



10th Avenue Evaluation Committee Meeting

Wednesday, April 17th, 2019, 1-4 pm
Cityscape Room, 507 West Broadway

Meeting Attendance

Staff present:

- Dylan Passmore, Transportation Design Branch
- Sarah Power, Transportation Design Branch
- Vania Tse, Transportation Design Branch, Public Engagement Team

Researchers present:

- Alex Bigazzi, UBC
- Gurdiljot Gill, UBC
- Meghan Winters, SFU
- Kate Hosford, SFU

Committee members present:

- Anithia Felix, BC Cancer
- Arlene Vanderhoeven, Vancouver Coastal Health
- Bruce Gilmour, BC Barrier Free Design
- Colleen McGuinness, Former Seniors' Advisory Committee
- Dariusz Pac, Canadian Institute for the Blind
- Dellie Lidyard, of Vancouver's Seniors Advisory Committee
- Jeff Leigh, HUB Cycling
- Juli Kennedy, Lower Mainland Facilities Management
- Laura Mackenrot, Former Persons with Disabilities Advisory Committee
- Meghan Winters, SFU
- Nahum Ip, BC Emergency Health Services
- Paul Adam, Arthritis Society
- Scott Ricker, Former Seniors Advisory Committee
- Tanya Paz, Former Active Transportation Policy Council
- Tom Stodola, BC Cancer Research Centre

Agenda Item	Action Required
Welcome and Introduction	
Facilitators reviewed the agenda, followed by roundtable introductions.	N/A
Project Update	
City staff provided an update on construction; Phase 1 (Oak St. to Willow St.) of the project is complete, with some spot improvements already underway. The evaluation of Phase 1 is also underway. Construction of Phase 2 (Willow St. to Cambie St.) is currently planned to begin in early 2020.	N/A
Recap of Committee's Work and Role	
<p>City staff reviewed the involvement of the Evaluation Committee to date, which includes Committee feedback from a pair of 10th Avenue guided tours on Oct. 25, 2018 and Jan. 21, 2019.</p> <p>Role of the Committee at this meeting is to review with staff the data collection process, which includes providing preliminary impressions and feedback on the UBC/SFU research studies, and identify outstanding items for staff to consider or include in spot improvements and future construction on 10th Ave. between Oak St. and Cambie St.</p>	N/A
Links to Wider City Initiatives	
<p>City staff discussed a few broader City initiatives that are related to the work on 10th Ave.</p> <p>Slow Spaces – Aside from 10th Avenue Corridor Project, the conversation around respectful transportation behaviour has been a recurring theme with many City initiatives such as VIVA public spaces, protected bike lane corridor projects (e.g. pedestrian crossings in front of Science World, or concerns of seniors on the Seawall), and accessibility work. Staff are in the process of defining a 'slow spaces' campaign to encourage more respectful travel behaviour, learn from the public, and help people feel more comfortable getting around the city. The work on 10th Ave., including both the academic research on road user interactions, pilot infrastructure, and educational interventions, would be part of a multi-faceted approach to encourage all road users to behave more respectfully with one another.</p> <p>Accessible Street Design – City staff took the initiative to form an Accessibility Working Group. The group is a collaboration between staff and stakeholders to discuss and find ways to improve accessible street design practices at the City, especially related to the interface between the</p>	N/A

<p>pedestrian realm and protected bike lane infrastructure. This has led to new design elements that were included in the 10th Avenue design as well as other pilot locations across the city, such as a cane-detectable beveled curb as well as the use of tactile walking surface indicators (TWSIs). These discussions are ongoing and the City's design practices continue to evolve; 10th Avenue has played an important role in these efforts.</p>	
<p>Overview of Data Collection Efforts Underway (please refer to attached slides and memo sent to Committee members Feb 21, 2019)</p>	
<p>City staff have received limited feedback about the segments of rubber sidewalk, other than wheelchair users noting they pose more resistance to travel over than concrete does. Committee members suggested that the City install some educational signage next to the rubber sidewalk or in the Arthritis Centre lobby. The signage would explain the purpose of the rubber and include City contact information to which feedback can be provided.</p>	<p>City staff</p>
<p>Committee members requested that the signal at Ash St. & 12th Ave. include a protected signal phase for people driving eastbound to turn left. City staff will continue to consider this idea, and noted that it has come up in past discussions, but there is concern that this will encourage more shortcutting traffic through the Hospital Zone on an already busy cross street.</p> <p>Committee members also requested that staff ensure that the new signal at 10th Ave. and Ash St. give adequate time for people to cross.</p>	<p>City staff</p>
<p>Committee members noted that the cast iron truncated domes used on 10th Ave. Phase 1 do not seem to have enough contrast compared to yellow. Staff noted that the initial pilot installations of truncated domes used cast iron, following the lead of Toronto and Chicago, where there were concerns about durability. However, in recent conversations with the Seattle Department of Transportation, where the climate is nearly identical to Vancouver, there appeared to be promising options using yellow polycarbonate truncated dome tiles. City staff will be exploring this option further.</p>	<p>City staff</p>
<p>Staff noted that all of the efforts on 10th Ave. are helping to inform City practices on other projects and, in some cases, are being incorporated into City design guidelines.</p>	<p>N/A</p>
<p>Committee members noted that although educational sandwich boards can be effective, that staff should be mindful of not placing them in anybody's path of travel, as they often get moved. Staff noted that this was not observed expressly on 10th Ave. but the concern is noted for consideration in future.</p>	<p>N/A</p>

<p>Committee members raised a concern about the interim condition for eastbound bikes merging with into general traffic at Willow St. through a driveway and requested that a sign be installed to warn vehicles there may be bicycles merging onto road. Staff will look into the matter further.</p>	<p>City staff</p>
<p>Concerns were raised that ambulances have to yield to people walking and cycling at the entrance driveway to the VGH Emergency Department. It was pointed out that paramedics only have right of way if they turn on lights and sirens - but that is disruptive for the neighbourhood and nearby residents, so they tend not to do that out of courtesy. It was also noted that ambulances are not legally permitted to turn on their lights without their sirens, which is different from police vehicles. As it is a legal requirement, altering the behaviour requirements at this driveway would be challenging. As a starting point, City staff have installed additional “emergency” signage and are reviewing video footage at this driveway to better understand current behaviour. Staff will consider the Committee’s suggestion to install a system similar to the Stanley Park Causeway, whereby flashing lights at a crossing are triggered by approaching pedestrians or cyclists.</p>	<p>City staff</p>
<p>Committee members suggest that City staff also monitor the passenger loading zone at the Eye Care Centre and incorporate results into the monitoring of the Arthritis Centre passenger loading zone. Committee members also suggested that the City contact HandyDart drivers to learn about their experience of 10th Ave. since the completion of Phase 1. City staff will follow up.</p>	<p>City staff</p>
<p>Committee members asked that the City consider monitoring the use of the 10th Ave. bike lanes by those in seated motorized scooters.</p>	<p>City staff</p>
<p>Discussion of UBC/SFU Research (please refer to attached slides)</p>	
<p>Meghan Winters presented preliminary findings of research and interviews regarding perceptions of road user interactions at unsignalized crossings on 10th Ave.</p> <p>Committee Member Feedback:</p> <ul style="list-style-type: none"> • The traffic control personnel (i.e. “flaggers”) contracted for Phase 1 construction did an excellent job, thanks in large part to help from BC EHS representatives, and it was suggested that the City train them in a similar way for Phase 2 construction. • Committee members commented on pedestrians frequently crossing mid-block and asked that the City consider adding mid-block crossings since walking to the end of the block may be too difficult for some people. • Committee members noted seeing some people seemingly 	<p>City Staff</p>

<p>confused about the protected westbound left-turn signal phase at 10th Ave. and Oak St. and suggested additional signage be installed, particularly for people cycling eastbound, who may think they just haven't been detected by the traffic signal equipment.</p> <ul style="list-style-type: none"> • Committee members noted that they received feedback from people who regularly cycle that when they watched the video footage in the online survey of road user interactions, they had an "aha moment" and realized how uncomfortable it might be under some situations for a pedestrian to have someone cycling past them so closely. Committee members suggested the City consider using this survey as a broader education tool. • A request to install north-south accessible pedestrian signal (APS) push buttons at 10th Ave. and Oak St. to provide the necessary audible cues for north-south crossing. • A request for consistent treatment at all intersection corners (referring specifically to the north leg of Laurel St. at 10th Ave.) for people with vision impairment. • Access to VGH Cycling Centre is an issue for people cycling westbound, who are accessing the front door in a variety of ways. • Some Committee members noted feeling that the road user interactions needing further attention are those at driveways, especially the interim treatment of the eastbound bike lane at the Blusson Centre driveway. • There is a sense that the bigger concern of people cycling used to be vehicles but is now interactions with pedestrians. • Some people with low vision noted that they feel less secure walking along the newly constructed portion of 10th Ave. compared to sections of 10th Ave outside the Hospital Zone. City staff will be organizing follow-up site visits with those stakeholders. 	
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Other aspects to follow up on	
<p><i>Committee members raised questions regarding the status of the Provincial Health Services Authority's (PHSA) commitment to install a surface parking lot at the northwest corner of 10th Ave. and Ash St.</i></p> <p>City staff from Planning and Engineering departments are continuing to work with PHSA to expedite this process.</p>	<p>N/A</p>
<p><i>Committee members raised questions about the possibility of making the half block north of 10th Ave. at Heather St. car free, a design concept that was presented previously at 10th Avenue Corridor project open houses.</i></p> <p>During stakeholder engagement, BC Cancer representatives had expressed concern that a car-free space at this location would impact motor vehicle access to the BC Cancer building. Therefore, this design</p>	<p>N/A</p>

<p>element had been removed from the 10th Ave. design concept brought to and approved by Council.</p>	
<p>Engineering staff are following up with Planning staff, but at the moment aren't aware of any new information with respect to the VGH Master Plan.</p>	<p>City Staff</p>
<p>As requested by Committee members, the following is a list of spot improvements that have been made on 10th Ave. between Spruce St. and Willow St. since the completion of Phase 1 of construction:</p> <ul style="list-style-type: none"> • Additional "Emergency" signs were added to the VGH Emergency Department entrance driveway. • The location of the bench inside the new shelter in front of the Arthritis Centre was adjusted to give space for a wheelchair user. • Additional one-way signs were installed to help with one-way compliance issues on 10th Ave. between Cambie St. and Ash St. • Two parking meters next to VGH Emergency Department on Laurel St. south of 10th Ave. were converted to disability parking and appear to be well used. • A time restriction is in the process of being added to both 10-minute passenger loading zones on 10th Ave such that they will only be in effect 7 am to 6 pm Monday to Saturday, at the request of physicians. • Crosswalk signage at Willow St. and 10th Ave. was adjusted to address sightline problems. • During this period, staff were also busy fixing construction deficiencies and working with a contractor and stakeholders to complete Phase 1 of the Wayfinding and Messaging Plan, which includes directional signage, gateway signs, blue crosswalks. (The only outstanding item is to provide power to the gateway signs, which staff anticipate will happen within weeks.) <p>City staff are keeping a list of additional spot improvements to follow up on, which will be reported back to the Evaluation Committee at the next meeting.</p>	<p>N/A</p>
<p>Next Steps</p>	
<p>The next 10th Avenue Evaluation Committee meeting is scheduled for Friday, June 21, 2019 in the Cityscape room (5th floor of the Crossroads Building at 507 West Broadway) – tentatively 1 to 4 pm.</p>	<p>N/A</p>

Please contact us if you have any comments or noticed any errors or omissions by calling 604-873-7742 or e-mailing 10thAvenue@vancouver.ca.