

Table 2 Countermeasure Matrix

	Phillip Road/Follen Road Neighborhood							Peacock Farm Road Neighborhood			Bow Street/Reservoir Neighborhood									
	Post advisory speed limit signs throughout neighborhood	Install speed humps along Phillip Road and Follen Road	Install raised intersections at five locations on Phillip Road and Follen Road	Install traffic circles at two locations on Follen Road	Install "Do Not Enter" signs, with weekday morning peak period time restrictions, at Follen Road and Tower Road	Install "Do Not Enter" signs, with weekday evening peak period time restrictions, at Follen Road and Wornthorn Road	Close Follen Road at Pleasant Street creating a cul-de-sac	Post advisory speed limit signs throughout neighborhood	Install "Do Not Enter" signs, with weekday evening peak period time restrictions, at Peacock Farm Road	Install a four-way stop at the intersection of Baker Avenue/Oak Street	Post advisory speed limit signs throughout neighborhood	Install speed humps along Bow Street	Install a raised intersection at Bow Street/Winn Avenue	Install a four-way stop at the intersection of Rawson Avenue/Albermarle Avenue	Install "Do Not Enter" signs, with weekday morning peak period time restrictions, at Lillian Road	Install "Do Not Enter" signs, with weekday evening peak period time restrictions, at Fottler Avenue and Bow Street	Relocate the westbound approach stop sign at the intersection of Bow Street/Rawson Road	Reduce turn radii at two locations	Install crosswalks at the intersection of Fottler Avenue/Hillcrest Avenue/Theresa Avenue	Create pedestrian waiting area at the intersection of Fottler Avenue/Hillcrest Avenue/Theresa Avenue
Mobility																				
Impact to residential access	●	●	●	●	✘	✘	✘	●	✘	●	●	●	●	●	✘	✘	●	●	●	●
Impact to school and/or church access	●	●	●	●	✘	✘	✘	●	●	●	●	●	●	●	●	●	●	●	●	●
Diversion of traffic to other neighborhood streets	●	●	●	●	✘	✘	✘	●	●	●	●	✘	●	●	●	●	●	●	●	●
Safety																				
Reduce vehicular travel speeds	●	✓	✓	✓	●	●	●	●	●	●	●	✓	✓	●	●	●	●	✓	●	●
Reduce vehicular "cut-through" traffic	●	✓	✓	●	✓	✓	✓	●	✓	●	●	✓	✓	●	✓	✓	●	●	●	●
Increase awareness of speed limit	✓	●	●	✓	●	●	●	✓	●	●	✓	●	●	●	●	●	●	●	●	●
Increase awareness of intersection	●	●	✓	✓	●	●	●	●	●	✓	●	●	✓	✓	●	●	✓	●	●	●
Increase awareness of non-motorist crossings	●	●	✓	✓	●	●	●	●	●	●	●	●	✓	●	●	●	●	●	✓	●
Impact to emergency vehicle access	●	✘	✘	✘	●	●	✘	●	●	●	●	✘	✘	●	●	●	●	●	●	●
Geometric																				
Impact to drainage	●	✘	✘	●	●	●	●	●	●	●	●	✘	✘	●	●	●	●	●	●	●
Impact to maintenance activities	●	✘	✘	✘	●	●	●	●	●	●	●	✘	✘	●	●	●	●	●	●	✘
Impact to parking	●	✘	●	●	●	●	●	●	●	●	●	✘	●	●	●	●	●	●	●	●
Impact to property	●	●	✘	●	●	●	●	●	●	●	●	●	✘	●	●	●	●	●	●	✘
Environmental																				
Reduce noise	●	✘	✘	●	✓	✓	✓	●	✓	✘	●	✘	✘	✘	✓	✓	●	●	●	●
Reduce air pollution	●	●	●	●	✓	✓	✓	●	✓	✘	●	●	●	✘	✓	✓	●	●	●	●
Schedule (months) includes public process, design and construction	1-3	18+	18+	18+	3-6	3-6	12+	1-3	3-6	3-6	1-3	3-6	18+	3-6	3-6	3-6	1-3	3-6	6-12	6-12
Cost	\$	\$\$\$	\$\$\$	\$\$\$	\$	\$	\$\$\$	\$	\$	\$	\$	\$\$	\$\$\$	\$	\$	\$	\$	\$\$	\$\$	\$\$