

Traffic Signals and Crosswalks

CityPlan

Riley Park/South Cambie **RPSC**

There are 437 vehicle signals and 264 pedestrian signals in the city. Within Riley Park-South Cambie (RPSC) there are 18 vehicle signals and 27 pedestrian signals at locations shown on the map.

The Process of Traffic Signal Installation

The City receives approximately 150 requests for signals each year. These locations are identified by staff and brought forward by residents, community groups, the police, ICBC, and other interested parties. Each location is reviewed and information is gathered based on the following factors:

- traffic volume and speeds
- proximity to existing signals
- historical accident data
- pedestrian volumes
- pedestrian profile (e.g. children, adults, seniors)
- proximity to schools
- gaps in traffic flow
- physical features of the intersection
- neighbouring land use
- anticipated development
- sight lines
- crossing distance
- input from the police, school safety patrols, and agencies such as Translink
- Vancouver Transportation Plan and Local Area Plan directions

These locations are prioritized based on the information gathered. Recommended signal locations are then submitted to Council's Standing Committee on Transportation and Traffic for approval.

Approximately 8 - 10 signals are installed each year. The cost for each signal installation is roughly \$80,000 to be drawn from the Engineering Basic Capital Budget. Council's top transportation priority is the movement of pedestrians so the majority of installations have been for pedestrian signals.

Various intersections in RPSC are being monitored for safety by the City's Engineering Department. These include:

- King Edward and Laurel
- 33rd and Willow
- Main and 20th
- Fraser and 27th
- Fraser and 29th
- Fraser and 31st

King Edward and Laurel and Fraser and 29th have recently been approved for pedestrian signals as part of the 2004 traffic signal program.

Audible Signals

The City has over 270 audible signals which provide an important function for pedestrians with visual disabilities. All new pedestrian signals now include an audible signal.

Crosswalks

Every intersection has a legal pedestrian crosswalk, whether or not crosswalk lines exist. Marked crosswalks are used to direct pedestrians to a preferred crossing location and do not grant the pedestrian any additional rights. In reviewing a location for a marked and

signed crosswalk, many of the same factors are considered as for signals. Sometimes pedestrian enhancements, such as zebra markings or corner bulges are installed to assist pedestrians.

Pedestrian Curb Bulges

Curb bulges have proven to be effective measures in enhancing pedestrian crossing conditions at many non-signalized intersections. Specifically they help to: decrease pedestrian crossing distances; increase visibility of pedestrians and motorists; calm traffic; stop people from parking too close to a crosswalk; and increase awareness of pedestrians.

In Vancouver, pedestrian bulges have been installed at intersections along arterial streets to increase pedestrian safety and comfort. In RPSC, pedestrian bulges were installed at 33rd mid-block at Mountain View Cemetery, 33rd and Willow, Fraser and 27th, Fraser and 28th, Fraser and 31st, and 16th and Ontario.

Also at certain school crossing locations bulges or median refuges have been installed. In RPSC, bulges have been installed at 16th and Manitoba and Ontario and 27th.

Source

Transportation Division
Engineering Services

