

The background image shows a residential street scene. In the foreground, a silver Toyota car is driving towards the camera. Behind it, a line of cars is visible, including a dark SUV. To the left, a red fire hydrant is partially visible. In the background, a 'No Entry' sign (a red circle with a white horizontal bar) is mounted on a pole. The scene is set on a paved road with greenery and trees in the background.

Cloverley Neighbourhood Traffic Management – Project Outcomes

January 2019

City of North Vancouver



Agenda

6:30 pm Introduction

Catherine Rockandel

6:40 pm Presentation

Jennifer Draper (CNV)

7:00 pm Questions and Discussion

Sgt. Bryan Fedirchuk (RCMP)

Jay Porter (MOTI)

CNV Staff

Today's Presentation

- a) Process Recap
- b) Traffic Management Measures and Outcomes
- c) Upcoming Input
- d) Next Steps



Traffic Management Plan Objective

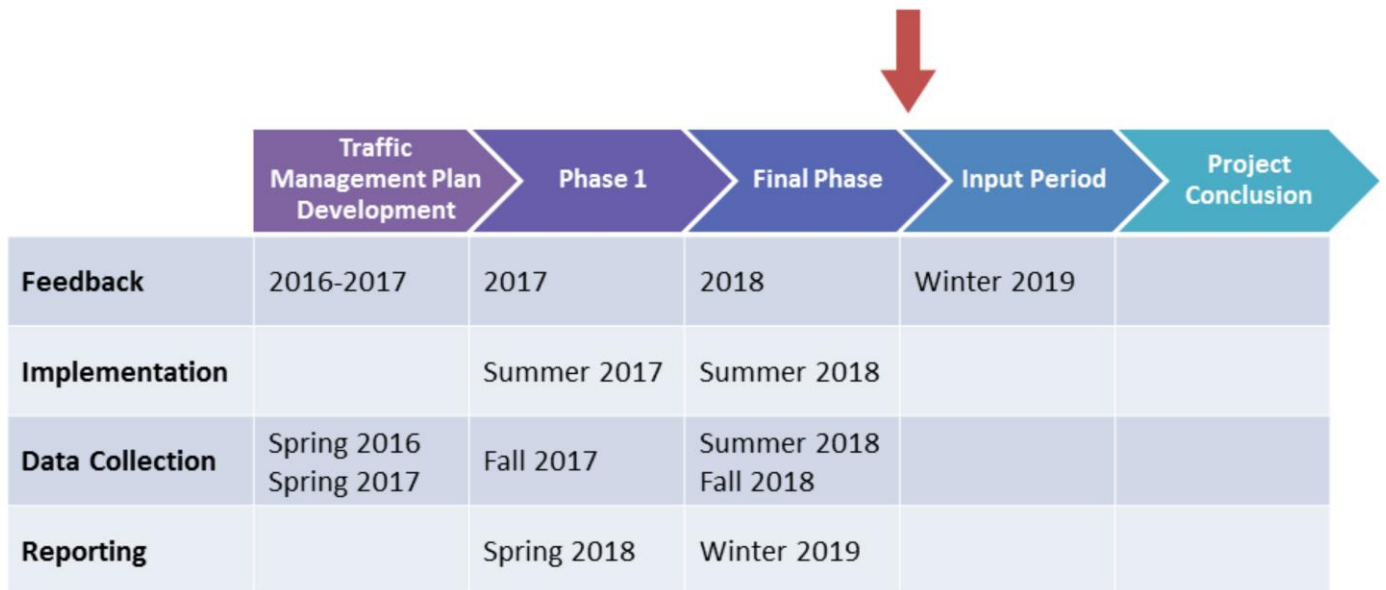
Enhance safety and livability of the Cloverley neighbourhood by reducing volumes and speeds of traffic using local roads as a cut-through, while maintaining adequate access for local residents.

(September 2016)



Traffic management requires a careful balance between access and restriction; more restrictions for drivers impacts both residents and shortcutters. This is why it is necessary to create a clear objective before a plan is developed, to capture this balance as agreed upon by the neighbourhood residents. The objective outline at the start of the Cloverley process clearly captures the community's interest in maintaining access for local residents, while also discouraging shortcutters.

Project Timeline



This image outlines the access management process followed, beginning with plan development in 2016 through to today. Steps included public engagement and feedback, implementation of access management measures in two phases, and data collection and reporting on the impact of the measures. Following the community meetings this January and February, there will be an input period opportunity, as it is important for us to hear back from the community.



New Signs: Traffic Calmed / Local Traffic Only

To discourage commuters from using local roads and laneways to access E. Keith Rd / E. 3rd St.



New Speed Humps

Existing Speed Humps/Bumps

To reduce vehicle speeds.




New Four-Way Stop

To slow commuters using E. 6th St & Sutherland Ave.



New One-Way Street

To prevent shortcutting on E. 4th St. All vehicles will park in the westbound direction.



New No Entry (3pm - 6pm, Mon - Fri)

To prevent shortcutting on the 800 block of E. 4th St, eastbound access is restricted during the afternoon peak period. Vehicle parking will remain unchanged.



New Warning Sign at Lane: No Right Turn (on to E. Keith Rd), 3-6pm, Mon-Fri

To discourage commuters from using laneways to access E. Keith Rd.



eDoc 1600907

Phase 1 Plan implemented Summer 2017



Mountable Median Island

To discourage commuters from using E 6th St and adjacent lane as cut-through route. Access maintained for emergency vehicles.



New Speed Humps/Bumps (Final)

Existing Speed Humps/Bumps (Phase 1)

Existing Speed Humps/Bumps (Pre-Phase 1)

To reduce vehicle speeds.



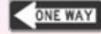
Right In/Right Out Diverter

To prevent southbound left-turns onto E. 4th St.



One-Way Street

To prevent shortcutting on E. 5th, 6th, and 7th St, emergency vehicles exempt.



4-way Phase 1 changes to 2-way Final Plan

Not required in Final Plan

Phase 1 - Implemented Spring 2017

Signs: Traffic Calmed & Local Traffic Only / No exit

Sign at lane: No Right Turn (on to E. Keith Rd), 3-6pm, Mon-Fri

Sign: No entry (3pm - 6pm, Mon - Fri)

One-way Street

eDoc 1631382

Final Phase Plan implemented Summer 2018

What have we heard?

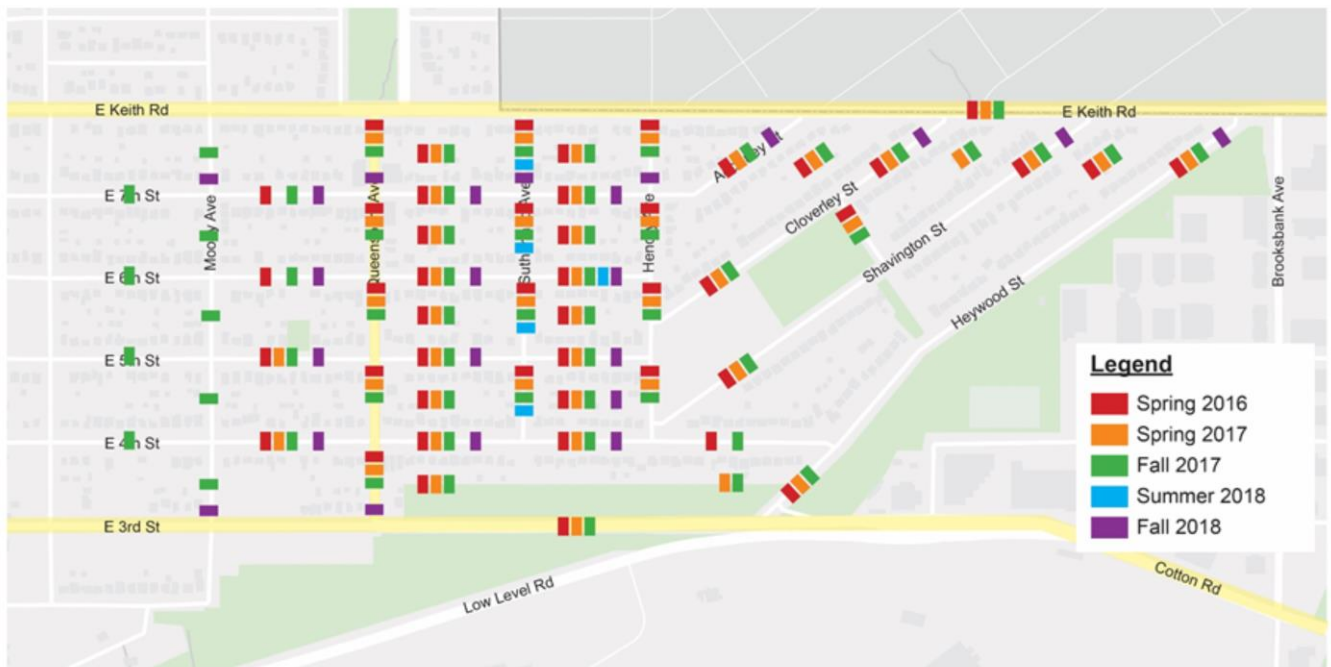
We've heard a variety of responses.

Some frequent feedback included:

- Volume has shifted to 5th and 6th street
- Our block has benefitted from the one-way measures
- Signage is being ignored
- Drivers are speeding down my laneway

As the process was developed and throughout the phased implementation, we have received a lot of feedback from the community that was very valuable. Over the past number of years we've met with and spoken with a lot of people. This slide does not highlight all of the comments, but here are a few key pieces of feedback we've received.

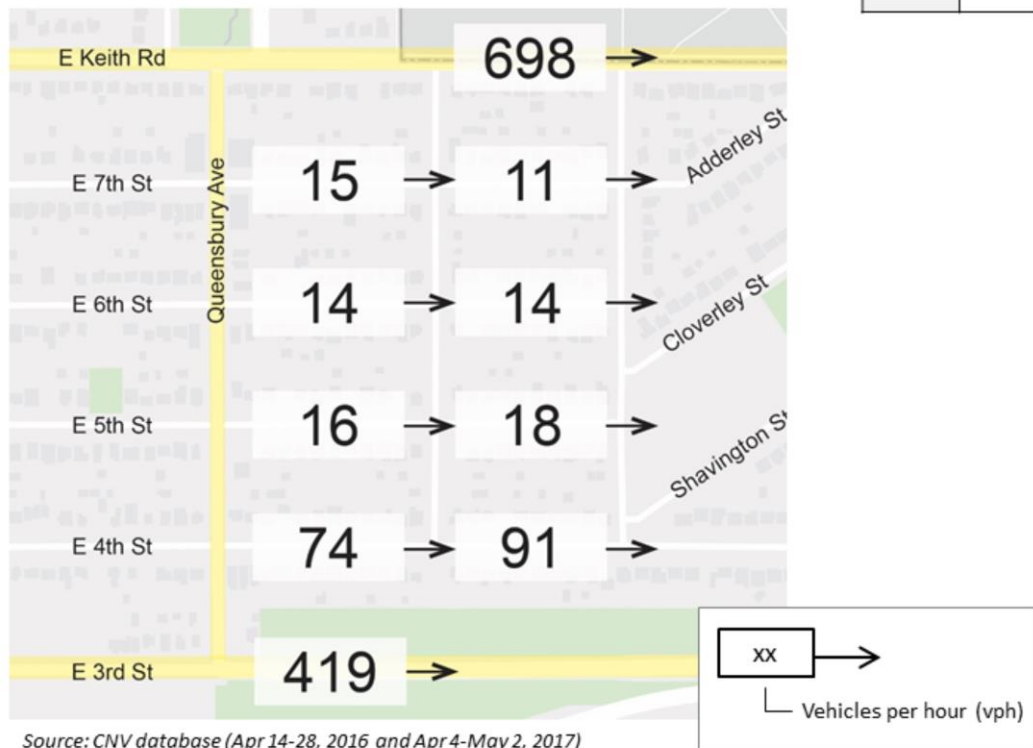
Data Collection Program



The above slide identifies the locations where volume and speed data was collected throughout the process.

Typical Weekday Hourly Volume (A)

	Before	After
Typical	A	B
Incident	C	D



The next four slides highlight specific traffic volume trends, specifically **eastbound** traffic on weekday afternoons on the 700 and 800 blocks of 4th, 5th, 6th, and 7th. Volumes have been expressed in **vehicles per hour (vph)**. For the presentation, we have focused on these blocks as a clear way of showing the trends before and after the implementation of traffic management measures, recognizing that the issues continue further east in the Cloverley neighbourhood.

Key Terms:

- **Typical Day:** average weekday volume (3-6pm) on non-incident days.
- **Incident Days:** days where collisions on surrounding road network result in significant congestion on neighbourhood streets. Incident day volume reported as the maximum observed hourly volume.

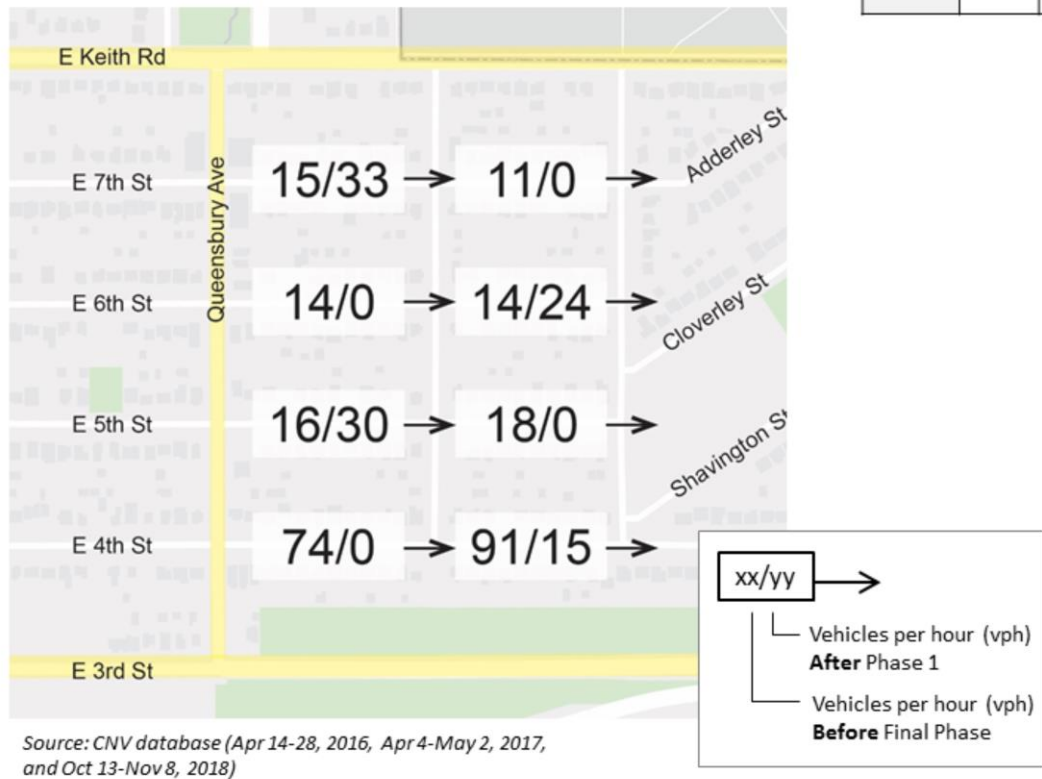
Slide 10 represents vehicles per hour for a typical commute before access management measures were introduced.

Observations:

1. Hourly volumes are very low when compared to other neighbourhoods in Metro Vancouver. This is because the community has two parallel arterials with lots of capacity.
2. 4th carries more volume for local eastbound traffic for people making their way into the neighbouring streets as they come off of 3rd.

Typical Weekday Hourly Volume (B)

	Before	After
Typical	A	B
Incident	C	D



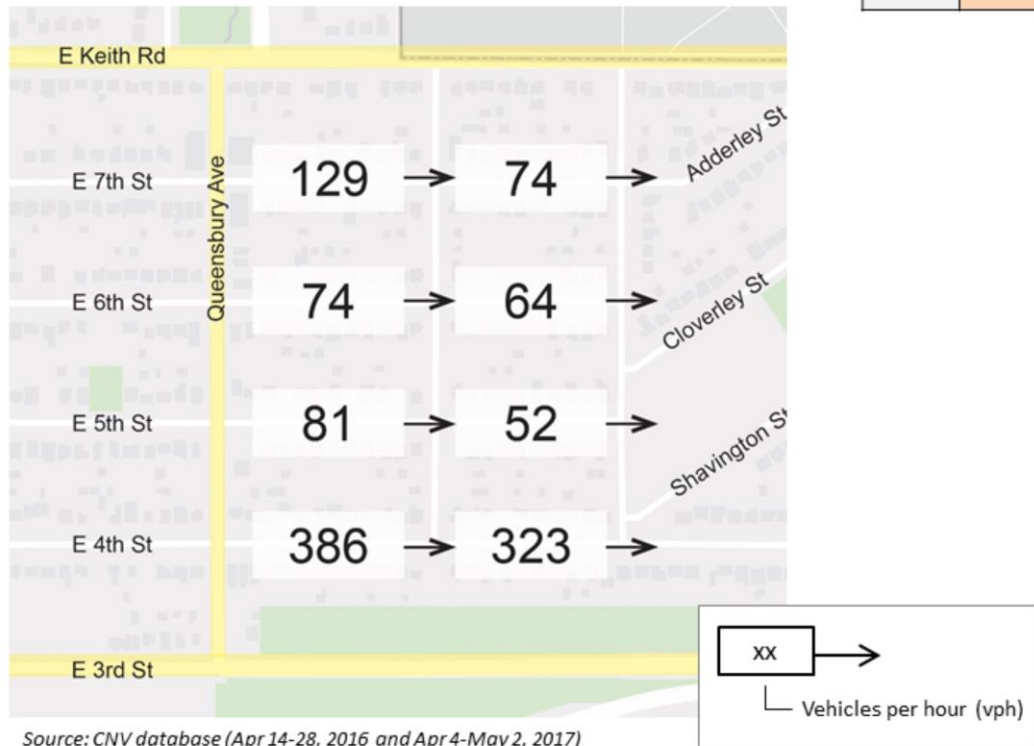
Represents vehicles per hour for a typical commute after measures were introduced (2018).

Observations:

- Hourly volumes are still very low when compared to other neighbourhoods in Metro Vancouver. This is because the community has two parallel arterials with lots of capacity.
- Local traffic has primarily rerouted in response to the one-way restrictions, except for some drivers who disobey the one-way restrictions on 4th Street.

Incident Weekday Hourly Volume (C)

	Before	After
Typical	A	B
Incident	C	D



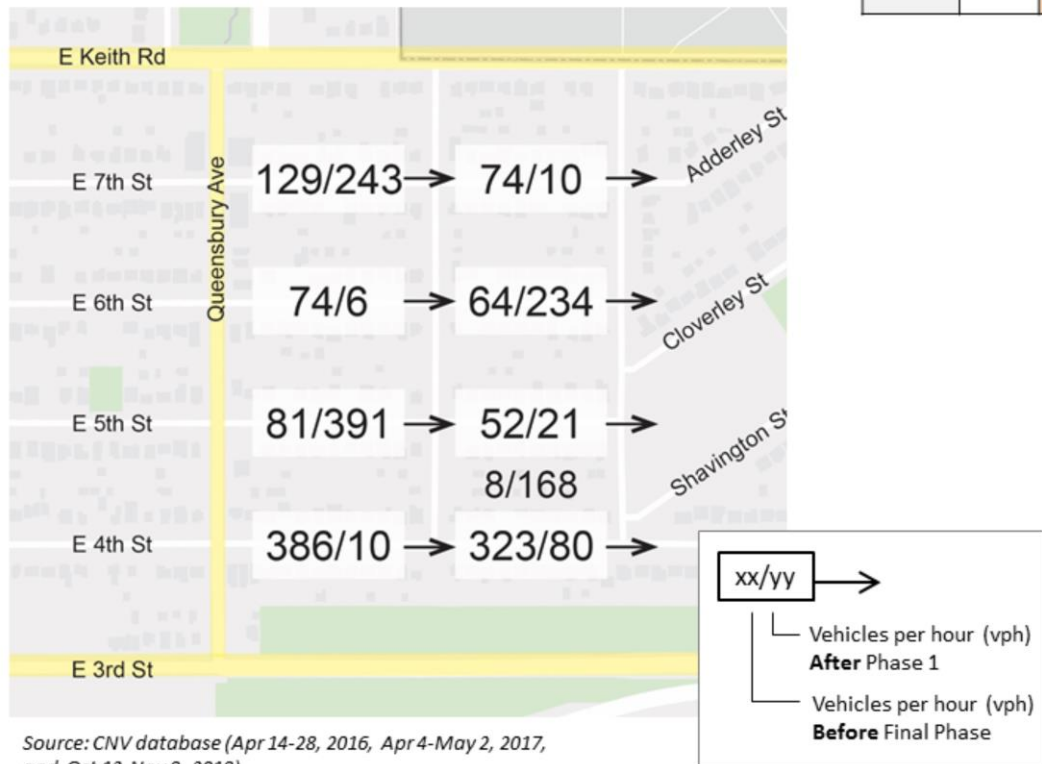
Represents vehicles per hour for an incident day commute before access management measures were introduced.

Observations:

1. Shortcutting vehicles predominantly use 4th Street and Heywood Street to queue jump onto Keith Road.

Incident Weekday Hourly Volume (D)

	Before	After
Typical	A	B
Incident	C	D

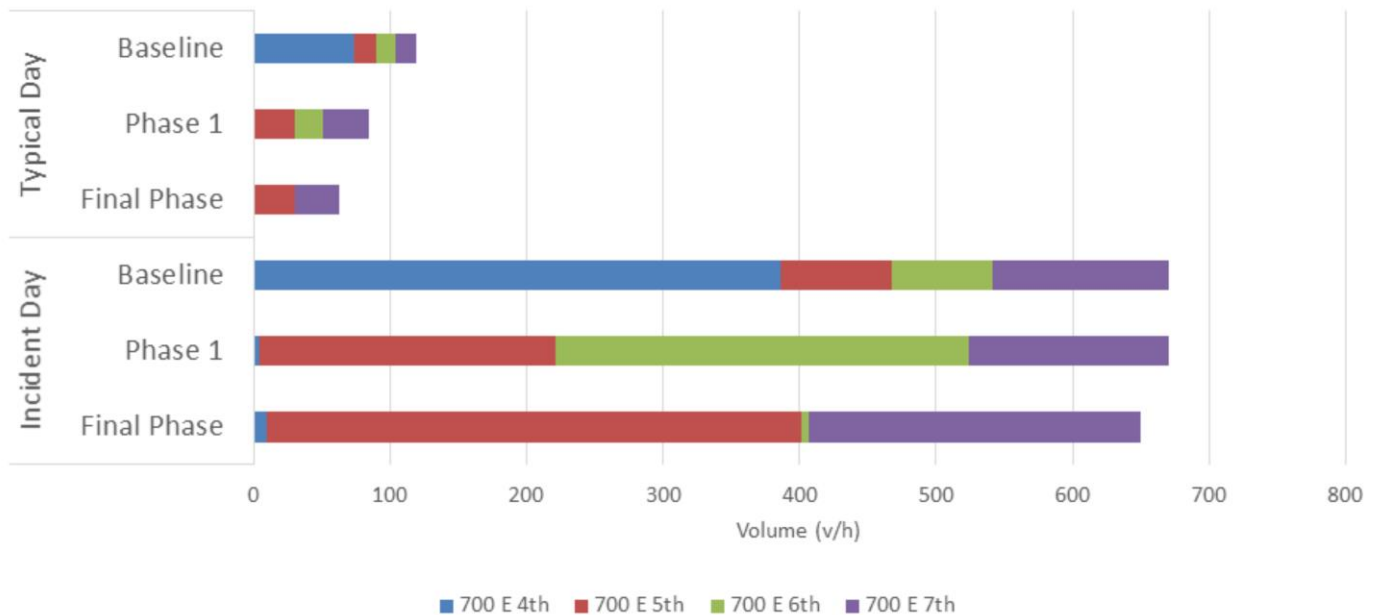


Represents vehicles per hour for an incident day commute after measures were introduced.

Observations:

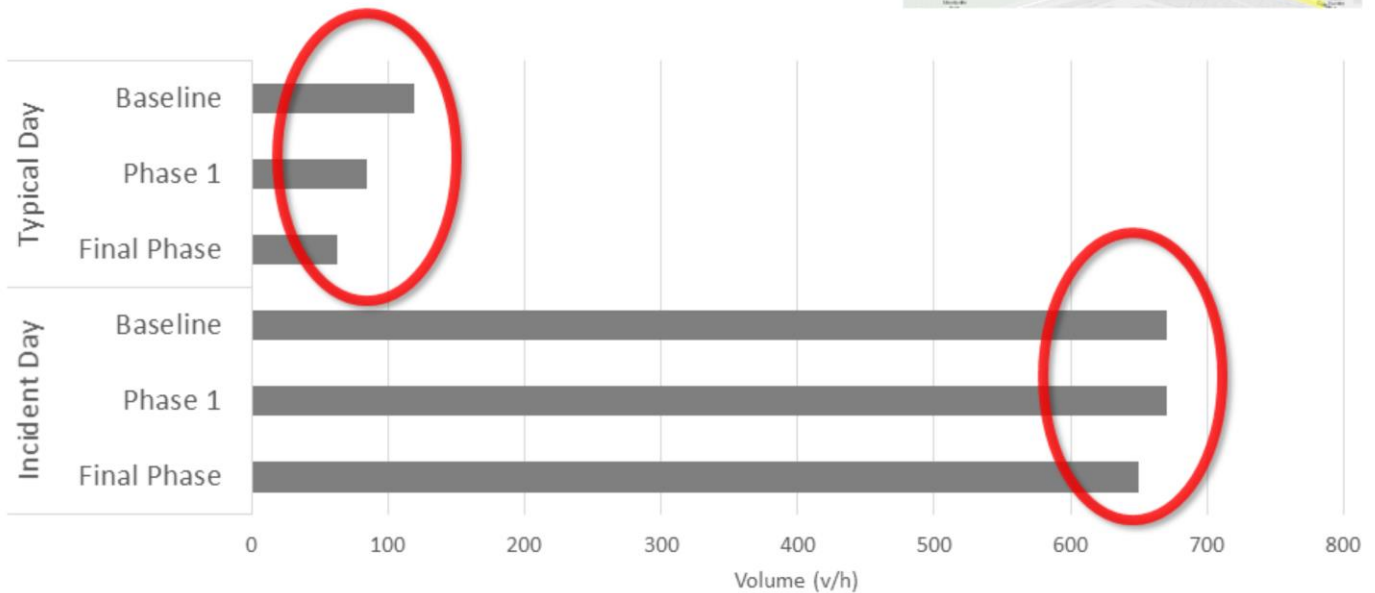
1. Redistribution of shortcutting traffic from 700 and 800 Blocks 4th Street to other blocks
2. Some traffic disobeying one-way restrictions
3. Use of laneways as shortcutting routes

Inbound Traffic Volume



Summary of **eastbound** hourly volumes on the 700 blocks E 4th, 5th, 6th, and 7th.

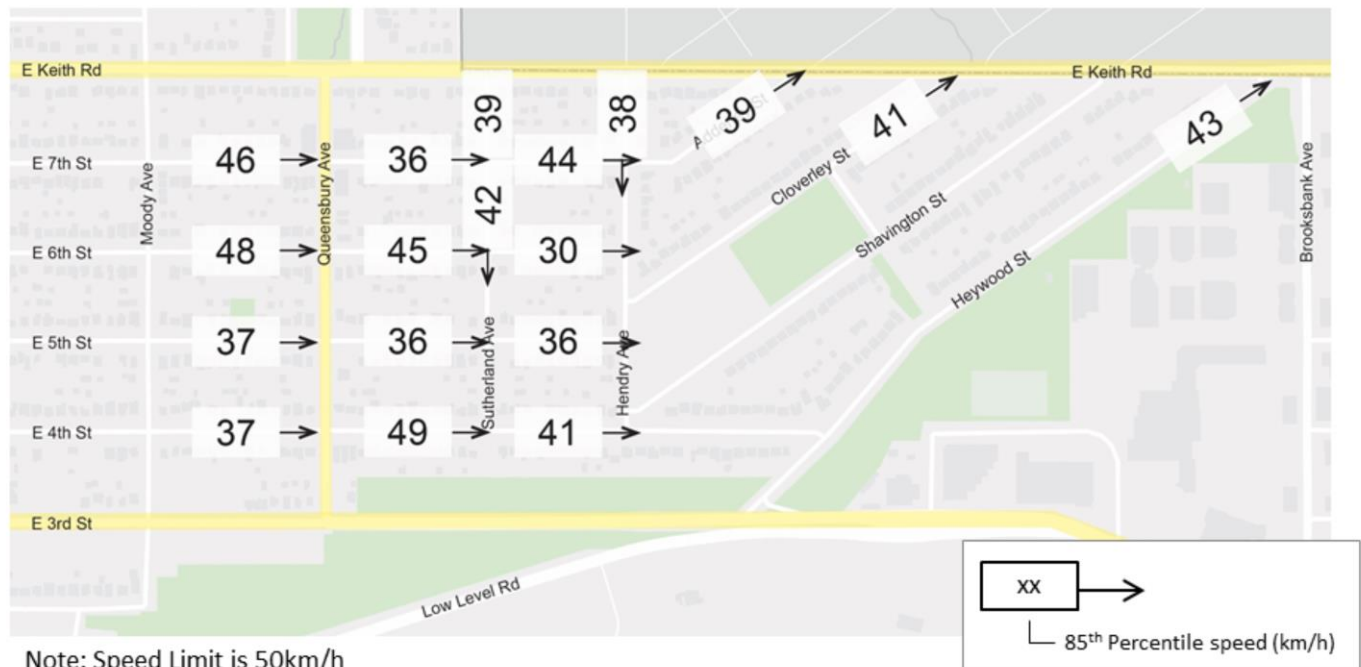
Inbound Traffic Volume



Aggregating the data from the previous slide (700 blocks of E 4th, 5th, 6th, and 7th) allows us to easily make the following observations:

1. **Eastbound** volume entering the neighbourhood from Queensbury has reduced on typical days. This is likely explained by residents and visitors being impacted by the measures and taking different routes to get to their homes.
2. **Eastbound** volume entering the neighbourhood has not significantly decreased with the installation of traffic restrictions.

Observed Vehicle Speeds



Slide 16 shows the observed 85th percentile PM Peak vehicle speeds from the most recent Fall 2018 data collection. Posted speed limits on streets is 50 km/hr, except blocks adjacent to Cloverley School and Park which are 30km/h during posted hours.

Key Terms:

- 85th percentile speed: the speed at or below which 85 percent of all vehicles are observed to travel.

Observations

- Mitigation measures have not been effective enough to deter shortcutters
- Despite inconvenience, perception of vehicle moving and saved time is attractive to shortcutters
- More restrictive measures to reduce access in Cloverley and West of Queensbury would likely deter more shortcutters *(should the community support increased inconvenience day to day)*

Now What?

Input

- Gather preferences
- Themes: community level support, satisfaction, tolerance for further restrictions, willingness to continue

Report to Council

- Detail process and outcomes
- Summarize public input, including survey preferences
- Recommendation to Council
- Opportunity for public input at Council

Community input will be solicited through a survey which will be mailed out, by late February, to each household within the project area (Cloverley Community – East of Queensbury). Survey questions will gather preferences on themes noted above. Following the survey, Staff will submit a report to Council summarizing the process, data, input from the community and provide a recommendation.

Next Steps

- Mail out input survey
- Timing for West of Queensbury



Mailout survey will be sent to every household east of Queensbury in late February. Residents will be able to complete the survey online, or return the paper copy to City Hall by mail or in person.

West of Queensbury traffic management process is set to begin in Fall 2019, following Council input on the Cloverley process.



Questions?

city
of north
vancouver

Project Website:
www.cnv.org/Cloverley