



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: June 14, 2005
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TO: Standing Committee on Transportation and Traffic
FROM: General Manager of Engineering Services
SUBJECT: Enhancements at Pedestrian Crossings

RECOMMENDATION

- A. THAT Council approve the 2005 Enhancements at Pedestrian Crossings report, including the installation of corner bulges at the specified locations, with funding of \$180,000 to be provided as follows:
- i) \$125,000 from Arterial Improvements: Enhancements at Pedestrian Crossings, 2005 Streets Basic Capital Budget (includes \$25,000 DCL funding)
 - ii) \$35,000 from Arterial Improvements: Enhancements at Pedestrian Crossings, 2004 Streets Basic Capital Budget
 - iii) \$20,000 from Neighbourhood Traffic Control (Kerrisdale Bulges), Streets Basic Capital Budget
- B. THAT the Traffic Operating Budgets for Paint Marking and Signage Maintenance be increased by \$1,300 without offset and subject to budget review commencing in 2006.

COUNCIL POLICY

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 with recommendations to improve the pedestrian environment and promoting walking.

PURPOSE

The purpose of this report is to seek Council approval to construct pedestrian corner bulges and make geometric modifications as identified in the report.

BACKGROUND

Staff are continually monitoring and evaluating measures in order to improve pedestrian safety and comfort at crosswalks throughout the City. The City reviews locations based on pedestrian and traffic volumes and movements; driver courtesy; visibility for pedestrians and motorists; adjacent pedestrian facilities; and safety history. This information is used to help us prioritize locations throughout the City for new pedestrian crossing control devices and other capital improvements. Consequently, based on this review, geometric modifications such as corner bulges are considered for appropriate crosswalks in the City.

DISCUSSION

Corner bulges and other geometric modifications have proven to be effective measures in enhancing pedestrian crossing conditions at unsignalized intersections. Specifically, they help to decrease pedestrian crossing distances, increase visibility of pedestrians and motorists, calm traffic, and increase awareness of pedestrians. The recommended locations are as follows:

1) Gore Avenue at Georgia Street

The intersection of Gore Avenue and Georgia is located in a busy commercial area of Chinatown. Many crossings are generated from businesses as well as a bus stop on the northeast corner. Pedestrians can currently use the marked crosswalk located on the north leg of the intersection, but must cross two travel lanes and two metered parking lanes. Field studies have determined that bulges would increase visibility at the crossing and eliminate parking violations that occur at the intersection. Corner bulges are recommended to accompany the marked crosswalk to help address these concerns.

2) 33rd Avenue at Gladstone Street

The intersection is located in a residential area near Gladstone Secondary School which generates many crossings. Staff observed steady volumes of traffic on 33rd and noted that motorists were not attentive to pedestrians. It was also observed that parked vehicles on 33rd decreased the visibility for pedestrians at the intersection. Corner bulges and a marked crosswalk are recommended to increase pedestrian visibility and prohibit motorists from passing on the right.

3) West Boulevard at 39th Avenue

This intersection is located in a busy retail area of Kerrisdale and adjacent to Point Grey Secondary School. This crosswalk is heavily used by Point Grey High School Students as well as other members of the community. Since there is a large parking area located on the east side of West Boulevard and all of the businesses are located on the west side of the street, many pedestrians are traveling to and from the vehicle parking area to the business area. Corner bulges and a marked crosswalk would shorten the crossing distance, increase visibility and prevent illegal passing on the right which are concerns at this location.

4) 7500 Block Champlain Cr. at Three Cedars Drive

The neighbourhood around the area of 7500 Champlain Cr. consists of a number of sub-divided town-house complexes. Between these subdivisions is a network of pedestrian pathways which provide pedestrians with a shortcut through the neighbourhood. One of the access points to this pathway is located at the 7500 mid-block crosswalk. The crosswalk is also well used by students of Champlain Heights Annex located near the crosswalk. Last year, zebra pavement markings were installed at the existing marked crosswalk which has helped to increase motorist awareness of the crossing. However, Corner bulges would further improve conditions as there are still concerns regarding motorist speeds and passing on the right.

5) Victoria Drive and 15th Avenue

This intersection is located near the Trout Lake Community Centre and Trout Lake Park. The crossing is used by residents accessing these facilities. It was noted during field studies that motorists often ignored pedestrians waiting to cross. In addition, visibility of oncoming traffic was blocked by parked cars. Corner bulges and a marked crosswalk are recommended to increase motorist and pedestrian visibility.

6) Rupert Street at 15th Avenue

The intersection of Rupert and 15th Avenue is located at a transition zone of 2 lanes to 1 travel lane in the south direction on Rupert and from 1 travel lane to 2 travel lanes in the north direction. This introduces an element of confusion for both motorists and pedestrians at the intersection. The major concern here is passing on the right as motorists enter and exit the transition. Pedestrians use this crossing to access Falaise Park located east of the intersection. Corner bulges would shorten the crossing distance and prevent passing on the right by narrowing the road width at the crossing.

FINANCIAL IMPLICATIONS

The total cost for the modifications proposed in the report is estimated at \$180,000. Funding for this project can be provided from;

- i) \$125,000 from Arterial Improvements: Enhancements at Pedestrian Crossings, 2005 Streets Basic Capital Budget Account CB3EA4AAX1" (includes \$25,000 DCL funding)
- ii) \$35,000 from Arterial Improvements: Enhancements at Pedestrian Crossings, 2004 Streets Basic Capital Budget Account CB2EA4AAX1
- iii) \$20,000 from Neighbourhood Traffic Control (Kerrisdale Bulges), Streets Basic Capital Budget Account CA2EA5A009

Future Traffic Operating Budgets will be affected by increases in maintenance costs associated with paint markings and signage. Costs of \$1,300 will be incurred in future Operating Budgets. This increase will be subject to budget review in 2006.

CONCLUSION

Geometric modifications such as pedestrian corner bulges have been identified as an effective, relatively low cost means of enhancing the pedestrian environment and safety. Therefore, it is recommended that Council approve the modifications at the above noted locations.

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