



# PROTECTED INTERSECTION APPLICATION – VISALIA CA

December 6<sup>th</sup>, 2023



# PROPOSED PROTECTED INTERSECTION - SAFETY

## **Better Bike networks need Safer Intersections**

- Intersections are the place where the most vehicle-bike conflicts occur. 2017, 43% of urban bicyclist fatalities occurred at intersections.

*NACTO analysis of NHTSA FARS data: Non-freeway Urban Bike Fatalities (US 2017)*

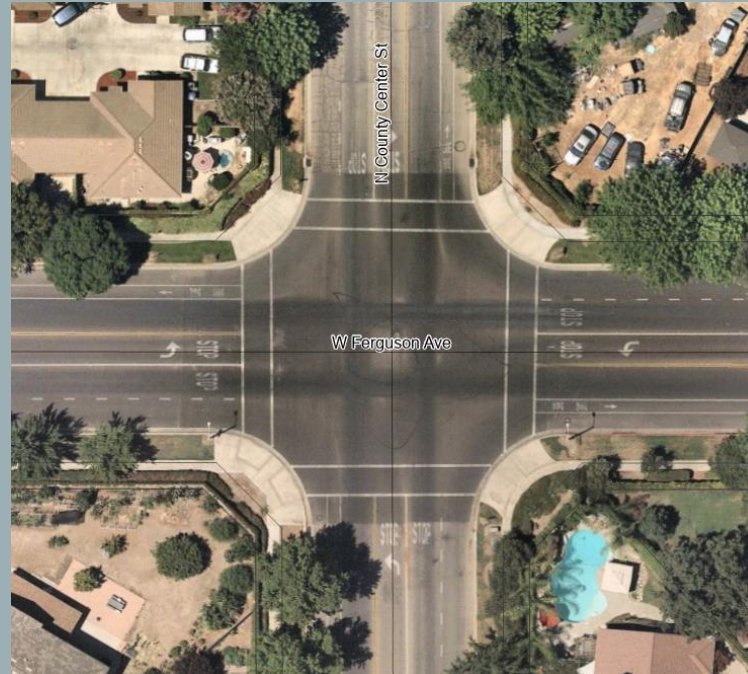




# STANDARD DESIGN & EXISTING CONDITION

## Existing County Center Dr at Ferguson Ave Intersection Design Existing Riggin Ave at Giddings Intersection Design

- Standard intersection design do not typically continue bike lanes through the intersection.
- Bike lanes often end ahead of intersections drop off or merge with right turn lanes requiring people on bikes to mix with vehicles



County Center Dr at Ferguson Avenue Intersection – Existing Condition







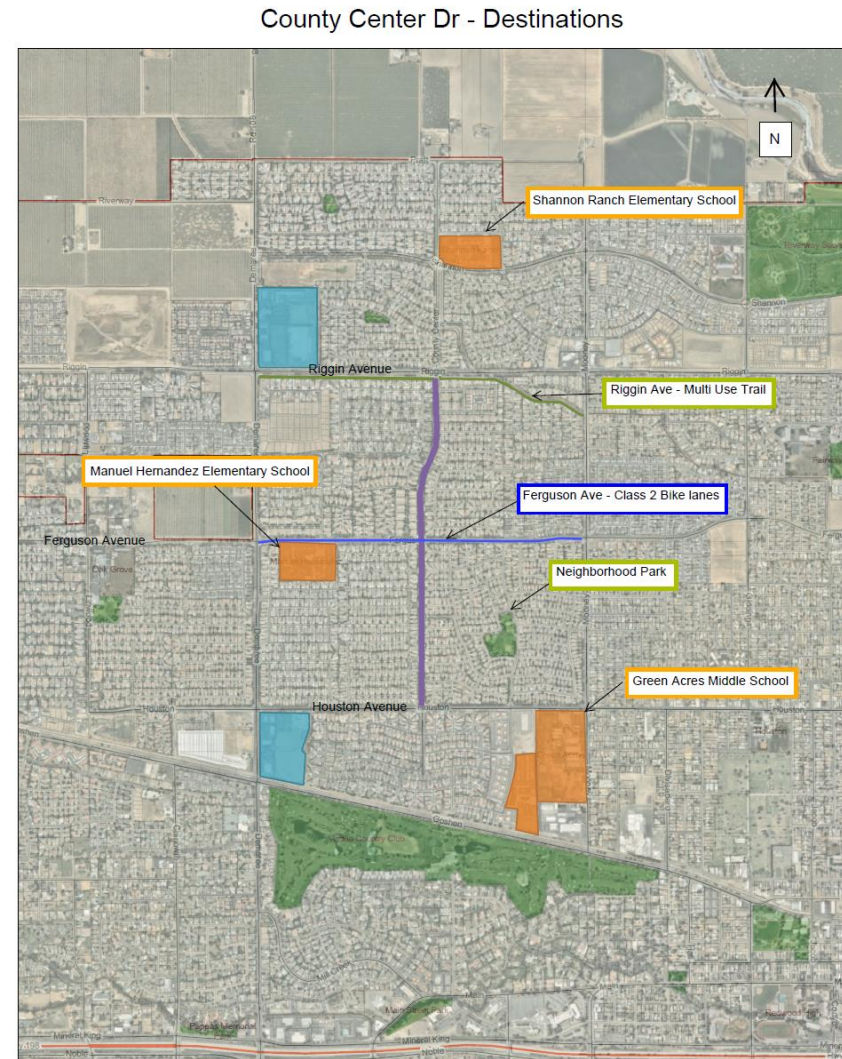
Giddings Street at Riggin Avenue Intersection

# SITE SELECTION CRITERIA

## Considerations for Protected Intersection applications

### LEGEND

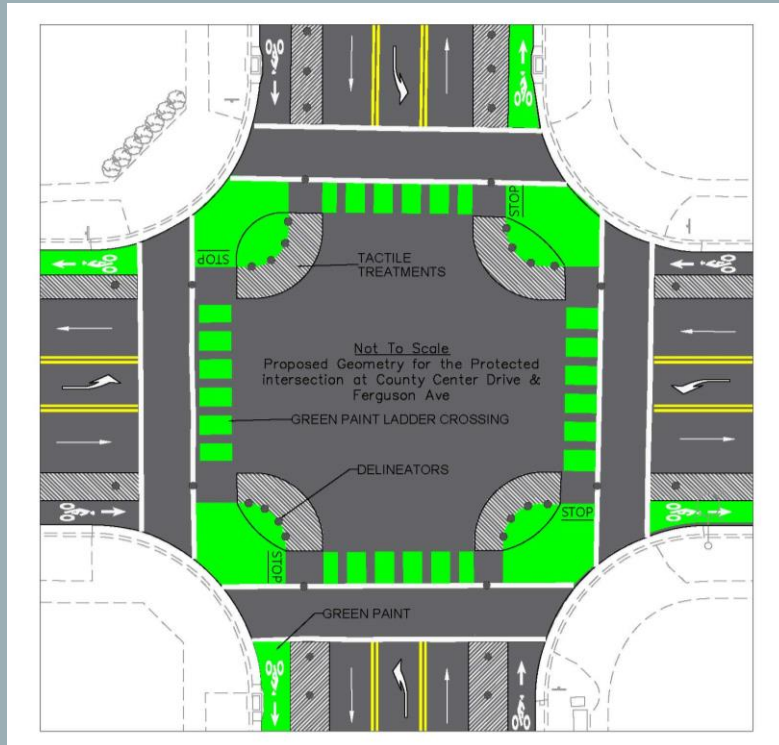
	Schools
	Shopping
	Trails or Parks
	CC Rehab Project



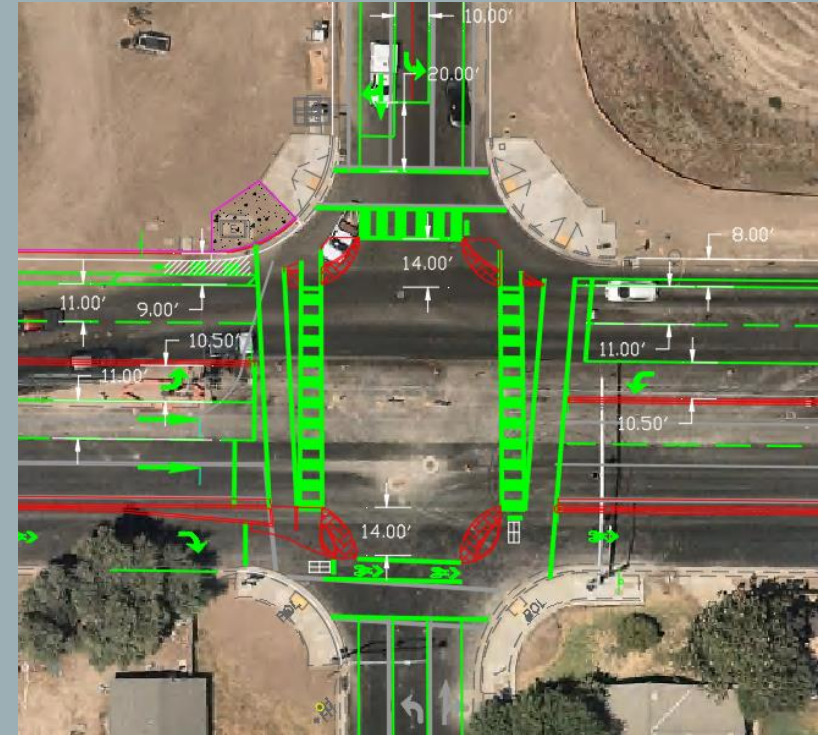
Destinations surrounding County Center Dr.



# PROPOSED PROTECTED INTERSECTION



Proposed Protected Intersection at County Center Dr and Ferguson Ave



Proposed Protected Intersection at Riggins Ave at Giddings St

## Advantages:

- Improves visibility of pedestrians and people on bikes
- Slows down conflict zones
- Adds Separation and protection for people on Bikes through the intersection

# PROTECTED INTERSECTION FUNCTIONALITY



<https://www.youtube.com/embed/GJ-qwudnABA?feature=oembed>

# PROTECTED INTERSECTION - HISTORY

- American Engineers have been aware of protected intersection design since 1972.
- As of today, there are at least twenty (20) constructed protected intersections in California alone.
- With many more throughout the country.



Alabama's First Protected Intersection – Auburn University



# CALIFORNIA SHIFT TO ACTIVE TRANSPORTATION

**California has been shifting towards multi-modal transportation infrastructure.**

- Complete Street shift from vehicle movement as primary goal to movement of people and goods

## Director Policy 37:

*“priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant communities”*

*“maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.”*





# QUESTIONS?

