

GUIDELINES FOR SELECTION OF NEIGHBORHOOD TRAFFIC CONTROL TECHNIQUES

TECHNIQUE	BENEFITS:	IMPACTS:	TYPICAL APPLICATIONS:
Speed Trailer	Short term speed reduction Easy to set-up Does not require physical changes May be effective where traffic is predominantly local	Minimal long-term effectiveness Must be monitored to prevent vandalism May encourage high speeds by motorists testing the device	Average Daily Traffic (ADT) = 500 – 5000 vehicles/day (vpd) Only one through lane in each direction Requires adequate room for equipment.
Publication of speeds	Does not require physical changes May be effective where traffic is predominantly local	Requires continuous commitment May cause divisiveness within the community	ADT = 500 – 5000 vpd Collector or below.
Fliers/Articles	Useful for locations where drivers are local Does not require physical changes	No effect on cut-thru traffic	Information provided by Community using data collected by Traffic Engineering Division
Demonstrations	May raise awareness of speeding issues within community	Requires substantial community involvement Care must be taken so it does not cause safety hazard or become confrontational	ADT = 500 – 5000 vpd Collector or below with sufficient room away from roadway surface.
Edgelines	May reduce average speeds up to 3 mph No impact on emergency service Creates buffer next to travel lane	May impact parking due to narrow road width	ADT = 500 – 10,000 vpd Collector or below with $\geq 32'$ width (or consider parking restrictions).
Islands/Circle	May reduce speeds by 3 – 5 mph. Initially installation is temporary, allowing for modifications to achieve desired results May be combined with chokers for improved effectiveness	Slows response time of emergency services May reduce on-street parking Certain measures are incompatible with school bus and other large vehicle operations Vehicles may damage temporary installations	ADT = 500 – 10,000 vpd Collector or below.
Chokers	Chokers are easily negotiable by large vehicles May reduce speeds by 3 – 5 mph. May be combined with islands and circles for improved effectiveness	May require bicyclists to briefly merge with vehicular traffic May require the elimination of some on-street parking	Roadway width $\geq 26'$ Minimum spacing between chokers = 20'
Diverter	Diagonal Diverters do not require a closure per se, only a redirection of existing streets Able to maintain full pedestrian and bicycle access Reduce traffic volumes	May cause local residents to take longer routes. Could divert traffic to roads that previously had minimal traffic May cause circuitous routes for local residents and emergency services May require reconstruction of corner curbs	Must be an appropriate alternate route.
One-Way/Do Not Enter	May reduce cut-thru traffic One-way system may provide for more-on-street parking	May need enforcement to be effective Speeds may increase due to lack of oncoming traffic	Must be an appropriate alternate route.
Rumble Strips	Alerts motorists to change in geometric conditions or other unexpected situation	Noise caused by rumble strips typically unacceptable in residential areas	ADT = 500 – 5,000 vpd
Speed Humps / Raised Crosswalks	Typically reduce 50% (average) speed to 26-28 mph No effect on access or parking No effect on snow plow operations	Required signage and pavement markings may impact aesthetics Emergency response vehicles will be delayed up to 10 seconds per hump Large vehicles and loaded vehicles may cause noise when traveling at higher speed	ADT = 1,000 – 10,000 vpd Collector or below. Posted Limit ≤ 30 mph Average speed ≥ 5 mph over posted limit. Speed limit will not be lowered to meet criteria. Requires community participation in funding.
Raised Intersections	May improve safety for both pedestrians and vehicles	Tend to be expensive, varying by materials used Impact on drainage needs to be considered Less effective in reducing speeds than speed humps or raised crosswalks	ADT = 1,000 – 10,000 vpd Collector or below. Posted Limit ≥ 30 mph. 50%ile ≥ 5 mph over posted limit. May require additional storm drain inlet(s).
Full Closures	Pedestrian and bicycle access may still be provided. Very effective in reducing traffic volume	Requires extensive community involvement Will cause circuitous routes for local residents and emergency services May be expensive due to geometric modifications	Must be an appropriate alternate route.
Speed Activated Signs	Reduce speeds 4 to 6 mph Appropriate for arterial roadways	Flashing lights may bother adjacent residents	ADT = 1500 & up Arterials or where other devices are not appropriate
Enforcement	Effective only during period of enforcements Short-term improvement	Little long-term effectiveness Limited police resources	Major collector or above.