

Citizen Concern

Your City government takes its role in solving traffic problems very seriously, yet the ultimate burden of safety rests with you, the motorist in Salina. Since we receive a large number of citizen requests every year, we can not always investigate your request as quickly as we would like. However, we will respond after carefully evaluating your request. We appreciate your patience and understanding.

Other Traffic Information Brochures Available:

Avoiding Parking Tickets
Children At Play
Pedestrian Signals
Speed Limits; How Are They Set
Stop Signs
Traffic Safety Tips
Traffic Signal Systems
Traffic Signals

If you have questions, requests or suggestions concerning traffic, please call the
Department of Public Works
At (785) 309-5725
TDD: (785) 309-5747
Website: www.salina-ks.gov

Revised August 2010



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Left Turn Traffic Signals



**DEPARTMENT OF
PUBLIC WORKS**

Left Turn Traffic Signals

In the past, drivers have been accustomed to seeing left turn signals where there is initially:

- a green arrow;
- followed by a yellow arrow;
- followed by a red arrow or a solid red ball.

On the green arrow, drivers are given the right-of-way to complete left turns free of any other traffic conflicts. The yellow arrow warns drivers that the left turn signal is ending. On the red arrow or solid red ball, left turns are not permitted. Although these type of arrows are helpful, they can cause unnecessary delays when there is no opposing traffic.

Protected / Permissive Left Turn Signals

Over the last several years, a different type of left turn signal has been implemented at specific intersections within the city. Under this new arrangement, left turn signals provide the usual green arrow followed by the normal yellow arrow. After the yellow arrow has terminated, drivers are now faced with a solid green ball signal.



During the display of the solid green ball, left turns can be made when there are adequate gaps in opposing traffic to safely complete left turns.

This new type of left turn phasing is designed to help minimize delay by eliminating the need for the red arrow and allowing vehicles to proceed on the green ball after opposing traffic has cleared. By not having the red arrow, motorists do not have to sit and wait to turn left when there is no opposing traffic, a situation that often occurs during periods of low traffic volumes. The signal still provides a green left turn arrow during rush hours when traffic is heavy, but during off-peak hours, left turning vehicles are not delayed by a red arrow.



Why Doesn't the City Use Protected / Permissive Left Turn Signals Everywhere?

The City is using protected / permissive left turn signals where drivers can turn left safely when there are gaps in approaching traffic and drivers can clearly see oncoming vehicles. Examples of protected / permissive installations are at the intersections of Ohio and Crawford and also Ohio and Republic. The protected / permissive signals are not available at all intersections in order to provide signal coordination. Special left turn sequencing is used to improve signal coordination and provide smooth through traffic flow at selected intersections.

There are some intersections where the City could install protected / permissive left turns. However this requires lengthening mast arms and installing new signal heads. The cost for this type of signal upgrade is approximately \$20,000 per intersection. The City does not believe it is cost effective to convert all intersections to protected / permissive. We do plan on evaluating protected / permissive signals to improve driving safety as signals are modernized and new signals are installed. However, it is also a possibility that some intersections with protected / permissive signal systems will be returned to a protected-only type. This occurs when traffic accident analysis shows an unreasonably high number of failure-to-yield accidents during the permissive left-turn cycle.

The City's Public Works Department periodically monitors traffic flows and accident rates at many of the busier intersections in order to determine if signalization is a factor. If signalization seems to be a factor, a more-in-depth analysis may follow. Our goal is to provide for a safe and smooth traffic flow that is convenient to both the motorist and pedestrian.