



**RIVERSIDE DRIVE
NEIGHBOURHOOD SURVEY**

Presented To: The District of North Vancouver On March 5, 2002

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BACKGROUND & RESEARCH OBJECTIVES

Speeding along Riverside Drive has been a concern and an issue for a number of residents since 1995. Staff completed a detailed review of the traffic safety issues on Riverside Drive north of Grantham Drive, which included data collection, technical analysis and detailed community consultation. In September 2001, four speed humps, along with enhanced lighting, were installed on the lower end of Riverside Drive. The installation of the speed humps has been quite divisive among Riverside Drive neighbourhood residents. According to information supplied by The District of North Vancouver, residents at the lower end of Riverside Drive (below 1500 block) show the greatest support for the speed humps, while residents at the top end of the street (north of 1800 block) show the least support.

In addition, the speed humps that were installed on Riverside Drive were 2cm too high, despite the fact that the contractor had fabricated a template to the correct specifications. The humps were therefore ground down to the correct height and fine asphalt fill was applied and compacted in an attempt to achieve the correct height and profile.

In order to obtain further neighbourhood input into the speeding issue and possible solutions, the District of North Vancouver Council instructed staff to have an independent survey conducted. To this end, a survey was conducted by Market Facts MarkTrend between February 2nd and February 10th, 2002, to allow residents of the Riverside Drive neighbourhood the opportunity to cast their vote regarding the removal or retention of the speed humps. In addition, a variety of other speed reduction options were assessed in order to determine their acceptability among residents.

This document presents a detailed analysis of the results of the survey commissioned by the District of North Vancouver.

RESEARCH METHODOLOGY

The survey was conducted over a period of one week. Interviewers visited the area on Saturday, February 2nd and Sunday, February 3rd during daylight hours in order to deliver the questionnaires to each home in the designated area. The area encompassed Riverside Drive North of Mt. Seymour Parkway and all the smaller roads that feed off it. (Please see the Appendix for survey area map.)

Residents were provided with a number of methods for registering their opinion in order to maximize the response rate, as follows:

- Fill out the survey when the interviewer visited their home and return it immediately to the interviewer in the envelope supplied.
- Complete the questionnaire and leave it out for pick-up on Wednesday, February 6th between 5pm and 8:30pm.
- Telephone Market Facts MarkTrend and relay their answers verbally.

All residents who had not responded by Thursday, February 7th were then placed on a telephone call list. Four methods of tracking the correct telephone number for each address were used:

- Telus White Pages
- Criss Cross Directory of Streets
- Pro-CD (An electronic file of Canada's white pages listings)
- 411.ca by both address and name (An Internet directory)

The minimum number of call backs conducted in order to try to reach each resident was six call backs; some numbers having been phoned up to twelve times on different days and at different times of the day.

Upon completion of the door-to-door pick-up of surveys on February 6th, it was discovered that six homes had not been visited on Wednesday, February 6th for survey pick-up. Two of these six residents preferred to have their questionnaire picked-up rather than conduct the interview

telephonically. Accordingly, two surveys were collected on Friday, February 8th, while two interviews were conducted telephonically and two of these residents were not contacted.

A 91% response rate has been achieved, as outlined below:

Total Addresses	278
<u>Vacant</u>	<u>2</u>
<u>Total Delivered</u>	<u>276</u>
Completed via Self-Administration	214
<u>Completed via Telephone</u>	<u>37</u>
<u>Total Completed</u>	<u>251</u>

Non-response to the survey was distributed across the Upper, Middle and Lower Sections of the Riverside Drive neighbourhood as follows:

- Upper Section 1.8%
- Middle Section 4.7%
- Lower Section 2.9%

In order to qualify for the interview, residents had to be either the owner of the property who occupies the house or someone who rents the main portion of the house. Secondary suite tenants were not included in the survey. In addition, the head of the household was the household member eligible for the survey. In homes with two heads of household, the one who was due to have the next birthday was the qualifying respondent, in order to randomize selection.

In order to ensure that each household only submitted one questionnaire, all questionnaires were given a unique identification number, which was matched with the address on the fieldworkers' control sheets. When residents telephoned in to give their opinion, they were asked to provide both their address and their code number to verify that they qualified and had not already given us their responses.

Margins of Error

In cases where the total population under consideration is very small and the survey sample is relatively large, the margin of error can be adjusted to reflect the smaller total population. The statistical calculation for this is called the Finite Population Correction Factor (FPCF).

At the 95% level of confidence, the maximum margin of error for a sample of 251 respondents is +/-6%. Adjusting this using the FPCF of .302, the margin of error for this survey is +/-1.8%, at the 95% level of confidence. The margin of error decreases further as the level of consensus on any given question increases. For example, on a total sample of 251, if the response to a question is split 90/10, then the adjusted margin of error decreases to +/-1.2%, taking the FPCF into consideration.

EXECUTIVE SUMMARY

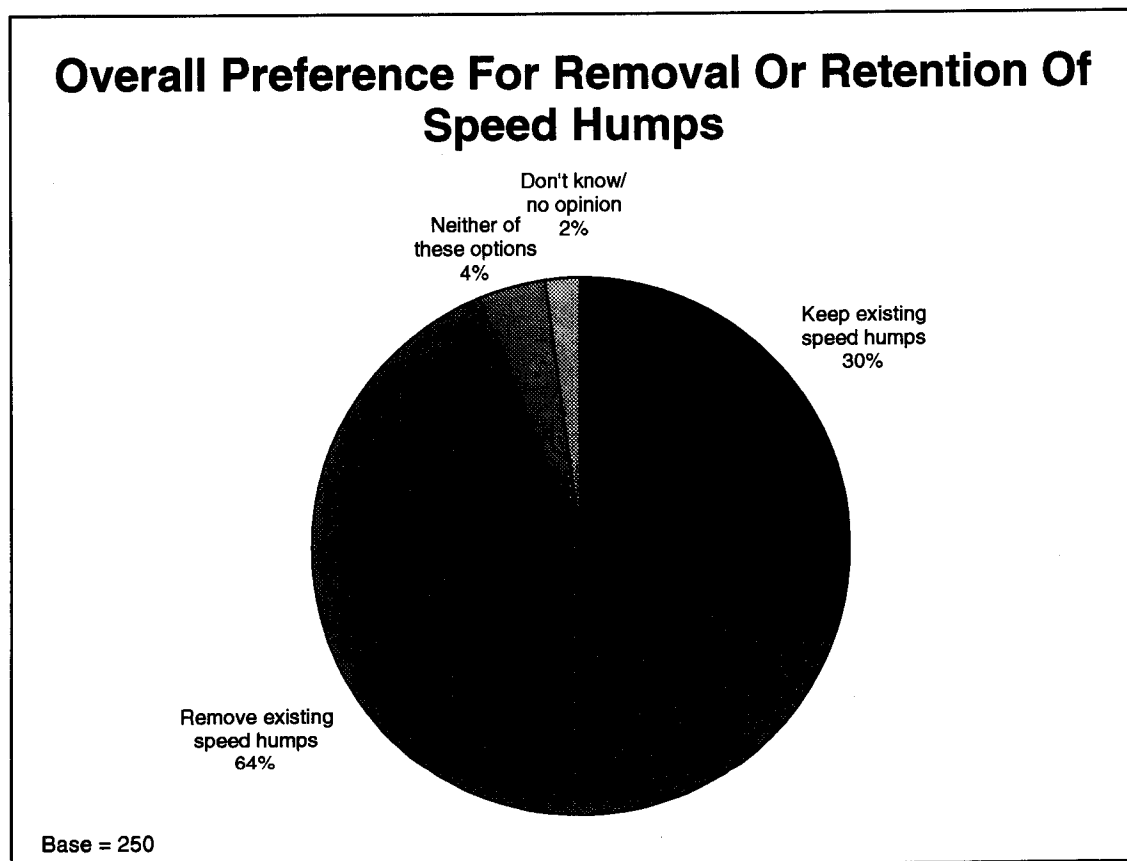
- The majority of the residents of the Riverside Drive neighbourhood want to have the existing speed humps removed.
- As expected, those who live below the 1500 block voted for the speed humps to remain, while the overwhelming majority of residents above the 1500 block want them removed.
- Of the eleven alternative ways of addressing speeding on Riverside Drive which residents were asked to consider, the two which garner the most support relate to enforcing the 50km/h speed limit and to having more speed related signage and road markings. In addition, 7 in 10 support having Speed Watch vans in the area and a "no passing" rule.
- More education via newsletters and meetings only gains the support of half of the residents while the remaining ideas, which include different configurations of speed humps, traffic circles, chicanes and returning the road to a gravel surface, do not receive much support at all.

In conclusion then, the residents of the Riverside Drive neighbourhood have voted for the removal of the four existing speed humps. But, clearly, those who live below the 1500 block wish to keep them.

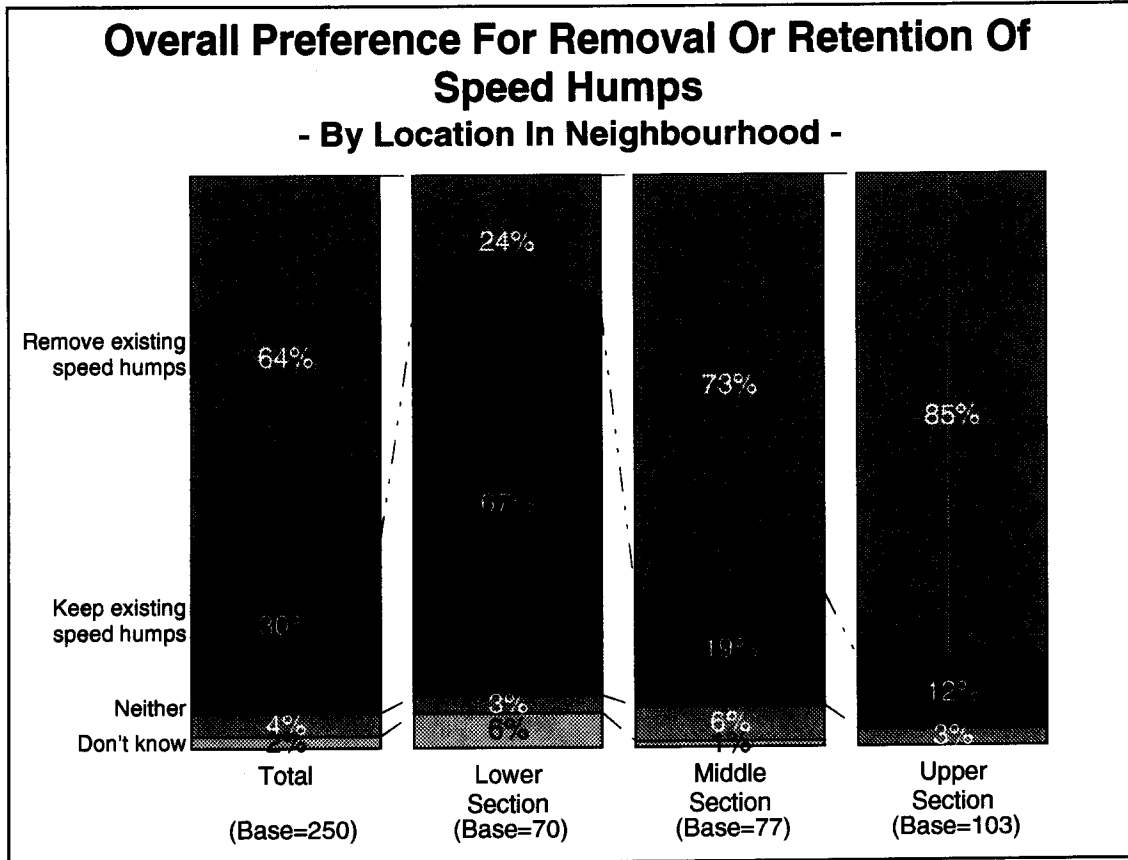
SUMMARY OF RESULTS

Remove or Keep Riverside Drive Speed Humps

- The majority of residents living in the Riverside Drive neighbourhood want to have the existing speed humps removed. This was the opinion of 64% of residents, indicating a significant preference for this course of action.

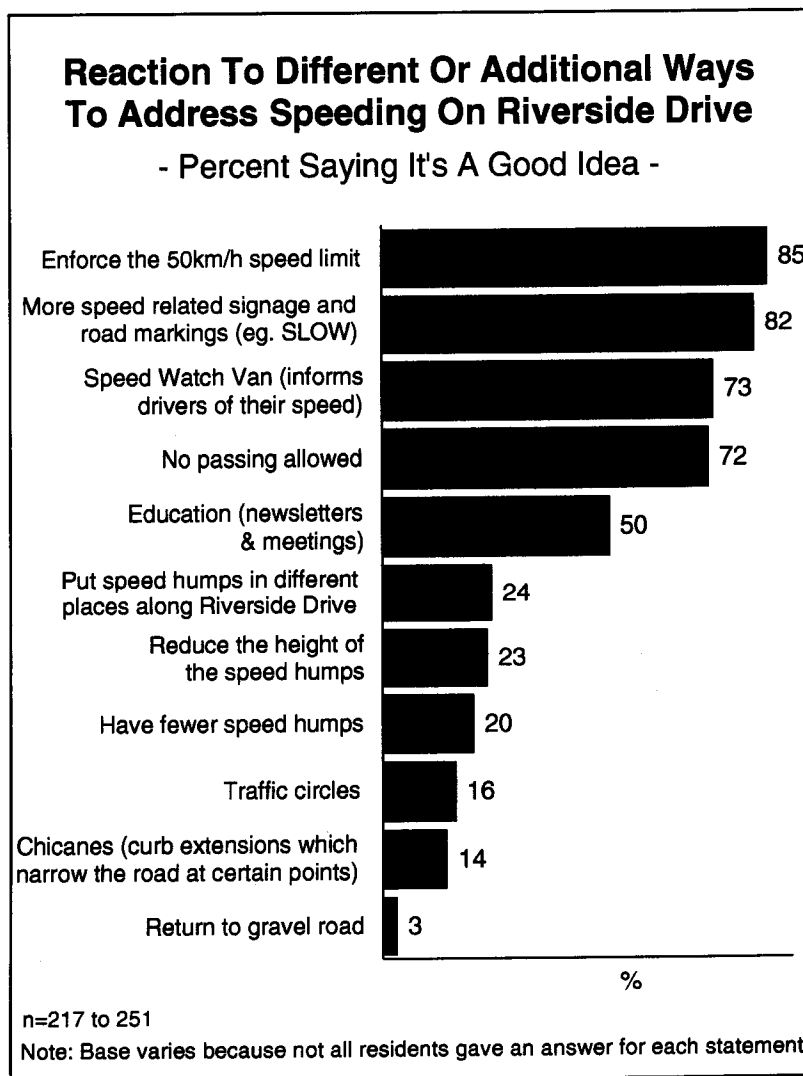


- As expected, the majority of those who live in the lower section of the area (below 1500 block) voted for the speed humps to remain, while the overwhelming majority of residents above the 1500 block wanted them removed.



Different Or Additional Ways To Addressing Speeding On Riverside Drive

- Residents were asked to consider eleven other ways of addressing speeding on Riverside Drive. For each one, they were asked if they considered it a “good idea” or a “bad idea”. The two options that gained the most support were to enforce the 50km/h speed limit in the area and to have more speed related signage and road markings. In addition, 7 in 10 residents supported having Speed Watch vans in the area and a “no passing” rule.
- Having more education via newsletters and meetings only received support from half of residents and the remaining ideas which include different configurations of speed humps, traffic circles, chicanes and returning the road to a gravel surface did not receive much support at all.



- Enforcing the 50km/h speed limit gains far more support from those in the lower sections of Riverside Drive than from those who live above the 1500 block. However, even among those above the 1800 block, it achieves support from 80% of residents, which is the second highest level of support after “more speed related signage and road markings”.
- Enforcing the speed limit gains more support from those who want to keep the existing speed humps than from those who want them removed.
- The idea of having more speed related signage and road markings is considered a good idea in all sections of the neighbourhood. It gains more support among those who want the existing speed humps removed.

			<u>Enforce The 50km/h Speed Limit</u>		
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	239	%	85	9	7
<u>Section</u>					
Lower	68	%	93	4	3
Middle	76	%	83	9	8
Upper	95	%	80	12	8
<u>Opinion on Existing Speed Humps</u>					
Remove	151	%	83	9	9
Keep	73	%	88	8	4
Neither/DK	14*	%	86	14	-
			<u>More Speed Related Signage & Road Markings (eg. SLOW)</u>		
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	241	%	82	13	5
<u>Section</u>					
Lower	67	%	78	16	6
Middle	76	%	80	14	5
Upper	98	%	87	10	3
<u>Opinion on Existing Speed Humps</u>					
Remove	155	%	86	10	5
Keep	71	%	76	18	6
Neither/DK	14*	%	71	29	-

*Caution: Small base size.

- Both the Speed Watch van and a “no passing” rule were supported by 7 in 10 residents as viable options for reducing speeding on Riverside Drive.
- Support for Speed Watch Vans was particularly strong among those who want the existing speed humps removed, while instituting a “no passing” rule is supported more strongly by those who live below the 1800 block than those who live in the upper section of Riverside Drive.

		Speed Watch Van (Informs Drivers Of Their Speed)			
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	240	%	73	19	8
<u>Section</u>					
Lower	66	%	73	21	6
Middle	76	%	74	18	8
Upper	98	%	73	17	9
<u>Opinion on Existing Speed Humps</u>					
Remove	154	%	76	16	8
Keep	71	%	68	25	7
Neither/DK	14*	%	71	21	7

		No Passing Allowed			
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	235	%	72	19	9
<u>Section</u>					
Lower	66	%	77	18	5
Middle	75	%	77	17	5
Upper	94	%	65	21	14
<u>Opinion on Existing Speed Humps</u>					
Remove	148	%	71	21	8
Keep	72	%	76	17	7
Neither/DK	14*	%	64	14	21

*Caution: Small base size.

- Instituting an education program which includes newsletters and meetings was supported by 50% of residents, with the remaining half being divided among those who think it is a bad idea and those who have no opinion on it. This option gains most support among those in the upper section of the Riverside Drive neighbourhood and among those who want the existing speed humps removed (these results being correlated with each other).
- Any suggestions regarding speed humps is clearly divisive in this neighbourhood and therefore, the option of having speed humps in different places from where they are currently sited is strongly rejected by those who live above the 1800 block and by those who want the existing humps removed. Two in three of those who live in the middle section also believe that putting speed humps in other locations is a bad idea.

Education (Newsletters & Meetings)					
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	236	%	50	28	22
Section					
Lower	66	%	38	35	27
Middle	73	%	41	34	25
Upper	97	%	66	19	15
Opinion On Existing Speed Humps					
Remove	150	%	61	23	15
Keep	71	%	30	35	35
Neither/DK	14*	%	36	43	21
Put Speed Humps In Different Places Along Riverside Drive					
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	241	%	24	67	9
Section					
Lower	67	%	48	34	18
Middle	75	%	28	64	8
Upper	99	%	5	92	3
Opinion On Existing Speed Humps					
Remove	154	%	3	92	5
Keep	72	%	65	24	11
Neither/DK	14*	%	50	14	36

*Caution: Small base size.

- Reducing the height of the existing speed humps or having fewer of them is also generally rejected as an option. Most of those in favour of the keeping the existing humps like them as they are, and those who want them removed do not want any humps at all.

		Reduce The Height Of The Speed Humps			
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	230	%	23	64	13
<u>Section</u>					
Lower	68	%	19	71	10
Middle	71	%	30	52	18
Upper	91	%	21	69	10
<u>Opinion On Existing Speed Humps</u>					
Remove	142	%	23	68	9
Keep	73	%	19	62	19
Neither/DK	14*	%	50	36	14
		Have Fewer Speed Humps			
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	217	%	20	68	12
<u>Section</u>					
Lower	66	%	14	76	11
Middle	69	%	17	64	19
Upper	82	%	27	65	9
<u>Opinion On Existing Speed Humps</u>					
Remove	130	%	26	64	10
Keep	73	%	8	81	11
Neither/DK	13*	%	23	31	46

*Caution: Small base size.

- Traffic circles and chicanes achieve very low levels of support overall, while returning the surface of the road to gravel is rejected by the overwhelming majority of residents.

		Traffic Circles			
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	238	%	16	72	12
Section					
Lower	67	%	25	54	21
Middle	75	%	17	73	9
Upper	96	%	9	83	7
Opinion On Existing Speed Humps					
Remove	150	%	9	83	8
Keep	73	%	30	52	18
Neither/DK	14*	%	21	57	21

		Chicanes (Curb Extensions Which Narrow The Road At Certain Points)			
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	242	%	14	76	10
Section					
Lower	68	%	25	62	13
Middle	76	%	11	84	5
Upper	98	%	9	79	12
Opinion On Existing Speed Humps					
Remove	154	%	8	83	9
Keep	73	%	27	58	15
Neither/DK	14*	%	14	86	-

		Return To Gravel Road			
	<u>Base</u>		<u>Good Idea</u>	<u>Bad Idea</u>	<u>Don't Know</u>
Total	237	%	3	95	3
Section					
Lower	66	%	3	92	5
Middle	75	%	3	96	1
Upper	96	%	2	96	2
Opinion On Existing Speed Humps					
Remove	150	%	1	99	1
Keep	72	%	6	88	7
Neither/DK	14*	%	7	93	-

*Caution; Small base size.

APPENDIX

VERBATIM COMMENTS

QUESTION 1 – REMOVE EXISTING SPEED HUMPS

Q1. *In order to deal with speeding along Riverside Drive, the District of North Vancouver would like to know if you are in favour of removing the existing speed humps or keeping the existing speed humps*

Remove existing speed humps immediately.

They should be removed as soon as possible.

The speed bumps are not necessary. Accident record of Riverside indicates only 3 accidents over many years. Put up signs instead. Bumps are an unpleasant annoyance. The bumps detract from the neighborhood. There are questions on this survey that box one into an answer. That does not meet one's true sentiment (no right answer).

Speed hump is in front of our house. Speed humps have increased traffic noise and pollution. Street light has negatively impacted our household.

Removed sooner the better.

Remove the bumps ASAP.

I cannot drive over the humps at 50km unless I have one wheel in the gutter (unsafe!). Otherwise I must slow to less than 40km which is very annoying.

They should never have been put in the first place. The existing speed humps only make the problem worse up the road.

We have already had vehicle damage.

The real issue on Riverside Drive is not the speed bumps. It is the outside volume people who use Riverside as a park area and create many of our problems now. Riverside is saturated by special interest groups who are disturbing our neighborly way of life.

Parking on one side of the street only.

Take out the speed bumps. Apply the same traffic law as the rest of North Vancouver.

I believe the present speed bumps allow me to go the same speed as I used to travel before (40 to 50kph) so their effectiveness for bringing the bad drivers in line is much less. Unfortunately the money is spent and cost of removal is minimal (5%?).

Remove existing speed humps immediately.

It has absolutely no useful purpose to have the speed bumps.

Hump installation did not represent the area. The humps were designed for playground areas not main thoroughfares.

Remove ASAP.

Burn them, get rid of them. People still drive too fast.

After seeing the disruption this has cause the neighborhood, I'm going with the majority.

Please remove speed humps ASAP.

If humps must remain, the 2nd, 3rd, 4th are the not same height as the 1st (most southerly).

I think that inadequate sidewalks and cars parking on both sides of the street are the real hazards.

No parking on southern Riverside Drive would be safer for children living in that area.

Either put them all the way to the top (where the speeders are) or remove them.

This survey would not have been necessary if the District Council, especially Mayor Bell, had listened to our speakers at council meetings.

They are just too annoying and have failed to lower speeds farther up Riverside Drive.

Please remove as soon as possible.

There is no need for speed humps if traffic laws are enforced. They only add to air and noise pollution, due to deceleration and acceleration between humps. They are a tremendous nuisance to all the law-abiding residents living in the area.

Remove the two in-between (i.e. only two are necessary down there).

Remove speed bumps and explore other avenues to reduce speed for those that abuse it.

They are very irritating and they do not stop people speeding anyway. They were installed quite undemocratically.

The speed humps have increased noise levels, pollution, and safety concerns walking on the sidewalk. The cars drive closer to the sidewalks now.

A lot of people are so annoyed by the speed bumps that once they are past them, they hit the accelerator. Speeding in our area is actually worse than before they were installed.

Remove without delay.

There is no speeding along Riverside Drive. This street has not been maintained compared to Berkley. We get second class treatment, like very poor lighting along a 2km street.

They are dangerous.

Remove humps.

Remove as soon as possible.

It is a difficult situation for all. Majority wants removal. Other options may solve concern for speed.

Lower the speed limit from 50km to 40km.

As soon as possible.

Speed limit is 50km/hr; drivers should be able to travel normal speed limit.

My concern is for the "slow down" of emergency vehicles.

They are unnecessary and dangerous. Although they have improved the signage, they are still incredibly hazardous. They are too close together, why 4 within 400 meters?

District should never have installed these speed bumps contrary to District policy that the officials are elected to follow these rules.

We still strongly support active speed control such as traffic circles that would also benefit upper and middle Riverside Drive.

I found that it is hard to see them and they are not clearly marked.

They are needlessly antagonizing the whole community. Most people hate them and speed to show their anger about them.

The bumps are bad for vehicles. They're obstructive as well. My concern is that the 1800 block doesn't have speed problems. Less than 50% of people live up there, and may block the democratic process.

Listen to the majority of the people who live in the area who have said that they wanted humps removed (80%).

No need for speed bumps. I've lived on Riverside Drive for 35 years and speed has never been a problem.

Speed humps are ruining my vehicle because they are too high. They're also dangerous for rollerbladers.

Some of the bumps only took care of speeding in a small section of the road. Before they put speed humps in, it used to be very pleasant to drive, no one ever passed me and it wasn't as dangerous for pedestrians as it is now.

The car makes noises going over the bumps. Better since they've been lowered.

I feel this survey should be based on the individual car owner who has to drive over those annoying bumps everyday. Everyone's entitled to an opinion.

Not due process. Definitely not proper representation (i.e. community council). Find speed bumps offensive because of physical discomfort, vehicle damage, and headlight problems.

The placement of the speed humps is conducive to speeding and actually work in reverse. They are not well marked and are hard to see at night.

They don't seem to reduce the speed. It only reduces the speed in the area of the hump.

QUESTION 1 – KEEP EXISTING SPEED HUMPS

Q1. *In order to deal with speeding along Riverside Drive, the District of North Vancouver would like to know if you are in favour of removing the existing speed humps or keeping the existing speed humps.*

Don't want any more money wasted on this issue.

They are doing their jobs (safety).

Open to the idea of modifying the number of speed bumps.

Install more speed bumps, it works.

I or my husband walk up and down the street with our small children almost daily and speeding has definitely decreased and we feel much safer with our children on the street.

Have small children - speeding is a big issue especially walking along the sidewalk.

I would like them extended up Riverside Drive further up.

The speed humps have worked at calming traffic but some drivers have figured out their vehicles can pass over them and are speeding to show they can't be slowed down. I can see why the north end residents are angry. They are being controlled. It took only 20 young men to impose tight restrictions on the entire world. The bad wreck it for the good.

Add more all the way up the top of Riverside.

Like them or not, they have done their job and slowed the speed down.

Speed bumps have reduced the majority of speeders.

The speed humps should be lower.

The speed humps help but some are still speeding and until recently drivers were honking their horns in protest as they drove over the speed bumps. We also need surreptitious radar enforcement.

Speeding is illegal and dangerous. People should not be allowed to petition and lobby for the right to speed. The current bumps do not slow down a car that is speeding anyway. They are minimal.

Speeding is only one aspect of the safety issue.

RCMP and NV District 2001 available data confirms that speeding well above posted legal limits occurred before humps. In a 9-day period, 1,111 cars were recorded travelling at 71-91 km/hour and up. After humps, in a 9-day period, only 35 cars were recorded in the 71-91 speed range. In general, the humps have lowered speeding but a proportion of drivers can drive over the humps well above 50km/hr. In a 9-day period after humps, 1,319 cars exceeded the speed limit (51-91 km/hr). These are the drivers that caused the humps to be installed. We have no reason to believe that hump removal would result in their adopting safe and sane and considerate driving habits.

Obviously, the only people who have a problem with this are those that are going over 50km/hour.

Add more speed bumps above 1300 block.

Speed bumps slow traffic - make it safer.

The amount of speeding and excessive speeds are out of hand on Riverside Drive. What is wrong with people? Can't they slow down on their own street, which is residential?

Increase number of speed bumps north of current humps especially on our straight section where speed has increased since installation of the humps.

Drivers using Riverside but not living on Riverside are those in favour of removal. They're not concerned about their children/animals being killed, which has happened. These drivers increased speed after passing bumps.

They work. But only in that area. The speed is too high on rest of road.

Make the humps higher and add more policing.

Leave them the way they are. They are a good thing. They make things safer and slow the traffic down and help to prevent accidents. Stop people from using it like a freeway.

It's good the way it is.

I want them to stay. They are needed.

Need more speed humps

Need to put traffic circles and more speed humps.

More of them along Riverside and they should be wider. People tend to drive around them. Better enforcement of speed limits is the best way to go.

It slows traffic down. Motorcycles used to race up and down that street all the time.

RCMP has noted that there is no excessive speed on Riverside.

Kids tend to slow down traffic. They play in the street.

QUESTION 1 – NEITHER OF THESE OPTIONS

Q1. *In order to deal with speeding along Riverside Drive, the District of North Vancouver would like to know if you are in favour of removing the existing speed humps or keeping the existing speed humps.*

They are still too high.

In their present form the speed humps are acceptable. They were much too big when originally constructed. I am concerned that they will be too high again when the finished layer of asphalt is applied. So, if the humps stay as they are (no higher) I vote to keep them. If the humps are higher when finished I vote to remove them. If the humps keep traffic traveling at the speed limit, they are doing a service but if they force traffic to slow to 30 km this is too slow.

Keep speed humps, but make them smoother to go over - long and not so high. Have them in different places along Riverside.

Space speed humps along Riverside.

Remove only the northern most hump and leave the other three where they are.

Lower speed humps with better distribution along road. Should be able to travel at 40km/hour.

They haven't given us the results of the traffic survey. They should keep the two southerly and remove the two northerly ones. People drive quickly coming off the Parkway at the southern end and the speed bumps reduce speed as they are entering our residential area. The northern speed bumps are not near any residential areas. Also they are redundant. If two speed bumps have not reduced speed, then four will not.

Reduce height of existing speed humps. They jar vehicles too much at 30km to 40km/hr, particularly the third one from the bottom of Riverside. Install cats eyes to improve visibility at night.

QUESTION 1 – DON'T KNOW/NO OPINION

Q1. *In order to deal with speeding along Riverside Drive, the District of North Vancouver would like to know if you are in favour of removing the existing speed humps or keeping the existing speed humps.*

Our house is much further south on Riverside Drive.

QUESTION 3 – REMOVE EXISTING SPEED HUMPS

Q3. Do you have any other ideas for reducing the speed of vehicles on Riverside Drive?

Rumble strips like on approach to Horseshoe Bay ferry terminal.

Speed on Riverside Drive is no better or worse than any other collector road in the district.

Slow the speeding bicycles down, like the idea that has been used on the trailhead at top of Riverside.

Remove the bumps. Don't add other traffic interfering measures.

Community Watch. Report incidents to RCMP.

Signage and meetings will work. Speed is not a problem. Bumps are there because a select few wanted traffic to move at a crawl.

Put a radar cop there once or twice a month. No parking on one or both sides of street.

Rumble strips like those at Horseshoe Bay ferry terminal. They are not speed humps or bumps but remind you of the 50km/hour speed limit.

Enforcement of speed limit.

No parking on both sides of the road to prevent accidents.

Riverside is a minor collector road. Further speed control is not required. Remove humps and leave the roads alone.

The speed was always in the allowable range for a collector road. Remove all the speed humps. The parking on the road is already a natural speed reducer. Improve the sidewalks to increase pedestrian safety.

This presumes there is a speed problem. Is the speed along Riverside any higher than on other similar roads in North Vancouver?

Eliminate parked cars on both sides of the street. Parking should only be on one side. Existing parking on both sides is very dangerous.

The police and the people who live here say and know that there is no problem with speed on this road.

What about a stop sign at the mail box cross street?

Common courtesy towards your neighbours.

Signage -"children at play". Have children play in designated child safe areas. Railings on sidewalks in dangerous areas.

Mark off road with centre line. Traffic circle at Swinburne and Grantham.

Caution markings on road surface.

Just drive at posted speed - drive responsibly.

Education and use a Speed Watch van occasionally.

The speed is generally fair.

Have a "children playing" sign or daycare signage.

Improve the sidewalk. Will remove perceived speeders.

We are educated and civilized citizens. Cooperation and education are most important.

Have a Speed Watch van. It's a very good idea. It will remind drivers of speed.

Parking on one side only. Centre line painted on road.

RCMP radar issuing tickets for excessive speed.

Police presence.

Civic cooperation. Consideration of others. Photo radar. More ghost car enforcement.

Put in crosswalks and better sidewalks and traffic lights.

Better signage and night lighting.

Bigger and more visible signs all along the road.

Enforce speed limit.

Have crosswalks with stop signs. Have 3-4 lane stops.

Have cameras to catch speeders.

I don't believe there has ever been a problem on the road.

Parking allowed only on one side of the street. Widen the road.

Improve lighting. Disallow parking on both sides of the street simultaneously. Establish proper sidewalks.

Parking on one side of the street.

Communication through neighbourhood associations.

Get rid of the idiot that started all this nonsense. Then we would have no problem with speeders. Everyone is angry here.

Speeding is less of a problem than it used to be because of (1) crowded street, parked cars make it one lane only and (2) vastly increased number of cyclists .

Wider road, don't allow parking along the road. Develop proper sidewalks. These are the main problems.

Parking only on one side of Riverside would eliminate the weaving of traffic around cars parked on alternating sides of the road. Also, 50/km has been deemed to be a safe and reasonable speed limit for this road. Reductions to 30-40km/h are not justified and only create irritation and hostility. I would like to see the 50km limit obeyed out of respect and consideration for those residents affected. Achieving this requires a more community-minded solution. Removing the anonymity that exists now. People don't speed in what they feel is "their neighbourhood" and where there are faces attached to the people living there. Better education, more signs and concerned residents stopping drivers and talking to them in a friendly, non-confrontational manner about respecting the 50km limit out of respect for the people living here. In short, the current attempts have only served to create a hostile environment and divide the residents of the area – the opposite of what is needed.

It's not so much the speed as it is the safety. Cars parked on roadway - they all park six months on the east side and six months on the west side. This road is too narrow and winding to allow both side parking. It's very dangerous.

Having driven Riverside for many years I have yet to see a speeder or a passing car (same side). You should check with the residents who live near speed bumps - they back out and don't bother to check oncoming traffic.

Ignore it. It is not a problem.

Along the line of speeding I would feel much safer walking my 7-month old son in his stroller if the sidewalks were improved. There are multiple places where we must step off the walk - often around curves. Also, some driveways prevent continuous use of the sidewalks. Please consider this, a proper sidewalk would greatly increase the safety of Riverside Drive.

Alternating "no parking areas" on both sides of the street.

Parking only on one side of the street. No gravel road please. Add one speed hump above Swinburne (most of the speeding is up there).

Prosecute the few people who persistently and flagrantly break the speed limits - they are well known and easily identified.

Just remove speed bumps and fill potholes on road.

Who's going to pay for the damage (chipped paint) to cars and has anyone thought about injuries to pedestrians from flying gravel? This will only slow down people who drive nice cars.

50km speed limit signs and possible passive reminders (eg. strips) perpendicular to traffic flow to create a tire sound to remind drivers of the speed limit, like at the Horseshoe Bay ferry terminal.

We are shocked you claim there is speeding along Riverside Drive. I suggest you look at Mt. Seymour Parkway and Berkley Road prior to making allegations about Riverside. Remove the speed bumps or humps immediately. This is a totally undemocratic decision against the will of all residents of our neighbourhood.

More enforcement. 1800 block is troublesome.

Remove speed hazards and allow parking only on the west side along the pathway.

Enforce bicycle riding to one lane, behind each other and not side by side. Improve the sidewalk. Have a proper sidewalk and that would eliminate walking on the roadway.

Traffic enforcement (i.e. Speed Watch).

Install proper sidewalk with boulevard to provide separation between pedestrians and cars. This will require the road to be narrowed; therefore cars will only be able to park on one side. Narrower road will also slow down the cars (like west side of Vancouver in older neighbourhoods).

A fine for all speeding offences. For second offence, double the fine; for third offence, triple the fine, etc.

Single speed control centre at the start of Riverside or 1800 block just as the left road heads over the bridge. Narrow? Signs? Slow down?

Parking on one side only. Enforce "no jaywalking".

Remove the speed bumps.

Speeding is not a problem as per stats I have seen. Traffic flow is normal for this type of road. There will never be 100% compliance with posted speed. Some drivers go slower, some go faster.

Speed enforcement through radar on a regular basis.

More frequent patrols would reduce speeding.

If traffic circles are not an option at key locations such as Swinburne and Riverside Drive, then a few speed humps spread out to benefit middle and upper Riverside Drive should be considered. These humps must only be high enough to enforce the 50km/hour speed limit.

Put on a RCMP officer who should clock and ticket them for speeding.

Get rid of the speed humps and rebuild public cooperation in operating at an appropriate speed on Riverside Drive.

Sidewalk improvement - concrete, minimum 4 feet wide. 30-40km/hr speed zones 100 meters long - 1st: 1600 block 100 meters before Swinburne crossing 2nd: 800 block Grantham Junction and 3rd: between 1st and 2nd location.

I believe that the increased awareness has definitely made the 50km/hour speed limit a more conscious realization. Policing does work, community involvement does work.

Use more education towards better driving habits.

More policing.

QUESTION 3 – KEEP EXISTING SPEED BUMPS

Q3. *Do you have any other ideas for reducing the speed of vehicles on Riverside Drive?*

Install speed and license detection cameras and issue tickets. Install curbside levels with many bumps to discourage people from going too close to the curb and endangering pedestrians.

Give tickets to violators and not just a warning.

Why don't we try to focus on increasing safety, not decreasing speed. Allow parking on one side of Riverside only and paint a yellow line down the centre. This would eliminate dangerous games of "chicken" as people are forced to weave around of parked cars.

Photo radar.

Have a roundabout at Swinburne and more speed bumps.

We want several speed bumps north of Edgewater.

Don't fix the potholes, it slows traffic down. Get speed bumps out and put a cement island for trees, for cyclists and also pedestrian sidewalks. Have the District publish hard data on speeding violations to educate people so they know there is a speeding problem and send it to all the residents to let them know the real score.

Parking permits to reduce traffic and reduce speeders. Regulate out of neighbourhood traffic. Limit parking to one side of the street.

Enforcement.

Would like more speed humps like the existing ones (shaved down) in the 1800-1900 blocks. Could have permanent speed sign, no van (they have these in Germany).

Parking only on one side.

Make a centre line with "no passing" allowed.

More speed bumps.

Put in a proper sidewalk so people don't have to walk the road, as the current path is very narrow at points.

Traffic circle at Swinburne and Riverside Drive. Proper sidewalks may not reduce speeding but would make it safer to walk the street and to keep a baby carriage upright.

The only effective solution is to hit them in their wallets. Increase the monetary penalty for speeders. First offence, minimum fine of \$500 and 3 month's driver's license suspension.

Have an attractive large sign that reads "Please slow down and enjoy the area". Have more radar and ghost cars in the area. Riverside is a busy racetrack on the weekends.

Mark speed bumps better for guests.

Have a four way stop at Swinburne and Riverside. A big speed bump to the south of Phil Holland's driveway.

30km/h zones on Swinburne and Chapman Way. Add speed humps all the way. Particular need for control on straight way and hill/curve south of Chapman Way (1900-2200 Riverside). Narrow the road further and add bike lane where possible.

Better lighting all the way up Riverside. Sidewalks for foot traffic. Bike lane marked; police presence at regular intervals.

More enforcement in the 700-800 block of Riverside Drive. By the time drivers get to this point, they are going extremely fast. Extra speed hump at the bottom?

There would be no problem if the present drivers would comply with the speed limit.

Please keep the speed bumps.

Strict surreptitious radar enforcement. Over the years we have tried most of the above to no avail. The speed humps help and have slowed down most of the vehicles. Make speed humps a little lower and closer together in the 800-900 block of Riverside Drive.

More radar.

Ticket them. Photo radar.

Bike lane in combination with various above measures.

Have a realistic acceptance that the Riverside speeders are reckless drivers who are also the same group that relentlessly harassed people living in the area of the humps and the workers who installed them. Also, they are the same group responsible for vandalism like removal of traffic and safety signs, defacing of signs and humps, throwing safety posts and signs into the river, writing a name on a hump with reflective paint and the latest - cutting safety tape on hump triangles into approximately 4-5 inch squares that are now loosening and littering the road. The only solution is to invest in more police presence and fines for harassment, vandalism, and traffic violations. The same group also harassed the Resident Association representatives, District staff and even Council.

Speed humps definitely help. The physical presence of them makes people slow down. Very few people want to wreck their car.

Provide traffic circles on Seymour Blvd/Grantham/Riverside Drive and Swinburne.

Paint speed humps yellow. Speed humps should allow travel at 50km/hour.

Traffic circle at Riverside and Swinburne and speed bumps further up Riverside Drive to slow people who go up further.

Make Riverside Drive narrower by making the existing sidewalk wider. Consider having sidewalks on both sides.

Put in a traffic circle at Swinburne or more speed bumps through to the 1500 block.

Have the people at the end of Riverside who do not think there is a "speed" problem spend an afternoon at my house. The people who are in such a rush to get to their house at the end of this road do most of the speeding.

Frequent police presence, radar traps, especially early on Sunday morning.

More speed humps "properly" constructed to allow for travel over them at 40-50km/hour.

Place speed humps at intervals up to the end of Riverside.

A stop sign at Swinburne. Despite opposition, something has to be done to reduce speed. There are a lot of irresponsible drivers.

I prefer speed humps to radar.

More policing.

Residents at Grantham Place and Riverside Drive would like traffic circles. Residents at Swinburne and Riverside Drive would also like traffic circles. The signage of Riverside Drive off of Mount Seymour Parkway is not visible enough and speed should be 40km/hour. Riverside Drive needs more street lights. Parking only on one side of street should be allowed.

Have a two way stop at Grantham Place and Riverside Drive.

Have weekend radar.

Policing to hand out tickets. Awareness of police presence.

Open up Seymour Boulevard to lessen traffic on Riverside Drive.

QUESTION 3 – NEITHER OF THESE OPTIONS

Q3. Do you have any other ideas for reducing the speed of vehicles on Riverside Drive?

More enforcement: 1800 block is troublesome.

The community association should appeal to road users.

Speed should be 40km/hour. Parking on one side of road only. The same people are speeding along Riverside. With all the bikes, horses, and walkers using this road - somebody is going to get killed.

I thought it was already the law.

They need to reduce the amount of non-resident traffic in the area. There are several ways to do this. 1) Enforce dogs on leash law on street and in the GVRD forest area, as many drivers who are speeding on Riverside use back entrance to the GVRD forest area where they feel comfortable ignoring leash regulations. Enforcement will send them elsewhere. 2) Another concern is allowing mountain bikes to exit the GVRD forest area along Riverside Drive, as this accounts for a large volume of non-resident traffic. Signs should encourage non-residents and mountain bikers to exit park at main entrance past Capilano College. They should extend resident only parking to be year round and cover a larger area of Riverside Drive collection area. City needs to look at what the source of the problems are. By far the biggest source of speeders is non-residents.

Number of vehicles on Riverside Drive can be controlled by not allowing 33 foot lot subdividing.

To have two speed bumps instead of four. Traffic circle at intersection of Swinburne and Riverside Drive.

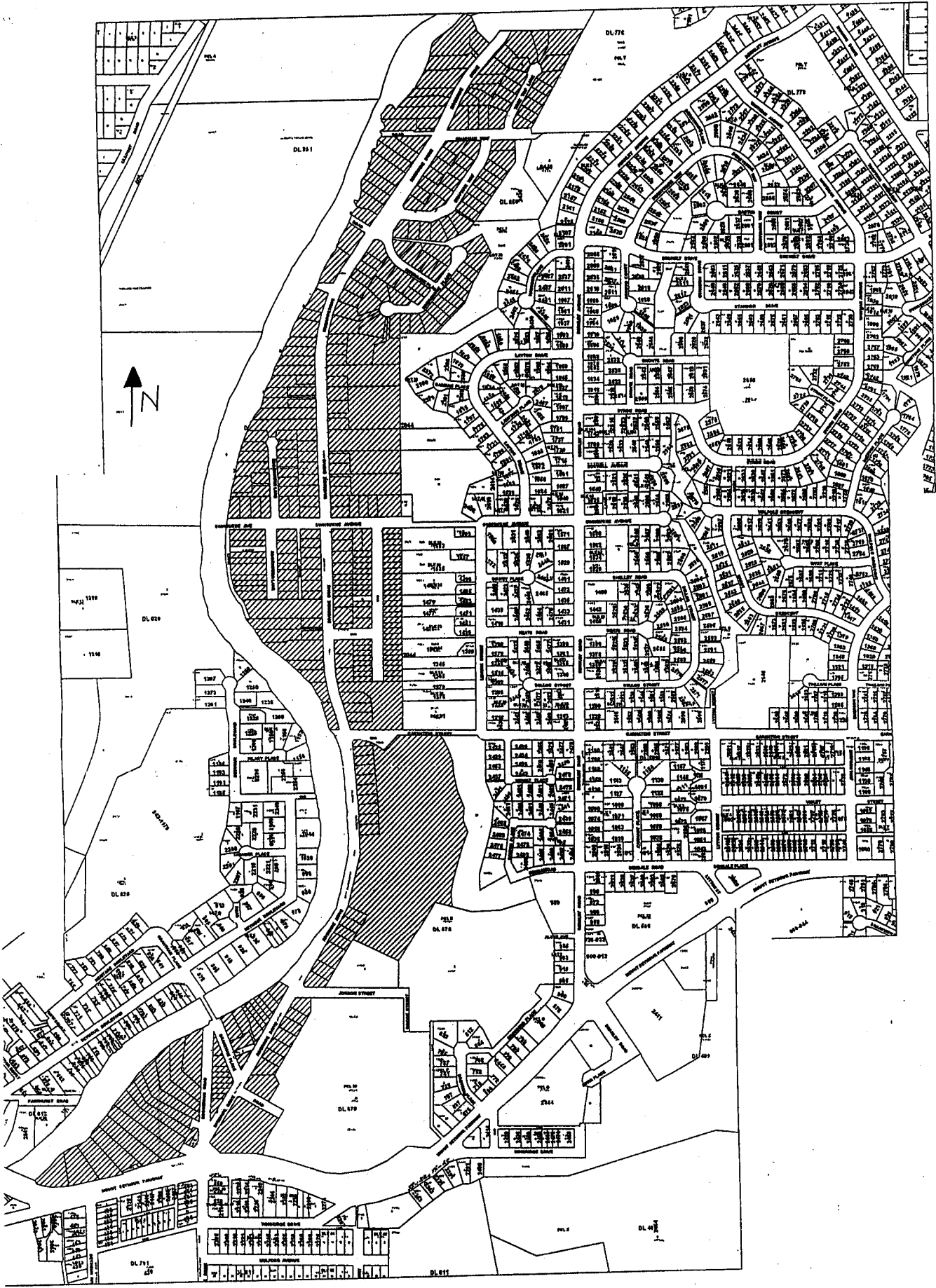
QUESTION 3 – DON'T KNOW/NO OPINION


Q3. *Do you have any other ideas for reducing the speed of vehicles on Riverside Drive?*

Radar.

Put a sign up that indicates "children at play" or "private road - residents only".

AREA MAP



 — SURVEY AREA

QUESTIONNAIRE



Riverside Drive Neighbourhood Survey



Dear (Male or Female) Head of Household at: _____

The District of North Vancouver has retained MarkTrend Research, an independent professional research company, to conduct a survey with residents of the Riverside Drive neighbourhood on the issue of speeding. Your responses will be held in strict confidence and only analyzed in aggregate with others.

We visited your home on: Saturday, February 2nd @ _____ OR
Sunday, February 3rd @ _____
but found you unavailable to be surveyed at that time.

To be eligible to participate in the survey you must meet the following criteria:

- Live at the above address (You must occupy the main portion of the house; secondary suite tenants are not included in this survey.)
- Be the male or female head of the household (if there are two heads of household, please have the person whose birthday falls next complete the survey – this is for random selection purposes only.)

As an eligible respondent, it is important that your views be included in this survey, so please participate in one of the following ways:

- Fill out the attached questionnaire, enclose it in the envelope provided, and leave it on your doorstep for collection on Wednesday, February 6th. (Please check the box on the envelope to indicate that your “survey is completed and ready for pick-up”.)
- Be available during the hours of 5:00pm to 8:30pm on Wednesday, February 6th, when an interviewer will make a second attempt to interview the eligible respondent at your household.
- Phone in your answers by calling MarkTrend Research at **(604) 664-2442**. Calls will be accepted between 7am and 10pm Monday, February 4th to Friday, February 8th. Please have your questionnaire on hand so that you are able to quote your ID number (see below).

If we have not received your survey by Wednesday, February 6th, we will attempt to contact you by telephone between February 7th and 10th.

YOUR ID NUMBER: _____

Q1. In order to deal with speeding along Riverside Drive, the District of North Vancouver would like to know if you are in favour of removing the existing speed humps or keeping the existing speed humps.

INDICATE ONE ANSWER ONLY.

- ¹ Remove existing speed humps
- ² Keep existing speed humps
- ³ Neither of these options
- ⁴ Don't know/no opinion

Comments: _____

Q2. There are a number of different or additional ways to address the speed of vehicles on Riverside Drive. **FOR EACH OF THE FOLLOWING**, please indicate whether you think it is a "GOOD IDEA" or "BAD IDEA" or "DON'T KNOW".

	<u>GOOD IDEA</u>	<u>BAD IDEA</u>	<u>DON'T KNOW</u>
a. More speed related signage and road markings (eg. SLOW)	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
b. Put speed humps in different places along Riverside Drive	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
c. Education (eg. newsletters, meetings)	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
d. Enforce the 50 km/h speed limit	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
e. Reduce the height of the speed humps	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
f. Chicanes (curb extensions which narrow the road at certain points)	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
g. Have fewer speed humps	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
h. No passing allowed	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
i. Return to a gravel road	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
j. Traffic Circles	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
k. Speed Watch van (informs drivers of their speed)	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³

Q3. Do you have any other ideas for reducing the speed of vehicles on Riverside Drive?

¹ Yes (specify) _____

²No

Q4. Which **ONE** of the following best describes your current household occupancy:

- ¹ You own and occupy this home
- ² You rent and occupy the main portion of this home
- ³ Other (specify) _____

For verification purposes only, please indicate your phone number: (604) _____ - _____

Thank you for participating in this survey.

Please enclose this survey in the envelope provided, check off the box on the outside of the envelope and leave it in a visible location on your doorstep.

Riverside Drive Neighbourhood Survey - Telephone

CALL-IN INTERVIEWS – RESIDENTS CALL IN

Thank you for calling to participate in the survey. Before we begin, I just need to confirm some information. Am I speaking to the male or female head of the household, whose birthday falls next? And do you occupy the main portion of the home? **MUST BE YES TO BOTH TO CONTINUE. IF NO, ASK FOR THE PERSON WHO MEETS BOTH CRITERIA AND ARRANGE CALL-BACK IF NECESSARY.**

Could you please give me your address? _____

What is the ID number on your questionnaire? **ID NUMBER:** _____

CALL-BACK INTERVIEWS – WE CALL RESIDENTS

Hello, this is _____ calling from MarkTrend Research, on behalf of The District of North Vancouver. As an independent professional research company, we have been retained by the District to conduct a survey with residents of the Riverside Drive neighbourhood on the issue of speeding. May I please speak to the male or female head of the household whose birthday falls next?

ONCE SPEAKING TO ELIGIBLE RESPONDENT, REINTRODUCE AND SAY: Let me assure you that your responses will be held in strict confidence and only analyzed in aggregate with others.

(As you may know) We visited your home at (INSERT ADDRESS _____) on (INSERT APPROPRIATE DATES _____) but found you unavailable to be surveyed at that time. May I confirm that this is your household's address?

1. Yes

CONTINUE

2. No

What is your address? _____

We will need to confirm that your household is eligible for this survey. May we call you back? **Arrange callback time, get name and note down address.**

Q1a. In order to deal with speeding along Riverside Drive, the District of North Vancouver would like to know if you are in favour of removing the existing speed humps or keeping the existing speed humps. Which of the following do you favour ... **READ OUT LIST. ONE RESPONSE ONLY.**

¹ Remove existing speed humps

² Keep existing speed humps

³ Neither of these options

⁴ Don't know/no opinion

Q1b. Are there any comments you wish to make on this subject?

Q2. There are a number of different or additional ways to address the speed of vehicles on Riverside Drive. **FOR EACH OF THE FOLLOWING**, please tell me whether you think it is a "GOOD IDEA" or a "BAD IDEA".... READ

	<u>GOOD IDEA</u>	<u>BAD IDEA</u>	<u>DON'T KNOW</u>
a. More speed related signage and road markings such as a SLOW sign	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
b. Put speed humps in different places along Riverside Drive	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
c. Education like newsletters and meetings	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
d. Enforce a 50 kilometer speed limit	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
e. Reduce the height of the speed humps	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
f. Chicanes which are curb extensions that narrow the road at certain points	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
g. Have fewer speed humps	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
h. No passing allowed	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
i. Return to a gravel road	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
j. Traffic Circle	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³
k. Speed Watch van that informs drivers of their speed	<input type="checkbox"/> ¹	<input type="checkbox"/> ²	<input type="checkbox"/> ³

Q3. Do you have any other ideas for reducing the speed of vehicles on Riverside Drive?

¹ Yes (specify) _____

²No

Q4. Which **ONE** of the following best describes your current household occupancy:

- ¹ You own and occupy this home
- ² You rent and occupy the main portion of this home
- ³ Other (specify) _____

And for verification purposes, can (I please confirm/you please give me) your phone number:
 (604) _____ - _____

Thank you for your time and participation.