



City of Langford

Policy Name: TRAFFIC CALMING POLICY

DEPARTMENT: ENGINEERING

New **Amendment**

POLICY NO: POL-0173-ENG

BACKGROUND

1. The City of Langford receives numerous complaints about speeding and increased traffic volumes, typically on local highways during peak hour. Traffic calming measures are frequently requested as the remedy. Traffic calming measures are designed by professionals to encourage safe driving by slowing the speed of traffic down to posted speed limits and reducing volume of vehicles to the design capacity. Residents can continue to contact the City through the website form, via email, phone, or in person at City Hall.

PURPOSE

2. The purpose of the Traffic Calming Policy is to determine how and when staff can implement traffic calming measures that address residents' concerns regarding speeding and cut-through traffic on highways (owned by the City). The policy sets out the process and criteria for staff to verify, rank, evaluate, implement, and monitor traffic calming measures in Langford.

DEFINITIONS

3. Common terms used throughout this policy are defined as follows:

"85th Percentile Speed"	The speed at or below which 85% of vehicles are observed to be traveling in the study area.
"City"	The City of Langford.
"Corridor"	A section of highway; limits determined by the Director.
"Director"	The Director of Engineering and Public Works or their designate.
"Highway"	Any public street, road, lane, or other public way.
"Traffic Calming"	The physical and non-physical features installed on a road with the intent to reduce the speeds at which vehicles travel, to discourage through-traffic, to improve traffic safety, and to improve comfort levels for all road users.

4. The City of Langford has three distinct road classifications:

Local

- Land access is the primary function.
- Traffic movement is considered secondary.
- Transit service is generally avoided.

- Traffic demand is generally lower than 1000 vehicles per day.
- Examples: Brock Ave, Bellamy Rd, and Players Dr

Collector

- Traffic movement and land access is of equal importance.
- Transit service is permitted.
- Traffic demand is generally between 1000 and 8000 vehicles per day.
- Examples: Langford Parkway, Westshore Parkway, and Bear Mountain Parkway

Major

- Traffic movement is primary function.
- Limited access control.
- Traffic demand is typically between 5000 and 30000 vehicles per day.
- Examples: Jacklin Rd and Millstream Rd

PROCESS

- When staff receive notification of perceived speeding or increased traffic volumes concerns from multiple residents on a specified corridor, staff first need to verify those concerns by collecting the necessary data to determine if traffic calming is warranted. The highway will be added to the list for data collection, if no current data (collected within the past 12 months) is available. Data collection can take weeks and will be scheduled at staff's discretion.
- Once data collection is complete, staff will rank the corridor as follows and then add it to the ranking list:

Criteria	Points	Point System
School/Park Zone	50	The corridor is adjacent to a school or park.
Speed <i>*minimum threshold 10km/hr over</i>	0-40	85th percentile vehicle speeds: From 1 to 10km/hr above posted limit = 1 point for every km/hr over; and Greater than 11km/hr above posted limit = 3 points for every km/hr over.
Sidewalks	20	The corridor has sections where there are no sidewalks and/or no physical barrier separating pedestrians from vehicles.
Bike Route	20	The corridor has existing bike lanes but no separated bike lanes.
Traffic Volume <i>*minimum thresholds Local > 1000 VPD Coll. > 8000 VPD</i>	10	Average Daily Traffic
		Local (residential) > 1000 VPD = 10 points
		Local (commercial) > 3000 VPD = 5 points
		Collector (residential) > 8000 VPD = 10 points
		Collector (commercial) > 1,000-12,000 VPD = 5 points
ICBC Crash History	10	1 or more crashes reported to ICBC (<i>within last 5 years</i>).

**If minimum threshold warrants are not met, the corridor will not be considered for traffic calming measures.*

7. Staff will then evaluate the highest-ranking corridors for appropriate cost-effective traffic calming measures, engaging professional consultants, the public, and key partners, as necessary.
8. Implementation of traffic calming measures will be prioritized based on the highest ranking and available funding. Projects related to new infrastructure, or the extension of the life of existing infrastructure, will be included as a Capital Project in the City's 5-year financial plan. Projects related to the maintenance of existing infrastructure will be funded by the City's annual operational budget. In addition, projects with a value below the capitalization threshold under the City's Tangible Capital Asset policy will be expensed (annual operating budget) in the current year.
9. Staff will monitor and maintain the installation for effectiveness, until such time as they are no longer serving their intended purpose.

GENERAL

10. Traffic calming measures shall be chosen/designed in accordance with the Transportation Association of Canada (TAC) the Canadian Guide to Traffic Calming (Second Edition, Dated 2 February 2018) and installed as per the manufacturer's recommendations. Typical traffic calming measures from the TAC guide, based on Langford's road classifications, will be considered acceptable, use with caution, or not appropriate as follows:

Traffic Calming Measure		Road Classification		
		Local	Collector	Major
Vertical	Raised Crosswalk	✓	X	X
	Raised Intersection	✓	X	X
	Speed Cushion	✓	X	X
	Speed Hump/Table	✓	X	X
Horizontal	Chicane	✓	X	X
	Curb Radius	✓	◆	X
	Traffic Circle/Button/Mini-Roundabout	✓	X	X
Roadway Narrowing	Curb Extension	✓	✓	X
	Raised Median Island	✓	◆	◆
	Road Diet	✓	◆	◆
	On-Street Parking	✓	X	X
Surface Treatment	Pavement Markings	✓	✓	✓
	Speed Display Devices	X	✓	✓
	Textured Pavement/Bricks	✓	✓	X
Education	Speed Watch Programs	✓	✓	✓

Symbol Legend

✓	Acceptable
◆	Use with Caution
X	Not Appropriate

11. Regulatory traffic control devices alone, such as additional stop signs or lowering the posted speed limit, are not considered traffic calming measures.
12. Traffic calming measures shall not reduce accessibility to public infrastructure.
13. Caution must be exercised when considering traffic calming measures that have the potential to significantly impact emergency service response times; key partners will be engaged and then notified of any road profile or access changes upon implementation.
14. Caution must be exercised when considering traffic calming measures along plow routes, truck routes, and transit routes; turning templates will be done to ensure adequate space for full turning movements (of the largest approved vehicle) and key partners will be engaged and notified, as necessary.
15. The Director may require that warranted traffic calming measures be included with development frontage improvements at the time of rezoning, where the data supports it, or in accordance with the recommendations in the approved Traffic Impact Assessment (if required).
16. Consideration for substantive changes within 800m of a Provincial Highway, namely Highway No. 1 (Trans-Canada Highway) and Highway No. 14 (Veterans Memorial Parkway and Sooke Road) in Langford, requires engagement with the Ministry of Transportation and Infrastructure.

DRAFT

Adopted by Council Meeting Date:	CERTIFIED CORRECT <hr style="border: 0.5px solid black;"/> <div style="display: flex; justify-content: space-between;"> Administrator Date: </div>
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