



CITY OF VANCOUVER

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ADMINISTRATIVE REPORT

Report Date: April 23, 2008
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Meeting Date: May 13, 2008

TO: Standing Committee on Transportation and Traffic

FROM: General Manager of Engineering Services

SUBJECT: Hillcrest Park Access Improvements on Midlothian Avenue at Clancy Loranger Way

RECOMMENDATION

THAT bus bays and an eastbound left turn bay be approved for construction on Midlothian Avenue at Clancy Loranger Way at a cost of \$380,000 with funding from the following sources:

- \$190,000 from the 2008 Streets Basic Capital Budget for Geometric and Safety Improvements on Arterials subject to the 2008 Capital Budget Process
- \$190,000 from Translink in cost-shared funding contributions.

COUNCIL POLICY

On June 15, 2005, at a Special Meeting, Council approved the Vancouver-UBC Area Transit Plan, including a new bus route (#33) to operate on Midlothian Avenue.

PURPOSE

The purpose of this report is to seek Council's approval for the construction of an eastbound left turn bay and far-side bus bays on Midlothian Avenue at Clancy Loranger Way as shown in Appendix A.

DISCUSSION

Following the 2010 Olympic and Paralympic Games, the Hillcrest Park legacy facility will become a significant destination, as it will not only house many of the existing site uses, but also a major pool and several other uses. The majority of the access to and from the site is planned to be from Midlothian Avenue to reduce the amount of vehicle traffic on the Ontario Street bikeway/greenway and other local streets. The intersection of Midlothian Avenue and Clancy Loranger Way will be the primary access to the Hillcrest site and therefore left turns must be accommodated at the intersection.

Currently, the street layout has parking on the north side and a bike lane and moving lane in each direction. Without modifications, left turns into the site would either cause traffic, including a future bus route, to back up along Midlothian Avenue or encourage drivers to illegally use the bike lane to pass the left turning vehicles. These negative impacts to both cyclists and transit users could result in banning the left turn.

A left turn bay and bus bays will allow both left turning vehicles and stopped busses to be out of the way of general traffic. These changes can be accomplished by making some localized changes near the intersection to accommodate the stopped busses, as well as repainting the road. The proposed changes are shown in Appendix A.

Construction is tentatively scheduled for the late summer or fall of 2008.

FINANCIAL IMPLICATIONS

The cost of the left turn bay and bus bays is estimated at \$380,000. A cost breakdown of the major components of the work is included below.

Item	Estimated Cost
Curb relocation and associated costs	\$128,000
Traffic signs and road markings	\$4,000
Lighting upgrades	\$85,000
Retaining wall	\$65,000
Overhead and contingency	\$98,000
<u>Total</u>	<u>\$380,000</u>

As much of the required work would benefit the future #33 bus route, Translink will fund 50% of the costs of the project.

Funding Source	Contribution
2008 Streets Basic Capital Budget (Geometric and Safety Improvements on Arterials - CC3A4A)	\$190,000
Translink cost sharing (50%)	\$190,000
<u>Total</u>	<u>\$380,000</u>

2008 Basic Capital Funding is subject to approval of the annual Capital Budget which will be presented for Council approval on May 15, 2008.

CONCLUSION

Staff recommend that Council approve construction of an eastbound left turn bay and far-side bus bays on Midlothian Avenue at Clancy Loranger Way.

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Appendix A: Midlothian Avenue at Clancy Loranger Way - Proposed Layout

