



Transportation and Public Works Committee Agenda

Tuesday, February 8, 2022, 5:30 PM

Electronic Meeting

Due to COVID-19 Council Chambers is Closed

Dial In: 1-855-703-8985 (Canada Toll Free) or 1-778-907-2071 Conference ID: 899 9325 9321

To Participate: During the public participation period, press **Star (*) 9** to "raise your hand".

Participants will be unmuted one by one when it is their turn to speak.

When called upon, you will have to press *6 to unmute the phone from your side as well.

We may experience a delay in opening the meeting due to technical difficulties. In the event that the meeting does not start as scheduled please be patient and stay on the line, we will get started as quickly as possible.

Public Dial-In Details are also posted at www.langford.ca

| | Pages |
|---|-------|
| 1. TERRITORIAL ACKNOWLEDGEMENT | |
| 2. CALL TO ORDER | |
| 3. APPROVAL OF THE AGENDA | |
| 4. ADOPTION OF THE MINUTES | |
| 4.1. Transportation and Public Works Committee Minutes - September 14, 2021 | 2 |
| 5. REPORTS | |
| 5.1. Engineering Capital and Operating Budget 2022 to 2026 | 4 |
| 5.2. Contract Extension – Streetlights and Signal Lights | 22 |
| 5.3. Contract Extension – Traffic Engineering Services | 25 |
| 5.4. Street Calming | 27 |
| 6. ADJOURNMENT | |

CITY OF LANGFORD

MINUTES OF THE TRANSPORTATION AND PUBLIC WORKS COMMITTEE

Tuesday, September 14th, 2021 @ 5:30 pm

**Due to COVID-19 Council Chambers is Closed
Meeting by Teleconference**

PRESENT

Councillors: R. Wade (Chair), and N Stewart (Vice-Chair); Members N. Johal, and C. Lervold.

By Telephone: Member L. Bjola.

ATTENDING

Director of Engineering, M. Mahovlich; and IT Support Specialist, C. Lowe.

ABSENT

Member B. Sifert.

1. CALL TO ORDER

The Chair called the meeting to order at 5:31 p.m.

2. APPROVAL OF THE AGENDA

MOVED BY: C. LERVOLD
SECONDED: N. JOHAL

That the Transportation and Public Works Committee approve the agenda as presented.

CARRIED.

3. ADOPTION OF THE MINUTES

a) Transportation and Public Works Committee Meeting – June 8th, 2021

MOVED BY: C. LERVOLD
SECONDED: N. JOHAL

That the Transportation and Public Works Committee approve the Minutes of the meeting held on June 8th, 2021.

CARRIED.

4. REPORTS

a) Sidewalk Infill Program 2022-2026
- Staff Report (Engineering)

MOVED BY: C. LERVOLD
SECONDED: L. BJOLA

That Transportation and Public Works Committee recommend to Council:

That Council direct staff to continue to expand funding options to maximize sidewalk infill in the City on an annual basis, including but not limited to:

- o Additions to the Road DCC program
- o Use of General Amenity Reserve Fund monies each year as possible in that year
- o Use of Gas Tax monies each year as possible in that year
- o Applying for infrastructure grants

And that staff return to Council at a future date with a suggested list of projects and their funding sources for Council consideration at that time to allow the sidewalk infill program to expand in the City.

CARRIED.

b) Request for Parking Permit Zone on Anders Road
- Staff Report (Engineering)

MOVED BY: L. BJOLA
SECONDED: N. JOHAL

That Transportation and Public Works Committee recommend to Council:

That Council establish a permit parking zone on Anders Rd, install parking Permit Only signs and issue permit as per Permit Parking Policy to: 3185 Anders Rd., 3181 Anders Rd., 3177 Anders Rd., 3174 Anders Rd., 3173 Anders Rd., 3170 Anders Rd., 3169 Anders Rd., 3162 Anders Rd., 3157 Anders Rd., 3165 Anders Rd., 3161 Anders Rd., 3166 Anders Rd.

CARRIED.

5. ADJOURNMENT

The Chair adjourned the meeting at 6:02 p.m.

CHAIR

CERTIFIED CORRECT
(Corporate Officer)



Staff Report to the Transportation and Public Works Committee

DATE: Tuesday, February 8, 2022

DEPARTMENT: Engineering

SUBJECT: Engineering Capital and Operating Budget 2022 to 2026

BACKGROUND:

The Engineering Department has prepared our proposed 2022 Capital and Maintenance & Operations budgets for the Transportation and Public Works Committee for their consideration and recommendations. The budget is attached to this report and includes the 5 Year Maintenance Budgets as well as proposed Capital Projects for 2022 through to 2026.

The purpose of this report is to seek direction from the Transportation and Public Works Committee to bring the Engineering Budget forward as part of the City's overall budget.

COMMENTARY:

This report includes the past year's accomplishments as well as suggestions for improvements where warranted.

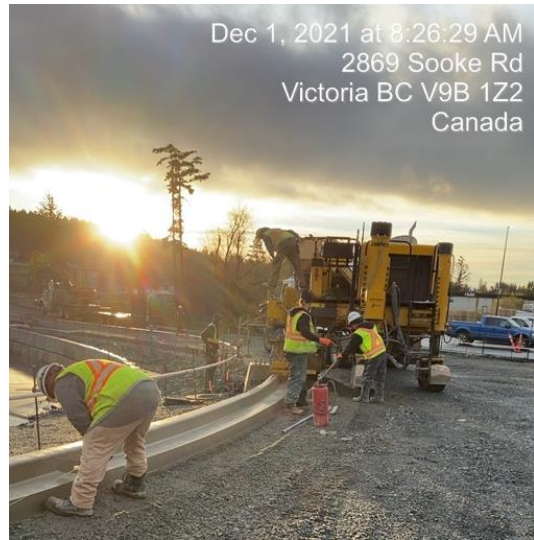
2021 Completed Projects & Accomplishments

With the continuation of COVID19 pandemic throughout 2021, the Engineering department made some adjustments to capital project deliveries and had to respond to some supply challenges for maintenance and operations. These challenges were experienced throughout the region and were coupled with extreme heat in the Summer of 2021 and extreme flooding in the Fall of 2021.

Notwithstanding the challenges in 2021, the Engineering Department is grateful for the contributions from our local consultants and contractors toward completing many of our projects and maintenance in a timely fashion.

2021 Capital Projects

- Chidlow Connector Road – The City completed the majority of the new Chidlow Connector Road in 2021 and opened the new access to Sooke Road for Slegg Lumber in December 2021. Due to weather constraints (cold and wet weather in the late fall), the City will complete the remainder of the project in 2022 and this will include:
 - Activation of the Signal Light
 - Sidewalk Completion
 - Closure of the north end of Luxton Road, north of Marwood Road upon full opening of the Chidlow Connector Road
 - Toplift asphalt will be applied in the late summer to allow site preparation work to take part on either side of the Chidlow Connector Road by BEEDIE, who are the developers of these properties. Placing the toplift asphalt on later will provide a better product in the end.



- Desmond Pond – The Desmond Pond located at the southeast corner of Desmond Drive and Latoria Road was improved by adding capacity and resiliency to it, acknowledging the projected impacts of climate change. City staff rely on Qualified Professionals (QP) trained in the design of climate change resilient infrastructure. The QPs are members of Engineers and Geoscientists BC and are obligated to consider the guidelines of their professional body including but not limited

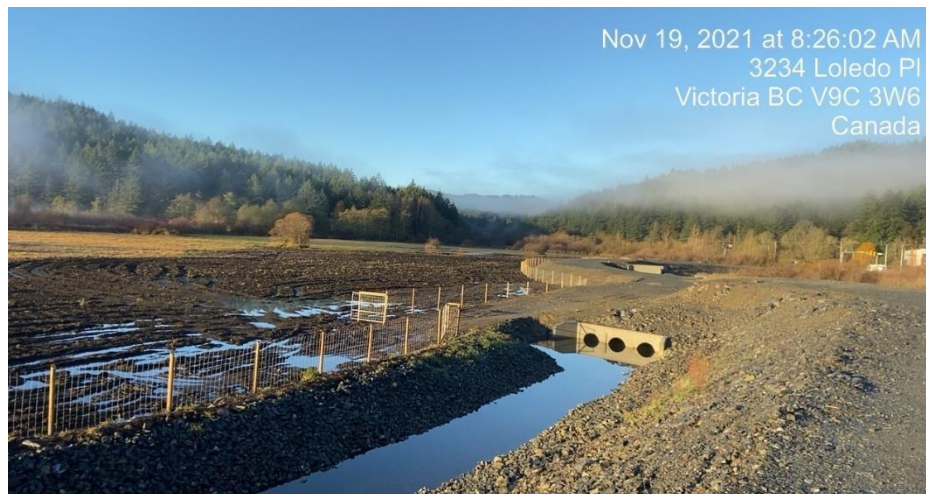


to: [PP Guidelines - Legislated Flood Assessments in a Changing Climate in BC V.2.1 \(egbc.ca\)](#)

This was a continuation of work from 2020. The pond is part of our Stormwater DCC program.

Happy Valley Road in 2021. The City constructed a **drainage ditch** along the new Finney Road extension as part of a condition of the Agricultural Land Commission (ALC) and for future road completion in this area. The Engineering Department has budgeted to complete Finney Road in **2024** by paving and installing streetlighting to connect Finney Road formally to the existing signal light at West Shore Parkway and Sooke Road. This project is a Road Development Cost Charge project.

- Finney Road Project (formerly referred to as Salem Road) – Westshore Environmental Services completed a sewer extension project on Finney Road between Sooke Road and



- Florence Lake Road Improvements – This project was originally scheduled for design and tender in 2020 and construction in 2021. Due to the pandemic, the project construction was expedited to 2020. This project included reprofiling and repaving almost the entire road from Setchfield to McCallum. The informal pathway along the Florence Lake side of the road was improved by widening it as required and paving it, producing a very nice pedestrian, and cycling friendly area for residents. It also connects the path fully around the lake to Savory Road. Some work along the water’s edge near McCallum Road will be required in the fish work window of 2022 (it could not be completed in 2021 due to supply issues). This project was funded by Road Development Cost Charges (Road DCCs).
- Goldstream Multi Use Lane Project – The City completed a paved multi use pathway along the lake side of Goldstream Avenue from the west end of Goldstream Avenue to Leigh Road including new onstreet parking on the north side of Goldstream Avenue, immediately west of Leigh Road. This allowed for the full connection of the 7km pedestrian/cycling network around Langford Lake.
- Larkhall Connector Project at the Peatt at Brock Roundabout – This project is also part of the Road DCC program and was started in 2020 with reconstruction of $\frac{3}{4}$ of the Peatt at Brock Roundabout. The remaining works that included the last leg of the roundabout on the Larkhall Road end as well as completion of the eastbound driving lane between Peatt Road and Claude Road, new sidewalks and onstreet public parking were all completed in 2021.



- Massie/Thomasset Connector Road (now called just Massie Road) – The City completed a new east/west connection in the downtown core connecting Massie Road from Veterans Memorial Parkway through the former Thomasset Road to Claude Road. The project included:
 - A full sidewalk extension from Veterans Memorial Parkway to Claude Road
 - Completion of three new free public parking lots to service the downtown core for events and to support the businesses in the downtown core
 - Streetlighting
 - Bikelanes



- Millstream Road Roundabout and Improvements – The City began improvements on Millstream Road from Goldie Avenue north to just north of Bear Mountain Parkway in 2021. This project is a combination of frontage work required by both development sites on the east and west side of Millstream Road as well as the City’s contribution to the project through the Road DCC program. Work will complete in the Spring of 2022. The work includes:
 - Improvements to the road stormwater drains on Millstream Road and Goldie Avenue including redirecting stormwater away from an original stormwater right of way located just north of Goldie Avenue
 - Construction of sidewalks on both sides of Millstream Road
 - Construction of bikelanes on both sides of Millstream Road
 - Additional driving lanes, one in either direction north and south
 - Brand new roundabout on Millstream Road at Bear Mountain Parkway
 - Boulevard and landscaping

- Neighbourhood Improvements – The Engineering Department carries an annual Neighbourhood Improvement budget that is subject to Council’s approval.

In 2021 staff were able to pair two improvement projects with local elementary schools Willway and Millstream who had both successfully applied for a Ready, Set, Roll program from the Capital Regional District. Work completed at these two schools included:

- Willway School:

- Protected walking area along the school frontage
- School Zone sign improvements



- Millstream School

- Installation of vertical delineators to protect the walking area along the Treanor Road school frontage. The longterm goal at this location would be for the City to plan for a long parallel parking bay with a sidewalk along the field frontage similar to what was constructed on Glen Lake Road for the Belmont High School pickup and drop off area
- Improvements to the median on Hoylake Road in the school frontage both for repairs and aesthetics
- Installation of vertical delineators at the trail head in the 600 block of Hoylake Road to provide safe pedestrian access from the trailhead to the school yard
- School Zone sign improvements

Millstream School Photos:



Other projects completed with the Neighbourhood Beautification fund included:

- Road Edge Barriers on West Shore Parkway in a downhill section approaching Sooke Road
- Peatt Road Parkette improvements – preparation of two seating areas to be completed in 2022 north of Hockley, south of Goldstream Avenue
- Installation/Painting of bikelanes on Bear Mountain Parkway where they did not exist before between Pebble Drive and Country Club Way
- Split rail fence installation on Bear Mountain Parkway downhill of Echo Valley Drive to prevent pedestrians from trying to walk adjacent to the retaining wall

- Sidewalk Infill – This budget is used each year to infill areas, typically in the downtown core, near schools or parks/trails to provide safe connectivity. In 2021, the Engineering department completed sidewalk infill on:
 - Atkins Avenue (photo shown below left side, route to Savory School)
 - Claude Road, north of the Westbrook Mall, south of Massie Road
 - Hockley Road east of Peatt Road on the south side of Hockley Road
 - Jacklin Road at the Galloping Goose Trail
 - Leigh Road approaching Langford Parkway (in front of Tower Fence, route to Spencer Middle School)
 - Walfred Road (Hinks Road to Myles Mansell Road; an infill map has been created to allow ongoing infill along this road; route to Happy Valley Elementary School; photo to the right below)



The total value of capital projects completed by the Engineering Department in 2021 was \$12 million.

2021 Operations

The Engineering Department continues to take a lot of new inventory into our asset database. The exponential growth that has occurred, especially over the past ten years, has meant an increase in time and effort for our staff to manage the day-to-day maintenance and operations. The City has also completed construction or taken into inventory several large new roads and paved multi use trails including but not limited to the following locations in 2021:

- Bear Mountain Parkway final road configuration with sidewalks and bikelanes Flint Road to Marble Road
- Goldstream Avenue Multi Use Trail
- Humpback Road Multi Use Trail
- Larkhall Road (new connection)
- Massie Road (new connection)
- New subdivisions that have produced new municipal roads (the current active subdivision list with Engineering staff is over 240 files)

Our wages and benefits budget has increased to reflect an increase to staffing in response to this increased workload. We continue to provide prompt response times, efficient asset repair strategies, short and long-term planning to best manage the City's budgets and to mitigate large impacts to the tax base in Langford.

Some of our highlights from 2021 included:

- ICBC Cost Shared Projects – The Engineering department is very successful in obtaining funding from ICBC through two different streams, the pro-active stream that normally provides funding for such items as pedestrian flashers and school zone items and a reactive stream that funds safety improvements based on accident rates at a particular location. The reactive stream provides for a weighted funding. For example, areas of higher accidents usually get more funding.

This year ICBC provided funding for:

1. Installation of a flashing pedestrian light on Millstream Road (ordered in 2021, to be installed January 2022) = \$6,900
 2. Installation of a large overhead pedestrian crossing light pole on Langford Parkway at an existing pedestrian crosswalk at Langford Lake Road (installed 2021) = \$11,800
 3. Millstream at Bear Mountain Parkway Improvements (awarded in 2021, completion 2022) = \$97,200
- Annual Seepage Pit improvement program – installation of seepage pits on older roads that we inherited at the time of incorporation to improve road edge drainage.

- Lake and Pond Maintenance – Each year the City’s stormwater ponds are inspected and invasive species and/or any blockages such as fallen trees are removed to provide ongoing drainage. This work is important to ensure that the drainage capacity and resilience is maintained. The work is completed during the summer months when water levels are at the lowest and during appropriate work windows such as Fisheries Work Windows might apply.
- Miscellaneous Culverts and Drains – In 2021 the City completed a culvert lining project using an ultraviolet cured fiberglass liner to prolong the life of several existing culverts. These included:
 - Two segments of Selwyn Road to Leggett Lane
 - Two segments of Rockingham Road
 - Installation of a Storm Tech Chamber (shown in yellow below) to replace a failed rock pit at the intersection of Jacklin Road and Goldstream Avenue. These types of chambers are becoming very common locally as we continue to infiltrate our stormwater back into the ground instead of piping it out of the area



- Small Road Improvements – In 2021 the following small road improvements were completed:
 - Page Avenue parking stalls to improve neighbourhood parking
 - Langford Parkway at Leigh Road delineator replacement along the protected walkway on Langford Parkway
 - Millstream and Longspur delineator installation to protect walking area on Millstream Road from Longspur to Bear Mountain parkway
 - Curb stops on Scafe Road on road edge parking to protect private property from vehicle damage due to onstreet parking
 - Installation of a gate on the City parking lot Sooke Lake Road at Humpback Road for the multi-use trail at this location
 - Delineator repairs on Humpback Road at the railway crossing

2022 Proposed Capital Projects and Operating Budget

Capital Projects are presented with the following information:

1. Carry over from 2021;
2. Items that resulted from Council Resolutions in 2021 or earlier;
3. Items not funded from General Revenue Funds (i.e. Taxes);
4. Items funded from Reserve funds;
5. Items that would move forward if a successful grant application is undertaken.

The five (5) Year Capital Plan (attached) contains a list of capital projects, showing the individual and cumulative funding requirements and funding requirements allowing for carry forwards of 2021 budgeted funds, as needed.

Where grant funding is proposed for capital projects, those projects are identified in the capital budget spreadsheets. When the City applies for grant funding, the City must show the intent to have thought out and planned for a grant project and therefore is required to show the project in the annual budgets for planning purposes. Where a project is identified as being funded by grant funding, that project would only proceed if a grant were obtained.

2022 Capital Projects Budget Summary

The following key capital projects are proposed for 2022, most of which are funded either by grants, City Reserves or Development Cost Charge (DCC) funds, or a combination of those funding sources.

- ✓ **Green City Strategies** (Bike & Multi-Purpose Lanes) Project to be determined – Gas Tax funded.
- ✓ **Neighbourhood Improvements** – General Amenity Reserve funds (Council chooses key projects each year for consideration in this project)
- ✓ **Chidlow Connector** – Carried over from 2021, includes activating the signal light, and completing the remaining road paving and line painting. Funded by Road DCCs
- ✓ **Larkhall Extension** – Completion of Record Drawings only. Funded by Road DCCs.
- ✓ **Massie/Thomasset Connector** – Landscaping to be completed in early 2022. Funded by Road DCCs
- ✓ **Millstream Road Roundabout at Bear Mountain Parkway** – Carried over from 2021. Completion of the new roundabout, additional driving lanes, sidewalks, and landscaping. Funded by Road DCCs and Developer contributions from the developments on either side of Millstream Road at this location.
- ✓ **Sooke Road at Glen Lake Road Signal and Final Connection to Sooke Road** – Carried over from 2021, Developer and Road DCC funded.
- ✓ **Stormwater DCC Project(s):**
 - **Latoria Road Culvert Improvements** - In 2021, the Engineering department completed capacity improvements to the Desmond Pond, funded through the Stormwater DCC program. Staff had designed and planned for several downstream culvert improvements; however, due to the COVID19 pandemic staff were unable to secure the culverts within the Fish Work window so work has been carried to 2022. The culvert improvements will be funded by Stormwater DCCs. The culvert improvements are designed for longterm resilience in the face of climate change implications.
 - **Walfred/Lodmell/Firehall Creek Improvements** – In 2022 staff have budgeted to do a study and possibly undertake drainage improvements in the drainage system that is at the intersection of Luxton Road and Lodmell Road. This system drains via an existing storm drain underneath the Ed Fisher playing field, under the playing field parking lot and into a stormwater pond. The Ed Fisher stormwater pond then drains out into Firehall Creek which finds it's way to the confluence of Firehall Creek on Luxton Road. Details of the drainage improvements will be determined early in 2022. Subsequent work for 2022 will result from the detailed study. It is

possible that a phased approach may be needed, however that will not be known until the detailed study is completed.

- **Luxton Road Drainage Ditch Improvements** – In 2020 a portion of the Luxton Road drainage ditch (also known as Firehall Creek and then south of Lippincott Road as Bilston Creek) had a partial bank collapse. This resulted in a large tree coming down which in turn knocked over hydro wires and blocked the road. As a result, staff undertook a detailed investigation of the length of the Luxton Road drainage ditch/creek system from Marwood south to the South Vancouver Island Rangers location. Staff worked toward a design to provide more resilience to this system to prevent future bank failures from occurring. In 2021 the development at the corner of Luxton Road and Sooke Road, and now bounded by the Chidlow Connector Road installed several large concrete culverts for driveway access which allowed the banks at those locations to be well stabilized.

In 2022 staff are planning to stabilize the road edge side only of the drainage ditch from Marwood south to approximately Finney Road. This will be the road edge side only, not the private property side. The exact extent of the works will be budget dependent. The drainage ditch will be rehabilitated and supported by a sandbag style wall that allows vegetation to grow on its face. It will be important that vegetation be appropriate to the site conditions, and not grow so much as to block the flow of water in the ditch. A Qualified Environmental Professional and a Geotechnical Engineering firm will be involved in the permitting requirements, detailed design, and construction of this project.

- ✓ **Traffic Signal Upgrades** - Aging signal controller replacement was the subject of a 2017 report, with the first of the five-year infrastructure replacement program starting in 2018. 2021 represented year four of the program. The program has been very successful in replacing and upgrading our older signals, many inherited at the time of incorporation, to current day technology while providing increased safety features such as audible pedestrian countdown timers and video detection.
- ✓ **Sidewalk Infill** – Sidewalk Infill Reserve funds. This budget is used on small areas of infill, primarily in the Downtown core or near schools, to promote pedestrian access. In addition to the Sidewalk Infill budget, staff are working on some dedicated sidewalk infill projects such as the Millstream (frontage) Road project that was funded by general amenity funds resulting from site specific rezoning in the Millstream frontage road area. If Council chooses to continue to direct staff to use amenity funds for other specific sidewalk infill staff will include those in upcoming works for the next five years. Staff have developed a “rolling” project list that Council may consider on an annual basis for infill projects. The list results from resident suggestions, high use areas and/or areas near schools and Parks.

- ✓ **Vehicle Replacement** – Funded from the Equipment Replacement Fund. Staff are still considering options for this item but would like to budget in case it is needed.

The total proposed capital project budget for 2022 is \$16M with the majority funded by reserves, DCC's, and grants.

The proposed 2022 road improvement projects follow upon the more than 25 new roads and connections constructed since 2017 and summarized on our City of Langford website here: [20211112-Langford-Transportation-Summary.pdf](#)

2022 Operating Budget

The 2021 Engineering Operating budget was \$7,240,219. The proposed Engineering Operating budget for 2022 is \$7,794,346. The increase is based on increases in the number of assets the City is managing as well as having a proper long-term asset management in place to care for aging infrastructure.

FINANCIAL IMPLICATIONS:

The Engineering Budget will be forwarded to the Director of Finance for consideration as part of the overall City of Langford budget.

LEGAL IMPLICATIONS:

None noted.

OPTIONS:

Option 1

THAT the Transportation and Public Works Committee Approve in principle the Engineering Department Capital and Maintenance & Operations budgets as attached and refer them to the Director of Finance for consideration and inclusion in the 2022-2026 Five Year Financial Plan.

OR Option 2

1. THAT the Transportation and Public Works Committee Direct staff to amend, as directed by the Transportation and Public works Committee, the Engineering Department Capital and Maintenance & Operations budgets as attached and refer them to the Director of Finance for consideration and inclusion in the 2022-2026 Five Year Financial Plan.

SUBMITTED BY: Michelle Mahovich P.Eng., P.Geo. Director of Engineering and Public Works

Concurrence: Donna Petrie, Manager of Business Development and Events

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

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

Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer

Attachment: City of Langford Engineering Department Proposed 5-Year Plan



City of Langford

Department Proposed 5-yr Plan 2022-2026

| | 2021 Year To Date (Subject to Change) | 2021 Budget | 2022 | 2023 | 2024 | 2025 | 2026 |
|--|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Transportation & Public Works | | | | | | | |
| 231 - Engineering - Common Services | | | | | | | |
| 231-471 - Engineering Administration | 963,500 | 1,461,035 | 1,372,941 | 1,404,096 | 1,447,085 | 1,489,771 | 1,537,690 |
| 231-474 - Luxton Yard | - | - | 139,740 | 142,535 | 145,385 | 148,293 | 151,259 |
| 231-480 - Engineering Fleet | 61,204 | 66,684 | 59,124 | 60,073 | 62,057 | 63,125 | 64,636 |
| 231-496 - Engineering Outside Wages | 116,022 | 150,000 | 322,771 | 329,226 | 335,811 | 342,527 | 349,378 |
| 231-728 - Banners & Festivals | 53,413 | 60,000 | 61,200 | 62,424 | 63,672 | 64,946 | 66,245 |
| 231-732 - Christmas Decorations | 50,893 | 48,000 | 48,960 | 49,939 | 50,938 | 51,957 | 52,996 |
| Total 231 - Engineering - Common Services | 1,245,031 | 1,785,719 | 2,004,736 | 2,048,293 | 2,104,949 | 2,160,619 | 2,222,203 |
| 233 - Public Works | | | | | | | |
| 233-496 - Road Maintenance | 3,284,376 | 3,110,000 | 3,447,100 | 3,770,554 | 4,088,565 | 4,356,736 | 4,754,347 |
| 233-536 - Boulevard Maintenance | 86,794 | 93,500 | 106,370 | 108,277 | 110,223 | 112,207 | 114,232 |
| 233-540 - Bridge Maintenance | 1,927 | 20,000 | 20,400 | 20,808 | 21,224 | 21,649 | 22,082 |
| 233-542 - Road Contingency | 63,427 | 135,000 | 137,700 | 140,454 | 143,263 | 146,128 | 149,051 |
| 233-548 - Roads - Permits | 189,402 | 203,200 | 207,264 | 211,409 | 215,637 | 219,950 | 224,349 |
| 233-566 - Storm Drain Maintenance | 892,173 | 962,200 | 1,017,444 | 1,042,553 | 1,067,534 | 1,092,895 | 1,158,234 |
| 233-568 - Traffic Signs | 60,612 | 50,000 | 55,200 | 60,404 | 65,612 | 70,824 | 76,041 |
| 233-570 - Traffic Signals | 145,497 | 213,600 | 235,032 | 238,533 | 242,103 | 245,745 | 249,460 |
| 233-572 - Street Lights | 513,741 | 520,000 | 553,100 | 581,262 | 604,487 | 632,777 | 671,133 |
| 233-574 - Other Traffic Services | 10,098 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Total 233 - Public Works | 5,248,047 | 5,317,500 | 5,789,610 | 6,184,254 | 6,568,649 | 6,908,912 | 7,428,928 |
| 270 - Transit | | | | | | | |
| 270-610 - Trolley Service | 119,177 | 137,000 | - | - | - | - | - |
| Total 270 - Transit | 119,177 | 137,000 | - | - | - | - | - |
| Total Transportation & Public Works | 6,612,255 | 7,240,219 | 7,794,346 | 8,232,547 | 8,673,598 | 9,069,531 | 9,651,131 |



City of Langford

Department Proposed 5-yr Plan

2022-2026

CAPITAL SUMMARY:

Expenses / Expenditure

Transportation & Public Works

231 - Engineering - Common Services

PW01 - Engineering Vehicle Purchase

- 45,000 - - -

PW09 - Luxton - Quonset Hut

50,000 25,000 - - -

Total 231 - Engineering - Common Services

50,000 70,000 - - -

233 - Public Works

SD42 - Latoria Culvert Improvements

506,000 - - - -

SD43 - Luxton Rd Firehall Creek Improvement

541,000 - - - -

SD44 - Walfred at Lodmell Drainage Project

350,000 275,000 - - -

SL09 - Traffic Signal Upgrades

200,000 - - - -

SL12 - Signals - Happy Valley at Latoria

928,090 - - - -

SL14 - Latoria at Klahanie Signal

- 407,860 - - -

SL15 - Future Signal Jacklin @ Bray

- - - 434,000 -

SR11 - McCallum at Redington

- - - 500,000 -

SR17 - Peatt/Brock Roundabout

- - 750,000 - -

SR32 - Neighbourhood Improvements

300,000 300,000 300,000 300,000 -

SR74 - Roads - Florence Lk - McCallum to Setchfield

277,500 - - - -

SR76 - Millstream Rd Roundabout

2,732,000 - - - -

SR77 - ENG - Multi Use lanes

1,020,000 - - - -

SR79 - Larkhall Extension

13,500 - - - -

SR80 - Chidlow Connector (Luxton/Sooke)

398,000 - - - -

SR81 - Massie/Thomassett Connector Road

108,000 - - - -

SR82 - Happy Valley Rd at Vision Way

95,000 - - - -



City of Langford

Department Proposed 5-yr Plan 2022-2026

| | | | | | |
|---|-------------------|------------------|------------------|------------------|------------------|
| SR84 - West Shore Pkwy @ Amy Rd Roundabout Improvement Project | 622,000 | - | - | - | - |
| SR85 - Langford Pky @ Langford Lake West Intersection Improvement | 425,000 | - | - | - | - |
| SR86 - BMP Ultimate Marble to Ecoasis | 4,420,000 | - | - | - | - |
| SR87 - Langford Station revitalization project | 2,283,000 | - | - | - | - |
| SR88 - Finney Rd Completion Project | 15,000 | - | 3,755,000 | - | - |
| SR89 - Future Roundabout Goldstream @ Carlow | - | - | - | - | 1,050,000 |
| SW01 - Sidewalk Infill | 350,000 | 400,000 | 450,000 | 500,000 | - |
| SW26 - Millstream Sidewalk Infill | 425,000 | - | - | - | - |
| Total 233 - Public Works | 16,009,090 | 1,382,860 | 5,255,000 | 1,734,000 | 1,050,000 |
| Total Transportation & Public Works | 16,059,090 | 1,452,860 | 5,255,000 | 1,734,000 | 1,050,000 |
| Total For All Divisions in 2022 | 16,059,090 | 1,452,860 | 5,255,000 | 1,734,000 | 1,050,000 |



Staff Report to Choose an item.

DATE: Tuesday, February 8, 2022

DEPARTMENT: Engineering

SUBJECT: Contract Extension – Streetlights and Signal Lights Operations and Maintenance

BACKGROUND:

The City has an existing contract with Raylec Power LP to provide as and when services for traffic signal and streetlight maintenance. The contract was effective January 1, 2019 with an expiry date of December 31, 2023.

The purpose of this report is to provide an update to the Transportation and Public Works committee with respect to this existing contract considering the current economic conditions and to seek direction with respect to renewing this contract earlier than December 31, 2023.

COMMENTARY:

In discussions with Raylec and other vendors, staff are concerned that costs will continue to escalate at a rapid pace and believe it would be prudent to lock into a long term contract at this time. Staff believe this will keep the contract competitive and mutually beneficial based on today's economic climate and cost of labor and materials. The amendment is proposed to be effective January 1, 2023, meaning that the current rate structure will remain for the fiscal year 2022.

Raylec's electricians are all International Brotherhood of Electrical Workers (IBEW) Local 230 union members and their south island division is based in Langford.

Raylec has current contracts with the Ministry of Transportation and Infrastructure (MoTI), Langford, Central Saanich, Nanaimo, Parksville and Courtenay for the maintenance and repairs on their street lighting and traffic signal infrastructure as needed.

Since Raylec is the contractor for the MoTI, this is mutually beneficial because Langford has several signal lights that the City cost shares with the MoTI for example on the numbered

highways in Langford that intersect with municipal roads. After hours immediate responses are key to maintaining these corridors, Raylec are the company that can provide this for both parties mutually.

Raylec's core business is the installation, maintenance and repair of street lighting and traffic signal systems. They have crew members available 24 hours a day, 7 days per work through their On Call Service. This means that they can attend any problems, issues, or emergencies within a 2-hour window.

Raylec Power stocks an assortment of materials required for above mentioned repairs so that we are efficient and quick when repairs are required. Raylec's field staff are IMSA certified and experienced with traffic signals and controller cabinets. They complete in house training with their crews and have two Level 3 IMSA technicians that work with the crews on this training.

FINANCIAL IMPLICATIONS:

The average cost for the street lighting and signal repair portion of the works for City of Langford over the last two years was approximately \$47,000.00 per year.

The rate structure in place now is proposed to remain for 2022, but to increase in 2023.

The expected average cost at the new rates will be approximately \$53,000.00 based on the same amount of work being completed, although this will be higher in 2023 than what is currently agreed to staff believe that we will still save costs over the longterm. Staff feel that the benefits of the in house expertise and 24/hour service warrants the extension of the contract at this rate.

LEGAL IMPLICATIONS:

None noted.

OPTIONS:

Option 1

THAT the Transportation and Public Works Committee recommend that Council extend the contract with Raylec Power LP through to December 31, 2026 leaving the current rate structure in place for 2022, but increasing the rate structure beginning in 2023.

OR Option 2

THAT the Transportation and Public Works Committee recommend that Council not extend the contract with Raylec Power LP through to December 31, 2026.

SUBMITTED BY: Michelle Mahovlich, P.Eng, P.Geo, Director of Engineering and Public Works

Concurrence: Donna Petrie, Manager of Business Development and Events

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

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

Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer



Staff Report to the Transportation and Public Works Committee

DATE: Tuesday, February 8, 2022

DEPARTMENT: Engineering

SUBJECT: Contract Extension Traffic Engineering As and When Services

BACKGROUND:

The City retained WATT Consulting in 2015 to update the City's Master Transportation Model. The Master Transportation Model is a very important tool for ongoing planning of both road networks for the purposes of extensions but also provides a valuable current tool that developers can access to get the most accurate predictions of potential traffic impacts from increased density.

Since 2016 the City has maintained an As and When consulting contract with WATT Consulting. The purpose of this report is to get approval to continue with the As and When consulting contract with WATT Consulting.

COMMENTARY:

The City does not currently require traffic engineering services as a full time need and therefore it is more economical to retain WATT Consulting in an As and When capacity. Services that WATT Consulting provides currently include; sharing the transportation model traffic volumes with current or prospective businesses to aid in their business planning, providing support information for land development in the city and providing support information for design of capital projects. In addition, WATT installs traffic tube counters that aid in answering questions from residents who may have concerns with respect to traffic volume or speeds. Staff are recommending that the City continue this As and When relationship with WATT Consulting in 2022 for a two-year term.

FINANCIAL IMPLICATIONS:

The Engineering Department funds the As and When contract for traffic consulting services through our Engineering for Future Capital Works budget. The 2022 budget has anticipated this cost.

LEGAL IMPLICATIONS:

None noted.

OPTIONS:

Option 1

THAT the Transportation and Public Works committee recommend that Council Authorize Director of Engineering and Public Works, to enter into an *As and When* contract to a maximum of \$15,000/annum with WATT Consulting for traffic engineering services for 2022 and 2023 funded through the Engineering Departments *Engineering for Future Capital Works* budget;

OR Option 2

THAT the Transportation and Public Works committee not recommend to Council that the City sign an *As and When* contract for traffic consulting services at this time.

SUBMITTED BY: Michelle Mahovich, P.Eng., P.Geo. Director of Engineering and Public Works

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

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

Concurrence: Marie Watmough, Acting Director of Corporate Services

Concurrence: Darren Kiedyk, Chief Administrative Officer



Staff Report to the Transportation and Public Works Committee

DATE: Tuesday, February 8, 2022

DEPARTMENT: Engineering

SUBJECT: Request for Direction on the Development of a Neighbourhood Traffic Calming Policy

BACKGROUND:

Council requested Staff to prepare a traffic safety/ calming policy to address the frequently received requests to alleviate potential traffic safety issues in residential neighbourhoods. During this development process Staff discovered several options that may impact the way the entire policy is either drafted or optioned to Committee for its consideration. Rather than introduce multiple policies or options, Staff are requesting the Committees' input to allow for a pilot project policy to move forward and be presented.

COMMENTARY:

City staff frequently receive concerns from residents about the way drivers are choosing to use local roads. The most frequent request is for speed humps as they are the most often experienced speed reduction device; however, they are not necessarily the most valid option for Municipalities to employ. Research has indicated that there are numerous options that may achieve the desired result, without the expense of constructing and maintaining this singular example. Staff plan to present options that will discuss the myriad industry-standards that are in use in the traffic safety industry as well as the pros-and-cons of these options.

There are some elements of the policy that are included and are described below:

1) Introduction

- a) Purpose – to appropriately define the purpose of this policy
- b) Definitions – to ensure that all parties reading and executing the policy are speaking the same language. The section will not be exhaustive with every potential item meaning as any one user is already expected to understand traffic engineering principles in order to execute the policy

2) Data-driven Decisions – When the City receives requests for traffic calming, they are to be reviewed

with the need for data in mind. Speeding can be a perception issue that requires objectively measured data to determine if an issue does exist and, if so, to what degree is the severity. Currently when Staff receive speeding concerns the first step is to review any historical data that may be on file for the location in question. Should none exist then a speed watch survey is scheduled, bearing in mind the traffic volumes generated at that location may determine priority relative to the needs of other locations.

- 3) Funding Support from ICBC – The City has enjoyed a long and successful relationship with the Insurance Corporation of BC (ICBC): their Road Improvement Program (RIP) has contributed to several improvements throughout the City including pedestrian crossing improvements; traffic signal upgrades; and speed notification boards. Regardless of the funding options described later, Staff will continue to engage ICBC for funding support towards the options selected through this policy and any other projects they may have an interest in.

Below are several options that Staff are seeking direction from Committee:

TAC Manual-based or Independent/ Langford-based Policy

As part of the Engineering Departments' reference library Staff reference the *Canadian Guide to Traffic Calming (2nd Edition)* published by the Transportation Association of Canada (TAC). The City frequently follows the guidance of this national organization by way of their *Pedestrian Crossing Control Guide*, the *Geometric Design Guide for Canadian Roads*, and the *Manual of Uniform Traffic Control Devices for Canada*.

There are two options for Staff to follow when creating this policy: direct reference to this *Guide* and the warrant processes therein; or create a standalone policy that is more 'Langford-ized' in its design and implementation. Many Municipalities have created their own policies that reference the TAC standards while including operational procedures and material standards that are specific to their Municipality.

"Beta-Test" Concept

As the City has not worked under a policy of this type before, staff are presenting the option of allowing this policy to function as a grey-area model, colloquially known as a "beta-test," rather than a black-and-white, "written-in-stone" version. This concept would allow staff to operate and provide service under a policy, while: a) evaluating the efficacy of the policy's performance, and; b) monitoring the funding requirements for the warranted infrastructure. (This funding element is discussed in greater detail in the following section.) Staff would then report back to Committee later and recommend either to adopt the policy as-is or request changes so as it may function in a more robust manner. Should this concept be approved staff are proposing to present a policy that is largely centered on the contents of the TAC *Guide* and operate to that standard verbatim then report back to Committee accordingly.

Funding

There are several ways that the City can fund neighbourhood traffic calming measures. Currently, Staff utilize various Annual Operations budgets depending on the options selected: Traffic Signs, for signs and pavement markings; Small Road Improvements, for smaller projects; and, Traffic Signal Upgrades, largely for pedestrian crossing flashers and speed notification boards.

Capital Project budgets largely capture one-time, larger scale projects rather than on-going maintenance matters that are generally captured in the Annual Operations budget. If funded through this means Staff would propose to apply this policy in the same manner that the annual Sidewalk Infill program operates: there are several pre-selected areas of improvements that are then actioned should that proposed budget value be approved.

Development-related or Standalone Policy

The initial concept behind this policy is to function in existing/ established neighbourhoods that may be seeing an increase in driving behaviour that is perceived by residents to be a threat to their safety. However, staff would like to review the potential for such similar traffic calming measures introduced on new roads built through local development construction. An example of this is the elevated crosswalk on Bear Mountain Parkway east of Country Club Way and the islands and textured centreline on Spirit Ridge Drive.

FINANCIAL IMPLICATIONS:

None.

LEGAL IMPLICATIONS:

None.

OPTIONS:

Option 1

THAT the Transportation and Public Works Committee recommend that Council direct Staff to continue drafting a Neighbourhood Traffic Calming Policy per the following directions:

| | | |
|------------------------------|-----------|-------------------------------------|
| The proposed policy will be: | | |
| TAC-Based | OR | Langford-based |
| And will operate as a: | | |
| Pilot Program | OR | Is more permanent in implementation |
| And should: | | |

| | | |
|---|-----------|---|
| Be implemented for existing neighbourhoods only | OR | Include both existing neighbourhoods and new developments by means of adjusting Bylaw 1000 as required. |
|---|-----------|---|

OR Option 2

THAT the Transportation and Public Works Committee recommend that Council direct Staff to no longer prepare a Neighbourhood Traffic Calming Policy at this time.

SUBMITTED BY: David Lenton, ASCT, Senior Engineering Technologist

- Concurrence:** Michelle Mahovlich, P.Geo., P.Eng., Director of Engineering and Public Works
- Concurrence:** Matthew Baldwin, MCIP, RPP, Director of Planning and Subdivision
- Concurrence:** Michael Dillabaugh, CPA, CA, Director of Finance
- Concurrence:** Marie Watmough, Acting Director of Corporate Services
- Concurrence:** Darren Kiedyk, Chief Administrative Officer