



TRAFFIC CALMING POLICY

Town of Torbay

Title: Traffic Calming Policy	Internal/External
Department: Infrastructure and Public Works	Policy Number: TC- April 2024
Approval Date: April 29, 2024	Implementation Date: May 6, 2024
Revised Approval Date:	Revised Implementation Date:

Table of Contents

1.0 Background	2
1.1 What is Traffic Calming?	2
1.2 Traffic Calming Terms	2-3
2.0 Guidelines and Procedures	4
2.1 Step 1 – Initial Request for Traffic Calming Submitted to the Town	4
2.2 Step 2 – Request Evaluation Process	4
2.2.1 Evaluation Items	4-5
2.2.2 Thresholds and Criteria	5-7
2.3 Step 3 – Implement Traffic Calming Measures	8
2.3.1 Signage	8
2.3.2 Line Markings	8
2.3.3 Digital Radar Speed Signs	8
2.3.4 Raised Crosswalks	9
2.3.5 Speed Humps	10
2.4 Step 4 – Follow-up Evaluation	10
3.0 Policy Review	11
Appendix A	

1.0 Background

The Town's roads and residential streets are used by vehicles, pedestrians, cyclists and children. Users should be able to do so in a safe and appropriate manner, making the streets an enjoyable resource for all.

Just like many other municipalities, the Town of Torbay experiences issues with speeding, traffic volumes, unsupervised children, sightlines, etc. Where these issues exist, residents and users may request the Town to implement measures to mitigate risk.

Through this Traffic Calming Policy, the Town will ensure that controls are put in place in a consistent manner and where they do not result in an increased risk to public safety.

1.1 What is Traffic Calming?

Traffic calming is any measure used to improve the safety of roads for motorists, pedestrians, and cyclists. It is a useful tool to combat speeding, reckless driving, and other unsafe behaviors of drivers in neighborhoods. When done effectively, it can help provide safer, more enjoyable environments for pedestrians and motorists alike.

1.2 Traffic Calming Terms

Street Classifications – Streets within a municipality are often classified to describe their role and functionality in the road network system. There are three road classifications used by the Town of Torbay. These included Local Streets, Collector Streets and Arterial Streets.

Arterial Roadways – The primary function of an arterial roadway is to move traffic within the road network system. Typically, such streets are not eligible for the traffic calming process. This would include only the Torbay By-Pass Road.

Collector Streets – This would include Bauline Line, Indian Meal Line, Marine Drive, and Torbay Road.

Local Streets – This would be all roads throughout the Town of Torbay not including arterial roadways or collector streets.

ADT – Average daily traffic recorded on a roadway over a 24 hour period.

AADT – Average annual daily traffic on a roadway over a 24 hour period based data collected over a year.

VPD – Vehicles per day.

85th Percentile Speed – The speed separating the fastest 15% of vehicles from the slowest 85%. This speed is typically used by traffic professionals for a variety of reasons including to gauge the magnitude of a speeding problem.

Pedestrian Facilities – Typically include sidewalks and off-road trails.

Pedestrian Generators – Facilities that typically attract pedestrians; examples include parks, schools, and community centers.

Vulnerable Road Users – Vulnerable Road users can be defined as any non-motorist that uses the roadway, such as pedestrians and cyclists.

Through Traffic – Traffic that neither originates from nor is destined to a specific neighborhood. This would include traffic that uses a neighborhood street for convenience only.

Physical Traffic Calming Devices – These are physical devices, objects, or obstructions that are placed on the roadway or are a part of the roadway that cause traffic to slow down due to their consequences of discomfort or damage that could occur if motorists are not following traffic regulations or are not paying attention when driving.

TAC – Transportation Association of Canada.

2.0 Guidelines and Procedures

To implement traffic calming measures in a consistent and effective manner, the Town and residents will adhere to the following procedure:

- Step 1 – Initial Written Request for Traffic Calming to be Submitted to the Town
- Step 2 – Request Evaluation Process Completed
- Step 3 – Implement Traffic Calming Measures
- Step 4 – Evaluation of Traffic Calming Effectiveness

2.1 Step 1 – Initial Request for Traffic Calming Submitted to the Town

The first step in the traffic calming process is the initial request for traffic calming. Requests will be accepted year-round however assessments will only be performed between May 1st to September 30th of each year. Requests must be submitted to the Infrastructure and Public Works Department via email to publicworks@torbay.ca or can be dropped off at the Town Hall, using the “Traffic Calming Request Form” found digitally on the Town’s website or as a hard copy at the Town Hall. See Appendix A.

2.2 Step 2 – Request Evaluation Process Completed

Each traffic calming request that is received is evaluated by the Infrastructure and Public Works Department using the below evaluations and thresholds to ensure an effective and consistent approach to addressing these issues.

2.2.1 Evaluation Items

There is a variety of road signage that can alert motorists to various circumstances that may warrant a decrease in speed or special attention. These may include maximum speed signs, traffic calmed neighborhood signs, children at play signs, hidden driveway signs, etc. Evaluations will include a review of the following:

1. **Street classification** – The street classifications will be considered. Road Classification List is included in Appendix B.
2. **Presence of signage** – Evaluation/comparison of what signage is currently in place versus what the required signage is as per the TAC manual. Any deficiencies found with regards to signage will be rectified prior to testing and implementing any other traffic calming methods.
3. **Volume of pedestrian traffic/children** – Roads with high volumes of pedestrian traffic and children are more likely to require some form of traffic calming measure. This is commonly areas such as near schools, playgrounds, etc.
4. **Volume of vehicular traffic** – Roads with high volumes of vehicular traffic are more likely to require some form of traffic calming measure. This will be measured with a speed radar placed in the location of concern.

5. **Sightlines** – This will include an evaluation of sight distance at intersections blind turns, blind hills, hidden driveways, etc.
6. **Presence of pedestrian attractions** – Areas that have, or lead to, attractions where pedestrians typically travel are more likely to require some form of traffic calming. This is commonly areas such as playgrounds, open space/recreation areas, trailheads, schools, etc.
7. **Presence of pedestrian infrastructure** – Are there sidewalks or safe paths for pedestrians?
8. **Collision history** – Does the area have a high occurrence of collisions?

Physical traffic calming devices will not be permitted in the following locations/situations as per industry standard:

- **Road grade steeper than 8%** – Physical traffic calming devices in areas with a slope steeper than 8% can cause possible safety concerns, especially in certain weather conditions.
- **Arterial roadways or collector streets** – These roads are main thoroughfares or experience high volume of heavy truck traffic. Implementing physical traffic calming devices on these roads may have the opposite effect of mitigating risk.

2.2.2 Thresholds and Criteria

The following thresholds/criteria are put in place to screen out areas where traffic calming measures cannot be considered.

Table 1 – Initial Screening Criteria for Traffic Calming Requests

Criteria	Thresholds			Notes
	Local Streets	Collector Streets	Arterial Roadways	
Grade	< 8%			Traffic Calming is not permitted on roadways with grades exceeding 8%.
Collision History	3	6	n/a	Collision History involving Vulnerable Road Users should be greater than or equal to the values shown over a 3 year period.
Volume	600 vpd	3,000 vpd	n/a	Average Daily Volume should exceed minimum threshold volumes noted.
Speed	5 km/hr over posted speed	10 km/hr over posted speed	n/a	85th percentile speeds should exceed values for each classification of roadway.

Requests for traffic calming on roadways that are classified as Arterial Roadways within the Town’s street classification system will not be considered under the Town’s traffic calming policy. Traffic calming measures are not appropriate for use on this classification of roadway.

It should be recognized that Torbay Road, Bauline Line, Indian Meal Line and Marine Drive are classified as Collector Streets. For these roadways, any potential treatments resulting from the evaluations must include an appropriate traffic calming design solution which considers the function of these roads within the Town's network and will also require permits and approvals from the Department of Transportation and Infrastructure before proceeding.

Traffic calming requests for local streets and for collector streets must meet both the volume and speed criteria in Table 1. Requests that meet or exceed the collision threshold criteria shall be considered as having met the minimum initial screening criteria and override the volume and speed criteria. Figure 1 below illustrates a flow chart that can be used for screening the initial traffic calming requests.

Additionally, the Town commits to installing raised crosswalks in the area of trailheads for the safety of trail users.

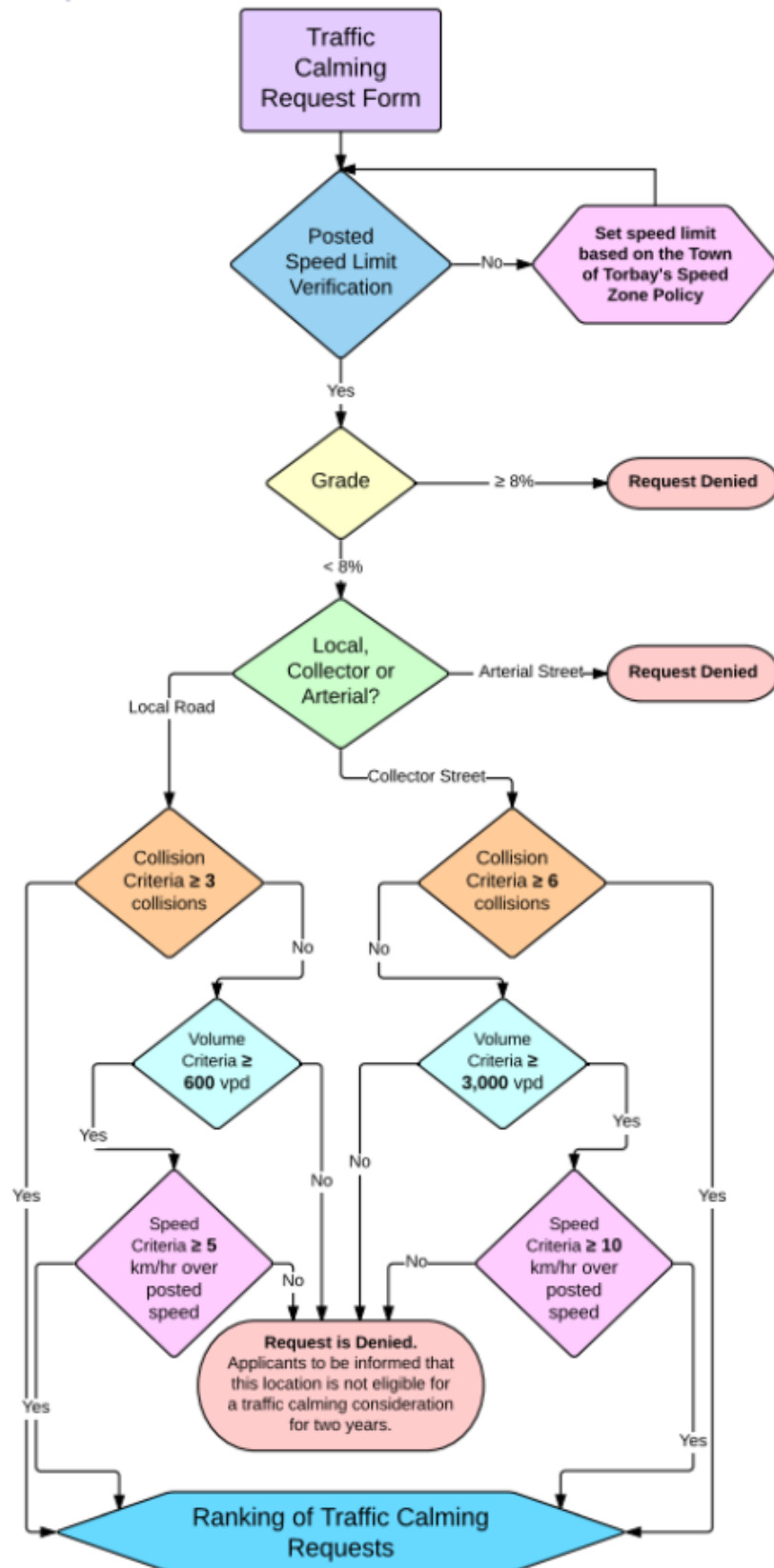


Figure 1 – Initial Screening Flow Chart for Traffic Calming Requests

2.3 Step 3 – Implement Traffic Calming Measures

Once the evaluation process has concluded, the Town will use the required data and information to determine what action is needed. The traffic calming measures will start with ensuring all required signage is posted. After this is completed, additional suggested measures (if any) will be implemented. The below traffic calming measures are the standards for the Town to use and will be used in priority sequence.

2.3.1 Signage

There is a variety of road signage that can alert motorists to various circumstances that may warrant a decrease in speed or special attention. These may include maximum speed signs, traffic calmed neighborhood signs, children at play signs, hidden driveway signs, etc.

The pros: Speed reductions and increased awareness.

The cons: Multiple signs in one area may be visually unappealing or decrease effectiveness.



2.3.2 Line Markings

Line markings can be used to alert motorists of where they are supposed to be driving as well as provide awareness. This can include such things as centerline painting, hatching, stop bars, crosswalks, etc.

The pros: Speed reductions and increased awareness.

The cons: Increased maintenance and can be visually unappealing.



2.3.3 Digital Radar Speed Signs

A digital speed sign uses radar to show motorists how fast they are going. They will typically flash to alert motorists that they are travelling above the speed limit.

The pros: Speed reductions and increased awareness.

The cons: High initial cost and increased maintenance.



2.3.4 Raised Crosswalks

A raised crosswalk is similar to a speed hump as it is a raised section on the road which requires motorists to slow down upon approach to avoid vehicular damage as well as causing awareness for pedestrians using the trails.

The pros: Speed reductions and traffic volume reductions.

The cons: Uncomfortable driving surface and increased noise levels.



2.3.5 Speed Humps

A speed hump is a raised section on the road which requires motorists to drive at a reduced speed to maintain a comfortable drive and prevent vehicular damage. These can be temporary or permanent in nature and should be the last measure considered when addressing traffic calming issues.

If the Town sees it necessary to install speed humps, the Town will first install temporary speed humps within the timeframe of May 1st to September 30th and complete testing to verify effectiveness. If effective, permanent speed humps will be installed within the same year or the next. If not effective, the location will need to be changed and retested until

The pros: Speed reductions and traffic volume reductions.

The cons: Uncomfortable driving surface and increased noise levels.



2.4 Step 4 – Follow-up Evaluation

Once the traffic calming measures have been implemented, the area will be re-evaluated to ensure that the measures were effective. If measures were deemed to be effective then the request is closed. If the measures were deemed to not have been effective, the request will go back to Step 3 and follow the process until the area meets acceptable levels.

3.0 Policy Review

This policy will be reviewed and updated annually to reflect new knowledge and/or experiences. This policy may be subject to revisions with the approval of Council.

Appendix A
Traffic Calming Request Form



The Town of Torbay

1288 Torbay Road, Torbay, NL A1K 1K4
Telephone: (709) 437-6532 | Fax: (709) 233-0100
Email: publicworks@torbay.ca

Request Number _____

Office Use Only

Date Received _____

Traffic Calming Request Form

Applicant: _____

Civic Address: _____

Home Phone: _____ Cell: _____ Email Address: _____

Area Information:

Area of concern: Residential Recreational Other: _____

Traffic concern: Speeding Sightlines Pedestrian Safety Collisions Other: _____

Detailed description of location (street name, landmark, house numbers, etc.):

Detailed description of issue (cause, severity, risks, etc.):

Detailed description of suggested traffic calming solution (as seen in the traffic calming policy):

Applicants are required to sign below to acknowledge that the Town of Torbay will review and assess the described area of concern as provided by the applicant alongside the Town's "Traffic Calming Policy".

Applicant Signature: _____

Date: _____

PLEASE REVIEW & SIGN

Collection, Use and Disclosure of Personal Information

Personal information means *recorded* information about an *identifiable* individual, including the individual's name, address or telephone number. The full definition of personal information can be found in Section 2 (u) of *ATIPPA*.

We may collect and retain personal information for a number of reasons.

Examples include:

- Permit Applications
- To communicate with you about our services
- To collect taxes
- To communicate any changes or disruptions in services

Any personal information will be collected in compliance with *ATIPPA*. Information will only be used for the intended purpose, a related purpose, or another use authorized by *ATIPPA*.

You should be aware that under these guidelines, personal information you provide may be disclosed in the following documents:

- An Access to Information Request, where the disclosure would not be an unreasonable invasion of privacy
- Correspondence tabled at a public meeting; or
- Public documents
 - Adopted Minutes
 - The Assessment Roll
 - Regulations
 - The Municipal Plan
 - Open Public Tenders
 - Financial Statements
 - Auditor's Reports
 - Adopted Budgets
 - Contracts
 - Orders
 - Permit
 - Any documents tabled at a public meeting

If you do not wish to have your personal information disclosed in a public document or tabled at a public meeting, please indicate this in your correspondence. We will take your concerns into account but cannot guarantee the information will not be disclosed. By signing you are giving permission for your personal information to be tabled with this application at a public meeting.

Signing of this document provides acknowledgement that you have read and understand the requirements of the *ATIPPA* legislation as well as the Town's application and permit process.

Print Name: _____

Signature: _____

Date: _____

