

Staff Response to Advisory Council and Committee Motions

To view the full motions see APPENDIX F.

1. Persons with Disabilities Advisory Committee

MARCH 31, 2016: STAFF RESPONSE

Recommendation	Staff Response
1. Drop-off/pick-up locations in this corridor be located next to each medical building in indented areas	The Skin Care Centre and BC Cancer Agency have existing on-site pick-up/drop-off locations. The recommended design maintains and lengthens the existing on-street passenger zones at Eye Care and Arthritis Centre. Additional passenger loading and priority vehicle staging area are recommended on Laurel St and Willow St adjacent to Eye Care and Arthritis Centre. Staff have also been coordinating with VCH executives to designate on-site passenger loading space on the east side of the Blusson building.
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	The recommended design includes passenger loading zones where the vehicle space is raised to the same level as the sidewalk, providing level crossings to the sidewalk across the bike lane. A raised crosswalks across 10 th Ave is proposed for the east side of Laurel St in front of the Mary Pack Arthritis Centre. The Willow St and Heather St intersections are proposed to be raised to sidewalk level. People biking past the Eye Care Centre and Mary Pack Arthritis Centre passenger zones are generally moving slowly (given it is the uphill direction) but additional measures will emphasize that people biking are expected to yield to crossing pedestrians. These measures include narrowing the bikeway to single file, strong yield signage and paint, bending the bikeway, and a speed “dip” in the bikeway.
3. Specific signage be developed to alert road users that this is a medical corridor with vulnerable pedestrians	Staff have hired consultants to engage Health Precinct stakeholders and City advisory committees to develop “Hospital Zone” signage and pavement markings as well as improved wayfinding. The intent of the signage is to clearly delineate all gateways into the Health Precinct from the surrounding arterial roads with clear and consistent messaging to all road users that will better convey that people entering the area are in a “hospital campus” where there are vulnerable people crossing the street.

<p>4. Adequate lighting and signals be designed for the safety of vulnerable pedestrians</p>	<p>Staff are recommending street lighting upgrades on 10th Ave in the Health Precinct, which includes completing the pedestrian-scale lighting on the south side of the street. Staff also recommend a new accessible traffic signal at Ash St and 10th Ave, as well as upgrading the traffic signal at Oak St such that people walking or biking east-west have a protected signal phase separate from the vehicle signal phase.</p>
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(SPECIAL MEETING) - December 1, 2016: STAFF RESPONSE

Comment	Staff Response
<ul style="list-style-type: none"> 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; 	<p>The updated recommended design incorporates metered disability parking spaces on 10th Ave to compensate for the removal of general on-street metered parking and provide convenient parking for those with accessibility needs.</p>
<ul style="list-style-type: none"> 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; 	<p>As noted above, the updated recommended design incorporates metered disability parking spaces on 10th Ave. The width of existing tree boulevards or the proposed new boulevard space where most of the new trees would be planted is insufficient to accommodate accessible parking spaces as well as a “door zone” to ensure the safety of people biking.</p> <p>Tree planting is an important component of all street improvement projects and new trees would be selected and planted based on current best practices to help avoid the street maintenance problems created by the area’s existing trees. These new trees will help to support the City’s Greenest City Strategy tree canopy and tree planting targets and the City’s Urban Forest Strategy goals to protect, grow, and maintain a healthy and resilient urban forest for future generations.</p>

Comment	Staff Response
<ul style="list-style-type: none"> 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; 	<p>The proposed priority vehicle staging areas are intended to provide additional space for SPARC permit holders, HandyDART, and Hospital Transfer vehicles to wait outside of the priority passenger loading areas. Parking for persons with disabilities close to their destinations is accommodated either on-site or in the proposed disability parking spaces.</p>
<ul style="list-style-type: none"> PDAC has reviewed the final designs being proposed by City staff for the 10th Avenue bike lane and notes that: <ol style="list-style-type: none"> Several intersections will not have traffic signals or all-way stop signs; 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; 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; 	<p>The recommended design includes a new accessible traffic signal at Ash St and upgraded signal at Oak St to will provide clarity and increase safety for people walking and cycling through the intersections. Furthermore, the recommended design includes raised crossings and raised intersections to help slow motor vehicle traffic. The “Hospital Zone” messaging and signage will provide cues around vulnerable patients and priority of people crossing the street.</p> <p>Staff are in the process of coordinating with BCCA/PHSA with the aim of ensuring there are spaces on the new surface parking lot with an accessible connection to 10th Ave.</p>

Recommendation	Staff Response
<p>1. The designs incorporate speed bumps for bicycles and traffic controls at the Willow and Laurel intersections</p>	<p>The recommended design includes a raised crossing at the Laurel intersection and raising the entire Willow St and Heather St intersections to help slow down vehicles at these locations Based on an analysis of historic ICBC collision data from 2009 - 2015, 69 vehicle collisions reported on 10th Ave in the health precinct that involved people walking or cycling.</p> <p>With respect to people biking, staff are in the process of evaluating the efficacy of several pilot treatments aimed at encouraging respectful behaviour at pedestrians crossings over protected bike lanes. Speed humps (or dips) in the bikeway are among the treatments being considered, as well as:</p> <ul style="list-style-type: none"> • Narrowing the bikeway • Painted yield signs/"shark's teeth" • Short eye-level yield signs • Rumble strips <p>The results of this study will help to inform the final proposed treatment for pedestrian crossings and this will be one of the aspects of the 10th Ave project that will be monitored closely following implementation.</p>
<p>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</p>	<p>City staff have been working with Health Precinct partners (VCH/BCCA/PHSA) to identify all available options to secure additional disability parking spaces on 10th Ave to compensate for the removal of general on-street metered parking and provide for those with accessibility needs.</p> <p>Furthermore, staff are working with PHSA to help expedite their outstanding obligation to install a surface parking lot at the northwest corner of 10th Ave and Ash St with at least 116 parking spaces in such a way that provides an accessible route to 10th Ave. Overall, this will result in a net increase in parking supply within the Health Precinct.</p>
<p>3. The accessible parking adjacent to the Blusson Building be retained until an alternative that is acceptable to users of the building is constructed</p>	<p>Staff are supporting a VCH request to retain several of these stalls, while eliminating vehicle access from 10th Ave. This requires a minor amendment to the development permit for the Segal building, which is in progress.</p>

Recommendation	Staff Response
<p>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.</p>	<p>The City and Health Precinct partners established a joint agreement to work through a collaborative process to identify a shared resolution for the improvements to 10th Ave in the Health Precinct. The process has identified additional refinements to the Phase 3 recommended design presented to the public in November 2016. A summary of the collaborative process is provided in Appendix C.</p>

2. Seniors' Advisory Committee

MAY 20, 2016: STAFF RESPONSE

Comment	Staff Response
<ul style="list-style-type: none"> 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; 	<p>Overall, the number of people using bikes as a preferred method of travel has increased around the entire city. The 10th Ave bike route has been in place since 2004 and there will always be high volumes of people biking on 10th Ave because it provides a direct, continuous, and relatively flat connection to many destinations across much of the city and through Central Broadway, BC's highest employment centre outside the downtown core. Furthermore, many people who cycle on 10th Ave work in the Health Precinct or are visiting nearby destinations.</p> <p>Staff are proposing to advance improvements to alternate routes (14th and 7th Ave) to attract people to use those routes rather than 10th Ave.</p> <p>Staff feel that the recommended design will significantly improve the predictability and awareness of all road users over existing conditions. Statistically, the greatest risk to pedestrians is from a collision with motor vehicles. Based on an analysis of historic ICBC collision data from 2009 - 2015, 69 vehicle collisions reported on 10th Ave in the health precinct that involved people walking or cycling.</p>

Comment	Staff Response
<ul style="list-style-type: none"> 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); The current plans do not provide safe, dedicated pick-up and drop-off locations for seniors accessing medical facilities; 	<p>The Skin Care Centre, Blusson, and BC Cancer Agency have on-site pick-up/drop-off locations.</p> <p>The recommended design maintains and lengthens the existing on-street passenger loading zones at the Eye Care and Mary Pack Arthritis Centres. Additional passenger loading and priority vehicle staging areas are recommended on Laurel St and Willow St adjacent to the Eye Care and Mary Pack Arthritis Centres. Furthermore, on-street disability metered parking has been incorporated into the 10th Avenue design to help serve the patients most in need of convenient parking close to health facilities.</p>
<ul style="list-style-type: none"> 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; 	<p>The existing meter parking is often full, thus it is not effective at addressing the needs of priority patients. The new recommended design provides on-street metered disability parking on 10th Ave as well as more space and time for passenger loading. Seniors with mobility issues are encouraged to obtain SPARC parking permits to have access to these priority parking spaces.</p>
<ul style="list-style-type: none"> The current designs do not provide for sufficient lighting or other features that improve safety and comfort for vulnerable seniors; 	<p>Staff are recommending street lighting upgrades, which includes completing the VGH pedestrian-scale lighting on the south side of 10th Ave. The recommended design includes many other features that would benefit seniors walking in the Health Precinct, such as:</p> <ul style="list-style-type: none"> New level and wide sidewalks New benches Raised intersections and crossings Clearer pavement markings at all pedestrian crossings, including across the bikeway A new accessible traffic signal at Ash street New #17 bus stops at 10th Ave Protected signal phasing for crossing Oak St and no turn conflicts crossing at Cambie St <p>Furthermore, seniors biking in the area will benefit from a safe and comfortable all-ages-and-abilities bikeway design.</p>

Recommendation	Staff Response
<p>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</p>	<p>Transportation 2040 (T2040) identifies improving the 10th Ave bike route as a key project and it is highlighted on the plan's Cycling Route Priorities map. Rerouting the 10th Ave bike route is not a viable option, since:</p> <ul style="list-style-type: none"> • There will always be high volumes of people biking on 10th Ave because it provides a direct, continuous, and relatively flat connection to many destinations across much of the city and through Central Broadway, BC's highest employment centre outside the downtown core. Furthermore, many people who cycle on 10th Ave work in the Health Precinct or are visiting nearby destinations. • The City does not exclusively ban cycling from streets—a detour would be advisory and would require people biking on 10th Ave to climb a steep hill, cross a busy street twice (e.g. 12th Ave or Broadway), and travel out of their way. Many people biking through the area would likely choose not to use the detour. • Nearby parallel streets are either already too busy with no opportunity to add bike lanes (e.g. 12th Ave or Broadway) and/or too far from destinations (e.g. 7th or 13th Ave). <p>In response to feedback, staff recommendations include improving alternate bike routes to 10th Ave, including 14th Ave and a north-south bike route on Alder St, to allow people reasonable alternatives to more easily bypass the Health Precinct.</p>
<p>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</p>	<p>The Skin Care Centre and BC Cancer Agency have on-site pick-up/drop-off driveways. Staff have also been coordinating with VCH executives to designate on-site passenger loading space on the east side of the Blusson building.</p> <p>The recommended design maintains and lengthens the existing on-street passenger loading zones at the Eye Care and Mary Pack Arthritis Centres, with the vehicle space raised to be flush with the sidewalk to avoid any need for ramps. At both locations, staff recommend including bus-style shelters with benches. As well, additional passenger and priority vehicle staging areas are recommended on Laurel St and Willow St adjacent to both centres.</p>

Recommendation	Staff Response
3. Ensure clear signage to caution motorists about vulnerable pedestrians and to give priority to emergency vehicles	<p>Staff have retained consultants to engage Health Precinct stakeholders and City advisory committees to develop “Hospital Zone” signage and pavement markings as well as improved wayfinding. The intent of the signage is to clearly delineate all gateways into the Health Precinct from the surrounding arterial roads with clear and consistent messaging to all road users that will better convey that people entering the area are in a “hospital campus” where there are vulnerable people crossing the street.</p> <p>Staff have continued to work with VFRS and BC EHS to ensure emergency personnel and vehicles are not negatively impacted by the recommended designs. Motor vehicle access to VGH ER remains as direct as it is today and the priority ambulance access routes do not have speed humps.</p>
4. Ensure adequate lighting, crossing signals, and benches for the safety and comfort of vulnerable pedestrians	<p>Staff are recommending street lighting upgrades, which includes completing the VGH pedestrian-scale lighting on the south side of 10th Ave. The recommended design includes new benches, a new accessible traffic signal at Ash street, protected signal phasing for crossing Oak St, and the elimination of turn conflicts crossing at Cambie St.</p>
