



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Public Works and Transportation Committee
FROM: Gordon Chan, P. Eng.
Manager, Transportation
RE: **SEAFAIR DRIVE - TRAFFIC CALMING MEASURES – FOLLOW-UP REPORT**

To PWAT - Nov. 8/00
DATE: October 20, 2000
FILE: 6450-01

STAFF RECOMMENDATION

1. That the implementation of traffic calming measures on Seafair Drive, in the form of traffic circles at Fairbrook Crescent and at Fairfax Crescent (south), as described in the attached report from the Manager of Transportation, be approved and that these measures be constructed at the cost of the developer of the townhouse project at 3100 Francis Road.
2. That the traffic conditions on Seafair Drive be monitored for one year upon completion of the above proposed traffic calming measures and that staff report back to Council on the effectiveness of the implemented devices to determine the need for further actions in consultation with the area residents.

Gordon Chan, P. Eng.
Manager, Transportation

Att. 3

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
R.C.M.P.	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

STAFF REPORT

ORIGIN

In a report submitted to Council (dated August 25, 2000), staff presented the outcome of the consultation with area residents regarding the requirement for traffic calming measures on Seafair Drive. The report also recommended that three traffic circles be implemented on Seafair Drive. These three traffic circles were previously proposed at the intersections of Fairbrook Crescent, Fairfax Place, and Fairfax Crescent (south) along Seafair Drive. The August 25, 2000 report was referred back to staff for further review with reference to the following issues:

- *Consider the feasibility of installing the north and south Seafair Drive traffic circles, and monitoring of the situation for one year prior to installing the centre traffic circle, if it proved to be necessary;*
- *Consider the relocation of the proposed Fairfax Crescent/Fairfax Place traffic circle to Seafair Drive and Fairway Road, if the determination was made that three traffic circles were required;*
- *The need to ensure that safety issues are addressed; and*
- *The need to provide an exit for the residents of Fairfax Crescent which was not impeded by a traffic circle.*

Staff were also directed to provide the following information to the Public Works and Transportation Committee:

- *Large scale drawings of the actual turning radius required to make left hand turns from Seafair Drive to Fairfax Crescent, Fairfax Place and Fairbrook Crescent; and*
- *Information on the proposed configuration of the Seafair Drive/Francis Road intersection and in particular, how southbound Seafair Drive traffic would access Francis Road eastbound, and westbound Francis Road traffic would access the proposed townhouse development on the south side of Francis Road at Seafair Drive.*

This staff report addresses the above referral from Council and presents a revised traffic calming scheme on Seafair Drive for Council's consideration. The revised proposal includes the immediate implementation of two traffic calming circles on Seafair Drive at Fairbrook Crescent and Fairfax Crescent (south), traffic safety initiatives in the area, and a one-year traffic monitoring program on the effectiveness of the proposed traffic calming measures.

ANALYSIS

1. Follow-Up Consultation with Local Residents

Subsequent to the October 10, 2000 Council meeting at which the issue of Seafair Drive traffic measure was last presented, staff met with a number of representatives from Seafair Drive residents on October 20, 2000 to discuss the various issues raised at the Council meeting. The goal of this meeting was to reach a consensus among the representatives of the area residents on a traffic calming and safety enhancement scheme to be implemented in the Seafair Drive area. Upon extensive discussion, a consensus was reached at the meeting to pursue a revised scheme that was considered to best represent the common interest of the residents on Seafair Drive as well as on other side streets. The details of this revised traffic calming scheme are summarized as follows:

- (a) Implementation of Two Traffic Circles Immediately — According to the results from the mail-back survey (dated May 4, 2000), 61% among the 66 returned survey forms indicated support for the Fairbrook Crescent and Fairfax Crescent (south) traffic circles (with a variation on the preferred locations for the middle circle). The same two traffic circles were supported by 97% of residents on Seafair Drive (56 of 58 surveyed households) based on the petition presented from Seafair Drive residents dated August 1, 2000. Based on the survey results, staff recommend that two traffic circles be implemented immediately at Fairbrook Crescent and at Fairfax Crescent (south) on Seafair Drive (Attachment 1).
- (b) One-Year Monitoring Period on Traffic Conditions on Seafair Drive — Staff recommend that the traffic conditions on Seafair Drive be monitored for a one-year period to determine the effectiveness of the two proposed traffic circles at Fairbrook Crescent and at Fairfax Crescent (south). Further public consultation with the area residents and re-assessment of the traffic conditions will be undertaken after a year to determine if further actions, such as enhancements to existing roadway signage and the implementation of a third traffic circle, would be required.
- (c) Other Traffic Safety Initiatives — Staff will also work with Richmond RCMP and the area residents to pursue establishing a regular "Speed Watch" Program on Seafair Drive to further discourage speeding. Furthermore, staff will investigate the sightline restrictions at various curved sections along Seafair Drive to address the concerns raised by some residents.
- (d) Implementation of the Francis Road Median — As part of the road improvement requirements for the 3100 Francis Road townhouse development, a raised centre median will be implemented on Francis Road at Seafair Drive (Attachment 2). Area residents have requested that such a median be constructed as soon as possible. The developer has agreed to complete the off-site work required for this project, including the construction of the Francis Road median, as quickly as possible. The developer has also committed to placing a high priority on the construction of the Francis Road median. It is anticipated that the construction of this median could start as early as January, 2001.

Representatives of Seafair Drive residents and Fairfax Place residents are in full support of the above traffic calming and safety enhancement package which is considered by staff as the best achievable solution for Seafair Drive given the various views expressed by the area residents.

2. Council Referral

This section of the report addresses the Council referral made at the October 10, 2000 Council meeting. It should be noted that part of the referral has now led to the recommended traffic calming and safety enhancement package mentioned in the previous section.

- (1) *Consider the feasibility of installing the north and south Seafair Drive traffic circles, and monitoring of the situation for one year prior to installing the centre traffic circle, if it proved to be necessary;*

Staff comments - The installation of the north and south Seafair Drive traffic circles are considered to be feasible and this concept is fully supported by the representatives of Seafair Drive area residents.

- (2) *Consider the relocation of the proposed Fairfax Crescent/Fairfax Place traffic circle to Seafair Drive and Fairway Road, if the determination was made that three traffic circles were required;*

Staff comments - Staff will monitor the traffic conditions on Seafair Drive for one year after the implementation of the north and south traffic circles. Consultation with the area residents and re-assessment of the traffic conditions on Seafair Drive will be undertaken after the monitoring period to determine the need for further actions, including the requirement for a third traffic circle.

(3) *The need to ensure that safety issues are addressed; and*

Staff comments - Staff will continue to work with area residents to explore other safety enhancements for Seafair Drive such as improving the visibility at the curved sections of the road and replacing existing yield signs to stop signs.

(4) *The need to provide an exit for the residents of Fairfax Crescent which was not impeded by a traffic circle*

Staff comments - The traffic circle previously proposed at Fairfax Place/Fairfax Crescent (north) is now eliminated in the revised traffic calming scheme.

(5) *Provide large scale drawings of the actual turning radius required to make left hand turns from Seafair Drive to Fairfax Crescent, Fairfax Place and Fairbrook Crescent;*

Staff comments - Attachment 3 illustrates that left hand turns could be accommodated by large size passenger vehicles at the Fairfax Crescent (south) and Fairbrook Crescent traffic circles. The attachment also illustrates that emergency vehicles could be accommodated by turning onto the "wrong" direction of the circle. Note that emergency vehicles are expected to travel on the left side of the circle, which is consistent with industry practices and design guidelines.

(6) *Provide information on the proposed configuration of the Seafair Drive/Francis Road intersection and in particular left-turning movements to and from Francis Road.*

Staff comments - Attachment 2 illustrates how left hand turns (from southbound Seafair Drive to Francis Road eastbound and westbound Francis Road to the proposed townhouse development) can be accommodated.

FINANCIAL IMPACT

The cost of implementing the proposed traffic circles at Fairbrook Crescent and Fairfax Crescent on Seafair Drive including the necessary warning signs and curb works, is estimated to be \$25,500 (to be paid by the developer). The cost of implementing the third circle could range from \$5,000 to \$20,500 depending on the location of this circle. The developer has provided the City with \$30,500 to cover the cost of implementing up to three traffic circles.

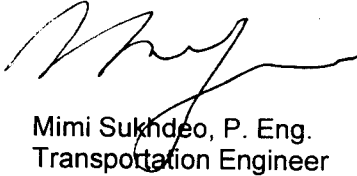
CONCLUSION

Staff met with a number of representatives of the Seafair Drive residents as well as Fairfax Place residents. A consensus has been reached on a package of traffic calming and safety enhancement measures for Seafair Drive. This package includes:

- Implementation of two traffic circles at Fairbrook Crescent and at Fairfax Crescent (south) on Seafair Drive including related warning signs;
- Monitoring of the traffic conditions on Seafair Drive for one year to determine the need for further actions, including the requirement for a third traffic circle;
- Working with the area residents on other traffic safety enhancements in the neighbourhood; and

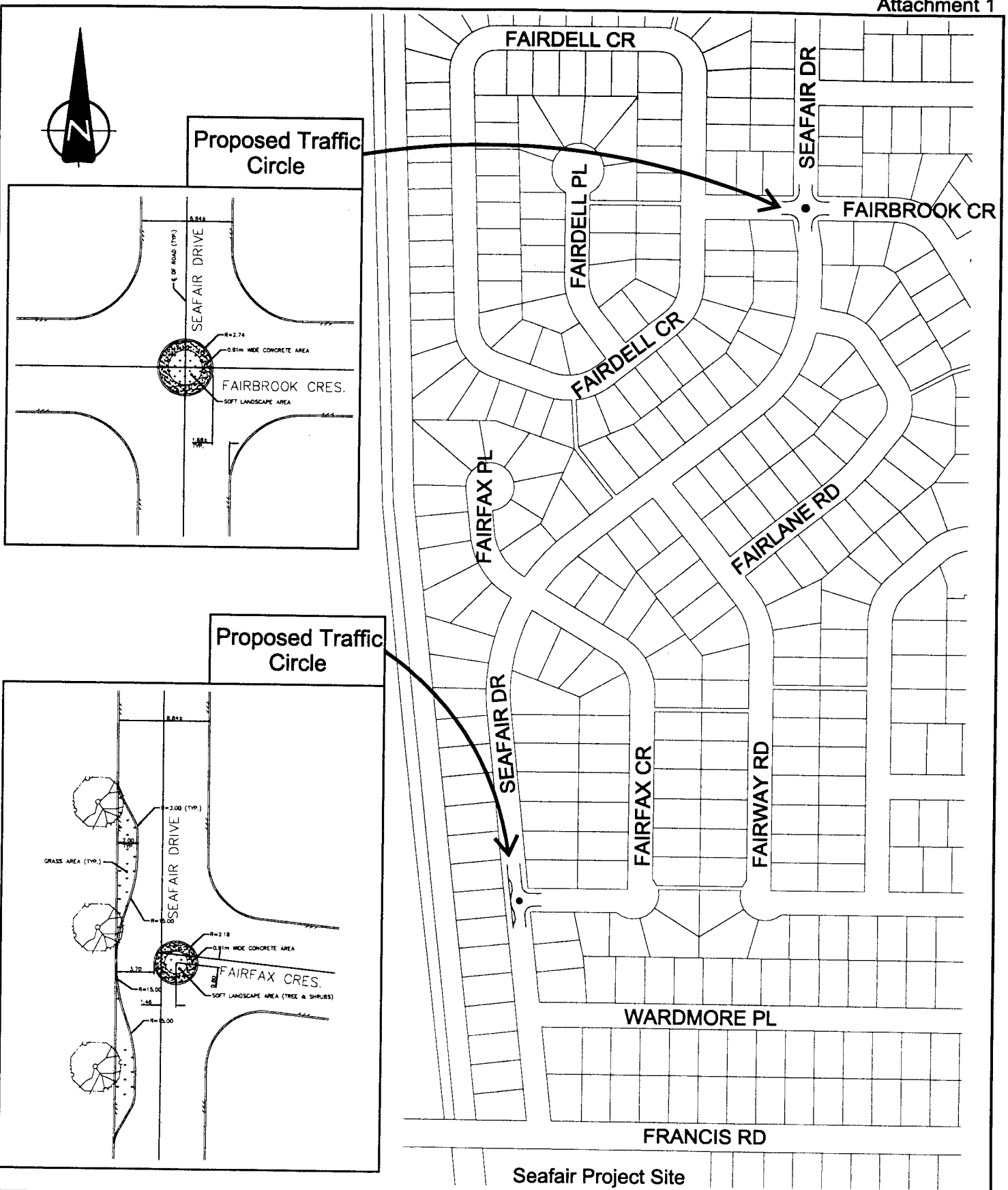
- Constructing the Francis Road median (by the developer) as soon as possible as part of Phase 1 of the proposed townhouse development project at 3100 Francis Road.

Staff will report back to Council on the effectiveness of the two traffic circles and other safety initiatives one year after the completion of the above measures and recommend to Council on the need for further actions.



Mimi Sukhdeo, P. Eng.
Transportation Engineer

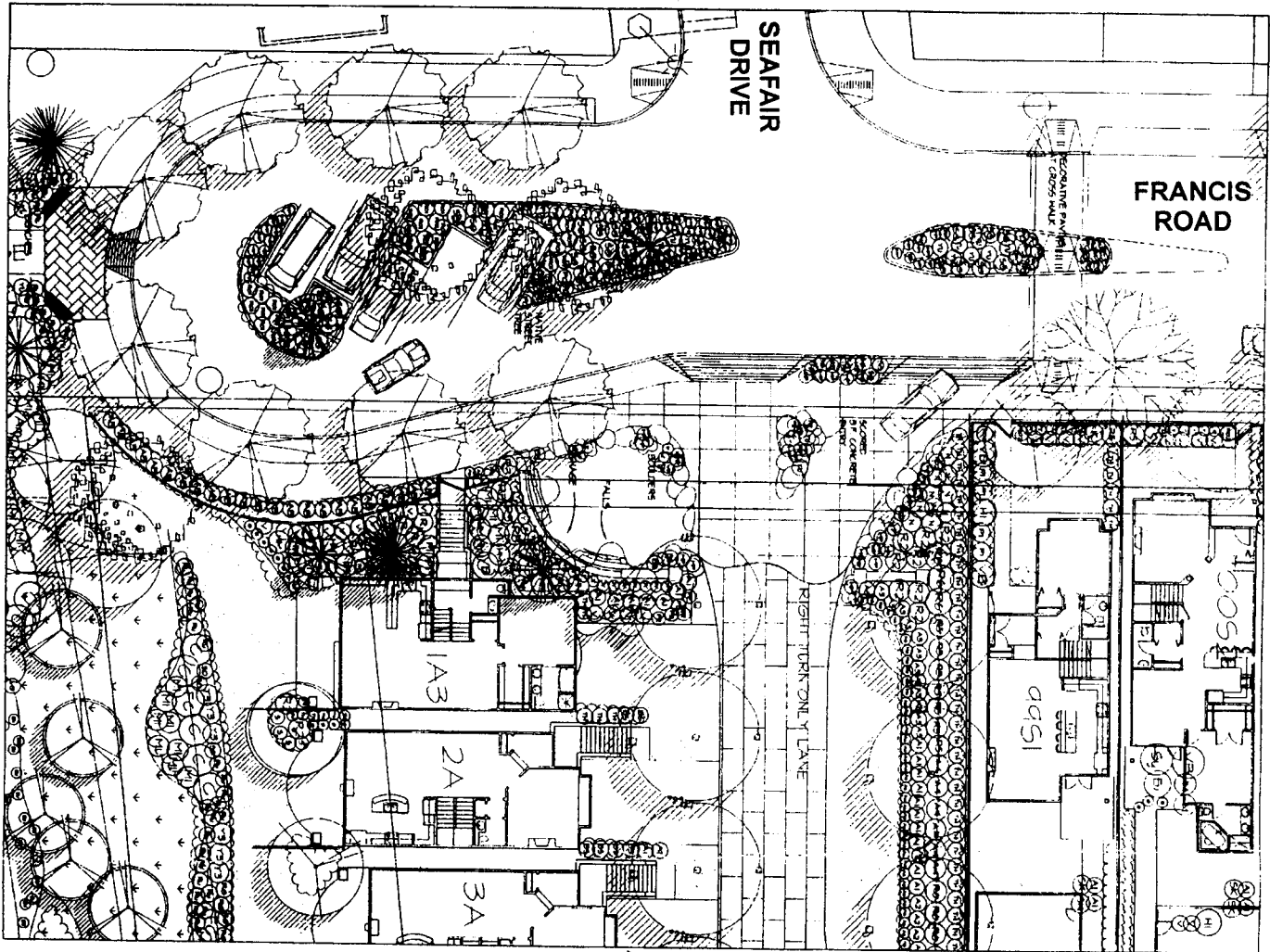
MS:lce



City of Richmond 115

6911 No. 3 Road Richmond B.C. V6Y 2C1

TITLE: RECOMMENDED LOCATION FOR TRAFFIC CIRCLES ON SEAFAIR DRIVE		
DESIGN:		
DRAWN: TS	DWG No. SEAFAIR3.DWG	
CHECKED:	SCALE: NTS	DATE: OCT.26/00
ENGINEER:	SEC. No.	SHT. No. 1



↑
**PROPOSED
 DEVELOPMENT**

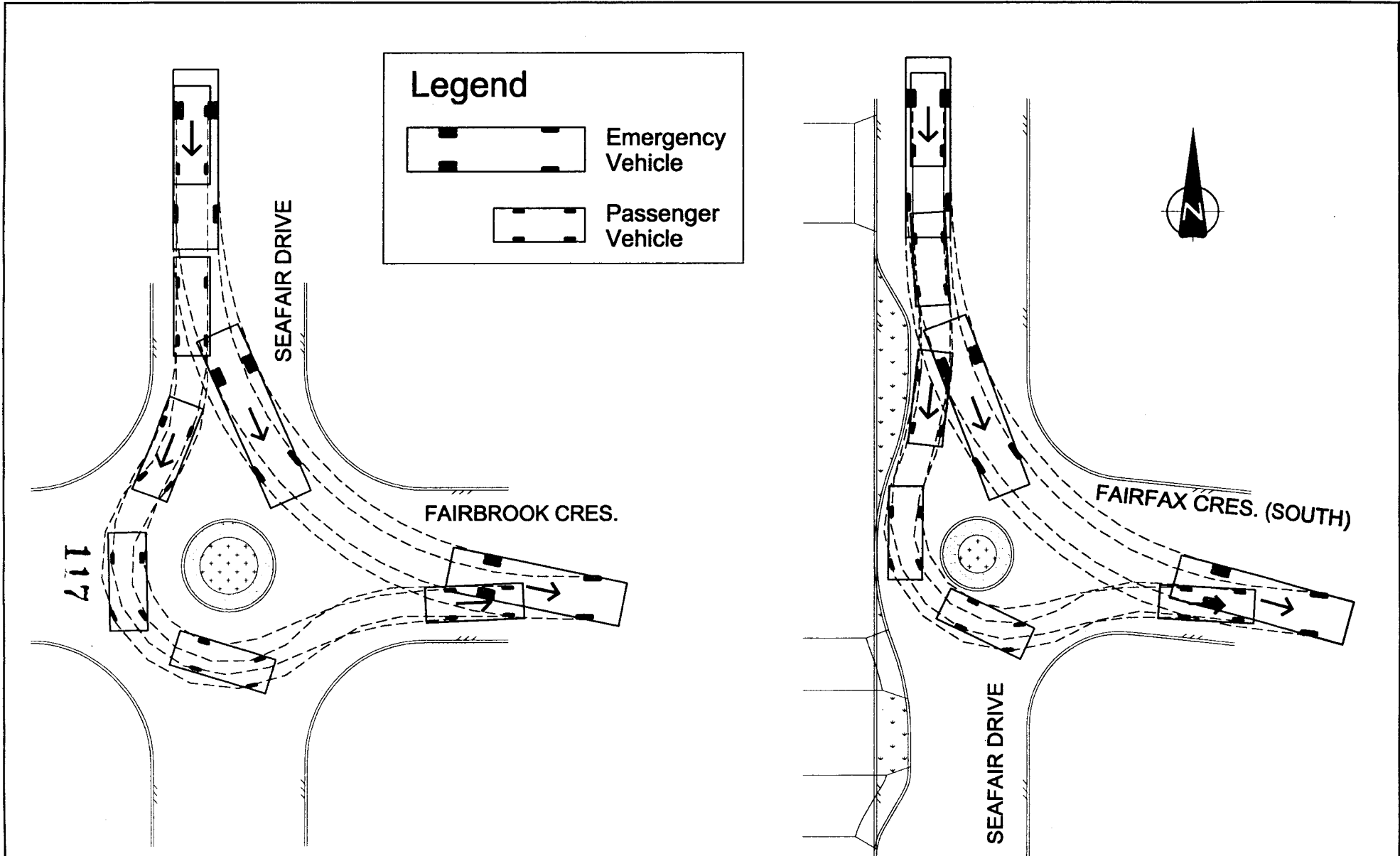
Seafair Shore Development
**Access and Intersection
 Design**



116

6911 No. 3 Road Richmond B.C. V6Y 2C1

TITLE: SEAFAIR SHORE DEVELOPMENT		
DESIGN:		
DRAWN: TS	DWG No. SEAFAIR.CDR	
CHECKED:	SCALE: NTS	DATE: APR. 10/00
ENGINEER:	SEC. No.	SHT. No. 1



Typical Turning Movements by Emergency Vehicles and Passenger Vehicles