

Myths of Traffic Calming & Complete Streets

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Why Complete Streets and Traffic Calming

Complete Streets

Are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.* ITE

Traffic Calming

A combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.* ITE

Notes:

Preconceived Notions, Perception is Reality, We Have Met the Enemy ...

The 4 E's, Identify & Describe the Problem, Traffic Calming Measures, and Realities

Resources:

New York State Department of Transportation Highway Design Manual

<https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm>

Chapter 25: Traffic Calming: <https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm/chapter-25>

Developing Safety Plans: A Manual for Local Rural Road Owners, FHWA-SA-12-017, 2012

https://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/

NCHRP 321 - Roadway Safety Tools for Local Agencies

http://onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_syn_321.pdf

Institute of Transportation Engineers (ITE), www.ite.org/



Department of
Transportation

Local Technical
Assistance Program



Myths of Traffic Calming & Complete Streets

Myths

Solve Problems at a Spot

Stop signs slow traffic

Speed limit signs slow traffic

We have no pedestrians

There's no place to walk

Others speed

Traffic volumes can be reduced on demand

Wide roads are bad

Ignore maintenance

Traffic lights are enough

Pedestrian signals help

Do not widen anything

“Road Diets”

Wide shoulders

It cannot be plowed

No bicycles here

Bike paths

ADA I

ADA II

Police enforcement

No solutions are possible

The public will complain
