



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Public Works and Transportation Committee

To Pass T - Oct. 4/00
DATE: August 25, 2000

FROM: Gordon Chan, P. Eng.
Manager, Transportation

FILE: 6450-01

RE: SEAFAIR DRIVE - TRAFFIC CALMING MEASURES

STAFF RECOMMENDATION

1. That the proposed traffic calming measures on Seafair Drive at Fairbrook Crescent, Fairfax Place, and Fairfax Crescent (south), as described in the attached report from the Manager of Transportation, be implemented prior to the start of construction of the housing development by Richmond Estates Limited at 3100 Francis Road (DP 98-138455) at the cost of the developer.

2. That staff be directed to monitor the traffic conditions on Seafair Drive for one year upon completion of the proposed traffic calming measures and report back to Council on the effectiveness of the implemented devices.

Gordon Chan, P. Eng.
Manager, Transportation

Att. 2

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

STAFF REPORT

ORIGIN

In late Fall, 1999, subsequent to the third reading of the application for rezoning at 3100 Francis Road, representatives of the developer of the project visited every household on Seafair Drive to obtain input from the residents on a proposal to align the driveway to the development with Seafair Drive. At that time, the developer also heard that the majority of residents would like measures to be put in place to address their concerns about excessive speeding on Seafair Drive.

Before fourth reading of the rezoning application, at the April 26, 2000 Development Permit Panel meeting on the application for a development permit at 3100 Francis Road (DP 98-138455 - subsequently approved by Council on July 10, 2000), a number of area residents expressed concerns about the potential traffic impact of the proposed housing development and excessive speeding on Seafair Drive. To address the concerns of area residents, a number of initiatives were undertaken. These include: examining the feasibility of introducing a median across Francis Road on Seafair Drive; and consulting area residents on the need for traffic calming on Seafair Drive as part of the development requirements. Since then, staff have been working with representatives of the applicant to obtain input from Seafair Drive local residents on examining and developing various potential traffic calming measures. At the June 14, 2000 Development Permit Panel meeting, it was noted that the issue of traffic circles on Seafair Drive would require further decision-making by the Public Works and Transportation Committee.

This staff report presents the outcome of the consultation with area residents, as well as recommends the scope, funding strategy, and timing for the proposed traffic calming measures on Seafair Drive.

ANALYSIS

1. Traffic Analysis

A traffic review was conducted on Seafair Drive by City staff in September and October, 1999 to assess the travel speeds and traffic volumes in the area. A consultant retained by the developer has also completed a traffic study to determine the future traffic conditions in the area as a result of the proposed development.

1.1 Current Traffic Conditions on Seafair Drive

Seafair Drive is classified as a collector street, which has a speed limit of 50 km/hr. The results of recent speed studies on this roadway indicated that 85% of vehicles were travelling at a speed of 54 km/hr or lower (85th percentile is typically used in the industry for the measurement of the prevailing speed of a particular roadway).

The result of the traffic review indicated that the traffic volume on Seafair Drive is in the range of 60 vehicles per direction in the peak hour between 4:30 PM and 5:30 PM. This volume of vehicles is considered to be normal for a typical residential road.

1.2 Future Traffic Conditions on Seafair Drive

A traffic study carried out by the developer examined the future traffic conditions resulting from the townhouse development at 3100 Francis Road. The total traffic volume generated by the development is projected to be in the range of 650 to 700 vehicles per day, or 60 vehicles in the peak hour. The number of vehicle trips produced by the townhouse complex are expected to be lower than the traffic volumes attracted to the previous community arena at this site. Overall, the new development is expected to generate approximately 60% as much traffic as was generated by the arena. The proposed median at the intersection of Seafair Drive and Francis Road is designed to deter the majority of the townhouse generated traffic from travelling on Seafair Drive.

2. **Public Consultation**

Over the past several months, staff have consulted extensively with residents in the area to determine the need, preferred options and timing of traffic calming measures on Seafair Drive.

2.1 Options of Traffic Calming Measures

After analyzing the current and future traffic conditions on Seafair Drive, in May, 2000, the applicant and City staff jointly presented two traffic calming options to the public in a mail-back survey and at an open house event. Area residents were asked to comment on whether they would like traffic circles, corner bulges, or nothing to be implemented at Fairbrook Crescent, Fairway Road, and Fairfax Crescent (south) to address their concerns about speeding.

The original proposal presented in May, 2000 has been refined to respond to the input received from the majority of residents over the past few months. It is currently proposed that traffic circles be placed at Fairbrook Crescent, Fairfax Place, and Fairfax Crescent (south) as shown in Attachment 1.

2.2 Public Consultation Activities

The following public consultation activities were carried out by representatives of the developer and City staff in May and June, 2000:

- Mail-Back Survey - On May 4, 2000, a mail-back survey was sent to all residents of the Seafair Drive area (218 households) inviting comments on two traffic calming options. A total of 66 surveys were returned.
- Open House - On May 16, 2000, an open house was held to obtain input on the proposed traffic calming options for Seafair Drive. A total of 30 residents attended this event.
- Follow-Up Survey - On June 5, 2000, a follow-up letter was sent to 43 households adjacent to the proposed traffic calming measures on Fairfax Place and Fairway Road inviting further comments on a proposal to relocate one of the proposed traffic circles. A total of 17 of the follow-up surveys were returned.

2.3 Summary of Feedback

An overwhelming majority of residents who provided feedback indicated that they would like some form of traffic calming to be introduced to address excessive speeding in the area. These residents indicated that they would prefer traffic circles over corner bulges. Some residents also suggested that the traffic circle proposed for Fairway Road be relocated to Fairfax Place. The following table summarizes the response to the May 4, 2000 mail-back survey.

Response to Mail-Back Survey on Alternative Traffic Calming Options (May, 2000)

Traffic Calming Preference	Number of Respondents	% of all Respondents
<i>Traffic Circles at Fairbrook Cres., Fairway Rd., and Fairfax Cres. (south)</i>	40	61%
<i>Corner Bulges (vs. Traffic Circles)</i>	4	6%
<i>Combination of Traffic Circles and Corner Bulges at Various Locations</i>	10	15%
<i>Do Nothing</i>	12	18%
Total	66	100%

2.4 Response to Issues Identified by Local Residents

The following is a summary of the key issues identified by local residents during the recent public consultation activities and corresponding staff comments:

- Relocation of the Proposed Traffic Circle to Fairfax Place – Staff are proposing to relocate the traffic circle at Fairway Road to the intersection of Fairfax Place and Seafair Drive. The results of the initial mail-back survey of all residents of Seafair Drive indicated that some of the supporters of traffic circles (25%) would like the traffic circle at Fairway Road to be relocated to Fairfax Place. The majority (59%) of the respondents to a follow-up survey of residents in the vicinity of Fairfax Place and Fairway Road are supportive of the relocation of the traffic circle to Fairfax Place.
- Implementation Timing of the Traffic Circles – To address the wish of the majority of residents, staff are proposing that the traffic circles be implemented in advance of the construction of the development. On August 1, 2000, the City received a petition from residents of Seafair Drive indicating that 56 of 58 (97%) of the residents on Seafair Drive would support the implementation of the three proposed traffic circles prior to construction of the development (Attachment 2).
- Median on Francis Road – One resident has indicated to staff that the proposed median on Francis Road (at the development's access) alone could address the concerns about speeding on Seafair Drive. The median is considered by staff to function as a deterrent for "rat-running" traffic on Seafair Drive generated by the proposed townhouse development. The proposed traffic circles would still be required to address any speeding concerns raised by area residents. In staff's assessment both the median and the traffic circles are recommended to address any current and future traffic concerns in the area.
- Maintenance of Traffic Circles – One resident has expressed concerns about the maintenance requirement for the new traffic circles on Seafair Drive. The traffic circles proposed for Seafair

Drive will be planted with low maintenance trees and grass and would be maintained as part of the City's regular maintenance program.

A few residents suggested that stop signs be introduced at minor streets instead of traffic calming measures. Based on industry practice and experience, it would not be appropriate to install stop signs on Seafair Drive. The use of stop signs on streets with low traffic volumes where they are not warranted can create potentially dangerous conditions, as there may be poor compliance to the stop signs by drivers.

3. Details and Timing of Traffic Circle Construction

Staff will work with the developer to ensure that the following considerations are addressed in the detailed design of traffic circles on Seafair Drive at Fairbrook Crescent, Fairfax Place, and Fairfax Crescent (south):

- Traffic circle design meets size and vehicular clearance standards;
- Curb modification is not required at the corners of the two four-way intersections at Fairbrook Crescent and Fairfax Place;
- The installation of traffic circle at Fairfax Crescent (south) will not result in any intrusion into private property and therefore curb extensions may be required;
- Landscaping is acceptable to the Civic Beautification Team.


To discourage the use of Seafair Drive by any construction traffic, it is recommended that the proposed traffic circles be implemented in advance of the construction of the development at 3100 Francis Road. The developer will establish the specific timing of implementation.

FINANCIAL IMPACT

None to the City. The total cost of the recommended traffic calming measures is estimated to be \$30,500 and the developer has provided the City with the funding to implement the three traffic circles.

CONCLUSION

Staff have completed an extensive public consultation process with residents of the Seafair Drive Area. The public input has shown support for the introduction of traffic circles at Fairbrook Crescent, Fairfax Place, and Fairfax Crescent (south) prior to the construction of the development at 3100 Seafair Drive. The final design of the traffic calming measures will be prepared by the developer in consultation with Transportation staff prior to construction. Once the traffic calming measures are in place, staff will monitor traffic conditions in the area to determine if further traffic control devices are required. The result of the monitoring program will be reported back to Council.



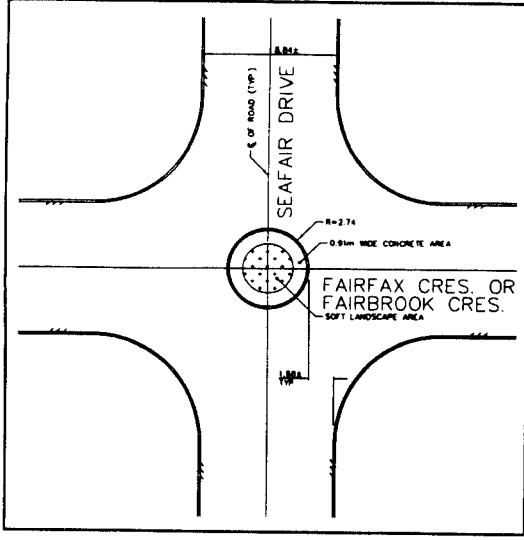
Mimi Sukhdeo, M. A. Sc., P. Eng.
Transportation Engineer



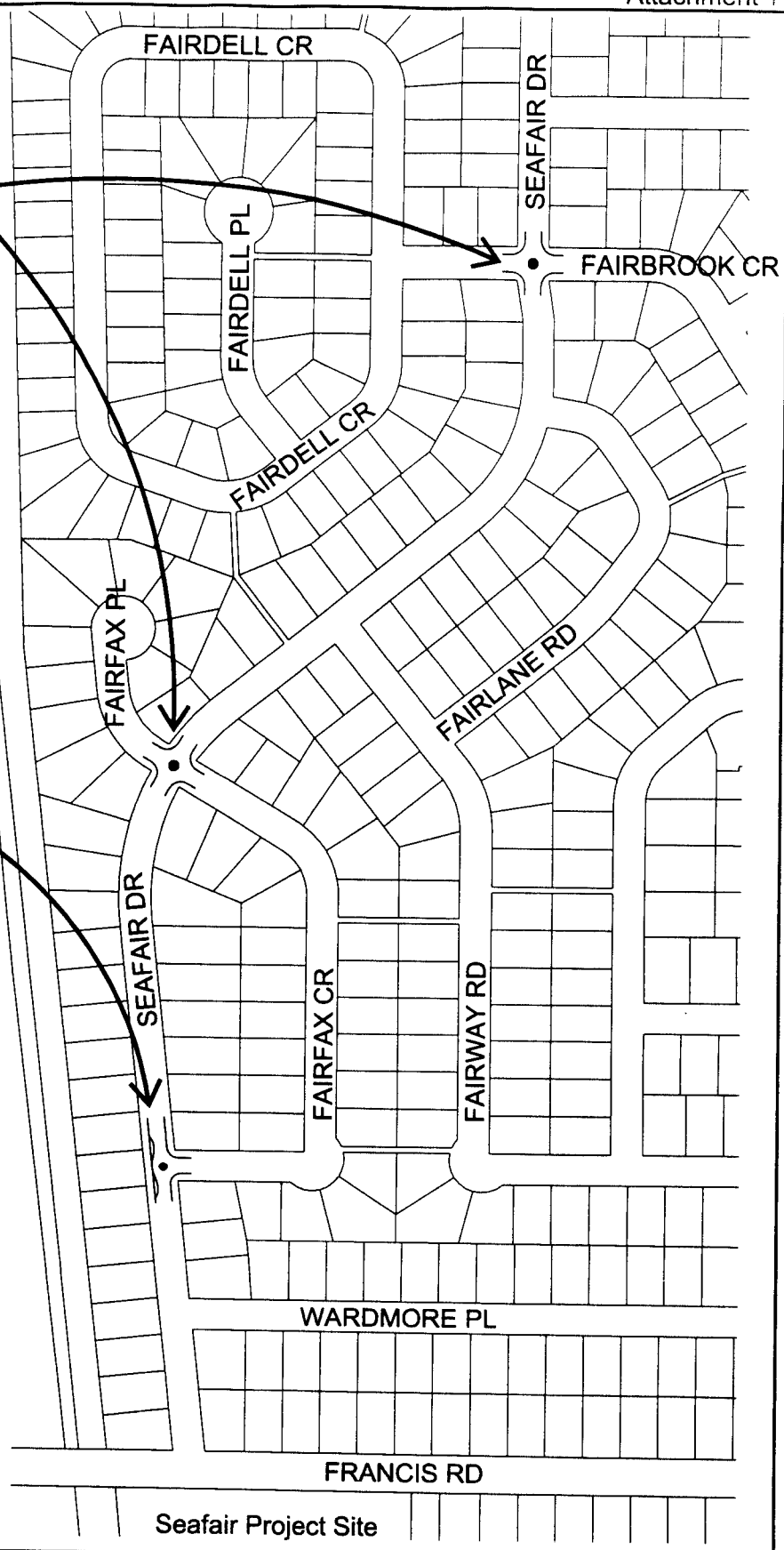
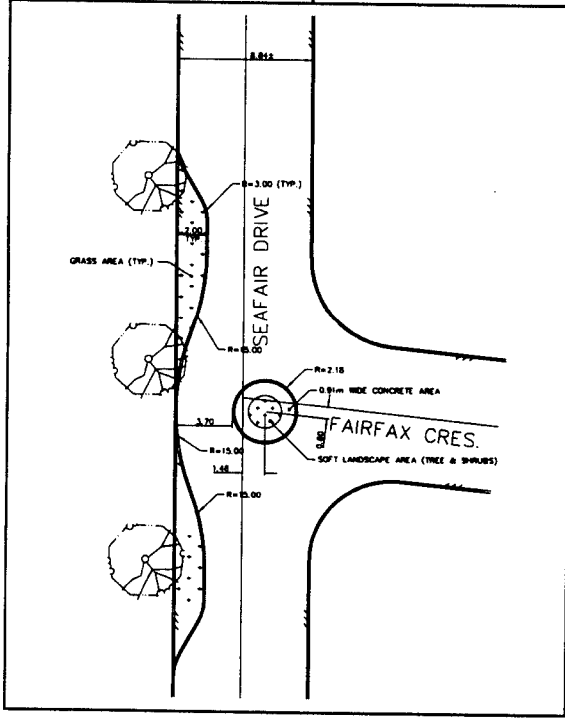
Tegan Smith, M.C.P.
Transportation Planning Analyst



Proposed Traffic Circle



Proposed Traffic Circle



Seafair Project Site

City of Richmond

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

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TITLE: RECOMMENDED LOCATION FOR TRAFFIC CIRCLES ON SEAFAIR DRIVE		
DESIGN:		
DRAWN: TS	DWG No. SEAFAIR3.DWG	
CHECKED:	SCALE: NTS	DATE: JUN. 14/00
ENGINEER:	SEC. No.	SHT. No. 1

Brett and Jane Finlay
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271-5457 (fax)
bfinlay@interchange.ubc.ca

Public Works and Transportation Committee
City of Richmond
276-4164

Re: Traffic Calming along Seafair

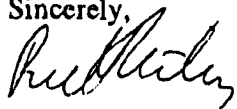
Dear Committee:

After consultation with the City of Richmond Transportation Engineer, I canvassed the residents of Seafair Drive about their views on the proposed traffic circles. Over the span of 3 weeks in July and August, I contacted each household facing on to Seafair Drive (Seafair and streets intersecting Seafair). I discussed with each household the City of Richmond's proposed locations of traffic calming circles that was faxed to me, their design, and any other information the residents requested. After all questions were answered, I asked one member of each household if they would agree to sign a form listing their name, address, and signature, that I could then present to your committee. These forms are attached, and in summary say that the residents agree with the installation of the three proposed circles at the City's location, prior to construction beginning at the old Seafair arena site. I also showed them the proposed circle design provided to me from the City.

The results of the survey are truly astounding! 56/58 households signed the form saying they are in full agreement with the installation of 3 circles at the proposed locations, and the proposed design, before construction starts. This is 97% of all the households facing Seafair Drive! I was unable to contact two households despite repeated attempts, and one household was vacant.

We feel that the results speak incredible volumes about the sincere and overwhelming desire to install traffic calming devices along Seafair. I trust you will consider these results very seriously when considering this issue. To obtain signatures of 97% of households to agree on any issue is amazing.

Sincerely,



Brett Finlay,
Ph.D.

Seafair Drive Proposed Traffic Circles

We, the undersigned residents of Seafair Drive, fully support:

- Installation of the proposed traffic circles as soon as possible, and definitely before major construction of the Seafair/Francis development commences, and
- the proposed locations and designs of the 3 circles outlined on the accompanying diagrams from the City of Richmond, on Seafair at Fairbrook Crescent, Fairfax Place/Fairfax Crescent, and Fairfax Crescent.

	Name	Address	Signature
1)	Brett Kinlay	8491 Seafair	Brett Kinlay
2)	S. House	8511 Seafair	S. House
3)	R. Bilton	8520 Seafair	R. Bilton
4)	Rudi Gumpert	8540 Seafair	Rudi Gumpert
5)	Bruce Macdonald	8531 Seafair Dr	Bruce Macdonald
6)	Joost Van der Graaf	8560 SEAFAIR DR	Joost Van der Graaf
7)	ACQUILINO CHENG	8551 SEAFAIR DR	Acquino Cheng
8)	Mona Smith	8600 Seafair Dr.	Mona Smith
9)	Harold Smith	8600 Seafair Dr.	Harold Smith
10)	Nestor Palitaki	8611 Seafair	Nestor Palitaki
11)	D. Graham	8711 FAIRFAX CRES.	D. Graham
12)	C. Taylor	8631 Seafair	C. Taylor
13)	R. Tausch	8651 Seafair	R. Tausch
14)	Flaming Cheng	8680 Seafair Dr.	Flaming Cheng
15)	Ampella Smyth	8671 Seafair Dr.	Ampella Smyth
16)	Wanda Gray	8691 Seafair Drive	Wanda Gray
17)	Simon Tse	3111 WINDSOR BLVD	Simon Tse
18)	Margaret Perry	8711 Seafair Drive	Margaret Perry
19)	John	8751 Seafair Dr.	John
20)	Walter Chung	8771 Seafair Dr.	Walter Chung
21)	Frank Taylor	8760 Seafair Dr.	Frank Taylor
22)	Michael W. Smith	8440 Seafair Dr.	Michael W. Smith
23)	Hillel S. Elie	8550 Seafair Dr.	Hillel S. Elie
24)	BOB + CAROL JOHNSTON	8441 SEAFAIR DR	Bob + Carol Johnston
25)	KEVIN + HELEN BROZ	8580 SEAFAIR DR	Kevin + Helen Broz
26)	Brook + Hardy Hodoff	8571 Seafair Dr.	Brook + Hardy Hodoff
27)	Kimberly Hoffmann	8591 Seafair Dr.	Kimberly Hoffmann

Seafair Drive Proposed Traffic Circles

(2)

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- a) installation of the proposed traffic circles as soon as possible, and definitely before major construction of the Seafair/Francis development commences, and
- b) the proposed locations and designs of the 3 circles outlined on the accompanying diagrams from the City of Richmond, on Seafair at Fairbrook Crescent, Fairfax Place/Fairfax Crescent, and Fairfax Crescent

	Name	Address	Signature
28)	S LAFLAMME	8660 SEAFAIR DR	<i>S Laflamme</i>
29)	A. KANAVAROS	8391 Seafair Dr	<i>A Kanavarnos</i>
30)	L. Jarvis	8371 Seafair Dr.	<i>L Jarvis</i>
31)	S. NEUFELD	8351 SEAFAIR DR.	<i>S Neufeld</i>
32)	L. LEUNG	8311 SEAFAIR DR	<i>L Leung</i>
33)	Yui-koon	8300 Seafair Dr.	<i>Yui-koon</i>
34)	Verny DeWitt	8331 Seafair Dr	<i>Verny DeWitt</i>
35)	Kim Perry	8291 Seafair Dr.	<i>Kim Perry</i>
36)	Jenny Chung	8280 Seafair Dr.	<i>Jenny Chung</i>
37)	Bertand Mayer	8260 Seafair Dr	<i>Bertand Mayer</i>
38)	J. Jamella	8251 Seafair Dr.	<i>J Jamella</i>
39)	Ragmond J C Mew	8231 Seafair Dr.	<i>Ragmond J C Mew</i>
40)	Stella Chien	8220 Seafair Dr.	<i>Stella Chien</i>
41)	V. SARETSKY	8211 Seafair Dr	<i>V Saretsky</i>
42)	D. DRIE-DIG-EP	8380 Seafair Dr.	<i>D Drie-Dig-Ep</i>
43)	Josephine Chow	8360 Seafair Drive	<i>Josephine Chow</i>
44)	Julius Fong	8240 Seafair Drive	<i>Julius Fong</i>
45)	PETRIE ARCADE	8200 Seafair Drive.	<i>Petrie Arcade</i>
46)	Sue Halabi	8191 Seafair Dr.	<i>Sue Halabi</i>
47)	Glenn Miller	8171 Seafair Dr.	<i>Glenn Miller</i>
48)	Penny Tobias	8150 Seafair Dr	<i>Penny Tobias</i>
49)	Sheilaugh Rall	8111 Fairbrook Cres	<i>Sheilaugh Rall</i>
50)	Ying Xu	8042 Seafair Dr	<i>Ying Xu</i>
51)	DRN BLACKWOOD	8031 SEAFAIR DR	<i>DRN Blackwood</i>
52)	R.N. Settel	8011 Seafair Drive	<i>R.N. Settel</i>
53)	M. Jolie	8051 Seafair Dr.	<i>M Jolie</i>
54)	D. B. Deacon	8091 Seafair Dr.	<i>D B Deacon</i>
55)	E. B. PAVES	8020 SEAFAIR DR	<i>E B Paves 150</i>
56)	M. Benoit	8120 Seafair Dr.	<i>M Benoit</i>