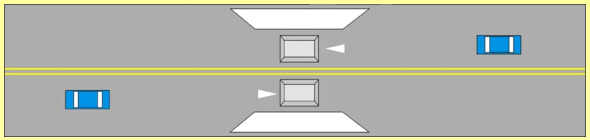
TOOLKIT

Neighborhood Traffic Management Program

Speed Cushions



TEMPORARY

PERMANENT

A speed cushion is a variation on a standard speed hump. However, these devices do not span the entire width of the roadway but taper off at the edges. The width of the raised portion is sufficient to ensure that cars have to pass over some of the hump but may allow buses and emergency vehicles to pass over with less impact.

PROS

1. Potential to reduce traffic speed.
2. Reduces traffic volumes.
3. Can be used to reduce cut-through traffic.
4. Self-enforcing.
5. Minimal impact to on-street parking.
6. Minimum maintenance.
7. OK for emergency vehicles.

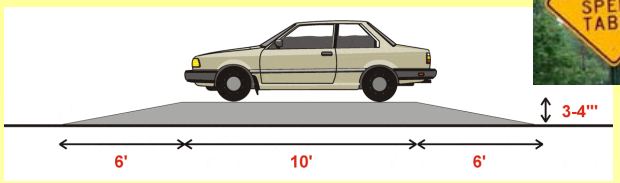
CONS

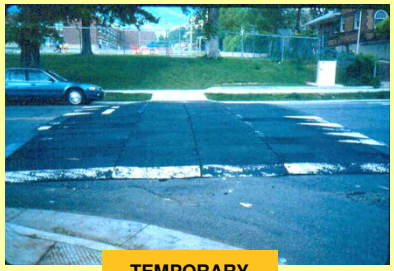
1. Care needed if placed on transit routes.
2. May transfer problems elsewhere.
3. Not aesthetically pleasing.
4. May cause vehicles to encroach into bicycle lanes.

TOOLKIT

Neighborhood Traffic Management Program

Speed Tables





TEMPORARY

PERMANENT

These are basically flat-topped speed humps.

PROS

1. Reduces traffic speed to 25-30 mph.
2. Less impact than speed humps.
3. Preferred by many emergency response agencies.
4. Often used in place of speed humps.
5. Relatively low cost measure.

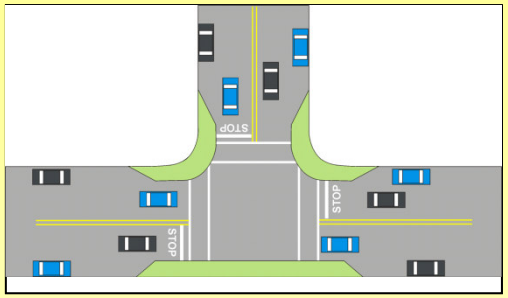
CONS

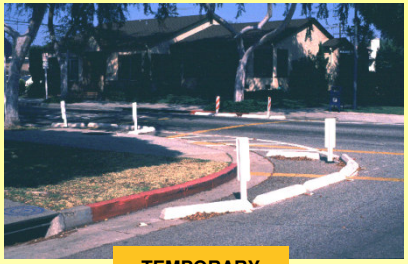
1. May impact emergency vehicles.
2. Care needed if placed on transit routes.
3. Not aesthetically pleasing though paving the top is an option.
4. Avoid use on curved roads.
5. Noise may increase.
6. Care needed with drainage.
7. Avoid placing near driveway.
8. Need detectable ADA warnings.

TOOLKIT

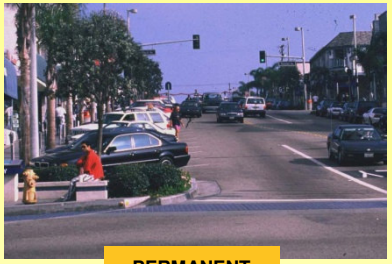
Neighborhood Traffic Management Program

Curb Extensions - Bulges





TEMPORARY



PERMANENT

"Curb Extensions" are most often used at pedestrian crossings, where the extension of the curb into the roadway narrows the distance between curbs and improves the pedestrian environment.

Note:
Adding stop signs requires warrants to be satisfied

PROS

1. Creates more pedestrian friendly intersection.
2. Reduces pedestrian crossing distances.
3. Reduces speeds at location if travel lanes reduced sufficiently.
4. Widely used traffic calming measure.

CONS

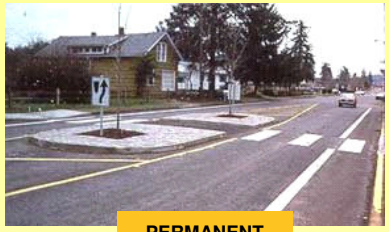
1. Can be expensive if landscaped.
2. May affect buses or larger vehicles if intersection radii are tightened.
3. Require maintenance.
4. Tend to collect or trap trash.
5. Interfere with established drainage patterns.
6. Place pedestrians close to travel way.

TOOLKIT

Neighborhood Traffic Management Program

Center Island Narrowing

TEMPORARY



PERMANENT

Raised islands are installed along the center of the street to effectively narrow the travel lanes in each direction.

Parking may need to be removed along the affected roadway section. Bicycle users may feel more vulnerable on narrower lanes

PROS

1. **Results in reduction in speeds**
2. **Enhances pedestrian environment.**
3. **Helps safety when used on curved roads by reducing speed.**
4. **Can be evaluated on temporary basis first.**
5. **Can be landscaped.**
6. **Can be a "Gateway" feature.**

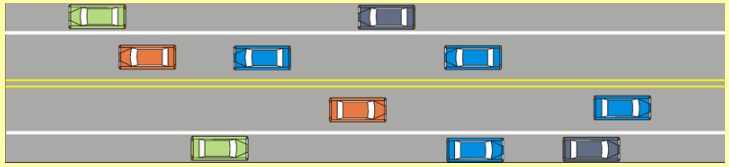
CONS

1. **May result in loss of on-street parking.**
2. **Moderately expensive measure if landscaped.**
3. **Center islands may be hit at night unless well marked.**
4. **Reduced lane widths not favored by bicycle users.**

TOOLKIT

Neighborhood Traffic Management Program

Parking Lanes



Striped parking lanes added to the roadway top reduce the effective width of the traveled way. This helps to reduce traffic speeds.

PROS

1. Low cost measure.
2. Effective speed reduction technique.
3. Can be used on sloped roadways.
4. No loss of parking

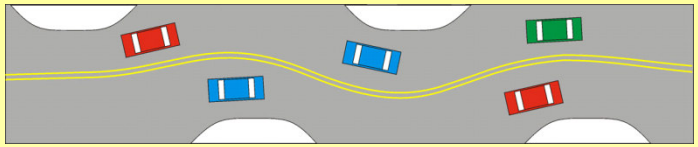
CONS

1. Requires at least 40 foot roadway.

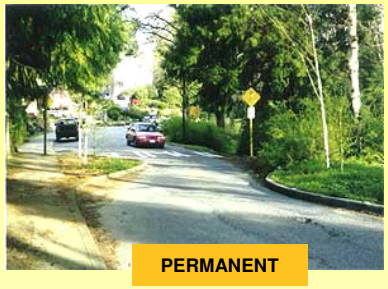
TOOLKIT

Neighborhood Traffic Management Program

Chicanes



TEMPORARY



PERMANENT

Chicanes are curb extensions or islands that alternate from one side of the street to the other, forming S-shaped curves.

They are appropriate for mid-block locations only.

PROS

1. Volume and speed reduction possible.
2. Self-enforcing.
3. Provides opportunity for roadway beautification.
4. Can be landscaped.
5. Can be a "Gateway" feature.

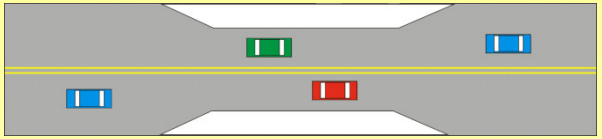
CONS

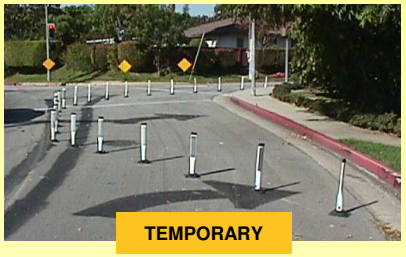
1. Must be designed to avoid drivers encroaching over center line.
2. Can affect street sweeping.
3. Parking can be affected.
4. Driveway access can be affected.
5. Potential Pedestrian/Bike/Car conflicts.
6. Potential for head-on collision.

TOOLKIT

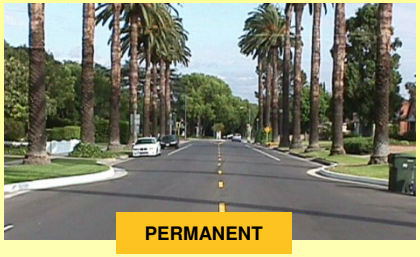
Neighborhood Traffic Management Program

Mid-Block Chokers / Slow Points





TEMPORARY



PERMANENT

Mid-block chokers are curb extensions located between intersections. They can leave the cross section with two narrow lanes.

PROS

1. Creates more pedestrian friendly intersection.
2. Reduces pedestrian crossing distances.
3. Reduces speeds at location if travel lanes reduced sufficiently.
4. Widely used traffic calming measure.

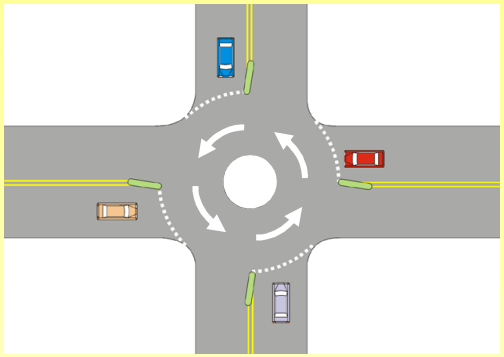
CONS

1. Can be expensive if landscaped.
2. May affect buses or larger vehicles if intersection radii are tightened.
3. Require maintenance.
4. Tend to collect or trap trash.
5. Interfere with established drainage patterns.
6. Place pedestrians close to travel way.

TOOLKIT

Neighborhood Traffic Management Program

Mini-Traffic Circle



PERMANENT

These smaller versions of regular traffic circles are designed for narrower residential streets. The center island is usually painted and slightly domed. Larger vehicles can drive over the edges of it. Where space permits, small islands on each approach deflect traffic away from a straight path. All entering traffic yields to the left. Traffic circles reduce travel speeds.

PROS

1. Results in reduction in speeds.
2. Often improves safety.
3. Less expensive than regular circles.
4. An effective calming tool.

CONS

1. Pedestrians and cyclists may dislike them.