



Install Speed Reduction Pavement Markings

Application of white pavement markings along both edges of an intersection approach lane to give drivers the impression that their speed is increasing. The markings should be perpendicular to the center line with a progressive decrease in spacing.



Source: FDOT
(Original source unknown)

These speed reduction pavement markings are installed with a Side Road sign.

Targeted Crash Types

- Right-angle
- Rear-end (major road)
- Sideswipe, opposite direction

Problems Addressed

- Speeding
- Inadequate visibility of intersection or intersection traffic control devices

Conditions Addressed

- Citation history or observations of speeding on the approach to the intersection.
- Crash history or observed conflicts due to lack of awareness of the intersection.

Considerations

- If used, the markings should supplement the appropriate warning signs and other traffic control devices and not substitute for these devices.
- May be appropriate when the intersection lies within or just beyond an unexpectedly severe horizontal or vertical curve along the major road.
- Only lanes having a longitudinal line (center line, edge line, or lane line) on both sides of the lane should be considered for this treatment.
- Markings should not be wider than 12 inches nor extend more than 18 inches into the lane.

Industry Standard

MUTCD

[Section 3B.22: Speed Reduction Markings](#)

[Figure 3B-28. Example of the Application of Speed Reduction Markings](#)

AASHTO Green Book

Section 2.1.3 Vehicle Performance

Figure 2-25 Deceleration Distances for Passenger Vehicles Approaching Intersections

Other Resources

[Innovative Operational Safety Improvements at Unsignalized Intersections, Florida DOT](#)

[Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections, FHWA](#)

[NCHRP 613: Guidelines for Selection of Speed Reduction Treatments at High-Speed Intersections](#)

Select Examples

[S. Redland Rd. & S. Ferguson Rd., Oregon City, OR](#)

