

## Summary of 10<sup>th</sup> Ave (Hospital Zone) Guided Tour - October 25, 2018

COV Staff present:

Dylan Passmore	Transportation Design (project Lead)
Sarah Power	Transportation Design
Katie O'Callaghan	Transportation Planning (public engagement)
Vania Tse	Transportation Planning (public engagement)

Committee members present:

Tanya Paz	Active Transportation Policy Council
Paul Adam	Arthritis Society
Anithia Felix	BC Cancer
Dariusz Pac	Canadian Institute for the Blind
Jeff Leigh	HUB Cycling
Julie Kennedy	Lower Mainland Facilities Management (LMFM)
Cathy Browne	Persons with Disabilities Advisory Committee (PDAC)
Caitlin Anderson	Persons with Disabilities Advisory Committee (PDAC)
Meghan Winters	Simon Fraser University
Lori Korchinski	Vancouver Coastal Health
Arlene Vanderhoeven	Vancouver Coastal Health

### General Comments: Phase 1 Area (west of Willow, and between Cambie and Ash Streets)

- Hospital Zone wayfinding signs will be installed early next year, which were developed in partnership with the Hospital Zone health partners and based on broader stakeholder feedback.
- Once all wayfinding and messaging signs are installed, staff expect to expand the awareness campaign to include BC EHS/VGH staff.
- Space constraints during construction required periods of abnormal traffic circulation, such as people biking west on the south side of the street, so some of those habits persisted for a while after construction and we may still be seeing some signs of it.
- Some raised concern that the wet leaves on the sidewalks and bike lanes can cause slip hazards.

### General Comments: Phase 2 Area (east of Willow)

- Staff noted that the 10<sup>th</sup> Ave construction schedule is being coordinated with the Broadway Subway construction, as there may be overlapping impacts between the two projects.
- Staff noted that the temporary poles strapped to posts have been recording video as part of the Evaluation Committee data collection efforts (see Figure 1).
- For plans of the full corridor, including Phase 2, refer to conceptual drawings from Council Report (<https://council.vancouver.ca/20170516/documents/rr4.pdf>); excerpt also included at end of this document

### Cambie St (& 10<sup>th</sup> Ave)

- Staff pointed out that the speed limit on 10<sup>th</sup> Ave is 30 km/hr (consistent with all City greenways and local street bikeways)
- Staff noted that Phase 1 of construction will include Hospital Zone gateway signage at Oak St, but the gateway signs at the eastern end will be done in phase 2. Ash was the location agreed with BC Cancer and VCH for the eastern gateway signs since most health-related services are at or west of Ash St. It was suggested that staff consider installing an additional Hospital Zone crosswalk at Ash/10th to pair with the gateway signs.
- In Phase 2, there will be more large trees removed, most of which are at the Ash St intersection.
- Some felt there were compliance problems with the southbound no-right-turn-on-red-light restrictions.

#### Ash St (& 10<sup>th</sup> Ave)

- Staff reminded the Committee that this intersection is planned to have a full traffic signal in Phase 2.
- Some concerns raised about ensuring pedestrians are given sufficient crossing time.
- Some questions raised about signal operation outside of peak hours, which staff will need to follow up on with the Traffic and Data Management branch.
- Note, staff indicated that to date the Provincial Health Services Authority (PHSA) has been moving ahead with converting the empty site at the northwest corner into surface parking. At the moment it looks like this will happen in advance of the Phase 2 construction.
- Concern raised regarding vehicle turn volumes at Ash/10<sup>th</sup> and conflicts with people biking through on 10<sup>th</sup> Ave. Staff indicated protected signal phasing (as done at Oak/10<sup>th</sup>) would be challenging due to the tight intersection geometry and the inability to introduce turn bays to enable protected phasing, but the issue will be monitored.
- Concerns raised about the existing condition of pedestrian curb ramps, which staff pointed out will be rebuilt in Phase 2.
- Some Committee members underscored they would like to be sure the signal has push buttons for pedestrians and cyclists to cross Ash.

#### Heather St (& 10<sup>th</sup> Ave)

- Staff reminded the Committee that this intersection is planned to be raised, similar to the Willow & 10<sup>th</sup> intersection.
- Questions raised about whether a portion of Heather St can be made car-free. However staff confirmed that, as per the design concept approved by Council, Heather St will continue to maintain 2-way vehicle access.

#### Willow St (& 10<sup>th</sup> Ave)

- Cast iron truncated domes were installed at flush crossing locations to provide a detectable warning for people with vision impairment. Some questions were raised about their negotiability for those using mobility aids where they are installed at the top of a slope, such as has happened at the southeast corner of Willow/10<sup>th</sup>. Level installations were felt to not be a problem. Some questions around the contrast of the truncated domes were also raised.

- Concern raised that when are crossing the street heading south, they aren't realizing that they are crossing a bike lane on the south side of the crosswalk. (see Figure 2)
- Concern raised with respect to the bike rack at the southwest corner, with a feeling that it is too close to crosswalk and parked bikes would encroach on the crosswalk (see Figure 3)
- Staff clarified that the large concrete island with a bollard at the northeast corner is to prevent vehicles from encroaching on the pedestrian space. Some expressed concern that pedestrians are occasionally using it as a space to smoke or congregate. Concern also raised about conspicuity of this island for drivers, with some members wondering if yellow paint could help (similar to that used at the Oak St intersection) (see Figure 4).
- Committee members noted that it's much easier to see the pedestrian crossings with the zebra stripes now. However, in the case of the east crosswalk, the spacing of the zebra stripes is such that there can be a large gap at the curb letdown which means it isn't necessarily clear to someone with low vision when they are entering the roadway (see Figure 2).

#### 10<sup>th</sup> Ave between Willow & Laurel St

- Concern raised about the conspicuity of the island at the VGH Emergency entrance driveway, with some members wondering if yellow paint could help (similar to that used at the Oak St intersection).
- Staff pointed out the pedestrian shelter that was recently installed, although it is still waiting for a bench (see Figure 5).
- Staff pointed out that the segments of rubber sidewalk (called "Eco-Flex porous rubber pavement") was used because it is permeable (to help provide air and water to adjacent tree roots), easier to repair, and has a thinner profile than a concrete sidewalk (see Figure 5). It was pointed out that the rubber is so soft that for wheelchair users the rubber sidewalk segments did require some additional effort. There was some discussion of the rubber sidewalk potentially being a balance problem for some pedestrians or that the change in texture might confuse pedestrians with vision impairment, but it was not clear how much of an issue this may be.
- Demand for the passenger zone appears higher than before and should be monitored.
- Staff reminded the group that the passenger zone in front of the Eye Care building (Phase 2) will be more or less the same as that constructed in front of the Arthritis Centre (Phase 1).
- Staff pointed out that currently there are some accessible parking spaces but meters have not been installed yet. As well, temporary accessible parking was installed during construction on Laurel, south of 10<sup>th</sup> Ave. Staff indicated they plan to monitor demand for those spaces and will consider keeping them if demand is high.
- There are concerns about speed of bikes going downhill past the VGH Emergency entrance driveway. Staff noted that an 'Emergency' sign was added outside the Emergency entrance following initial conversations with BC EHS (see Figure 6) and that staff are shooting video of the driveway and are discussing results with BC EHS.
- Some noted that this section feels better than before, suggesting it feels like vehicle volumes are lower, and pedestrians and cyclists are paying more

attention. Staff pointed out that preliminary speed data suggests that vehicles speeds have decreased.

- Some felt that the stop sign for bikes headed south at Laurel is too high and would be hard for cyclists to see (see Figure 7)

#### Oak St (& 10<sup>th</sup> Ave)

- Staff noted that historically, most of the collisions recorded between people biking and driving on the stretch of 10<sup>th</sup> Ave happened at this intersection.
- Staff pointed out that the signal introduced protected phasing that separate cars turning left (westbound 10<sup>th</sup> Ave to southbound Oak St) from bikes going straight eastbound on 10<sup>th</sup> Ave. Some pointed out that the timing of the signal appears to result in unnecessary delay for pedestrians using the south crosswalk and eastbound cyclists.
- Staff pointed out that the green wooden boxes on both sides of roadway are covering bases for the future “Hospital Zone” gateway signs at the western end of the corridor (see Figure 8)
- Staff pointed out that the words “Hospital Zone” painted on crosswalks are off to the side because they’re primarily for people entering the area.
- Staff noted that all new sidewalks have been built to follow the City’s new standard with provide smooth control joints at regular intervals (see Figure 9)
- Staff noted having added yellow paint to edge of concrete islands on west side of Oak St so they would be more visible to people cycling (see Figure 10)
- Staff pointed out that the push buttons at this intersection are accessible pedestrian signals (APS) pushbuttons designed to help people with vision impairment, but due to adjacent residences it has been challenging to set an appropriate volume for the locator tones and may require further adjusting. There was some discussion about the lack of pushbuttons or audibles for north-south crossings.
- There was mention of cellphone apps, such as CrossWalk, which has the potential for people with limited mobility or low vision to communicate with traffic signals such as requesting additional time to cross the street.

Photos from Walking Tour



Figure 1 - Crosswalk at east side of Willow St (facing south)



Figure 2 - Crosswalk at east side of Willow St (facing south)





Figure 3 - Crosswalk and bike rack at west side of Willow St (facing south)



Figure 4 - Concrete island on northeast corner of Willow St and 10th Ave (facing west)





Figure 5 - Pedestrian shelter and rubber sidewalk on south side of 10th Ave between Willow and Laurel Streets (facing east)



Figure 6 - VGH Emergency entrance driveway signage at Laurel St (facing east)





Figure 7 - Stop sign for cyclists on north side of 10th Ave at Laurel St (facing south)



Figure 8 - Green bases on 10th Ave near Oak St for future 'Hospital Zone' gateway signs (facing east)





Figure 9 - Intersection at 10th Ave and Oak St (facing west)

**Excerpt of conceptual drawings from  
Appendix A of 10<sup>th</sup> Ave Corridor Project Council Report  
May 9, 2017**



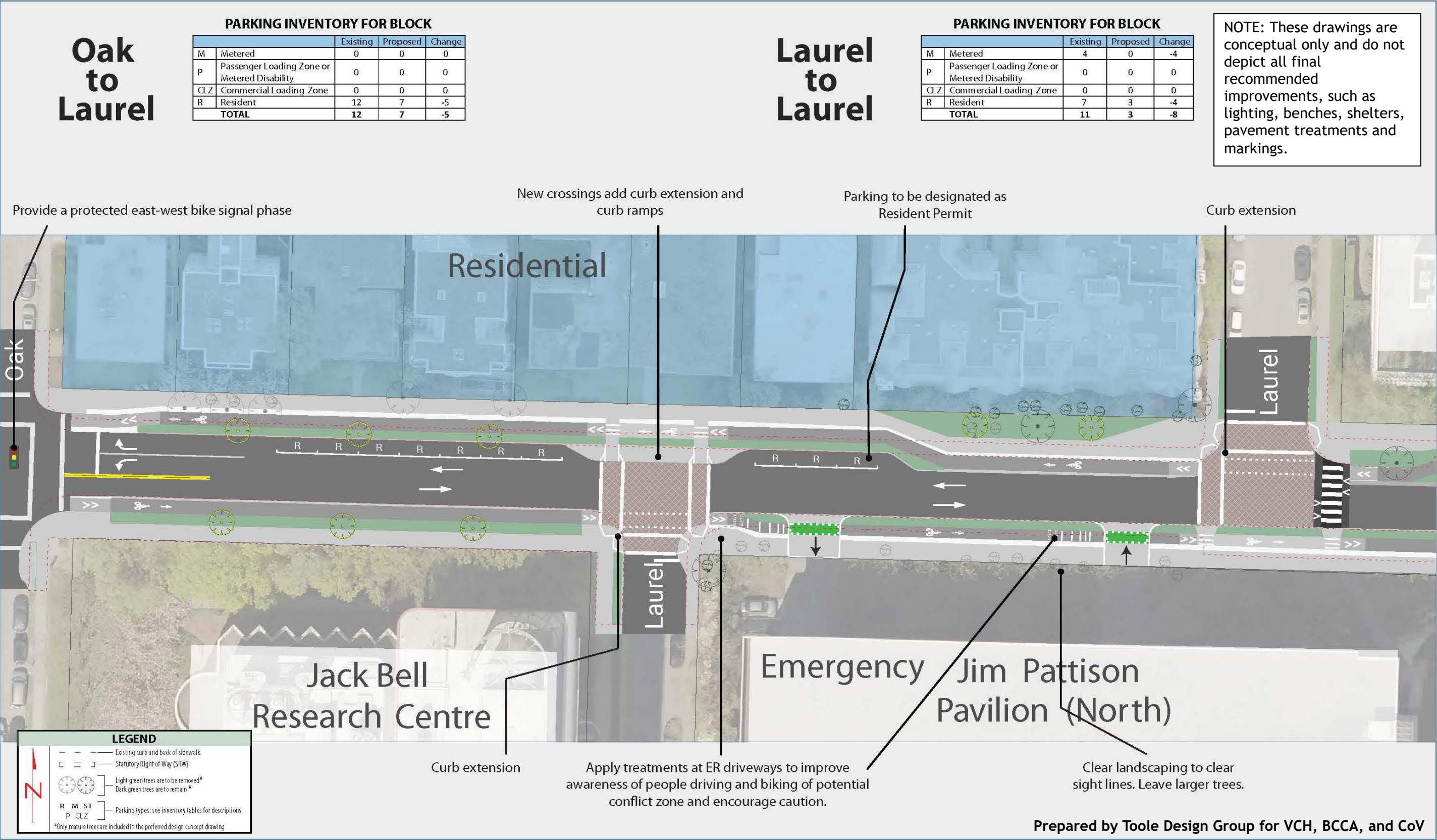


Figure 1. Oak St to Laurel St preferred design resulting from Collaborative Process with Health Partners



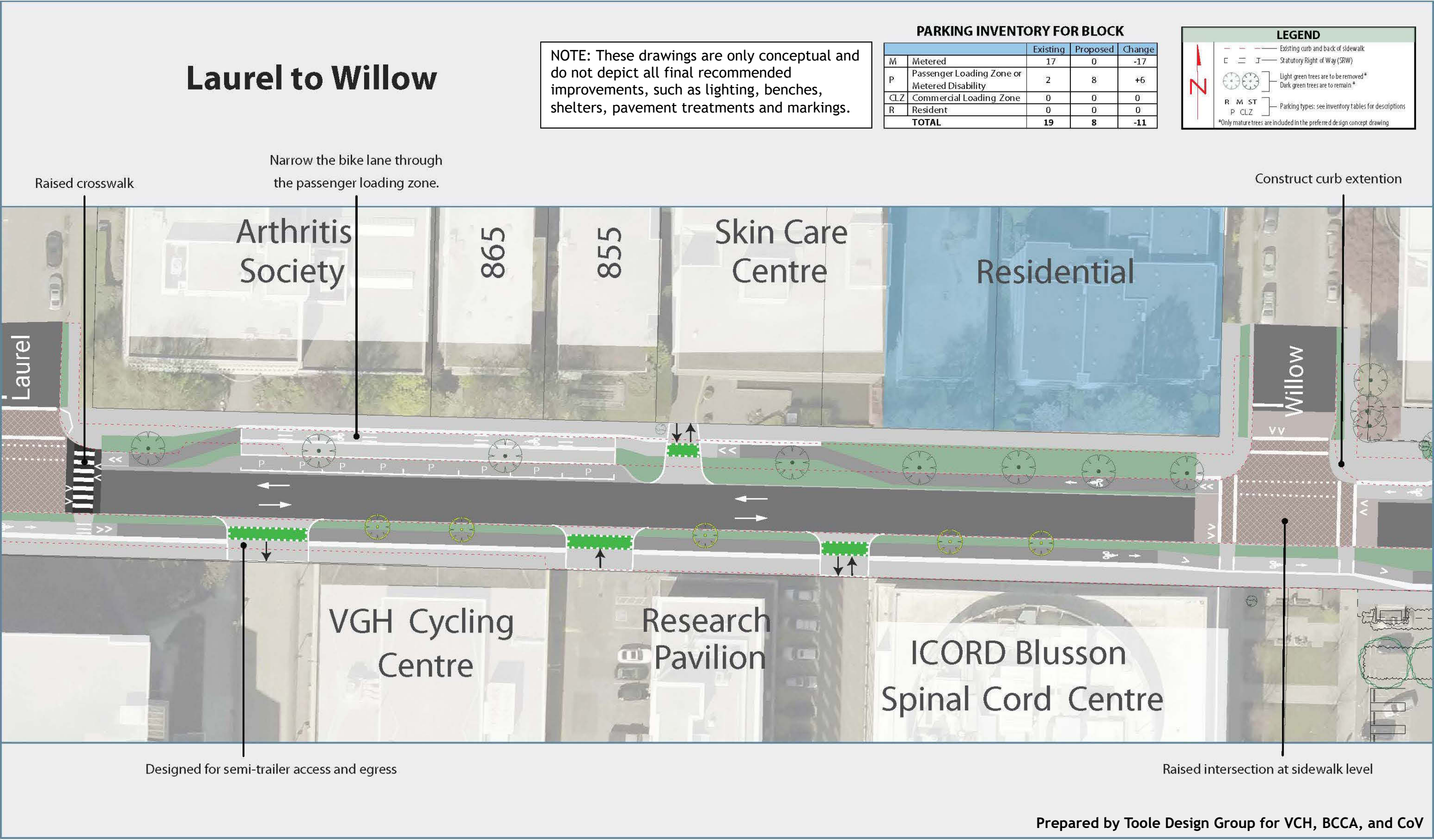


Figure 2. Laurel St to Willow St preferred design resulting from Collaborative Process with Health Partners



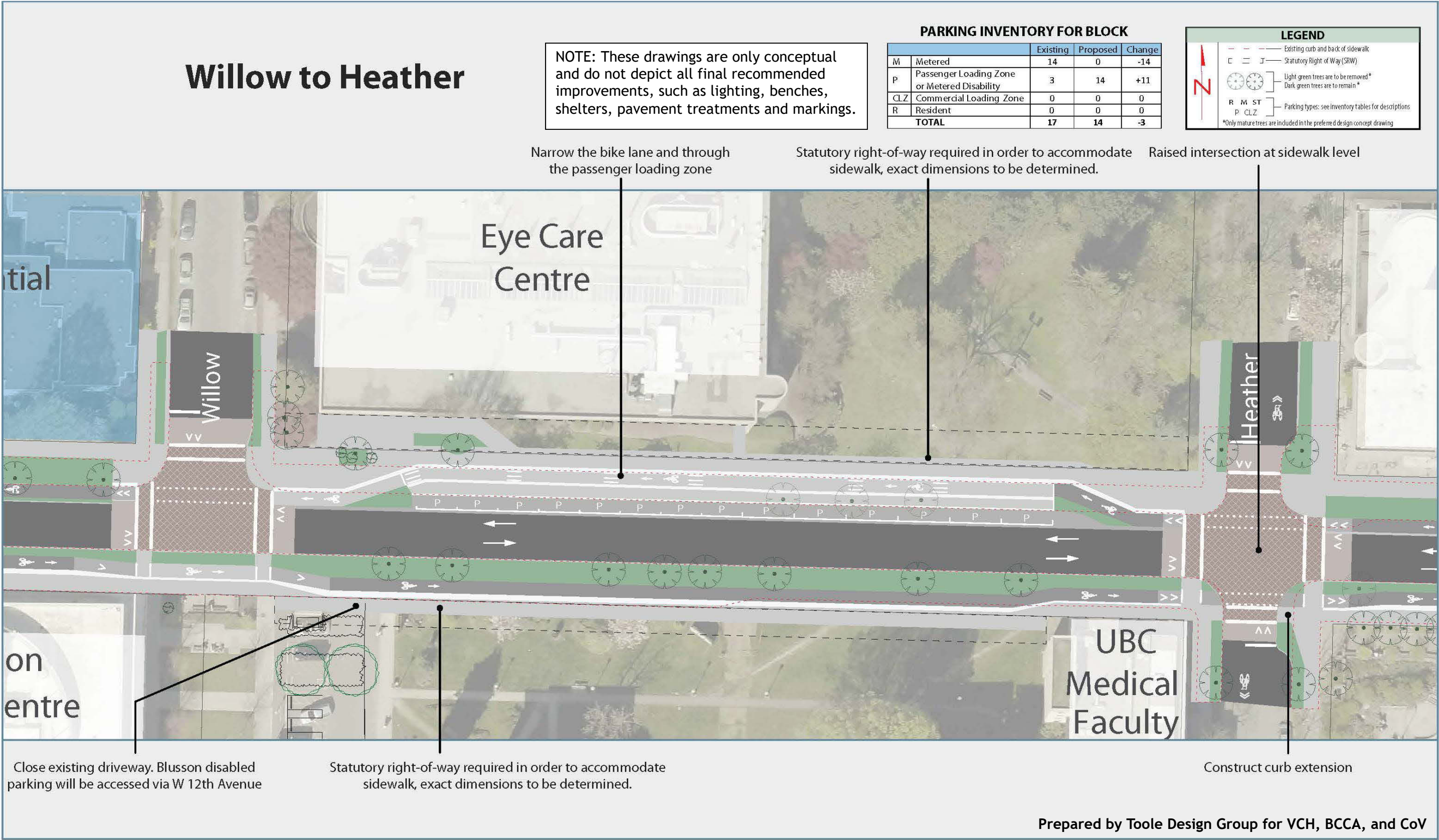


Figure 3. Willow St to Heather St preferred design resulting from Collaborative Process with Health Partners



**Figure 4. Heather St to Ash St preferred design resulting from Collaborative Process with Health Partners**



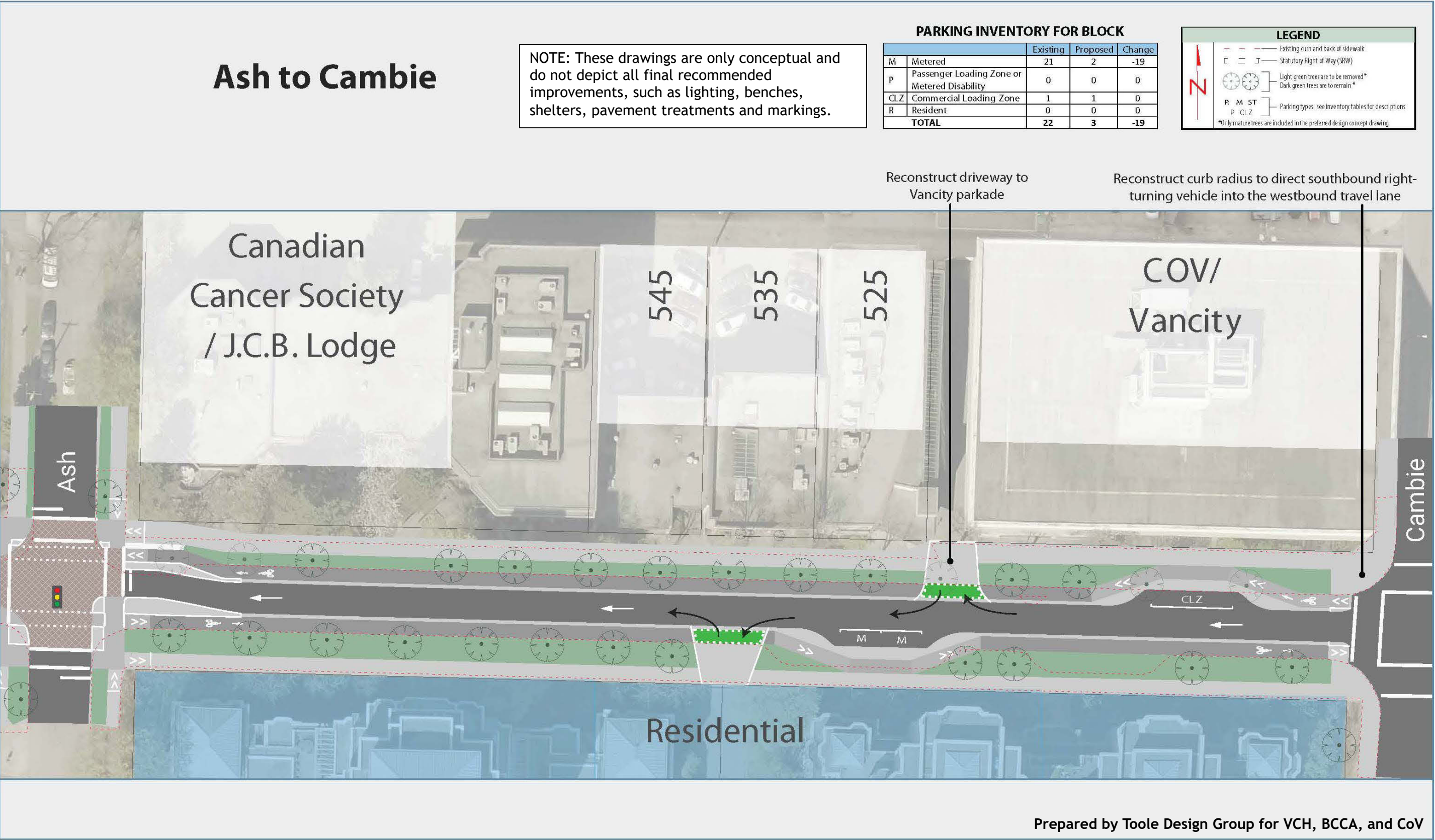


Figure 5. Ash St to Cambie St preferred design resulting from Collaborative Process with Health Partners