

westvancouver

ENGINEERING AND TRANSPORTATION

3755 CYPRESS BOWL ROAD, WEST VANCOUVER, BC V7S 3F7
TELEPHONE: 604 925-7108 FACSIMILE: 604 925-5988

(16)

November 19, 2009

File: 1805.14

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Dear ()

RE: 21st Street Traffic Calming Project

Thank you for your interest in this project. I have been asked to respond to your queries on behalf of Madam Mayor and Council.

1. As noted at our neighbourhood meeting on Thursday, September 24th, the roundabout at the intersection of 21st Street and Fulton Avenue was constructed with less of a raised apron than designed, thereby allowing for vehicles to short cut across the apron more easily than intended. That said the apron is intended to be driven on. More importantly, it is the design of the road width and deflection angle on each approach that actually slows traffic, not the apron. Speeds through a roundabout are typically 15 to 25 kph.
2. Roundabouts are safer than traditional intersection having 40% fewer vehicle collisions, 80% fewer injuries and 90% fewer serious injuries and fatalities according to a recent study of a sampling of roundabouts in the United States, when compared with the intersections they replaced. Roundabouts also reduce points of conflict between pedestrians and motor vehicles and are therefore considered to be safer for them. I have provided you with a reference to the study at <http://www.iihs.org/externaldata/srdata/docs/sr3505.pdf>.
3. The roundabout at the intersection of 21st Street and Fulton Avenue has not failed as suggested. Prior to its installation, non-compliance with the STOP control was 60%. There is no longer a non-compliance issue. In addition, equitable access by all four approaches is facilitated and the operation of the intersection is much improved by a reduction in congestion, delay and the associated environmental impact. Sight lines on three of the four approaches have been improved dramatically.

4. In 2008 there were just two single vehicle crashes at this intersection. Both occurred in December and both were the result of driving with undue care for the existing road conditions.
5. In addition to the stated safety benefits, improved operation is the rationale for considering a roundabout at the intersection at 21st Street and Queens Avenue. Typically this intersection is queued back to the Highway 1 westbound off ramp in the AM and to Ottawa Avenue in the PM with the current STOP control.
6. A proposal to increase traffic calming along 21st street is not just predicated on increased traffic volumes, speed and non-compliance with the current control. While 21st Street is a major collector road servicing the entire community, it is also the home to hundreds of residents, many of which do not have a safe space in front of their home their home for accessing their property, walking and/or parking.
7. Further to Point 6, traffic volumes have certainly increased along 21st Street as was noted at our neighbourhood meeting. A 2001 study by Bunt & Associates Engineering Ltd. indicated future increases between 21% and 24% in peak hour Civic Site generated traffic. An increase in parking demand of 18% was also predicted at that time. The demand has increased by 36%.
8. More recently a 2008 study by iTRANS for Rodgers Creek predicted increases in traffic from Cypress Bowl Road of up to 75% and 193% in the respective peak AM and PM hours. If just 10% of that increase diverts to 21st Street that is an additional 72 to 76 trips in the peak hours or another 720 to 760 vehicles per day.

In closing, I trust the above provides a reasonable explanation to the purpose of the 21st Street Traffic Calming Project. I would also be pleased to discuss this matter further if you would like to call at 604.925.7157.

Yours truly,



Brent A. Dozzi, P. Eng., PTOE
Manager, Roads and Transportation

BAD/bw

cc. Mayor and Council

BRENT
OCT. 15/09

1805-14

From: ()
Sent: September 27, 2009 7:05 PM
To: MayorandCouncil
Subject: 21st STREET TRAFFIC CALMING PROJECT

Doc 378236-v1

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Dear Mayor and Council,

The group calling themselves the "21st Street Area Residents Association" had a meeting on Thursday night (September 24) to discuss the "21st Street Traffic Calming Project". As you know, in addition to Your Worship, Councillors Michael Evison and Michael Smith, as well as Brent Dozzi and Brent Leigh represented Municipal Hall. Two of the questions raised by attendees and the responses concern me.

1. It was noted the newly installed roundabout (traffic circle) at Fulton and 21st had not only failed to calm traffic but, had actually caused it to move faster and possibly less safely. The response seemed to be that yes, the contractor had not built it to specifications, but no mention was made of going back to the contractor to have him fix it. Instead, the floor offered solutions to fix the new traffic circle's problems, the best came after the meeting when late comers, talking with Brent Leigh, innocently suggested putting in a four way stop. Someone even commented that installing more roundabouts up the street, with the same negative results, could cause more speeding. The meeting leaders deftly shifted the conversation to advocating yet more circles!

2. After listening for over 60 minutes to anecdotal comments about how the traffic on 21st had increased over the years, I suggested they could probably make a stronger case with some empirical data. That since most of the concerned traffic increasing projects were now complete we should have traffic counts for the last year that we could compare with 2 years ago, 5 years ago, 10 years ago, etc., and thus, gauge the problem, if there was one, and the effectiveness of any solutions. The response seemed to be that it was out of line to even ask the question. When pressed, neither Brent Dozzi nor the committee head could offer statistical data of any kind. Its surprising that people who have been working on this project for four years could not even respond with general percentages to support their case, and finish up by saying they would supply the actual numbers after the meeting.

So here we are: The Residents Association and Municipal Hall have been working on a project to solve a "problem" for four years. The "problem", which could easily be quantified, to justify the project, hasn't been and the part of the project that has been completed (the roundabout) is a failure.

As I understand it, a few years ago, before the community centre was built, and developments above the highway were underway, studies were done and estimates were made that traffic calming measures may be justified and possibly additional sidewalks. With the projects now complete empirical data should be available to show whether these measures are needed. With this in mind, before any more money is spent, the rationality of the entire traffic calming project and its proposals should be revisited.

On a related note, when I moved to the () in 2002, it seemed like the police were patrolling the street regularly and occasionally ticketing speeders. I have noticed a marked reduction in flashing lights on police cars pulling over speeders. Is there less speeding or less patrolling? Here again, we don't have to rely on anecdotal comments, even by yours truly. I suspect the police department can supply statistical records of speeding tickets and locations over the years.

I have lived () since 2002. My front door () and is about 25 feet from the curb. Like most of the residents on () had I wanted to, I could have chosen a quieter street in West Vancouver, there are many, and, like most, I moved here after it became a through street. One of the main reasons I bought the house was because I liked the ambience of the street. I have not regretted the purchase. Other than normal maintenance, I do not want to see the street changed. A few years ago I met with the 21st Street Group, reviewed the plans and, at that time, told them my objections to it. My views have not changed.

Please respond with clarification and data at your earliest convenience.

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