



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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**Attachments:** 1. Attachment 1 - Township Guide to Traffic Calming

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8/21/2017	1	Council	approved	Pass

## REQUEST FOR DECISION

**DATE:** August 21, 2017      Report No. EPW-17-036

**TO:** Laurie Hurst, Chief Administrative Officer

**FROM:** Jeff Miller, Director of Engineering and Public Works

### SUBJECT:

Proposed Modifications to Funding Sources for Council Policy E&PW-01 The Township Guide to Traffic Calming

### RECOMMENDATION:

That Council directs Staff to undertake a revision of Council Policy E&PW-01 The Township Guide to Traffic Calming to include a funding mechanism for cut through routes.

### RELEVANT POLICY:

Council Policy E&PW-01 The Township Guide to Traffic Calming

### STRATEGIC RELEVANCE:

Well Managed and Maintained Infrastructure - Identify infrastructure repair and proactively plan for replacement needs.

Healthy and Liveable Community - Ensure multi modal strategies consider and reflect business and residential growth and development.

## **BACKGROUND:**

In October of 2014, Council Policy E&PW-01 The Township Guide to Traffic Calming was adopted (see Attachment 1). This document was created to provide a framework for the application, evaluation, design, funding and implementation of traffic calming structures/strategies for roads in the Township. The two current methods for funding are described on pages 7-8 of the Guide.

The first funding mechanism is through the Capital Projects Reserve Fund (CPRF). Roads that are eligible for funding through this source are major roads or residential collector roads (as defined by the Official Community Plan). A copy of this plan can be found on page 10, Appendix A of the Guide.

Roads that are not classified as major roads or residential collector roads are defined as residential roads or lanes. These roads generally only provide service to a specific group of residents. The funding mechanism for these roads is Local Area Service Funding (LAS).

Due to traffic congestion and drivers attempting to avoid these areas, residential roads function as residential collector roads during specific times (i.e. morning and afternoon rush hours). When this happens the road becomes a cut through route. A concern has been raised about the current funding mechanisms available for traffic calming and how they are applied to a cut through route.

## **ISSUES:**

### **1. Rationale for Selected Option**

The current funding mechanisms are based on road classification. This approach is still valid but requires further refinement in order to define when a road is experiencing cut through traffic and what funding mechanism is to be utilized for traffic calming structures.

The proposed modification to the Guide would be an additional analysis under the evaluation step in the process. This additional analysis would utilize site specific traffic counts and industry standards to determine if the road is experiencing cut through traffic and during what time periods. Through this analysis if distinct spikes in volume could be determined, the portion of the road in question would be reclassified as cut through route. Under this designation, the road would be eligible for funding from either funding mechanism.

### **2. Organizational Implications**

Engineering would have to work with a Consultant to develop an evaluation methodology to determine if a road is a cut through route. Once this methodology is developed, it is anticipated that the evaluation process would not take a significantly longer period of time to be carried out. This work can be incorporated within the Engineering work plan for 2017.

### **3. Financial Implications**

The new category of road will have access to both funding sources. Residents will have to decide which funding source best fits their situation and be aware of the time frames associated with each one.

CPFR requests are processed once a year during the budget process. See page 6 of the Guide

for a detailed explanation of the funding process. These requests would receive funding through general taxation.

LAS requests can be processed at any time of the year. These requests will have to meet the requirements of the LAS process (see page 7 of the Guide). A request made under this process is initially funded by the Township with properties within the defined boundaries repaying the costs to the Township for the service over a period of time.

#### **4. Sustainability & Environmental Implications**

A change in this Council Policy will allow residents of cut through routes the ability to choose a funding mode that works for the area.

#### **5. Communication & Engagement**

If directed to revise the Guide, staff will prepare and bring the draft revised Guide to Council for review and adoption.

#### **ALTERNATIVES:**

1. That Council directs Staff to undertake a revision of Council Policy E&PW-01 The Township Guide to Traffic Calming to include a funding mechanism for cut through routes.
2. That Council directs Staff not to undertake a revision of the Guide to include a funding mechanism for cut through routes.