



**CITY OF VANCOUVER**  
**ADMINISTRATIVE REPORT**

Date: September 29, 2005  
Author: Jim Hall  
Phone No.: 604-873-7130  
RTS No.: 5222  
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Meeting Date: October 18, 2005

TO: Standing Committee on Transportation and Traffic  
FROM: General Manager of Engineering Services  
SUBJECT: Windsor Bikeway - Signal at 25<sup>th</sup> Avenue

**RECOMMENDATION**

- A. THAT a pedestrian-cyclist signal be installed on 25<sup>th</sup> Avenue at Windsor Street at a cost of \$100,000.
- B. THAT funding of \$50,000 be provided from the 2005 Basic Capital for the Traffic Signal program with 50% cost sharing from TransLink.
- C. THAT additional costs of \$2,500 related to ongoing maintenance be reflected in future operating budgets, subject to the 2007 budget review process.

**COUNCIL POLICY**

Council approved the 1997 Vancouver Transportation Plan that emphasizes the need for developing more bikeways and ranks cyclists second priority after pedestrians.

Council approved the 1999 Bicycle Plan that outlines the goal to develop the bicycle network in the City to ensure a grid of bikeways approximately 1km apart.

## PURPOSE

The purpose of this report is to advise on the monitoring of traffic impacts on the Windsor Bikeway and recommend a pedestrian-cyclist traffic signal at 25<sup>th</sup> Avenue.

## BACKGROUND

As part of the approved Windsor Bikeway, Council recommended :

THAT staff monitor traffic patterns to ensure there are no adverse traffic impacts. In particular, staff should monitor the Glen/Broadway and Windsor/12<sup>th</sup> intersections to ensure there is no southbound through-traffic, the Windsor/25<sup>th</sup> intersection to determine if a signal is required, and the Windsor/37<sup>th</sup> intersection to ensure there is no increase in accidents. If traffic impacts are detected, staff will consult with the affected neighbourhood on solutions, (such as a right-in-right-out diverter), to deal with the identified traffic impact, and report back to Council.

## MONITORING

### 1) Windsor/25<sup>th</sup> Intersection

As part of the Windsor Bikeway, a median was installed on 25<sup>th</sup> Avenue at Windsor to ensure the Windsor route did not become a short-cut route for vehicles. There have only been one or two cycling complaints about crossing at this intersection. There was a recent pedestrian fatality; however the cause was the driver being blinded by the sun and not seeing a pedestrian.

A pedestrian crossing study was undertaken. The pedestrian warrant has doubled since implementation of the median at 25<sup>th</sup> Avenue. More pedestrians are likely crossing at this intersection because it is the only crossing of 25<sup>th</sup> Avenue between Fraser and Knight where you only have to cross one traffic lane at a time, rather than the whole street. One resident commented that the median not be removed as it is the preferable crossing location.

In June of this year, crosswalks were painted at this intersection to assist pedestrian crossing (Figure 1). These markings have helped but since there are no pedestrian signals on the stretch of 25<sup>th</sup> Avenue between Fraser and Knight and because pedestrians find this a preferable crossing location because of the median (pedestrian warrants doubling), it is recommended that a pedestrian-cyclist signal be installed.

There has been some traffic diversion to Glen and St. Catherines Streets. Two residents of the 3900 block St. Catherines have expressed concern about increased traffic volumes. The volumes on these streets are 964 (Glen) and 691 (St. Catherines) which are not excessive for a local, residential street. Traffic volume on Windsor Street is 729.



Figure 1. New crosswalks on 25<sup>th</sup> Avenue at Windsor Street

## **2) Through traffic at Glen/Broadway and Windsor/12th**

No complaints have been received about through traffic at these intersections. There have not been any reported bike accidents. Field observations in the periods 8-9am, 12-1pm and 5-6pm did not indicate any heavy through movements, nor queuing. Cars were not pushing the cyclist button at Glen/Broadway. Only two cars pushed the cyclist button at Windsor/12<sup>th</sup>. No further action is required at this time.

## **3) Windsor/ 37<sup>th</sup> increase in accidents**

There were only two bicycle accidents in 1998. None since. No further action required.

## **BICYCLE ADVISORY COMMITTEE**

The Bicycle Advisory Committee has reviewed these findings and supports the installation of a pedestrian-cyclist signal.

**FINANCIAL AND PERSONNEL CONSIDERATIONS**

The cost for the pedestrian-cyclist signal is \$100,000. Fifty percent TransLink funding is available as part of the Windsor Bikeway. It is therefore recommended that funding of \$50,000 be approved from 2005 Streets Capital for the Traffic Signal program. It is also recommended that future operating budgets related to ongoing maintenance be increased by \$2,500, subject to 2007 Budget Review.

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