



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall
1229 Esquimalt Road
Esquimalt, B.C. V9A 3P1

Legislation Details (With Text)

File #: 17-393 **Version:** 1 **Name:**

Type: Staff Report **Status:** Passed

File created: 9/26/2017 **In control:** Council

On agenda: 10/2/2017 **Final action:** 10/2/2017

Title: Crosswalk Locations - Admirals Road to Fernhill Road, Staff Report EPW-17-049

Sponsors:

Indexes:

Code sections:

Attachments: 1. Attachment 1 - Crossing Volume Data Summary

Date	Ver.	Action By	Action	Result
10/2/2017	1	Council	approved	Pass

REQUEST FOR DECISION

DATE: September 27, 2017 Report No. EPW-17-049

TO: Laurie Hurst, Chief Administrative Officer

FROM: Jeff Miller, Director of Engineering and Public Works

SUBJECT:
Determination of locations and priority for crosswalks along the Esquimalt Road Corridor between Admirals Road and Fernhill Road

RECOMMENDATION:
That Council directs Staff to undertake the upgrade of the Renaissance and Fraser Street crosswalks within the current project budget.

RELEVANT POLICY:
Not applicable

STRATEGIC RELEVANCE:
Well Managed and Maintained Infrastructure - Identify infrastructure repair and proactively plan for replacement needs.

Healthy and Liveable Community - Ensure multi modal strategies consider and reflect business and residential growth and development.

BACKGROUND:

One of the capital projects contained within the 2017-2021 Financial Plan was a request for \$110,000 to upgrade the Renaissance crosswalk to an overhead pedestrian controlled crosswalk. This crosswalk would be located midblock between Fraser Street and Fernhill Road in the 1100 block (the Renaissance).

The current types of crosswalks and locations along this stretch of Esquimalt Road are:

- Signalized intersection at Admirals Road
- Uncontrolled crosswalk at Park Place
- Uncontrolled crosswalk at Fraser Street
- Uncontrolled crosswalk at the Renaissance
- Pedestrian controlled crossing at Fernhill Road

A study was undertaken to review all potential and existing crosswalk locations from Admirals Road to Fernhill Road. The intent of the study was to review the usage of the existing crosswalks and potential locations of future crosswalks within this segment of the Esquimalt Road corridor. Information on current usage was gathered by user counts and ICBC accident data. A summary of this data is located in Attachment 1.

Based on the study, the existing crosswalks were rated in usage. Fraser Street is the busiest followed by Park Place and then the Renaissance crosswalk. Utilizing this information and ICBC data, the Park Place crosswalk should be first priority, followed by the Fraser Street crosswalk and then the Renaissance crosswalk. The study did not look into future movements of pedestrians due to redevelopment along the corridor.

Based on the road design, speed, vehicle volume and pedestrian crossing volumes, all three crosswalks warrant an upgrade to pedestrian activated overhead flashing beacons. The overhead flashing beacons could also be substituted with rapid rectangular flashing beacons in considering the density of the crosswalks and aesthetics of the streetscape. The upgrades would also be eligible for funding from ICBC's Road Improvement Program.

ISSUES:

1. Rationale for Selected Option

The study contained information that said rapid rectangular flashing beacons could serve as an alternate to overhead activated flashing beacons. Due to the price difference in the type of beacons, staff reviewed the scope of work for the project and the number of crosswalks that could be upgraded. Communications with ICBC were carried out and funding is available for several of the crosswalks.

Having reviewed the usage/accident data along with observation of movement patterns, staff is recommending that the following work be undertaken:

- Fraser Street crosswalk be upgraded to side rapid rectangular flashing beacons; and
- Renaissance crosswalk be upgraded to side rapid rectangular flashing beacons.

The review of the road also indicated that future work would have to occur at several other

crossing locations. This work should be carried out as a package in order to maintain spacing of the crosswalks. Further review of pedestrian movements due to redevelopment on the Esquimalt Town Square should also be undertaken. Work that will need to be carried out in future budget plans includes:

- Installation of crosswalk at Comerford/Grenville with side rapid rectangular flashing beacons
- The Park Place crosswalk would be decommissioned
- Installation of an overhead pedestrian activated crosswalk mid block of the 1200 block of Esquimalt Road (Esquimalt Town Square/Municipal Hall)

2. Organizational Implications

Engineering has incorporated the budget line item into its work plan for 2017. The work can be undertaken this year.

3. Financial Implications

The approved project budget is \$110,000. This cost did not take into account possible cost sharing options. Staff has had discussions with ICBC and several of the crosswalks are eligible for funding under ICBC's Road Improvement Program. A breakdown of the costs is:

- | | |
|------------------------|------------------|
| • Study cost | \$ 10,000 |
| • General requirements | \$ 10,000 |
| • Renaissance crossing | \$ 35,000 |
| • Fraser crossing | \$ 36,000 |
| • <u>Contingency</u> | <u>\$ 10,000</u> |
| • Total | \$101,000 |

Funding available is:

- | | |
|----------------------|------------------|
| • Township | \$110,000 |
| • ICBC Renaissance | \$ 6,800 |
| • <u>ICBC Fraser</u> | <u>\$ 15,800</u> |
| • Total | \$132,600 |

If future upgrades to crosswalks are undertaken (including Comerford/Grenville, decommissioning of Park Place, and Municipal Hall crossing), an additional \$100,000 would be required from the Capital Project Reserve Fund. Based on the cost for this work, the timing in the budget schedule, and upcoming redevelopment, this should form part of the 2018-2022 Financial Plan deliberations.

4. Sustainability & Environmental Implications

The impact of these crosswalks would be to make walking the favourable choice for movements along and across the Esquimalt Road corridor in this area. This will result in more trips being undertaken by walking and decreasing dependence on vehicle trips. The increased visibility of the crosswalks should also lower accidents in these locations.

5. Communication & Engagement

Staff will enter into discussions with ICBC to secure the funding. Engineering will develop a tender for the project and retain a contractor to carry out the work. As this process is being undertaken communication of the proposed changes will be issued on the Township's website and other avenues for communication.

ALTERNATIVES:

1. That Council directs Staff to undertake the upgrade of the Renaissance and Fraser Street crosswalks within the current project budget.
2. That Council directs Staff to undertake only the Renaissance crossing upgrade within the current project budget.
3. That Council directs Staff not to undertake any upgrades and the project funding be returned to its funding source.