



## CITY OF VANCOUVER

### ADMINISTRATIVE REPORT

Date: June 1, 2005  
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Meeting Date: June 28, 2005

TO: Standing Committee on Transportation and Traffic  
FROM: General Manager of Engineering Services  
SUBJECT: Pedestrian Enhancements for School Crosswalks, 2005 Program

#### RECOMMENDATION

- A. That Council approve the construction of pedestrian corner bulges on:
- Victoria Drive at Kitchener Street
  - Victoria Drive at E 3<sup>rd</sup> Avenue
  - Elliott Street at Waverley Street
  - Renfrew Street at 15<sup>th</sup> Avenue
  - W 49<sup>th</sup> Avenue at Montgomery Street
- B. THAT funding of \$125,000 be provided from the 2005 Streets Basic Capital Account Group CB3EA5AX1 - Local Area Traffic Plans and Other Improvements (order # 30007852).

#### COUNCIL POLICY

The Vancouver Transportation Plan emphasizes the need to provide more comfortable pedestrian environments.

On June 5, 2001, Council passed a motion that staff be encouraged to accelerate the installation of various methods for improving pedestrian crossings.

#### PURPOSE

The purpose of this report is to seek Council's approval to construct curb bulges at four existing school crosswalks and one existing playground crosswalk.

## BACKGROUND

Curb bulges are used to improve the pedestrian environment on arterial and collector streets with full time on-street parking. Curb bulges have been constructed at twenty-two school crosswalks since the fall of 2000. Almost all of the responses received to date from both schools and the public have been favourable. A concern raised by the Bicycle Advisory Committee was that bulges could create an area of friction between cyclists and motorists. To address this concern all proposed bulges on arterial streets are designed to provide traffic lanes no less than 4.3 m wide, appropriate for bicycle/motor vehicle lane sharing, and wherever possible 4.5 m or wider in order to accommodate potential future bike lanes.

Curb bulges improve crossing conditions for pedestrians in several ways:

- increase pedestrian visibility;
- increase pedestrians= sight distance;
- reduce pedestrian crossing distance;
- prevent parking too close to a crosswalk.

## DISCUSSION

The five proposed curb bulge locations are at well-used school crosswalks. These locations have been identified by Engineering Services staff in consultation with the School Traffic Working Group, comprised of staff members from the Vancouver School Board, the Vancouver Police Department and Engineering Services. The principals of the schools involved have been consulted and support these proposals.

1. Victoria Dr. at Kitchener St. (Nelson Elementary School and Victoria Park) This crosswalk is immediately adjacent to Victoria Park. It is heavily used by Nelson School students as well as other members of the community travelling to and from Victoria Park and nearby shopping on Commercial Drive.
2. Victoria Dr. at E 3<sup>rd</sup> Av (Queen Victoria Elementary Annex) This crosswalk is immediately adjacent to Queen Victoria Annex. Concern has been expressed by community members about driver behaviour on Victoria Drive, including passing on the right when pedestrians are crossing.
3. Elliott St. at Waverley St. (Waverley Elementary School) This crosswalk is immediately adjacent to Waverley School. It also serves local transit users and pedestrians travelling to nearby Nanaimo Park.
4. Renfrew St. at 15<sup>th</sup> Ave. (St. Jude's School) This crosswalk serves St. Jude's School and Church. Just north of this crosswalk Renfrew Street transitions from four moving lanes to two moving lanes. Many cases of illegal passing on the right have been noted. The bulges and median proposed at this intersection should eliminate passing on the right and improve pedestrian visibility.
5. 49<sup>th</sup> Av. at Montgomery St. (Osler Elementary School) This crosswalk serves not only Osler School students but also local transit users. Future sidewalk construction planned for Montgomery Street should increase the numbers of pedestrians crossing W 49<sup>th</sup> at this location.

No vehicle movements will be prohibited at any of these locations. However, at some locations vehicles may be prevented from passing on the right while other vehicles are turning left or stopped for pedestrians. All curb bulges and medians will leave a travel lane at least 4.3 metres (14 feet) wide, suitable for bicycle/motor vehicle lane sharing, for each direction of travel. Curb bulges will be located within existing by-law clearances; therefore, no legal parking spaces will be displaced.

The proposed curb bulges address two of the recommendations of the Vancouver Transportation Plan:

\$ R5 - small changes to improve pedestrian environments; and

\$ NP8 - improve pedestrian spaces.

They also address a recommendation contained in a 1999 Vancouver School Board report entitled Traffic Safety Around Vancouver Schools which supports "developing and implementing innovative engineering measures such as corner bulges, speed humps and painted clearance panels in cooperation with individual schools".

**FINANCIAL IMPLICATIONS**

The total cost of installing the curb bulges as described above is estimated at \$125,000. It is recommended that funding for this project be provided from the 2005 Streets Basic Capital Account Group CB3EA5AX1 - Local Area Traffic Plans and Other Improvements (order # 30007852). Curb bulges will be finished in concrete and turf to match existing sidewalks and boulevards; therefore, there should be no extraordinary maintenance costs.

**CONCLUSION**

Curb bulges have been identified as effective, relatively low cost means to enhance the pedestrian environment, and are therefore recommended for installation at the locations noted above. It is anticipated that additional school crosswalk safety enhancements will be identified and recommended in subsequent years.

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