

← Southbound to Naglee Avenue

Northbound to Rousseau Street →

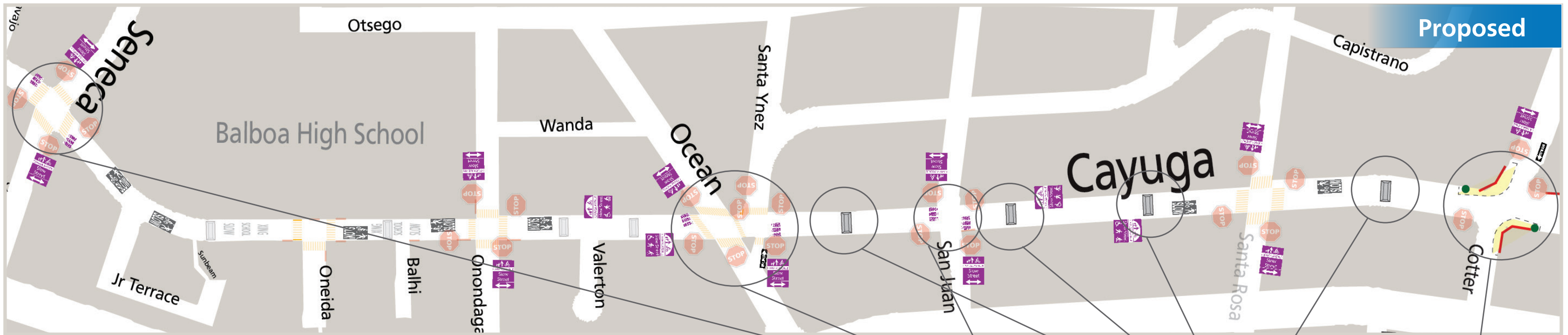
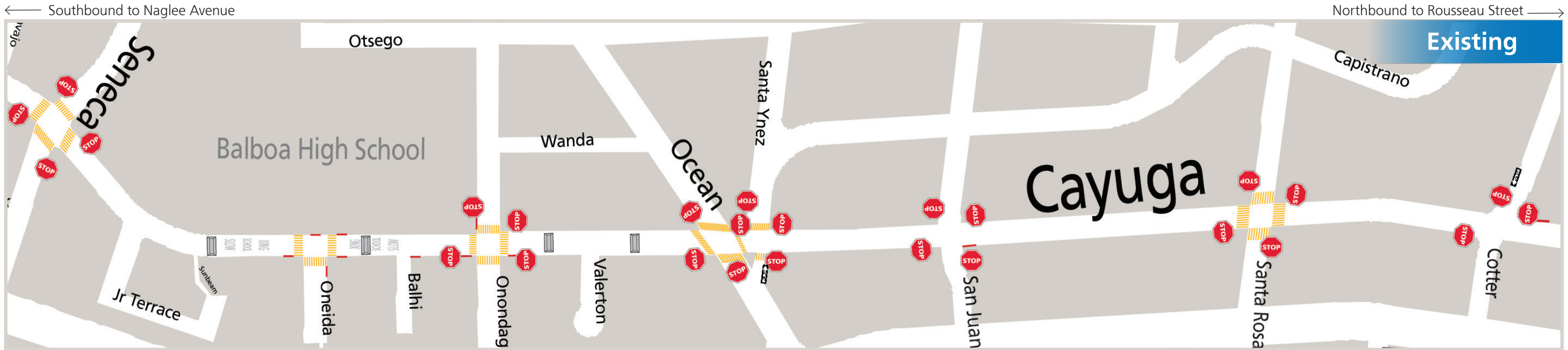


Legend

- Stop Sign
- Traffic Signal
- Continental Crosswalk
- Speed Hump
- Continental Crosswalk (School Zone)
- Intersection Daylighting
- Slow Streets Delineators
- Slow Streets Wayfinding Singage
- Slow Streets Pavement Marking

Proposed soft diversion

Proposed median diverter



Legend

- Stop Sign
- Traffic Signal
- Slow Streets Delineators
- Slow Streets Wayfinding Singage
- Slow Streets Pavement Marking
- Continental Crosswalk
- Continental Crosswalk (School Zone)
- Speed Hump/Cushion
- Intersection Daylighting

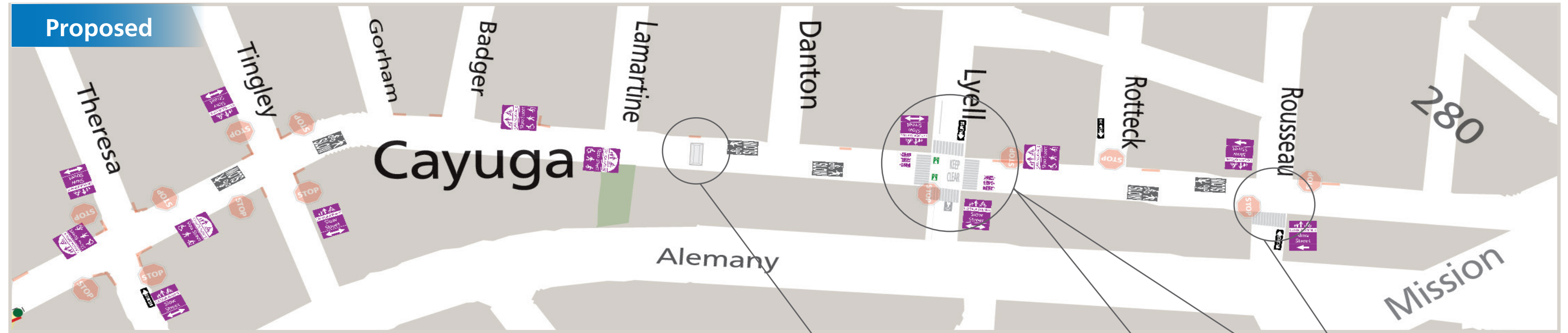
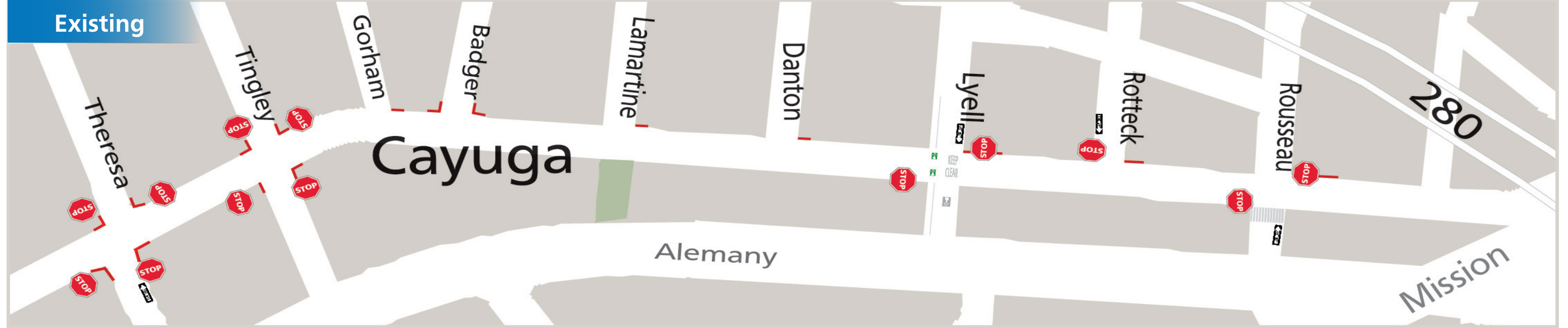
Proposed Soft Diversion

Proposed Speed Cushions













Proposed Painted Safety Zone with Community Planters

← Southbound to Naglee Avenue

Northbound to Rousseau Street →



Legend

-  Stop Sign
-  Traffic Signal
-  Slow Streets Delineators
-  Slow Streets Wayfinding Singage
-  Slow Streets Pavement Marking
-  Continental Crosswalk
-  Continental Crosswalk (School Zone)
-  Speed Hump/Cushion
-  Intersection Daylighting
-  Proposed Speed Cushion
-  Proposed Soft Diversion
-  New Marked Crosswalks



Painted Safety Zone

(Proposed at Cotter)

Painted safety zones are painted road areas that wrap around sidewalk corners to make pedestrian crossing intersections more visible to people driving.

By encouraging drivers to turn further away from the curb, painted safety zones create a buffer between pedestrians and cars. They also encourage yielding, and slow drivers down considerably as they're making turns. Narrowing the intersection encourages slower vehicle travel speeds and decreases the crossing distance for pedestrians. Daylighting (removal of parking on the corner) improves sightlines at the intersection and reallocates space in the roadway for potential community-maintained planters.



Slow Streets Soft Diversion

(Proposed at Lyell, Seneca, Ocean, San Juan)

Soft diversion at intersections throughout a Slow Street corridor discourages through-traffic while still allowing for local access. Through strategic placement of Slow Streets signs and flexible delineators, soft diversion helps keep traffic volumes low to support safe and comfortable active transportation.

Delineators cannot be installed at intersections where a traffic signal is present without an associated left-turn restriction on the cross street and, if present, the removal of an existing turn pocket. Additionally, traffic diverters cannot be placed where conflicts with driveways or other access make placement impossible.



Median Diverter

(Proposed at Geneva)

A median diverter is created by installing several traffic delineators or concrete in the middle of the intersection. Combined with turn restrictions, median diverters prevent vehicles from continuing through the intersection. Vehicles must turn right, while bicycles are allowed to ride through.

This treatment further discourages non-local traffic from utilizing the street by preventing them from traveling multiple blocks, supporting low traffic volumes along the Slow Streets corridor.