



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: July 20, 2006
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Meeting Date: September 12, 2006

TO: Standing Committee on Transportation and Traffic
FROM: General Manager of Engineering Services
SUBJECT: Report Back: Additional Traffic Signals for 2006

RECOMMENDATION

- A. THAT Council approve pedestrian signals at the intersections of Robson at Jervis and King Edward at Alexandra, as described on this report, at a total cost of \$185,000. Source of funding to be \$143,000 from the 2005 Traffic Signal Program and \$42,000 contribution from ICBC; and
- B. THAT additional annual costs of \$5,000 related to ongoing maintenance be reflected in future Operating Budgets, subject to the 2007 budget review process.

COUNCIL POLICY

Council approved funding which provides for traffic signal installations as part of the 2006-2008 Streets Capital Plan.

On May 27, 1997, Council approved the Vancouver Transportation Plan which emphasizes the need for improved pedestrian facilities.

On July 9, 2002, Council approved the Downtown Transportation Plan to improve downtown accessibility and livability by creating a balanced transportation system. This includes the creation of bike and pedestrian friendly streets.

PURPOSE

This report lists two additional locations recommended for the installation of signals as part of the 2006 Traffic Signal Program.

BACKGROUND

During the presentation of the 2006 Traffic Signal Program, at the April 18th, 2006 Transportation and Traffic Committee Meeting, staff advised Council that there is unallocated funding available from the 2005 Traffic Signal Program to install two additional traffic signals. This additional, unallocated funding is the result of Translink and ICBC funding contributions for new pedestrian and traffic signals that were not previously anticipated.

As a result, Council passed the motion:

“FURTHER THAT Council ask staff to bring forward recommendations on priorities for additional traffic signals that can be accomplished this year (2006), with the monies available.”

DISCUSSION

The City of Vancouver relies on a surface street network to handle its transportation needs. Therefore, pedestrian, cyclist, transit and traffic signals are significant traffic management elements in the safe movement of people and goods. Each year staff receive 100 to 150 requests for signals in the City. Detailed studies are undertaken by staff to determine locations that require new or modified traffic signal controls.

The study includes a review of pedestrian and traffic volumes; pedestrian movements and driver courtesies; visibility conditions; adjacent land use; and safety history. Other factors that are included are pedestrian age and mobility, delay in crossing the street, nearest pedestrian crossings and input from Police, ICBC and Translink. This information is then used to help prioritize locations throughout the City for new pedestrian-controlled signals and other major capital improvements. After careful review of these factors, the following locations were identified as priorities.

Recommended Locations:

- A) King Edward at Alexandra

The intersection of King Edward at Alexandra is located in a residential area close to three schools: Shaughnessy Elementary, York House School, and Little Flower Academy. A zebra marked and bulged pedestrian crossing exists on the West side of the intersection. Staff have had requests from the three schools and from concerned parents of students for a pedestrian signal at this location. Field studies show that over 60% of the crossings were generated by teens or children reflecting the fact that this is a school route. There are two westbound moving lanes during peak periods that merge into one lane West of Alexandra. Staff have

observed that drivers in the curb lane tend to be preoccupied with merging to the left in the vicinity of the intersection and are therefore less focused on pedestrians crossing.

A pedestrian controlled signal is recommended for this intersection to assist children crossing.

B) Robson at Jervis

The intersection of Robson at Jervis is located in a busy commercial/residential block that includes coffee shops, restaurants, retail shops, hotels and an apartment building. Residents and business owners in the area have contacted staff identifying their concerns for pedestrian safety at this intersection.

The intersection of Robson at Jervis is an important route for cyclists, transit and pedestrians. Jervis currently has a partial road closure on the South side. Jervis is identified in the Downtown Transportation Plan as part of the West End network of bicycle friendly local streets. A pedestrian/cyclist actuated signal at Robson and Jervis will assist cyclists using this network to cross Robson. There is a bus stop on Robson at the Southwest corner of the intersection. Robson is designated as a Pedestrian Connector Route in the Downtown Transportation Plan. This means that it is heavily used by pedestrians as one of the downtown's premier shopping streets and as an important connection between major attractions and districts.

Field studies have shown that drivers do not commonly stop for pedestrians waiting to cross at the intersection. Within the past five years there have been three vehicle-pedestrian collisions at this intersection. Field studies show that 32% of the crossings were generated by teens, children, or seniors. A field survey conducted by staff found that the vast majority of users of the intersection would like to see a pedestrian controlled signal at Robson at Jervis.

On May 31, 2006, staff attended a meeting to consult with members of the West End Integrated Neighbourhood Network which is a community-based committee, comprised of neighbourhood member groups. These groups represent local residents, businesses, not-for-profit and religious organizations. The presentation was well received. Feedback was requested by the end of June. Reminders were sent out and no feedback was received. The minutes from this meeting are attached as Appendix A.

A pedestrian controlled signal is recommended for this intersection to improve pedestrian safety.

FINANCIAL IMPLICATIONS

The total cost of the signals recommended in this report is estimated at \$185,000. Funding of \$143,000 is available from the 2005 Traffic Signal program, CB3EA3A. ICBC will contribute the remaining \$42,000 towards these signal installations.

	City	ICBC	TOTAL
A) King Edward at Alexandra	\$ 92,000	\$ 12,000	\$104,000
B) Robson at Jervis	\$ 51,000	\$ 30,000	\$81,000
TOTAL	\$ 143,000	\$ 42,000	\$185,000

Future Operating Budgets will be affected by increases in maintenance costs associated with the addition of new signals, signage, road marking, intersection traffic counts, and increased energy consumption. The annual operating cost will be increased by \$5,000, which will be subject to the 2007 Budget Review.

CONCLUSION

Staff recommend that Council approve pedestrian controlled signals at the intersections of King Edward at Alexandra and Robson at Jervis.

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