

Traffic Safety as Defined in 1965

“Transportation engineering emerged as a separate field from civil engineering in the 1920s, and in 1931 thirty engineers got together to form the Institute of Transportation Engineers...”

In 1965, ITE “...recommended that subdivisions should discourage through traffic, four-way intersections should be avoided in favor of key intersections. Curvilinear patterns loops and cul-de-sac should be used to encourage slow-moving traffic... They concluded that for safety’s sake neighborhoods should be full of cul-de-sacs, T-intersections and convoluted street patterns.”

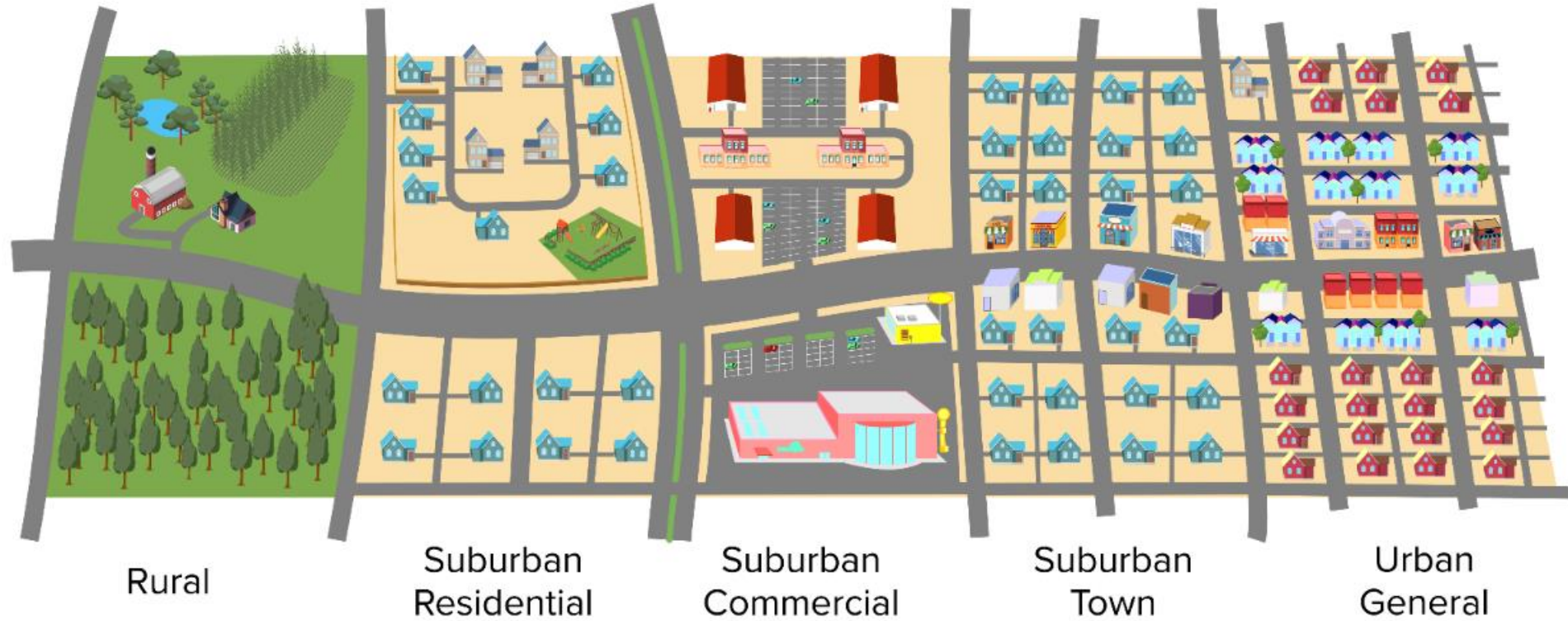


Retrofit Efforts

- Road safety audits for resurfacing projects
- School walking route enhancements (no turn blank-out signs, PLI's)
- Pedestrian corridor retrofits (raised crossings, beacons, narrowing lanes)
- Safety LED lighting
- Green bicycle lanes
- Reducing speed limits
- Traffic management, connected vehicles



Context Based Classification



Preserved land in a natural or wilderness condition, sparsely settled lands, may include agricultural land, grassland, and wetlands

Most residential uses within a disconnected or sparse roadway network

Mostly non-residential uses with large building footprints and large parking lots within a disconnected or sparse roadway network

Small concentrations of mixed-use areas or town centers, or developed areas which are immediately surrounded by low to medium density residential areas

Mixed use set within a well-connected roadway network, highest densities within Urbanized Areas

Transportation Design Regulations

