V. Traffic Calming



TRAFFIC CALMING

FATALITIES BY SPEED

Percent fatal to Pedestrians



Safety Benefits of Traffic Calming

Average percent reduction in collisions per measure



Zein, Sany et al., Vancouver, BC, 1997



Skinnier streets are safer

Street Typology and Injury Crashes

Which are safer – wide streets or narrow streets? Colorado study looked at injury crashes on local streets (<2500 ADT):

Excluded crashes related to weather or substance abuse
Factored in street width, tree density, parking density, adjacent land use, curb cuts, street curvature, curb type, sidewalk type, ADT, distance from nearest intersection, sight distance, etc.
Only street width correlated directly to crash rate.

Narrow lanes reduce speeds

Traffic Calming

Definition

Tools categorized in several general categories: • Narrowings Road Lanes **Pinch Points** • Vertical devices **Speed Humps** Raised intersections & crosswalks • Horizontal Devices Chicanes Roundabouts **Traffic circles**

Stop Signs Vs. Traffic Calming

Right Design Invites Right Use

Which Street Has Lower Speeds?

One-Way Streets Equal Higher Speeds

One-Way Streets Equal Higher Speeds, and Empty Business Districts

Mini-Circles

Rural Traffic Circle

Median Slow Points

Median Slow Point

Road Narrowing

Chicane

Kids Get Their Street Back

Speed Table

Raised Crosswalk

Raised intersection

Low Cost Solutions

Portland, Oregon

Creating an Illusion With Paint

Back-in Angle Parking

Road Diets Can Benefit Pedestrians, Bicyclists, Motorists and Adjacent Businesses

Roundabout

Essential pedestrian characteristics

Slow speed entry

Splitter island

Truck apron -

Lots of deflection for slow speeds throughout Slow speed exit

Crosswalk 1 car length back

eparated sidewalk to direct peds to crosswalks Roundabout: Pedestrian usage

Pedestrians look for traffic in one direction at at time, in exit & entry lanes

Roundabouts work in Snow Country

Perth, Australia

Florida

