The FHWA has identified and is promoting widespread use of a set of 28 Proven Safety Countermeasures that can offer significant, measurable impacts as part of any agency's data-driven, systemic approach to improving safety. These strategies are designed to enhance safety on all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Each countermeasure addresses speed management, intersections, roadway departures, or pedestrians/ bicyclists—along with crosscutting strategies that address all four safety focus areas.

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures.

Which Proven Safety Countermeasures Will You Use?
# Proven Safety Countermeasures

## SPEED MANAGEMENT
- Speed Safety Cameras
- Variable Speed Limits
- Appropriate Speed Limits for All Road Users

## ROADWAY DEPARTURE
- Wider Edge Lines
- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- SafetyEdgeSM
- Roadside Design Improvements at Curves
- Median Barriers

## INTERSECTIONS
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left- and Right-Turn Lanes at Intersections
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Yellow Change Intervals

## PEDESTRIANS/BICYCLES
- Crosswalk Visibility Enhancements
- Bicycle Lanes
- Rectangular Rapid Flashing Beacons (RRFB)
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacons
- Road Diets (Roadway Reconfiguration)
- Walkways

## CROSSCUTTING
- Pavement Friction Management
- Lighting
- Local Road Safety Plans
- Road Safety Audit