

# Traffic and Safety

## Separated Multi-Use Path

This path will follow the back of Baldy Creek and provide a pedestrian and bicycle connection separate from the highway.

## Mid-block Pedestrian Crossings

The facility plan includes three possible locations for pedestrian crossings to facilitate east-west connectivity in Lincoln City at Bard Street, 29th Street, and 35th Street. ODOT may build some of these in the near future. On your comment form, help us prioritize these locations.

For more information about crosswalks pick up the available brochure.

## Sidewalks

The entire length of the project will have ADA accessible sidewalks for pedestrians.

## Raised Medians

High volume urban routes with a lot of commercial driveways are safer with raised medians. A raised median reduces the number of potential conflict points, which cause crashes. Raised medians can also be appropriately landscaped which helps calm traffic speeds.

## Access Management

While individual accesses are not listed in the facility plan, ODOT will work with property owners, as construction happens or as developing properties need ODOT permits, to make sure highway access meets the properties needs without compromising highway safety and function.

For more information on access management pick up the available brochure.

## Bike Lanes/Shoulders

The entire length of the project will have bicycle facilities. Many times bicycles can be accommodated on paved shoulders.

## Speed Zones

Although many communities believe lower speeds improve safety, unrealistically low speed zones can frustrate many drivers, resulting in numerous speeding violations and unsafe driving, actually causing more crashes.

The latest change to speed zoning on U.S. 101 through Lincoln City occurred in May 2008. No other changes are likely to occur in the near future.

For more information about speed zones pick up the available brochure.

## Traffic Signal at 32nd Street

A traffic signal is not being installed at 32nd Street at this time. When looking at installing a signal ODOT considers volume of traffic on the highway and on the intersecting street, number of crashes, pedestrian activity and other factors. Installing a traffic signal when one is not needed can lead to crashes that previously did not occur at that location.

The amount of traffic on 32nd Street is not large enough to warrant stopping the highway traffic on U.S. 101. The proposed design is constructed to likely add a signal at 32nd Street and U.S. 101 if the criteria can be met in the future.

For more information on traffic signals pick up the available brochure.

