

Annex A: Douglas Street Bus Zones

Douglas Street between Pandora Avenue and Fisgard Street (Centennial Square frontage):

The current curb height at this bus stop is less than the standard 155mm curb height. When buses with wheelchair ramps and kneeling capabilities stop at this location, the wheelchair ramp exceeds 5% - AWG members have expressed concerns about the potential for wheelchair users falling/losing their balance as they enter/exit a bus.



Figure 1: Douglas Street Sidewalk at Bus Zone Centennial Square Frontage

This sidewalk is not currently identified as a priority area for reconstruction, based on the condition of the existing concrete, or in conjunction with any road re-surfacing project.

Douglas Street between View Street and Fort Street (Bay Centre frontage):

The current cross-fall of the sidewalk between the existing curb and the in-sidewalk trench drain in this block varies from 5-7%. This sidewalk was reconstructed in the late 1990's as part of a revitalization project – the sidewalk drainage design (with a V-gutter/trench drain) was selected to ensure sidewalk grades matched existing storefront doorway elevations, while minimizing the scope of road reconstruction. Staff note the same sidewalk design (V-gutter/trench) is also employed on the west side of Douglas Street between View Street and Yates Street.



Figure 2: Douglas Street Sidewalk at Bus Zone Bay Centre Frontage

When buses with wheelchair ramps and kneeling capabilities stop at this location, the wheelchair ramp exceeds 5% - AWG members have expressed safety/falling concerns.

This sidewalk is not currently identified as a priority area for reconstruction, based on the condition of the existing concrete, or in combination with road re-surfacing project.