

APPENDIX I. Traffic Calming Request Form

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City of Auburn

Public Works Department
Traffic Engineering Division
365-B North Donahue Drive
Auburn, AL 36832
334. 501 .3029
Fax: 333.826.5049

Traffic Calming Request Form

Please complete the following information:

Date: _____

Name: _____

Address: _____

Home Phone: _____

Work Phone: _____

Email: _____

Major Issue: (Circle one) Speeding Cut-through Traffic

Please describe the area in your neighborhood where the problem with speeding or cut-through traffic is most evident. List specific streets and intersections.
(Example: Traffic on Thorpe Street between Stage Road and Crestwood Street travels at speeds that make it unsafe for residents leaving their driveways.)

(Signature)

If you have any questions, please call Brandy Ezelle, Traffic Engineer, at 501.3029, or email bezelle@auburnalabama.org.

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APPENDIX J. Examples of Traffic Calming Measures

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Traffic calming involves two (2) types of devices to influence vehicle operation and driver behavior: 1) Vertical devices, such as speed humps or speed cushions; and 2) Horizontal devices, or street narrowing, such as chicanes, pinch points, traffic circles, and median islands.

J-1 Speed Humps / Speed Tables

Speed humps/cushions are rounded raised areas placed across the roadway. They are generally ten (10) to fourteen (14) feet long, and are three (3) to four (4) inches high. The profile of a speed hump can be circular, parabolic, or sinusoidal. They are often tapered as they reach the curb on each end to allow unimpeded drainage. Speed humps may increase noise due to braking, acceleration and vertical displacement of vehicles.

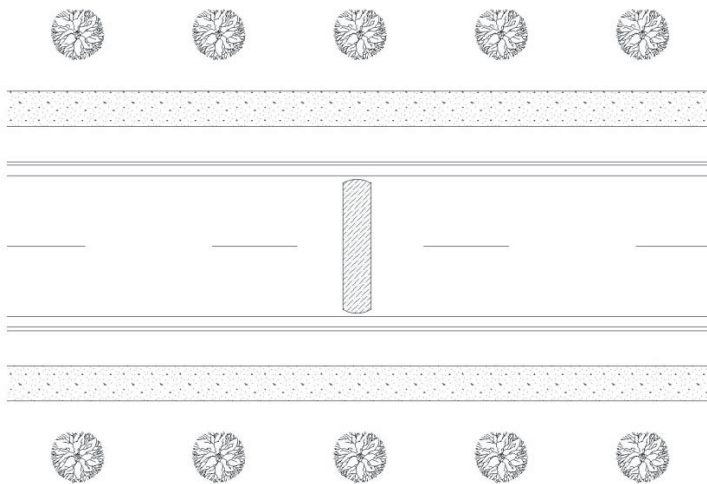


FIGURE 1
Example of a Speed Hump

Speed tables are flat-topped speed humps often constructed with brick or other textured materials on the flat section. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. Their long flat fields give speed tables higher design speeds than Speed Humps. The brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed-reduction. Speed tables are good for locations where low speeds are desired but a somewhat smooth ride is needed for larger vehicles, or where flat surface is needed to function as a raised crosswalk.

J-2 Textured Pavements / Surface Roughing

Textured pavements, or surface roughing, are a traffic calming measure consisting of a change in typical roadway surface material with the use of brick, concrete pavers, stamped asphalt/concrete, or rumble strips. This treatment can be used on the entire footprint of an intersection or on individual raised or at-grade crosswalks. A textured treatment has the effect of increasing driver awareness to the idea that vehicles share the

space pedestrians and bicyclists. Textured pavements are also associated with reduced travel speeds. This type of traffic calming measure is useful in areas where the loss of on-street parking would be unacceptable.

J-3 Pinch Points

Pinch points are curb extensions at intersections or in mid-block areas that reduce the roadway width from curb to curb. They create a pedestrian-friendly environment by shortening crossing distances for pedestrians. When applied at intersections, they also tighten the curb radii at the corners, reducing the speeds of turning vehicles.

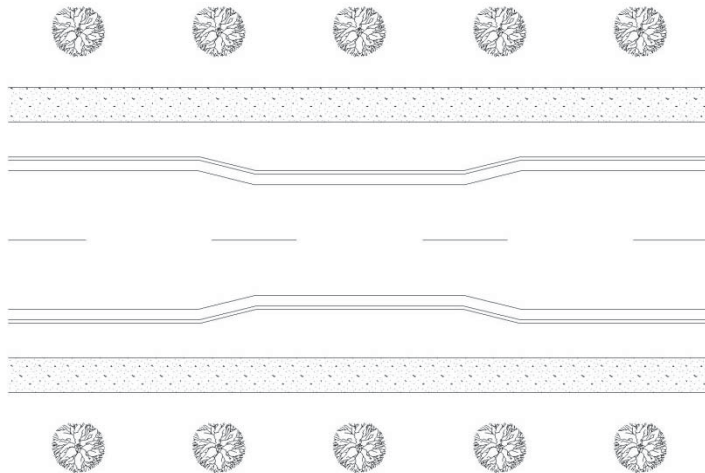


FIGURE 2
Example of a Pinch Point

J-4 Chicanes

Chicanes are mid-block curb extensions that alternate from one side of the street to the other, forming S-shaped curves. Chicanes can also be created by alternating on-street parking, either diagonal or parallel, between one side of the street and the other. Each parking bay can be created either by restriping the roadway or by installing raised, landscaping islands at the ends of each parking bay. This technique is also suitable for use with pairs off-set T-intersections.

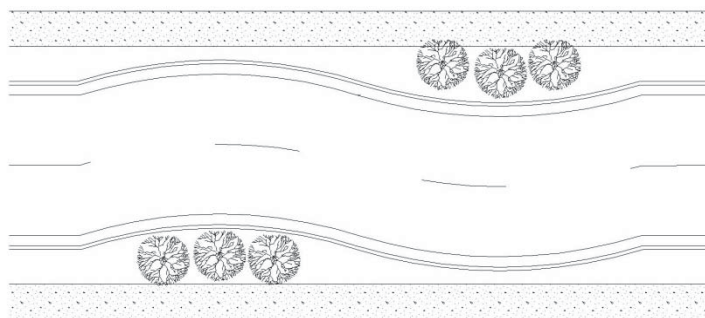


FIGURE 3
Example of a Chicane

J-5 Traffic Circles

Traffic circles are raised islands, placed in intersections, around which traffic circulates. Traffic circles, or mini-roundabouts, reduce the number of conflict points in an intersection and physically reduce speeds.

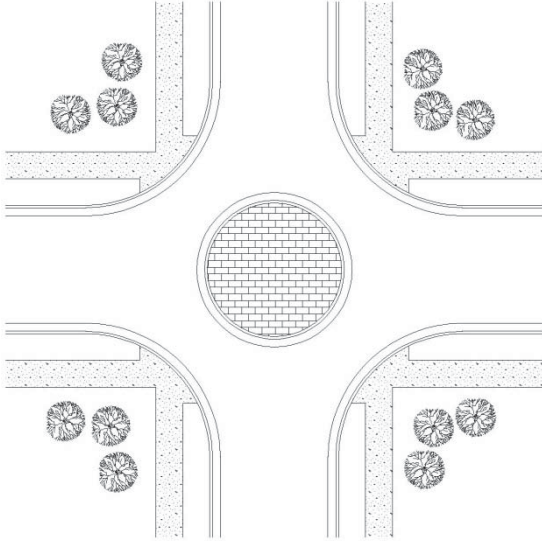


FIGURE 4
Example of a Traffic Circle

J-6 Median Islands

A median island is a raised barrier located along the centerline of a street that narrows the travel lanes at that location. When placed at the entrance to a neighborhood, it can provide positive indication that a driver is entering a residential area. If designed well, median islands can have positive aesthetic value, providing a landscaping opportunity.

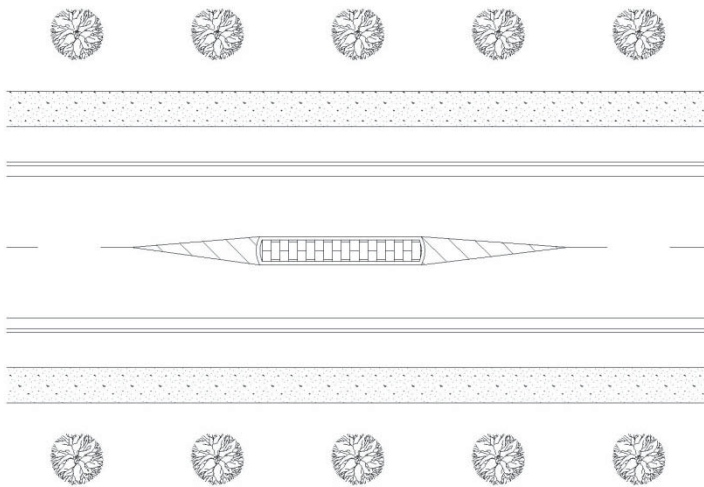


FIGURE 5
Example of a Median Island

J-7 Cut Through Closures

Partial or full road closures are often used to address the issue of cut through traffic. Full street closures can include landscaped islands, walls, gates, or bollards or any other type obstruction constructed in existing roadways to prevent the passage of vehicles. Barriers can also be constructed diagonally across an intersection to divert traffic and prohibit the through movement across the intersection.

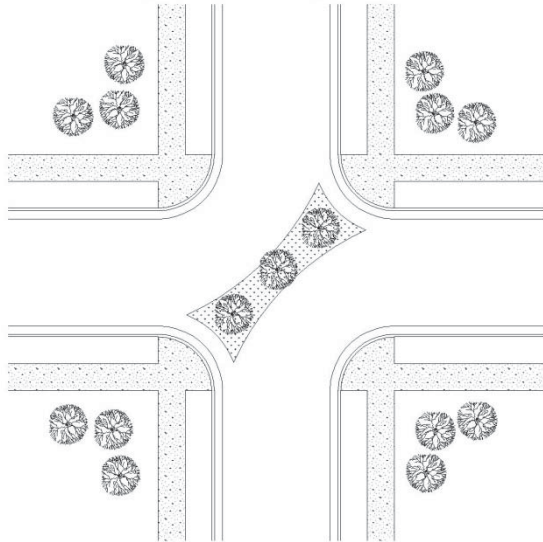


FIGURE 6
Example of a Full Road Closure

Partial or half closures are barriers that restrict traffic to one-way travel for a distance approaching or departing an intersection.

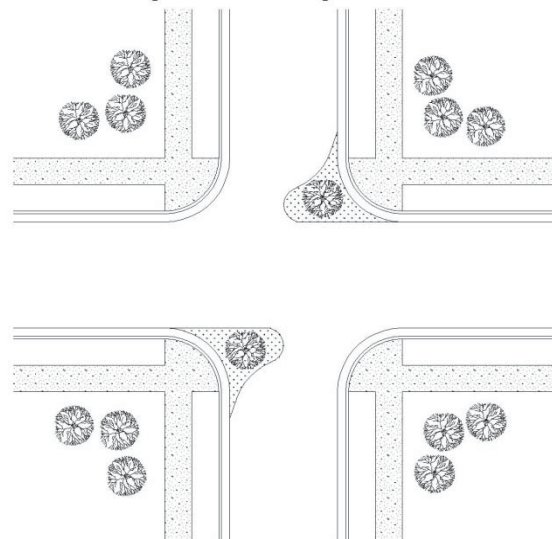


FIGURE 7
Example of a Partial Road Closure