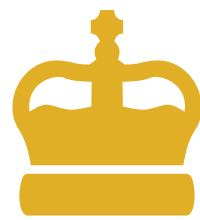


# Signalized Intersection Policy – Update and Next Steps

Sustainable Transportation Task Force

July 12, 2021



NEW WESTMINSTER

# Steps Since Last STTF

## STAC, June 9

- Reviewed Emerging Principles, provided comments to further guide Signalized Intersection Policy
- Prioritization of improvements:
  - do first
  - do if opportunity arises
  - plan over 10 to 15 yr period

# Comments From STAC on Emerging Principles

- Should be a reference early (and often) to the MTP transportation hierarchy modes.
- Policy should follow best practices and open to innovation
- Different wording on pedestrian or bicycle safety; it should not be at the expense of convenience. Wherever possible, embrace desire lines and make them safe. The wording should be more like "Prioritize improvements to convenience that are safe".
- Caveat that prioritizing pedestrians might include items like no right turn on red, pedestrian scrambles and advanced crossing time changes.
- Considerations for bus speed and reliability should not be at the expense of pedestrians and cyclists.
- Disagreement with text that "cycling is important, but not more important than accessibility".
- Provide driver education/awareness where driver convenience reduced; explicitly note if we are doing things that we know will inconvenience motorists.

# Comments from STAC on Emerging Principles (cont'd)

- Considerations for bicycle control elements (such as bike boxes) at intersections along greenways or bicycle routes that are problematic for cyclists who want to get off or on.
- Consider a combined audit/survey approach to safety and accessibility.
- Not comfortable with safety being too defined. Needs to be evidence based, such as with regular safety reviews.
- Accessibility isn't well defined. Surveying people with disabilities to hear their experience; ideally, audit every intersection
- When compromises need to be made due to competing priorities, it's important to seek feedback from all end users so the least worse outcome is achieved.
- Focus on pedestrians for Schools and Walking Routes to School should be along the route, not just at intersections.

# Recommended Principles

1. Focus limited resources on parts of the City with most pedestrians, including:
  - Near schools and along walking routes to school
  - At locations near services for seniors and vulnerable populations
  - Within commercial areas
  - Around Royal Columbian Hospital
  - Near SkyTrain stations
2. Using current best practices and assessment, focus on accessibility and safety as top priorities, including:
  - Removing barriers to accessibility, such as poor sidewalk/curb ramp conditions, poorly located push buttons, and other accessibility features on signals without significant compromise on convenience
  - Street lighting
3. Using the Master Transportation Plan as guidance, prioritize pedestrians, including if there are acceptable delays to motorists (including buses) and cyclists



# Recommended Principles, continued

4. Begin work on Bus Speed and Reliability, and work to steadily improve over time
5. Cycling is important:
  - While prioritizing improvements that are safe without significant inconvenience
  - If we can improve convenience without enormous cost
  - Especially at intersections with greenways/parkways/MUPs/formal bicycle routes
6. Make improvements to comfort and convenience (and safety and accessibility if more timely) as opportunities arise through redevelopment
7. Do not prioritize removing or moving push buttons; not worth spending more time or money on
8. Do not divert resources to items like Intelligent Transportation Systems that are focused mostly on making driving more efficient

# Updated “Do First” items

- Accessibility features (audible tones always on, smart sensors, barrier free paths)
- Good lighting
- Pedestrian-friendly signals (no right turn on red, leading pedestrian intervals, protected phases)
- Shorter crossing distances
- Countdown timers
- Longer/sufficient pedestrian crossing times
- Measures to slow motorists

# Updated “When Opportunities Arise” items

- Consistent button placement
- Drainage
- Non-slip paint



# Updated “Plan for completion over 10-15 yrs” items

- Bus prioritization
- Flatter/more level waiting spaces for pedestrians and cyclists
- Consistency in design and functionality

# Questions for STTF

- Are you comfortable with the proposed Principles?
- Are you comfortable with the prioritization suggested?

# Next Steps

1. Prepare draft Signalized Intersection policy, based on principles and priorities
2. Present to STAC, STTF for final comments – August, September
3. Present to Council – before year-end

# Questions and Comments?