Agenda

• Project Process
• Walking in North Vancouver Today – Background research
• What we’ve heard so far.
• Discussion
  – What would you like to see in the Plan?
Introductions

• What do you like most about walking in the City of North Vancouver?
Project Process

Phase 1: Project Start-Up
Phase 2: Inventory and Assessment
Phase 3: Recommendations and Implementation
Phase 4: Reporting

We are here

Fall 2016
Fall 2017
What Will Be Included In The Plan

- Updated Sidewalk Assessment
- An Understanding of Walking Patterns and Behaviours in the City of North Vancouver
- Goals, Objectives and Principles
- Review of Pedestrian Areas

Pedestrian Plan

Pedestrian Network Map
Infrastructure Implementation Strategy
Walking Promotion Strategy
Walking Trips to/from Work

Journey to Work Data - National Household Survey 2011
All Walking Trips

- 13% Walk
- 1% Bicycle
- 12% Public Transit
- 16% Vehicle – Passenger
- 58% Vehicle – Driver

TransLink Regional Trip Diary 2011
My Health My Community

- 87.4% of respondents believe amenities are within walking/cycling distance

- 39.1% of respondents walk for recreation 30+ minutes a day

- 39.1% of respondents walk for utilitarian purposes 30+ minutes a day

- 72.2% of respondents walk for more than 30+ minutes a day total

- 23.7% of North Vancouver Respondents say traffic in the area makes walking difficult
Amenities within walking distance

My Health, My Community – Vancouver Coastal Health, Fraser Health, UBC Faculty of Medicine
Demographics

- Approximately 14% of the City of North Vancouver’s population is **over 65 years of age**.

- Approximately 18% of the City of North Vancouver’s population is **under the age of 19**.
Mode Share by Age Group

- Walking trips are highest among individuals between the age of 5 to 19 and between 30-39.
Barriers to Walking in North Vancouver

• What do you like least about walking in the City of North Vancouver?
Public Consultation

We have already heard directly from hundreds of CNV residents including:

- ITC, ACDI, APC and CYSAT
- Meeting with Sutherland High School students
- Direct engagement with residents and stakeholders at 2 pop up booths
  - Lonsdale Quay
  - Civic Plaza
- 365 on-line survey responses
- 3 Saturday walkabouts
Typical Mode

Sunny/Mild vs. Cold/Rainy

- Bike: Rainy Day 37%, Dry Day 42%
- Drive/carpool to Transit: Rainy Day 27%, Dry Day 24%
- Bike: Rainy Day 19%, Dry Day 26%
- 2+ person car: Rainy Day 7%, Dry Day 5%
- Walk: Rainy Day 3%, Dry Day 6%
- Drive alone: Rainy Day 1.2%, Dry Day 1%

Rainy Day | Dry Day
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Bike | 37% | 42%
Drive/carpool to Transit | 27% | 24%
Bike | 19% | 26%
2+ person car | 7% | 5%
Walk | 3% | 6%
Drive alone | 1.2% | 1%

(city of north vancouver)
Reasons For Walking

- Exercise or have fun: 254
- Go to shops, restaurants or services: 246
- Travel to work or school: 146
- Spend time with family and friends: 136
- Walk my dog: 77
- Connect with my community: 68

Number of Respondents
Travel To School

- 4 to 5 times a week: 40%
- 2 to 3 times a week: 10%
- 1 to 2 times a week: 5%
- A few times a month: 25%
- Never: 20%

Percentage of Respondents
Walking Frequency

- More than 1 hour: 8%
- 31 minutes to one hour: 21%
- 21 to 30 minutes: 24%
- 11 to 20 minutes: 30%
- Less than 10 minutes: 16%

Percentage of respondents
Walking Challenges

1. Intersection Safety
2. Lack of Sidewalks + Pathways
3. Speed + Noise of Motor Traffic
4. Lack of Lighting
Ensuring sidewalks are properly maintained 37%
Make it easier to cross the street 36%
Complete the sidewalk network 36%
More off street pathways 31%
Lighting
31%
Walking = Fun & Enjoyable

Street trees and landscaping

Public Plazas

Decorative crosswalks and sidewalks

Public Art
Recreation or Exercise

Harry Jerome
Mahon Park
Grand Blvd and Ray Perrault Park
Lower Lonsdale and the Spirit Trail
Shopping

Frequent Places - Shopping

- Very High
- High
- Moderate
- Low
- None / Very Low

- Lonsdale Avenue
- Lower Lonsdale
- Capilano Mall
- Westview
- Park and Tilford
Restaurants

Frequent Places - Restaurant
- Very High
- High
- Moderate
- Low
- None / Very Low

Lonsdale Avenue
Lower Lonsdale
North Shore Auto Mall Area
Queensbury Avenue
Great Places to Walk

[Map showing various areas with different walk accessibility levels]

All over!!
Accessibility

- Missing curb ramp (9)
- Curb ramp does not lead to crosswalk (3)
- Overgrown vegetation (3)
- Sidewalk clutter sandwich boards or utility poles (1)
- Other (29)

Locations along Lonsdale and Chesterfield

St Andrews Avenue
13th Street
Infrastructure

- Intersection safety (48)
- No sidewalk or trail (34)
- Sidewalk or trail ends or is discontinuous (19)
- It's too dark (13)
- Traffic volumes and speeds (13)
- Sidewalk or trail is too narrow (7)
- Sidewalk or trail condition (5)
- Other (46)

Intersection Safety along Lower Lonsdale
Spirit Trail
Highway Overpass
Incorporating The Survey Results

- Help to identify pedestrian areas
- Overlay the issue points with existing infrastructure
  - Sidewalks / curb letdowns
  - Identify future projects
  - Intersection improvements
- Demographics
Pedestrian Facility Types

- Understanding the importance of providing pedestrian facilities that are comfortable to all users based on neighbourhood and street context
Crossings

- Midblock Crossings
- Tactile Surfaces
- Raised Crosswalk
- Curb Ramps
- Corner Radii can help to attribute to lower design speeds and shorter crossing distances.
- Crossing Distance can be shortened by the use of curb extensions.
- Decorative Crosswalk
- Raised Intersections
**Signals**

**Pedestrian Activated Signals** are used to assist pedestrians in crossing major streets in areas where there is high pedestrian demand, but where a full traffic signal is not warranted.

**Leading Pedestrian Intervals** gives pedestrians the “Walk” symbol several seconds before motor vehicles traveling in the parallel direction are given a green light.

**Pedestrian Warning System** with flashing devices

**Accessible Signals** - Audible Signals and Countdown Timers

**Pedestrian Scramble**
Corridors

Wider Sidewalks

On Street Parking Provides a Buffer Between Pedestrian and Parked Cars

Clear, Smooth, Even and Unobstructed Sidewalks

Buffered Sidewalks and Street Trees

Engaging Streetscape

Additional Sidewalks to Bridge Gaps in the Network
Traffic Calming

**Speed Humps**

**Traffic Circle**

**Chicanes**

**Shared Spaces** are roads where motor vehicles, pedestrians, and bicyclists travel without lane assignment.

**Raised Crosswalk**

**Narrow Lanes**
Amenities and Place-Making

- Street Furniture
- Street Lighting
- Additional Green Spaces
- Bus Stop Amenities
- Wayfinding
- Parklets, Plazas and Public Art
- Weather Protection and Awnings
- Green Spaces
- Weather Protection
- Public Art
ITC, ACDI, APC And CYSAT Meetings

- Barriers to walking
  - Lighting
  - Safety at crossings
  - Driver behaviour
- Accessibility
  - Missing curb ramps / curb ramp direction
  - Uneven sidewalks
  - Sidewalk clutter
  - Maintenance and snow removal
  - Obstructions
ITC, ACDI, APC And CYSAT Meetings

- Opportunities for Walking
  - Trails and pathways
  - Alleyways
  - Public spaces and plazas
  - Make walking more fun
  - Prioritize people walking over motor vehicles
  - Walking in the CNV is already pretty good
Next Steps

- Present the public engagement results
- Prepare a report on the current state of walking
- Phase 3 – recommendations and implementation
- Public event – Summer 2017
Questions & Comments