



**To:** Planning Committee **Date:** December 4, 2006  
**From:** Victor Wei, P. Eng. **File:** 10-6450-09-01/2006-Vol  
 Director, Transportation 01  
**Re:** **TRAFFIC SAFETY CONCERNS – SHELLMONT AREA**

**Staff Recommendation**

1. That the following proposed traffic calming measures for the Shellmont area be forwarded to the area residents for comments and indication of support:
  - a) The installation of five pairs of speed humps and associated signage in the lanes where recent traffic speed and vehicle volume surveys indicated speeding vehicle activities;
  - b) The installation of speed limit signs (20 km/h) at the entrances to all lanes in the study area;
  - c) The installation of “No Parking Anytime in Lane” signs at the entrances to all lanes in the study area;
  - d) The installation of advance warning signs in the lanes to advise motorists of where “blind corners” are caused by fences; and
  - e) Trimming of foliage at locations in the study area as shown in the attached report where motorists’ sightline is restricted.
2. That if majority residents’ support is received for the above proposed traffic calming measures, staff proceed with the implementation of the proposed traffic calming measures immediately.
3. That staff continue to ensure that the ultimate upgrading of existing substandard laneways such as traffic calming and widening of pavement be required as part of the site frontage improvements for the future re-development of single-family lots abutting arterial roads, including those in the Shellmont area, either through immediate construction or equivalent funding contribution by the developer.

Victor Wei, P. Eng.  
Director, Transportation  
(4131)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY					
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>		<b>CONCURRENCE OF GENERAL MANAGER</b>		
Engineering .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Policy Planning .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Development Applications .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
<b>REVIEWED BY TAG</b>	YES	NO	<b>REVIEWED BY CAO</b>	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	(ACTING)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Staff Report

### Origin

At a public hearing held October 16, 2006 regarding Single Family Lot Size Policy 5434 (applicable to the area bounded by Williams Road, No. 5 Road, Steveston Highway, and Shell Road), area residents expressed concerns regarding traffic safety. As a result, the following referral to staff was carried:

*“That staff investigate traffic flow in the area of Single Family Lot Size Policy 5434 with a view to improving parking, safety issues and accessibility in the neighbourhood and report back within 60 days on the following:*

- (i) types of traffic calming measures that could be implemented in the lanes;*
- (ii) signage in the lanes advising drivers of the speed limits and penalties for parking and speeding violations;*
- (iii) proposed measures to generally upgrade the lanes, including the improvement of sightlines;*
- (iv) restrictions and regulations related to parking in the entire area;*
- (v) source of funding for the improvements;*
- (vi) timing of implementation prior to the completion of any new subdivision in this area.”*

In addition, with respect to the issue of lane improvements by future single family re-development along arterial roads, the following referral was also made to staff at the General Purposes Committee on September 18, 2006:

*“That staff prepare for discussion at a future Planning Committee meeting, a report on the impact of prohibiting parking, and requiring the installation of speed bumps and other traffic calming measures as part of lane development in all new subdivisions.”*

This report addresses both of the above referrals.

### Analysis

#### 1. Evaluation Process for Traffic Calming in Laneways

Generally, in order to implement traffic calming measures in any residential neighbourhood, the following assessment is required:

- verification of the extent of speeding or short-cutting
- analysis of historical accident data
- determination of the type of traffic calming measures to be implemented
- estimation of costs and confirmation of funding availability
- continuous monitoring of the traffic calmed area

If warranted, traffic calming measures can be introduced in any neighbourhood after consultation with the affected residents.

## **2. Resident / Owner Survey**

On November 15, 2006, a letter was sent to Shellmont area residents and property owners, 140 in total, advising of the traffic concerns raised by area residents at the public meeting and that City staff would be conducting traffic studies in the area to investigate these concerns. They were also advised of the public consultation process that the City follows prior to implementing any proposed traffic calming measures.

Residents and owners were also invited to forward any other concerns they may have regarding traffic in the area. Three responses were received:

- one resident was against allowing the proposed subdividing of the lots in the area;
- one resident agreed with the concerns raised by area residents regarding traffic; and
- one resident was willing to wait to see what increases in traffic there might be with the potential subdivision of lots in the area, with her main concern being the need to fix a pothole in front of her residence.

Based on the above resident feedback from the survey, the desire to introduce traffic calming measures in laneways within this area was not found to be overwhelming.

## **3. Speed and Volume Studies**

Traffic counters were recently placed at the following five locations in the lanes running parallel to No. 5 Road and Williams Road to determine the extent of any vehicle speeding problem:

- 11300 Williams Road
- 11620 Williams Road
- 10151 No. 5 Road
- 10491 No. 5 Road
- 10671 No. 5 Road

The results of the data collected indicate low traffic volumes for the area with average daily volumes of between 15 to 33 vehicles in each direction and that motorists are driving between 36 km/h and 50 km/h. The posted speed for lanes is 20 km/h with the speed limit painted on the pavement surface at all lane accesses in the area.

Based on the vehicle speed study, the introduction of speed humps in laneways in this area would be warranted to ensure adherence to the posted speed limit.

## **4. Origin / Destination Studies**

The purpose of this study was to determine if there are vehicles “shortcutting” through the residential areas to avoid traffic congestion at the signalized intersection of Steveston Highway and No. 5 Road. Simultaneous observations were made on three separate weekdays at No. 5 Road at Seaciff Road and Steveston Highway at Seaward Gate during the afternoon peak period (4:00 p.m. to 5:30 p.m.).

### Summary of Origin / Destination Studies

Date	Vehicles entering Seaward Gate and exiting at Seacliff Road	Vehicles entering Seacliff Road and exiting Seaward Gate
October 24, 2006	2	0
October 26, 2006	2	3
November 1, 2006	2	3

Based on the above observations, staff conclude that vehicle shortcutting through the residential neighbourhood is limited and therefore is not a significant concern in this area.

#### 5. Parking in Laneways

Parking in laneways in Richmond is restricted as per Richmond Traffic Bylaw 5870, Section 12.4 (a). During the four recent site visits that were made to this area by City staff, only one vehicle was observed to be parked in a laneway. However, the number of vehicles may increase in the evenings. Staff will continue to monitor, and enforce if necessary, the existing parking restrictions in these laneways.

#### 6. Line of Sight Concerns

Twelve locations were identified as having sightline obstruction concerns: four locations had foliage growing into the laneway that required trimming and eight locations were identified as having a fence that restricts sightlines. The eight locations that have fences also have a change of alignment in the lane.

Based on the observed sightline restrictions caused by either overgrown foliage or fencing, staff propose to take the actions noted in the Recommendations section below.

#### 7. Analysis of Accident Data

A search of the traffic accident data for the study area, for the last ten years, shows only five traffic accidents in the lanes. Two of the accidents involved single vehicles backing into fences and three accidents involved two vehicles, one of which was backing from a driveway. Based on the traffic accident information, vehicle accidents are not a significant concern in this area.

#### 8. Recommendations

Based on the above traffic assessment of the Shellmont area, staff recommend the following measures, as illustrated in the attached map, be considered to address the identified traffic concerns:

- a) installation of five pairs of speed humps and associated signage in the lanes where recent vehicle speed and traffic volume surveys indicate speeding activities;
- b) installation of speed limit signs (20 km/h) at the entrances to all lanes in the study area;
- c) installation of "No Parking Anytime in Lane" signs at the entrances to all lanes in the study area;
- d) installation of advance warning signs in the lanes to advise motorists where "blind corners" are caused by fencing; and
- e) request property owners to have foliage cut back at locations where foliage is found to be causing line-of-sight hazards.

Upon endorsement of the proposed measures by Council, staff will conduct a follow-up survey of the area residents to advise of the above proposed traffic calming measures and to identify the level of support for the proposed measures. If a majority support is received, staff will proceed with the implementation of the proposed traffic calming measures immediately.


Furthermore, to address the on-going concerns of residents in general about potential rat-running in laneways due to increased developments in local neighbourhoods, it is recommended that staff continue to ensure that the ultimate upgrading of existing substandard laneways such as traffic calming and widening of pavement be required as part of the site frontage improvements for the future re-development of single-family lots abutting arterial roads, including those in the Shellmont area, either through immediate construction or equivalent funding contribution by the developer.

### **Financial Impact**

The estimated total cost to install the traffic calming measures outlined in this report is \$27,000. The proposed funding source for this work is 1501-40-000-TRAF-C-0000-40271 (2006 Neighbourhood Traffic Safety Program), which has previously been approved as part of the 2006 Capital Budget.

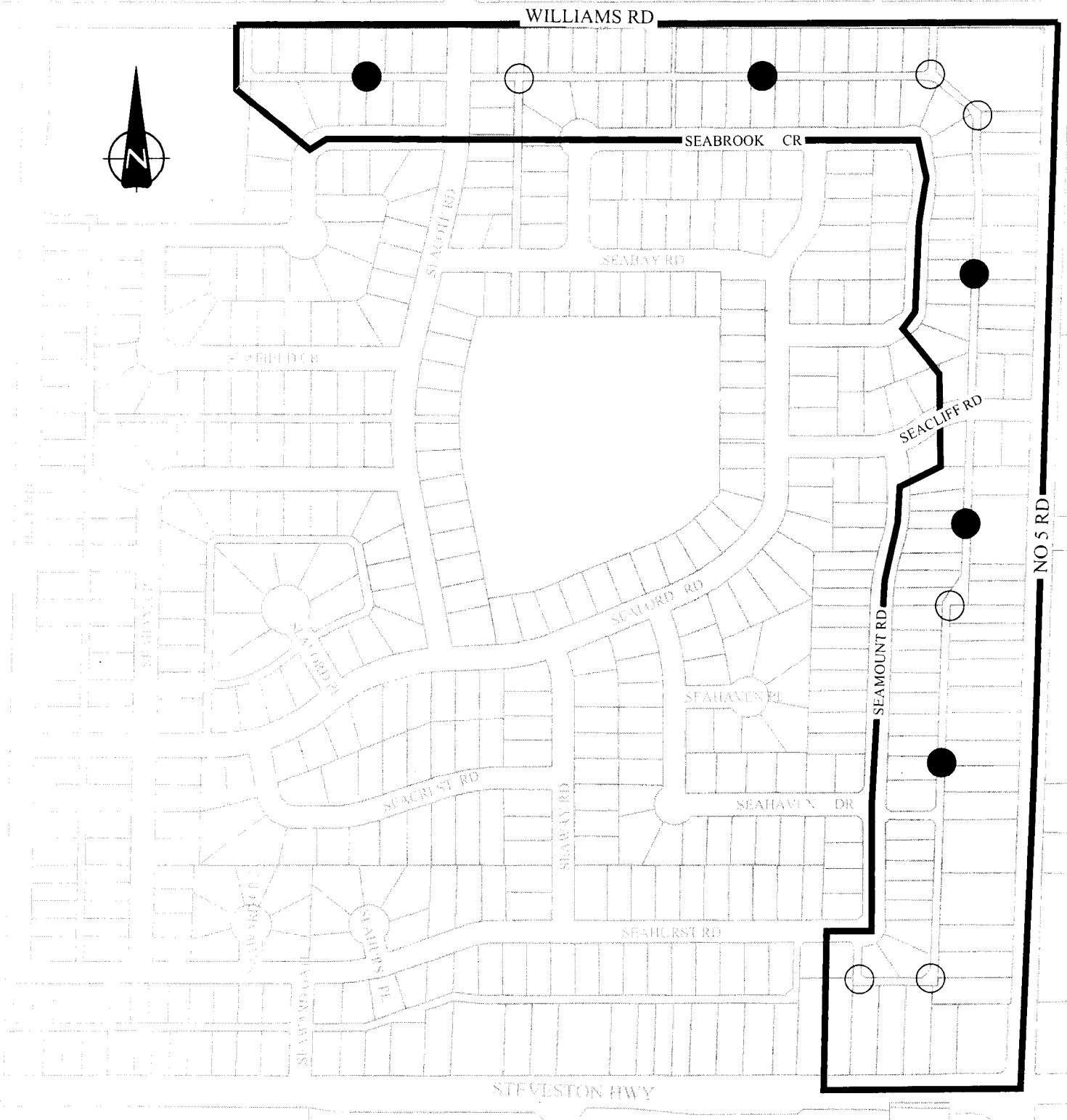
### **Conclusion**

Recent traffic studies conducted by staff in the Shellmont area have identified a number of sightline restrictions and a moderate vehicle speeding problem in the laneways. The recommendations in this report address the issues and concerns raised by area residents at the public hearing of October 16, 2006 as well as a Committee referral made on September 18, 2006 to examine traffic calming in laneways. Given that the second round of public consultation indicates a majority support for the proposed traffic calming measures, they would be implemented immediately.



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(4030)

RG:lce



- "Blind Corner" Locations
- Proposed Speed Hump Locations
- ▭ Shellmont Traffic Study Area