

Appendix A: Traffic Calming Measures Example Illustrations

A.1 Speed Humps

Speed humps are parabolic vertical traffic calming devices intended to slow traffic speeds on low-volume, low-speed roads. Speed humps are 3–4 inches high and 12–14 feet wide, with a ramp length of 3–6 feet, depending on target speed. Speed humps reduce speeds to 15–20 mph and are often referred to as “bumps” on signage and by the general public.



Source: National Association of City Transportation Officials (NACTO)

A.2 Speed Tables

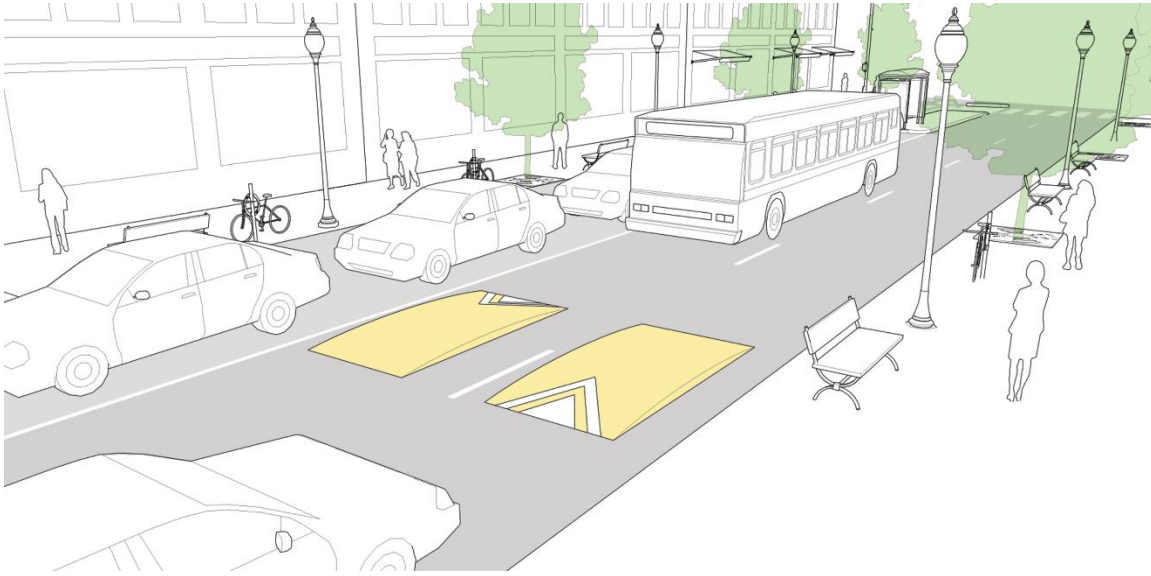
Speed tables are midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and flat-topped, with a height of 3–3.5 inches and a length of 22 feet. Vehicle operating speeds for streets with speed tables range from 25–45 mph, depending on the spacing. Speed tables may be used on collector streets and/or transit and emergency response routes. Where applied, speed tables may be designed as raised midblock crossings, often in conjunction with curb extensions.



Source: National Association of City Transportation Officials (NACTO)

A.3 Speed Cushion

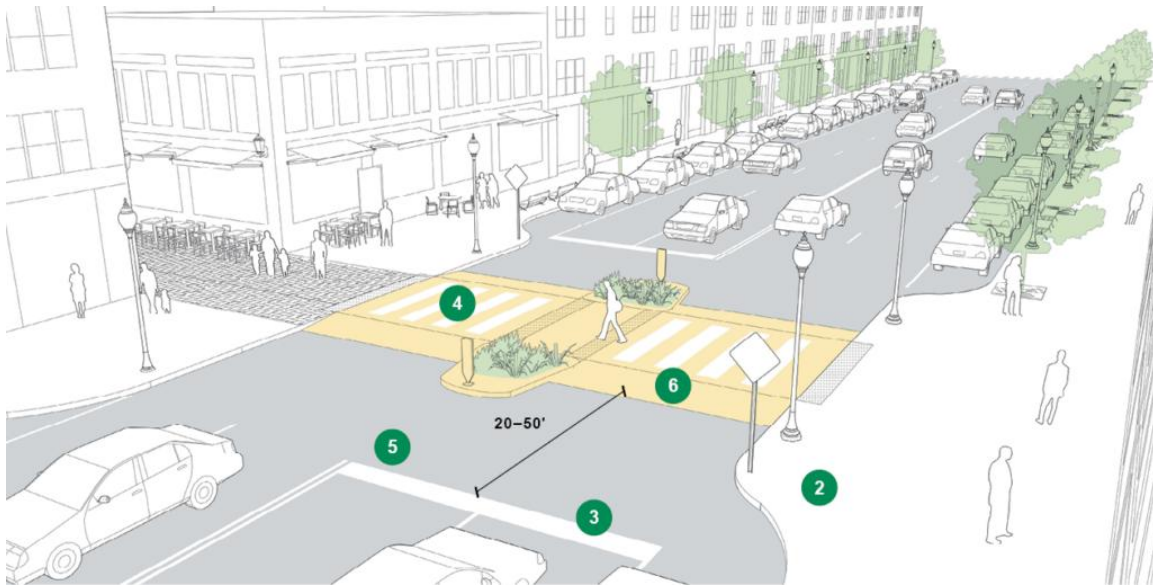
Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions extend across one direction of travel from the centerline, with a longitudinal gap provided to allow wide wheelbase vehicles to avoid going over the hump.



Source: National Association of City Transportation Officials (NACTO)

A.4 Raised Crosswalk

Crosswalks should be applied where pedestrian traffic is anticipated and encouraged. While application of crosswalk markings alone is not a viable safety measure in all situations, crosswalks benefit and guide pedestrians, while reinforcing their right-of-way at intersections. At key access points to parks, schools, and other areas of high pedestrian traffic, and at intersections with local streets, raised crossings increase visibility, yielding behavior, and create a safer pedestrian crossing environment.



Source: National Association of City Transportation Officials (NACTO)

A.5 Raised Intersection

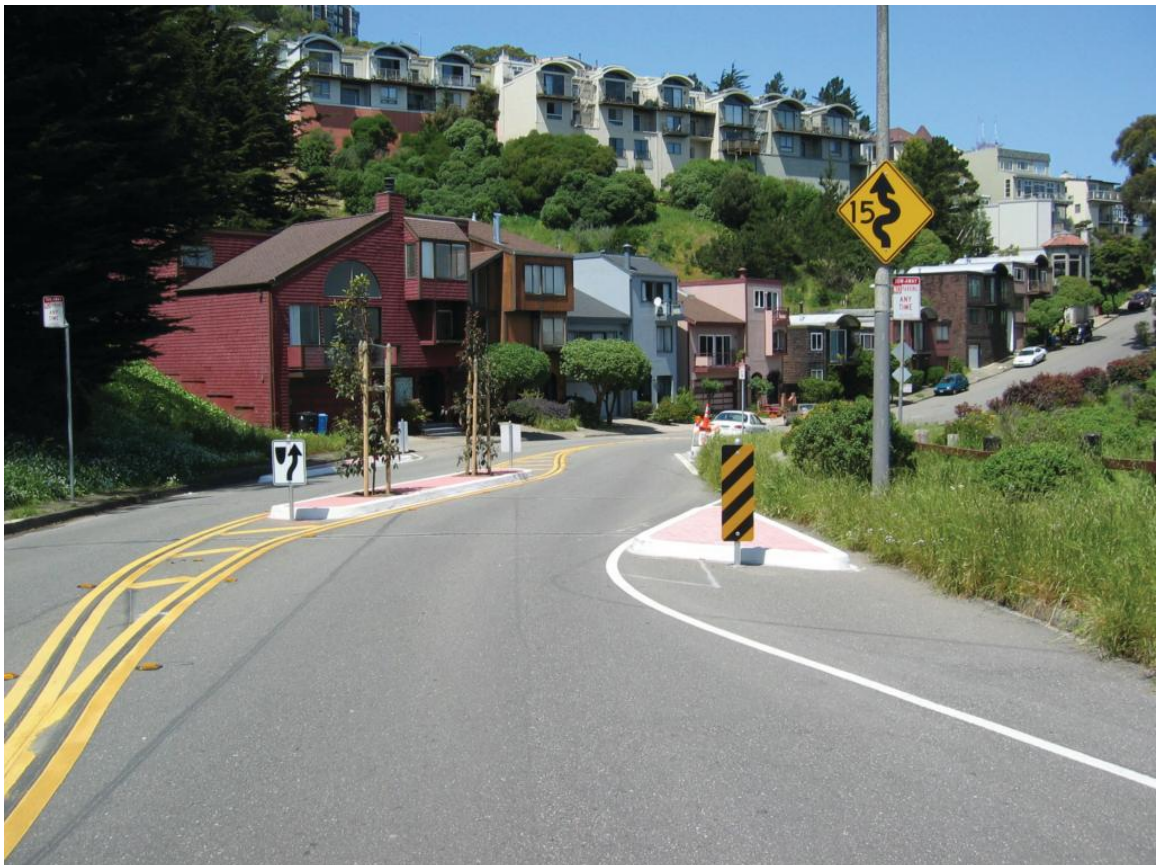
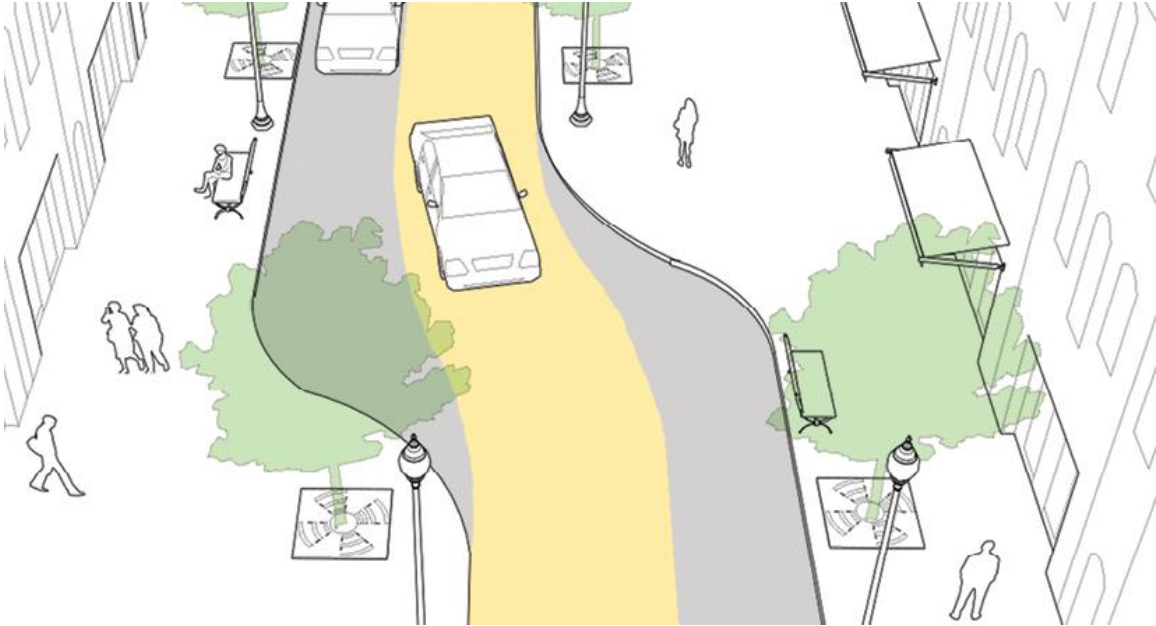
Raised intersections create a safe, slow-speed crossing and public space at minor intersections. Similar to speed humps and other vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.



Source: National Association of City Transportation Officials (NACTO)

A.6 Chicane

Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.



Source: National Association of City Transportation Officials (NACTO)

A.7 Raised Median Island

A raised or painted center island that narrows the travel lane and provides a pedestrian refuge at crossings. Particularly effective on wider residential streets.



Source: National Association of City Transportation Officials (NACTO)

A.8 Traffic Circle/Mini-Roundabout

Neighborhood traffic circles lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections. They may be installed using simple markings or raised islands, but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood. Careful attention should be paid to the available lane width and turning radius used with traffic circles.



Source: National Association of City Transportation Officials (NACTO)

A.9 Curb Extension/Neck Down

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. If a curb extension extends for an entire block, it is called a neck down.



Source: National Association of City Transportation Officials (NACTO)

A.10 Diverters

Barriers that prevent through movement at an intersection, effectively closing a street to cut-through traffic while maintaining local access. Highly effective for cut-through traffic reduction but require careful analysis of traffic diversion effects.



