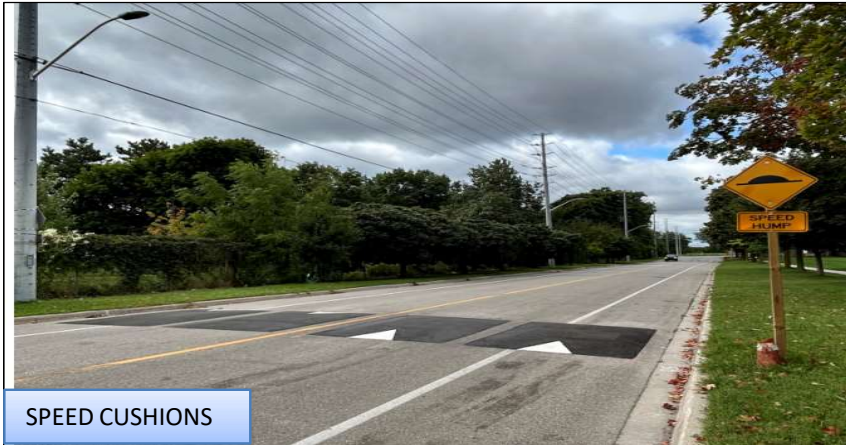


BANCROFT DRIVE

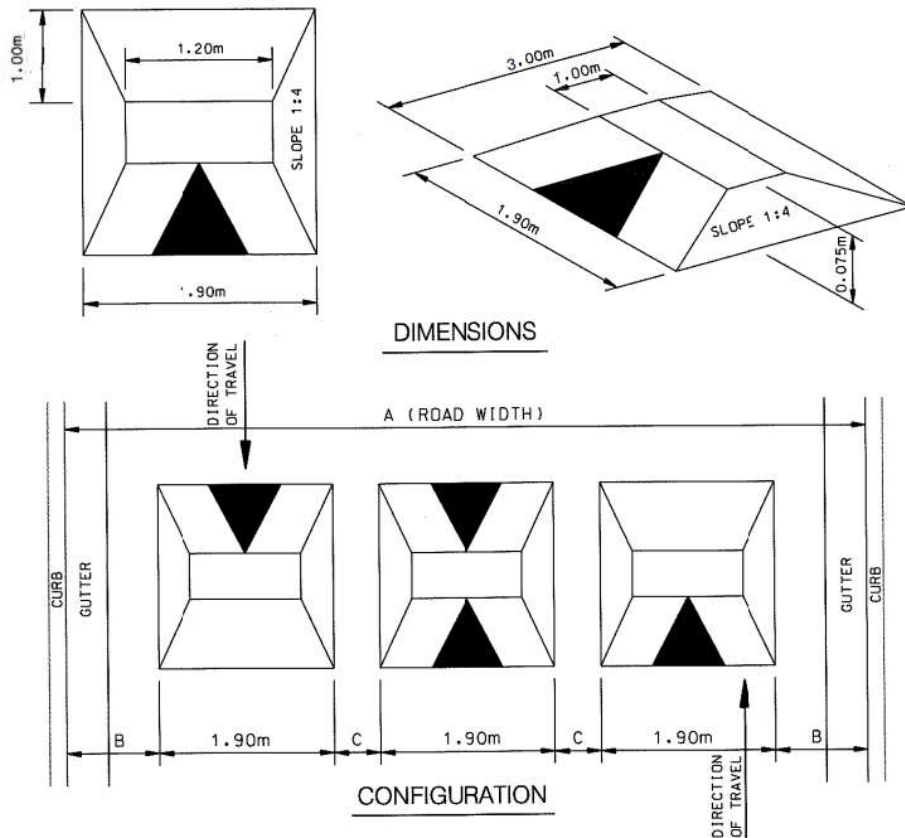
Traffic Calming Proposal

Ward 11

TRAFFIC CALMING DEVICES



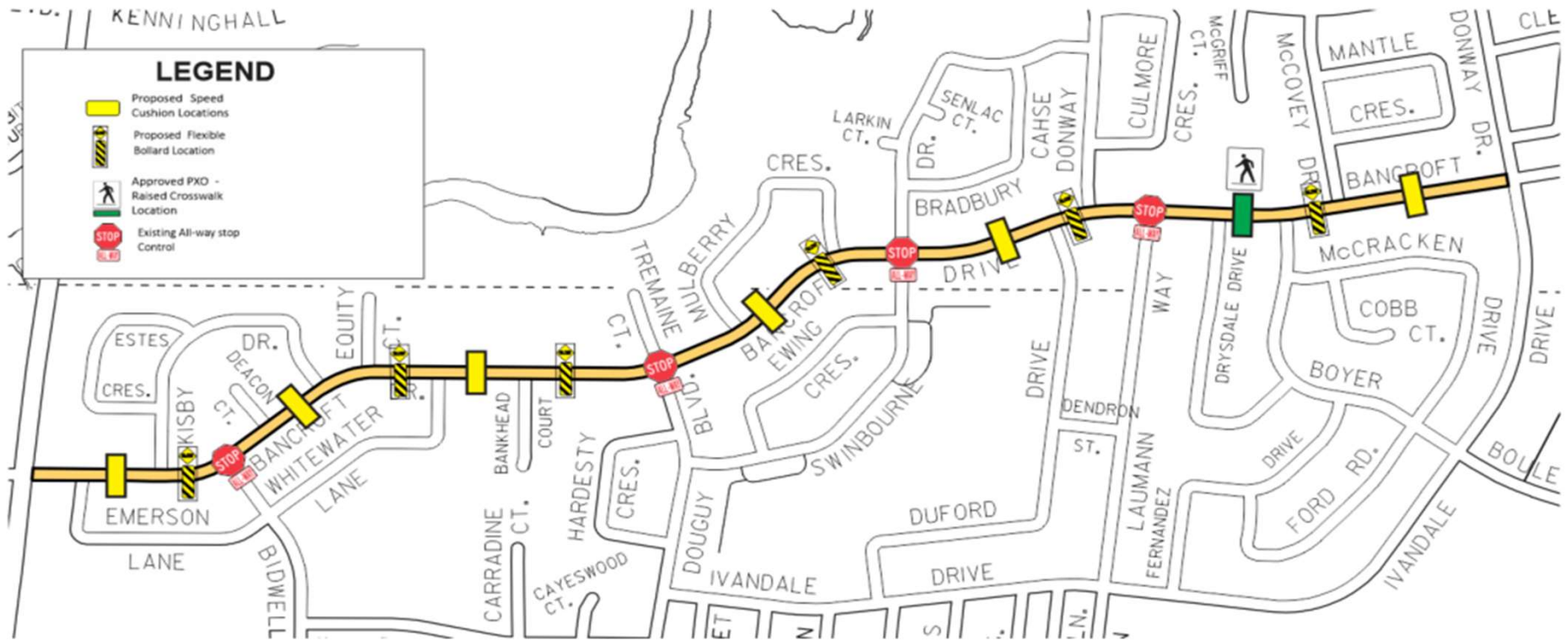
SPEED CUSHION DESIGN



- Raised area on a roadway that does not cover the entire width of the road
- Designed to accommodate wide wheel base of emergency vehicles (easy passage)
- Designed to discourage drivers from travelling at excessive speeds
- A series of speed cushions is more effective than a single installation
- Used on neighbourhood roads

BANCROFT DRIVE

PROJECT LIMIT – Ivandale Drive/Donway Drive to Creditview Road



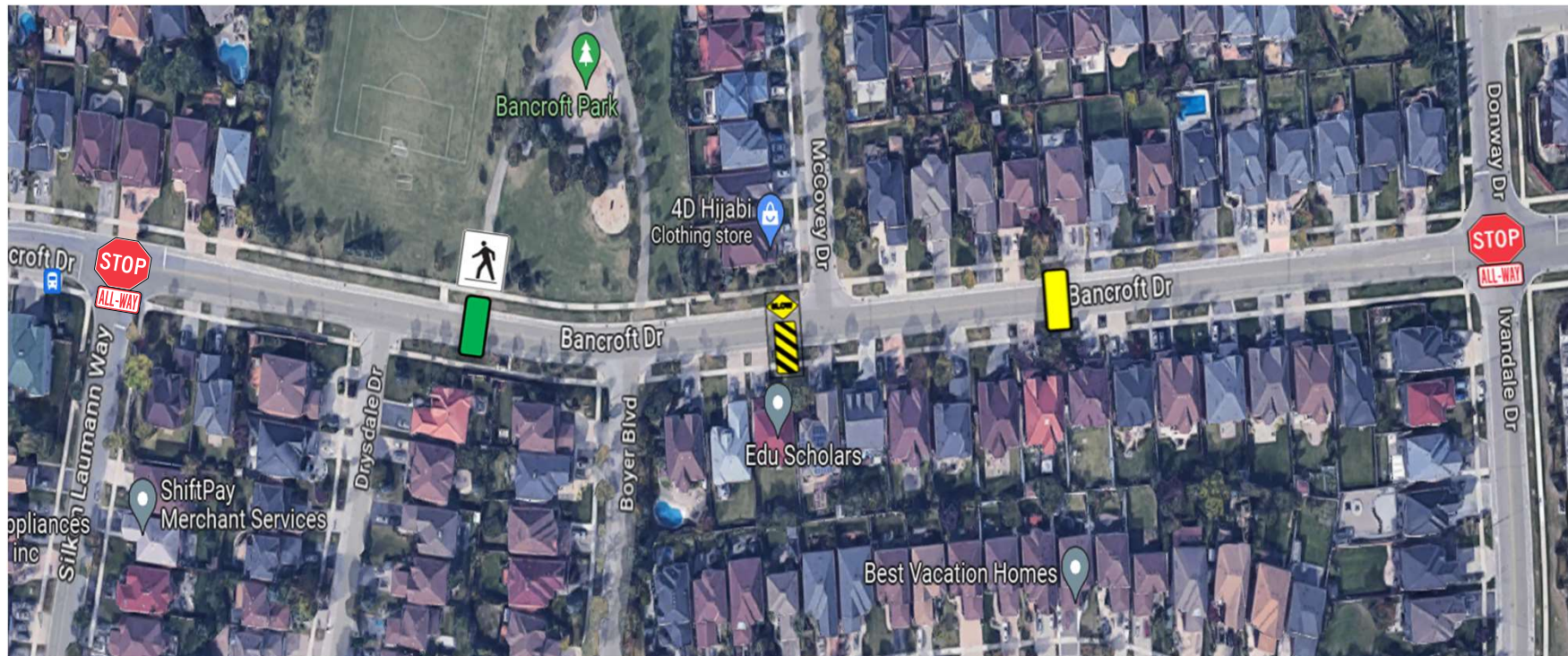
BANCROFT DRIVE


Design Criteria


- When selecting locations for speed cushions or flexible bollards, City staff aim to minimize the impact on local residents while ensuring appropriate spacing to achieve the desired operating speed.
- After the general spacing and layout of the traffic calming devices have been established, the final location of each device is determined by considering intersections, driveways, drainage, and utilities.


BANCROFT DRIVE


Ivandale Drive/Donway Drive to Silken Laumann Way



 Existing All-Way Stop control

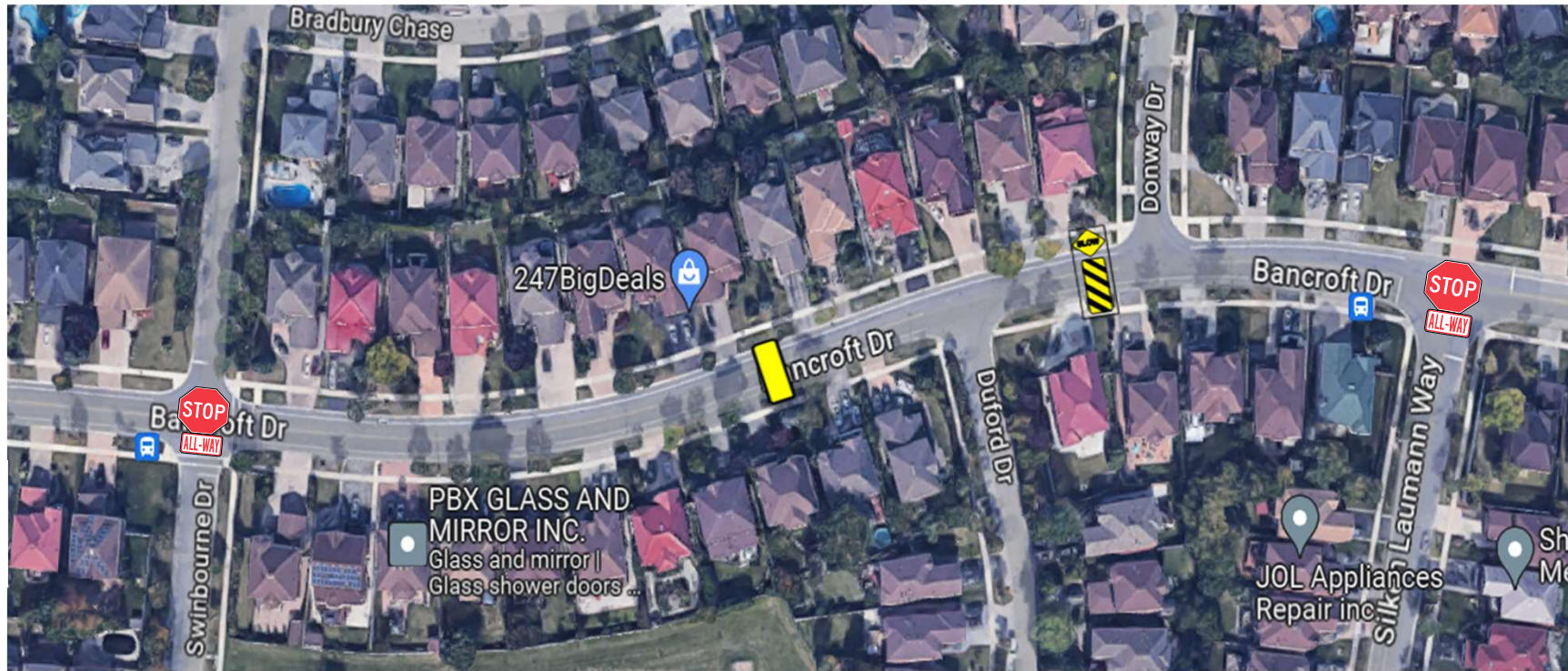
 Proposed Speed Cushion Locations


 Proposed Flexible Bollard Location

 Approved PXO - Raised Crosswalk Location

BANCROFT DRIVE

Silken Laumann Way to Swinbourne Drive





-  Existing All-Way Stop control
-  Proposed Speed Cushion Locations
-  Proposed Flexible Bollard Location


BANCROFT DRIVE

Swinbourne Drive to Douguy Boulevard



 Existing All-Way Stop control




 Proposed Speed Cushion Locations

 Proposed Flexible Bollard Location

BANCROFT DRIVE





Douguy Boulevard to Equity Court



-  Existing All-Way Stop control
-  Proposed Speed Cushion Location
-  Proposed Flexible Bollard Location

BANCROFT DRIVE

Equity Court to Creditview Road

-  Existing All-Way Stop control
-  Proposed Speed Cushion Locations
-  Existing Traffic Signal Control
-  Proposed flexible Bollard location

