

Table 2. Measure Effectiveness by Concern

Classification Level	Sub Classification	Measure	Speed Reduction	Volume Reduction	Crash Potential Reduction	Multi-Modal Safety Improvement	Noise Reduction
Level 1 Education & Enforcement and Level 2 Maintenance Improvements	N/A	Targeted Enforcement	●	○	◐	◐	◐
		Speed Limit & Warning Signs	●	◐	◐	◐	◐
		General Signing & Markings	◐	○	◐	◐	○
		Crosswalk Signing & Markings	○	○	◐	●	○
		Delineation Treatments	◐	○	◐	◐	◐
		Sight Distance Improvements	○	○	●	◐	○
		Speed Feedback Signs	◐	○	○	○	◐
		Improved Lighting Levels	○	○	●	●	○
Level 3 Minor Construction	Vertical Deflection	Speed Humps (cushions)	●	●	◐	◐	✗
		Speed Tables (cushions)	●	●	◐	◐	✗
		Raised Crosswalk	●	◐	◐	●	✗
		Mountable Traffic Circle	●	◐	◐	◐	✗
	Other	New Lighting Infrastructure	○	○	●	●	○
Level 4 Major Construction	Horizontal Deflection	Lateral Shift/Chicane	●	◐	○	○	○
		Mini-Roundabout	◐	◐	●	○	◐
		Roundabout	◐	◐	●	○	◐
	Vertical Deflection	Raised Intersection	●	◐	◐	●	✗
	Width Reductions	Curb Extensions	◐	○	◐	●	○
		Chokers (two-lane)	◐	○	○	○	○
		Median Island	◐	○	◐	◐	○
		Curbed Road Diets	◐	◐	◐	◐	◐
	Route Diversions/ Access Management	Closures	○	◐	◐	◐	◐
		Diagonal Diverters	○	◐	◐	◐	◐
		Median/Forced Turn Island	○	◐	◐	◐	○

● Generally effective

○ Immaterial/Indifferent

◐ May be effective

✗ Not recommended

* Table for reference only. The City Traffic Engineer reserves the right to install or omit treatments based on conditions and engineering judgment.

