

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

E. PEDESTRIAN/BUS SIGNAL AT THE EATON CENTRE BUS LOOP

RECOMMENDATIONS:

1. THAT Council approve a pedestrian signal (with possible bus activation) on Central Boulevard at B.C. Transit's Metrotown bus/SkyTrain interchange subject to funding by B.C. Transit.
2. THAT a copy of this report be forwarded to the Greater Vancouver Transit Commission requesting early funding approval.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1995 January 03, adopted the attached staff report prepared in response to requests for a pedestrian signal on Central Boulevard linking the SkyTrain station elevator and the bus loop.

For the information of Council, a letter from B.C. Transit outlining a cost sharing proposal for the pedestrian/bus signal is attached as APPENDIX 1. The Committee received this letter and the Burnaby staff note of response for information purposes.

MEMBERS:

Mr. W.B. Bennett
Mr. M. Bloomfield
Ms. Libby Brown
Mrs. L. Brown
Mrs. M. Canessa
Mrs. G. Evans
Mr. E. Fourchalk
Mr. M. Mullan
Mr. D. Ramsbotham
Mr. D. Rankin
Mr. R. Weston

Respectfully submitted,

Councillor J. Young
Chairman

Councillor C. Redman
Member

<p>:-COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIRECTOR PLANNING & BUILDING - O.I.C., R.C.M.P.</p>

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1994 12 15
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-03-04
SUBJECT: PEDESTRIAN/BUS SIGNAL AT THE EATON CENTRE BUS LOOP
PURPOSE: To respond to requests for a pedestrian signal on Central Boulevard linking the SkyTrain station elevator and the bus loop.

RECOMMENDATIONS:

1. THAT the Committee approve a pedestrian signal (with possible bus activation) on Central Boulevard at B.C. Transit's Metrotown bus/SkyTrain interchange subject to funding by B.C. Transit.
2. THAT a copy of this report be forwarded to the Greater Vancouver Transit Commission requesting early funding approval.

REPORT

1.0 BACKGROUND

Some time ago, B.C. Transit staff requested a pedestrian signal with bus activation at the Metrotown Transit loop driveway on Central Boulevard. This request was seen as means of facilitating bus movements while meeting operators' concerns regarding pedestrian safety. There is a lot of jaywalking along this midblock stretch of Central Boulevard.

Initially, we were reluctant to support a signal as a criterion for signalized crosswalk location is that it be sited "*a minimum of 200m (400m preferred) from an adjacent traffic control signal or special crosswalk*". The distance from the proposed crosswalk to the signal at McKay is 140m while the distance to the signalized crosswalk at Eaton Centre is only 100m.

However, staff have more recently met on site with wheelchair-bound representatives of the disabled community including Mr. Ed Aske, Vice President of the Unlimited Access Awareness Society. The need for improved crossing of Central Boulevard for the disabled is discussed below.

2.0 ACCESS TO METROTOWN SKYTRAIN STATION

The general public access to the Metrotown SkyTrain Station is located off the eastern end of the platform. Passengers coming down the exit stairs are convenient to the traffic/pedestrian signal at Eaton Centre if they elect to cross Central Boulevard at grade. Passengers accessing the bus interchange or the upper level of Eaton Centre are able to do so conveniently via a covered passarelle. Unfortunately, these exits are inaccessible to persons with disabilities.

Persons with disabilities, wheelchair-bound as well as those with ambulatory impairments, and parents with strollers are forced to use the elevator at the west end of the station platform. This elevator deposits them on the south side of Central Boulevard requiring them to double back 100 metres (uphill) to the Eaton Centre entrance signal in order to cross Central Boulevard safely. From the south side of Central Boulevard the entrance to the bus loop is circuitous and to the uninitiated, ambiguous.

However, from the elevator, the sight lines to the bus station are clear and direct. Accordingly, and especially when the loop is occupied by apparent imminently departing vehicles and during inclement weather most, if not all, SkyTrain elevator users elect to cross directly at this mid-block location. With turning buses and general traffic, the risk to the slow moving or incautious pedestrian is obvious.

3.0 OPTIONS FOR IMPROVEMENT

The inaccessibility of the Metrotown Station passerelle has been a major concern of the City for some time and Council has, on a number of occasions, asked B.C. Transit to correct this fault. Our cursory examination suggests that retro-fitting the station to provide the required accessibility may be quite expensive and include full reconstruction of the main exit at the east end to accommodate an elevator between platform level and passerelle level as well as a third elevator between passerelle level and the Transit exchange level at Eaton Centre. To effect this might require significant passenger service disruption at the station.

While the provision of a signalized pedestrian crosswalk (with or without parallel bus detector/activation) is a second best solution, it would be an order of magnitude less costly than the station modifications required to make the passerelle accessible. Our estimate of the cost of installing a pedestrian signal at this location is \$80,000 and includes inter-connection with adjacent signals to minimize the disruption to traffic flow in the corridor.

4.0 CONCLUSION

From a traffic management perspective, a signal at the location proposed is inappropriate. However, we recognize that a signal, which can be installed relatively quickly, would considerably address needs of the disabled community (which would undoubtedly prefer a fully accessible passerelle). From B.C. Transit's perspective, the signal offers operational advantages to buses and would be a cost effective immediate solution which could defer the much more expensive alternative of station reconstruction or remediation to provide full access.

Accordingly, staff recommend a mid-block pedestrian signal on Central Boulevard, funded by B.C. Transit, to link the Metrotown SkyTrain elevator and the bus interchange.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

PL:jb

cc: Acting City Manager

December 20, 1994

Mr. Peeter Liivamagi
Assistant Director, Engineering
Traffic and Engineering Systems
City of Burnaby
4949 Canada Way
Burnaby, B.C. V5G 1M2

Our Ref.: 10.2.2

Dear Mr. Liivamagi:

Re: Proposed Traffic Signal on Central Boulevard at Metrotown Station

Thank you for forwarding your draft report on the proposed pedestrian/bus signal at the Eaton Centre Bus Loop. We have reviewed the report and have the following comments to offer:

1. Based on our observations, a significant percentage of pedestrians crossing Central Boulevard just west of the bus loop entrance are originated and destined to the residential area south of Beresford and the commercial development west of the Eaton Centre. Pedestrians to and from the SkyTrain Station do have the option of using the passerelle at the east end of the Station. For these reasons, we believe Burnaby should be responsible for managing the pedestrian flows at this location.
2. We agree that a protected at-grade crosswalk at this location will help to address the needs of our wheelchair user passengers. As such, BC Transit would assume its responsibility by making financial contribution towards the installation of the proposed signal.
3. We would confirm the requirement of bus activation for the proposed signal. As this device benefits our operations only, we would assume the responsibility for the installation of this component of the signal installation.

Based on the reasons noted above, we do not feel it is appropriate for BC Transit to fund 100% the installation of the crosswalk. Instead, we would propose the following cost-sharing formula:

	<u>BCT's Share</u>
(i) Pedestrian activated signal system	50%
(ii) Wheelchair ramp on the south side of Central Blvd.	50%
(iii) Removal of median	50%
(iv) Bus Activation Mechanism (signal heads for buses, loop detector and wiring etc.)	100%

As well, BC Transit should be charged for the actual costs on an as incurred basis.

If this is acceptable to the City, please provide us with an estimate of BC Transit's share of the project based on the proposed formula at your earliest convenience. Thank you for your cooperation in this matter.

4. As the project could be funded from existing capital project account which was approved by the Transit Commission, additional approval by the Commission would not be required.

Yours truly,



Hansel Wang, P.Eng.
Senior Transportation Engineer

cc: M. Docherty, BTC

HW/bl

NOTE: This letter is B.C. Transit's staff response to the advance circulation of our report to the Committee on this matter (agenda Item "N"). We note that in the past, B.C. Transit has cost-shared 50% in the installation of signals that it has instigated to meet its operational needs (eg. Boundary/Adanac, Boundary/22nd [Elm]). Those signals have also provided a benefit to "general purpose traffic" so it was appropriate that the cities also cost-shared in the installations. On the other hand, the pedestrian signal along Central Boulevard is solely predicated by B.C. Transit's needs - the operational need of the bus interchange and paramountly the need to remedy the deficiency in access between the bus interchange and the SkyTrain. '