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CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: December 6, 2010
Contact: Jerry Dobrovolny
Contact No.: 604.873.7331
RTS No.: 08994
VanRIMS No.: 08-2000-20
Meeting Date: December 14, 2010

TO: City Council

FROM: General Manager of Engineering Services in Consultation with the Directors of Real Estate and Legal Services

SUBJECT: 33rd Avenue at Knight Street Left Turn Bays

RECOMMENDATION

THAT Council approve the installation of Left Turn Bays on 33rd Avenue at Knight Street.

GENERAL MANAGER'S COMMENTS

The General Manager of Engineering Services RECOMMENDS approval of the foregoing.

COUNCIL POLICY

On May 27, 1997 Council approved the Vancouver Transportation Plan which recommended that staff develop improvements for goods movement and safety along Knight Street.

On April 20, 2003 Council approved the Clark-Knight Corridor Whole Route Analysis project to develop a corridor plan that would recommend improvements for pedestrians, transit users, residents and goods movement.

On March 29, 2005 Council approved the Clark-Knight Corridor Plan which outlined various measures to improve liveability and transportation along the corridor, but specifically excluded Left Turn Bays on 33rd Avenue at Knight.

On November 3, 2009 Council approved the design and budget to construct Left Turn Bays on Knight Street at 33rd Avenue.

PURPOSE

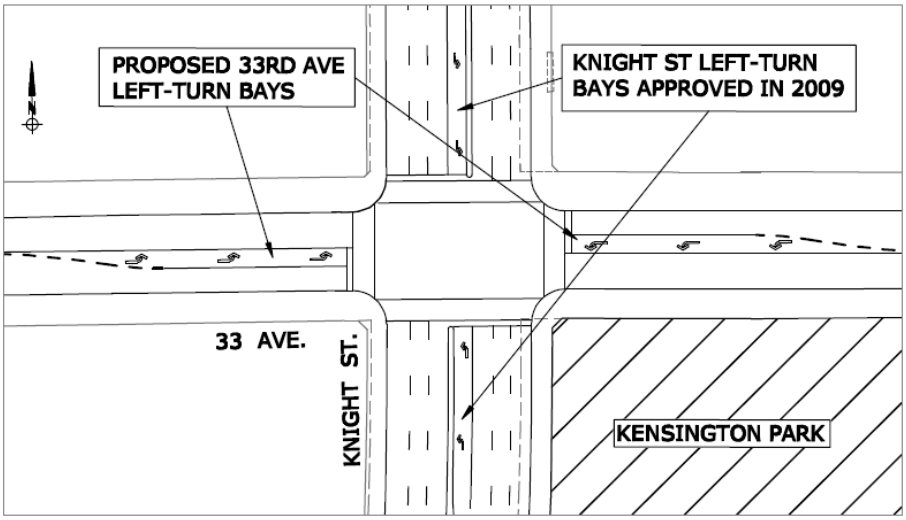
This report requests Council's approval to proceed with construction of painted Left Turn Bays **on 33rd Avenue** at Knight, in coordination with the previously approved construction of adjacent Left Turn Bays **on Knight Street** at 33rd**.** Council's review of this proposed project is requested in consideration of a previous Council's direction to not include it as part of the Clark-Knight Corridor Plan.

BACKGROUND

In March 2005 Council approved the Clark- Knight Corridor Plan to implement a long term strategy for improving livability and safety along the corridor. The original recommendations to Council included installing Left Turn Bays at all four legs of the intersection of Knight and 33rd. The Council at that time supported the installation of Left Turn Bays on Knight Street but did not approve the installation of left turn bays on 33rd Avenue. Accordingly, reference to Left Turn Bays on 33rd Avenue at Knight was removed from the final version of the Clark-Knight Corridor Plan.

Since approval of the Clark-Knight Corridor Plan in 2005, conditions have changed such that staff suggest the decision to omit Left Turn Bays on 33rd at Knight be reviewed again. In particular, new transit service and growing public interest support staff's recommendation to add east-west Left Turn Bays. See Figure 1 below for the proposed plan of this intersection.

Figure 1. Knight and 33rd Site



DISCUSSION

On November 3, 2009 Council approved construction of the Left Turn Bays on Knight Street at 33rd Avenue with estimated cost of $3,411,000 – work is scheduled to start this December. During the detailed planning and design for installation of the Knight Street Left Turn Bays, two issues emerged that support consideration of Left Turn Bays on 33rd Avenue at Knight:

- In 2008 TransLink introduced the #33 bus that operates on 33 rd between UBC & 29th Avenue- SkyTrain. Left Turn Bays would reduce the long queues related to left turns on 33rd Avenue which would improve travel time reliability for this new bus route.

- In the past few years, and as part of the recent consultation, staff have received complaints from residents regarding long left turning queues on 33rd Avenue particularly because the queues are several blocks long during rush hours on both the east and west sides. The traffic counts and field observations done by City staff confirmed this situation. The queue routinely extends far enough along 33rd Avenue such that a bottleneck is created and straight-through traffic cannot progress around the left turners. With transit service now in place on 33rd Avenue, buses and cars alike get caught in these line-ups.

The City carried out a survey in October of this year asking residents in the area bounded by Windsor Street and Argyle Street, from 32nd Avenue to 34th Avenue, about their support for installation of Left Turn Bays on 33rd Avenue at Knight Street. The response rate was 30% which is above average for this type of survey. In total, 90% of residents supported the installation of Left Turn Bays on 33rd Avenue. See Appendix 1.

The painted Left Turn Bays can be constructed on 33rd without widening the street. There are twenty two parking spaces on 33rd Avenue from Henry Street to Lanark Street with rush hour regulations (7am-9am and 3pm-6pm Monday to Friday). In the new proposed design, eighteen of these parking spaces will be converted to full-time parking and the remaining four parking spaces will be permanently removed. See Appendix 2 for a plan of the proposed design.

West-to-south and east-to-north left turn phasing on 33rd Avenue would be installed at the same time as signal work is done for the larger Knight & 33rd Left Turn Bays project and would operate more effectively with the proposed painted Left Turn Bays on 33rd.

The proposed Left Turn Bays would improve safety by eliminating the need for through-traffic to change lanes near the intersection in order to by-pass left-turning vehicles. Moreover, dedicated left turn arrows in conjunction with Left Turn Bays would help to reduce overall crashes including many of the most severe crash types.

The proposed work will also improve pedestrian and cyclist conditions:

- Providing a wider curb lane for bike movement will increase safety for cyclists by giving cyclists an improved space to travel the lane safely.

- Providing more controlled left turn movements will reduce conflicts with pedestrian/cyclists by introducing more orderly turn movements.

- Adding permanent parking would improve pedestrian conditions by offering a buffer between the sidewalks and moving vehicles.

If approved by Council, installation of the left turn lanes on 33rd Avenue at Knight, will be coordinated as a component of the larger construction project for the Knight at 33rd Left Turn Bays.

FINANCIAL IMPLICATIONS

The additional estimated cost of this project is $3,500 with source of funds from 2009 A4a Street Basic Capital Budget, Arterial Improvements.

CONCLUSION

It is recommended that the installation of painted Left Turn Bays on 33rd Avenue at Knight Street proceed at this time, in order to improve traffic safety and operation for all modes, and capitalize on efficiencies through coordination with adjacent construction.

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CITY OF VANCOUVER

ENGINEERING SERVICES
Peter Judd, P.Eng., General Manager

September 23, 2010

Dear: Resident/Property Owner/ Business Owner

RE: SURVEY- Installation of Left Turn Bays on 33rd Avenue at Knight Street

The City plans to start construction of Left Turn Bays on Knight Street at 33rd Avenue this fall. As part of this process, it has come to our attention that the residents have concerns regarding long left turning queues on 33rd Avenue. In particular, the queues are a few blocks long during rush hour on both the east and west approaches to Knight Street. These queues delay the operation of the #33 bus route introduced by TransLink in 2008. Traffic counts and field observations done by City staff confirmed this situation.

It is possible to paint left turn bays on 33rd without widening the street. There are twenty two parking spaces on 33rd Avenue from Henry Street to Lanark Street with rush hour regulations (7am-9am and 3pm-6pm Monday to Friday). In the new proposed design, eighteen of these parking spaces will be converted to full-time parking and the remaining four parking spaces will be removed.

West-to-south and east-to-north left turn signals would be installed at this intersection as part of the proposed work. This type of left turn signal requires the installation of left turn bays. We are seeking your opinion of this proposal now so that, if supported, this work can be coordinated with the upcoming construction for the Knight Street Left Turn Bays.

Please provide your feedback by filling in the enclosed survey. Thank you for your participation. If you have any questions please feel free to call me at (604)873-7221 or email neda.emami@vancouver.ca

Yours Truly,

Neda Emami

Neda Emami, EIT
Strategic Transportation Planning Branch

PLEASE COMPLETE THIS SURVEY AND RETURN IT IN THE POSTAGE PAID ENEVELOPE BY:
October 6, 2010

This notice contains important information which may affect you. Please ask someone to translate it for you.

此通告刊載有可能影響閣下的重要資料。請找人爲你翻譯。

ਇਸ ਨੋਟਿਸ ਵਿਚ ਮਹੱਤਵਪੂਰਨ ਜਾਣਕਾਰੀ ਹੈ ਜੋ ਕਿ ਤੁਹਾਡੇ ਲਈ ਜ਼ਰੂਰੀ ਹੋ ਸਕਦੀ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਇਸ ਦਾ ਉਲੱਥਾ ਕਰਨ ਲਈ ਆਖੋ।

Thông báo này có tin tức quan trọng có thể ảnh hưởng đến quý vị. Xin nhờ người phiên dịch hộ.

Este aviso contiene información importante que puede afectarle personalmente. Pídale a alguien que se lo traduzca.

Ce document contient des renseignements importants qui pourraient vous concerner. Veuillez demander à quelqu'un de vous le traduire.

City of Vancouver, Engineering Services
Mailing Address: 320-507 West Broadway
Vancouver, British Columbia V5Z 0B4 Canada
tel: 3-1-1, Outside Vancouver 604.873.7000 *fax:* 604.873.7200
website: vancouver.ca/engsvcs/

VANCOUVER Host City

Survey

1. Do you find it difficult to turn left from 33rd Avenue on to Knight Street?

   ☐ Yes
   If yes, what time of the day? _____
   ☐ No
   Comments _____
   _____

2. Do you support installation of painted Left Turn Bays on 33rd Ave at Knight Street?

   ☐ Yes
   ☐ No
   Comments _____
   _____

3. Would you like to be contacted if this project goes to City Council for approval?

   ☐ Yes
   ☐ No

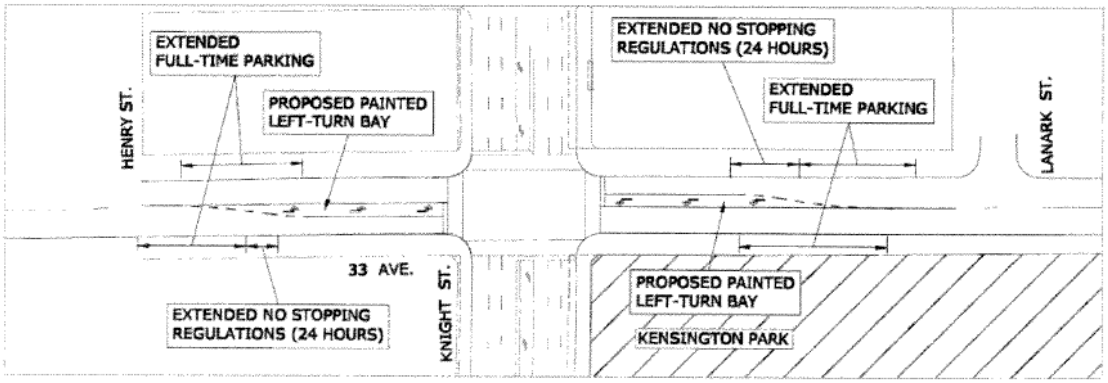
If yes, please provide your contact information

_____
Name

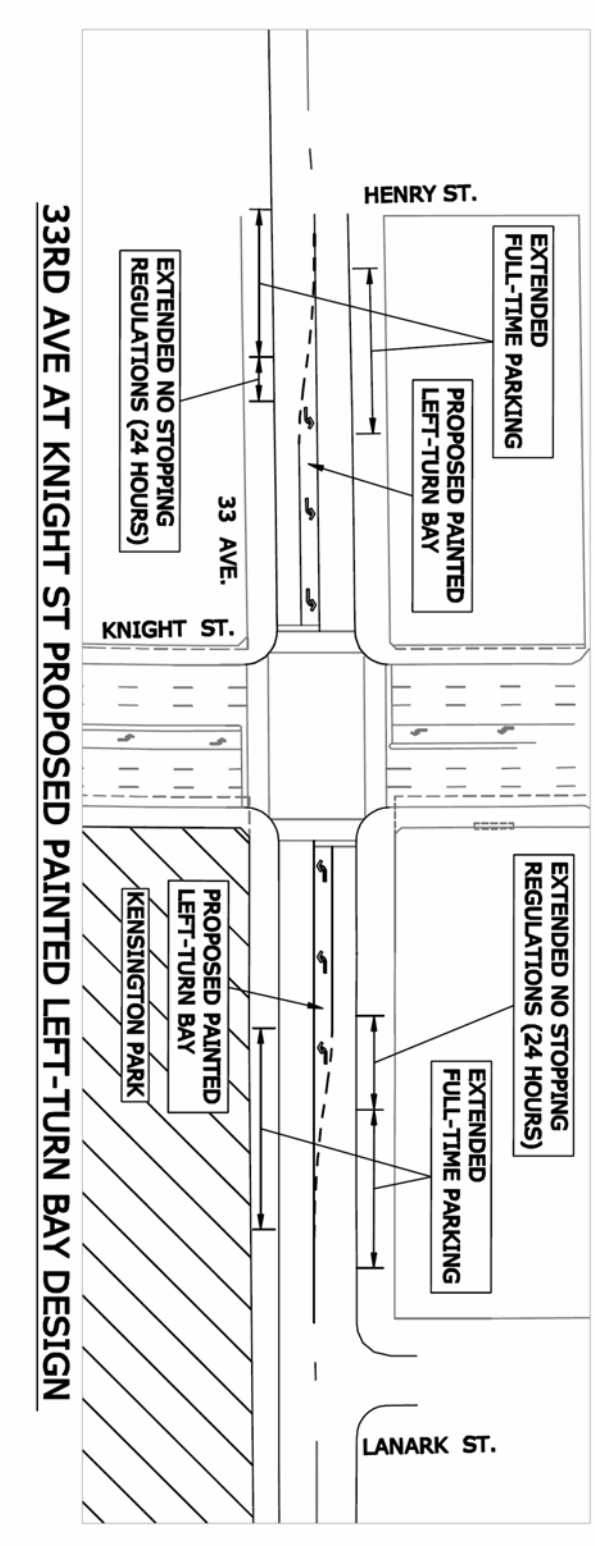
_____
Phone

_____
Email

_____
Address



33RD AVE AT KNIGHT ST PROPOSED PAINTED LEFT-TURN BAY DESIGN


33RD AVE AT KNIGHT ST PROPOSED PAINTED LEFT-TURN BAY DESIGN
HENRY ST.
EXTENDED FULL-TIME PARKING
PROPOSED PAINTED LEFT-TURN BAY
EXTENDED NO STOPPING REGULATIONS (24 HOURS)
33 AVE.
KNIGHT ST.
EXTENDED NO STOPPING REGULATIONS (24 HOURS)
EXTENDED FULL-TIME PARKING
PROPOSED PAINTED LEFT-TURN BAY
KENSINGTON PARK
LANARK ST.