

TO: MUNICIPAL MANAGER 1991 JUNE 10  
FROM: DIRECTOR ENGINEERING FILE: 55-03-04  
SUBJECT: PEDESTRIAN SIGNAL - CANADA WAY

PURPOSE: To outline a plan for the installation of a pedestrian traffic signal on Canada Way between Norland Avenue and Douglas Road.

RECOMMENDATION:

THAT this report be received by Council for information purposes.

REPORT

1.0 Background

Appearing on the agenda for the regular Council meeting on 1991 January 07 was a report from the Traffic and Transportation Committee regarding a signalized pedestrian crosswalk on Canada Way between Norland Avenue and Douglas Road. The Committee report was prepared in response to a request from the Royal Canadian Legion (Branch No. 148) for a crosswalk outside of the New Chelsea Seniors' complex. The report did not recommend installation of a traffic signal at this time. This item was tabled to the 1991 January 21 Council meeting whereupon the motion to adopt the recommendations of the Committee was defeated. After further discussion, Council referred the report back to staff with the direction:

"THAT this matter be REFERRED to staff with a request for a report outlining a plan for installation of a pedestrian activated light with warning lights and east west synchronization on Canada Way midway between Norland Avenue and Douglas Road."

This report responds to the direction of Council.

2.0 Pedestrian Signal Location

After reviewing several possible options for a pedestrian signal location in the vicinity of the two bus stops outlined in the original petition, we have determined that the best potential location would be 15 meters west of the existing westbound bus stop as shown on the attached plan. This location affords good visibility for pedestrians to the east and west and is close the the main walkway from New Chelsea.

To discourage pedestrians crossing midblock west of the signal, it would be desirable to move the eastbound bus stop about 90 meters to a location 15 meters west of the proposed signal. This would encourage the use of the pedestrian signal by bus patrons using the eastbound bus service. A railing would be installed between the bus stop and the crosswalk to discourage pedestrians from cutting directly in front of the buses. We have discussed this with B.C. Transit and they concur with this proposal.

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### 3.0 Traffic Signal Synchronization

We have performed an analysis of the potential operation of this traffic signal in a progression scheme and have found that the proposed pedestrian signal would fit into the green band between the two existing signals. The synchronization between the three signals would be accomplished through telephone communications with the existing Traffic Signal Control system currently in use in the Metrotown area.

### 4.0 Estimated Cost

We have estimated the cost of this traffic signal to be \$75,000. This estimate includes the cost of advance warning flashers, all signal equipment, connection to the telephone system, relocation of the eastbound bus stop and the installation of pipe railings. This cost estimate has been prepared on the basis of the Municipality's most recent signal installation contract.

RB:lm  
Attach.

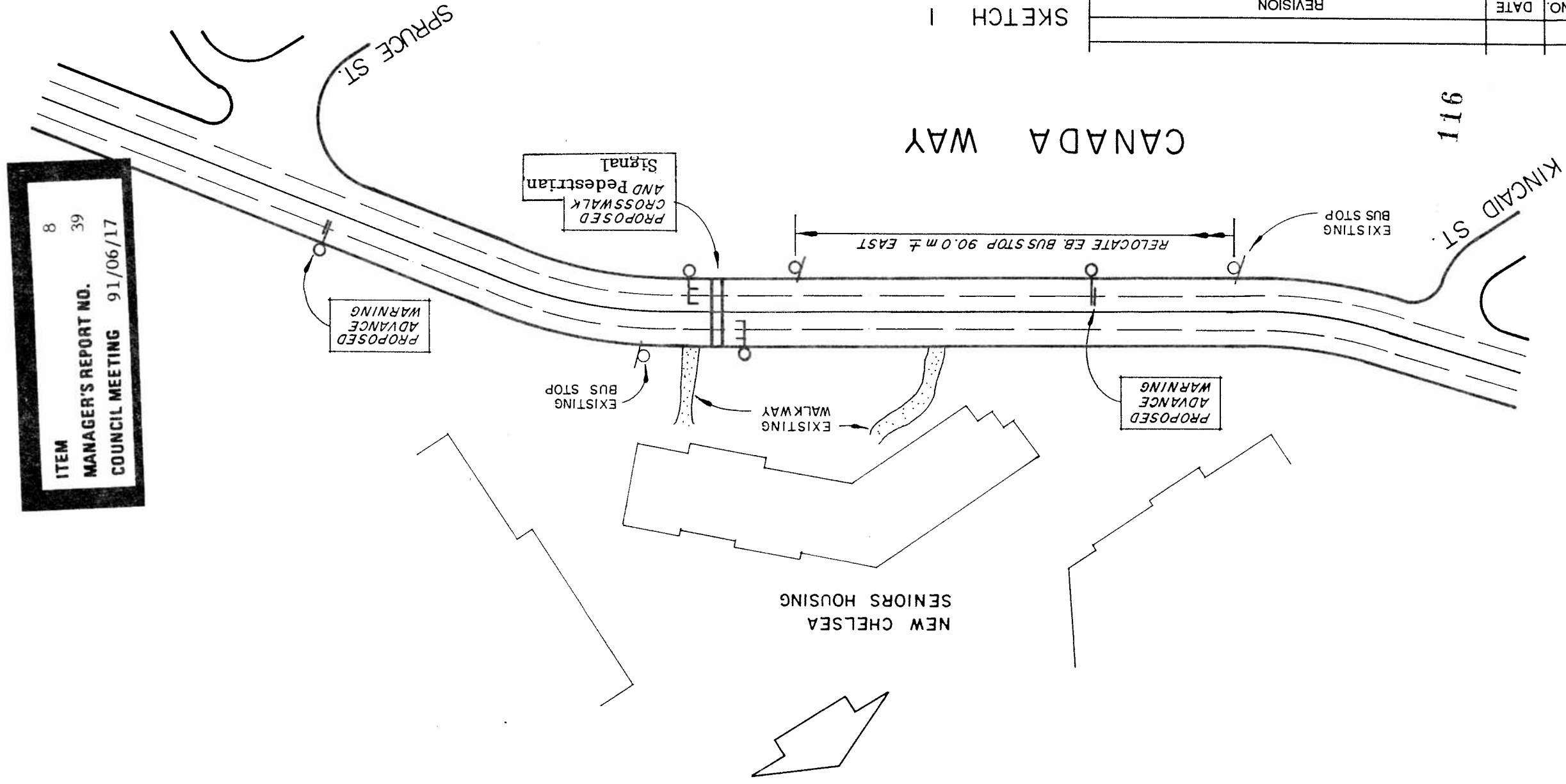
  
DIRECTOR ENGINEERING

PROPOSED PEDESTRIAN SIGNAL  
CANADA WAY, WEST OF SPRUCE ST.

NO.	DATE	REVISION

SKETCH 1

DESIGNED BY: DRColocero	SCALE: 1 : 1000
DRAWN BY: DRColocero	DATE: 91.06.06
CHECKED BY: [ ]	L 2249
APPRVD BY: [ ]	



ITEM 8  
MANAGER'S REPORT NO. 39  
COUNCIL MEETING 91/06/17

