

**COUNCIL AGENDA/INFORMATION**

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<input type="checkbox"/> Regular	Date: _____	Item # _____
<input type="checkbox"/> Info Package	Date: _____	Item # _____
<input type="checkbox"/> Agenda Addendum	Date: _____	Item # _____

_____ Dept. Manager	_____ Director	_____ Municipal Manager
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**The District of North Vancouver  
REPORT TO COUNCIL**

February 27, 2002  
File: 8620-30/06  
Tracking Number: RCA -

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

**SUBJECT:** Riverside Drive Traffic Calming - Monitoring Update- Report #5

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**RECOMMENDATION:**

That Council receive this report for information.

**REASON FOR REPORT :**

At the Council meeting of December 17, 2001, Council recommended (Attachment A):-  
THAT staff be instructed to:

- 1) reduce the height of the speed humps as soon as possible;
- 2) address the issues of lighting, visibility and parking;
- 3) complete the monitoring;
- 4) work on neighbourhood group solutions; and
- 5) commence an independent survey of the neighbourhood by the end of January 2002 and report back to Council.

This memorandum provides Mayor & Council with an update on items 1) to 4). Item 5) is covered under another report.

**BACKGROUND:**

1. Previous report of December 6, 2001 Riverside Drive Traffic Calming – Monitoring Update – Report #3 (Attachment B)
2. Speed study graphs (Attachments C & D)
3. Updated chronology (Attachment E)

**ANALYSIS:**

Height of Speed Humps

As previously agreed, the speed humps were ground down to the correct height by the contractor (at their expense) on December 18<sup>th</sup>, 2001.

Visibility of Speed Humps

Additional warning signs were installed at all four speed humps on December 19, 2002. Since most of the original painted white triangles were removed during the grinding process reflective tape was applied to outline the triangles. This reflective tape has proven to be highly durable and visible during inclement weather conditions.

Monitoring of speeds:

Tables have been attached that summarise the monitoring that has occurred since the speed humps were installed. Attachment C is for the 800 Block and Attachment D is for 1600 Block north of Swinburne.

The preceding tables show that the reduction of speed hump height has not resulted in a significant increase in the 85<sup>th</sup> percentile speeds along Riverside Drive. The RCMP has also been monitoring the street.

Public Input

Staff met with the Riverside Drive Neighbourhood Contact Group on December 12, 2001 and January 24, 2002.

The group have been provided with updates on the monitoring. There has been group discussions on traffic safety initiatives and the neighbourhood survey. This group had the opportunity to provide comments to staff on the proposed survey.

Pedestrian Issues

- *Limestone Sidewalk*  
The extension of the limestone sidewalk was completed to the north end of Riverside Drive throughout the month of January 2002.
- *Hedge Trimming*  
In February 2002, additional hedge trimming was completed on shrubs encroaching onto the limestone pathway. Most of this work was completed north of Swinburne.
- *Hydro Poles*  
As part of a cost estimate to install a concrete sidewalk along the west side of Riverside, it has been determined the cost of trenching 7 hydro poles back from the curb would cost \$10,500 or \$1,500 per pole.

Snow Removal

Snow ploughing for Riverside Drive is being treated operational as a priority 2 route. Note that Major Arterials are treated as a priority 1 route.

Ken Krueger, ASCT  
Transportation Department

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

EXCERPT from the **Regular Meeting of the Council** for The Corporation of the District of North Vancouver held in the Council Chamber of the Municipal Hall, 355 West Queens Road, North Vancouver, B.C. on Monday, December 17, 2001 commencing at 7:05 p.m.

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### **3. Riverside Drive Traffic Calming – Monitoring Update – Report #4**

**File 8620-30/06**

Tracking Number 00013

(to receive an update on community input and provide staff with direction on how to proceed)

Report: Director of Planning, Engineering, Parks, Engineering & Regulatory Services,  
December 6, 2001

Public Input:

Mr. P. Holland, 2300 Block Riverside Drive

- spoke in support of removing the speed humps
- expressed concern that the District's Traffic Calming policy was not followed.

Moved by Councillor MURI, Seconded by Councillor HARRIS

THAT staff be instructed to:

- 6) reduce the height of the speed humps as soon as possible;
- 7) address the issues of lighting, visibility and parking;
- 8) complete the monitoring;
- 9) work on neighbourhood group solutions; and
- 10) conduct an independent survey of the neighbourhood in the new year and report back to Council.

Moved by Councillor MACKAY-DUNN, Seconded by Councillor CRIST and CARRIED

THAT the original motion be amended by replacing part 5 with the following:

- “5) commence an independent survey of the neighbourhood by the end of January 2002 and report back to Council.”

The original motion, as amended, was then put and CARRIED.

The meeting recessed at 9:21 p.m. and reconvened at 9:31 p.m.

## **ATTACHMENT E**

### **CHRONOLOGY - RIVERSIDE DRIVE - HISTORY OF TRAFFIC CALMING**

1. **October 10, 1995, ORIGINAL PETITION TO LOWER SPEED LIMIT**
  - Council received petition (signed by 157 residents) requesting a reduction in the speed limit 50 to 40 km/h.
  - The letter also included complaints about poor street lighting and no sidewalks from Mt. Seymour Pkwy to Chapman Way (approx. 2.3 km).
2. **November 28, 1995: Volume and Speed Summary 1600/1700 Block (2 day)**
  - NB Daily Average (Tue/Wed): Count = 566, (85<sup>th</sup> Percentile Average) 57.6 km/h
  - SB Daily Average (Tue/Wed): Count = 499, (85<sup>th</sup> Percentile Average) 57.8 km/h
3. **December 6, 1995, Traffic and Safety Meeting agreed unanimously that:**
  - A 40 km/h zone be posted only along main curve around the 1900 block.
  - A Speed Watch Van should be utilised in the area.
  - The Engineering department review footpath condition and street lighting.
4. **January 11, 1996**
  - 40 km/h speed limit signs installed along the bend around the **1900 block** of Riverside Drive.
5. **June 17, 1996, COUNCIL MEETING on Dec. 19/95 Letter by NN**
  - Recommending a review on improving pedestrian safety on Riverside Drive.
  - Council passed the following resolution that staff prepare a report including:
    - Reducing the existing speed limit on Riverside Drive between Mount Seymour Parkway and the 2200 block of Chapman Way from 50km/h to 40km/h.
    - Improvements to street lighting.
6. **July 22, 1996, COUNCIL MEETING on July 16/96 Report to Council by GJ**
  - Recommending the 50 km/h speed limit
  - No decision, Council met again on August 12, 1996.
7. **August 7 - 13, 1996**
  - District receives 15 letters from residents residing in the Riverside area requesting again that the current speed limit of 50 km/h be lowered to 40 km/h.
8. **August 12, 1996, COUNCIL MEETING on July 16/99 Report to Council by GJ**
  - GJ recommends in report that the 50 km/h speed limit remain.
  - Council votes against it and reduces the limit to 40 km/h for a 6-month trial period.
9. **August 16, 1996**
  - GJ writes to residents explaining that a 40 km/h speed zone will be installed on a trail basis until March 31, 1997.
10. **August 30, 1996**
  - 40 km/h speed limit signs installed.

11. **March 25, 1997, 1700 block Speed Summary (5 day)**
  - NB Daily Average (Tue/Wed): Count = 523, 60.4 km/h (85<sup>th</sup> Percentile)
  - SB Daily Average (Tue/Wed): Count = 580, 63.9 km/h (85<sup>th</sup> Percentile)
12. **September 1, 1997, PETITION TO REINSTATE 50 KM/H**
  - District receives a petition from residents to raise the speed limit back to 50.
  - 48 of the original 157 petitioners have changed their mind and feel that the 40 km/h speed limit was not successful. (Also 18 of the original petitioners have moved out of area)
13. **October 6, 1997, COUNCIL MEETING on Sept. 16/97 Report to Council by AM**
  - Recommends reinstating 50km/h zone due to the fact that the 40 km/h zone had little affect on lowering speeds along Riverside Drive.
  - Council reinstates 50km/h zone.
14. **October 8, 1997,**
  - Speed limit along Riverside Drive returned to 50 km/h.
15. **October 20, 1997, COUNCIL MEETING on Oct. 16/97 Report to Council by NN**
  - Recommends having that RCMP continue periodic enforcement or; have staff conduct a survey of the neighbourhood to determine the level of support for traffic calming on Riverside Drive.
  - Council passed a resolution that staff conduct a survey of the neighbourhood to determine the level of support for traffic calming.
16. **January 16, 1998, NEIGHBOURHOOD SURVEY**
  - Asking residents if they feel motorists drive too fast on Riverside Drive and whether they would support a proposal to implement a traffic-calming plan.
17. **March 25, 1998, Draft Report by MF**
  - Overall Results of Survey in the Riverside area
    - 269 distributed - 154 residents responded (57% response rate)
    - 51% feel that motorists are driving too fast.
    - 35 % supported a traffic-calming plan.
  - Residents residing on Riverside Drive:
    - 69% feel speeding is still a problem.
    - 42% were in favour of implementing some sort of traffic calming plan.
  - Residents residing on surrounding streets:
    - 35% feel speeding is still a problem.
    - 30% were in favour of implementing some sort of traffic calming plan.
18. **March 11, 1999, Speed Summary 800 Block (7 day)**
  - NB Daily Average Count data unusable, 64.3 km/h (85<sup>th</sup> Percentile)
  - SB Daily Average Count data unusable, 65.1 km/h (85<sup>th</sup> Percentile)
19. **April 12, 1999, Report to Council on Neighbourhood Traffic Calming Program & Procedures (Reference to Riverside Drive)**
20. **September 27, 1999, Speed Summary 800 Block (7 day)**
  - NB Daily Average : Count = 1202, 65.5 km/h (85<sup>th</sup> Percentile)
  - SB Daily Average : Count = 1172, 67.7 km/h (85<sup>th</sup> Percentile)
21. **November 30, 1999, Speed Summary 800 Block (7 day)**

- NB Daily Average : Count = 1045
  - SB Daily Average : Count = 1057
  - NB/SB 85<sup>th</sup> Percentile = 63.4 km/h
22. **February 2, 2000 Information Report to Council on Traffic Calming**
- Feedback on Riverside Drive
23. **August 23, 1999, Traffic Calming Policy approved**
- District Council approved Traffic Calming Policy entitled Neighbourhood Traffic Calming Program & Procedures (Policy # 11-8620-1) Update on Riverside provided
24. **January 2001, appointment of Consultant**
- Context Research Ltd. appointed by District to facilitate Community liaison and to assist in the development of a Traffic Calming Strategy.
25. **February 27, 2001, start up meeting**
- Meeting held at Ray Burn's home with core residents, Context Research and District Staff.
26. **February 22, 2001, Speed Summary 600 Block**
- NB /SB Daily Average = 4206
  - NB/SB 85<sup>th</sup> Percentile = 57.6 km/h
27. **February 22, 2001, Speed Summary 800 Block**
- NB / SB Daily Average = 2076
  - NB/SB 85<sup>th</sup> Percentile = 64.5 km/h
28. **February 22, 2001, Traffic Count Grantham East of bridge**
- EB /WB Daily Average Count = 2221
29. **Invitations sent to Community to attend Work Session #1**
30. **March 2, 2001, Speed Summary 1600 Block (7 day) North of Swinburne**
- NB /SB Daily Average = 1243
  - NB/SB 85<sup>th</sup> Percentile = 61.4 km/h
31. **March 14, 2001, Work Session #1**
- Evening meeting at Capilano College for residents to share concerns on Traffic Safety and discuss possible solutions.
32. **March 29<sup>th</sup>, 2001, Follow up questionnaires sent out to Community**
- Summarized the results of March 14<sup>th</sup> meeting and clarifying the future direction.
33. **April 26<sup>th</sup>, 2001, Invitation to Work Session #2 sent out to Community**
- Results of attached questionnaire indicated a high support for further study of Traffic Calming solutions to speeding.
34. **May 10<sup>th</sup>, 2001, Work Session #2 held at Lynnmour School**
- Discussed Traffic Calming solutions to speeding. Technical expert presented various options and discussed to pro's & con's of each.
35. **May 31, 2001, Questionnaire & Proposed Speed Hump plan sent to Community.**
- Attached letter stated that the results of returned survey will be used with consultation report to provide a recommendation to Council in early July 2001.
36. **June 6, 2001; Information Report to Council: Traffic Calming Policy Update**
- Update on Riverside
37. **July 16th, 2001, Council approves Riverside Dr. Traffic Calming Plan**

- Moved by Councilor CRI ST, Seconded by Councilor MURI and CARRIED THAT the detailed design for the speed humps on Riverside Drive as shown in Diagram 3 of the July 3, 2001 report of the Assistant Manager, Transportation be completed and installed.
- 38. **September 4<sup>th</sup>, 2001, Council reconsiders July 16<sup>th</sup> decision to approve Traffic Calming plan**
  - Moved by Councilor CRI ST, Seconded by Councilor MURI and CARRIED THAT
  - 1. Council reaffirmed its previous decision as approved at the July 16, 2001 Regular Council Meeting, to install speed humps on Riverside Drive: and
  - 2. Staff be instructed to commence the installation.
- 39. **September 13<sup>th</sup>, 2001,**
  - Speed Humps installed
- 40. **October 15<sup>th</sup>, 2001,**
  - Petition submitted to Council to have Speed Humps removed.
  - Monitoring update Information Report #1 submitted to Council
- 41. **October 15 - 30<sup>th</sup>, 2001**
  - Lease lights installed,
- 42. **October 26<sup>th</sup>, 2001**
  - Height of Speed Humps measured by District Survey Dept.
- 43. **Nov. 8<sup>th</sup>, 2001, Speed Summary 800 Block**
  - NB/SB Daily Average = 2079
  - NB 85<sup>th</sup> percentile = 45.9 km/h
  - SB 85<sup>th</sup> percentile = 49.3 km/h
- 44. **November 9<sup>th</sup>, 2001**
  - Letter to residents indicating that the humps are too high and will be lowered.
- 45. **November 14<sup>th</sup>, 2001**
  - Monitoring update Information Report #2 submitted to Council.
- 46. **November 20-26<sup>th</sup> 800 Block (7 day)**
  - NB/SB Daily Average Traffic=2103
  - NB 85<sup>th</sup> percentile speed=46 km/h
  - SB 85<sup>th</sup> percentile speed = 49.5 km/h
- 47. **November 28<sup>th</sup>, 2001**
  - Met with 4 original members of the resident contact group, as well as 6 additional residents, 5 of which do not support the humps at Parkgate Community Center. This group is referred to as the Riverside Drive Neighborhood Contact Group.
- 48. **December 6<sup>th</sup>, 2001**
  - Monitoring update Information Report #3 to Council
- 49. **December 9<sup>th</sup>, 2001, Speed Summary 800 Block (7 day)**
  - NB/SB Daily Average Traffic=2094
  - NB 85<sup>th</sup> percentile speed = 46.6km/h
  - SB 85<sup>th</sup> percentile speed = 49.2 km/h
- 50. **December 12<sup>th</sup>, 2001**
  - Met with Contact Group at Canlan Ice Sports to review issues & suggestions.

51. **December 13<sup>th</sup>, 2001**
  - Issues & Suggestions summarized in table and sent out to contact group.
  - Monitoring update Information Report #4 to Council, which included issues & suggestions summary table.
52. **December 18<sup>th</sup>, 2001**
  - Road humps ground down by contractor.
53. **December 19<sup>th</sup>, 2001**
  - Warning Signs installed at all four speed humps
54. **January 8<sup>th</sup>, 2002 Speed Summary (800 block) (7 day)**
  - NB/SB Daily Average Traffic = 1988
  - NB 85<sup>th</sup> percentile speed = 45.7 km/h
  - SB 85<sup>th</sup> percentile speed = 48.4 km/h
55. **January 8<sup>th</sup>, 2002 Speed Summary (north of Swinburne) (7 day)**

NB/SB Daily Average Traffic=1195

  - NB 85<sup>th</sup> percentile speed= 56.2 km/h
  - SB 85<sup>th</sup> percentile speed = 57.3 km/h
56. **January 8<sup>th</sup> - January 30<sup>th</sup>, 2002**
  - Limestone Sidewalk extended to north end of Riverside Dr.
57. **January 10<sup>th</sup>, 2002**

Staff sent out call for proposals to 3 Market Research companies to resurvey the neighborhood on preferences for the speed humps
58. **January 24<sup>th</sup>, 2002**
  - Met with Contact Group at Canlan Ice Sports discussed:
    - Update on monitoring
    - Appointment of consultant for neighborhood survey
    - Opportunities for input into survey
59. **January 29<sup>th</sup>, 2002**
  - MarkTrend appointed to undertake neighborhood survey
60. **February 2-10, 2002**
  - MarkTrend neighborhood survey (door to door & telephone)
61. **February 11<sup>th</sup>, 2002**
  - Additional hedge trimming completed mainly north of Swinburne
62. **February 14<sup>th</sup>, 2002. Speed Summary (800 Block) (7 day)**
  - NB/SB Daily Average=1937
  - NB 85<sup>th</sup> percentile speed= 48.6 km/h
  - SB 85<sup>th</sup> percentile speed = 50.0 km/h
63. **February 14<sup>th</sup>, 2002 Speed Summary (north of Swinburne) (7day)**
  - NB/SB Daily Average=1164
  - NB 85<sup>th</sup> percentile speed = 57.1 km/h
  - SB 85<sup>th</sup> percentile speed=58.0 km/h