5.1 ANATOMY OF A DANGEROUS STREET

Does the street below look familiar?

122nd Avenue has many of the design elements shown below that increase crash risk.

Open center turn lanes on big, busy streets are especially risky.

The diagram at right shows that there are 22 places where people may crash as they turn on and off a big street with an open center turn lane.

Allowing turns only at certain locations (“access management”), as show at right eliminates most conflict points.

Red dots show all the ways people driving can collide when turning off or onto a big street with an open center turn lane (above) compared to a street with access management (below).
5.2 SAFETY TOOLS THAT MIGHT HELP ALONG A STREET

We use these tools to help people travel safely between intersections with signals, including on streets such as 122nd Avenue

Help people travel safe speeds
- Speed safety cameras
- Speed limit reduction
- Road reorganization
- Trimmed trees in median

Help protect slower-moving people
- Sidewalks
- Protected bike lanes
- Trimmed trees between the sidewalk and the street

Help people turn safely
- Allow left turns and U-turns only at certain locations using medians
- Minimize number of driveways

Help people see each other
- Street lighting
- More enhanced crossings for people walking and biking, including beacon or signal

Beacon or Signal? What’s the difference?

<table>
<thead>
<tr>
<th>How to use when walking</th>
<th>Rapid Flashing Beacons</th>
<th>Pedestrian Hybrid Beacon</th>
<th>Half Signal</th>
<th>Full Signal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Push button, cross with caution</td>
<td>Push button, cross with caution on “walk” sign</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>How to use when driving</th>
<th>Rapid Flashing Beacons</th>
<th>Pedestrian Hybrid Beacon</th>
<th>Half Signal</th>
<th>Full Signal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stop for people crossing</td>
<td>Stop on red light</td>
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</table>

<table>
<thead>
<tr>
<th>When someone is not crossing</th>
<th>Rapid Flashing Beacons</th>
<th>Pedestrian Hybrid Beacon</th>
<th>Half Signal</th>
<th>Full Signal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dormant</td>
<td>Green light on major street</td>
<td>Green / Yellow / Red cycle</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Facing side street</th>
<th>Rapid Flashing Beacons</th>
<th>Pedestrian Hybrid Beacon</th>
<th>Half Signal</th>
<th>Full Signal</th>
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<tbody>
<tr>
<td>Stop signs</td>
<td></td>
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<tr>
<th>Safety benefits</th>
<th>Rapid Flashing Beacons</th>
<th>Pedestrian Hybrid Beacon</th>
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<th>Full Signal</th>
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<tr>
<td>High usage depends on context</td>
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</tbody>
</table>
5.3 SAFETY TOOLS THAT HELP AT INTERSECTIONS W/SIGNALS

We use these tools to help people travel safely at intersections with signals, including on streets such as 122nd Avenue.

Help people turn safely:
- Left turn signals ("protected left")
- Turns only on green lights (no "right-on-red")
- Bike-only signals
- Head start for people walking ("leading pedestrian interval")
- Slip lane removal
- Right-in, right-out at nearby driveways
- Close driveways near intersections
- Traffic separators

Help people see each other:
- Bike boxes
- Raised crosswalks
- Streetlighting
- Curb extensions (pedestrian “bulb-out”)
- Parking setbacks

Help people travel predictably
- Smart signals that encourage safe travel speeds & minimize red light running ("advanced dilemma-zone detection")
- Red light cameras for automated enforcement
- Shorten pedestrian wait time
- Reflective signal backplates, "signal ahead" signs, and larger street signs
- Audible walk buttons