



NOTICE OF MEETING
Seniors Advisory Committee

AGENDA

DATE: Friday, July 19, 2013
TIME: 9:30 am
PLACE: Business Centre, Second Floor

1. Introductions and welcome 9:30 am
2. Leave of Absence Requests 9:35am
Carol Oreck (June), Sharon Fenton
3. Approval of Agenda 9:40 am
4. Approval of Meeting Notes – June 21, 2013 meeting 9:45 am
5. Business arising from the previous meeting 9:50- 10:55 am
 - a. Community based care motion second follow-up – Sharon
 - b. Fees for wheel chairs – BC Health Coalition petition
 - c. Pearson Dogwood follow-up
 - d. Brock House/Point Grey Road follow-up (see details in Transportation Sub committee report attached)
 - e. Pets in rental buildings
 - f. Community planning updates
 - g. Digital strategy update
6. **Presentations**
 - a. Better at Home – Milinda Schulz 10:55 am
7. **Committee Liaison reports** 11:15 - 11:30 am
 - a. Tony Tang – request for update on SAFER motion
8. **Sub-Committee Reports** 11.30 – 12:00 am
 - a. Communication and Outreach
 - b. Housing

- c. Transportation and Mobility
- d. Pets and apartments

- 9. New business** 12:00 noon
- a.
 - b.

Next Meeting: August 16, 2013, 9:30 am at City Hall

APPENDIX

Meeting with Representatives from Seniors Advisory Committee & Persons with Disabilities Committee Monday, July 8, 2013, 3:00 pm to 5:00 pm 507 West Broadway

Attendees:

City of Vancouver Staff: Marnie McGregor, Paul Lightfoot, Brian Gould, David Kyobe

City of Vancouver Seniors Advisory & Persons with Disabilities Committees:
Sharon Fenton, Dellie Lidyard, Rowena Tate, Eva Wadolna, Jill Weiss

General Comments & Questions:

- Questions about **why** the City was undertaking the Point Grey Cornwall Project and **why** it was determined a priority project.
- Clarification on the alternative designs and routes considered was also requested.
- The project design plan does provide a few improvements for seniors and people with disabilities, but in major ways, the plan makes the Pt Grey/Cornwall corridor more difficult for seniors and people with disabilities.

- Overall feeling that the **project is cyclist-centric**, and not sufficiently focused on pedestrian improvements, especially for older adults and persons with disabilities.
- In fact, many of the proposed changes would make it more difficult for seniors and people with disabilities. If vehicle access is reduced on the Pt Grey/Cornwall corridor, this is a major reduction in access for older adults and people with disabilities who are often not able to walk or cycle.
- Building for all ages and abilities requires smooth, even, flat wider surfaces; minimal distances and disruptions; parking that is very close; vehicle and transit access; paths with well positioned lighting; and safe crossings.
- Concerns that Transit should be an important part of the Point Grey Road - Cornwall Avenue project discussion, and it had not been given enough consideration.

Detailed Comments & Questions:

1. **Significant concern about Brock House parking, pedestrian safety, and access.**
 - a. Concern about pedestrian safety near Brock House; pedestrians crossing Point Grey Road from the public parking to Brock House are vulnerable to collisions with cyclists whose numbers might increase with the proposed bike path enhancement. The risk of collisions is increased for seniors because many have mobility, hearing and eyesight impairments.
 - b. The loss of diagonal street parking in front of Brock House was identified as a major access issue for older adults and people with disabilities who are often not able to travel more than a very short distance on their own. If parking is located half a block away, this is too far for many seniors and people with disabilities, and many will not be able to use the community centre.
 - c. Allocating more spaces for people with SPARC disability decals doesn't solve the problem, because many seniors who can't walk more than a few meters don't have a SPARC decal. It is essential

that the same amount of parking be provided with no additional distance to travel.

- d. The reduction of parking will make it impossible for many older adults to use Brock House.
- e. A solution was proposed to use an underutilised Park Board space adjacent to Brock House for Brock House members designated parking. Staff indicated they would look into that.
- f. Brock House is not located directly on a transit route making vehicle access the **only** viable transportation option for older adults. Many of Brock House's members are frail and mobility impaired, and will not be able to access Brock House without vehicle access and close parking. Walking and cycling are not an option for most seniors.
- g. The Brock House total membership is about 1800. Staff identified that 547 of those are over 80 years old. Four are over the age of 100, 28 are between 95 and 99, 92 are between 90 and 94, 161 are between 85 and 89 and, 262 are between 80 and 84 years old. Almost all people over 80 have a mobility or other impairment, and about half of those over sixty five have a disability.
- h. Elders from the community use key services at Brock House on a daily basis, including daily meals, so access to the community centre is crucial to many people.
- i. The loss of parking could also affect Brock House's ability to hold fundraising events and that could result in a significant loss of revenue-for the society, further adversely impacting their ability to serve seniors of the area.

2. Vehicle restrictions and the impact on seniors and people with disabilities:

- a. If vehicle access is reduced on the Pt Grey/Cornwall corridor, this means a major reduction in access for older adults and people with disabilities who are not able to walk any distance or cycle. If the corridor had transit along the whole length, this would solve the problem for some. However introduction of the current model of community shuttle won't solve the problem, because the existing shuttles have very poor entry/exit points and very poor shocks, and the rough ride causes injuries to frail seniors and people with disabilities.

- b. The reduction in vehicle access and parking also reduces the ability of older adults and people with disabilities to access the many mini parks along the Pt Grey/Cornwall corridor.
- c. The reduction in vehicle access also means that for persons who can't walk or wheel any distance, the lovely scenic ride along Pt Grey and Cornwall will no longer be available.

3. Option 2A

- a. Option 2A, from Alma to MacDonald is the more age-friendly option, if the pedestrian improvements for all ages and abilities are made on the South side of the road. The current option with sidewalk access only on the North side actually makes pedestrian travel more difficult for seniors and people with disabilities because the North side sidewalk has many changes in elevation due to driveways. This makes it very difficult for older adults who are walking and for persons using manual wheelchairs or walkers.

As long as pedestrian access is only on the North side, the "improvements" in sidewalk smoothness and wideness don't actually help seniors or people with disabilities because of the driveway issue.

However, even if pedestrian access is switched to the South side with option 2A, this still leaves seniors and people with disabilities with pedestrian access on only one side of the road, which is significantly harder for both populations.

4. An alternative proposal

- a. The committees suggested an alternative plan of making the pedestrian improvements on Pt Grey Road/Cornwall, with some traffic speed reduction and safer elevated crossing changes, and maintaining or improving cycling on a different route such as 3rd or 1st Ave. This would improve pedestrian access for everyone, remove the reductions in access for older adults and people with disabilities that exist in the current plans, and maintain an excellent bicycle route for cyclists.
- b. There is support for keeping the 3rd Avenue and current Seaside bike route, as it is seen to be safe enough for cyclists because of low

traffic volumes and gentle gradient of the route. 1st Avenue was identified as another alternative for cycling improvements. This point was emphasised by a senior biker in the group who successfully uses both West 3 and West 1.

5. Intersection at Cornwall and Burrard

- a. The intersection at Cornwall Avenue and Burrard Street is dangerous for pedestrians, especially older adults and persons with disabilities who use mobility aides. It is also dangerous for any older adult or any person who moves slowly (e.g. parents with children in carriages or walking/biking beside them).

The double change in elevation – going down a ramp, up a ramp, then down another ramp and up another ramp – is very difficult and dangerous because any slowness or slipping may cause the person to slip or fall into traffic. The push button is on a sloped pedestrian island in the intersection, which creates the risk of wheelchairs and walkers rolling backwards into vehicle traffic.

The city should have guidelines for push buttons so that they have a minimum flat surface around them and can be accessed by a person using a wheelchair safely without risk of the wheelchair slipping or moving while the person removes their hand from the wheel to push the button.

The crossing times at this and other intersections should be longer to ensure older adults and persons with disabilities can cross safely in time.

- b. There is general support of the proposed improvements to the Burrard & Cornwall intersection with preference for the installation of elevated sidewalks, which improve pedestrian safety by making pedestrians more visible and by slowing vehicles.

6. Other intersections

- a. We would like safety issues for pedestrians, cyclists and vehicles at Chestnut and Cornwall Avenue, and Cypress and Cornwall Avenue to be addressed in a more comprehensive manner, keeping in mind that Chestnut is an access point to cultural and recreational amenities of importance to seniors and persons with disabilities from Vancouver and beyond.

- b. Concerns about changes to the parking at the business parking lot at Cypress and Cornwall. Blocking access from Cornwall Avenue may reduce parking for businesses, cause congestion at the intersection and make it less safe for patrons walking (particularly those using mobility aides.)

7. Other issues and concerns

- a. In general, the traffic changes resulting from the Point Grey Road – Cornwall Avenue project will cause congestion on certain streets and increase the journey times due to rerouting (loss of a direct route).