



We want your feedback!

The following posterboards show different ways of addressing speeding and cut-through traffic. Please **place a post-it on each board** with your feedback on the design alternatives. As you read through them, think about what you might want to see in your neighborhood

- How well would this design work in your neighborhood?
- Is the reduction in speed or traffic volume worth the potential trade-offs?

Please note the information on the right and keep it in mind as you provide your feedback.

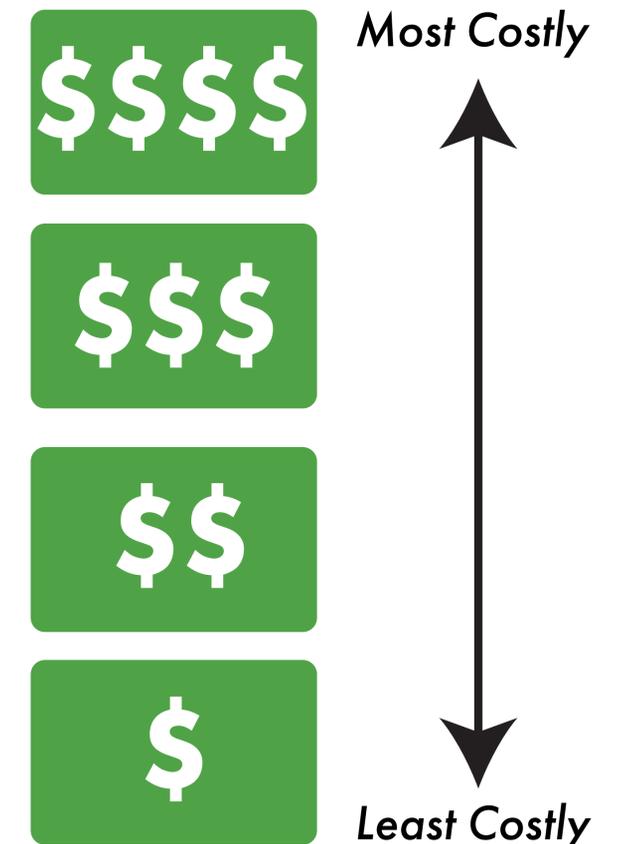
Strategies that aim to **reduce traffic volume** are labeled:



Strategies that aim to **reduce speed** are labeled:

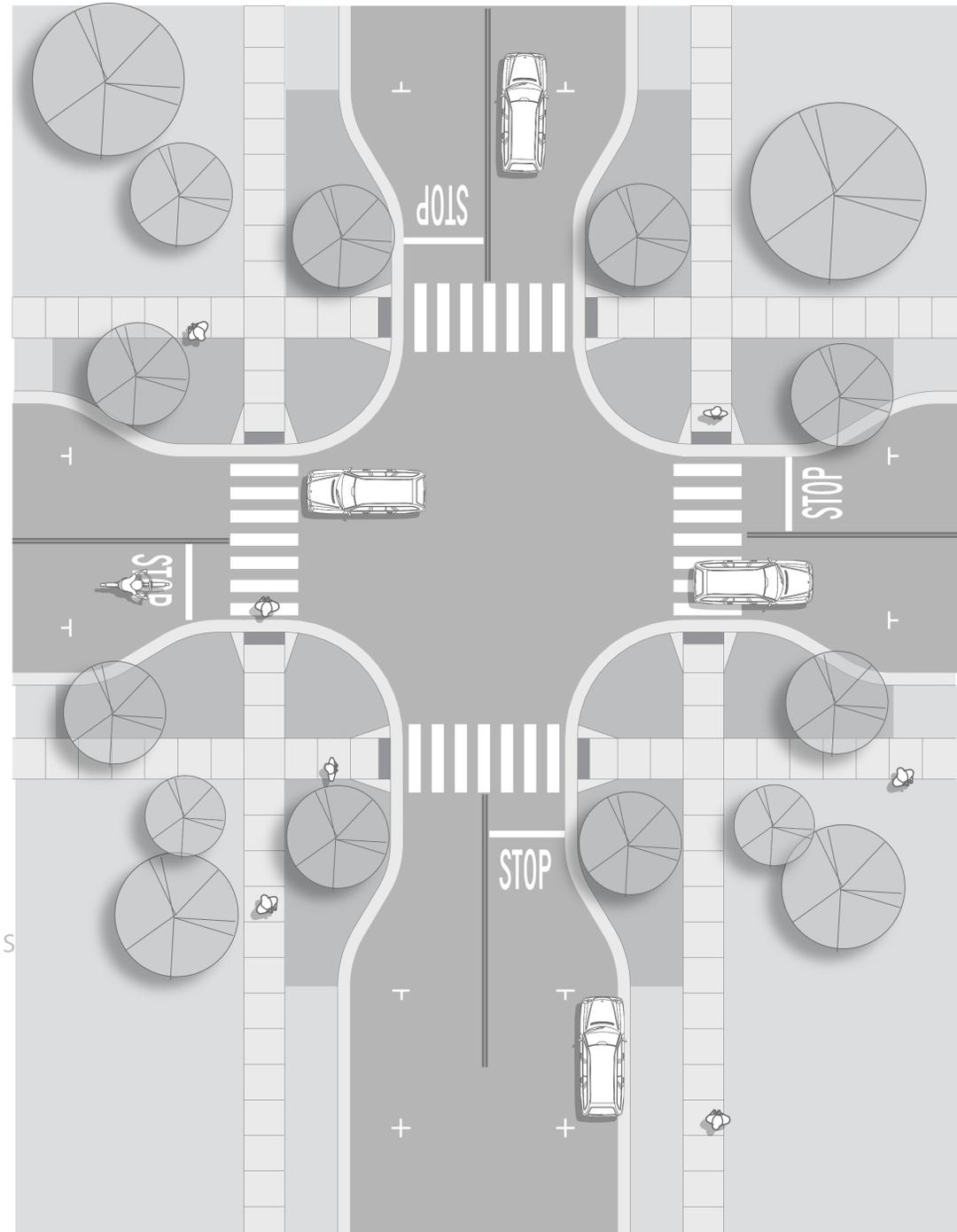


Cost is an important factor. The least costly designs can be installed throughout the neighborhood, while the most expensive ones may only be feasible in a single area.





Curb Extensions



Curb extensions narrow roadways by extending the sidewalk at corners into the intersection

Considerations:

- Reduces vehicle turn speeds, enhancing safety at intersections
- Shortens crossing distances, reducing exposure to traffic
- Minimizes illegal parking at corners
- Improves sight lines for both drivers and pedestrians
- Most suitable for intersections between major and minor streets
- Expensive to install and maintain



Reduces Speed



Curb Extensions

Curb Extensions on Irving Place



Source: Culver City



Chicanes and Medians



Source: SF Better Streets

A series of 2 or 3 modified curb / traffic islands set in an alternating pattern.

Designed to naturally slow vehicle speeds, by reducing the 'drag strip' effect of a long, straight road.

Considerations

- Effective at reducing speeds
- Visually reinforces low speed environment
- Requires significant roadway space
- On narrower roads, may remove or shift on-street parking



Reduces Speed





Chicanes and Medians

Chicane



Median at Lucerne/Ince Intersection





Speed Humps



Source: Caver City



Reduces Speed

Speed humps are raised bumps in the road that encourage drivers to slow down. They're usually a few inches high and spaced along residential streets.

Considerations

- Effective at slowing cars down cars by 15-20 MPH
- Inexpensive to install
- Simple and familiar to drivers
- Feasibility is subject to road geometry
- Not effective at reducing traffic volumes



Speed Humps

Lucerne Avenue Speed Cushions*

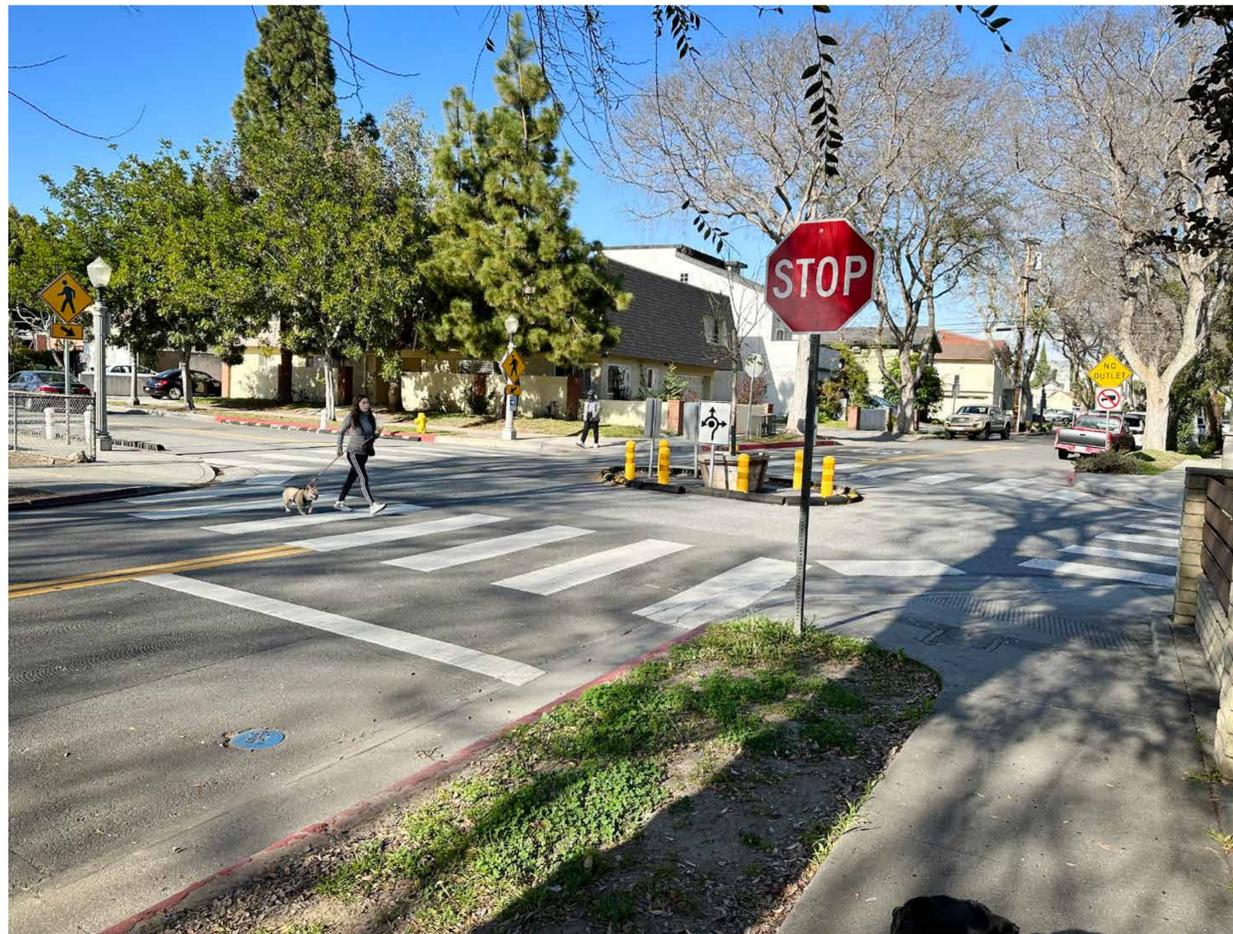


Source: Culver City

* Speed cushions are used on some streets instead of humps to avoid impeding emergency vehicle or bus access.



Roundabouts



Source: NACTO

Roundabouts work by lowering speeds at uncontrolled intersections. Can be combined with beautification elements to enhance the streetscape.

Considerations

- Scalable to meet intersection size
- Require wider streets, for narrow streets consider traffic circles with an all-way stop



Reduces Speed





Roundabouts

Higuera Street Roundabouts





Circulation Changes



Circulation changes alter road networks by affecting how drivers are allowed to move through an area. This can be done by making a street a one-way, adding turn restrictions, street closures etc.

Considerations

- Effective at reducing cut-through traffic
- Low cost
- Flexible
- Can improve safety by reducing traffic conflicts
- Can be confusing
- Need to be designed carefully to avoid shifting traffic to other streets
- Can increase travel distance for residents



Reduces Volume

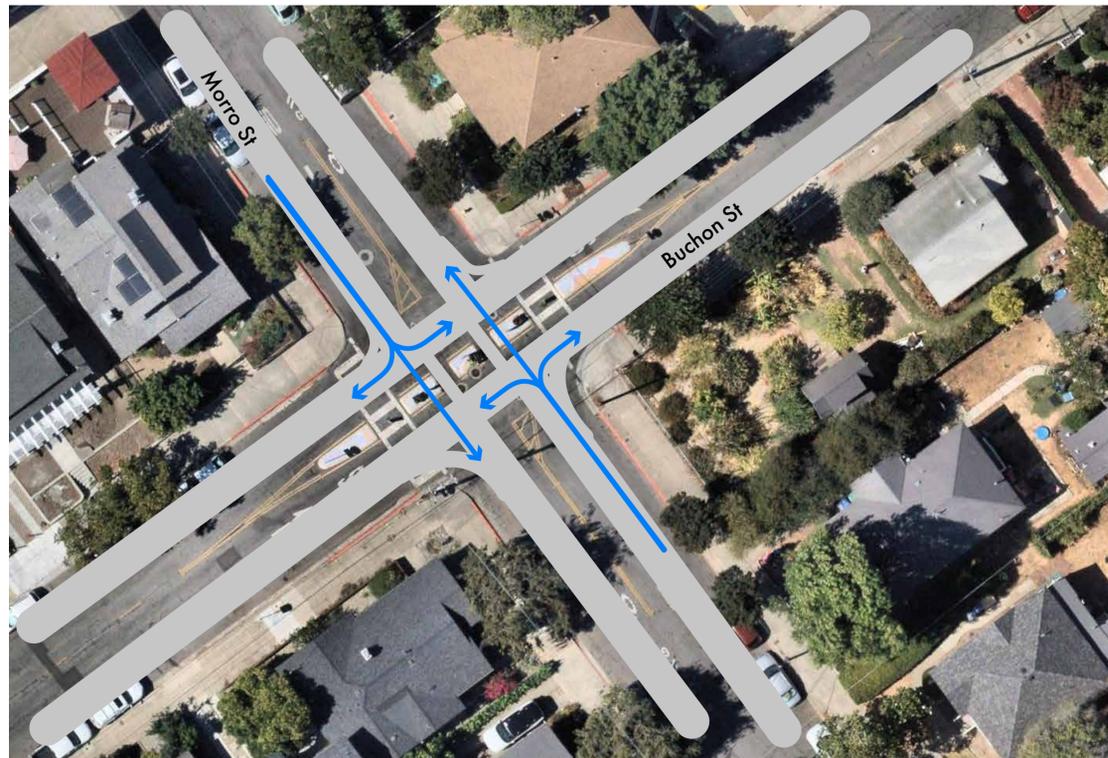
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Varies by Treatment



Modal Filters - Diverter

Before (no diverter)



Vehicular traffic



Cars can move in any direction at the intersection.

San Luis Obispo, CA

After (with diverter)



Vehicular traffic



Bicycle only traffic



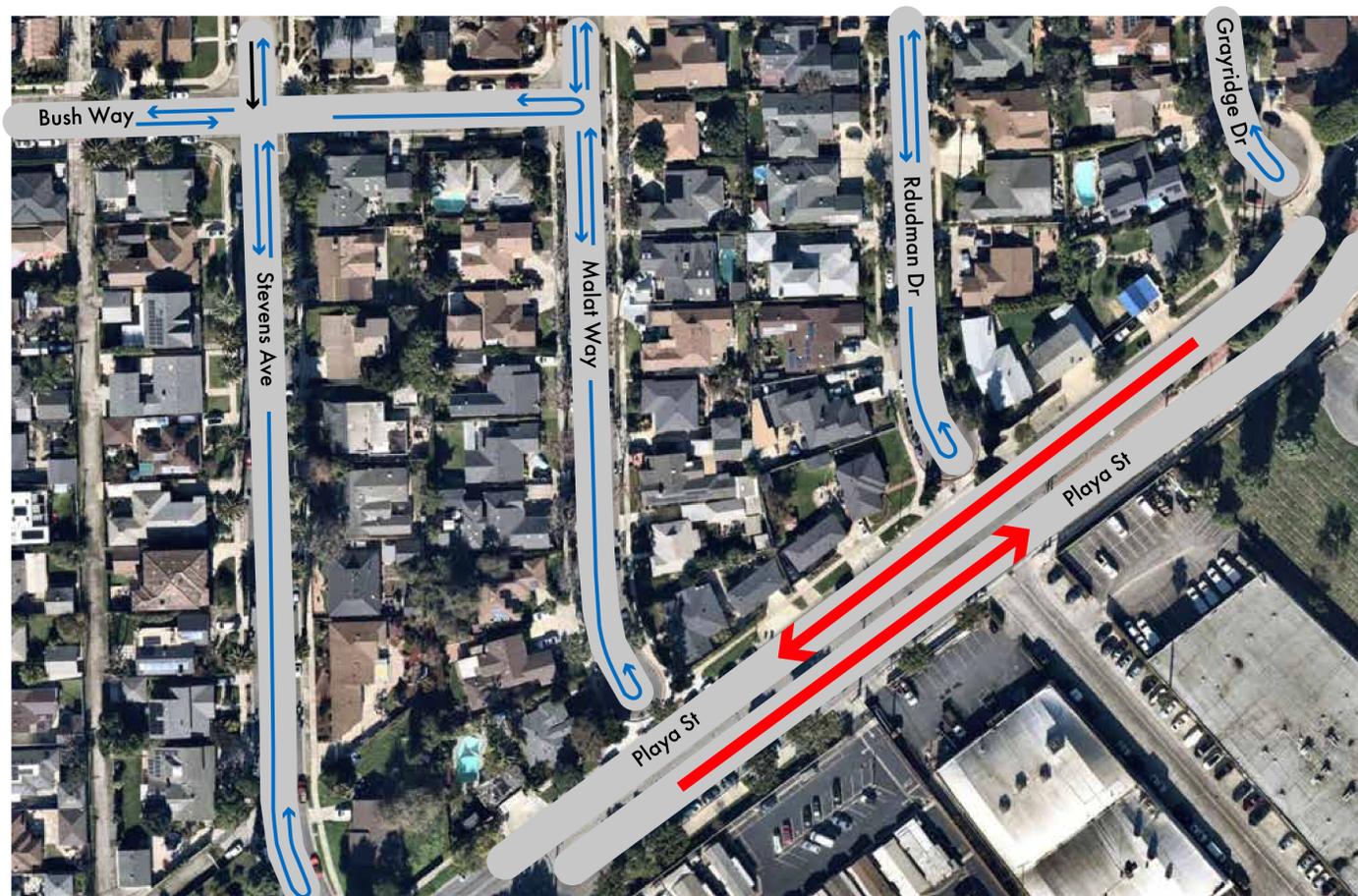
Car traffic must turn at the intersection instead of continuing straight. This prevents the street from being used as a cut-through route while preserving access for bicycles and pedestrians.

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Modal Filters

Local Street Modal Filter

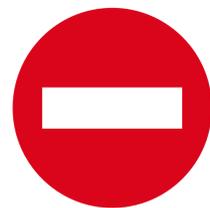


Culver City, CA

Local traffic



Main vehicular traffic



Modal filters, also known as point closures, restrict the types of vehicles that can pass through.

Considerations:

- Improves safety
- Reduces cut-through traffic
- May increase travel time or distance for residents
- Traffic may be diverted to nearby streets



Turn Restrictions



Turn restrictions are traffic management strategies that restrict turn movements such as “No Left Turn” or “No Right Turn”.

Considerations:

- Improve safety
- Reduce cut-through traffic
- May increase travel time or distance
- Must be implemented comprehensively to avoid shifting traffic to other nearby streets



Reduces Volume



One-Way Streets



One-way streets direct all lanes in a single direction typically marked with “Do Not Enter” or “One Way” signs.

Considerations:

- Reduce cut-through traffic
- Improve safety
- Do not reduce speed
- May be confusing to drivers at first



Reduces Volume

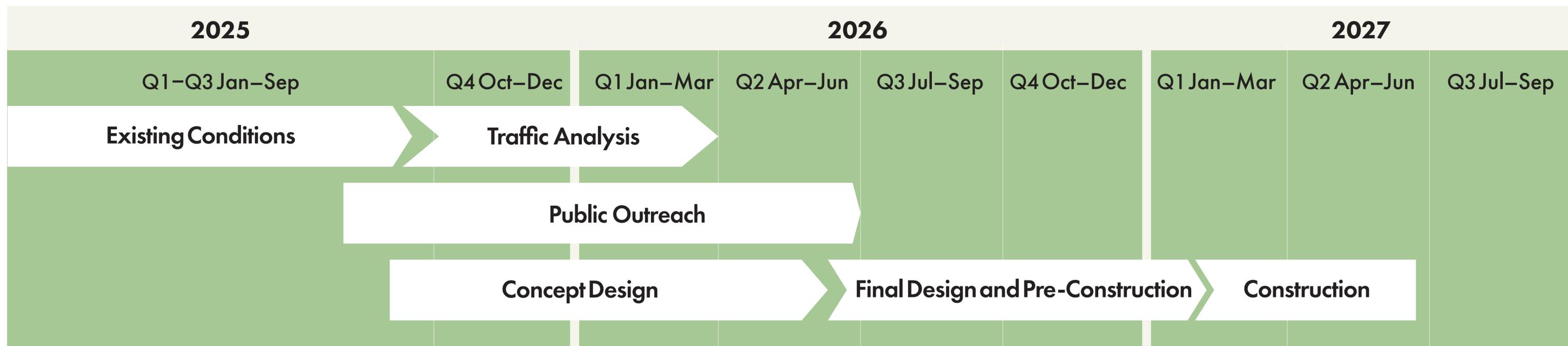




Timeline

Upcoming Community Design Workshops

- February 26th at the Culver City Senior Center from 6-8pm
- March 17th at Veteran's Memorial Building from 6-8pm





Did we miss anything?

Leave us a post-it!