

RE: CENTRAL AREA TRANSPORTATION PLANNING STUDY  
(ITEM 15, REPORT NO. 40, 1984 JUNE 11)

ITEM SUPPLEMENTARY 8  
MANAGER'S REPORT NO. 42  
COUNCIL MEETING 1984 06 18

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1984 June 14

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.126

SUBJECT: CENTRAL AREA TRANSPORTATION PLANNING STUDY

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RECOMMENDATION

1. THAT this report be received for information purposes.

R E P O R T

1.0 BACKGROUND AND PURPOSE

Following Council's receipt of the Central Area Transportation Planning Study on 1984 June 11, clarification was sought on a number of issues.

These issues are:

1. The alignment and function of the park drive in the western part of the study area.
2. The closure of Century Park Way.
3. The signalization of the Deer Lake Place/Canada Way/Norland Street intersection and sight distances.
4. The use of the park drive by "through" traffic.
5. The ability of the "one-way" restriction on Buckingham to stop "through" traffic using Buckingham Avenue.

The purpose of this report is to provide the requested information.

## 2.0 THE ISSUES

### 2.1 ALIGNMENT AND FUNCTION OF THE PARK DRIVE IN THE WEST

In concept, the park drive alignment in the west is proposed to follow Gilpin Avenue, Rowan Avenue and Price Street connecting to the proposed Moscrop-Gilpin diversion. The park drive/Moscrop-Gilpin intersection would be one of the principal 'gateways' to the park.

The principle underlying this alignment is to provide a meandering and interesting park drive. The meandering drive would partly assist in reducing speed and discouraging "through" traffic movement.

One of the existing problems of the Century Park facilities is that they are difficult to find. To help alleviate this problem, a series of 'gateways' to the park are proposed. The proposed concept allows the facilities in Century Park to be reached from the park drive after entering a 'gateway'. At the 'gateway' and along the park drive signage would give clear direction as to where the facilities are. In other words people will know that the facilities are in the park and along the park drive.

Gilpin Street will remain the access to the Century Park facilities until such time as the Moscrop-Gilpin diversion is constructed and the bridge across Deer Lake Brook completed.

The park drive indicates a potential extension to the west. This will only be determined as the Deer Lake Park plans for that area are developed.

Should Council approve in principle the alignment of the park drive, the proposal is to then undertake a more detailed design for Council consideration. At that time alignments can be more specifically defined and its implications more closely examined.

### 2.2 THE CLOSURE OF CENTURY PARK WAY

The closure of Century Park Way to traffic was recommended by the Consultant and Staff. This restriction is intended for "through" traffic only and was important for two reasons. Firstly, to relieve the congestion and delays experienced on Canada Way west of Kensington Avenue caused by vehicle turning movements to and from Century Park Way. Secondly, to eliminate "through" traffic flow on an important segment of the park drive facility.

Century Park Way is, however, still expected to provide access to the R.C.M.P and Justice Buildings. In this way access to these facilities only can still be from Canada Way and not via the park drive. The park drive would be separated from and not connected to the R.C.M.P./Justice building access route. This proposal is subject to verification through a more detailed design as proposed in the Implementation Strategy of the 1984 June 11 report.

2.3 THE SIGNALIZATION OF THE DEER LAKE PLACE/CANADA WAY/NORLAND STREET INTERSECTION

This intersection is proposed to be signalized upon completion of the Deer Lake Place realignment across Canada Way to link directly to Norland Avenue.

With regard to the sight distance, the traffic signal will be visible to a driver of an eastbound vehicle on Canada Way from a distance of 200m (650 ft.) west of the intersection which is considered to be satisfactory for the stopping sight distance.

Notwithstanding the preceding, a further review of the sight distances will be undertaken with detailed signal design to determine whether an advance warning signal will be required.

2.4 USE OF THE PARK DRIVE BY THROUGH TRAFFIC

As outlined earlier, the meandering park drive with the slow travel speed would make it undesirable for traffic to use it as a through route.

In addition, with the road improvements implemented for the Central Area it is expected that traffic flow along on Canada Way will be considerably faster than utilizing the park drive.

If part of the park drive is designated as a private road then another option open to the Municipality is to close the park drive at that point (e.g. at the Deer Lake Brook bridge) during peak travel times. This would still allow the use of the park drive but would not permit "through" traffic during the periods of closure.

2.5 ONE-WAY RESTRICTION ON BUCKINGHAM AVENUE

The proposed "one-way" restriction on Buckingham will operate exactly as the current "one-way" restriction on Sperling Avenue. Accordingly, its relocation will not increase traffic on Buckingham Avenue. Rather, with the relocation of the one-way restriction, beach access will also be possible from Sperling Avenue while presently it is only available from Buckingham Avenue. The traffic volume on Buckingham Avenue should then be less than that which exists at present.

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In conclusion, as outlined in Figure 5, Item 15, Manager's Report No. 40, 1984 June 11, Staff will be reporting back to Council on each of these issues as more detailed plans are developed.



A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

BLS/WSS/mcb

cc: Director Engineering  
Director Recreation & Cultural Services  
Museum Director