Schedule 28 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, April 16, 2018.

CityClerk

From: Lyn Peters <lyn@luke.ca>
Sent: Saturday, 14 April 2018 21:01
To: MayorandCouncillors; CityClerk
Subject: Proposed rezoning Public Hearing: RZ 17-765557

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We are concerned about the potential of increased traffic into our subdivision from this rezoning and proposed 43 new town house units.

We understand that a traffic signal is proposed at the access driveway to the proposed rezoned property, directly across from the access to our subdivision.

We oppose the installation of a traffic signal at Steveston Highway and Swallow.
We also oppose the installation of a traffic signal at Steveston Highway and Kingfisher.

We are concerned that roads existing to serve the residents of our subdivision may be turned into traffic short cuts by drivers. There will be too many cars speeding through the subdivision's residential streets.

We cannot understand the need for a traffic signal at the proposed rezoned property driveway. The individuals living in our subdivision have managed safely for years without a traffic signal as they exit onto Steveston Highway.

We note that the communication from the City of Richmond did not mention the possibility of new traffic signals nor the potential negative impacts to our residential neighbourhood. We are concerned about the lack of full disclosure in the notice.

Please review the following information from the Arizona Department of Transportation (ADOT) website, www.azdot.gov/business/engineering-and-construction/traffic/faq/pros-and-cons-of-traffic-signals
While many people realize that traffic signals can reduce the number of angle collisions at an intersection, few realize that ***signals can also cause an increase in other types of accidents. For example, it has been well documented that other types of accidents, notably rear-end collisions, usually increase when a signal is installed.***

Normally, traffic engineers are willing to trade off an increase in rear-end collisions for a decrease in the more severe angle accidents; however, when there is no angle accident problem at an intersection, there is nothing to trade off, and the installation of traffic signals can actually cause a deterioration in the overall safety at the intersection. Traffic signals should not be considered a "cure-all" for traffic congestion, and the primary goal of all traffic engineers is to attain the safest and most efficient traffic flow feasible.

In addition to an increase in accident frequency, unjustified traffic signals can also cause excessive delays, disobedience of signals and diversion of traffic to inadequate alternate routes.

Traffic signals are much more costly than is commonly realized, even though they represent a sound public investment when justified. A modern signal can cost taxpayers between $80,000 and $100,000 to install, depending on the complexity of the intersection and the characteristics of the traffic using it. On top

of this, there is the perpetual cost of the electrical power consumed in operating a signalized intersection 24 hours a day. This cost now averages about $1,400 per year.

Because of the widespread belief that traffic signals offer the solution to all intersection traffic-control and accident problems, a number of signals have been installed nationwide where no legitimate operational warrant exists. Traffic records clearly show that the attitudes and misunderstandings that sometimes lead to unjustified installations should be resisted. ***It is important that the selection and use of this traffic control device be preceded by a thorough study of traffic and roadway conditions and that the determination of the type of control and method of operation be based on the study data.***

Traffic signals should be used only where lesser forms of control have proven ineffective because signals almost always create more "overall intersection delay." In fact, minor movements may experience excessive delay, particularly if the signal is improperly timed. ***As a result, many drivers switch to less desirable alternate routes or to residential streets to avoid the added delay.***

Marilyn Peters
Terence Peters
5500 Woodpecker Drive
Richmond BC