

SWAN Stakeholder Event – City of New Westminster

Probable Intersections For Data Collection

- Sherbrooke St. & E Columbia St
- Eighth St. & 8th Ave.
- Royal Ave. & 10th St (potential area for the hearing stream)

What We Learned

Challenges

- **Heavy traffic** is significant in all intersections.
- Insufficient **crossing time** for older pedestrians and those with different sensory and mobility disabilities.
- Considerations for **shared road spaces** between vehicles, cyclists, and pedestrians.
- **Noise considerations** due to heavy traffic.
- In need of **directional information** for pedestrians with visual disabilities.

Improvements

- Two **separate ramps** into crossings, with curb extensions to shorten crossings.
- Built environmental **short-term fixes** such as tactile warnings, curb extensions would increase safety and accessibility.
- Have **separate and defined lanes** for cyclists (green bike lane) and pedestrians (white zebra cross).

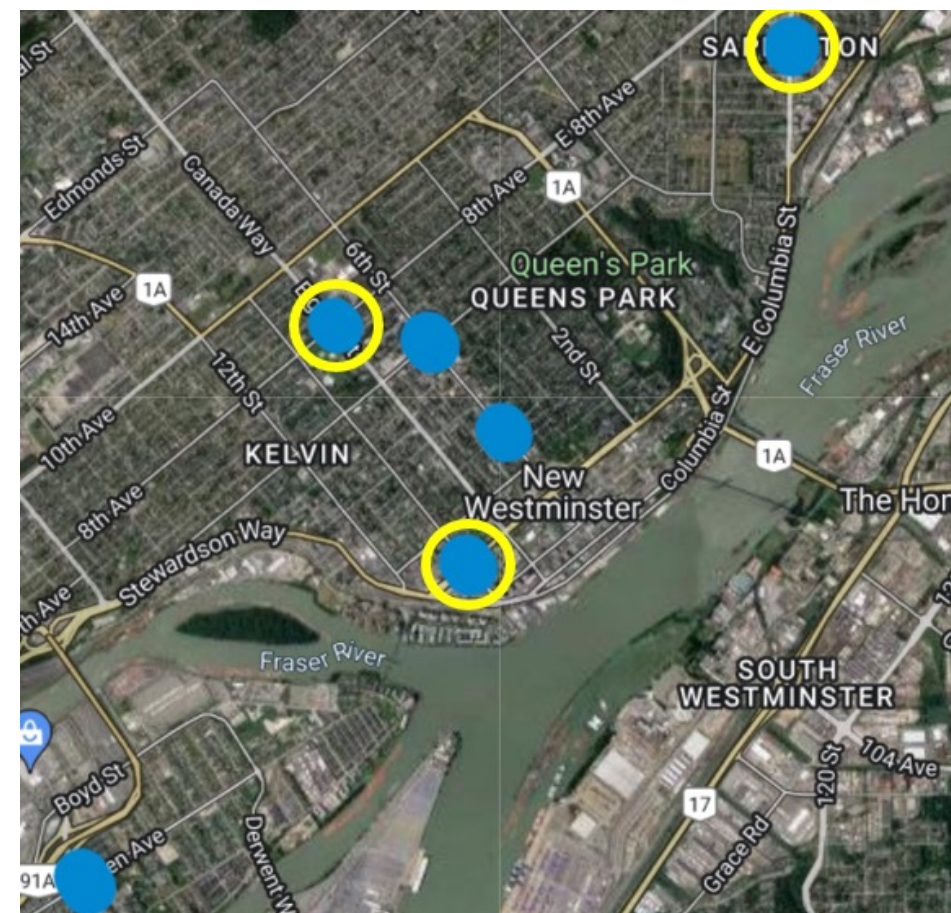
Next Steps

We would like to know how you would like to be involved in the project moving forward.

Some potential collaboration ideas include:

- Being involved in participant recruitment
- Dissemination of Project Results
- Taking part in SWAN Tool training Sessions
- Use results to implement street-level interventions

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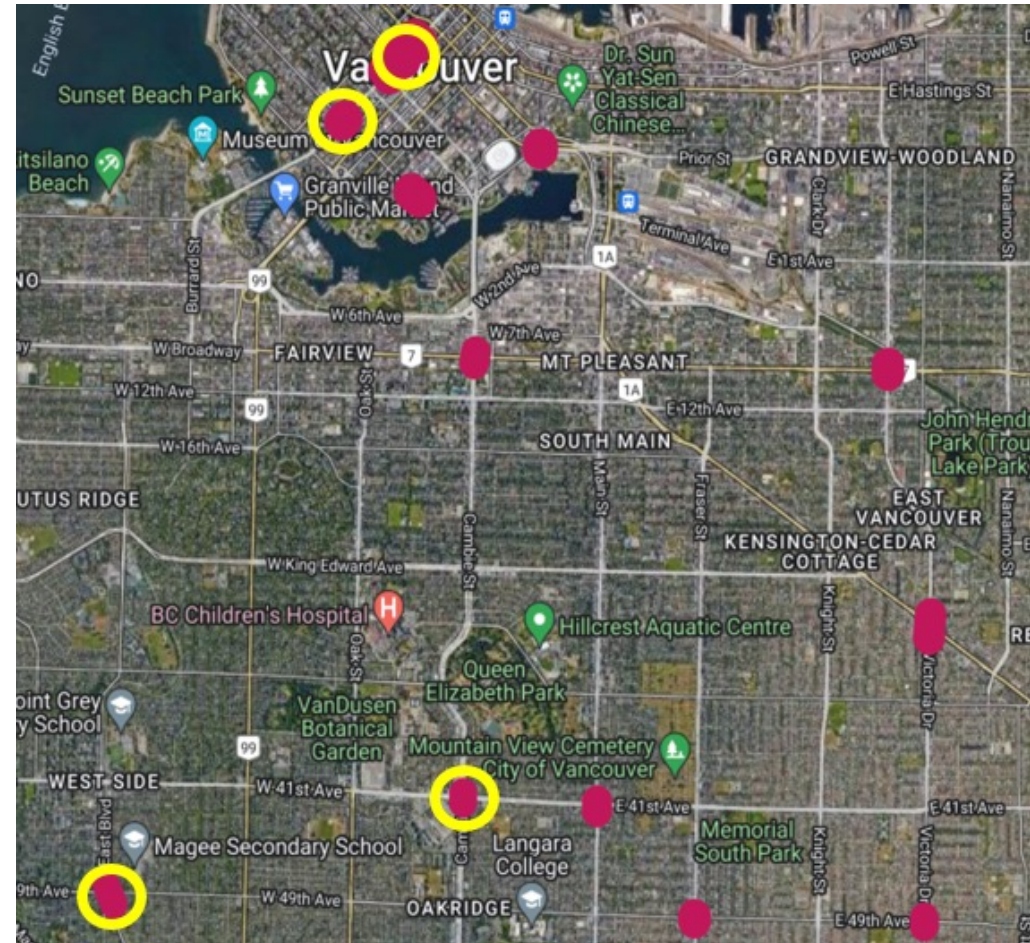
SWAN Stakeholder Event – City of Vancouver

Probable Intersections For Data Collection

- Cambie St & W 41st Ave
- Burrard St & Robson St
- Burrard St. & Davie St
- E Boulevard St. & W 49th St.

What We Learned

- Challenges**
- Long crossing distances with **short crossing times**.
 - Heavy construction.
 - **High pedestrian density** due to transportation hubs nearby.
 - Pedestrians unsure as to how long it will take them to cross, and therefore fear in crossing and having to wait in the middle.
 - **Cyclists and pedestrian** considerations.
 - **Noisy intersections**, which can be confusing if unfamiliar.
- Improvements**
- Have **separate and defined lanes** for cyclists (green bike lane) and pedestrians (white zebra cross).
 - **Widening of sidewalks** to accommodate high density of pedestrians during rush hour.
 - More **wayfinding signage** and **directional cues**.
 - More **seating areas** on segments to provide rest areas for older adults during their journey from A to B.



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SWAN Stakeholder Event – City of Burnaby

Probable Intersections For Data Collection

- Royal Oak Ave. & Rumble St.
- Edmonds St. & Mary Ave.
- 16th Ave. & 6th St.
- Grimmer St. & Royal Oak Ave.
- Boundary Rd & Kingsway & Turning Lane (potential)

What We Learned

Challenges

- Long crossing distances with **short crossing times**.
- **Faded painting** of crosswalks.
- Having **small signs** at large intersections.
- **Outdated design** of islands at intersections.
- **Narrow sidewalks** with buildings coming quite close to the curb edge.
- **Driver and traffic considerations** if decide to increase crossing times.
- Conflicts with the **owners of private properties** besides the street for implementing some of the modifications

Improvements

- **Light up crosswalks** with cat's eyes or fluorescent paint.
- New design approach with **wider and flatter curbs**.
- Need for more **tactile surfaces** to warn pedestrians to stop.

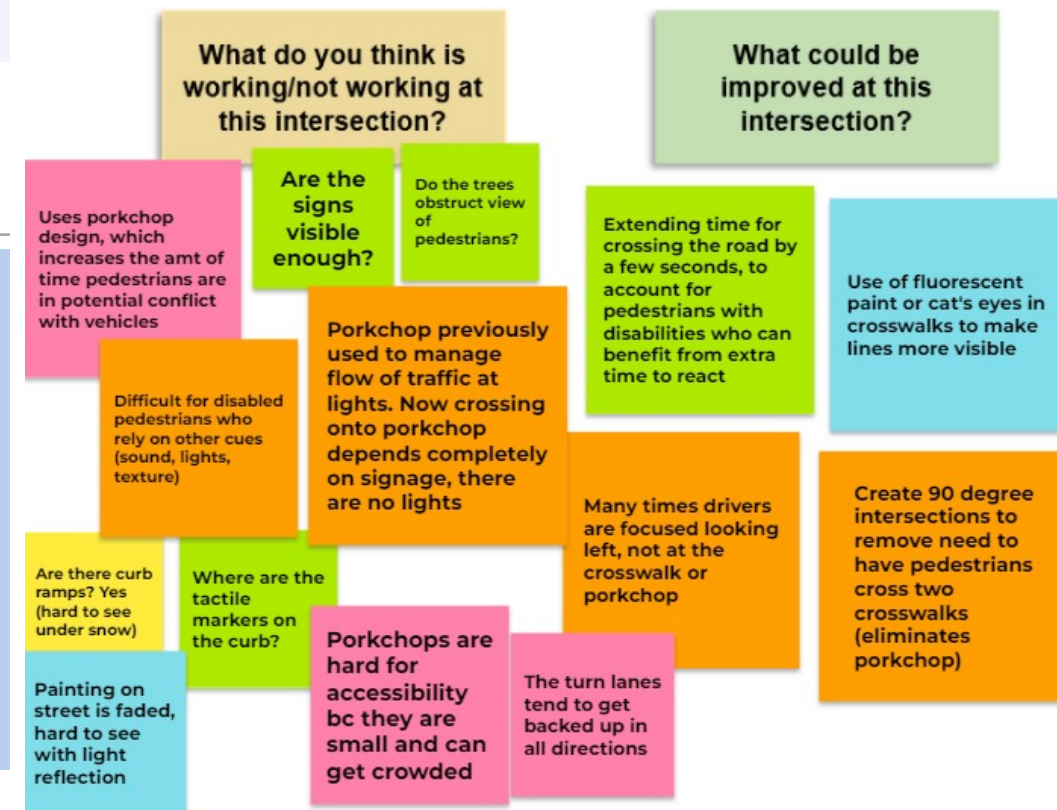
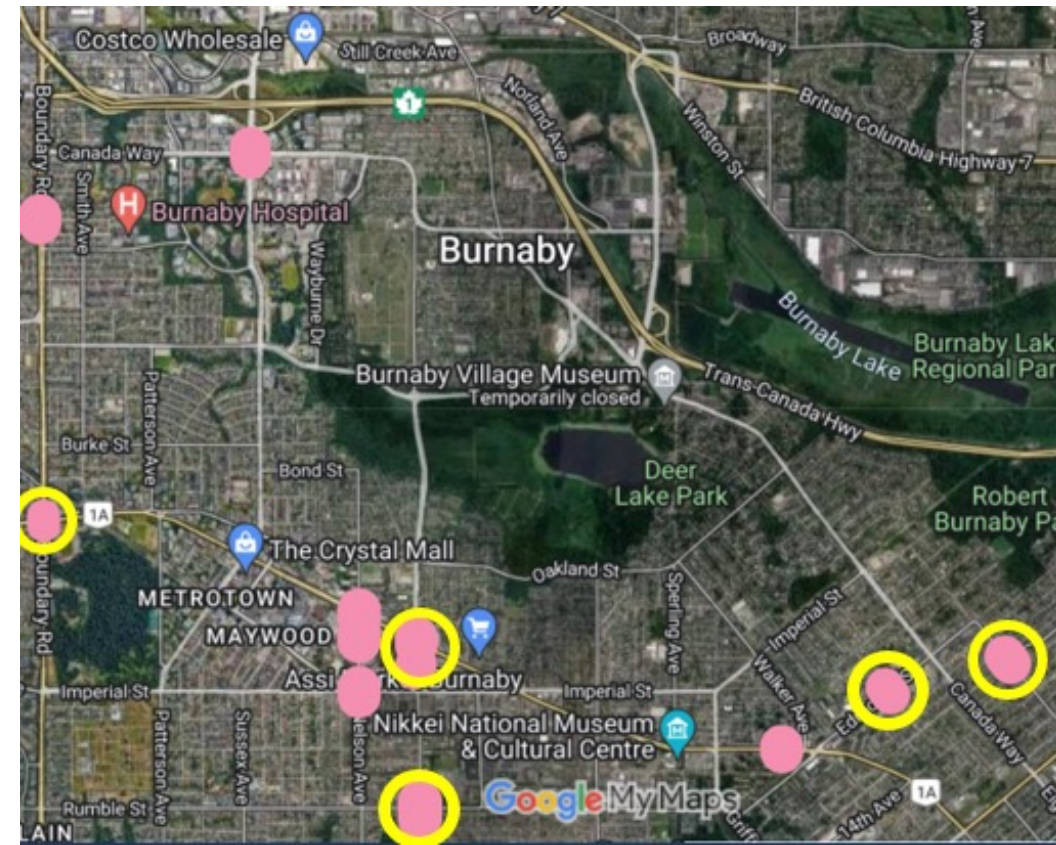
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SWAN Stakeholder Event – City of Richmond

Probable Intersections For Data Collection

- Granville Ave & Minoru Blvd
- Francis Rd & No 1 Rd
- Blundell Rd & Garden City Rd
- No 3 Rd & Brighthouse Skytrain Station (between Saba Rd & Cook Rd)

What We Learned

Challenges	<ul style="list-style-type: none"> • Multiple busy entrances (e.g., pubs, gas stations) can obstruct sidewalks and create line ups of cars. • Obstructed visibility of pedestrians due to parked cars. • Jaywalking to access amenities quickly, decrease distance travelled, or maybe to access transit stop. • Making changes is tied to redevelopment, land rights, and funding. • Insufficient lighting and overgrown trees impact visibility and safety. • Limitations to balancing improved safety/walkability and flow of traffic.
Improvements	<ul style="list-style-type: none"> • Make sidewalks visibly apparent, create rest areas, and maintain tree growth. • Add signage to support wayfinding.

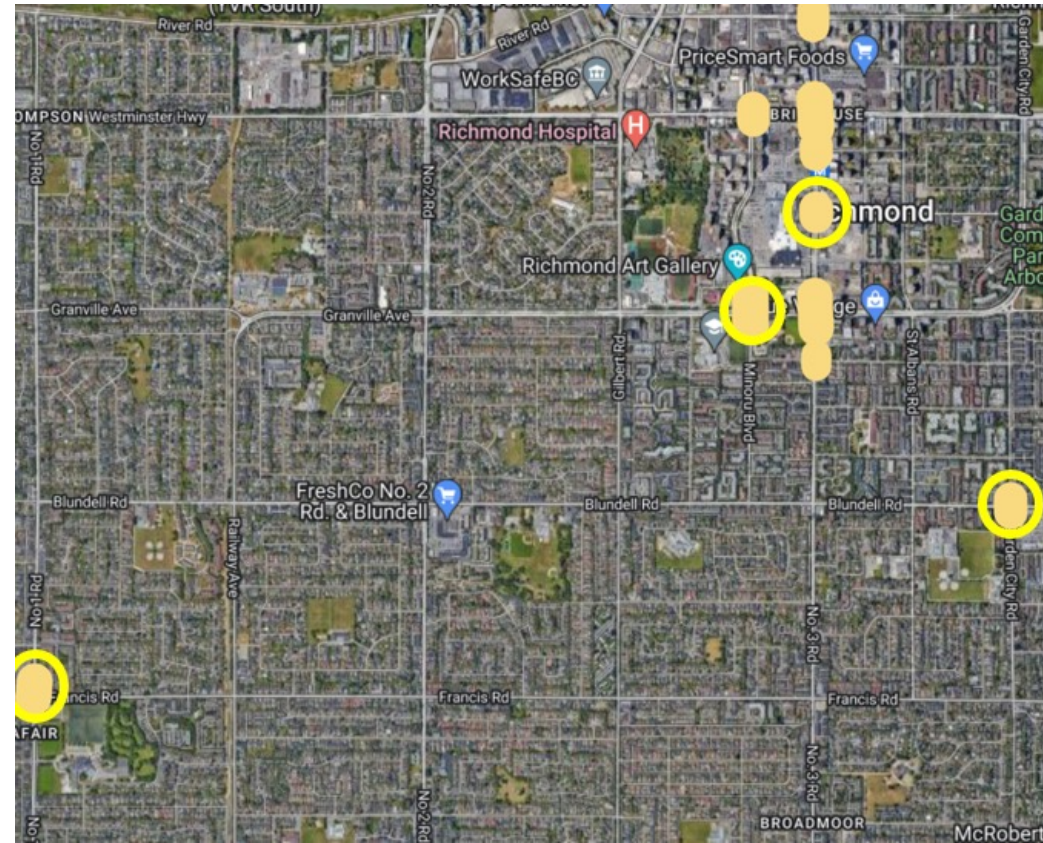
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What do you think is working/not working at this intersection?

Lots has been done here. Threshold strips, crosswalks are highly visible. They're working on making it more pedestrian friendly. - MB

High traffic area esp. with bus loop. Still has safety concerns rising -MB

Seniors say that the pedestrian signal isn't long enough. Individuals may be able to cross but mobility disabilities they're slower so they should be considered - EH

We don't want it to be plain everywhere but we don't want barriers with navigation. Some contrasting colours but what ratio to make it accessible? -MB

What could be improved at this intersection?

I agree, consult groups with different disabilities but we have the ACA with min. requirements and if we're overdoing colour contrast for instance (too much!) -EH

Bike lane- never considered this route. But as a bike rider, now generally it's quite difficult with construction everywhere. I'd be cautious about hitting pedestrians here. -EH

There are dark lines and lighter texture. We've worked with our teams on how dark lines are navigation problems (vision/dementia) - MB

It's already busy here so when drivers turn they have to look at pedestrians AND bikers (esp. right turn)- may be dangerous unless it's separate from the road - EH

We've done work w signs, LED st lights, changed bus stop markings and shelters for dementia - MB

Everyone gets navigation strips. Complex things are less understood. Things with the bus loop may benefit. - MB

Textural differences, reduce contrast. Colour isn't the only way to develop contrast. No clear guidelines- what is the happy balance? -MB

Consultation with people with disabilities needs to occur during the design phase. At this time it'll be longer than moving ahead with development -EH

These areas leading to the parkade is a bit dangerous and if I'm going to the other mall I tend to jaywalk and cut through the parking lot because there's no easy pedestrian pass -MB

This inner core of Richmond is being redeveloped and constructed. There's been a push back of trees and roads. We'll see this wider sidewalk around these areas -MB

SWAN Stakeholder Event – City of Surrey

Probable Intersections For Data Collection

- 104 Ave & King George Blvd
- 102 Ave & King George Blvd
- 104 Ave & 152 St
- 96 Ave & King George Blvd

What We Learned

Challenges

- Busy intersection with **heavy traffic**.
- **Speeding** and **speed limits** impact safety.
- **Construction** and **placement of trees** impacts sidewalk accessibility.
- Area is **reliant on driving**.
- Lights and crosswalks are **inconsistent**.
- **Tourists** represent a vulnerable population in this area.
- Surrounding areas are being redeveloped and will increase pedestrians in area.

Improvements

- Crosswalks need to be **well-marked** and **smooth**.
- **Work with private contractors** to ensure accessibility.
- **Expand improvements** to areas beyond major intersections.
- Create **signage** to help with wayfinding.

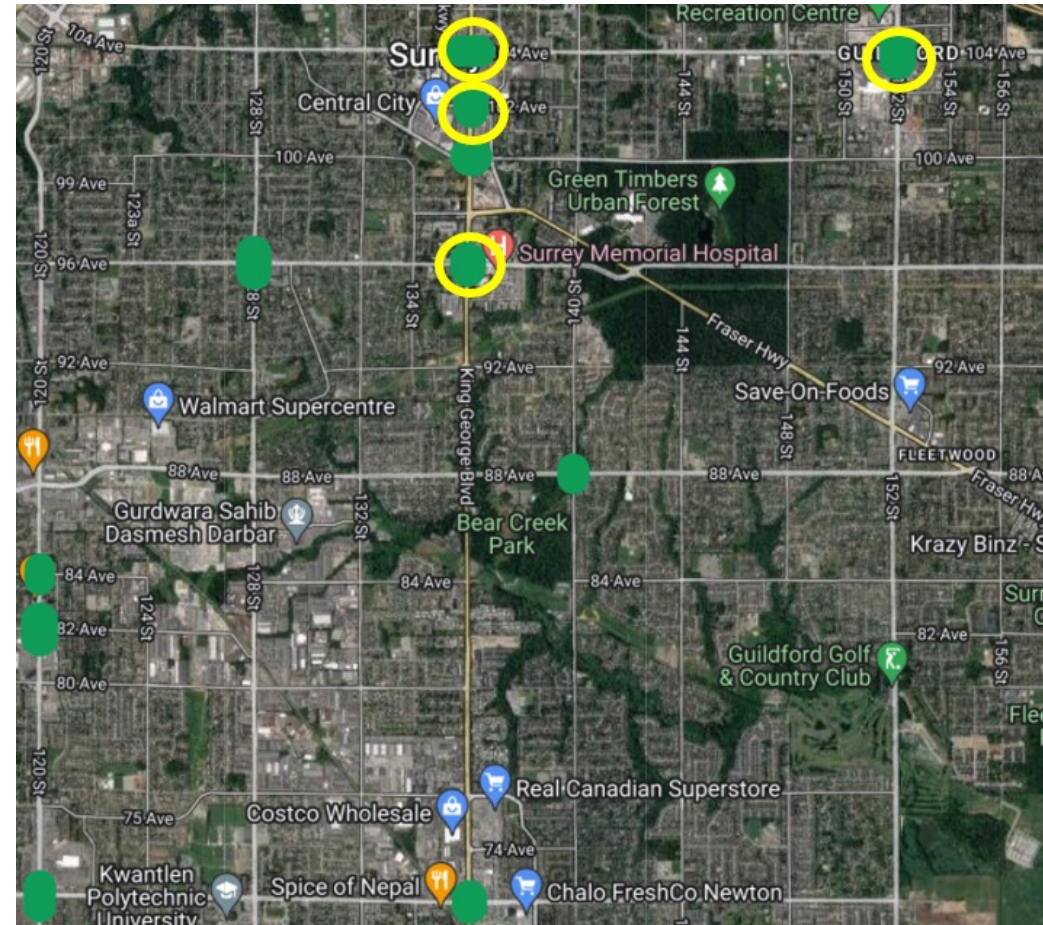
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What do you think is working/not working at this intersection?

What could be improved at this intersection?

M: They may stick to codes and standards (contractors) but maybe we need to revisit the "bare minimum" standards that they may have for accessibility? This could be a huge impact on someone's health/ ability to get	J: "In some of the heavy traffic areas, no matter what city, there would be a focus on the amenities around it, to ensure the cross walk is well marked and smooth. Because they are the heavy traffic and high	M: I drive here everyday to work and it is my view. 1st thought: the development. The reality is that the picture is different from the reality. There is construction.	J: as a pedestrian (with regards to lights and crosswalks) you don't know if the lights are flashing to cross, so that cars are being notified.	S: Q for M: Do you have input on the choice of intersection? Closer to home intersections rather than larger ones?
J: It is important for the city to be aware of the community members to be sensitive to needs.	M: Another element is that in surrey, our primary transport is driving. The commute from N. to S. surrey is 20+ min. While building amenities , people are still driving. We are trying to reduce the amount of cars on the road.	H: In the context of Covid, we had to rethink accessibility. Balancing intersections.	M: Are the neighborhoods adjacent to the birds eye view site walkable? If you can't walk as soon as you leave your front door, it doesn't matter if the major hubs are walkable.	M: We need to look at improvements closer to home. Disparities due to income are also important to consider with areas on the outskirts. Improvement needs to happen in the transitional neighborhoods.
J: Some trees are so close to the sidewalk that they have disrupted the flow of the sidewalk. Sometimes it creates an issues for walking (wheelchair).	M: What policies are in place when contractors are private developers ? How do we ensure accessibility and in line with these policies despite that they are private?	J: It is an area of high construction atm. People in wheelchairs, PLWD, the blind...The contractors that the city use have a role to play in making it a walkable city. Signs, ability to navigate etc	J: When you look at your own neighborhood as compared to huge intersections, you pick up on little things. The crosswalk lights/button vary from area to area.	H: The surrey area will be completely transformed due to infrastructure change. Varied socioeconomics and a possible consideration for the tool.

SWAN Stakeholder Event – City of North Vancouver

Probable Intersections For Data Collection

- Lonsdale Ave & 15th St
- Chesterfield Ave & W 15th St or Chesterfield Ave & Keith Rd
- Lonsdale Ave & 12th St
- Lonsdale Ave & 1st St

What We Learned

Challenges

- **Complex intersections** with multiple transit stops.
- **Long crosswalks** without enough time to cross.
- Infrastructure has changed but behaviours have not.
- **Poor visibility** at night and poor sightlines.
- **Intermittent sounds** can be distracting.
- Steep, narrow sidewalks **without areas to rest**.
- Ramps leading into traffic.
- **Safety issues** at roundabouts.

Improvements

- **Better lighting** and **seating** along steep sidewalks.
- Ensure sightlines near intersections consider all pedestrians.
- **Accessible public washrooms**.
- City pedestrian accessibility map and policies.

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