



# Staff Report to Special Sustainable Development Advisory Committee

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**DATE: Monday, December 11, 2023**

**DEPARTMENT: Engineering**

**SUBJECT: Langford Traffic Calming Policy**

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## EXECUTIVE SUMMARY:

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 roads owned by the City. With limited funds and capacity for implementing traffic calming projects, staff have identified the need to develop a Traffic Calming Policy, tailored to Langford's needs.

The Policy sets out the process and criteria for staff to verify concerns, rank and evaluate the corridors, implement and monitor traffic calming measures using a cost-effective, evidence-based approach. See attached the draft Policy No. POL-0173-ENG "Traffic Calming Policy" for consideration and the "Primer on Traffic Calming" for additional information.

## BACKGROUND:

The City of Langford receives numerous complaints about speeding and increased traffic volumes, typically on local roads during peak hour. Traffic calming measures are frequently requested as the remedy. Traffic calming measures are designed to encourage safe driving by slowing the speed of vehicles and reducing the volume of vehicles on local roads. The City has three distinct road classifications which are defined in the Policy with examples.

The City has implemented traffic calming devices, such as speed readers (in several school/park zones), centerline delineators (example on Alouette Dr), traffic buttons (example at Brock Ave and Deville Rd), etc. in an ad-hoc manner. Given insufficient available data preceding the implementation of the above traffic calming devices, the City is unable to verify the effectiveness of these traffic calming devices in Langford to date. The City now has two portable electronic devices that record traffic speed and volume to collect this data. This data is utilized by staff to objectively verify concerns, and for "pre and post-implementation" comparisons.

**COMMENTARY:**

This Policy is drafted in accordance with the Transportation Association of Canada (TAC) Canadian Guide to Traffic Calming (Second Edition, Dated 2 February 2018) and is similar to traffic calming policies set by other municipalities in B.C. of a similar size to Langford. The TAC traffic calming guide is recognized as the engineering best practice for traffic calming in Canada. This guide is written for professionals by professionals; however, TAC has published a “Primer on Traffic Calming” which is publicly available. The primer is attached to this report for general information and contains representative visuals of various traffic calming measures.

While staff recognize that there are many more traffic calming measures mentioned in the TAC guide/primer than presented in the Traffic Calming Policy, staff have reduced the list of acceptable traffic calming measures (for Langford, based on road classification) down to those measures which staff recommend as the most cost-effective and familiar to drivers. There are also some common misconceptions about traffic calming and considerations for engagement that are addressed in the Policy.

As this Policy is largely driven by notifications from concerned residents, staff may also take a proactive approach to traffic calming based on information from other sources as well. For example, the Director of Engineering and Public Works 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). Otherwise, the City would rely on residents to continue to report emerging issues to the City through the website form, via email, phone, or in person at City Hall.

**FINANCIAL IMPLICATIONS:**

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.

**LEGAL IMPLICATIONS:**

None.

**OPTIONS:**

**Option 1**

THAT the Committee recommends Council adopt POL-0173-ENG Traffic Calming Policy.

**OR Option 2**

THAT Committee recommends Council direct staff to make the following changes to POL-0173-ENG Traffic Calming Policy prior to adoption:

1. \_\_\_\_\_.
2. \_\_\_\_\_.
3. \_\_\_\_\_.

**SUBMITTED BY: Kevin Bowbyes, Deputy Director of Engineering and Public Works**

**Concurrence:** Donna Petrie, Senior Manager of Economic Development and Communications

**Concurrence:** Yari Nielsen, Director of Parks, Recreation and Facilities

**Concurrence:** Matthew Baldwin, MCIP, RPP, Director of Planning and Subdivision

**Concurrence:** Katelyn Balzer, P.Eng., Director of Engineering and Public Works

**Concurrence:** Michael Dillabaugh, CPA, CA, Director of Finance

**Concurrence:** Marie Watmough, Deputy Director of Corporate Services

**Concurrence:** Braden Hutchins, Director of Corporate Services

**Concurrence:** Darren Kiedyk, Chief Administrative Officer

Attachments: DRAFT Policy No. POL-0173-ENG “Traffic Calming Policy”

Transportation Association of Canada “Primer on Traffic Calming” dated January 2018