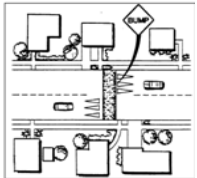
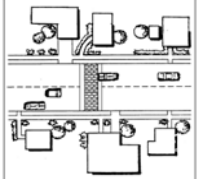
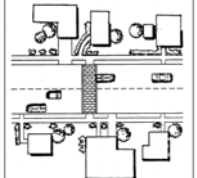

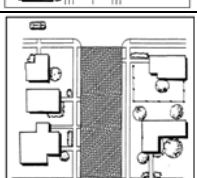
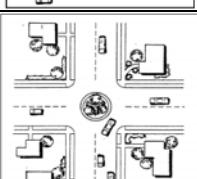
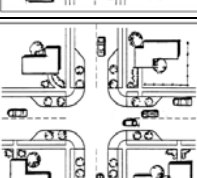
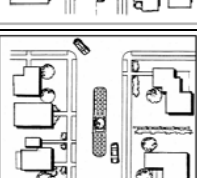
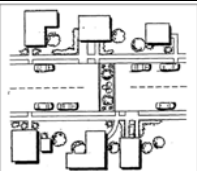
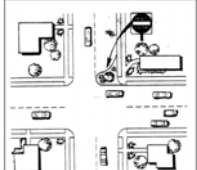
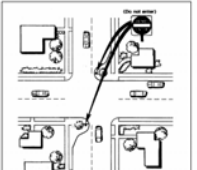
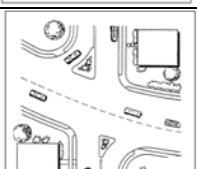
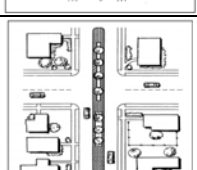
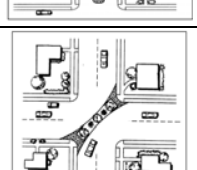
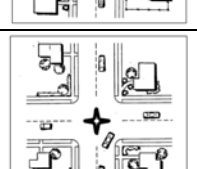


SPEED CONTROL MEASURES

Physical Measure	Description	Example	Design Speed	General Dimensions	Appropriate Placement	Spacing	Appropriate for the following routes:				Approx. Cost
							Emergency	Bus	Bike	Truck	
Speed Humps	Rounded raised humps that extend across a street and slow or discourage oncoming motor vehicles.		15-20 mph	Length - 12' Height - 3"-4"	Adequate stopping sight distance and at least 200' from intersections.	200'-300'	No	Yes	Yes*	No	Low
Speed Tables	Flat-topped raised platforms that extend across a street and slow or discourage oncoming motor vehicles.		25-30 mph	Length – 22' Height – 3"-4"	Adequate stopping sight distance and at least 200' from intersections.	400'-500'	No	Yes	No	No	Low-Medium
Raised Crosswalks	Flat-topped raised platforms that extend across a street from curb ramp to curb ramp that slow oncoming motor vehicles and increase the visibility and safety of pedestrians.		25-30 mph	Length – 22' Height – 3"-4"	Adequate stopping sight distance and at least 200' from intersections.	200'-500'	No	Yes	No	No	Low-Medium
Raised Intersections	Flat-topped raised areas that cover an entire intersection, with ramps on all approaches, that slow oncoming motor vehicles and increase the visibility and safety of pedestrians.		25-30 mph	Height – 5"-6" Ramps < 18% gradient	Urban setting, where the loss of on-street parking associated with other traffic calming measures is considered unacceptable	N/A	No	Yes	No	No	Medium-High
Textured Pavements	Street surfaces paved with brick, concrete pavers, stamped asphalt, other materials that slow the speed of motor vehicles.		25-30 mph	N/A	Urban setting, where the loss of on-street parking associated with other traffic calming measures is considered unacceptable	N/A	No	Yes	No	Yes	Low-High
Traffic Circles	Raised islands in the middle of intersections that slow the speed of motorized vehicles and reduce the incidence and severity of traffic accidents.		25-30 mph	Based upon the existing street dimensions and the desired turning radii.	Intersections with traffic volume ≤ 3000 vehicles and street grades < 10%.	N/A	Yes	Yes	Yes	Yes	High
Bulbouts	Curb extensions that narrow the street width at intersections to slow the speed of motor vehicles and shorten the crossing distance for pedestrians.		N/A	Based upon the existing street dimensions and the desired turning radii.	Intersection with long pedestrian crossing distance and low truck or bus traffic.	N/A	Yes	No	No	No	Medium
Median Islands	Raised islands along the centerline of the street that narrow the street width to slow the speed of motor vehicles. Can be used as a neighborhood gateway or crosswalk refuge.		25-45 mph	Island Min. Width – 4' Travel Lane Width – 11'	Midblock, neighborhood entrance, in coordination with a crosswalk, or in a curve known of high motor vehicle speed.	Based upon network design.	Yes	Yes	Yes	Yes	Medium-High

VOLUME CONTROL MEASURES

Physical Measure	Description	Example	Design Speed	General Dimensions	Appropriate Placement	Spacing	Appropriate for the following routes:				Approx. Cost
							Emergency	Bus	Bike	Truck	
Full Street Closure	Barriers installed across a street to close the street and eliminate through traffic, usually leaving only sidewalks or bicycle paths open.		N/A	Varied	Barriers may be installed at intersections or midblock.	N/A	No	No	Yes	No	Medium-High
Half Street Closure	Barriers that block traffic in one direction for a short distance on an otherwise two-way street to prevent through traffic.		N/A	Based upon existing street and curb dimensions.	Barriers are primarily installed at intersections, sometimes midblock.	Based upon network design.	No	No	Yes	No	Medium-High
Semi-Diverter	Half closure sets staggered across an intersection to make through traffic circuitous rather than direct.		N/A	Based upon existing street and curb dimensions.	Barriers are primarily installed at intersections.	Based upon network design.	No	No	Yes	No	Medium-High
Forced Turn Islands	Traffic islands and other barriers installed at intersections to force turning movements and prevent through traffic.		N/A	Based upon the existing street dimensions and the desired turning radii.	Barriers are installed at intersections.	N/A	Yes	Yes	Yes	Yes	Medium-High
Median Barriers	Raised islands installed along the centerline of an intersection to block through and left-turn movements. Can be used as a crosswalk refuge and provide bicycle route openings.		N/A	Island Min. Width – 4' Travel Lane Width – 11'	Barriers are installed at intersections and can coordinate with crosswalks.	N/A	No	No	Yes*	No	High
Diagonal Diverters	Barriers placed diagonally across an intersection that block through traffic. Can provide bicycle route openings or sidewalks.		20-25 mph	Based upon the existing street dimensions and the desired turning radii.	Barriers are installed at intersections.	Based upon network design.	Yes	Yes	Yes	No	High
Star Diverters	Raised island or barrier installed in the middle of an intersection to prevent through traffic.		N/A	Based upon the existing street dimensions and the desired turning radii.	Installed in the middle of an intersection	N/A	Yes	Yes	Yes	Yes	Medium-High