

Figure 4.16a. Canadian Diagonal Diverter (in Metric Units).

Source: *Canadian Guide to Neighbourhood Traffic Calming*, 1998, p. 4-22. © Transportation Association of Canada. Used with permission.

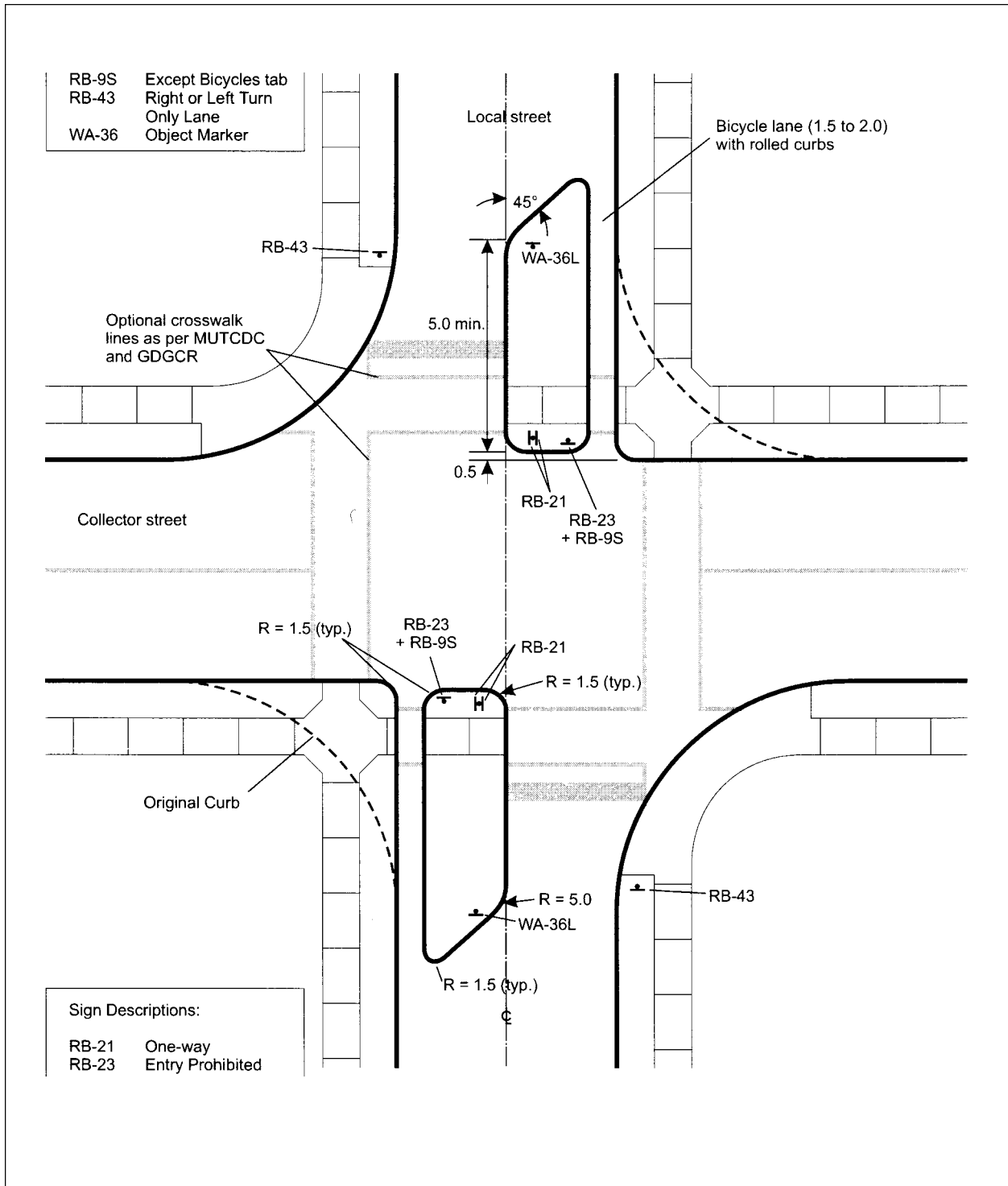


Figure 4.16b. Canadian Semi-Diverter (in Metric Units).

Source: *Canadian Guide to Neighbourhood Traffic Calming*, 1998, p. 4-20. © Transportation Association of Canada. Used with permission.

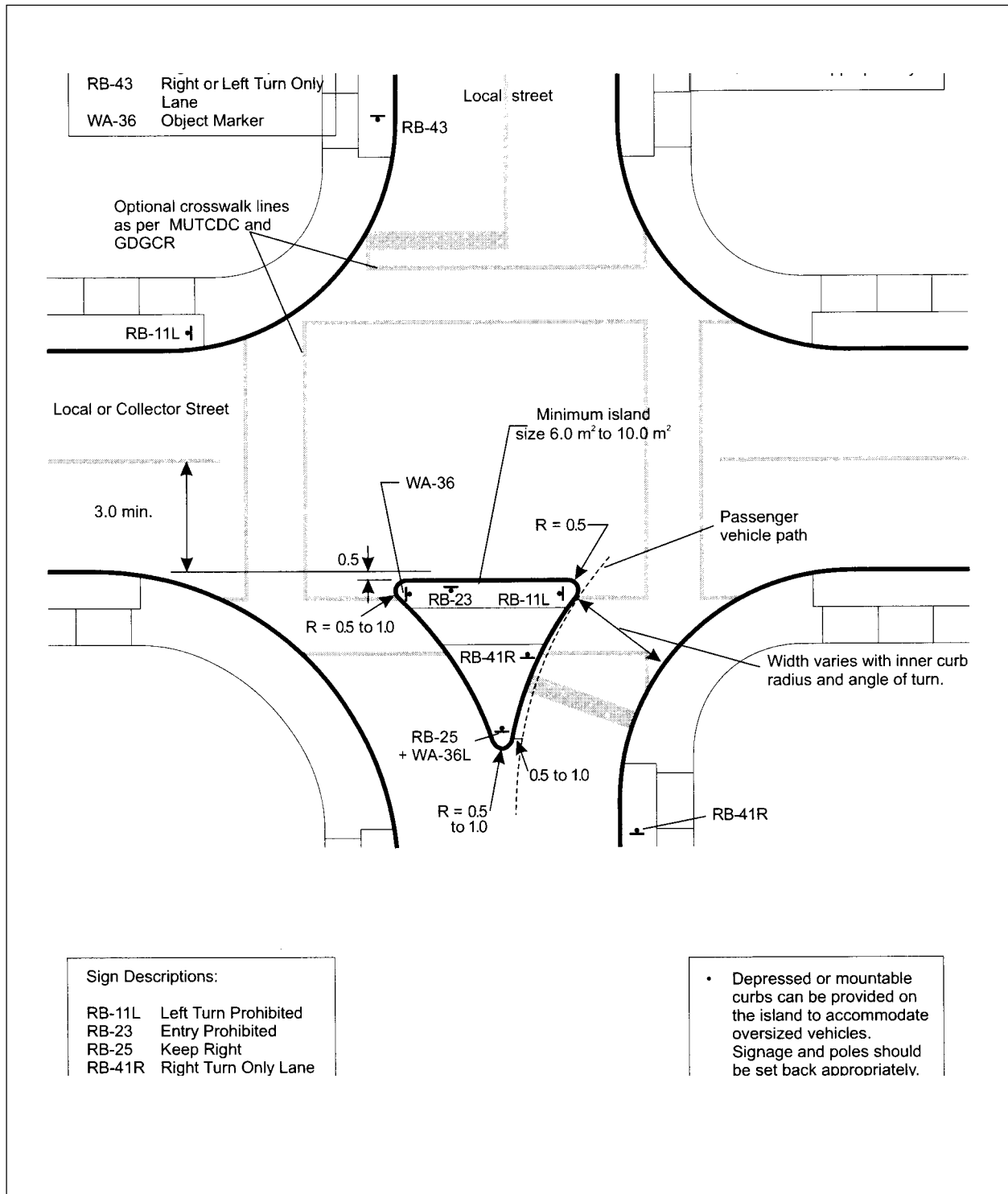


Figure 4.16c. Canadian Forced Turn Island (in Metric Units).

Source: *Canadian Guide to Neighbourhood Traffic Calming*, 1998, p. 4-28. © Transportation Association of Canada. Used with permission.

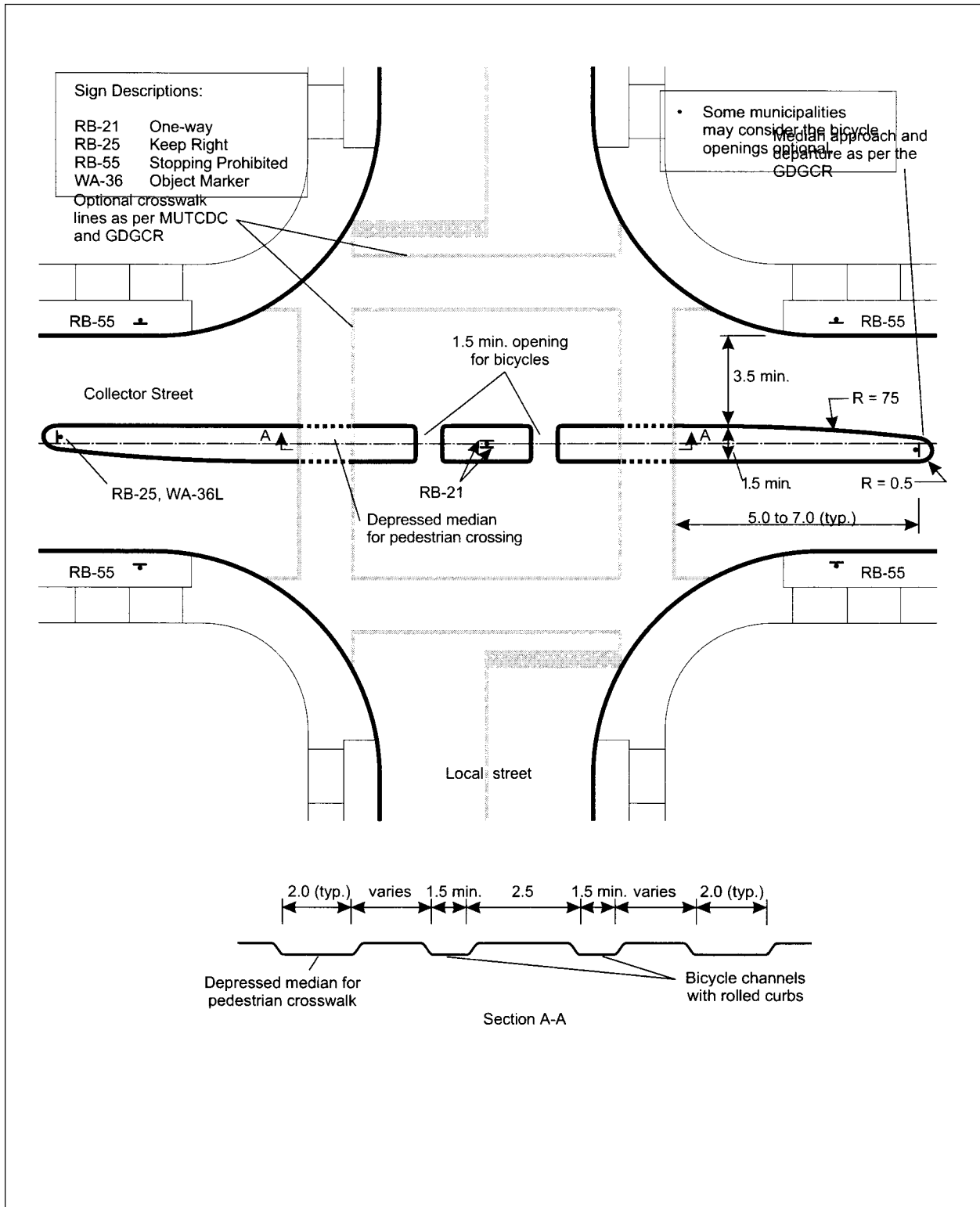


Figure 4.16d. Canadian Median Barrier (in Metric Units).

Source: *Canadian Guide to Neighbourhood Traffic Calming*, 1998, p. 4-27. © Transportation Association of Canada. Used with permission.

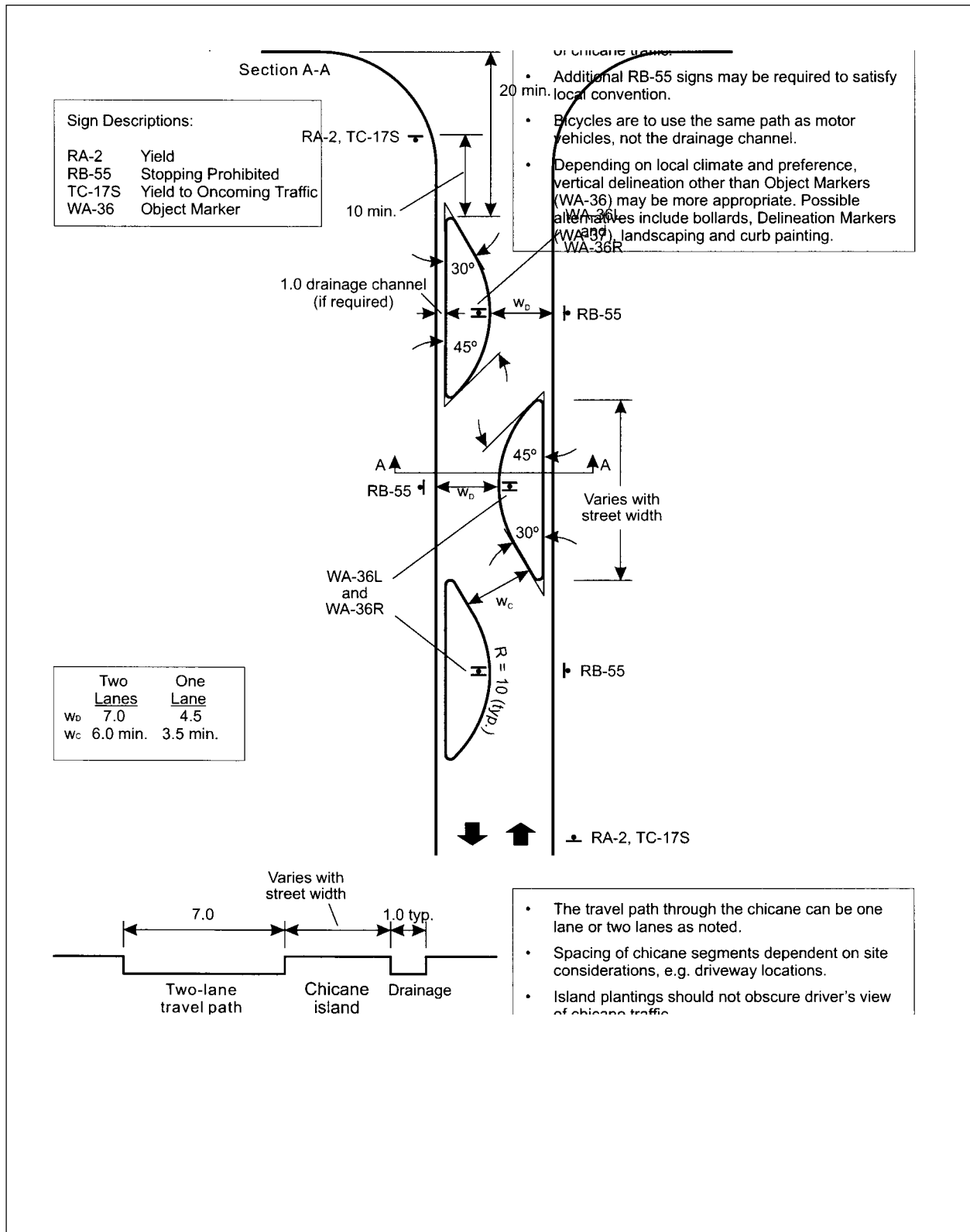
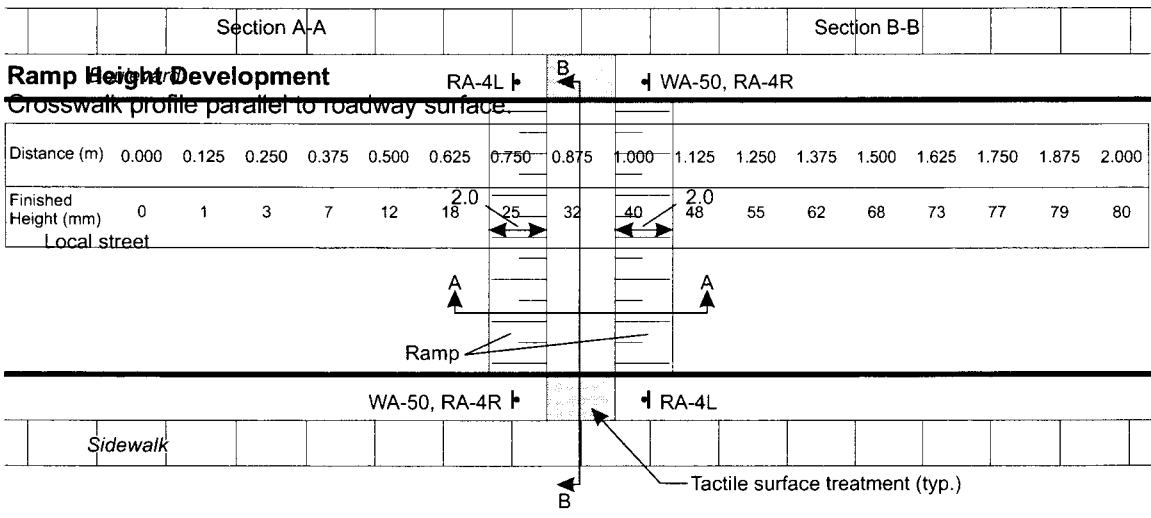


Figure 4.16e. Canadian Chicane (in Metric Units).

Source: *Canadian Guide to Neighbourhood Traffic Calming*, 1998, p. 4-10. © Transportation Association of Canada. Used with permission.



- Sign Descriptions:**
- RA-4 Pedestrian Crosswalk
  - WA-50 Speed Hump
- Catch basins are required on the uphill side of a raised crosswalk.
  - To satisfy the recommended curb-face height of 15 mm may require sidewalk reconstruction adjacent to the curb.

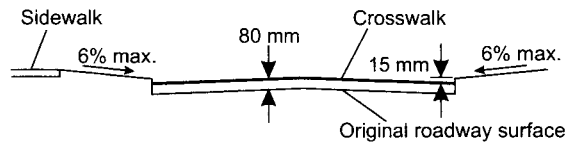
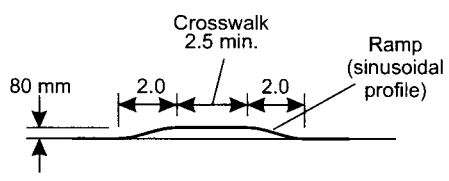
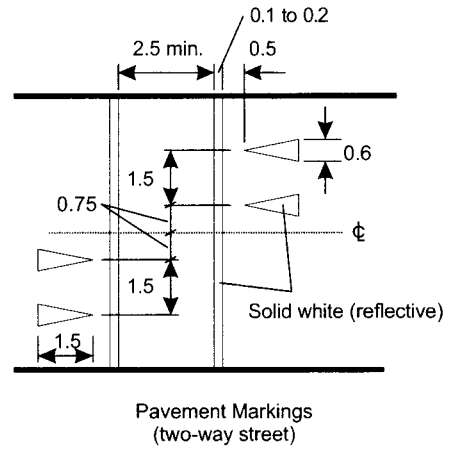


Figure 4.16f. Canadian Raised Crosswalk (in Metric Units).

Source: *Canadian Guide to Neighbourhood Traffic Calming*, 1998, p. 4-4. © Transportation Association of Canada. Used with permission.

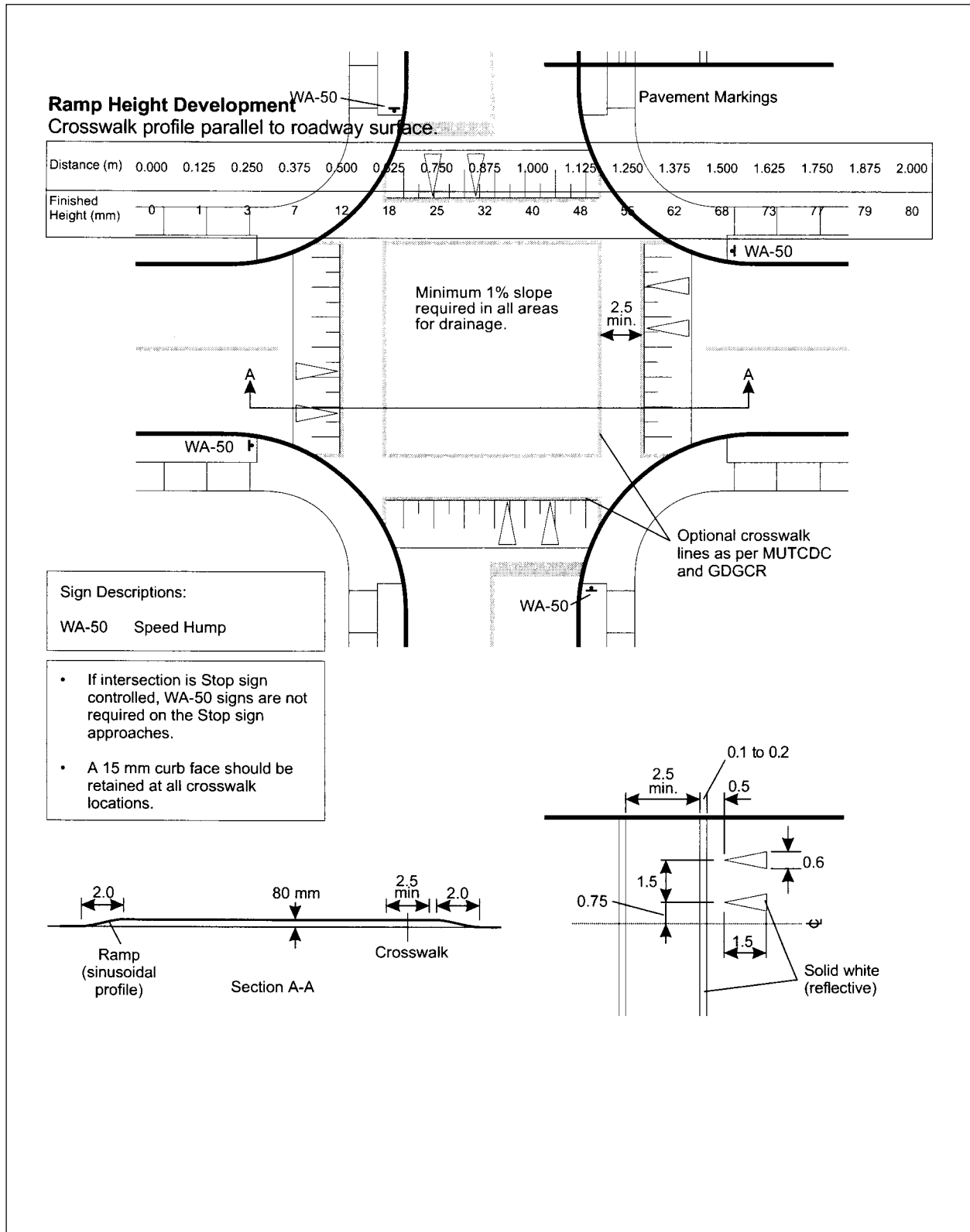


Figure 4.16g. Canadian Raised Intersection (in Metric Units).

Source: *Canadian Guide to Neighbourhood Traffic Calming*, 1998, p. 4-5. © Transportation Association of Canada. Used with permission.