

# “Tsawwassen Walkability Study”

## Tsawwassen: Intersections

### 56th Street and Mall Access Road - Curb Access



**In the foreground the curb ramp is narrow and does not align with either crosswalk.**



**In the background the curb ramp aligns with crossing the mall access road but not 56th. It was also noted that pedestrian crossing signal is out of sync with the audible signal. The signal starts at 22 seconds where it used to be 29. Twenty-two seconds was not enough time for our walkers with mobility issues.**

**This curb ramp is for use in both directions and is aligned toward the middle of the intersection. Proper alignment not only guides pedestrians into the crosswalk but also assists low vision pedestrian.**

### 56th Street and 12th Avenue - Narrow



**The narrow sidewalk and barriers like this pole leave little area for waiting. A senior on a scooter would have difficulty manoeuvring in this small area. During our survey we saw a senior on scooter who had to go into the roadway get around pedestrians standing at the corner. Note that the curb ramp is aligned for 56th only and not 12th.**

**Royal Oaks and 56th Street – Pedestrian controlled crossing**



**Crossing 56th at Royal Oaks pedestrians are faced with a dead end crosswalk. The choice is to step over the curb in the foreground of this picture. OR...**

**Walk to the right and use the driveway entrance into the parking lot of the medical building.**



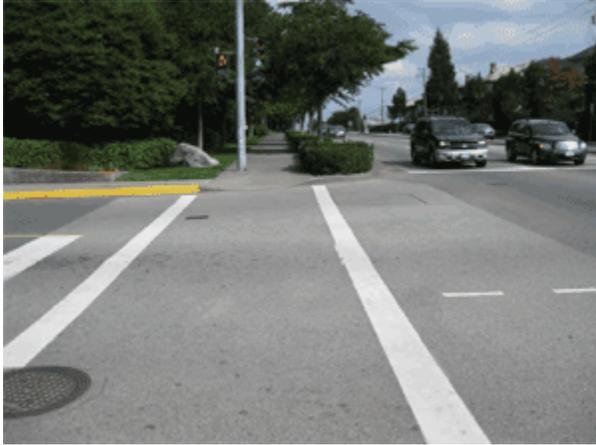
**With either choice pedestrians have to walk in the parking lot. Other problems noted at this intersection: the length time from pushing the button to activate the signal and the signal changing as well as difficulty hearing audible signal due to traffic noise.**

## **Tsawwassen: Sidewalks**

### **56th Street at View**



**Looking south, on the west side of 56th Street – sidewalk is narrow which does not allow for more than two people to walk together. Lack of a buffer between pedestrians and busy often speeding traffic creates an unsafe atmosphere.**

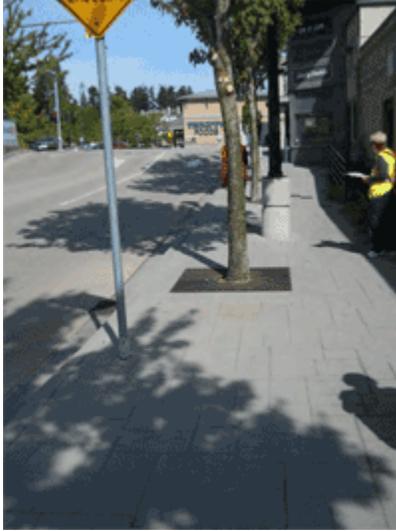


**In contrast looking north, the sidewalk is wider and has a landscaped buffer that separates pedestrians from traffic which makes a more comfortable walking environment.**

### **Exiting Bayside Mall up to 12th Avenue**



**This sidewalk is on a grade and the uneven slope downward from the roadway to the building is difficult to navigate.**



**Looking from the other direction, it shows the obstruction created by the trees. The combination of uphill grade, uneven, sloping sidewalk and obstructions make navigation more difficult for pedestrians. This sidewalk is a connection to the mid block pedestrian crossing to the grocery store on the north side of 56th Street.**

**We were informed by a senior walking along this route that the brick surface that is illustrated may be unsuitable for seniors. The example we were given is that for seniors with arthritis, they may have to use a walker with arm rests to support themselves. The vibration and jolting caused by the brick surface may cause irritation and pain for the senior.**

### **Sidewalk on a grade by Tsawwassen Library**



**Sidewalk up to library has a railing for part of the way but ends where the landscaping begins. The sidewalk is on a steep grade and a railing to the top may provide additional assistance pedestrians who need support.**



**Continuing around the corner from the picture above the railing ends again before reaching grade.**

### **Sidewalk Obstructions**



**Planters on walkway are pleasant to look at but they could be an obstacle for pedestrians using walking and mobility aids. The place of the planters also does not allow for pedestrians to walk side by side Informal pathways.**

**Informal pathways may indicate a need for a sidewalk**



**This pathway shows the wear and tear of a cut through used by pedestrians to access Bayside mall or the service road up to 12th Avenue near 56th Street.**



**Notice now the surface of the pathway has sunk and created a lip. A senior using a walker was observed negotiating this hazard. She waited until someone came along who could lift her walker over the lip and down on to the roadway.**



**The pathway connects to apartments where many seniors live. To get to this point there is a choice to walk through a parking lot or use a narrow pathway.**



**The alternative for seniors is a less direct walkway using sidewalks on 10th Ave or down this long sidewalk.**

**Fatigue is a “hidden” problem experienced by seniors because others do not see it. Direct routes are important for conserving energy when fatigue is a concern and connecting pedestrians to places they need to go is important for supporting seniors in maintaining their independence.**

## **Tsawwassen: Safety**

**12th Avenue between 56th and 55th Streets - crossing**



**The sign by the traffic light does not permit vehicles to turn right on red lights. That means at all times when pedestrians are using this cross walk, cars must wait until pedestrians have crossed, leaving little time for making a right turn. While waiting to cross we observed cars turning right on the red light. It was also reported to us that when traffic is heavy, driver attention is more on getting out into traffic then it is on the pedestrians crossing. We observed that the timing of the pedestrian signal is short for seniors who walk a little slower.**

**The area between the above pedestrian crossing and the intersection at 12th and 56th has congestion due to high volume car, bus and pedestrian traffic at different times of the day.**



**In the same half block, a bus stop is located near a busy intersection. When the bus is loading cars change lanes, drivers are distracted and the 4 lanes of traffic are a challenge for pedestrians with mobility issues. It was noted that the pedestrian signals at 56th are not long enough for pedestrians using walkers/canes.**



**Between the mid block crossing on 12th Avenue and the intersection at 56th, across from the bus stop jaywalking occurs despite signage – pedestrians are looking for places to cross.**

## **Parking Lots**

**Height of Curbs – not always standardized on business properties**



**This senior needs to lean on her car to get up this very high curb. Maintaining balance is very important for avoiding falls. Falling has serious consequences for seniors. Once a senior experiences a fall it will often discourage them from going out in future.**



**In this picture the height of the curb is marked with yellow paint to warn pedestrians but illustrates the height of a person's step needed to navigate a high curb.**

## **Vehicles blocking pedestrian crossings**



**Pavers and bricks are attractive and commonly used for walking surfaces but there is potential for tripping hazards when they become dislodged. We learned on our walk that there are new materials available that can be added to the sand to prevent heaving.**



**Efforts to guide pedestrians through parking areas: the pedestrian crossing is marked with wide white stripe and a warning sign. Yellow paint on the curb marks the grade of the slope of the roadway (warning of a tripping hazard).**



**But pedestrians do not always use the paths that are made for them.**

## **Example of Aging Infrastructure**



**This is an example of aging infrastructure - a pathway of asphalt ends at the top of a flight of concrete stairs. The asphalt has sunk and has created a tripping hazard. What is not shown in this photo is the location. The pathway is at the base of an incline which could pose a further hazard for seniors due to loss of balance.**

## **Tsawwassen: Comfort and Appeal**



**The water garden is a pleasant feature and benches are provided for resting. However for low vision pedestrians the lack of a defined border or fencing could make this a hazard.**



**Benches for resting and trees and umbrellas for shade add to the appeal for walking spaces.**

**An example of a walkway with a wide surface and landscaped buffer to separate pedestrians from traffic.**

