

## Bond Safety Projects:

Safety improvement projects can fall under several different categories. Categories that include a need for safety improvements are listed below:

- 1.) Proposed intersection improvements at locations identified in the 2016 High Accident Location Study.
- 2.) Any intersection or roadway segment that has a higher collision rate than the county-wide average (.94) and could be shown to substantially reduce the collision rate through proposed safety improvements. Collision Rates are measured in Collisions per MEV (Million Entering Vehicles for intersections) or MVMT (Million Vehicle Miles Traveled for roadway segments).

Examples of proposed safety improvements could include the following:

- a.) The addition of left or right turn bays at intersections or median openings.
  - b.) Realignment of roadway to improve intersection approaches.
  - c.) Straightening of curves or added super elevation.
  - d.) Added shoulders.
  - e.) Curb extensions or other intersection improvements to help direct traffic in a clearer or more orderly manner as well as reduce conflict points.
  - f.) Installation of a traffic signal or roundabout
  - g.) Improved signal timing or detection
  - h.) Improved signage or striping
  - i.) Additional lanes and/or width to reduce congestion points or bottlenecks.
  - j.) Removal of any obstructions that reduce line of sight visibility
- 3.) Any location where a neighborhood is considered “one way in/out” due to the only access to the neighborhood being through a low water crossing that floods frequently and cuts off access.

Examples of ingress/egress could include the following:

- a.) Reconstruct and raise the low water crossing to reduce overtopping frequency.
  - b.) Construct an additional access point to the neighborhood.
- 4.) Any roadway segments or intersections that have sight distances obstructed by vertical or horizontal curvature of the roadway, or any other natural geographic feature that restricts line of sight and results in above average collision rates.
  - 5.) Any bridge structure that is narrower than the approaching roadway and creates a hazard due to encroaching bridge rail or edge drop-off.

- 6.) Any pedestrian or bicycle facilities that don't separate bicycles and pedestrians from motorized vehicular traffic.

Examples of bicycle or pedestrian improvements could include the following:

- a) Cost-effectively adding separation of pedestrian and bicycle traffic from motorized vehicular traffic.
- b) Providing buffered or separated bike lanes
- c) Providing multi-use paths for shared bike/pedestrian use
- d) Adding pedestrian ramps, completion of sidewalk gaps, crosswalk markings and signage.
- e) Installation of Pedestrian Hybrid Beacons (pedestrian activated signal crossings)
- f) Providing sidewalks where none currently exist and there is a need and demand from the community to access school bus stops, transit stops, activity centers, playgrounds, schools, etc.