



# REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: **Repealing Crosswalk Policy No. EN-12**

File #: [Required]

Doc #:

From: Hirod Gill, P.Eng.  
Manager of Engineering Services

Date: June 15, 2020

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## RECOMMENDATION:

THAT Council repeal Crosswalk Policy No. EN-12.

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## PURPOSE:

The purpose of this report is to recommend that the City of Langley Crosswalk Policy No. EN-12 be repealed.

## POLICY:

Crosswalk Policy No. EN-12

## COMMENTS/ANALYSIS:

The current policy (Appendix A) is outdated and no longer required as the Transportation Association of Canada (TAC) has developed detailed guidelines on crosswalk installation. If Council agrees to repeal this policy, staff will use TAC's most updated safety criteria and best management practices when assessing pedestrian crossing locations within the City of Langley.

Table 1 of the Attachment #2 demonstrates that the items outlined in the City's Crosswalk Policy No. EN-12 are already addressed in the TAC documents, hence making this policy unnecessary.

## BUDGET IMPLICATIONS:

None.

**ALTERNATIVES:**

N/A

Respectfully Submitted,



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Hirod Gill, P.Eng.  
Manager of Engineering Services

Concurrence:



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

Attachments:

Attachment #1 – Crosswalk Policy No. EN-12

Attachment #2 – Table 1: Crosswalk Policy No. EN-12 vs. TAC Guidelines

**CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**


I support the recommendation.



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Francis Cheung, P. Eng.  
Chief Administrative Officer

## Appendix A – Crosswalk Policy No. EN-12

	Title: <b>Crosswalks</b>	Number: <b>EN-12</b>
	Authority (if applicable):	Section: Engineering
	Date Adopted: October 6, 1986	Motion:
	Historical Changes (Amended, Repealed, or Replaced): Policy Number used to be 253	

### Policy:

1. No new marked crosswalks other than at controlled intersections.
2. No future mid block crosswalks unless signalized.
3. No crosswalk at non signalized intersections as these are covered under the Motor Vehicle Act.
4. Encourage the use of silent patrols for school crossings in unmarked manned crossings.

## Appendix B

**Table 1- Crosswalk Policy No. EN-12 vs. TAC Guidelines**

Current Policy	TAC Guideline
No new marked crosswalks other than at controlled intersections.	<p>Follow the instruction given in Section 4.3 of the “<i>Pedestrian Crossing Control Guide (June 2018)</i>”- Decision Support Tool (DST) for Pedestrian Crossing Control.</p> <p>New marked crosswalks in general should only be installed in locations where pedestrian and vehicle volumes are above a minimum threshold and are spaced an adequate distance (typically, 100m to 200m) away from another traffic control device.</p>
No future mid block crosswalks unless signalized.	<p>Follow the instruction given in Section 4.3 of the “<i>Pedestrian Crossing Control Guide (June 2018)</i>” - Table 1: DST Treatment Selection Matrix, when determining the appropriate treatment for a midblock crossing.</p> <p>The type of treatment is based on three factors, traffic volume, traffic speed, and the number of travel lanes. Typically, signalized mid-block crossings are only installed in areas which feature high traffic speeds and volumes.</p>
No crosswalk at non-signalized intersections as these are covered under the Motor Vehicle Act.	<p>Follow the instruction given in Section 4.3 of the “<i>Pedestrian Crossing Control Guide (June 2018)</i>”, which states:</p> <ol style="list-style-type: none"> <li>1. In general, new marked crosswalks should only be installed in locations which are above a minimum threshold for pedestrian and vehicle volumes, and are spaced an adequate distance (typically a minimum of 100m to 200m) away from another traffic control device.</li> </ol>

Current Policy	TAC Guideline
	2. When appropriate, marked crosswalks should be installed at unsignalized intersections. This can include a variety of treatments such as, a zebra crossing and signage, overhead flashers, or rectangular rapid flashing beacons.
Encourage the use of silent patrols for school crossings in unmarked manned crossings	Follow the instructions given in Section A6.5 of the “ <i>Manual of Uniform Traffic Control Devices for Canada (January 2014)</i> ”, which states:  “School crosswalks should be installed only at locations where school or municipal authorities have agreed that a proposed school crosswalk will be supervised by either a police officer, school crossing guard, or school child safety patrol during locally established periods”.