



-----BCA Traffic Sub-Committee Original Requests-----

**Gavin Joyce**, DNV, General Manager - Engineering, Parks & Facilities  
**Alex Milek**, DNV, Supervisor, Transportation Engineering

***NOTE:** all requested road markings to use photo luminescent paint, as street lighting in Blueridge is inadequate.*

### **Berkley Road - Pedestrian Safety and Speed Reduction**

Top suggestions to improve traffic calming and pedestrian safety are as follows:

1. Add at least one crosswalk on Berkley with a pedestrian activated crossing light.
2. Put marked crosswalks at Berkley/Layton, Berkley/Swinburne and Berkley/Carnation.
3. Traffic bulges (curb extensions) at Layton, Swinburne and Carnation in conjunction with above crosswalks.
4. More signage on Berkley regarding speed limit and adding traffic fine signage (as per Fairway Dr.).
5. Install an LED Radar SpeedCheck Sign (Vari-text) along Berkley Southbound.
6. Continue increased RCMP speed enforcement.

### **Sechelt Drive Traffic Control**

Top suggestions to reduce excessive speed and poor visibility of pedestrians crossing Sechelt at Whitman and Arroyo.

1. Curb extensions and marked crossing at Arroyo - along with warning signage indicating crossing ahead, blind corner / reduced visibility for Eastbound vehicles.
2. Restricted parking on NE and SW corners at Arroyo (unless curb extension is installed).
3. Install marked crosswalk with warning signs at Whitman as visibility is compromised by curve in the road at the bottom of a steep portion of Sechelt. (Curb extensions and or parking restrictions)
4. Speed limit signs on Sechelt both directions reminding drivers of 50km/h limit.

**Byron Road - Traffic Calming & Pedestrian Safety**

Top suggestions for improvement:

1. Marked crosswalk at Bronte Rd. and Byron Rd.
2. Marked crosswalk at intersection of Hardy pathway and Byron Road.
3. Rumble strips / speed table along Byron S-curve to force cars to slow down in school zone (between Bronte and Hardy pathway) and as they access main school drop-off at turnaround.
4. Limit parking to one side of Byron East of the turnaround to ensure safe vision lines along S-curve towards Hardy pathway crossing.

-----DNV Response June 4 2012-----

Further to your March 1, 2012 e-mail, the District has now completed a review of the Blueridge Traffic and Safety Committee's recommendations for improving pedestrian and traffic safety in the Blueridge area. We have addressed your concerns in the order in which they were presented in your February 8, 2012 memo.

**Berkley Road**

For your information, the Transportation Department receives requests for marked crosswalks on a regular basis. Many people instinctively believe that a marked crosswalk will result in a "safer" crossing when in fact studies and research indicate otherwise. It has been found that pedestrians tend to display a false sense of security when crossing at a marked crosswalk and this behaviour combined with inattentive drivers can result in pedestrian/vehicle accidents. Furthermore, experience has shown that as is the case with other traffic control devices the overuse of crosswalks can reduce their effectiveness and therefore it is important that we can technically demonstrate the need for pedestrian crossing improvements. In light of this and in an effort to be consistent in our handling of these requests, the District utilises nationally recognised standards or warrants to determine the appropriate crossing control for a particular location.

Based on traffic studies conducted along Berkley Road we have determined that additional crosswalks and/or an upgrade of the existing crosswalk at Carnation Street are not warranted at this time. However, we would like to have a closer examination of the Berkley Road at Layton Drive intersection and are planning to collect new data and carry out additional analysis to determine if a signed and marked crosswalk may be warranted. In addition, pending the outcome of further analysis and detailed design work the District Traffic and Safety Committee will consider the installation of temporary curb bulges on Berkley Road at Carnation Street on a trial basis to improve pedestrian visibility and reduce the crossing distance.

A summary of the action items recommended for Berkley Road is as follows:

**Action items:**

1. Following additional analysis and detailed design work, the District Traffic and Safety Committee will consider the installation of temporary curb bulges at the signed and marked crosswalk on Berkley Road at Carnation Street.
2. Additional studies and analysis will be carried out for the Berkley Road at Layton Drive intersection to determine if a signed and marked crosswalk may be warranted.
3. As part of a speed campaign for Berkley Road the District will arrange for; 1) the installation of the District's speed message trailer, 2) speed watch van, and 3) periodic RCMP enforcement
4. A new 50 km/hr. speed limit sign with improved reflectivity will be installed at the bottom of Berkley Road.
5. A new "speed fine sign" similar to that found on Fairway Drive will be installed on Berkley Road.
6. All of the road markings in the area, including center and lane lines, crosswalks and stop bars, etc. will be repainted.

**Sechelt Drive**

The District typically posts speed limit signs on streets entering the municipality or at transition points where changes in speed occur such as the change from the 60 km/hr. speed limit on Mount Seymour Parkway to the 50 km/hr. speed limit on Berkley Road. Furthermore, section 607 of the District Street and Traffic Bylaw states that; "No person shall operate a vehicle upon a Highway within the District at a greater rate of speed than 50 kilometres per hour, except where otherwise indicated by a Traffic Control Device".

Because there is an existing speed limit sign at the bottom of Berkley Road to notify northbound drivers that they are entering a 50km/hr. speed zone the District is not proposing to install additional speed signage on Sechelt Drive at this time. However as indicated above we will replace the speed sign on Berkley Road with one of higher reflectivity, and trim back the vegetation to ensure it is visible.

While we have determined that a signed and marked crosswalk is not warranted at the intersection of Sechelt Drive and Arroyo Court, parking restrictions will be installed to improve pedestrian and driver sightlines. To further enhance driver awareness, a curve warning sign will be installed on the westbound approach to this intersection.

Field observations on Sechelt Drive at Whitman Avenue would indicate that All-Way Stop control may be the more appropriate control for this intersection rather than a signed and marked crosswalk and a safer option for both pedestrians and drivers. Additional study and analysis will be carried out and presented to the District Traffic and Safety Committee for their consideration.

A summary of the action items recommended for Sechelt Drive is as follows:

**Action items:**

1. The District Traffic and Safety Committee will review the recommendation for All-Way Stop control at Sechelt Drive and Whitman Avenue.
2. A curve warning sign will be installed on the westbound approach to Arroyo Court.



3. Parking restrictions will be introduced at the intersection of Sechelt Drive and Arroyo Court to improve sightlines.
4. The 50km/hr. speed sign at the bottom of Berkley Road will be replaced.

### **Byron Road**

In order to safely channel pedestrians across the roadway, a signed and marked crosswalk will be installed on Byron Road at the Hardy Drive pathway. Parking restrictions will also be installed to improve sightlines for pedestrians and drivers. This work will be included with our annual road marking maintenance program which is completed during the summer months. The request for an additional crosswalk at Bronte Drive did not meet minimum requirements.

With regard to having traffic calming introduced on Byron Road which is a collector road, District Council is revising the District of North Vancouver Traffic Calming Policy such that:

- Traffic calming in lanes and on local and collector streets can be funded 100 per cent by residents as a local area service initiative. The District's contribution to neighborhood traffic calming is the staff time for the design process which is estimated at about 20 percent of the value of the project. Traffic calming measures are developed through an engineering review process led by the District and projects are advanced where an appropriate solution is feasible;
- Before traffic calming can be implemented, the District requires:
  - Two-thirds majority approval from benefitting property owners
  - Council approval.

Please let me know if you would like more information on the local area service process. A summary of the actions items for Byron Road is as follows:

#### **Action items:**

1. Install a signed and marked crosswalk at the Hardy Drive pathway.
2. Restrict parking adjacent to the proposed crosswalk.
3. If supported, install traffic calming measures on Byron Rd through a local area service process. To be initiated by residents.

Thank you once again for bringing these concerns to our attention. Please let me know if you would like further discussion on any of the foregoing items.



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**-----BCA Traffic Sub-Committee Response August 2012-----**

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Hello Alex,

Thank you very much for the reply and apologies for the delayed response.

First of all, we would like to thank you for the generally supportive response from the District. We have, from the beginning of this process, tried to be as open and as understanding as possible knowing the number of requests you must receive. Thank you.

We have a few follow-up comments and questions for you, categorized below by location.

**General**

- appreciate the acknowledged need to repaint all road markings in Blueridge
- If studies are conducted over the summer, they will miss all the school pedestrian traffic

**Berkley Road**

- When will the new traffic studies take place? Most of the pedestrian traffic that crosses Berkley is school related so we would like to see this study done during the school year and not in the dead of winter.
- Curb extensions shorten the distance children have to transit the road and Berkley is a wide road. Even without a marked crosswalk, the combined effect of slower traffic and a shorter crossing distance would be safer for children and the elderly (of which we have plenty of both). Please reconsider this.
  - Carnation is the existing and well used crossing
  - Swinburne is where the sidewalk ends on the west side and naturally pedestrians cross to the east side.
  - Layton is already on your radar.
- Road Markings: We appreciate the repainting of all lines and new signage – what is the timeline for completion?

**Sechelt Drive**

- @Arroyo: Could you provide the details of the parking restrictions to be placed here as well as your timeline for completion of this and the installation of the curve warning sign? As well, could you ensure the vegetation on the North side of the road right by the entrance to the creek/park is cut back. Pedestrians have to walk several steps out onto the road to look to the left for Westbound traffic because the trees/bushes are in the way.
- @Whitman: Again, please conduct your studies during the school year and communicate your findings and decisions regarding the 4-way stop with us.

**Byron Road**

- @Hardy Path: Could you provide the details of the parking restrictions to be placed here as well as your timeline for completion of this and the installation of the signed and marked crosswalk?



- Traffic Calming: This request is not for, nor would it only benefit, local residents and thus should not fall under your funding formula.
  - This request is for all of the children from the entire Blueridge catchment who use Byron Road to access the adjoining Blueridge School property and to transit down to Windsor School.
  - It is a very narrow road and no sidewalks exist for the children to use (perhaps sidewalks are the real solution).
  - We would ask that you reconsider this item carefully with an eye to the future closing of Seymour Heights Elementary and the increase in North-bound foot traffic that will bring up the Hardy path, and the subsequent closing of Blueridge School and the increase in South-bound traffic.

We look forward to your response.

-----DNV Response Sept 10 2012-----

Mr. Gilley, thank you for your response. This is an acknowledgement that Alex Milek is in receipt of your email.

Regards,  
Tracy  
Engineering Administration