



PBOT

PORTLAND BUREAU OF TRANSPORTATION

PDOT Improves Left Turn Calming Record by Modest, but Significant Amounts



Goals

PBOT had two goals in mind:

- (1) Recommend whether PBOT should continue using left turn calming
- (2) Provide guidance on how any future left turn calming installations should be installed and maintained.

Further data was to be gathered on the following:

- Encourage slower driver turning speeds
- Reduce corner cutting incidents
- Costs associated with installation and maintenance

Treatments

- 42 intersections
- Barco Products Premium Recycled Rubber Speed Bumps, some extending into the intersection
- Delineators

Results

REDUCTION OF TURNING SPEED

Speed bump without additional bump extending into the intersection

13%

With 2nd speed bump extension into the intersection

16%

REDUCTION IN CORNER CUTTING

After installation

82-100%

COST OF INSTALLATION AND MAINTENANCE

Lower for hardened centerlines that use bumps VS. delineators (\$820 and \$1,298 per leg, respectively)

Conclusion

Portland Recommendations

1. Expand left turn calming where permissive turns present risks to pedestrians. Evaluation data suggest that the design may help prevent crashes and lessen their severity when they occur.
2. Consider using bumps instead of delineators. Based on limited data, bumps were nearly as effective as delineators and less expensive to install and maintain.

Barco Products Premium Recycled Rubber Speed Bumps



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