

CHICANES BY ALTERNATING DIAGONAL ON-STREET PARKING

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2

Source : Pensylvania's Traffic Calming Handbook

http://www.streetfilms.org/category/traffic-calming/ http://www.streetfilms.org/chicanes-in-my-neighborhood/

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- Urban neighborhood streets with existing parallel parking
- One lane one way or two lane two ways streets
- Streets with history of accidents because of speeding
- Streets with extra need for safety (schools, playgrounds)





- Narrow, curving roads encourage motorists to drive more slowly and carefully
- An undulating path interrupts any clear view ahead and compels drivers to slow down
- Oncoming drivers must be alert to the cars pulling out
- □ Simple and inexpensive
- Changes both the perception and the function of a street
- No loss of parking spaces because angled parking (depending on the angle) compensates the loss of parallel parking





Technische Universität München

Municipality of Munich

Traffic Police of Munich

Strategy and time plan



1. Setting up the ground (make the first contacts, inform them about the idea, receive feedback) October 2. Finding the right place Neighborhood street – without high traffic volumes ,heavy vehicles or public transport Many recorder accidents (data acquired by contacting the traffic police) High risk area (school etc) Specific geometric characteristics November 3. On site field observation and speed measurements 4. Designing the alignment in detail December (technical drawings, dimensions etc, microsimulation) January 5. Present the idea and the final design to the authorities try to convince them about its necessity get the green light for its implementation April-May 6. Implementation 7. Evaluation in the short term : average speed reduction in the long term : accidents reduction 24/9/2010

A low implementation-cost

measure

- Paint or preformed thermoplastic horizontal marking (low maintenance cost)
- Plastic reflective curbs for margining the beginning and the ending of the parking places.
- Vertical signs (if necessary) for prohibiting parallel parking







4-20 m





Difficulties/Risks



- 9
- □ Finding the right implementation site
 - Geometrical characteristics
 - High risk site where measures are not taken already
- Losing parking space
- The case of empty parking places
- Resistance by the people living on those streets
- Non-cooperative authorities
- Practical difficulties in the evaluation phase

Thank you !