

VISION ZERØ

CITY OF PHILADELPHIA

Neighborhood Slow Zone Program Application 2018 - 2019

Promoting traffic safety on neighborhood streets

Applications due by Friday, January 18, 2019

Jointly led by Managing Director's Office of Transportation,
Infrastructure, & Sustainability (oTIS) and Department of Streets



City of
Philadelphia

ABOUT THE PROGRAM

NEIGHBORHOOD SLOW ZONE PROGRAM

Speeding on residential streets is a common concern from neighbors living across the city. Despite the common understanding that speeding is a problem and that it can be deadly, it's not always clear what tools exist to increase traffic safety or how residents can request or use the City to effect change on their own streets. Sometimes this gets further complicated because certain **traffic calming** solutions don't always work on all streets due to a variety of factors.

Instead of responding to complaints and installing traffic calming on one block at a time, the Neighborhood Slow Zone Program invites neighbors to apply for traffic calming in an entire zone of residential streets. The City will work hand-in-hand with successful applicants to bring traffic calming to an entire "Slow Zone." Within selected Slow Zones, the Neighborhood Slow Zone Program will:

- Work with the neighbors to develop a plan for traffic calming that responds to critical safety issues;
- Lower speed limits to 20MPH;
- Install traffic calming (speed cushions and more).

What exactly does **traffic calming** mean? Traffic calming can mean a number of things. But in general it is the installation of different engineering tools, like speed cushions, that work to slow driver speeds to the posted speed limit, making them safer for everyone, particularly youth and elderly.

WHAT IS A SLOW ZONE?

A Slow Zone is something new to Philadelphia. Slow Zones will be clearly marked zones of residential streets in which speed limits will be posted at 20MPH and traffic calming (like speed cushions) will be installed.

WHO SHOULD APPLY?

People and organizations who want to do something to slow speeds on their neighborhood streets are encouraged to apply.

By applying for the Neighborhood Slow Zone Program, applicants agree to and understand that the Program will:

- Lower posted speed limits to 20MPH;
- Install corner clearances within 20' of some crosswalks, preventing people from parking here (*Did you know?* Oftentimes, people park within 20' of crosswalk, but it is technically illegal.);
- Require that traffic calming be installed for at least five years after installation (speed cushions installed through this Program shall not be removed within five years of installation).

Applicants will be selected based on evaluation criteria summarized on page 16.

APPLICATION DEADLINE

Are you interested in applying? Read through these Guidelines, talk with your neighbors, and submit the required application materials (see page 7).

Applications are due by January 18, 2019.

Questions? Reach out!

Charlotte Castle

215-686-4421 // VisionZeroPHL@phila.gov

ABOUT VISION ZERO

Did you know? The Neighborhood Slow Zone Program supports the City's Vision Zero initiative. Vision Zero aims to eliminate all traffic-related deaths and severe injuries on Philadelphia streets by 2030, while increasing safety, health, and mobility for all. Across the world, Vision Zero is saving lives. Vision Zero is a strategy to eliminate all traffic deaths and severe injuries, while increasing safety, health, and mobility for all. After adopting Vision Zero in New York City, their mayor announced in January 2018 that the City had the fewest number of traffic deaths on record, which was largely because of a 32 percent drop in the pedestrian deaths.

Speed is a fundamental predictor of crash survival. Without the protection of an automobile, the human body has a limited tolerance for speeds higher than 20 miles per hour. Speed is especially lethal for people walking and biking. While we cannot prevent all crashes, we can manage speeds to prevent the most serious crashes and save lives.

Philadelphia streets, including your neighborhood streets, should be designed for reasonable speeds.

Philadelphia is proud to adopt Vision Zero. Learn more about Philadelphia's Vision Zero initiative at VisionZeroPHL.com. The Neighborhood Slow Zone Program is also a "Great Streets" goal in *CONNECT: Philadelphia's Strategic Transportation Plan*. Learn more about *CONNECT* at bit.ly/ConnectPHL.

WHEN A PERSON IS HIT BY A DRIVER AT...

20 MPH 1 OUT OF 10 DIE

30 MPH 5 OUT OF 10 DIE

40 MPH 9 OUT OF 10 DIE

Slowing down saves lives.

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PROGRAM PROCESS

Groups of neighbors, neighborhood associations, community organizations, schools, or faith-based institutions are welcome to apply for a Neighborhood Slow Zone on behalf of their communities. All applications will be evaluated and evaluations will be published by the City (see page 16 for more information).

Applications are due by January 18, 2019.

The Neighborhood Slow Zone Program requires partnership between the City and neighbors. If accepted, communities are required to support the City with outreach and evaluation efforts. Throughout the planning process, City staff will meet with residents and work together to collect data and develop traffic calming designs. City staff will maintain communication with the community applicant throughout the construction period. Following construction, communities will be required to help the City to conduct a project survey.

The full Neighborhood Slow Zone Program process is as follows:

APPLICATION & SELECTION

- October 2018: Application period opens.
- Applicant builds support among neighbors and community leaders (see page 7).
- January 18, 2019: Applications due.
- City evaluates applications (see page 16).
- March 1, 2019: City selects semi-finalist Slow Zone applicants.
- City joins semi-final applicants at community meetings, demonstrating support for Neighborhood Slow Zone applications.
- Final Neighborhood Slow Zones applications selected.

If your Slow Zone application is selected, then:

PLAN DEVELOPMENT

- Applicant hosts a neighborhood walk with City staff, key stakeholders, and neighbors.
- Applicant and community help City conduct a survey of neighborhood residents.
- City collects and compiles relevant data, including crash history, existing neighborhood plans, and speed studies.
- City and applicant host initial public meeting to present survey results, data, and to share initial recommendations for community feedback.
- City and applicant hold additional meetings, as necessary, with community to develop plan.

CONSTRUCTION & AFTER

- City develops a construction schedule and shares with neighbors and public.
- Construction takes place during weekday waking hours, whenever possible.
- Neighborhood partners, in coordination with the City, conduct post-construction project survey.
- One year after construction, City collects post-construction project data, including crash and speed data.
- City and applicant host a public meeting one year after construction to present post-project data.

PROGRAM PROCESS

APPLICATION & SELECTION

APPLICANT

Builds community support & submits application by January 18, 2019

CITY

Evaluates applications to select semi-final Slow Zone applications by March 1, 2019

APPLICANT & CITY

City joins semi-finalists at community meetings to demonstrate community support

CITY

Selects final Neighborhood Slow Zones applications

PLAN DEVELOPMENT

APPLICANT

Hosts neighborhood walk with City staff, key stakeholders, and neighbors

APPLICANT & CITY

Survey neighborhood residents

CITY

Collects & compiles relevant data (crashes, existing plans, speed studies)

APPLICANT & CITY

Host public meeting to present survey results & data and to share initial recommendations

APPLICANT & CITY

Host additional public meetings as needed

CONSTRUCTION & AFTER

CITY

Develops construction plan and shares with neighbors & public

CITY

Construction

APPLICANT & CITY

Survey neighborhood residents

APPLICANT & CITY

Host additional public meetings as needed

APPLICANT & CITY

Host a public meeting to present after-construction survey results and data

APPLICATION

SUBMITTING YOUR APPLICATION

Applications should be submitted by an organization or neighborhood champion that represents the people living within the proposed Slow Zone. While applications only need to be submitted by one organization or person, joint applications by several organizations or people, representing the neighborhood are welcomed.

Submitted applications shall be considered complete only if all requirements are included (see APPLICATION CHECKLIST). The APPLICATION CHECKLIST corresponds to applications materials found on pages 8 - 15 of this document.

The City may request revisions to applications. However, incomplete applications will not be considered.

To submit your application:

- By email: Scan and attach all required materials as PDF files in an email sent to **VisionZeroPHL@phila.gov** with the subject line "Neighborhood Slow Zone Application"
- By mail: Mail all required materials to the address below.

ATTN: Charlotte Castle
c/o Vision Zero - Complete Streets
1401 JFK Blvd.
Suite 780
Philadelphia, PA 19102

Applicants will receive receipt of submission.

APPLICATION CHECKLIST

All application materials are due by January 18, 2019.

- (1) Applicant Contact Information Form
- (2) Proposed Location - Map
- (3) Traffic Safety Concern Form
- (4) Community Support - Council Letter
- (4) Community Support - Additional

By applying for the Neighborhood Slow Zone Program, and if selected, applicants agree to and understand that the Program will:

- Lower posted speed limits to 20MPH;
- Install corner clearances within 20' of some crosswalks, preventing people from parking here (*Did you know? Oftentimes, people park within 20' of crosswalk, but it is technically illegal.*);
- Require that traffic calming be installed for at least five years of installation (speed cushions installed through this Program shall not be removed within five years of installation).



AFTER SUBMISSION

All applications will be reviewed to ensure they are complete. Applicants will be sent confirmations that their applications have been received and are complete.

APPLICATION
(1) APPLICATION FORM

(1) APPLICATION CONTACT INFORMATION FORM

Complete this form and submit with your application by January 18, 2019. The City will use this contact information to follow up with you about your application.

Applicant name (First + last name):

Contact title (If applicable):

Applicant organization (If applicable):

Phone number:

Email address:

Mailing address (Street address, zip code):

District Council person:

Neighborhood name (Example: "Harrowgate Slow Zone" or "Cobbs Creek Slow Zone")
The City will use this name to refer to your project.

APPLICATION (2) SLOW ZONE MAP

(2) SLOW ZONE - MAP

Draw a map of your proposed Neighborhood Slow Zone and submit it with your application by January 18, 2019.

You must submit a map of your proposed Slow Zone. Your map can be simple; it can even be hand-drawn.

When deciding how to define your Slow Zone, keep in mind that:

- Slow Zones should have boundaries, which could be:
 - Busy streets, including arterial roads and roads with trolley tracks (For example: Arterial roads, like Aramingo, Baltimore, Glenwood Avenues, etc.)
 - Parkways, highways, interstates, streets with painted center lines, or multi-lane one-way streets
 - Large parks or cemeteries
 - Train embankments
- Slow Zones must:
 - Be made up of residential streets that are one lane one-way streets and/or two-way streets without a painted centerline.
 - Be no larger than about a half-mile by a half-mile, which is about six blocks (**Slow Zone applications that are larger than this will not be considered**);
 - Not contain any streets with painted center lines (see illustration to right) or any one-way streets with more than one lane (**these streets can be boundary streets**).
- Slow Zones should not include major commercial areas and industrial sites. However, they may be bound by industrial or commercial corridors.
- Slow Zones should avoid streets with trolley tracks. However, Slow Zones may be bound by streets with trolley tracks.

When drawing your Slow Zone map, be sure to:

- Include the applicant's name and contact information on the map.
- Clearly outline the boundaries for your proposed Neighborhood Slow Zone.
- Identify any of the below that are on the boundary of or within your proposed Slow Zone:
 - Schools, Free libraries, and/or Philadelphia Parks & Recreation sites;
 - Senior housing and/or Public housing communities;
 - Religious institutions;
 - Hospitals, clinics, police stations, and/or firehouses.



Example: Two-way streets with no painted center lines can be included within your Slow Zone.



Example: Two-way street with a painted center line. This can be a boundary street.

APPLICATION
(2) SLOW ZONE MAP

EXAMPLE APPLICATION SLOW ZONE MAP



DON'T FORGET

Add your name and contact information at the top of your proposed Slow Zone map.

**APPLICATION
(3) TRAFFIC SAFETY
CONCERN FORM**

(3) TRAFFIC SAFETY CONCERN FORM

Tell us about the traffic safety concerns you have for your proposed Slow Zone. Complete this form and submit it with your application by January 18, 2019.

1. Check the boxes below to identify traffic safety concerns your neighbors hope to address through the Neighborhood Slow Zone Program.

- | | |
|---|--|
| <input type="checkbox"/> Speeding | <input type="checkbox"/> Passing drivers sideswipe or hit mirrors of parked cars |
| <input type="checkbox"/> Cars parked too close to corners and/or car parked in crosswalks | <input type="checkbox"/> Drivers pass illegally |
| <input type="checkbox"/> Cars parked on sidewalks (fully or partially) | <input type="checkbox"/> Double parking |
| <input type="checkbox"/> Drivers don't yield to people walking | <input type="checkbox"/> Illegal parking / loading |
| <input type="checkbox"/> Drivers run stop signs / lights | <input type="checkbox"/> Parking in bike lanes |
| <input type="checkbox"/> Difficult to cross street | <input type="checkbox"/> Illegal truck parking |
| <input type="checkbox"/> Difficult to bike | |
| <input type="checkbox"/> Other: | |

2. What times of day—and/or days of the week—are these concerns most notable?

3. Has your neighborhood previously worked together to address these concerns? If so, please describe your efforts.

4. Do you have any neighbors who have expressed that they are not in support of the Neighborhood Slow Zone application? If so, what are their reasons?

APPLICATION
(4) COMMUNITY SUPPORT

COMMUNITY SUPPORT

Neighborhood Slow Zone applications must demonstrate strong community support for the Slow Zone being proposed. Applicants should collaborate with local community groups, neighbors, and other stakeholders before submitting information. Submit community support materials with your application by later than January 18, 2019.

- **Required: Letters of support from key community stakeholders who represent the proposed Slow Zone.** Examples of key stakeholders include civic associations, registered community organizations (RCOs), neighborhood advisory committees (NACs), Police Districts, schools, religious institutions, and/or block captains.

A sample letter of support can be found on page 13. *The language used in the sample letter of support must be used in order for the requirement to be considered complete.*

- **Required: Letter of support from your local Council person.** See page 14 for more information. *The language used in the sample letter of support must be used in order for the requirement to be considered complete.*
- **Optional: Additional documentation strengthens your application include:**
 - Petitions in support of the Neighborhood Slow Zone application (see page 15)
Note: You are invited to make multiple copies of Page 15 to gather signatures. The language used in the sample petition must be used in order for the requirement to be considered complete.
 - Evidence of support at community meetings



DON'T FORGET

In order for community support requirements to be considered complete, the language included in the sample letter of support, letter of Council support, and petition must be used.

Safety improvements may require trade-offs. We want to know that your neighbors understand the trade-offs that the Neighborhood Slow Zone requires.

APPLICATION
(4) COMMUNITY SUPPORT

SAMPLE LETTER OF SUPPORT

Submit letters of support from key stakeholders who represent the proposed Slow Zone. Letter-writers: Use personal or organizational letterhead. Submit letters via PDF attached to an electronic application or hard copies can be mailed with the application package.

[Enter date]

ATTN: Charlotte Castle
c/o Vision Zero - Complete Streets
1401 John F. Kennedy Blvd., Suite 780
Philadelphia, PA 19102

Re: [Enter neighborhood name] Neighborhood Slow Zone Program

To whom it may concern:

I write to express my support for the Neighborhood Slow Zone application in my neighborhood, with the boundaries of:

- [Enter north boundary street]
- [Enter south boundary street]
- [Enter east boundary street]
- [Enter west boundary street]

I agree to and understand that, if selected, the Neighborhood Slow Zone Program will:

- Include posted speed limits of 20MPH;
- Install corner clearances within 20' of some crosswalks, preventing people from parking here;
- Include speed cushions and other tools to manage driver speeds;
- Require that traffic calming be kept installed for least five years of installation.

I am [identify your relationship to the application, such as immediate neighbor, block captain, local organization]. [Describe why you or your organization supports the application.]

[If applicable, describe what role you or your organization will play in building support for the project and participation in meetings.]

I strongly encourage you to prioritize this application for a Neighborhood Slow Zone.

Sincerely,

[Signature]

[Name, title, organization, contact information]

APPLICATION
(4) COMMUNITY SUPPORT

SAMPLE LETTER OF COUNCIL SUPPORT

*Talk with your District Council office about submitting a Neighborhood Slow Zone application. Your District Council person must submit a letter of support that includes the below language on their letterhead. A signed letter should be submitted with your application by January 18, 2019. The signed letter can be submitted by the applicant, or it can be submitted directly by the Council office. Your Council person can email a PDF of it to VisionZeroPHL@phila.gov. **Council support requirement shall be considered incomplete, if the language included below is not included in a signed letter.***

[Enter date]

ATTN: Charlotte Castle
c/o Vision Zero - Complete Streets
1401 John F. Kennedy Blvd., Suite 780
Philadelphia, PA 19102

Re: [Enter neighborhood name] Neighborhood Slow Zone Program

To whom it may concern:

I am aware of a request for a Neighborhood Slow Zone in my District, with the boundaries of:

- [Enter north boundary street]
- [Enter south boundary street]
- [Enter east boundary street]
- [Enter west boundary street]

By applying for the Neighborhood Slow Zone Program, neighbors and my office jointly acknowledge that applications will be evaluated and selected based on the evaluation criteria outlined on page 18 and page 19 of the Neighborhood Slow Zone Program Application (2018 - 2019).

Neighbors in my District are asking for permission to apply for a Neighborhood Slow Zone. By applying, and if selected, the neighbors and my office jointly agree to and understand that the Neighborhood Slow Zone will:

- Remove illegal parking spaces within 20' of crosswalks;
- Include posted speed limits of 20MPH;
- Include speed cushions and other tools to manage driver speeds;
- Require that traffic calming be kept installed for least five years of installation.

If qualifications are met, I have no objections to the installation of a Neighborhood Slow Zone. If you have any questions, please contact [Enter name] of my staff at [Enter phone number].

Thank you,

[Title]
[Council District]

**APPLICATION
(4) COMMUNITY SUPPORT**

PETITION OF SUPPORT

Date:

Applicant:

Address:

Phone number:

Neighborhood:

Zip code:

Email:

I agree and understand that the Neighborhood Slow Zone will:

- Include posted speed limits of 20MPH;
- Install corner clearances within 20’ of some crosswalks, preventing people from parking here;
- Include speed cushions and other tools to manage driver speeds;
- Require that traffic calming be kept installed for least five years of installation;

And I am supportive of a Neighborhood Slow Zone in my neighborhood: _____!

Signature	Print name	Address	Phone number	Email address

APPLICATION EVALUATION

We expect the Neighborhood Slow Zone Program to be popular. Vision Zero must prioritize traffic safety improvements on streets and in neighborhoods with the demonstrated need. All Neighborhood Slow Zone applications submitted will be scored, based on the below criteria. Application scores will be published publicly. The highest scoring applications that also demonstrate sufficient community support will be advanced.

EVALUATION CRITERIA

- **CRASH HISTORY**

- People killed or seriously injured in traffic crashes on Slow Zone streets
- People injured in traffic crashes on Slow Zone streets

More information: Our commitment to Vision Zero means prioritizing traffic safety projects on streets with demonstrated crash histories. Neighborhood Slow Zone Program will prioritize bringing traffic safety improvements to residential streets with demonstrated crash histories.

- **VULNERABLE USERS**

- Percent of households with children under 18
- Percent of households with children aged 65 and over
- Percent of households living below the poverty line

More information: Children and older adults are more vulnerable if involved in a traffic crash. Households living below the poverty line are more likely to be transit-dependent and need to walk to transportation options. People walking are more likely to be killed or seriously injured if involved in a crash. Vision Zero prioritizes safety of people who are most vulnerable while using the street.

- **COMMUNITY PLACES**

More information: Neighborhood Slow Zone evaluation will consider number of community places, like grade schools or Philadelphia Housing Authority communities, within the proposed Slow Zone. Community places are places that are accessed by neighbors walking to them.

TRAFFIC CALMING TOOLBOX

There are a number of traffic calming tools that can be used to slow driver speeds on residential streets. This section gives an overview of the tools that **may** be used in Neighborhood Slow Zones throughout Philadelphia. These are tested solutions that street engineers use. Slow Zones **may** use a different combination of these tools, depending on the challenges that neighbors and the City identify together. (Don't worry if this seems like a lot of information! The City will work with the neighbors of the selected Slow Zones to decide what will work best.)

GATEWAYS

“Gateways” clearly mark the beginning of a Neighborhood Slow Zone, so drivers know it's a Slow Zone. Gateways will look the same in Slow Zones across the city, making it easy for drivers to recognize them.

Gateways consist of:

- 20 MPH sign
- 20 MPH pavement marking
- High-visibility crosswalk
- “Corner clearances”

“Corner clearances” are something physical installed to prevent cars from being illegally parked on or within 20' of crosswalks.

Did you know? Even though many Philadelphians park on or within 20' of crosswalks, it is technically illegal. Doing this creates an unsafe situation for people crossing the street, especially small children, because drivers can't always see them.

By keeping crosswalks clear of illegally parked cars, people walking will be visible to drivers approaching the crosswalk.



Example: Slow Zone “Gateway” treatment in Bronx, New York.
(Source: NYCDOT)



TOOLBOX CONTINUES ON NEXT PAGE >>>>

CORNER CLEARANCES

As described with Gateways, a “corner clearance” is something physical that is installed near an intersection to keep drivers from parking on or within 20’ of the crosswalk, where it is already illegal to park.

Benefits:

- Provides clear path for people walking and people in wheelchairs or strollers
- Prevents parked cars from blocking drivers’ views
- Encourages drivers to make turns at slower speeds
- Provides clear paths for emergency response vehicles

Considerations:

- Residents may be accustomed to parking within 20’ of crosswalks



DID YOU KNOW?

It is illegal to park on or within 20’ of a crosswalk (Philadelphia Vehicle Code §12913).

SPEED CUSHIONS

A speed cushion is a raised area of the street that is 4” tall and 12-feet long. They are designed to be comfortable to drivers traveling 20 to 25 MPH and uncomfortable to drivers traveling at higher speeds. They are installed down a street so that drivers can always see the next speed cushion, and they are always installed with pavement markings that warn drivers as they approach them. Speed cushions encourage drivers to travel at a slow and consistent speed between intersections.

Benefits:

- Very effective at slowing driver speeds on neighborhood streets
- No impact on parking
- No impact on drainage
- Does not delay emergency vehicles or buses

Considerations:

- May impact snowplow operations
- Rubber or asphalt speed cushions may be installed



(Source: NACTO)

CHICANES

A chicane is a roadway design that makes drivers drive down a street in an “S” shaped line using objects such as curb extensions, planters, or parking that is switched from one side of the street to the other. As drivers navigate down the street, they drive in an “S” pattern and at slower speeds.

Benefits:

- Slows drivers on residential streets through permanent, physical design changes
- Opportunities for landscaping, beautification, or public art

Considerations:

- Only appropriate for one-lane roads
- May impact available parking
- May impact snow removal



(Source: NACTO)

DIVERTERS

Diverters are temporary or permanent installations that physically restrict vehicles from driven onto a street. Diverters can be designed to restrict all traffic or allow only certain movements—this illustration is just one example. Diverters always maintain access for people walking and biking.

Benefits:

- Reduces cut-through traffic
- Reduces volumes of vehicles on residential streets
- Prevents turning conflicts

Considerations:

- May increase traffic on nearby streets
- Does not reduce mid-block speeds



(Source: NACTO)

NEIGHBORHOOD TRAFFIC CIRCLES

Neighborhood traffic circles control traffic flow and reduce conflict points at intersections. Drivers can continue through the intersection at slow speeds without stopping.

Benefits:

- Alternate to intersections where four-way STOP signs are not warranted by engineering guidelines

Considerations:

- Access needs to be maintained for larger emergency response vehicles



Example: Neighborhood Traffic Circle in Baltimore, MD.
(Source: NACTO)

RAISED CROSSWALKS

Raised crosswalks bring the crosswalk to the level of the sidewalk. Rather than walking down to street level from the sidewalk to cross the streets, the crosswalk is at the same level as the sidewalk. This increases the visibility of people walking as they cross the street and improves access for people with mobility and vision impairments. Raised crosswalks also act as traffic control devices by encouraging drivers to reduce speeds.

Benefits:

- Slows driver speeds and creates a clear path for people walking to cross
- Improves visibility of people walking
- If coupled with “corner clearances,” they discourage illegal parking in crosswalks (for more information about corner clearances, see page 6)

Considerations:

- Impacts drainage
- Impacts emergency vehicles and delays transit headways



(Source: FHWA)

CHANGES TO STREET DIRECTION

Changing the direction of one-way local streets within a Neighborhood Slow Zone may reduce the amount of cut-through traffic in the neighborhood. This requires a formal study and approval of neighboring communities.

Benefits:

- Eliminates cut-through traffic
- Only requires changes in signs and pavement markings

Considerations:

- Impacts access to surrounding streets
- Impacts vehicle travel distance



STREET MURALS

Street murals are temporary murals painted on local streets. These murals enhance the neighborhood character and are designed collaboratively within the neighborhood. These are strictly beautification efforts and are NOT intended as traffic calming.

Benefits:

- Community-led project
- Establishes neighborhood identity

Considerations:

- Murals will fade and will not be refreshed
- Utility or road maintenance may disturb mural
- Community is responsible for all maintenance
- Designs must meet Federal design guidelines



PAVEMENT MARKINGS & SIGNS

Pavement markings and signs will be used to compliment other traffic calming infrastructure. They may also provide directional information for people walking and riding bicycles. Any markings and signs will align with current State and Federal engineering standards and adopted plans. Signs may include speed limit signs, and pavement markings may include speed limits and upgraded crosswalks.





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