


# Access and Circulation Background




Phase 2: 10th Ave Health Precinct  
April 2016

## Overview


Given the significance of the 10th Avenue Health Precinct as a regional health destination, it is important that any changes to W 10th Avenue continue to accommodate the diverse business, resident, and health service access needs, including:




People Walking



People Cycling



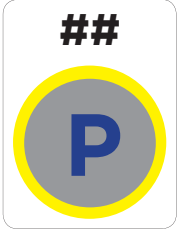
People Driving




Service Vehicles



Emergency Vehicles



Vehicle Parking

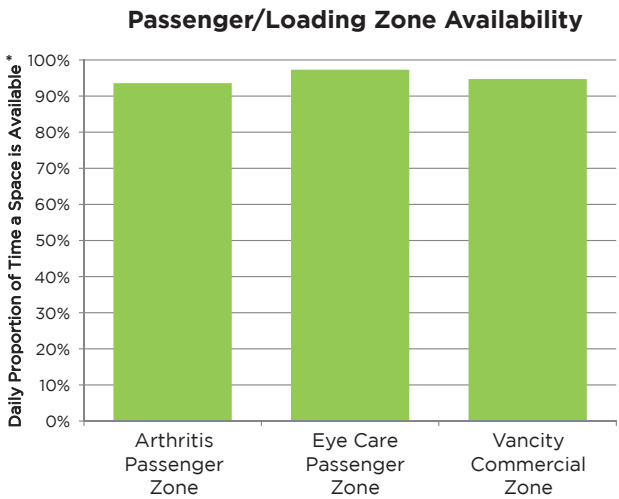
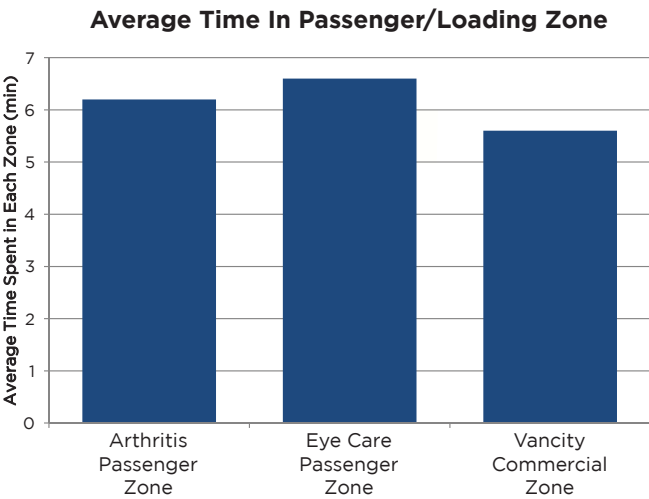
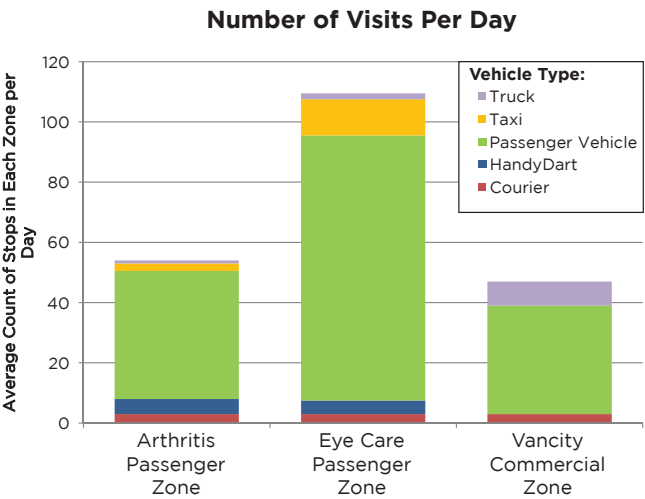
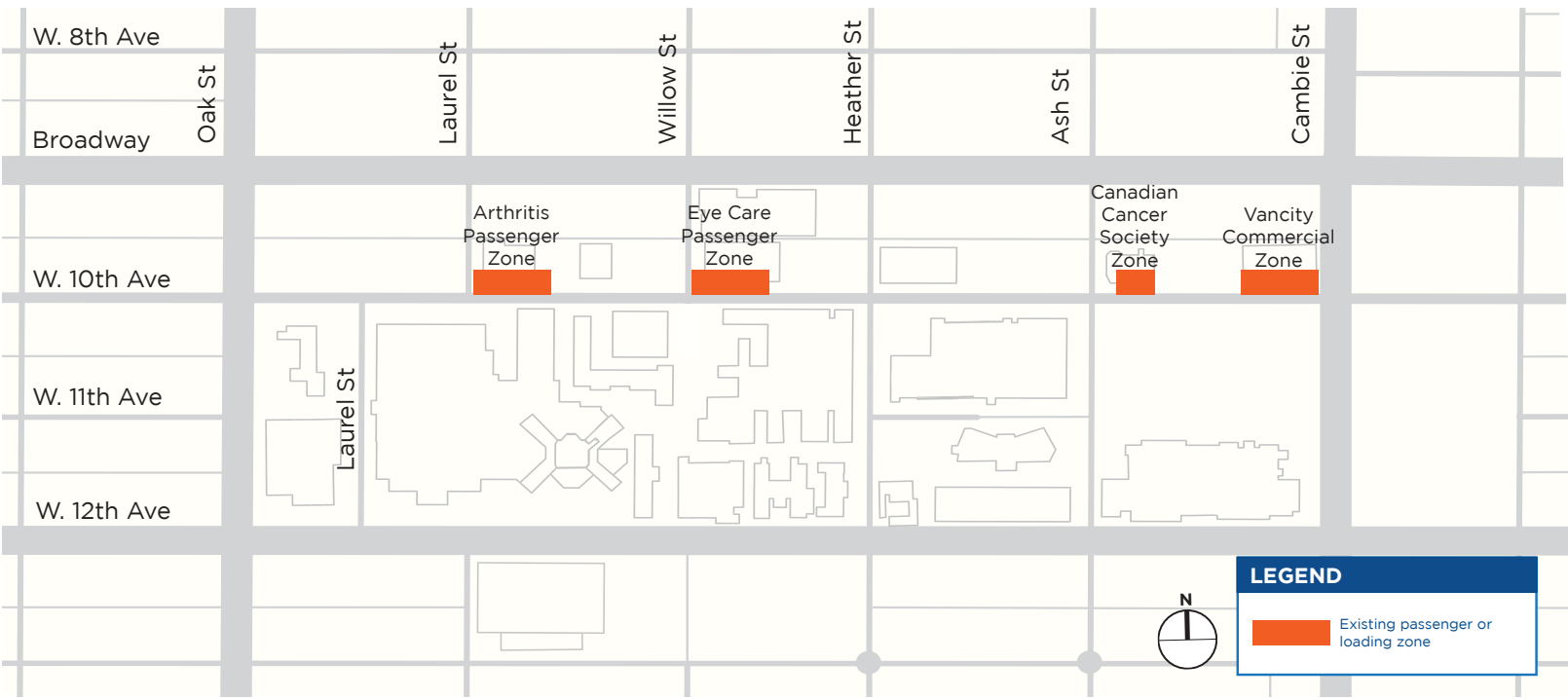


Bicycle Parking

The following boards provide a background on access and circulation in the Health Precinct.

## Existing Passenger & Loading Zone Activity

There are four existing passenger and commercial loading zones along this section of W 10th Avenue. Currently, the zones vary from one to three passenger vehicle lengths. All currently have at least one space available for most of the day and a typical visit to one of these zones lasts less than seven minutes. The Eye Care Centre passenger zone experiences the highest use.



\* This proportion is only based on the period of time during the day that the corresponding zone is in effect.

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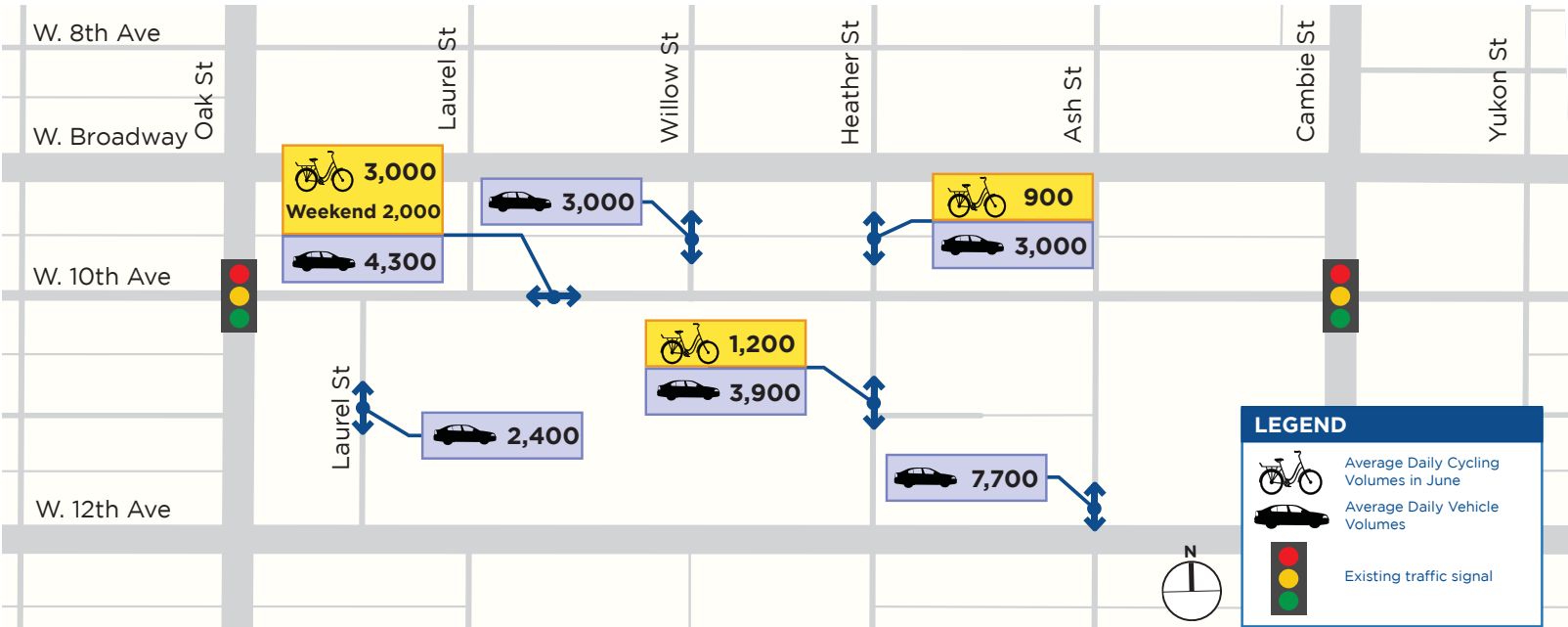


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April 2016

## Existing Daily Vehicle & Cycling Volumes

W 10th Avenue plays an important role as one of Vancouver’s busiest East-West cycling corridors by connecting important destinations along the Broadway Corridor. In summer months bike volumes are not much lower than motor vehicle volumes.

Motor vehicle volumes in the Health Precinct are high, particularly along Ash Street.

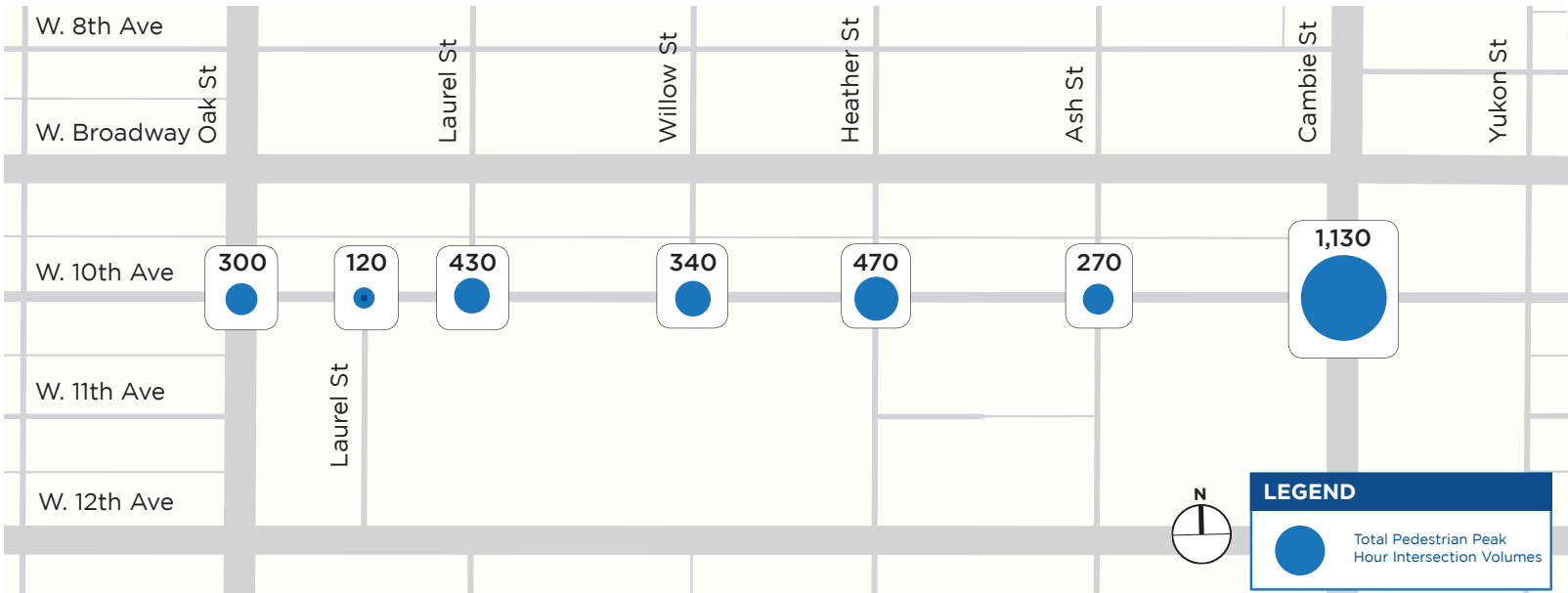


Existing cycling volumes are based on demographic and manual intersection counts from summer 2015, which have been expanded to an average June day based on volumes recorded at a City of Vancouver permanent bike counter at 10th Ave. and Clark St.

Existing vehicle volumes are based on an average of two 24-hour periods on a Tuesday, Wednesday, or Thursday in 2015. Note that the vehicle volumes for Heather St. south of 10th Ave. are from 2012.

## Existing Peak Hour Pedestrian Volumes

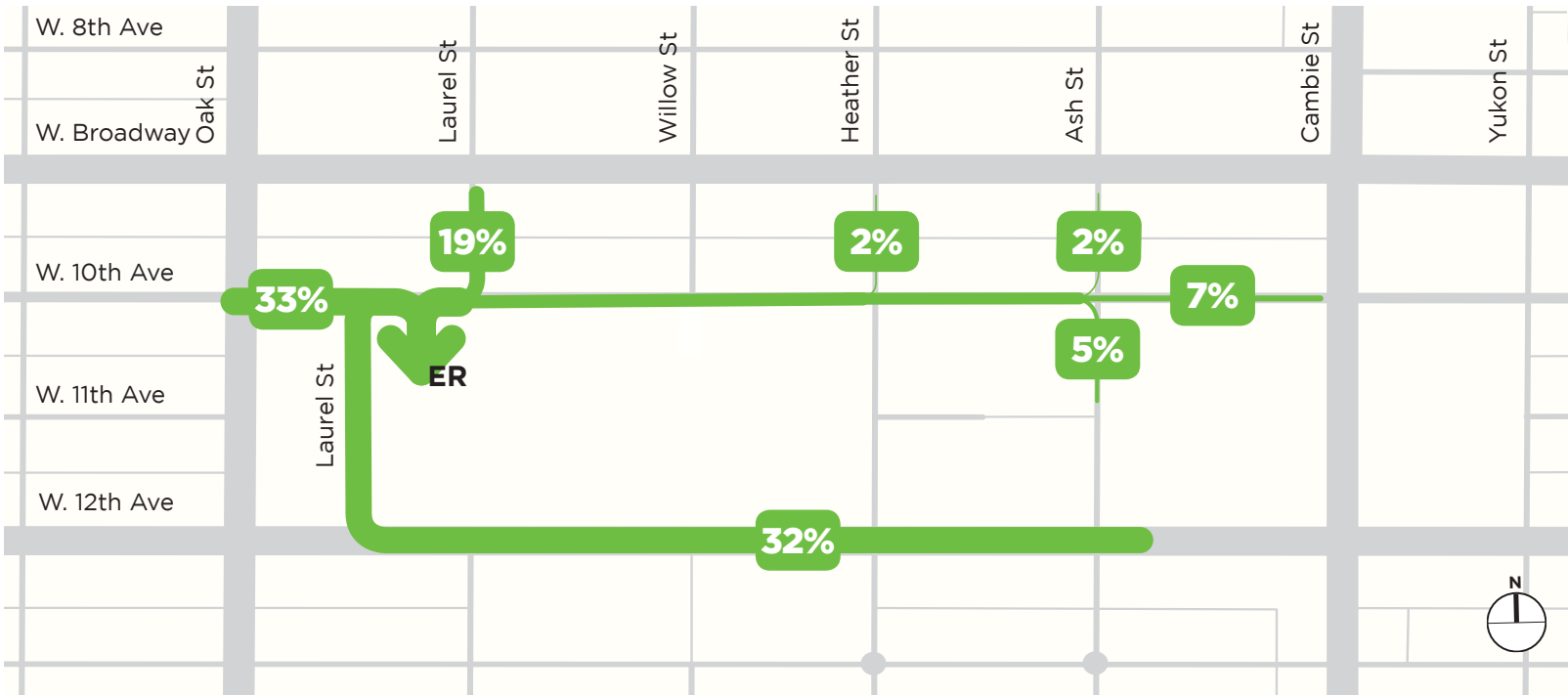
The intersections at Heather Street and Cambie Street experience the highest peak hour walking volumes along this section of W 10th Avenue.



Existing walking volumes are based on manual intersection counts conducted over three separate time periods of the day (AM, midday, and PM) in autumn of 2014. The highest hourly volumes are shown on the map.

## Existing Ambulance Access Routes

Ambulance access to ER is predominantly from both legs of Laurel Street and Oak Street. Currently ambulance drivers rarely access ER via Willow, Heather, Ash or Cambie Streets.



Existing ambulance volumes are represented as a proportion of total ambulance vehicle traffic observed December 14-18, 2015 through the use of BC Emergency Health Services GPS data.

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## Parking

The 10th Avenue Health Precinct parking facilities experience high occupancy rates. All options require **removal** of **74** to **77** metered parking spaces from 10th Avenue - about 2% of the precinct’s parking supply.

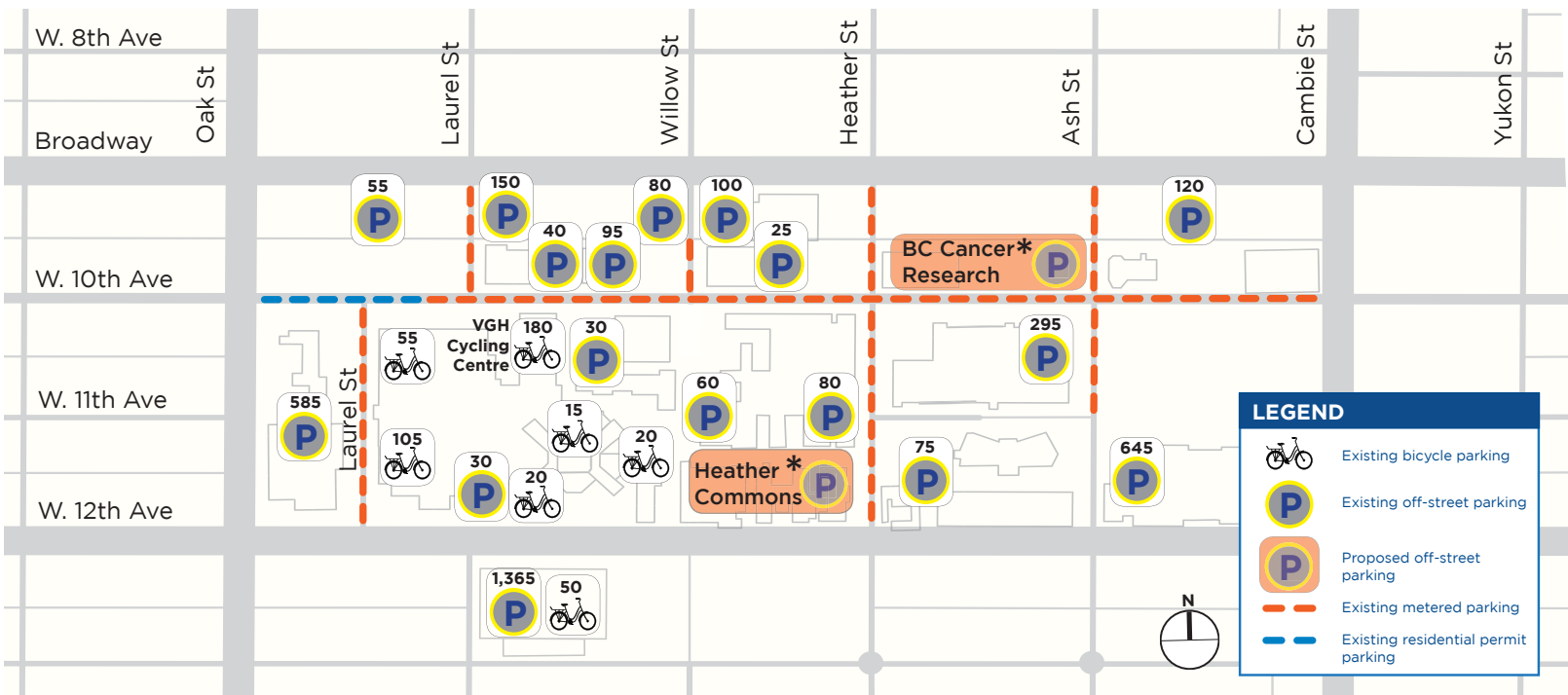
Some residential permit parking on W 10th Avenue between Oak and Laurel Streets will also need to be removed.

Additional parking is proposed in the Health Precinct through the VGH Master Plan and BC Cancer development plans. City staff will continue to work with these and other institutions to ensure that staff and patient needs are met.



There are currently approximately 3,800 parking stalls in the Health Precinct. During the busiest periods, typically 270 of these stalls are available.

There are 670 bicycle parking stalls, of which at least 112 stalls are publicly accessible.



\* Future parking structures are planned for VGH (Heather Commons) and BC Cancer Research Centre.

## Wayfinding

Currently, wayfinding signage throughout the Health Precinct is not always consistent. By converting a portion of 10th Avenue to one-way operation, wayfinding will become more important.

City staff are working to develop wayfinding improvements to help support the project’s design options.





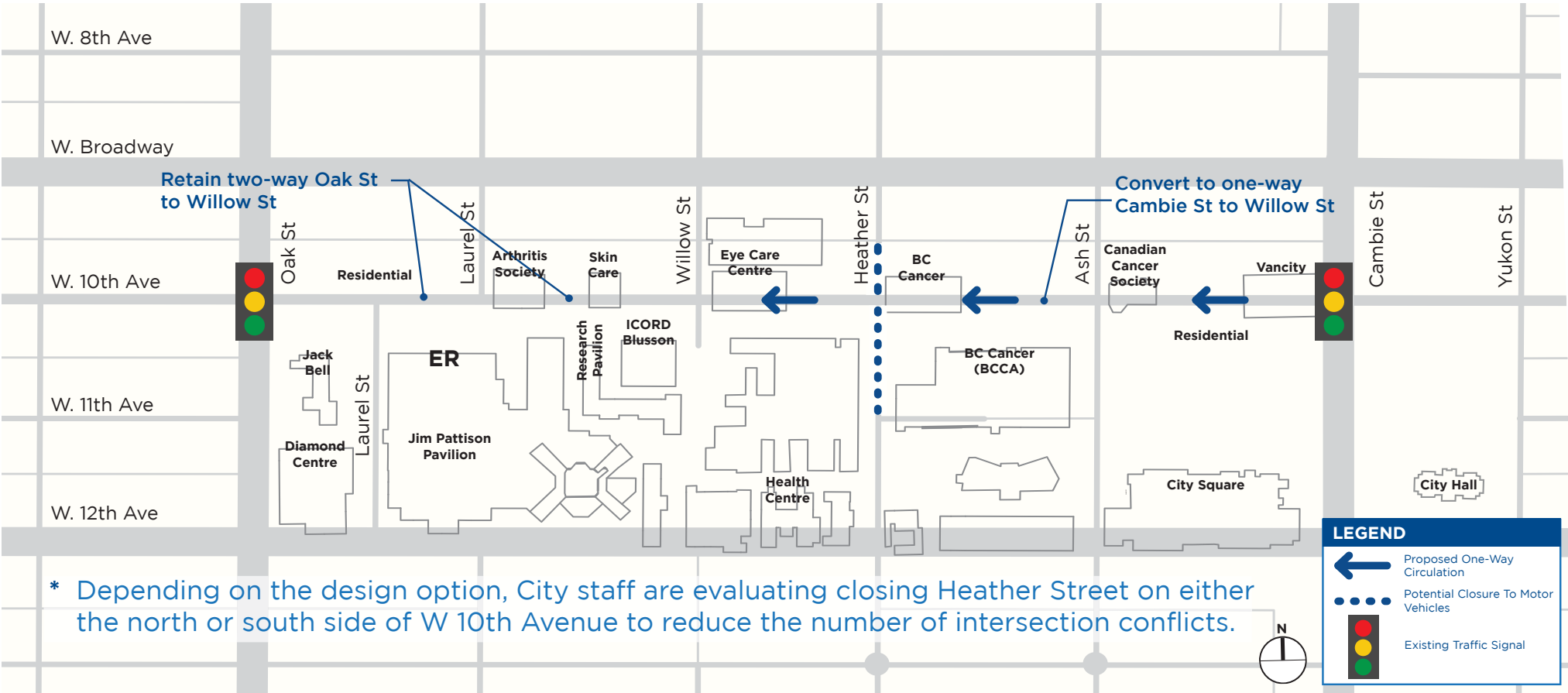
# Proposed Changes Vehicle Circulation



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April 2016

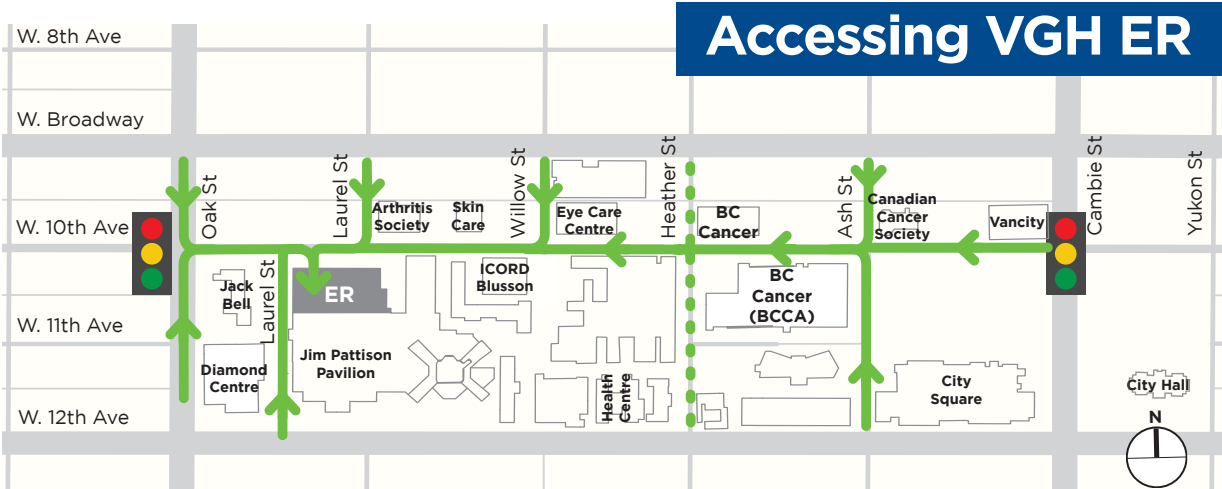
All three proposed design options include **converting** portions of W 10th Avenue to only allow **one-way** westbound vehicle travel between Cambie and Willow Streets. Existing two-way vehicle travel would be maintained between Oak and Willow Streets.

## Proposed Vehicle Circulation Changes

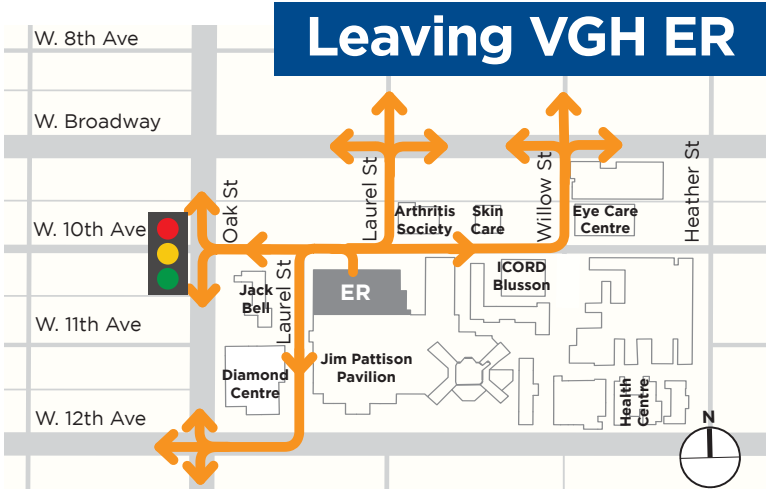


## Vehicle Access to/from Example Destinations

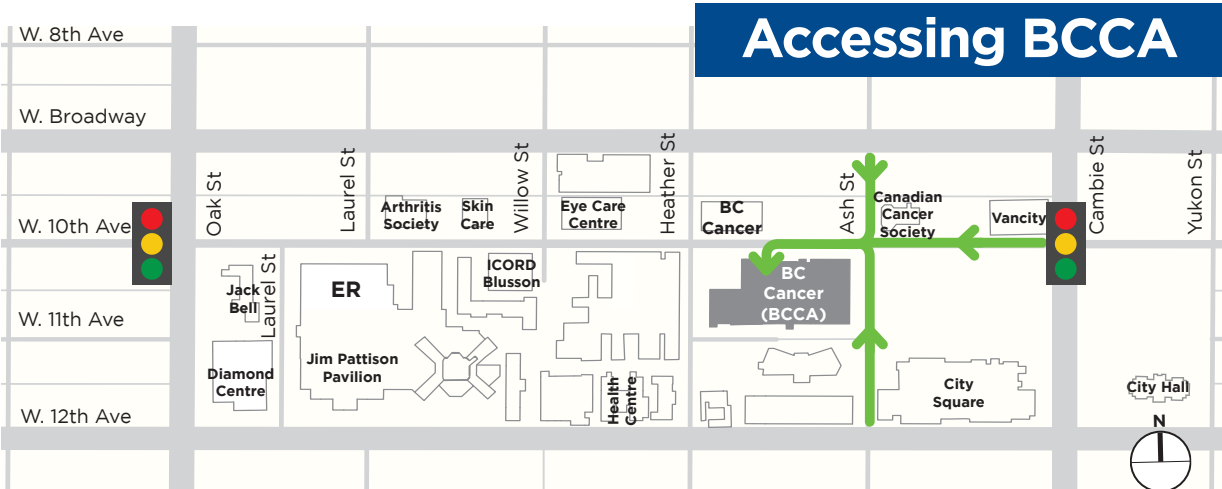
With the conversion of portions of 10th Avenue to one-way motor vehicle circulation, access to and from certain destinations would be impacted.



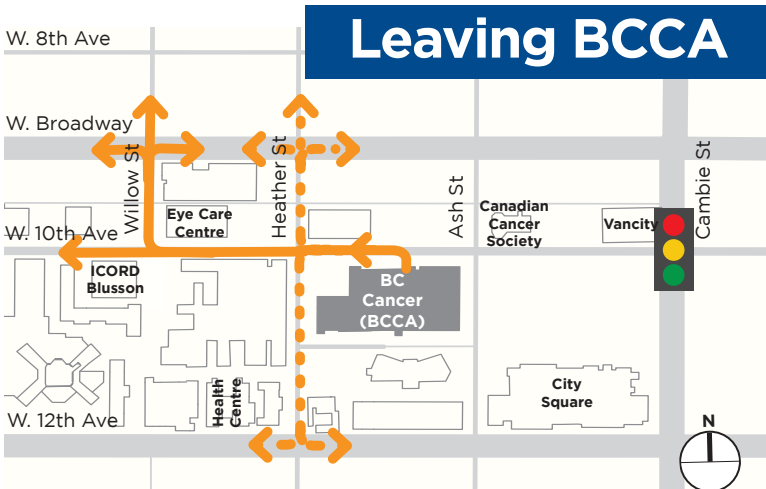
Access to VGH Emergency by vehicle is maintained from all streets, except one leg of Heather Street.



Leaving VGH Emergency would be via Oak Street, Willow Street, or either leg of Laurel Street.



Access to destinations on the one-way portions of W 10th Avenue by vehicle would be via Cambie Street and possibly Ash and Heather Streets.



Leaving destinations on the one-way portions of W 10th Avenue by vehicle would require heading west and taking either Willow, Laurel or Oak Streets, and potentially Heather Street.

For more information, visit [vancouver.ca/10th-avenue](http://vancouver.ca/10th-avenue)  
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