

2009-Jul-09

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Dear Owner/Occupants:

**Re: Brechin Hill Neighbourhood Traffic**

**Survey Results:**

On 2009-May-22, an information package was sent to neighbourhood residents containing a letter and survey outlining a proposed concept for reducing speeds and enhancing neighbourhood traffic patterns within the Brechin Hill Neighbourhood. For those that reviewed and/or returned the survey; thank you for taking the time to participate in this process.

Of the 437 surveys mailed, 101 were returned with 71 households supporting the proposed concept, 19 not supporting the proposed concept and 11 being neutral. Of the 90 non-neutral responses, the concept as proposed, received 79% support.

Similar to our previous survey there was significant feedback received from residents of Larch Street. Although some residents supported maintaining the existing stop pattern, a larger majority supported reversing at least one stop on Larch Street. Based on this feedback, and previous feedback expressing concerns with stopping on steep grades, the City will reverse the stop controlled intersection of Larch and Belford. A reversal at Princess Royal was also considered, however, it was felt that having no stops on Princess Royal from Estevan through to Poplar could introduce additional issues. A reversal at Discovery was also considered, however, steeper grades approaching this intersection made it a less attractive option.

Based on the outcome of the survey, the City will proceed with the revised concept as presented in the 2009-May-22 letter with the addition of one stop reversal at Larch and Belford. The installation of speed humps on Drake Street will depend on the outcome of additional consultation with Drake Street residents.

The attached map of the final concept can be found at [www.nanaimo.ca/brechinhilltraffic](http://www.nanaimo.ca/brechinhilltraffic).

**Next Steps:**

Because of the very direct impact that speed humps have on a street, Drake Street residents will be asked to submit an additional survey to confirm their support for speed humps on their street. If approved, the timeline for installation will be sometime between Fall 2009 and Spring 2010.

The stop sign reversal process will begin in July 2009. Warning signage will be installed to make the process as conspicuous as possible. Each stop sign reversal will follow the following timeline:

**Weeks 1-2:** Convert intersection to an all-way stop. This includes the installation of warning signs.

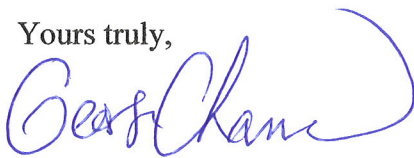
**Weeks 2-6:** Convert intersection to two-way stop (new configuration) by removing of the cross-street stop signs.

**Week 6+:** Removal of remaining warning signs (final configuration).

It is important to note that the all-way stops are only a temporary measure to ensure a safe transition of stop control from one street to another.

If you have any questions or concerns, please do not hesitate to contact the undersigned at 250-755-4409 or [george.chamoun@nanaimo.ca](mailto:george.chamoun@nanaimo.ca).

Yours truly,



George Chamoun, ASCT  
Traffic & Transportation Technologist

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