



**FORT WAYNE**  
**Public Works**  
*In Your Neighborhood*



# SAFETY TOOLKIT

## OFF-STREET CONNECTIONS

### Shared Use Paths



**Description:** Off-street facilities that provide dedicated space for people walking, biking, and using mobility devices

**Context:** Along busy corridors, near parks and schools, where roadway space is limited, and as connections between neighborhoods and destinations

**Safety Benefits:** Separates vulnerable users from traffic and can reduce crashes involving non-motorized users by up to 60%. CMF: 0.55

### Sidewalks



**Description:** Dedicated pedestrian facilities that provide a safe, accessible walking route

**Context:** Urban corridors, near schools, transit stops, commercial areas, and locations with pedestrian activity

**Safety Benefits:** Improves safety, accessibility, and connectivity. Sidewalks can reduce pedestrian crashes by 65–89%. CMF: 0.60

### Bike Parking



**Description:** Bicycle racks, shelters, or storage areas that provide secure end-of-trip facilities

**Context:** Downtowns, commercial centers, parks, schools, transit stops, and civic destinations

**Safety Benefits:** Encourages bicycling by improving convenience and security. Supports multimodal trips and bike-to-transit connections

## CROSSING IMPROVEMENTS

### Pedestrian Refuge Islands



**Description:** Raised median areas that allow pedestrians to cross one direction of traffic at a time

**Context:** Wide roadways, multilane corridors, midblock crossings, and near transit stops

**Safety Benefits:** Reduces crossing distance and exposure to traffic. Can reduce pedestrian crashes by 56%. CMF: 0.54

### Improved Crosswalks



**Description:** Enhanced crossings using high-visibility markings, raised crossings, lighting, and advance signage

**Context:** Schools, parks, downtowns, trail crossings, transit stops, and other locations with significant pedestrian demand

**Safety Benefits:** Improves driver awareness and pedestrian visibility. High-visibility crosswalks can reduce pedestrian injury crashes by up to 40%. CMFs range from 0.35–0.82 depending on treatment

### RRFB / Beacon



**Description:** Pedestrian-activated flashing beacons that alert drivers to a crossing. Includes RRFBs and Pedestrian Hybrid Beacons (PHBs)

**Context:** Midblock crossings, trail crossings, school crossings, and multilane roads where yielding is difficult

**Safety Benefits:** RRFBs can reduce pedestrian crashes by up to 47% and increase driver yielding rates up to 98%. PHBs can reduce pedestrian crashes by 55% and total crashes by 29%. RRFB CMF: 0.31. PHB CMFs: 0.43–0.88

## ON-STREET IMPROVEMENTS

### Curb Extensions/Bulb-Outs

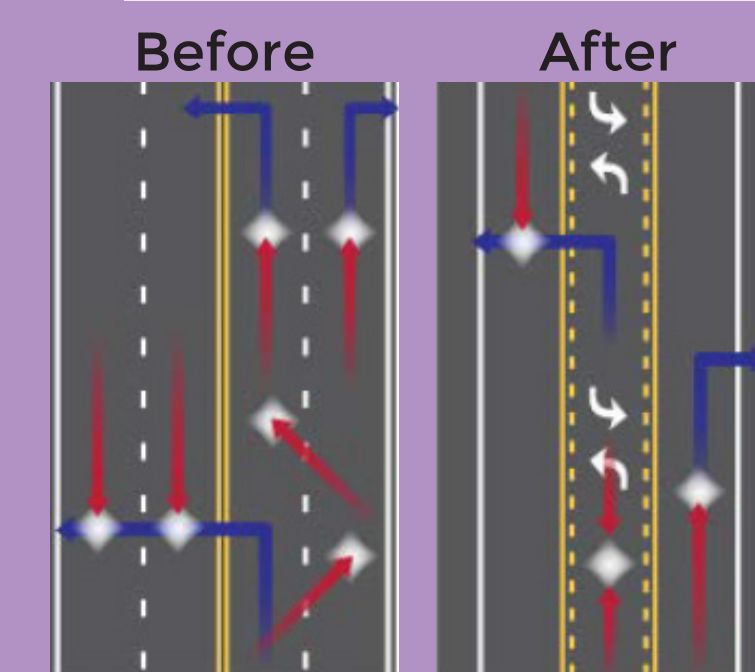


**Description:** Sidewalk extensions that narrow the roadway and shorten crossing distances

**Context:** Downtown streets, neighborhood corridors, school zones, transit stops, and pedestrian-oriented districts

**Safety Benefits:** Improves pedestrian visibility, slows turning vehicles, and shortens crossings. While no CMF is currently established, curb extensions are a recognized FHWA and NACTO safety practice

### Lane Reconfiguration



**Description:** Reallocates excess roadway width by reducing travel lanes and repurposing space for safety improvements

**Context:** Four-lane roadways with moderate traffic volumes, corridors with speeding concerns, crash history, or multimodal needs

**Safety Benefits:** Lowers speeds, reduces conflict points, and creates space for pedestrian and bicycle improvements. Four-to-three lane conversions can reduce crashes by 19–47%. CMFs: 0.53–0.81

### Landscaped Medians



**Description:** Raised medians that separate opposing traffic and can incorporate pedestrian refuge areas and landscaping

**Context:** Multilane corridors, gateway corridors, commercial corridors, and pedestrian crossing locations

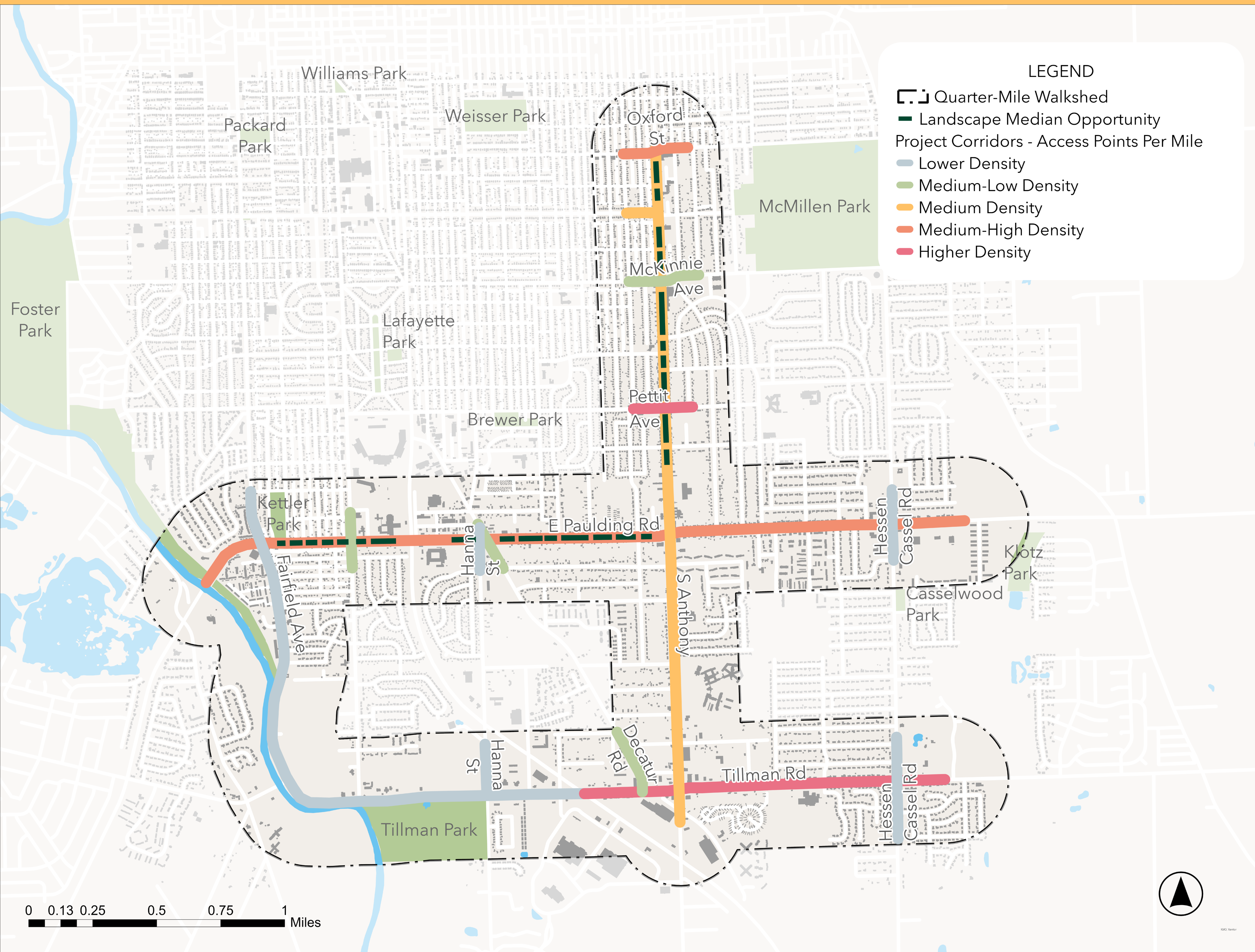
**Safety Benefits:** Reduces crossing complexity, limits conflict points, and improves corridor aesthetics. Medians with marked crossings can reduce pedestrian crashes by 46%. CMFs range from 0.29–0.70 depending on context



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# ACCESS MANAGEMENT



## WHAT IS ACCESS MANAGEMENT?

Access management is the coordination of driveways, intersections, and turning movements to improve safety and traffic flow.

- Fewer conflict points
- Safer crossings
- Better streetscape



## WHY THESE LOCATIONS?

The proposed median areas are located where the corridor already has:

- More connected street networks
- Alleys or alternative access options
- Smaller parcels and closer destinations
- Opportunities to improve pedestrian comfort



**SOUTHEAST CORRIDORS PLANNING PROJECT**  
**PROYECTO DE PLANIFICACIÓN DE LOS CORREDORES DEL SURESTE**

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