

COUNCIL AGENDA/INFORMATION

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**The District of North Vancouver
INFORMATION REPORT TO COUNCIL**

November 8, 2001
File: 8620-30/06
Tracking Number: RCA -

AUTHOR: Ken Krueger, ASCT - Transportation Department

SUBJECT: **Riverside Drive -Traffic Calming - Monitoring Update - Report #2**

RECOMMENDATION:

That Council receive this report for information.

REASON FOR REPORT :

To provide Mayor and Council with the results of the monitoring of the Riverside Drive speed humps. These were installed during the middle of September, 2001.

BACKGROUND:

See report of October 12, 2001.(Attachment A)

ANALYSIS:

A list of predominant issues and staff's actions and responses (*in italics*) is shown below:-

Design and Height of the Speed Humps

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

Staff conducted a recent field survey and the results show that the Contractor constructed the humps 2cm too high, despite the fact that he had fabricated a template to the correct specifications. The speed humps on Viewlynn and Glenwood were built by the same Contractor, and these were also measured and shown to be built within specifications.

The Contractor has acknowledged his mistake and will take the following corrective actions, at his cost, within the next two weeks:

1. *The humps will be ground down to the correct height, and fine asphalt fill applied and compacted in an attempt to achieve the correct height and profile.*
2. *Paint markings will be reapplied.*

If Staff is not satisfied with the results of this remedial action, the Contractor will completely replace the humps in the spring/summer of 2002.

Speed over the Humps

Staff continues to receive complaints about the slower speed to negotiate the humps.

The RCMP is happy with the effect that the speed humps have had. As part of the monitoring, automatic traffic counters have been installed along the 800 block of Riverside Drive. This will determine the 85th percentile speeds for historical comparison.

Hydro Lease Lights

These were specified in the original design and also requested by the residents.

The lease lights have now been installed on existing power poles adjacent to the speed humps.

Signage

Some residents have expressed concern that the warning signs should be placed at every hump.

The intention was to avoid visual impact to residences adjacent to the humps. Only two signs were therefore installed, and these are located in advance of the humps at the north and south end of the speed hump zone.

Public Involvement

Some residents have felt that the Resident Contact Group did not fairly represent the opinions of the community, and have therefore organized a petition showing a different result than the staff survey.

The Resident Contact Group was not viewed as a representative group, but rather a small group of residents who staff worked with on setting up meeting details for the larger neighbourhood. All details of the Traffic Calming strategy and recommendations were mailed to the whole neighbourhood and discussed at open public meetings.

Staff has mailed out an update to all residents on the monitoring progress and changes to the speed humps height. Staff will also organize a small meeting in the next two weeks made up of residents opposed and in favour of the speed humps. The RCMP will also be in attendance at this meeting.

Further neighbourhood public meetings will be arranged once the monitoring is complete.

As mentioned in previous reports, staff will continue to monitor Riverside Drive and report back after consultation with the neighbourhood. The 3 month monitoring period will be complete in mid-December, 2001.

Ken Krueger, AScT
Transportation Department

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