

Chokers... (pinch points, midblock narrowings, midblock yieldpoints, constrictions)

Chokers are curb extensions at midblock locations that narrow a street by widening the sidewalk or planting strip. If marked as crosswalks, they are also known as safe crosses. Two-lane chokers leave the street cross section with two lanes that are narrower than the normal cross section. One-lane chokers narrow the width to allow travel in only one direction at a time, operating similarly to one-lane bridges. They are good for areas with substantial speed problems and no on-street parking shortage.

Advantages:

- Chokers are easily negotiable by large vehicles (such as fire trucks)
- If designed well, they can have positive aesthetic value
- They reduce both speeds and volumes

Disadvantages:

- Their effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection
- They may require bicyclists to briefly merge with vehicular traffic
- They may require the elimination of some on-street parking

Effectiveness:

- Average of 7% decrease in the 85th percentile travel speeds, or from an average of 34.9 to 32.3 miles per hour (combined average for various narrowing measures, taken from a sample of 7 sites)

Similar Measures:

- If a roadway is narrowed at an intersection, you have a [Neckdown](#)
- If a roadway is narrowed from the centerline, rather than from the curbs (i.e. using a raised island), you have a [Center Island Narrowing](#)

Cost Estimate(s):

- \$7,000 - 10,000 (Portland, OR)



Winter Park, FL - This choker is combined with a crosswalk, creating a safe cross .

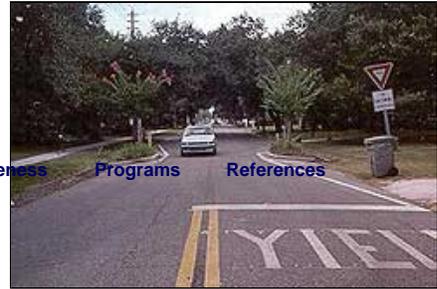


Montgomery County, MD - This choker uses slightly offset curb extensions to accommodate the residential driveways.



Howard County, MD - This is a one-lane choker. Vehicles on one side yield to vehicles from the other side until the queue is cleared, just as on one-lane bridges.

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Sarasota, FL - This choker includes a yield line to alert approaching vehicles.

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