

IMPROVEMENTS STUDIED



Gateway Monuments:

Provide drivers with a sense of arrival and cue drivers that the conditions have changed.



Optical Speed Bars:

Visually stimulate drivers to reduce speed of their vehicles. (Optical speed bar use in California subject to approval).



Bike Lanes:

Provides a designated portion of roadway for bike travel. Installed in conjunction with other improvements, these lanes help define a change in conditions.



Narrowing of Travel Lanes (12' to 11'):

Used as a tool to calm traffic by altering driver behavior by reducing the through lane width.



Radar Feedback Signs:

Alerts drivers of their speed and can be effective in reducing the prevailing speed along a corridor.



Colored Shoulders:

Used as a traffic calming measure to alert drivers to a change in conditions.



Hardscaping and Sidewalks:

Sidewalks add a functional feature while hardscaping provides an architectural feature to the roadside. The combination of these features will benefit non-motorized users and convey a sense of arrival to drivers.

Considered but not viable at this time



Crosswalks:

Installed to assist pedestrians in crossing roadways. Not currently viable as high vehicular speed conditions do not support a crossing installation. Could be reconsidered with successful reduction of prevailing speeds through traffic calming measures.



Signals:

Installed at intersections or crossings where traffic volumes or safety issues have been documented. The California Manual on Uniform Traffic Control devices requires that installation of a signal be justified in a signal warrant analysis. This location does not meet necessary warrants.