

City of North Vancouver

Upper Levels Greenway

Phase 2 Engagement Summary, April-May 2022



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Community Engagement

Purpose

The purpose of this second round of community engagement was to:

1. Share what we heard in Phase 1
2. Present options for a preferred greenway route,
3. Gather input on different design approaches

The input shared will be used to determine a preferred final route and a conceptual design for the greenway.

What We Asked

1. How well the draft Vision statement reflects the community priorities of safety, experience, connection, and features
2. How well each of four potential design approaches reflects community priorities of safety and experience
3. How well each of three route options reflects community priorities of safety, connection, experience, and features.
4. What participants like about each route
5. What participants do not like about each route
6. To rank the three routes in order of preference
7. To indicate why they had ranked the routes in that order of preference
8. How participants saw themselves primarily using the Upper Levels Greenway once complete

What Was Heard

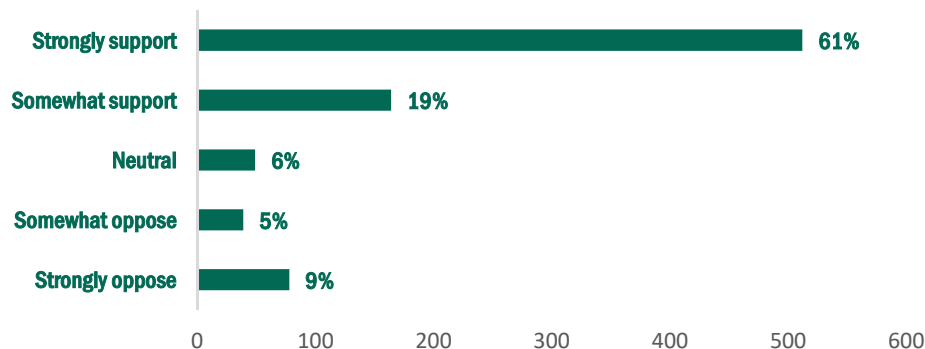
Survey Results

The survey was open between April 27th and May 20th, 2022 and received 842 responses. It should be noted that not all respondents answered every question, as some questions were optional. Additionally, the views represented in the survey results reflect the priorities and concerns of the respondents only and may not be representative of the general public. Respondents elected to take the survey, and their responses do not reflect a random sample.

While only the top themes have been included in this report, the City of North Vancouver has read and will consider all feedback. Survey responses include responses that were sent directly to the City of North Vancouver.

1. Do you support the draft vision for the Upper Levels Greenway?

“The Upper Levels Greenway will be an active and healthy mobility corridor that celebrates connections to nature; provides a safe, comfortable and pleasant experience for people of all ages and abilities to walk, roll and cycle; and connects to other greenways and routes.”



Total responses: 842

Eighty percent of survey respondents (676) indicated that they either somewhat or strongly supported the draft vision for the Upper Levels Greenway. Fourteen percent (117) indicated that they strongly or somewhat opposed the draft vision.

2. Do you have any comments on the draft vision for the Upper Levels Greenway?

Total responses: 338

Not Supportive of Project (72 comments)

- Negative effects to local neighbourhoods (34)
- Concerns over costs (16)
- Not needed (16)
- Other priorities are more important (6)

Suggestions for the Routes (46 comments)

- Avoid hills (13)
- Prioritize greenery and protecting trees (7)
- Connect to other routes (9)
- Connect to amenities (7)
- Focus on utility/ease of commute (10)

Preferred Routes (42 comments)

- Support for purple (25)
- Support for orange (6)
- Avoid highway route (5)
- Prioritize the direct route (6)

Concerns about Safety (35 comments)

- Separate pedestrians from cyclists (7)
- Concerns around safety in school zones (8)
- Concerns about narrow streets and pathways (6)
- Safe highway crossing (6)
- Safer pedestrian facilities (3)
- Prioritize safety (3)
- User separation (2)

Prioritize Vehicles (27 comments)

- Prioritize parking (22)
- Prioritize vehicle movements (5)

Supportive of the project overall (14 comments)

More Engagement Needed (14 comments)

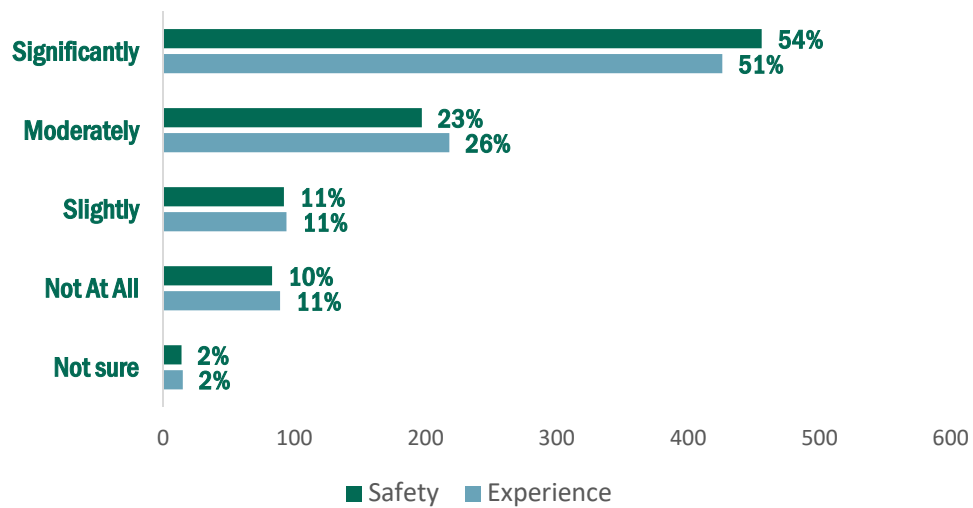
- Better engagement (3)
- Need more information to comment (11)

While 80% of survey respondents either somewhat or strongly supported the draft vision, of those who commented, **the strongest theme to emerge was a lack of support for the project** (72 comments). The most often cited reason for lack of support included negative effects on local neighbourhoods.

The second strongest theme to emerge was suggestions for the project team pertaining to route selection (46 comments) which included avoiding hills, prioritizing greenery, and protecting trees, connecting to other routes and amenities, and focusing on the ease of the use.

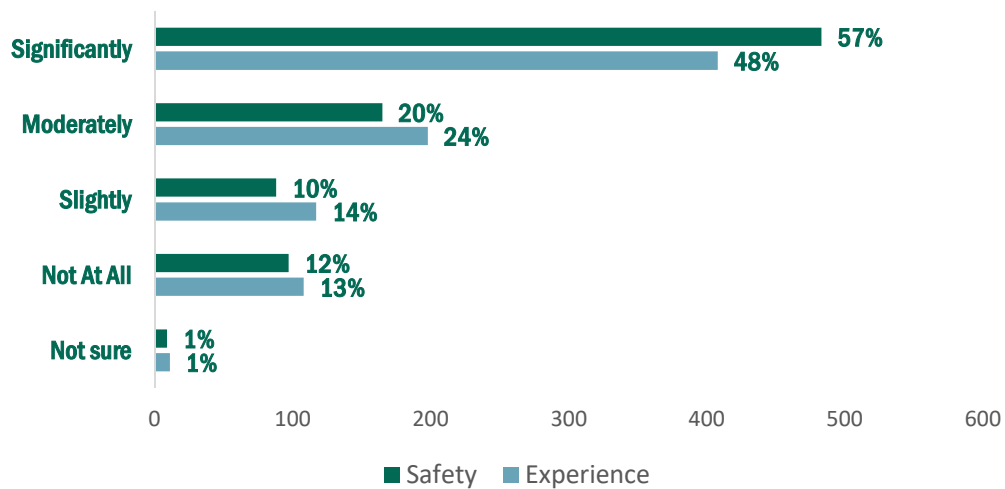
A third theme evident in the comments was expressing a preferred route (42 comments), followed closely by expressing **concerns about safety** (35 comments). Comments present within the safety theme focused on a desire for user separation, concern around safety in school zones, as well as concerns about narrow streets and pathways.

3. How well do you think the multi-use pathway design approach reflects the community priorities identified below?



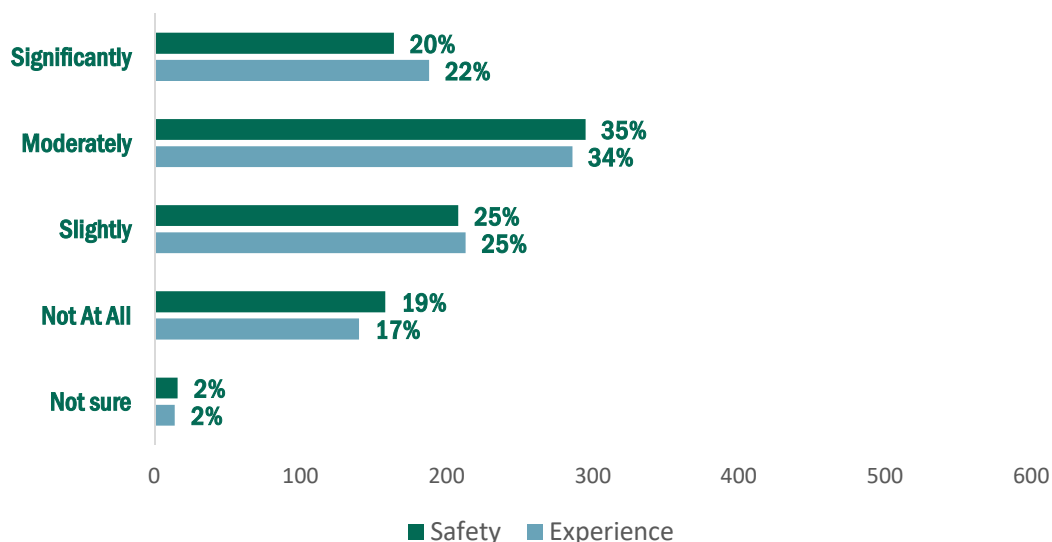
Total Responses: 842

4. How well do you think the wide sidewalk and protected bicycle lane design approach reflects the community priorities identified below?



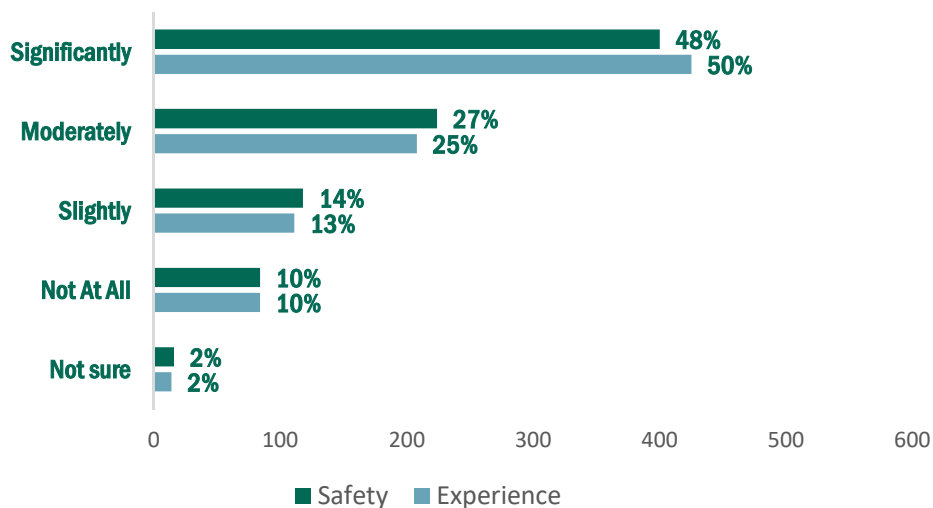
Total Responses: 842

5. How well do you think the wide sidewalk and local street bikeway design approach reflects the community priorities identified below?



Total responses: 841

6. How well do you think the natural surface pathway design approach reflects the community priorities identified below?



Total responses: 842

Participants were asked how well four different facility designs reflected the community priorities of safety and experience. The facility designs were rated in the following order:

Safety

Wide sidewalk and protected bicycle lanes were perceived as the safest design by survey respondents with multi-use pathway perceived as the second safest design. Survey respondents

indicated that the natural surface pathway was the second least safe as a design and the wide sidewalk and local street bikeway was the least safe design.

Experience: The designs that least reflected the experience priority according to respondents, were the wide sidewalk with protected bicycle lanes design and wide sidewalk and local street bikeway design.

7. What do you like about the different design options?

Total responses: 535

Separation of Users (202 comments)

- Separate users from traffic (92)
- Separate pedestrians from cyclists (70)
- Protected bike lanes are safer (20)
- Separate all users (9)
- Prefer off-street options (11)

Support for Natural Pathway (66 comments)

- More natural / aligns with the North Vancouver feel (24)
- Less disruptive (11)
- More environmentally friendly (8)
- Easier on joints (5)
- Slows bikes down (5)
- Allows for more separation between users (4)
- Permeable (3)
- Costs less (3)
- Preference overall (3)

Preference for Type of Route (51 comments)

- Preference for multi-use paths (17)
- Having a variety of paths depending on the location is ideal (14)
- Purple is the most convenient (8)
- Purple doesn't affect neighbourhoods as much (crime, privacy, traffic increase) (5)
- Cyclists should share road with cars (4)
- Street bikeway is the least disruptive (3)

Support for Active Transportation Improvements (60 comments)

- Wide sidewalks needed (25) / Safer pedestrian facilities needed (4)
- Support for all routes (19)
- Support the priority on Active Transportation (13)
- Support for commuting using Active Transportation (6)
- Desire for larger Active Transportation network (3)

Support the priorities of the Project (29 comments)

- Support the priority on safety (18)
- Support the priority on nature (6)
- Support the priority on accessibility (5)

Support for Paved Pathway (23 comments)

- More accessible (10)
- Better for cyclists (5)
- Preference overall (4)
- More comfortable / Practical (4)

The top theme to arise in the responses to what survey respondents liked about the different design options was separation of users (202 comments). This included both separation of vehicles and cyclists, as well as cyclists and pedestrians, with some respondents indicating separation of all users. **There was also a clear theme that emerged around support for the natural pathway** (66 comments).

Survey respondents also used this opportunity to comment to indicate route preferences (51 comments), support for active transportation improvements generally (60 comments), and support for the project priorities (29 comments).

8. What do you not like about the different design options?

Total responses: 505

Safety Concerns with Shared Use (210 comments)

- Safety concerns when cyclists and pedestrians share paths (111)
- Safety concerns mixing bikes and cars (91)
- Shared paths hinder Active Transportation commuting (4)
- Multi use paths are confusing (2)
- Safety concerns with shared paths (2)

Impacts to the Local Neighbourhoods (98 comments)

- Impacts to parking for residents (51)
- Impacts to residents (privacy, crime, noise) (36)
- Impacts to vehicle movement (11)

Safety Concerns (34 comments)

- Unsafe crossings along route (9)
- Narrow bike paths in some areas (8)
- Street bikeways are less safe (4)
- Bikes don't obey lanes (4)
- Separated lanes can be less safe for cyclists (3)
- School traffic concerns (3)
- Separated lanes allow bikes to travel too fast (3)

Opposed to the Project (31 comments)

- Do not like anything (13)
- Project is not needed (11)
- High costs (7)

Opposed to Natural Paths (26 comments)

- Less accessible (5)
- Hinder commuting (10)
- Require maintenance (5)

- Don't work with rain or snow (4)
- Challenging with hills (2)

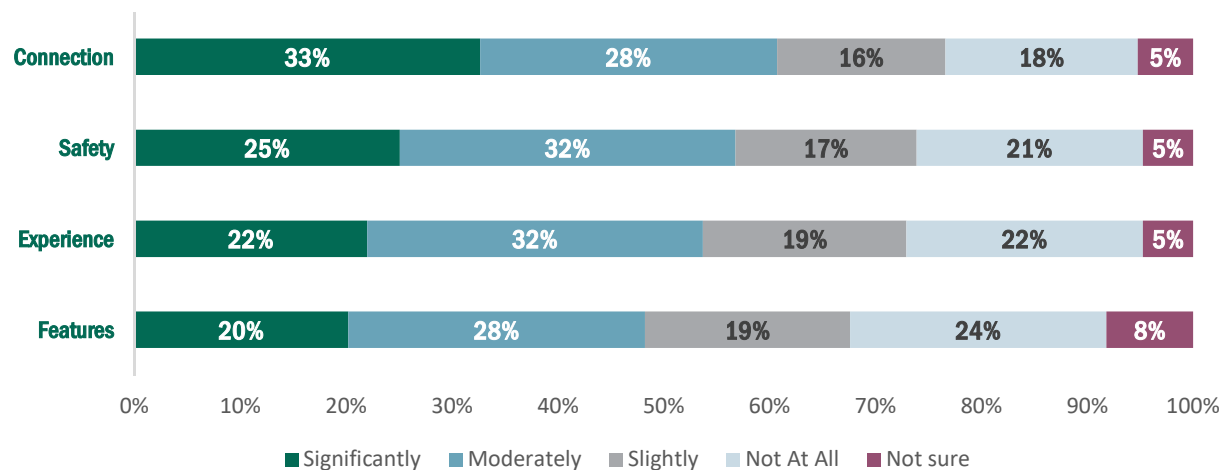
Environmental Concerns (22 comments)

- Not "green" / too much concrete and pavement (14)
- Tree removal (8)

The top theme to arise as to what survey respondents did not like about the different design options was **safety concerns due to shared use**. This included both separation of vehicles and cyclists, as well as cyclists and pedestrians, as well as general safety concerns with shared paths (210 comments). **There second most common theme to emerge was around impacts to local neighbourhoods**, including parking, residents and vehicles (98 comments).

Respondents also indicated a concern with safety - including unsafe crossings, narrow bike paths, and the lack of safety on street bikeways, amongst others (34 comments). Other themes included opposition to the project – generally, due to lack of need, and due to high costs (31 comments), as well as opposition to natural paths, citing less accessibility, discouraging commuting, requiring maintenance and not working with rain or snow (26 comments).

9. How well do you think the Orange Route reflects the following priorities?



Total responses: 842

Participants indicated that the orange route best reflected:

- Connection (511 selected moderately or significantly)
- Safety (478 selected moderately or significantly)

10. What do you like about the Orange Route?

Total responses: 454

Local Connections (144 comments)

- Connects to Delbrook Community Centre (32)
- Connects to schools (31)

- Connects to amenities (28)
- Opportunity for future connections (24)
- Connects the community (15)
- Connects to parks (11)
- Relevant start and end points (3)

Route Alignment (75 comments)

- More direct (51)
- Fewer turns (9)
- Follows green spaces (8)
- Bypasses the parks instead of disrupting them (7)

Nothing (75 comments)

A Safe Option (74 comments)

- Located away from the highway (27)
- Quiet roads (22)
- Higher perception of safety (18)
- Improves safety at the Highway crossing (7)

Enjoyable (14 comments)

- Public realm improvements (4)
- Scenic (4)
- Low inclines (3)
- Good flow (3)

The main theme to emerge in terms of what survey respondents like about the orange route was the local connections to Delbrook Community Centre, schools amenities, potential future connections, parks and others.

Other significant themes to emerge in terms of what participants liked about this route included the alignment of the route, described as more direct/fewer turns and following the green spaces and bypassing the parks instead of disrupting them (75 comments).

11. What do you not like about the Orange Route?

Total responses: 509

Proximity to Traffic (118 comments)

- Heavy traffic in the area (59)
- School / church traffic (35)
- Users would be close to traffic (18)
- Proximity to parked cars (6)

Impacts to Neighbourhoods (82 comments)

- Impacts to parking (38)
- Impacts to residents (privacy, crime, noise) (32)
- Impacts to vehicle movement (12)

Fewer Connections (44 comments)

- Doesn't connect well to Westview (13)
- No connections to amenities (12)
- Unclear future connections (6)
- Not an established thoroughfare (4)
- No connection to Jones Overpass (4)
- Inconvenient end point (5)

Environmental Considerations (43 comments)

- Oppose tree removal (30)
- Not "green" / too much concrete (10)
- Impacts to greenspaces (3)

Concerns with Route Alignment (33 comments)

- Concerns with narrow streets (15)
- Close to existing routes already (29th Avenue) (10)
- Several turns (8)

Safety Concerns (27 comments)

- Lack of a sufficient crossing over the Highway (9)
- Unsafe intersections (8)
- Least safe overall (6)
- Areas with poor visibility (4)

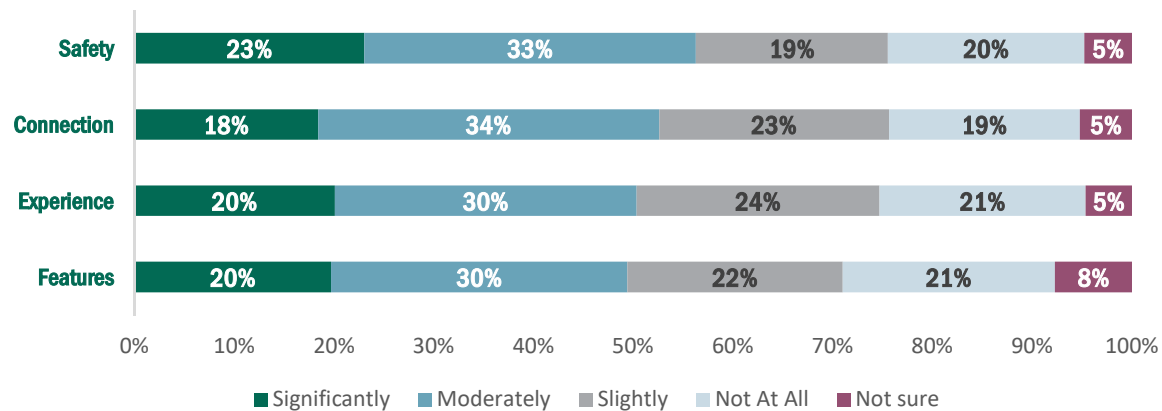
Other (18 comments)

- Least interesting (9)
- Higher costs (4)
- Not convenient for bikes (3)
- Pollution (2)

The main theme to emerge in terms of **what survey respondents did not like about the orange route was the proximity to traffic**, including parked vehicles (118 comments). Another significant themes to emerge in terms of what participants did not like about this route included the **impacts to the neighbourhood**, described in terms of parking and traffic (82 comments).

Other themes reflecting what survey respondents did not like about the orange route included: fewer connections (to Westview, amenities, Jones, future connections and as a thoroughfare) (44 comments), environmental considerations and impacts to trees and greenspaces (43 comments).

12. How well do you think the Blue Route reflects the following priorities?



Total responses: 842

Participants indicated that the blue route best reflected:

- Safety (474 selected moderately or significantly)
- Connection (424 selected moderately or significantly)

13. What do you like about the Blue Route?

Total responses: 405

More Practical Route (115 comments)

- Fewer hills and elevation changes (82)
- Located away from the highway (11)
- Avoids 27th Avenue more than Orange (7)
- Winding lanes are more interesting (7)
- Direct (5)
- Wider lanes (3)

Better Connections (87 comments)

- Connects to schools (25)
- Connects to parks (20)
- Connects to Westview Shopping Centre (13)
- Better connected overall (8)
- Access to nature (8)
- Connects to shopping (4)
- Connects to amenities (4)
- Connected to other routes (3)
- Access to Jones overpass (2)

Nothing / Opposition to this route (70 comments)

Perception of Safety (51 comments)

- Quieter traffic (36)
- Feels safer (9)

- Support for new crossings (6)

More Enjoyable Route (33 comments)

- Opportunities to enjoy parklets (16)
- More interesting (9)
- Pleasant (6)
- Scenic (2)

Concerns (19 comments)

- Negative impacts to residents (8)
- Better crossing needed at Highway (5)
- School traffic congestion could cause safety concerns (3)
- Impacts to parking for residents (3)

Other (17 comments)

- Less impact to nature (7)
- Support for any Active Transportation route (5)
- Would improve 26th Avenue (5)

The main theme to emerge in terms of what survey respondents like about the blue route was that it was practical (hilly, further from the highway, better at avoiding 27th Street, has wider lanes and is more direct) (115 comments). **The second strongest theme to emerge was that it provides better connection** to schools, parks/nature, shopping (Westview Shopping Centre), and other routes.

Other significant themes to emerge in terms of what participants liked about this route included that it felt safer (51 comments) and more enjoyable (33 comments).

14. What do you not like about the Blue Route?

Total responses: 520

Less Convenient (211 comments)

- Less direct / more confusing (151)
- More changes in elevation (30)
- Ending at Westview is not ideal (21)
- Slower route (9)

Safety Concerns (84 comments)

- Mixes with heavy school/church traffic (16)
- Safety concerns crossing roads (21)
- Preference to avoid jog on 27th Avenue (14)
- Safety concerns with traffic (14)
- Concerns with narrow streets (9)
- Unsafe intersections (6)
- Proximity to highway ramp (4)

Impacts to Neighbourhoods (56 comments)

- Impacts to residents (26)

- Impacts to parking (24)
- Impacts to traffic (6)

Environmental Concerns (48 comments)

- Impacts to greenspaces (44)
- Not “green” / too much concrete (4)

Fewer Connections (44 comments)

- Fewer connections overall (17)
- No connection to Delbrook Community Centre (15)
- Lack of connections to other routes (10)
- No connection to Edgemont (2)

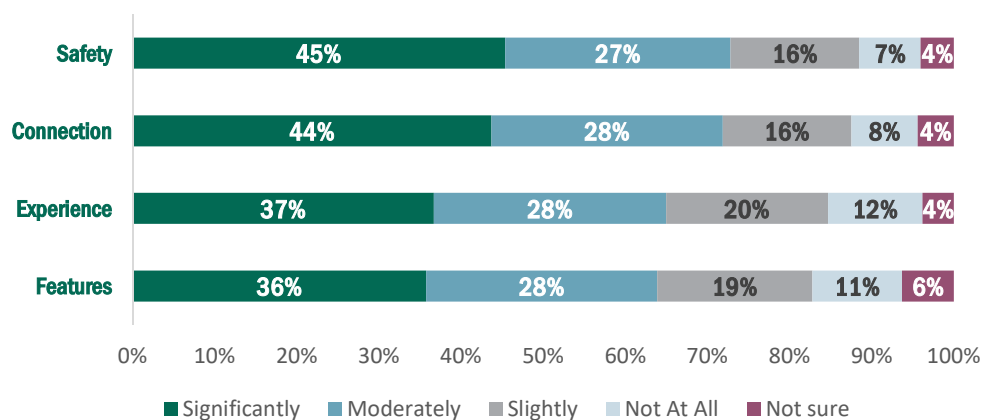
Everything / Oppose (21 comments)

The main theme to emerge in terms of what survey respondents did not like about the blue route was that it is less direct/convenient (211 comments). Safety concerns was another strong theme to emerge including concerns about heavy church and school traffic, related safety concerns pertaining to traffic and crossing roads, as well as 27th Street, and the proximity to the highway ramp (84 comments).

Other themes reflecting what survey respondents did not like about the blue route included: impacts to neighbourhoods (in terms of parking and traffic) (56 comments), environmental concerns (48 comments), and fewer connections (generally, to Delbrook, to other routes and to Edgemont).

There was also a number of survey respondents who indicated that they did not like anything about the blue route (21 comments).

15. How well do you think the Purple Route reflects the following priorities?



Total responses: 842

Participants indicated that the purple route best reflected:

- Safety (613 selecting moderately or significantly)
- Connection (605 selecting moderately or significantly)

16. What do you like about the Purple Route?

Total responses: 549

Most Convenient (334 comments)

- More direct (193)
- Flat / less elevation gain (81)
- Ease of commute (14)
- Space for wide paths (13)
- Pleasant route (8)
- Avoids intersections or street crossings (6)
- Avoids traffic near school zones (6)
- Already an established route (5) / Would be well used (4)
- More accessible (4)

Perception of Safety (90 comments)

- Less traffic in the area (69)
- Opportunity to create safer intersections (8)
- Safer overall (7)
- Quiet area in general (6)

Better Connections (64 comments)

- Connects to Jones (22)
- Better connections (15)
- Connects to Westview Shopping Centre (12)
- Connects to amenities (6)
- Connects to Lonsdale (4)
- Connects to bridges (3)
- Connects to main arteries (2)

Least impacts to Neighborhoods (59 comments)

- Least disruptive to residents (46)
- Least disruptive to parking (13)

Access to Nature (54 comments)

- Leverages greenspaces (27)
- Support for the park section (17)
- Saves trees (7)
- Opportunities for parklets (3)

Like everything / Preferred route (37 comments)

The strongest theme to emerge was that it was the most convenient route, as it was direct, flat, easier to commute, wider, avoids schools and intersections, is an established route, and is more accessible (334 comments). **The second strongest theme to emerge as to why survey respondents liked the purple route was that it is safer** with less traffic/quieter, at intersections and overall (90 comments).

Other significant themes to emerge in terms of what participants liked about this route included that it provides better connections (to Jones, generally, to Westview Shopping Centre, amenities, Lonsdale, to bridges and to main arteries) (64 comments).

17. What do you not like about the Purple Route?

Total responses: 503

Proximity to the Highway (178 comments)

- Close to highway (88)
- Noise from highway (66)
- Pollution from highway (24)

Comfort and Accessibility of Route (74 comments)

- Hills (through the park sections and connecting to the schools) (42)
- Less accessible (17)
- Narrow pathways (15)

Fewer Connections (44 comments)

- Fewer connection to schools (14)
- Fewer connections overall (13)
- Fewer connections to amenities (12)
- Fewer connections to other routes (5)

Other Safety Concerns (35 comments)

- Need to separate users (9)
- Feels less safe overall (6)
- Needs safety upgrades (5)
- Unsafe intersections (4)
- Remote (4)
- Lighting needed (4)
- Heavy traffic (3)

Nature and Environment (24 comments)

- Disturbances to the park (10)
- Less access to nature (6)
- Less scenic (5)
- Need to protect greenery (3)

Impacts to the Neighbourhoods (22 comments)

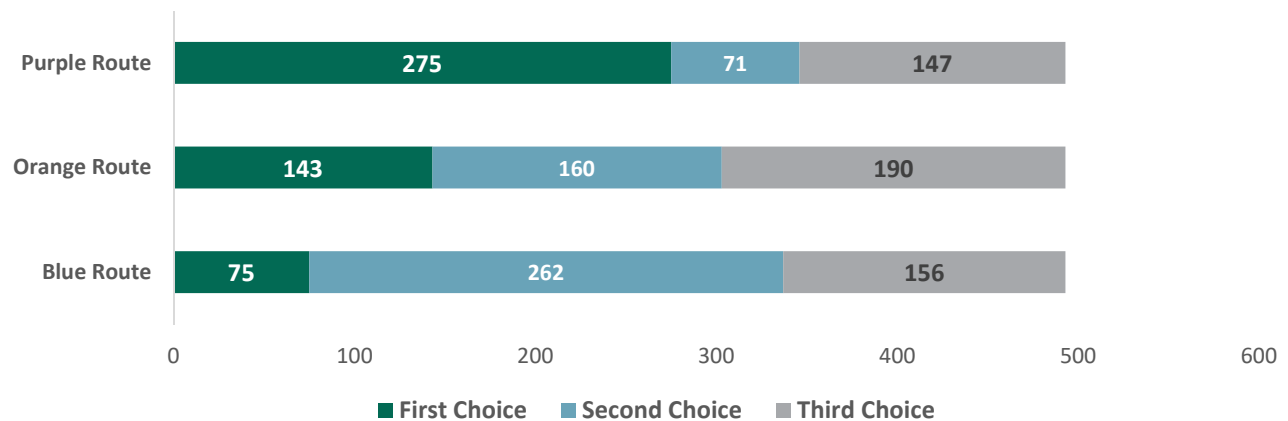
- Impacts to residents (13)
- Impacts to parking (5)
- Impacts to vehicle movement (4)

The main theme to emerge in terms of what survey respondents did not like about the purple route was the proximity to the highway, including noise and pollution (178 comments). A secondary theme was concerns with the route including hills, lack of accessibility and narrow pathways (74 comments).

Other themes reflecting what survey respondents did not like about the purple route included: **fewer connections** (to schools, generally, to amenities and to other routes) (44 comments), safety concerns (including the need for user separation, and general lack of safety and need for safety upgrades (25 comments).

18. After reviewing the three route options, which route do you like the best? Please rank your first, second and third choice.

Total responses: 842



The purple route was most often chosen as the first choice (275), followed by the orange route (143), and the blue route (75).

19. In the previous question, why did you rank this route as your first choice?

Total responses: 700

Of those who chose **purple** as their top choice, the top comments were:

- It's more direct and easier to follow (170)
- There are fewer impacts to residents (76) / There are fewer impacts to local parking (22)
- There are fewer elevation changes (72) / It is more accessible (10)
- It is better separated from traffic (72) / It's a quieter route (19)

Of those who chose **orange** as their first choice, the top comments were:

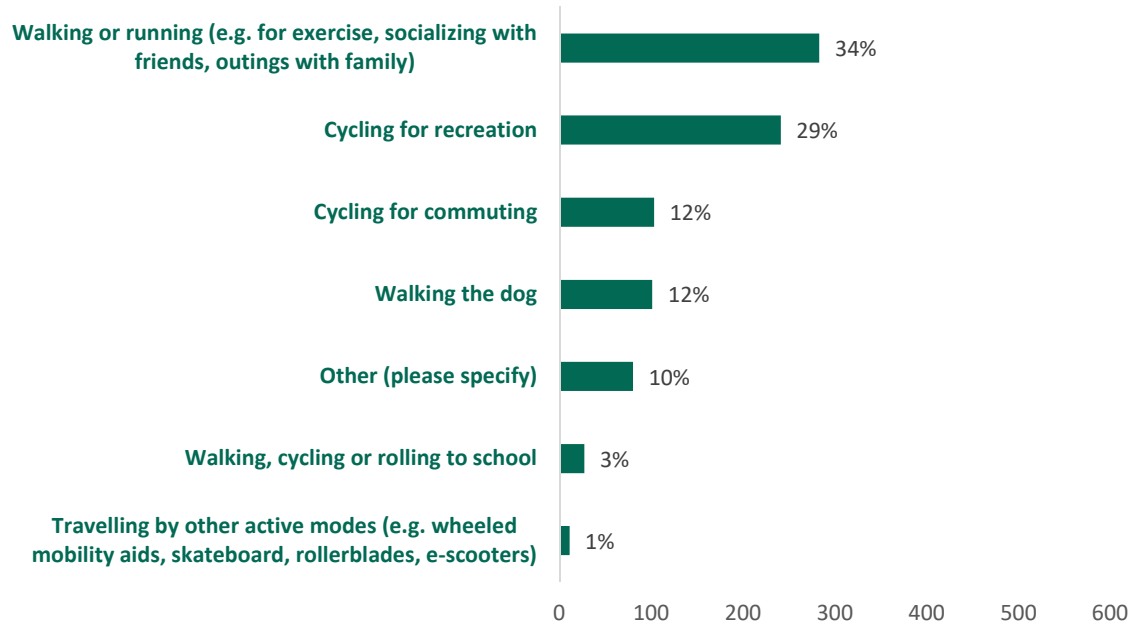
- Better connects the community (27) / Connects to amenities (30) / Connects to other routes (14) / Connects to schools (14)
- It's more direct (59)
- It is located away from the highway (36)
- It feels the most pleasant (16) / It feels the safest (11)
- None (17)

Of those who chose **blue** as their first choice, the top comments were:

- There are fewer elevation changes (18)
- It is away from the highway (12)

- It feels the most pleasant (11)
- It connects to schools (8)

20. How do you see yourself primarily using the Upper Levels Greenway once complete?



Total responses: 839

The most common uses for the Upper Levels Greenway include:

- Walking or running (283)
- Cycling for recreation (241)
- Cycling for commuting (103)

When analyzing the data, different users indicated their preference for different routes:

Walking or running (e.g. for exercise, socializing with friends, outings with family)

- 149 respondents preferred purple, 88 preferred orange, 40 preferred blue

Cycling for recreation

- 113 respondents preferred purple, 79 preferred orange, and 45 preferred blue

Cycling for commuting

- 65 respondents preferred purple, 27 preferred orange, 10 preferred blue

Walking the dog

- 62 respondents preferred purple, 23 preferred orange, 15 preferred blue

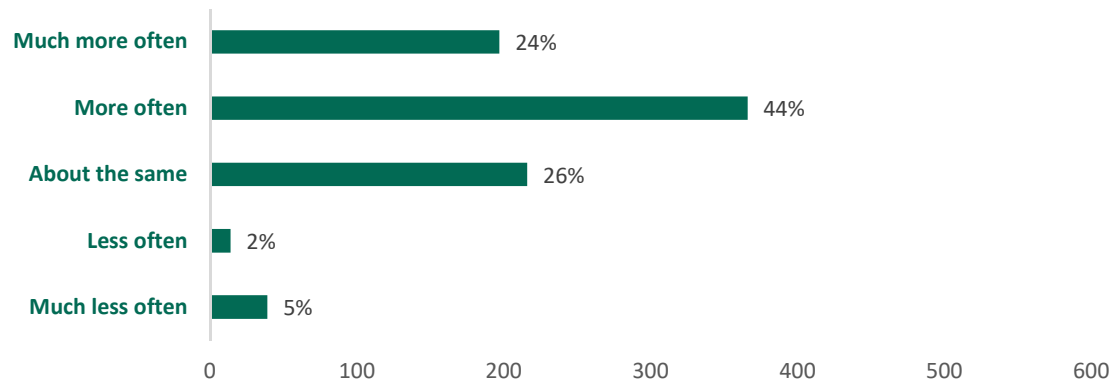
Walking, cycling or rolling to school

- 13 respondents preferred purple, 8 preferred orange, 6 preferred blue

Traveling by other active modes

- 6 respondents preferred purple, 3 preferred orange, 1 preferred blue

21. After the new greenway is complete, do you think you will walk/cycle/roll in this area:



Total responses: 832

The majority (563) of respondents indicated that they would walk/cycle/roll in this area more often, or much more often.

22. Anything else you'd like to tell us about the Upper Levels Greenway route?

Total responses: 392

Support for the Project (88 comments)

- Overall support (74)
- Will improve connectivity (11)
- Support engagement (3)

Opposition to the Project (75 comments)

- Waste of money (31)
- Other priorities are more important (17)
- Oppose the project (14)
- 29th Avenue lanes are not used (7)
- Not needed (6)

Connections (78 comments)

- Connect to other routes (15)
- Connect to Delbrook Recreation Centre (10)
- Include better connections on the west end (10)
- Connect it to recreation centres (9)
- Add more connections overall (7)
- Connect to 29th Avenue routes (7)

- Connect to Edgemont Village (6)
- Connect to schools (5)
- Connect to DNV (5)
- Connect it to Mosquito creek (4)

Safety Features (70 comments)

- Prioritize pedestrians / build more sidewalks (16)
- Need a safer highway crossing (16)
- Traffic calming needed (9)
- User separation is important (7)
- Safety when sun sets / better lighting (6)
- Pedestrian overpass over highway (6)
- Safe crossings needed (5)
- Plan route away from school traffic (5)

Route Comments (51 comments)

- Purple is the preferred route (26)
- General route suggestions (17)
- Avoid 27th Avenue (8)

Impacts to Neighbourhoods (43 comments)

- Don't disrupt neighbourhoods (29)
- Don't disrupt parking for residents (14)

Environment (21 comments)

- Save the trees and wildlife habitats (11)
- More greenery and greenspaces (10)

Comments on Survey (37 comments)

- Thank you for the opportunity to engage / for working hard to promote active transportation (30)
- Concerns with survey design / forced rankings (7)

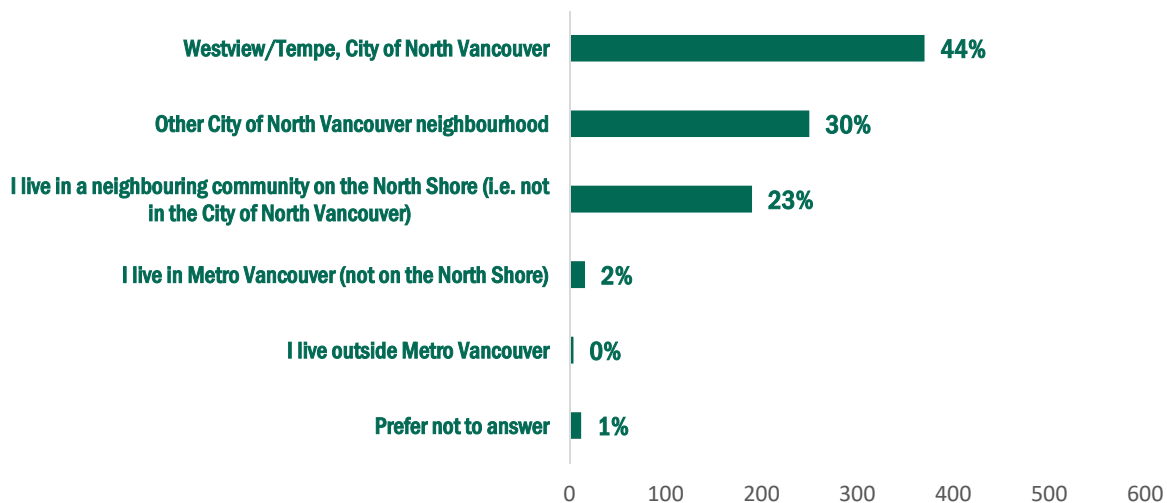
The final open-ended question was used by participants primarily to indicate support or lack of support for the Upper Levels Greenway project (88 and 75 comments respectively). Respondents also indicated the importance of connections and safety features. Other comments were specific to routes, expressed concern for impacts to neighbourhoods, and indicated the importance of environmental considerations.

Demographic Information

The City is constantly striving to improve engagement with our entire community in a way that encourages good representation in our designs and policies and as part of our ongoing Diversity, Equity and Inclusion initiatives.

It is important that we hear from a balanced and diverse group of people and perspectives to inform our decision-making. These questions help us understand who we're hearing from so we can design future engagement events to ensure that a broad range of perspectives are being represented.

23. Which City of North Vancouver neighbourhood or other area do you live in?



Total Responses: 842

Most survey respondents (370) live in the Westview/Tempe neighbourhood of North Vancouver, while 250 live in another neighbourhood in the City of North Vancouver.

When analyzing the data, residents who lived in different areas indicated different preferences for the route options:

Westview/Tempe

- 251 respondents preferred purple, 70 preferred orange, and 43 preferred blue

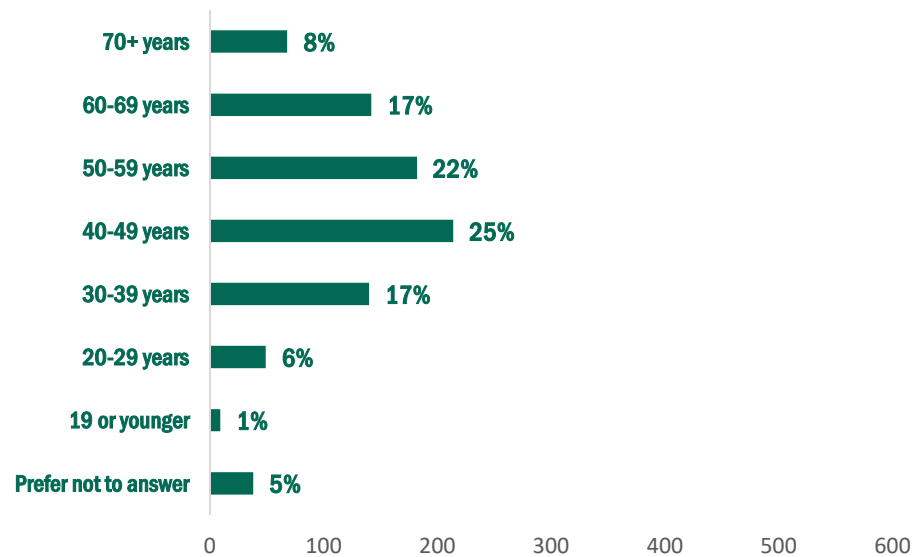
Other City of North Vancouver Neighbourhood

- 113 respondents preferred purple, 85 preferred orange, and 48 preferred blue

I live in a neighbouring community on the North Shore

- 85 respondents preferred orange, 78 preferred purple, and 27 preferred blue

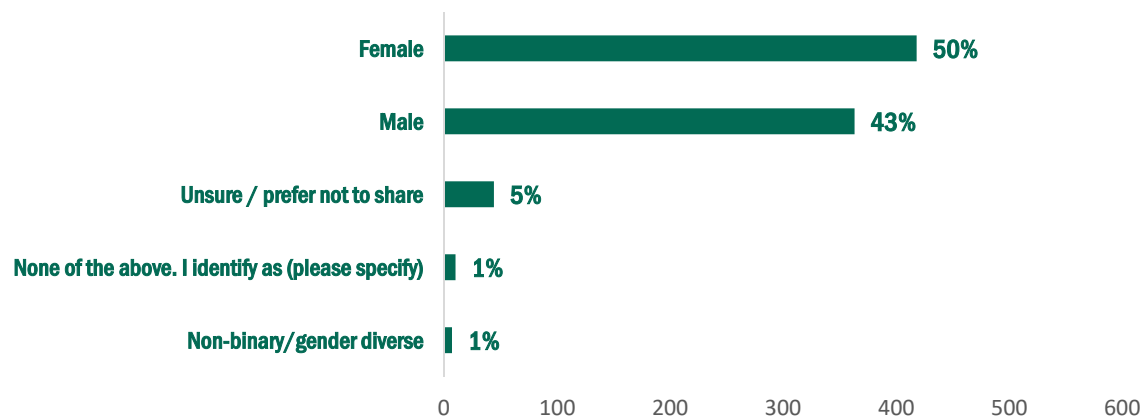
24. What is your age range?



Total Responses: 842

The majority (606) of respondents were above the age of 40. When compared to the 2016 city-wide census results, younger populations are underrepresented in this survey (19 or under, and 20-29 years of age), and those who are 40-59 and 50-59 are overrepresented.

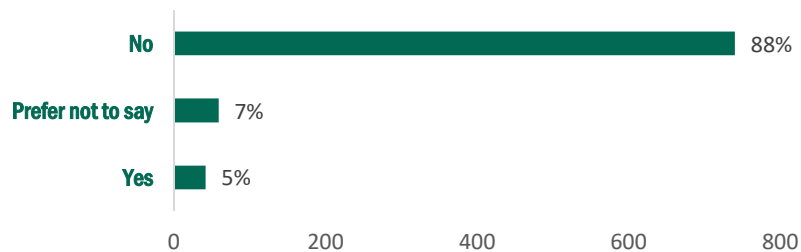
25. How do you describe your gender?



Total Responses: 842

Approximately half (418) of respondents identified as female. When compared to the 2016 city-wide census data, people identifying as male were underrepresented in the survey as they make up over 48% of the population. It should be noted that the census does not ask for information on gender identity beyond male or female, and therefore no comparisons can be made for those who identify as non-binary or gender diverse.

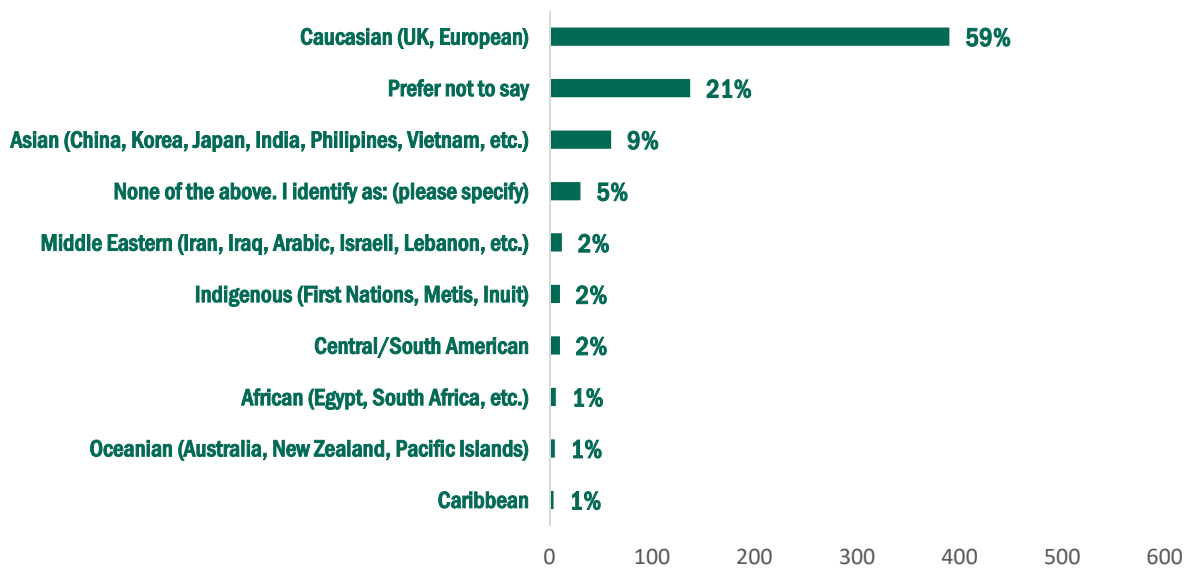
26. Do you identify as a person with a disability?



Total Responses: 842

The majority of people (740) did not identify as a person with a disability.

27. What do you consider your main ethnic origin or that of your ancestors? (Select all that apply)



Total Responses: 664

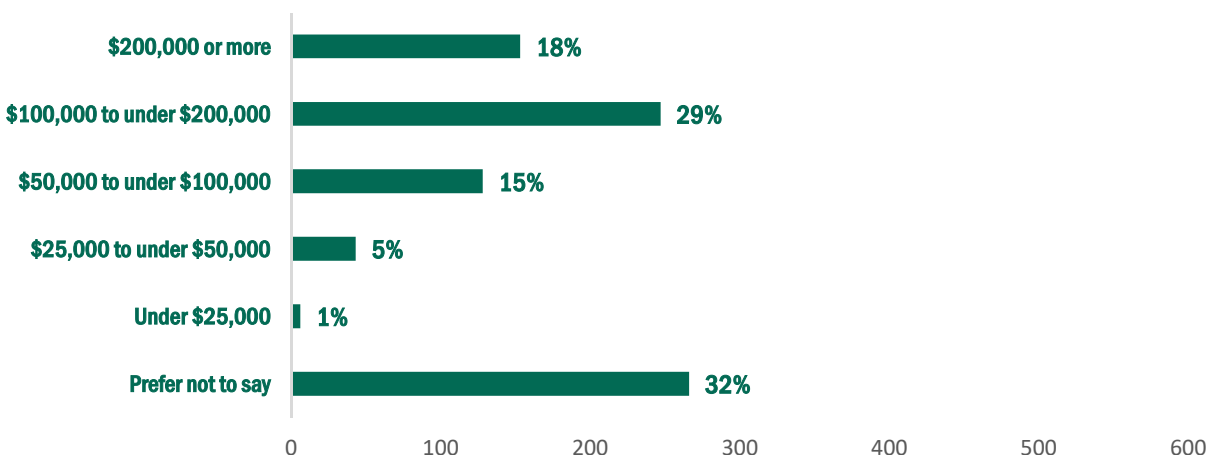
The most common ethnic origins for respondents to the survey are listed below. Listed are those with 2% or greater representation.

- Caucasian (390)
- Asian (60)
- Middle Eastern (12)
- Indigenous (10)
- Central/South American (10)

Several ethnic origins were underrepresented in this survey including East and Southeast Asian (16% of the population) / South Asian (4% of the population), and Middle Eastern (11% of the population). Those

who identified as Caucasian were overrepresented, as they represent 65% of the 2016 city-wide census population.

28. What is your total household income per year before taxes?

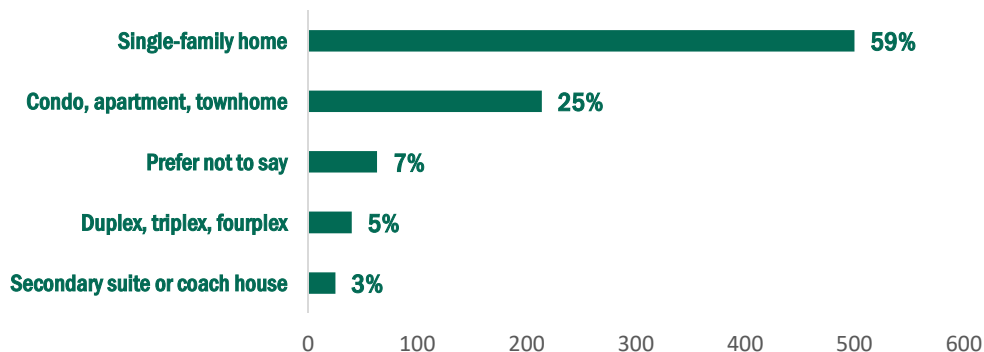


Total Responses: 842

The most common income range was between \$100,000 and \$200,000 (247).

Compared to the 2016 city-wide census, those who earned \$200,000 in household income before taxes were overrepresented in this survey, as they represent 7% of the population. Those who make \$25,000 – under \$50,000 (21% of the population) and \$50,000- under \$100,000 (32% of the population) were both underrepresented.

29. What type of housing do you live in?



Total Responses: 842

The most common types of housing that respondents live in include single family homes (500) and condo, apartments or townhomes (214).

Those who live in a single-family home were overrepresented in this survey, as they make up 12% of the city-wide population. Those who live in a condo or apartment housing are underrepresented, as they make up 64% of the city-wide population.

Open House Feedback

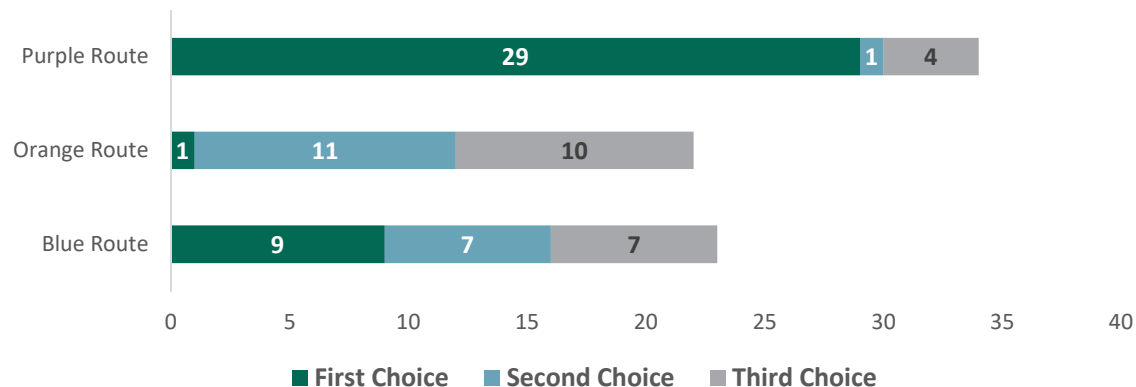
Fifty-five people attended an Open House at Larson Elementary School on May 10th from 2:20 to 8:30 p.m.

The purpose of the open house was to:

- Provide information about the Upper Levels Greenway project
- Provide an overview of where we are at in the design process
- Summarize how the project team had engaged on this project so far and what they had heard
- Present three route options developed with input from the first round of engagement
- Present the trade-offs between different design approaches for the greenways
- Gather feedback on potential routes and design approaches for the greenways
- Provide information on upcoming ways to engage and share feedback on the Upper Levels Greenway

Summary of Feedback

The Route that Participants Liked Best



Purple Route

What Participants Liked

- More connections (including south of the highway, Jones Avenue)
- Fewer changes in elevation
- More scenic/nicer/quiet

What Participants Did Not Like

- Participants used this category to indicate their suggestions for further opportunities in terms of areas to connect connect to like the Harry Jerome fitness complex, the newly constructed bike lanes on 29th, and the centennial theatre

Orange Route

What Participants Liked

- Connectivity to other areas (such as Delbrook, Harry Jerome and Lynn Valley Road)
- Simple / direct
- Wide route with fewer elevation changes

What Participants Did Not Like

- Loss of parking
- Concerns about the steep hill in Zone 1/Tempe Heights.

Blue Route

What Participants Liked

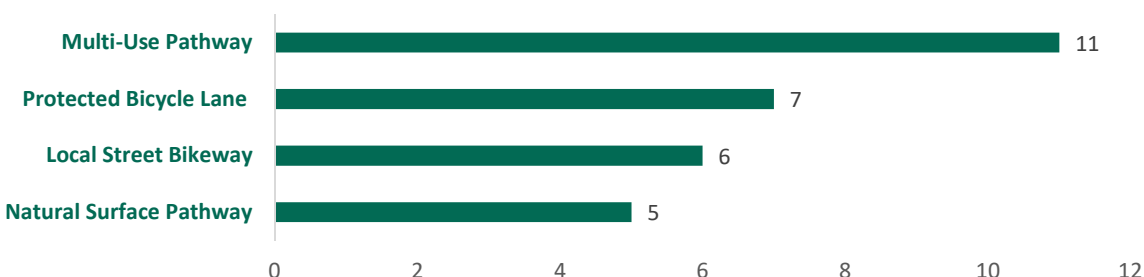
- More visually interesting

What Participants Did Not Like

- Concern about steep hills (from Tempe Heights/on 27th Street)
- Effect on traffic flow
- Light pollution
- Less direct

Engagement Tree Feedback

Participants were asked to provide comments on an engagement tree indicating which of the four designs they would be most likely to walk, cycle or roll on and why.



The most popular option was the **Multi-Use Pathway**. Comments included support for separating users, especially cyclists and drivers.

The second most popular option was the **Protected Bicycle Lane**. Participants cited the separation between cyclists and vehicles, and the perception that this option is safer for children.

The third most popular option was the **Local Street Bikeway**. Comments noted the lack of user separation, loss of parking, and the need for additional traffic calming.

The least most popular option was the **Natural Surface Pathway**. Participants noted that this option felt more natural and reflected the North Vancouver community.

Youth Engagement at Open House

At the Larson Elementary School Open House, a youth activity station was set up with colouring pages and worksheets, based on the theme of “Getting to School.”

Questions on the activity pages included “How do you feel on the trip to school?” with a choice of emojis to select from as responses. Other questions on the activity pages included “What is your favourite way to get to school” and “Who do you travel to school with.” Children were also invited to draw pictures of their journey to school.

In response to “How do you feel on the trip to school”, the most often selected emoji was a happy face (4), followed by a neutral face (3). Pictures drawn by the children most often depicted walking, people, or a map of the route/streets taken to get to school. Students preferred way to get to school included walking and biking.

When asked, “who do you travel to school with,” answers most often included family and friends, with one child writing “with friends of family because it’s nice to have company.”

Pop Ups

The project team engaged with **55 people** at two pop up sessions during the engagement period. Members of the project team provided information on the background and goals of the project, as well as information on the three route options. Participants were directed to the online survey to provide their input.

Thirty-five people engaged on May 7th at a Pop Up at City Fest from 12:00 p.m. to 2:00 p.m.

Twenty people engaged on May 14th at a Pop Up on Grand Boulevard from, 11:00 a.m. to 1:00 p.m.

Public and Stakeholder Correspondence

Twenty-five emails or phone calls were received by the city during phase 2 of the engagement.

The main theme reflected in the correspondence was a concern/lack of support for a route on 27th Street due to:

- It being a busy street used by seniors, and young children,
- The heavy traffic
- Concerns over the loss of parking
- Concerns over the narrow route
- 25th being more suited to the greenway

Several other comments requested more specifics on design details for the routes and questions/concerns about impacts of the routes on specific locations including removal of trees and encroachments on properties.

Social Media Comments

On April 27th a post was shared by the City on Facebook:

We’ve developed three route options for the Upper Levels Greenway. Learn how your input helped shape the options and help us choose a preferred route that’s safe and accessible for everyone. Review the route options and share your feedback by May 20th.

There were 57 comments, 16 shares and 24 likes.

Main themes in the comments included:

- The desire to be able to travel on the route with a stroller, trailer or bike (4)
- Lack of support for the project (4)
- Safety concerns / need for separation of users (3)
- Preferences for particular routes (3)
- Concerns about loss of parking impacts, specifically on 27th Street (2)
- Questions about connecting to other areas / or concern about lack of connection to other areas (2)

More Information & Next Steps

The City will use the feedback received to help develop a preferred route and preferred design for the Upper Levels Greenway which will be presented to stakeholders and the public in the next round of public engagement.

For more information:

- Visit the project webpage at www.cnv.org/ULG
- Contact the Project Team at cnv.org/ULG or 604-983-7333