

- amending current criteria to “lower the bar”;
- consideration of using a Local Improvement approach for sharing the cost of traffic calming where requests do not meet the criteria for full City funding;
- including more traffic calming up front as part of land development servicing; and
- community outreach.

Current Backlog of Requests

The City currently has requests for traffic calming as shown below:

Collector Roads	35 locations
Local Roads	90 locations

The estimated cost to deal with all these requests is estimated in the range of \$3.0 to \$3.5 million. Current funding available, including the most recent additional funding approved by Council, totals \$900,000.

Staff and consultants are currently working on neighbourhood traffic calming plans in the following locations:

Location	Status
Rosemary Heights	Polling of fronting properties in process.
Boundary Park	Community open house to be held in September.
North West Whalley	Study and traffic data collection stage.
Southmere Drive	Study and traffic data collection stage.

Additionally, staff are proceeding with the public consultation involved with the individual projects that meet the current criteria and can be funded within the current budget allocation.

To prioritize the backlog of requests, staff will use a preliminary ranking system which will include traffic volume, speed, degree of shortcutting, accident liability, presence of school or playground zones, etc. The intent is to work through the backlog in an orderly manner.

As part of this process, staff will continue to assess the criteria and bring forward adjustments as necessary to potentially further “lower the bar” for backlog projects to qualify for City funding.

Criteria For City Funding

Council established the current City policy which covers voting procedures and criteria for funding in 1997.

In order to re-assess the criteria for City funding and update current City Policy, a comprehensive review of the policies of 19 municipalities throughout Western Canada and the United States Pacific Northwest was undertaken in early 2004 by an independent consultant. The review found that the City of Surrey's policy was generally consistent with that found in other municipalities. There were, however, two key recommendations formed through the review:

1. Lower the threshold of speed that qualifies a project for City funding; and

2. Develop a ranking system to set priorities for qualifying projects.

The proposed criteria changes outlined below will make a larger proportion of the backlog eligible for City funding.

Current criteria for local roads calls for City funding if the traffic volume exceeds 1,000 vehicles a day and if 50% of the traffic exceeds 60 km/hr. Based on speed criteria used elsewhere, it is proposed to use 15% of the traffic exceeding 7 km/hr. over the speed limit as the trigger to establish City funding. This essentially "lowers the bar" and also recognizes school and playground zones that have a 30 km/hr. speed limit. Based on a review of the backlog of requests, staff need a Council approved criteria to determine which requests are eligible for City funding and prioritize those that are eligible, in order to address the most serious first.

In addition to the above criteria change, it is proposed that special consideration be given to local roads in school and playground 30 km/hr. zones and that the minimum traffic volume be reduced to 500 vehicles a day from the current 1,000 vehicles.

Possible Resident/City Cost-Sharing Approach

Even with revised criteria there will be requests that will likely never meet the criteria for City funding. Examples would be very low volume roads, dead end roads, or areas of good compliance with speed limits. For these locations, the option currently exists for residents to fund the works. However, this only rarely happens due to the need for all the funding up front and lack of a mechanism for sharing the cost amongst the fronting properties. To overcome these obstacles, it is proposed that traffic calming works be eligible for implementation through Local Improvements.

The Local Improvement approach would allow the City and the residents to cost-share on locations not meeting the full criteria and would overcome problems with front-ending of costs and, also, ensure that all fronting residents contributed towards the works. When spread over a 10-year period, annual local improvement charges would be modest. Such charges would also be somewhat offset by the potential increase in value of the properties that have traffic calming on their roads. This approach is used by quite a number of other local Municipalities with a range of City cost-sharing ranging from zero to around 50%; however, most are in the zero to 10% range. For Surrey, a 50/50 cost-sharing of works will be consistent with the funding approach taken to other roadway improvements under the Local Improvement Program.

Traffic Calming as Part of Land Development Servicing

Currently, a degree of traffic calming is incorporated into roads constructed as part of the land development process. Current works include speed bumps on lanes longer than 100 m and the extensive use of curb bulges to create narrower sections of road which both calm traffic and make pedestrian crossing safer. Additional measures will now be pursued such as traffic calming all new school and playground locations, potential problems at other locations as determined by staff review, and where traffic calming needs are identified as needed during the Public Hearing process.

Community Outreach

It is proposed that staff would meet with community groups including the Surrey Association of Sustainable Communities to provide information on revised City policies and gather input for potential traffic calming candidate locations as well.

CONCLUSION

Adjusting the speed criteria as outlined will “lower the bar” and increase the number of traffic calming projects that are eligible for City funding. Additionally, staff will develop a preliminary ranking system to prioritize and work through the backlog of requests for traffic calming.

Council's direction is sought on the option of the City providing cost-sharing for projects to provide homeowners with an opportunity to “calm” their roadway through a local improvement approach where the location does not meet the criteria for full City funding. Additionally, more traffic calming measures will be incorporated as part of land development servicing.

Staff would consult with community groups, such as the Surrey Association of Sustainable Communities, to provide information and seek feedback to further refine the City's traffic calming policies and procedures.

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