



- STAMPED CONCRETE IN MEDIANS
- EX. CONCRETE
- ASPHALT
- ORNAMENTAL TREES
- DECIDUOUS TREES

32nd STREET IMPROVEMENTS



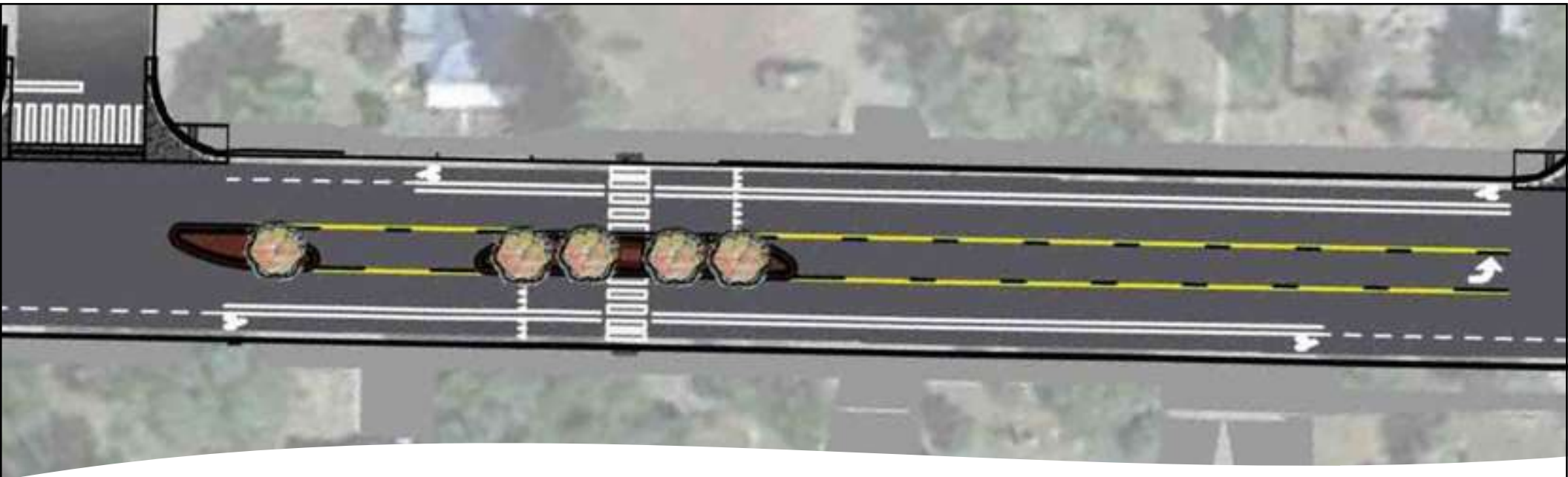
Roundabout/Traffic Circle

- Reduce crashes and improve safety
 - Reducing conflict points (32 vehicle conflict points at a conventional intersection vs. 8 vehicle conflict points at a roundabout)
 - Up to 78% Reduction in fatal and injury crashes
 - 89% reduction in crash-related pedestrian
 - Pedestrians cross one direction of traffic at a time. (24 pedestrian conflict points at a conventional intersection vs. 8 pedestrian conflict points at a roundabout)
- Promote lower speeds and traffic calming.
- Less vehicle pollution.
 - Motorists are only required to stop to conflicting traffic and do not need to stop when there is no traffic.
 - Fewer hard acceleration and less idling time.
- Bicyclists can utilize the entire lane width with more confidence as motor vehicles cannot pass within the roundabout.
 - Bicyclists are also given an opportunity to safely exit the roundabout and traverse via sidewalk



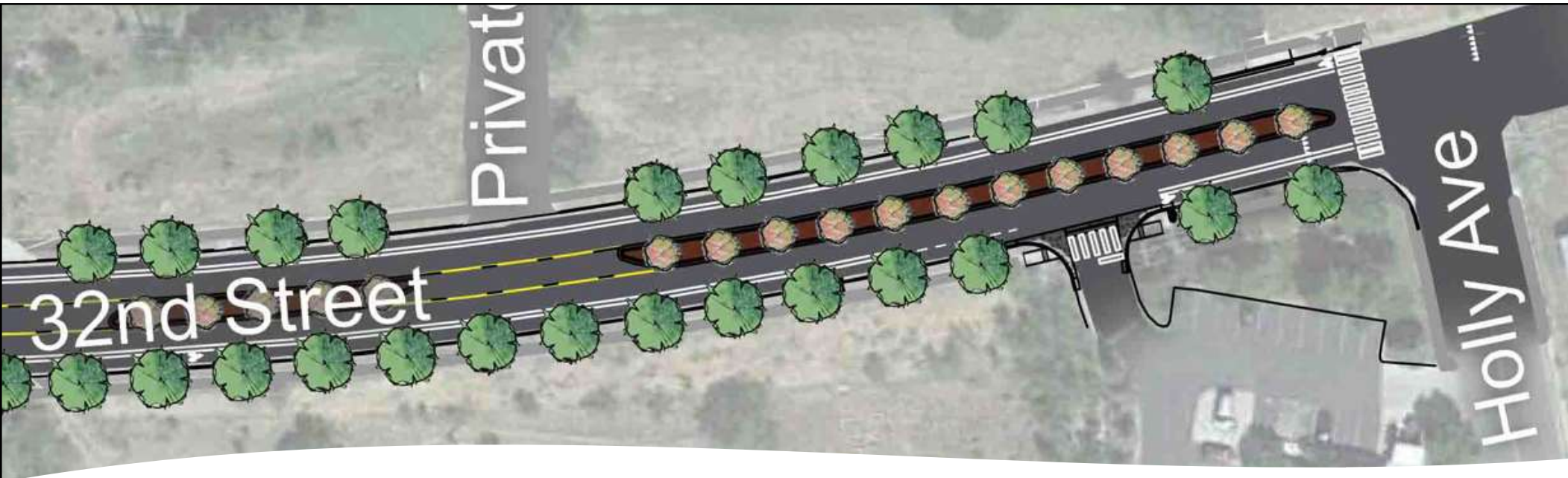
Buffered Bike Lane

- Creates a wider separation between motorists and cyclists
- Encourages bicycling by contributing to the perception to the safety among users.
- Increases total capacity of the street carrying mixed bicycle and motor vehicle traffic.
- Reminds motorists of bicyclist's rights to the street.
- Increases predictability of bicyclist and motorist positioning and motor vehicles which improves safety for all road users.



Pedestrian Refuge and Midblock Crossings

- Allows Pedestrians to cross one direction of traffic at a time
 - Reduce nighttime pedestrian fatalities by 78%
- Pedestrian refuges limit pedestrian exposure at intersection
- 75% of pedestrian fatalities occur at non intersection locations. Refuge Islands allow safe mid-block crossing opportunities. Provides higher visibility crossing
- Dedicated midblock crossings reduce unpredictable situations for both motorists and pedestrians (*reduces jaywalking*).



Raised/Landscape Median

- Reduce speeds on roadways and acts as a traffic calming element and perceived narrower travel lanes.
- Enhance pedestrian environment/aesthetics.
- Reduce motor vehicle crashes by up to 15%
 - Provides protection/separation for head-on traffic (85% of head-on collisions are on undivided facilities)
 - Potentially reduce headlight glare from opposing traffic.
- Provide space to provide supplemental signage, roadway lighting and other roadway amenities that improve safety.