

### Table 1. Pedestrian Design Matrix

[illegible]

Design Treatments <sup>n</sup>	Street Types					Overlays				Implementation Feasibility <sup>+</sup>	FHWA Proven Safety Countermeasure <sup>§</sup>
	Neighborhood Street	Neighborhood Connector	Business Main Street	Business Commercial Street	Gateway	School	Transit	Community Destinations	Truck	III = High; II = Medium; I = Low; ° = Low-cost, rapid implementation option available	
Key: ☑ = Permitted; ☐ = May be appropriate to use, based upon further review, if permitted in overlay or street type, or if other treatments are not effective; - = Not recommended or not appropriate for street type											
Vertical traffic calming (e.g., speed humps and cushions)	☑	☐	-	-	-	☑	-	☑	-	II	
Horizontal traffic calming <sup>2</sup>	☑	☑	☐	-	-	☑	-	☑	-	II°	
Neighborhood traffic circle <sup>2</sup>	☑	-	-	-	-	☑	-	☑	-	II°	✓
Lower speed limits (20 mph or 15 mph)	☑	☐	-	-	-	☑	-	-	-	II	
Road diet (4 lanes to 3 or 2)	-	☑	☑	☑	☐	☑	☐	☑	☐	III°	✓
Partial traffic diverters (limiting through and left turns) <sup>6</sup>	☑	☑	-	-	-	☐	-	☐	-	II°	
<i>Streetscape Improvements</i>											
Trees/planter strip	☑	☑	☑	☑	☑	☑	☑	☑	☑	III	
Green infrastructure (e.g., bio-retention areas)	☑	☑	☑	☑	☑	☑	☑	☑	☑	III	
Bus stop amenities (e.g., benches and shelters) <sup>7</sup>	-	☑	☑	☑	☑	☑	☑	☑	☑	II	
Bus bulb-outs	-	☑	☑	☐	☑	☑	☑	☑	☐	III°	
Street furniture (e.g., benches, art, water fountains and recycling bins)	-	☐	☑	-	☑	☑	☐	☑	☐	I/II	
Pedestrian-scale lighting	☑	☑	☑	-	☐	☑	☑	☑	-	III	✓
Above-ground planters and potted plants	-	-	☑	-	☑	-	☐	☐	-	I	
Sidewalk seating and dining	-	-	☑	-	☑	-	☐	☐	-	I	
Parklets	-	-	☑	-	☑	-	☐	☐	-	II	
Decorative/painted intersections and crosswalks	☐	☐	☑	-	☐	☐	☑	☑	☐	I	
Pedestrian-oriented wayfinding	-	☐	☑	☐	☑	-	☑	☑	-	I	
Pedestrian plazas and closed streets	-	-	☑	-	-	☐	-	-	-	II°	

Notes

<sup>n</sup> See *Appendix G. Pedestrian and Bicycle Facility Types* for more information on some of the treatments listed in this table.  
<sup>+</sup> Tiers of implementation feasibility are defined by timeframe, financial cost and impact to right-of-way.  
<sup>§</sup> Federal Highway Administration (FHWA) Proven Safety Countermeasures are treatments that have been scientifically studied and evaluated to offer safety benefits for road users.

<sup>1</sup> Preferable on streets with operating speeds of at least 30 mph unless in a school or community destination overlay.

<sup>2</sup> Mostly applicable on streets with posted speeds 25 mph or less. “Horizontal traffic calming” includes treatments such as neckdowns that create a yield condition or chicanes that force automobiles to slow speeds for a winding path of travel.

<sup>3</sup> In general, PHBs are reserved for crossings with three or more travel lanes and roadways with 30+ mph posted speeds or higher motor vehicle volumes (9,000+ ADT) and RRFBs are used on one- or two-lane crossings typically with lower motor vehicle volumes and/or 35 mph posted speeds or less. RRFBs should be supplemented with a median crossing island on streets with four or more total travel lanes. Near schools, high-visibility crosswalks can be accompanied by RRFBs and multi-lane (3 or more travel lanes) crossings can be treated with PHBs instead of RRFBs.

<sup>4</sup> Applicable on streets with posted speeds 30mph or less, ADT 9,000 or less, and less than four lanes.

<sup>5</sup> Leading pedestrian intervals are recommended at signalized intersections with high pedestrian volumes and high conflicting turning vehicle volumes; pedestrian signals should be applied per CA-MUTCD standards.

<sup>6</sup> Any possible traffic diversion would be evaluated prior to construction.

<sup>7</sup> Transit stop improvements are only applicable along transit routes. Prioritize bus shelters at bus stops with the highest ridership.

Sources: Federal Highway Association. *Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations*. 2018. Transportation Research Board. *NCHRP 15-63: Guidance to Improve Pedestrian and Bicycle Safety at Intersections*. 2020.