

LANE NARROWING
(Concession Street, Bowmanville, Ontario)

Advantages:

-Reduction in 85th percentile speed up to 10km/h

Disadvantages

-Pavement markings may be less effective in winter months due to snow/ice cover

-May effect snow plowing

-Reduced separation between oncoming vehicles

Applicability

-Urban cross-section



SPEED CUSHION

A raised area on a road, similar to a speed hump, but does not cover the entire width of the road.

Advantages:

-Reduction in 85th percentile speed up to 8 km/h

-Traffic noise may be reduced due to lower speeds

Disadvantages

-Speed tables may slightly effect emergency vehicle response times

-Would be removed during winter months

Applicability

-Urban cross-section - curb and gutter



RAISED MEDIAN
(Dorset Street, Port Hope, Ontario)

An elevated median constructed on the centerline of a two-way roadway to reduce the overall width of the adjacent travel lanes.

Advantages:

-Reduction in 85th percentile speed between 3 and 8km/h

-Aesthetic benefit if well-maintained planting incorporated

Disadvantages

-May restrict access to driveways from one direction only

-May effect snow plowing

Applicability

-Urban cross-section and rural cross-section



SPEED HUMP/TABLE

A speed hump is a raised area of roadway, which causes the vertical upward movement of a traversing vehicle.

Advantages:

-Reduction in 85th percentile speed between 6 and 13 km/h

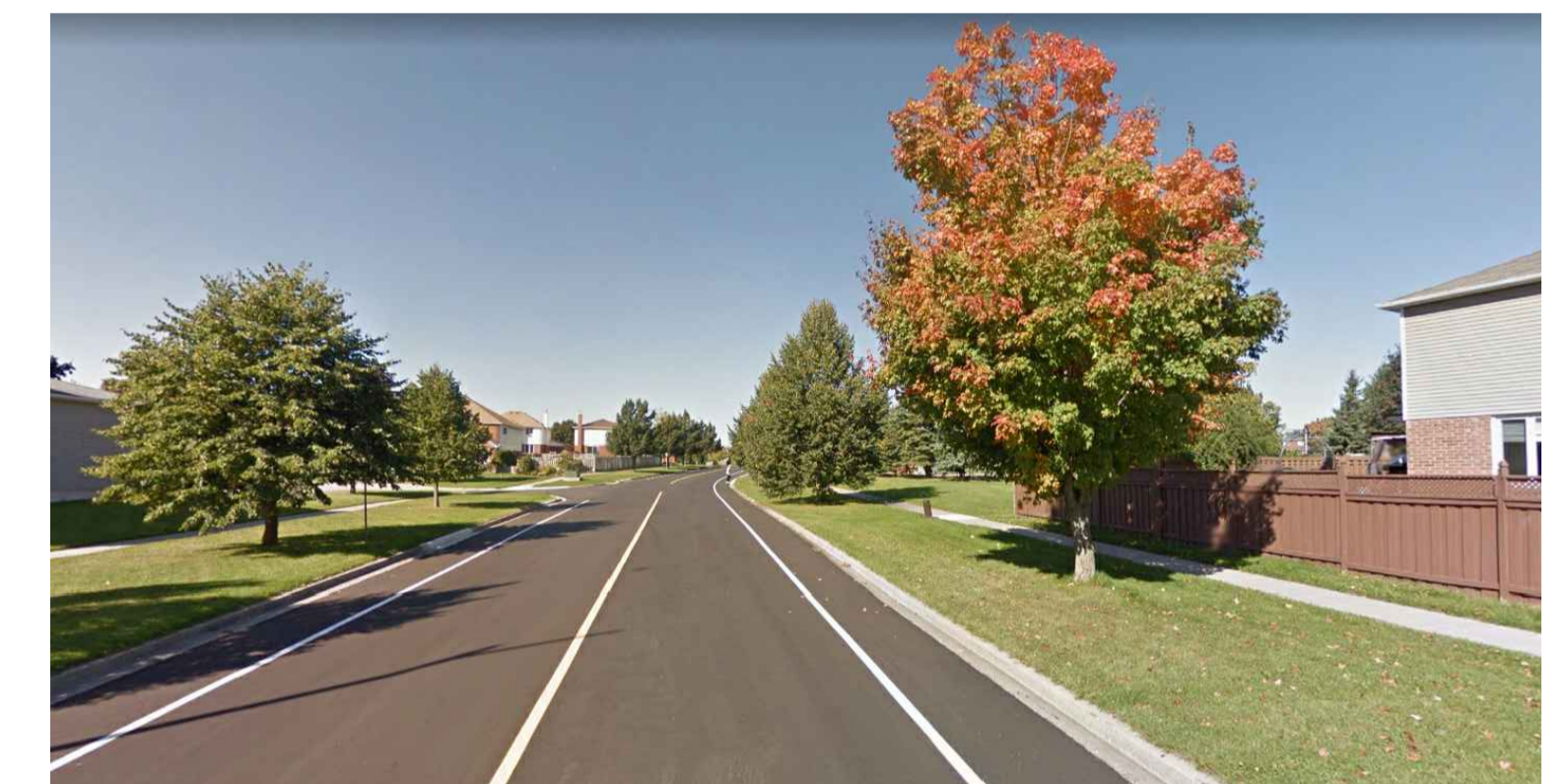
-Traffic noise may be reduced due to lower speeds

Disadvantages

-Speed tables may slightly effect emergency vehicle response times

Applicability

-Urban cross-section - curb and gutter; not effective on rural cross-sections unless obstructions (posts or bollards) are placed on roadside at speed hump locations



BIKE LANE/LINE PAINTING
(Edward Street, Newcastle, Ontario)

A Bicycle Lane is a portion of the roadway, which has been designated by pavement markings and signage for preferential or exclusive use by cyclists.

Advantages:

-Reduction in vehicle speed up to 12 km/h

Disadvantages

-Pavement markings may be less effective in winter months due to snow/ice cover

-Reduced separation between oncoming vehicles

Applicability

-Urban and Rural cross-section

Clarington

DARLINGTON BOULEVARD RECONSTRUCTION

TRAFFIC CALMING OPTIONS

January 31, 2018

VEHICLE SPEED

Speed Characteristic	Darlington Boulevard between Regional Highway 2 and Foxhunt Trail		Foxhunt Trail between Edinborough Lane and Darlington Boulevard	
	NB	SB	SB/EB	WB
Speed Limit	50 km/h		50 km/h	
Average Weekday Speed	46	46	31	29
85 th Percentile Speed	54	56	38	34

