City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	March 5, 2007
From:	Victor Wei, P. Eng. Director, Transportation	**File:**	10-6450-09-01/2007-Vol 01
Re:	**TRAFFIC SAFETY CONCERNS – SHELLMONT WEST AREA**		

Staff Recommendation

1. That the following proposed traffic calming measures for the Shellmont West area, as described in the attached report, be forwarded to each of the area residents for comments and indication of support by means of a questionnaire to be mailed out immediately:

   a) provision of new speed limit road markings (20 km/h) at the entrances to all lanes in the study area;
   b) trimming of foliage at various locations in the study area where the laneway has been encroached upon; and
   c) installation of hazard markers on existing pole and guy wire in the laneway to improve their visibility.

2. That staff proceed with the implementation of the proposed traffic calming measures immediately subject to the support of the area residents.

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

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:	**CONCURRENCE**		**CONCURRENCE OF GENERAL MANAGER**		
Engineering	Y ☑ N ☐				
Community Bylaws	Y ☑ N ☐				
Parks & Public Works Operations (W/Y)	Y ☑ N ☐				
Development Applications	Y ☑ N ☐				
REVIEWED BY TAG	YES ☑	NO ☐	**REVIEWED BY CAO**	YES ☑	NO ☐

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Staff Report

Origin

At a public hearing held December 18, 2006 regarding Single Family Lot Size Policy 5443 (applicable to the area bounded by Williams Road, No. 4 Road, Steveston Highway, and Shell Road), the following traffic concerns were brought to staff's attention from several area residents:

- drivers parking in area lanes;
- existing area lanes would not accommodate additional traffic;
- additional land would be required to accommodate new lane design; and
- the possible loss of lane access.

As a result, the following referral to staff was carried:

> *That staff study and report back on traffic flow in the area of Single Family Lot Size Policy 5443, including the lanes, with a view to making improvements to address issues related to safety, parking, and accessibility, similar to that carried out to the east for Single Family Lot Size Policy 5434.*

This report presents staff's assessment of the traffic-related concerns noted in the above referral and presents the resulted recommendations to enhance traffic safety for this area.

Analysis

1. Traffic Study

Generally, in order to implement traffic calming measures in any residential neighbourhood, staff carry out the following work procedure:

- verify the existing traffic characteristics in the area;
- analyse the historical traffic accident data in the area;
- determine the type of traffic calming measure/s appropriate, if any, to be implemented to address any traffic-related problem;
- estimate the costs associated for implementation of any measures to enhance traffic safety in the area and confirm funding availability;
- conduct a survey of the affected residents to obtain their support for any proposed traffic calming measure/s to be implemented (next step to be carried out);
- if there is majority (approximately 2/3 or greater) support, proceed with the implementation immediately without any further reporting back to Council; and
- monitor the improved area after installation of any enhancements to ensure positive results; or
- if there is no majority support, the proposed improvements will not be pursued or they will be re-evaluated based on the suggestions from the residents, and Council will be advised accordingly.

The following briefly summarizes staff's recent traffic study carried out for the Shellmont West area.

1.1 General

The study area for this report is a six metre (6.0 m) gravel surface lane running parallel to Williams Road on the south side. The lane is straight with no curves; there is a turn created by a

wood barrier placed between Aragon Road and Aquila Road to prevent short cutting - the barrier was likely placed at its location in the 1960's and is still very effective. However, it was determined by staff that the provision of hazard markers on the existing pole and guy wire located in the laneway would further enhance visibility for motorists.

1.2 Vehicle Speed and Volume

The lane was recently monitored during peak hours to determine the extent of vehicle speeding and volume in the laneway. The results of the data collected indicated very low traffic volumes for the area with a peak hour volume of 23 vehicles between 4:30 p.m. and 5:30 p.m. The results of the data collection regarding vehicle speed indicated that motorists were driving between 10 km/h and 24 km/h with an average speed of 17 km/h, which is below the speed limit of 20 km/h. The gravel surface contributes to the low vehicle speed in the lane.

1.3 Vehicle Origin and Destination Study

Although area residents at the public hearing did not raise vehicle shortcutting concerns, an origin/destination study was conducted by staff to determine if there were any vehicles shortcutting through the residential area during the afternoon peak period (4:30 p.m. to 5:30 p.m.). The results of the study showed no indication of vehicle shortcutting in the lane.

1.4 Crash History

A search of ICBC crash data (for the last ten years) for the study area indicated only three traffic crashes in the lane. Based on this traffic accident information, vehicle accidents are not a significant concern in this area.

2. Residents' Traffic Related Concerns Noted at Public Hearing

Upon review of the concerns raised at the December 18, 2006 Public Hearing, staff offer the following comments:

2.1. Vehicle Parking in Lane

Vehicle parking in laneways in Richmond is restricted as per Richmond Traffic Bylaw #5870, Section 12.4 (a), (also pointed out by Mr. Sep Pan of 10260 Williams Road during the meeting). During site visits to the Shellmont West area by staff, only one vehicle was observed to be parked in a laneway on one occasion. Staff will continue to monitor and enforce the existing parking restrictions in this laneway if necessary.

2.2. Additional Traffic on Road and Lane

Williams Road is fully built out and can accommodate the additional traffic generated by any redevelopment of adjacent homes. The laneway will be upgraded as the development occurs along the lane. The existing cross-section of the laneway is adequate to handle the anticipated traffic flow until the upgraded lane way is constructed, similar to the process along No. 1 Road between Francis Road and Williams Road.

2.3 Loss of Lane Access

Lane access will be maintained and improved as development progresses. Direct lane access to No. 4 Road will be added as indicated by staff to area residents at the public meeting.

2.4 Additional Property for the Lane

The new lane design for this location fits within the existing six metre (6.0 m) lane right-of-way. Any additional property that may be required for improved lane access would be acquired from the adjacent developer.

3. Recommendations

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

- provision of new speed limit road markings (20 km/h) at the entrances to all lanes in the study area;
- trimming of foliage at the location shown in the attached map where the laneway has been encroached upon; and
- installation of hazard markers on pole and guy wire in the laneway to improve their visibility.

To address the concerns of area residents in general, regarding increased development in local neighbourhoods, it is recommended that staff continue to ensure that the ultimate upgrading of existing laneways to the new standard be required as part of the site frontage improvements for future re-development of single-family lots abutting arterial roads; including those in the Shellmont West area. The lane upgrades would be funded through either immediate construction or equivalent funding contribution by the developer, as previously endorsed by Council.

Financial Impact

There are no additional costs to the City to implement the above staff recommendations. The hazard marker signs and pavement markings are already included in the existing maintenance program. The clearing of vegetation within the encroachment can be carried out by the Parks Department as part of the recently approved additional funding for traffic safety related trimming and pruning.

Conclusion

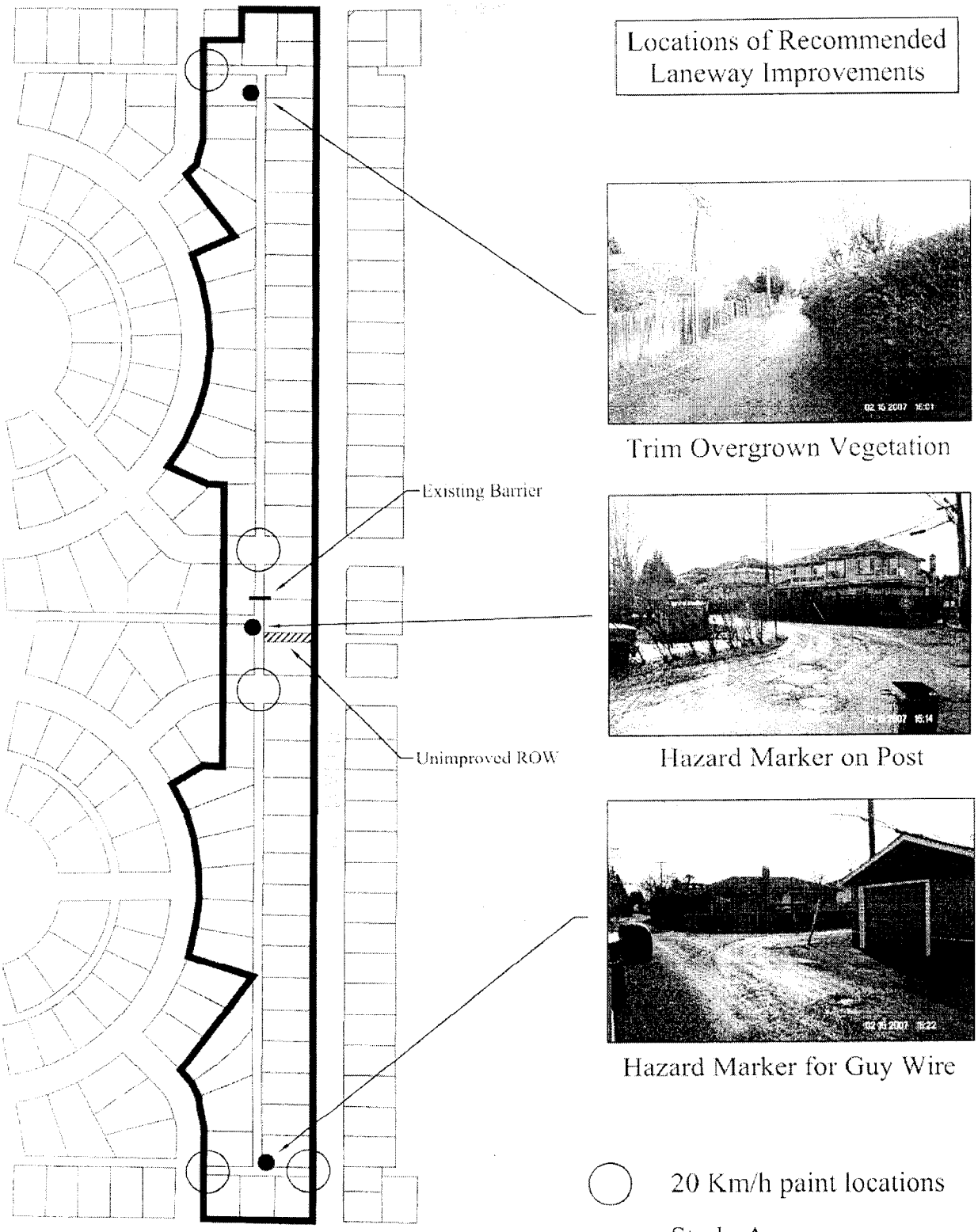
The recent traffic study conducted by staff in the area of Shellmont West has found that traffic in the area lane is typical for a residential laneway and no significant traffic safety issues were found. To further enhance traffic safety in the area, a number of minor laneway improvements are being proposed to be forwarded to area residents for their input and support by means of an area survey. If the proposed improvements are supported by the majority of the residents through the results of the survey, they will be implemented immediately. Otherwise, the improvements will not be pursued or they will be re-evaluated based on the residents' feedback.

for Doug Newton
Traffic Technician
(4032)

DN:lce

ATTACHMENT 1

Locations of Recommended Laneway Improvements



Trim Overgrown Vegetation

Hazard Marker on Post

Hazard Marker for Guy Wire

20 Km/h paint locations

Study Area