

ADMINISTRATIVE REPORT

Date: July 15, 2002

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TO: Standing Committee of Council on Traffic and Transportation
FROM: General Manager of Engineering Services
SUBJECT: Anderson Street and Lamey's Mill Road Street Improvements

RECOMMENDATION

- A. ***THAT the following changes be made to Anderson Street, Lamey's Mill Road and adjacent streets:***
- ***traffic calming measures on Lamey's Mill Road, between Anderson Street and Alder Crossing, as shown in Figure 1,***
 - ***roadway modifications and landscaping, pedestrian amenities and other streetscape improvements on Anderson Street and 3rd Avenue, as shown on Figure 2,***
 - ***a new traffic signal at the intersection of Anderson Street and 2nd Avenue / Lamey's Mill Road,***
- with funding of \$865,000 provided as follows:***

<i>Streets Basic Capital Unappropriated - Local Area Traffic Plans and Other Improvements</i>	<i>\$ 55,000</i>
<i>Streets Basic Capital Unappropriated - Order Numbers 30000170 and 30004451- Anderson & 3rd</i>	<i>\$ 479,000</i>
<i>Streets Basic Capital - Order Number 10000446 - Granville/Burrard Seismic Upgrading</i>	<i>\$ 131,000</i>
<i>Streets Basic Capital Unappropriated - Account Group SCA2H-UNAP (Greenways)</i>	<i>\$ 200,000</i>

- B. THAT the diversionary traffic measures included in the above be installed as temporary measures for a six month trial period, with permanent installation subject to a re-survey of the neighbourhood and a report to Council.*
- C. THAT the City authorize the General Manager of Engineering Services to enter into a cost sharing agreement with the Canada Mortgage and Housing Corporation (CMHC), with the CMHC share to be \$525,000, including 125,000 of work in kind..*
- D. THAT commencing in 2004, the Traffic Operating Budget be increased by \$3,000, and the Streets Operating Budget be increased by \$15,000, subject to review as part of the 2004 Operating Budget.*
- E. THAT staff monitor the waterfront walkway crossing of Anderson Street to ensure that pedestrian safety is not compromised and report back to Council if there are emerging pedestrian safety issues.*

POLICY

In May 1997, Council approved the Vancouver Transportation Plan which:

- established that traffic calming priority should be given to neighbourhoods where traffic impacts are the most serious*
- identified the need for improved pedestrian facilities*
- identified the need to raise awareness of and visibility of cycling facilities by using pavement markings such as bike logos and painted bike lanes.*

Diversionsary traffic calming measures should be installed initially as temporary measures, and made permanent only after a trial period and subsequent approval of the neighbourhood.

The 1997 Transportation Plan directs that the growth in demand for transportation will be accommodated by improving alternatives to the car, primarily transit, but also walking and cycling.

PURPOSE

The purpose of this report is to present a plan for roadway and traffic control changes to Lamey's Mill Road and Anderson Street, in order to calm traffic on Lamey's Mill Road, and to improve access to Granville Island and surrounding commercial areas. These changes were developed by staff and a committee of local residents, merchants and property owners, including CMHC..

BACKGROUND

Since the early 1990's, City staff have been consulting with the South False Creek Neighbourhood Association (SFCNA) regarding traffic along the Lamey's Mill / Charleson / Moberly / Commodore corridor. In 1995, Council approved traffic calming measures on 1st Avenue, Wylie Street, Commodore Road and Spyglass Place and changes on 4th, 6th and 2nd Avenues to improve operation of that arterial route. These measures have reduced the volume of traffic using local False Creek South streets to bypass the 6th Avenue arterial.

Lamey's Mill Road, west of Alder Crossing, continues to experience cut-through traffic. Approximately half the peak hour westbound vehicles using this section of Lamey's Mill Road are destined for Granville Island. Despite the presence of a left turn restriction for traffic leaving Granville Island, roughly 20% of peak hour eastbound Lamey's Mill traffic originates on the island. Total traffic volume between Anderson Street and Alder Crossing is 5500 vehicles per day. This section of street experiences median speeds of about 50 km/h and 85th percentile speeds near 60 km/h.

In 1996, seismic upgrading was completed on the Granville Bridge. Funds were set aside at that time to repair damage done to the streets and sidewalks. In 2000, water and sewer mains were upgraded near the intersection of Anderson Street and 2nd Avenue. Construction activities related to these projects disrupted traffic, and Granville Island merchants reported significant negative impacts on their businesses as a result.

Prior to 1998, the focus of public consultation had been on the concerns of the residential community. In early 1999, a committee representing Lamey's Mill Road residents, Granville Island businesses, Burrard Slopes businesses and Granville Island land owners (CMHC) was formed to address the needs of all stakeholders. This committee has met with City staff since early 1999 to develop a plan for the neighbourhood.

DISCUSSION

Over the several years of consultation, many alternative street modifications have been proposed. Out of the debate over these options emerged the following rationale. In order to reduce the volume of traffic on Lamey's Mill Road, Granville Island bound vehicles must be redirected to other streets, primarily Anderson. In order that the additional vehicles using Anderson not exacerbate existing traffic congestion, changes must be made to traffic control at the Anderson and 2nd/ Lamey's Mill intersection and to the streets feeding this intersection. Further, such changes must not compromise access to businesses in the area north of 4th Avenue and east of Burrard Street. Expanding upon this, the committee identified the following objectives for this project:

- to prohibit the use of Lamey's Mill Road by traffic bound for or coming from Granville Island
- to reduce through traffic on Lamey's's Mill Road (eastbound or westbound traffic which crosses both Anderson Street and Alder Crossing)
- to reduce speeding on Lamey's Mill Road
- to reduce congestion on all roads leading to Granville Island
- to ensure pedestrian safety and convenience
- to maintain adequate access to Granville Island and the business area immediately west of Granville Island and consider future access needs as the area redevelops
- to improve the appearance of the urban landscape south of Granville Island

Committee members representing the residential and business communities and CMHC have agreed on a plan for both Anderson Street and Lamey's Mill Road which they believe meets all of the objectives. The elements of this plan are described below and are shown on Figure 1.

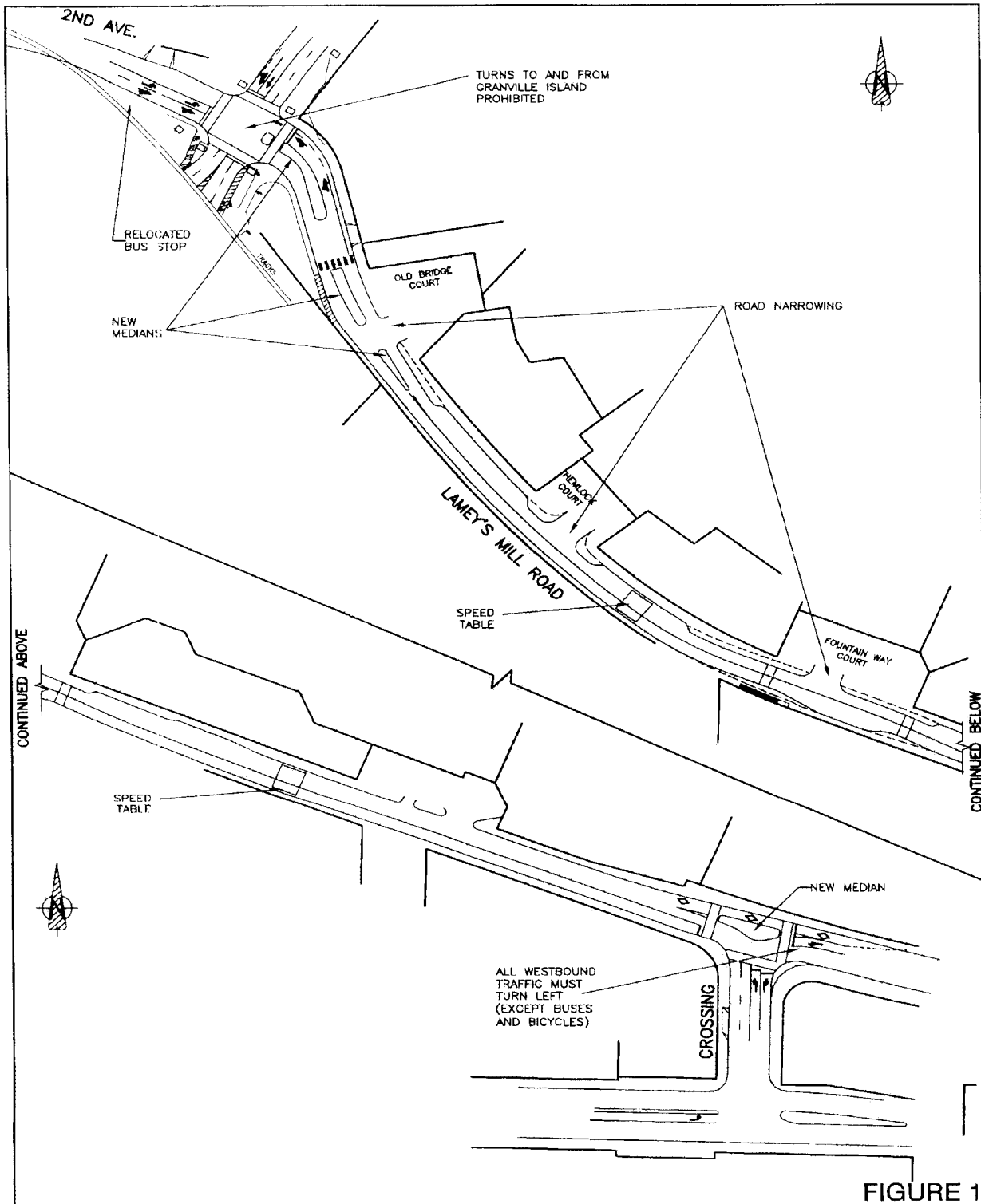
The changes proposed on Lamey's Mill Road, as shown on Figure 1, include:

- restricting access to and from Granville Island via Lamey's Mill Road by prohibiting westbound right turns and southbound left turns at the intersection of Lamey's Mill and Anderson
- narrowing the entrance to Lamey's Mill Road from 2nd Avenue with a median to slow eastbound traffic and create a more residential appearance
- relocating the eastbound bus stop at Anderson to the west side of the intersection to provide room for the median
- narrowing Lamey's Mill Road with corner bulges at the three tee intersections

- installing two speed tables (flat-topped speed humps) between intersections
- prohibiting westbound through traffic at Alder Crossing, to reduce short-cutting from Moberly via Charleson

The changes proposed on Anderson Street , as shown on Figure 2, include:

- replacing the four-way stop signs at Lamey's Mill Road with a traffic signal which will favour traffic on Anderson Street
- relocating the west wooden sidewalk between Island Park Walk (Seawall) and Cartwright Street to the west side of the bridge columns
- widening Anderson between 2nd Avenue and Cartwright Street to four lanes from the current three lanes
- widening the northbound segment of Anderson, from 4th to 2nd/Lamey's Mill, to two lanes from the current single lane
- widening the southbound segment of Anderson, from 2nd/Lamey's Mill to 3rd , to two lanes from the current single lane
- repaving Anderson from 4th Avenue to Granville Island
- eliminating the northbound to westbound left turn at Anderson and 3rd
- adding a new pedestrian path between 4th and 2nd / Lamey's Mill, to the east of Anderson and the bridge columns, and making other improvements, including landscaping and lighting, to pedestrian facilities in this area
- moving Island Park Walk to the north side of the adjacent bridge columns and realigning the Seawall to the west and east of this crosswalk



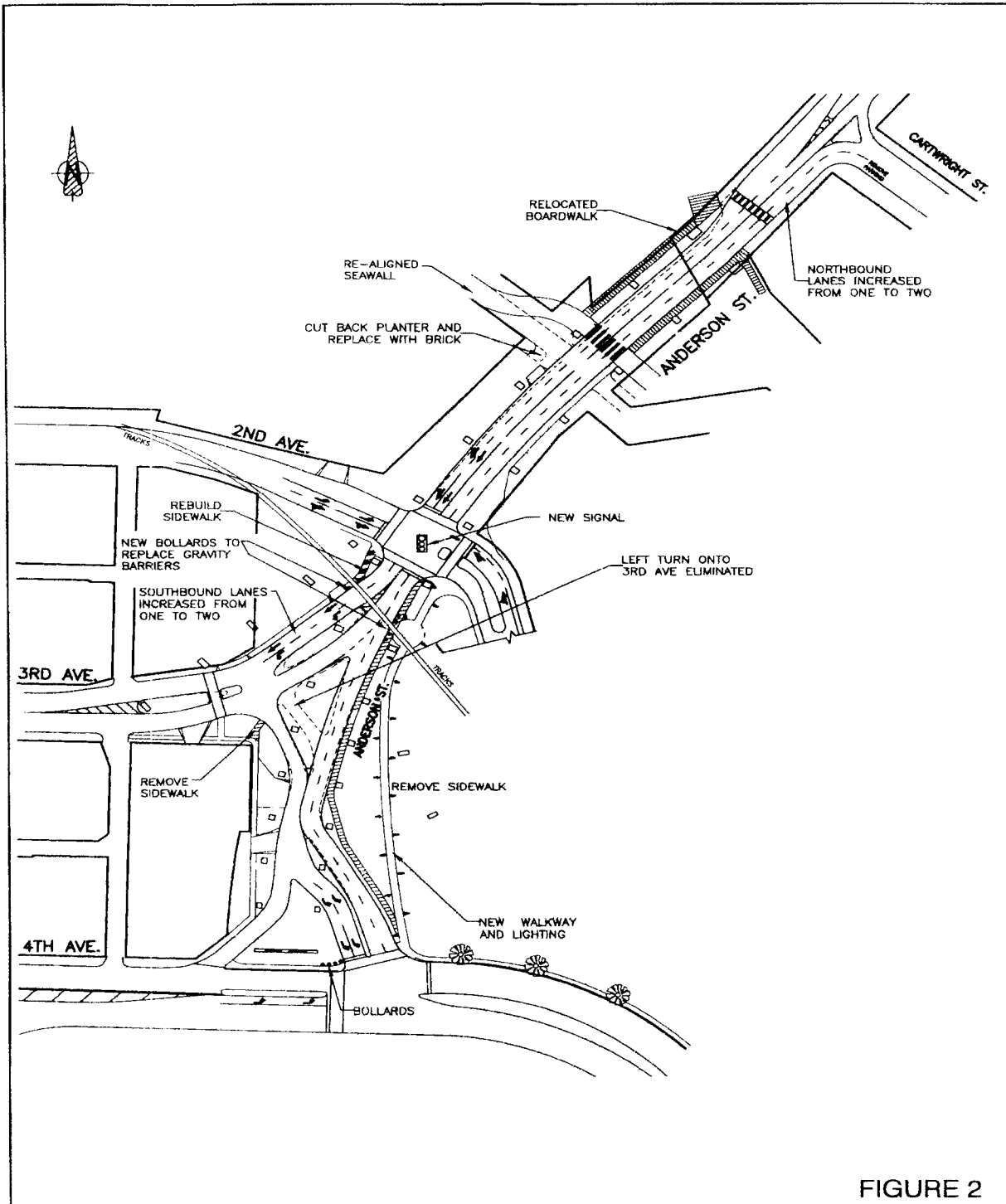


FIGURE 2

North of the City's Anderson Street right-of-way, where Anderson passes onto CMHC's property, CMHC will make changes to the intersection of Anderson and Cartwright Streets. These changes will complement the two northbound lanes on Anderson by widening the existing single lane right-turn to allow two vehicles to make the turn simultaneously. The estimated cost of this work is \$125,000.

Staff investigated a number of other proposals for changes to the section of Anderson Street between Granville Island and 2nd Avenue / Lamey's Mill Road to ensure safe crossing of Anderson Street for pedestrians using the waterfront walkway. These included options such as adding a pedestrian signal or raised crosswalk to the crossing of Anderson and the waterfront walkway, or maintaining the existing three lanes rather than widening to the proposed four. However, concerns were expressed that these options would worsen traffic congestion in the Granville Island area during peak hours. Committee members agree that the proposed arrangement will best serve the access needs of Granville Island and the surrounding residential and business communities. Staff note that the proposed modifications to Anderson Street will likely increase speed on the causeway during off-peak hours when there is less congestion. Staff will monitor the waterfront walkway crossing of Anderson Street to ensure that pedestrian safety is not compromised and will report back to Council if there are emerging pedestrian safety issues.

Staff have completed a computer-simulation of the effect of the proposed changes and expect that if implemented, they will reduce the volume of traffic on Lamey's Mill Road and reduce traffic congestion in and around the entrance to Granville Island.

In addition to the roadway changes listed above, this proposal includes numerous landscaping, streetscape and pedestrian improvements on both Anderson and Lamey's Mill Road. The estimated cost of the complete package is \$1.4 million. CMHC has committed to contribute \$400,000 towards this work, in addition to the \$125,000 cost of modifications to its own roads. CMHC's participation in this project is contingent on the City committing to implement all the changes described herein.

CONSULTATION

Community consultation is a critical component of all traffic calming initiatives, and has been a part of this project since its inception. This has been predominantly in the form of the committee comprised of CHMC staff and area residents, merchants, and property owners. The City sponsored open houses in 1998 and 1999 to solicit broader community input. The

proposed treatments presented at the 1999 open house are essentially the same as those outlined in this report. The changes proposed in 1999 received approximately 80% approval from open house attendees. The current plan was presented to the board of the South False Creek Neighbourhood Association in October 2001 and received approval.

Versions of this proposal were presented to several meetings of the Granville Island Merchants Association. The proposal in its current form was presented to this group and some off-island business and property owners and local residents in February 2002. Resident members of the committee, representing the South False Creek Neighbourhood Association, have told staff that a neighbourhood survey and open house are not required, since resident approval was received at the two previous open houses. However, staff will notify the community through a notice in the local community newspaper and a notice mailed to area residents.

IMPLEMENTATION PLAN

CMHC and Granville Island merchants have asked that work on Anderson, 2nd and 3rd be completed between January 1 and March 31, in order to minimize the impact of traffic disruptions on local businesses. The resident and business representatives have agreed that all improvements to these streets be completed before any changes are made to Lamey's Mill Road.

Staff are preparing options which would see off-street components of the plan built in 2002, Anderson Street and 2nd and 3rd Avenue road modifications built in the first quarter of 2003, and Lamey's Mill Road traffic calming measures installed in the second quarter of 2003.

FINANCIAL IMPLICATIONS

The estimated costs of the components of this work are as follows:

Lamey's Mill Road traffic calming measures	\$ 160,000
Traffic Signal, Anderson and 2 nd / Lamey's Mill	\$ 105,000
Anderson Street roadway modifications	\$ 800,000
Anderson Street landscaping and pedestrian amenities	\$ 200,000

Anderson & Cartwright intersection (CMHC)	\$ 125,000
Total	\$ 1,390,000

CHMC cost sharing of \$525,000, including \$125,000 in-kind, will reduce the City's cost for the project to \$865,000.

Funding of \$865,000 is available as follows:

Streets Basic Capital Unappropriated - Local Area Traffic Plans and Other Improvements	\$ 55,000
Streets Basic Capital Unappropriated - Order Numbers 30000170 and 30004451- Anderson & 3 rd	\$ 479,000
Streets Basic Capital - Order Number 10000446 - Granville/Burrard Seismic Upgrading	\$ 131,000
Streets Basic Capital Unappropriated - Account Group SCA2H-UNAP (Greenways)	\$ 200,000
Total	\$ 865,000

The annual Traffic Operating Budget will require an increase of \$3,000, and the annual Streets Operating Budget will require an increase of \$15,000 to support these street improvements.

CONCLUSION

The changes to Lamey's Mill Road and Anderson Street presented in this report will address two long-standing traffic issues in South False Creek: short-cutting traffic on Lamey's Mill Road and congestion on Anderson Street. Staff expect the proposed roadway changes will reduce the speed and volume of traffic on Lamey's Mill Road, will focus Granville Island traffic on Anderson Street and will reduce congestion on the other streets which provide access to Granville Island. The proposed landscaping and off-street changes will make for a more pleasant and convenient pedestrian environment. All these changes are unanimously supported by the committee representing the local merchants, residents and property owners.

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