

# Chicane

- Divert path of travel to slow traffic
- Design speed = 25mph
- Average speed reduction of 16%-29%
- Average cost - ~\$10,000 each
- Considerations:
  - Should be lighted
  - Not as effective for local traffic
  - Usually make road 1 way
  - Landscaping must be maintained
  - Can be troublesome for bikes if not totally visible



# Mini Traffic Circle

- Raised islands at intersections that narrow lanes and turn radii to slow traffic
- 12'-16' diameter
- Average 11% reduction in speed
- Reduce collisions by 70%-90%
- Average cost - \$5,000-\$15,000 each
- Considerations:
  - Landscaping must be maintained
  - May require more right-of-way
  - Only really effective at intersections



Source: Los Angeles DOT

# Choker

- Visually narrow road to slow traffic
- Average 14% reduction in speed
- Average cost - \$7,000-\$10,000 each
- Considerations:
  - Landscaping must be maintained
  - Should be lighted
  - Can be troublesome for bikes if not totally visible
  - Make roadway 1 way
  - Not as effective for local traffic



Source: Richmond, VA traffic calming program

# Speed Hump

- Elevated pavement for self-enforcement of slower speed
- 3-4" high and 12-14' long
- Design speed = 23-27 mph
- Average 22% reduction in speed
- Spaced no more than 500' apart
- Average cost - ~\$2,600 each
- Considerations:
  - Would need 8-10 on Tallyho to be effective
  - Noisy
  - May not be viable on windy, hilly roads (visibility, hazard to bicyclists)



Source: Redmond, WA traffic calming program

# Speed Table

- Elevated pavement for self-enforcement of slower speed
- 3.5" high and 22' long
- Design speed = 28-30 mph
- Average 16% reduction in speed
- Spaced no more than 500' apart
- Average cost - ~\$2,400 each
- Considerations:
  - Would need 8-10 on Tallyho to be effective
  - Noisy
  - May not be viable on windy, hilly roads (visibility, hazard to bicyclists)



Source: <http://www.pedbikeimages.org/> - Austin Brown