

**APPLICATION FORM FOR
CYCLE 9 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

Application ID 06-Fresno County-1

LAPG 9-A (REV 11/2017)

Page 1 of 8

APPLICATION SUMMARY

This summary page is filled out automatically once the application is completed.

After the application is finalized, please save this PDF form using the exact "Application ID" (shown below) as the file name.

Application ID 06-Fresno County-1

Important: Review and follow the [Application Form Instructions](#) step-by-step as you complete the application. Completing an application without referencing the instructions will likely result in an incomplete application or an application with fatal flaws that will be disqualified from the ranking and selection process.

Submitted By (Agency)

Fresno County

Application Category

Common BCR Application

Caltrans District

06

Application Number

1

Out of

1

Project Location

The intersection of Ashlan Ave. & Palm Ave. in Fresno.

Project Description

Upgrade existing 2-phase fixed timed traffic signal to 8-phase to include, but not limited to, left-turn phasing, larger vehicle heads, and new 2070 controller.

Total Project Cost

\$956,000

HSIP Funds Requested

\$956,000

Countermeasure No. 1

S2: Improve signal hardware: lenses, back-plates, mounting, size, and number

Countermeasure No. 2

S6: Provide protected left turn phase (left turn lane already exists)

Countermeasure No. 3**Project Benefit**

\$7,674,919

Benefit Cost Ratio (BCR)

8.03

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Forms Management Unit at (916) 445-1233, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

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I. Basic Project Information

Date: Aug 31, 2018

Caltrans District: 06

MPO: FCOG

Agency: Fresno County

County: Fresno County

Total number of applications being submitted by your agency: 1

Application Number (each application must have a unique number): 1

Contact Person Information

Name (Last, First): Alimi, Mohammad

Position/Title of Contact Person: Design Division Manager

Email: malimi@fresnocountyca.gov

Telephone: (559) 600-4505

Extension:

Address: 2220 Tulare Street, 6th Floor

City: Fresno

Zip Code: CA 93721

(Enter only a 5-digit number)

Application Category: Common BCR Application**Project Information**

Project Location:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)

The intersection of Ashlan Ave. & Palm Ave. in Fresno.

Project Description:

-Be Brief (Limited to 250 Characters)

-See [Application Form Instructions](#)

Upgrade existing 2-phase fixed timed traffic signal to 8-phase to include, but not limited to, left-turn phasing, larger vehicle heads, and new 2070 controller.

Functional Classification: Minor Arterial

(For Functional Classification and CRS Maps,
Visit: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)

CRS Map ID (e.g. 08E14): 10N42

Urban/Rural Area: Urban

High-Risk-Rural-Roads (HR3) Eligibility: No

If this project is not entirely HR3 eligible, what is the approximate total cost percentage that is HR3 eligible? %

Work on the State Highway System

Does the project include improvements on the State Highway System? No

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Warrant Studies

- ☐ Check if the project includes new installation of certain traffic control devices (e.g., traffic signals, pedestrian signals, etc.). If yes, Traffic Signal Warrant 4, 5 and/or 7 must be met (CA MUTCD Chapter 4C). Please provide the warrants as Attachment #8 in Section V.

Additional Information

1. Is the project focused primarily on "spot location(s)" or "systemic" improvements?

2. Which of the California's Strategic Highway Safety Plan (SHSP) Challenge Areas does the project address primarily?
(For more information on the SHSP and its Challenge Areas, see: <http://www.dot.ca.gov/SHSP/>)

3. How were the safety needs and potential countermeasures for this project first identified?

4. California established [Systemic Safety Analysis Report Program](#) (SSARP) in 2016. Was this project identified through the SSARP program?

5. What is the primary mode of travel intended to be benefited by this project?

6. Approximate percentage of project cost going to improvements related to motorized travel: %

7. Approximate percentage of project cost going to improvements related to non-motorized travel: %

8. Provide the number of intersections and the length of roadways included in the project (enter 0 if not applicable):

Number of Intersections: Miles of Roadway:

9. Posted Speed Limit (mph):

10. Annual Average Daily Traffic (See [Application Form Instructions](#))

AADT (Major Road)

AADT (Minor Road)

Year Collected/Estimated

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II. Narrative Questions (See [Application Form Instructions](#))

These narrative questions are intended to provide additional project details for the application reviewers and project files. The reviewers will use the information in their "fatal flaw" assessment of the applications. Please make sure that:

- 1) The project scope is eligible for HSIP funding;
- 2) The countermeasures used in the Benefit Cost Ratio (BCR) calculation are appropriately applied based on the scope of the project;
- 3) The crash data used in the BCR calculation is appropriately applied based on the scope of the project and countermeasures used; and
- 4) The application data and attachments are reasonable and meet generally accepted traffic engineering and transportation safety principles.

If significant inconsistencies or errors are found in the application information, the reviewers may conclude that the application includes "fatal flaws" and the application will be dropped from further funding considerations. The applicant will not be notified of findings until after the selection process is complete.

1. Overall Identification of Need

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest crash concentrations?

(Limited to 5,000 characters)

Needs were based on public and constituent complaints regarding the high number of accidents at this location. The County has received requests to improve the intersection, more specifically left-turn phasing to address the crashes involving through versus left-turn movement crashes. Ashlan Avenue and Palm Avenue ranks #1 out of 10 county locations for the most intersection-related collisions for the time period between August 2013 and July 2018.

2. Potential for Proposed Improvements to Address the Safety Issues

Describe the primary causes of the collisions that have occurred within the project limits. Are there patterns in the crash types? Clearly demonstrate the connection between the problem and the proposed countermeasures utilized in the BCR calculations. Depending on the nature of the project, explain why the agency chooses to pursue "Spot location(s)" or "Systemic" improvements.

(Limited to 5,000 characters)

Note: Safety improvements that do not have countermeasures and crash reduction factors identified in the HSIP Analyzer can be included in the project scope and cost estimate as "Other Safety-Related" improvement; they just won't be added to the project's BCR shown in the application.

Twenty-five collisions were left-turn versus through movement related, which accounted for 40% of all collisions within the influence area of the project limit. Countermeasure "S6: Provide protected left turn phase (left turn lane already exists)" was appropriately assigned to these collision types. Of these collisions, over three-quarters are on Palm Avenue. The primary cause factor (PCF) were primarily due to right-of-way violation. The higher number of collisions on Palm Avenue versus Ashlan Avenue is attributable to the posted speed limit and number of lanes. Palm is posted for 40 MPH with 4 lanes and Ashlan is posted for 35 MPH with two lanes of traffic, one in each direction of travel. The remaining 37 collisions were assigned to Countermeasure "S2: Improve signal hardware: lenses, back-plates, mounting, size, and number". Both countermeasures will significantly improve traffic safety at this location.

3. Crash Data Evaluation

What is the source of the crash data? For each countermeasure, describe how the influence areas and the limits of the crash data were established to ensure only appropriate crashes were included in the Collision Diagrams, Collision Lists and used in the BCR calculation.

(Limited to 5,000 characters)

Note: If the project includes multiple locations and multiple countermeasures, group the locations so that within each group, the same countermeasures apply to all locations and their crash data. Describe the location groups. These location groups must be consistent with the grouping in using the HSIP Analyzer.

The source of the data is from SWITRS, provided by the local CHP office. Intersection-related collisions for through versus left-turn movements were assigned Countermeasure S6, and all other collisions were assigned Countermeasure S2, as mentioned in Question #2.

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4. Prior Attempts to Address the Safety Issue

List all other projects/countermeasures that have been (or are being) deployed at this location. Applicants must identify all federal funds that have been used or approved within or directly adjacent to the proposed project limits within the last 5 years. (HSIP funding cannot be used to construct the same general type of countermeasures within the same limits within 5 years to ensure agencies do not apply the same Crash Reduction Factors to the same crashes)

For projects proposing high cost improvements/countermeasures such as shoulder widening and horizontal/vertical realignments, applicants must document that they have installed and monitored low-cost improvements which have not adequately addressed the safety issue ("**incremental approach**"). (Limited to 5,000 characters)

None.

5. Other Comments

Explain here if this project requests any exceptions to the rules (such as "PE no more than 25%", "ROW no more than 10%" and "CE no more than 15%" rules), or if you have any other comments. (Limited to 5,000 characters)

None.

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III. Project Cost, Safety Countermeasures and Benefit Cost Ratio (BCR)

Please transfer the below from the HSIP Analyzer. Please make sure you have reviewed the HSIP Analyzer instructions and completed the HSIP Analyzer correctly.

For some funding set-asides, only the project cost information is required. Please review the [Application Form Instructions](#) for details.

Total Project Cost

\$956,000

HSIP Funds Requested

\$956,000

**Project's Maximum Federal Reimbursement Ratio
(e.g. enter 90 for 90%)**

100%

Countermeasures

Number of Countermeasures Utilized (Max 3):

2

Countermeasure No. 1 S2: Improve signal hardware: lenses, back-plates, mounting, size, and number**Countermeasure No. 2** S6: Provide protected left turn phase (left turn lane already exists)**Project Benefit**

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Benefit Cost Ratio (BCR)

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IV. Implementation Schedule (See [Application Form Instructions](#))

The local agency is expected to deliver the project per Caltrans Local Assistance [Safety Program Delivery requirements](#).

In order for the milestones to be calculated correctly, all fields need to be filled in. For steps that are not applicable, enter "0".

Target Date for the Project's Amendment into the FTIP:

01/01/2019

Time for agency to internally staff project and request PE authorization:

3 Month(s)

Typical time for Caltrans and FHWA to process and approve PE authorization:

2 Month(s)

Proposed PE Authorization Date:

06/01/2019

(PE Authorization Delivery Milestone)

Will external consultants be required to complete the PE phase of this project?

No

Time to prepare environmental studies request:

1 Month(s)

Time to complete CEQA/NEPA studies/approvals:

4 Month(s)

See PES Form in the LAPM for Typical studies and permits

Time to complete the Right of Way Acquisition (federal process):

18 Month(s)

Plan on 18 months minimum for federal process including a condemnation

Time to complete final PS&E documentation:

8 Month(s)

Other:

0 Month(s)

Expected Completion Date for the PE Phase:

01/01/2022

Time for agency to request CON authorization:

2 Month(s)

Typical time for Caltrans and FHWA to process and approve CON authorization:

3 Month(s)

Proposed CON Authorization Date:

06/01/2022

(CON Authorization Delivery Milestone)

Time included for the agency's workload-leveling or construction-window needs:

2 Month(s)

Time to award contract with CON contractor (following the federal process, including Board/Council approval, advertise, award, execute and mobilize):

3 Month(s)

Time to complete construction:

6 Month(s)

Time included for closing the CON contract:

3 Month(s)

Other:

0 Month(s)

Expected Completion Date for the CON Phase:

08/01/2023

Time to complete the project close-out process:

3 Month(s)

Typical time for Caltrans and FHWA to process and approve project close-out:

3 Month(s)

Expected Completion Date for the project Close-Out:

02/01/2024

(Close-Out Delivery Milestone)

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V. Application Attachments (See [Application Form Instructions](#))Please attach all files as needed. **Note:** files may not be attachable if file is open. Close before attach.

1. Engineer's Checklist (Required for all projects) 1 Engineers Checklist.pdf
2. Vicinity map/Location map (Required for all projects) 2 Vicinity map Location map.pdf
3. Project maps/plans showing existing and proposed conditions (Required for all projects) 3 Project maps plans showing existing and proposed conditions.pdf
4. Pictures of Existing Condition (Required for all projects) 4 Pictures of Existing Condition.pdf
5. HSIP Analyzer (Required for all projects) 06-Fresno County-01Calc.pdf
6. Collision diagram(s) (Not required for this project) 6 Collision diagrams.pdf
7. Collision List(s) (Not required for this project) 7 Collision Lists.pdf
8. Warrant Studies (Not required for this project) 8 Warrant Studies not required.pdf
9. Letter/email of Support from Caltrans (No SHS involved - not required for this project)
10. Additional narration, documentation, letters of support, etc. (Optional)

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HSIP Cycle 9 Application – Engineer's Checklist (For applications that BCR is required)

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this HSIP application, based on the final application and application attachments as submitted to Caltrans. The engineer's initials and stamp should not be placed until the application has been finalized.

The purpose of this checklist is to ensure all of the primary elements of the application are included and the application is free of errors, allowing the application to be accurately ranked in the statewide selection process. Applications with errors in the supporting data will not be considered in the project selection process.

Special Considerations for Engineers before signing and stamping this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculations or reports be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding HSIP application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer. By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

1. Vicinity map /Location map

Engineer's Initials: MHA

- a. The project limits must be clearly depicted in relation to the overall agency boundary

2. Project layout-plan showing existing and proposed conditions must:

Engineer's Initials: MHA

- a. Be to a scale which allows the visual verification of the overall project limits and the construction limits of each safety countermeasure (CM) included in the application's BCR
- b. Show the full scope of the proposed project, including any non-safety construction items
- c. Show the "Influence Area" for each safety CM included in the application's BCR
- d. Show all changes to existing lanes and shoulder widths. Label the proposed widths
- e. Show limits of all roadway excavation/demolition
- f. Show agency's right of way (ROW) lines. (Also show ROW of the State, Railroad, and all other government agencies)

3. Project cross-section showing existing and proposed conditions.

(Only required for projects with roadway excavation, cut/fill slopes, and changes to lane widths)



Check if not applicable (no initials required when not applicable)

Engineer's Initials: MHA

- a. Show dimension, changes, ROW lines, safety CMs, etc.

4. Countermeasure Selection:Engineer's Initials: MHA

- a. The CMs used are appropriate and reasonable based on the HSIP guidelines and application instructions, including Appendix B of the Local Roadway Safety Manual.

5. Crash Data used in the Benefit Cost Ratio (BCR) calculations:Engineer's Initials: MHA

- a. Must be from a reliable and well documented source
- b. Must be within influence area of CMs and must be applied to CMs using generally accepted traffic engineering principles
(Example: If the CM only addresses the northbound lanes of a divided roadway, then southbound crashes should be excluded.)
- c. Must be accurately shown in collision diagrams and collision lists attached to this application
- d. Must be presented in terms of the number of crashes (**not** the number of injuries and fatalities)
- e. Must be based on the most recent data available and must have a minimum 3 years and maximum 5 years of data

6. Collision Diagrams (Shown separately or combined)Engineer's Initials: MHA

- a. Should be to scale with crash locations accurately plotted
- b. Reveal collision patterns necessary to justify CMs
- c. The influence area for each CM is shown separately on the diagrams (unless the areas are identical)
- d. All crashes, included in the BCR Calculation, must be clearly shown within the influence area of that CM
- e. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
- f. The totals shown match the data in the Collision Lists and the crash data tables in the HSIP Analyzer

7. Collision Lists (Shown separately or combined)Engineer's Initials: MHA

- a. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
- b. If the Lists includes crashes that were not appropriate to include in the BCR calculations, these crashes must be crossed through or removed and not included in the totals
- c. The totals shown match the data in the Collision Diagrams and the crash data tables in the HSIP Analyzer
- d. Each crash is only counted as one, even if there were multiple victims and/or vehicles involved

8. Detailed Engineer's Estimate and Project Cost Estimate (HSIP Analyzer – Sections I & II)Engineer's Initials: MHA

- a. All likely construction costs associated with the project are identified and included in Section I (Construction Cost Estimate and Cost Breakdown)
- b. Each of the main project elements are broken out into separate construction items. The costs for the construction items are based on calculated quantities and appropriate corresponding unit costs
- c. Costs for the construction items are distributed among the CMs using a logical method to fairly calculate each CM's cost
- d. "Other Safety-Related" and "Non-Safety-Related" components are properly identified and accounted for
- e. Each CM included in the BCR calculation must represent a minimum of 15% of the construction costs unless an exception is being requested (automatic in the HSIP Analyzer)
- f. The Total Construction Cost in Section I must match the "Construction Items – Total Cost" in Section II (Project Cost Estimate) (automatic in the HSIP Analyzer)
- g. The project costs of all phases must be properly accounted for in Section II

9. Benefit and BCR Calculation (HSIP Analyzer – Sections III & IV)Engineer's Initials: MLA

- a. Project locations are grouped appropriately per Manual for HSIP Analyzer
- b. For each of location groups, the CMs applied are selected properly based on the proposed work for safety improvements;
- c. For each of the location groups, the crash data time period must be a minimum of 3 years and a maximum of 5 years and the most recent available crash data must be used.
- d. For each of the location groups, the data in the crash data tables for each location must include only the crashes for the specified crash types and must match those in the Collision Diagrams and the Collision Lists.
- e. The totals for each Location match the totals shown in the Collision Diagrams and Collision Lists
- f. The total project cost in the BCR calculation must match the total project cost in Section II (automatic in the HSIP Analyzer)
- g. The data transferred to Section III of the application form must match the data in the HSIP Analyzer

10. Warrant studies/guidance (Check if not applicable)**Check if not applicable (no initials required when not applicable)**

Engineer's Initials: _____

- a. Traffic Signal Warrants – Warrant 4, 5 or 7 met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD.

11. Additional narration, documentation, letters of support:Engineer's Initials: MLA

- a. The answers to the "Narrative Questions" in the application form are consistent with and support the engineering logic and the calculations in the development of the application's BCR
- b. When needed, clarify non-standard application of countermeasures, crashes and/or costs; appropriate documentation is attached to the application to document the engineering decisions and calculations.

Signature and Stamp Page

Licensed Engineer:

Name: Mohammad H. Alimi

Title: Design Division Manager

Engineer License Number: C67156

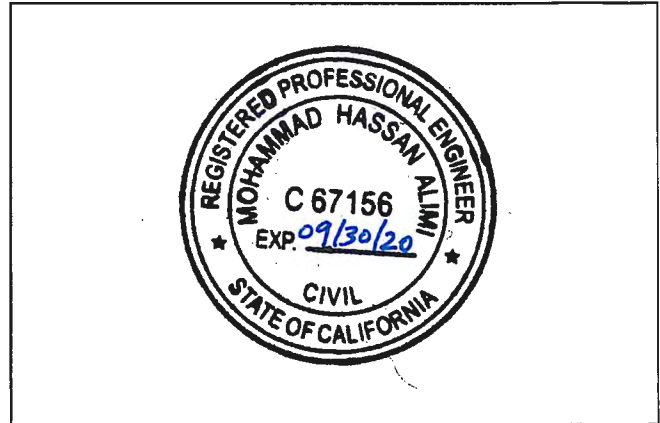
Signature: 

Date: 08/31/2018

Email: malimi@co.fresno.ca.us

Phone: (559) 600-4505

Engineer's Stamp:



To ensure the application's quality and the agency's commitment to deliver the safety project in an expedited manner, the application must be signed by the Agency's Transportation/Traffic Engineering Manager.

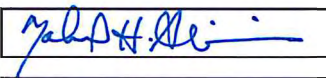
By signing this application, the manager is attesting to:

1. All data in the application is accurate and represents the total scope of the planned project;
2. The agency understands the Project Delivery Requirements for the HSIP Program and is prepared to deliver the project per these requirements; and
3. The agency understands if Caltrans staff determine that any of the above requirements are not met, or data is inaccurate, or the application fails to meet the program guidelines and application instructions, the application will be rejected and will not be eligible to receive federal safety funding. Due to time constraints in the evaluation process, applicants will not be notified until after the selection process is complete. Refer to Application Form Instructions for more information.

Transportation Manager:

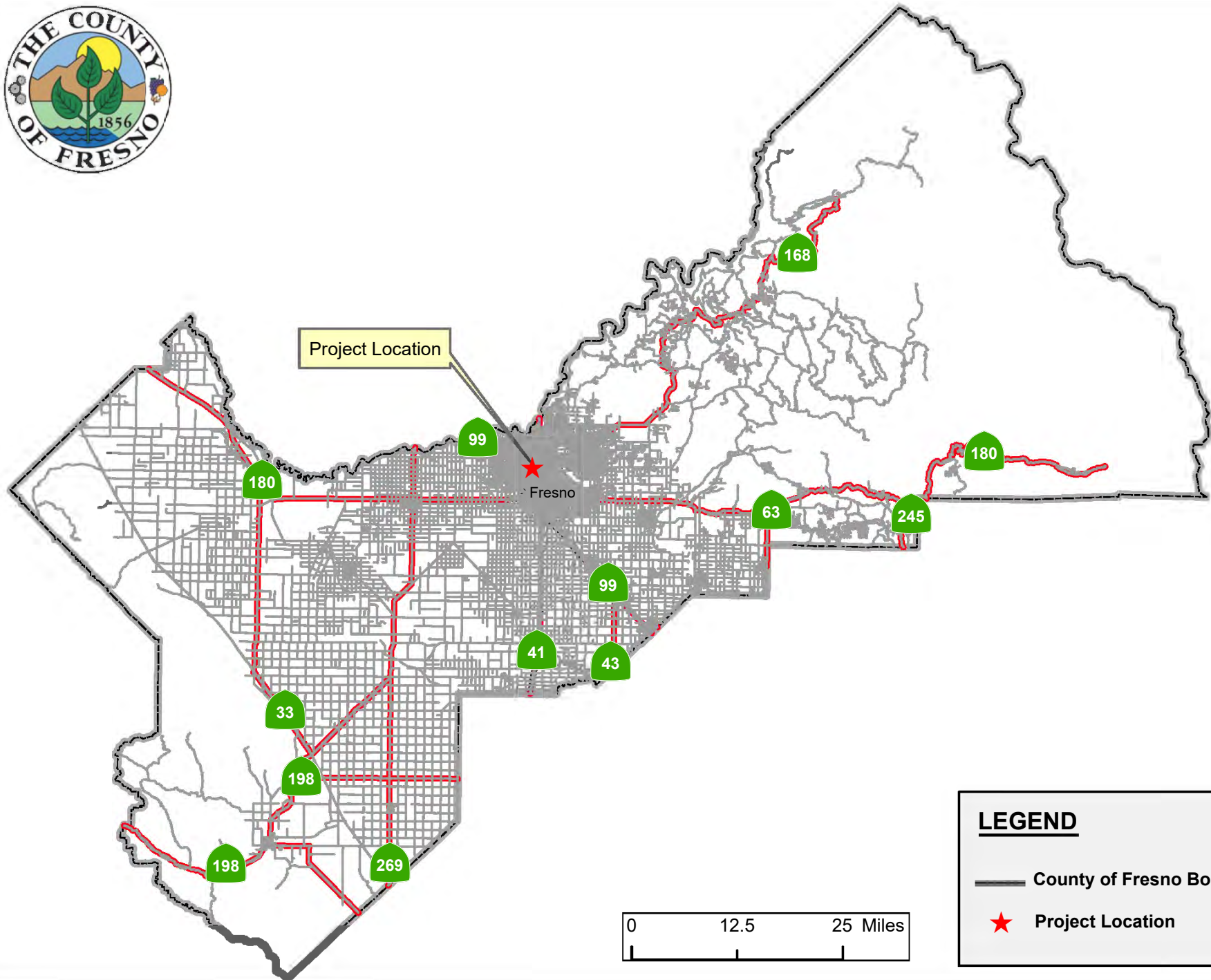
Name: Mohammad H. Alimi

Title: Design Division Manager

Signature: 

Date: 08/31/2018

ASHLAN AND PALM LOCATION MAP

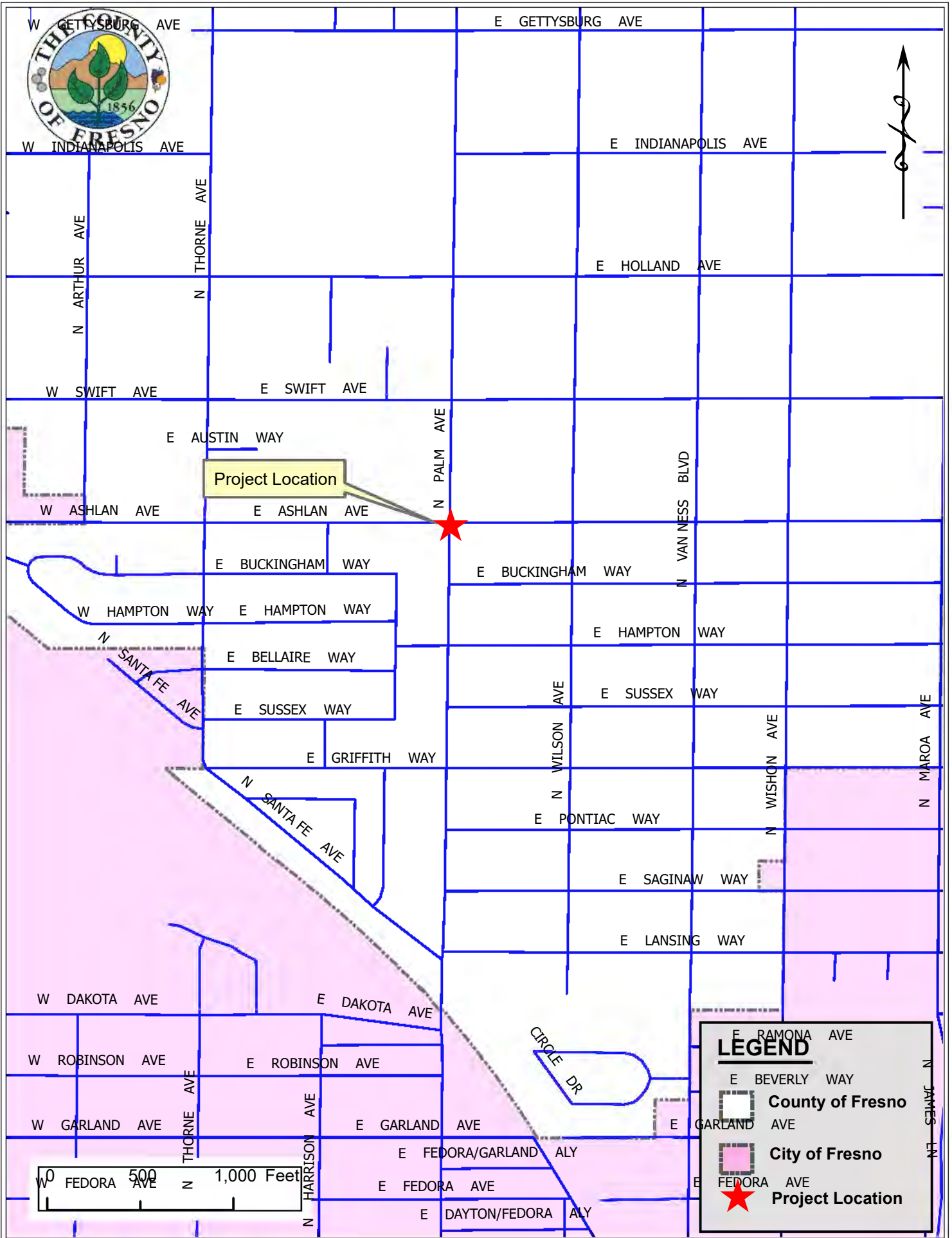


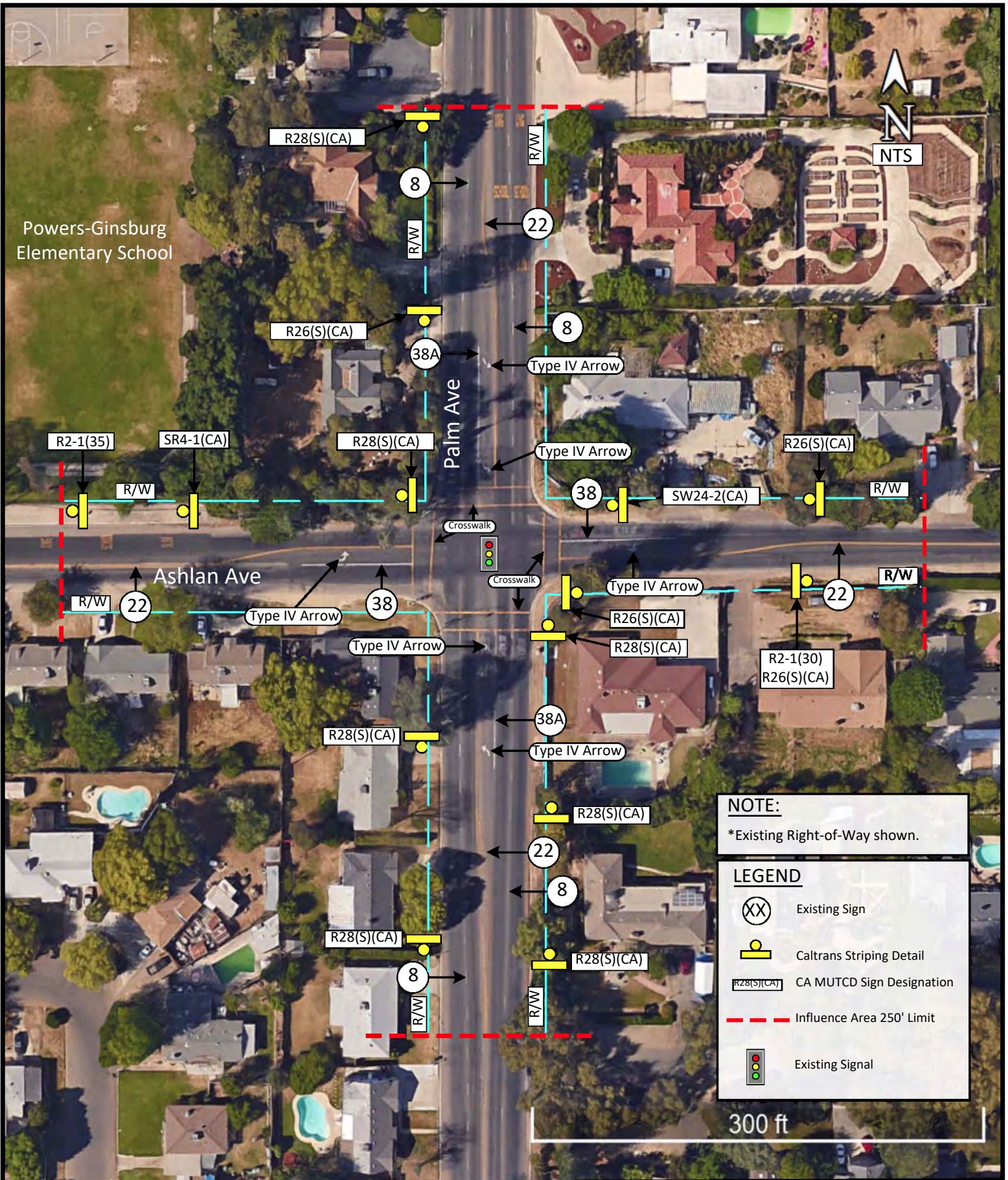
LEGEND

— County of Fresno Boundary

★ Project Location

ASHLAN AND PALM AVENUES VICINITY MAP





NOTE:

*Existing Right-of-Way shown.

LEGEND



Existing Sign



Caltrans Striping Detail



CA MUTCD Sign Designation

--- Influence Area 250' Limit

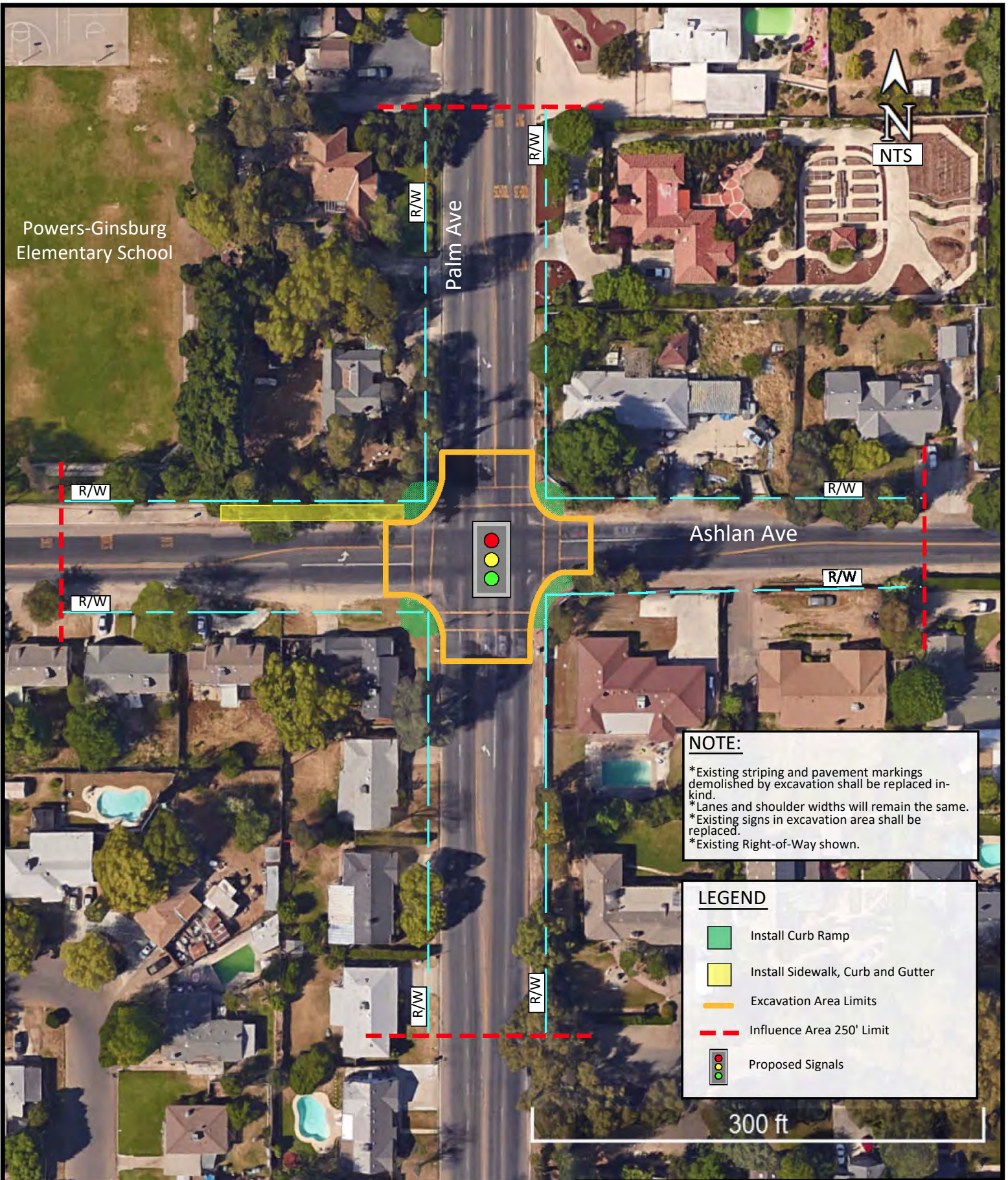


Existing Signal

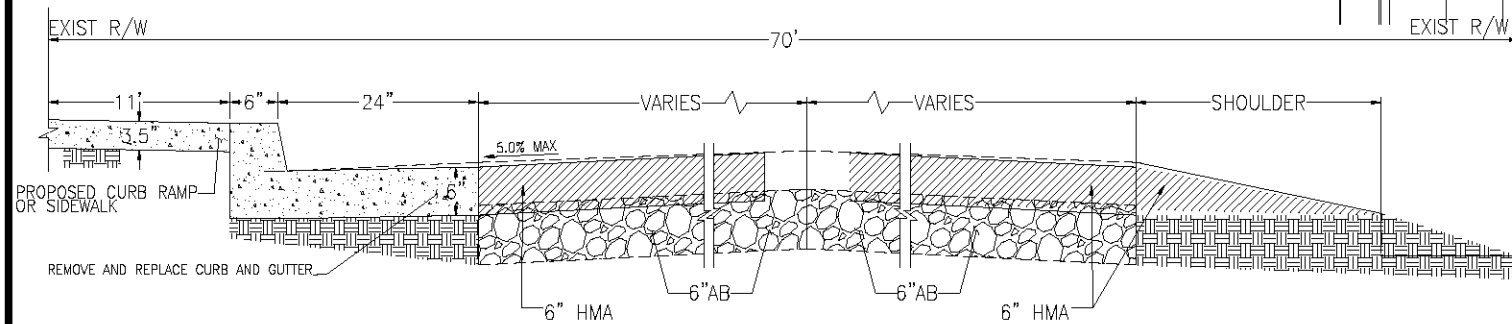
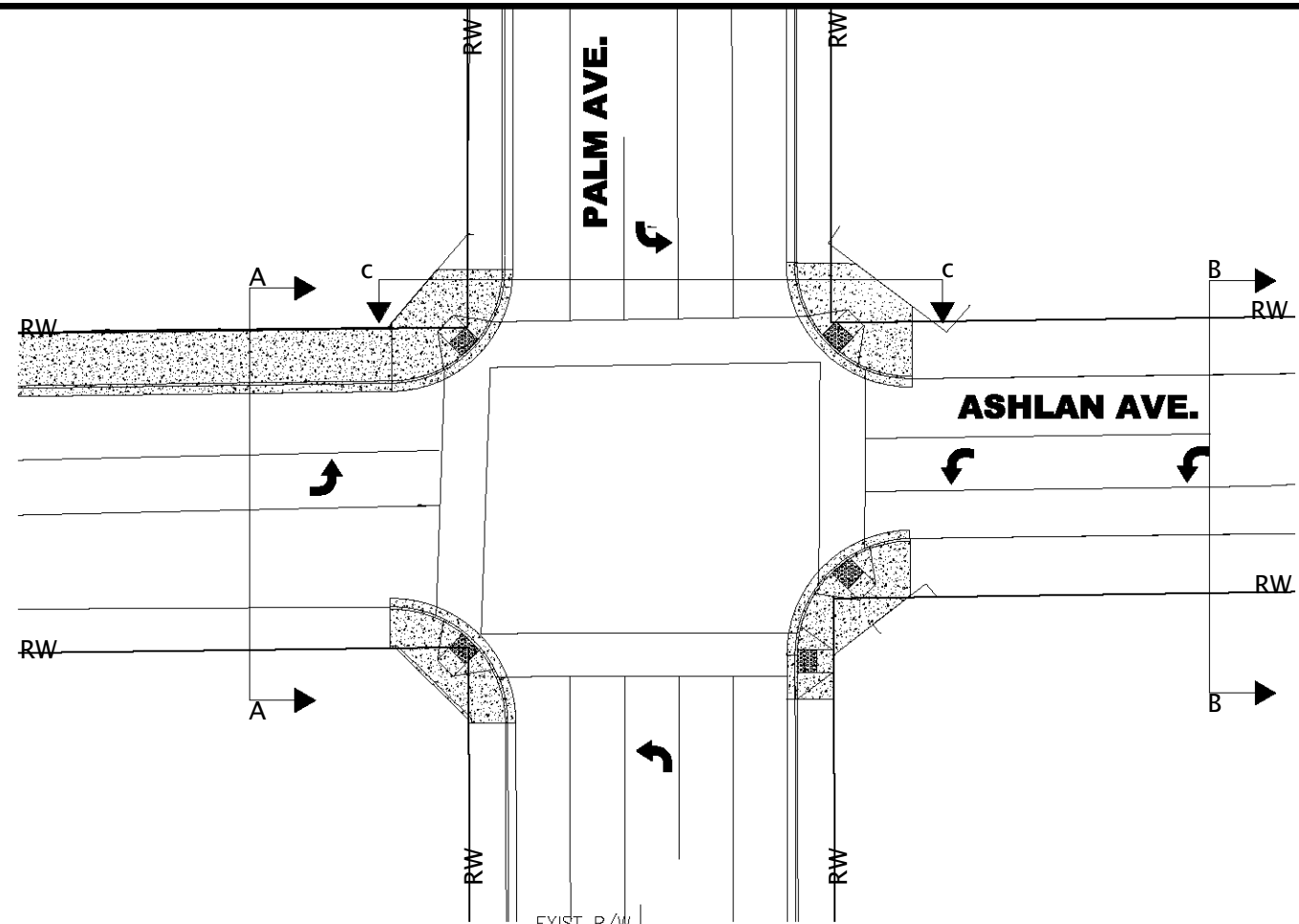


Ashlan and Palm Avenues Existing Conditions

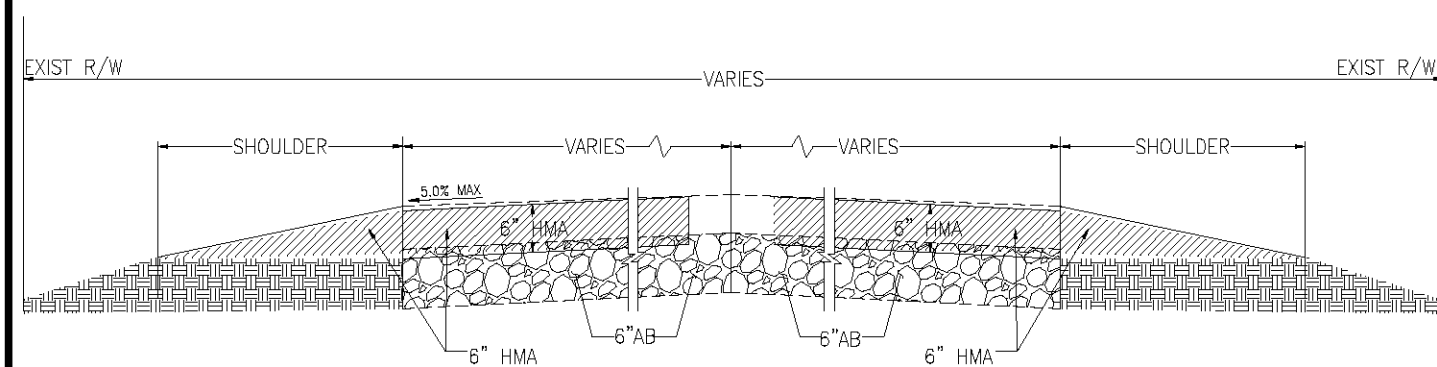
HSIP Cycle 9



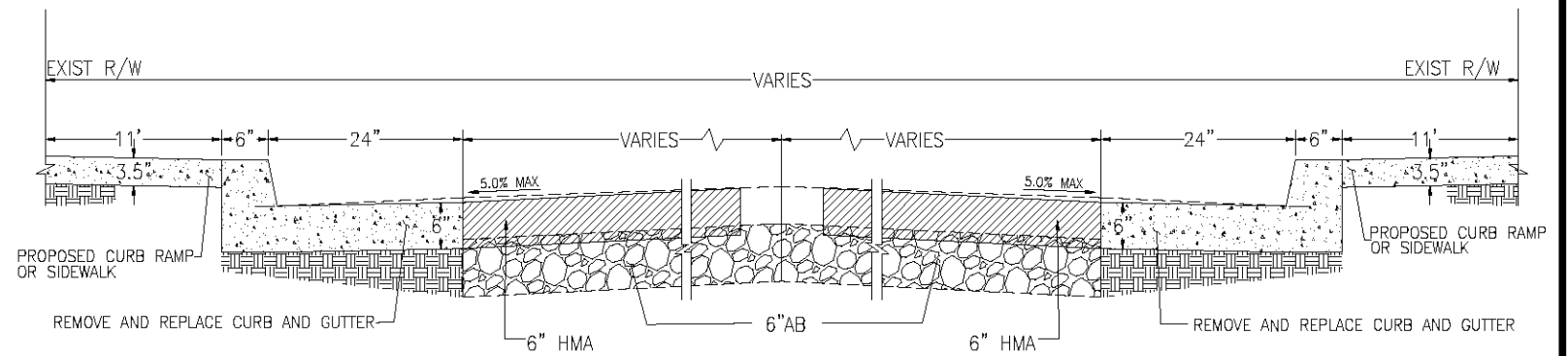
Ashlan and Palm Avenues Proposed Conditions HSIP Cycle 9



TYPICAL SECTION A-A



TYPICAL SECTION B-B



TYPICAL SECTION C-C

RECORD DRAWING		SCALE		PROJECT		DEPARTMENT OF PUBLIC WORKS AND PLANNING	
DESIGNED: ####	DATE: ####	RESIDENT ENGINEER	DATE	ASHLAN AVE. / PALM AVE. TRAFFIC SIGNAL MODIFICATION		STREET IMPROVEMENT PLAN	
DRAWN: ####	####			ROAD NO. #### BRIDGE NO. ####		DRAWING NO. #### SHEET NO. #### TOTAL ####	
CHECKED: ####	####						
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.							



Ashlan

Palm



Ashlan







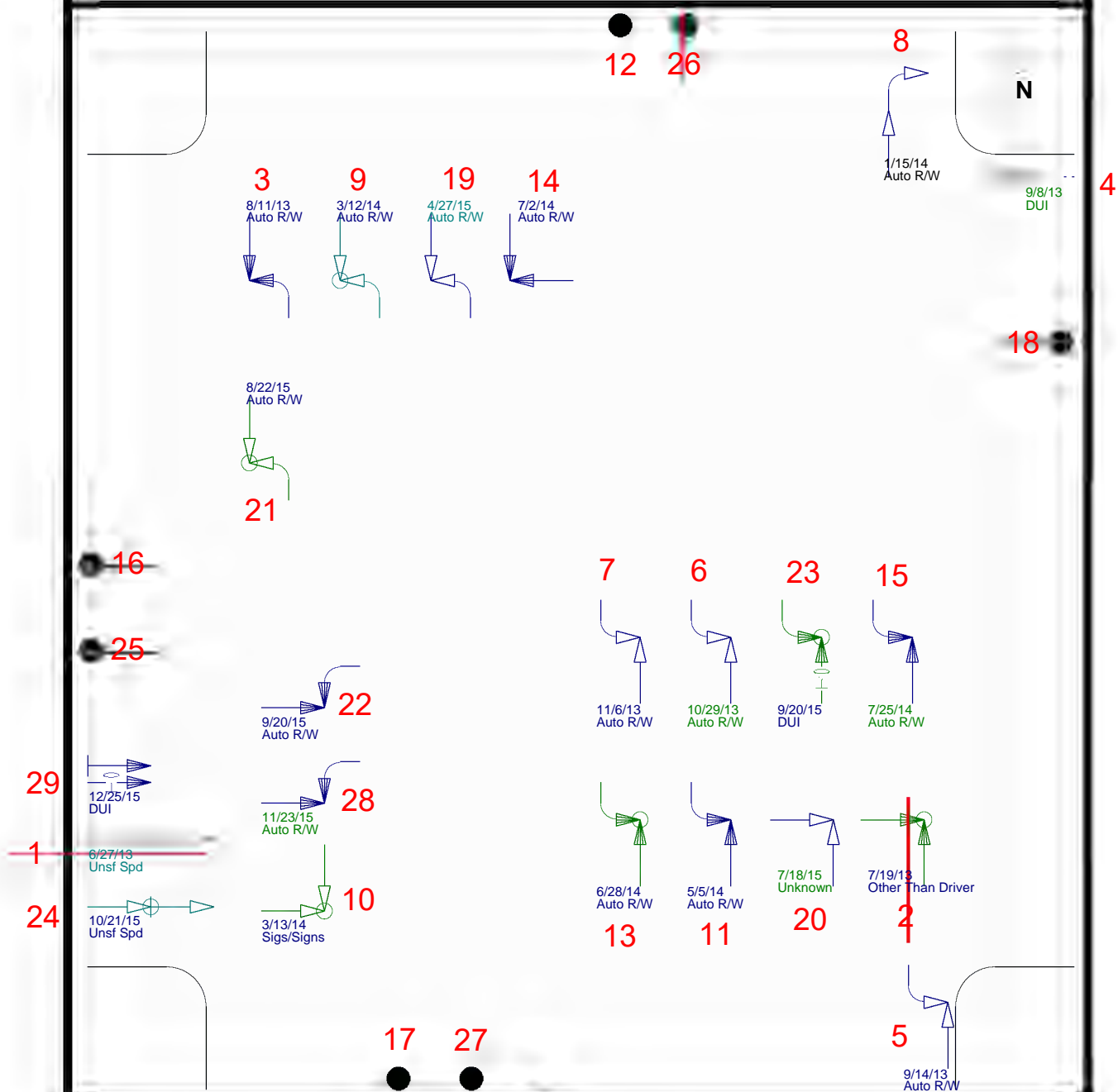
Collision Diagram

Horizontal Street: ASHLAN

From: 8/11/2013 To: 12/27/2015

Vertical Street: PALM

Date Prepared: 8/21/2018

**Number of Collisions**

17 Property Damage Only
 6 Injury Collisions
 0 Fatal Collisions
 23 Total Collisions

Legend

	Moving Vehicle		Right Turn		Pedestrian
	Stopped Vehicle		Left Turn		Fixed Object
	Backing Vehicle		Sideswipe		Bicycle
	Ran Off Road		Day		DUI
	Movement Unknown		Night		Injury
					Fatal

CROSSROADS DATABASE

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

ASHLAN

Cross Street

PALM

Starting Date

8/11/2013

Ending Date

12/27/2015

Intersection

Intersection Related

Collision Diagram

Horizontal Street: ASHLAN

From: 12/27/2015 To: 1/23/2016

Vertical Street: PALM

Date Prepared: 8/28/2018



30



Number of Collisions

- 0 Property Damage Only
- 1 Injury Collisions
- 0 Fatal Collisions
- 1 Total Collisions

Legend

- ◄ Moving Vehicle
- ◄ Stopped Vehicle
- ◄ Backing Vehicle
- ◄ Ran Off Road
- ◄ Movement Unknown

- ◄ Right Turn
- ◄ Left Turn
- ◄ Sideswipe
- ◄ Day
- ◄ Night

- ◄ Pedestrian
- ◄ Fixed Object
- ◄ Bicycle
- ◄ DUI
- ◄ Injury
- ◄ Fatal

CROSSROADS DATABASE

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

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Dark Blue = Property Damage Only

Settings Used For Query

<u>Parameter</u>	<u>Setting</u>
Street Name	ASHLAN
Cross Street	PALM
Starting Date	12/27/2015
Ending Date	1/23/2016
Intersection	Intersection Related

CROSSROADS DATABASE

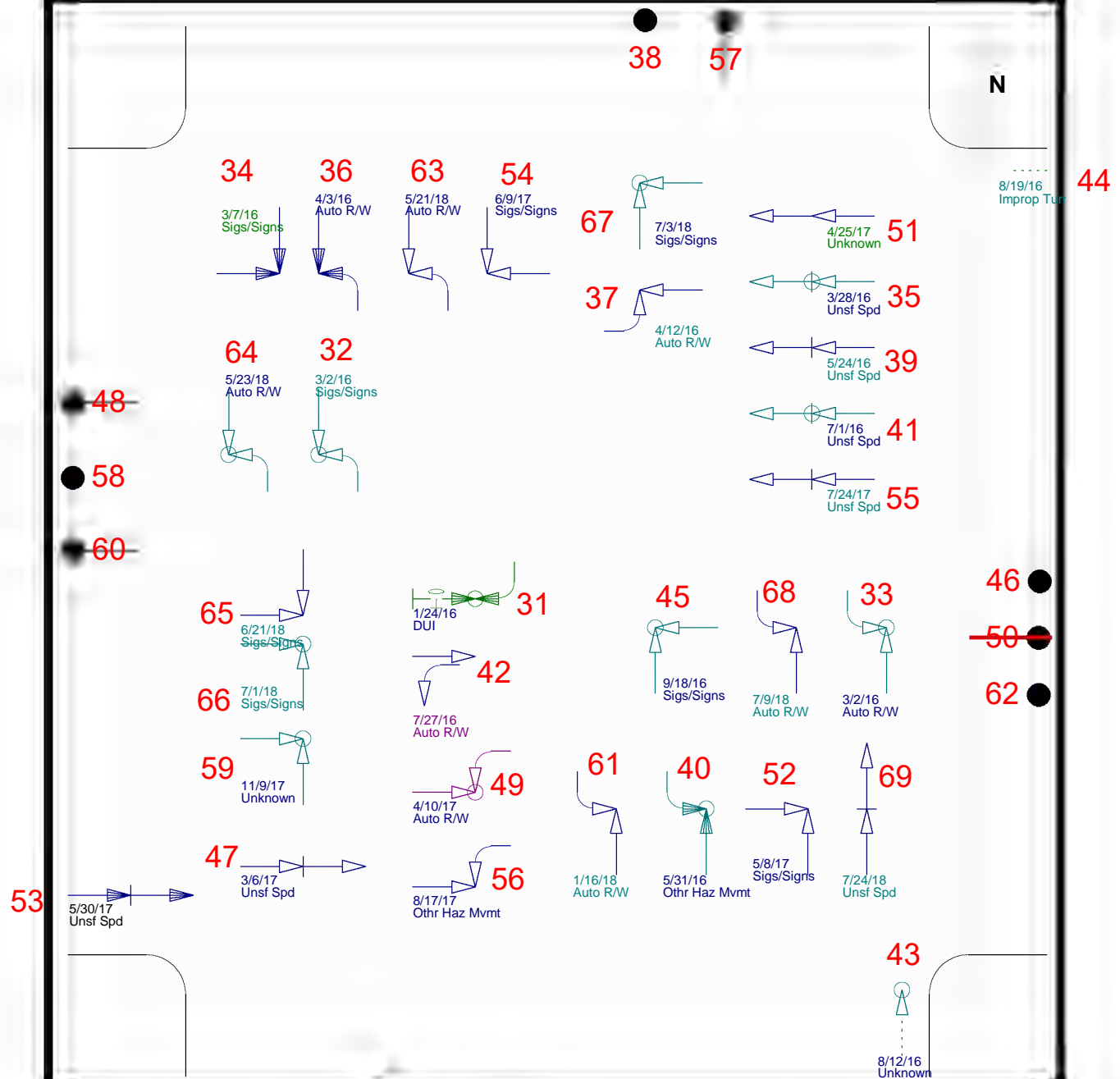
Collision Diagram

Horizontal Street: ASHLAN

Vertical Street: PALM

From: 1/24/2016 **To:** 7/24/2018

Date Prepared: 8/21/2018



Number of Collisions

20 Property Damage Only
15 Injury Collisions
0 Fatal Collisions
35 Total Collisions

Legend

● Other Collision	Right Turn	Pedestrian
— N/A	Left Turn	Fixed Object
← Moving Vehicle	Sideswipe	Bicycle
← Stopped Vehicle	Day	DUI
← Backing Vehicle	Night	Injury
← Ran Off Road		Fatal
← Movement		
← Unknown		

CROSSROADS DATABASE

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

<u>Parameter</u>	<u>Setting</u>
Street Name	ASHLAN
Cross Street	PALM
Starting Date	1/24/2016
Ending Date	7/24/2018
Intersection	Intersection Related

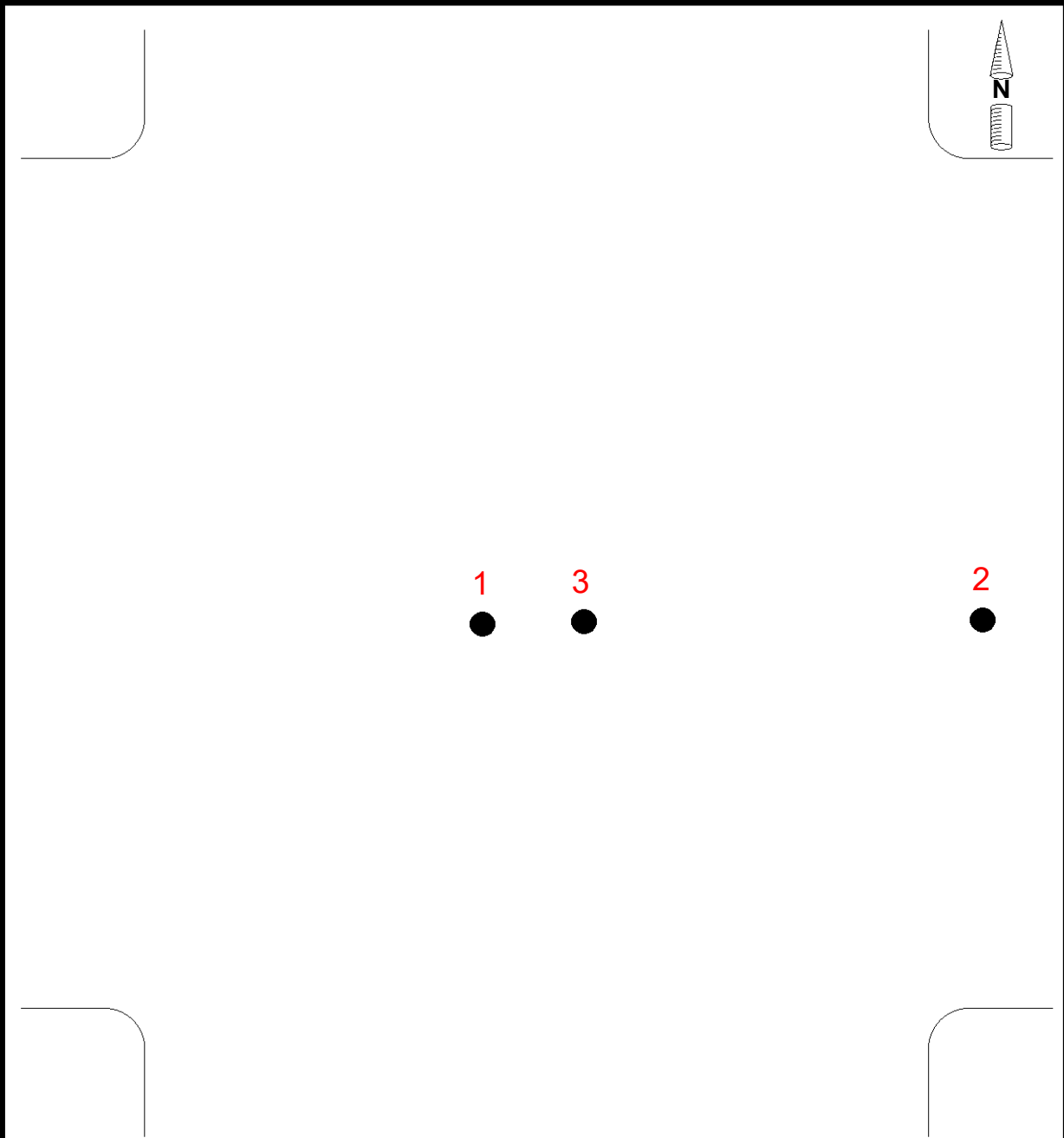
Collision Diagram

Horizontal Street: ASHLAN

Vertical Street: PALM

From: 8/11/2013 To: 7/24/2018

Date Prepared: 8/28/2018



Number of Collisions

- 0 Property Damage Only
- 2 Injury Collisions
- 1 Fatal Collisions
- 3 Total Collisions

Legend

- Other Collision
- ➡ Moving Vehicle
- ➡ Stopped Vehicle
- ➡ Backing Vehicle
- ➡ Ran Off Road
- ➡ Movement Unknown
- ↶ Right Turn
- ↷ Left Turn
- ➡ Sideswipe
- ➡ Day
- ➡ Night
- ➡ Pedestrian
- ➡ Fixed Object
- ➡ Bicycle
- ➡ DUI
- Injury
- ⊙ Fatal

County of Fresno
Maintenance and Operations Division

Data from: CROSSROADS DATABASE
Date of Report: 8/21/2018
Location Reported: Ashlan & Palm
Date Range Reported: 8/11/2013 - 7/24/2018
Total Collisions: 59
Total Injured: 39
Total Killed: 0
Distance from Intersection: <= 250 ft

 N/A Collisions

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Collision Report Summary

#	Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Severity / Extent	Lighting	Inj.	Kil.	Counter-measure (CM)
1	2013060306	6/27/13	04:38 PM	Ashlan at Palm	10	West	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	Property Damage Only	Daylight	0	0	S2
2	2013070207	7/19/13	09:35 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	North	Proceeding Straight	East	Proceeding Straight	Other Than Driver	Other Visible Injury	Dark - Street Lights	2	0	S2
3	2013080160	8/11/13	11:40 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	North	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0	S6
4	2013090071	9/8/13	03:21 AM	Ashlan at Palm	10	East	Hit Object	Fixed Object	West	Other Unsafe Turning			Driving Under Influence	Property Damage Only	Dark - Street Lights	0	0	S2
5	2013090143	9/14/13	08:30 AM	Palm at Ashlan	0	Not Stated	Head-On	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	Property Damage Only	Daylight	0	0	S6
6	2013100341	10/29/13	09:05 AM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	Property Damage Only	Daylight	0	0	S6

Data from: CROSSROADS DATABASE
Date of Report: 8/21/2018
Location Reported: Ashlan & Palm
Date Range Reported: 8/11/2013 - 7/24/2018
Total Collisions: 59
Total Injured: 39
Total Killed: 0
Distance from Intersection: <= 250 ft

7	2013110063	11/6/13	09:05 AM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	South	Making Left Turn	Auto R/W Violation	Property Damage Only	Daylight	0	0	S6
									North	Proceeding Straight						
8	2014010127	1/15/14	03:40 PM	Ashlan at Palm	2	North	Rear-End	Other Motor Vehicle	North	Making Right Turn	Auto R/W Violation	Property Damage Only	Daylight	0	0	S2
									North	Proceeding Straight						
9	2014030117	3/12/14	05:45 PM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	North	Making Left Turn	Auto R/W Violation	Complaint of Pain	Daylight	1	0	S6
									South	Proceeding Straight						
10	2014030127	3/13/14	11:33 AM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	East	Proceeding Straight	Traffic Signals and Signs	Other Visible Injury	Daylight	2	0	S2
									South	Proceeding Straight						
11	2014050050	5/5/14	08:55 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South	Making Left Turn	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0	S6
									North	Proceeding Straight						
12	2014050333	5/29/14	02:55 PM	Palm at Ashlan	75	North	Sideswipe	Other Motor Vehicle	North	Changing Lanes	Unsafe Lane Change	Property Damage Only	Daylight	0	0	S2
									North	Proceeding Straight						
13	2014060336	6/28/14	11:35 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South	Making Left Turn	Auto R/W Violation	Other Visible Injury	Dark - No Street Lights	4	0	S6
									North	Proceeding Straight						
14	2014070024	7/2/14	09:10 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South	Proceeding Straight	Auto R/W Violation	Property Damage Only	Dark - No Street Lights	0	0	S2
									West	Proceeding Straight						
15	2014070317	7/25/14	10:50 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South	Making Left Turn	Auto R/W Violation	Property Damage Only	Dark - No Street Lights	0	0	S6
									North	Proceeding Straight						

Data from: CROSSROADS DATABASE

Date of Report: 8/21/2018

Location Reported: Ashlan & Palm

Date Range Reported: 8/11/2013 - 7/24/2018

Total Collisions: 59

Total Injured: 39

Total Killed: 0

 N/A Collisions

Distance from Intersection: <= 250 ft

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16	2014120310	12/23/14	03:05 PM	Ashlan at Palm	300	West	Rear-End	Other Motor Vehicle	East	Proceeding Straight	Unsafe Speed	Property Damage Only	Daylight	0	0	S2
									East	Proceeding Straight						
17	2015010107	1/12/15	10:48 AM	Palm at Ashlan	60	South	Hit Object	Fixed Object	North	Other Unsafe Turning	Improper Turning	Property Damage Only	Daylight	0	0	S2
18	2015-03-0080	3/8/15	12:06 AM	Ashlan at Palm	300	East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	Unsafe Speed	Property Damage Only	Dark - No Street Lights	0	0	S2
									West	Slowing/Stopping						
19	2015040334	4/27/15	03:31 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	North	Making Left Turn	Auto R/W Violation	Property Damage Only	Daylight	0	0	S6
									South	Proceeding Straight						
20	2015070181	7/18/15	05:00 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	North	Proceeding Straight	Unknown	Property Damage Only	Daylight	0	0	S2
									East	Proceeding Straight						
21	943520150172	8/22/15	10:15 AM	Palm at Ashlan	0	Not Stated	Head-On	Other Motor Vehicle	North	Making Left Turn	Auto R/W Violation	Other Visible Injury	Daylight	2	0	S6
									South	Proceeding Straight						
22	943520150601	9/20/15	01:54 AM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	West	Making Left Turn	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0	S6
									East	Proceeding Straight						
23	943520150605	9/20/15	08:14 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South	Making Left Turn	Driving Under Influence	Other Visible Injury	Dark - Street Lights	6	0	S6
									North	Proceeding Straight						
24	943520151020	10/21/15	07:55 AM	Ashlan at Palm	90	West	Rear-End	Other Motor Vehicle	East	Stopped In Road	Unsafe Speed	Complaint of Pain	Daylight	1	0	S2
									East	Proceeding Straight						

Data from: CROSSROADS DATABASE

Date of Report: 8/21/2018

Location Reported: Ashlan & Palm

Date Range Reported: 8/11/2013 - 7/24/2018

Total Collisions: 59

Total Injured: 39

Total Killed: 0

 N/A Collisions

Distance from Intersection: <= 250 ft

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25	94352015 1228	11/4/15	10:20 AM	Ashlan at Palm	528	West	Rear-End	Other Motor Vehicle	East East	Proceeding Straight Stopped In Road	Unsafe Speed	Property Damage Only	Daylight	0	0	S2
26	94352015 1319	11/5/15	02:15 AM	Palm at Ashlan	400	North	Hit Object	Fixed Object	North	Other Unsafe Turning	Other Than Driver	Property Damage Only	Dark - No Street Lights	0	0	S2
27	94352015 1299	11/8/15	03:40 AM	Palm at Ashlan	250	South	Sideswipe	Parked Motor Vehicle	South South	Other Unsafe Turning Parked	Driving Under Influence	Property Damage Only	Dark - No Street Lights	0	0	S2
28	94352015 1525	11/23/15	07:38 PM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	West East	Making Left Turn Proceeding Straight	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0	S6
29	94352015 2022	12/25/15	11:55 PM	Ashlan at Palm	30	West	Sideswipe	Other Motor Vehicle	East East	Proceeding Straight Parked	Driving Under Influence	Property Damage Only	Dark - Street Lights	0	0	S2
30	94352016 0013	1/2/16	07:05 AM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	East North	Proceeding Straight Proceeding Straight	Traffic Signals and Signs	Complaint of Pain	Daylight	1	0	S2
31	94352016 2373	1/24/16	01:30 AM	Ashlan at Palm	8	West	Sideswipe	Other Motor Vehicle	South East	Making Right Turn Stopped In Road	Driving Under Influence	Other Visible Injury	Dark - Street Lights	3	0	S2
32	94352016 2978	3/2/16	08:17 AM	Palm at Ashlan	0	Not Stated	Hit Object	Other Motor Vehicle	North South	Making Left Turn Proceeding Straight	Traffic Signals and Signs	Complaint of Pain	Daylight	1	0	S6
33	94352016 2821	3/2/16	08:59 AM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South North	Making Left Turn Proceeding Straight	Auto R/W Violation	Complaint of Pain	Daylight	1	0	S6

Data from: CROSSROADS DATABASE
Date of Report: 8/21/2018
Location Reported: Ashlan & Palm
Date Range Reported: 8/11/2013 - 7/24/2018
Total Collisions: 59
Total Injured: 39
Total Killed: 0
Distance from Intersection: <= 250 ft

34	94352016 2905	3/7/16	01:00 AM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South East	Slowing/Stopping Proceeding Straight	Traffic Signals and Signs	Property Damage Only	Dark - Street Lights	0	0	S2
35	94352016 3205	3/28/16	05:29 PM	Ashlan at Palm	120	East	Rear-End	Other Motor Vehicle	West West	Proceeding Straight Stopped In Road	Unsafe Speed	Complaint of Pain	Daylight	1	0	S2
36	94352016 3282	4/3/16	09:20 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	North South	Making Left Turn Proceeding Straight	Auto R/W Violation	Property Damage Only	Dark - Street Lights	0	0	S6
37	94352016 3498	4/12/16	10:56 AM	Ashlan at Palm	0	Not Stated	Head-On	Other Motor Vehicle	East West	Making Left Turn Proceeding Straight	Auto R/W Violation	Property Damage Only	Daylight	0	0	S6
38	94352016 3561	4/22/16	05:30 PM	Palm at Ashlan	88	North	Hit Object	Other Object	North	Other Unsafe Turning	Improper Turning	Property Damage Only	Daylight	0	0	S2
39	94352016 4041	5/24/16	05:30 PM	Ashlan at Palm	100	East	Rear-End	Other Motor Vehicle	West West	Proceeding Straight Stopped In Road	Unsafe Speed	Property Damage Only	Daylight	0	0	S2
40	94352016 4159	5/31/16	09:45 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South North	Making Left Turn Proceeding Straight	Other Hazardous Movement	Complaint of Pain	Dark - Street Lights	1	0	S6
41	94352016 4543	7/1/16	05:10 PM	Ashlan at Palm	100	East	Rear-End	Other Motor Vehicle	West West	Proceeding Straight Stopped In Road	Unsafe Speed	Complaint of Pain	Daylight	1	0	S2
42	94352016 4888	7/27/16	03:50 PM	Ashlan at Palm	0	Not Stated	Sideswipe	Other Motor Vehicle	West East	Making Left Turn Proceeding Straight	Auto R/W Violation	Property Damage Only	Daylight	0	0	S6

Data from: CROSSROADS DATABASE

Date of Report: 8/21/2018

Location Reported: Ashlan & Palm

Date Range Reported: 8/11/2013 - 7/24/2018

Total Collisions: 59

Total Injured: 39

Total Killed: 0

 N/A Collisions

Distance from Intersection: <= 250 ft

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43	94352016 8598	8/12/16	06:57 AM	Palm at Ashlan	20	South	Other	Other Object	North	Other	Unknown	Complaint of Pain	Daylight	3	0	S2
44	94352016 8639	8/19/16	07:30 AM	Ashlan at Palm	21	East	Hit Object	Fixed Object	West	Other Unsafe Turning	Improper Turning	Other Visible Injury	Daylight	1	0	S2
45	94352016 9084	9/18/16	08:40 AM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	North	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain	Daylight	3	0	S2
									West	Proceeding Straight						
46	94352016 10272	12/1/16	03:10 PM	Ashlan at Palm	105	East	Rear-End	Other Motor Vehicle	East	Proceeding Straight	Unsafe Speed	Property Damage Only	Daylight	0	0	S2
									East	Stopped In Road						
47	94352017 11560	3/6/17	05:15 PM	Ashlan at Palm	150	West	Rear-End	Other Motor Vehicle	East	Slowing/Stopping	Unsafe Speed	Property Damage Only	Daylight	0	0	S2
									East	Stopped In Road						
48	94352017 11820	3/15/17	05:45 PM	Ashlan at Palm	420	West	Rear-End	Other Motor Vehicle	East	Proceeding Straight	Unsafe Speed	Complaint of Pain	Daylight	1	0	S2
									East	Stopped In Road						
49	94352017 12091	4/10/17	05:04 PM	Ashlan at Palm	0	Not Stated	Head-On	Other Motor Vehicle	West	Making Left Turn	Auto R/W Violation	Severe Injury	Daylight	1	0	S6
									East	Proceeding Straight						
50	94352017 12295	4/23/17	06:25 PM	Ashlan at Palm	307	East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	Unsafe Speed	Complaint of Pain	Daylight	3	0	S2
									West	Stopped In Road						
51	94352017 12438	4/25/17	04:35 PM	Ashlan at Palm	10	East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	Unknown	Property Damage Only	Daylight	0	0	S2
									West	Proceeding Straight						

Data from: CROSSROADS DATABASE

Date of Report: 8/21/2018

Location Reported: Ashlan & Palm

Date Range Reported: 8/11/2013 - 7/24/2018

Total Collisions: 59

Total Injured: 39

Total Killed: 0

 N/A Collisions

Distance from Intersection: <= 250 ft

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52	94352017 12506	5/8/17	07:50 AM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	North East	Proceeding Straight Proceeding Straight	Traffic Signals and Signs	Property Damage Only	Daylight	0	0	S2
53	94352017 12832	5/30/17	11:55 PM	Ashlan at Palm	75	West	Rear-End	Other Motor Vehicle	East East	Proceeding Straight Stopped In Road	Unsafe Speed	Property Damage Only	Dark - Street Lights	0	0	S2
54	94352017 13000	6/9/17	12:10 PM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	South West	Proceeding Straight Proceeding Straight	Traffic Signals and Signs	Property Damage Only	Daylight	0	0	S2
55	94352017 13571	7/24/17	08:15 AM	Ashlan at Palm	50	East	Rear-End	Other Motor Vehicle	West West	Proceeding Straight Stopped In Road	Unsafe Speed	Property Damage Only	Daylight	0	0	S2
56	94352017 13928	8/17/17	09:30 AM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	West East	Making Left Turn Proceeding Straight	Other Hazardous Movement	Property Damage Only	Daylight	0	0	S6
57	94352017 14487	9/19/17	03:10 PM	Palm at Ashlan	275	North	Rear-End	Other Motor Vehicle	South South	Proceeding Straight Stopped In Road	Unsafe Speed	Property Damage Only	Daylight	0	0	S2
58	94352017 14727	10/6/17	03:20 PM	Ashlan at Palm	200	West	Rear-End	Other Motor Vehicle	East East	Proceeding Straight Stopped In Road	Unsafe Speed	Other Visible Injury	Daylight	1	0	S2
59	94352017 15237	11/9/17	03:55 PM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	East North	Proceeding Straight Proceeding Straight	Unknown	Complaint of Pain	Daylight	1	0	S2
60	94352017 16037	12/30/17	09:00 AM	Ashlan at Palm	292	West	Hit Object	Fixed Object	East	Other Unsafe Turning	Improper Turning	Property Damage Only	Daylight	0	0	S2

Data from: CROSSROADS DATABASE
Date of Report: 8/21/2018
Location Reported: Ashlan & Palm
Date Range Reported: 8/11/2013 - 7/24/2018
Total Collisions: 59
Total Injured: 39
Total Killed: 0
Distance from Intersection: <= 250 ft

61	94352018 00209	1/16/18	08:12 AM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South	Making Left Turn	Auto R/W Violation	Property Damage Only	Daylight	0	0	S6
									North	Proceeding Straight						
62	94352018 01916	5/12/18	01:50 PM	Ashlan at Palm	240	East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	Unsafe Speed	Property Damage Only	Daylight	0	0	S2
									West	Stopped In Road						
63	94352018 02030	5/21/18	05:35 PM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	North	Making Left Turn	Auto R/W Violation	Property Damage Only	Daylight	0	0	S6
									South	Proceeding Straight						
64	94352018 02066	5/23/18	07:29 PM	Palm at Ashlan	0	Not Stated	Head-On	Other Motor Vehicle	North	Making Left Turn	Auto R/W Violation	Complaint of Pain	Daylight	1	0	S6
									South	Proceeding Straight						
65	94352018 02486	6/21/18	09:25 AM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	East	Proceeding Straight	Traffic Signals and Signs	Property Damage Only	Daylight	0	0	S2
									South	Proceeding Straight						
66	94352018 02625	7/1/18	06:05 AM	Ashlan at Palm	0	Not Stated	Broadside	Other Motor Vehicle	East	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain	Daylight	2	0	S2
									North	Proceeding Straight						
67	94352018 02653	7/3/18	10:08 AM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	West	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain	Daylight	1	0	S2
									North	Proceeding Straight						
68	94352018 02732	7/9/18	11:42 AM	Palm at Ashlan	0	Not Stated	Broadside	Other Motor Vehicle	South	Making Left Turn	Auto R/W Violation	Property Damage Only	Daylight	0	0	S6
									North	Proceeding Straight						
69	94352018 02938	7/24/18	07:07 AM	Palm at Ashlan	32	South	Rear-End	Other Motor Vehicle	North	Proceeding Straight	Unsafe Speed	Property Damage Only	Dusk - Dawn	0	0	S2
									North	Stopped In Road						

Data from: CROSSROADS DATABASE
 Date of Report: 8/21/2018
 Location Reported: Ashlan & Palm
 Date Range Reported: 8/11/2013 - 7/24/2018
 Total Collisions: 59
 Total Injured: 39
 Total Killed: 0
 Distance from Intersection: <= 250 ft

Collisions by Severity / Type / PCF / Lighting

Collision Type

Broadside	30
Head-On	5
Hit Object	5
Other	1
Rear-End	13
Sideswipe	5

Total: 59

Day / Night

Dark - No Street Lights	4
Dark - Street Lights	12
Daylight	42
Dusk - Dawn	1

Total: 59

Highest Degree of Injury (severity / extent):

Complaint of Pain	14
Other Visible Injury	7
Property Damage Only	37
Severe Injury	1

Total: 59

Highest Degree of Injury (severity / extent):

Data from: CROSSROADS DATABASE
Date of Report: 8/21/2018
Location Reported: Ashlan & Palm
Date Range Reported: 8/11/2013 - 7/24/2018
Total Collisions: 59
Total Injured: 39
Total Killed: 0
Distance from Intersection: <= 250 ft

Auto R/W Violation	23
Driving Under Influence	5
Improper Turning	3
Other Hazardous Movement	2
Other Than Driver	0
Traffic Signals and Signs	10
Unknown	4
Unsafe Lane Change	1
Unsafe Speed	11

Total:	59
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County of Fresno
Maintenance and Operations Division

Data from: TIMS DATABASE (collisions not reported in Crossroads Collision database)
 Date of Report: 8/21/2018
 Location Reported: Ashlan & Palm
 Date Range Reported: 8/11/2013 - 7/24/2018
 Total Collisions: 3
 Total Injured: 4
 Total Killed: 1
 Distance from Intersection: <= 250 ft

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Collision Report Summary

#	Case ID	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Party	Dir. of Travel	Movement Prec. Coll.	PCF	Severity / Extent	Lighting	Inj.	Kil.	Counter-measure (CM)
1	90167445	3/27/16	203	ASHLAN AVE & PALM AVE	0		Broadside	Other Motor Vehicle	1 2	S W	Proceeding Straight Proceeding Straight	Driving or Bicycling Under the Influence of Alcohol or Drug	Fatal	Dark - Street Lights	2	1	S2
2	90320030	11/9/16	1313	ASHLAN AVE & PALM AVE	100	E	Rear End	Other Motor Vehicle	1 2	W W	Proceeding Straight Slowing/Stopping	Unsafe Speed	Injury (Complaint of Pain)	Daylight	1	0	S2
3	90617318	12/10/17	1050	PALM AVENUE & ASHLAN AVENUE	0		Broadside	Other Motor Vehicle	1 2	S E	Proceeding Straight Proceeding Straight	Traffic Signals and Signs	Injury (Complaint of Pain)	Daylight	1	0	S2

Data from: TIMS DATABASE (collisions not reported in Crossroads Collision database)
 Date of Report: 8/21/2018
 Location Reported: Ashlan & Palm
 Date Range Reported: 8/11/2013 - 7/24/2018
 Total Collisions: 3
 Total Injured: 4
 Total Killed: 1
 Distance from Intersection: <= 250 ft

Collisions by Severity / Type / PCF / Lighting

Collision Type

Broadside	2
Rear End	1

Total: 3

Day / Night

Dark - Street Lights	1
Daylight	2

Total: 3

Highest Degree of Injury (severity / extent):

Fatal	1
Injury (Complaint of Pain)	2

Total: 3

Highest Degree of Injury (severity / extent):

Driving or Bicycling Under the Influence of Alcohol or Drug	1
Traffic Signals and Signs	1
Unsafe Speed	1

Total: 3

Support:

⁰⁵ The most likely possibilities are:

1. Prohibition of left turns. This can be done only if there are convenient alternate means of making the movement. Typical alternate means are:
 - a. A series of right and/or left turns around a block to permit getting to the desired destination; or
 - b. Making the left turn at an adjacent unsignalized intersection during gaps in the opposing through traffic.
2. Geometric changes to eliminate the left turn. An effective change would be a complete separation or a complete or partial "clover leaf" at grade. Any of these, while eliminating left turns, requires additional cost and right of way.
3. Provide protected-permissive or permissive-protected left turn operation. The protected left turn interval may be prohibited during certain periods of the day to allow only permissive intervals for left turn movement in order to increase the green time available for other phases. Refer to Section 4D.20 for the requirements of protected-permissive or permissive-protected left turn operation.

Guidance:

⁰⁶ Protected left turn phases should be considered where such alternatives couldn't be utilized, and one or more of the following conditions exist:

1. Collisions - Five or more left turn collisions for a particular left turn movement during a recent 12-month period.
2. Delay - Left-turn delay of one or more vehicles, which were waiting at the beginning of the green interval and are still remaining in the left turn lane after at least 80% of the total number of cycles for one hour.
3. Volume - At new intersections where only estimated volumes are available, the following criteria may be used. For pre-timed signal or a background-cycle-controlled actuated signal, a left turn volume of more than two vehicles per approach per cycle for a peak hour; or for a traffic-actuated signal, 50 or more left turning vehicles per hour in one direction with the product of the turning and conflicting through traffic during the peak hour of 100,000 or more.
4. Miscellaneous. Other factors that might be considered include but are not limited to: impaired sight distance due to horizontal or vertical curvature, or where there are a large percentage of buses and trucks.

Section 4D.20 Signal Indications for Protected/Permissive Mode Left-Turn Movements

Standard:

⁰¹ If a shared signal face is provided for a protected/permissive mode left turn, it shall meet the following requirements (see Figure 4D-11):

- A. It shall be capable of displaying the following signal indications: steady CIRCULAR RED, steady CIRCULAR YELLOW, CIRCULAR green, steady left-turn YELLOW ARROW, and left-turn GREEN ARROW. Only one of the three circular indications shall be displayed at any given time. Only one of the two arrow indications shall be displayed at any given time. If the left-turn GREEN ARROW signal indication and the CIRCULAR GREEN signal indication(s) for the adjacent through movement are always terminated together, the steady left-turn YELLOW ARROW signal indication shall not be required.
- B. During the protected left-turn movement, the shared signal face shall simultaneously display a left-turn GREEN ARROW signal indication and a circular signal indication that is the same color as the signal indication for the adjacent through lane on the same approach as the protected left turn.
- C. A steady left-turn YELLOW ARROW signal indication shall be displayed following the left-turn GREEN ARROW signal indication, unless the left-turn GREEN ARROW signal indication and the CIRCULAR GREEN signal indication(s) for the adjacent through movement are being terminated together. When the left-turn GREEN ARROW and CIRCULAR GREEN signal indications are being terminated together, the required display following the left-turn GREEN ARROW signal indication shall be either the display of a CIRCULAR YELLOW signal indication alone or the simultaneous display of the CIRCULAR YELLOW and left-turn YELLOW ARROW signal indications.
- D. During the permissive left-turn movement, the shared signal face shall display only a CIRCULAR GREEN signal indication.
- E. A protected/permissive shared signal face, regardless of where it is positioned and regardless of how many adjacent through signal faces are provided, shall always simultaneously display the same color of circular indication that the adjacent through signal face or faces display.