Corporation of the City of
NEW WESTMINSTER

Attachment # 1

Signalized Intersection Policy

NEW WESTMINSTER
Engineering Services

POLICY

Policy/Procedure Title:	Signalized Intersection Policy	Council Approved: Yes ☐ No ☐
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PURPOSE:

The purpose of the Signalized Intersection Policy is to articulate principles and implementation approach for both new and current traffic signal and intersection design that is consistent with the Master Transportation Plan priorities of walking, cycling, and transit, while ensuring road safety and accessibility.

INTENT:

The Signalized Intersection Policy is intended to ensure that the City's traffic signals and any potential future changes are aligned with the City's transportation goals and priorities as described in the City's Master Transportation Plan.

Although the bulk of this Policy is intended to apply to intersections with full and pedestrian-activated (half) signals, elements of the policy also apply to intersections with signalized warning systems, such as special crosswalks and rectangular rapid flashing beacons.

POLICY:

The Signalized Intersection Policy consists of the following six fundamental guiding principles:

1. Traffic signals must be designed such that pedestrian safety is ensured, and such that pedestrian comfort and convenience are optimized (with possible delays to other road users, including people on bicycles and buses).

2. Traffic signals must not present any barriers to accessibility.

3. Consideration for the comfort and convenience of people on bicycles and using other non-automobile modes is important, second only to considerations for pedestrians on foot and/or using mobility aids.

4. Careful consideration must be given to ensure that bus reliability is not significantly compromised.

5. Changes to existing signalized intersections should be focused on enhancing or improving current infrastructure, instead of on removing existing features.

6. With limited resources, priority will be given to the intersections with the highest number of pedestrians, and especially our most vulnerable pedestrians (seniors, children, people with disabilities), including:

    - near schools and Walking Routes to School;
    - near services for seniors and vulnerable populations;
    - along Greenways / Multi-Use Paths / designated bicycle routes where there are expected high pedestrian and bicycle volumes
    - in commercial areas;
    - near Royal Columbian Hospital and surrounding area, as well as other medical service providers where appropriate; and,
    - around SkyTrain stations.

IMPLEMENTATION:

Preferred mitigating measures to be implemented as a result of the Policy includes the following (grouped by expected implementation period):

Measures that can be done immediately (typically measures with no or easily implemented devices/elements)

- Operational improvements (longer/sufficient pedestrian crossing times, crossing times that are consistent with best practices, walk symbol on both sides of intersection with single push button where possible, leading pedestrian/bicycle intervals)
- Countdown timers

- Measures to slow motorists (signs such as posted speed limits, pavement markings, tighter corner radii)
- Non-slip paint

Short term Improvements (measures that can be implemented with some analysis, minor design work, construction, and/or devices)

- Accessibility features (consistent audible tone programming for people who are blind or have vision loss, "smart sensors", barrier free paths of travel)
- Pedestrian-friendly signals (no right turn on red, protected phases)
- Newer pedestrian- or bicycle-related equipment (no-touch pedestrian buttons, detection cameras for earlier or more efficient walk phase activation, detection indicator lights)
- Smaller-scale bus priority measures (bus-only movements, passive signal priority)
- Good and more efficient lighting (replacement of existing luminaires or installation of LED lighting)

Improvements when opportunity arises (measures that are typically implemented as part of or with other capital projects)

- Larger-scale bus priority measures/infrastructure (such as bus lanes, active priority)
- Provision of more or better lighting as part of larger street or roadwork infrastructure projects
- Shorter pedestrian crossing distances (curb extensions, road narrowing/dieting)
- Consistent button placement (design reviews and provision of buttons as necessary)
- Flatter/more level waiting spaces
- Drainage to improve walking or cycling environment

Long-term Improvements (measures with implementation timelines of over 10-15 years due to large scope, coordination with other agencies, or high cost)

- Bus priority measures/infrastructure (such as bus lanes, active priority)
- Proactive review to identify and correct inconsistencies in design and functionality