

File No. 04-1000-20-2016-026

February 26, 2016

s.22(1)

Dear s.22(1) :

Re: Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")

I am writing in response to your request of January 4, 2016 under the *Freedom of Information and Protection of Privacy Act, (the Act)*, for:

The following records and information in relation to an incident at the intersection of Laurel Street and 16<sup>th</sup> Avenue.

1. The date the traffic control medians/islands were installed;
2. Who designed the traffic control medians/islands (i.e. was it the City of Vancouver, or a third party contractor?);
3. If the traffic control medians/islands were designed by a third party contractor, the name of the contractor(s);
4. The City's engineering design standard/specifications as it pertains to right-in/right-out islands/channelization;
5. A copy of any as-built drawings of that intersection;
6. Copies of any complaints the City has received about the intersection in the past, whether the City investigated the complaint(s), and what, if any, decisions were made in regards to addressing the complaint(s).

All responsive records are attached. The following are responses from the Transportation Department:

Request	Responses from Transportation
1. The date the traffic control medians/islands were installed.	It appears that this device was installed in 2010 - likely in June.
2. Who designed the traffic control medians/islands (i.e. was it the City of Vancouver, or a third party contractor?)	It was designed and installed by City of Vancouver staff.

3. If the traffic control medians/islands were designed by a third party contractor, the name of the contractor(s).	No third party contactor(s) used.
4. The City's engineering design standard/specifications as it pertains to right-in/right-out islands/channelization.	There are no detailed design standards or specifications for design of the devices. They are designed on a location-by-location basis. Overall, they are typically designed to accommodate large cars moving at slow speeds, and single-axle trucks (5-tonnes) mounting the diverter curb, using AutoTurn as a tool to test these movements.
5. A copy of any as-built drawings of that intersection.	Design drawing is attached.
6. Copies of any complaints the City has received about the intersection in the past, whether the City investigated the complaint(s), and what, if any, decisions were made in regards to addressing the complaint(s).	Email with 311 complaints attached.

Under section 52 of the Act you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your request. The Act allows you 30 business days from the date you receive this notice to request a review by writing to:

Office of the Information & Privacy Commissioner,  
P.O. Box 9038, Stn. Prov. Govt.  
Victoria, B.C. V8W 9A4  
Tel. 250-387-5629; Fax 250-387-1696

If you request a review, please provide the Commissioner's office with the following:

- the file number assigned to your request (04-1000-20-2012-048);
- a copy of this letter;
- a copy of your original request for information sent to the City of Vancouver; and
- detailed reasons or grounds upon which you are seeking a review.

Please do not hesitate to contact the Freedom of Information Office at [foi@vancouver.ca](mailto:foi@vancouver.ca) if you have any questions.

Yours truly,

A handwritten signature in black ink, appearing to be 'B. Van Fraassen', with a stylized, flowing script.

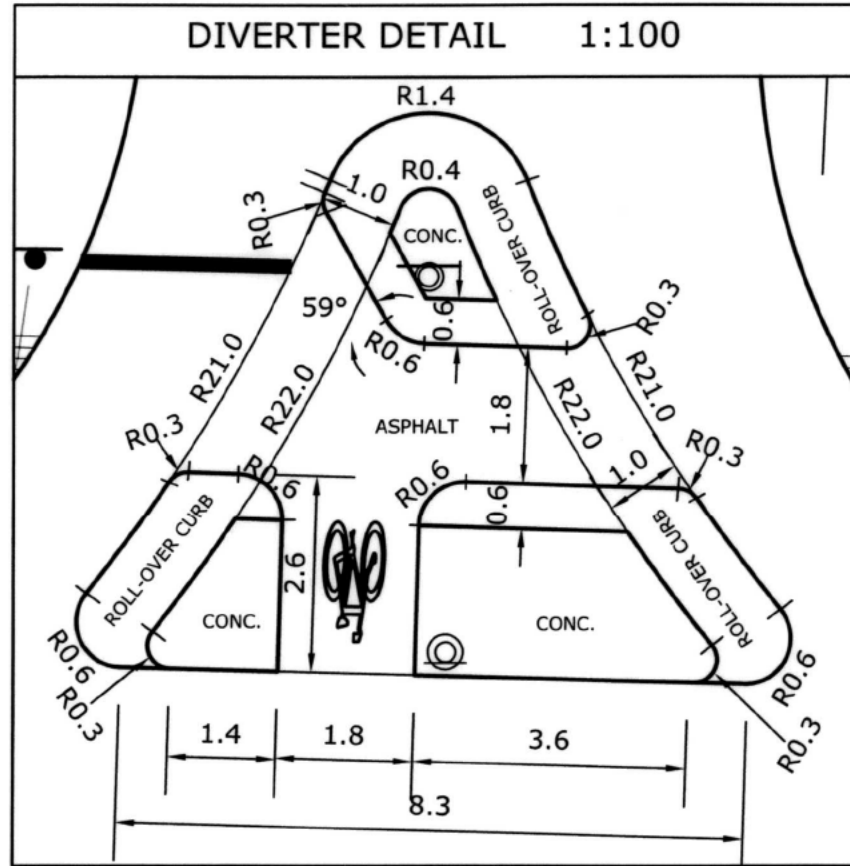
Barbara J. Van Fraassen, BA  
Director, Access to Information  
*Barbara.vanfraassen@vancouver.ca*  
453 W. 12th Avenue Vancouver BC V5Y 1V4  
Phone: 604 .873.7999  
Fax: 604.873.7419

Encls.

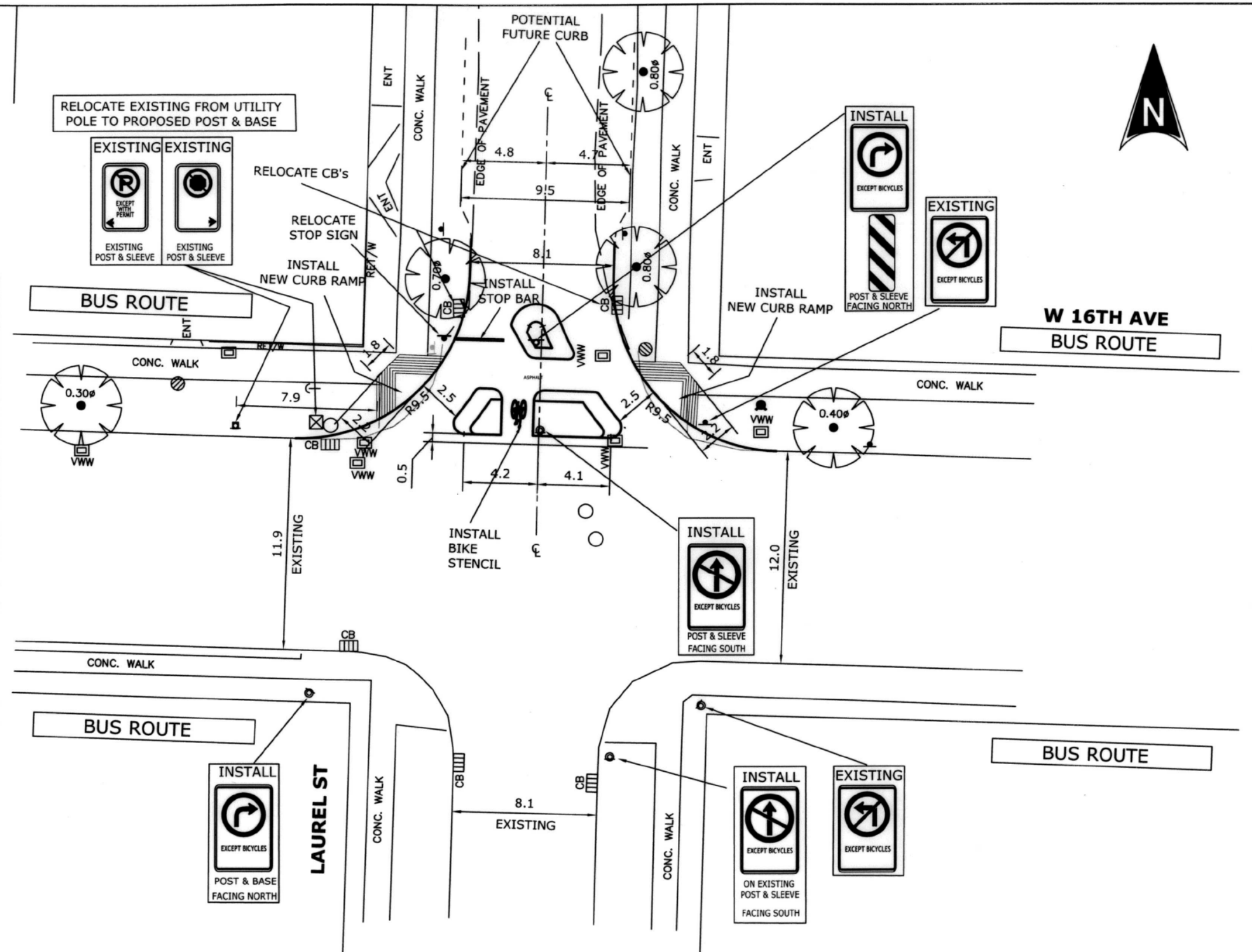
:cf

**CONSTRUCTION NOTES:**

1. REMOVE EXISTING TEMPORARY RIGHT-IN RIGHT-OUT DIVERTER AND SIGNS
2. INSTALL RIGHT-IN RIGHT-OUT DIVERTER AS SHOWN ON DRAWING. DETAILS BELOW.
3. INSTALL CURB RAMP WHERE SHOWN ON DRAWING



BIKE STENCIL	RB 14-3	RB MISC 1-6	WA-36L
1	2	2	1



NOTES	SEAL	ASSISTANT CITY ENGINEER	STRATEGIC TRANSPORTATION	DATE	DESIGN	CITY OF VANCOUVER	ENGINEERING SERVICES TRANSPORTATION DIVISION	DRAWING NUMBER	2008-93-B-GSP			
	1. BIKE FACILITIES YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> 2. BUS ROUTE YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> 3. TRUCK ROUTE YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> 4. DESIGN VEHICLE PC TAC 1984 SU9 TAC 1984			GREENWAYS AND NEIGHBOURHOOD TRAFFIC MANAGEMENT	DRAWING			CHECK	<b>LAUREL STREET &amp; W 16TH AVENUE</b> <b>RIGHT-IN RIGHT-OUT</b> <b>DIVERTER</b>	SCALE	1:250	
					PAINT PLAN			<input type="checkbox"/>		<input checked="" type="checkbox"/>	REFERENCES	093012UTM
					SIGNAL PLAN			<input type="checkbox"/>		<input checked="" type="checkbox"/>	SHEET-SET	1 OF 1
SIGN PLAN	T.M.	<input type="checkbox"/>										
					G. & N.	<input checked="" type="checkbox"/>						
					Not required	<input type="checkbox"/>						

**From:** 311 Quality  
**Sent:** Monday, January 25, 2016 11:50 AM  
**To:** Storer, Paul  
**Subject:** FOI Request: Our File No. 2016-026 - Request for Records

Good Morning Paul,

As requested information from cases created in respect to the Median at Laurel and W. 16<sup>th</sup> Ave.

**Case number 94604** created July 7<sup>th</sup> 2010 originally sent to Street Ops and redirected to Traffic Management, per Belinda Spencer. Per Harvey Huey redirected to Greenways & Neighborhood Transportation, per John Clelland July 8<sup>th</sup>, directed issue to Nick Liu , July 29<sup>th</sup> Nick Liu has visited site and will follow up with caller. No caller information reported anonymously.

“Location intersection of Laurel St and W16th Ave.

Placement of a new island is problematic A new island that forces vehicles travelling southbound on Laurel St to make a right turn at W 16th Ave is placed such that it is very difficult to make that righthand turn without hitting either the island or the curb”.

**Case number 422055** Feedback Case no Hansen numbers for feedback cases, reported via email sent on May 11<sup>th</sup> 2013, case created on May 13<sup>th</sup> Directed to Martin Thomson Engineering May 13<sup>th</sup> 2013

Email feedback received:

I happened to ride through the 16th and Laurel intersection, heading north, a few days ago. It has obviously had some attention and installation of concrete pads. If cycling south, I can see how it could work well.

However biking north it is really very bad and probably dangerous.

A look at this link (<http://goo.gl/maps/99qJf> ) shows what a cyclist sees. A bit of a conundrum as there appears to be no good path to follow. Looking at the pads from above suggest that using the maked 'bike' route might work. But a 90 degree right turn- necessary to avoid any oncoming cars -- immediately followed by a 110 degree left really isn't viable in the real world, particularly if riding a cargo bike, tandem, trike, etc.

I suppose that one possible solution would be to simply cut a bike passage through the east pad. There may be others, but I leave that to you to figure out. Look forward to hearing from you regarding your intentions for this intersection.

**Case number 504772** – Hansen number 638200 created on October 10<sup>th</sup> 2013 as Streets General Issue case, referred to Ron Borger, Concrete Superintendent November 1<sup>st</sup>, November 4<sup>th</sup> referred to Traffic Management, J Walls.

Median/barrier makes it a very tight squeeze for vehicles to get through, Citizen was driving Southbound on Laurel Street today, October 31st and was turning right onto W. 16th Ave. There is a right turn only except bicycles sign at the stop sign, and just after the stop sign there is a short concrete barrier which makes vehicles have to turn right, and bikes go straight. Citizen scraped his rims on the curb and he feels this concrete barrier is not leaving enough room for vehicles to drive through. He thinks the barrier should be made smaller to allow vehicles to get through without such a tight squeeze. He will be speaking with Risk Management.

**Case number 6878704**- Feedback case, no Hansen number with feedback cases. Created on October 23<sup>rd</sup> 2015. "He was driving along the 800 block of W 16th Ave today at about 1:15pm. There is a concrete divider in the middle of the road but no signs warning drivers that the road is narrow at the intersection of Lauren St. He drives a pick-up truck and scraped his tires along the divider. The tires didn't pop but he just spent \$1200 on new tires and not happy. He wants to know why this divider was put there. What is the reason for this? He is taking pictures and wants to talk somebody about this." Case sent to Ken Brown Mgr, Street Operations, on October 23<sup>rd</sup> 2015

Kind Regards,  
Alison

311 Quality