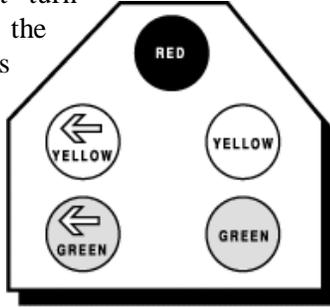


Left Turn Traffic Signals

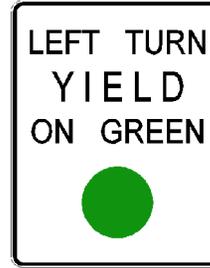
Until recently, drivers have been accustomed to seeing left turn signals where there is initially a green arrow followed by an amber arrow followed by a red arrow. On the green arrow drivers are given the right-of-way to complete left turns free of any other traffic conflicts. The amber arrow warns drivers that the left turn signal is ending. On the red arrow, left turns are not permitted. These type of arrows are helpful but when there is no opposing traffic they can cause unnecessary delays.



Protective/Permissive Left Turn Signals

Over the last several years, a different type of left turn signal has been implemented at several intersections in the city. Under this new arrangement, left turn signals provide the usual green arrow which is usually followed by the normal amber arrow. After the amber 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 complete left turns safely. 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 turn 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 even 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 protective/permissive left turn signals where drivers can turn left safely because there are gaps in approaching traffic and drivers can clearly see oncoming vehicles. Examples of recent protected/permissive installations are at the intersections of Christmas Tree Lane/Mt. Vernon Avenue, South H Street/Wilson Road and South H Street/Planz Road.

Special Left Turn Sequencing

In order to provide for good signal coordination, protected/permissive signals will not be available at all intersections. Special left turn sequencing is used to improve signal coordination and provide smooth through traffic flow at selected intersections. Some of these locations included Castro Lane/Ming Avenue, Gosford Road/White Lane and Ming Avenue/Stine Road where one arrow comes up at the beginning of green and the opposing left turn arrow comes up at the end of green. This is needed for the platoon of through traffic to be able have the green come up as the platoon reaches each intersection. At these locations, protected/permissive operation cannot be used.

There are some intersections where the City could install protective/permissive left turns. However,

this requires lengthening mast arms and installing new signal heads on the end of the longer mast arms which is very costly. The City has limited funds to convert intersections to protective/permissive left turns. The City plans to use protective/permissive signals wherever possible as signals are modernized and new signals are installed, as funding permits.

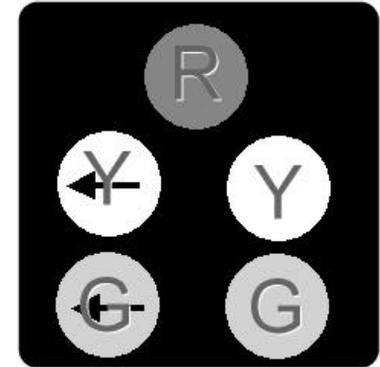
Citizen Concerns

The City takes our role in solving traffic problems very seriously, yet the ultimate burden of safety rests with you, the motorist in Bakersfield. Although we receive over 200 citizen requests per year, we try to investigate your request as quickly as work load permits. We will respond after carefully evaluating your request. We appreciate your patience and understanding.

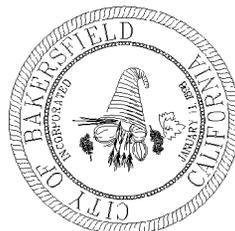
Other Traffic Information Brochures Available

Adult School Crossing Guards
Marked Crosswalks
Neighborhood Traffic Safety
School Routes
Speed Bumps
Speed Limits
Stop Signs & Traffic Signals
Traffic Signal Systems

Left Turn Traffic Signals



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