		LE 3			
APPLICABILITY BY STREET TYPE Roadway Classification					
Types of Measures	Local	Collector	Other Considerations		
Non-Physical Control Measures	2000.	00.100101			
Targeted Speed Enforcement					
Radar Trailer					
Speed Feedback Sign	No				
Centerline/Edgeline Lane					
Striping					
Optical Speed Bars	No Limitations with re	espect to ADT or Speed	None		
Signage					
Speed Legend	_		Niet englischte en en en en en		
Centerline Botts Dots			Not applicable on snow remova routes above 2,000 feet		
High Visibility Crosswalks					
Angled Parking	ADT <4,000; Width ≥48 feet: Speed Limit ≤30 mph		None		
Speed Control – Narrowing Measu					
Neckdown/Bulbout			Not applicable on snow removal		
Center Island Narrowing/			routes above 2,000 feet		
Pedestrian Refuge	ADT \leq 20,000;	Speed Limit ≤ 35	Todies above 2,000 feet		
Two-Lane Choker			Requires provisions on snow removal routes		
One-Lane Choker	ADT \leq 3,000; Speed Limit \leq 30	No	DPW must review sight distance Not applicable on snow remova routes above 2,000 feet		
Speed Control – Horizontal Measu	ıres		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Traffic Circle	Daily Entering Volum	ne <10,000; Speed Limit 5 mph	Grades ≤ 4%		
Roundabout (Single-Lane)	No	Daily Entering Volume <16,000; Speed Limit ≤ 45 mph	Requires provisions on snow removal routes		
Chicane	No	ADT \leq 5,000; Speed Limit \leq 35	 Grades ≤ 8% Requires provisions on snow removal routes 		
Lateral Shift	No	ADT ≤ 20,000; Speed Limit ≤ 35	Not applicable on snow remova routes above 2,000 feet		
Realigned Intersection	Daily Entering Volume <5,000; Speed Limit ≤ 35 mph		Requires provisions on snow removal routes		
Speed Control – Vertical Measure	S				
Speed Hump		<3,000;	- Crades (OC/		
Speed Lump		<3,000, mit ≤ 30mph	 Grades ≤ 8% Not applicable on snow 		
Speed Cushion	•	•	 Not applicable on snow removal routes above 		
Speed Table ¹	ADT<7,500: Speed Limit >25 mph and ≤ 35		2,000 feet		
Raised Crosswalk	mph		2,000 1001		
Raised Intersection	No				
Textured Pavement ²	No	Yes	Noise impact to adjacent residential units		
Rumble Strips ²		Yes	Noise impact to adjacent		

Table 3 (continued) Applicability by Street Type					
Types of Measures	Roadway Classification				
	Local	Collector	Other Considerations		
Volume Control Measures					
Full Closure		No	Requires provisions on snow removal routes		
Partial Closure	≥ 25% non-	-local traffic.			
Diagonal Diverter	Evaluation should be conducted to		Not applicable on snow removal		
Median Barrier	determine effects of		routes above 2,000 feet		
Forced Turn Island	diverted traffic to alternate routes				

EFFECTIVENESS COMPARISON

When more than one traffic calming device is available, it is helpful to understand the levels of effectiveness for each device to better determine which device will have the greatest effect in meeting the specified objective(s). Table 4 summarizes the effectiveness data (including excluded devices) that has been compiled for each of the neighborhood traffic management measures in the toolbox. These data are averages and the actual effectiveness will vary based on site-specific circumstances, such as proximity to major roads and the availability of alternate routes.

PLACING THE NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES

Strategies for the specific placement of devices differ depending on whether the concern is speed-control, volume-control, or safety related. The placement of devices is described below.

Placing Speed-Control Measures

Where feasible, neighborhood traffic management measures should be spaced in such a way to achieve the following two design speeds:

- Slow-Point 85th Percentile Design Speed: the speed that 85 percent of vehicles are traveling less than, when they are crossing a neighborhood traffic management device; the target slow-point speed is defined as 5 mph below the posted speed limit.
- Midpoint 85th Percentile Design Speed: the speed that 85 percent of vehicles are traveling less
 than, when they are halfway between a traffic calming device or other roadway feature that requires
 significant slowing (e.g., stop sign or curve). The target midpoint speed is defined as 5 mph above the
 posted speed limit.

Figure 3 illustrates how to estimate the midpoint speed.