

CITY OF BURNABY

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: GAGLARDI WAY PEDESTRIAN BRIDGE

RECOMMENDATION:

1. **THAT** Council approve the enclosure of the pedestrian overpass of Gaglardi Way at an estimated cost of \$70,000.

REPORT

The Traffic Safety Committee, at its meeting held on 2003 February 04, received and adopted the *attached* report to recommend enclosure of the pedestrian overpass of Gaglardi Way that links the Forest Grove Drive and Stoney Creek residential areas.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor N. Volkow
Vice Chair

Councillor L. Rankin
Member

COPY; CITY MANAGER RCMP RISK MANAGER DIR. PLNG. & BLDG.
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City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE

DATE: 2002 12 19

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

FILE: 50-05-01

SUBJECT: GAGLARDI WAY PEDESTRIAN BRIDGE

PURPOSE: To recommend enclosure of the pedestrian overpass of Gaglardi Way that links the Forest Grove Drive and Stoney Creek residential areas.

RECOMMENDATION:

1. **THAT** the enclosure of the pedestrian overpass of Gaglardi Way be approved, at an estimated cost of \$70,000.

R E P O R T

1.0 INTRODUCTION

Staff have been contacted by the District 2 RCMP Neighbourhood Liaison Officer who is concerned with the ongoing problem of youths throwing objects off the Gaglardi Way pedestrian overpass onto the roadway and into oncoming traffic. The police have submitted examples of incidents including an extensive history of drivers' reports accumulated by the Transit Operating Company. The police have recommended the enclosure of the overpass to deal with the problem.

2.0 BACKGROUND

The Gaglardi Way pedestrian overpass shown in Figure 1, attached, was constructed in 1976 to provide a safe pedestrian link between the residential areas tributary to Forest Grove Drive and Beaverbrook Drive. There is no linkage from the overpass down to Gaglardi Way Corridor and the approach paths to the overpass from both sides are relatively remote from residential development. This remoteness from oversight provides vandals throwing objects onto the roadway with some assurance that they are not likely to be discovered or apprehended, especially during evening hours.

3.0 INCIDENTS

Transit operators have observed and reported youths throwing objects off the Gaglardi pedestrian bridge at least two to three times per year in recent years. In most incidents, no damage was reported but on one occasion the bus windscreen was shattered. The police have submitted two additional records for this year not including the more recent hurling of pumpkins onto the roadway. While many of the projectiles reported such as rocks and 2x4's can cause serious direct damage to a vehicle or cyclist, a driver startled by a more innocuous projectile could overreact and lose control with potentially serious consequences as Gaglardi is a relatively high speed arterial.

4.0 OVERPASS ENCLOSURE

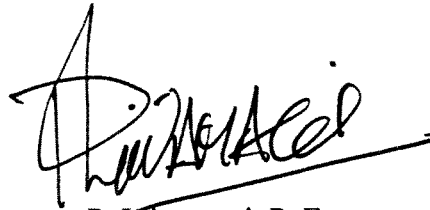
The Gaglardi Way overpass shares many of the characteristics of the Boundary Road pedestrian overpass (accessed from the Portland/Carson rear lane). In 2000, the Boundary Road structure was enclosed with tight weave black clad chainlink netting to prevent objects from being thrown on the roadway. Additional lighting to improve visibility was also provided at the bridgehead. The total project cost was \$64,000.

5.0 FUNDING

It would be reasonable to use the Boundary Road overpass as a "model" for a similar implementation at the Gaglardi Way structure. Accordingly, the total cost is estimated at \$70,000. TransLink capital funding would be applied for as Gaglardi is a MRN element. An ICBC grant would also be sought but the amount would be predicated on the business case of future reduction of a significant claims history.

6.0 DISCUSSION/CONCLUSION

While every overpass of a roadway is a potential launching point for projectiles, the Gaglardi Way pedestrian structure is more at risk for this type of activity because of its relative seclusion. While the Boundary Road overpass suffered from a spate of vandalism (Vancouver police recorded at least eight incidents of vehicle damage in three months), the Gaglardi Way overpass has experienced an ongoing problem. The opportunity for effective enforcement to counter this vandalism is limited. Accordingly, staff concur with the police recommendation to enclose the pedestrian structure. If approved, the implementation would be budgeted for in 2004 subject to TransLink capital funding. An ICBC grant would also be sought.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

PL:jb
Attach.

cc: City Manager
RCMP
Risk Manager
Director Planning & Building

Exhibit 1 Gaglardi Way Pedestrian Overpass

