



# Ladysmith Walkability / Accessibility Assessment Report

**Survey Results**

**Fall 2017**

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# Introduction

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The Ladysmith Community Response Network in partnership with the Ladysmith Interagency Committee members and the Elder Care Project in Cowichan initiative undertook a walkability/accessibility assessment in Ladysmith. The purpose of this assessment is to help provide data to inform a Union of BC Municipalities Age Friendly grant application. An age friendly community supports seniors to “age actively” by living safely, enjoying good health and staying actively involved in their community.<sup>i</sup> Since many vulnerable populations face many of the same barriers as seniors, creating a safe and healthy community for seniors helps create a safe and healthy community for everyone.

We know that walkability and accessibility are undervalued throughout North America due to our dependence on automobiles. Yet, research shows that walkable communities positively influence the social determinants of health for both individuals and the communities they live in. Walkable communities promote healthier, sustainable life styles,<sup>ii</sup> while walking supports physical and mental health and increases air quality. Walk friendly communities influence how safe and inclusive a community is likely to be providing opportunities for interaction with other community members which in turn help build relationships and create trust. The benefits of social cohesion present in walkable communities spread across the environmental, economic and social spheres<sup>iii</sup> and decrease rates of crime.<sup>iv</sup>

This report highlights the findings of the survey through 4 key areas of walkability and accessibility. These 4 areas include:

- Safety
- Accessibility
- Convenience and Connectedness
- Comfort and Attractiveness

In addition, the survey explores the diversity of the respondents by exploring gender, age, income and physical abilities and how these might influence their responses to the questions in the survey.



## Methodology

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The development of the survey for Ladysmith started by looking at tools and data produced by other communities that have completed walkability and accessibility studies. These “best practices” provided a basis for the Ladysmith survey. Two stood out as exceptional, one produced by Barefoot Planning from Victoria, BC<sup>v</sup> and the other by Healthy By Design from Indianapolis, Indiana<sup>vi</sup>. Questions were localized based on Ladysmith geography and demographics and final questions were then reviewed by a committee comprised of members of the Ladysmith Interagency Committee and local professionals involved with the Elder Care Project.

A total of 78 surveys were completed from July 15<sup>th</sup>, 2017 to September 15<sup>th</sup>, 2017 and distributed through social media sites, key community organization websites, community programs at the Ladysmith Resource Centre and Ladysmith Family and Friends. Print copies were available to the public at the local library and distributed to community members during Ladysmith Days.

## Survey Respondents

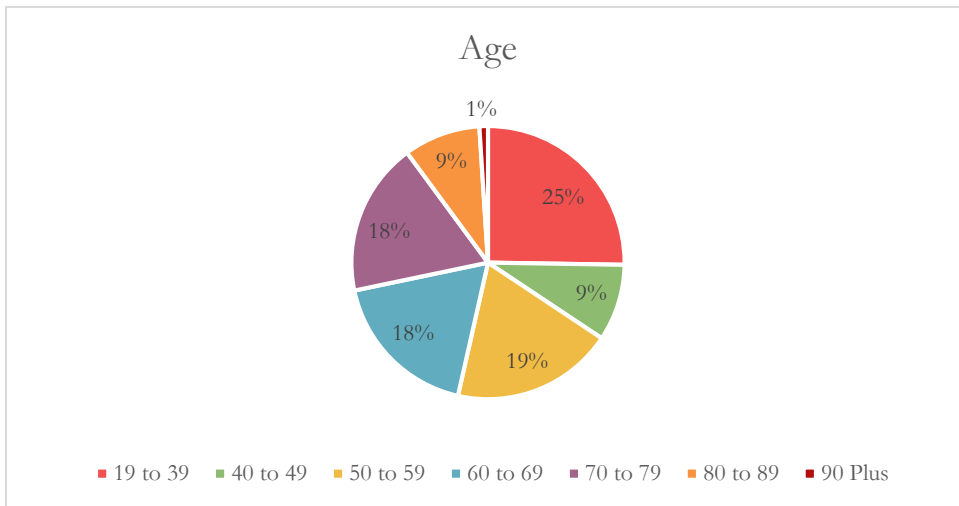
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### Neighbourhoods

For the purpose of this report and to easily identify the parts of Ladysmith where respondents live, the Town was divided into 3 zones with the boundaries to the east being the Ladysmith Harbour and to the west the forest lands. The North Zone includes neighbourhoods that fall within Grouhel Road to the North and South to Christie Road and 4<sup>th</sup> Avenue. The Central Zone covers addresses that fall south of the Christie Road and 4<sup>th</sup> Avenue intersection to Stephenson Street. The South Zone begins south of Stephenson Street to Stirling Drive including Sanderson Road and Spurling Crescent. There were 5 survey respondents living in the North Zone, 45 from the Central Zone, and 19 from the South Zone. We had a number of surveys from individuals who lived outside the Town of Ladysmith (Campers Corner, Saltair, Cassidy and Yellowpoint) but worked or accessed businesses and recreation facilities in town.

### Demographics

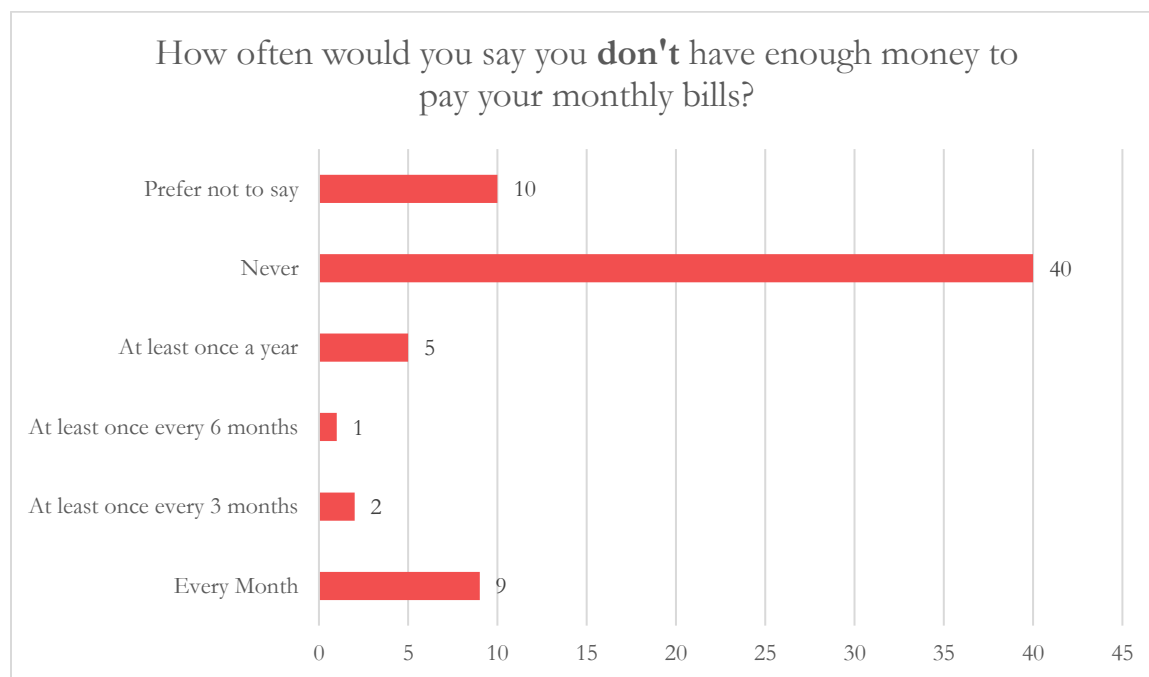
The age range of survey respondents spanned from 19 to 90+. 66% of respondents were over the age of 50. The majority were female, (84%<sup>vii</sup> vs 9% male) with the largest representation between 19 – 39 years of age and the second, 50+. 7% preferred not to list their gender.



It is important to highlight that the 2015 Island Health Local Health Area Profile for Ladysmith reflects comparable population growth for the Town of Ladysmith compared to other parts of Vancouver Island, but an important variable of note is that the growth of Ladysmith citizens in the 75 plus age range is expected to double.<sup>viii</sup>

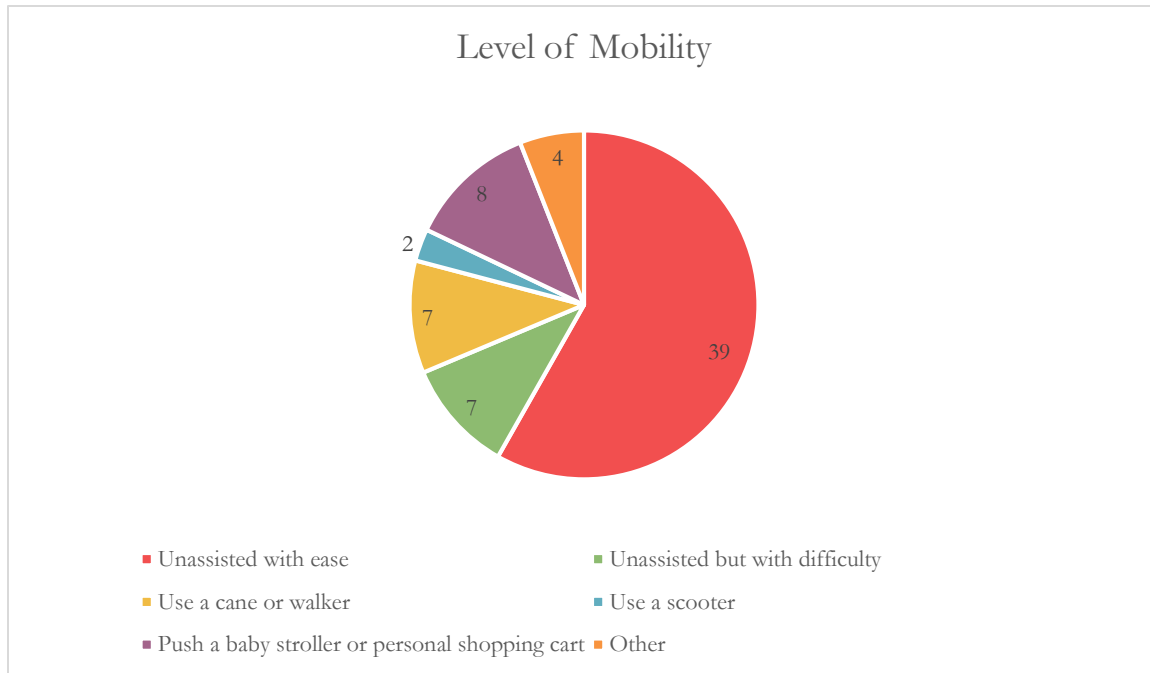
## Income

The survey asked about income to help make any correlations between socioeconomic status, walking and accessibility. The question asked how often respondents *didn't* have enough money to pay monthly bills. 51%<sup>ix</sup> of respondents indicated that they never found themselves in a situation where they didn't have enough money to pay monthly bills. 13% said that they experienced this on a monthly basis.



## Mobility

The level of mobility was measured to reflect the diversity of mobility and to include perspectives from a variety of mobility levels. The majority of survey respondents had no mobility issues.



## Survey Results

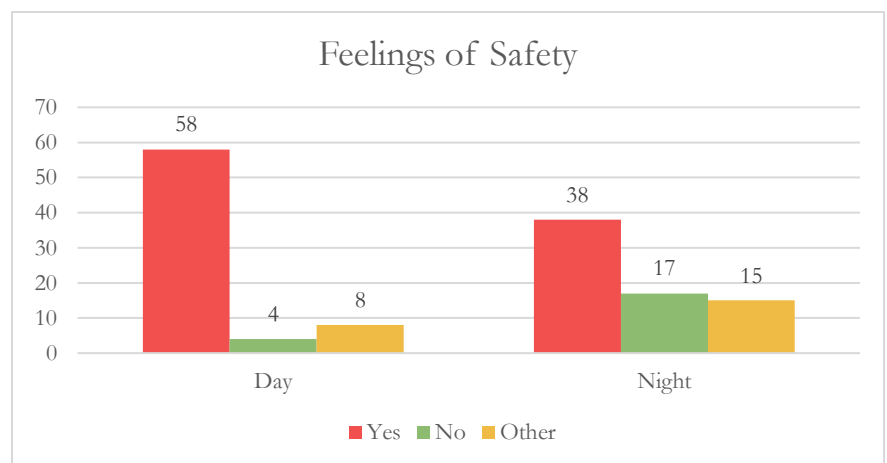
The survey was broken down into four main areas: Safety, Accessibility, Convenience and Connectedness, and Comfort and Attractiveness. Each area took into consideration the physical design of neighbourhoods in relationship to walkability and accessibility.

### Safety

Questions listed in the area of Safety explored physical designs of sidewalks, crosswalks and pedestrian crossings, separation from traffic and perceptions of safety.

#### Feelings of Safety

Respondents generally feel safe walking around their neighbourhood with slight changes depending on time



of day. Most comments related to feeling unsafe were due to inadequate lighting in a neighbourhood and gender.

## Sidewalks

Survey questions looked at the availability of sidewalks and the size and quality. 69% of respondents stated there was a lack of sidewalks or safe walkways in their neighbourhoods.



Delcourt Avenue

53% stated that there are only sidewalks available on one side of the street. 49% said that existing sidewalks were generally in good repair, 29% said they were not in good repair and 23% were unsure about the conditions of the sidewalks.

Common issues included lack of continuous sidewalks, misalignment of sidewalks, sidewalks having substantial cracks, poorly constructed sidewalks, tiling of sidewalks making it difficult to stroll or use a cane, sidewalk obstruction by poles or other objects, sidewalks lacking the minimum 5 feet width to accommodate two pedestrians and/or people using assistive mobility devices and, insufficient lighting.

*"We often have to walk through other people's yard to avoid walking on the road with your young children. There are no sidewalks in our neighbourhood at all."*

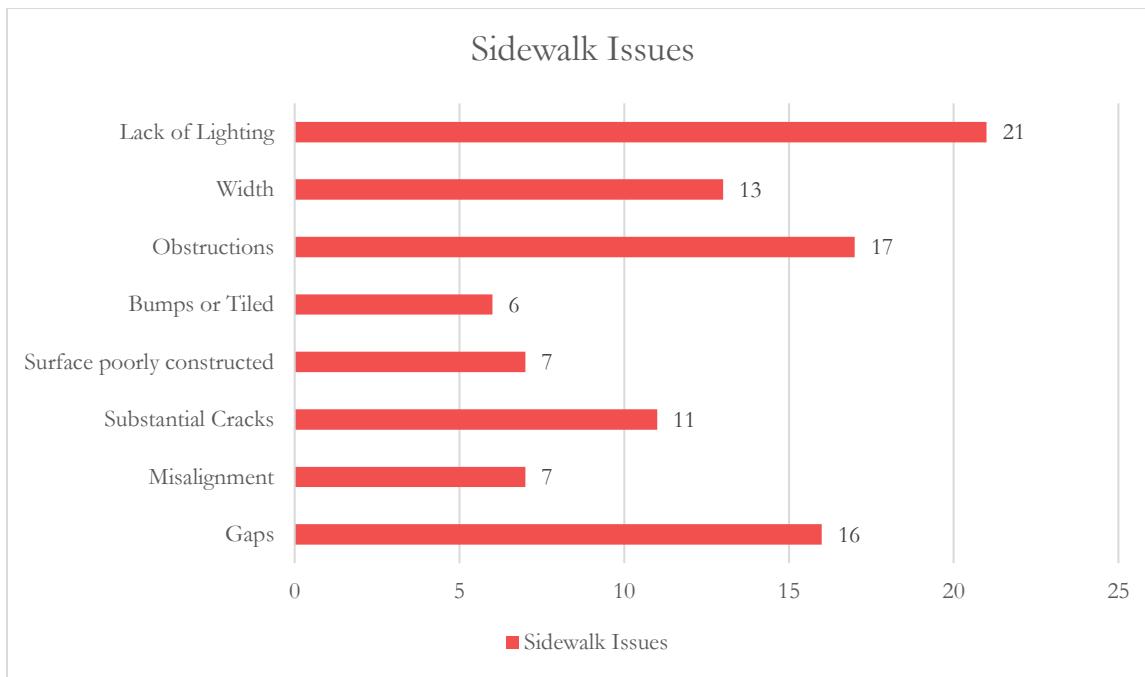
*Survey Respondent*

*"Due to no sidewalks on Walker Avenue there is nowhere for anyone to walk safely. We have many older adults, seniors as well as young children on our street. There is no place for them to walk, ride bikes, walk with strollers, etc."*

*Survey Respondent*



Symonds Street



## Crosswalks

The survey explored crosswalks and measured the effectiveness of the crosswalks. 41% of respondents indicated that they had convenient crossings at busy intersections whereas 40% said they either did not have crosswalks or that current locations were not conveniently located at busy intersections. Other respondents identified obstructions such as plants or parked cars that limit pedestrian or vehicle views (13%) and where there are crossing lights in particular neighbourhoods that they do not allow enough time for children or people with mobility issues to cross safely (7%).

The quantity of crosswalks was considered sufficient for 33% of respondents. Insufficiencies identified included: crosswalks not being located at each major intersection, crosswalks not marked with highly visible treatment, crosswalks not used in combination with other measures, mid-block crossing areas are needed, pedestrian islands are needed on some crosswalks, curb ramps not being perpendicular to crosswalks, and curb ramps not having detectable warnings.

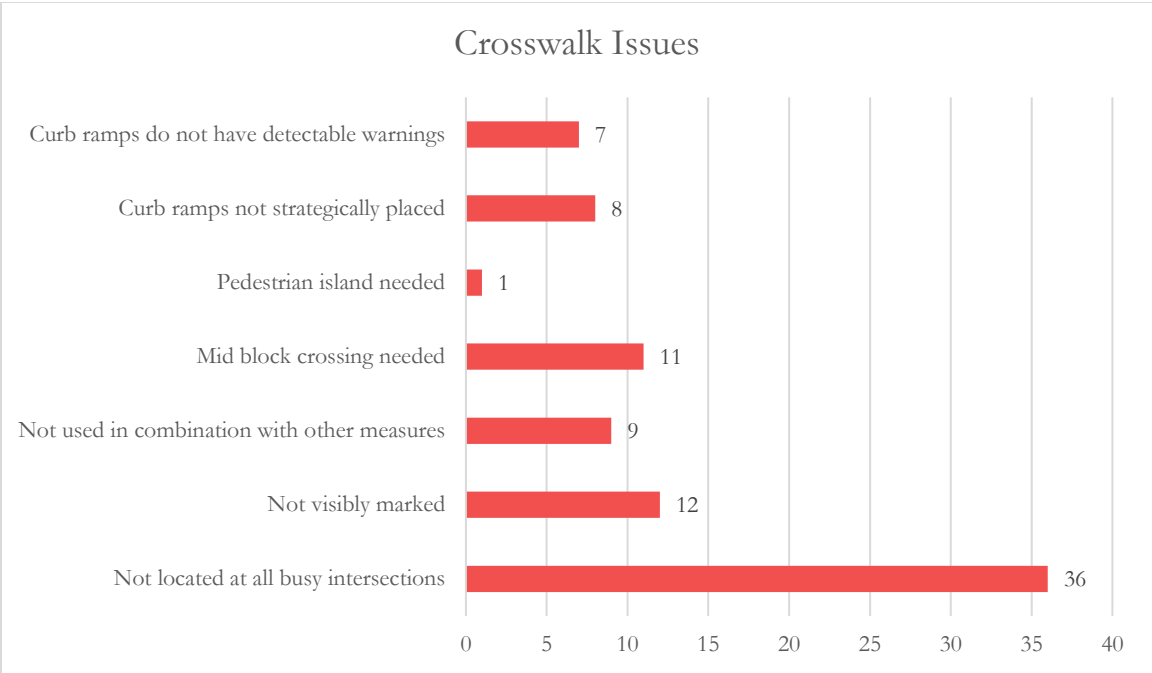
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*“We need a four way stop on 4<sup>th</sup> and Belaire...too many close calls with people driving through Belaire and 4<sup>th</sup> Avenue...folks not coming to a stop...”*

*Survey Respondent*

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Colonia Drive (looking North towards Delcourt and Brown Drive Park)

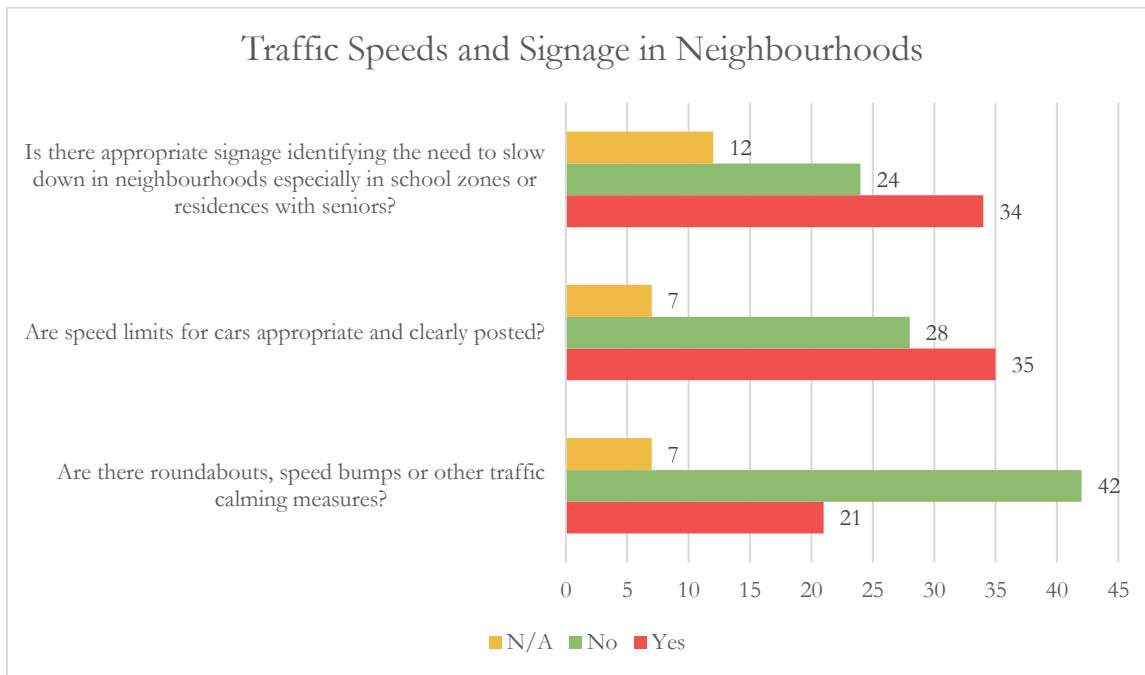
*A dedicated crosswalk to Brown Drive Park at Delcourt corner, perhaps with a light that pedestrians could trigger, would be great especially for children. Post 30 KM/h by Brown Drive Park too.*

Survey Respondent

**Traffic and Pedestrian Safety**

The separation between traffic and pedestrians is identified as a concern; 53% of respondents listed that they felt safely separated from traffic while walking in their neighbourhood whereas 41% said they did not feel safely separated from traffic. Examples of separation include grass strips, trees, parking, spaces or other buffers between the street and sidewalks or paths.

The survey asked questions around whether there are traffic-calming measures such as roundabouts, speed bumps, appropriate designated speeds and signage posting speed limits. 60% of residents identified that they have no traffic calming measures in their neighbourhoods.



Respondents also had the opportunity to describe locations in Ladysmith where they identified safety issues. The table below lists their responses.

### Issues Identified About Safety

1. The alley behind 7-11 is as an alternative thoroughfare once to 1st Ave (between Roberts St & High St & heading further north). Cars travel too fast & drive on wrong side of the alley. As a resident of Gatacre St I often turn into alley behind 7-11 to access the alley to my residential driveway. Knowing the danger, I take the turn slowly into the correct lane and often times come head on with cars on the wrong side and going too fast. Have seen kids hit on bicycles & it is VERY dangerous.
2. Most of the issues indicated above refer to 4th Ave / 4th Ave Extension. Sidewalks need replaced, lighting needs to be added, and some extra crosswalks running East-West across 4th are needed. A wider pedestrian path on 4th would be beneficial, especially when all of the kids are travelling to & from school (on foot and bikes).
3. Main Street on Dogwood from Bayview to LDCU. Poor lighting and highway side sidewalk is isolated from view and dark.
4. Davis Rd playground zone by dog park - no one slows down
5. On Arbutus Crescent trees need to be cut back. There are no sidewalks on this road and the trees are dangerous.
6. Crosswalk at 4th just before Alderwood on your left. Alderwood has no sidewalks.
7. Davis Rd - from south Davis Rd & hwy to Battie there are no marked crosswalks - there is no sidewalk on Russell road after Halliday

8. Side walk at the top of Bayview - narrow Hedges are not maintained and overflow into the sidewalk (4 and 5th house, on top side from Stephenson).
9. The side walk on 3rd avenue @ Roberts to Hillside Medical is in total disrepair. Side walk obstructed by trees on the corner of White & 3rd
10. South Davis limited safe crossings from south entrance to closed school no marked crossing. Sidewalks not continuous, Davis Rd up Russell, sidewalk ends just before south entrance and does not connect next subdivision. No traffic calming cars coming off highway moving fast.
11. South Davis road from highway to Davis road school and connecting to Dogwood has become a highly used thoroughfare with most drivers doing well over speed limit.
12. 5th and Kitchener. 5th and French. Cars frequently race through here, and up French to the skate park.
13. No crosswalk at Walker / Davis intersection. No sidewalks on Walker Road and the edge of the road is in poor repair.
14. Bikes need bike lanes
15. On High St. near Boys & Girls Club and Seniors Centre & Leisure Centre. Traffic speeds up and down High Street and into the parking lot.
16. Sidewalks are all in very poor condition with crumbling pavement, poor width for wheelchairs and scooters. There isn't a crosswalk at Gatacre & 3rd or Gatacre & 4th and curb cuts are poor.
17. Curbs & sidewalks are not continuous meaning people have to walk in roadways.
18. Curb cut needed on 4th Ave. & Alderwood Dr. 4th Ave. sidewalks need repairs. Need sidewalks on both sides of 4th Ave and more crosswalks and curb cuts.
19. Crosswalk at 4th & Alderwood - issue with curb ramp.
20. Coming to Coronation Mall going uphill
21. Cars travel too fast and do not stop at signs/road markings or crosswalks.
22. Sidewalk has cars parked on it along Davis and dogwood. On Davis by save-on-foods centre constant traffic with minimal regard to pedestrians.
23. Here on Malone, it is a 30 km/hr zone 24 hours a day between 6th ave and Mackie - yet people do not adhere to that - they think it is a school zone but in fact that is NOT the case.
24. Roberts St crossing on 2nd ave has a lot of fast-moving downhill traffic, but no crosswalk. We often walk here with our 2 young daughters. We have to rush across. Very dangerous.
25. No lights in the corner of Jamison rd. and Methuen. Not safe at night.
26. There is no crosswalk at the main intersection of Delcourt and Colonia by Brown Drive. There are many kids who just run across the street to the park from Delcourt or those coming from the south end of Colonia. The cross walk is located closer to Brown Drive passed the entrance to the park.
27. Colonia and Delcourt - no sidewalks
28. The debris, litter, dog waste, etc. is concerning.
29. As one heads to Coronation Mall on one side of Davis there is no sidewalk. My area of town is pretty good. Would like to see more garbage cans to prevent rando littering i.e. at the top of Dogwood and Davis Road. We need more garbage cans in urban neighbourhoods. Down town is good but go a few blocks away and no garbage cans.
30. 2nd Ave, it's hard to walk along the sidewalk because all the bushes and trees are overgrown.

<p>31. Between Nash and Wallace there is a large dying tree which looks unsafe, and a large root trips people and effects bicycles. People drive very fast by Brown Drive park, despite the speed bump near brown drive. People also cut corners on Colonia turning on Delcourt, so I walk on the grass. Corner from Malone turning Right on Colonia people cut close to the edge and there is no sidewalk, so I walk on the grass.</p>
<p>32. We really need signs or bumpers in place. I am living on Dunsmuir crescent across the Colonia Gardens a residential area, but it is not safe crossing the road. Cars come racing around the corner from Malone and speed up going down Dunsmuir Crescent. Few years ago, at midnight a car crashed on my property cutting down several old trees flattening my garden and causing heavy damage to my car which as parked in my drive way. My neighbour also lost an old tree and the driver broke her wrist.</p>
<p>33. There are no sidewalks on Therres Crescent.</p>
<p>34. School Zone speed signs could be more visible.</p>
<p>35. Walkem Road Between 4th and Cloke. Needs a continuous sidewalk, and needs lighting. Lots of elderly from La Rosa use this route and it gets extremely muddy with rainy weather.</p>
<p>36. Parkside Estates, on Jim Cram Drive, has several elderly tenants, they are slow crossing road. People going too fast and from the duplexes at the end of the road, driving too fast. There needs to be a 30Km limit in this area maybe even pedestrian cross walk. The mail boxes are on the other side of the road. When speeders come around the corners, it is hard to get off road quick enough. Many tenants have walkers and canes, several have had scars crossing road as I did when needed my walker.</p>

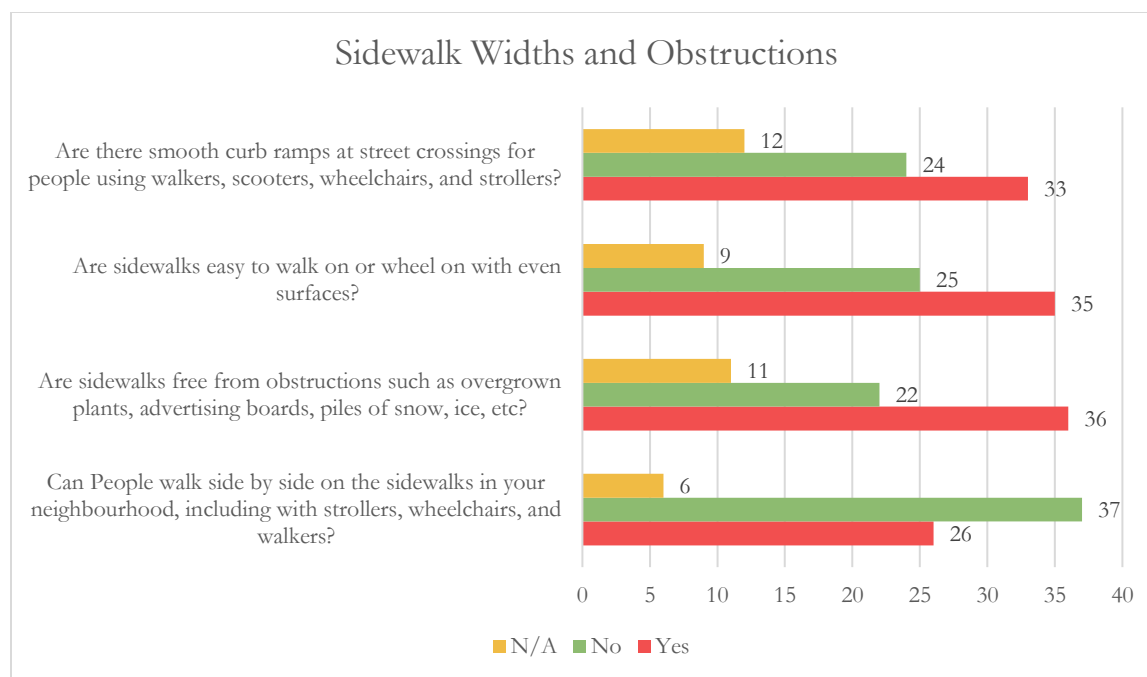
## Accessibility

Over the past number of years, accessibility has taken on a larger role in planning and policy making in terms of addressing social exclusion.<sup>x</sup> Using a variety of accessibility measures to engage community members assists to identify locations where there are barriers to services, facilities and equal access for all members of community. Questions in the Ladysmith survey looked for comments on the width, obstructions, quality of sidewalks and how people with mobility and other physical challenges experienced existing sidewalks and crosswalks. Residents from newer neighbourhoods were more satisfied with the quality of sidewalks and crosswalks compared to older neighbourhoods who had less satisfaction.



Buller Street and 3<sup>rd</sup> Avenue

*"I'd also like to see better marking for people with visual impairments. We have a large population of seniors with failing eye-sight which puts them at risk of falls."  
Survey Respondent*



Some further comments around accessibility pointed to the fact that more people would use sidewalks and facilities if they were more accessible and pedestrian friendly. For instance, one respondent indicated that Forrest Fields was extremely difficult to access in a wheelchair while another stated they would walk more if sidewalks were the minimum of 5 feet wide, so they could walk with a partner.

## Walk Score

Walk Score<sup>xi</sup> is a grading website that explores how accessible and pedestrian friendly your neighbourhood is. Its purpose is to let prospective community members know how an existing town or city scores according to walkability. It looks at how walkable neighbourhoods are and whether streets are designed for all types of transportation. The score measures whether you can walk to shops, schools, parks and other public spaces. Scores are calculated by:

- **90–100 = Walkers' Paradise:** Most errands can be accomplished on foot and many people get by without using a car.
- **70–89 = Very walkable:** It's possible to get by without driving.
- **50–69 = Somewhat walkable:** Some stores and amenities are within walking distance, but many everyday trips still require a bike, public transportation, or car.
- **25–49 = Car-Dependent:** Only a few destinations are within easy walking range. For most errands, driving or public transportation is a must.
- **0–24 = Car-Dependent (Driving Only):** Virtually no neighborhood destinations within walking range.

So how does Ladysmith fare? Results vary according to neighbourhood. For an address in the North Zone, we looked at Jim Cram Drive who came in with a score of 6 meaning, an entirely automobile reliant neighbourhood. Residents in the Central Zone living on Delcourt Avenue have a Walk Score of 31 because of its proximity to parks and schools yet challenging for residents wanting to access shops and other public services. Residents living on First Avenue have a Walk Score of 77 as they are close to business and retail

services and can just as easily walk to parks and other public services. In the South Zone, residents living on Sanderson Street have an incredibly low Walk Score of only 4 and the average Walk Score for the town overall comes in at 44.

Respondents also had the opportunity to describe locations in Ladysmith where they identified accessibility issues. The table below lists their responses.

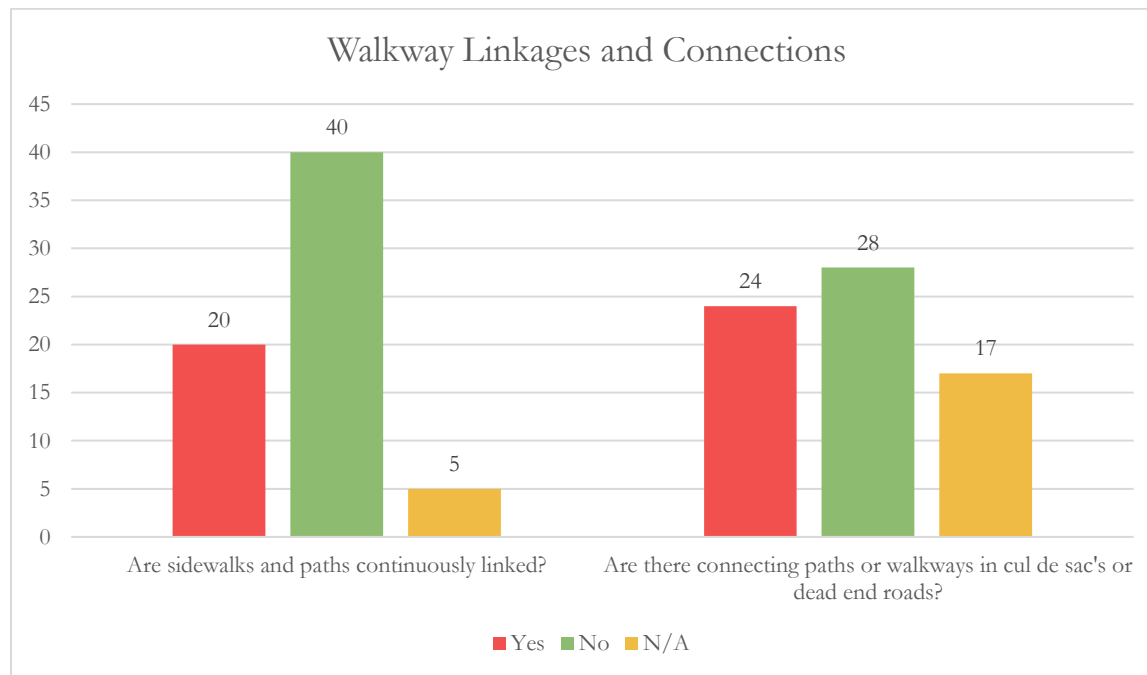
### Issues Identified About Accessibility

1. There is a huge safety issue for all alleys that intersect with streets. The alleys are frequently used by pedestrians walking pets, riding bikes, pushing strollers, kids on skateboards and many drivers in cars do not take this into consideration
2. 4th Ave / 4th Ave Extension
3. The main crosswalk at Dogwood and Davis Road does not have an audible signal. Should have one for any sight impaired pedestrians.
4. Did previously
5. Davis Rd, Russell Rd, last Rd before south exit
6. Washrooms not available at Davis road school
7. French St does not have a sidewalk on either side of the street. There is no crosswalk between French and 6 <sup>th</sup> . Roberts and 6th; and Symonds and 6th have no crosswalk
8. Davis - Walker - Parkhill - Dogwood - Neville corner which has become extremely busy with the new subdivision.
9. Trans Canada Hwy
10. Yellow Point Rd & Cedar Road need to be widened or a bike lane added. They are very dangerous for bikes as 2 lanes are narrow and winding; so, cars cannot see ahead to pass bikes safely.
11. Summer is OK but winter snow and ice are a problem. High St. & 1st needs a stop light. Roberts St. & High St. - speeding and visibility problems. Crosswalk needed at Leisure Centre, at High St. & 2nd.
12. All over Ladysmith, especially older Ladysmith, the sidewalks are in terrible condition.
13. There is a public washroom at Forest Field, but it is not always open. Crosswalk at 4th & Alderwood not easy to walk or wheel on.
14. Construction areas take away from sidewalks, walkways
15. Throughout Ladysmith; both in residential and commercial areas
16. In the winter during the snowfall the sidewalks were non-existent due to lack of snow removal.
17. Again, difficult for strollers and bikes at Jamison and Methuen. Folks need to share the road as there are no sidewalks on Jamison.
18. No Public Washrooms
19. Path between Wallace and Nash Place needs to have tree and large root removed. Both would be improved if paved or cemented. Neighbour at 616 Nash needs to keep hedge trimmed regularly not just once every year. Keep washroom open 365 days 24 hours @ Brown drive Park.
20. Therres Crescent

21. 4th Avenue Extension. 4th Avenue School Zone.
22. No cross walk across 4th Ave off Walkem. Not a safe intersection for pedestrians.
23. No Sidewalks at all
24. There is no safe crossing, as no crosswalks. There needs to be, now as be hard for Parkside Estate Tenants to cross road safely, (or at least a sign indicating people crossing on road)??

## Convenience and Connectedness

This section looks at how convenient it is to move in and around the community including how connected roads are to places of work, play and recreation through a variety of different transportation lenses. The majority of respondents (77%) felt that their neighbourhoods had convenient routes that led to destinations such as schools, shops, library, workplaces, places of worship, sports and recreational facilities. 60% of respondents felt that they link to neighborhood public transit services. 45% identified adequate signage identifying hospitals, recreation, libraries, and public transit locations whereas 25% did not find there was adequate signage. Overall comments about convenience and connectedness were positive apart from issues pertaining to sidewalks where respondents identified concerns about overall lack of sidewalks and the areas in the community where there are gaps between sidewalks or where they abruptly come to an end.



Respondents also had the opportunity to describe specific locations in Ladysmith where they identified issues with convenience and connectedness. The table below lists their responses.

## Issues Identified About Convenience and Connectedness

1. Two cul de sacs off Russell one off Craig
2. You sold our parkland at the end of Russell road. When the school district takes back Davis Road School due to needing that space for increased enrolment we will need new places to walk.
3. As previously stated. No sidewalk on French, from 4th to 6th
4. There could be a walking path uniting Ingram/Hewstone to Pyrlades Dr and one from Bissell to Gaylord.
5. The dead ends and cul-de-sacs do not all have walkways.
6. Forest Field - sidewalk to parking lot to bleachers is gravel.
7. The paths from Cameron way (leading to Dunsmuir Crescent and Delcourt) end on the street. There is no sidewalk.
8. Jamison and Methuen
9. When the pathways are walkable they will be continuously linked.
10. No garbage cans in any residential areas
11. Path between Jamieson and Methuen/6th Ave through cul de sac is informal and gravel and is un lit.
12. Children have to walk on the road to reach home.
13. Between Methuen, 6th Ave and Jamieson to Belair
14. Walkem Road - No side walk in spots
15. Connecting Pathway between Wallace Place and Nash Place is not well maintained.
16. Where Walker meets Davis South there is not a safe place for pedestrians to cross in order to go down to Coronation Mall. Only sidewalk on one side of Davis from walker to Highway - on south side sidewalk stops at Walker than resumes by dairy queen.

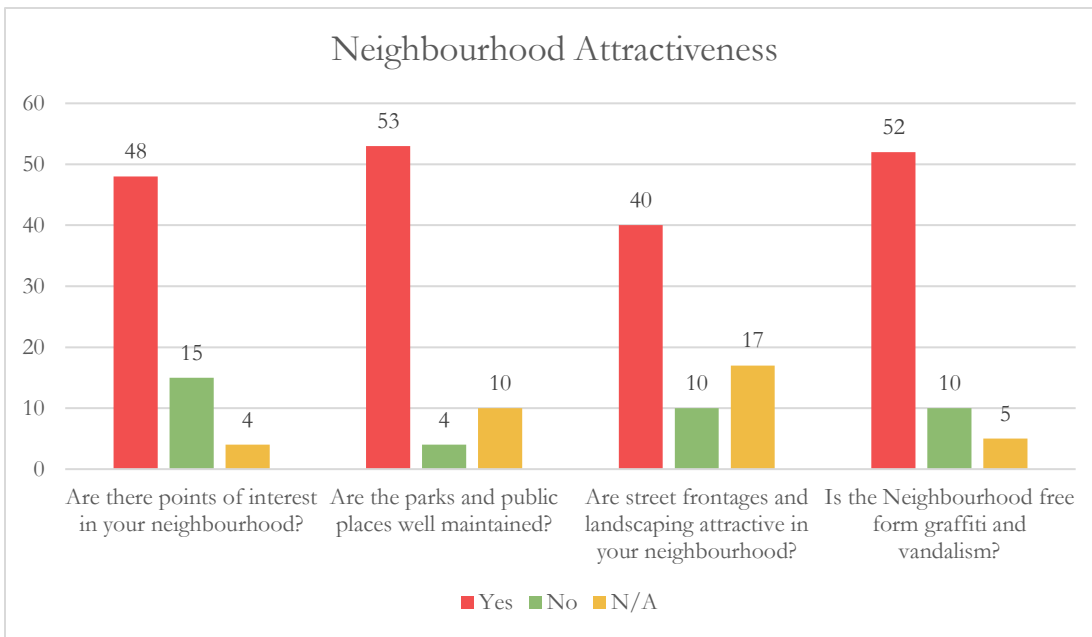
## Comfort and Attractiveness

Measuring the level of attractiveness experienced by people predicts the level of a community's social cohesion and their comfort level in accessing public spaces. This is an area of the survey where we found the most positive responses, 76% of survey respondents stated that they lived in a pleasant environment.

*"This is a nice area which has trees and greenery close by. Hope it stays this way."*

*Survey Respondent*





Survey respondents appreciated existing benches but would like more places to stop and rest while walking particularly on the challenging terrain (hills). A seniors walking group located at the Ladysmith Health Centre stressed that the placement of more benches would support more seniors to be physically active by walking if they had more places to rest. 67% of respondents state that they do not have any benches in their neighbourhoods, 84% identified a lack of shelter for pedestrians from rain, hot sun, wind or snow. Furthermore 76% of responses list that there are no transit shelters with adequate seating.



Bench on Symonds Street

*“The benches placed on Symonds are a great feature but would be nice to have a couple more higher up on Dunsmuir when walking back from the market and library, etc.”*

*Survey Respondent*

*“Benches and shelter at least every 2nd transit stop would be appreciated”*

*Survey Respondent*

Respondents also had the opportunity to describe locations in Ladysmith where they identified issues with comfort and attractiveness. The table below lists their responses.

### Issues Identified About Comfort and Attractiveness

1. Fourth Ave Extension - Jamieson - Belair, around Dogwood
2. The track at the high school is not maintained whatsoever. It is a popular place to walk however it is overgrown and not soft surface for runners/walkers anymore.
3. Serious issues exist throughout the town including: vacant buildings, derelict vehicles, unmaintained properties, occupied trailers parked in yards, occupied motorhomes parked on side roads, and commercial vehicles stopping on highway in clearly defined no parking areas.
4. Benches & rest points - Not enough, not even in Save-On. I can't walk long with a cart of groceries.
5. High St. & 2nd
6. One bench on corner of 3rd & Roberts. No recycle / garbage bins which is a problem. People would use them for litter or dog poo but without them. What will happen?
7. Bench needed at shelter on Fourth Ave near St. Mary's Church.
8. See Section 2: Accessibility comments.
9. Need more drinking fountains in public spaces. Transfer Beach accessibility for people without a car.
10. Hemer Park & Morden Walkway - well maintained but no drinking fountains.
11. The water fountains no longer work.
12. You sold our parkland on Russell Road
13. Most homes do not maintain boulevard. They also use this space to park campers, boats and trailers (a permit should be required to do this)
14. With the introduction of the super garbage bins downtown & removal of smaller garbage bins I have noticed more garbage around benches with no bins close by. I consistently watch people sit on the bench across from my house on Gatacre St & get up & leave garbage behind (mostly junk food wrappers / food wrappers from 7-11). There used to be a bin at this location & was removed because of the supper bin at the top of the street by Pharmasave. City workers should be addressing the garbage.
15. 4th Ave could do with more benches
16. Walkway to Tunnel under highway has graffiti on walls, in tunnel and excessive blackberries
17. There are no garbage cans or dog waste bag dispensers anywhere except dog park.

## Conclusion

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As mentioned previously in the Ladysmith Local Health Area Profile, the population of seniors aged 75+ is expected to grow double the rate of any other age cohorts over the next 20 years.<sup>xiii</sup> In 2016 the current population of seniors 75+ is 11.8% and this percentage will likely grow to 21.7% in the year 2041.<sup>xiiii</sup> This is just one of the reasons that it is important for the Town of Ladysmith to become an age friendly community. In addition to this, Dr. Shannon Waters, Cowichan's Medical Health Officer, has recently highlighted some of the current issues facing Ladysmith which include: markedly higher rates of depression, anxiety and mood disorders and lower life expectancy rates compared to the rest of Vancouver Island and BC.<sup>xiv</sup> Walkable communities are proven to have more physically active community members<sup>xv</sup> which in turn, helps promote good mental health and a longer life expectancy.<sup>xvi</sup>

Overall, people in Ladysmith generally feel safe in their neighbourhoods and the visually appealing neighbourhoods are appreciated. The biggest challenge respondents identified is the quantity and quality of sidewalks particularly in older neighbourhoods along with Ladysmith's unique challenges due to the physical landscape of the town. Compounding factors include lack of lighting, insufficient numbers, visibility and placement of crosswalks.

An Age Friendly Grant would allow the Town of Ladysmith to work with community partners to provide evaluations of existing services (including transit) and take a deeper exploration of how current infrastructure can evolve in order to meet the needs of an aging population.

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<sup>i</sup> Government of Canada – Age Friendly Communities. <https://www.canada.ca/en/public-health/services/health-promotion/aging-seniors/friendly-communities.html>. N.p. 2016. Web 3 Oct 2017.

<sup>ii</sup> McNally, Kevin. *Design Guidelines for Walkable Cities*. Cincinnati: University of Cincinnati, 2010.

<sup>iii</sup> McNally, Kevin. *Design Guidelines for Walkable Cities*. Cincinnati: University of Cincinnati, 2010.

<sup>iv</sup> Uchida, Craig et al. *Neighborhoods and Crime: Collective Efficacy and Social Cohesion in Miami-Dade County, Executive Summary*. Washington: National Institute of Justice, 2013.

<sup>v</sup> Barefoot Planning – Projects. <https://www.barefootplanning.com/projects>. N.p. 2017. Web 17 Oct 2017.

<sup>vi</sup> Healthy By Design-How Walkable is your community?

[http://www.healthbydesignonline.org/documents/WalkabilitySurvey\\_HbD.pdf](http://www.healthbydesignonline.org/documents/WalkabilitySurvey_HbD.pdf). N.p. 2017. Web 17 Oct 2017.

<sup>vii</sup> Note: Percentages are rounded to the nearest number.

<sup>viii</sup> Island Health. *Ladysmith Local Health Area Profile 2015*. Victoria: Island Health, 2015.

<sup>x</sup> Achuthan, Kamalasudhan et al. *Measuring Pedestrian Accessibility*. London: Centre for Transport Studies, University College of London, 2009.

<sup>xi</sup> Walk Score. <https://www.walkscore.com/> N.p. 2017. Web 20 Oct 2017.

<sup>xii</sup> Island Health. *Ladysmith Local Health Area Profile 2015*. Victoria: Island Health, 2015.

<sup>xiii</sup> Ibid.

<sup>xiv</sup> Waters, Shannon. *Medical Health Officer Presentation to the Town of Ladysmith Council*. October 16, 2017.

<sup>xv</sup> Lehman, Meagean et al. *Healthy and Walkable Communities*. Newark: Institute of Public Administration, 2007.

<sup>xvi</sup> Mental Health Commission of Canada – Seniors 65+. <https://www.mentalhealthcommission.ca/English/focus-areas/seniors>. N.p. 2017. Web 21 Oct 2017.

## Appendix:



**HAVE YOUR  
SAY BECAUSE  
YOUR OPINION  
MATTERS!**

**Complete this  
survey and enter to  
win one of four \$25  
gift certificates to a  
local business**

## Ladysmith: Walkability / Accessibility Assessment

### *Creating an environment for healthy, active and positive aging in Ladysmith*

The Ladysmith Community Response Network (hosted by Ladysmith Resources Centre Association) in partnership with Ladysmith Interagency Committee members and the Elder Care Project in Cowichan initiative is undertaking a walkability / accessibility assessment of Ladysmith neighbourhoods. Data from the survey will be used to inform a Union of BC Municipalities (UBCM) Age-friendly grant application by the Town of Ladysmith to move ahead with a plan and specific projects that address some of the key issues and barriers to a walkable, age-friendly Ladysmith.

This survey is organized by topic:

- Safety
- Accessibility
- Convenience and Connectedness
- Comfort and Attractiveness

*Please answer all questions as accurately as possible. If you do not wish to answer a question, please leave it blank. This survey will take approximately 15 minutes to complete. All information will remain confidential and will not be used for purposes other than this survey*

### **When you have completed this survey, you may return it**

**By mail to or in Person to:** Ladysmith Resource Centre Association (Attn: Jane Osborne)  
1653 Second Avenue,  
Ladysmith, BC V9G 1B2

**GETTING STARTED**

***How Walkable is Your Neighbourhood?***

A walkable neighborhood – one in which all people can safely and easily move about on foot and in which locations, goods, and services can be accessed by walking – has many benefits. Residents in such neighborhoods tend to walk more and therefore get more physical activity; businesses benefit from local customers and property values increase faster; and there is an enhanced sense of connection and safety due to greater interaction among neighbors.

Conducting a walkability assessment provides an opportunity to raise awareness about these benefits and the conditions in your area. Neighbourhood strengths and assets can be highlighted, while challenges and concerns can be referred appropriately and improvements can be sought.

***Before you start:***


We suggest that you review the questions, then take a walk around your neighbourhood with your camera before completing this questionnaire.

Please read each question carefully and answer the questions as best as you can. In this questionnaire, consider your “neighbourhood” to be the area that is bounded by the nearest major streets on all sides, which you will list below.

**1. Where do you live in Ladysmith?**

What street do you live on? \_\_\_\_\_

In order to define your neighborhood, please fill in the names of the nearest major streets surrounding your residence. (By major streets, we mean those that people *who do not live* in your neighborhood routinely travel.)

	<input type="text"/>	
<input type="text"/>		<input type="text"/>
	<input type="text"/>	

What is your neighborhood’s name (if applicable)? \_\_\_\_\_

## SECTION 1: SAFETY

2. **Do you feel safe walking in your neighbourhood?** *Please check one*

- Yes  No  
 Other \_\_\_\_\_

3. **Do you feel safe walking in your neighbourhood at night?** *Please check one*

- Yes  No  
 Other \_\_\_\_\_

4. **If you were to walk in your neighbourhood at night, would it be well lit?** *Please check one*

- Yes  No  
 N/A

5. **Are shared use pathways safe for both pedestrians and cyclists?** *Please check one*

- Yes  No  
 N/A

6. **Are sidewalks or other safe walkways available on every street in your neighbourhood?** *Please check one*

- Yes  No  
 N/A

7. **Are there sidewalks present on both sides of the street?** *Please check one*

- Yes  No, not on either side of the street  
 No, only on one side of the street

8. **Are sidewalks and other walkways in good repair?** *Please check one*

- Yes  No  
 N/A

9. **Where the sidewalks are not sufficiently maintained, what are the common issues?** *Please check all that apply*

- The sidewalk is not continuous (has gaps)  
 The sidewalk is misaligned  
 The sidewalk has substantial cracks of maintenance issues  
 The sidewalk surface is poorly constructed  
 The sidewalk is tiled making it difficult to navigate with a cane, walker or wheel chair  
 The sidewalk is obstructed (e.g. poles, signs, shrubbery, trash cans)  
 The sidewalk is not a minimum of 5-feet wide to accommodate two pedestrians or persons using assistive mobility devices

- The pedestrian network has insufficient lighting (street lighting does not cover pedestrians, does not allow motorists and pedestrians to see each other, ...)
- Other \_\_\_\_\_

**10. Are there lights or pedestrian crossings at busy intersections in your neighbourhood and if so are they conveniently located near parks, schools, retirement homes, shops, public transport stops, etc.? Please check one**

- No  Yes
- Yes, but they do not allow enough time for children or people with mobility issues to cross safely
- Yes, but crossing points have obstructions such as plants or parked cars that limit my view of the traffic

**11. Are there sufficient functional crosswalks at intersections in this neighbourhood? Please check yes, or if there are issues, check all that apply**

- Yes
- Crosswalks are not located at each intersection
- Crosswalks are not marked with highly visible treatment
- Crosswalks are not used in combination with other measures
- Mid-block crossing areas are needed
- Pedestrian island is needed on median strip
- Curb ramps are not installed perpendicular to crosswalks
- Curb ramps do not have detectable warnings (e.g. truncated domes)

**12. Do you feel safely separated from the road traffic (e.g. grass strips, trees, parking spaces or other buffers between the street and sidewalk/paths)?**

*Please check one*

- Yes  No
- N/A

**13. Are there roundabouts, speed bumps or other traffic calming measures? Please check one**

- Yes  No
- N/A

**14. Is the neighbourhood free from debris, litter, dog waste, overflowing waste bins and broken glass? Please check one**

- Yes  No
- N/A

**15. Are speed limits for cars appropriate and clearly posted? Please check one**

- Yes  No
- N/A

**16. Is there appropriate / adequate signage identifying the need to slow down near schools and residences for older adults? *Please check one***

- Yes
- N/A

No

**17. Where you have identified issues, please describe their location?**

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**18. What other comments do you have about pedestrian safety and walkability?**

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**SECTION 2: ACCESSIBILITY**

**19. Can people walk or wheel side-by-side on the sidewalks and walkways in your neighbourhood, including individuals with strollers, walkers and wheelchairs?**

*Please check one*

- Yes
- N/A

No



**20. Are sidewalks and walking areas free from obstructions such as overgrown plants, advertising boards, piles of snow, ice, etc.? Please check one**

- Yes  No  
 N/A

**21. Are construction areas safe and accessible? Please check one**

- Yes  No  
 N/A

**22. Are there public washrooms available in your neighbourhood? Please check one**

- Yes  No  
 N/A

**23. Are sidewalks / walkways easy to walk or wheel on, with even surfaces for strollers, walkers and wheelchairs? Please check one**

- Yes  No  
 N/A

**24. Are there smooth curb ramps at street crossings for people using walkers, scooters, wheelchairs and strollers? Please check one**

- Yes  No  
 N/A

**25. Are there audible signals at crosswalks and lights at major intersections in your neighbourhood? Please check one**

- Yes  No  
 N/A

**26. Where you have identified issues, please describe their location?**

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27. What other comments do you have about accessibility?

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**SECTION 3: CONVENIENCE AND CONNECTEDNESS**

28. Is there pedestrian signage in your neighbourhood, identifying hospitals, recreation, libraries and public transit locations? *Please check one*

- Yes  No  
 N/A

29. Does your neighbourhood link with public transit services? *Please check one*

- Yes, with public transit bus  No  
 Other \_\_\_\_\_

30. Are there routes in your neighbourhood that lead to a destination such as a school, café, library, workplace, place of worship, sports field or recreational facility? *Please check one*

- Yes  No  
 N/A

31. Are sidewalks and paths continuously linked? *Please check one*

- Yes  No  
 N/A

32. If you walked into a cul-de-sac or dead end in your neighbourhood, is there a safe route/path connecting you through to another street? *Please check one*

- Yes  No  
 N/A

**33. Where you have identified issues, please describe their location?**

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**34. What other comments do you have about convenience and connectedness?**

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**SECTION 4: COMFORT AND ATTRACTIVENESS**

**35. Are there places to shelter from rain, hot sun, wind and snow in your neighbourhood? Please check one**

- Yes  No  
 N/A

**36. Are there benches/places to stop and rest, particularly for older people and young children? Please check one**

- Yes  No  
 N/A

**37. Are there trees in your neighbourhood to provide shade and a pleasant environment?** *Please check one*

- Yes  
 N/A

No

**38. Are there garbage and recycle bins available in your neighbourhood?** *Please check one*

- Yes  
 N/A

No

**39. Are there transit shelters with adequate seating at key points?** *Please check one*

- Yes  
 N/A

No

**40. Are there any points of interest in your neighbourhood (e.g. public art, parks, community gardens, etc)?** *Please check one*

- Yes  
 N/A

No

**41. Is the neighbourhood free from graffiti and vandalism?** *Please check one*

- Yes  
 N/A

No

**42. Are parks and public spaces well maintained?** *Please check one*

- Yes  
 N/A

No

**43. Are there drinking fountains in parks or other public spaces in your neighbourhood?** *Please check one*

- Yes  
 N/A

No

**44. Are the street frontages interesting and attractive in your neighbourhood (e.g. landscaping, fences, shop fronts)?** *Please check one*

- Yes  
 N/A

No

45. Where you have identified issues, please describe their location?

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46. What other comments do you have about comfort and attractiveness?

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**SOME FINAL QUESTIONS / COMMENTS**

47. Are you... Please check one

- Male                       Female                       Transgender  
 Prefer not to say         Prefer to self-describe        \_\_\_\_\_

**48. Which age cohort do you belong in? Please check one**

- 0-18
- 19-39
- 40-49

- 50-59
- 60-69
- 70-79

- 80-89
- 90+

**49. How often would you say you don't have enough money to pay your monthly bills? Please check one**

- Every month
- At least once every three months
- At least once every six months
- At least once each year
- Never

**50. What is your level of mobility? Please check one**

- I can walk with ease unassisted
- I walk unassisted but with difficulty
- I use a cane or walker when walking
- I use a scooter
- I use a wheelchair
- I am pushing a baby stroller or personal shopping cart
- Other \_\_\_\_\_

**51. Do you have any concerns that have not been addressed? If so, please state them here:**

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**TWO LAST ITEMS...**

**Do you wish to be involved in future meetings for creating an age-friendly Ladysmith?**

Yes

No

**Do you wish to be *entered into the draw to receive one of four \$25 gift certificates from a local business?***

Yes

No

***If you answered 'yes' to either question, please complete the information below.***

**Name:**

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**E-mail:**

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**Telephone number:**

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***Thank you!***

***Your opinions are much appreciated & will help make Ladysmith more age-friendly.***