

CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: April 7, 2006
Author: Genevieve Tokgoz
Phone No.: 604.871.6916
RTS No.: 05829
VanRIMS No.: 13-1400-30
Meeting Date: May 16, 2006

TO: Standing Committee on Transportation and Traffic

FROM: Neighbourhood Transportation Branch

SUBJECT: Langara College Traffic Calming Plan

RECOMMENDATION

- A. THAT Council approve the Langara College Traffic Calming Plan as described in this report, at an estimated cost of \$60,000 to be funded from the following source:
- \$60,000 from Langara College, secured through the Langara Parkade Development Permit (DE409072) for the proposed measures on 50th Avenue and 51st Avenue at Ontario Street.
- B. THAT following the trial period, of not less than six months, traffic counts be taken as well as a follow-up consultation with the affected residents to determine whether the trial Right-In/Right-Out measure and/or the One-Way measure be installed on a permanent basis.
- C. THAT additional costs of \$400 related to the ongoing maintenance of the traffic calming measures- be reflected in future operating budgets commencing in 2007, subject to the 2007 Budget Review process.

COUNCIL POLICY

In May 1997, Council approved the Vancouver Transportation Plan that emphasizes the need to mitigate the effects of traffic in local neighbourhood areas and to give priority to streets and neighbourhoods where traffic impacts are most serious.

It is Council policy to implement diversionary traffic calming measures on a trial basis, with a follow-up survey, before making the measures permanent.

PURPOSE

The purpose of this report is to seek Council's approval and funding to implement the Langara College Traffic Calming Plan, as described in this report.

BACKGROUND

In February 2004, in response to a Langara College proposal to expand campus facilities at 100 W 49th Avenue, City Council instructed staff to undertake a public planning program with Langara College. As a result of the public planning program the College updated their existing Transportation Management Plan (TMP) in an effort to mitigate College generated traffic and parking conditions due to the proposed expansion. The updated TMP's general goals include measures to reduce campus generated traffic volumes on Ontario Street and to minimize impacts to the adjacent residential neighbourhood from the redevelopment.

On May 25, 2005, Langara College applied for, and was granted, a Development Permit for the construction of a new parkade as part of the expansion project. Through this process, funding of up to \$60,000 was secured for traffic calming measures at 50th and 51st Avenue at Ontario Street.

On March 1st, 2006 City Staff and Langara College held an Open House to collect comments from the residents in the adjacent neighbourhood on the proposed traffic calming plan. Shortly after the Open House a survey was sent out to residents shown in Figure 1.

TRAFFIC PLAN ELEMENTS

One component of the Langara College expansion project is the re-alignment of the campus's south/east driveway with 51st Avenue as shown in Figure 1. The purpose of the re-alignment is to strengthen the pedestrian connection to create a typical intersection design in which motorists and pedestrians can predict behaviour providing for reduced conflicts. However, without traffic calming measures in place, the re-aligned driveway has the potential to make 51st Avenue an attractive shortcutting route to access Main Street. In an effort to minimize the impacts of the re-aligned driveway on the adjacent neighbourhood the College has committed up to \$60,000 for traffic calming measures at 50th and 51st Avenue at Ontario Street. The College has also committed to making two on-campus traffic changes to reduce impacts to the adjacent residential neighbourhood. The changes include converting an existing two-way road accessing the future parkade at the south end of the campus to a one-way westbound road. This one-way measure will limit access to Ontario Street for vehicles on the Langara campus, including those using the new Parkade facility. Vehicles using the parkade will be re-directed to the 49th Avenue exit. The second change includes making improvements to the existing signalized intersection at 49th Avenue and Columbia Street.

Tied to these on-campus traffic pattern changes is the requirement for an off-campus traffic calming plan. The two components of the traffic calming plan are explained below and are shown in Figure 1.

- *51st Avenue at Ontario Street Right-In/Right-Out Diverter* - To prevent vehicles exiting the campus from the south/east driveway from shortcutting along 51st Avenue to Main Street, a right-in/right-out diverter is being proposed.

- 50th Avenue at Ontario Street Partial Closure - To prevent eastbound vehicles exiting Langara College campus from the south/east driveway from shortcutting along 50th Avenue to Main Street, a one-way partial closure is being proposed.

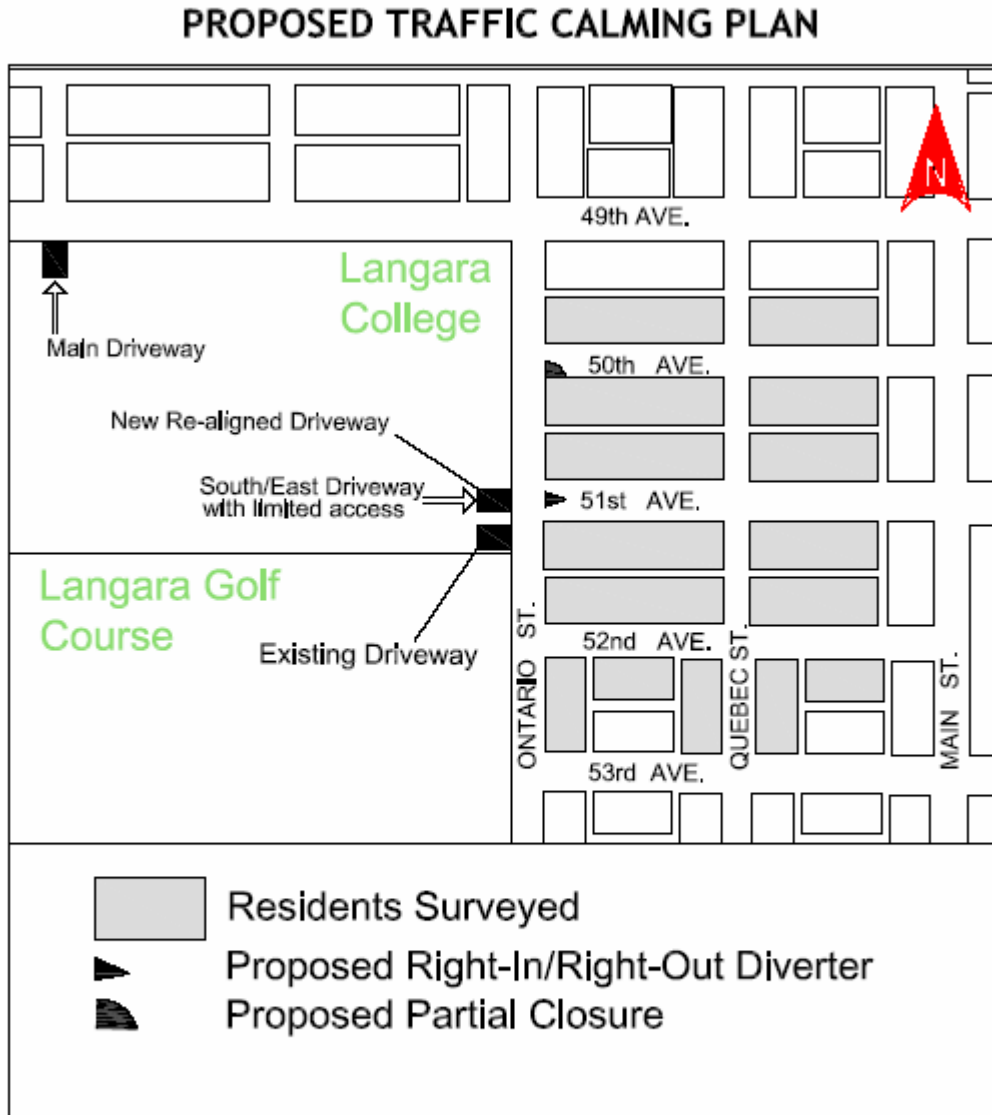


Figure 1 - Proposed Traffic Calming Plan

NEIGHBOURHOOD CONSULTATION

In February 2006, invitations to the Langara College Traffic Calming Open House were delivered to residents in the neighbourhood. Shortly after the Open House, a survey was sent out to the residents, seeking their comments and approval for the proposed traffic calming measures. A copy of the survey distributed to residents is included in Appendix B. The results and comments received are included in Appendices C and D, respectively. The response rate for the survey was 24%, and the results of the survey show that the proposed traffic plan is supported by 70% of respondents from within the neighbourhood.

FINANCIAL IMPLICATIONS

The total cost to implement the Langara College Traffic Calming Plan is estimated to be \$60,000 to be funded by Langara College.

Future operating budgets will be affected by the increased maintenance costs associated with the traffic calming measures:

- \$300 increase to the Streets Operating Budget for horticultural maintenance
- \$100 increase to the Traffic Operating Budget for sign and paint maintenance.

CONCLUSION

It is recommended that Council approve the Langara College Traffic Calming Plan as described in this report, based on the overall benefits to the neighbourhood and the support from the affected neighbourhood residents.

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CITY OF VANCOUVER

ENGINEERING SERVICES

T.R. Timm, P.Eng., General Manager
Peter Judd, Deputy City Manager

February 20, 2006

LANGARA COLLEGE TRAFFIC CALMING OPEN HOUSE

Dear Resident:

This letter is an invitation to an Open House on the subject of Langara College related traffic within your neighbourhood. The purpose of the Open House is to provide a venue for the residents of your neighbourhood, City Staff and Langara College representatives to meet and discuss potential concerns related to Langara College traffic induced issues in your neighbourhood, and to jointly develop some options to mitigate the issues.

At the Open House City staff will be available to listen to your concerns and to answer any questions about traffic issues in your neighbourhood. City Staff will also present some ideas and possible options and would like to gather your opinions and ideas about the options.

City staff will be looking for a small number of residents representing different parts of the neighbourhood to form a Residents Committee. There will be a sign-up sheet at the meeting for anyone interested. If you are interested in participating in the Residents Committee but cannot attend the Open House please contact either Dane Doleman by phone at 604.871.6722, or by email at dane.doleman@vancouver.ca, or contact myself by phone at 604.871.6916, or by email at genevieve.tokgoz@vancouver.ca.

OPEN HOUSE DETAILS

Date: Wednesday, March 1st

Time: 7:00 - 9:00 pm

Location: 100 West 49th Ave, Langara College Academic Complex A, Employee Lounge, Room A194

Directions to the room in which the meeting will be held are on the reverse of this page.

Sincerely,

Genevieve Tokgoz, E.I.T.
Neighbourhood Transportation Branch

genevieve.tokgoz@vancouver.ca

Phone: 604.871.6916

Fax: 604.871.619



CITY OF
VANCOUVER

**NEIGHBOURHOOD
TRANSPORTATION
BRANCH**

**Langara College
TRAFFIC CALMING SURVEY**

Attn: Genevieve Tokgoz - 7th Floor

Langara College Traffic Calming Survey (March 2006)

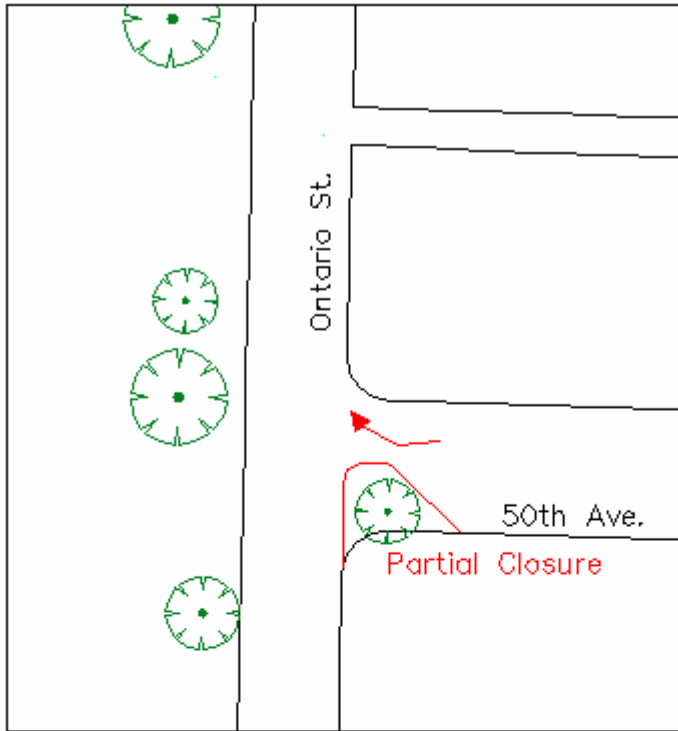
Please complete this questionnaire by checking the appropriate box. Return it in the postage-paid envelope provided, or fax it to 604-871-6192 by Friday, March 17th. Only one survey per household will be accepted.

To validate this survey, please provide your name and address. Individual responses will remain confidential. If you have any questions, please contact Genevieve Tokgoz at (604) 871-6916 or by email at genevieve.tokgoz@vancouver.ca.

Name: _____	Address: _____
	Postal Code: _____

1. Do you support the proposal to install the proposed measures (as shown on reverse of this page) with the associated monitoring on a 6-month trial basis? (you will be surveyed again at the end of the 6 months about whether to make the measure permanent)	<input type="checkbox"/>	<input type="checkbox"/>
	YES	NO
Would you like to be notified when this matter goes before Council?	<input type="checkbox"/>	<input type="checkbox"/>
	YES	NO

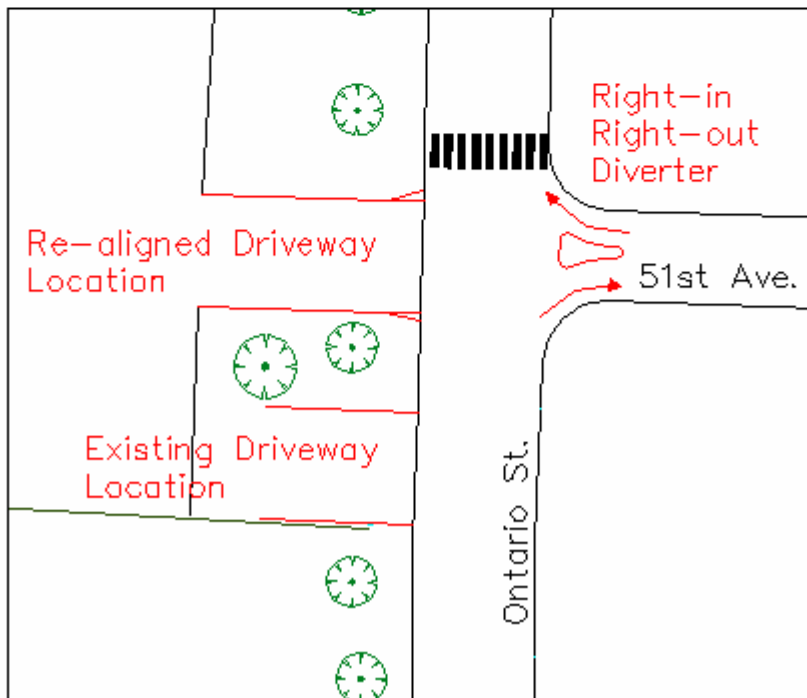
COMMENTS?



Partial Closure at 50th Ave and Ontario St.

Purpose of this measure:

To reduce the amount of vehicle traffic shortcutting through the neighbourhood along 50th Ave. traveling towards Langara College.



Right-in Right-out Diverter and New Re-aligned Driveway at 51st Ave and Ontario St.

Purpose of this measure:

To reduce the amount of vehicle traffic shortcutting through the neighbourhood along 51st Ave.

SUMMARY OF SURVEY RESULTS

	Results
Yes	70%
No	30%
Response Rate	24 %

SURVEY COMMENTS

Approval:

- How will the parking of residents along the 51st Avenue be affected by the proposed "diverter". Will parking along the 51st Avenue be strictly for residents only? (parking meter attendants don't respond to our calls lately) and as a resident here I usually end-up with no parking space to use.
- Enforce parking around neighbourhood. Langara students still parking especially alleyways between 51st and 52nd Avenue - they block traffic.
- The problem, I see, is not traffic, but students parking on our street. Yes, these proposed measures will help, but I would like to see the violation of "Residents Parking Only" issues addressed for more strictly.
- I don't believe that the "right in, right out" one would be effective, as people would still turn left, because it is not a main road. I also believe that the partial closure would be a better idea but would need to be used in conjunction with left turn lights at Main St. and 49th. Residents need to be able to easily access their neighbourhoods and it is currently quite difficult to turn onto Main, Ontario and Quebec streets.
- Thank you for this neighbourhood improvement!
- I am very supportive of this proposal 2) Could the parking on the Westside of Ontario and between 52nd and 51st follow the same restrictions as the strip on Ontario between 57th and 52nd. 3) Consider a crosswalk across Ontario south of 51st as well as north of 51st. But locate the south one ????
- Ongoing concerns over students parking in residents only zones and the lack of enforcement
- Partial closure at 50th Ave. and Ontario St. Arrow on the sketch indicates one way traffic. It is a good idea. However, while parking vehicle in front of house #38, I have to suffer the inconvenience of making a "U" turn, unless requirement for the parked vehicle to face Quebec St is waved off.
- Parking is a real problem in our area. What about parking permits for residents.
- Speed humps in the lane otherwise people will use lanes instead of 50th and 51st.
- I have one concern. All traffic going south and east will make their turn on 52nd or 53rd downward then the traffic will be more busier than before.

- For years we have had to put up with a lot of traffic and parking problems. Hopefully these changes would solve the traffic issues. We suffer students from Langara College park in front of our house. There is no space for us to park. It is very bad. Some students park everyday. And even they get parking tickets, they still park on 51st. They know they got parking tickets, because we house owners called the City. Sometimes they knock on our door to fight. Scare!! Also, some students put the paper say "visit 48 E. 51st". But no one in our house knows the drivers. They are very bad. Big headache. We have had a lot of bad experience with students. I hope this change reduces traffic and student parking. Thank you for your work!!
- These measures are very much appreciated. In addition monitoring of parking regulations on these streets would be helpful. The parking of very large trucks - long haul rigs on 51st Ave. that creates a congestion problem/ visibility problem.
- We are concerned that you are only re-directing traffic to another area. What about our street 52nd??? People will then be using it more. The whole area should be looked at from 49th to at least 55th St. The area is extremely busy due to the school, they drive too fast and parking is a problem which complicates traffic as students go around and around trying to find a parking spot. Too busy and unsafe for cyclists which defeats the purpose of the cycling lane!!

Disapproval:

- We are concerned that you are only re-directing traffic to another area. What about our street 52nd??? People will then be using it more. The whole area should be looked at from 49th to at least 55th St. The area is extremely busy due to the school, they drive too fast and parking is a problem which complicates traffic as students go around and around trying to find a parking spot. Too busy and unsafe for cyclists which defeats the purpose of the cycling lane!!
- This proposal looks at though it would increase traffic on 51st.
- We will also face the same problem. What other drivers are going to face.
- I live on the south side of the street. How am I to park my car in front of my house if I can't enter from Ontario? This is not a reasonable proposal.
- I am sick and tired of all the diversions, intersection circles, speed bumps, modified curb lanes. We can hardly drive anywhere in the city without running into all these obstructions. Also, the result of restrictions on 50th and 51st would probably force more traffic down my street (52nd).
- I suggest that the partial closure at 50th should be done after 51st diverter is implemented and survey first. See how the traffic on Ontario goes before making this change on 50th Avenue. Because it gives much inconvenience to us living on 50th Avenue and add much traffic to Quebec Street.

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