

## FLCA Presentation – Langley City Council Meeting Jan 30, 2017

**Andy: (Target time \_\_\_\_\_)**

- **DISPLAY OPENING SLIDE – Distance shot of 96<sup>th</sup> Ave near Edal**
- Good evening Mayor and Council. My name is Andy Schildhorn residing at 22895 Sailes Ave in Fort Langley. The Fort Langley Community Association is here tonight to discuss sidewalks and a crosswalk on the 96<sup>th</sup> Ave Truck route.
- **DISPLAY NEXT SLIDE – (2016 Survey)**
- In 2016 the Fort Langley Community Association surveyed the residents and businesses of Fort Langley to help us prioritize projects as well as provide feedback to Township Council.
- Of the 1500 households and businesses surveyed - 277 were filled out and returned.
- A presentation was made to Council on July 2016 outlining the interests, beliefs and concerns of the residents and businesses in Fort Langley.
- **DISPLAY NEXT SLIDE – (Commercial Sidewalks End)**
- One of the topics that gained a lot of interest, support and deemed as very important is the lack of pedestrian safety on the 96<sup>th</sup> Ave truck route with no sidewalks or crosswalks other than where there is commercial development
- 78% of respondents to the survey stated on a weekly basis or more they walked or cycled to our commercial core. The 96<sup>th</sup> Ave truck route is one of only three corridors into the village.
- As stated 96<sup>th</sup> Ave is a designated Truck Route with heavy commercial tractor-trailers, gravel haulers, etc. going through Fort Langley. Township counters are showing heavy truck use on this route at least once every minute and half during peak hours.
- The FLCA is encouraged that Township Council is considering improving the walkability and safety in Fort Langley with the inclusion of a sidewalk option in the 2017 budget.
- Township Staff has presented Council with two options.
- Option 1 – Install concrete sidewalks Option 2 – Create a separated shared use path Let's quickly recap what they are with the next two slides.
- **DISPLAY NEXT SLIDE – (Option 1)**
- This slide shows Option 1 with a typical raised, concrete sidewalk with curb.
- **DISPLAY NEXT SLIDE – (Option 2)**
- This slide shows Option 2 with a separated shared path use at same grade as road.

- We watched the budget debate and listened intently. We took Councillors advice and consulted the residents on 96<sup>th</sup> and adjoining streets. We also encouraged thoughts and ideas from Fort Langley residents
- **DISPLAY NEXT SLIDE – (Sidewalk Residents Poll)**
- Mid-January the FLCA ran a Residents Poll of affected homes in the area along 96<sup>th</sup> Ave with Direct Flyers hand-delivered to all 100 homes including cul-de-sacs.
- The FLCA also received input from our Website and Facebook social media.
- These are the response numbers:
- 43 out of 43 responses regarding sidewalks preferred Option 1 (full, raised sidewalk)
- 23 of these respondents live on 96th including attached cul-de-sacs
- In the responses here are a few of residents' quotes:
- **DISPLAY NEXT SLIDE – (Respondents Comments 1 of 3)**
- "Traffic speed, volume and the presence of very large vehicles in this area represent serious potential hazards to pedestrians. Although a raised sidewalk cannot eliminate them, it would go a lot further to improving the situation compared to the grade level alternative."
- **DISPLAY NEXT SLIDE – (Respondents Comments 2 of 3)**
- "I simply do not feel safe pushing a stroller along 96 Ave. Without a raised sidewalk and just a raised barrier, I can already imagine all the debris that will accumulate and impair pedestrians ability to walk along 96 Ave."
- **DISPLAY NEXT SLIDE – (Respondents Comments 3 of 3)**
- "We are in favour of Option 1; a raised/curbed sidewalk. We have 2 small children, and walking or cycling into town along 96 Avenue feels dangerous. My husband and I always feel anxious and are constantly "corralling" the kids to stick as far to the side as possible."
- **DISPLAY NEXT SLIDE – (Other Concerns)**
- Here are some other concerns and feedback received:
- There are raised/curbed sidewalks on 88th Ave and Glover Rd. Both main thoroughfares. 96th Ave which is a designated truck route should be of the same standard.
- Average speeds of cyclists are above 20km/h. To group them with pedestrians as per Option 2 is a hazard. The 96<sup>th</sup> Ave Truck route is a heavily used bike route.
- Street sweeping cannot be used on the pedestrian/cyclist side of Option 2. Again hazard to cyclists and very unsightly

- Snow removal is an issue (as it was on 202a the past two months)
- Studies show pedestrian safety increases when sidewalks are raised in height visibility improves and drivers become more aware of their presence, especially when the pedestrians are children.
- Option 2 requires more specialized maintenance
- **DISPLAY NEXT SLIDE – (Option 2 at 202a Maintenance)**
- Why is a temporary measure in Willoughby (Option 2) a permanent consideration for Fort Langley? Option 2 has a shorter life span and may result in rebuild costs in the future and therefore is not a permanent solution in Fort Langley
- Our hope is that with a clearer picture of what Fort Langley residents are asking for, Mayor and Council can see their way through to Option 1 which is in the long run a smarter safer way of expending Township tax dollars.
- **I now turn this over to George to discuss the Crosswalk for 96th Ave in detail.**
- **DISPLAY NEXT SLIDE – (Crosswalk on 96<sup>th</sup> at Edal Street Presentation)**

**George: (Target \_\_\_\_\_)**

- Good evening Mayor and Council. My name is George Otty 8935 Glover Road in Fort Langley. I am a Director of the Fort Langley Community Association.
- We often hear of how Fort Langley is supposed to be a “walkable community”, especially with the traffic and parking issues become an increasing problem.
- As we progress on getting a sidewalk onto 96<sup>th</sup> Avenue, one of three main corridors into the Fort, there are NO crosswalks on the entirety of 96<sup>th</sup> except the 3 way stop at the very end of 96<sup>th</sup> where it meets Glover Road.
- I would like to point out if I may that a large portion of Fort Langley including all of Bedford Landing reside North of 96<sup>th</sup> Avenue and all the schools in Fort Langley including the Langley Fine Arts School are located South of 96<sup>th</sup>.
- **DISPLAY NEXT SLIDE – (Crosswalk Considerations)**
- Parents, children and all residents need a safe crossing area from all Fort Langley areas North of 96<sup>th</sup> including Bedford Landing to get to school.
- There are two paved pedestrian paths leading to 96<sup>th</sup> (at Edal) from either side with no safe way to cross.
- Previous traffic counts do not take into account that many parents and kids do not cross 96<sup>th</sup> because it is unsafe.

- However every day students, parents and others jaywalk since they have no other viable option.
- 96<sup>th</sup> is a designated Official Truck Route
- **DISPLAY NEXT SLIDE – (Area Map: Fort Langley 96<sup>th</sup> Ave)**
- This is a map of the area showing in details the routes taken and marked pedestrian paths that school kids use to get from Bedford Landing to the Fine Arts School. Bedford Landing is shown in the yellow box.
- They take the only direct path there is. They cross the train tracks via a large pedestrian overpass.
- They follow a pedestrian walkway to Edal Street
- They walk/run across 96<sup>th</sup> Ave to get to Crickmere where there is another pedestrian walkway to the school.
- On a rainy dark morning kids with umbrellas could not even look both ways properly to check traffic.
- Lets look a little more in detail of the marked route the kids follow
- **DISPLAY NEXT SLIDE – (Pedestrian overpass from Bedford)**
- This is the overpass provided to allow students and others to cross over the train tracks from Bedford Landing to Edal Street.
- A previous council decided Parklane Homes be required to build at considerable expense a pedestrian overpass to provide Bedford Landing residents a safe exit/entry from the development. It seems illogical that this safe exit/entry for pedestrians leading south right to Edal Street would not also include the eventual plan to provide a safe place to cross on 96<sup>th</sup>
- **DISPLAY NEXT SLIDE – (Path from Overpass to Edal Street )**
- This is the pedestrian entrance between the train track overpass walkway onto Edal
- **DISPLAY NEXT SLIDE – (Path from Crickmere to School)**
- Once across 96<sup>th</sup> and onto Crickmere, this is the pedestrian walkway entrance directly to the Fine Arts School.
- **DISPLAY NEXT SLIDE – (Student Pedestrian study 96<sup>th</sup> Ave Dates)**
- In early November the FLCA did a small traffic and pedestrian study to see what kind of numbers we are dealing with. Three separate studies were done:
  - Nov 8 Morning (partial clear sky, no rain) 8:00am to 9:00am
  - Nov 9 Morning (Rainy/dark) 8:00am to 9:00am

- Nov 9 Afternoon. Sunny breaks, nice weather 2:50pm to 3:40 pm (50 minutes)
- **DISPLAY NEXT SLIDE – (Student Pedestrian study 96<sup>th</sup> Ave)**
- During the three short crossing periods of time, counting students, there were:
  - 63 Students crossing 96<sup>th</sup> at Edal Street between cars and heavy trucks
  - 6 parents/grandparents crossing with younger students including 2 babies in baby carriages and 4 dogs
- **DISPLAY NEXT SLIDE – (Traffic study 96<sup>th</sup> Ave)**
- During the 50 minute period the afternoon of November 9<sup>th</sup>, 460 cars and heavy trucks along 96<sup>th</sup> drove through the area past Edal Street where the kids/families were crossing.
- This was comprised of:
  - 426 cars (includes pickup trucks, small vans)
  - 34 Heavy trucks (18-wheelers and those giant gravel trucks, sometimes with extra trailers)
- **DISPLAY NEXT SLIDE – (96<sup>th</sup> Ave: One School Year)**
- Think about a very rough estimate per year based on these numbers, just school days (estimating 179 school days for approximations)
- Over 6,800 “student crossings” across 96<sup>th</sup> Ave each year at Edal.
- Well over 100,000 vehicles will travel that “crossing” area on 96<sup>th</sup> during the same time period that the kids cross each year.
- **DISPLAY NEXT SLIDE – (Crosswalk Residents Poll)**
- As mentioned earlier , the FLCA Surveyed with Direct Flyers hand-delivered all 100 homes along 96<sup>th</sup> including attached cul-de-sacs.
- We received 26 out of 26 responses regarding crosswalks who wanted a crosswalk across 96<sup>th</sup> at Edal
- (no respondents disagreed with the crosswalk proposal)
- In the responses here are a few of residents’ quotes:
  - **DISPLAY NEXT SLIDE – (Respondents Comments 1 of 3)**
  - “I observe Langley Fine Arts students walk along Edal St each school day and I witness them wait for a clearing in car traffic before dashing across 96 Ave. This is beyond unsafe and I cannot believe the township feels it is acceptable for children to risk their lives going to school.”

- **DISPLAY NEXT SLIDE – (Respondents Comments 2 of 3)**
- “We absolutely support a pedestrian-controlled crosswalk across 96th at Edal. My kids attend Fort Langley Elementary and the Fort Langley Learning Centre (located on the school grounds) and when I have walked my kids in the morning, we also use the same route as outlined in your report for the Fine Arts students (across 96<sup>th</sup>)”
- **DISPLAY NEXT SLIDE – (Respondents Comments 3 of 3)**
- “...when we are at Crickmer waiting to cross, its still a scramble to cross the extra distance to reach Edal (especially on bikes when we are trying to reach the far side of Edal). There is not one crosswalk along 96th in the entire community other than at the stop sign on Glover yet there are township trails and connections that seem to assume such a link both at Edal and further along before the train tracks. “
- **DISPLAY NEXT SLIDE – (Crosswalk Proposal)**
- Here we have two options we believe are viable for the pedestrian controlled crosswalk lights. One that is solar powered and one that is wired.
- **I now turn this over to Solon for Conclusions.**
- **DISPLAY NEXT SLIDE – (Conclusions)**

**Solon: Vision Closing statement (Target \_\_\_\_\_)**

- Good evening Mayor and Council. My name is Solon Bucholtz (address). I am the Vice-Chair of the Fort Langley Community Association.
- We trust the township will recognize the overwhelming support of Both option 1 sidewalks in conjunction with a cross walk on 96th at Edal.
- This is supported by the 258 respondents to the FLCA Vision fort Langley survey. The 43 responses directly obtained by residents on 96th and immediate surrounding homes supporting option 1. And the 26 responses with 100% support for the crosswalk at Edal Street.
- As well and very importantly, the Langley Fine Arts Parent Advisory Committee fully support this initiative for the Pedestrian Controlled Crosswalk at Edal and the Option 1 raised sidewalks. Apparently many parents of students at this school have wanted this safety issue looked after and were very excited to hear it was being brought to Council. The Langley Fine Arts PAC has provided us a letter to Council that we would like to present to you on their behalf and on their childrens behalf.
- Further, the Township of Langley obtained letters of support from the BIA and the FLCIS and we appreciate that all community groups representing all varied interests in Fort Langley are unified in this initiative.
- Township has always strived to be a walkable, sustainable, and inclusive community. Fort Langley in particular has always been pedestrian, cyclist and family friendly yet lacks connectivity at critical points

of use. This impacts the safety for all. 96th avenue has long been an area of concern by residents, students, cyclists, and visitors alike. This is an opportunity to not only connect our existing pathways, sidewalks, and cyclist routes but connect our community as a whole for today and the future as the walkable, sustainable, and inclusive community that we all desire. I encourage you to take your kids and grandkids, or ride your bike down 96th as it is today and visualize all options and decide what truly benefits and improves the use, safety and is consistent with form and character. I urge the township to consider all aspects both factual and functional of this decision in making the best choice for the community.

- The FLCA supports Option 1 sidewalks and a crosswalk at Edal and 96th.

Thank you all

**Target Time total: 15 mins (+ or – 2 mins)**

**Last practice:**