

COUNCIL POLICY

Policy Title: Environmental Capacity Guidelines for Roadways Policy
Policy Number: TP009
Report Number: OD79-37, OE2003-15, OE2003-31 and C2003-34
Approved by: City Council
Effective Date: 1979 and amended 2003 May 5
Business Unit: Roads, Transportation Planning

BACKGROUND

On 1979 February 21, City Council approved a motion containing Clause C. 17 concerning Level of Service "E" for Roadways OD79-37. *Level of Service* is a term which, broadly interpreted, denotes any one of a number of differing combinations of operating conditions that may occur on a given lane or roadway when it is accommodating various traffic volumes. It is a qualitative measure of a number of factors, which include, speed, and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience and operating costs. Over time, level of service for roadways became.

Over time, level- of -service evaluations conducted by the City identified the need to review the guidelines for various roadway classifications due to the increased number of vehicles on the road. After conducting a capacity analysis of current urban streets, the possibility of increasing the requirements for major roadways was considered due to high traffic volumes of 20, 000-30, 000 vdp either actual or predicted on some major roadways.

In 2003, April 14 the Operations and Environment reviewed the environmental capacity guidelines for roadways and made recommendations to Council to make revisions to the current guidelines to allow an increase in the number of vehicles allowed on residential, collector and primary collector roads.

At the 2003 April 14 meeting of the Operations and Environment Committee, reports OE2003-15 and OE2003-31 were dealt with and forwarded to be considered at the 2003 May 5 meeting of Council. In addition, the following resolution was adopted: That the Administration be directed to provide a supplementary report on the progress of negotiations with the Urban Development Institute (UDI) to the 2003 May 05 Regular meeting of Council; such report to be dealt with in conjunction with OE2003-31 and Executive report OE2003-15, 2003 Development Agreement Subdivisions.



UDI Negotiations

Following the 2003 April 14 meeting of the Operations and Environment Committee, the administration met with UDI and discussed the proposed use of a 10 year growth forecast instead of a 15 year growth forecast. These criteria as outlined in Executive Officer Vennard's letter of 2003 April 11, which is included as attachment 1 of OE2003-31. UDI has indicated agreement to all items discussed during the negotiations of the 2003 Development Agreement as predicated on the approval of the process as outlined in OE2003-31.

Reaching agreement with UDI on the growth forecast to be used required extensive discussion between UDI and the Administration prior to the presentation of OE 2003-15- and OE 2003-31 to the Operations and Environment Committee. The use of the 15 year growth forecast was finally agreed upon as one of the flags to be used at the pre-application stage. As a flag, this criteria is one item that is reviewed to determine whether an application must be forwarded to the City's Growth Management Steering Committee (GMSC) for their review and input. In applying the criteria at the pre-application stage, potential issues associated with capital budgets, transportation studies and planning matters will be identified.

PURPOSE

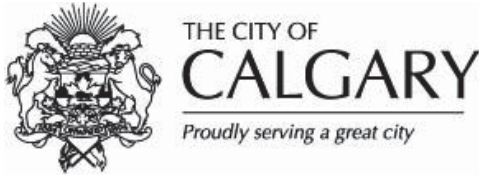
This policy provides amendments to the existing *Level of Service for Roadways Policy* OD79-37 by establishing a Development Agreement for Subdivisions in conjunction with the Urban Development Institute (UDI). In addition, the amended policy provides criteria to implement the revised Environmental Capacity Guidelines and a framework for managing future road capacity. Specifically, the policy uses a 10 year growth forecast instead of a 15 year growth forecast to identify applications which are to be forwarded to the Growth Management Steering Committee for input.

POLICY

During the 2003 Development Agreement negotiations existing Environmental Capacity Guidelines were formally approved as a Council policy therefore, a formal ratification by Council of these revised guidelines was required.

The Administration recommended to Council approval of the following revisions:

- **Residential roads-from 1,000 to 1,500 vehicles per day**
- **Collector roads-from 5,000 to 5, 500 vehicles per day**
- **Primary collector roads from 10, 000 to 12,500 vehicles per day.**



PROCEDURE

Criteria to Implement the Revised Environmental Capacity Guidelines

1. The revised guidelines will not be applied retroactively to existing roads.
2. The revised guidelines will only apply to Tentative Plans approved after the revised guidelines are approved by Council.
3. The revised guidelines may be applied to roads in approved outline plan areas where Tentative Plans have not yet been approved provided:
 - a) Traffic volumes do not exceed the previous guidelines for lots created prior to Council approval of the revised guidelines.
4. During the transition period from the previous guidelines to use of the new guidelines, there will be cases where an existing roadway will have been built to a higher standard under the previous guidelines. In those cases where a new Tentative Plan abuts an existing roadway, and the new guidelines allow a reduced roadway width within the new Tentative Plan, the new roadway width will be permitted only if the new roadway does not have to be increased at some point downstream. Otherwise, the existing roadway standard will be carried throughout the length of the roadway.
5. Discretion will be exercised on a case by case basis where there is a transition from the previous guidelines to the new guidelines.

AMENDMENTS

2003 May 5 C2003-34 *Criteria to Implement the Revised Environmental Capacity Guidelines* Supplementary Report on 2003 Development Agreements for Subdivisions.