



### Curb Radii Reduction



Reducing the curb radii has three effects:

1. Vehicles slow to make right turn movements.
2. Pedestrians are better positioned for visibility to drivers and;
3. The crossing for pedestrians is shortened.

### Crosswalk Improvements



High visibility crosswalks, such as ladder crosswalks, enhance driver awareness of pedestrian crossing locations.

### Shared-Use Facility



Shared-use facilities provide separated, continuous paths for pedestrians and bicyclists of all ages and user type to travel.

### Median Noses/Pedestrian Refuges



Pedestrian refuge islands reduce the exposure time experienced by pedestrians and allows for two-stage crossings.

### Pedestrian-Scale Lighting



Pedestrian-scale lighting is used to enhance the pedestrian realm and light the travelway of pedestrians.

### Buffered Bike Lane



Buffered bike lanes visually delineate a separation between vehicles and bicycles.

### Bike Boxes



Bike boxes provide a delineated location for bicyclists to wait prior to making a left turning movement, while also signaling to vehicles the upcoming movements of the bicyclists.

### Adaptive Pedestrian Signal



Adaptive pedestrian signals allow for the extension of the pedestrian crossing interval to accommodate slower walking pedestrians.

### Vertical Separation



Vertical separation elements, such as flexible bollards, enhance the visual separation between the vehicle travelway and bicycle lane.

### Bike Signals



Bike signals are used at signalized intersections to facilitate bike crossings through the intersection.

### Landscape strips



Landscaping strips are a way to buffer pedestrians from the vehicular travelway, as well as improving the aesthetics of the corridor.

### Conflict Zone Paint



Conflict zone paint visually delineates locations where bicycles and vehicles (including buses at curbside bus stops) cross paths and movements may be in conflict with one another.