Identifier	LRSP Reccommendation	Timeframe	Cost
1	Install pedestrian hybrid beacon and advanced yield signs, stop markings and signs, high visibility crosswalk markings.	Mid-term	$
2	Conduct pedestrian road safety audits in areas with a higher than average pedestrian crashes. Ensure sidewalks and facilities meet ADA requirements	Ongoing	$
3	Reduce motor vehicle speeds by using data driven, effective, and equitable enforcement methods that utilize available technology.	Long-Term	$$
4	Reduce motor vehicle speeds by utilizing other traffic calming strategies such as narrower lanes, adding roundabouts, reducing the number of traffic lanes, planting trees, and implementing roadway reconfiguration.	Ongoing and Long-Term	$$$
5	Continue to install pedestrian countdown signals and refuge islands and evaluate and include where prudent different options for pedestrian signal countdown technology (touchless, audible, etc.).	Ongoing and Long-Term	$
6	Evaluate the geometry of pedestrian and bicycle facilities at signalized intersections with high frequencies of pedestrian and/or bicycle crashes and on routes serving schools or other generators of pedestrian and bicycle traffic. Make improvements as needed, this can include installing pedestrian refuges.	Ongoing and Mid-Term	$$
7	Replace intersections that have high numbers of fatalities and serious injuries with roundabouts, a circular intersection configuration with channelized approaches and a center island that results in lower speeds and fewer conflict points, wherever feasible.	Ongoing and Long-Term	$$$
8	Utilize a protected left, improving the sight distance, positive off-sets, or multiphase signal operation at signalized intersections with a high frequency of angle crashes involving left turning and opposing through vehicles as well as rear-end and sideswipe crashes.	Mid-term	$$$
9	Evaluate uncontrolled intersections where a high crash rate is observed and recommend improvements based on evaluation results.	Short-Term/Ongoing	$-$$$
10	Improve left-turn channelization (providing definite paths for vehicles to follow) at signalized intersections where left-turn crashes are an issue and increase left turn lane offsets for increased visibility at intersections where visibility is an issue. Implement left-turn traffic calming (left turn hardening) to reduce left turn speeds and provide for safe turning behavior at intersections that show a pattern of pedestrian-related left turn crashes and intersection geometry that facilitates high speeds. Consider installing Dilemma Zone (Smart Sensor Advance Radar) to reduce rear-end and sideswipe crashes.	Mid-Term/Long-Term	$$-$$$
11	Ensure intersections are built with appropriate design standards to allow adequate drainage at intersections and conduct regular intersection drainage evaluation and recommend improvements if needed.	Ongoing	$-$$$
12	Continue to install LED heads and reflective backplates (reflective borders around traffic lights that make them more visible) in locations with high numbers of signalized intersection fatal and serious injury crashes.	Short-Term/Ongoing	$
13	Continue to update plans for connected bicycle and pedestrian (sidewalk) networks in the county.	Ongoing/Mid-Term	$
14	Install LED-enhanced stop signs or stop signs with larger beacons or enhanced conspicuity supplemental beacons, vertical retroreflective strips on sign support, post reflectors, solid yellow strip of retroreflectivity, etc. at unsignalized intersections where there are a higher-than-average number of fatal and serious injury crashes and enhanced signage does not already exist. Consider Intersection Conflict Warning Systems (ICWS) if signal warrants are not met or an all-way stop is not appropriate.	Short-Term	$-$$
15	Continue improved striping for all roads (one year for higher volume and bi-annually for general roads), expand epoxy restriping for high-volume roads, and consider including tape for skips. Update edgelines to six-inch edgelines. Evaluate the striping schedule to determine if striping should be updated with more frequency.	Ongoing	$$
16	Implement roadside design improvements such as clear zones, slope flattening, and adding or widening shoulders to improve ability for drivers to safely recover if they leave the travel lane where roadway departure crashes are observed.	Ongoing	$$-$$$
17	Continue to implement enhanced delineation treatments to alert drivers in advance of the curve including pavement markings; post-mounted delineation; larger signs and signs with enhanced retro-reflectivity; and dynamic advance curve warning signs and sequential curve signs.	Ongoing	$$
18	Continue to implement improvements including installation of cable barriers, guardrails, and concrete barriers to reduce the severity of roadway departure crashes.	Short-Term	$$
19	Install high friction surface treatment (HFST) in locations where the available pavement friction is not adequate to support operating speeds at a sharp curve, inadequate cross-slope design, wet conditions, polished roadway surfaces, or driving speeds in excess of the curve advisory speed.	Mid-term	$
20	Install longitudinal (edgeline and center line) rumble strips and stripes in locations where run-off-the-road crashes are high and in the middle of the road to prevent entry into opposing lane.	Long-Term	$
21	Review traffic count data and intersection counts to identify if traffic control changes are warranted due to traffic increases at intersections experiencing growth to monitor changes in local traffic.	Short-Term	$
22	Install the Safety Edge to eliminate the vertical drop-off at the pavement edge, allowing drifting vehicles to return to the pavement safely.	Ongoing	$$-$$$
23	Develop a regional Safety Checklist or template as a tool for local jurisdictions to use during planning and project identification efforts.	Short-Term/Ongoing	$