

Traffic Calming Fact Sheets

May 2018 Update

On-Street Parking

Description:

- Allocation of paved space to parking
- Narrows road travel lanes and increases side friction to traffic flow
- Can apply on one or both sides of roadway
- Can be either parallel or angled, but parallel is generally preferred for maximized speed reduction

Applications:

- High likelihood of acceptability for nearly all roadway functional classifications and street functions
- More appropriate in urban or suburban settings
- Can be combined with other traffic calming measures
- Can apply alternating sides of street for chicane effect
- Can combine with curb extensions for protected parking, including landscaping for beautification
- Can apply using time-of-day restrictions to maximize throughput during peak periods
- Can be used on one-way or two-way streets
- Preferable to have a closed-section road (i.e. curb and gutter)
- Appropriate along bus transit routes



(Source: PennDOT Local Technical Assistance Program)



(Source: Google Earth, Fort Collins, CO)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Appropriate distance needed between travel lane and parking lane
- Impact is directly affected by demand; must have parked vehicles present to be effective
- If used for chicane effect, must verify parking demand to ensure that majority of spaces are occupied when effect is desired most during the day; can use parallel, angled, or combination
- Should not be considered near traffic circles nor roundabouts
- Should not be applied along median island curbs
- For lower-demand locations, can counteract negligible impact with curb extensions or other road-narrowing features

Potential Impacts:

- Can be blocked in by snow during plowing operations; required vehicle removal
- May limit road user visibility and sight distance at driveways/alleys/intersections
- Can put bicyclists at risk of colliding with car doors
- May be impacted if other traffic calming measures are considered or implemented
- Provides buffer between moving vehicles and pedestrian facilities

Emergency Response Issues:

- Preferred by emergency responders to most other traffic calming measures
- Requires consideration of design of parking lanes near hydrants and other emergency features

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Typical Cost (2017 dollars):

- Approximately \$6000 or less (factor of design specifics and length of application); can be much higher