
Traffic Calming Signage

SECTION

VIII

As the *Delaware State Traffic Calming Manual* indicates, standard signs should be used throughout any traffic calmed areas. They should be used on main access routes into neighborhoods, business districts, and entire communities that have been calmed by these measures.

- ◆ Traffic Calmed Area signs are installed on all access routes, preferably both sides of the streets to emphasize the effect.
- ◆ Appropriate advisory speeds should be posted with each traffic calmed area sign.
- ◆ Signs should be placed no more than 500 feet apart along the traffic calmed corridor.

Vertical Traffic Calming Measures

Advance warning signs should be used ahead of vertical measures, including speed tables, raised crosswalks, and raised intersections. Pavement markings should be displayed on the up-ramps of vertical measures. Vertical measures in Delaware should be marked with a simple shark's tooth pattern. This marking pattern directs drivers to the proper crossing point. There should be at least two triangular markings in each direction.



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Signing for Center Islands

Ends of traffic islands should also have marked triangular neutral areas in front to guide vehicles in desired paths of travel along island edges. Painting or use of contrasting materials may identify these areas.

Appropriate signs, such as Keep Right signs should be placed on the approach ends that face traffic. This only applies to center island narrowings and mid-block deflector islands on arterials and major collectors. Neither of these applies to the Old Newark Traffic Study Recommendations. However, should the committee feel that a center island narrowing is warranted, Delaware allows minor streets to designate their center islands with a single keep right sign and no object marker.

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Often times, signs and object markers may be omitted entirely and the approach ends are decorated with landscaping. Few accidents occur since the island is clearly delineated.

Signing for Traffic Circles and Roundabouts

Circular intersections with smaller center islands should be signed and marked as mini-circles. The sign should be displayed on center islands facing traffic on all approaches. Usually, reflective raised pavement markers on the curbs of center islands supplement it. Additional landscaping will create better visibility of the island than just markings.

Roundabouts may use sign and markings used by the MUTCD (Manual for Uniform Traffic Control Devices). These also apply to large traffic circles. The center islands of circular intersections are also in the path of approaching traffic and should be passed on the right.

The difference between roundabout and mini-traffic circles is the diameter of the center islands of the roundabout is usually larger to create the movement of cars as a right-turn and not a circle. Roundabout islands are usually signed with Large Arrow signs, Chevron sign, and/or ONE WAY signs. In Delaware, the large Arrow Sign is used consistently.

Markings for Curb Extensions and Edge Islands

For curb extensions or edge islands, including chicanes, lateral shifts, and one-lane chokers, object markers should be placed on the extensions or islands toward the side on which traffic is to pass. Object markers should be used to mark these measures of traffic calming. There is usually no signing or marking that is required on curb extension or edge islands that fall outside the direct path of travel. However, on snowplow routes, object markers are sometimes used only to alert emergency crews. Landscaping and monuments can perform the same function, should aesthetics be an issue.



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Signing for Bicycle Routes

Signing should be provided for traffic calmed streets that are designated as bicycle routes. They should be placed at closures and diverters to indicate that bicycle access is maintained; appropriate signing shall be used at horizontal measures to protect bicyclists from deflected motor vehicles.



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