

A TRAFFIC CALMING TOOLKIT

- 1. Enforcement: Requires police presence to be effective**
- 2. Speed monitoring trailer (informs drivers of their speed): like police, isn't 24/7**
- 3. Signs: inexpensive to install but generally not effective in slowing traffic. Examples: Speed limit signs; stop signs (function to assign right of way at intersections; typically not effective as a traffic calming tool); children at play signs (although frequently requested, typically aren't effective in slowing traffic); Yield or Yield to pedestrian signs**
- 4. Pavement striping or marking: inexpensive; quick to install; less impact on emergency services; doesn't affect drainage; BUT provides only minor speed reductions at speeds below 32/35 mph. Examples: Crosswalks, centerline striping, striped median (double yellow lines), striped edge lines, "Psycho Perceptive" striping (gives the impression of a speed hump w/o actually installing one) Note: signs can be combined with pavement marking**
- 5. Speed humps: rounded raised areas placed across the roadway, generally 10 to 14 feet long. (NOT "speed bumps" which are found in many parking lots, 3 to 4 inches high.)**

Advantages: Relatively inexpensive; easy for bicycles to cross if designed appropriately; effective in slowing travel speeds

Disadvantages: Force large vehicles and those with rigid suspensions to travel at slower speeds; may increase noise and air pollution; can't be used on emergency response routes; cause a rough ride for all drivers; can cause pain for people with certain skeletal disabilities
- 6. Speed tables are flat-topped speed humps often constructed with brick or other textured materials on the flat section. Typically they are long enough for a passenger car's entire wheelbase to rest on. (Example on Rockwood)**

Advantages: smoother on large vehicles (such as fire trucks) than speed humps; effective in reducing speeds, though not to the extent of speed humps

Disadvantages: Textured materials, if used, can be expensive. Like speed humps, may increase noise and air pollution; cannot be used on emergency response routes; cause a “rough ride” for all drivers; and can cause pain for people with certain skeletal disabilities

7. Speed cushions* are flat-topped speed hump sections installed across the roadway, with sections of roadway exposed between them, resembling a separated speed hump. They are often constructed with either asphalt or installed using prefabricated rubber cushions. Speed cushions force cars to slow down as they ride with one or both wheels on the humps, but are typically spaced far apart to allow vehicles with wider axles, such as emergency vehicles can straddle them with minimal impact to speed.

Advantages: Smoother on large vehicles (such as fire trucks); effective in reducing speeds, though not to the extent of speed humps; relatively inexpensive

Disadvantages: Same as speed tables

8. Roundabouts, chicanes, center islands, and bulb outs: ways to slow traffic by narrowing driving lanes; likely too large, elaborate, and expensive for McCann/Thrushwood/Primrose (MTP)

9. Barriers/restricting entry or exit: examples: full or partial street closure

***Austin’s Transportation Dept. is currently testing speed cushions. Assuming they pass ATD’s test, they’ll be installed on Rockwood north of Steck. It’ll be good news for Austin’s LATM program if ATD starts using them because they cost less than speed humps, which means LATM’s limited amount of funding can go further.**