ATTACHMENT 4

DISTRICT OF NORTH VANCOUVER

RIVERSIDE DRIVE

TRAFFIC CALMING PROJECT

PUBLIC CONSULTATION REPORT

Submitted to:
The District of North Vancouver
355 West Queens Road
North Vancouver, BC, V7N 4N5

by:
CONTEXT RESEARCH LTD.
#202- 1260 Hamilton Street
Vancouver, BC, V6B 2S8
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Executive Summary

In response to concerns about traffic safety and speeding on Riverside Drive, the District of North Vancouver implemented a planning and consultation process to develop a neighbourhood traffic calming strategy. The consultation process included two work sessions with residents, two mail-out surveys, input from a residents' Contact Group and a review of comment forms and submissions received from participants.

The results of the planning and consultation process identified that:

- The majority of participants acknowledge that there are traffic safety concerns and problems with vehicles speeding on Riverside Drive.
- All participants support proposed traffic safety improvements that include:
    - Improving the condition of the sidewalks
    - Improved street lighting
    - Signage at the entrance to Riverside Drive
    - Repairing manhole covers and catchbasins to make them flush with the road surface.
    - Added police enforcement over the next 6 months to help control speeding.

The second neighbourhood work session and survey asked residents about their support for traffic calming options, including placing four speed humps on the lower end of Riverside Drive. Overall, a small majority (54.3%) of residents who responded to the survey support placing four speed humps on the lower portion of Riverside Drive to slow vehicles to just below the speed limit (i.e., about 45 kilometres/hour). When this response is broken down by address along Riverside Drive, the numbers change significantly.

- Participants residing in the lower portion of Riverside Drive (below the 1500 block) are much more supportive (84.6%) of speed humps because they are the most affected by speeding vehicles.
- Those residing in the middle section (1500 to 1800 blocks) had 69% support for speed humps.
- Only 23.5% of respondents north of the 1800 block support placing the four speed humps at the lower end. Lack of support for speed humps focuses on three main issues:
    - Inconvenience and slowing of traffic accessing the top end of Riverside Drive.
    - Potential delays to emergency vehicles, which are estimated at about 5 seconds per speed hump in the event of an emergency.

A number of participants also do not believe that speeding is a problem on Riverside Drive.

The consultation process set out to achieve consensus on a traffic calming solution for Riverside Drive. All participants agree on the need for traffic safety improvements, and the majority of those who live at in the middle and lower end of Riverside Drive also support using speed humps to reduce speeding.

1. Introduction

In February 2001, due to mounting safety concerns, the District of North Vancouver implemented a Traffic Calming Study for Riverside Drive. Over the past few years, residents have expressed concerns about speeding along Riverside Drive, mainly north of Grantham Drive. Further analysis by the District and the RCMP has confirmed that speeding is a problem, and that the area should be examined as part of the Neighbourhood Traffic Calming Program and Procedures. Developing a traffic calming strategy includes a community consultation process in order to develop workable solutions to neighbourhood traffic management issues.

CONTEXT RESEARCH LTD. was retained by the District of North Vancouver to assist with the consultation process. CONTEXT provided advice on the design of the consultation process, facilitated meetings with the Contact Group and the neighbourhood, assisted with survey research, and analyzed and summarized response to the issues and traffic calming options.

This report summarizes the consultation activities, and the response to the options for improving traffic safety and reducing speeding.

2. Consultation Approach

At the outset of the consultation process, the planning team agreed that achieving consensus would be a suitable goal. However, it was also recognized that traffic calming has been an issue for Riverside Drive residents for many years, and that residents have not been able to agree that speeding is a problem that needs to be addressed.

Recognizing the history of this issue, the planning team designed an approach that included:

- Seeking the advice of a residents Contact Group to provide input on the approach to consultation with Riverside Drive residents.
- Work sessions with residents on general traffic safety concerns along Riverside Drive, and options to address these concerns.
- Conducting two surveys of Riverside Drive households to provide all residents with an opportunity to provide input. The surveys were designed to confirm the issues, to identify support for continuing to analyze traffic calming options and to identify support for placing four speed humps on the lower end of Riverside Drive.

In presenting this report, it is important to recognize that community input is one of a number of factors to be considered in the decision making process. Other 'inputs' include technical analysis, input from law enforcement officials, advice from traffic management experts, and the District's responsibility for public safety and the road network. For this project, participant response by residential location along Riverside Drive also needs to be considered. Information from all sources must be consolidated and used to make decisions that are in the best interests of the community.

3. Methodology

The planning and consultation process can be separated into two distinct phases:

Phase 1: Traffic Management Issue Identification

Key steps in this phase included:

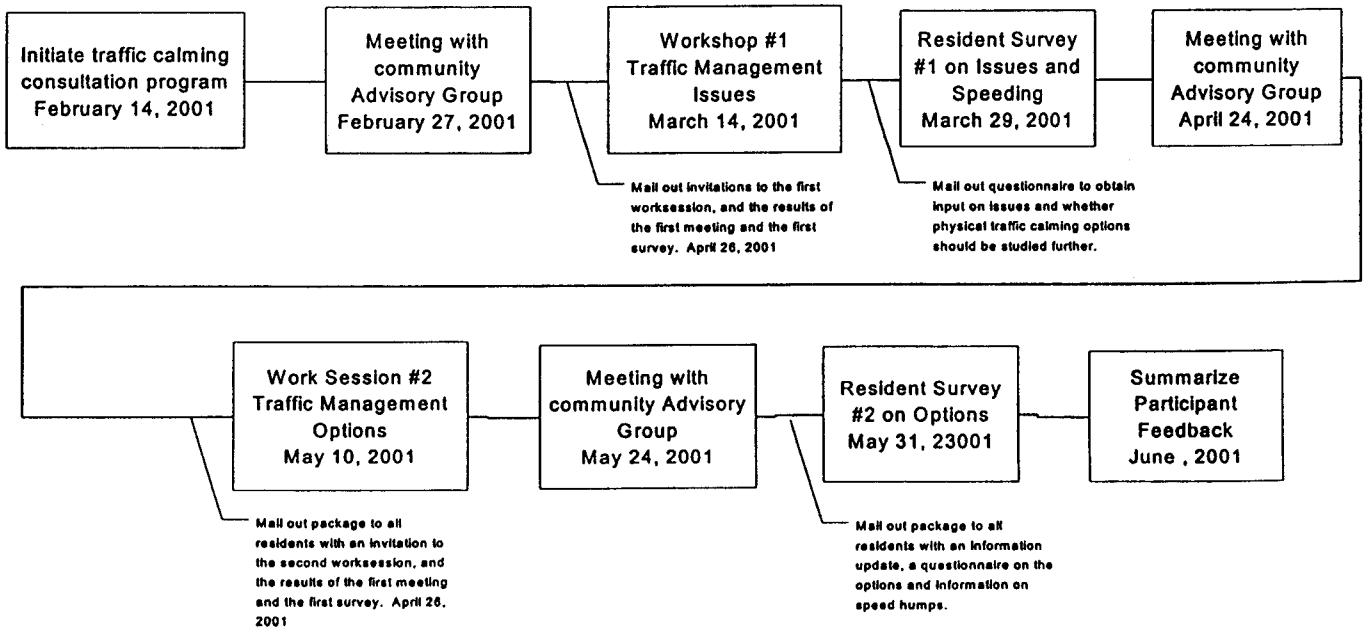
1. Establishing a residents' Contact Group to provide advice on the approach to consulting with the broader community, including meeting formats, discussion topics, and information provided to residents. The Contact Group was open to anyone who wanted to participate.
2. An evening workshop to identify traffic management issues, using small discussion group and maps to highlight concerns.
3. Correspondence and a survey of households along Riverside Drive to confirm the issues and to obtain direction on proceeding with further analysis of traffic calming options.
4. Posting information on the traffic calming study on the District website.

Phase 2: Traffic Calming Solutions

Key steps in this phase included:

1. Two additional meetings with the residents Contact Group.
2. Retaining an independent expert in traffic calming to attend a second workshop and to provide advice to the community on suitable options.
3. An evening workshop on traffic calming options.
4. A survey of households to obtain feedback on the options.
5. Posting information on the traffic calming study on the DNV website.

Approximately 50 attended the first work session, and 28 attended the second work session. Key steps in the consultation process are shown in the figure below:



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Participant response to the consultation process was generally favourable. Checking with the Contact Group helped to ensure that residents' needs were met, and the survey combined with the workshops provided an opportunity for everyone to participate.

One participant expressed concern about the process in a letter to the District. These concerns included:

- Surveys are not taken seriously by the public due to the large number of organizations that use surveys. Survey response was limited to one per household rather than one per resident; and the responses were higher for the area below the 1500 block.
- The community Contact Group did not allow for citizens to become involved in the Group, and that this Group reflected the input of the vocal minority.

It is important that these concerns be addressed. First, surveys are taken seriously particularly when individuals are directly affected. This is demonstrated repeatedly in consultations, where there are much higher levels of participation when residents are directly affected. Limiting the survey response to one per household minimized the potential for skewing the results by allowing everyone (children, youth and adults) to respond. Finally, the analysis of the survey results has considered the location of the responses.

The community Contact Group provided advice mainly on the approach to consultation. This Group included people from both the top and bottom of Riverside Drive. People at the first work session were told they could participate in the Group by contacting the District, and this was also stated in correspondence as part of the survey.

4. Consultation Process and Results

PHASE 1: ISSUE IDENTIFICATION

Neighbourhood Work Session #1

In Phase 1, residents were asked to share their ideas and concerns about traffic management on Riverside Drive. Invitations to the first public work session were mailed out to all Riverside Drive area residents in early March 2001. The work session was then held at Capilano College on March 14, 2001 and was attended by approximately 50 residents. The District opened the meeting and thanked residents for attending. This was followed by a brief review of the agenda and the purpose of the meeting.

Attendees were presented with statistical information indicating that vehicle speeds along Riverside Drive are much higher than other residential roads in the municipality. The District also provided residents with an overview of the various techniques used to try to reduce vehicle speeds along Riverside Drive in the past. Participants were then divided into working groups of 6-8, and given a map of the study area on which to identify specific traffic management problems. The meeting concluded with each group reporting their main issues back in a plenary session. These maps were collected and the comments recorded. The comments received are attached as Appendix A.

A feedback form was also distributed at the meeting. The feedback form asked participants how they use Riverside Drive (i.e. car use, transit, bicycle) and to identify their top three concerns regarding traffic safety. It also provided space for any additional comments regarding road usage or possible solutions to issues identified. The top three issues identified by respondents were:

1. Speeding (mentioned by 28 of 38 respondents)
2. Inadequate or unsafe sidewalks (mentioned by 23 of 28 respondents)
3. Parking concerns (mentioned by 18 or 28 respondents).

A copy of the form and a summary of the results are presented in Appendix B.

Neighbourhood Survey

The second step in the Issue Identification process was a neighbourhood survey that was mailed to all Riverside Drive households. The survey was designed to confirm that speeding was a top safety concern and to determine if there was support for further study of traffic calming measures. If residents did not support traffic calming, they were asked to identify suitable alternatives for controlling speed on Riverside Drive.

The survey identified that 63.5% (68 out of 107 respondents) felt that speeding is a priority concern; 29.9% (32 of 107) did not feel that speeding is a problem; 4.7% were neutral (5 of 107); and, 1.9% did not respond (2 of 107).

Regarding support for further study of traffic calming options, the survey indicated that 57.9% (62 of 107) support traffic calming, 36.4% (39 of 107) do not support traffic calming, and 5.6% (6 of 107) are neutral.

The survey also identified a geographic division in the community. Residents at the south end of Riverside Drive are more likely to support for traffic calming than residents at the north end. This can be attributed to the fact that the dangers of speeding have a higher impact to residents at the south end. To illustrate this point, the study area was broken up into three areas, the south end (south of the 1500 block, including Grantham), the middle portion (the 1500-1800 blocks, including Swinburne and Edgewater) and the north end (north of the 1800 block, including Chapman, Tree Top, Riverbank and Rivergrove). In these areas:

- 94% (31 of 33) of the south end residents support traffic calming,
- 60% (15 of 25) in the middle portion support traffic calming, and
- 37% (16 of 43) of the north end residents support physical traffic calming.

A summary of the results are presented in Appendix C.

These survey results confirmed that speeding is a priority concern and that traffic calming options, particularly for speeding, need to be studied. This was the focus of Phase 2.

PHASE 2: TRAFFIC CALMING SOLUTIONS

Neighbourhood Work Session #2

Developing solutions to improve safety and to address speeding was the focus of Phase 2 of the planning and consultation process. A second worksession was held to discuss options to improve safety and to address speed concerns on Riverside Drive. The meeting was held at Lynmour Elementary School on May 10, 2001 and was attended by 28 people.

The first part of the meeting focused on safety improvements including:

- Improving the condition of the sidewalks
- Improved street lighting
- Signage at the entrance to Riverside Drive
- Repairing manhole covers and catchbasins to make them flush with the road surface.
- Added police enforcement over the next 6 months.

Generally, all participants support these improvements. Some participants did want more information on the option of a different sidewalk surface (e.g., paving stones or concrete). District staff agreed to provide this information to participants. The RCMP representative also noted that having an RCMP officer enforce the speed limit on Riverside Drive is not a permanent solution to the speeding problem.

Physical traffic calming options, to supplement safety improvements were discussed by participants after a presentation by Richard Drdul, a traffic management expert with Urban Systems Ltd. The presentation used slides to demonstrate how physical options such as speed humps, chicanes, landscaping, sidewalk extensions and traffic circles have been used to slow down and manage traffic flow. A full size cross section of a speed hump was also used to give participants an idea of the size and profile.

Four options were identified by participants for discussion. These included:

Option	Description
1	All safety improvements noted above, plus 4 speed humps approximately 125 metres apart beginning at Grantham Avenue.
2	All safety improvements noted above, plus 7 speed humps up to Swinburne Avenue.
3	All safety improvements noted above, plus narrowing the roadway in select areas, removing parking and creating a pedestrian/bicycle corridor along one side of the road.
4	All safety improvements noted above plus curb extensions at selected locations and selected narrowing in a 'chicane' fashion.

Of the 28 participants at the session, there appeared to be strongest support for only doing all of the traffic safety improvements, followed by Option 1, placing 4 speed humps on the lower portion of Riverside Drive.

Some of the concerns about physical traffic calming options (i.e., speed humps) and the responses provided by the traffic calming expert are summarized in the following table.

Issue	Traffic Calming Expert's Response
Speed humps will slowdown emergency vehicles and present a risk to residents.	Tests show that emergency vehicles are delayed by, on average, about 5 seconds per speed hump. The risk of this delay needs to be balanced with the safety risk to residents from unrestrained speeding that occurs each day.
Speed humps penalize everyone for the sake of a few people who speed.	Speed humps force people to slow their vehicle to about 40 - 45 km/hr. in the area in which they are located. This is slightly below the speed limit of 50 km per hour and results in a minimal delay for people going the speed limit.
We don't know enough about speed humps and what it is like to drive over one.	Participants were given a number of different locations where speed bumps have been used and were encouraged to drive over them.
Could a few trial speed humps be installed at the lower end, and removed if necessary?	The District responded that the speed humps could be easily removed if they don't work, or residents decide they are no longer required.
How would the spacing of speed humps be affected by horizontal road curves which provides its own speed control?	R. Drdul stated that there should be no inconsistency in the equal spacing of speed humps along horizontal curves.
Speed humps can damage vehicles by causing them to bottom out. They can cause cars to go out of control	R. Drdul noted that speed humps are meant to slow the traffic to the speed limit and will make the vehicle ride uncomfortable if the driver goes too fast. He noted that if speed humps are designed properly, they do not cause any damage and there are no reported cases of them causing vehicles to go out of control.
Close the access to the Seymour Conservation Reserve to stop 'outsiders' from coming into the area.	This comment suggested that speeding is caused by outside visitors to the area. Sgt. Beaudoin of the RCMP clearly stated that the majority of speeders live in the area.
Narrow the road and put in a lane for cyclists and pedestrians.	This presents safety concerns with pedestrians on the roadway and conflicts between parking, pedestrians, cyclists and cars moving up and down the corridor.

Neighbourhood Survey #2 - Traffic Calming Options

The final stage of the consultation process involved a second community survey to obtain residents' response to a proposed traffic calming solution. The survey package was mailed to all Riverside Drive area residents. The final survey outlined the District's proposal to place 4 speed humps north of Grantham Road. Residents were asked whether or not they supported the speed hump plan.

The survey identified that 54.3% (63 out of 116 respondents) support the plan as proposed or with minor revisions and that 46.7% (53 of 116) do not support the plan.

As with the first survey, the results of this survey identified a geographic division in the community. Residents at the south end of Riverside Drive are more likely to support for traffic calming than residents at the north end. This can be attributed to the fact that the dangers of speeding have a higher impact to residents at the south end. To illustrate this point, the study area was broken up into the same three areas, the south end (south of the 1500 block, including Grantham), the middle portion (the 1500-1800 blocks, including Swinburne and Edgewater) and the north end (north of the 1800 block, including Chapman, Tree Top, Riverbank and Rivergrove). In these areas:

- 84.6% (33 of 39) of the south end residents support traffic calming,
- 69.2% (18 of 26) in the middle portion support traffic calming, and
- 23.5% (12 of 51) of the north end residents support physical traffic calming.

A summary of the results is presented in Appendix D.

These survey results confirm that a slight majority of residents support the proposed traffic calming measures and that a vast geographic division exists between the residents at the north and south ends of the neighbourhood.

5. Summary

The development of s traffic calming strategy for the Riverside Drive area included an extensive consultation process, that provided all residents with an opportunity to participate. The process included two work sessions with residents, two mail-out surveys, input from a residents' Contact Group and a review of comment forms and submissions received from participants.

The results of the consultation revealed that:

- The majority of residents acknowledge that there are traffic safety concerns on Riverside Drive.
- All participants support the District's traffic safety improvements that include:
    - Improving the condition of the sidewalks
    - Improved street lighting
    - Signage at the entrance to Riverside Drive
    - Repairing manhole covers and catchbasins to make them flush with the road surface.
    - Added police enforcement over the next 6 months.
- Support for placing four speed humps is highest among residents in the middle and lower end of Riverside Drive, where the speeding issue is most prevalent and of greatest concern.

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