

POTENTIAL OPTIONS FOR SPEEDING ON WESTMINSTER AVE

4/27/07

	Effectiveness*	Time	Cost
1. Signage		Req'd	
a. Place multiple chevrons at curve	3	short	low
b. Put speed advisory sign at 25 mph ahead to west of curve	2	short	low
c. Put new lime green "curve ahead" sign further west of curve	3	short	low
d. Place 30 mph sign at Town Line on Westmister coming from Lex	2	short	low
e. Paint edge lines along curve	3	short	low
2. Traffic Control			
a. Four Way Stop at Westminster and Westmoreland	5	short	low
3. Barriers			
a. Place guard rail at curb rather than other side of sidewalk	2	medium	medium
b. Place guard rail posts only (no rail) with reflectors	2	medium	medium
4. On Roadway			
a. Increase banking on the curve (superelevate)	4	long	high
b. Non-skid pavement	3	long	medium
c. Granite curbing	3	medium	medium
5. Traffic Calming Devices			
a. Speed Table	6	medium	low
b. Chicane	6	long	high
c. Rumble Strip(s)	3	medium	low
6. Lighting			
a. Flashing light before curve	5	long	high
b. Upgrade street lighting	3	medium	high
7. Westminster one-way proposal			
a. Would require a signal at Westmoreland and Lowell	8	long	high
8. At Lowell and Westminster in Lexington (Lexington need to agree)			
a. Make this intersection a T rather than straight	6	long	high
b. Create island that slows entering traffic	6	long	medium
c. Close Westminster at Lowell, creating dead end	7	medium	low
9. Vehicle Movement Restrictions (Arlington)			
a. Block Westmister between Westmoreland and curve	9	long	high
b. Diagonal street closure at Westminster/Westmoreland	9	medium	high
c. "Do Not Enter" sign on Westminster EB at Westmoreland	6	short	low

* Goal is to limit the ability of a car to have extremely excessive speed on Westminster. Effectiveness is roughly on scale of 1 to 10 where 10 is completely effective. But each will have other negative impacts that need to be evaluated.