

CIA TEAM

SAFETY

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FHWA PSCi

Proven Safety Countermeasures

FHWA's Proven Safety Countermeasures initiative (PSCi) is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways. Transportation agencies are strongly encouraged to consider widespread implementation of PSCs to accelerate the achievement of local, State, and National safety goals.

FHWA PSCi

SPEED MANAGEMENT



Speed Safety
Cameras



Variable Speed Limits



Appropriate Speed
Limits for All Road
Users

FHWA PSCi

ROADWAY DEPARTURE



Wider Edge Lines



Enhanced Delineation
for Horizontal Curves



Longitudinal Rumble
Strips and Stripes



SafetyEdgeSM



Roadside Design
Improvements at
Curves



Median Barriers

FHWA PSCi

INTERSECTIONS



Backplates with
Reflective Borders



Corridor Access
Management



Left- and Right-Turn
Lanes at Two-Way
Stop-Controlled
Intersections



Reduced Left-Turn
Conflict Intersections



Roundabouts



Systemic Application
of Multiple Low Cost
Countermeasures at
Stop-Controlled
Intersections



Yellow Change
Intervals

FHWA PSCi

PEDESTRIAN/BICYCLIST



Crosswalk Visibility Enhancements



Bicycle Lanes



Rectangular Rapid Flashing Beacons



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Road Diets (Roadway Reconfiguration)



Walkways

FHWA PSCi

CROSSCUTTING



Pavement Friction Management



Lighting



Local Road Safety Plans



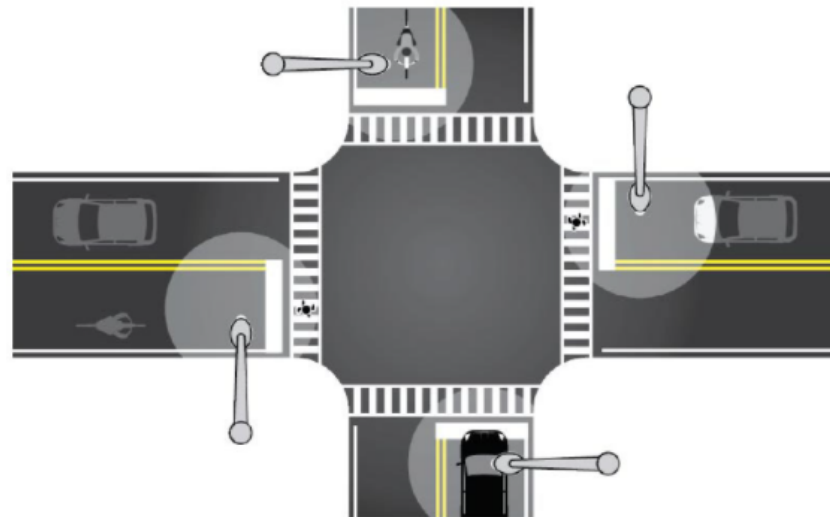
Road Safety Audits

FHWA PSCi

Lighting

The number of fatal crashes occurring in daylight is about the same as those that occur in darkness. However, the nighttime fatality rate is three times the daytime rate because only 25 percent of vehicle miles traveled (VMT) occur at night. At nighttime, vehicles traveling at higher speeds may not have the ability to stop once a hazard or change in the road ahead becomes visible by the headlights. Therefore, lighting can be applied continuously along segments and at spot locations such as intersections and pedestrian crossings in order to reduce the chances of a crash.

Adequate lighting (i.e., at or above minimum acceptable standards) is based on research recommending horizontal and vertical illuminance levels to provide safety benefits to all users of the roadway environment. Adequate lighting can also provide benefits in terms of personal security for pedestrians, wheelchair and other mobility device users, bicyclists, and transit users as they travel along and across roadways.



Safety Benefits:

Lighting can reduce crashes up to:

42%

for nighttime injury pedestrian crashes at intersections.¹

33-38%

for nighttime crashes at rural and urban intersections.¹

28%

for nighttime injury crashes on rural and urban highways.¹

New PSCs



Rectangular Rapid Flashing Beacons (RRFBs)



Lighting (Intersection and Segments)



Crosswalk Visibility Enhancements



Pavement Friction Management (CPFM and HFST)



Wider Edge Lines



Bicycle Lanes



Variable Speed Limits



Speed Safety Cameras



Appropriate Speed Limits for All Road Users

U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

FHWA PSCI


Proven Safety Countermeasures

[« Proven Safety Countermeasures Home](#)





Proven Safety Countermeasures Filter Tool

All 28 PSCs are listed at the bottom of the page in alphabetical order. Answer one or more of the following questions to obtain a tailored listing of potential PSCs for the location of interest. Users may select multiple answers for each question. After checking the desired box(es), click "Apply Filters," then the list of PSCs will update at the bottom of the page to match the query. Click "Clear Form" to remove all filters and return to the default display of all 28 PSCs. Select a countermeasure name to learn more including a description, safety effectiveness, context, application, cost, and considerations for implementation.

| | |
|--|---|
| What type of area is the roadway located? <ul style="list-style-type: none"><input type="checkbox"/> Urban<input type="checkbox"/> Suburban<input type="checkbox"/> Rural | What is the functional classification of the roadway? <ul style="list-style-type: none"><input checked="" type="checkbox"/> Freeway<input checked="" type="checkbox"/> Highway<input type="checkbox"/> Arterial<input type="checkbox"/> Collector<input type="checkbox"/> Local |
| Which focus area is being addressed? <ul style="list-style-type: none"><input type="checkbox"/> Roadway Departure<input checked="" type="checkbox"/> Intersection<input type="checkbox"/> Pedestrian<input type="checkbox"/> Bicyclist<input type="checkbox"/> Speed Management | What is vehicular volume in Average Annual Daily Traffic (AADT) along the major roadway? <ul style="list-style-type: none"><input type="checkbox"/> Low (<2,000)<input checked="" type="checkbox"/> Medium (2,000-15,000)<input type="checkbox"/> High (>15,000) |
| What problem is being addressed? <ul style="list-style-type: none"><input type="checkbox"/> Inadequate Visibility, Conspicuity, or Sight Distance<input type="checkbox"/> Excessive Vehicular Conflicts<input type="checkbox"/> Congestion<input checked="" type="checkbox"/> Excessive Speeds<input type="checkbox"/> Non-Compliance (yielding right-of-way)<input type="checkbox"/> No Separation of Users<input type="checkbox"/> Vulnerable Users not Considered<input type="checkbox"/> Driver Inattention (distracted/drowsy)<input type="checkbox"/> Driver Impairment (alcohol/drugs) | What specific crash types are being targeted at the location? <ul style="list-style-type: none"><input type="checkbox"/> Angle<input type="checkbox"/> Left-Turn<input type="checkbox"/> Right-Turn<input type="checkbox"/> Rear End<input type="checkbox"/> Pedestrian/Bicyclist<input type="checkbox"/> Head On<input type="checkbox"/> Run-Off-Road/Single Vehicle<input type="checkbox"/> Sideswipe, same direction<input type="checkbox"/> Sideswipe, opposite direction<input type="checkbox"/> Wet<input type="checkbox"/> Nighttime<input type="checkbox"/> Speed-related<input type="checkbox"/> Rollover<input type="checkbox"/> Fixed-Object |

 [Apply Filters](#) [Clear Form](#)

4 results:

-  [Appropriate Speed Limits for All Road Users](#)
-  [Pavement Friction Management](#)
-  [Road Safety Audit](#)
-  [Speed Safety Cameras](#)

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ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE



QUESTIONS?