



## CITY OF VANCOUVER

### ADMINISTRATIVE REPORT

Report Date: October 3, 2005  
Author: Vince Paccani  
Phone No.: 604.871.6737  
RTS No.: 1773  
CC File No.: 5757  
Meeting Date: October 18, 2005

TO: Standing Committee on Transportation and Traffic  
FROM: General Manager of Engineering Services  
SUBJECT: Vernon Drive and Pender Street Traffic Diverter

#### RECOMMENDATION

- A. THAT the temporary traffic diverter on Vernon Drive at Pender Street be made permanent as described in this report and illustrated in Appendix A.
- B. THAT the estimated cost of \$30,000 be provided for the permanent installation from the Streets Basic Capital Account CBEA5A - Local Area Traffic Plans and Other Improvements.
- C. THAT subject to 2007 budget review, the Traffic Operations Maintenance Budget be increased by \$200, without offset and the Street Operations Maintenance Budget be increased by \$1600, without offset.

#### COUNCIL POLICY

There is no applicable Council Policy.

#### PURPOSE

This report seeks approval and funding for a permanent traffic diverter at the intersection of Vernon Drive and Pender Street.

## **BACKGROUND**

A temporary traffic diverter was installed on Vernon Drive at Pender Street in August 2000, at the request of the Strathcona Neighbourhood Integrated Service Team (NIST), to address residents' concerns about street prostitution and non-local traffic shortcutting on Vernon Drive. On December 11, 2001 the Committee had before it an Administrative Report dated November 20, 2001 (see Appendix B - Council Report), in which the General Manager of Engineering Services sought Council's approval and funding for a permanent traffic diverter at the intersection of Vernon Drive and Pender Street. The item was postponed to a future meeting in order to receive additional information from staff due to concerns raised by Mr. Dave Mills, a local business owner (see Appendix C - Minutes). His main concern was the fact that the oversize trucks which frequent his business would not be able to negotiate around the diverter without violating the one-way restriction. Also, he was concerned about the lack of on-street parking for his employees due to the introduction of live/work residential units.

## **DISCUSSION**

City staff met with Mr. Dave Mills of Johnstone Boiler & Tank and reviewed the revised design. He agreed that the new design would allow the oversize trucks to legally negotiate around the diverter. City staff also reviewed the revised design with some of the local residents and they were very supportive and especially excited about the addition of landscaped green space into their neighbourhood which the new design includes. In regards to Mr. Mills' parking concerns, by introducing live/work residential units into an industrial neighbourhood, it is inevitable that an increased number of vehicles will compete for on-street parking. The diverter itself has very little bearing on the available on-street parking as it only reduces a couple of parking stalls.

## **FINANCIAL IMPLICATIONS**

The estimated capital cost of installing a permanent diverter is \$30,000. Funding for this project is available from Streets Basic Capital Account CBEA5A - Local Area Traffic Plans and Other Improvements. In addition to the capital costs for this project, there will be maintenance costs associated with the signing and landscaping of the diverter. It is recommended that subject to 2007 budget review, the Traffic Operations Maintenance Budget be increased by \$200 and the Streets Operations Maintenance Budget be increased by \$1600, without offset, commencing in 2007.

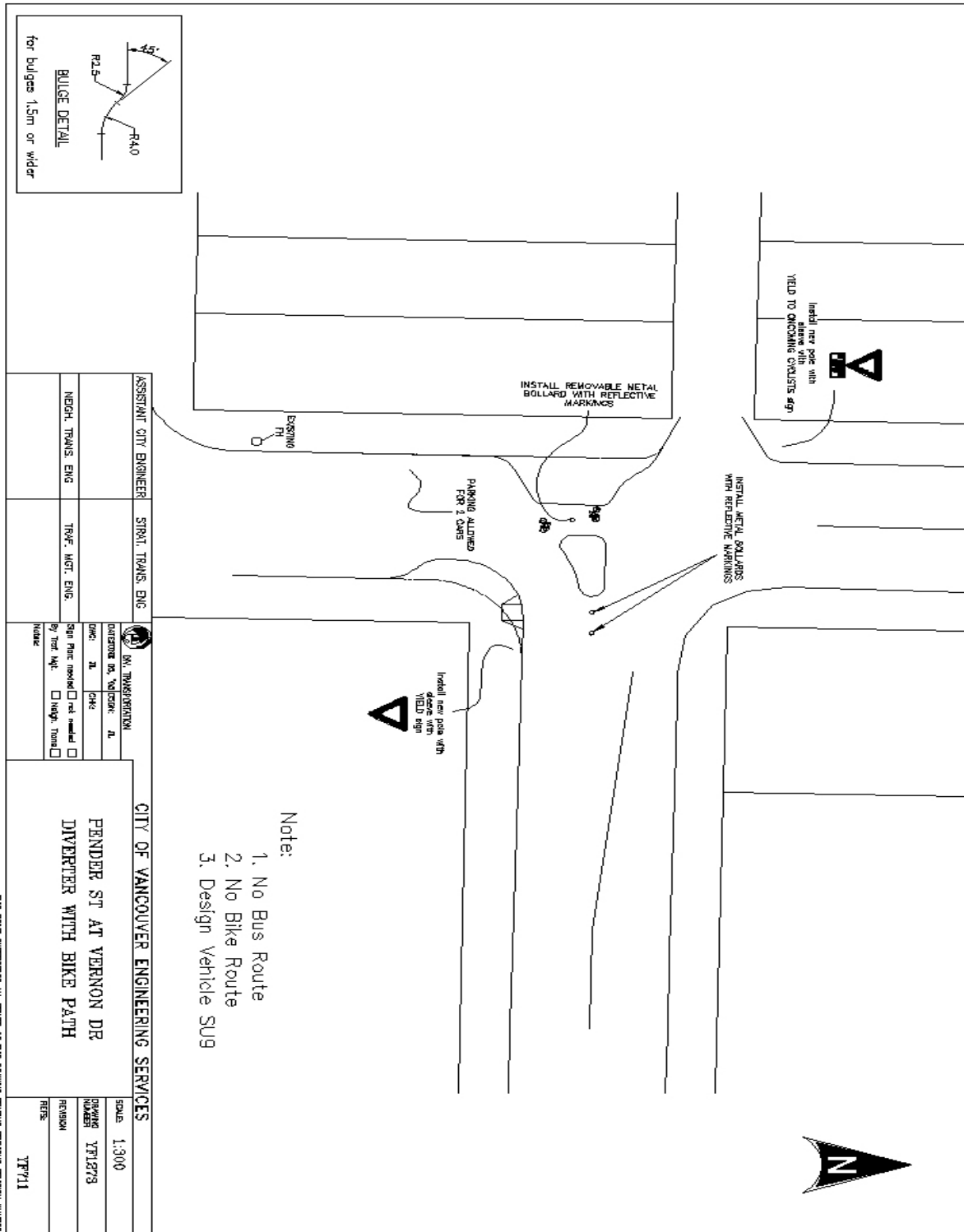
## **CONCLUSION**

The temporary traffic diverter on Vernon Drive at Pender Street has reduced both general traffic volumes and truck volumes on Vernon Drive. The proposal to make the diverter permanent is met with strong support from local area residents and is also supported by half the local area businesses.

\* \* \* \* \*

APPENDIX A

Geometric Design of Vernon Drive and Pender Street Traffic Diverter



- Note:
1. No Bus Route
  2. No Bike Route
  3. Design Vehicle SUV

ASSISTANT CITY ENGINEER	STRAT, TRANS, ENG	EN. TRANSPORTATION OUTPOST 04, VANCOUVER, BC DATE: 11/08/11 SIGNATURE: [Signature]	CITY OF VANCOUVER ENGINEERING SERVICES PENDER ST AT VERNON DR DIVERTER WITH BIKE PATH	SCALE: 1:300 DRAWING NUMBER: YTP1273 REVISION: [None] DATE: YTP11
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THIS PRINT SUPERSEDES ALL PRINTS OF THIS DRAWING BEARING PREVIOUS REVISION NUMBERS



## ADMINISTRATIVE REPORT

Date: November 20, 2001

Author/Local: N.Hood/

604-873-7742

RTS No. 1773

CC File No. 5757

T&T: December 11, 2001

TO: Standing Committee on Transportation and Traffic  
FROM: General Manager of Engineering Services  
SUBJECT: Vernon Drive at Pender Street - Traffic Diverter

### RECOMMENDATION

***A. THAT the temporary traffic diverter on Vernon Drive at Pender Street be made permanent, at a cost of \$40,000. Funding to be provided from Streets Basic Capital Unappropriated Account Group SCA5A-UNAP -Local Area Traffic Plans and Other Improvements.***

***B. THAT subject to 2003 budget review, the Traffic Operations Maintenance Budget be increased by \$200, without offset and the Street Operations Maintenance Budget be increased by \$1600, without offset.***

### PURPOSE

This report seeks approval and funding for a permanent traffic diverter at the intersection of Vernon Drive and Pender Street.

### BACKGROUND

A temporary traffic diverter was installed on Vernon Drive at Pender Street in August 2000, at the request of the Strathcona Neighbourhood Integrated Service Team (NIST), to address residents' concerns about street prostitution and non-local traffic shortcutting on Vernon Drive.

### DISCUSSION

Vernon Drive, between Venables Street and Hastings Street, is a 12 metre wide collector

street providing access to both residential and industrial properties. There are twenty properties abutting Vernon Drive; ten of these are zoned industrial, nine are zoned residential and one is a school. A zoning map of the neighbourhood is included as Attachment "A".

Traffic volumes taken at the north and south end of Vernon Drive, before and after the installation of the temporary diverter, are shown in the table below.

#### Vernon Drive: Before and After Volumes

Location	Before Volumes (1998)	Before % Trucks	After Volumes (2001)	After % Trucks
S/of Hastings	4070	4.2%	2673	0.8%
S/of Adanac	3789	3.7%	3443	0.5%

The before and after counts indicate the diverter has been effective in reducing both general traffic volumes and heavy truck volumes. This is seen as beneficial by a large majority of the residents in the area, but is not seen as advantageous by many of the businesses in the area who regard Vernon Drive as an important access road for customers, employees and suppliers.

The presence of the diverter, along with other staff initiatives, has contributed to the reduction of street prostitution in the area. The other initiatives include the closing of a problem building at the corner of Vernon Drive and Hastings Street, and the establishment of a Community Police Office on Pender Street, just east of Vernon Drive.

Area residents have also raised concerns about traffic adjacent Seymour Elementary School, particularly that traffic has diverted to Glen Drive from Vernon Drive because of the diverter. Although no before counts are available adjacent the school, counts were done after the diverter was installed to compare conditions on each of the streets.

#### After Volumes Adjacent Seymour School

Location	Traffic Volume	% Trucks
Glen S/of Keefer	1162	0.5%
Vernon S/of Frances	1460	0.3%

Although Glen Drive may have seen a small increase in traffic since the installation of the temporary diverter on Vernon Drive, conditions on the two streets are similar and no additional traffic calming measures are proposed. Each of these streets has also been reviewed under the speed hump program, but neither street ranks high enough to recommend installation of speed humps at this time.

#### CONSULTATION

On July 12, 2001, letters and surveys were delivered to residents and businesses in the area bounded by Clark Drive, Glen Drive, Hastings Street and Venables Street, asking them for their opinion on whether the temporary diverter at Vernon Drive and Pender Street should

be made permanent (Attachment "B"). A total of one hundred ninety-two surveys were hand-delivered and thirty-five were mailed to absentee property owners. Results of the survey are summarized in the table below. Comments and letters received with the surveys are in Attachment "C".

**SURVEY QUESTION:**

**The temporary traffic diverter at Vernon Dr. and Pender St. should be made permanent.**

Delivered	Responses	In Favour	Opposed	Neutral
227	56 (25%)	37 (66%)	14 (25%)	5 (9%)

The overall survey results show a two-thirds majority in favour of the diverter. If the results are analysed based on property use, the residents are more than 80% in favour of the diverter, while the business community is evenly split with ten in favour, ten opposed and four neutral.

**FINANCIAL IMPLICATIONS**

The estimated capital cost of installing a permanent diverter is \$40,000. Funding for this project is available from Streets Basic Capital Unappropriated Account Group SCA5A-UNAP- Local Area Traffic Plans and Other Improvements. In addition to the capital costs for this project, there will be maintenance costs associated with the signing and landscaping of the diverter. It is recommended that the Traffic Operations Maintenance Budget be increased by \$200 and the Streets Operations Maintenance Budget be increased by \$1600, without offset, commencing in 2003.

**CONCLUSION**

The temporary traffic diverter on Vernon Drive, at Pender Street, has contributed to the reduction of the street prostitution in the neighbourhood and proven effective in reducing both general traffic volumes and truck volumes on Vernon Drive. The proposal to make the diverter permanent has met with strong support from area residents and is also supported by half the area businesses.

\* \* \* \* \*



**NOTE FROM CLERK** - Attachments A, B and C are not available in electronic form - on file in the Office of the City Clerk.

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### 3. Vernon Drive at Pender Street - Traffic Diverter (File 5757)

The Committee had before it an Administrative Report dated November 20, 2001, in which the General Manager of Engineering Services sought Council's approval and funding for a permanent traffic diverter at the intersection of Vernon Drive and Pender Street.

Jim Hall, Neighbourhood Transportation, introduced Nicky Hood, Neighbourhood Transportation, and provided an overview of the report. Mr. Hall responded to a question regarding traffic counts before and after the diverter was installed.

Dave Mills, Johnstone Boiler and Tank, spoke in opposition to the recommendations contained in the Administrative Report. He advised that closure of a rooming house at the corner of Vernon and Hastings Streets reduced the prostitution problem, not the installation of a traffic diverter. He added that the diverter has eliminated nearby parking which has resulted in a loss of business and has created a new circular route for johns to use. Mr. Mills also pointed out that the north side of Pender Street is now zoned live/work and because residents use this side for parking, trucks have difficulty turning right onto Vernon Street so they are forced to turn left, violating the one-way restriction.

Ian Adam, Assistant City Engineer - Transportation, responded to questions regarding the foregoing speaker's concerns and advised that the situation could be further reviewed by staff.

MOVED by the Mayor  
THAT the Committee recommend to Council

THAT this item be postponed to a future meeting in order to receive additional information from staff.

CARRIED UNANIMOUSLY  
(Councillors Price and Puil not present for the vote.)