

Traffic Calming Fact Sheets

May 2018 Update



Introduction

Purpose:

The purpose of these fact sheets is to provide transportation practitioners, public agencies, and the general public general facts and information regarding the most popular traffic calming measures used today. ITE and the Federal Highway Administration (FHWA) recently produced a Traffic Calming ePrimer (web link shown below), which documents the results of several decades of traffic calming experience in the United States, presenting a thorough review of current traffic calming practices. These fact sheets summarize information presented in the ePrimer.

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Traffic Calming Measures Included:

A **horizontal deflection** hinders the ability of a motorist to drive in a straight path by creating a horizontal shift in the roadway. This shift reduces the ability of a motorist to maintain speed while comfortably navigating the measure.

- Lateral shift
- Chicane
- Realigned Intersection
- Traffic Circle
- Small Modern Roundabout/Mini-Roundabout
- Roundabout

A **vertical deflection** creates a change in the height of the roadway that typically forces a motorist to slow down to maintain an acceptable level of comfort.

- Speed Hump
- Speed Cushion
- Speed Table
- Raised Crosswalk
- Raised Intersection

A **street width reduction** narrows the width of a vehicle travel lane or roadway, so a motorist likely needs to slow the vehicle to maintain an acceptable level of comfort and safety. The measure can also reduce the distance required for pedestrian crossings, reducing exposure to vehicular conflicts.

- Corner Extension/Bulb-Out
- Choker
- Median Island
- On-Street Parking
- Road Diet

A **routing restriction** prevents particular vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic.

- Diagonal Diverter
- Closure
- Median Barrier/Forced Turn Island

Measures Not Included:

A variety of other measures have been part of traffic calming efforts in jurisdictions throughout the United States. These measures are not included in these fact sheets for a variety of reasons, including:

- The measure is a standard traffic control measure typically used for improving traffic flow and has a secondary benefit for non-motorist safety
- The measure produces only a temporary benefit
- The measure requires additional enforcement beyond typical activities
- The measure has minimal or no measurable effect on vehicle speed or non-motorist safety

The excluded measures include:

- Signs
- Pavement Markings
- Gateways
- Corner Radius Reductions
- Textured Pavements and/or Rumble Strips
- Streetscaping/Landscaping

Although these fact sheets focus on mostly physical measures to calm traffic, non-physical measures can also be effective as part of traffic calming efforts. For example, education and enforcement efforts have long been used as part of neighborhood traffic calming programs and should continue to be considered as either supplements to self-enforcing physical means or as precursors to physical measures.