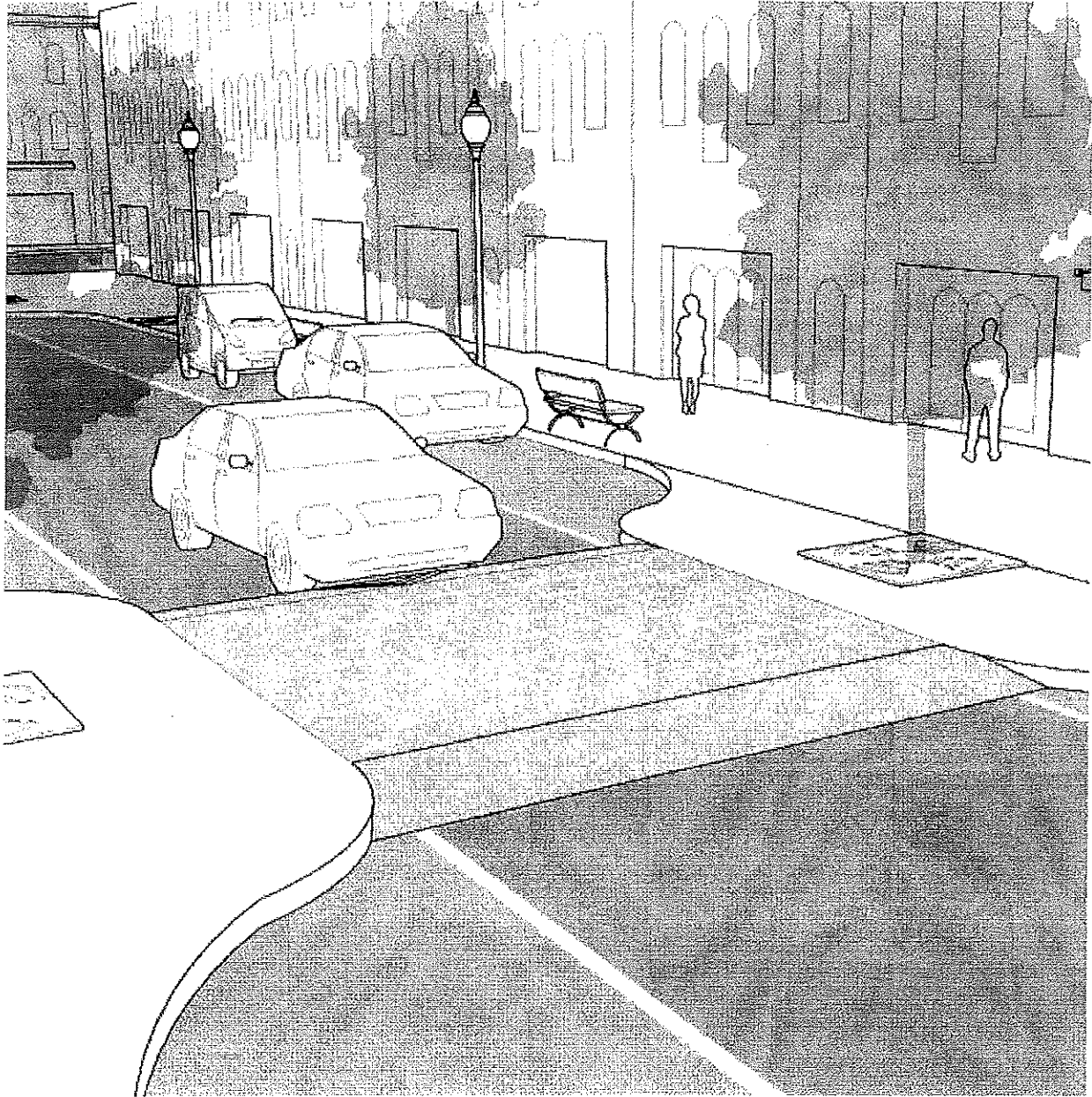
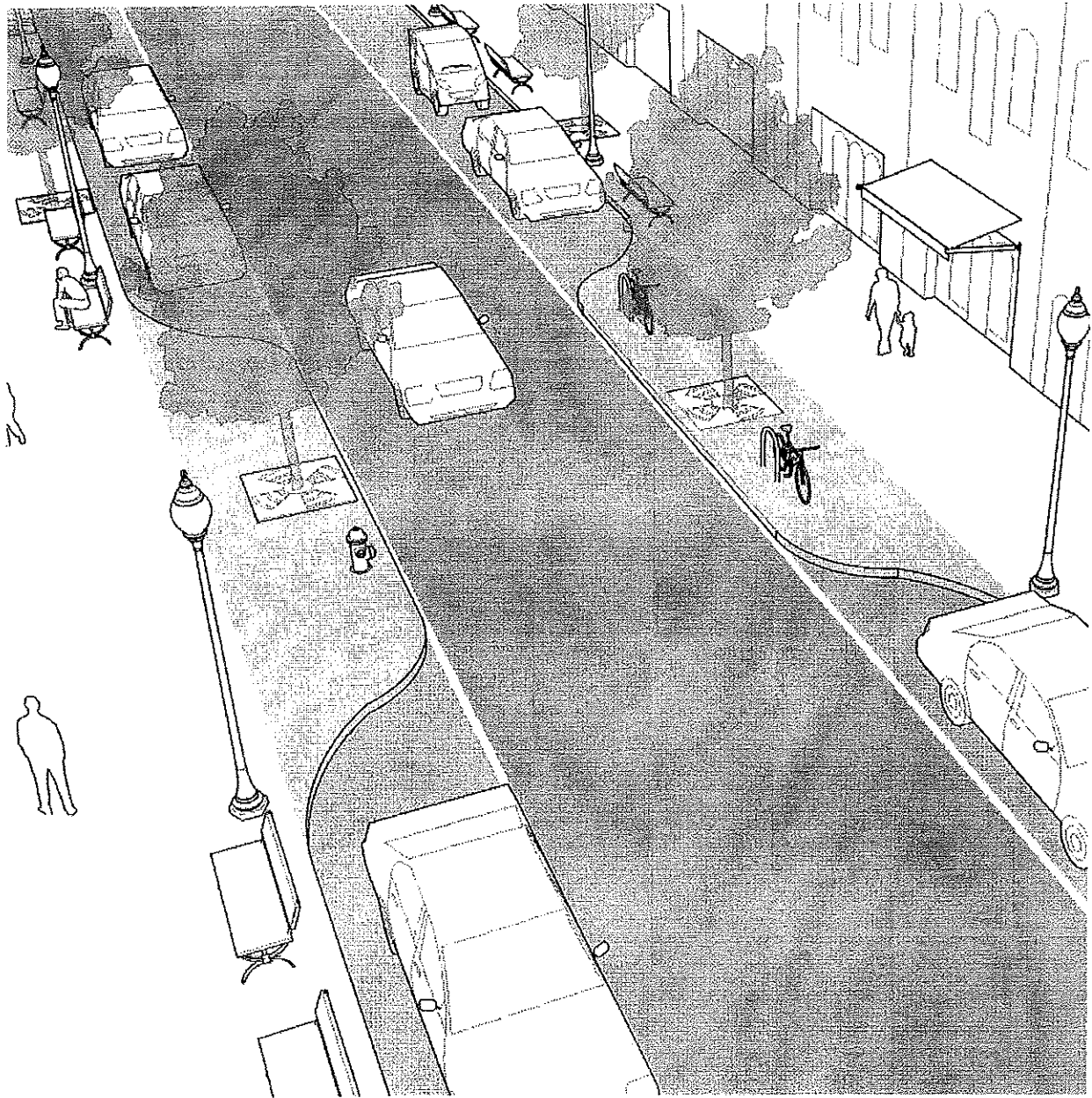


Speed Table

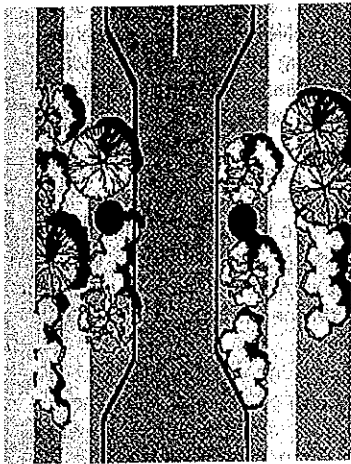


Neck Down

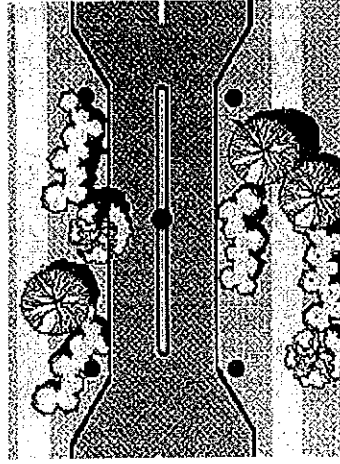


Neck Down 2





ONE-LANE SLOW POINT



TWO-LANE SLOW POINT

Design Considerations:

- Ramps should not exceed a maximum gradient of 16 percent.
- Raised and/or textured surfaces can be used to alert drivers to the need for particular care.
- Distinctive surfacing helps reinforce the concept of a "calmed" area and thus plays a part in reducing vehicle speeds.
- Distinctive surfacing materials should be skid-resistant, particularly on inclines.

Design Considerations:

- Can be constructed of brick, concrete block, colored asphalt or cement, with ramps striped for better visibility.
- Raised crosswalks are applicable:
 - (1) On roadways with vehicular speeds perceived as being incompatible with the adjacent residential land uses.
 - (2) Where there is a significant number of pedestrian crossings.
 - (3) In conjunction with other traffic-calming devices, particularly entry treatments.
 - (4) On two-lane or fewer residential streets classified as either "local streets" or neighborhood collector streets."
 - (5) On roadways with 85th percentile speeds less than 45 mph.

Intersection Humps/Raised Intersections

Intersection humps raise the roadway at the intersection, forming a type of "plateau" across the intersection, with a ramp on each approach. The plateau is at curb level and can be enhanced through the use of distinctive surfacing such as pavement coloring, brickwork, or other pavements. In some cases, the distinction between roadway and sidewalk surfaces is blurred. If this is done, physical obstructions such as bollards or planters should be considered, restricting the area to which motor vehicles have access.

- Ramps should be clearly marked to enable bicyclists to identify and anticipate them, particularly under conditions of poor visibility.
- Care must be taken so the visually impaired have adequate cues to identify the roadway's location (e.g., tactile strips). Color contrasts will aid those who are partially sighted.

2. Reducing street area where motor traffic is given priority.

This category of traffic-calming techniques includes all those that reduce the area of the street designated exclusively for motor vehicle travel. "Reclaimed" space is typically used for landscaping, pedestrian amenities, and parking.

Discussed here are:

- Slow points.
- Medians.
- Curb extensions.
- Corner radius treatment.
- Narrow traffic lanes.

Slow Points (neck-downs, traffic throttles, pinch points)

Slow points narrow a two-way road over a short distance, forcing motorists to slow and, in some cases, to merge into a single lane. Sometimes these are used in conjunction with a speed table and coincident with a pedestrian crossing. The following are advantages and disadvantages of both one-lane and two-lane slow points:

(1) One-lane slow point.

One-lane slow points restrict traffic flow to one lane. This lane must accommodate motor traffic in both travel directions. Passage through the slow point can be either straight through or angled.

Advantages:

- Vehicle speed reduced.
- Most effective when used in a series.
- Imposes minimal inconvenience to local traffic.
- Pedestrians have a reduced crossing distance, greater safety.

Disadvantages:

- Reduced sight distances if landscaping is not low and trimmed.
- Contrary to driver expectations of unobstructed flow.
- Can be hazardous for drivers and bicyclists if not designed and maintained properly.
- Opposing drivers arriving simultaneously can create confrontation.

(2) Two-lane slow point.

Two-lane slow points narrow the roadway while providing one travel lane in each direction.

Advantages:

- Only a minor inconvenience to drivers.
- Regulates parking and protects parked vehicles as the narrowing can help stop illegal parking.
- Pedestrian crossing distances reduced.
- Space for landscaping provided.

Disadvantages:

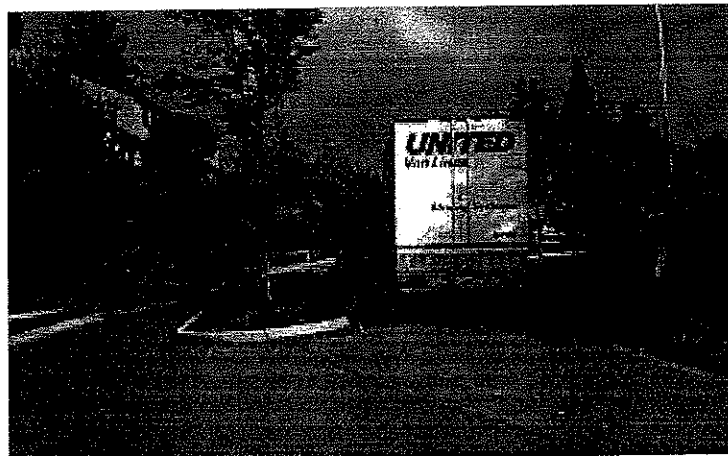
- Not very effective in slowing vehicles or diverting through traffic.
- Only partially effective as a visual obstruction.

Design Considerations:

- Where slow points have been used in isolation as speed control measures, bicyclists have felt squeezed as motorists attempt to overtake them at the narrowing. Not all bicyclists have the confidence to position themselves in the middle of the

road to prevent overtaking on the approach to and passage through the narrow area.

- To reduce the risk of bicyclists' being squeezed, slow points should generally be used in conjunction with other speed control devices such as speed tables at the narrowing. Slower moving drivers will be more inclined to allow bicyclists through before trying to pass. Where bicycle flows are high, consideration should be given to a separate right-of-way for bicyclists past the narrow area.
- A textured surface such as brick or pavers may be used to emphasize pedestrian crossing movement. Substituting this for the normal roadway surface material may also help to impress upon motorists that lower speeds are intended.
- Such measures should not confuse pedestrians with respect to the boundary of the roadway area over which due care should still be taken. In particular, where a road is raised to the level of the adjacent sidewalk, this can cause problems for those with poor sight. However, a tactile strip may help blind people in distinguishing between the roadway and the sidewalk; similarly, a color variation will aid those who are partially sighted.
- Slow points can be used to discourage use of the street by large vehicles. They can, however, be barriers to fire trucks and other emergency



This traffic-calming measure uses a landscaped median to narrow the travel lanes.