

McBride/Royal Intersection Committee of the VHGDRA
Draft Recommendations

March, 2021

- 1. That the CNW be asked to immediately improve the flow and safety of vehicles using the Royal/McBride intersection.**

RATIONALE re. IMPROVING TRAFFIC FLOW:

There is currently a very long time period allocated to traffic using McBride to cross Royal, likely to allow maximum truck movements exiting the Pattullo Bridge to reach Columbia Street. In both the morning and afternoon peak flows, there are often line-ups as not enough cars on Royal are able to cross the intersection. Maximum truck traffic appears during the mid-day, so dedicating more time to traffic using Royal Avenue to cross McBride at the am/pm rush hours should not cause issues with truck traffic. Additionally, the volume of truck traffic using the McBride exit has diminished ever since the tolls on the Port Mann Bridge were removed.

Traffic flow might improve if there was longer and/or more frequent green time allocated to the Royal Avenue traffic, if the lane markings for turns and thru traffic were modified, if a left-turn green arrow was installed, or if the lights on Royal only permitted one direction at a time to use the intersection. We believe there are inexpensive improvements that could be made immediately to improve traffic flow in the coming years until the intersection is upgraded as part of the Pattullo Bridge Replacement Project.

We are asking CNW to develop a plan to improve the traffic flow at this intersection.

RATIONALE re. IMPROVING SAFETY:

At present, the left lane on East Royal Avenue as it exits Vic Hill is marked for straight-through or left turns while the right lane is marked as right-turn only:



Caption

Very often, drivers in the left lane who are turning left to go down McBride to Columbia must wait for either oncoming cars or a pedestrian crossing McBride before they can make the turn. Drivers behind these cars often swing over into the RIGHT-TURN ONLY lane to veer around the vehicle(s) ahead of them, which causes several problems:

- cutting off drivers behind them who are legitimately using the right lane to turn right

- drivers on Royal heading north/west (towards Vic Hill) that are planning to turn left to go up McBride see the oncoming car ahead of them in the left-turn lane with blinkers on waiting to turn left to go down McBride to Columbia, so they start to turn left, which brings them into conflict with the driver swinging out into the RIGHT-TURN ONLY lane (described above).

- additionally, pedestrians crossing McBride in the sidewalk on the south/east corner of the intersection are at risk from impatient or distracted drivers making the left turn from Royal to go down McBride.

We are asking CNW to develop a plan to improve vehicle and pedestrian safety at this intersection.

2. That the CNW and the NW School District provide a crossing guard to supervise the crosswalk over McBride on the south/east side of the intersection.

RATIONALE: While many parents accompany their children to and from school, this crosswalk is very wide and very busy. In the morning and afternoon rush hours, cars and trucks often block or rush through the intersection, making it quite dangerous.

3. That the CNW and the Pattullo Bridge Replacement Project develop plans to ensure that any time Front Street is closed for construction, that clear signage and supervision by traffic flagging crews be in place to direct the flow of trucks and cars through the intersection of McBride and Columbia Street and especially the intersection of McBride and Royal Avenue.

When Front Street was closed in 2019 for a period of several months, these two intersections were very problematic: trucks blocked the intersections, tight-turning trucks clipped other vehicles, and pedestrians were put at risk by the confusion over traffic movement. In the final weeks of that closure, traffic flagging crews were assigned and it helped a great deal. We do not want to see such a delay in the coming months/years when Front Street will be closed for PBRP construction.

4. That the streets throughout Victoria Hill be posted as 30 km/h and that speed bumps be installed to ensure compliance.

RATIONALE: The streets in Vic Hill are quite narrow and have become increasingly busy as the community has filled up. Two large care facilities have three shift changes of their staff every day, full-time bus service runs throughout the day, there are more delivery trucks active (supplying more retail businesses, increased delivery/drop-off due to COVID), and there are more private vehicles on the move. We believe a 30 km/h speed limit and increased enforcement of that speed limit are essential to our safety. As an additional safety measure we would request that the CNW install speed bumps to control speed on our streets. An area of particular concern for speeding is the roadway from the McBride/Royal intersection to Ross Drive, as there are no parked cars and drivers are more likely to drive faster.

5. We are requesting an on-site visit/tour with CNW staff to re-evaluate the safety of the corner at East Royal Avenue and Francis Way.

RATIONALE: In 2018-2019 we had productive meetings with Mike Anderson of the CNW Traffic Department. As a result of Mike's on-site visit/tour, crosswalk signage was installed at the crosswalk between The Royal and the park, a centre-line was painted to guide cars through the curve at East Royal and Francis, and directional signs were installed to reach 20 and 22 East Royal. Mike was also able to get the installation of a new crosswalk at Francis/East Royal into the budget and work schedule for the Engineering Department. These steps have helped a great deal.

However, there are still many concerns about the East Royal/Francis intersection/corner. Vehicles regularly use that bend to make three-point U-turns in order to reverse their direction onto East Royal. There is often confusion as two or three cars meet - one coming down Francis, one coming down East Royal, and one exiting the private driveway from the three parkades of The Whitaker, The Lookout, and The Royal (approx. 300 units).

A 3-way stop was put in place as a temporary measure during construction of The Royal, and this helped a great deal. We believe a three-way stop should be considered to better manage these three turning movements.