



Est. 1873

## REPORT TO MAYOR AND COUNCIL

<b>PRESENTED:</b>	SEPTEMBER 9, 2019 - REGULAR AFTERNOON MEETING	<b>REPORT:</b>	19-130
<b>FROM:</b>	ENGINEERING DIVISION	<b>FILE:</b>	5460-04
<b>SUBJECT:</b>	NEIGHBOURHOOD TRAFFIC CALMING UPDATE		

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### RECOMMENDATIONS:

**That** Council approve amendments to the “Neighbourhood Traffic Calming Policy” 05-110 to exempt locations fronting schools, as directed by Council, as shown on Attachment A; and

**That** Council consider, and if deemed acceptable, adopt additional amendments to exempt locations fronting playground zones, as suggested by staff, also reflected on Attachment A.

### EXECUTIVE SUMMARY:

The Township has numerous requests for traffic calming measures, with the priority being roads fronting schools and playground zones. The existing Neighbourhood Traffic Calming Policy No. 05-110 includes sections 4.3.3 and 4.3.4, which require 67% support of the neighbourhood through a ballot process and additional public consultation activities prior to the implementation of traffic calming measures.

At its Regular Evening Meeting on July 22, 2019, Council directed staff to bring forward revisions to the Policy that would exclude schools from the neighbourhood petition requirements; and further directed staff to proceed with traffic calming at four (4) or more locations fronting schools prior to the start of the 2019/20 school year. As directed, staff has commenced the implementation of traffic calming measures at five (5) locations fronting schools, which would result in 20 of the 28 public elementary and middle schools having traffic calming. The remaining eight (8) schools could be considered in future years, subject to Council approval of necessary funding.

Staff has also identified 30 existing playground zones, where 30 km/h speed restrictions are in effect, where similar considerations as those relating to school sites may be applied, subject to Council approval. Of these, 14 have been the subject of past requests for traffic calming and have been identified as a higher priority. In order to facilitate traffic calming at these locations, Council may wish to consider approving similar amendments as those affecting school sites to the Policy for playground zones.

Attachment A incorporates two separate sets of amendments to the current Neighbourhood Traffic Calming Policy, to firstly exempt locations fronting schools, as directed by Council; and secondly locations fronting playground zones as suggested by staff, from the neighbourhood ballot and petition requirements of the Policy.

Subject to Council approval, staff would evaluate remaining school and playground zones to identify highest priority locations for traffic calming for Council's consideration of approval as part of future year's budget processes.

### PURPOSE:

This report is in response to Council direction and seeks to amend the “Neighbourhood Traffic Calming Policy” No. 05-110, to exempt school and playground locations from the neighbourhood petition process requirements.

### BACKGROUND/HISTORY:

The Township has over 150 enquiries and requests for traffic calming on local and collector roads, with many of those on roads fronting 30 km/h school and playground zones. Neighbourhood Traffic Calming Policy No. 05-110 identifies suitable locations for traffic calming and the criteria to be used in the review process and prioritization, including public consultation and community support.

The traffic calming criteria in the policy prioritizes traffic calming measures on local and collector roads fronting school and playground zones due to the higher level of pedestrian activity and the presence of younger road users. The criteria also makes a distinction between “school and playground areas” which are posted at 50 km as compared to higher priority “school and playground zones” which are posted at 30 km/h.

The traffic calming review process includes public consultation with a ballot of the neighbourhood to determine if sufficient support is present to proceed with traffic calming. A minimum of 67% support from the respondents to the ballot is required in order to proceed with the traffic calming process. The review process, ballot process and other public consultation activities take substantial resources and time to complete which may increase costs and delay implementation.

### DISCUSSION/ANALYSIS:

At its Regular Evening Meeting of July 22, 2019 Council passed the following resolutions related to traffic calming directing staff to:

1. *Bring forward an amendment to the Council Policy 05-110 Neighbourhood Traffic Calming that excludes existing school site locations from Sections 4.3.3 and 4.3.4; and*
2. *Proceed with the installation of traffic calming measures for up to four (4) or more highest-priority existing school site locations (as funding permits) for improved child safety, as approved by Council within the 2019 budget, potentially completed by the start of the 2019-2020 school season.*

Staff reviewed all elementary and middle schools in School District 35 to prioritize locations for traffic calming. Of the 24 elementary schools and 4 middle schools in the Township, 15 already have traffic calming measures in place. Traffic calming measures are being implemented at five additional locations this year. The remaining 8 schools without traffic calming measures include:

School	Primary Road Frontage	Secondary Road Frontage
Noel Booth Elementary	Dead end Local – 35 Ave.	
Wix-Brown Elementary	Rural Minor Collector – 24 Ave.	
Glenwood Elementary	Major Arterial – 208 St.	Major Arterial – 24 Ave.
Willoughby Elementary	Major Arterial – 80 Ave.	Major Arterial – 208 St.
Topham Elementary	Minor Collector – 91 Ave.	Major Arterial – 216 St.
West Langley Elementary	Dead end local – 212 St.	
R.E. Mountain	Major Arterial – 202A St.	
Langley Fundamental Middle School	Local – 42 Ave.	Minor Collector – 212 St.

Schools fronting local or collector roads have physical measures such as speed humps, raised crosswalks and curb extensions. Schools fronting arterial roads have measures such as speed reader boards, fencing around the school and enhanced crossing facilities. Traffic calming measures can be implemented at the remaining schools, subject to funding and available resources, following past practices for local, collector and arterial road frontages.

Following Council's direction, staff is proposing revisions to the Neighbourhood Traffic Calming Policy, as shown in Attachment A and highlighted below:

Existing	Proposed
4.3.3 Community Support in the form of a minimum of 67% of the total number of respondents to a ballot of the study area is required to proceed to a detailed evaluation of the request.	4.3.3 Community Support in the form of a minimum of 67% of the total number of respondents to a ballot of the study area is required to proceed to a detailed evaluation of the request, <b>with the exception of roads fronting schools, which shall not be subject to these requirements.</b>
4.3.4 Upon receipt of and verification of sufficiency of community support a Public Review Process will be undertaken to consider appropriate methods of traffic calming for an area and to determine support for the options identified. As a minimum, this process will included advertisements in local papers outlining the proposed traffic calming measure(s).	4.3.4 Upon receipt of and verification of sufficiency of community support a Public Review Process will be undertaken to consider appropriate methods of traffic calming for an area and to determine support for the options identified. As a minimum, this process will included advertisements in local papers outlining the proposed traffic calming measure(s). <b>Roads fronting schools shall not be subject to these requirements.</b>

Staff recommend Council approve revisions to the "Neighbourhood Traffic Calming Policy No. 05-110" for schools, as shown above and presented on Attachment A to this report.

Optional Recommendation:

Excluding schools, there are currently 143 locations in the Township where traffic calming measures have been requested. Of these, 14 are in higher priority 30 km/h playground zones. Overall, there are 30 roads fronting playgrounds that are currently posted at 30 km/h playground zones. Staff proposes additional amendments to the Policy, as shown in Attachment A and highlighted and underlined below, to extend the exceptions to the Policy for schools to roads fronting playgrounds.

Existing	Proposed
4.3.3 Community Support in the form of a minimum of 67% of the total number of respondents to a ballot of the study area is required to proceed to a detailed evaluation of the request.	4.3.3 Community Support in the form of a minimum of 67% of the total number of respondents to a ballot of the study area is required to proceed to a detailed evaluation of the request, <b>with the exception of roads fronting schools <u>or playground zones</u>, which shall not be subject to these requirements.</b>
4.3.4 Upon receipt of and verification of sufficiency of community support a Public Review Process will be undertaken to consider appropriate methods of traffic calming for an area and to determine support for the options identified. As a minimum, this process will included advertisements in local papers outlining the proposed traffic calming measure(s).	4.3.4 Upon receipt of and verification of sufficiency of community support a Public Review Process will be undertaken to consider appropriate methods of traffic calming for an area and to determine support for the options identified. As a minimum, this process will included advertisements in local papers outlining the proposed traffic calming measure(s). <b>Roads fronting schools <u>or playground zones</u> are not subject to these requirements.</b>

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Staff recommend that Council consider and approve the alternative revisions to the “Neighbourhood Traffic Calming Policy No. 05-110” for schools and for playground zones, as shown above and presented as Attachment A to this report.

Respectfully submitted,

Paul Cordeiro  
MANAGER, TRANSPORTATION ENGINEERING  
for  
ENGINEERING DIVISION

ATTACHMENT A      Revised Neighbourhood Traffic Calming Policy No. 05-110  
(Council directed amendments highlighted / staff recommended amendments,  
highlighted and underscored)



## COUNCIL POLICY

**Subject: Neighbourhood Traffic Calming**

<b>Policy No:</b>	<b>05-110</b>
<b>Previous Policy No:</b>	<b>05-763</b>
<b>Approved by Council:</b>	<b>1999-02-15</b>
<b>Revised by Council:</b>	<b>2004-04-05</b>
<b>Revised by Council:</b>	<b>2009-10-19</b>
<b>Revised by Council:</b>	<b>2012-09-17</b>
<b>Revised by Council:</b>	<b>2016-05-30</b>

### 1. Purpose

- 1.1. To define the criteria and conditions to evaluate the installation and removal of traffic calming measures in neighbourhoods.

### 2. Background

- 2.1. The Township regularly receives requests for the implementation and the removal of traffic calming measures in neighbourhood areas. This policy will set the criteria for the review, implementation and monitoring of traffic calming measures.

### 3. Related Policy

- 3.1. Township of Langley Subdivision and Development Servicing Bylaw 2011 No. 4861 in conjunction with the Master Transportation Plan Road Classifications Map.
- 3.2. Highway and Traffic Bylaw 2010 No. 4758 and amendments thereto.
- 3.3. Motor Vehicle Act (1996 c.318) of the B.C. Motor Vehicle Traffic Legislation Manual and amendments thereto.

### 4. Policy

#### 4.1. Suitable Locations:

- 4.1.1. Traffic calming will not be considered on arterial roads.
- 4.1.2. Traffic calming will not be considered on collector roads except as outlined in the table in section 4.1.5.
- 4.1.3. Traffic calming requests may be considered on local roads or lanes at the discretion of the Municipal Engineer subject to the criteria outlined in this policy.
- 4.1.4. Study area will depend on the location and extent of the traffic calming measures proposed and must include a review of adjacent roads that may be impacted by a shift of traffic.
- 4.1.5. Allowable forms of traffic calming are outlined in the following table:

Traffic Calming Device	Road Classification				
	Major Collector	Major collector by School or Park	Minor Collector	Minor Collector by School or park	Local/Lane
<b>Vertical Deflection</b>					
Raised Crosswalk		✓	✓	✓	✓
Raised Intersection		✓	✓	✓	✓
Rumble Strip	✓	✓	✓	✓	✓
Sidewalk Extension					✓
Textured Crosswalk	✓	✓	✓	✓	✓
Speed Hump		✓	✓	✓	✓
<b>Horizontal Deflection</b>					
Chicane					✓
Curb Extension	✓	✓	✓	✓	✓
Curb Radius Reduction			✓	✓	✓
On Street Parking	✓		✓		✓
Raised Median Island	✓	✓	✓	✓	✓
Traffic Circle		✓	✓	✓	✓
<b>Obstruction</b>					
Directional Closure					✓
Diverter					✓
Full Closure					✓
Intersection Channelization		✓		✓	✓
Raised Median through Intersection	✓	✓	✓	✓	✓
Right-In/Right-out Island	✓	✓	✓	✓	✓
<b>Signage<sup>1</sup></b>					
Right (Left) Turn Prohibited	✓	✓	✓	✓	✓
One Way	✓	✓	✓	✓	✓
Traffic Calmed Neighborhood	✓	✓	✓	✓	✓
<sup>1</sup> Signage must follow guidance of the Manual of Uniform Traffic Control Devices for Canada  Key ✓ May be considered					

**4.2. Initiation:**

- 4.2.1. Requests for the installation or removal of traffic calming will be initiated by written request(s) from resident(s) or business owner(s) or by Township initiative.

**4.3. Review Process**

- 4.3.1. The eligibility of the road for traffic calming will be assessed by the Municipal Engineer.
- 4.3.2. If the location is eligible for consideration for traffic calming the study area will be defined and the person(s) requesting traffic calming contacted. The person(s) requesting traffic calming will be provided with a plan showing the proposed affected area, and appropriate forms, and requested to contact the property owners within the study area for their support.

***Changes requested by Council***

- 4.3.3. Community Support in the form of a minimum of 67% of the total number of respondents to a ballot of the study area is required to proceed to a detailed evaluation of the request, **with the exception of roads fronting schools, which shall not be subject to these requirements.**

***Additional changes to be considered by Council:***

Community Support in the form of a minimum of 67% of the total number of respondents to a ballot of the study area is required to proceed to a detailed evaluation of the request, with the exception of roads fronting schools **or playgrounds**, which shall not be subject to these requirements.

***Changes requested by Council***

- 4.3.4. Upon receipt of and verification of sufficiency of community support a Public Review Process will be undertaken to consider appropriate methods of traffic calming for an area and to determine support for the options identified. As a minimum, this process will included advertisements in local papers outlining the proposed traffic calming measure(s). **Roads fronting schools shall not be subject to these requirements.**

***Additional changes to be considered by Council:***

Upon receipt of and verification of sufficiency of community support a Public Review Process will be undertaken to consider appropriate methods of traffic calming for an area and to determine support for the options identified. As a minimum, this process will included advertisements in local papers outlining the proposed traffic calming measure(s). Roads fronting schools **or playground** zones are not subject to these requirements.

- 4.3.5. Council will be informed of the installation of the traffic calming measures.

**4.4. Criteria:**

- 4.4.1. Road Classification
- 4.4.2. Traffic volume.
- 4.4.3. Non-local traffic short cutting through a neighbourhood.
- 4.4.4. The 85 percentile speed.
- 4.4.5. Accident history.
- 4.4.6. Pedestrian activity.
- 4.4.7. Land Use.
- 4.4.8. Proximity to schools and parks
- 4.4.9. Traffic calming measures must not have a negative effect on overall traffic safety or emergency vehicle access
- 4.4.10. Cycling routes and proximity to transit routes
- 4.4.11. Routes to schools

- 4.4.12. Presence of sidewalks
- 4.1.13. Nearby arterial road improvements
- 4.1.14. Traffic diversion potential

- 4.5. If appropriate, approved traffic calming measures shall be installed on a temporary basis and be subject to a six month trial basis to determine the effectiveness and allow time for evaluation by staff, emergency service providers and residents.
- 4.6. Installation will be subject to availability of funding.
- 4.7. Priorities for installations will be determined by a comparison of the criteria in section 4.4.

**4.8. Removal of traffic calming:**

- 4.8.1. The eligibility for removal of a traffic calming, will be assessed by the Municipal Engineer.
- 4.8.2. If the location is considered eligible for the removal of traffic calming, the study area will be defined and the person(s) requesting the removal of traffic calming contacted. The person(s) requesting removal traffic calming will be provided with a plan showing the proposed affected area, and appropriate forms, and requested to contact the property owners within the study area for their support.
- 4.8.3. Community support in the form of a minimum of 67% of the total number of respondents to a ballot of the study area is required to proceed to a detailed evaluation of the request.
- 4.8.4. Upon receipt of and verification of sufficiency of community support, a Public Review Process will be undertaken to consider appropriate methods of removal of traffic calming for the area and to determine support for the option(s) identified.
- 4.8.5. Council will be informed of the removal of the traffic calming measures.
- 4.8.6. The Municipal Engineer, at his discretion, may remove any traffic calming measure that is deemed to be inappropriate or poses a threat to the safety of the traveling public. Council will be informed of the removal of the traffic calming measure.