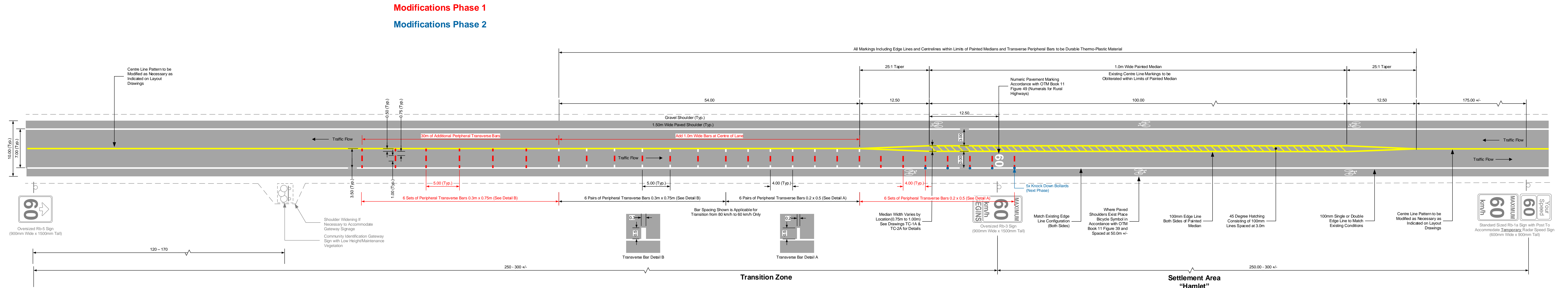


# Typical Rural Hamlet Entry Treatment Traffic Calming Gateway



## Gateway Elements

### Signage



**What It Is:** Replacing standard sized signs with oversized signs and repositioning signs relative to each other and proposed pavement markings.

**What It Does:** Placing signs in a standard sequence will help to provide a consistent message to drivers regarding the need to reduce speed when entering hamlets and rural communities travelling across the County. Larger oversized signs will help to place emphasis on the change in posted speed compared to other signage.

**Relevant Considerations:**

- Existing hamlet identification signs will be used and relocated as necessary.
- Where possible simple landscape features will be added to help emphasize signs and the built-up nature of the upcoming community..

### Peripheral Transverse Bars



**What It Is:** Peripheral transverse bars are a series of pavement markings along the edge of the travelled lane widths. The series of markings is placed progressively closer together with distance.

**What It Does:** Peripheral transverse bars that are spaced progressively closer together create the illusion that a vehicle's speed is increasing. This is done to alert the driver's awareness of the need to reduce speed. Have been demonstrated to result in a reduction in 85<sup>th</sup> percentile speed up to 8 km/h.

**Relevant Considerations:**

- Can be used on all roads but are primarily applied in rural areas.
- Are difficult to see from a significant distance upstream so they should be combined with other more visible measures such as oversized signage or speed display boards.
- Overuse should be avoided so that visual impact is not diminished (i.e. restrict use to known accident locations or areas where traffic must significantly reduce speed).
- Placement outside of wheel path reduces maintenance requirements.

### Lane Narrowing



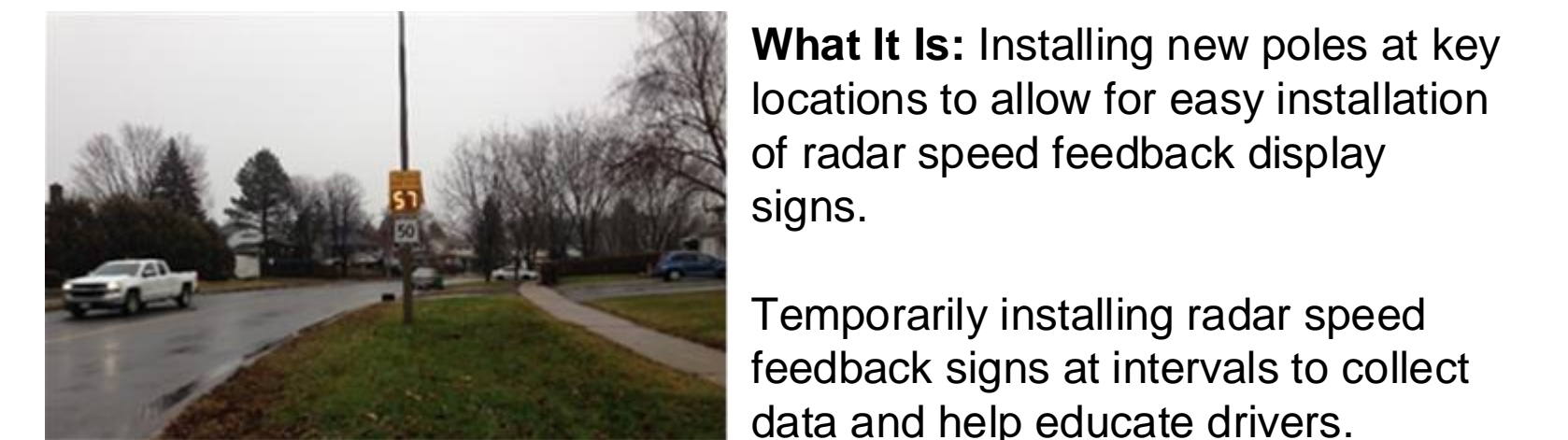
**What It Is:** Reducing lane widths using pavement markings or other features (for example bicycle lanes or pavement texture).

**What It Does:** The intention is for drivers to perceive the roadway as being less comfortable at higher speeds due to reduced lane width resulting in a reduction in speed.

**Relevant Considerations:**

- Works best when separate space is allocated to other road users (e.g. cyclists) so that they not "squeezed" into narrow lanes with automobiles and larger vehicles.
- Physical lane reductions are typically most effective in urban areas. Pavement markings can be used in rural areas or when rapid low cost implementation is desirable.
- Aggressive lane narrowing is most appropriate for local or collector roads and not necessarily arterial roads that are used by larger vehicles more frequently.

### Radar Speed Feedback Signs

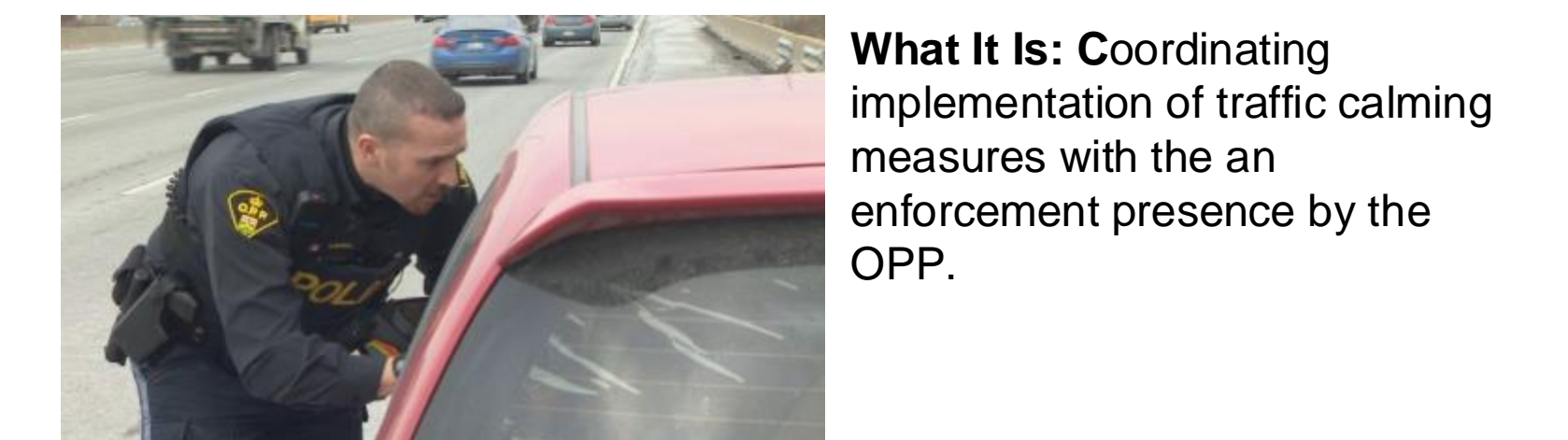


**What It Is:** Installing new poles at key locations to allow for easy installation of radar speed feedback display signs.

Temporarily installing radar speed feedback signs at intervals to collect data and help educate drivers.

**What It Does:** Encouraging drivers to conform with the speed limit by providing feedback with respect to undesirable behaviour and provides an opportunity to collect data to monitor the gateway treatment's effectiveness. Can reduced 85<sup>th</sup> percentile speed between 3 and 14 km/h depending on circumstances.

### Enforcement



**What It Is:** Coordinating implementation of traffic calming measures with the an enforcement presence by the OPP.