
TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: PEDESTRIAN SAFETY CONCERNS ALONG LOUGHEED HWY
FROM GILMORE TO MADISON AVENUE**

RECOMMENDATION:

1. THAT a copy of this report be sent to Larry Relkoff of #315 – 2929 Nootka Street, Vancouver, BC V5M 4K4.

REPORT

The Traffic Safety Committee, at its meeting held on 2006 March 07, received and adopted the *attached* report responding to concerns raised by Mr. Larry Relkoff regarding the lack of pedestrian facilities along the north side of the Lougheed Highway between Gilmore and Madison Ave.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to:	City Manager Director Engineering
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE **DATE:** 2006 February 24

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38000-20

SUBJECT: PEDESTRIAN SAFETY CONCERNS ALONG LOUGHEED HWY
FROM GILMORE TO MADISON AVE

PURPOSE: To respond to concerns raised by Larry Relkoff regarding the lack of pedestrian facilities along the north side of the Lougheed Highway between Gilmore and Madison Ave.

RECOMMENDATION:

1. THAT a copy of this report be sent to Larry Relkoff of #315 – 2929 Nootka Street, Vancouver, BC, V5M 4K4.

REPORT**1.0 INTRODUCTION**

At the 2005 September 6 Traffic Safety Committee meeting, correspondence from Larry Relkoff of #315 - Nootka Street, Vancouver was brought forward for consideration citing concerns with the lack of pedestrian facilities on the north side of Lougheed Highway between Gilmore and Madison Avenue.

Currently there is a paved shoulder/emergency stopping lane along the north side, which is marked for use as a bicycle lane. When westbound traffic volumes are heavy, vehicles frequently utilize the shoulder to sneak past queues to turn right onto Gilmore. There is no sidewalk, or boulevard area that has been developed for use by pedestrians, although there is evidence of pedestrian demand from the worn tracks in the grass adjacent the asphalt shoulder.

To: Traffic Safety Committee
From: Asst. Director Engineering,
Traffic & Engineering Systems
Re: Pedestrian Safety Concerns Along Lougheed Hwy
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2.0 BACKGROUND

The section of Lougheed Highway between Madison Avenue and Gilmore Avenue has had little in the way of development on the north side until recently. Consequently construction of a sidewalk has not taken place, and it remains built to a "rural" highway standard with two travel lanes and shoulder originally built to act as an emergency stopping lane, which now functions primarily as a bike lane.

However, the area is now under considerable redevelopment with a substantial residential component. Prior to the completion of the SkyTrain Millenium line the area had been automobile oriented, and therefore demand for pedestrian facilities had been negligible. As new development occurs, sidewalks are a requisite requirement of land use changes. During times of transition, there will be gaps in continuity as some property owners choose to develop their property at a later date.

There is also a record of past complaints from the Bicycle Working Group concerning the use of the shoulder by cars as a right turn lane onto Gilmore, even though the shoulder narrows to 2.0 metres in width at the intersection. A sign was installed directing vehicles not to drive on the shoulder with limited effect.

3.0 DISCUSSION

A proposed redevelopment of the Executive Inn site will provide an extension of the finished sidewalk in front of that property and development of an interim asphalt walk west to Gilmore as a servicing requirement. This work is scheduled to go forward in 2007, although the developer has expressed interest in getting underway sooner. As well, properties along the south side of the Lougheed Highway will be going forward for development which will allow construction of urban standard sidewalks completing that link.

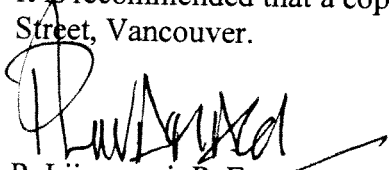
Aside from sidewalks, consideration of temporary measures to discourage vehicles from utilizing the shoulder of the road as a right turn lane are limited. Placement of concrete no-post barriers along the edgeline would be effective in eliminating motor vehicle traffic, however, it would then pose a hazard to through vehicles unless the end is tapered away from the travel lane to provide a proper deflection angle. In doing so, the taper would narrow the entrance of the bike lane to the point of virtually eliminating it, and cleaning of debris behind the barriers would be problematic as street sweepers would not be able to access this area. Alternatively, soft-hit posts could be placed along the edge line (as has been done to the east in front of the beer & wine store at the Madison where parking in the bike lane has been an ongoing problem) however, again, the effective cleaning of the road edge would likewise be restricted. Even if one of these measures was pursued, it would still be an incomplete solution as it would not be able to cover half of the area where existing driveways must be accommodated.

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4.0 CONCLUSION

The long term solution for pedestrian access along the north side of the Lougheed Highway between Gilmore and Madison will be met through development and upgrading of the adjacent properties scheduled to go forward in 2007. There will also be development along the south side of Lougheed that will complete the sidewalk from Gilmore through to Madison, part of which is an existing interim asphalt surface sidewalk stretching from Madison to the Century Plaza building. Finally, sidewalks have recently been completed along Halifax from Douglas to 60 metres east of Gilmore along the south side which provides an adjacent parallel route alternative where none had existed before.

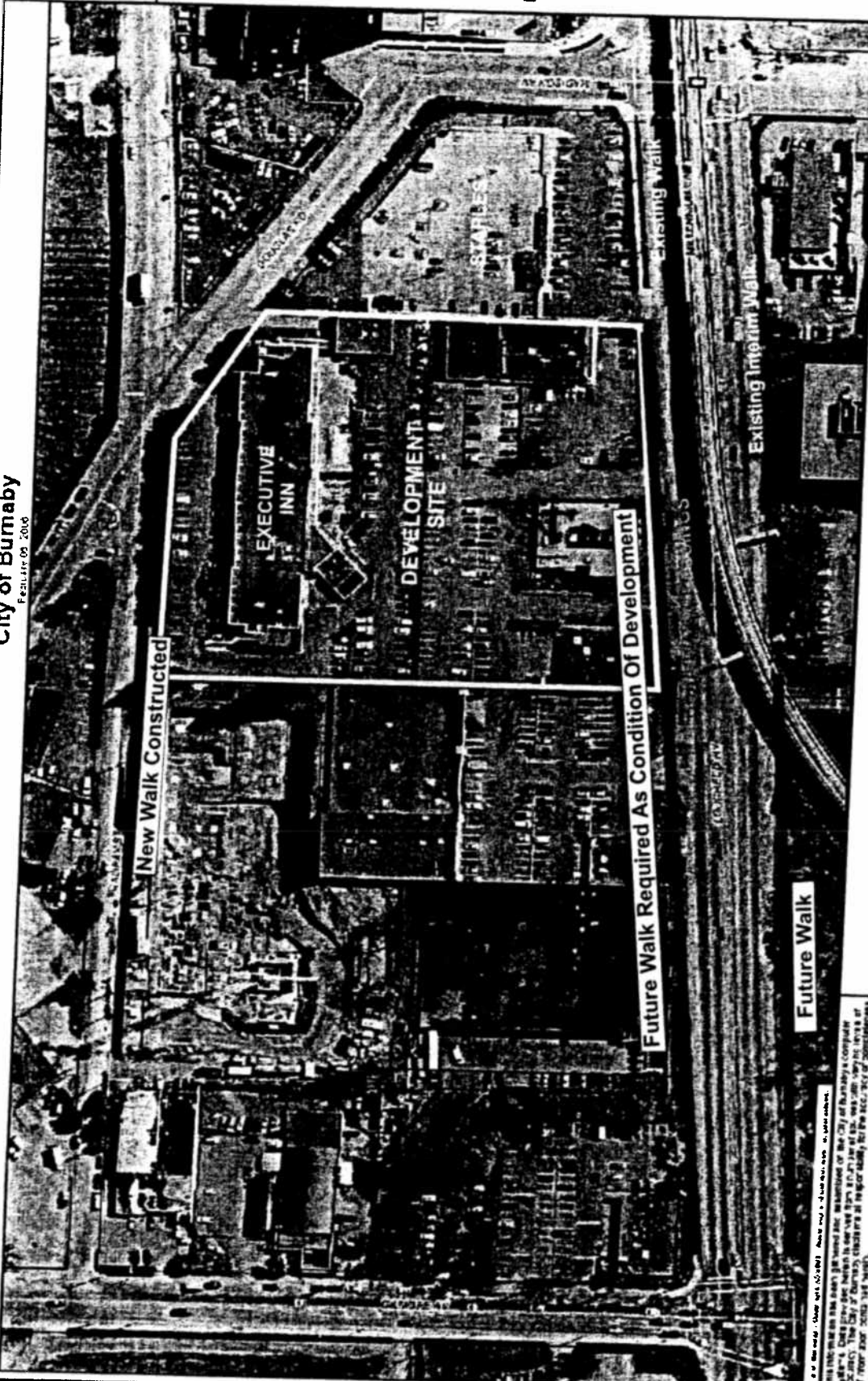
It is recommended that a copy of this report be sent to Larry Relkof of #315 – 2929 Nootka Street, Vancouver.



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

MDS
Attachment

Copied to: City Manager



Future Walk

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