

## Resident-led Pilot Solutions

A resident-led solution starts with IMPLEMENTING an idea and measuring the effects. Act THEN study. It leads to **immediate and testable** results.

A resident-led approach would start with **pilot-level** materials as part of a public demonstration. These materials are affordable and removable. **Interim-level** (semi-permanent, mountable) approaches will likely need outside funding and further city collaboration.

The City would need evidence of (1) community support and (2) a reasonable level of effectiveness before investing time and money into a project. This process SHOULD NOT require the same level of evidence and study required of traffic engineers and permanent infrastructure.

The City sometimes uses this approach. For example, the risky intersection 2<sup>nd</sup> Ave. and Broadway in Oak Park: <https://www.cityofsacramento.org/Public-Works/Transportation/Planning-Projects/2nd-Ave-Demonstration>). Our goal is to encourage and expand this method of thinking!

### Demonstration- or pilot-level equipment (easily sourced options)

	Cost
<b>Barriers</b>	
Flexible delineator post	\$25, every 10 ft
Sawhorse-like barricade	\$50 for each lane closed
Crates and planters	\$50-100 every 10 feet
Straw wattle (“snake” used as curbing)	\$4/ft.
<b>Surface treatments</b>	
Pavement marking tape	\$2/yd
Chalk striper with chalk	\$200
Spray chalk	\$15/can

See the Tactical Urbanist’s Guide to Materials and Design for more detail.  
<http://tacticalurbanismguide.com/>

## **Cost comparison**

Mini roundabout with:

- 60 foot diameter circle with the following features along each of four approach roadways:
- Yield signs & markings,
- “curbed” & delineated triangular-shaped “splitter” islands (length is typically 40-45 feet from the edge of circle)
- curbing & delineation along right edge of approach roadways (about 50 ft. from the Yield line at edge of circle)
- formal crosswalks with refuge area within the splitter islands
- wheelchair curb ramps (at either end of crosswalk)
- advance (yellow-green) warning signs — Roundabout symbol with speed plate (10 to 15 MPH)
- various traffic control devices (reflective pavement markers, object markers, etc)

Approximate cost of materials:

- \$200k to \$250k for conventional “permanent” construction materials (concrete curbs & raised central island, thermoplastic stripes & markings, lighting for crosswalks, etc.)
- \$125k for Modular (custom-designed, pre-fabricated) features for semi-permanent Mini installations
- \$5k to \$15k for temporary / interim installations (up to 5 years), sometimes referred to as “Instant” and quick-build projects
- \$2k to \$5k for the shortest term “Demonstration” projects (less than 3 months)

Source: FHWA and Caltrans personal communication (March 2024)

# Proven Safety Countermeasures

## SPEED MANAGEMENT



**Speed Safety Cameras**



**Variable Speed Limits**



**Appropriate Speed Limits for All Road Users**

## ROADWAY DEPARTURE



**Wider Edge Lines**



**Enhanced Delineation for Horizontal Curves**



**Longitudinal Rumble Strips and Stripes on Two-Lane Roads**



**SafetyEdge<sup>SM</sup>**



**Roadside Design Improvements at Curves**



**Median Barriers**

## INTERSECTIONS



**Backplates with Retroreflective Borders**



**Corridor Access Management**



**Dedicated Left- and Right-Turn Lanes at Intersections**



**Reduced Left-Turn Conflict Intersections**



**Roundabouts**



**Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections**



**Yellow Change Intervals**

## PEDESTRIANS/BICYCLES



**Crosswalk Visibility Enhancements**



**Bicycle Lanes**



**Rectangular Rapid Flashing Beacons (RRFB)**



**Leading Pedestrian Interval**



**Medians and Pedestrian Refuge Islands in Urban and Suburban Areas**



**Pedestrian Hybrid Beacons**



**Road Diets (Roadway Reconfiguration)**



**Walkways**

## CROSSCUTTING



**Pavement Friction Management**



**Lighting**



**Local Road Safety Plans**



**Road Safety Audit**