

# Gateways



Gateway treatments are low-cost visual or physical roadway features installed at transition points (e.g., entrances to residential or village areas) to alert drivers that a lower speed environment is beginning.

## Implementation Strategy

### How and Where to Apply

- Installed at entrances to communities, school zones, or speed transition zones where drivers need to slow down quickly and consistently.
- Effective at reducing speeds on roads transitioning from high-speed rural/arterial sections into lower-speed village, school, or residential areas.
- According to FHWA, treatments may include elements like narrowed lanes, pavement markings, signs, vertical features (e.g., posts or arches), or contrasting pavement materials to create a visual "gate."

### Use in a Safe System Approach

Gateway treatments support the Safe System principle of Safer Speeds by clearly signaling a transition to a lower-speed context, thereby encouraging drivers to reduce their speed in a self-enforcing manner.

### Key Stakeholders

Local and state transportation agencies, urban and rural traffic planners

### Proactive Implementation

Gateway treatments can be implemented as part of corridor-wide speed management or traffic calming strategies. They may be proactively deployed at locations with documented speeding issues or a history of crashes, or in response to community-requested safety improvements. These treatments are also suitable for transition zones leading into areas with vulnerable road users, such as schools, senior centers, or parks.

## Countermeasure Overview

**Objective:** Ensure that roadway design and traffic control elements support appropriate and safe speeds.

**Strategy:** Effect safe speed transitions through design elements and on approaches to lower speed areas.

## Selected Related Countermeasures

- CM1 Install Speed Feedback Signs
- CM2 Implement horizontal deflection
- CM3 Use transverse pavement markings

**Cost:** \$\$ (Moderate)

**Service Life:** 10 years

## Targeted Solution



### CONTRIBUTING FACTORS

- Abrupt speed changes
- Reduced driver awareness entering urban areas



### TARGET CRASH TYPE

- Speeding



### ROAD FACILITY TYPE

- N/A



### AREA TYPE

- All

## Safety Linkage



### NCHRP 500 Series

Speeding related Crashes



### SAFE SYSTEM APPROACH

Safe Speeds



### AASHTO'S TOWARD ZERO DEATHS

Safer Infrastructure

### SAFE SYSTEM ROADWAY DESIGN

- TIER 1
- TIER 2
- TIER 3
- TIER 4

Tier 2



Signals to drivers they are entering a pedestrian-focused or lower-speed zone.



### Resources

- FHWA Highway Safety Programs

Install Gateway. Source: [rosap](https://rosap.dot.gov)

