitioners with a list of effective countermeasures that are appropriate remedies to many common safety issues. The tables in Section 4.2 present a quick summary of the specific values that the Caltrans Division of Local Assistance uses to assess and select projects for its calls-for-projects. In addition to the same information as in Section 4.2, this appendix also includes notes for Caltrans HSIP calls-for-projects and "General information" regarding where the countermeasure should be used, why it works, the general qualities that can be used to suggest the potential complexity of installation, and information from FHWA CMF Clearinghouse on the type of crashes where the countermeasure is best used and a range of their expected overall effectiveness.

The countermeasures have been sorted into 3 categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Pedestrian and bicycle related countermeasures have been included in each of these categories.

Caltrans gives careful consideration to the fair application of its calls-for-projects process. Starting in 2012, the award of safety funding has been solely based on a determined benefit-to-cost ratio for each project. The fixed set of countermeasures and CRFs included in these tables are intended to allow for all projects to be evaluated consistently and fairly throughout the project selection process. However, at this time, there are no CRFs/CMFs available for several safety improvements, such as: "dynamic/variable speed regulatory signs", "non-motorized signs and markings (regulatory and warning)", "Square-up (reduce curve radius) turn lanes" and non-infrastructure elements. These safety improvement items can be included in project applications, but they will not be included into the B/C ratio calculations, unless the safety improvements meet the intent of other separate countermeasures included in the attached lists. Caltrans is interested in adding these countermeasures (and many others) to these tables once CRFs/CMFs have been established. Caltrans will continue to periodically update this list of allowable countermeasures and CRFs as new safety research data becomes available. With this in mind, Caltrans is interested in feedback and suggestions from local agency safety practitioners on the overall countermeasure list as well as specific details of individual countermeasures, including locally developed safety effectiveness information.

Caltrans used the following references to assist its team in developing the information shown in the following tables. Safety Practitioners are encouraged to utilize these references for a more expansive list of countermeasures and CRFs / CMFs.

The Crash Modification Factors Clearinghouse

<https://www.cmfclearinghouse.org/>

NCHRP Report 500 Series: Volumes 4, 5, 6, 7, 10, 12, 13, and others

<https://www.trb.org/Main/Blurbs/152868.aspx>

Highway Safety Manual (HSM)

<http://www.highwaysafetymanual.org>

Pedestrian and Bicycle - Tools to Diagnose and Solve the Problem

https://safety.fhwa.dot.gov/ped_bike/tools_solve/

FHWA Local and Rural Road / Training, Tools, Guidance and Countermeasures for Locals

https://safety.fhwa.dot.gov/local_rural/training/

For each countermeasure (CM):

(Title) CM No., CM Name

- CM No. is
 - S01 through S21PB for Intersection Countermeasures – Signalized,
 - NS01 through NS23PB for Intersection Countermeasures – Unsignalized, or
 - R01 through R38 for Roadway Countermeasures.

For HSIP Calls-for-projects:

- **Funding Eligibility** - 90% or 50%.
- **Crash Types Addressed** - “All”, “Pedestrian and Bicycle”, “Night”, “Emergency Vehicle”, or “Animal”.
- **CRF** - Crash Reduction Factor used for HSIP calls-for-projects.
- **Expected Life** - 10 years or 20 years.
- **Notes** - Specific requirements are provided for utilizing the countermeasure on applications for Caltrans statewide calls-for-projects.
-

General Information:

- **Where to use** – Roadway segments and intersections with specific common characteristics can be addressed with similar countermeasures that are most effective.
- **Why it works** – A discussion of the benefit of a countermeasure is important to determine its appropriateness in addressing certain roadway crash types at areas with specific issues as determined by the data and roadway features.
- **General Qualities (Time, Cost and Effectiveness)** – This category is more subjective and can vary substantially. ‘Time’ refers to the approximate relative time it can take to implement the countermeasure. Costs can vary considerably due to local conditions, so ‘cost’ represents the relative cost of applying a countermeasure. A relative overall ‘effectiveness’ is also provided for some countermeasures. All of this subjective information may not be applicable to the unique circumstances for the agency and should not be utilized without verification by the safety practitioner.

- **FHWA CMF Clearinghouse**

- **Crash Types Addressed** – In order to effectively reduce the number and severity of roadway crashes, it is necessary to match countermeasures to the crash types they are intended to address. Depending on the type of problem, one or more of a range of countermeasures could be the most effective way to reduce the number and severity of future crashes.
- **Crash Reduction Factor** – The crash reduction factor (CRF) is an indication of the effectiveness of a particular treatment, measured by the percentage of crashes it is expected to reduce. Note: As mentioned earlier in this section, the effectiveness of a countermeasure can also be expressed as a Crash Modification Factor (CMF), which is defined mathematically as $1 - \text{CRF}$. However, this document uses CRFs as they can be more insightful when analyzing roadways for potential “reductions” in crashes. There is a range of CRF values that exist for each of the countermeasures (or similar countermeasures). The range of CRFs is provided to give local safety practitioners a clear understanding that they may need to go to the FHWA CMF Clearinghouse to find the most appropriate countermeasure and CRF for their specific projects and local prioritization.

B.1 Intersection Countermeasures – Signalized

S01, Add intersection lighting (Signalized Intersection => S.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | "night" crashes | 40% | 20 years |
| Notes: | This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area. | | |
| General information | | | |
| Where to use: | | | |
| Signalized intersections that have a disproportionate number of night-time crashes and do not currently provide lighting at the intersection or at its approaches. Crash data should be studied to ensure that safety at the intersection could be improved by providing lighting (this strategy would be supported by a significant number of crashes that occur at night). | | | |
| Why it works: | | | |
| Providing lighting at the intersection itself, or both at the intersection and on its approaches, improves the safety of an intersection during nighttime conditions by (1) making drivers more aware of the surroundings at an intersection, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances, and (3) improving the visibility of non-motorists. Intersection lighting is of particular benefit to non-motorized users. Lighting not only helps them navigate the intersection, but also helps drivers see them better. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| A lighting project can usually be completed relatively quickly, but generally requires at least 1 year to implement because the lighting system must be designed and the provision of electrical power must be arranged. The provision of lighting involves both a fixed cost for lighting installation and an ongoing maintenance and power cost which results in a moderate to high cost. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Night, All | CRF: 20-74% |

S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|-----------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 15% | 10 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the upgraded signals. This CM does not apply to improvements like "battery backup systems", which do not provide better intersection/signal visibility or help drivers negotiate the intersection (unless applying past crashes that occurred when the signal lost power). If new signal mast arms are part of the proposed project, CM "S2" should not be used and the signal improvements would be included under CM "S7". | | |
| General information | | | |
| Where to use: | | | |
| Signalized intersections with a high frequency of right-angle and rear-end crashes occurring because drivers are unable to see traffic signals sufficiently in advance to safely negotiate the intersection being approached. Signal intersection improvements include new LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads. | | | |
| Why it works: | | | |
| Providing better visibility of intersection signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion for drivers. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Installation costs and time should be minimal as these type strategies are classified as low cost and implementation does not typically require the approval process normally associated with more complex projects. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Rear-End, Angle | CRF: 0-46% |

S03, Improve signal timing (coordination, phases, red, yellow, or operation)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 50% | All | 15% | 10 years |
| Notes: | <p>This CM only applies to crashes occurring on the approaches / influence area of the new signal timing. For projects coordination signals along a corridor, the crashes related to side-street movements should not be applied. This CM does not apply to projects that only 'study' the signal network and do not make physical timing changes, including corridor operational studies and improvements to Traffic Operation Centers (TOCs).</p> <p>In Caltrans calls for projects, this CM has a HSIP reimbursement ratio of 50%, considering that it will improve the signal operation rather than merely the safety.</p> | | |
| General information | | | |
| Where to use: | | | |
| Locations that have a crash history at multiple signalized intersections. Signalization improvements may include adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations. Understanding the corridor or roadway's crash history can provide insight into the most appropriate strategy for improving safety. | | | |
| Why it works: | | | |
| Certain timing, phasing, and control strategies can produce multiple safety benefits. Sometimes capacity improvements come along with the safety improvements and other times adverse effects on delay or capacity occur. Corridor improvements often have the highest benefit but may take longer to implement. Projects focused on capacity improvements (without a separate focus on signal timing safety needs) may not result in a reduction in future crashes. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| In general, these low-cost improvements to multiple signalized intersections can be implemented in a short time. Typically these low cost improvements are funded through local funding by local maintenance crews. However, some projects requiring new interconnect infrastructure can have moderate to high costs making them more appropriate to seek state or federal funding. The expected effectiveness of this CM must be assessed for each individual project. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 0 - 41% |

S04, Provide Advanced Dilemma-Zone Detection for high speed approaches

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 40% | 10 years |
| Notes: | <p>This CM only applies to crashes occurring on the approaches / influence area of the new detection and signal timing.</p> | | |
| General information | | | |
| Where to use: | | | |
| More rural/remote areas that have a high frequency of right-angle and rear-end crashes. The Advanced Dilemma-Zone Detection system enhances safety at signalized intersections by modifying traffic control signal timing to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to illegally continuing into the intersection during the red phase. | | | |
| Why it works: | | | |
| Clearance times provide safe, orderly transitions in ROW assignment between conflicting streams of traffic. An Advanced Dilemma-Zone Detection system has several benefits relative to traditional multiple detector systems, which have upstream detection for vehicles in the dilemma zone but do not take the speed or size of individual vehicles into account. These benefits include: Reducing the frequency of red-light violations; Reducing the frequency of crashes associated with the traffic signal phase change (for example, rear-end and angle crashes); Reducing delay and stop frequency on the major road and a reduction in overall intersection delay. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Installation costs should be low and the time to implement short. Additional modifications to the traffic signal controller may also be necessary. In general, This CM can be very effective and can be considered on a systematic approach. Video detection equipment is now available for this purpose, making installation and maintenance more efficient. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 39% |

S05, Install emergency vehicle pre-emption systems

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|--------------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Emergency Vehicle - only | 70% | 10 years |
| Notes: | This CM only applies to "E.V." crashes occurring on the approaches / influence area of the new pre-emption system. | | |
| General information | | | |
| Where to use: | | | |
| Corridors that have a history of crashes involving emergency response vehicles. The target of this strategy is signalized intersections where normal traffic operations impede emergency vehicles and where traffic conditions create a potential for conflicts between emergency and nonemergency vehicles. These conflicts could lead to almost any type of crash, due to the potential for erratic maneuvers of vehicles moving out of the paths of emergency vehicles | | | |
| Why it works: | | | |
| Providing emergency vehicle preemption capability at a signal or along a corridor can be a highly effective strategy in two ways; any type of crash could occur as emergency vehicles try to navigate through intersections and as other vehicles try to maneuver out of the path of the emergency vehicles. In addition, a signal preemption system can decrease emergency vehicle response times therefore decreasing the time in receiving emergency medical attention, which is critical in the outcome of any crash. When data is not available for past crashes with emergency vehicles, an agency may consider combining the E.V. pre-emption improvements into a comprehensive project that also makes significant signal hardware and/or signal timing improvements. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs for installation of a signal preemption system will vary from medium to high, based upon the number of signalized intersections at which preemption will be installed and the number of emergency vehicles to be outfitted with the technology. The number of detectors, a requirement for new signal controllers, and the intricacy of the preemption system could increase costs. This CM is considered systemic as it is usually implemented on a corridor-basis. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Emergency Vehicle - only | CRF: 70% |

S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 55% | 20 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new left turn lanes. This CM does NOT apply to converting a single-left into double-left turn. | | |
| General information | | | |
| Where to use: | | | |
| Intersections that do not currently have a left turn lane or a related left-turn phase that are experiencing a large number of crashes. Many intersection safety problems can be traced to difficulties in accommodating left-turning vehicles, in particular where there is currently no accommodation for left turning traffic. A key strategy for minimizing collisions related to left-turning vehicles (angle, rear-end, sideswipe) is to provide exclusive left-turn lanes and the appropriate signal phasing, particularly on high-volume and high-speed major-road approaches. Agencies need to document their consideration of the MUTCD, Section 4D.19 guidelines; the section on implementing protected left-turn phases. | | | |
| Why it works: | | | |
| Left-turn lanes allow separation of left-turn and through-traffic streams, thus reducing the potential for rear-end collisions. Left-turn phasing also provides a safer opportunity for drivers to make a left-turn. The combination of left-turn storage and a left turn signal has the potential to reduce many collisions between left-turning vehicles and through vehicles and/or non-motorized road users. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Implementation time may vary from months to years. At some locations, left-turn lanes can be quickly installed simply by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. Installing a protected left turn lane and phase where none exists results in a high Crash Reduction Factor and is often highly effective. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 17 - 58 % |

S07, Provide protected left turn phase (left turn lane already exists)

| For HSIP Cycle 11 Call-for-projects | | | | |
|--|--|--------------------------------|---------------|----------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life | |
| 90% | All | 30% | 20 years | |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new left turn phases. This CM does NOT apply to converting a single-left into double-left turn (unless the single left is unprotected and the proposed double left will be protected). | | | |
| General information | | | | |
| Where to use: | | | | |
| Signalized intersections (with existing left turns pockets) that currently have a permissive left-turn or no left-turn protection that have a high frequency of angle crashes involving left turning, opposing through vehicles, and non-motorized road users. A properly timed protected left-turn phase can also help reduce rear-end and sideswipe crashes between left-turning vehicles and the through vehicles as well as vehicles behind them. Protected left-turn phases are warranted based on such factors as turning volumes, delay, visibility, opposing vehicle speed, distance to travel through the intersection, presence of non-motorized road users, and safety experience of the intersections. Agencies need to document their consideration of the MUTCD, Section 4D.19 guidelines; the section on implementing protected left-turn phases. | | | | |
| Why it works: | | | | |
| Left turns are widely recognized as the highest-risk movements at signalized intersections. Providing Protected left-turn phases (i.e., the provision for a specific phase for a turning movement) for signalized intersections with existing left turn pockets significantly improve the safety for left-turn maneuvers by removing the need for the drivers to navigate through gaps in oncoming/opposing through vehicles. Where left turn pockets are not protected, the pedestrian and bicyclist crossing phase often conflicts with these left turn maneuvers. Drivers focused on navigating the gaps of oncoming cars may not anticipate and/or perceive the non-motorized road users. | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | |
| If the existing traffic signal only requires a minor modification to allow for a protected left-turn phase, then the cost would also be low. The time to implement this countermeasure is short because there is no actual construction that has to take place. In-house signal maintainers can perform this operation once the proper signal phasing is determined so the cost is low. In addition, the countermeasure is tried and proven to be effective. Has the potential of being applied on a systemic/systematic approach. | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Rear-End, Sideswipe, Broadside | CRF: | 16 - 99% |

S08, Convert signal to mast arm (from pedestal-mounted)

| For HSIP Cycle 11 Call-for-projects | | | | |
|---|--|-----------------|---------------|----------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life | |
| 90% | All | 30% | 20 years | |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the converted signal heads that are relocated from median and/or outside shoulder pedestals to signal heads on master arms over the travel-lanes. Projects using CM "S7" should not also apply "S2" in the B/C calc. | | | |
| General information | | | | |
| Where to use: | | | | |
| Intersections currently controlled by pedestal mounted traffic signals (in medians and/or on outside shoulder) that have a high frequency of right-angle and rear-end crashes occurring because drivers are unable to see traffic signals in advance to safely negotiate the intersection. Intersections that have pedestal-mounted signals may have poor visibility and can result in vehicles not being able to stop in time for a signal change. Care should be taken to place the new signal heads (with back plates) as close to directly over the center of the travel lanes as possible. | | | | |
| Why it works: | | | | |
| Providing better visibility of intersection signs and signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion or distraction for drivers. | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | |
| Dependent on the scope of the project. Costs are generally moderate for this type of project. There is usually no right-of-way costs, minimal roadway reconstruction costs, and a shorter project development timeline. At the same time, new mast arms can be expensive. Some locations can result in high B/C ratios, but due to moderate costs, some locations may result in medium to low B/C ratios. | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Rear-End, Angle | CRF: | 12 - 74% |

S09, Install raised pavement markers and striping (Through Intersection)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 10% | 10 years |
| Notes: | This CM only applies to crashes occurring in the intersection and influence areas of the new pavement markers and/or markings. | | |
| General information | | | |
| Where to use: | | | |
| Intersections where the lane designations are not clearly visible to approaching motorists and/or intersections noted as being complex and experiencing crashes that could be attributed to a driver's unsuccessful attempt to navigate the intersection. Driver confusion can exist in regard to choosing the proper turn path or where through-lanes do not line up. This is especially relevant at intersections where the overall pavement area of the intersection is large, and multiple turning lanes are involved or other unfamiliar elements are presented to the driver. | | | |
| Why it works: | | | |
| Adding clear pavement markings can guide motorists through complex intersections. When drivers approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers. Providing more effective guidance through an intersection will minimize the likelihood of a vehicle leaving its appropriate lane and encroaching upon an adjacent lane. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs of implementing this strategy will vary based on the scope and number of applications. Applying raised pavement markers is relatively low cost but can be variable and determined largely by the material used for pavement markings (paint, thermoplastic, epoxy, RPMs etc.). When using this type delineators, an issue of concern is the cost-to-service-life of the material. (Note: When HSIP safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.) When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Wet, Night, All | CRF: 10 - 33% |

S10, Install flashing beacons as advance warning (S.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|-----------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 30% | 10 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new flashing beacons. | | |
| General information | | | |
| Where to use: | | | |
| At signalized intersections with crashes that are a result of drivers being unaware of the intersection or are unable to see the traffic control device in time to comply. | | | |
| Why it works: | | | |
| Increased driver awareness of an approaching signalized intersection and an increase in the driver's time to react. Driver awareness of both downstream intersections and traffic control devices is critical to intersection safety. Crashes often occur when the driver is unable to perceive an intersection, signal head or the back of a stopped queue in time to react. Advance flashing beacons can be used to supplement and call driver attention to intersection control signs. Most advance warning flashing beacons can be powered by solar, thus reducing the issues relating to power source. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). Flashing beacons can be constructed with minimal design, environmental and right-of-way issues and have relatively low costs. This combined with a relatively high CRF, can result in high B/Cs for locations with a history of crashes and lead to a high effectiveness. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Rear End, Angle | CRF: 36 - 62% |

S11, Improve pavement friction (High Friction Surface Treatments)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|-----------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 55% | 10 years |
| Notes: | This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement. | | |
| General information | | | |
| Where to use: | | | |
| Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance. | | | |
| Why it works: | | | |
| Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in reductions of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Wet, Night, ALL | CRF: 10 - 62 % |

S12, Install raised median on approaches (S.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|-------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 20 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new raised median. All new raised medians funded with HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating. | | |
| General information | | | |
| Where to use: | | | |
| Intersections noted as having turning movement crashes near the intersection as a result of insufficient access control. Application of this CM should be based on current crash data and a clearly defined need to restrict or accommodate the movement. | | | |
| Why it works: | | | |
| Raised medians next to left-turn lanes at intersections offer a cost-effective means for reducing crashes and improving operations at higher volume intersections. The raised medians prohibit left turns into and out of driveways that may be located too close to the functional area of the intersection. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Raised medians at intersections may be most effective in retrofit situations where high volumes of turning vehicles have degraded operations and safety, and where more extensive CMs would be too expensive because of limited right-of-way and the constraints of the built environment. The result is This CM can be very effective and can be considered on a systematic approach. Raised medians can often be installed directly over the existing pavement. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Angle | CRF: 21 - 55 % |

S13PB, Install pedestrian median fencing on approaches

| For HSIP Cycle 11 Call-for-projects | | | | |
|---|---|---------------------|---------------|---------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life | |
| 90% | Pedestrian and Bicycle | 35% | 20 years | |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring on the approaches/influence area of the new pedestrian median fencing. | | | |
| General information | | | | |
| Where to use: | | | | |
| Signalized Intersections with high pedestrian-generators nearby (e.g. transit stops) may experience a high volumes of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the intersection and waiting to cross during the walk-phase. When this safety issue cannot be mitigated with signal timing and shoulder/sidewalk treatments, then installing a continuous pedestrian barrier in the median may be a viable solution. | | | | |
| Why it works: | | | | |
| Adding pedestrian median fencing has the opportunity to enhance pedestrian safety at locations noted as being problematic involving pedestrians running/darting across the roadway outside the intersection crossings. Pedestrian median fencing can significantly reduce this safety issue by creating a positive barrier, forcing pedestrians to the designated pedestrian crossing. | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | |
| Costs associated with this strategy will vary widely depending on the type and placement of the median fencing. Impacts to transit and other land uses may need to be considered and controversy can delay the implementation. In general, this CM can be effective as a spot-location approach. | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: | 25- 40% |

S14, Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.)

| For HSIP Cycle 11 Call-for-projects | | | | |
|--|---|-----|---------------|-----|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life | |
| 90% | All | 50% | 20 years | |
| Notes: | This CM only applies to crashes occurring in the intersection / influence area of the new directional openings. | | | |
| General information | | | | |
| Where to use: | | | | |
| Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection. | | | | |
| Why it works: | | | | |
| Restricting turning movement into and out of an intersection can help reduce conflicts between through and turning traffic. The number of access points, coupled with the speed differential between vehicles traveling along the roadway, contributes to crashes. Affecting turning movements by either allowing them or restricting them, based on the application, can ensure safe movement of traffic. | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | |
| Turn prohibitions that are implemented by closing a median opening can be implemented quickly. The cost of this strategy will depend on the treatment. Impacts to businesses and other land uses must be considered and controversy can delay the implementation. In general, This CM can be very effective and can be considered on a systematic approach. | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: | 51% |

S15, Reduced Left-Turn Conflict Intersections (S.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|------------------------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 50% | 20 years |
| Notes: | This CM only applies to crashes occurring in the intersection / influence area of the new Reduced Left-Turn Conflict. | | |
| General information | | | |
| Where to use and Why it works: | | | |
| <p>Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).</p> <p>Restricted Crossing U-turn (RCUT): The RCUT intersection modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location (either signalized or unsignalized) to continue in the desired direction. The RCUT is suitable for a variety of circumstances, including along rural, high-speed, four-lane, divided highways or signalized routes. It also can be used as an alternative to signalization or constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections.</p> <p>Median U-turn (MUT) The MUT intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection. The U-turns can also be used for modifying the cross-street left turns. The MUT is an excellent choice for heavily traveled intersections with moderate left-turn volumes. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.</p> <p><i>MUT and RCUT Can Reduce Conflict Points by 50%</i></p> | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Implementing this strategy may take from months to years, depending on whether additional R/W is required. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Angle/Left-turn/Rear-End/All | CRF: 34.8-100% |

S16, Convert intersection to roundabout (from signal)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|--------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | Varies | 20 years |
| Notes: | This CM only applies to crashes occurring in influence area of the new roundabout. This CM is not intended for mini-roundabouts. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes. | | |
| General information | | | |
| Where to use: | | | |
| Signalized intersections that have a significant crash problem and the only alternative is to change the nature of the intersection itself. Roundabouts can also be very effective at intersections with complex geometry and intersections with frequent left-turn movements. | | | |
| Why it works: | | | |
| The types of conflicts that occur at roundabouts are different from those occurring at conventional intersections; namely, conflicts from crossing and left-turn movements are not present in a roundabout. The geometry of a roundabout forces drivers to reduce speeds as they proceed through the intersection. This helps keep the range of vehicle speed narrow, which helps reduce the severity of crashes when they do occur. Pedestrians only have to cross one direction of traffic at a time at roundabouts, thus reducing their potential for conflicts. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Provision of a roundabout requires substantial project development. The need to acquire right-of-way is likely and will vary from site to site and depends upon the geometric design. These activities may require up to 4 years or longer to implement. Costs are variable, but construction of a roundabout to replace an existing signalized intersection are relatively high. The result is this CM may have reduced relative-effectiveness compared to other CMs. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 35 - 67% |

S17PB, Install pedestrian countdown signal heads

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|---------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 25% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new countdown heads. | | |
| General information | | | |
| Where to use: | | | |
| Signals that have signalized pedestrian crossing with walk/don't walk indicators and where there have been pedestrian vs. vehicle crashes. | | | |
| Why it works: | | | |
| A pedestrian countdown signal contains a timer display and counts down the number of seconds left to finish crossing the street. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing. Countdown signals begin counting down either when the "WALK" or when the flashing "DON'T WALK" interval appears and stop at the beginning of the steady "DON'T WALK" interval. These signals also have been shown to encourage more pedestrians to use the pushbutton rather than jaywalk. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs and time of installation will vary based on the number of intersections included in this strategy and if it requires new signal controllers capable of accommodating the enhancement. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: 25% |

S18PB, Install pedestrian crossing (S.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|---------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 25% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt). | | |
| General information | | | |
| Where to use: | | | |
| Signalized Intersections with no marked crossing and pedestrian signal heads, where pedestrians are known to be crossing intersections that involve significant turning movements. They are especially important at intersections with (1) multiphase traffic signals, such as left-turn arrows and split phases, (2) school crossings, and (3) double-right or double-left turns. At signalized intersections, pedestrian crossings are often safer when the left turns have protected phases that do not overlap the pedestrian walk phase. | | | |
| Why it works: | | | |
| Adding pedestrian crossings has the opportunity to enhance pedestrian safety at locations noted as being problematic. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30 percent may involve a turning vehicle. Another 22 percent of pedestrian crashes involve a pedestrian either running across the intersection or darting out in front of a vehicle whose view was blocked just prior to the impact. Finally, 16 percent of these intersection-related crashes occur because of a driver violation (e.g., failure to yield right-of-way). When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs associated with this strategy will vary widely, depending if curb ramps and sidewalk modifications are required with the crossing. When considered at a single location, these low cost improvements may be funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: 25% |

S19PB, Pedestrian Scramble

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|---------------------|------------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 40% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the intersection with the new pedestrian crossing. | | |
| General information | | | |
| Where to use: | | | |
| Pedestrian Scramble is a form of pedestrian "WALK" phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians/bicyclists to safely cross through the intersection in any direction, including diagonally. Pedestrian Scramble may be considered at signalized intersections with very high pedestrian/bicycle volumes, e.g. in an urban business district. | | | |
| Why it works: | | | |
| Pedestrian Scramble has been shown to reduce injury risk and increase bicycle ridership due to its perceived safety and comfort. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Not involving any additional R/W, Pedestrian Scramble should not require a long development process and should be implemented reasonably soon. A systemic approach may be used in implementing this CM, resulting in cost efficiency with low to moderate cost. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: -10% to 51% |

S20PB, Install advance stop bar before crosswalk (Bicycle Box)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|---------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 15% | 10 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the intersection-crossing with the new advanced stop bars. | | |
| General information | | | |
| Where to use: | | | |
| Signalized Intersections with a marked crossing, where significant bicycle and/or pedestrians volumes are known to occur. | | | |
| Why it works: | | | |
| Adding advance stop bar before the striped crosswalk has the opportunity to enhance both pedestrian and bicycle safety. Stopping cars well before the crosswalk provides a buffer between the vehicles and the crossing pedestrians. It also allows for a dedicated space for cyclists, making them more visible to drivers (This dedicated space is often referred to as a bike-box.) | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs and time of installation will vary based on the number of intersections included in this strategy and if it requires new signal controllers capable of accommodating the enhancement. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: 35% |

S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|---------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 60% | 10 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the intersections with signalized pedestrian crossing with the newly implemented Leading Pedestrian Interval (LPI). | | |
| General information | | | |
| Where to use: | | | |
| Intersections with signalized pedestrian crossing that have high turning vehicles volumes and have had pedestrian vs. vehicle crashes. | | | |
| Why it works: | | | |
| A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left. LPIs provide (1) increased visibility of crossing pedestrians; (2) reduced conflicts between pedestrians and vehicles; (3) Increased likelihood of motorists yielding to pedestrians; and (4) enhanced safety for pedestrians who may be slower to start into the intersection. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs for implementing LPIs are very low, since only minor signal timing alteration is required. This makes it an easy and inexpensive countermeasure that can be incorporated into pedestrian safety action plans or policies and can become routine agency practice. When considered at a single location, the LPI is usually local-funded. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: 59% |

B.2 Intersection Countermeasures – Non-signalized

NS01, Add intersection lighting (NS.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Night | 40% | 20 years |
| Notes: | This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area. | | |
| General information | | | |
| Where to use: | | | |
| Non-signalized intersections that have a disproportionate number of night-time crashes and do not currently provide lighting at the intersection or at its approaches. Crash data should be studied to ensure that safety at the intersection could be improved by providing lighting (this strategy would be supported by a significant number of crashes that occur at night). | | | |
| Why it works: | | | |
| Providing lighting at the intersection itself, or both at the intersection and on its approaches, improves the safety of an intersection during nighttime conditions by (1) making drivers more aware of the surroundings at an intersection, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances, and (3) improving the visibility of non-motorists. Intersection lighting is of particular benefit to non-motorized users as lighting not only helps them navigate the intersection, but also helps drivers see them better. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| A lighting project can usually be completed relatively quickly, but generally requires at least 1 year to implement because the lighting system must be designed and the provision of electrical power must be arranged. The provision of lighting involves both a fixed cost for lighting installation and an ongoing maintenance and power cost. For rural intersections, studies have shown the installation of streetlights reduced nighttime crashes at unlit intersections and can be more effective in reducing nighttime crashes than either rumble strips or overhead flashing beacons. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Night, All | CRF: 25- 50% |

NS02, Convert to all-way STOP control (from 2-way or Yield control)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 50% | 10 years |
| Notes: | This CM only applies to crashes occurring in the intersection and/or influence area of the new control. CA-MUTCD warrant must be met. | | |
| General information | | | |
| Where to use: | | | |
| Unsignalized intersection locations that have a crash history and have no controls on the major roadway approaches. However, all-way stop control is suitable only at intersections with moderate and relatively balanced volume levels on the intersection approaches. Under other conditions, the use of all-way stop control may create unnecessary delays and aggressive driver behavior. MUTCD warrants should always be followed. | | | |
| Why it works: | | | |
| All-way stop control can reduce right-angle and turning collisions at unsignalized intersections by providing more orderly movement at an intersection, reducing through and turning speeds, and minimizing the safety effect of any sight distance restrictions that may be present. Advance public notification of the change is critical in assuring compliance and reducing crashes. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| The costs involved in converting to all-way stop control are relatively low. All-way stop control can normally be implemented at multiple intersections with just a change in signing on intersection approaches, and typically are very quick to implement. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Left-turn, Angle | CRF: 6 - 80% |

NS03, Install signals

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 30% | 20 years |
| Notes: | This CM only applies to crashes occurring in the intersection and/or influence area of the new signals. All new signals must meet MUTCD "safety" warrants: 4, 5 or 7. Given the over-arching operational changes that occur when an intersection is signalized, no other intersection CMs can be applied to the intersection crashes in conjunction with this CM. | | |
| General information | | | |
| Where to use: | | | |
| Traffic signals can be used to prevent the most severe type crashes (right-angle, left-turn). Consideration to signalize an unsignalized intersection should only be given after (1) less restrictive forms of traffic control have been utilized as the installation of a traffic signal often leads to an increased frequency of crashes (rear-end) on major roadways and introduces congestion and (2) signal warrants have been met. Refer to the CA MUTCD, Section 4C.01, Studies and Factors for Justifying Traffic Control Signals. | | | |
| Why it works: | | | |
| Traffic signals have the potential to reduce the most severe type crashes but will likely cause an increase in rear-end collisions. A reduction in overall injury severity is likely the largest benefit of traffic signal installation. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Typical traffic signal costs fall in the medium to high category and are affected by application, type of signal and right-of-way considerations. Projects of this magnitude should only be considered after alternate and lesser means of correction have been evaluated. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 0 - 74% |

NS04, Convert intersection to roundabout (from all way stop)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|------------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | Varies | 20 years |
| Notes: | This CM only applies to crashes occurring in the intersection and/or influence area of the new control. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes. | | |
| General information | | | |
| Where to use: | | | |
| Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections. Roundabouts may not be a viable alternative in many suburban and urban settings where right-of-way is limited. | | | |
| Why it works: | | | |
| Roundabouts provide an important alternative to signalized and all-way stop-controlled intersections. Modern roundabouts differ from traditional traffic circles in that they operate in such a manner that traffic entering the roundabout must yield the right-of-way to traffic already in it. Roundabouts can serve moderate traffic volumes with less delay than all-way stop-controlled intersections and provide fewer conflict points. Crashes at roundabouts tend to be less severe because of the speed constraints and elimination of left-turn and right-angle movements. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Construction of roundabouts are usually relatively costly and major projects, requiring the environmental process, right-of-way acquisition, and implementation under an agency's long-term capital improvement program. (For this reason, roundabouts may not be appropriate for California's Federal Safety Programs that have relatively short delivery requirements.) Even with roundabouts higher costs, they still can have a relatively high effectiveness. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Left-turn, Angle | CRF: 12 - 78 % |

NS05, Convert intersection to roundabout (from 2-way stop or Yield control)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|------------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | Varies | 20 years |
| Notes: | This CM only applies to crashes occurring in the intersection and/or influence area of the new control. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes. | | |
| General information | | | |
| Where to use: | | | |
| Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections. Roundabouts may not be a viable alternative in many suburban and urban settings where right-of-way is limited. | | | |
| Why it works: | | | |
| Roundabouts provide an important alternative to signalized and all-way stop-controlled intersections. Modern roundabouts differ from traditional traffic circles in that they operate in such a manner that traffic entering the roundabout must yield the right-of-way to traffic already in it. Roundabouts can serve moderate traffic volumes with less delay than all-way stop-controlled intersections and provide fewer conflict points. Crashes at roundabouts tend to be less severe because of the speed constraints and elimination of left-turn and right-angle movements. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Construction of roundabouts are usually relatively costly and major projects, requiring the environmental process, right-of-way acquisition, and implementation under an agency's long-term capital improvement program. (For this reason, roundabouts may not be appropriate for California's Federal Safety Programs that have relatively short delivery requirements.) Even with roundabouts higher costs, they still can have a relatively high effectiveness. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Left-turn, Angle | CRF: 12 - 78 % |

NS05mr, Convert intersection to mini-roundabout

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 30% | 20 years |
| Notes: | This CM only applies to crashes occurring in the intersection and/or influence area of the new control. | | |
| General information | | | |
| Where to use: | | | |
| Mini-roundabouts are characterized by a small diameter (45-90 ft) and traversable islands (central island and splitter islands). Mini-roundabouts offer most of the benefits of regular roundabouts with the added benefit of a smaller footprint. They are best suited to environments where speeds are already low and environmental constraints would preclude the use of a larger roundabout. Mini-roundabouts are most effective in lower speed environments in which all approaching roadways have posted speed of 30 mph or less and an 85th-percentile speed of less than 35 mph near the proposed yield and/or entrance line. For any location with an 85th-percentile speed above 35 mph, the mini-roundabout can be included as part of a broader system of traffic calming measures to achieve an appropriate speed environment. | | | |
| Why it works: | | | |
| Mini-roundabouts may be an optimal solution for a safety or operational issue at an existing intersection where there is insufficient right-of-way for a standard roundabout installation. The benefits of mini-roundabouts are the Compact size, operational efficiency, traffic safety improvement and traffic Calming. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Construction costs for mini-roundabouts vary widely depending upon the extent of sidewalk modifications or other geometric improvements and the types of materials used. In most cases, mini-roundabouts have been installed with little or no pavement widening and with only minor changes to curbs and sidewalks. Construction costs can be minimum for an installation consisting entirely of pavement markings and signage or moderate for mini-roundabouts that include raised islands and pedestrian improvements. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | NA | CRF: NA |

NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 15% | 10 years |
| Notes: | This CM only applies to crashes occurring in the influence area of the new signs. The influence area must be determined on a location by location basis. | | |
| General information | | | |
| Where to use: | | | |
| The target for this strategy should be approaches to unsignalized intersections with patterns of rear-end, right-angle, or turning collisions related to lack of driver awareness of the presence of the intersection. | | | |
| Why it works: | | | |
| The visibility of intersections and, thus, the ability of approaching drivers to perceive them can be enhanced by installing larger regulatory and warning signs at or prior to intersections. A key to success in applying this strategy is to select a combination of regulatory and warning sign techniques appropriate for the conditions on a particular unsignalized intersection approach. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 11 - 55% |

NS07, Upgrade intersection pavement markings (NS.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 10 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new pavement markings. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing pavement markings in-kind) and must include upgraded safety features over the existing pavement markings and striping. | | |
| General information | | | |
| Where to use: | | | |
| Unsignalized intersections that are not clearly visible to approaching motorists, particularly approaching motorists on the major road. The strategy is particularly appropriate for intersections with patterns of rear-end, right-angle, or turning crashes related to lack of driver awareness of the presence of the intersection. Also at minor road approaches where conditions allow the stop bar to be seen by an approaching driver at a significant distance from the intersection. Typical improvements include "Stop Ahead" markings and the addition of Centerlines and Stop Bars. | | | |
| Why it works: | | | |
| The visibility of intersections and, thus, the ability of approaching drivers to perceive them can be enhanced by installing appropriate pavement delineation in advance of and at intersections will provide approaching motorists with additional information at these locations. Providing visible stop bars on minor road approaches to unsignalized intersections can help direct the attention of drivers to the presence of the intersection. Drivers should be more aware that the intersection is coming up, and therefore make safer decisions as they approach the intersection. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Pavement marking improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of markings. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 13 - 60% |

NS08, Install Flashing Beacons at Stop-Controlled Intersections

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|-----------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 15% | 10 years |
| Notes: | This CM only applies to crashes occurring on the stop-controlled approaches / influence area of the new beacons. | | |
| General information | | | |
| Where to use: | | | |
| Flashing beacons can reinforce driver awareness of the Non-Signalized intersection control and can help mitigate patterns of right-angle crashes related to stop sign violations. Post-mounted advanced flashing beacons or overhead flashing beacons can be used at stop-controlled intersections to supplement and call driver attention to stop signs. | | | |
| Why it works: | | | |
| Flashing beacons provide a visible signal to the presence of an intersection and can be very effective in rural areas where there may be long stretches between intersections as well as locations where night-time visibility of intersections is an issue. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Flashing beacons can be constructed with minimal design, environmental and right-of-way issues and have relatively low costs. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Angle, Rear-End | CRF: 5-34% |

NS09, Install flashing beacons as advance warning (NS.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|-----------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 30% | 10 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new beacons placed in advance of the intersection. | | |
| General information | | | |
| Where to use: | | | |
| Non-Signalized Intersections with patterns of crashes that could be related to lack of a driver's awareness of approaching intersection or controls at a downstream intersection. | | | |
| Why it works: | | | |
| Advance flashing beacons can be used to supplement and call driver attention to intersection control signs. Flashing beacons are intended to reinforce driver awareness of the stop or yield signs and to help mitigate patterns of crashes related to intersection regulatory sign violations. Most advance warning flashing beacons can be powered by solar, thus reducing the issues relating to power source. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Use of flashing beacons requires minimal development process, allowing flashing beacons to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Angle, Rear-End | CRF: 36 - 62% |

NS10, Install transverse rumble strips on approaches

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 20% | 10 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new rumble strips. | | |
| General information | | | |
| Where to use: | | | |
| Transverse rumble strips are installed in the travel lane for the purposes of providing an auditory and tactile sensation for each motorist approaching the intersection. They can be used at any stop or yield approach intersection, often in combination with advance signing to warn of the intersection ahead. Due to the noise generated by vehicles driving over the rumble strips, care must be taken to minimize disruption to nearby residences and businesses. | | | |
| Why it works: | | | |
| When motorists are traveling along the roadway, they are sometimes unaware they are approaching an intersection. This is especially true on rural roads, as there may be fewer clues indicating an intersection ahead. Transverse rumble strips warn motorists that something unexpected is ahead that they need to pay attention to. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Use of transverse rumble strips requires minimal development process, allowing transverse rumble strips to be installed within a short time period. In general, This CM can be very effective and can be considered on a systematic approach, although care should be taken to not over-use this CM. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 0 - 35% |

NS11, Improve sight distance to intersection (Clear Sight Triangles)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 20% | 10 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the significantly improved new sight distance. Minor/incidental improvements to sight distance would not likely result in the CRF shown below. | | |
| General information | | | |
| Where to use: | | | |
| Unsignalized intersections with restricted sight distance and patterns of crashes related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway. | | | |
| Why it works: | | | |
| Adequate sight distance for drivers at stop or yield-controlled approaches to intersections has long been recognized as among the most important factors contributing to overall safety at unsignalized intersections. By removing sight distance restrictions (e.g., vegetation, parked vehicles, signs, buildings) from the sight triangles at stop or yield-controlled intersection approaches, drivers will be able see approaching vehicles on the main line, without obstruction and therefore make better decisions about entering the intersection safely. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Projects involving clearing sight obstructions on the highway right-of-way can typically be accomplished quickly, assuming the objects are readily moveable. Clearing sight obstructions on private property requires more time for discussions with the property owner. Costs will generally be low, assuming that in most cases the objects to be removed are within the right-of-way. In general, this CMs can be very effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. Usually only high-cost removals would be good candidates for Caltrans Federal Safety Funding. Note: When federal safety funding is used to remove vegetation that has the potential to grow back, the local agency is expected to maintain the improvement for a minimum of 10 years. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 11 - 56% |

NS12, Improve pavement friction (High Friction Surface Treatments)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|-----------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 55% | 10 years |
| Notes: | This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement. | | |
| General information | | | |
| Where to use: | | | |
| Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Non-signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance. | | | |
| Why it works: | | | |
| Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in reductions of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Wet, Night, ALL | CRF: 10 - 62 % |

NS13, Install splitter-islands on the minor road approaches

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|-----------------|-----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 40% | 20 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of <u>the new splitter island on the minor road approaches.</u> | | |
| General information | | | |
| Where to use: | | | |
| Minor road approaches to unsignalized intersections where the presence of the intersection or the stop sign is not readily visible to approaching motorists. The strategy is particularly appropriate for intersections where the speeds on the minor road are high. In creation of a splitter island allows for an additional stop sign to be placed in the median for the minor approach. | | | |
| Why it works: | | | |
| The installation of splitter islands allows for the addition of a stop sign in the median to make the intersection more conspicuous. Additionally, the splitter island on the minor-road provides for a positive separation between turning vehicles on the through road and vehicles stopped on the minor road approach. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Splitter islands at non-signalized intersections can usually be installed with minimal roadway reconstruction and relatively quickly. In general, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Angle, Rear-End | CRF: 35 - 100 % |

NS14, Install raised median on approaches (NS.I)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|-----|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 20 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new raised median. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating. | | |
| General information | | | |
| Where to use: | | | |
| Where related or nearby turning movements affect the safety and operation of an intersection. Effective access management is key to improving safety at, and adjacent to, intersections. The number of intersection access points coupled with the speed differential between vehicles traveling along the roadway often contributes to crashes. Any access points within 250 feet upstream and downstream of an intersection are generally undesirable. | | | |
| Why it works: | | | |
| Raised medians with left-turn lanes at intersections offer a cost-effective means for reducing crashes and improving operations at higher volume intersections. The raised medians also prohibit left turns into and out of driveways that may be located too close to the functional area of the intersection. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Raised medians at intersections may be most effective in retrofit situations where high volumes of turning vehicles have degraded operations and safety, and where more extensive approaches would be too expensive because of limited right-of-way and the constraints of the built environment. Because raised medians limit property access to right turns only, the need for providing alternative access ways should be considered. In general, This CM can be very effective and can be considered on a systematic approach. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 20 - 39 % |

NS15, Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 50% | 20 years |
| Notes: | This CM only applies to crashes occurring in the intersection / influence area of the new directional openings. | | |
| General information | | | |
| Where to use: | | | |
| Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection. Because raised medians limit property access to right turns only, they should be used in conjunction with efforts to provide alternative access ways and promote driveway spacing objectives. | | | |
| Why it works: | | | |
| Agencies are increasingly using access management techniques on urban and suburban arterials to manage the number of conflicts experienced at an intersection. A key element of access management is to restrict certain movements, create directional median openings, or close median openings that are deemed too close to an intersection. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Turn prohibitions that are implemented by closing a median opening can usually be implemented quickly. Costs are highly variable but in many cases could be considered low. In some cases this strategy may involve acquiring access or constructing replacement access; those actions will significantly increase the cost of the project. Impacts to businesses and other land uses must be considered and controversy can delay the implementation. In general, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 51% |

NS16, Reduced Left-Turn Conflict Intersections (NS.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|------------------------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 50% | 20 years |
| Notes: | This CM only applies to crashes occurring in the intersection / influence area of the new Reduced Left-Turn Conflict. | | |
| General information | | | |
| Where to use and Why it works: | | | |
| <p>Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).</p> <p>Restricted Crossing U-turn (RCUT): The RCUT intersection modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location (either signalized or unsignalized) to continue in the desired direction. The RCUT is suitable for a variety of circumstances, including along rural, high-speed, four-lane, divided highways or signalized routes. It also can be used as an alternative to signalization or constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections.</p> <p>Median U-turn (MUT) The MUT intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection. The U-turns can also be used for modifying the cross-street left turns. The MUT is an excellent choice for heavily traveled intersections with moderate left-turn volumes. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.</p> <p><i>MUT and RCUT Can Reduce Conflict Points by 50%</i></p> | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Implementing this strategy may take from months to years, depending on whether additional R/W is required. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Angle/Left-turn/Rear-End/All | CRF: 34.8-100% |

NS17, Install right-turn lane (NS.I.)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|-----|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 20% | 20 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new right-turn lanes. This CM is not eligible for use at existing all-way stop intersections. | | |
| General information | | | |
| Where to use: | | | |
| Many collisions at unsignalized intersections are related to right-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive right-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate. | | | |
| Why it works: | | | |
| The strategy is targeted to reduce the frequency of rear-end collisions resulting from conflicts between vehicles turning right and following vehicles and vehicles turning right and through vehicles coming from the left on the cross street. Right-turn lanes also remove slow vehicles that are decelerating to turn right from the through-traffic stream, thus reducing the potential for rear-end collisions. Right-turn lanes can increase the length of the intersection crossing and create an additional potential conflict point for non-motorized users. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Implementing this strategy may take from months to years. At some locations, right-turn lanes can be quickly and simply installed by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 14 - 26 % |

NS18, Install left-turn lane (where no left-turn lane exists)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 35% | 20 years |
| Notes: | This CM only applies to crashes occurring on the approaches / influence area of the new left-turn lanes. This CM does NOT apply to converting a single-left into double-left turn. This CM is not eligible for use at existing all-way stop intersections. | | |
| General information | | | |
| Where to use: | | | |
| Many collisions at unsignalized intersections are related to left-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive left-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new left-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate. | | | |
| Why it works: | | | |
| Adding left-turn lanes remove vehicles waiting to turn left from the through-traffic stream, thus reducing the potential for rear-end collisions. Because they provide a sheltered location for drivers to wait for a gap in opposing traffic, left-turn lanes may encourage drivers to be more selective in choosing a gap to complete the left-turn maneuver. This strategy may reduce the potential for collisions between left-turn and opposing through vehicles. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Implementing this strategy may take from months to years. At some locations, left-turn lanes can be quickly and simply installed by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 9 -55 % |

NS19PB, Install raised medians (refuge islands)

| For HSIP Cycle 11 Call-for-projects | | | | | |
|--|---|-------------------------------|--|-------------|------------------|
| Funding Eligibility | | Crash Types Addressed | | CRF | Expected Life |
| 90% | | Pedestrian and Bicycle | | 45% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the crossing with the new islands. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating. | | | | |
| General information | | | | | |
| Where to use: | | | | | |
| Intersections that have a long pedestrian crossing distance, a higher number of pedestrians, or a crash history. Raised medians decrease the level of exposure for pedestrians and allow pedestrians to concentrate on (or cross) only one direction of traffic at a time. | | | | | |
| Why it works: | | | | | |
| Raised pedestrian refuge islands, or medians at crossing locations along roadways, are another strategy to reduce exposure between pedestrians and motor vehicles. Refuge islands and medians that are raised (i.e., not just painted) provide pedestrians more secure places of refuge during the street crossing. They can stop partway across the street and wait for an adequate gap in traffic before completing their crossing. | | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | | |
| Median and pedestrian refuge areas are a low-cost countermeasure to implement. This cost can be applied to retrofit improvements or if it is a new construction project, implementing this countermeasure is even more cost-effective. In general, This CM can be very effective and can be considered on a systematic approach. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant. | | | | | |
| FHWA CMF Clearinghouse: | | Crash Types Addressed: | | CRF: | 30 - 56 % |
| | | Pedestrian and Bicycle | | | |

NS20PB, Install pedestrian crossing at uncontrolled locations (signs and markings only)

| For HSIP Cycle 11 Call-for-projects | | | | | |
|--|---|-------------------------------|--|-------------|---------------|
| Funding Eligibility | | Crash Types Addressed | | CRF | Expected Life |
| 90% | | Pedestrian and Bicycle | | 25% | 10 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt). | | | | |
| General information | | | | | |
| Where to use: | | | | | |
| Non-signalized intersections without a marked crossing, where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with right and/or left turns pockets. See Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) for additional guidance regarding when to install a marked crosswalk. | | | | | |
| Why it works: | | | | | |
| Adding pedestrian crossings has the opportunity to enhance pedestrian safety at locations noted as being problematic. Pavement markings delineate a portion of the roadway that is designated for pedestrian crossing. These markings will often be different for controlled verses uncontrolled locations. The use of "ladder", "zebra" or other enhanced markings at uncontrolled crossings can increase both pedestrian and driver awareness to the increased exposure at the crossing. Incorporating advanced "stop" or "yield" markings provides an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30 percent may involve a turning vehicle. There are several types of pedestrian crosswalks, including: continental, ladder, zebra, and standard. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs. | | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | | |
| Costs associated with this strategy will vary widely, depending upon if curb ramps and sidewalk modifications are required with the crossing. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. | | | | | |
| FHWA CMF Clearinghouse: | | Crash Types Addressed: | | CRF: | 25 % |
| | | Pedestrian and Bicycle | | | |

NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)

| For HSIP Cycle 11 Call-for-projects | | | | |
|---|---|------------------------|------|---------------|
| Funding Eligibility | Crash Types Addressed | | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | | 35% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the new crossing (influence area) with enhanced safety features. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt). | | | |
| General information | | | | |
| Where to use: | | | | |
| Non-signalized intersections where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with turn pockets. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, flashing beacons, curb extensions, advanced "stop" or "yield" markings, and other safety features should be added to complement the standard crossing elements. | | | | |
| Why it works: | | | | |
| Adding pedestrian crossings that include enhanced safety features has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The enhanced safety elements help delineate a portion of the roadway that is designated for pedestrian crossing. Incorporating advanced "yield" markings provide an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs. | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | |
| Costs associated with this strategy will vary widely, depending upon the types of enhanced features that will be combined with the standard crossing improvements. The need for new curb ramps and sidewalk modifications will also be a factor. This CM may be effectively and efficiently implemented using a systematic approach with more than one location and can have relatively high B/C ratios based on past non-motorized crash history. | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian and Bicycle | CRF: | 37% |

NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB)

| For HSIP Cycle 11 Call-for-projects | | | | |
|--|---|---------------------|------|---------------|
| Funding Eligibility | Crash Types Addressed | | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | | 35% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the crossing which includes the RRFB. | | | |
| General information | | | | |
| Where to use: | | | | |
| Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings. | | | | |
| Why it works: | | | | |
| RRFBs can enhance safety by increasing driver awareness of potential pedestrian conflicts and reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings. The addition of RRFB may also increase the safety effectiveness of other treatments, such as crossing warning signs and markings. | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | |
| RRFBs are a lower cost alternative to traffic signals and hybrid signals. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations. | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: | 7 – 47.4% |

NS23PB, Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))

| For HSIP Cycle 11 Call-for-projects | | | | |
|---|---|------------------------|-------------|---------------|
| Funding Eligibility | Crash Types Addressed | | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | | 55% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new signal. For HAWK or other pedestrian signals, the justification may be Warrant 4, 5 and/or 7, or passing the test in Figure 4F-1/4F-2 in Chapter 4F of CA MUTCD. Please refer to Chapter 4F of CA MUTCD for more details | | | |
| General information | | | | |
| Where to use: | | | | |
| Intersections noted as having a history of pedestrian vs. vehicle crashes and in areas where the likelihood of the pedestrian presence is high. Corridors should also be assessed to determine if there are adequate safe opportunities for non-motorists to cross and if a pedestrian signal, or a Pedestrian Hybrid Beacon (PHB) (also called High-Intensity Activated crossWalk beacon (HAWK)) are needed to provide an active warning to motorists when a pedestrian is in the crosswalk. | | | | |
| Why it works: | | | | |
| Adding a pedestrian signal has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected. | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | |
| The cost of improvements are generally high, but can vary dependent on the type of signal and overall scope of the project. In most cases the project duration can be short. The expected effectiveness of this CM must be assessed for each individual location. | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian and Bicycle | CRF: | 15 - 69% |

B.3 Roadway Countermeasures

R01, Add Segment Lighting

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Night | 35% | 20 years |
| Notes: | This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area. | | |
| General information | | | |
| Where to use: | | | |
| Where to use: Noted substantial patterns of nighttime crashes. In particular, patterns of rear-end, right-angle, turning or roadway departure collisions on the roadways may indicate that night-time drivers can be unaware of the roadway characteristics. | | | |
| Why it works: | | | |
| Providing roadway lighting improves the safety during nighttime conditions by (1) making drivers more aware of the surroundings, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances to perceive roadway characteristic in advance of the change, and (3) improving non-motorist's visibility and navigation. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| It expected that projects of this type may be constructed in a year or two and are relatively costly. There are several types of costs associated with providing lighting, including the cost of providing a permanent source of power to the location, the cost for the luminaire supports (i.e., poles), and the cost for routinely replacing the bulbs and maintenance of the luminaire supports. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Night, All | CRF: 18 - 69 % |

R02, Remove or relocate fixed objects outside of Clear Recovery Zone

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|--------------|-----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 35% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new clear recovery zone (per Caltrans' HDM). | | |
| General information | | | |
| Where to use: | | | |
| Known locations or roadway segments prone to collisions with fixed objects such as utility poles, drainage structures, trees, and other fixed objects, such as the outside of a curve, end of lane drops, and in traffic islands. A clear recovery zone should be developed on every roadway, as space is available. In situations where public right-of-way is limited, steps should be taken to request assistance from property owners, as appropriate. | | | |
| Why it works: | | | |
| While this strategy does not prevent the vehicle leaving the roadway, it does provide a mechanism to reduce the severity of a resulting crash. A clear zone is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. Removing or moving fixed objects, flattening slopes, or providing recovery areas reduces the likelihood of a crash. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Projects involving removing fixed objects from highway right-of-way can typically be accomplished quickly, assuming the objects are readily moveable. Clearing objects on private property requires more time for discussions with the property owner. Costs will generally be low, assuming that in most cases the objects to be removed are within the right-of-way. This CMs can be very effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. High-cost removals or removals implemented using a systematic approach would be good candidates for Caltrans Federal Safety Funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Fixed Object | CRF: 17 - 100 % |

R03, Install Median Barrier

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|---------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 20 years |
| Notes: | Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the new barrier. | | |
| General information | | | |
| Where to use: | | | |
| Areas where crash history indicates drivers are unintentionally crossing the median and the cross-overs are resulting in high severity crashes. The installation of median barriers can increase the number of PDO and non-severe injuries. The net result in safety from this countermeasure is connected more to reducing the severity of crashes not the number of crashes. It is recommended to review the warrants as outlined in Chapter 7 of the Caltrans Traffic Manual when considering whether to install median barriers. | | | |
| Why it works: | | | |
| This strategy is designed to prevent head-on collisions by providing a barrier between opposing lanes of traffic. The variety of median barriers available makes it easier to choose a site-specific solution. The main advantage is the reduction of the severity of the crashes. The key to success would be in selecting an appropriate barrier based on the site, previous crash history, maintenance needs, and median width. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| This strategy would in many cases be possible to implement within a short period after site selection. Costs will vary depending on the type of median barrier selected and whether the strategy is implemented as a stand-alone project or incorporated as part of a reconstruction or resurfacing effort. Maintenance costs and worker exposure will also vary depending on the type of barrier selected. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Head-on | CRF: 0 - 94 % |

R04, Install Guardrail

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|----------------------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new guardrail. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing damaged rail). For projects proposing to upgrade existing guardrail to current standards, this CM and corresponding CRF should only be applied to locations where past crash data or engineering judgment applied to the existing rail conditions suggests the upgraded guardrail may result in fewer or less severe crashes (justifying the use of the 25% CRF for this CM). | | |
| General information | | | |
| Where to use: | | | |
| Guardrail is installed to reduce the severity of lane departure crashes. However, guardrail can reduce crash severity only for those conditions where striking the guardrail is less severe than going down an embankment or striking a fixed object. Guardrail should only be installed where it is clear that crash severity will be reduced, or there is a history of run-off-the-road crashes at a given location that have resulted in severe crashes. New and upgraded guardrail and end-treatments must meet current safety standards; see Method for Assessing Safety Hardware (MASH) for more information. Caltrans (or other national accepted guidance) slope/height criteria need to be considered and documented. | | | |
| Why it works: | | | |
| Guardrail redirects a vehicle away from embankment slopes or fixed objects and dissipates the energy of an errant vehicle. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Strategies range from relatively inexpensive too costly. Costly projects may include those that upgrade existing guardrail applications to more semi-rigid and rigid barrier systems over extended distances. In general, this CMs can be effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Fixed Object, Run-off Road | CRF: 11 - 78 % |

R05, Install impact attenuators

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|----------------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 10 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new attenuators. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing damaged attenuators). For projects proposing to upgrade existing attenuators to current standards, this CM and corresponding CRF should only be applied to locations where past crash data or engineering judgment applied to the existing attenuator conditions suggests the upgraded attenuators may result in fewer or less severe crashes (justifying the use of the 25% CRF for this CM). | | |
| General information | | | |
| Where to use: | | | |
| Impact attenuators are typically used to shield rigid roadside objects such as concrete barrier ends, steel guardrail ends and bridge pillars from oncoming automobiles. Attenuators should only be installed where it is impractical for the objects to be removed. New and upgraded barrier end-treatments must meet current safety standards; see MASH for more information. | | | |
| Why it works: | | | |
| Attenuators bring an errant vehicle to a more-controlled stop or redirect the vehicle away from a rigid object. Attenuators are effective at absorbing impact energy and increasing occupant safety. They also tend to draw attention to the fixed object, which helps drivers steer clear of the fixed objects. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs depending on the scope of the project, type(s) used, and associated ongoing maintenance costs. Time to install is fairly quick once site is identified. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Fixed Object, Run-off Road | CRF: 5 - 50 % |

R06, Flatten side slopes

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|----------------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 30% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new side slopes. Minor/incidental flattening of side slopes would not likely result in the CRF shown below and may not be appropriate for use in Caltrans B/C calculations. | | |
| General information | | | |
| Where to use: | | | |
| Roadways experiencing frequent lane departure crashes that result in roll-over type crashes as a result of the roadway slope being so severe as to not accommodate a reasonable degree of driver correction. When there is a need to reduce the severity of lane departure crashes without installing a barrier system that could result in increased numbers of crashes. | | | |
| Why it works: | | | |
| Flattened slopes provide a greater area for a driver to regain control of a vehicle. Steep slopes, ditches or unprotected hazardous drops-offs adjacent to a travel lane offer little opportunities to correct an inappropriate action by a driver and can result in severe crashes. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Roadside modifications range from relatively inexpensive to very costly. Strategies that include creating safer side slopes where none exists can be moderately expensive based on the scope of the project and the associated clearing, grading, etc. The potential for high environmental and right-of-way impacts is high which can take several years to clear. In other cases This CM can be effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Fixed Object, Run-off Road | CRF: 5 - 62 % |

R07, Flatten side slopes and remove guardrail

| For HSIP Cycle 11 Call-for-projects | | | | | |
|--|--|-------------------------|------|-----|---------------|
| Funding Eligibility | | Crash Types Addressed | | CRF | Expected Life |
| 90% | | All | | 40% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of both the removed guardrail and the new side slopes. | | | | |
| General information | | | | | |
| Where to use: | | | | | |
| Locations where high number of crashes originate as a lane departure and result in collision with guardrail or a fixed object located on the side slope shielded by guardrail. The guardrail may or may not meet current standards. Even though guardrails are generally installed to reduce the severity of departure crashes, they still can result in severe crashes in some locations. | | | | | |
| Why it works: | | | | | |
| Flattened side slopes and an unobstructed clear zone provide a greater area for a driver to regain control of a vehicle. The existing guardrail may help protect the steep slopes, fixed objects, or unprotected hazardous drops-offs adjacent to a travel lane, but removing all of these obstacles generally improves safety. | | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | | |
| Roadside modifications range from relatively inexpensive to very costly. Strategies that include creating safer side slopes where none exists can be moderately expensive based on the scope of the project and the associated clearing, grading, etc. The potential for high environmental and right-of-way impacts is high which can take several years to clear. | | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Roll Over, Fixed Object | CRF: | 42% | |

R08, Install raised median

| For HSIP Cycle 11 Call-for-projects | | | | | |
|---|--|-----------------------|------|-----------|---------------|
| Funding Eligibility | | Crash Types Addressed | | CRF | Expected Life |
| 90% | | All | | 25% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new raised median. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating. | | | | |
| General information | | | | | |
| Where to use: | | | | | |
| Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Installing a raised median is a more restrictive approach in that it represents a more rigid barrier between opposing traffic. Application of raised medians on roadways with higher speeds is not advised - instead a median barrier should be considered. Including landscaping in new raised medians can be counterproductive to the HSIP safety goals and should only be done in ways that do not increase drivers' exposure to fixed objects and that will maintain driver's sight distance needs throughout the life of the proposed landscaping. Agencies need to consider and document impacts of additional turning movements at nearby intersections. | | | | | |
| Why it works: | | | | | |
| Adding raised medians is a particularly effective strategy as it adds to or reallocates the existing cross section to incorporate a buffer between the opposing travel lanes and reinforces the limits of the travel lane. Raised median may also be used to limit unsafe turning movements along a roadway. | | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | | |
| In some cases this strategy may be a retrofit into the existing roadway by utilizing a portion of the existing paved shoulder. These raised medians can be installed directly over the existing pavement. Cost and time to implement could significantly increase if the paved area is not sufficient to include a median. The surface treatment of the raised median also significantly affects their cost-effectiveness: standard concrete or other hardscape surfaces are usually more cost effective than landscaped medians. When agencies opt to install landscaping in conjunction with new raised medians, the project design and construction costs can significantly increase due to excavation, backfill/top-soil, water-connection, irrigation, planting, maintenance needed for the landscaping. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant. | | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Head-on | CRF: | 20 - 75 % | |

R09, Install median (flush)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 15% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new flush median. The new median must be a minimum of 4 feet wide (or "wider" if a narrow median exists before the proposed project). | | |
| General information | | | |
| Where to use: | | | |
| Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Roadways with oversized lanes offer an opportunity to restripe the roadway to reduce the lanes to standard widths and use the extra width for the median. | | | |
| Why it works: | | | |
| Adding medians is a particularly effective strategy as it adds to or reallocates the existing cross section to incorporate a narrow buffer median between opposing flows, thereby providing a greater opportunity to correct an errant maneuver and further reinforce the limits of the travel lane. Application widths can vary based on the available cross section and intended application. Additional safety can be provided by combining this CM with rumble strips. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| In some cases this strategy may be retrofitted into the existing roadway by utilizing a portion of the existing paved shoulder and can ultimately be as simple as restriping the roadway. Costs and time to implement could significantly increase if the paved area is not sufficient to include a median. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 15 - 78 % |

R10PB, Install pedestrian median fencing

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|---------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 35% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring on the approaches/influence area of the new pedestrian median fencing. | | |
| General information | | | |
| Where to use: | | | |
| Roadway segments with high pedestrian-generators and pedestrian-destinations nearby (e.g. transit stops) may experience a high volume of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the nearest intersection or designated mid-block crossing. When this safety issue cannot be mitigated with shoulder, sidewalk and/or crossing treatments, then installing a continuous pedestrian barrier in the median may be a viable solution. | | | |
| Why it works: | | | |
| Adding pedestrian median fencing has the opportunity to enhance pedestrian safety at locations noted as being problematic involving pedestrians running/darting across the roadway outside designated pedestrian crossings. Pedestrian median fencing can significantly reduce this safety issue by creating a positive barrier, forcing pedestrians to the designated pedestrian crossing. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs associated with this strategy will vary widely depending on the type and placement of the median fencing. Impacts to transit and other land uses may need to be considered and controversy can delay the implementation. In general, this CM can be effective as a spot-location approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: 25 - 40% |

R11, Install acceleration/ deceleration lanes

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|---------------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new accel/decel lanes on high speed roadways. Significant improvements to the merge length for lane-drop locations is also an acceptable use of this CM. | | |
| General information | | | |
| Where to use: | | | |
| Areas proven to have crashes that are the result of drivers not being able to turn onto a high speed roadway to accelerate until the desired roadway speed is reached and areas that do not provide the opportunity to safely decelerate to negotiate a turning movement. This CM can also be used to improve the safety of merging vehicles at a lane-drop location. | | | |
| Why it works: | | | |
| A lane that does not provide enough deceleration length and storage space for turning traffic may cause the turn queue to back up into the adjacent through lane. This can contribute to rear-end and sideswipe crashes. An acceleration lane is an auxiliary or speed-change lane that allows vehicles to accelerate to highway speeds (high speed roadways) before entering the through-traffic lanes of a highway. Additionally, if acceleration by entering traffic takes place directly on the traveled way, it may disrupt the flow of through-traffic and cause rear-end and sideswipe collisions. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs are highly variable. Where sufficient median or shoulder space exists it may be possible to provide acceleration/deceleration lanes at a moderate cost. Where the roadway must be widened and additional right-of-way must be acquired, higher costs and a lengthy time-to-construct are likely. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Sideswipe, Rear-End | CRF: 10 - 75 % |

R12, Widen lane (initially less than 10 ft)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 20 years |
| Notes: | Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the widened lanes. Widening must a minimum of 1 foot. | | |
| General information | | | |
| Where to use: | | | |
| Horizontal curves or tangents and low speed or high speed roadways identified as having lane departure crashes, sideswipe or head-on crashes that can be attributed to an existing pavement width less than 10 feet. | | | |
| Why it works: | | | |
| Increasing pavement width can affect almost all crash types. A common practice is to widen the traveled way on horizontal curves to make operating conditions on curves comparable to those on tangents. Speed is a primary consideration when evaluating potential adverse impacts of lane width on safety. On high-speed, rural two-lane highways, an increased risk of cross-centerline head-on or cross-centerline sideswipe crashes is a concern because drivers may have more difficulty staying within the travel lane. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs will depend on the amount of reconstruction necessary and on whether additional right-of-way is required. In general, this is one of the higher-cost strategies recommended, but it can also be very beneficial. Since this is a relatively expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard roadways. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 5 - 70 % |

R13, Add two-way left-turn lane

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 30% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new lane, where an existing median did not already exist. | | |
| General information | | | |
| Where to use: | | | |
| Roadways having a high frequency of drivers being rear-ended while attempting to make a left turn across oncoming traffic. Also can be effective for drivers crossing the centerline of an undivided multilane roadway inadvertently. | | | |
| Why it works: | | | |
| Two-way left-turn lanes provide a buffer between opposing directions of travel and separate left turning traffic from through traffic. They can also help to allow vehicles to begin to accelerate before entering the through-traffic lanes. They reduce the disruption of flow of through-traffic and reducing rear-end and sideswipe collisions. For some roadways the option of converting a four-lane undivided arterials to two-vehicle-lane roadways with a center left-turn lane and bike lanes should be considered (see "Road Diet" CM.) | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| In some cases this strategy may be retrofitted into the existing roadway by utilizing a portion of the existing paved shoulder and can ultimately be as simple as restriping the roadway. Costs and time to implement could significantly increase if the paved area is not sufficient to include a median, requiring new right-of-way, and having significant environmental impacts. The expected effectiveness of this CM must be assessed for each individual location as the B/C ratios will vary from low to high. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 8 - 50 % |

R14, Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|-----|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 35% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new lane striping. "Intersection" crashes can only be applied when they resulted from turning movements that had no designated turn lanes/phases in the existing condition and the Road Diet will provide turn lanes/phases for these movements. This CM does not apply to roadway sections that already included left turn lanes or two way left turn lanes before the lane reductions. New bike lanes are also expected to be part of these projects. If any pavement is planned to be removed for the purpose of adding landscaping, planter-boxes, or other non-roadway user features, the cost should be non-participating. | | |
| General information | | | |
| Where to use: | | | |
| Areas noted as having a higher frequency of head-on, left-turn, and rear-end crashes with traffic volumes that can be handled by only 2 free flowing lanes. Using this strategy in locations with traffic volumes that are too high could result in diversion of traffic to routes less safe than the original four-lane design. It may also result in congestion levels that contribute to other crashes. | | | |
| Why it works: | | | |
| The application of this strategy usually reduces the roadway segment speeds and serious head-on crashes. In many cases the extra pavement width can be used for the installation of bike lanes. In addition to increasing bicycle safety, these bike lanes can improve the safety of on-street parking. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Implementation would require more time than in other low-cost treatments to complete environmental analyses, traffic studies and public input. Projects that only require new lane markings and minor signalization modifications will have relatively low cost and can be very effective and can be considered on a systematic approach. These striping and signal modification costs should be considered part of this CM and not an additional CM. (If additional signal hardware improvements are being made, over what is needed for the road diet, then the Improve Signal Hardware CM may also be used.) Often road diet projects need a seal-coat placed on the roadway to fully remove the old striping. These seal coats are considered part of the proper installation of this CM. In contrast, structural-overlays should not be considered part of this CM and are not considered eligible for funding in the California Local HSIP. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 26 - 43 % |

R15, Widen shoulder

| For HSIP Cycle 11 Call-for-projects | | | | | |
|--|--|---------------------------------------|------|-----------|---------------|
| Funding Eligibility | | Crash Types Addressed | | CRF | Expected Life |
| 90% | | All | | 30% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new paved shoulder. A minimum of 2 feet width must be added and the new/resulting shoulders must be a minimum of 4 feet wide. This CM is not eligible unless it is done as the last step of an "incremental approach", for which the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the 'before' and 'after' crash analysis must be attached to the application. | | | | |
| General information | | | | | |
| Where to use: | | | | | |
| Roadways that have a frequent incidence of vehicles leaving the travel lane resulting in an unsuccessful attempt to reenter the roadway. The probability of a safe recovery is increased if an errant vehicle is provided with an increased paved area in which to initiate such a recovery. | | | | | |
| Why it works: | | | | | |
| Based on the best available research, adding shoulder or widening an existing shoulder provides a greater area to regain control of a vehicle, as well as lateral clearance to roadside objects such as guardrail, signs and poles. They may also provide space for disabled vehicles to stop or drive slowly, provide increased sight distance for through vehicles and for vehicles entering the roadway, and in some cases reduce passing conflicts between motor vehicles and bicyclists and pedestrians. The likely safety benefits for adding or widening an existing shoulder generally increase as the widening width increases - practitioners should refer to NCHRP Report 500 Series, the CMF Clearinghouse or other references for more details. | | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | | |
| Shoulder widening costs would depend on whether new right-of-way is required and whether extensive roadside modification is needed. Since shoulder widening can be a relatively expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard roadways. | | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Fixed Object, Run-off Road, Sideswipe | CRF: | 15 - 75 % | |

R16, Curve Shoulder widening (Outside Only)

| For HSIP Cycle 11 Call-for-projects | | | | | |
|--|--|-----------------------|--|-----|---------------|
| Funding Eligibility | | Crash Types Addressed | | CRF | Expected Life |
| 90% | | All | | 45% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits (or influence area) of the new shoulder widening at curves. A minimum of 2-4 feet width must be added to the outside of horizontal curves and the new traversable shoulder must be a minimum of 4 feet wide. | | | | |
| General information | | | | | |
| Where to use: | | | | | |
| Roadway curves noted as having frequent lane departure crashes due to inadequate or no shoulders, resulting in an unsuccessful attempt to reenter the roadway. | | | | | |
| Why it works: | | | | | |
| Adding shoulders (outside only) creates a recovery area in which a driver can regain control of a vehicle, as well as lateral clearance to roadside objects. | | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | | |
| To minimize the R/W needs and the cost, only outside shoulder at curves is to be widened. This CM can be implemented in a relatively short timeframe. | | | | | |
| FHWA CMF Clearinghouse: | NA | | | | |

R17, Improve horizontal alignment (flatten curves)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 50% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits (or influence area) of the improved alignment. This CM is not eligible unless it is done as the last step of an "incremental approach", including: the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the agency's 'before' and 'after' crash analysis must be attached to the application. | | |
| General information | | | |
| Where to use: | | | |
| Roadways with horizontal curves that have experienced lane departure crashes as a result of a roadway segment having compound curves or a severe radius. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns. | | | |
| Why it works: | | | |
| Increasing the radius of a horizontal curve can be very effective in improving the safety performance of the curve. Curve modification reduces the likelihood of a vehicle leaving its lane, crossing the roadway centerline, or leaving the roadway at a horizontal curve; and minimizes the adverse consequences of leaving the roadway. Horizontal alignment improvement projects are expected to include standard/improved superelevation elements, which should be considered part of this CM and not an additional CM. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| This strategy is a long-term, higher-cost alternative for improving the safety of a horizontal curve because it usually involves total reconstruction of the roadway. It may also require acquisition of additional right-of-way and an environmental review. This strategy, albeit costly, has shown that increasing the radius of curvature can significantly reduce total curve-related crashes by up to 80 percent. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 24 - 90% |

R18, Flatten crest vertical curve

| For HSIP Cycle 11 Call-for-projects | | | | | |
|--|--|-----------------------|------|-----------|---------------|
| Funding Eligibility | | Crash Types Addressed | | CRF | Expected Life |
| 90% | | All | | 25% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits (or influence area) of the improved alignment. This CM is not eligible unless it is done as the last step of an "incremental approach", including: the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the agency's 'before' and 'after' crash analysis must be attached to the application. | | | | |
| General information | | | | | |
| Where to use: | | | | | |
| The target for this strategy is usually unsignalized intersections with restricted sight distance due to vertical geometry and with patterns of crashes related to that lack of sight distance that cannot be ameliorated by less expensive methods. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns. | | | | | |
| Why it works: | | | | | |
| Adequate sight distance for drivers at stopped approaches to intersections has long been recognized as among the most important factors contributing to overall intersection safety. Vertical alignment improvement projects are expected to include standard/improved superelevation elements, which should be considered part of this CM and not an additional CM. | | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | | |
| Projects involving changing the horizontal and/or vertical alignment to provide more sight distance are quite extensive and usually take several years to accomplish. If additional right-of-way is required or environmental impacts are expected, these projects will require a substantial period of time. Since this is usually an expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard locations. | | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: | 20 - 51 % | |

R19, Improve curve superelevation

| For HSIP Cycle 11 Call-for-projects | | | | | |
|--|---|-----------------------|------|-----------|---------------|
| Funding Eligibility | | Crash Types Addressed | | CRF | Expected Life |
| 90% | | All | | 45% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits (or influence area) of the improved superelevation. This CM does not apply to sections of roadways where the horizontal or vertical alignments are changing via another CM. | | | | |
| General information | | | | | |
| Where to use: | | | | | |
| Roadways noted as having frequent lane departure crashes and inadequate or no superelevation. Safety can be enhanced when the superelevation is improved or restored along curves where the actual superelevation is less than the optimal. | | | | | |
| Why it works: | | | | | |
| Superelevation works with friction between the tires and pavement to counteract the forces on the vehicle associated with cornering. Many curves may have inadequate superelevation because of vehicles traveling at higher speeds than were originally designed for, because of loss of effective superelevation after resurfacing, or because of changes in design policy after the curve was originally constructed. | | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | | |
| This strategy can be a higher-cost alternative for improving the safety of a curve because it involves reconstruction to some degree. Other projects may be able to be constructed by simple overlays and minimal reconstruction of roadway features. When simple overlay fixes are pursued, a systematic installation approach may be appropriate. The expected effectiveness of this CM must be assessed for each individual location. | | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Run-off Road, All | CRF: | 40 - 50 % | |

R20, Convert from two-way to one-way traffic

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 35% | 20 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new one-way sections. | | |
| General information | | | |
| Where to use: | | | |
| One-way streets can offer improved signal timing and accommodate odd-spaced signals. One-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes and the number of conflict points, one-way streets tend to have higher speeds which creates new problems. Care must be taken not to create conditions that cause driver confusion and erratic maneuvers. | | | |
| Why it works: | | | |
| Studies have shown a 10 to 50-percent reduction in total crashes after conversion of a two-way street to one-way operation. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes, one-way streets tend to have higher speeds which creates new problems. At the same time, this strategy (1) increases capacity significantly and (2) can have safety-related drawbacks including pedestrian confusion and minor sideswipe crashes. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| The costs will vary depending on length of treatment and if the conversion requires modification to signals. Conversion costs can be high to build "crossovers" where the one-way streets convert back to two-way streets and to rebuild traffic signals. It's also likely that these types of modifications will require public involvement and could significantly add to the time it takes to complete the project. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 26 - 43 % |

R21, Improve pavement friction (High Friction Surface Treatments)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|--------------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 55% | 10 years |
| Notes: | This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement. | | |
| General information | | | |
| Where to use: | | | |
| Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Areas as noted having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than actual roadway speeds; including but not limited to curves, loop ramps, intersections, and areas with short stopping or weaving distances. This treatment is intended to target locations where skidding is determined to be a problem, in wet or dry conditions and the target vehicle is one that runs (skids) off the road or is unable to stop due to insufficient skid resistance. | | | |
| Why it works: | | | |
| Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in a reduction of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Wet, Rear-End, All | CRF: 17 - 68 % |

R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)

| For HSIP Cycle 11 Call-for-projects | | | | |
|--|--|---|------|---------------|
| Funding Eligibility | Crash Types Addressed | | CRF | Expected Life |
| 90% | All | | 15% | 10 years |
| Notes: | This CM only applies to crashes occurring within the influence area of the new/upgraded signs. This CM is not intended for maintenance upgrades of street-name, parking, guide, or any other signs without a primary focus on roadway safety. This CM is not eligible unless it is done as part of a larger sign audit project, including the study of: 1) the existing signs' locations, sizes and information per MUTCD standards, 2) missing signs per MUTCD standards, and 3) sign retroreflectivity. The overall sign audit scope (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application. Based on the scope of the project/audit, it may be appropriate to combine other CMs in the B/C calculation. | | | |
| General information | | | | |
| Where to use: | | | | |
| The target for this strategy should be on roadway segments with patterns of head on, nighttime, non-intersection, run-off road, and sideswipe crashes related to lack of driver awareness of the presence of a specific roadway feature or regulatory requirement. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install chevrons, warning signs, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.) | | | | |
| Why it works: | | | | |
| This strategy primarily addresses crashes caused by lack of driver awareness (or compliance) roadway signing. It is intended to get the drivers attention and give them a visual warning by using fluorescent yellow sheeting (or other retroreflective material). | | | | |
| General Qualities (Time, Cost and Effectiveness): | | | | |
| Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage. | | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Head on, Run-off road, Sideswipe, Night | CRF: | 18 - 35% |

R23, Install chevron signs on horizontal curves

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 40% | 10 years |
| Notes: | This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve). | | |
| General information | | | |
| Where to use: | | | |
| Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.) | | | |
| Why it works: | | | |
| Post-mounted chevrons are intended to warn drivers of an approaching curve and provide tracking information and guidance to the drivers. While they are intended to act as a warning, it should also be remembered that the posts, placed along the roadside, represent a possible object with which an errant vehicle can crash into. Design of posts to minimize damage and injury is an important part of the considerations to be made when selecting these treatments. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Run-off Road, All | CRF: 6 - 64 % |

R24, Install curve advance warning signs

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|-------------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 10 years |
| Notes: | This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve) | | |
| General information | | | |
| Where to use: | | | |
| Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness. This countermeasure may also include horizontal alignment and/or advisory speed warning signs. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, chevrons, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.) | | | |
| Why it works: | | | |
| This strategy primarily addresses problem curves, and serves as an advance warning of an unexpected or sharp curve. It provides advance information and gives drivers a visual warning that their added attention is needed. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Run-off Road, All | CRF: 20 - 30 % |

R25, Install curve advance warning signs (flashing beacon)

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 30% | 10 years |
| Notes: | This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve) | | |
| General information | | | |
| Where to use: | | | |
| Roadways that have an unacceptable level of crashes on relatively sharp curves. Flashing beacons in conjunction with warning signs should only be used on horizontal curves that have an established severe crash history to help maintain their effectiveness. | | | |
| Why it works: | | | |
| This strategy primarily addresses problem curves, and serves as an enhanced advance warning of an unexpected or sharp curve. It provides advance information and gives drivers a visual warning that their added attention is needed. Flashing beacons are an added indication that a curve may be particularly challenging. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Use of flashing beacons requires minimal development process, allowing flashing beacons to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 30 % |

R26, Install dynamic/variable speed warning signs

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 30% | 10 years |
| Notes: | This CM only applies to crashes occurring within the influence area of the new signs. (i.e. through the curve) {This CM does not apply to dynamic regulatory speed warning signs. There are currently no nationally accepted CRFs for dynamic regulatory signs (also known as Radar Speed Feedback Signs). CRFs are being developed and Caltrans hopes to include these CMs and CRFs in future calls for projects.} | | |
| General information | | | |
| Where to use: | | | |
| Curvilinear roadways that have an unacceptable level of crashes due to excessive speeds on relatively sharp curves. | | | |
| Why it works: | | | |
| This strategy primarily addresses crashes caused by motorists traveling too fast around sharp curves. It is intended to get the drivers attention and give them a visual warning that they may be traveling over the recommended speed for the approaching curve. Care should be taken to limit the placement of these signs to help maintain their effectiveness. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Use of dynamic speed warning signs requires minimal development process, allowing them to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 0 - 41 % |

R27, Install delineators, reflectors and/or object markers

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 15% | 10 years |
| Notes: | This CM only applies to crashes occurring within the limits / influence area of the new features. {This is not a striping-related CM} | | |
| General information | | | |
| Where to use: | | | |
| Roadways that have an unacceptable level of crashes on curves (relatively flat to sharp) during periods of light and darkness. Any road with a history of fixed object crashes is a candidate for this treatment, as are roadways with similar fixed objects along the roadside that have yet to experience crashes. If a fixed object cannot be relocated or made break-away, placing an object marker can provide additional information to motorists. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, chevrons, beacons, and relocation of existing signs per MUTCD standards.) | | | |
| Why it works: | | | |
| Delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed. They are intended to provide tracking information and guidance to the drivers. They are generally less costly than Chevron Signs as they don't require posts to place along the roadside, avoiding an additional object with which an errant vehicle can crash into. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of locations. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | All | CRF: 0 - 30 % |

R28, Install edge-lines and centerlines

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|----------------------------|----------------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 25% | 10 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new centerlines and/or edge-lines. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing striping and RPMs in-kind) and must include upgraded safety features over the existing striping. For two lane roadways allowing passing, a striping audit must be done to ensure the passing limits meeting the MUTCD standards. Both the centerline and edge-lines are expected to be upgraded, unless prior approval is granted by Caltrans staff in writing and attached to application. | | |
| General information | | | |
| Where to use: | | | |
| Any road with a history of run-off-road right, head-on, opposite-direction-sideswipe, or run-off-road-left crashes is a candidate for this treatment - install where the existing lane delineation is not sufficient to assist the motorist in understanding the existing limits of the roadway. Depending on the width of the roadway, various combinations of edge line and/or center line pavement markings may be the most appropriate. Incorporating raised/reflective pavement markers (RPMs) into centerlines (and edge-lines) should be considered as it has been shown to improve safety. | | | |
| Why it works: | | | |
| Installing edge-lines and centerlines where none exists or making significant upgrades to existing lines (paint to thermoplastic, adding audible disks/bumps in the thermoplastic stripes, or adding RPMs) are intended/designed to help drivers who might leave the roadway because of their inability to see the edge of the roadway along the horizontal edge of the pavement or cross-over the centerline of the roadway into oncoming traffic. New pavement marking products tend to be more durable, are all-weather, more visible, and have a higher retroreflectivity than traditional pavement markings. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded striping upgrade project, California local agencies are encouraged to consider "Roadway Safety Striping Audit and Upgrade Projects". Including wide-scale striping audits in the development phase of striping projects are expected to identify non-standard (per MUTCD) striping/markings features, no-passing zone limits needing adjustment, and missing striping/markings that may otherwise go unnoticed. More information on this concepts is available on the Local Assistance HSIP webpage under an RSSA example document. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Head-on, Run-off Road, All | CRF: 0 - 44 % |

R29, Install no-passing line

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|---------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 45% | 10 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new or extended no-passing zones. | | |
| General information | | | |
| Where to use: | | | |
| Roadways that have a high percentage of head-on crashes suggesting that many head-on crashes may relate to failed passing maneuvers. No-passing lines should be installed where drivers "passing sight distance" is not available due to horizontal or vertical obstructions. General restriping projects can be good opportunities to reevaluate and incorporate new no-passing zones limits. The incorporation 'No Passing Zone' pennants should also be considered when reevaluating the limits of no-passing zones. Installing no-passing limits in areas that are not warranted may reduce the overall safety of the corridor as drivers may become frustrated and attempt passing maneuvers at other locations without the necessary sight distance. | | | |
| Why it works: | | | |
| When the centerline markings do not differentiate between passing and no-passing areas, drivers may have difficulty determining where passing maneuvers can be completed safely. Providing clear and engineered passing and no-passing areas can encourage drivers to wait patiently for safe passing areas and avoid aggressively looking for passing opportunities. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Head-on, Side-swipe | CRF: 40 - 53% |

R30, Install centerline rumble strips/stripes

| For HSIP Cycle 11 Call-for-projects | | | |
|---|---|--------------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 20% | 10 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new rumble strips/stripes. | | |
| General information | | | |
| Where to use: | | | |
| Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes. | | | |
| Why it works: | | | |
| Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble strips (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Head-on, Side-swipe, All | CRF: 15 - 68% |

R31, Install edgeline rumble strips/stripes

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|--------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | All | 15% | 10 years |
| Notes: | This CM only applies to crashes occurring within the limits of the new rumble strips/stripes. | | |
| General information | | | |
| Where to use: | | | |
| Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Special requirements may apply and care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes. | | | |
| Why it works: | | | |
| Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble stripes (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Run-off Road | CRF: 10 - 41% |

R32PB, Install bike lanes

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|---------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 35% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring within the limits of the Class II (not Class III) bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply. | | |
| General information | | | |
| Where to use: | | | |
| Roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder. Most studies suggest that bicycle lanes may provide protection against bicycle/motor vehicle collisions. Striped bike lanes can be incorporated into a roadway when is desirable to delineate which available road space is for exclusive or preferential use by bicyclists. | | | |
| Why it works: | | | |
| Most studies present evidence that bicycle lanes provide protection against bicycle/motor vehicle collisions. Bicycle lanes provide marked areas for bicyclist to travel along the roadway and provide for more predictable movements for both bicyclist and motorist. Evidence also shows that riding with the flow of vehicular traffic reduces bicyclists' chances of collision with a motor vehicle. Locations with bicycle lanes have lower rates of wrong-way riding. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Adding striped bicycle lanes can range from the simply restriping the roadway and minor signing to projects that require roadway widening, right-of-way, and environmental impacts. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location. For simple installation scenarios, This CM can be very effective and can be considered on a systematic approach. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: 0 - 53 % |

R33PB, Install Separated Bike Lanes

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|---------------------|------------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 45% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring within the limits of the separated bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply. | | |
| General information | | | |
| Where to use: | | | |
| Separated bikeways are most appropriate on streets with high volumes of bike traffic and/or high bike-vehicle collisions, presumably in an urban or suburban area. Separation types range from simple, painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters, and parking lanes. These options range in feasibility due to roadway characteristics, available space, and cost. In some cases, it may be possible to provide additional space in areas where pedestrian and bicyclists may interact, such as the parking buffer, or loading zones, or extra bike lane width for cyclists to pass one another. | | | |
| Why it works: | | | |
| Separated bike lanes provide increased safety and comfort for bicyclists beyond conventional bicycle lanes. By separating bicyclists from motor traffic, "protected" or physically separated bike lanes can offer a higher level of comfort and are attractive to a wider spectrum of the public. Intersections and approaches must be carefully designed to promote safety and facilitate left-turns for bicyclists from the primary corridor to cross street. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| The cost of Installing separated bike lanes can be low to medium or high, depending on whether roadway widening, right-of-way and environmental impacts are involved. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: 3.7 - 100 % |

R34PB, Install sidewalk/pathway (to avoid walking along roadway)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 80% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring within the limits of the new walkway. This CM is not intended to be used where an existing sidewalk is being replaced with a wider one, unless prior Caltrans approval is included in the application. When an off-street multi-use path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply. | | |
| General information | | | |
| Where to use: | | | |
| Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate. | | | |
| Why it works: | | | |
| Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from roadway vehicles. The presence of sidewalks on both sides of the street has been found to be related to significant reductions in the "walking along roadway" pedestrian crash risk compared to locations where no sidewalks or walkways exist. Reductions of 50 to 90 percent of these types of pedestrian crashes. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |

Costs for sidewalks will vary, depending upon factors such as width, materials, and existing of curb, gutter and drainage. Asphalt curbs and walkways are less expensive, but require more maintenance. The expected effectiveness of this CM must be assessed for each individual location. These projects can be very effective in areas of high-pedestrian volumes with a past history of crashes involving pedestrians.

| | | | | |
|--------------------------------|------------------------|---------------------|------|-----------|
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: | 65 - 89 % |
|--------------------------------|------------------------|---------------------|------|-----------|

R35PB, Install/upgrade pedestrian crossing (with enhanced safety features)

| For HSIP Cycle 11 Call-for-projects | | | |
|-------------------------------------|--|-----|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 35% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the new crossing which includes new enhanced safety features. Note: This CM is not intended to be combined with the "Install raised pedestrian crossing" when calculating the improvement's B/C ratio. This CM is not intended to be used for high-cost aesthetic enhancements (i.e. stamped concrete or stamped asphalt). | | |

General information

Where to use:

Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, flashing beacons, curb extensions, medians and pedestrian crossing islands and/or other safety features should be added to complement the standard crossing elements. For multi-lane roadways, advance "yield" markings can be effective in reducing the 'multiple-threat' danger to pedestrians.

Why it works:

Adding pedestrian crossings has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. The enhanced safety elements, which may include curb extensions, medians and pedestrian crossing islands, beacons, and lighting, combined with pavement markings delineating a portion of the roadway that is designated for pedestrian crossing. Care must be taken to warn drivers of the potential for pedestrians crossing the roadway and enhanced improvements added to the crossing increase the likelihood of pedestrians crossing in a safe manner. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs. When agencies opt to install aesthetic enhancement to crossing like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.

General Qualities (Time, Cost and Effectiveness):

Costs associated with this strategy will vary widely, depending on the extent of the curb extensions, raised medians, flashing beacons, and other pedestrian safety elements that are needed with the crossing. When considered at a single location, these improvements can sometimes be low cost and funded through local funding by local crews. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.

| | | | | |
|--------------------------------|------------------------|---------------------|------|---------|
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: | 8 - 56% |
|--------------------------------|------------------------|---------------------|------|---------|

R36PB, Install raised pedestrian crossing

| For HSIP Cycle 11 Call-for-projects | | | |
|---|--|---------------------|---------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 35% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the area with the new raised crossing. Note: This CM is not intended to be combined with the "Install pedestrian crossing (with enhanced safety features)" when calculating the improvement's B/C ratio. | | |
| General information | | | |
| Where to use: | | | |
| On lower-speed roadways, where pedestrians are known to be crossing roadways that involve significant vehicular traffic. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone, may not be sufficient to adequately protect non-motorized users. In these cases, raised crossings can be added to complement the standard crossing elements. Special requirements may apply and extra care should be taken when considering installing raised crossings to ensure unintended safety issues are not created, such as: emergency vehicle access or truck route issues. | | | |
| Why it works: | | | |
| Adding a raised pedestrian crossing has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The raised crossing encourages motorists to reduce their speed and provides improved delineation for the portion of the roadway that is designated for pedestrian crossing. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Costs associated with this strategy will vary widely, depending upon the elements of the raised crossing and the need for new curb ramps and sidewalk modifications. This CM may be effectively and efficiently implemented using a systematic approach with more than one location and can have medium to high B/C ratios based on past non-motorized crash history. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: 30 - 46% |

R37PB, Install Rectangular Rapid Flashing Beacon (RRFB)

| For HSIP Cycle 11 Call-for-projects | | | |
|--|---|---------------------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Pedestrian and Bicycle | 35% | 20 years |
| Notes: | This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the crossing which includes the RRFB. | | |
| General information | | | |
| Where to use: | | | |
| Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings. | | | |
| Why it works: | | | |
| RRFBs can enhance safety by increasing driver awareness of potential pedestrian conflicts and reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings. The addition of RRFB may also increase the safety effectiveness of other treatments, such as crossing warning signs and markings. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| RRFBs are a lower cost alternative to traffic signals and hybrid signals. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Pedestrian, Bicycle | CRF: 7 - 47.4% |

R38, Install Animal Fencing

| For HSIP Cycle 11 Call-for-projects | | | |
|--|--|--------|----------------|
| Funding Eligibility | Crash Types Addressed | CRF | Expected Life |
| 90% | Animal | 80% | 20 years |
| Notes: | This CM only applies to "animal" crashes occurring within the limits of the new fencing. | | |
| General information | | | |
| Where to use: | | | |
| At locations with high percent of vehicular/animal crashes (reactive) or where there is a known high percent of animals crossing due to migratory patterns (proactive). | | | |
| Why it works: | | | |
| Animal fencing helps to channelize the identified animals to a natural or man-made crossing, eliminating the conflict between vehicles and animals on the same place. Animal fencing is typically installed at a bridge location with its "run of need" dependent on the surrounding terrain. | | | |
| General Qualities (Time, Cost and Effectiveness): | | | |
| Time to install fencing can be moderate to lengthy depending on the environmental commitments and agreed upon solution to mitigating project impacts. Costs will be fairly low and depend on the "run of need" length. There will be minimal reoccurring maintenance costs on keeping the fence intact. The expected effectiveness of this CM must be assessed for each individual location. | | | |
| FHWA CMF Clearinghouse: | Crash Types Addressed: | Animal | CRF: 70 - 90 % |

Appendix C: Summary of “Recommended Actions”

The information contained here represent a brief summary of each section of this manual as well as the Summary of “Recommended Actions” from Sections 2 through 7. This is intended to be a quick-reference for local agency practitioners working on a “proactive safety analysis” of their roadway network.

Introduction and Purpose

As safety practitioners consider implementing a ‘proactive safety analysis approach’ they should consider the overall context of the safety issues facing California local agencies and Caltrans primary goals for preparing this Safety manual for California’s local roadway owners. Figure 1 provides a flowchart of the process and Appendices E and F provide examples and lessons learned from recent statewide calls-for-projects.

Identifying Safety Issues

This section provides an overview of the types of data to collect for the identification of roadway safety issues. It discusses sources of crash data and how they can be used. As practitioners gather information they are encouraged to develop one or more separate spreadsheets and/or pin-maps to help track and manage this data. The following spreadsheet is offered as an example, but each agency’s spreadsheet should include data and be formatted as necessary to meet their needs.

| Location & Date | General Information | | Crash Information | | | Evaluation / Action | | |
|---------------------------------------|----------------------------|----------------------|-------------------|-------------|----------------------------|---------------------|------------------|------------|
| | Source/Type of information | Safety Issue/Problem | Nature of Crashes | Time of Day | Weather/Traffic Conditions | Staff Evaluation | Recommend Action | Resolution |
| 1) Intersection “X” | | | | | | | | |
| 2) Roadway Segment (PM 5.3 to PM 7.8) | | | | | | | | |

State and Local Crash Databases

Recommended Action: Obtain at least 3 years of network-wide crash data to identify local roads that have a history of roadway crashes. This will be used to identify predominant roadway crash locations, crash types and other common characteristics.

Transportation Injury Mapping System (TIMS)

Recommended Action: Consider augmenting your local agency’s data collection approach with information available using the suite of TIMS tools. The TIMS tools (and/or tools from private for-profit vendors) can help the safety practitioner access and manage their crash data.

Law Enforcement Crash Reports

Recommended Action: Develop a working relationship with law enforcement officials responsible for enforcement and crash investigations. This could foster a partnership where sharing crash reports and

safety information on problem roadway segments becomes an everyday occurrence. Practitioners with limited access to crash data are encouraged to use TIMS to assess the local crash report data.

Observational Information

Recommended Action: Gather information received from law enforcement and road maintenance crew observations. Develop a system for maintenance crews to report and record observed roadway safety issues and a mechanism to address them.

Public Notifications

Recommended Action: Review and summarize information received from these sources, identifying segments or corridors with multiple notifications and record the locations, dates, and nature of the problem that are cited.

Roadway Data and Devices

Recommended Action: Identify and track roadway characteristics for the intersections, roadway segments, and corridors, including compliance with the minimum standards. At a minimum, this should be done for locations being considered for safety improvements, but ideally agencies would establish an extensive database of roadway data to help them proactively identify high risk roadway features.

Exposure Data

Recommended Action: Consider the availability of exposure data and track it along with the other crash data to help prioritize potential locations for safety improvements.

Field Assessments and Road Safety Audits

Recommended Action: Consider completing formal or informal field assessments and RSAs at certain locations to help ensure all relevant information is collected and available for the safety practitioners to complete their safety analysis and identification of the most appropriate countermeasures. Develop simple straightforward criteria on when one of these will be undertaken.

Safety Data Analysis

This section summarizes the types of analyses that can be conducted to determine what roadway countermeasures should be implemented. This section is the link between the data (Section 2) and the selection of appropriate countermeasures (Section 4). It provides definitions and examples of the qualitative and quantitative factors that should be considered when evaluating roadway safety issues.

Quantitative Analysis

Recommended Action: Complete a quantitative analysis of their roadway data using both Crash Frequency and Crash Rate methodologies, including:

Crash Frequency

Top 10 (or 20) lists of intersections and roadway segments.

For lower volume roadways, network wide pin-maps may be more effective.

Develop collision diagrams showing the direction of movement of vehicles and pedestrians.

Crash Rate

Top 10 (or 20) lists of roadway segments in relationship to length, volumes, and/or density.

Top 10 (or 20) lists of intersections, sorted by crash rate.

Top 10 (or 20) lists of the highest volume intersections, sorted by crash frequency or rate.

Qualitative Analysis

Recommended Action: Consider completing field assessments and RSAs to identify roadway infrastructure characteristics relating to both locations with compliance issues and locations with high crash frequencies/rates. As part the field assessments, common roadway and crash characteristics should be identified for the potential systemic deployment of countermeasures.

Caltrans recommends all agencies complete both quantitative and qualitative analyses before starting their applications for HSIP program funding. The findings from these analyses should be documented in spreadsheets and/or pin-maps similar to the ones discussed in Section 2.

Countermeasures

This Section provides a description of selected countermeasures that have been shown in this manual. It includes a basic set of strategies to implement at locations experiencing a history of crashes and their corresponding crash modification factors (CMF). NOTE: Crash Reduction Factors (CRFs) are directly connected to the CMFs and are another indication of the effectiveness of a particular treatment. The CRF for a countermeasure is defined mathematically as $1 - \text{CMF}$. The terms CMFs and CRFs are used interchangeably throughout this document.

Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors

Countermeasure Details and Characteristics

Recommended Action: Agencies should use all information and results obtained through completing the actions in Sections 2, 3 and 4 to select the appropriate countermeasures for their HCCLs and systemic improvements. As novice safety practitioners select countermeasures, they must realize that a reasonable level of traffic ‘engineering judgment’ is required and that this manual and should not be used as a simple cheat-sheet for preparing and submitting applications for funding.

Calculating the B/C ratio and Comparing Projects

This section defines a methodology for calculating a benefit to cost (B/C) ratio for a potential safety project. It includes sources for estimating projected costs and benefits and the specific values/formulas Caltrans uses for its statewide evaluations of HSIP projects. This section also discusses the potential value in reevaluating projects’ overall cost effectiveness.

Estimating the Benefit of Implementing Proposed Improvements

Recommended Action: Prepare ‘Total Benefit’ estimates for the proposed projects being evaluated in the proactive safety analysis.

Estimating the Cost of Implementing Proposed Improvements

Recommended Action: Prepare ‘Total Project Cost’ estimates for the proposed projects being evaluated in the proactive safety analysis.

Calculating the B/C Ratio

Recommended Action: Calculate the B/C ratio for each of the proposed projects being evaluated in the proactive safety analysis.

Compare B/C Ratios and Consider the Need to Reevaluate Project Elements

Recommended Action: Compare, reevaluate, and prioritize the potential safety projects. Consider changing the project limits or utilizing lower cost countermeasures for projects with low initial B/C ratios.

Identifying Funding and Construct Improvements

This section identifies existing and new funding opportunities for safety projects that local agencies should be considering. This section also briefly discusses some unique project development issues and strategies for safety projects as they proceed through design and construction.

Existing Funding for Low-cost Countermeasures

Recommended Action: Survey planned maintenance, developer and capital projects to determine whether they overlap any of the proposed safety projects. Where projects overlap, leverage the existing funding sources to include safety countermeasures.

Other Funding Sources

Recommended Action: Consider all potential funding opportunities to incorporate the identified safety countermeasures including the HSIP and ATP Programs.

Project Development and Construction Considerations

Recommended Action: Safety practitioners should follow their safety projects all the way through the project delivery and construction process. In addition, they should establish a safety program delivery plan that brings awareness and support to the expedited delivery of safety projects. Where possible, safety practitioners should involve the media and even consider having their own program intended to “toot their own safety-horn.”

Evaluation Improvements

This section presents the process to complete an evaluation of installed treatments. After the countermeasures are installed, assessing their effectiveness will provide valuable information and can help determine which countermeasures should continue to be installed on other roadways to make them safer as well.

Recommended Action: Develop a spreadsheet to track future safety project installations and record 3+ years of “before” and “after” crash information at those locations. Once safety countermeasures are constructed, schedule and track assessment dates to ensure they happen.

Appendix D: Benefit Cost Ratio (BCR) Calculations

This appendix includes the Benefit Cost methodology used in the Caltrans calls-for-projects in the HSIP programs. The HSM, Part B - Chapter 7, includes more details on conducting Economic Appraisal for roadway safety projects. Local agencies will be required to utilize the HSIP Analyzer to calculate the Benefit Cost Ratio (BCR) as part of their application for HSIP funding. Starting in Cycle 7 call for projects, the fatality and severe injury costs have been combined for calculating the benefit. Because fatality figures are small and are a matter of randomness, this change is being made to reduce the possibility of selecting an improvement project on the basis of randomness.

$$1) \text{ Benefit (Annual)} = \sum_{s=0}^3 \frac{CRF \times N \times CC_{ave}}{Y}$$

- *CRF* : Crash reduction factor in each countermeasure.
- *S* : Severity (0: PDO, 1: Minor Injury, 2: Injury, 3: Severe Injury/Fatal). See the below table.
- *N* : Number of Crashes, in severity levels, related to selected countermeasure.
- *Y* : Crash data time period (Year).
- *CC_{ave}* : Crash costs in severity levels.

| Severity (S) | Crash Severity * | Location Type | Crash Cost *** |
|--------------|---|-----------------------------|----------------|
| 3 | **Fatality and Severe Injury Combined (KA) | Signalized Intersection | \$1,787,000 |
| 3 | | Non Signalized Intersection | \$2,843,000 |
| 3 | | Roadway | \$2,461,000 |
| 2 | Evident Injury – Other Visible (B) | | \$159,900 |
| 1 | Possible Injury–Complaint of Pain (C) | | \$90,900 |
| 0 | Property Damage Only (O) | | \$14,900 |

* The letters in parenthesis (K, A, B, C and O) refer to the KABCO scale; it is commonly used by law enforcement agencies in their crash reporting efforts and is further documented in the HSM.

** Figures were calculated based on an average Fatality (K) / Severe Injury (A) ratio for each area type, a crash cost for a Fatality (K) of \$8,112,200, and a crash cost of a Severe/Disabling Injury (A) of \$437,100. These costs are used in the HSIP Analyzer.

*** Based on Table 7-1, Highway Safety Manual (HSM), First Edition, 2010. Adjusted to 2022 Dollars.

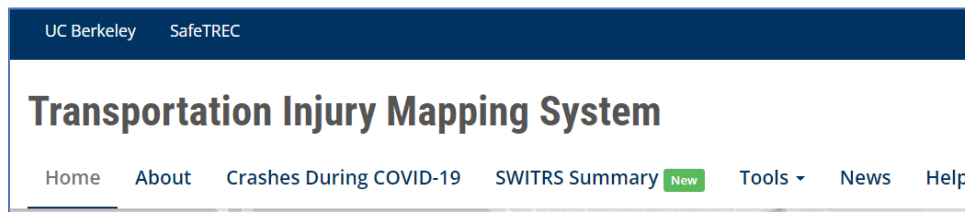
$$2) \text{ Benefit (Life)} = \text{Benefit (annual)} \times \text{Years of service life}$$

$$3) \text{ BCR (each countermeasure): } \text{Benefit Cost Ratio}_{(CM)} = \frac{\text{Benefit (Life)}_{(CM)}}{\text{Total Project Cost}_{(CM)}}$$

$$4) \text{ BCR (project): } \text{BCR (Project)} = \frac{\sum_{CM=1}^n \text{Benefit (Life)}_{(CM)}}{\text{Total Project Cost}}$$

Appendix E: Examples of Crash Data Collection and Analysis Techniques using TIMS

As demonstrated throughout the manual, SafeTREC's TIMS website <http://tims.berkeley.edu/> can be used to assist local agencies in completing a proactive safety analysis of their roadway network. *(Note: This manual focuses on TIMS as a tool to access and map SWITRS data because TIMS is free to local agencies and the general public. Local agencies are encouraged to try TIMS, but they should not feel obligated to make a switch if they prefer using their vendor-supplied crash analysis software to complete their data collection and analysis process).*



SWITRS Query & Map:

The SWITRS Query & Map application is a tool for accessing and mapping fatal and injury collision data from the California Statewide Integrated Traffic Records System (SWITRS).

SWITRS GIS Map:

The SWITRS GIS Map offers an interactive map-centric approach to viewing and querying SWITRS collision data, with the capability of multiple tasks including Rank by Intersection, Collision Diagram, etc.

Collision Diagram Tool:

The Collision Diagram tool allows users to generate an interactive collision diagram. The Collision Diagram is accessible through SWITRS GIS Map after a set of collisions is selected.

ATP Maps & Summary Data:

The ATP Maps & Summary Data tool utilizes interactive collision maps to find pedestrian and bicycle collisions hot spot and generate data summaries within specified project and/or community limits. Though it is designed to support the California Active Transportation Program (ATP), this tool may be useful in developing an HSIP project targeting pedestrian and bicycle safety issues.

Appendix F: List of Abbreviations

| | |
|-------------------|--|
| AASHTO | American Association of State Highway and Transportation Officials |
| ATP | Active Transportation Program |
| B/C; BCR | Benefit Cost Ratio |
| Caltrans | California Department of Transportation (Division of Local Assistance) |
| CA-MUTCD | California - Manual on Uniform Traffic Control Devices |
| CM | Countermeasure |
| CMF | Crash Modification Factor |
| CRF | Crash Reduction Factor |
| “5 E’s of Safety” | Education, Enforcement, Engineering, Emergency Response and Emerging Technologies |
| EMS | Emergency Medical Services |
| FHWA | Federal Highway Administration |
| HCCL | High Crash Concentration Location |
| HR3 | High Risk Rural Roads Program |
| HSIP | Highway Safety Improvement Program |
| HSM | Highway Safety Manual |
| RSA | Roadway Safety Audit |
| SafeTREC | Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley |
| SHSP | Strategic Highway Safety Plan |
| SWITRS | Statewide Integrated Traffic Records System |
| TIMS | Transportation Injury Mapping System (a product of SafeTREC) |

Appendix G: References

1. FHWA, Office of Safety website: Local and Rural Road Safety Program
 - https://safety.fhwa.dot.gov/local_rural/
2. Highway Safety Manual (HSM). Product of the American Association of State Highway and Transportation Officials.
 - <http://www.highwaysafetymanual.org/Pages/default.aspx>
3. National Highway Traffic Safety Administration (NHTSA): National Center for Statistics and Analysis (NCSA) Motor Vehicle Traffic Crash Data Resource
 - <https://crashstats.nhtsa.dot.gov/>
4. California - Manual on Uniform Traffic Control Devices (CA-MUTCD)
 - <https://dot.ca.gov/programs/safety-programs/camutcd>
5. Caltrans' website on the Highway Design Manual
 - <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>
6. FHWA, Research and Development website for Bikesafe and Pedsafe
 - https://safety.fhwa.dot.gov/ped_bike/tools_solve/
7. AASHTO - A Policy on Geometric Design of Highways and Streets ("Green Book")
AASHTO - the Roadside Design Guide
 - <https://store.transportation.org/>
8. FHWA – Public Roads Magazine:
 - <https://highways.dot.gov/public-roads/home>



APPENDIX D

SAFETY PROJECTS

| Location | CRASH COSTS | | | | | | CM ANNUAL BENEFIT | | | CM LIFE BENEFIT | | | TOTAL BENEFIT | | | |
|--|-------------|---------------|----------------------|-------------------|-----------|--------------------------------|---------------------------------|---------------------|---------------------|---------------------|-------------------|-------------------|-------------------|---------------------------|--------------------|-------|
| | Fatal | Severe Injury | Other Visible Injury | Complaint of Pain | PDO | Total Crash Costs per Location | Total Crash Costs All Locations | CM 1 Annual Benefit | CM 2 Annual Benefit | CM 3 Annual Benefit | CM 1 Life Benefit | CM 2 Life Benefit | CM 3 Life Benefit | Life Benefit Per Location | Life Total Benefit | B/C |
| Project 1 - Signalized Intersection Safety Improvement Upgrades | | | | | | | | | | | | | | | | |
| 11th Avenue & Lacey Boulevard | \$0 | \$1,787,000 | \$1,439,100 | \$727,200 | \$163,900 | \$4,117,200 | \$30,692,200 | \$123,516 | \$123,516 | \$49,284 | \$1,235,160 | \$1,235,160 | \$492,840 | \$2,963,160 | \$21,970,320 | 20.02 |
| 11th Avenue & Florinda Street/Rodgers Road | \$0 | \$0 | \$959,400 | \$454,500 | \$238,400 | \$1,652,300 | | \$49,569 | \$49,569 | \$30,096 | \$495,690 | \$495,690 | \$300,960 | \$1,292,340 | | |
| 12th Avenue & Lacey Boulevard | \$0 | \$1,787,000 | \$639,600 | \$1,090,800 | \$89,400 | \$3,606,800 | | \$108,204 | \$108,204 | \$19,188 | \$1,082,040 | \$1,082,040 | \$191,880 | \$2,355,960 | | |
| 11th Avenue & Hanford-Armona Road | \$0 | \$0 | \$639,600 | \$999,900 | \$74,500 | \$1,714,000 | | \$51,420 | \$51,420 | \$0 | \$514,200 | \$514,200 | \$0 | \$1,028,400 | | |
| 11th Avenue & Grangeville Boulevard | \$0 | \$0 | \$319,800 | \$636,300 | \$163,900 | \$1,120,000 | | \$33,600 | \$33,600 | \$19,188 | \$336,000 | \$336,000 | \$191,880 | \$863,880 | | |
| 10th Avenue & Grangeville Boulevard | \$1,787,000 | \$1,787,000 | \$319,800 | \$909,000 | \$44,700 | \$4,847,500 | | \$145,425 | \$145,425 | \$19,188 | \$1,454,250 | \$1,454,250 | \$191,880 | \$3,100,380 | | |
| 12th Avenue & Centennial Drive/Mall Drive | \$0 | \$0 | \$159,900 | \$363,600 | \$178,800 | \$702,300 | | \$21,069 | \$21,069 | \$0 | \$210,690 | \$210,690 | \$0 | \$421,380 | | |
| 11th Avenue & Fargo Avenue | \$0 | \$1,787,000 | \$159,900 | \$545,400 | \$119,200 | \$2,611,500 | | \$78,345 | \$78,345 | \$0 | \$783,450 | \$783,450 | \$0 | \$1,566,900 | | |
| Grangeville Boulevard & Redington Street | \$0 | \$0 | \$319,800 | \$636,300 | \$89,400 | \$1,045,500 | | \$31,365 | \$31,365 | \$43,632 | \$313,650 | \$313,650 | \$436,320 | \$1,063,620 | | |
| 11th Avenue & Elm Street | \$0 | \$0 | \$159,900 | \$636,300 | \$59,600 | \$855,800 | | \$25,674 | \$25,674 | \$43,632 | \$256,740 | \$256,740 | \$436,320 | \$949,800 | | |
| Lacey Boulevard & Mall Drive | \$0 | \$0 | \$0 | \$363,600 | \$119,200 | \$482,800 | | \$14,484 | \$14,484 | \$43,632 | \$144,840 | \$144,840 | \$436,320 | \$726,000 | | |
| 11th Avenue & Davis Street | \$0 | \$0 | \$639,600 | \$363,600 | \$44,700 | \$1,047,900 | | \$31,437 | \$31,437 | \$38,376 | \$314,370 | \$314,370 | \$383,760 | \$1,012,500 | | |
| Grangeville Boulevard & Rodgers Road | \$0 | \$1,787,000 | \$319,800 | \$363,600 | \$59,600 | \$2,530,000 | | \$75,900 | \$75,900 | \$19,188 | \$759,000 | \$759,000 | \$191,880 | \$1,709,880 | | |
| Grangeville Boulevard & University Avenue | \$0 | \$0 | \$639,600 | \$181,800 | \$74,500 | \$895,900 | | \$26,877 | \$26,877 | \$0 | \$268,770 | \$268,770 | \$0 | \$537,540 | | |
| Douty Street & Florinda Street | \$0 | \$0 | \$159,900 | \$454,500 | \$74,500 | \$688,900 | | \$20,667 | \$20,667 | \$0 | \$206,670 | \$206,670 | \$0 | \$413,340 | | |
| Douty Street & Fargo Avenue | \$0 | \$0 | \$0 | \$181,800 | \$104,300 | \$286,100 | | \$8,583 | \$8,583 | \$0 | \$85,830 | \$85,830 | \$0 | \$171,660 | | |
| 11th Avenue & Seventh Avenue | \$0 | \$0 | \$479,700 | \$272,700 | \$29,800 | \$782,200 | | \$23,466 | \$23,466 | \$19,188 | \$234,660 | \$234,660 | \$191,880 | \$661,200 | | |
| 11th Avenue & Cortner Street | \$0 | \$0 | \$159,900 | \$454,500 | \$29,800 | \$644,200 | | \$19,326 | \$19,326 | \$0 | \$193,260 | \$193,260 | \$0 | \$386,520 | | |
| 10th Avenue & Lacey Boulevard/Seventh Street | \$0 | \$0 | \$319,800 | \$181,800 | \$44,700 | \$546,300 | | \$16,389 | \$16,389 | \$10,908 | \$163,890 | \$163,890 | \$109,080 | \$436,860 | | |
| Douty Street & Grangeville Boulevard | \$0 | \$0 | \$159,900 | \$90,900 | \$44,700 | \$295,500 | | \$8,865 | \$8,865 | \$0 | \$88,650 | \$88,650 | \$0 | \$177,300 | | |
| 10th Avenue & Fargo Avenue | \$0 | \$0 | \$159,900 | \$0 | \$59,600 | \$219,500 | \$6,585 | \$6,585 | \$0 | \$65,850 | \$65,850 | \$0 | \$131,700 | | | |

CM = Countermeasure
CRF = Crash Reduction Factor
B/C = Benefit-to-Cost Ratio
Location's chosen by Stakeholder's Working

Countermeasure Name
S02 - Improve signal hardware: lenses,
S03 - Improve signal timing (coordination,
S08 - Convert signal to mast arm (from
S21PB - Modify signal phasing to implement
NS01 - Add intersection lighting (NS.I.)
NS06 - Install/upgrade larger or additional
NS07 - Upgrade intersection pavement

| Location | CRASH COSTS | | | | | | CM ANNUAL BENEFIT | | | CM LIFE BENEFIT | | | TOTAL BENEFIT | | | |
|--|-------------|---------------|----------------------|-------------------|-----------|--------------------------------|---------------------------------|---------------------|---------------------|---------------------|-------------------|-------------------|-------------------|---------------------------|--------------------|-------|
| | Fatal | Severe Injury | Other Visible Injury | Complaint of Pain | PDO | Total Crash Costs per Location | Total Crash Costs All Locations | CM 1 Annual Benefit | CM 2 Annual Benefit | CM 3 Annual Benefit | CM 1 Life Benefit | CM 2 Life Benefit | CM 3 Life Benefit | Life Benefit per Location | Life Total Benefit | B/C |
| Project 2 - Unsignalized Intersection Safety Improvement Upgrades | | | | | | | | | | | | | | | | |
| 12th Avenue & Glendale Avenue | \$0 | \$0 | \$0 | \$454,500 | \$89,400 | \$543,900 | \$3,869,500 | \$0 | \$16,317 | \$27,195 | \$0 | \$163,170 | \$271,950 | \$435,120 | \$3,505,680 | 18.77 |
| Sixth Street & Phillips Street | \$0 | \$0 | \$319,800 | \$363,600 | \$59,600 | \$743,000 | | \$8,464 | \$22,290 | \$37,150 | \$169,280 | \$222,900 | \$371,500 | \$763,680 | | |
| Douty Street & Third Street | \$0 | \$0 | \$319,800 | \$181,800 | \$89,400 | \$591,000 | | \$0 | \$17,730 | \$29,550 | \$0 | \$177,300 | \$295,500 | \$472,800 | | |
| 11th Avenue & Sixth Street | \$0 | \$0 | \$159,900 | \$181,800 | \$89,400 | \$431,100 | | \$8,464 | \$12,933 | \$21,555 | \$169,280 | \$129,330 | \$215,550 | \$514,160 | | |
| Douty Street & Center Street | \$0 | \$0 | \$159,900 | \$90,900 | \$104,300 | \$355,100 | | \$1,192 | \$10,653 | \$17,755 | \$23,840 | \$106,530 | \$177,550 | \$307,920 | | |
| Park Avenue & Ivy Street | \$0 | \$0 | \$0 | \$272,700 | \$44,700 | \$317,400 | | \$1,192 | \$9,522 | \$15,870 | \$23,840 | \$95,220 | \$158,700 | \$277,760 | | |
| Fargo Avenue & Glacier Way | \$0 | \$0 | \$159,900 | \$181,800 | \$29,800 | \$371,500 | | \$0 | \$11,145 | \$18,575 | \$0 | \$111,450 | \$185,750 | \$297,200 | | |
| 11th Avenue & Pepper Drive | \$0 | \$0 | \$319,800 | \$90,900 | \$0 | \$410,700 | | \$0 | \$12,321 | \$20,535 | \$0 | \$123,210 | \$205,350 | \$328,560 | | |
| 10th Avenue & Second Street | \$0 | \$0 | \$0 | \$90,900 | \$14,900 | \$105,800 | | \$1,192 | \$3,174 | \$5,290 | \$23,840 | \$31,740 | \$52,900 | \$108,480 | | |

| Project 3 - Redington Street and Seventh Street | | | | | | | | | | | | | | | | |
|--|-----|-----|-----------|-----------|----------|-----------|-----------|----------|--|--|-----------|--|--|-----------|-----------|------|
| Replace pedestal mounted traffic signal | \$0 | \$0 | \$479,700 | \$272,700 | \$59,600 | \$812,000 | \$812,000 | \$48,720 | | | \$974,400 | | | \$974,400 | \$974,400 | 1.45 |

CITY COUNCIL ACTIONS

Meeting of August 16, 2022

1. Approve Notice of Completion for FY 21-22 Pavement Resurfacing Project.

Meeting of September 20, 2022

1. Approve Suggested Routes to School for Hanford Elementary School District, Pioneer Union Elementary School District and Saint Rose-Thomas McCarthy School District for 2022-23 School Year.

Meeting October 4, 2022

1. None to report.

Meeting October 18, 2022

1. None to report.

Meeting November 1, 2022

1. None to report.

Meeting November 15, 2022

1. None to report

Special Meeting December 2, 2022

1. None to report

Meeting December 6, 2022

1. Approve Notice of Completion for Campus Drive Reconstruction Project.

Meeting December 20, 2022

1. Presentation of Downtown Pedestrian and Traffic Safety Project – Council direction regarding roundabouts or All-Way Stops at the Douty Street intersection locations.

Meeting January 17, 2023

1. None to report

Meeting January 24, 2023

1. Noe to report

Special Meeting January 30, 2023

1. None to report

Special Meeting January 31, 2023

1. None to report

Meeting February 7, 2023

1. Approve Notice of Completion for Emma Lee Lane Reconstruction Project.

Meeting February 21, 2023

1. None to report

Meeting March 7, 2023

1. None to report.