

# Sidewalk Programming Prioritization

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# Presentation Outline

1. Background
2. Sidewalk Programming Prioritization
3. Next Steps

# 1 Background

# Council Direction

Council, at its **May 27, regular meeting**, passed the following resolutions:

THAT

1. the May 1, 2024, report titled Sidewalk Programming be received for information;
2. the proposed 2024 sidewalk projects slated for Marine Drive and Cypress Park Area be endorsed; and
3. *staff work with Council at a workshop to consider further sidewalk prioritization projects.*

# Sidewalk Network in District of West Vancouver

- **77 kms** of hard-surface sidewalks (asphalt or concrete)
  - less than a quarter of roadway length
  - concentrated in dense and commercial areas
    - Ambleside, Dundarave, Taylor Way, Horseshoe Bay, Caulfeild
- sidewalk on at least one side of every street
  - estimated cost **\$200 million**

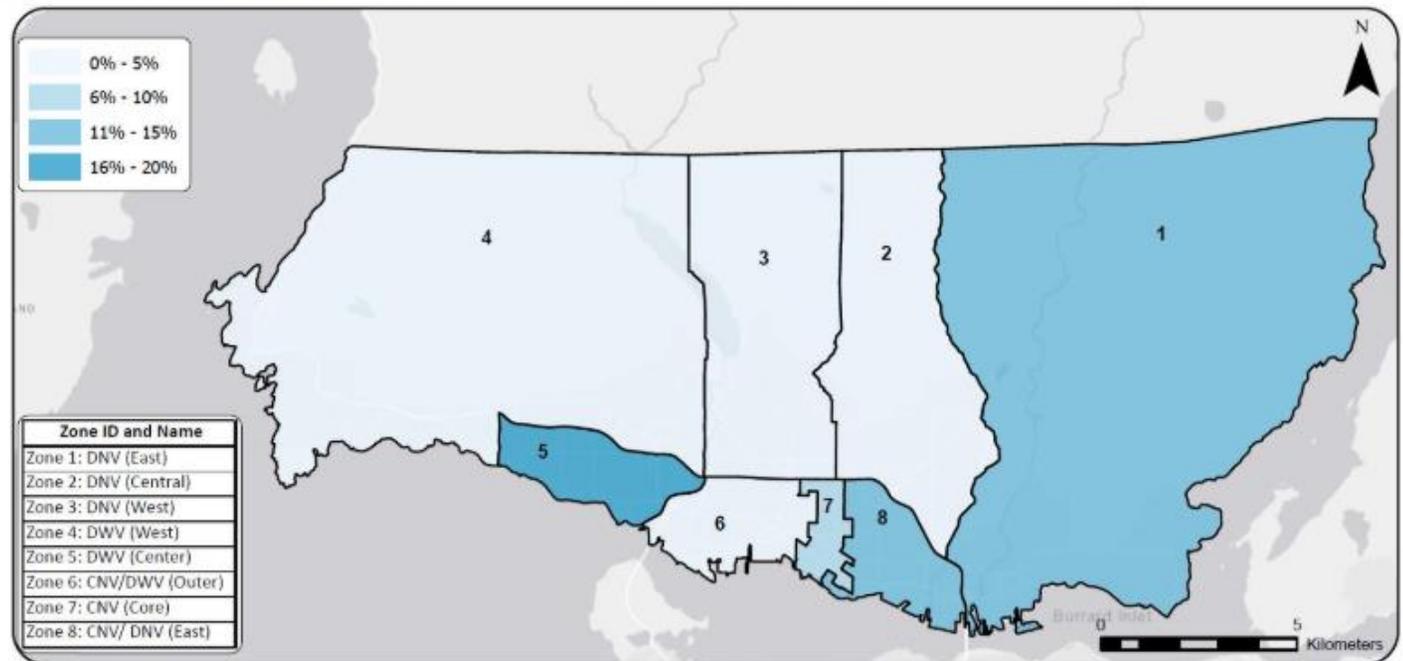
Road Classification	No Sidewalk	One Sidewalk	Two Sidewalks
Local	91%	6%	3%
Collector	60%	35%	5%
Arterial	47%	29%	24%

# North Shore Transportation Survey (2021)

- participants report neighbourhood as walkable
  - DWV 33%
  - DNV 45%
  - CNV 70%

DWV (center) – zone 5  
**Walk Commute Mode: 17%**  
 (highest on North Shore)

Figure 80. Map of Percentage of Population 15+ Who Walk for Usual Commute to Work or School – by Zone

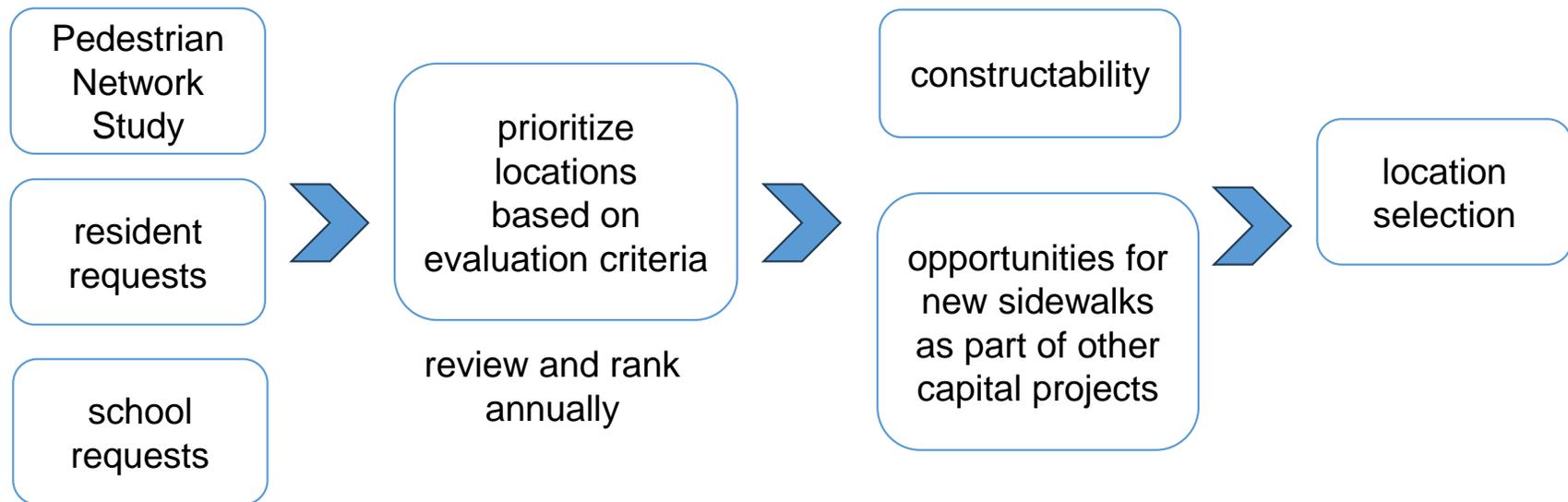


# 2 Sidewalk Programming Prioritization

SIDEWALK PROGRAMMING PRIORITIZATION

*west vancouver*

# Sidewalk Prioritization Process



# Pedestrian Network Study (2017)

- Sidewalk Priority Evaluation Criteria developed to prioritize locations
- study recommended:
  - **Arterial/Collector Roads** - sidewalks on both sides
  - **Local Roads** - sidewalk or gravel pathway on at least one side
  - **Main Routes** - to schools, parks, commercial areas, community facilities, and bus stops
    - sidewalk on both sides
  - **Sidewalk Standards:**
    - standard width                    1.8 metres
    - constrained width                1.5 metres

Table 6: Sidewalk Priority Evaluation Criteria

Criterion	Max Score	Weight
<b>Pedestrian Safety</b>		
Pedestrian Volumes	5	5%
Truck Route	5	5%
Pedestrian Collisions	5	5%
Total Collisions	5	5%
Topography	5	5%
Road Classification	10	10%
<b>Total Pedestrian Safety</b>	<b>35</b>	<b>35%</b>
<b>Pedestrian Demand</b>		
Proximity to Schools	5	5%
Proximity to Seniors Facilities	5	5%
Proximity to Commercial Uses	5	5%
Access to Transit	5	5%
Access to Parks	5	5%
Proximity to Community and Recreational Buildings	5	5%
Residential and Employment Density	5	5%
<b>Total Pedestrian Demand</b>	<b>35</b>	<b>35%</b>
<b>Network Need</b>		
Network Contribution	5	15%
Pedestrian Gaps and Issues	5	15%
<b>Total Network Need</b>	<b>10</b>	<b>30%</b>
<b>Total Safety + Demand + Network Need</b>	<b>80</b>	<b>100%</b>

# Programming Requests

## School Safety Assessment Program

### Top priority locations:

- **Irwin Park Elementary and Pauline Johnson Elementary**
  - Jefferson Avenue – 22nd to 24th Street
- **Cypress Park Elementary**
  - Marine Drive – Stearman Avenue to Ferndale Avenue

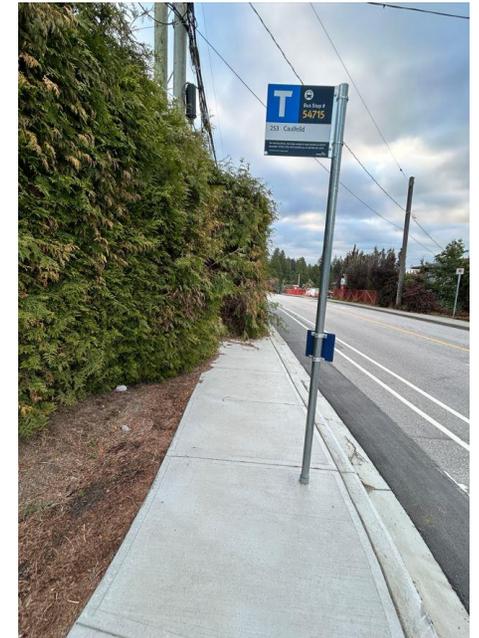
## Resident Requests

- **24 requested locations for new sidewalks**

# Sidewalk Constructability

## Factors that affect the feasibility of constructing a sidewalk:

- driveways – steep driveways to the edge of the road
- utility pole – expensive to move
- vegetation – trees and hedges on boulevard
- parking – removal of on-street parking
- geography - steep slopes/rock outcrops
- narrow right of ways
- rivers and creeks



# Sidewalk Constructability

**Marine Drive  
Cranley Drive – Telegraph Trail**



- narrow right of way
- vegetation
- rocks

**Mathers Avenue  
21st – 23rd Street**



- steep driveways
- parking
- utility poles

# Opportunities to Combine Projects

- improves construction efficiency
- reduces overall costs

**Queens Avenue  
15th – 19th Street**



- road rehabilitation
- sidewalk construction (2019)

**4600 Block Caulfeild Drive**



- road rehabilitation
- rapid flashing beacons
- raised crosswalk (2023)

**Cross Creek Road  
north of Highway**



- BC Hydro construction
- school request
- pathway widening (2024)

# 3 Next Steps

# Sidewalk Construction Plan

## 2024 Construction:

- 19th Street      Fulton Avenue - Marine Drive      Pending
- Marine Drive      Morgan Crescent - Ferndale Avenue      Approved
- Marine Drive      Cypress Creek - Keith Road      Approved

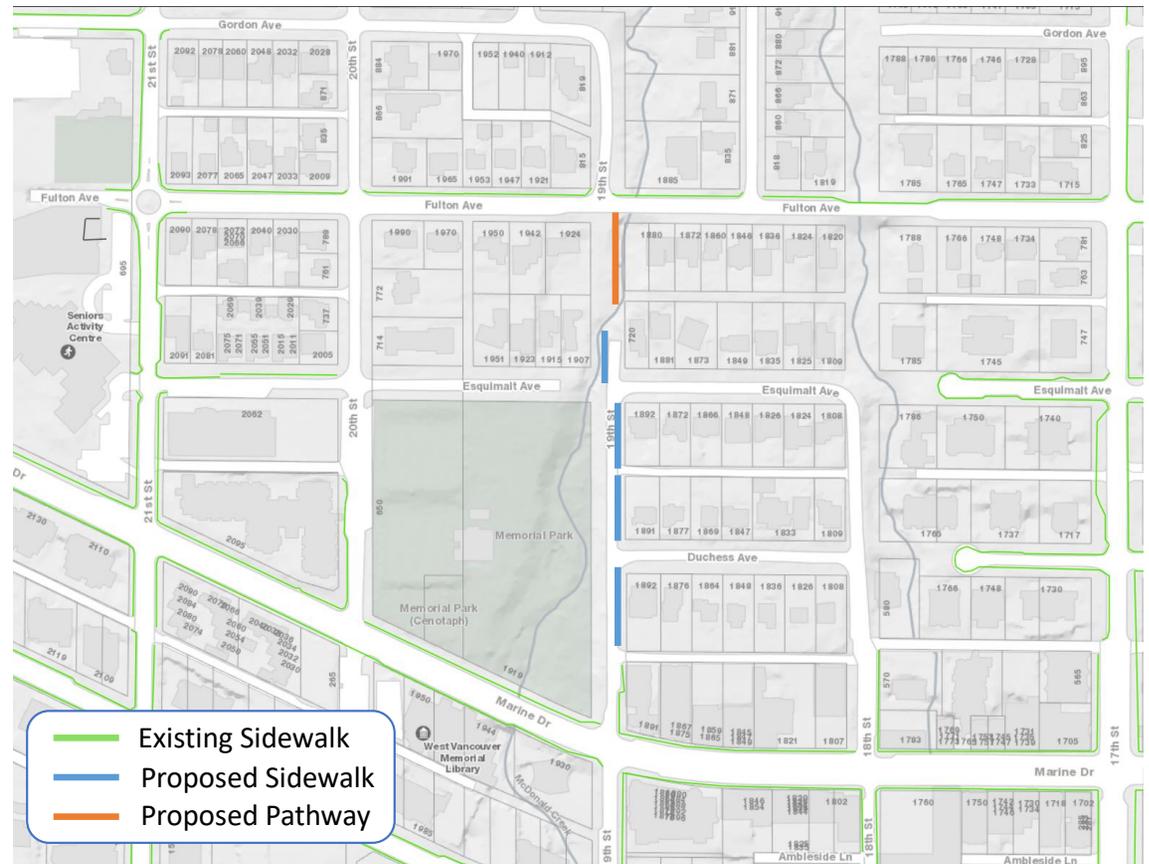
### Funding Sources:

DWV      \$ 500,000  
External      \$ 266,000 ++  
    -Translink (Confirmed)  
    -ICBC      (Pending)

*budget based on preliminary design cost estimates*

# 19th Street, Fulton Avenue – Marine Drive

- ranked as one of the top priority local streets for sidewalk installation in the 2017 Pedestrian Network Study
- one of the only streets in Ambleside connected to Marine Drive that does not have a sidewalk
- connects residential areas to recreational and commercial opportunities along Marine Drive
- \$145,000 external funding from TransLink



## 19th Street, Fulton Avenue – Marine Drive

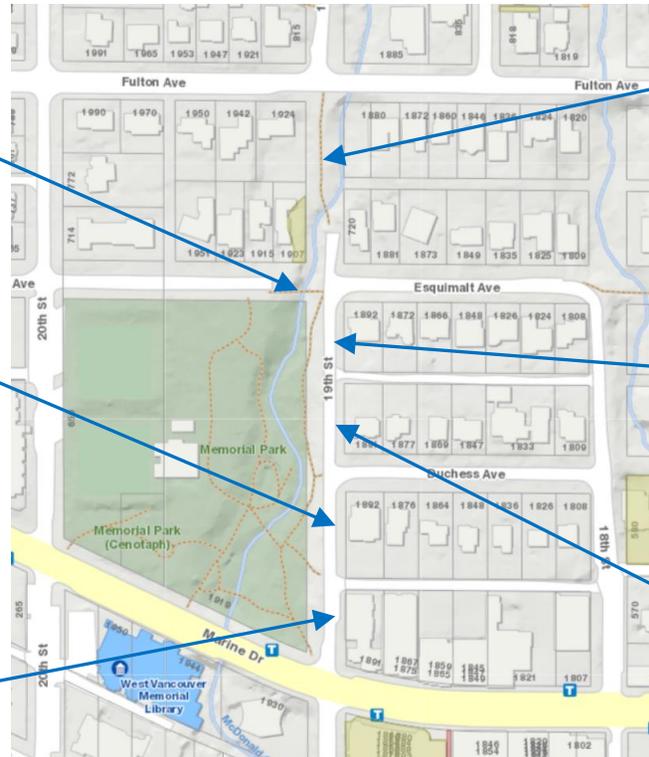
- a new concrete sidewalk between lane north of Marine Drive and trailhead north of Esquimalt Avenue
- replacing the gravel pathway between Esquimalt Ave and Fulton Avenue with a 3.0m wide asphalt multi-use pathway
- reinstating parallel parking between lane north of Marine Drive and Duchess Avenue

# 19th Street, Fulton Avenue – Marine Drive



2015

2023



# Proposed Sidewalk Construction Plan

## Proposed for 2025

1.	Mathers Avenue	21st – 23rd Street	Resident Request
2.	Jefferson Avenue	22nd – 24th Street	School Request
3.	Mathers Avenue	11th Street - Braeside Street	Pedestrian Network Study
4.	Burley Drive	Braeside Street - Kings Avenue	Pedestrian Network Study
5.	20th Street	Gordon Avenue - Marine Drive	Pedestrian Network Study
6.	Gordon Avenue	20th - 21st Street	Pedestrian Network Study
7.	Marine Drive	Cranley Drive - Telegraph Trail	Resident Request

*\*for consideration – 2 to 3 to be constructed*

**Thank You!**  
**Questions?**