

# TRAFFIC CALMING DEFINITIONS



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- Angled slow points – See neckdown.
- Center islands - A median island narrowing is a raised island located along the street centerline that narrows the travel lanes at that location.
- Chicanes - A chicane is a series of alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path. The curvilinear path is intended to reduce the speed at which a motorist is comfortable travelling through the feature. The lower speed could in turn result in a traffic volume reduction.
- Chokers - A choker is the narrowing of a roadway through the use of curb extensions or roadside islands.
- Diverters/diagonal barriers - A diagonal diverter is a physical barrier placed diagonally across a four-legged intersection. The barrier creates two unconnected intersections. Traffic approaching the intersection is restricted to one receiving leg, rather than three.
- Full closures - A full street closure is a physical barrier placed across a street to close the street completely to through vehicle traffic.
- Half closures - A half closure is a physical barrier that blocks vehicle travel in one direction (i.e., creates a one-way street) for a short distance on an otherwise two-way street.
- Intersection neckdowns (accomplished with curb extension) - A curb extension is a horizontal extension of the sidewalk into the street resulting in a narrower roadway section.

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- Mid-block bulb-outs – Narrowing of the roadway through the use of curb extensions or roadside islands.
- Median barriers - Median barrier is a physical turn restriction at an intersection that can be used to eliminate specific traffic flows (in particular, cut-through traffic) from entering or exiting a side street.
- Neckdowns (also curb extension or bulb-out) - A curb extension is a horizontal extension of the sidewalk into the street resulting in a narrower roadway section
- Traffic circles - A traffic circle is a raised island, placed within an unsignalized intersection, around which traffic circulates. A circle forces a motorist to use reduced speed when entering and passing through an intersection, whether the vehicle path is straight through or involves a turn onto an intersecting street.
- Raised crosswalks - A raised crosswalk is a variation of a flat-topped speed table. A raised crosswalk is marked and signed as a pedestrian crossing.
- Raised intersections - A raised intersection is a flat, raised area covering an entire intersection with ramps on all approaches. It is essentially a speed table that covers an entire intersection, including the crosswalks.

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- Realigned intersections - For the purpose of traffic calming, a realigned intersection is the reconfiguration of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection.
- Reduced intersection turning radius (accomplished with curb extension) - A curb extension is a horizontal extension of the sidewalk into the street resulting in a narrower roadway section.
- Roundabouts - A roundabout is an intersection design that contrasts with designs that require traffic signal control or stop control. A roundabout is often used as a replacement for a signalized intersection.
- Speed humps - A speed hump is an elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow.
- Speed tables - A speed table is a raised area placed across the roadway designed to physically limit the speed at which a vehicle can traverse it.
- Striped bicycle lanes to narrow the drive lanes -
- Textured pavement – Textured pavement provides a motorist a visual and audible cue about the need for alertness.