



PROTECTED INTERSECTION APPLICATION – VISALIA CA

December 6th, 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.

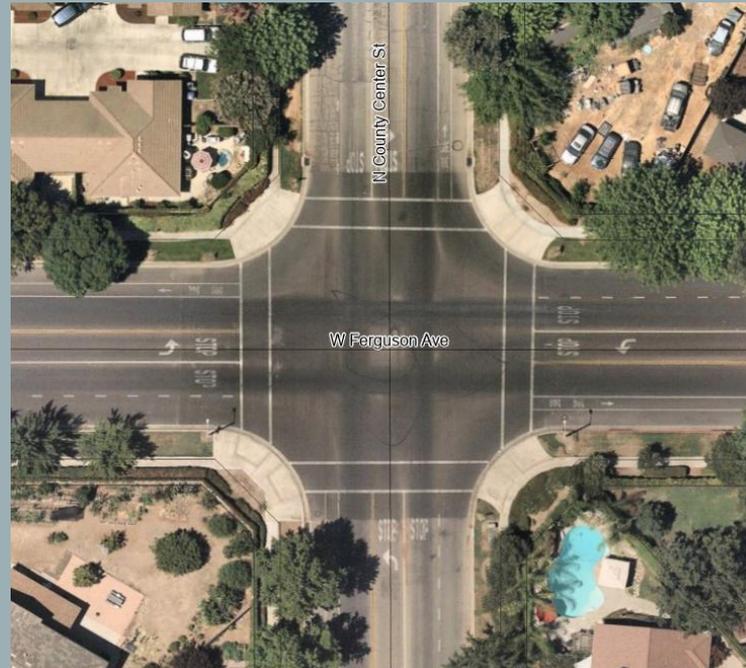
NACTO analysis of NHTSA FARS data: Non-freeway Urban Bike Fatalities (US 2017)



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



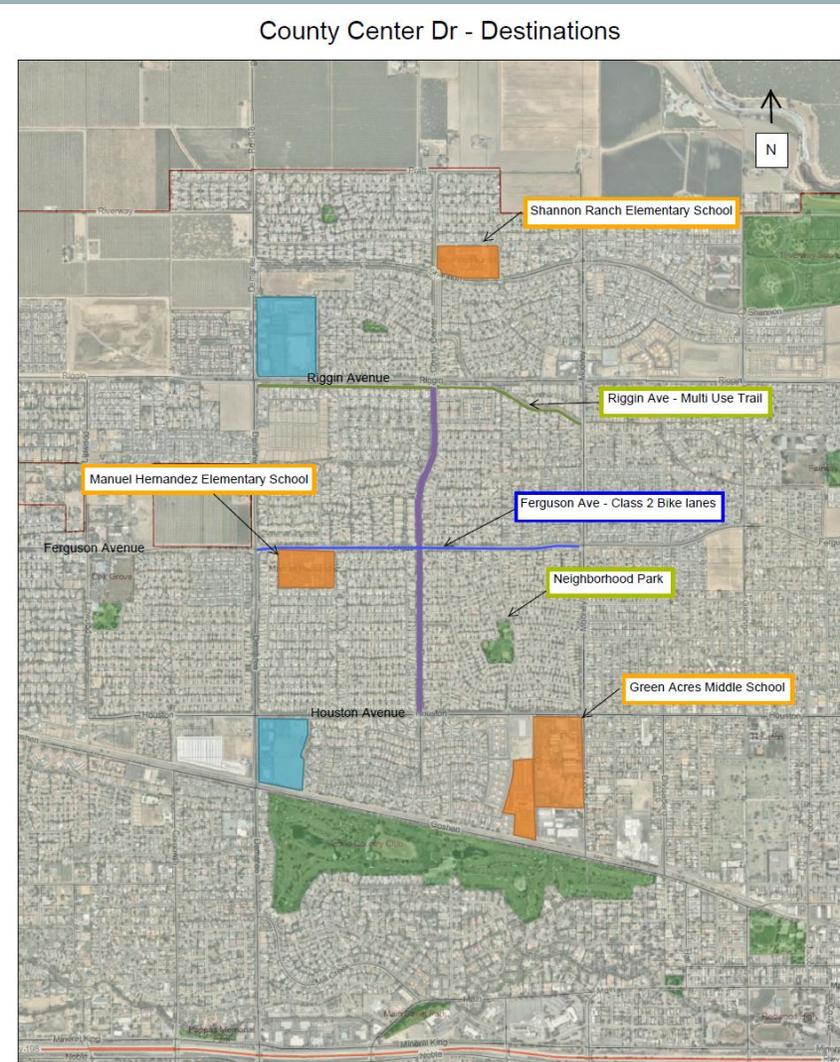
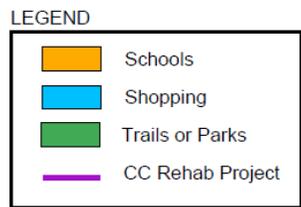
County Center Dr at Ferguson Avenue Intersection – Existing Condition



Giddings Street at Riggin Avenue Intersection

SITE SELECTION CRITERIA

Considerations for Protected Intersection applications

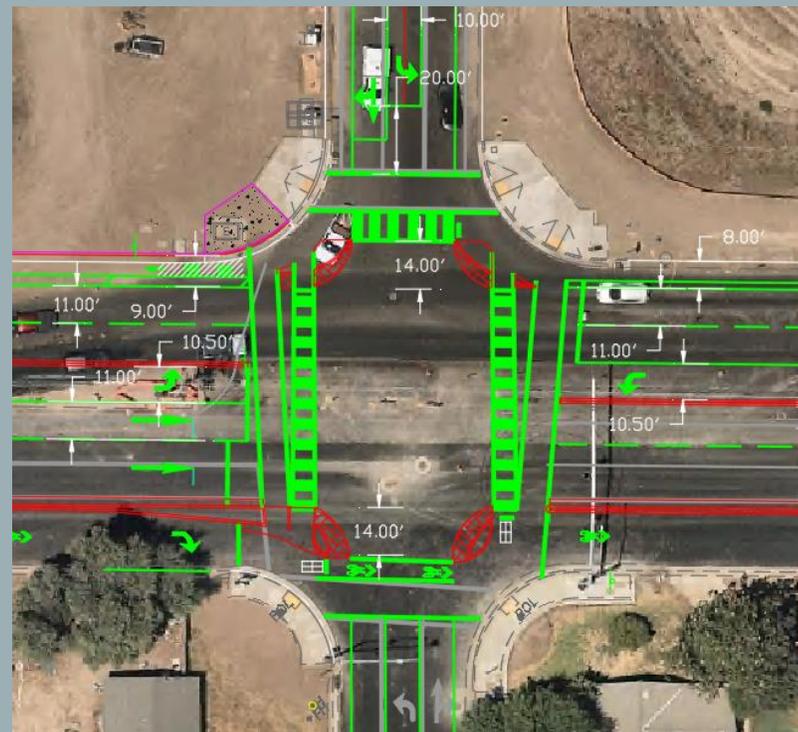


Destinations surrounding County Center Dr.

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?

