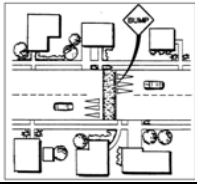
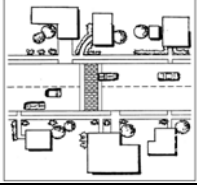
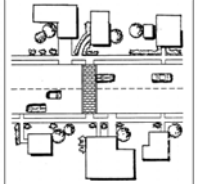
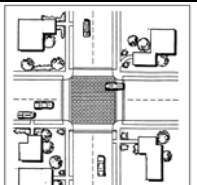
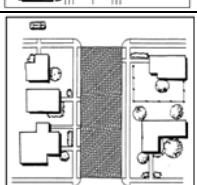
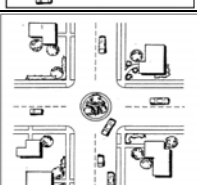
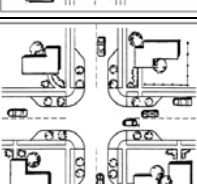
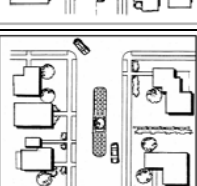
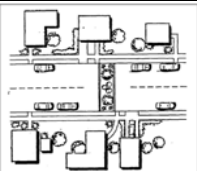
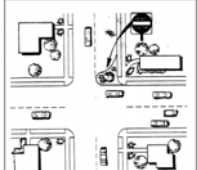
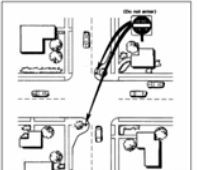
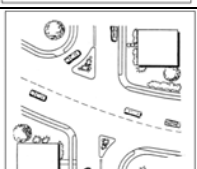
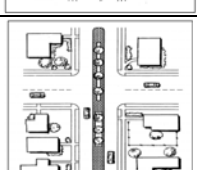
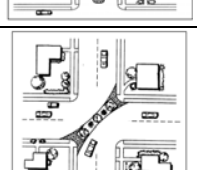
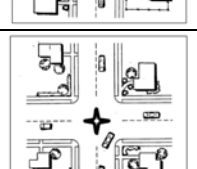


## SPEED CONTROL MEASURES

Physical Measure	Description	Example	Design Speed	General Dimensions	Appropriate Placement	Spacing	Appropriate for the following routes:				Approx. Cost
							Emergency	Bus	Bike	Truck	
<b>Speed Humps</b>	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
<b>Speed Tables</b>	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
<b>Raised Crosswalks</b>	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
<b>Raised Intersections</b>	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
<b>Textured Pavements</b>	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
<b>Traffic Circles</b>	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
<b>Bulbouts</b>	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
<b>Median Islands</b>	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	
<b>Full Street Closure</b>	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
<b>Half Street Closure</b>	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
<b>Semi-Diverter</b>	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
<b>Forced Turn Islands</b>	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
<b>Median Barriers</b>	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
<b>Diagonal Diverters</b>	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
<b>Star Diverters</b>	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