

## Marius Miklea

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**From:** Peter Ladner [REDACTED]  
**Sent:** Friday, January 29, 2021 10:42 AM  
**To:** corporate  
**Cc:** [REDACTED]  
**Subject:** sidewalk inventory, addressing a major pedestrian hazard  
**Attachments:** FA098D8C-1F52-45D2-9A68-8645B65F50CD\_1\_201\_a.jpeg;  
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Dear Mayor and Council:

I notice that pedestrian amenities are featured throughout your 2018-2028 Transportation Action Plan:

eg.

Long-term Transportation Actions (2020+)..... 21

Goal 1. Provide a quality travel experience for all visitors, employees and residents, and promote a culture of safety and accessibility for pedestrians, cyclists and motorists. .... 21

*Objective 4.1 Give priority to walking, cycling, transit, and other preferred modes over the single-occupant vehicle and private automobile.*



Action 2.1.5. Look for opportunities to improve and designate existing informal pedestrian connections in public rights-of-way in all neighbourhoods.



Action 2.1.4: Require pedestrian connections via public rights-of-way from all streets in new developments to the adjacent road network to provide direct routes for walking to and from these developments.



Action 1.1.14: Create and implement a pedestrian accessibility construction and maintenance policy that would apply to any road or Valley Trail reconstruction project that impacts walkability and pedestrian safety.



Action 1.1.13: Conduct a safety review of crosswalks and sidewalks in the resort community to identify safety issues and implement measures that make crossings safer for pedestrians, cyclists and those with mobility challenges.

within Whistler as part of the ongoing maintenance and safety improvements.

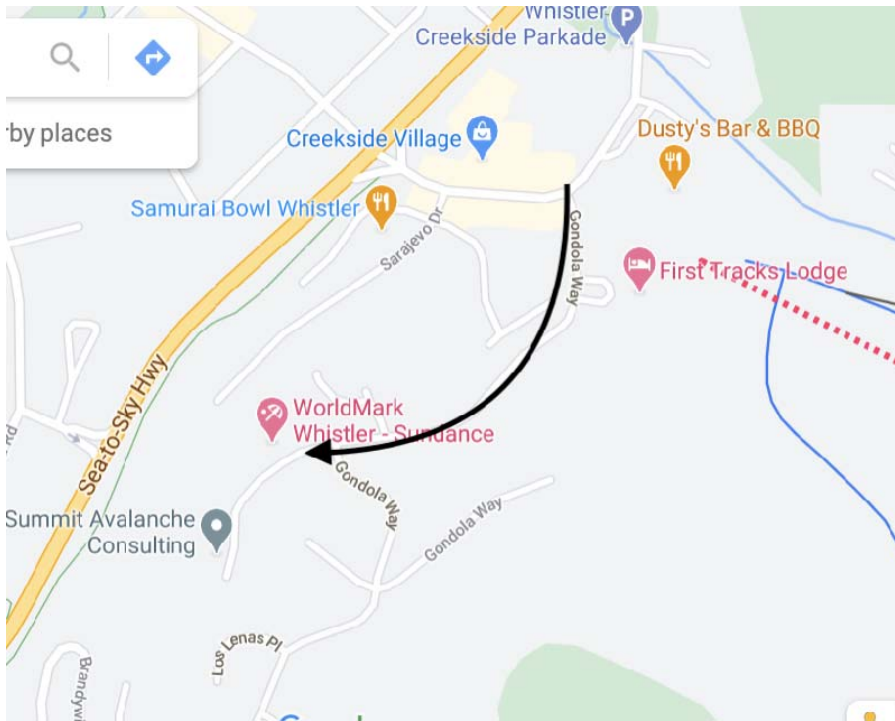
4. Work with businesses in Function Junction to determine the need and location for building sidewalks on public and private lands.

Preferred transportation option	Preferred transportation options are the modes that use our community's infrastructure and assets most efficiently, while creating less impact on our natural and built environment. Preferred modes are walking, cycling, transit, and carpooling. In the medium term plan this was narrowed to Active transportation options.

Given this commitment, I am curious if the RMOW has an inventory of priority actions for pedestrian improvements on roadways (outside the Valley Trail).

I notice that Function Junction (rightfully) has been identified specifically for sidewalk improvements, but there are other areas also in dire need of attention based on danger to pedestrians, proximity to major commercial hubs, and pedestrian volumes.

I am particularly concerned about the section of Gondola Way from Lake Placid Road at least to Sundance Place.



While this is technically a privately-owned road (owned by the three adjacent strata properties) it is officially a public right of way because it is maintained by the RMOW. When the Bunbury development went in a few years ago, the RMOW granted the developer a right of way on this road with no permission or consultation with the owners. In my view this asserts public control and responsibility for this road.

The letter of the law requires 100% approval from every strata property owner for any improvement funding, and this is all but impossible to achieve. Over the years, the three Marmot Place strata councils involved have supported this, but have been unable to muster any financial commitment.

We are left with an extremely dangerous, well-trod, steep, curving public road with zero pedestrian protection, steps from a bus depot, gondola base, and commercial centre, de facto RMOW responsibility for it, and effectively no alternative to dependence on the RMOW for pedestrian improvements.

Assuming RMOW would step up to address this long-running very dangerous pedestrian risk on this stretch of road, I understand that sidewalk investments need to be prioritized.

So can you tell me:

How does the RMOW set priorities for sidewalk construction/improvement?

Does the RMOW have any plans for sidewalk construction aside from Function Junction?

Does the RMOW have any other precedent for public maintenance of a legally-private road other than Gondola Way?

Could a branch of the Valley Trail be extended up this hill to divert pedestrians away from the highway and connect with the Function Junction Valley Trail?

How would you advise those of us who risk our lives on that road each day to proceed?

Thank you for your interest in this significant public safety issue.

Peter Ladner

  
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