

Description of Measures in Plan A: “Physical Measures”/Base Plan

TRAFFIC CIRCLES

Traffic circles are small circular islands placed in the middle of intersections. The circle islands vary in diameter from 18-26 feet, depending on location. Vehicles are slowed down to approximately 15 mph as they proceed around the circle. Traffic circles also reduce speeds of vehicle 100 to 200 feet before and after the circle as drivers approach and depart the intersection. A series of traffic circles on a street can reduce overall vehicle speeds to between 25mph and 30mph, depending on spacing. Traffic circles can be landscaped to enhance residential amenity. Traffic circles have been installed in Palo Alto at Bryant and Addison, Lytton and Fulton, and Indian and Moreno.

SPEED TABLES

Speed tables are a gradual rise and fall in the pavement to a height of three inches over a distance of 22 feet in the direction of travel. The central 8-foot section is flat (refer to comparison profile below), compared to the “speed hump” design. They can be used singly or in a series for the purpose of speed reduction. They extend with no gaps across the entire traveled way, including all vehicle, parking and bicycle lanes, tapering down to street grade at the edge of the gutter (leaving the gutter open for normal drainage). Parking is not affected by the tables. Many drivers can drive over speed tables at the residential speed limit of 25 mph.. Vehicle speeds across the table are typically 20 - 25 mph. Between tables, speeds will vary range from about 27 – 32, depending on the spacing between them and between them and stop controls. Much of the speed reduction comes from curtailing the “outlying speeds” (i.e., the highest 15% of vehicle speeds), with relatively little impact on prudent drivers. The zone of speed reduction of a single table is approximately 200 feet on either side. Speed tables have been installed in Palo Alto on Louis Road just north of East Charleston and on Channing east of Guinda. Speed tables are also in place in Menlo Park on Laurel, Alma, and Willow (west of Middlefield).

COMPARISON OF SPEED TABLE AND SPEED HUMP CROSSECTION PARALLEL TO ROAD CENTERLINE

Note: For clarity, vertical scale has been enlarged compared to horizontal scale.

