

10th Ave
Hospital Zone
Street
Improvements

10th Ave Health Precinct Street Improvements: Evaluation Committee



April 20, 2018

Today's Agenda



1. Welcome and Introductions
2. Project Update
3. Recap of Committee's Work and Role
4. Links to Wider City Initiatives
5. Data Collection Efforts Underway

-- *BREAK* --

6. Presentation & Discussion of UBC/SFU Research
7. Next Steps

Project Update

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Project Update



Recap of Committee's Work and Role

Recap of Committee's Work and Role

1. Objective data where feasible
2. Pedestrian interactions with people bike or driving is a key concern
3. Monitor effectiveness of encouraging alternate bike routes
4. Monitor disability parking usage
5. Monitor interactions at VGH ED driveway

Recap of Committee's Work and Role

1. Appreciation for marking all crosswalks
2. **Cambie**: BIA banners too small and facing wrong direction, concern with compliance of SB right turn,
3. **Ash**: concern with conflicts between turning traffic and people cycling through, pedestrians have enough time to cross, lighting too dark, pushbuttons included, and ramps rebuilt
4. **Willow**: conspicuity of concrete islands, steepness with TWSI, and zebra stripe paint

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Recap of Committee's Work and Role



Recap of Committee's Work and Role



Recap of Committee's Work and Role

5. **Laurel:** bench in shelter misplaced, conspicuity of island and leaves in bike lane at VGH ED entrance, uncertainty about rubber sidewalk, high demand for passenger zone, speed of downhill bikes in front of VGH ED, stop sign too high. A feeling it is better than before, with pedestrians and cyclists paying more attention and slowing down.
6. General concern with wet leaves (Oct)
7. Encourage VCH to install the passenger loading zone at Blusson Building

Recap of Committee's Work and Role



Recap of Committee's Work and Role

“Action 10: Commit to ongoing improvements and issue resolution, including establishing a 10th Avenue Health Precinct Evaluation Committee to evaluate the project’s impacts following implementation and recommend spot improvements”

1. Commitment to continue working with stakeholders
2. 1-year review after Phase 1
3. 2 meetings
4. Added: walking tour/feedback

Recap of Committee's Work and Role

Discuss:

1. Update on construction work underway or recently completed
2. Identify issues to be monitored and review methods for monitoring them
3. Provide information on monitoring or studies underway or completed
4. Gather comments, observations, and concerns raised by committee members

Links to Wider City Initiatives

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Links to Wider City Initiatives: Slow Spaces Campaign



Links to Wider City Initiatives: Slow Spaces Campaign

Idea of 'slow spaces' campaign has been growing within various engagement efforts, including:

- VIVA Vancouver
- Gastown Complete Streets
- Public engagement for various corridors (e.g. South False Creek Seawall, 10th Avenue)
- Accessibility Work
- UBC/SFU research on road user interactions (part of 10th Ave evaluation)

Links to Wider City Initiatives: Slow Spaces Campaign

Goals of 'slow spaces' campaign include:

- Encourage better behaviour
- Learn from the public
- Help people better navigate and become more comfortable getting around



Walk+Bike+Roll
Getting around the Vancouver

Links to Wider City Initiatives: Slow Spaces Campaign

Currently defining how 'slow spaces' campaign will take shape, likely spanning several workflows:

- Communications
- Public engagement
- Design engineering
- Research

Our aim is to grow the campaign in a coordinated, multi-faceted approach to encouraging slow spaces.

Links to Wider City Initiatives: Slow Spaces Campaign



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Links to Wider City Initiatives: Slow Spaces Campaign



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Links to Wider City Initiatives: Slow Spaces Campaign



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Links to Wider City Initiatives: Accessible Design



Links to Wider City Initiatives: Accessible Design



2" Bevel Curb:

- Easy to detect and intuitive
- Good delineation of space
- Subtle enough to cross by wheelchair if needed



Links to Wider City Initiatives: Accessible Design





About

ABOUT US

> Why We Walk

We walk our cities to honor and activate the ideas of Jane Jacobs. Jane's Walk is a community-based approach to city building that uses citizen-led walking tours to make space for people to observe, reflect, share, question and re-imagine the places in which they live, work and play.

> Principles Guiding the Walks

Jane's Walks are guided by the principles gifted to us by Jane Jacobs herself.

> Who We Are

Jane's Walks are organized by a network of City Organizers around the world. Learn about the history and the people behind the project.

> About Jane Jacobs



Data Collection Efforts Underway

Comfort and Safety

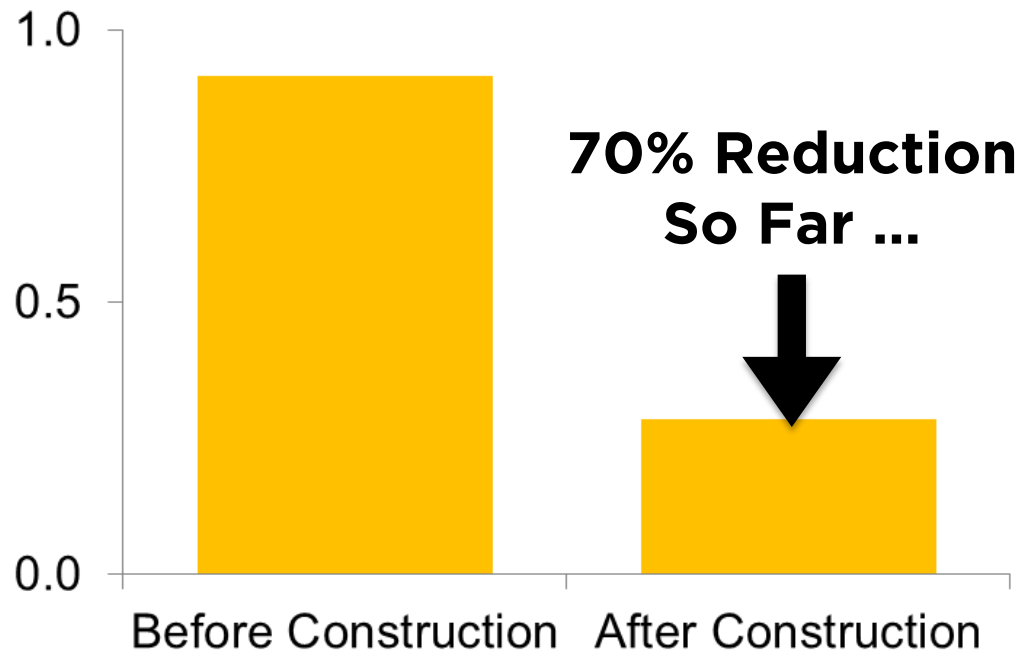
Is 10th Avenue now functioning more safely and how has the experience of walking and cycling changed?

Comfort and Safety

- VGH ED incident data
- Intercept survey
- “Exploratory walk” (UBC/SFU)

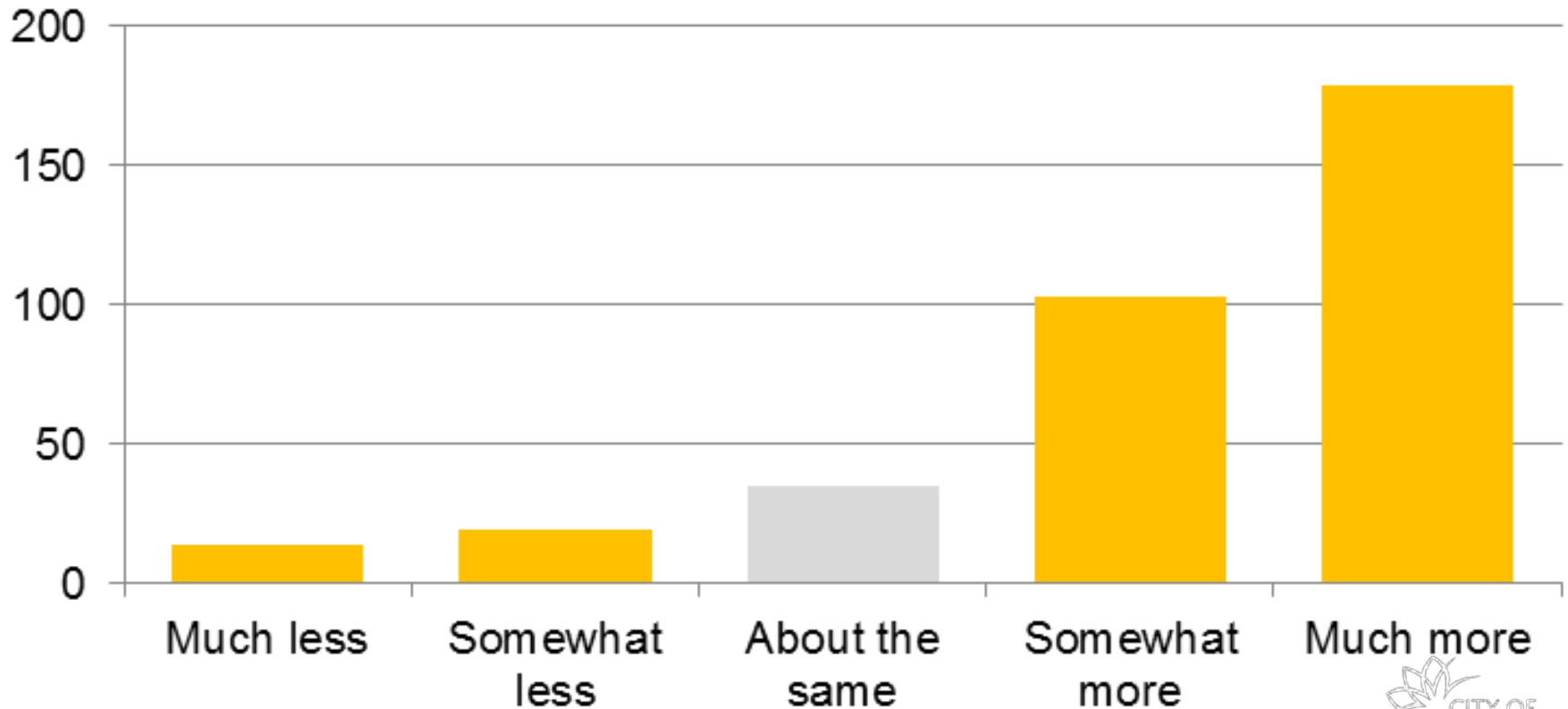
Comfort and Safety – Intercept Survey

Traffic-Related Incidents per Month at VGH ED

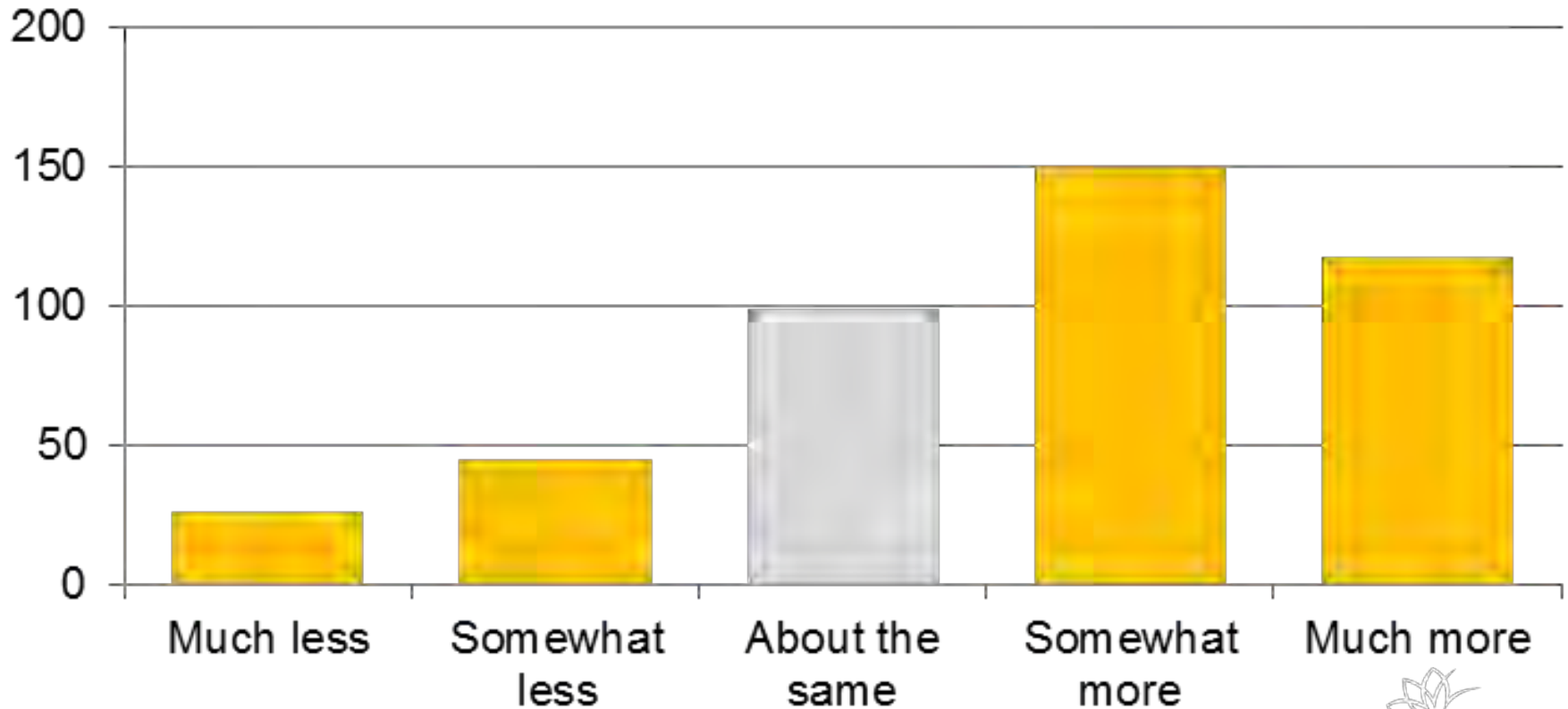


Note: Based on just under 7 years of before data, and 7 months of data following construction.

How Comfortable is Biking Compared to Before?



How Comfortable is Walking Compared to Before?



Interactions Between Pedestrians Crossing and People Driving/Cycling

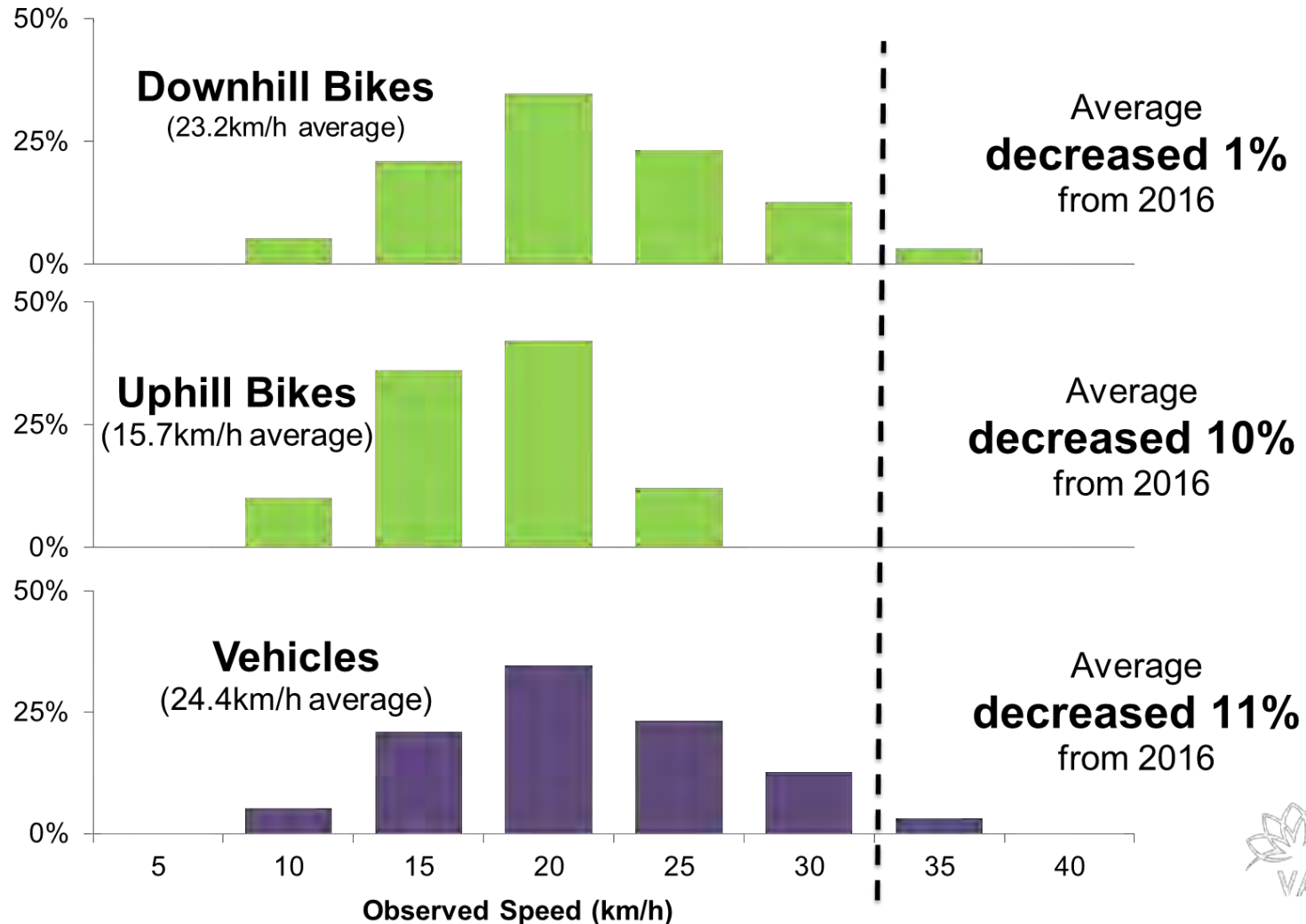
How is it crossing 10th Avenue at unsignalized crosswalks?

Interactions Between Pedestrians Crossing and People Driving/Cycling

- UBC/SFU Research
- Sidewalk cycling
- Vehicle and bicycle speeds

Interactions Between Pedestrians Crossing and People Driving/Cycling

2018 Observed Speeds Adjacent to VGH Cycling Centre



Interactions at VGH Emergency

Are we seeing problems with people cycling eastbound and vehicles turning into the VGH ED driveway?

Interactions at VGH Emergency

- Bicycle speeds around VGH ED
- Video analysis of interactions at VGH ED entrance driveway

Interactions at VGH Emergency



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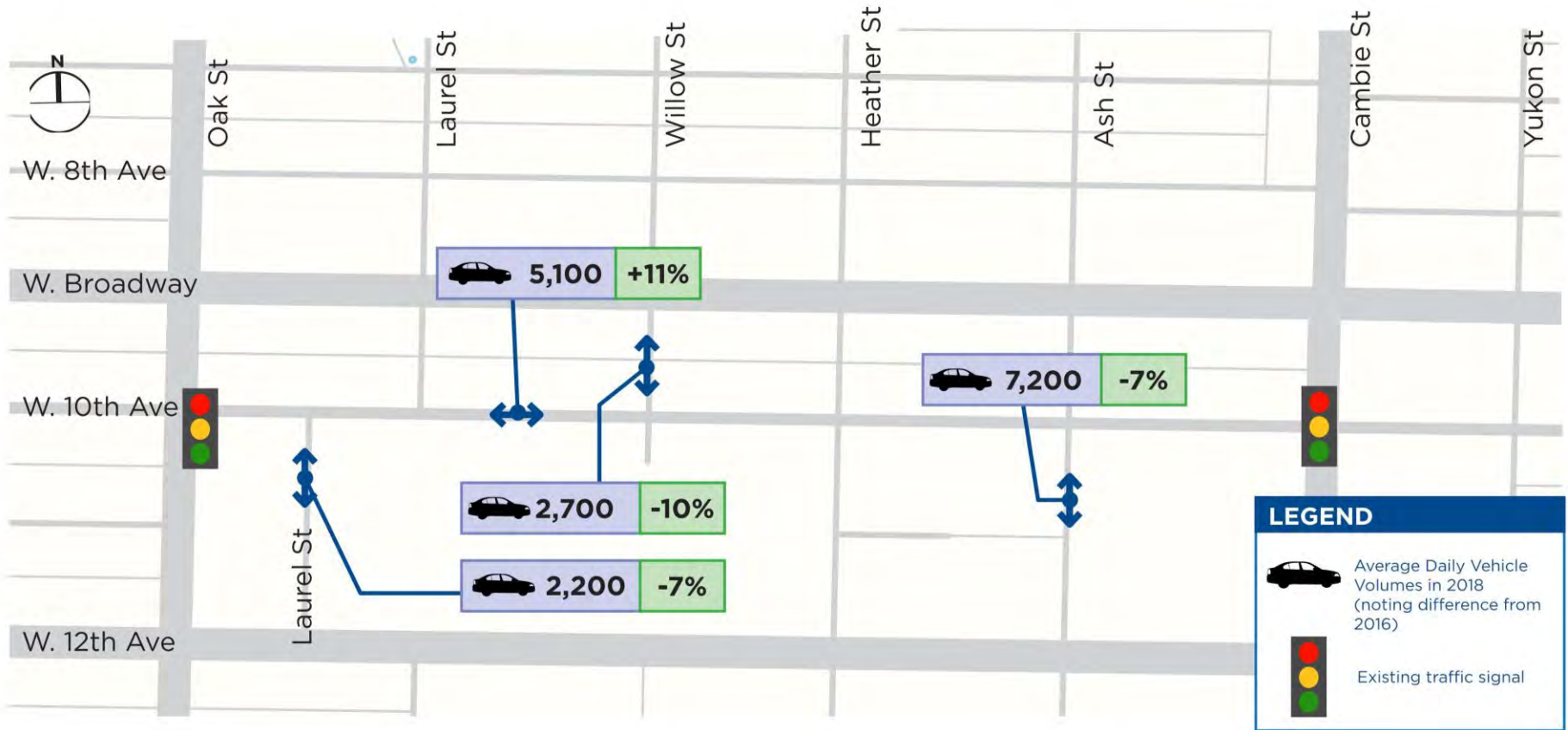
Changes in Vehicle Volumes

Do the traffic calming measures or parking removals appear to have affected traffic volumes?

Changes in Vehicle Volumes

- 24-hour vehicle volumes on all streets and laneways in the Hospital Zone
- Vehicle turning movement count at Ash & Broadway, as well as Ash & 10th

Changes in Vehicle Volumes



Bicycle Traffic Diverted to Alternate Routes

Have the new routes installed on Alder and 14th been successful at encouraging some people to chose these alternates?

Bicycle Traffic Diverted to Alternate Routes

- 12-hour bicycle counts on:
 - 14th Ave
 - 10th Ave
 - 7th Ave
- 12-hour bicycle movement counts at key intersections:
 - 10th/Alder
 - 10th/Yukon

Passenger Loading Zone Performance

Has the removal of on-street parking or the increase to 10 minutes put additional pressure on the loading zones?

Passenger Loading Zone Performance

- Continuous video footage to observe:
 - Occupancy
 - Average time
 - Pedestrian / bicycle interactions at the crossing (UBC/SFU)
 - Sidewalk cycling
 - Any observable issues with the rubber sidewalk

Availability of High-Priority Parking

Has the removal of on-street parking put pressure on other priority parking spaces?

Availability of High-Priority Parking

- Occupancy of all **disability spaces**
- **On-street parking** occupancy
 - Note location of SPARC card holders
- Occupancy rates of spaces at **nearby smaller parkades:**
 - Arthritis Centre
 - Eye Care Centre

20-minute Break

Next Steps