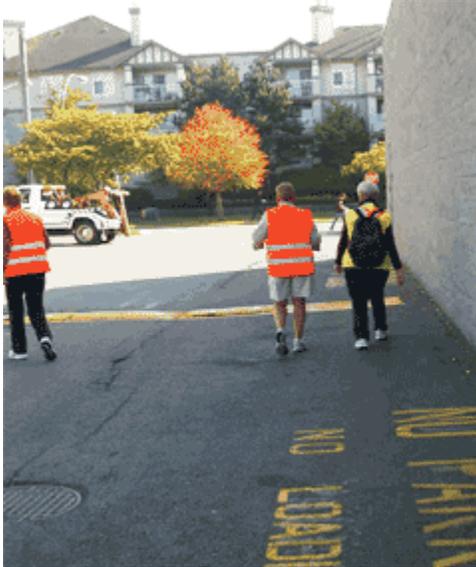


Ladner: Intersections

52A Street at Ladner Trunk



We have heard from seniors that because they do not feel safe crossing the intersections and pedestrian crossings provided, they will drive their car even when they live only a couple of blocks away.

To walk from Ladner Centre Mall to Trenant Square Shopping Centre, using this intersection, pedestrians exit Ladner Centre Mall using the parking lot driveway. It was noted that to exit through the parking lot to Ladner Trunk involves passing a gas station that is so close to the sidewalk that drivers exiting their cars step on to the sidewalk.

At the time of our survey the pedestrian crossing time at this intersection was not long enough for slower walkers. A few weeks later one of our walkers reported the timing was increased and it is much easier to cross.

Bridge Street and Delta Street – in Ladner Village



This intersection provides examples of what works and what does not work. The northwest corner (directly ahead in photo) is an example a wide curb ramp that is level to the street, accommodating wheelchairs, scooters, walkers and pedestrians.

The curb ramp in the foreground (southeast corner) has what is called a soft or rolling curb. This type of curb is a particular hazard to a person in a wheelchair who has a high level paralysis (above waist). The jolt possible from this curb can cause injury.

The southwest corner (in background) has a wide curb ramp but there is a lip from the curb ramp to the street grade.

Ladner: Sidewalks

Lions Park



Leaving Lions Park to connect with Village– sidewalks are not continuous along Westminster Avenue to Elliott.

The first picture shows leaving the park through the parking lot.

The last picture in this group shows the sidewalk interrupted by a broken drive way between the Bridge and the intersection of Westminster and Elliot.

Narrow Aging Sidewalks in Ladner Village



Pictures of barriers to walkability in Ladner Village. The first two pictures are of cracks in the south side of Bridge Street, west of Elliot. Sidewalk and entrance to building not at same grade on Bridge Street. In fourth picture see how a tree root lifts the sidewalk and expands the sidewalk crack.



See two other issues: a tripping hazard created where grade of sidewalk and private property are not aligned and two different types of surface treatments can result in tripping hazard over time.

Narrow sidewalks with obstructions



Narrow and sidewalks filled with obstructions in Ladner Village community centre'

Two other challenges for Ladner Village Centre are: at the Delta Museum our walkers are short but the corner of the building creates an overhang situation that could be a hazard to taller people and these low rise stairs are not marked and would be difficult for a person with low vision to see. A line of paint on the edge of the step would help for visibility.



Ladner Delta: Safety

Midblock crossing – Ladner Trunk, east of Arthur drive, an example of crossing where pedestrians may not feel safe



Crosses 5 lanes of traffic, including right turn into Ladner Centre Mall, the small amber light on the post on the median is the only information pedestrians have as they cross.



Note the sign says cross when all traffic has stopped. At this crossing, cars start moving once pedestrian passes them and cars on the far side may not stop until they see pedestrians in the crosswalk.



On the median, pedestrians hesitating, are the amber flashers above, facing the cars still flashing? The cars behind have started to move.

**Arthur Drive – midblock crossing between Ladner Trunk and 47th Avenue
Example of a pedestrian crossing where seniors feel safe**



Pedestrian crossing with easily accessible push button control and audible signal.



Yellow signal light is visible to pedestrians and the lights embedded in the roadway give an added sense of safety.

Ladner: Connecting people to where they need to go

Mid block crossing – Central Ave between Trent Park Square Shopping Centre and Lions Park



With improvements, using Lions Park could provide a safe connection between the shopping mall and Ladner village.

Central Avenue at Trenant Park Square has reduced visibility due to parked cars and curve in road. Last picture shows no pedestrian crossing to Lions Park in background.



Use of handicapped parking places



The picture is a familiar parking space that is reserved for those with a parking permit to use handicap parking. The parking space is near the destination. It is also has the width to accommodate the unloading of a wheel chair or scooter. The ramp on the sidewalk to the right slopes to the road grade easing the access to the sidewalk.

It was brought to our attention during the walking study that there is a general shortage of handicapped parking. People have different needs when using a permitted parking space. Some need a parking spot near their destination due to inability to walk beyond 100 meters. Others may need a parking place with width to unload their mobility device. Some people are able to drive on their own and unload their own mobility device. But to do so they must have access to a wider parking space. It happens on a fairly regular basis that a person requiring a wide parking space is not able to find one close to their destination.

Ladner: Comfort and Appeal



Beautiful views to enjoy. Pathways with surfaces that provide access for all. More benches for resting, research is available that provides information on how benches should be placed to ensure enough resting places.

