

**COUNCIL AGENDA/INFORMATION**

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|------------------------------------------|-------------|--------------|
| <input type="checkbox"/> In-Camera       | Date: _____ | Item # _____ |
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Dept. Manager	Director	Municipal Manager
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**The District of North Vancouver  
INFORMATION REPORT TO COUNCIL**

October 12, 2001  
File: 8620-30/06  
Tracking Number: RCA -

**AUTHOR:** Ken Krueger, ASCT - Transportation Department

**SUBJECT:** Riverside Drive - Traffic Calming Monitoring Update

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**RECOMMENDATION:**

That Council receive this report for information.

**REASON FOR REPORT:**

This memorandum provides Mayor & Council with an update on the Riverside Drive speed humps which were installed during the middle of last month.

**BACKGROUND:**

See report of July 3<sup>rd</sup>, 2001. (Attachment A)

**ANALYSIS:**

Lists of predominant issues and Staff's actions and responses (*in italics*) are listed below.

Speed over the humps

As predicted there has been a significant reduction in speed with the installation of the humps. RCMP have been monitoring the area closely and have carried out several speed studies and determined that the average speed over individual humps varies from 37 to 39 km/h. The speed over individual humps depends on the type of vehicle. The RCMP are very happy with the performance of these devices and feel that the majority of residents are equally pleased. The speed at which drivers can negotiate the humps is slightly slower than was previously described. There have been numerous complaints about the slower speed to negotiate the humps.

*Staff will conduct 24-hour speed / volume studies between the humps within the next several weeks to determine affect on the historical 85<sup>th</sup> percentile speeds which was 57 to 67 km/h. A follow-up meeting with the resident contact group and RCMP will be held. The contact group includes residents from the entire length of the street.*

Design of the Speed Humps

Some residents have complained that the humps are too high and have not been built to specifications.

*The speed humps have been constructed according to the Transportation Association of Canada's (TAC) guidelines requiring a 4m wide by 8cm high, sinusoidal profile. In order to insure a high degree of consistency of shape during installation, the contractor created a wooden template to achieve the desired cross sectional profile. This template has also been*

*used successfully for other speed hump projects within the District. However a survey will be undertaken of the humps to confirm that the construction meets the specification.*

Horn Blowing

Some drivers used their horns in frustration while driving over individual humps, as well as within the entire 450m zone, disturbing residents in their homes during the day and night. This was especially bad in the first two weeks after the humps were installed.

*This has been reported to the RCMP and some residents have also provided licence plate numbers to the police. The RCMP have charged the residents responsible, and the practice is now reported to have virtually disappeared.*

Hydro Lease Lights

Concern over the proximity of the proposed lease lights to houses at two locations (960 & 1050 Riverside). It is important to note that lease lights are to be installed at all speed hump locations for better visibility and they were also previously requested by residents as part of general safety concern prior to this project.

*The lease light at 960 Riverside will be angled away from the house. At 1050, staff are negotiating with Hydro to determine the feasibility of installing a light on a pole at the east rather than west side of the street, as requested by the resident. There is no cost to place the light on the west side as originally specified. The proposed lease lights will be of a low intensity and directed downwards to the road.*

Vehicle noise at northern most hump (1050 Riverside)

Staff have received reports of scraping undercarriages and extra engine noise caused by rapid acceleration of northbound vehicles once they have passed over this last hump, and braking of southbound vehicles approaching the hump.

*Staff have requested the RCMP to monitor this section of the road. Consideration may be given to additional signage. The addition of the lease lights will improve visibility and therefore driver judgement. Monitoring will continue.*

As mentioned in the previous report (July 3<sup>rd</sup>, 2001), staff will continue to monitor Riverside Drive and report back after consultation with residents.

Ken Krueger, ASCT  
Transportation Department

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<input type="checkbox"/> Eng. Trans/Public Works	<input type="checkbox"/> Clerk's Office	External Agencies:	Advisory Committees:
<input type="checkbox"/> Eng. Services	<input type="checkbox"/> Communications	<input type="checkbox"/> Library Board	<input type="checkbox"/> _____
<input type="checkbox"/> Eng. Parks	<input type="checkbox"/> Finance	<input type="checkbox"/> NS Health	<input type="checkbox"/> _____
<input type="checkbox"/> Eng. Utilities	<input type="checkbox"/> Fire Services	<input type="checkbox"/> RCMP	<input type="checkbox"/> _____
<input type="checkbox"/> Plg. Community Planning	<input type="checkbox"/> Human Resources	<input type="checkbox"/> Recreation Commission	
<input type="checkbox"/> Plg. Social Planning	<input type="checkbox"/> ITS	<input type="checkbox"/> Other: _____	
<input type="checkbox"/> Plg. Permits & Licenses			
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