

Health Precinct Stakeholder Workshop Summary

Overview

As part of the 10th Ave Corridor Phase 2 consultation, staff organized a two-session workshop with key Health Precinct stakeholders and representatives from City's Advisory Committees. Held on February 25 and 29, 2016 at the Medical Students and Alumni Centre. The two 3-hr meetings brought together 36 participants from over 18 service providers, departments, and interest groups to discuss the design options under development for 10th Ave between Oak and Yukon Streets. The first session included a presentation by staff on the project background and a walking tour of 10th Ave between Cambie and Oak Streets to discuss the challenges and constraints found in the Health Precinct. The second day included a presentation on three design options under development and table discussions with all stakeholders on the proposed options and impacts for the western (Oak St to Willow St) and eastern (Willow St to Yukon St) halves of the precinct.

The key theme underlying the feedback to staff by participants was that "safety is paramount" for all users of 10th Ave while maintaining access to the hospital and health services in the precinct. A number of main themes and areas of concern were identified during the table discussion including the configuration of the loading and pick-up/drop-off areas, and measures to mitigate conflicts between people walking, cycling, and driving. In general, participants preferred the uni-directional option in addressing many of the challenges, constraints, and concerns raised through the discussions.

Highlights of Participant Feedback

Uni-directional Option:

- Identified as preferred design out of the three options discussed.
- Expressed the feeling that the direction and location of people cycling would be more predictable/intuitive in the uni-directional design than with the bi-directional options.
- Simplified the conflicts between people walking, cycling, and driving while traveling through intersections.
- Reduced by half the volumes of cyclists that would pass by the curbside passenger zones compared to the north side bi-directional option.

Bi-directional (on north side) Option:

- Identified as least preferred design by people with disabilities
- Introduced the greatest number of conflicts between people using the passenger zones/commercial loading area and people biking, including those biking at a higher speed downhill
- Enabled easier motor vehicle access to driveways/loading bays on the south side of 10th Ave
- Introduced more challenges with turning conflicts between people cycling and driving through intersections and across driveways than with the uni-directional design (Laurel St, Willow St, Heather St, and Ash St)

Bi-directional (on south side) Option:

- Created more conflict points with people walking on the south sidewalks
- Increased conflict with access to hospital emergency entrance than with the uni-directional design

- Introduced more challenges with increased turning conflicts between people cycling and driving through intersections and across driveways than with the uni-directional design (Laurel St, ER driveways, Heather St, BCCA driveways, and Ash St)

Loading, Pick-up and Drop-off Locations:

- Improve the passenger zones/loading areas on 10th Ave to have limited curbs or grade changes
- Incorporate large enough staging areas for passenger vehicles and Handy DART side-loading
- Ensure further consideration at high-conflict areas where people are being unloaded in close proximity to bike lanes
- Recommend increase in number and type of passenger zones (e.g., at Blusson, and Centre for Hip Health and Mobility; and add handicapped spots at Vancity)
- Ensure the distance between passenger zones and building entrances is as short as possible

Crossings and Intersections:

- Incorporate consistent crossings (e.g., zebra markings through all legal crosswalks) with pedestrian refuge areas along 10th Ave from Oak St to Cambie St
- Concern about the legibility of the configuration where the one-way and two-way vehicle travel changes meet (signage and pavement markings will have to be clear)
- Consider adding protected left-turn phase from Cambie St onto 10th Ave

Vehicle Circulation:

- Preference for two-way vehicle access as from Oak St and to Willow St in all design options
 - Provides more egress options from VGH ER for ambulance (often dispatching out of ER)
 - Expands egress options for local service and delivery routes within the precinct and between the different health services centres
 - Concern over increased congestion on south leg of Laurel St (between 10th and 12th Avenues) if two-way configuration does not extend as far west as Oak St

Parking:

- Improve wayfinding in the precinct to help drivers find available parking spots and lots
- Need to consider the impacts relocating the accessible parking spaces adjacent to ICORD/Blusson Centre
- Considers maintaining some on-street metered short-term parking (between Cambie and Ash Streets) but not at the expense of tree-removal

Additional Points

- Considers that the region's aging population is forecasted to increase and with that an increase in the number of pedestrians accessing the health service providers in the VGH precinct who will have mobility challenges
- Identified that wayfinding is paramount as those coming from outside of Vancouver, who may be under stress and not familiar walking and driving in the precinct
- Address the speed of people cycling along 10th Ave
- Consider tree replacements and lumber reuse through artwork in the precinct to compensate for any tree removal.
- A closure of a portion of Heather Street on the north side of 10th Ave is preferred vs. closing a portion on the south side.

Workshop Participants

Stakeholders (attended one or both meetings)

Adam Stenhouse	Canadian Cancer Society
Anne Walis	Centre for Hip Health and Mobility
Arlene Vanderhoeven	Eye Care Centre
Arthur Orsini	VGH - Commuter Centre
Bruce Gilmour	Canadian Barrier Free Design Inc.
Chris Marek	VCH - Mary Pack Arthritis Centre
Deming Smith	VCH/VGH
Immanuel Starchild	Vancity Savings Credit Union
Jeff Leigh	HUB Cycling
Keith Sigurdson	MTV Canadian Bus Inc. / HandyDart
Laura Mackenrot	Persons with Disabilities Advisory Committee
Liina Marshall	Coast Mountain Bus Company
Representative	Vancouver Fire Department
Sharon Petty	Fraser Health
Tanya Paz	Active Transportation Policy Council
Tom Stodola	BC Cancer Research Centre
Westley Davidson	VGH - Capital Projects
Claire Gram	VCH - Health Protection
Jeremy Trigg	VanCity Savings Credit Union
Lowell Mcphail	ICord
Mary Neiforth	VCH - Blusson
Raymond Penner	Facilitator

Stakeholders (invited but not able to attend)

Lisa Westermark	Arthritis Society
Salesh Pillai	BC Cancer Agency
Brad McCannell	Canadian Barrier Free Design Inc.
Don McPherson	BC Ambulance Services
Chief Mark Engler	Vancouver Fire Department
Representative	Seniors Advisory Committee
Representative	Womens Advisory Committee

City of Vancouver Staff (attended one or both meetings)

Dylan Passmore	ENG - Transportation Design
Lynn Guilbault	ENG - Transportation Planning
Christine Edward	ENG - Transportation Planning
Paul Kruger	ENG - Transportation Planning
Bianca Popescu	ENG - Active transportation
Dale Bracewell	ENG - Transportation Planning
Paul Lightfoot	ENG - Transportation Design
Paul Storer	ENG - Transportation Design
Darren Proulx	ENG - Active Transportation
Mathew Slazyk	ENG - PMO
Rod Preston	ENG - Transportation Planning
Karis Hebert	PLN - Planning - Midtown
Mandy So	PLN - Development Services
Sailen Black	PLN - Urban Design and Development Services
Cabot Lyford	Parks Board