

ITEM 20  
MANAGER'S REPORT NO. 44  
COUNCIL MEETING 87/06/29

RE: WHEELCHAIR RAMPS

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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**TO: MUNICIPAL MANAGER** 1987 JUNE 19  
**FROM: DIRECTOR ENGINEERING**  
**SUBJECT: WHEELCHAIR RAMPS**

RECOMMENDATION:

**THAT** Council approve an appropriation of \$75,000 from the 1987 Capital Budget, Code 60-14, Traffic Management, to provide wheelchair ramps for the handicapped as outlined in this report.

R E P O R T

The Municipality's policy on the installation of wheelchair ramps is to install them in all new curb and sidewalk construction or re-construction. In addition, Council has in the past approved special work orders enabling us to respond to requests to assist in meeting the needs of the handicapped by constructing ramps in existing curb and sidewalk locations.

In the past few months, we have noted a sharp increase in enquiries and requests for wheelchair ramps for the handicapped and it is our intention to continue our response to these requests by providing ramps wherever feasible. We also feel that the time has now come to start a program of installing wheelchair ramps along corridors that will assist the handicapped to access our commercial areas, the major area being, of course, the rapidly expanding Metrotown. We have inspected the existing road network pedestrian facilities in the Metrotown area bounded by Willingdon Avenue, Royal Oak Avenue, Grange Street, and Imperial Street; in this area alone there are 213 improved corners with curb and sidewalk returns and, of these, 85 now have wheelchair ramps. A further 24 corners will be provided with ramps within the next year as the result of impending new road construction, thus leaving 104 corners to be provided with ramps and involving breaking out existing curbs and walks. The cost of this work within the described Metrotown area alone is estimated to be about \$50,000 if all corners were to be done. Rather than take the approach of assigning equal priority to all the corners and doing them all at once, which may provide many low priority ramps at the expense of high priority ramps, we are intending to follow a corridor approach which would provide a spoke network leading to the heart of the commercial area from the higher density residential areas. Isolated needs will then be considered on an independent need basis.

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In addition to instituting the aforementioned program, we will be working with the Social Planner in the Planning and Building Inspection Department to identify other areas and individual locations where there may be priority needs for handicapped access assistance. We have already compiled a listing of agencies involved in handicapped care and we are setting up a program which will facilitate input from these agencies in our continuing program of providing needed wheelchair ramps.

In order to carry out the program described in this report, it is recommended that Council approve of an appropriation of \$75,000 from the 1987 Capital Budget, Code 60-14, Traffic Management, which is the account in the Capital Budget identified for that purpose.

  
DIRECTOR ENGINEERING

EEO/HB:m1

cc: Traffic Supervisor  
Director Finance  
Director Planning and Building Inspection