

Advisory Council and Committee Motions

1. Persons with Disabilities Advisory Committee

EXCERPT MINUTES - MARCH 31, 2016:

WHEREAS:

1. The Transportation Plan 2040 includes a bicycle lane along the corridor of 10th Ave from Cambie to Oak;
2. The Transportation Plan places the highest priority on pedestrians - the hierarchy of priorities is pedestrians, bicycles, transit, shared vehicles and cars;
3. The Transportation Plan indicates that "The hierarchy is intended to help ensure that the needs and safety of each group are sequentially considered when decisions are made" (p16);
4. The Transportation Plan prioritizes accessibility for all ages and abilities: "The City's streets and public spaces should be usable by everyone, including seniors, families with young children, and those with mobility, vision, hearing and cognitive impairments." (p 21), and "Enable people of all ages and abilities to get to where they need to go, comfortably and safely." (p 9);
5. Safety is an important priority in the Transportation Plan 2040;
6. The highest priority is safety of vulnerable people: "A special emphasis will be placed on safety for at-risk groups (for example, children, seniors, and those with mobility challenges)" (p13);
7. Design for bicycle lanes must respect the safety of pedestrians, especially vulnerable pedestrians;

AND WHEREAS:

8. The proposed bicycle lane runs right through a medical corridor;
9. This corridor includes a significant number of important and unique medical services including the Canadian Cancer Society, the Eye Care Centre, the BC Cancer Research Centre, the Arthritis Centre, the Blusson Spinal Cord Centre, the BC Cancer Agency, the Emergency Entrance of Vancouver General Hospital; the Centre for Hip Health Mobility and the Gordon and Leslie Diamond Health Centre (on Laurel Street);
10. Many of the persons using these services are ill, injured, elderly and/or disabled, must be picked-up/dropped off very close to their destination, and are pedestrians significantly vulnerable to injury from bicycles and cars;

AND WHEREAS:

11. The proposed bicycle path along this corridor would involve over 3,000 bicycle trips each day along this heavily used medical corridor;
12. The topography in the area makes it difficult to re-route the bicycle lane, and re-routing would not likely lead to bicyclists using an alternative route, therefore the plans must include both pedestrian and cyclist considerations;

AND WHEREAS:

13. Staff are preparing plans for this corridor and have requested input from the Persons with Disabilities Advisory Committee;
14. The current designs for this corridor do not provide safe pick-up and drop-off locations for persons with disabilities in sufficiently close proximity to the medical services on this corridor;
15. The current designs do not protect vulnerable pedestrians from the significant risk of injury posed by a busy bicycle path along this heavily used medical corridor.

THEREFORE BE IT RESOLVED that the Persons with Disabilities Advisory Committee asks that new designs be developed which provide safety for vulnerable pedestrians, and safe adequate drop-off and pick-up locations close to every medical service.

WE RECOMMEND more specifically that:

1. Drop-off/pick-up locations in this corridor be located next to each medical building in indented areas;
2. These pick-up and drop-off locations be directly connected by ramps to raised crosswalks that will slow bicycle and car traffic and protect vulnerable pedestrians;
3. Specific signage be developed to alert road users that this is a medical corridor with vulnerable pedestrians; and
4. Adequate lighting and signals be designed for the safety of vulnerable pedestrians.

EXCERPT MINUTES (SPECIAL MEETING) - DECEMBER 1, 2016:

WHEREAS:

- A. On March 31, 2016, the Persons with Disabilities Advisory Committee ("PDAC") adopted a motion addressing the proposed bike lane on West 10th Avenue (the "March Motion");

The March Motion included:

- i. That the [Transportation Plan 2040](#) mandates a hierarchy of priorities - pedestrians, bicycles, transit, and cars - and that "The hierarchy is intended to help ensure that the needs and safety of each group is sequentially considered when decisions are made" (p16); and that "A special emphasis will be placed on safety for at-risk groups (for example, children, seniors and those with mobility challenges)" (p13);
 - ii. That the medical corridor from Oak to Cambie includes a significant number of important and unique medical services including the Canadian Cancer Society, the Eye Care Centre, the Mary Pack Arthritis Centre, the Blusson Spinal Cord Centre, the BC Cancer Agency, the Centre for Hip Health and Mobility, the Gordon and Leslie Diamond Health Centre, and the Emergency Entrance to Vancouver General Hospital;
 - iii. That these unique medical services are not provided elsewhere, and are heavily used by vulnerable persons who are ill, injured, elderly and/or disabled;
 - iv. The proposed bicycle lane will involve over 3,000 bicycle trips each day, and current designs do not protect vulnerable pedestrians from the significant risk of injury posed by a busy bicycle path along this heavily used medical corridor;
- B. PDAC subsequently learned of plans to remove temporary parking adjacent to the Blusson Building, which will exacerbate the impact of the loss of parking on 10th Avenue and will deter people with disabilities from accessing the medical and community services that are provided in the Blusson Building;
- C. This is in addition to the removal of 82 on-street parking spaces, which will force people with disabilities to travel longer distances to access the medical services that are provided in the medical corridor. Since many persons with disabilities are unable to travel more than a minimal distance on foot, or using wheelchairs, walkers or canes, the removal of adjacent on street parking will significantly affect their ability to access needed medical services;
- D. PDAC is also concerned about the proposed addition of 51 new trees in this corridor. The space used for planting trees could be used to increase accessible parking. Similarly, the removal of more existing trees could allow for the creation of additional accessible parking spaces which are so necessary in this corridor;

- E. The proposed staging areas permitting drivers to wait up to 30 minutes do not assist persons with disabilities, because it is unreasonable to expect that medical appointments will start on time and be completed within 30 minutes;
- F. PDAC has reviewed the final designs being proposed by City staff for the 10th Avenue bike lane and notes that:
 - i. Several intersections will not have traffic signals or all-way stop signs;
 - ii. The bicycle lane is raised to the same level as the pedestrian crossings, so there is no speed bump protection for vulnerable pedestrians to cross the bicycle lane safely;
 - iii. The proposed surface parking lot, which is intended to replace the street parking, has not been confirmed and, if built, may not be “accessible parking” because the lot is on a grade and too far from some medical facilities to be used by many people with disabilities; and
- G. PDAC continues to have concerns about safety for vulnerable pedestrians and the impact of the removal of parking spaces.

THEREFORE BE IT RESOLVED THAT, further to the March Motion, the Persons with Disabilities Advisory Committee urges Council to delay approving the bike lane until the Committee’s and the public’s concerns related to safety and parking are addressed.

BE IT FURTHER RESOLVED THAT the Persons with Disabilities Advisory Committee recommends specifically:

1. The designs incorporate speed bumps for bicycles and traffic controls at the Willow and Laurel intersections;
2. Construction on the bike lane not proceed unless and until sufficient new parking spaces that provide real accessibility to all facilities are created to replace the lost street parking;
3. The accessible parking adjacent to the Blusson Building be retained until an alternative that is acceptable to users of the building is constructed; and
4. The City and Vancouver General Hospital conclude negotiations to resolve all issues related to the bike lanes in the 10th Avenue Medical corridor, including the critical shortage of parking spaces for the medical corridor, and that these negotiations always include at least two members of the Persons with Disabilities Advisory Committee.

2. Seniors' Advisory Committee

EXCERPT MINUTES - MAY 20, 2016:

WHEREAS

1. In 2013, Council ratified the City's plan to seek formal recognition from the World Health Organization as a "Global Age-Friendly City;"
2. In 2014, the Province of British Columbia officially designated Vancouver as an "Age-Friendly Community;"
3. Both of these actions have committed the City to follow an "Age-Friendly Action Plan" which refers to "making streets and sidewalks more accessible and reviewing accessibility in areas where seniors live or gather;"
4. The Transportation 2040 Plan prioritizes the needs of pedestrians above all others and further states that "a special emphasis will be placed on safety for at-risk groups to get to where they need to go comfortably and safely";
5. Seniors require safe and efficient access to West 10th Avenue so they may attend the numerous medical facilities in the area, including the emergency department at Vancouver General Hospital; the BC Cancer Research Centre; the Eye Care Centre; the Arthritis Centre; the Blusson Spinal Cord Centre; the Centre for Hip Health and Mobility; and the Gordon and Leslie Diamond Health Centre;
6. The addition of a dedicated bicycle route would increase traffic along this route and therefore increase the risk for collisions with pedestrians, especially those who are disoriented or mobility-impaired;
7. The addition of the bicycle route would also leave inadequate space for taxis, HandyDart, private cars, or emergency vehicles (especially in cases of vehicle breakdown or catastrophic events);
8. The current plans do not provide safe, dedicated pick-up and drop-off locations for seniors accessing medical facilities;
9. The proposed removal of up to 77 parking spaces would require seniors and/or their caregivers to park and walk a much greater distance to and from medical facilities;
10. The current designs do not provide for sufficient lighting or other features that improve safety and comfort for vulnerable seniors;

THEREFORE BE IT RESOLVED THAT the Seniors Advisory Committee request Council direct staff to:

1. Investigate more suitable options for the proposed protected bicycle lane, which may include relocating it to the designated bicycle path on West 7th Avenue between Oak and Ash Streets;
2. Ensure sufficient sheltered drop-off/pick-up locations in front of entrances to each medical facility along West 10th Avenue, directly connected by gentle ramps and raised crosswalks to slow traffic;
3. Ensure clear signage to caution motorists about vulnerable pedestrians and to give priority to emergency vehicles;
4. Ensure adequate lighting, crossing signals, and benches for the safety and comfort of vulnerable pedestrians.

3. Active Transportation Policy Council

EXCERPT MINUTES - FEBRUARY 1, 2017:

WHEREAS

1. Transportation 2040 is a comprehensive framework for a progressive, green transportation strategy that includes a plan to upgrade the 10th Avenue Corridor to be safer for people of all ages and abilities and all modes of active transportation;
2. In the City of Vancouver's 2015 Cycling Safety Study, 10th Avenue is cited several times as a hot zone for bicycling injuries;
3. The majority of injuries to pedestrians and cyclists are as a result of collision with a motor vehicle, are preventable, and can be avoided through engineered improvements to roadways and the development of active transportation infrastructure;
4. The City of Vancouver has undertaken considerable consultations with the public and stakeholder groups and incorporated many of the suggestions in the proposed designs;
5. The proposed designs include engineered treatments which have been documented to be highly effective at improving pedestrian and cycling safety, (See the City of Vancouver Pedestrian Safety Study, Table ES.1, page E.10) including: additional lighting to improve visibility, separated unidirectional bike lanes, traffic calming measures such as raised intersections, an additional pedestrian signal (at Ash St), improved way finding, and Hospital Zone messaging;
6. The City of Vancouver has committed to a living lab along the 10th Avenue Corridor to monitor the effectiveness of the proposed improvements and strive for the safety of all modes of active transportation;
7. The City of Vancouver's designs are likely to ensure enhanced safe and convenient access to health services by all modes of active transportation, and those accessing services by HandyDART, by adding sheltered, well-lit waiting areas, repurposing 14 street parking spots to accommodate drop off/pick up and HandyDART loading and unloading space, providing separated lanes for people travelling by bike, and traffic calming for all;
8. The City of Vancouver's designs are likely to ensure continued safe and convenient access for emergency vehicles by studying the ambulance traffic patterns in the area, engineering the south side bike lane to be large enough to accommodate emergency vehicles if required, and only raising east side of the (northbound) Laurel Street and West 10th Avenue intersection to ensure smooth travel.

THEREFORE BE IT RESOLVED THAT the Active Transportation Policy Council recommends that City Council proceed with the improvements to the 10th Avenue Project as proposed by City staff in Phase 3 public engagement.

CARRIED UNANIMOUSLY