

**The Corporation of  
The District of North Vancouver**

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28  
August ~~20~~, 2001  
File: 8620-30/06

Mr. William Schuurman  
1916 Rivergrove Place  
North Vancouver, B.C. V7H 2L4

Dear Mr. Schuurman:

**Re: Riverside Drive - Speed Humps**

Thank you for your letter that was addressed to Mayor & Council on August 20<sup>th</sup>, 2001 expressing concern with the process and decision to proceed with the installation of the Traffic Calming Measures (speed humps) on Riverside Drive. Your letter was forward to Transportation Planning for review and comment.

We will attempt to address the points raised in your letter as they were listed. Your concern appears to be the public process, resident support for installation, resident contact group, speed issues and survey results.

**Public Process for Traffic Calming**

It is important to understand that the decision to install Traffic Calming measures (speed humps) on Riverside Drive, or any District Street, is based not only on community input but also on technical and regulatory input. The decision does not hinge on 100% community support, but on a combination of factors including; public safety, historical data and RCMP consultation. Other key components are the technical criteria established in the Council approved Neighbourhood Traffic Calming Program Policy #11-8620-1.

This current public process for Riverside Drive Traffic Calming has been on going since February 2001. Residents have been continually informed of key public input activities as well as surveys results via correspondence.

As noted in your letter there will always be differences in opinion on the necessity of speed humps, especially between those who live in the different sections of Riverside Drive area. The District needed to take into consideration different populations by addressing those groups whose neighbourhoods are directly impacted by speeding versus those residents who are inconvenienced by reducing their driving speeds.



In your letter you stated that Staff did not notify the entire Riverside Community that this matter would be going before Council. As shown in the attached letter / questionnaire, to Riverside area residents, dated May 31, 2001 on the second page, 2<sup>nd</sup> paragraph it was noted that the District Engineering would make a recommendation to Council regarding the Riverside Traffic Calming project. It is hoped that residents would keep themselves informed of upcoming Council meeting agendas through the North Shore News, the District Outlook as well the District Website.

### **Resident Support**

You inquired about the level of support for speed humps as was stated in the District Staff report as listed in attachment #4, Page 6. The 54.3% and reference to, 'with minor revisions' means that 54.3% of residents agreed with the speed humps. The analysis of responses showed that 31 respondents support the proposal and 32 respondents supported the proposal with additions. Together these groups totalled 63 out of 116 respondents or 54.3%. 53 respondents who did not support speed humps represented 45.7%. As stated a number of these responses wanted incremental traffic calming such as a stop sign or additional speed humps. The term 'minor revisions' does not necessarily mean that the respondents wanted less than 4 speed humps.

There were 2 respondents who preferred one less speed hump even though they supported the plan. If these two responses were removed from the total (i.e. neither in support of or against the plan), the percentage of support would still be 53.5%.

Our analysis shows that not only do more than 50% of all respondents support speed humps, but that nearly 85% of respondents from the lower portion of the Riverside area, who are directly at risk and impacted by speeding vehicles and by the placement of the humps, support the project.

### **Resident Contact Group**

The resident contact group was a group of residents from the entire length of Riverside Drive that provided advice on how best to consult the community and provided advice on the process and public work sessions.

This group did not provide special or specific 'representative' interests from each section of the community. Surveys were instead used to gather input directly from residents all residents had equal opportunity to participate.

We acknowledge that a direct invitation to join the contact group was not placed in the correspondence, as stated in the Consultant's report. An invitation to establish and participate in the contact group was very clearly stated at the first residential meeting that was held on March 14<sup>th</sup>, 2001. The existence of this group was again mentioned in the May 31<sup>st</sup>, 2001 questionnaire. All residents

had an opportunity to become involved and query any aspect of the process for it was clearly referenced in correspondence.

**Speed Issues**

The speed hump attachments that were noted in your letter refer to speed reductions of 45 km/hr to 50 km/hr when spaced at every 125 metres. An average speed of 45 km/hr is not unrealistic, and some motorists may go faster or slower. In fact, speeds between the humps are likely to be closer to the speed limit of 50km/hr, since the spacing has been increased in the final design to coincide with installation of street lighting on hydro power poles that will illuminate the speed hump locations.

**Survey Results**

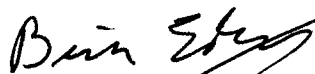
The complete results for the Riverside Dr. Traffic Calming are contained in the Context Report, Attachment #4 which is available on the District Website.

The District, based on the general overall (54.3%) level of support, the significantly high percentage (85%) of support from residents in the middle/lower sections of Riverside area, the public safety issues and RCMP input, determined that the implementation of Traffic Calming Measures (speed humps) had sufficient support to proceed with installation.

As requested in your letter the District has re-scheduled the implementation of the speed humps for Riverside Drive in order to provide your group with an opportunity to address this issue at the next Council meeting that is scheduled for Sept. 4<sup>th</sup>, 2001.

At the beginning of each Council Meeting 30 minutes is provided to members of the public to address Council for 2 minutes (per person) on any issue or concern. I have included a brochure on "Coming To Council Meetings" that outlines this procedure.

Yours truly,



Brian Eder  
Transportation Planner

Attach. May 31, 2001 - Resident Letter/Questionnaire  
Coming To Council Meetings Brochure

cc Mayor & Council  
Rick Zerr, Director of Planning, Engineering, Parks and Regulatory Services  
Gavin Joyce, Municipal Engineer  
Donna Howes, Section Manager, Transportation Planning