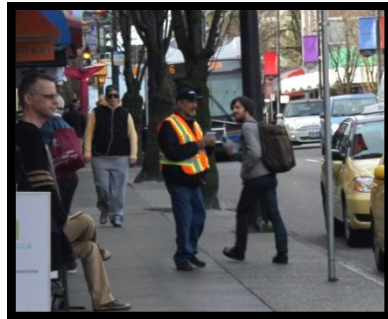
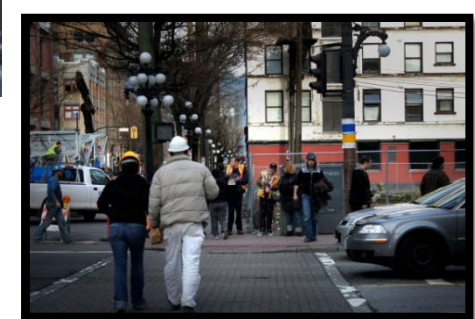
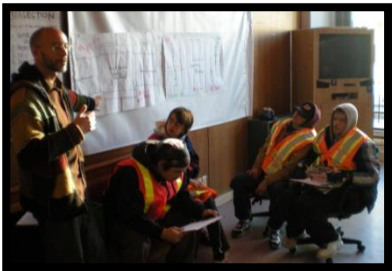


“We’re All Pedestrians”

FINAL REPORT OF THE DOWNTOWN EASTSIDE PEDESTRIAN SAFETY PROJECT



APPENDICES



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Appendix 1: Traffic Survey Methodology

The following is the methodology used by the DTES Pedestrian Safety Project, adapted from the academic researchers and with input from the City's Engineering Department. Note that the grace periods indicated on the intersection diagram were from the academic study and were not used by DTES Pedestrian Safety Project.

EXAMINING PEDESTRIAN AND MOTORIST BEHAVIOUR AT PEDESTRIAN INJURY HOTSPOTS

PURPOSE

The purpose of this project is to improve the safety of pedestrians in the Downtown Eastside.

INSTRUCTIONS

Collect data on both pedestrians and vehicle traffic at pedestrian injury hotspots in the Downtown Eastside. Teams will visit hotspot locations and record total traffic and pedestrian volumes, and incidence of risky behaviours by both pedestrians and motorists. Hotspots will be visited seven times: weekdays 12-2pm, 4-6pm, 9-11pm, Saturday 4-6pm, 9-11pm, and Sunday 12-2pm and 4-6pm. It will then be possible to examine and compare incidence of risky behaviour to the total volume of both pedestrians and motorists, which will provide some insight into their contribution to injury incidence.

EIGHT PEOPLE ARE REQUIRED AT EACH INTERSECTION

See diagram below for the layout of a typical intersection, and for suggested positioning of participants.

- 2 people to record total pedestrian volume (PV)
- 2 people to record pedestrian behaviour (PB)
- 2 people to record total motorist volume (MV)
- 2 people to record motorist behaviour (MB)

PEDESTRIAN VOLUME (TWO PERSONS PER INTERSECTION)

Count the total number of pedestrians entering the intersection in all directions. This includes legal and illegal crossings. The same pedestrian crossing twice is counted as two (we are actually interested in the total number of crossings per intersection). We can later subtract total crossings from illegal crossings to determine total legal crossings (entered crosswalk during walking phase).

PEDESTRIAN BEHAVIOUR (TWO PERSONS PER INTERSECTION):

Count the number of pedestrians engaged in risky crossing behaviours. The same pedestrian crossing illegally twice is counted as two (we are interested in the total number of illegal crossings per intersection).

- Entering crosswalk on flashing hand signal.
- Entering crosswalk on solid hand signal. This includes entering on red before the signal turns to the walking man phase.
- Crossing outside of the painted crosswalk markings.

MOTORIST VOLUME (TWO PEOPLE PER INTERSECTION):

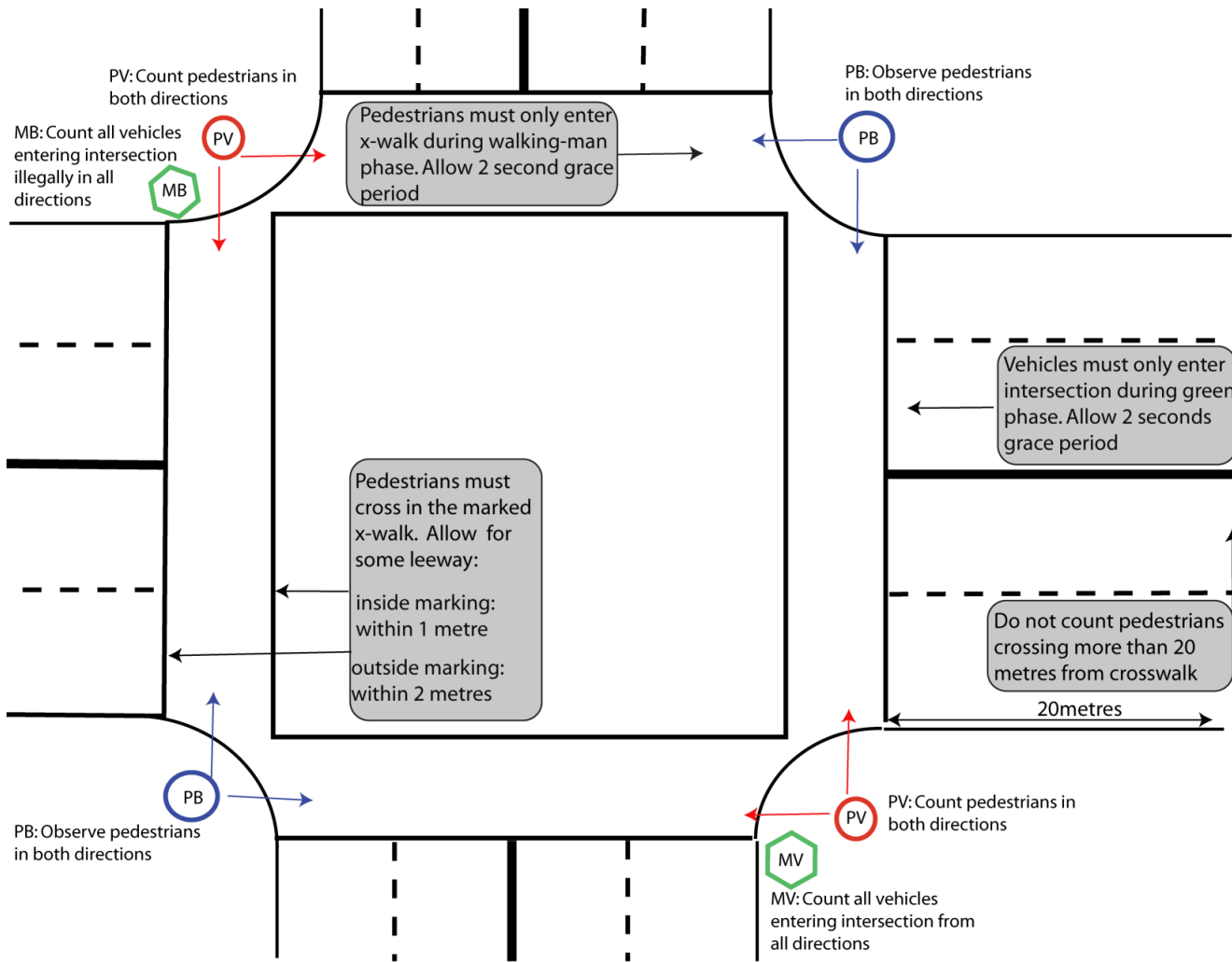
Count the total number of vehicles entering the intersection from all directions.

MOTORIST BEHAVIOUR (TWO PEOPLE PER INTERSECTION):

Count the number of motorists engaged in risky driving behaviours. If the same vehicle commits more than one infraction count all infractions.

- Entering intersection on yellow light. Do not consider first car already waiting at intersection to turn left – rather only vehicles which cross the solid stop bar during the yellow light phase.
- Entering intersection on red light. This includes entering before red turns to green.

DIAGRAM OF TYPICAL INTERSECTION LAYOUT AND SUGGESTED POSITION FOR EACH SURVEY PARTICIPANT



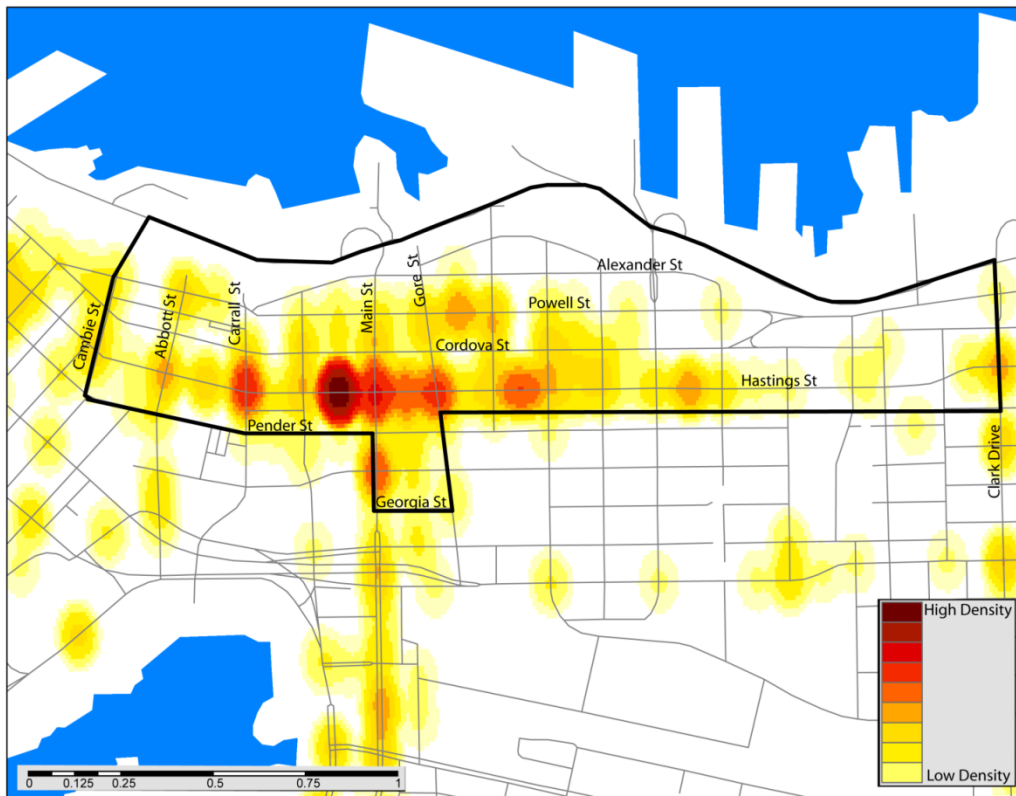
****Note that after discussions with the City's Engineering Department, two volunteers were used to count each of motorist volumes and infractions. In addition, grace periods were not used for the DTES Pedestrian Safety Project.***

Appendix 2: Downtown Eastside Summary Statistics

The following was provided by SFU researcher Jon Cinnamon from data supplied by ICBC.

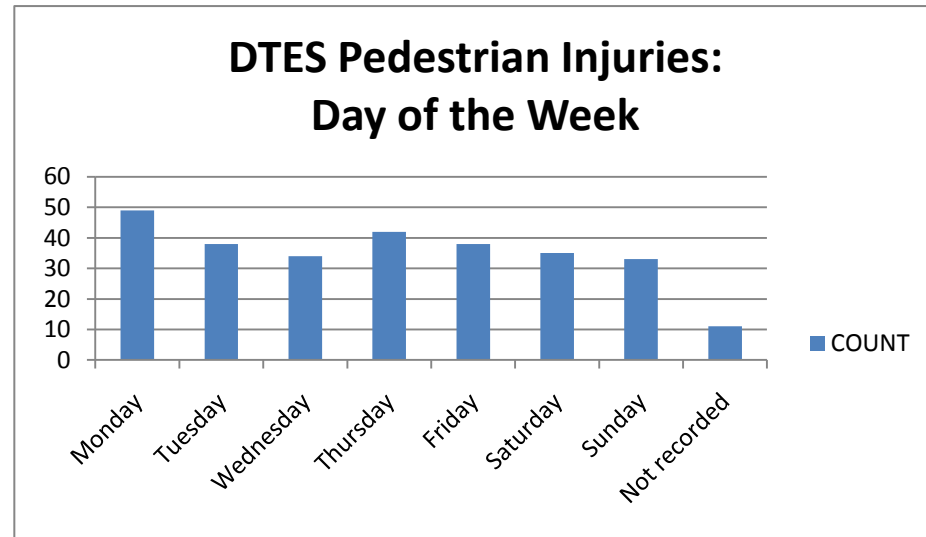
Total incidents: 280 = 11.9% occurred in DTES (from Cambie to Clark on Hastings, Hastings north to Burrard Inlet. This definition of DTES includes some streets that may also be considered part of Chinatown/Gastown).

Note: Day and time are not available/inconsistent in BCTR data, so some data are not recorded.

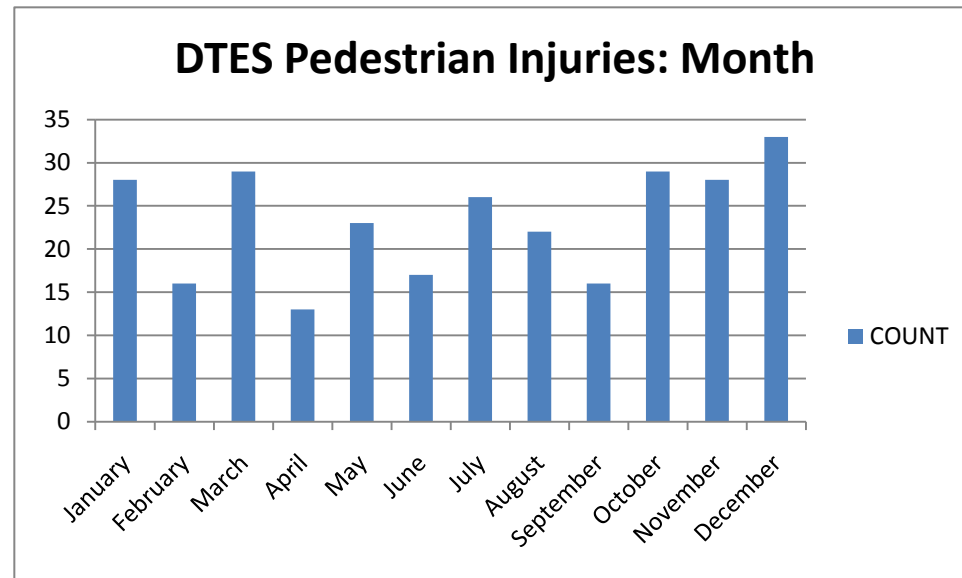


week:

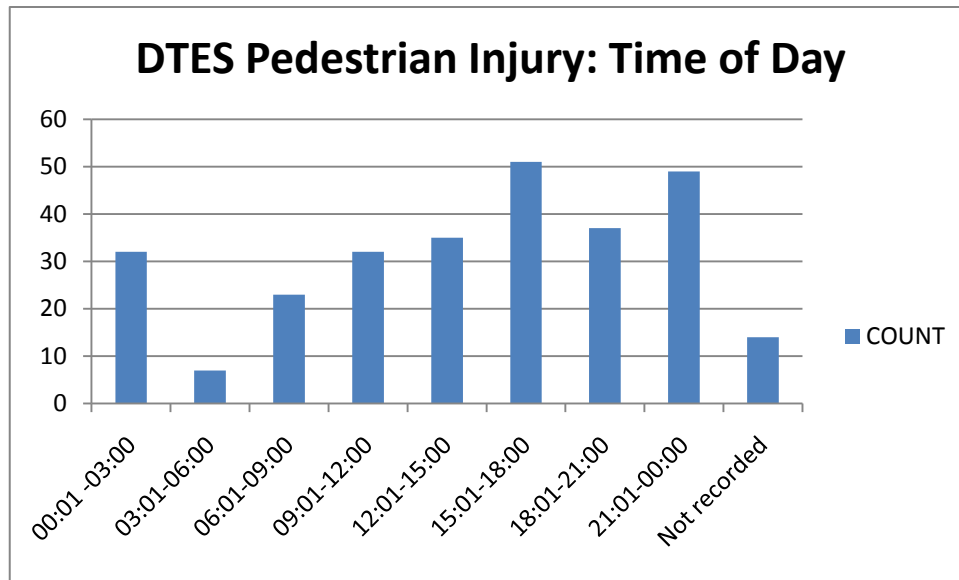
DAY	COUNT
Monday	49
Tuesday	38
Wednesday	34
Thursday	42
Friday	38
Saturday	35
Sunday	33
Not recorded	11



MONTH	COUNT
January	28
February	16
March	29
April	13
May	23
June	17
July	26
August	22
September	16
October	29
November	28
December	33



TIME	COUNT
00:01 -03:00	32
03:01-06:00	7
06:01-09:00	23
09:01-12:00	32
12:01-15:00	35
15:01-18:00	51
18:01-21:00	37
21:01-00:00	49
Not recorded	14



Appendix 3: Data Collection Infraction Sheets

PEDESTRIAN INFRACTIONS

NAME	
LOCATION	
DATE	
SHIFT	
WEATHER	

Going outside the lines										TOTAL

Stepping off curb when hand is flashing										TOTAL

Stepping off curb when hand is solid										TOTAL

TOTAL INFRACTIONS	
-------------------	--

COMMENTS:

MOTOR VEHICLE INFRACTIONS

NAME	
LOCATION	
DATE	
SHIFT	
WEATHER	

Entering intersection on a yellow light										TOTAL

Entering intersection on a red light										TOTAL

Turning right when pedestrians are in crosswalk										TOTAL

TOTAL INFRACTIONS	
-------------------	--

COMMENTS:

Appendix 4: Midblock Locations Data

Hastings Mid Block									
	Abbott / Carrall			Carrall / Columbia			Columbia / Main		
Time	Noon	16:30	21:00	Noon	16:30	21:00	Noon	16:30	21:00
Date	04-Jan	18-Dec		04-Jan	04-Jan	04-Jan	23-Dec		05-Jan
Day	Mon	Fri	Mon	Mon	Mon	Mon	Wed	Tues	Tues
Peds	229	199	119	374	223	185	412	239	189
J-Walk	109	27	35	114	35	48	61	67	52
Motor Vehicles	330	473	237	242	426	201	507	447	433
Cell	9	51	25	15	31	21	18	31	29
J-Walk %	47.60%	13.57%	29.41%	30.48%	15.70%	25.95%	14.81%	28.03%	27.51%
Cell %	2.73%	10.78%	10.55%	6.20%	7.28%	10.45%	3.55%	6.94%	6.70%
	Main / Gore			Dunlevy / Jackson			Heatley / Hawks		
Time	Noon	16:30	21:00	Noon	16:30	21:00	Noon	16:30	21:00
Date	05-Jan		05-Jan	18-Dec		06-Jan	21-Dec	21-Dec	06-Jan
Day	Tues	Mon	Tues	Fri	Tues	Wed	Mon	Mon	Wed
Peds	376	364	115	62	89	35	41	26	22
J-Walk	43	54	23	8	7	24	5	5	14
Motor Vehicles	373	485	361	532	685	246	536	800	315
Cell	12	33	16	47	57	13	40	45	13
J-Walk %	11.44%	14.84%	20.00%	12.90%	7.87%	68.57%	12.20%	19.23%	63.64%
Cell %	3.22%	6.80%	4.43%	8.83%	8.32%	5.28%	7.46%	5.63%	4.13%

Appendix 5: Intersection Data

Hastings Intersections												
	Abbott & Hastings			Carrall & Hastings			Main & Hastings			Gore & Hastings		
Time	Noon	16:30	21:00	Noon	16:30	21:00	Noon	16:30	21:00	Noon	16:30	21:00
Date												
Day	Wed	Mon	Mon	Tues	Tues	Tues	Tues	Wed	Tues	Wed	Fri	Fri
Peds	454	286	120	390	350	178	925	547	204	420	261	159
Outside Crosswalk	70	34	19	92	73	27	204	167	35	88	70	20
Flashing Hand	21	47	13	53	36	39	78	39	48	23	43	25
Solid Hand	19	54	15	48	63	26	41	51	21	27	49	39
Motor Vehicles	303	520	180	526	670	346	711	812	434	447	609	597
No Yield on Right Turn	16	0	4	6	15	1	10	7	8	17	19	32
Yellow Light	9	17	29	26	56	18	39	62	20	22	51	43
Red Light	0	5	3	11	12	7	14	14	13	5	16	31
Percentages												
Outside Crosswalk	15.42%	11.89%	15.83%	23.59%	20.86%	15.17%	22.05%	30.53%	17.16%	20.95%	26.82%	12.58%
Flashing Hand	4.63%	16.43%	10.83%	13.59%	10.29%	21.91%	8.43%	7.13%	23.53%	5.48%	16.48%	15.72%
Solid Hand	4.19%	18.88%	12.50%	12.31%	18.00%	14.61%	4.43%	9.32%	10.29%	6.43%	18.77%	24.53%
No Yield on Right Turn	5.28%	0.00%	2.22%	1.14%	2.24%	0.29%	1.41%	0.86%	1.84%	3.80%	3.12%	5.36%
Yellow Light	2.97%	3.27%	16.11%	4.94%	8.36%	5.20%	5.49%	7.64%	4.61%	4.92%	8.37%	7.20%
Red Light	0.00%	0.96%	1.67%	2.09%	1.79%	2.02%	1.97%	1.72%	3.00%	1.12%	2.63%	5.19%

Appendix 6: Burrard Street Data

Burrard Station Mid Block Data Analysis			
	Weekday		
	07-Dec	07-Dec	14-Dec
	7:30 AM	12:00:00 PM	4:30 PM
<u>Volumes</u>			
Motorists			
Cell Phone			57
Pedestrians	672	842	696
Outside Crosswalk	223	149	227
Flashing Hand	104	208	74
Solid Hand	50	115	25
Against Turn Signal	?	66	11
J Walking	157	119	241
Bikes in Ped Space	5	15	4
<u>Percent</u>			
Pedestrians	672	842	696
Outside Crosswalk	33.18%	17.70%	32.61%
Flashing Hand	15.48%	24.70%	10.63%
Solid Hand	7.44%	13.66%	3.59%
Against Turn Signal	#####	7.84%	1.58%
J Walking	23.36%	14.13%	34.63%
Bikes in Ped Space	0.74%	1.78%	0.57%

Outreach Materials

Appendix 7: Brochure



ABOUT THE PROJECT

The Downtown Eastside Pedestrian Safety Project is a pilot program to make the neighbourhood safer for pedestrians. It is focused on community engagement, education, and data collection to better understand the issue and recommend long-term solutions. The project's findings will be publicized and reported to the City of Vancouver.

DATA COLLECTION

Volunteers from the community will be out on the street observing and recording driver and pedestrian behaviour and noting the design of the streets and sidewalks. Pedestrians will also be asked to fill out a survey. Similar information will be collected towards the end of the project for evaluation purposes.

EDUCATION

Volunteers will be out on the street and at different locations in the Downtown Eastside. We want to educate people who walk and drive in our neighbourhood about the high number of people getting hit by cars and what they can do to make it safer. We'll be talking to people, handing out information, carrying signs, and other things to get our message out.

COMMUNITY ENGAGEMENT

We want to hear stories and concerns about pedestrian safety from the people who live in the Downtown Eastside, as well as their opinions about how to make their community safer. We believe residents know their neighbourhood better than anyone, and will be holding workshops and focus groups to find out what they think. If you see a notice for one of our workshops, come tell us what you think and have your voice heard.



ABOUT VANDU

The Vancouver Area Network of Drug Users is a group of users and former users who work to improve the lives of people who use illicit drugs through user-based peer support and education. Since its founding in 1998, VANDU's membership has grown to over 2000 strong, making it the largest organization of its kind in the world.

VANDU
Vancouver Area Network
of Drug Users



vandu.org

380 East Hastings Street
Vancouver, BC, V6A 1P4
pedestriansafety@vandu.org
Tel: 604.683.6061



WHY ARE SO MANY PEOPLE HIT BY CARS IN THE DOWNTOWN EASTSIDE?

A lot of people use Hastings Street to get where they're going - whether on foot, by car, or by bus. Most Downtown Eastside residents do not drive but must share their streets with a large number of commuters driving through the neighbourhood to get somewhere else. The neighbourhood is densely populated and has a lot of seniors and people with disabilities, mental illness, and addiction issues that make it harder to make it across the street safely. Hastings Street also lacks things like crosswalks, corner bulges, and medians that help make other neighbourhoods safer.

DID YOU KNOW...?

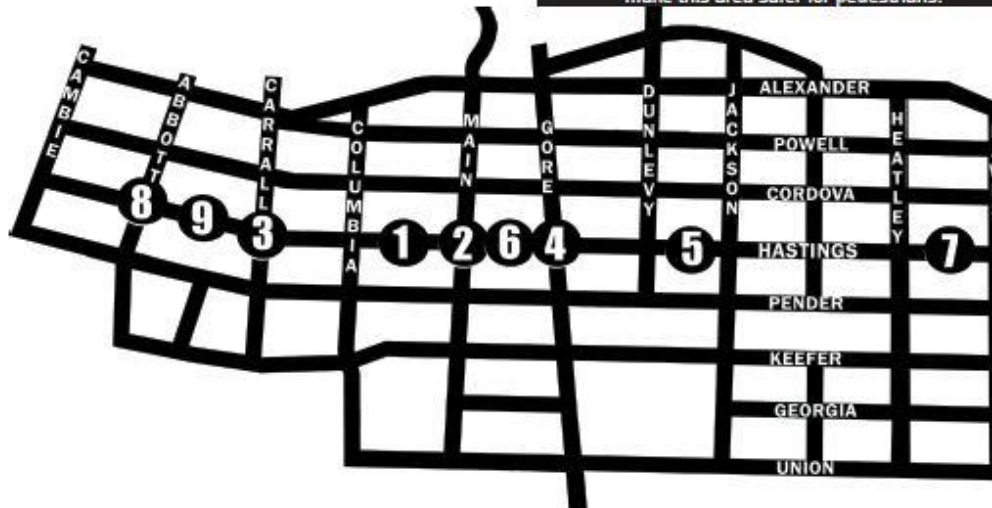
- Someone gets hit by a car every 8 days in the DTES.
- 280 people were hit by cars in the DTES from 2000 to the end of 2005.
- 74 pedestrians were killed in collisions in 2007, 13 of which were in Vancouver.
- 10% of all pedestrian injuries in Vancouver happen in the Downtown Eastside.
- 9 of the city's 32 most dangerous spots for pedestrians are in the Downtown Eastside.
- The worst times for pedestrian injuries in the DTES are 3:00 - 6:00 pm and 9:00 pm to midnight.



- People are more likely to be hit by a car on the 100 block of East Hastings and at Main and Hastings than anywhere else in Vancouver.
- It costs taxpayers an average of \$15,747.06 in hospitalization costs alone for each pedestrian injury.
- The estimated average social cost of each pedestrian injury is over \$400,000.

PEDESTRIAN INJURY MAP

This map shows the 9 most dangerous places for pedestrians in the Downtown Eastside. The goal of the Downtown Eastside Pedestrian Safety Project is to help make this area safer for pedestrians.



WHAT CAN YOU DO?

IF YOU WALK

1. Only cross at intersections or crosswalks. Wait for the light!
2. Watch out for your friends and neighbours. Remind them to cross the road safely.
3. Always look both ways. Take responsibility for your own safety instead of just relying on lights and road rules.
4. Make eye contact with drivers before crossing the street.
5. Wear bright or reflective clothing when it's dark or grey outside.

IF YOU DRIVE

1. Slow Down!
2. Drive slow and carefully in places with lots of pedestrians, just like you would in a school zone.
3. Choose a route that has fewer pedestrians, such as the Georgia Viaduct.
4. Avoid using cell phones when you're behind the wheel. It can be as dangerous as driving drunk and as of January 1st, is also illegal.
5. Use public transit, walk, or ride your bike instead of driving. Less cars = safer streets.

GET INVOLVED!

The DTES Pedestrian Safety Project is being done by 10 people living in the DTES. Watch for us on the street and in various locations throughout the neighbourhood. We want to hear your stories and ideas for making the DTES safer for pedestrians. If you want to volunteer, look for posters advertising workshops and volunteer meetings or drop by VANDU, 380 East Hastings Street.

The DTES Pedestrian Safety Project is being conducted by VANDU with input from an advisory committee that includes representatives from the City of Vancouver Police, Social Planning, and Engineering Departments, Vancouver Coastal Health, TransLink, ICBC, Carnegie Centre, Putting Pedestrians First, and injury researchers from SFU and UBC.

The DTES Pedestrian Safety Project is funded by the City of Vancouver's Great Beginnings Program.

Additional support provide by:



Appendix 8: Posters



More people get hit crossing here than anywhere else in Vancouver.

Please be careful.



Cars are no match for Superman.



You're not Superman.

Please be careful crossing the street.





More people get shmucked crossing
Hastings Street than anywhere else in Vancouver.

Please be careful.



FEELING RUNDOWN?



Well you will if you're not careful
crossing the street, buster.



Appendix 9: Volunteer Pledge

DOWNTOWN EASTSIDE PEDESTRIAN SAFETY PROJECT



Volunteer Pledge

VANDU agrees to pay a volunteer stipend at the end of Pedestrian Safety shifts for all who follow this pledge.

I agree to:

1. Be on time and actively participate for the whole shift
2. Show up sober and not use drugs or alcohol while on shift
3. Not discriminate against anyone based on:
 - a. Age
 - b. Race
 - c. Class
 - d. Ability
 - e. Sexuality
 - f. Gender or gender identity
 - g. Drug use
 - h. Chosen mode of transport
 - i. Any other issue
4. Follow all traffic laws and put safety first
5. Return all equipment in good condition

I understand that the stipend will not be paid and I will not be asked to volunteer again if any of the above pledges are broken.

SIGNATURE _____ DATE _____

NAME (PRINTED) _____

Appendix 10: Olympic Lanes and Pedestrian Safety Memo



4 February 2010

MEMORANDUM

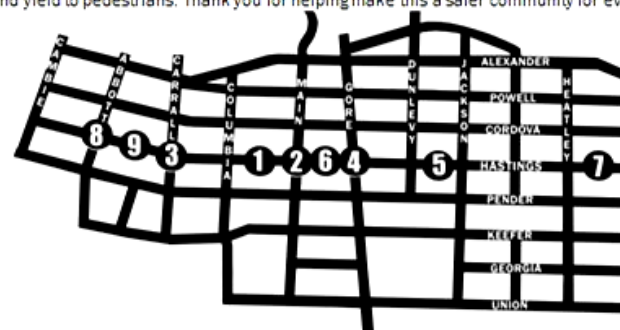
Re: Pedestrian Safety and the Hastings Street Olympic Lanes

Please be aware that the stretch of Hastings Street between Abbott and Heatley streets has the highest incidence of pedestrian injuries in Vancouver.

- Out of the 32 worst pedestrian injury hotspots in Vancouver, 9 are located on Hastings Street in the Downtown Eastside. (see map below)
- The residential population in this area includes a lot of seniors and people with disabilities, addiction, and mental health issues.
- Studies have shown that a pedestrian struck by a vehicle traveling at 60km/h is 70% more likely to die from their injuries than a pedestrian struck at 50km/h.
- Talking on a cell phone while driving increases the chances of an accident by as much as four times – and it's illegal!

The Downtown Eastside Pedestrian Safety Project is being conducted by the Vancouver Area Network of Drug Users (VANDU) to improve pedestrian safety in this area and includes the participation of the City of Vancouver, Vancouver Coastal Health, and the Vancouver Police Department.

The Downtown Eastside Pedestrian Safety Project urges all drivers using the Olympic Lanes on Hastings to be extra vigilant when driving through the Downtown Eastside. Please drive at or below the speed limit of 50 km/h and yield to pedestrians. Thank you for helping make this a safer community for everyone.



For more information, please contact VANDU
Tel: 604-683-6061
Email pedestriansafety@vandu.org
vandu.org/pedestriansafety

Appendix 11: Letter from VANDU to TransLink



VANDU

VANCOUVER AREA NETWORK OF DRUG USERS
380 E. HASTINGS ST., VANCOUVER BC, CANADA, V6A 1P4
Phone: 604-683-6061 Fax: 604-683-6198
Email: vandu@vandu.org Web: www.vandu.org

May 10, 2010

Dr. Michael J. Shiffer
Vice President, Planning, Strategy & Technology
TransLink

Dear Dr. Shiffer,

I am writing you regarding the Downtown Eastside Pedestrian Safety Project and TransLink's role on the project Advisory Committee. From [previous research](#), we know over 10% of all Citywide pedestrian injuries take place in a very small area of the City called the Downtown Eastside. On average a pedestrian is injured every 8 days in this neighbourhood. We ask that TransLink reconsider its stated position on the Project's methodology and key safety recommendations and specifically its opposition to the proposed 30 km/h Pedestrian Safety Zone along 6 blocks of Hastings Street.

A full account of the project background is contained in Appendix A, and details of the project's high level Advisory Committee in Appendix B. Members were invited to attend 4 meetings and provide additional expert comment at various times throughout the project. Unfortunately, TransLink only had a presence at part of the first meeting and none of the subsequent ones, and provided the least input of any Advisory Committee member. This lack of engagement is much more consequential than if it were another stakeholder given TransLink's key role in planning and funding transportation in the Region.

The Vancouver Police Department, an active constituent of the project's Advisory Committee, has proposed the 30 km/h Pedestrian Safety Zone on Hastings Street (Appendix D). Their proposal was in the materials sent to TransLink January 18th, and is supported by all other Committee members. TransLink did not attend the January 19th Advisory Committee meeting or provide any comment on the methodology or initial findings. Project staff met together with the City Manager's Office and the Planning, Police and Engineering Departments in early April to pre-approve all recommendations with these key civic agencies before they were written into the draft final report and distributed for comment to the wider Advisory Committee.

Subsequently all stakeholders except TransLink have signed off on all the recommendations, and the project's Council liaison Dr. Kerry Jang has asked that the report be presented to Council "as soon as possible", a rare opportunity for this kind of project and a sound endorsement of our work. There is also support for the recommendations across party lines on City Council.

Now 10 days after the funding for the project has run out, TransLink responds that the "injury problem hasn't been diagnosed at all" and that the recommendations are "draconian" (Appendix C). This is the first we heard of TransLink's concerns.



How can this position be supported considering the project included: a foundation in a [peer-reviewed academic study](#); approximately 2000 community volunteer hours on data collection at intersection and mid-block hotspot locations, 1,500 completed interceptor surveys, 17 workshops with 347 participants and the outstanding collaborative work of the Advisory Committee with members from 14 agencies? What do we say in the report and to the other stakeholders? Is this indeed the agency's position?

TransLink's comments ignore existing data including the peer reviewed academic injury hotspot study, pedestrian safety best practices, and its own Screenline Surveys, the last two of which show a steady trend of dropping traffic volumes into the downtown over the past decade. Our research has found that far from being a draconian measure, 30 km/h zones are being implemented in large parts of the downtowns of many progressive jurisdictions. For example, Appendix E shows a map to scale of one such zone for Dublin, which we have superimposed onto a map of Downtown Vancouver.

The project stakeholders have never disputed TransLink's point that East Hastings Street is a regional commuter route, a key City arterial and an east-west connector in the regional Major Road Network. At the same time, it is also a residential street and home to a large concentration of vulnerable road users, including seniors, families with small children, and people with physical disabilities, mental illness, and addictions. For example, the 100 block of East Hastings Street, the epicenter of pedestrian injury Region-wide, is home to over 800 residents living in SRO units where their only living room is the sidewalk. Workshop participants frequently complained about TransLink bus drivers driving too fast, having an "attitude" towards DTES residents, driving so close to the sidewalk that their sideview mirrors posed a danger to pedestrians, and blocking the crosswalk so that pedestrians are forced to walk into traffic to complete a crossing.

All other project stakeholders are unanimous in believing that the existing conditions warrant a different approach than the standard textbook engineering solutions that prioritize motor vehicle traffic to the detriment of everyone else. Dr. Shiffer, in your role as an academic, we encourage you to recognize that the status quo isn't working especially when compared to the best practices of other jurisdictions. Our Region has a long way to go and there is an opportunity within TransLink for you to champion the project's methodology and recommendations and hence improve the livability of the Downtown Eastside and the safety of the Region's most vulnerable pedestrians.

In closing we ask again that TransLink reconsider its position on the Downtown Eastside Pedestrian Safety Project's methodology and findings, particularly on the 30 km/h Pedestrian Safety Zone, and provide clarification and evidence supporting any remaining concerns. Only by working together can we find solutions that will benefit the whole community and provide the best possible public health outcome.

Sincerely,

Marion Allaart
Executive Director, VANDU

cc.
Road and Infrastructure Planning, TransLink
Engineering, Planning, Police, and City Manager, City of Vancouver

Appendix 12: TransLink's Response to VANDU



TransLink
1600 - 4720 Kingsway
Burnaby, BC V5H 4N2
Canada
Tel 604-453-4500
Fax 604-453-4626
www.translink.bc.ca

South Coast British Columbia
Transportation Authority

May 14, 2010

Marion Allaart
Executive Director
Vancouver Area Network of Drug Users
380 E. Hastings Street
Vancouver, B.C. V6A 1P4

Dear Ms. Allaart:

Thank you for your letter of May 10 2010. As you know, the entire TransLink organization had significant responsibilities to prepare for and deliver on our commitments to the Olympic and Paralympic Games. This constrained the ability of our staff to more fully participate on this and other initiatives.

TransLink appreciates the extensive and thoughtful efforts undertaken by the Downtown Eastside Pedestrian Safety Project. Pedestrian safety is a priority for all agencies responsible for transportation. With TransLink having responsibilities for bus and rail transit, as well as transportation on roads, bridges and by bicycle, we are keenly aware of the need to reduce the risk of tragic crashes involving vulnerable road users. We therefore continue to be committed to working with you and other agencies, including the City of Vancouver, to find and implement appropriate solutions that reduce the risk of pedestrian crashes in the Downtown Eastside.

To be successful, road safety countermeasures need to be suitable for their context. A countermeasure that is deployed out-of-context has the potential to increase the risk of crashes by prompting unpredictable behaviour. It is important that we avoid creating new safety problems while attempting, in a well-intentioned manner, to solve one problem.

For a 30 kilometre per hour speed zone to be effective on Hasting Street, it would need to be accompanied with the downgrading of Hasting Street to a non-arterial class of road. This will require significant changes to the geometric and physical environment of the street to achieve consistency between the road environment and the lower posted speed limit, as well as the removal of Hastings Street from the Major Road Network. In turn, this will require a detailed analysis and understanding of the full implications of such significant changes on Vancouver's downtown road network, in terms of traffic, bus, and truck re-routing, and the ability of alternative corridors to safely accommodate the diverted traffic without a net increase in the number of pedestrian crashes.

.../2

Marion Allaart
Vancouver Area Network of Drug Users

May 14, 2010
Page 2 of 2

While we appreciate that such analytical work may not be in the scope of your group's mandate, TransLink cannot support the recommendation to introduce the 30 kilometres per hour speed limit without a thorough review and resolution of all the issues discussed above. We trust that other solutions that are more appropriate for the current context of Hasting Street as a major arterial can be implemented in short term.

We thank you again for your concern with the safety of pedestrians in Vancouver, and for consulting with TransLink on this matter. We look forward to working with you on this and other matters in the future.


Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Shiffer".


Michael J. Shiffer, Ph.D.
Vice President, Planning, Strategy & Technology

c Jerry Dobrovolny, City of Vancouver
Sany Zein, Manager, Road & Infrastructure Planning, TransLink

Appendix 13: Pedestrian Survey



PEDESTRIAN SAFETY SURVEY



1. How safe do you think the Downtown Eastside is for pedestrians compared with other neighbourhoods in Vancouver? (check one)

more safe the same not as safe

2. How often do you think a pedestrian gets injured in the Downtown Eastside? (check one)

Once every 3 months Once a month Once every 2 weeks More than once every 2 weeks

3. Have you ever been hit by a motor vehicle in the Downtown Eastside? Yes No

4. Where do you feel the least safe crossing the street in the Downtown Eastside? (check one)

Main & Hastings Hastings between Abbott & Carrall Anywhere on Hastings

Carrall & Hastings Hastings between Carrall & Columbia Main & Pender

Abbott & Hastings Hastings between Main and Columbia Gore & Hastings

Other _____

5. What's one thing the City should do to make this neighbourhood safer?

Install crosswalks More drug treatment programs Enforce jaywalking laws

More beat cops Slow/reduce traffic on Hastings Longer walk signal times

Enforce speed laws Redesign Hastings Street Other _____

6. Have you heard about the Downtown Eastside Pedestrian Safety Project before today? Yes No

7. Is there anything else you would like us to know? _____

DATE: _____ **INTERVIEWER:** _____

Appendix 14: Survey Comments

I honestly believe only dumbasses get hit by cars, even if it's the driver's fault. I J-walk every chance I get but I look. I even look when I'm crossing legally.
I think people (drivers) need to slow down, they're not driving on a racetrack here. We would also like to get to our homes safely. Home to our animals and loved ones.
Bus drivers – better customer awareness vs. barrelling thru. Side street pedestrian button mitigate – no yellow between red and green.
I was hit at Carrall and Cordova and an incident report was never made out by the police.
Crosswalk on Pender between Carrall and Abbot needs to be improved. Cars not stopping.
More signs for drivers regarding pedestrians.
Longer time for walk signals.
Really seems like VANDU is doing a fantastic job with this grant.
Crosswalk roads painted and designated properly.
You're doing a great job!
I think that many people hit are psychiatric out patients left to wander into traffic.
Create an open market like Granville.
Wooden rectangle boxes with parsley or easy growing herb at alley entrances or where sunny in the ally. Free food we can grow for our community.
Stay straight.
They should fix the lights here, they don't say walk long enough.
I like your project. Please continue and never give up.
People running yellow light. Put cameras for fines running yellow lights.
With a better (job creation) project to give to the suffering addicts, there would be less addicts here in DTES, thus reducing the numbers of pedestrians hit.
Pedestrian scrambles in Montreal are an effective solution to the problem of pedestrian involved accidents.
Just slow down traffic.
I feel that Hastings should become an open air market such as other communities in Canada. Granville design.
Remove left turn signal going south – NO LEFT turns.
I think we need more proper redesign cross walks all over.
I think it is very unfortunate that it is so dangerous on our streets.
Police should arrest and seize bikes that speed and break laws, i.e., riding on sidewalk, riding wrong way – educate the public about hidden disabilities that restrict movement that a normal person has.
Implement volunteer crossing guards from Downtown Eastside. Have them wear neon orange vests. Give bus tickets to volunteers.
I've seen the bus drivers talk on their cells while driving lots. Bus #19.
Get more people on the street that are working for the safety patrol.
I was hit run, in the evening after work from WISH.
I would like to have vehicles know how fast they are going when driving through our neighbourhood streets. A light that shows how fast you are going would be awesome to have for our streets.

Transit drivers tend to have attitude in regards to pedestrians in DTES.
I guess being in downtown is identical to being on a ferry with no hand rails around it.
Campaign for motorists to be aware of pedestrians crossing the street. More campaigns on pedestrian safety program.
Make people take responsibility for own actions. Drivers don't care about how fast they drive.
People should slow down.
Allocate more funding for pedestrian safety.
There should be more marked crosswalks.
Keep up the good work.
Motorists don't stop.
Pedestrians should have the right of way.
Motorists should pay more attention.
Some people are intentional targets.
Bicycle drivers should be regulated and fined.
No cars. Buses only.
Educate more often than just once. Keep up good work. Look more at the signs.
The engineers and city enforcers live in la la land. They know where traffic lights are needed but do not install them – even when people die! Shame on shitty hall! No brainers for citizens safety
Yes, if police quit chasing us we would watch where we are going.
Slower traffic during rush/congestion time; People/drivers in vehicles with more patience.
A lot of younger people are speeding on purpose just to run over the people of the DTES.
Yes like to know how to stop people from getting tickets.
Tell cops not to bug quiet people.
Hopefully no more drug dealing.
Too many police and police brutality.
Enforce speed laws, etc.
The cross signals are not long enough for the elderly and handicapped.
We as a community are getting stronger, working together. Many thanks to Downtown East Pedestrian Safety Project
Yes, have more safety patrol and have the safety patrol talk to pedestrians.
Let the people know the proper laws about J-walking.
Have more faith. Believe in God. Bless you.
Too many drugs downtown!
More traffic lights on all sides of the street. Main and Cordova has only 3 should have 4.
Yes, I would feel safer with the pedestrian scramble crossing the street.
I had less sense of direction when I lived in the West End than when I get high in D.T. Van.
Make a special low speed limit like in school zone.

Keep up the good work. I am very happy to know that someone is finally trying to listen to the real people downtown or care to take any data. Thank you very much.
Speed limit awareness of pedestrian traffic.
More cops watching out for motorists using cell phones, e.g., cabbies.
I think there ought to be more crosswalks in the hotspots of Vancouver.
Your area of travel dictates your demands.
How long will this take or will there be more deaths?
Put up signs where it is a high pedestrian crossing.
Maybe some bus drivers don't feel safe on the Eastside. But it sure doesn't give them the excuse to drive there like they don't give a damn.
Always use crosswalk.
Legalize drugs.
More drivers should be alert. Keep your eyes on the road.
DTES has people from all walks of life and should be treated as equal. We are categorized as low life drug addicts. I have family, work, and pay taxes and live here. Treat DTES fair as Kitsilano, West End, etc. Equally. Need the same great respect and fairness. More money to make it look good and safe too.
More safety for the streets of Vancouver.
There is just too many people not paying attention. Go slow.
Have a 2 or 3 street square – No cars allowed.
More education like this, sessions at Carnegie in the big hall.
Big signs informing traffic of increased pedestrians/jaywalkers. This is an awesome project necessary to pedestrian safety.
Legalize drugs and regulate to reduce crime and violence.
Resolve drug-related problems – inhalation sites/dry places.
Get rid of drugs.
I would agree 75% of accidents are addicts, but other people have other problems too, i.e., mental illness, etc. and the drivers are generally from elsewhere and don't care.
Most people I walk or have dark clothing all the time and aren't seen on the road.
People down here are not considered people. Society could care less about us.
Pedestrians rule the D.E.S. We are <u>all</u> pedestrians here ... fuck off cars!
Get rid of slumlords. People need to feel safe in their own home. Many DTES landlords exploit the poor.
I moved from Richmond to Abbott and actually feel safer here.
When you put a main thoroughfare in an area filled with the homeless, you have to expect increased accidents. Focus on housing, training, counselling of homeless and the number of people walking aimlessly through life and traffic will nosedive. We don't need band aids, we need long term rehabilitation focussed support.
People should drive more carefully anywhere in the world.
Check all 3 streets: Powell, Cordova, Hastings – It's a speedway!
Yes, I almost got attacked last night and think those kind of people should not be allowed to live here.

People in cars change from one area to the next, teach them patience. Everybody stops for pedestrians on Commercial, why do they honk in the DTES?
Make mental health facilities available for <u>full</u> time care.
No reason for this, people are not accountable. Policing? No, we don't need more.
Vancouver city planners do not have a long view, with the physical safety of pedestrians as a priority.
This city is absolutely fucked compared to Calgary.
Longer signal times.
The East Side isn't that bad.
More crosswalks.
Yes, maybe have a neighbour meeting and groups (Downtown Clinic – LifeSkills)
More yellow and white painted crosswalks. Corner crossing wardens..
It's all fine.
Keep up with programs like this.
Do the motorists get the attention? Does the pedestrians get some blame. Ask them to get the ticket book.
More crosswalks.
More time to cross.
Good work, VANDU.
Better traffic control.
Not safe day or night.
There is a solution to every problem.
There needs to be less "police harassment" towards drug addicts in the DTES.
Overpass for pedestrians.
This is vague. Ask about the privacy of people on the streets of Vancouver, BC. Everywhereask other people questions.
Slow the lights.
I would like to see something done for more safety.
Thanks for trying to make it safer.
Police hassle the people too much.
I ride a bike and obey traffic signs and laws. Why shouldn't vehicles?
More pedestrian signals.
Long live VANDU.
Enforce drug laws! Is this not obvious! The duplicity within the establishment. The doctors, lawyers, and other "professionals" should be made accountable for emptying Riverview and Woodlands and be charged accordingly. Without this, social justice (real) is impossible.
Mid block crosswalk between Columbia and Main area required.
We need more people like you who care about the homeless and sick people of the East Side.
Install signage to inform drivers of potential jaywalkers.
Watch for cyclists.

Keep up the good work.
More injection sites.
More nutritional food to make and help people be aware.
Educate drivers about high activity (pedestrian) area.
Brighter clothes and stop jaywalking.
More traffic safety commercials.
More crosswalk buttons.
More crosswalk signal lights.
People should slow down. Too much in a rush to go nowhere!!
The drivers think it's okay to disregard how to drive.
Speed limit signs.
Nothing about us, without us.
More time for street crossing.
*Slow down traffic on Hastings *Pedestrian controlled crosswalks *education for drivers/pedestrians
There is not enough enforcement.
Splendid program.
More halfway housing.
Enforce speed limits.
Ban cell phone use with all drivers.
Try to get all the drug dealers off the streets to make it a lot safer.
Hastings and Main is the worst intersection. I got brushed by a mirror of a bus at Main and Hastings. See so many people get hit by vehicles.
DTES is a special area with special needs. Use of Hastings as a major thoroughfare poses major public safety hazard.
Buses and SkyTrain should be free for seniors and disabled.
Need patrol guide.
Get tough on buses turning at Pender/Main (re: not respecting pedestrians!)
Have witnessed a woman flying thru the air, an overturned car, heard of multiple deaths on corner of Main and Hastings, mostly daylight hours, a few pm hours. Police officers endangering pedestrians (pm) witness a car chase and one day they ran the curb right onto the Carnegie entrance.
Train cops to be less aggressive. Housing programs for Downtown Eastside
You guys are doing great work in the community, thanks.
Slow down the buses. Keep them farther away from curbs and pedestrians.
Make it safer for people in the Downtown Eastside to be able to walk without getting hit.
Taxi's the worst.
More focus should be on dangerous drivers, not only pedestrians.
It is the sobriety of the citizen and access speed not road or signal problem.
Money should be paid for more shelters.

People should wear brighter clothes, especially at night.
If everybody had a job there would be less problems.
Get on it, but not just window dressing ... please.
Need for increased numbers of detox beds and treatment beds.
Let drivers know more about the area.
Tell people to look both ways before and while crossing the street.
I have been hit by a motor vehicle twice in three years (hit Jan. 31 st , yesterday!). In the past motor vehicles would stop for pedestrians. Not so any longer.
Pedestrians have the right of way! Need space for bikes.
Most people wear dark clothing. Lots of jaywalkers.
Open more shelters.
No Olympics.
Reduce speed.
Drivers are too aggressive against the homeless.
More rehabs/quality drugs.
More safety people to help cross the street.
Something to slow down drivers.
Give out free dope.
More crosswalks. More crosswalk signs in different languages.
Police must enforce more often / 24 hours a day bad drivers better policing to help pedestrians.
I got hit on Main & Hastings and it was a hit and run.
Get more social activities and programs.
Granville is more dangerous than Downtown Eastside.
Be compassionate to the people of the DES.
Program Pedestrian Safety – “A good thing”
Make it safer to walk through crosswalks.
There are so many problems I don't know if any action to increase the safety is possible.
Giving jaywalking fines are not going to make it safer. Put something like a fence along Hastings to separate the sides.
Keep up the safety patrol and more safety patrols. Get the safety patrols to talk to the pedestrians.
More awareness on drivers part.
Downtown is a cesspool of bullshit government lies!
Less cops.
I've witnessed many people getting hit.
Think of others and be safe. Look before crossing the street.
Some pedestrians are inattentive around here.
Not safe on Hastings.

More law enforcement.
Better dope, less rats.
Closing shelters in April after Olympics.
Where is all the money from the Olympics going?
Get drunks off road.
Pedestrians put their own self at risk running across.
More visible crosswalks.
Stop bicycles from riding on the sidewalk.
Be safe for everyone.
The drivers are scarier than the people who live here.
The residents need help with their addictions and disability status and then they will feel less stress and therefore be more alert to the traffic and take less chances crossing the road.
More needle boxes.
Not so much jaywalking enforcement.
More money should be taken from the middle class and rich to help the less advantaged.
Mark hotspots with a plaque.
Reduce speed limit in the bad district area.
More housing, there won't be as many people on the streets.
Longer light times, especially for the addicts.
Ped hit #3 – Cordova and Dunlevy – hit and run, no police attendance, went to hospital.
Issue of bikes on sidewalk.
More decent rental housing.
Get people to stop jaywalking as that is where the problem is, people are so high and do not make good choices.
All day you can waltz across streets on Hastings from Main to Abbott. Suddenly at 7am you can lose your life just stepping off the curb. Rush hour comes on without warning, very dangerous. I have seen accidents.
Drivers and bus drivers slow down.
There needs to be more housing (affordable) in the DTES.
Don't walk behind a car.
Thanx for doing this!
More walk signals.
Take care, be safe.
Redesign Hastings Street instead of wasting money on Olympics fascism.
More people are getting injured around Broadway and different areas.
People going to work should be more safe driving.
Was hit be a vehicle at Main & Hastings about 1997. He now has an artificial leg due to the accident (hit and run).

Tell the cops to bust the dealers not the jaywalkers going to the dealers. Less dealers = less jaywalking.
I love you guys.
Have more and longer walk signals.
Get help for people with mental illness.
We need more public toilets so it would smell better.
Please keep people safe in more ways than one!
You're doing a great job. These things are required to bring about awareness. Thank you.
Better crowd control on the streets. Perhaps less intimidating for pedestrians.
More affordable housing.
Everyone should be treated with respect no matter what their income or quality of life. Be good to each other.
Almost hit by someone using a cell phone.
Spend more money on homes for the homeless, not 1 billion on security on the Olympics.
My life is in danger for long already.
Make signs visible; enforces/re-plan bike laws.
Almost got hit by a tour bus (sped up) four days ago. Enforce license requirements.
Get dealers off the street, more justice in the province.
Should raise DB2 (the gov't) better food (high protein)
Increase longer walk signals a must need most that do get hit not around DTES

Workshops

Appendix 15: Workshop Dates, Times, and Locations

LOCATION	DATE	# PARTICIPANTS
Under One Umbrella	Saturday, January 16 th	6
LifeSkills	Tuesday, January 26 th	24
Lore Krill Housing Co-op (W Cordova St)	Wednesday, February 3 rd	19
Health Contact Centre	Wednesday, February 10 th	16
Portland Hotel	Thursday, February 11 th	21
DTES Neighbourhood House	Friday, February 12 th	25
Lore Krill Housing Co-op (E Georgia St)	Thursday, March 4 th	9
Vancouver Native Health Clinic	Friday, March 5 th	33
The Lux	Monday, March 8 th	24
PACE	Wednesday, March 10 th	18
Stanley/New Fountain	Friday, March 12 th	23
Woodward's (PHS)	Tuesday, March 16 th	22
Serena Rooms	Thursday, March 18 th	15
Pennsylvania Hotel	Monday, March 29 th	8
Princess Rooms	Wednesday, March 31 st	22
Downtown Eastside Women's Centre	Thursday, April 1 st	30
LifeSkills	Friday, April 9 th	32
	TOTAL	347

Appendix 16: Transcribed Workshop Comments

I got hit in Gastown before they started building all those condominiums and that ... down by Alexander there, that used to be the seafood restaurant ... I used to go there, and one day at night I was walking from there because they serve drinks and I had some drinks and stuff, and then I walked out and there was a car that went backwards but then he didn't see me at all and he hit me while he was trying to park backwards, and then I told, I said "did you know you hit me?" "Oh no," he says, "you must be drunk" Then he just took off... This was in the 80s, just after Expo. ... I got hit then, and I reported it and they told me in the hospital I must've been drunk ... I remember it was a green dark Datsun, and he was an older guy, and he just kind of ignored me. I said "you just hit me."

I was crossing the street that runs parallel to Main, down by Main Station, Columbia I guess. As I was crossing the street, there was a guy coming towards me, in the outside lane closest to the sidewalk, and as I was crossing the street he changed lanes, like he tried to hit me on purpose. I managed to stop just on time ahead of him, and he basically side-swiped me, his rear wheel ran over my foot, put me up in the air ... He broke my ankle. I ended up having to get taken to the hospital.

I seen this girl almost get hit the other day she was crossing in front of a bus and this truck was coming about 30 miles an hour. He put on the brakes and squealed the wheels. She just looked at him, she just kept going eh, she stopped for a second because he scared the shit out of her but she just kept going.

I was hit, I was coming down by Victory Square, I had the right of way, but the car, I don't know what he was doing but he went flying through the light, and there was like three guys in there and I turned in the same direction and he hit me from behind and he knocked me flying forward and I wiped ... They just got out of the car and they seen I was okay and they took off. I was in shock at the time so I just let them go, I didn't get nothing or whatever. He wrecked the tire on my bike. But I was really lucky, I didn't get hurt, it was just the bike, thank God. I was coming down the hill by Cambie on Pender.

I got hit by a bus, Main and Hastings. I was turning down from Main Street [turning off main onto Hastings?] Yeah, my son just got hit a couple weeks ago ... We were jaywalking at the time and were drunk so ... but the bus didn't even stop or anything ... I got a broken arm when I got hit [did you go to the hospital?] No, I don't like hospitals ... I like healing myself ... same with my son ... I tried to get him to go to the hospital ... because his arm puffed up like a big balloon, but he wouldn't go so ... There's a lot of people out there that won't report anything, especially if a bus ain't gonna stop. It's not gonna stop, right, they're not gonna take a report [because] it would take too long for them.

My injury was right on the corner of Main and Hastings by Owl Dugs. I got nailed crossing the crosswalk. It just said walk. I guess he was trying to beat the yellow, y'know - some of them just kind of fly right through that intersection - knocked me into the bus in front of him. They all got out and everything. Everyone was standing around ... What the hell just hit me? The sign said "walk" so I was walking, right. I just stepped out, got my second foot on the ground, "boom!" that was it. [Did you go to the hospital?] Nope, I was still conscious, I was just wired for sound. Lucky for me I was higher than ... It was reported, nothing was done of it, but um... a couple broken ribs. I'm pretty good at bouncing off things.

Riding my bicycle down Hastings Street, wearing a bright red snow suit, I had a bike helmet on. I don't know where this idiot came from in his van but he smoked me right off my bike, dragged me 300 yards down the road underneath the back of the van. I didn't know which way to turn my head, I thought I was going to die for sure ... I couldn't walk for two and a half years, I have a spinal injury, broken ribs, I was in a coma for two months, my arm came out of its socket ... I got a hundred and twenty-five grand from ICBC because I was wearing a helmet. I put a hundred grand in my son's trust fund ... I'm just glad I'm walking today ... [where did that happen, specifically?] just down past Gore and Hastings... 1998 ... My witness had backed out and a couple of years went by and I got a phone call from ICBC. They said you have to come in, we need to talk. At that time, the guy that was driving the van, it was his girlfriend's van. They were from Ontario. She came forward at that time. She felt guilty about it and said "my boyfriend ran over this man," so that's how come I got my money and everything... I'm just glad I'm still alive, can still see my son being raised.

I was hit walking my bike, I was dragged about 50-70 yards. My back wheel got wrapped up in the front wheel of the car ... I was inside a crosswalk there, I was crossing ... just a block down from Venables and Commercial there ... I was crossing. I did look both ways. He was way up there at the light, eh, and at the crosswalk - it was the first one going towards Clark there, I was in that crosswalk - when I looked he was still way up there. All I heard was a "vvvrrroooooommm" and they hit me, they dragged me like 50, 70 yards, and I got torn ligaments in my knee now ... They fuck me up every time it starts getting colder, and the rain ... Cops just let me go, ambulance let me go, I couldn't walk. I was okay at the time. Next day I woke up I couldn't stand, couldn't walk, my leg was right swollen. That guy that hit me was just like [yelling in Chinese], and the cop said "Oh, I don't understand him, I don't want to deal with this." So I was like "what do you mean you don't want to deal with this, man? I was inside the fucking crosswalk!" Then he looked at me, he goes "What the fuck? You gonna have an attitude with me now?" he says. Because I swore once. Fuck, so then they just let me go. He was like, "Well, I can't do nothing for you." I was like "What do you mean you can't do nothing for me? I was hit by a car." He goes "You're okay to walk," he said to me. I said "Yeah, I'm alright." But the next day I got up I was all fucked up. They took my name down. They took his licence down and everything. There was a report done. This was in 2005.

As far as the drivers in the Downtown Eastside - transit or the public - they have an attitude towards people down here. And on the other side of the coin, there is a lot of people who are under the influence, the pedestrians are under the influence, so I mean, right there I think there should be a lot of education, or a lot more drug treatment programs for people that are down here because it's a high concentrated area. That has to be recognized otherwise it's never gonna change because a lot of the accidents are based on people under the influence. Y'know, I've heard horror stories of people tweaking at the side of the road and then getting clipped by a bus, right. Those are sad truths, right. A lot of it is based on people doing the drugs. So there has to be that recognized whether the areas where people are doing the drugs like InSite or someplace safe for them, or other alternatives ...

Sometimes when we witness these accidents, the trauma we go through. I witnessed a person get hit by a bus but it was actually one guy cut in half... For a month I couldn't get that image out of my brain ... We're extremely traumatized by such a thing ... The buses and police cars, I've almost been hit by half a dozen police cars. They don't have their sirens on... I saw a guy fall off [the back door of] a bus and the bus ran over his legs and broke his legs. So, I mean bus drivers and police have a lot to do with this and they blame it on us.

I was standing right on Main and Hastings and a big truck came around the corner, and somebody just pushed her, or something happened to make her fall down and the truck just ran over her head. Not the rest of her body, just her head, the back wheels went over her head. This happened about 7, 10

years ago. I still dream about it. I still think about it. She was one of my best friends.

It was at Main and Hastings on the side of the bank. She was a little old lady, not even 4'8", just a tiny thing. She couldn't have been more than 70 lbs either and you know when you get into your 80s or 90s and you walk like this because you don't want to fall. She was taking those little steps. She was a little more than half way across the street and this big tow-truck semi, those ones they call to tow semis, anyways, he just flattened her like a pancake. I was looking at it and was in such shock that actually it didn't even register in my mind what really happened, that this lady was like dead. It was totally surreal. The sad thing about it is that they just left her there. Somebody had to go into Carnegie to get a blanket to fucking cover her. It was like her brains were all over the place. It was nasty.

It was a year ago, almost to the day. It was actually April 6th this happened. You know the trolley buses for the tourists, you know where Sunrise Fruit Market is? She's crossing through the light, headed towards the 44, she's half way through. The walk signal starts going flashing, okay. This idiot, to make the light, speeds up to turn the corner, the trolley bus driver, right? Well she goes flying, she got caught under the back wheel. She was dealing, they taped it up. What killed me - this is why I remember the date - you know the new courthouse that opened for drug court? It was their opening, okay. This happened at 11:30 in the morning. The press were there, the press saw what happened, but now the bus driver, the driver gets off, they're asking him if he's okay. I'm getting irate.

I was lightly tapped in front of Winky Dink's [Funky Winker Bean's], I call it. But anyway, you know how you push the thing for the light there? Well the guy bumped me, right, and I only have one eye so it's like I always double check, double check, and you know, I almost went over. I had a bruise on my left hip, but I did nothing.

I had an incident happen, I was walking through a red light on Jackson and Hastings. This was about 10, 11 years ago I got hit. A car came right through the red light and hit me. I got thrown, what was it, 11 feet? I ended up in ICU, my ribs got broken. My ribs got fractured actually ... My jaw got fractured, I got compensated. And I'm glad [for] one thing, one thing only. My cousin was there with me. She took down the license plate number. Thank God for her.

We were walking across the crosswalk that has big signs and everything by Oppenheimer there on Powell, and we were about $\frac{3}{4}$ of the way across. And he wears a big white fucking cowboy hat for chrissake. Y'know, Cowboy. Everybody knows him. Anyways, this cab stopped. He just about hit us, too. The lady behind him ended up swerving out and she hit the cab. Well, she pulled over to the side and we went across the street. Well, fuck, we just about got hit twice because he stopped not to hit us. She swerved around him and just about hit us, too, this lady. I don't where she was coming from. Anyways, she pulls over to the side, gets out of her car, goes "Ah, you guys are just in too much of a hurry to go get your crack." That's what she's screaming at us, and I say "it sounds like you already had enough drinks, lady," and so we started yelling at each other. But I mean that's exactly what she said to me... I mean, he's an old man, he had his cane with him, and that's all that came out of her fucking mouth. Excuse the language.

I got hit by a bus in the Funky Winker Bean's crosswalk, in between Carrall and Abbott. It was my go, and it was his stop, and he was running a red light, and that's basically what happened. I got hit by a bus...I was in the hospital for quite a while.

I was walking at Main and Pender and I walked across the street and I had the walking man [signal]. It changed right away ... All of a sudden there was a car coming up real fast to get the light right away. He hit me. I jumped up and put my hands forward like this, like a football player, and I flipped up, I went over the top. I hit the windshield really hard, went over the top, and fell on my head. "Conk," and everything went crazy ... A friend of mine saw me about three minutes after and I was just wondering around covered in blood. I walked up to some lady. "Get the hell out of here," she said, that's what I remember. Then he took me to the cop shop ... It was right handy there. I said "I think I'm blind, I can't see anything." Then they wiped the blood out of my eyes and I could see. And then they took me to the hospital and I had 13 stitches on my face where I hit the cement. And the guy didn't stop; he just went through the red light.

Mine was just on Cordova and Jackson ... The light just turned red [for traffic on Cordova], and I see the car coming from the side of my eye, but I always see things. I thought I was seeing things... I looked at the light and it just turned red and then I just stepped off the curb and then it hit me right on the corner of the bumper and I flew way up in the air. It just hit me, I didn't feel it hit me but I remember flying in the air. And cops were right behind the car... I guess I died for two seconds or something like that, I dunno. I lost my breath because it took the wind out of me. [Did you go to the hospital?] I was supposed to but I didn't. And my rib is still fucked up from that... August, 2006... I got a broken rib from it. Like, the cops was there, they seen it and the cops was saying they were going to charge me if I didn't go to the hospital. I said I don't care, charge me, and they didn't end up charging me. And they gave me a ticket...for not going to the hospital. I wasn't jaywalking, the light was red...For a while I couldn't sleep on the side for a long time and then my shoulder, I felt my shoulder, this side, because I landed on this side, was sore ... Maybe six months later I [still] felt it. It was so sore on my ribs ... [and] that bone that goes from your ear all the way to your shoulder. [Why didn't you want to go to the hospital?] Because I was worried about my drugs ... It was in my hand. The cop, he seen it and he didn't care, he was worried about me going to the hospital.

I got smashed in Gastown pretty good. A car hit me from behind ... [The] bumper locked itself in my leg right there, stabbed me in the leg, pulled me off my bike, threw me face first into the curb, smashed out two of my teeth and I lay there for an hour and a half in a pool of blood. Nobody cared...by the time I realized what was going on, I was back at the Stanley [Hotel] and staff there were taking care of me. But they didn't care. The guy just hit me and just kept on going ... He just smashed me from behind and ripped open a three-inch gouge in my leg right there, all the way up there. It was about that deep, smashed out that tooth, smashed out that molar, came out through my nostril, front tooth smashed right through my lip. I lay there in a pool of blood for over an hour [The Stanley didn't take you to the hospital?] No, I refused ambulance after that, right, because by the time I got there, I was already half lucid and stuff right. But yeah, I got hit on my bike a few times and just nobody cares. I couldn't believe it. Like I wasn't dirty, I wasn't on a shitty bike or nothing like that. I lay there on the sidewalk in a pool of blood.

I guess it was Carrall and Hastings, I was crossing the crosswalk, and I was in the crosswalk, and I was run over. One of my feet was run over, just my foot, but it really screwed up my foot, broke a bunch of bones in it, and I didn't get it treated or anything, I just walked around on it, just limped around. It was bad, it was like that for like six months... The guy stopped, he said sorry, and then left. [Does your foot still hurt?] Yeah. [You had the right of way?] Yeah.

I got clipped in Gastown. I was down by the roadside. I was on a [cigarette] butt run. I go on a butt run every day. I walk for, it takes an hour and half, walk 45 minutes out to the mall. It takes half an hour to get there, then around eight square blocks it takes ten minutes and I got a huge fat wanking pocket full of butts, right. I'm picking up butts, and the next thing I know there's this car coming right for my head. He obviously saw me, I don't know why he

didn't just slow down or just move over a little bit. I don't remember much after that...I woke up in the hospital, I had a whatchamacallit in my nose, a tube, and I was on the IV. But I'm better now. But I'm just starting to think about it... It was about eight years ago. [It's still affecting you?] Oh yeah. I never got in contact with the guy who hit me or anything like that. The lawyers just went into court, it was lawyers versus lawyers. It was an open and shut case, the guy obviously hit, he was obviously in the wrong, right, but even today, I'll go on a butt run after this, I'll come down here, I'll go do something, I'll just kill an hour and half and then I'll go out at 5:00 after everybody comes out. All the downtown core comes out. There's like 1.5 million people. At least half of them are puffing one or two smokes. That's like three million cigarette butts on the sidewalks, in the ashtrays, everywhere...It is a jungle out there...it's a pirate ship, beware of your fellow pirates.

I was nailed a number of years ago out in Langley crossing Fraser Highway ... This kid making a left turn nailed me in the middle of the crosswalk. He got out, says "you alright?" I says "no, call an ambulance." And they take me to the hospital, checked me out ... It wasn't that bad, could've been worse... I settled for 500 bucks, because I was on welfare at the time. He kind of knew that so he kind of low-balled me.

If this whole Hastings, according to your map there, all along Hastings is a bad spot, so why don't they just slow it down?

One time I was crossing from alley to alley up on Dunsmuir between Seymour and Richards, all the cars stopped, but on the last lane going across this guy was racing to get to the red light, okay, like it was a red light. He was just racing to get up to it. He didn't see me and he hit me. Knocked me flying and knocked my [wheel]chair flying for about six feet. I wasn't hurt or anything. It wasn't reported, no damage done.

I was dope sick one morning and I wasn't paying attention and I jaywalked, right. I was on Main and Hastings and you know like kind of like in the middle where the Balmoral is or whatever. I was running across the street and this old Chinese lady, she was going really, really fast. She had to have been going fast, eh, and she hit me and somehow my foot got stuck underneath her tire eh, and she stopped the car because she realized she hit me. She hit my leg there, but my foot got jammed underneath her tire so she stopped the car right on my foot. Now my foot's trapped underneath her tire and I'm screaming and screaming telling her to get her fucking tire off my foot. And she said "are you okay, you okay?" She didn't understand English right, and I'm trying ... and she's freaking out and crying and screaming right, so she finally moved her car off my foot and the ambulance came and I went to the hospital and um I didn't take her to court and stuff because it was my fault, right, I was jaywalking and I almost gave her a heart attack... Anyway, I still have problems with my foot now. I have a lot of problems with this foot. I'm supposed to go have an operation and stuff. Sometimes it gets really sore and I can't walk properly and stuff, but I guess I felt like it was my fault, you know what I mean, but, also if there would've been better, she probably wouldn't have been going so fast if there would've been a better light system. But I was jaywalking... It was about two years ago.

I've never been hit by a car but I've seen my old man get hit by a car, and he went down and he was out of it. He got knocked right out. I was freaked out because I could see it from my apartment. He was drunk but still, he got knocked right out...I was looking out the window right, and "Oh, my God!" ... and I couldn't get out of my apartment fast enough to get down there to him ... He was still drunk right, but we still never did anything about it because the guy ... [hit and run]. There was a few other people that was there, because it was at night time, because they were all dealing in drugs and stuff like that they didn't want to get involved.

I was at Pender crossing at Homer, and the light was yellow and the bus was coming. Buses are supposed to stop because they got passengers, when they see that yellow light. This guy ... thought he was gonna go through. He just brushed me, but if I hadn't been any faster getting off that curb I would've been right in front of that bus. And there was no need for that...And he didn't even stop to see if I was okay; he just kept going.

Pender and Carrall. I was in the bike lane and a lady she cut me off and I ended up t-boning her and I flew over the hood ... I thought I had a warrant on me. I had dope on me, so I was hurt and stuff like that. I just wanted to get the fuck out of there, but I was injured...She wanted to call, she was really upset, she knew she fucked up and stuff, right. I didn't want to deal with the cops. I found out later I didn't have a warrant, eh, so I screwed up there because of whether or not I had a warrant, but I had dope on me. I had no fault in it at all actually ... I was wearing bright clothing, it was dusk...I ended up somersaulting over the vehicle.[Were there any long term injuries] Oh, probably, I've had a couple concussions, I hurt my head then too, eh, really poor health, really bad memory now.

Main and Hastings, a car struck my one leg, I stepped out and he was turning, and he hit me and just kept going. I was crossing the street on my light...And he just came and he pulled in too far, and he hit my leg...It was a nice bruise on my knee for about two weeks. He just kept going right down Hastings and into Chinatown...I didn't report it at all. I was a little choked but I had better things to do.

It was outside the old VANDU, 50 East Hastings, right across from the bottle depot. I was president at the time and I came downstairs, jaywalking. I was gonna go across to where the bottle depot is. It wasn't that busy back then. It wasn't like it is now, but a car, a little red pick-up pulled out from a little ways down the block, and one minute it wasn't there, it just came out of nowhere, because I didn't see it because it was parked behind, and he didn't see me I guess or whatever, and he hit me and I went down and he kept on going. It was summertime and the windows at VANDU were open so a few people saw it and phoned an ambulance right away. I didn't go with the ambulance but they did report it. And the police caught him about four blocks away about an hour later, and he thought he was being pulled over for the hit and run, and he started yakking right away so that's how they caught him...He ratted on himself.

Mine was right by the old Sunrise there ... Hastings and Columbia ... a car hit me ... It was the same thing, a hit and run. Nobody didn't even take the number down or nothing. I wobbled to the bar and downed some beers, I was mad ... Three broken toes, I couldn't wear my shoes, so I was walking around on one foot hopping and I ran into a friend he had a pair of mukluks so he ended up giving them to me. I walked around in mukluks for a while.[It wasn't reported?] No.

I saw one a couple days ago right out in front of the Marr [Hotel at Powell and Dunlevy]. It was this older guy in a walker, and he was right on the corner waiting for the light. The light changed green, and he started going across and a car came, just came out of nowhere and hit him, like bumped him, and didn't even wanna stop or nothing. I yelled at him or whatever, and then the old guy said no, no, he's not hurt. But he was. He had to sit down. And this guy didn't even want to get out of his car. He closed his windows and stuff and when I went to help the guy sit down, he took off.

I thought I was seeing things like, you know what I mean? All of a sudden this guy is laying in front of a bus, and I'm thinking "what the heck, there's something wrong with this picture." The guy gets up and he staggered two steps back and he just "smack!" hit the pavement, backwards like. You could

just see his head bounce ... It just clipped him ... right across from VANDU

I was bumped by a police car. I was drunk and it was on Main Street, like the alley part. They were coming. I think they were chasing somebody or something. He stopped, but they still hit me. They smashed my beer. Not all of it – the beer in my hand I saved it. Like if I would've put my hand out, right, I would not have had a goose bump ... I saved the beer I had. I was inebriated. [So you got a bonk in the head?] Yeah, on this side. [Did you go to the hospital?] Yes I did too, and I left the hospital because they wanted to keep me overnight. [Did you report it?] A special unit came.

I got hit at Princess and Hastings, and I actually went flying onto my stomach, and I hadn't had my period in five years ... from doing heroin, but I went flying about six or seven feet onto my stomach hard enough that I started spotting the next day, and I went into the hospital and I reported it but I had internal bleeding...It was a hit and run so I didn't get the license plate or anything...It took me fifteen minutes before I got up, nobody stopped to see if I was okay.

An old friend of mine, okay, he's got mental issue. He was coming out of the Empress Hotel one day. He has many beers in him, and he got hit by the bus, hard enough that he lost both his shoes, you know. An ambulance came and all ... "I'm not going anywhere, to the hospital" and I was wondering because he has mental issues is there anybody that could have taken over this incident? Because he went home and I used to go there once in a while to sleep over at his place, and you should've seen the guy the next morning behind his neck all the way down to his knee there was just a big black, all his back was black, and he couldn't walk for a couple weeks. And after that no doctors would help him [Because no one was there to advocate for him?] Yeah.

Last month on the way to welfare, to the bank on welfare day at the corner of Columbia and Hastings, a bus was trying to beat the yellow light, clipped me on my bike. I hit the Pennsylvania on my bike...I threw my bike at the bus, the bus driver come out and phoned the cops.

This happened when the AC/DC concert was down here, and this happened right at Dunlevy and Cordova. I'm sure you girls are gonna remember this one. This girlfriend, she was a trick. She got thrown out of a vehicle and got run over by the vehicle behind. Obviously she ended up at some kind of emergency, but it was never reported, it was never in the news or anything. For three days we were all trying to find out what happened to her. A lot of times when people like us down here get in that particular situation ... we don't get reported, right. Nothing happens, right, so how do you fix that?

I have a disability and I have a fused ankle and I limp and sometimes I try to get across and the easiest way for me to do it, I think, is to jaywalk because I'm going to be faster than the vehicles and I know I'm going to have more time than at a crosswalk, because I've been caught in a crosswalk and they actually turn a corner and I'm still in the crosswalk because I haven't had enough time to get across because I can't walk that fast.

It's easier for you to jaywalk than to go to the corner and wait for the light to change because by the time you get across the street the light's changing anyways and it's just as dangerous.

What a lot of people don't want to admit is that you're daring the cars when you're jaywalking. Don't forget about that. Whereas when you cross at the light you're not daring the car because the red light tells them to stop, but when you're jaywalking, the car is going straight. He has the right of way and if

you're jaywalking, you're in the wrong. He may hit you, but you're still wrong, you are jaywalking.

I think there should be, like where all these [pedestrian injury] hotspots are I think they should have a pedestrian posse at these hotspots. And the people in these cars I don't see why they're in such a hurry. I mean we're walking, they got wheels ... Definitely where the hotspots are put crosswalks in.

Everybody knows welfare day's coming up, and I know for myself after my first hoot, I'm going to be running across the street to get another one.

I'm a crackhead, I've been a crackhead for 33 years. After my first hoot ... when I see my dealer across the street, I don't care if there's traffic coming or not.

I did go to the hospital because I needed stitches in my chin and stitches in my eye, and the doctor said if it was any closer to my eye here, I would've gone blind. So I was very lucky I went to the hospital because if I left it I wouldn't have been able to heal in that eye. What happened was I was on my bike, and I was on the bike lane and a yellow cab pulled up, cut me off, and I went over the handle bars, and I did go to the hospital, and I'm glad. I might've had to wait an hour or two. [Where did you get hit?] Main and Hastings, right in front of the Balmoral.

I got hit at Carrall and Hastings there. It was my light but it was like 3 o'clock in the morning and the guy, I don't know whether he accidentally stepped on the gas, but the guy slammed right into me, and I swear the guy did it on purpose. Because how we get treated down in the hospital at St Paul's, I gotta be unconscious before I go down there because the last time I went there the guy, I hit the back of my head so hard I gave myself black eyes and the guy told me he didn't think I was hurt. He thought I was there for a free high so I didn't bother going to the hospital when I got hit. I could walk, I could crawl home, which was half a block up the street ... If I want to get treated like I'm a useless piece of crap I'll stay home.

I seen someone get hit out here, and he doesn't know his name now. He got hit and he just left our building and he got hit by the car. He was just going to get up and walk away and he didn't know his name and if I didn't see it, he would've just been walking around not knowing where he was. We brought him in here and got the police to help him and that.

I was, but not in the Downtown Eastside. Davie and Thurlow, right near Shoppers Drug Mart ... This was like probably in the early morning on October 19th, 1996. I was at Davie and Thurlow, kitty corner from Shoppers Drug Mart. I was up on the sidewalk. There was a taxi driver going in one direction, and the girl that hit me, she was drunk at the time, she was 19, she was going in the opposite direction ... Somehow, they collided, she just went sideways, jumped up onto the sidewalk, hit my right side I fell backwards. I didn't feel any pain but I felt the tire going over my leg. [Is that how you lost your leg?] Yes...She got off too lightly, she was sentenced to over eight months in jail ... and now she's too afraid to be in Vancouver.

I didn't go to the hospital because I just came out of the hospital. I'd been in the hospital for just about two months. But when we flipped over, I've got marks all over my body ... That's not right for transit bus drivers. We were at a walk light, we were in the lines, what the hell was he in such a hurry for? I got scrapes all over my arms and body. He didn't even open the door and say "are you okay miss?" ... Right on Carrall, Carrall and Hastings...I wasn't stoned or drunk either. I was straight.

I live down here. I'm a resident down here so, and I know what you mean about the bus ... That's my biggest thing is the bus. I think they have to have some kind of sensitivity training or something. Not all of them, but a lot of them, because a lot of them have this attitude towards us down here. Like if you have no money and you want to go a few blocks, it's like "no," and they give you a hard time, and then they'll scream past at the intersection and just narrowly miss people. I've seen people literally this close to getting hit by a bus.

I was getting ready to cross [by the Marr Hotel] and a van went up on the sidewalk. It was a courier and I asked him for bus fare and he gave me a twenty. He hit the [wheel]chair a little bit.

I just got out of the hospital ... We were in a walk zone. We were right over here, it said "walk." My husband was pushing me ... The bus driver was leaving his corner, and he wouldn't stop ... Carrall and Hastings.

Around Princess and Hastings I was crossing the street. A car turned and kind of hit me a little bit. I wasn't badly hurt or anything ... I had a bit of a bruise ... It was turning in the way I was walking.

It happened before Christmas here, around Gore and Hastings, by the church there right on the corner. I was just crossing the street. I was with my wife and all of a sudden I crossed and the car just came, and I just managed to push myself out of the way and the car just kept on going, and I yelled "get the number, get the number" but nobody got the number ... I was hit but I managed to push myself out of the situation ... I was more shocked than anything that the car didn't stop or anything. My wife was swearing up and down.

I saw somebody a few years ago and he was an elder and he was in a wheelchair, and he was crossing at Carrall, Pigeon Park, and he was crossing the right way, he was crossing properly...I went to see if he was alright and me and another guy helped him back up, and he kept mumbling "I'm fine, I'm fine" ... He was an older guy, and high, so he didn't do anything about it. I seen him a few weeks later at a thrift store. He was hurting then; the pain came after, like after a few days.

For me, when I'm high, I don't like to jaywalk because I don't want to get caught by the cops.

There is a difference between somebody drunk and somebody high, even myself I get paranoid [when I'm high] but yet if I was drunk I'd jaywalk.

Right across the street from the Carnegie, by Owl Drugs, just saw someone get hit by a car. He was jaywalking I guess, and I walked by and they were giving him CPR, but there was no life in him.

Appendix 17: DTES Pedestrian Safety Project Budget

Revised Budget		
DTES Pedestrian Safety Project		
Actual		Original
Project Coordinators (2 part-time)	\$43,332	\$11,000
Volunteer Stipends	\$16,838	\$12,000
Training	Coordinators	\$3,000
Supplies	\$4,830	
Safety Clothing		\$2,000
Data Gathering		\$1,000
Education		\$1,000
Total Project Duration	34 Weeks	8 Weeks
Total Project Budget	\$65,000	\$30,000