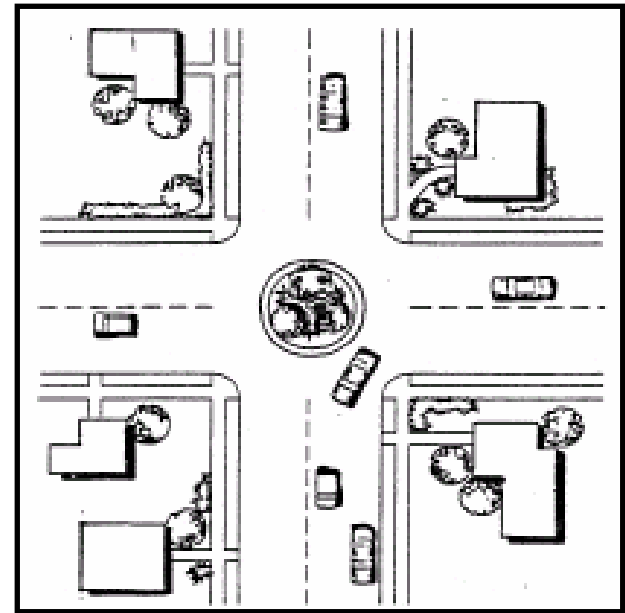
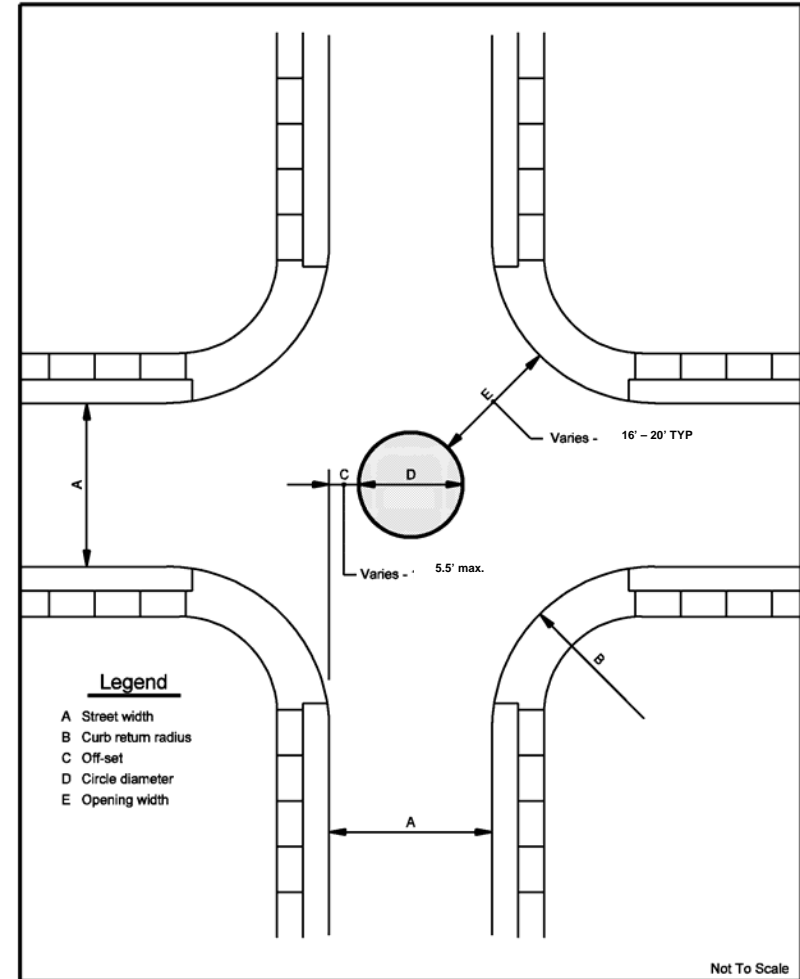
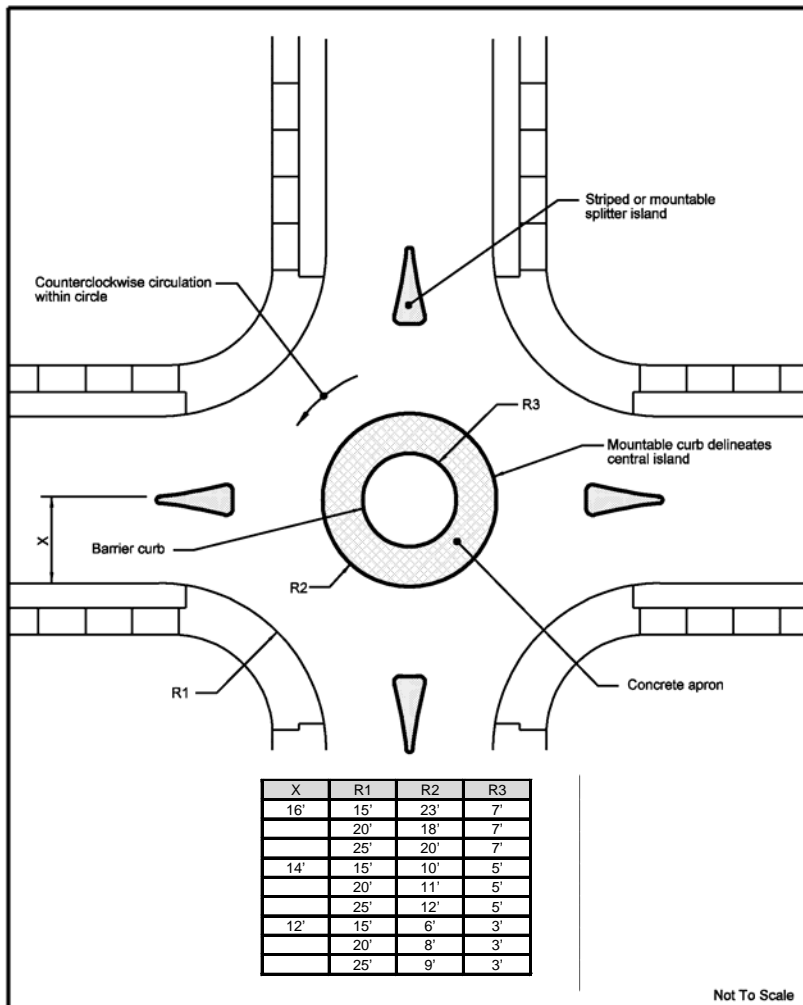


Traffic Circle

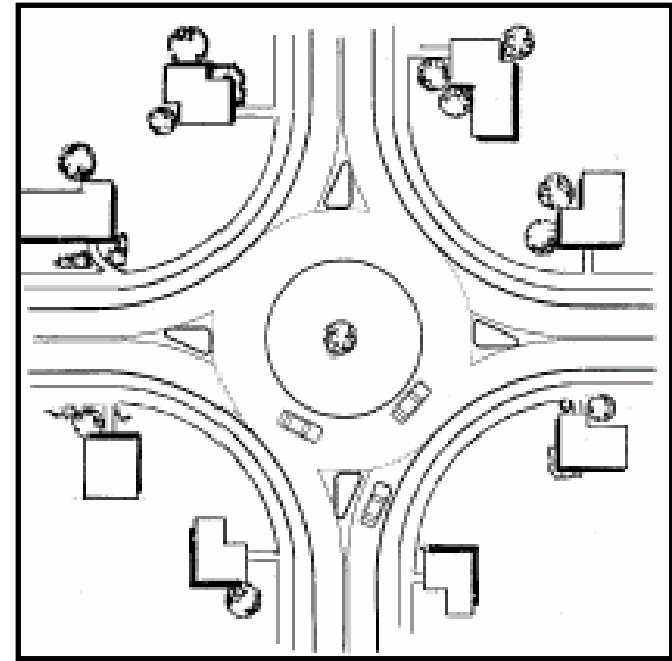


Traffic circles are raised islands placed in intersections around which traffic circulates. They are sometimes called *intersection islands*. They are usually circular in shape and landscaped in their center islands, though not always. They often have outer rings (called truck aprons) or conical shapes (with "lips") that are mountable so large vehicles can circumnavigate their small curb radii.

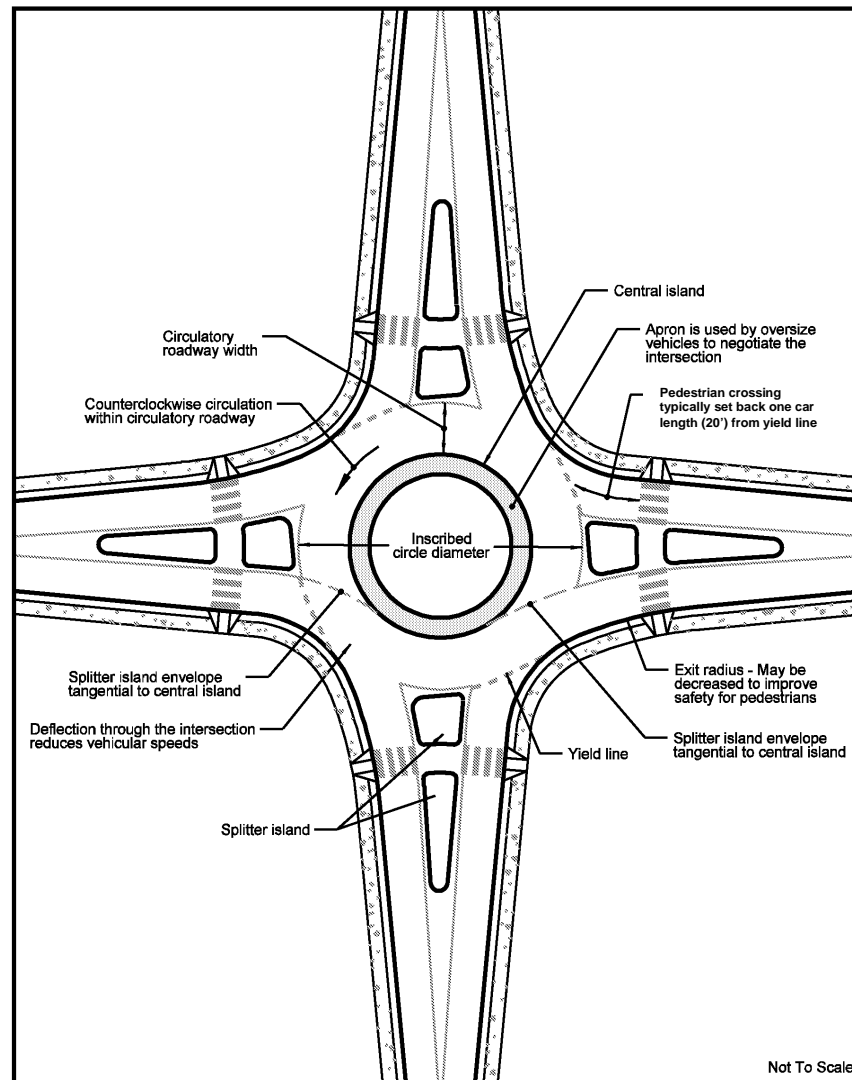


Most *traffic circles* have circular center islands and circular perimeters formed by the intersection corners. Where intersecting streets differ significantly in width, the center island may be elongated to better fit the intersection. An elongated circle consists of half-circles with tangent sections between them. Most traffic circles are deployed at four-way intersections, for this is where the greatest safety benefits accrue.

Roundabouts



Roundabouts, similar to mini traffic circles in that traffic circulates around center islands, are used at higher volume intersections to allocate ROW among competing movements. Roundabouts in the U.S. are found primarily on arterial and collector streets, often substituting for traffic signals or all-way stops. They are larger than mini traffic circles, are designed for higher speeds, and have raised splitter islands to channel approaching traffic to the right.



Roundabouts are distinguished from traffic circles by larger radii, correspondingly higher design speeds and capacities, and splitter islands on all approaches to slow traffic and discourage wrong-way movements.

Road Narrowings

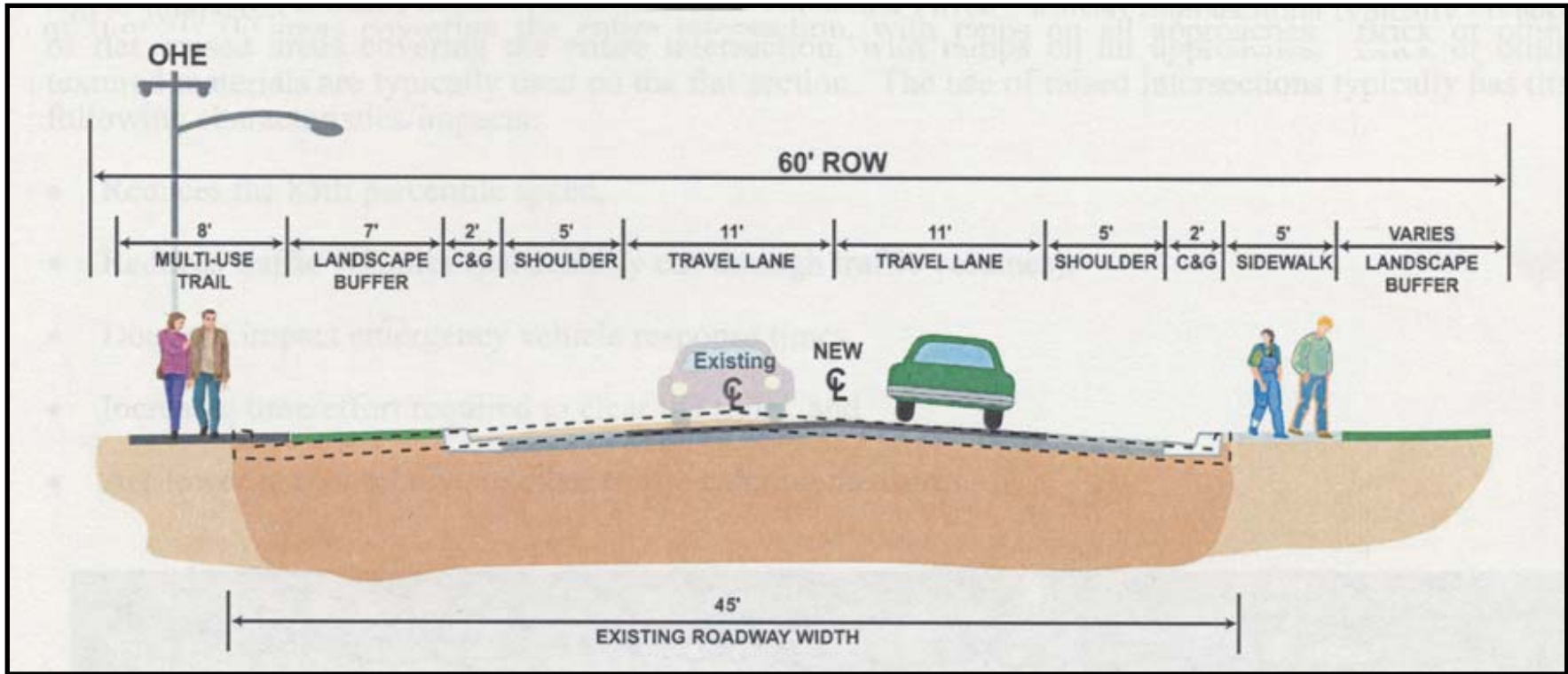


Before



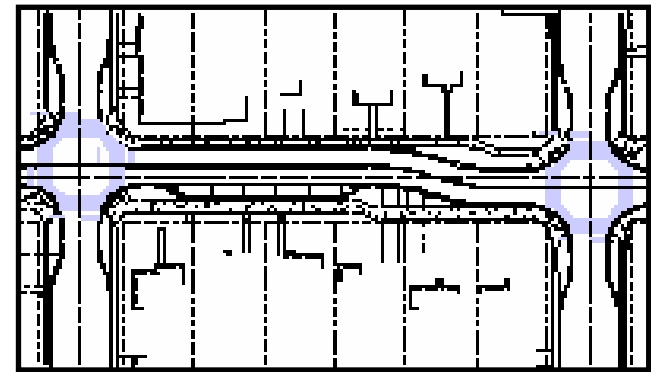
After

Road narrowings are a speed control technique which takes an existing cross-section and reduces the overall width of the roadway. Parking is typically eliminated, except at specific locations.

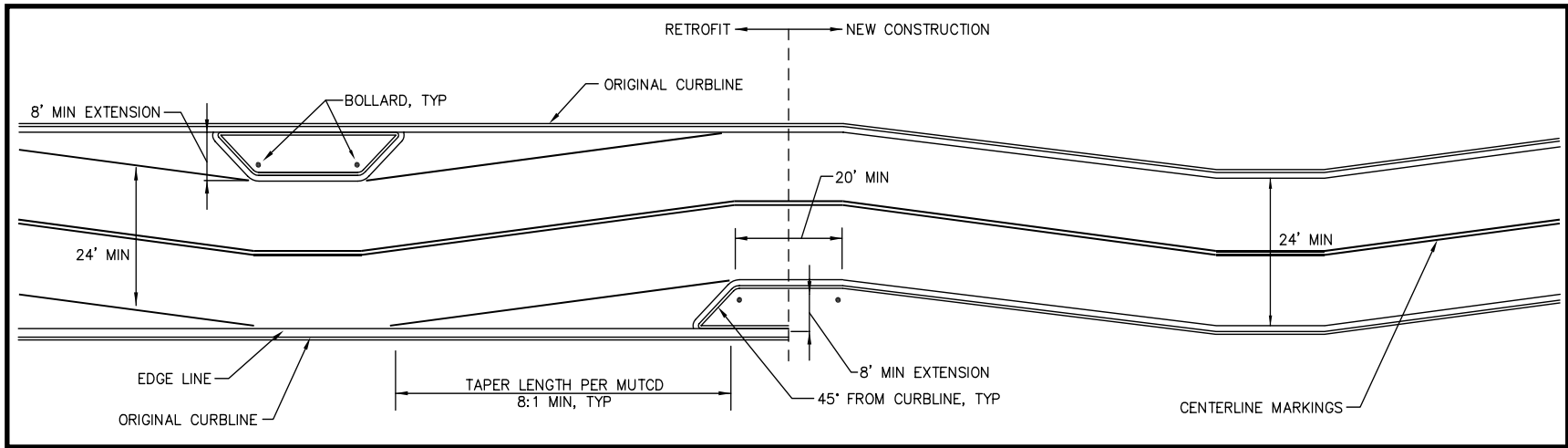


An example of road narrowing used on Aero Avenue.

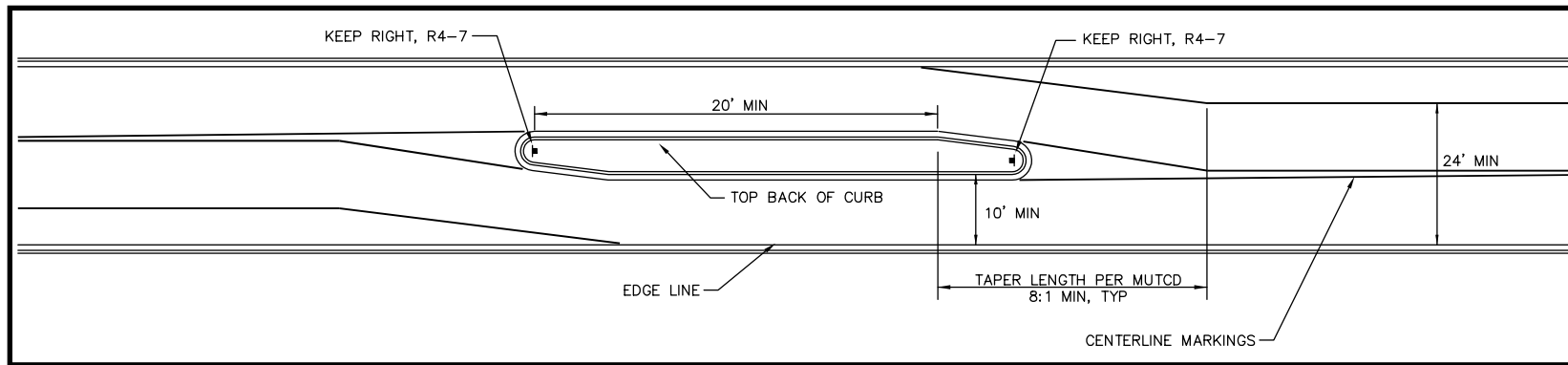
Chicanes/Lateral Shifts



Chicanes are curb extensions that alternate from one side of the street to the other forming s-shaped curves. They are also referred to as *deviations*, *serpentine*s, and *reversing curves*. *Realigned intersections* are changes in alignment that convert "T" intersections with straight approaches into curving streets meeting at right angles. A straight shot along the top of the "T" becomes a turning movement. Realigned intersections are sometimes called *modified intersections*. The typical *lateral shift* is one-half of the typical chicane.



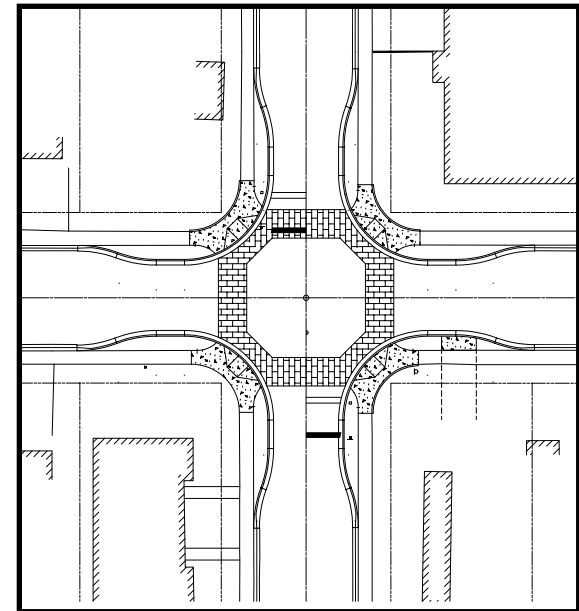
Chicane



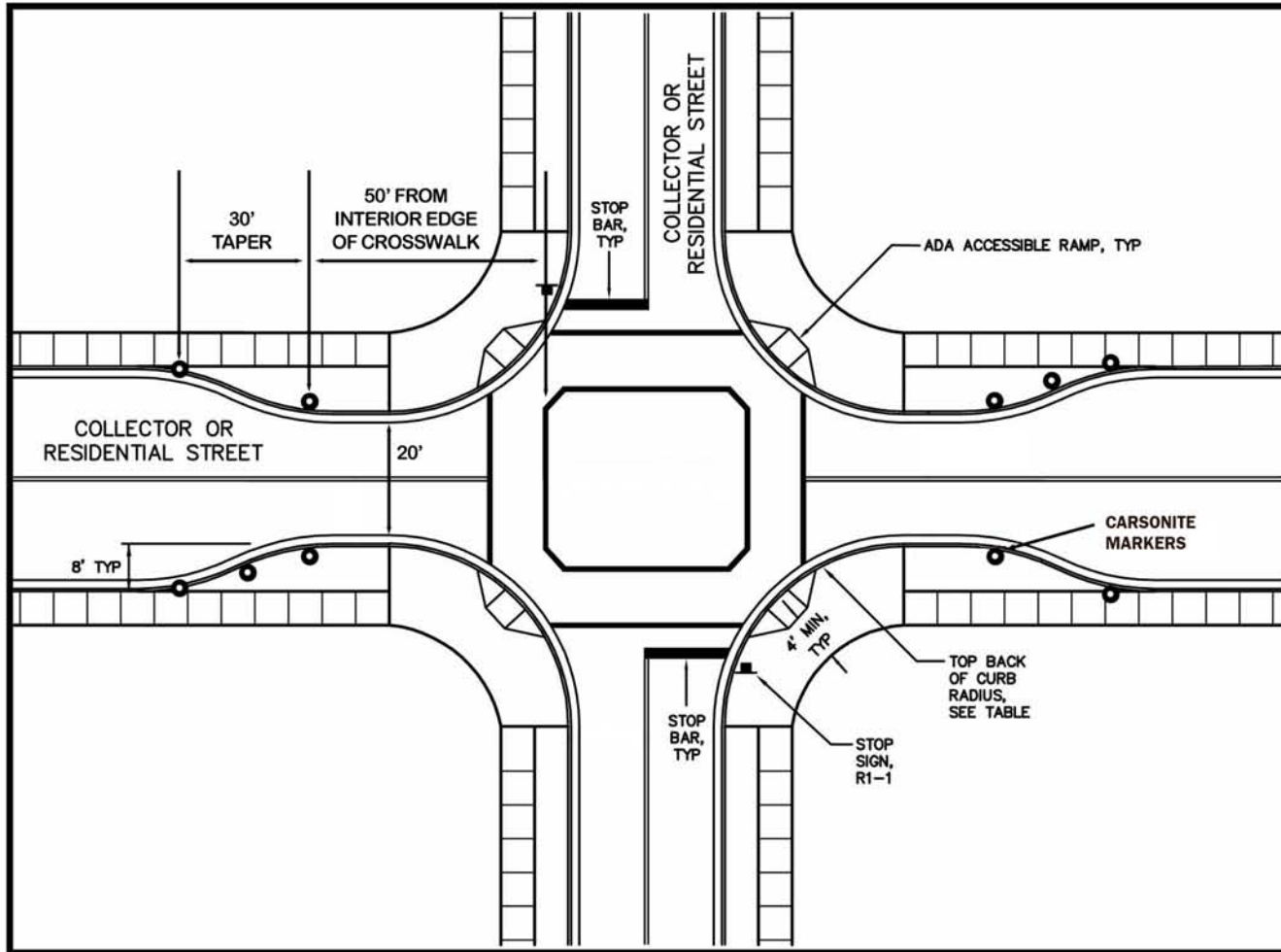
Lateral shift

Chicanes can be created either by means of curb extensions or edge islands. Curb extensions or edge islands that form chicanes should have vertical elements to draw attention to them. Trees and other landscape materials meet this requirement. Barrier curbs should be used on curb extensions and edge islands that form chicanes. The typical lateral shift is just one half of the typical chicane.

Neckdowns

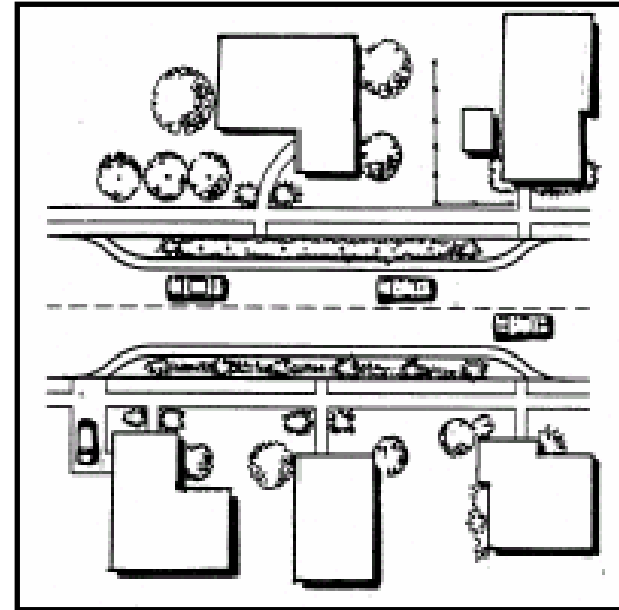


Neckdowns are curb extensions at intersections that reduce roadway width curb-to-curb. They are sometimes called *nubs*, *bulbouts*, *knuckles*, or *intersection narrowings*. If coupled with crosswalks, they are referred to as *safe crosses*. Placed at the entrance to a neighborhood, often with textured paving between them, they are called *gateways*. Their effect on vehicle speeds is limited by the absence of pronounced vertical or horizontal deflection. Instead, their primary purpose is to “pedestrianize” intersections.

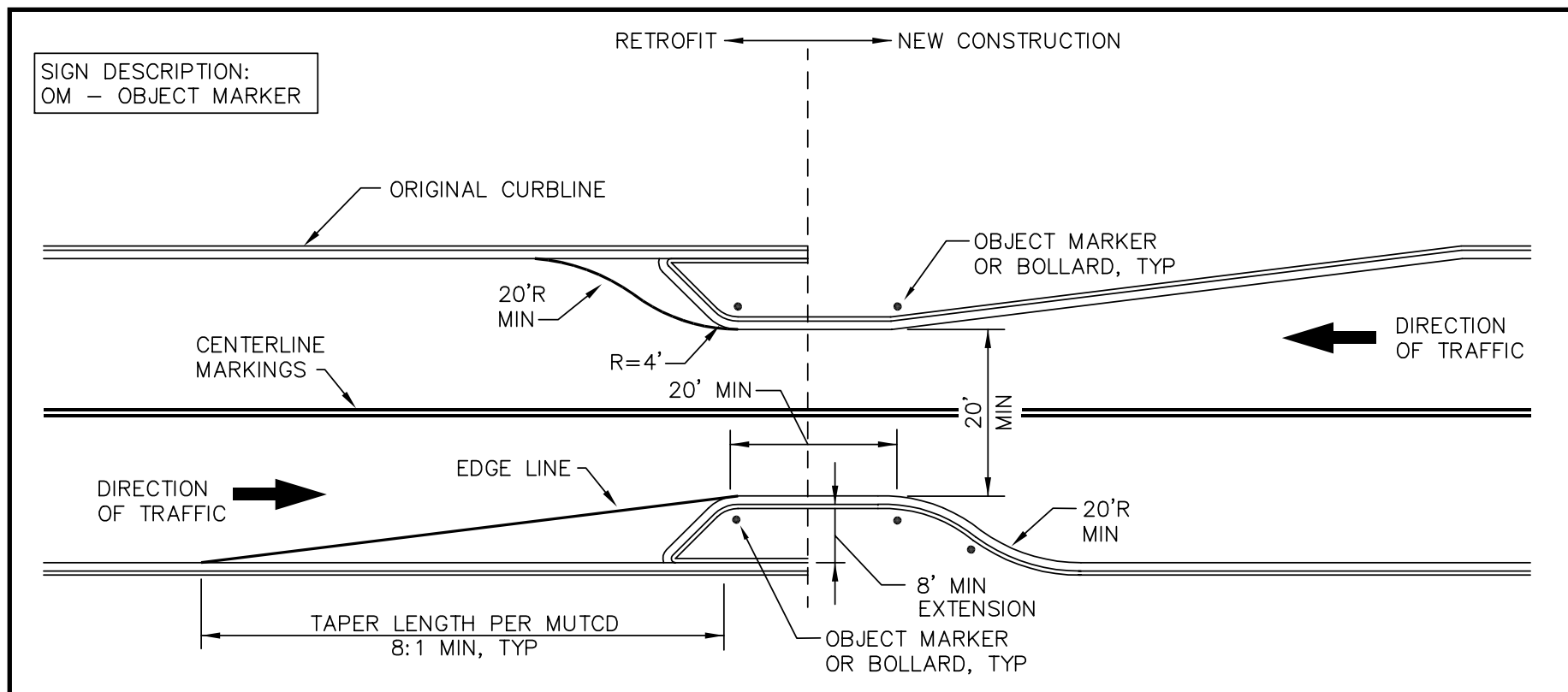


The typical *neckdown* is used in connection with on-street parking and, unlike a conventional intersection with a large curb return radius, offers a short crossing distance and high visibility for pedestrians. In the typical design, the curb return radii and street widths are such that single unit trucks can stay to the right of the centerlines when making right turns.

Chokers



Chokers are curb extensions or edge islands at midblock that narrow a street at that location. In different configurations, they are called *midblock narrowings*, *midblock yieldpoints*, and *pinch points*. If marked as crosswalks, they are also called *safe crosses*. Chokers can leave the street cross section with two lanes, albeit narrower lanes than before, or take it down to one lane. In the MOA, only two-lane chokers are permitted on two-way streets.



The typical two-lane *choker* is 25 feet from curb face to curb face. It has a minimum constricted length of 20 feet in the direction of travel, the length of a passenger car. The constricted length is kept short to avoid blocking driveways and displacing curbside parking.

Island Narrowings



Island narrowings are raised islands located along the centerline of a street that narrow the street at that location. They are also called *midblock medians*, *median slow points*, and *median chokers*. Placed at the entrance to a neighborhood, often with textured paving on either side, they are called *gateways*. They may be nicely landscaped to provide visual amenity and neighborhood identification as well as modest speed reduction. Pedestrians can also be accommodated at trail crossings.

