

Phase 1 Implementation Will Primarily Use Quick-Build Materials, As Shown Below

ALL-WAY STOP





DEFINITION

» Extension of the sidewalk into the street at intersections or mid-block

BENEFITS

- » Reduces crossing distance for pedestrians
- » Increases visibility for pedestrians, bicyclists, and vehicles

Daylighting (parking removal) to be done at all intersections to meet state law and city policy.

» Slows turning vehicles





DEFINITION

- » Two or more raised areas of pavement surface placed across roadway
- » Gaps between speed cushions allow emergency vehicles to navigate more easily

BENEFITS

» Lowers vehicle speeds

GATEWAY TREATMENT



DEFINITION

» A combination of treatments such as medians, curb extensions and/or wayfinding elements that are intended to mark the transition to a slower

BENEFITS

speed street

Permanent materials shown in image. Gateway Treatment quick-build design to be determined.

Treatment quick-build design to be determined. Although not quick-build, Flashing Beacons to be

- » Indicates to drivers that the context of the street has changed
- » Increases visibility for pedestrians, bicyclists, and vehicles

TRAFFIC CIRCLE



DEFINITION

- » Raised circular median placed in intersection on neighborhood streets
- »Existing stop signs removed, and replaced with Yield signs, so approaching traffic yields to circulating traffic

BENEFITS

» Lowers vehicle speeds » Reduces right-angle crashes



DEFINITION

- » Requires all vehicles at an intersection to stop before proceeding
- » Includes high-visibility crosswalks

BENEFITS

» Improves safety and reduces the risk of serious crashes

DEFINITION » User-actuated yellow flashing lights that alert drivers to yield where bicyclists and pedestrians have the right-of-way crossing a road

FLASHING BEACON

» Includes high-visibility crosswalks

BENEFITS

» Can increase driver yield behavior when paired with standard crossing warning signs and markings

MEDIAN ISLAND



DEFINITION

- » Medians located in the center of a street
- » Acts as a waiting area for people walking or bicycling across the street
- » Includes high-visibility crosswalks

BENEFITS

- » Reduces the crossing distance for a pedestrian or bicyclist through the intersection
- » Slows turning and through moving vehicles
- » Increases visibility for pedestrians, bicyclists, and vehicles

HARDENED CNTR LINE



DEFINITION

BENEFITS

» Raised elements placed

» Slows turning vehicles

at an intersection

DEFINITION

» Double yellow lines are along the yellow centerline tapered (gradually diverging at intersection) to create a horizontal shift in a vehicle's path

> STRIPED MEDIAN

BENEFITS

» Lowers vehicle speeds

Exhibit 2 Item 6-A Transportation Commission Meeting December 17, 2025

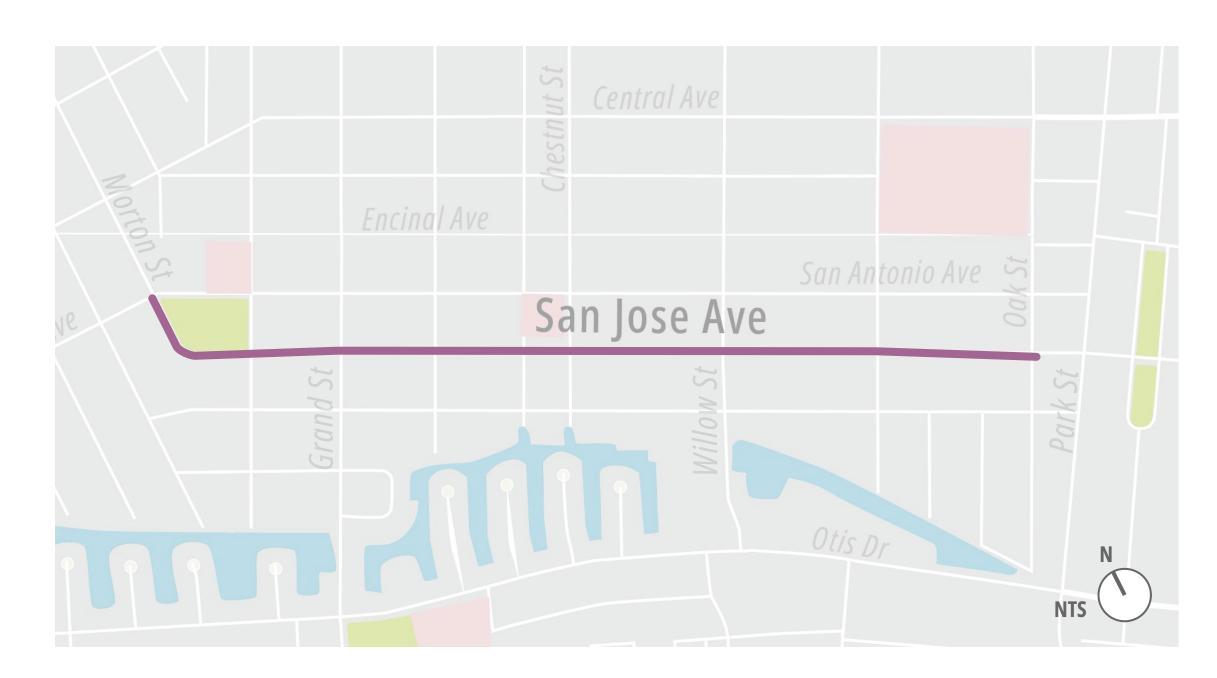




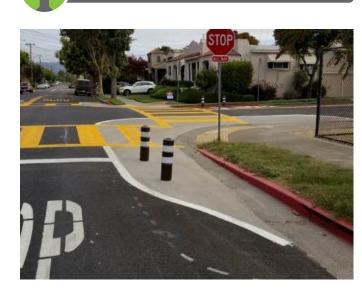
implemented, as funds allow. "Definition" and "Benefits" text partially sourced from: ITE Traffic Calming Fact Sheets, May 2018 and NACTO Urban Street Design Guide, October 2013

Daylighting (parking removal) to be done at all intersections to meet state law and city policy.

San Jose Ave. - Morton St. to Oak St. | Draft Concept Plan



CURB EXTENSIONS



DEFINITION

» Extension of the sidewalk into the street at intersections or mid-block

BENEFITS

- » Reduces crossing distance for pedestrians
- » Increases visibility for pedestrians, bicyclists, and
- » Slows turning vehicles

SPEED HUMPS



DEFINITION

» Raised areas of pavement surface placed across roadway

BENEFITS

» Lowers vehicle speeds

TRAFFIC CIRCLE



DEFINITION

» Raised circular median placed in intersection on neighborhood streets

»Existing stop signs removed, and replaced with Yield signs, so approaching traffic yields to circulating traffic

BENEFITS

» Lowers vehicle speeds » Reduces right-angle crashes

FLASHING BEACON



- » User-actuated yellow flashing lights that alert drivers to yield where bicyclists and pedestrians have the right-of-way crossing a road » Includes high-visibility
- crosswalks

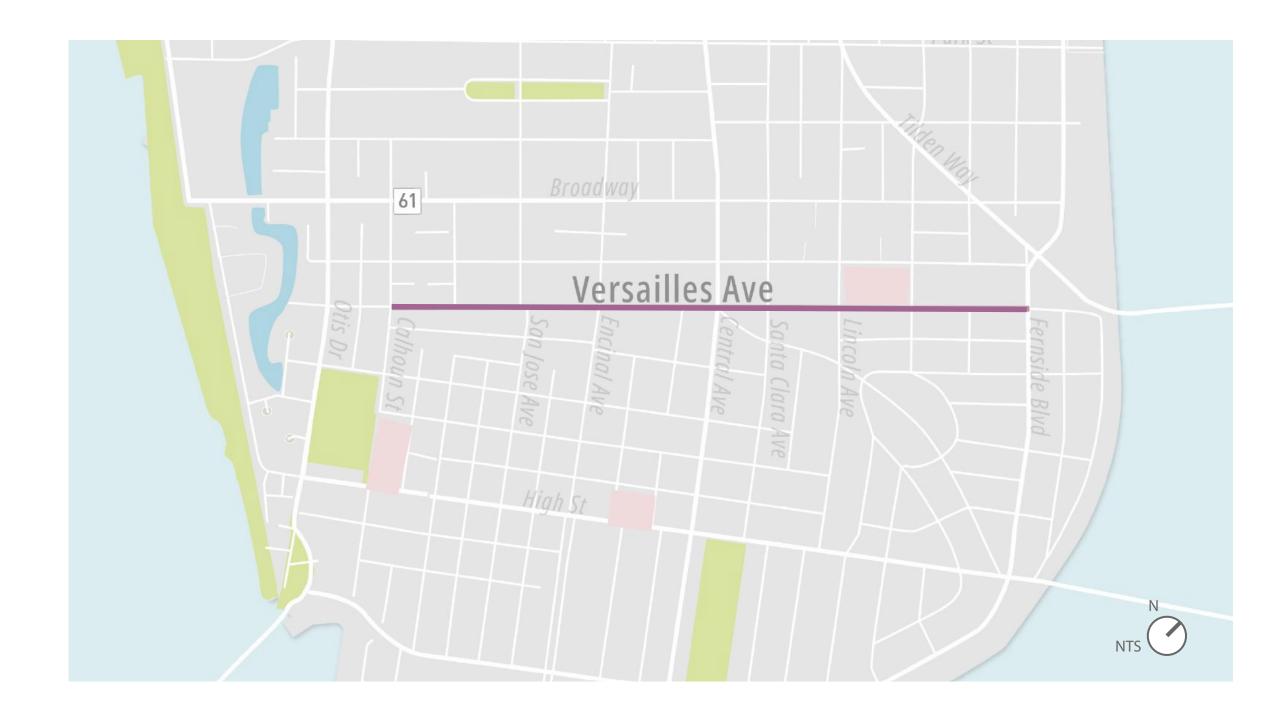
BENEFITS

» Can increase driver yield behavior when paired with standard crossing warning signs and markings

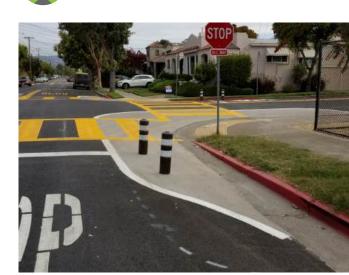




Versailles Ave. - Calhoun St. to Fernside Blvd. | Draft Concept Plan







DEFINITION

» Extension of the sidewalk into the street at intersections or mid-block

BENEFITS

- » Reduces crossing distance for pedestrians
- » Increases visibility for pedestrians, bicyclists, and vehicles
- » Slows turning vehicles

SPEED HUMPS



DEFINITION

» Raised areas of pavement surface placed across roadway

BENEFITS

» Lowers vehicle speeds



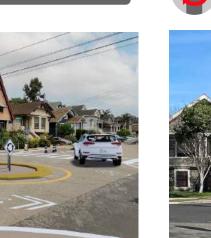
DEFINITION

» Raised circular median placed in intersection on neighborhood streets

»Existing stop signs removed, and replaced with Yield signs, so approaching traffic yields to circulating traffic

BENEFITS

» Lowers vehicle speeds » Reduces right-angle crashes



DEFINITION

» Moving the stop control at an intersection from one street to the crossing street

BENEFITS

» Gives priority to bicyclists along a neighborhood greenway





DEFINITION

» User-actuated yellow flashing lights that alert drivers to yield where bicyclists and pedestrians have the right-of-way crossing a road

» Includes high-visibility crosswalks

BENEFITS

» Can increase driver yield behavior when paired with standard crossing warning signs and markings



Daylighting (parking removal) to be done at all intersections to meet state law and city policy.

