

Effectiveness of Traffic Calming Measures...

Speed Impacts of Traffic Calming Measures (standard deviations in parentheses)				
	Sample Size	85th Percentile Speed Afterward	Average Change in 85th Percentile Speed	Average % Change
12' Speed Hump	179	27.4 mph (4.0 mph)	-7.6 mph (3.5 mph)	-22% (9%)
14' Speed Hump	15	25.6 (2.1)	-7.7 (2.1 mph)	-23 (6)
22' Speed Table	58	30.1 (2.7)	-6.6 (3.2)	-18 (8)
Longer Table (>22')	10	31.6 (2.8)	-3.2 (2.4)	-9 (7)
Raised Intersection	3	34.3 (6.0)	-0.3 (3.8)	-1 (10)
Traffic Circle	45	30.3 (4.3)	-3.9 (3.2)	-11 (10)
Narrowing	7	32.3 (2.8)	-2.6 (5.5)	-7 (22)
Choker	5	28.6 (3.1)	-2.6 (1.3)	-14 (4)
Half Closure	16	26.3 (5.2)	-6.0 (3.6)	-19 (11)
Diagonal Diverter	7	27.9 (5.2)	-1.4 (4.7)	-0 (17)
Note: speeds are measured at midpoints between measures				

Volume Impacts of Traffic Calming Measures (standard deviations in parentheses)			
	Sample Size	Average Change in Volume	Average % Change
Choker	5	-392 vehicles per day (384 vehicles per day)	-20% (19%)
Full Closure	19	-671 (786)	-44 (36)
Half Closure	53	-1611 (2444)	-42 (41)
Diagonal Diverter	27	-501 (622)	-35 (46)

Other Volume Control	10	-1167 (1781)	-31 (36)
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Safety Impacts of Traffic Calming Measures (U.S. Experience)				
Home	Definition	History	Types of Measures	Effectiveness
	Number of Observations		Average Number of Collisions	Programs
			Before Treatment	After Treatment
12' Speed Hump	49		2.7	2.4
14' Speed Hump	5		4.4	2.6
22' Speed Table	8		6.7	3.7
Traffic Circle (w/o Seattle)	17		5.9	4.2
Traffic Circle (w/ Seattle)	130		2.2	0.6
All Measures				
w/o adjustments	192		2.6	1.3
w/ adjustments	42		3.8	3.0
* Significant at 0.001 probability level ** Significant at 0.04 probability level				

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