



# REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: **Updating Traffic calming Policy No. CO-47**

File #: 5210.00

Doc #:

From: Hirod Gill  
Manager of Engineering Services

Date: June 15, 2020

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## RECOMMENDATION:

THAT the amended City of Langley Traffic Calming Policy No. CO-47 be approved.

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## PURPOSE:

The purpose of the report is to update the City of Langley Traffic Calming Policy No. CO-47.

## POLICY:

Traffic Calming Policy No. CO-47

## COMMENTS/ANALYSIS:

Traffic speeds and related issues can be a concern for residents on neighbourhood streets. Staff receive many requests for traffic calming to address speeding, short-cutting, and safety for pedestrians, cyclists, and motorists.

The City's current traffic calming policy requires staff, upon receiving a single traffic calming complaint, to investigate whether traffic calming is warranted, and if so, then select the most appropriate traffic calming measure for implementation. The current practice for traffic calming implementation is for staff to seek Council's approval on the proposed traffic calming measure for that specific area. The latter has been a practice in the City, though is not specifically required in the policy.

Traffic complaint investigation and implementation require significant staff time. It starts with site visits, establishing traffic speed and volume counts, turning movement

counts, etc., and ends with analyzing the data to find out whether a traffic calming measure is warranted .

Most traffic calming requests do not meet the required criteria (i.e., speed, volume, and collision statistics, etc.) to warrant a traffic calming measure. Complaints are sometimes caused by a single incident, which in itself would not warrant traffic calming or a resident who believes speed is an issue but upon checking it does not meet the threshold of 15% of vehicles exceeding 10 km/h over the posted speed limit. These cases have resulted in having rather long traffic investigation backlogs, which consume staff time, the department's budget, and the traffic investigation outcomes would often result in finding no traffic calming measures are warranted.

With the current allocated budget and staffing level in mind, staff recommend that traffic calming investigations are initiated only when there are enough public support for the received traffic related complaints. That could be achieved by requiring a minimum number of residents in the neighbourhood be in agreement with the complainant..

It is noted that traffic calming is already added in front of every school in the City.

***Proposed Additions to the City's Traffic Calming Policy No. CO-47:***

The main purpose of any traffic calming measures is to reduce vehicle speeds where the majority of traffic is driving inappropriately. It is not intended to address locations where a small number of motorists are speeding; enforcement is the more appropriate response in those cases. Support from the neighbourhood is also desired to avoid single person requests. For this reason it is recommended that the Policy be updated.

Appendix A includes the existing Traffic calming Policy No. CO-47. The following summarizes the proposed Traffic Calming Policy updates to the City's No. C-47:

1- Percentage of residents requesting traffic calming:

*Current policy*

A traffic calming investigation would be initiated upon a resident's request.

*Proposed policy*

A traffic calming investigation is initiated when at least 50% of the residents living in the benefiting area (or 10 residents, whichever is lower) are in support. This criterion is comparable with higher thresholds in the following cities':

Municipality	Minimum Threshold to Initiate Traffic Calming Investigations	Minimum Threshold to implement the proposed Traffic Calming Measure(s)
City of Vancouver	For Traffic Hump <sup>1</sup> : Support from at least 30% of the neighbours (or 12 residents).	Support from at least 50% of those participated in the petition.
City of Surrey	Support from at least 40% of the residents in the affected area (or 10 households)	Support from at least 67% of the those participated in the petition.
City of Burnaby	For Traffic Hump <sup>2</sup> : Support from at least 50% of the residents that have petitioned	Speed humps are administered under the Local Area Service Program, and their installation is cost-shared between property owners (30%) and the City (70%).
City of Maple Ridge	Support from at least 75% of the residents in the affected area	Support from at least 67% of the residents in the affected area.
Township of Langley	Initiate and prioritize the complaint from a resident <sup>3</sup>	<ol style="list-style-type: none"> <li>1. The Township will hold an open house for traffic calming, including the display of potential traffic calming options and opportunities for public input.</li> <li>2. Depending on the level of support and community input, there may be: <ol style="list-style-type: none"> <li>a. additional refinements and open houses, or</li> <li>b. construction may begin with notification of Township Council.</li> </ol> </li> </ol>

- 1- The minimum threshold applies to traffic hump installation only, as the City will pay for it. For all other traffic calming measures, the neighbours are required to pay and as such no minimum threshold to initiate the investigation is set.
- 2- Currently the City of Burnaby does not have a formal process for residents to initiate a petition or contribute towards the installation of other traffic calming measures such as curb bulges, median, etc.
- 3- Township of Langley is considering an update to their policy to also require a minimum number of residents' support before initiating an investigation.

## 2- Traffic Assessment Criteria:

### *Current policy*

Does not set any criteria. Having said that, staff follow traffic engineering's best practices and guidelines to implement traffic calming measures.

*Proposed policy*

No changes in the current assessment criteria are proposed.

3- Traffic Calming Plan Development, Timing, and Support

*Current policy*

Does not set any criteria, but an open house was held to assess whether residents are in favour of the proposed traffic calming measure(s). With this information in hand, staff then asked Council's approval to implement it.

*Proposed policy*

Traffic calming can be controversial, and as such, the recommended policy requires general support of at least 50% of all residents of the benefitting area. Prioritization of traffic calming project locations will be based on the how high they score in the ranking criteria noted in the policy.

After receiving the required minimum support threshold from the petitioners, meeting the priority ranking and subject to sufficient capital budget, Council would be informed of the selected traffic calming measure(s) and its schedule for implementation.

Appendices A & B include the existing and amended Traffic Calming Policy.

**BUDGET IMPLICATIONS:**

None.

**ALTERNATIVES:**

Do not approve the propose update to Traffic Calming Policy CO-47.

Respectfully Submitted,



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Hirod Gill, P.Eng.  
Manager of Engineering Services



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Rick Bomhof, P.Eng.  
Director of Engineering, Parks & Environment

Appendix A: Existing Traffic Calming Policy No. CO-47

Appendix B: Amended Traffic Calming Policy No. CO-47

**CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**

I support the recommendation.




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Francis Cheung, P. Eng.  
Chief Administrative Officer

## APPENDIX A: Existing Traffic Calming Policy No. CO-47

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	Title: <b>Traffic Calming Policy</b>	Policy No: CO-47
	Category: Council	Classification: n/a

### 1. Purpose:

To define guiding goals and principles regarding the installation and removal of traffic calming measures in neighborhoods. This policy replaces EN-32 Traffic Calming Criteria Policy.

### 2. Scope:

The Engineering Department regularly receives requests for the implementation and the removal of traffic calming measures in neighbourhood areas. This policy will guide the process for the review, implementation and removal of traffic calming measures.

### 3. Policy Statement:

- 1) Traffic calming will not be considered on arterial roads.
- 2) Traffic calming will not be considered on collector roads except where fronting elementary schools and parks.
- 3) Traffic calming requests may be considered on local roads or lanes at the discretion of the Director of Engineering subject to the criteria outlined in this Traffic Calming Procedure document.
- 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. Goals

The two primary goals of traffic calming are to:

- 1) Enhance safety by reducing the potential for and lessening the consequences of conflicts between road users, and
- 2) Preserve neighbourhood livability by reducing the negative impacts of short-cutting or speeding traffic.

Although the traffic issues in each neighbourhood are unique, the general objectives of traffic calming are to:

- 1) Reduce vehicle speeds.
- 2) Discourage short-cutting through residential streets and lanes by non-local traffic.
- 3) Reduce traffic volumes where they exceed what would typically be expected.
- 4) Minimize conflicts between street users.
- 5) Enhance the neighbourhood environment.

## APPENDIX A: Existing Traffic Calming Policy No. CO-47

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### 5. Principles

- Involve the community
- Identify and Quantify the problem
- Use Self Enforcing measures
- Target Automobiles only

### 6. Definitions:

Traffic Calming - The combination of mainly physical measurements that reduce the negative effects of motor vehicle use, alter driver behaviour, and improve conditions for non-motorized street users.

Affected Residents – An affected resident is a resident that lives on the street under study within the limits of the block or blocks being considered for traffic calming.


### References

Policy Number:	<b>CO-47</b>
Policy Owner:	<b>Engineering</b>
Endorsed by:	<b>Senior Management Team</b>
Final Approval:	<b>Council</b>
Date Approved:	<b>September 29, 2014</b>
Revision Date:	
Amendments:	
Related Policies:	
Related Publications:	<b>Traffic Calming Procedures</b>

### Contact Person:

Contact Person: Kara Jefford  
Position: Manager of Engineering Services  
Phone: 604-514-2929  
Email: [kjefford@langleycity.ca](mailto:kjefford@langleycity.ca)

# APPENDIX B: Amended Traffic Calming Policy No. CO-47

	Title: <b>Traffic Calming Policy</b>	Policy No: CO-47
	Category: Council	Classification: n/a

## 1. Purpose:

To define guiding goals and principles regarding the installation and removal of traffic calming measures on City of Langley roadways. This policy replaces EN-32 Traffic Calming Criteria Policy.

## 2. Scope:

The Engineering, Parks & Environment Department regularly receives requests for the implementation and/or the removal of traffic calming measures in neighbourhood areas. This policy will guide the process for the review, implementation and removal of traffic calming measures.

## 3. Definitions:

### *Benefiting Area*

means the geographical area that will benefit from implementing traffic calming. The benefiting area shall, at the minimum, be comprised of one block of the road for which traffic calming is requested. In all cases, the City Engineer shall finalize the boundaries of a benefiting area.

### *City*

means City of Langley.

### *City Engineer*

means the Director of Engineering, Parks, & Environment or designate.

### *Petition Organizer*

means the person making the request for traffic calming on behalf of the residents living within the benefiting area.

### *Traffic Calming Measures*

means measures intended to encourage safe driving by slowing driving speeds, and reducing traffic volume to achieve driver behaviours that are appropriate within the context of a road's intended use. These measures are used where the majority of traffic is driving inappropriately. It is not intended for locations where only a few motorists are speeding.

## 4. Policy Statement:

- 1) All Traffic Calming Measures installed in the City shall conform to the standards established in the Transportation Association of Canada's (TAC) - Canadian Guide to Traffic Calming, as amended from time to time.



## APPENDIX B: Amended Traffic Calming Policy No. CO-47

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- 2) Traffic Calming Measures will not be considered on arterial roads.
- 3) Traffic Calming Measures in the form of vertical deflection (e.g., speed hump, raised crosswalk, etc.) will not be considered on collector roads except where fronting elementary schools and parks.
- 4) Traffic Calming Measures may be considered on local roads or lanes at the discretion of the City Engineer, subject to the criteria outlined in this Traffic Calming Policy.
- 5) The 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.

### 5. Goals

The two primary goals of traffic calming are to:

- 1) Enhance safety by reducing the potential for and lessening the consequences of conflicts between road users, and
- 2) Preserve neighbourhood livability by reducing the negative impacts of short-cutting and/or speeding traffic.

Although the traffic issues in each neighbourhood are unique, the general objectives of traffic calming are to:

- 1) Reduce vehicle speeds to match the road's approved speed limit.
- 2) Discourage short-cutting through residential streets and lanes by non-local traffic.
- 3) Reduce traffic volumes where they exceed what would typically be expected.
- 4) Minimize conflicts between street users.
- 5) Enhance the neighbourhood environment.

### 6. Principles

- Engage the community.
- Identify and quantify the problem in a data driven manner.
- Use road design and physical traffic calming measures to mitigate traffic issues.
- Target vehicles only.

### 7. General Public Traffic Calming Requests:

Public traffic calming requests must have general support of the residents living within the project's Benefitting Area.

## APPENDIX B: Amended Traffic Calming Policy No. CO-47

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The petition organizer must use the City petition form (Attachment #1) to make a formal request, signed by residents of parcels located in the Benefitting Area (based on one vote per parcel).

### **8. Traffic Calming Investigation Process**

The following are the required steps for general public traffic calming requests, Advancement to the next step only occurs when the criteria is met.

#### **Step 1 – Initiation:**

To determine neighborhood interest for Traffic Calming Measures, the Petition Organizer must collect signatures, showing at least 50% of the residents in the Benefitting Area (or 10 residents, whichever is lower) within the Benefitting Area are in support of the request to investigate Traffic Calming Measures.

#### **Step 2 – Assessment:**

Staff will undertake a traffic study which will, at the minimum, include vehicle speeds, traffic volumes, road classification, and collision history. For speed related concerns.

If the minimum warranty threshold is not met staff will document and notify the residents of the findings and that the implementation of Traffic Calming Measures will not be occurring.

#### **Step 3 – Traffic Calming Plan Development & Support:**

A traffic calming plan will be developed and the participating residents within the Benefitting Area will be contacted (by email or phone) to determine if it is supported by at least 50% of all residents in the benefiting area.

#### **Step 4 – Prioritization:**

All warranted Traffic Calming Measures within 150 m of schools and playgrounds will have the highest priority for implementation. The criteria set in Table 1 will be used for all other locations to prioritize traffic calming implementation.

Traffic Calming Measures at areas with the higher total points will be implemented first.

#### **Step 5 - Implementation**

Upon receiving residents' minimum threshold support of 50%, staff shall inform the City Council of the residents' supported Traffic Calming Measure and its priority level. The Traffic Calming Measure implementation timing will depend on its priority level and budget availability.

## APPENDIX B: Amended Traffic Calming Policy No. CO-47

TABLE 1: CRITERIA TO PRIORITIZE TRAFFIC CALMING PROJECT IMPLEMENTATION TIMING

Criteria	Points	Basis for Points
Speed	40	85 <sup>th</sup> percentile vehicle speeds: <ul style="list-style-type: none"><li>• From 1 km to 10 km above speed limit: 1 point for every km</li><li>• From 11 km above speed limit: 3 points for every km, up to a maximum of 40 points</li></ul>
Sidewalks	20	Street has no sidewalks physically separating pedestrians from vehicles
Bike Route	20	Street is a bike route, but has no separated bike lanes
Traffic Volume	10	Average daily traffic (varies based on road classification) <ul style="list-style-type: none"><li>• 10 – Local &gt; 750 vehicles per day</li><li>• 5 – Local &gt; 500 vehicles per day</li><li>• 10 – Collector &gt;3,000 vehicles per day</li><li>• 5 – Collector &gt; 1,500 vehicles per day</li></ul>
Crash History	10	Greater than 1 preventable accident per year for the last 5 years (based on ICBC data)
<b>Maximum total points: 100</b>		

### References

Policy Number:	<b>CO-47</b>
Policy Owner:	<b>Engineering</b>
Endorsed by:	<b>Senior Management Team</b>
Final Approval:	<b>Council</b>
Date Approved:	<b>September 29, 2014</b>
Revision Date:	<b>May 25, 2020</b>
Amendments:	
Related Policies:	

## Petition for Traffic Calming

# Attachment #1

## Petition for Traffic Calming

Prior to submitting a traffic calming request form please read the City Traffic Calming Policy CO-47 (<https://city.langley.bc.ca/city-services/bylaws-policies>) carefully to familiarize yourself with the City's required traffic calming investigation procedure.

Please also be aware that traffic calming measures (usually speed humps):

- 1- Are to encourage vehicle drivers to travel at appropriate speeds on Collector and Local roads i.e., 30 km/hr when fronting schools and parks and 50 km/h everywhere else. They are not intended to lower the speed below what the allowable speed limit is;
- 2- Are intended to reduce vehicle speeds where the majority of traffic is driving too fast. It is not intended for locations where there is ongoing construction and changing traffic patterns, or where only a few motorists are speeding. RCMP enforcement is the best solution in those cases; and
- 3- If unwarranted, have their own disadvantages. They increase the response times of emergency vehicles. For example, each speed hump adds approximately 10 seconds to the response time of a fire engine or ambulance. Additionally, traffic calming may increase both noise and air pollution, as vehicles slowdown in advance of a hump and speed up upon traversing it.

Please note that signatures from at least 50% of the residents in the Benefitting Area (or 10 residents, whichever is lower) are required to initiate a traffic calming evaluation. One signature per household. It is acknowledged that if traffic calming is found to be warranted that implementation timing will depend on available funding and prioritization against other projects in the City.

Petition organizer contact information:

**Name (please print):**

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**Daytime Phone:**

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**E-mail:**

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**Address:**

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**Please mail or submit the original copy of the signed petition to:**

City of Langley – Engineering Services Division  
20399 Douglas Crescent, Langley, B.C. V3A 4B3  
Tel: 604- 514- 2997

## Petition for Traffic Calming

We, the undersigned, request a traffic calming evaluation on our street as detailed below:

Street: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_

Print Name:	Address:	Phone:	Email:	Signature
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

Thank you for taking the time to complete this traffic calming petition. Upon receiving a completed form, City staff will arrange for a traffic volume and speed survey – typically undertaken in the fall or spring, when schools are open and weather condition is appropriate. The data will then be used to determine whether or not traffic calming measures are warranted.