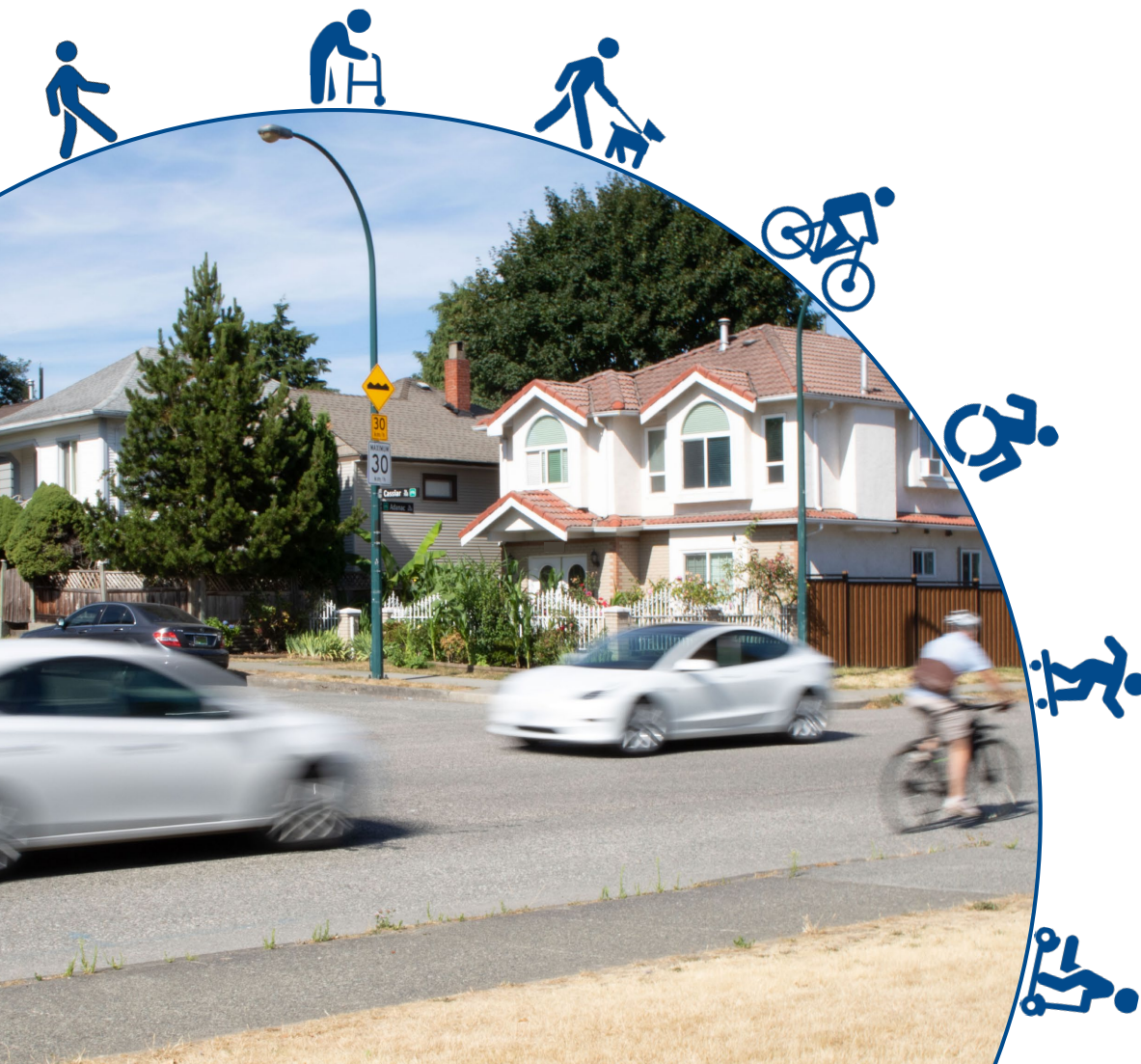


HASTINGS-SUNRISE (ADANAC OVERPASS) TRAFFIC CALMING

PHASE 1 PUBLIC ENGAGEMENT SUMMARY
AUGUST 2023



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Executive Summary

Hastings-Sunrise (Adanac Overpass) project area is bounded by East Hastings Street, Boundary Road, East 1st Avenue, and Renfrew Street. As a primarily residential area, the network of local streets is used to access two primary schools, the Hastings Community Centre, and a number of parks and other destinations. The neighbourhood is divided by the Trans-Canada Highway. Adanac Street provides one option for those desiring to travel east and west within the neighbourhood. Adanac Street also serves as an important regional bike connection in the City's bike network, is part of the #27 bus route, and used by people walking, biking and driving. For a detailed overview of existing conditions, please review our [phase one engagement information package](#).

Project History

There has been a long standing desire for traffic calming in the community with traffic speed and volume being an issue. In 2017, City staff hosted a listen and learn session with local residents on traffic calming in the neighbourhood. The next year, the City temporarily restricted motor vehicle access on the overpass during the Fortis BC closure of East 1st Avenue, which was reopened in 2019 once traffic monitoring concluded. Then the engagement process with the neighbourhood, planned for 2020, was delayed due to the COVID-19 pandemic. Now, after reviewing data collected in 2022, City staff have relaunched public engagement in spring 2023.



Adanac Overpass in 2018.

Neighbourhood Traffic Management Program

The [Neighbourhood Traffic Management Program \(NTMP\)](#) guides the implementation of traffic calming measures in neighbourhoods. Traffic calming uses a variety of interim tools to create safer streets by helping reduce vehicle speeds and volumes. Tools include speed humps, traffic diverters, full or partial closures, curb bulges, roadway narrowing and more. These measures can have added benefits of placemaking, greenspace, and public art in the long term. Learn more about these tools in our [information package](#).

Overview of Engagement Outcomes

The City hosted several community touchpoints for the Hastings-Sunrise (Adanac Overpass) Traffic Calming project. These included workshops, stakeholder meetings, a pop-up event and a survey. Feedback was gathered by neighbourhood zones (see Figure 1). A comprehensive overview of community feedback follows this summary.

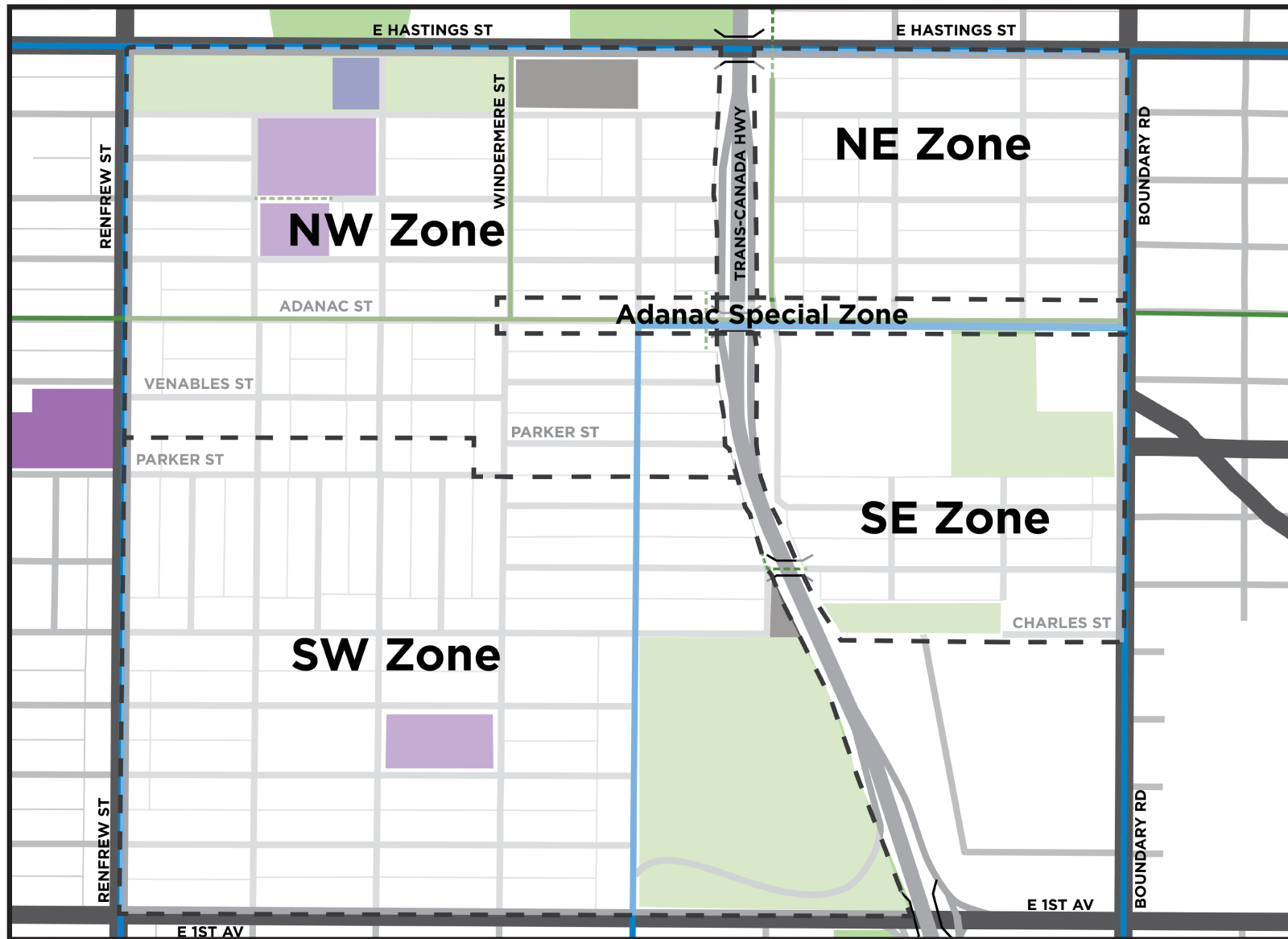







Figure 1. Hastings-Sunrise (Adanac Overpass) project area zones.

Several themes emerged across the five zones. For instance, engagement participants from nearly every zone indicated higher than desirable vehicle speeds. However, zones with schools or other community amenities also identified the need to improve pedestrian crossing safety. Page 5 summarizes the key themes heard in each zone through the engagement process.




North West Zone

-  High vehicle speeds on Venables, E Georgia and Windermere St.
-  Safety near community amenities




North East Zone

-  High vehicle volumes on Skeena and E Pender St.
-  High vehicle speeds on Skeena, E Pender, Cassiar, and Turner St.
-  Need for improved crossings for people walking and cycling on Skeena St.




Adanac Special Zone



-  Access on Adanac Overpass
-  Reduce vehicle volumes and speeds
-  Desire for safer cycling experience on Adanac St.

South West Zone

-  Pedestrian connections to Rupert Park
-  Speeding and volume concerns along Charles St.
-  Pedestrian safety and speeding concerns along Rupert St.

South East Zone

-  High vehicle speeds, volume and visibility concerns on Cassiar St.
-  Pedestrian connection to William St. overpass
-  Limited vehicle volume and speeding elsewhere in Zone 4

-  Safety for people crossing Adanac St.
-  Safety concerns at three intersections along Adanac St.

These themes do not represent all feedback received and additional details are discussed for each theme in this report. While public engagement for the project was open to all, the responses summarized in this report represent those who self-identified and participated in our online survey, workshop or in person engagement events.

Staff are incorporating feedback into proposed traffic calming measures which will be brought back to the community for feedback in late summer/fall 2023.

Engagement Program

To encourage broad community participation, several feedback and outreach methods were used, including online workshops, stakeholder meetings, a pop-up event and survey. In addition, a neighbourhood-wide notification letter was sent with translations in Vietnamese and Traditional and Simplified Chinese. In language feedback support was provided through the City's 311 phone service. Here is a snapshot of engagement efforts:



Feedback for the Hastings-Sunrise (Adanac Overpass) Traffic Calming engagement was collected through five community touchpoints:

1. An online survey was launched via Shape Your City and was active between March 17 and April 28, 2023. Community members were informed via a notification letter and language interpretation services were available through 311 to aid in survey completion.
2. Three virtual workshops were hosted in total on April 4, 5 and 13, 2023.
3. A pop up event was held at Hastings Community Centre on March 28, 2023.
4. Meetings were held with neighbourhood stakeholders, such as school Parent Advisory Councils (PACs).
5. Residents and businesses in the program area also sent their comments by email to adanac-overpass@vancouver.ca.

This section summarizes community feedback by neighbourhood zone. Each section begins with a recap of vehicle speed and volume data per zone, as found in the [phase one engagement information package](#). Then, community feedback per zone is synthesized as quantitative metrics and qualitative themes. The section concludes with other considerations that were heard through the engagement process.

What We Heard

We received 305 survey responses. Each respondent could answer questions about one or more zones, as well as general questions about traffic calming. Participants were presented with maps showing traffic speed and volume data and were asked to what extent they agreed with the findings. Overall, the **level of agreement with the data was high**.

Zone 1 - North West

The north west corner of the project area contains community destinations, including the community centre and Dr. A.R. Lord Elementary School. Community members of all ages and abilities use different transportation modes to access these locations. Figure 2 shows the neighbourhood assessment for this zone, based on vehicle volume and speed data collected before engagement.

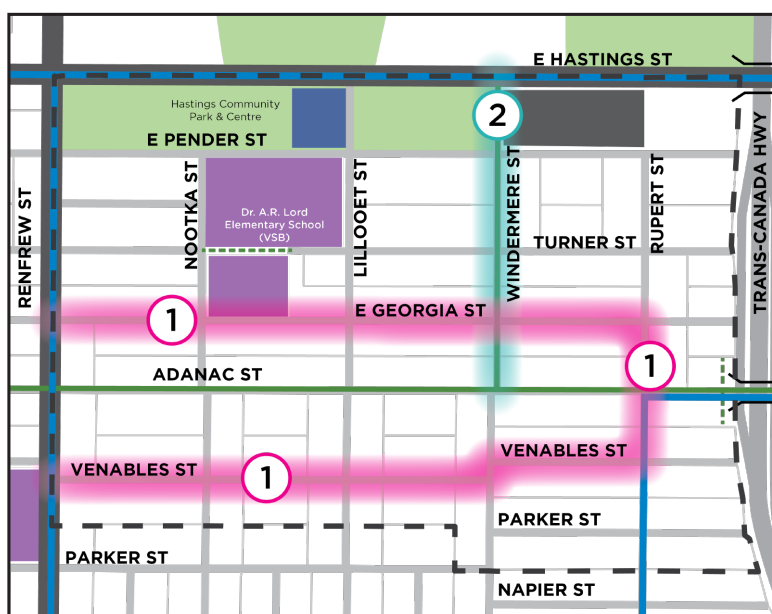


Figure 2. Zone 1 summary of pre-engagement data.

1. **Moderate to high volumes** on E Georgia and Venables St., particularly westbound in the morning peak period. Moderate to high volumes on Rupert St. between Georgia and Venables St.
 - **Very high speeds** on the western portion of E Georgia St., and moderate speeds elsewhere on E Georgia and on Venables St.
2. **Moderate to high volumes** on Windermere St. in both directions. As a bike route, traffic on this street is of particular concern.

The vehicle speed and volume data aligned with engagement participants' lived experiences. Approximately 70% of respondents agreed or strongly agreed with the vehicle volume conditions described, and 68% agreed or strongly agreed with the vehicle speed conditions described.

Two themes emerged in terms of vehicle speed and volume considerations, and other safety improvements.

Theme 1: High vehicle speeds on Venables, E Georgia, and Windermere St.

Engagement participants indicated high vehicle speeds in this zone. Many attributed high speeds to people shortcutting through the neighbourhood using streets such as Venables, E Georgia, and Windermere St. Wide streets, and the desire to quickly access community amenities, may be contributing to vehicle speeding. There was a desire to see more traffic calming measures specifically targeting speeding, such as speed humps.

"I live in the neighborhood and walk here regularly to access businesses on Hastings. I've had close calls with high speed vehicles on Georgia and Venables and agree with the description of the issues here."

Theme 2: Safety near community amenities

Participants mentioned that safety near community amenities was a concern, especially during rush hour. There was a desire to improve E Pender St. based on the number of community amenities located on this street. Several people mentioned they would like to feel more comfortable using active transportation to get to and from Dr. A.R. Lord Elementary School and Hastings Community Centre.



"Drivers often speed down hill next to school playground."

Zone 2 - North East

The North East zone of the neighbourhood is mostly residential, with some commercial activity on Hastings St. It includes the Cassiar St. bike route. Figure 3 shows the neighbourhood assessment for this zone, based on vehicle volume and speed data collected before engagement.

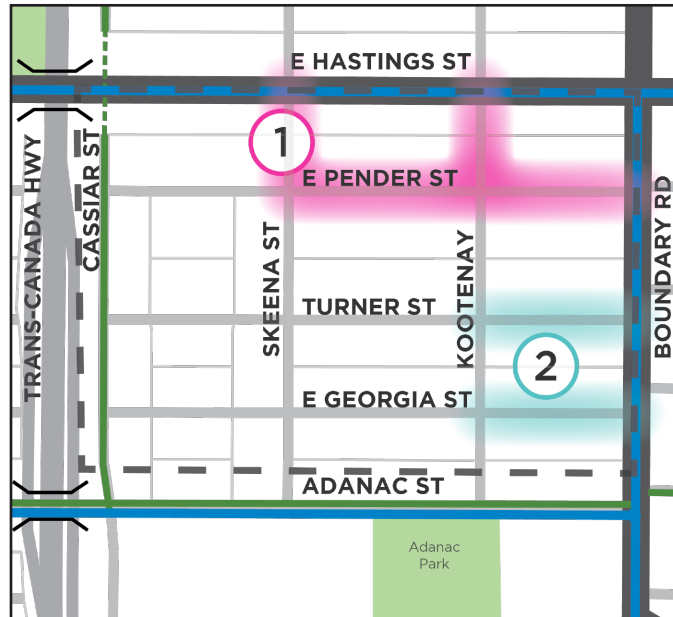


Figure 3. Zone 2 summary of pre-engagement data.

1. **Very high volumes** on Skeena St. and moderate to high volumes on Kootenay St. and Pender St.
 - This traffic may stem from eastbound traffic on Hastings St. making a right turn on Kootenay St. or Skeena St., and exiting the neighbourhood with a right turn onto Boundary Rd. from Pender St.
 - **High speeds** on Skeena St.
2. **Moderate volumes** on Georgia St. and Turner St.
 - This is likely due to northbound traffic on Boundary Rd. making left turns onto these streets to access the Adanac Overpass (left turns are banned at Adanac St. and Boundary Rd.).
 - **High speeds** on Georgia St. and moderate speeds on Turner St. High speeds likely stem from the wide nature of these streets.

This vehicle speed and volume data aligned with engagement participants' lived experiences. Approximately 70% of respondents agreed or strongly agreed with the vehicle volume conditions described, and 60% agreed or strongly agreed with the vehicle speed conditions described.

Three themes emerged in terms of vehicle speed and volume considerations, and other safety improvements.

Theme 1: High vehicle volumes on Skeena and E Pender St.

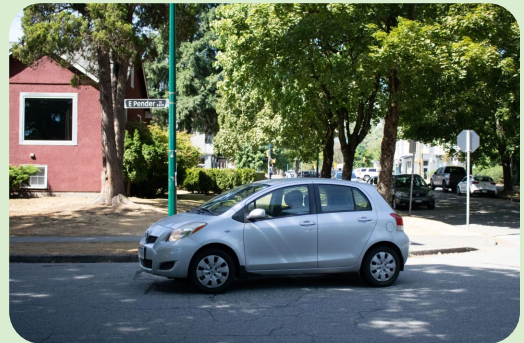


Participants mentioned that there were high vehicle volumes on Skeena St. between Hastings and E Pender St. during morning and afternoon rush hour. Vehicles shortcutting from Hastings St. and Boundary Rd. was causing more congestion on local streets making commute times longer for people living in the neighbourhood.

“The high traffic on Skeena often extends south to Adanac.”

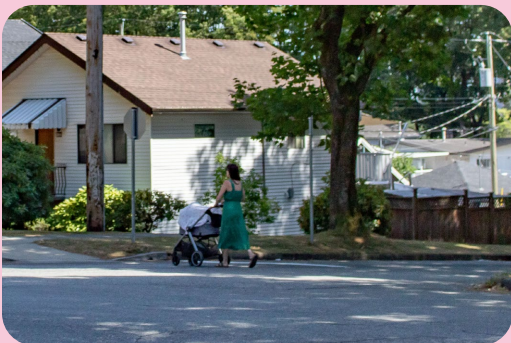
Theme 2: High vehicle speeds on Skeena, E Pender, Cassiar, and Turner St.

These four streets were identified as having high vehicle speeds in this zone. People driving from arterial streets were noted as driving quickly. At the same time, participants mentioned that existing speed humps in the area were not effective at slowing vehicle speeds. There was a desire to see more traffic calming measures and improved speed humps in the area.



“Cars will drive 50-60km in the 30 zone, often getting very close to bicycles sharing the road.”

Theme 3: Need for improved crossings for people walking and cycling on Skeena St.



There was a desire to see pedestrian crossings upgraded at Skeena and E Georgia St. and Skeena at E Pender St. Many people felt that intersections along Skeena St., from Hastings to Adanac St., were dangerous, especially for people trying to access nearby community amenities and schools.

“Cars frequently do not stop for pedestrians at the crosswalks at Skeena/Pender and Skeena/Adanac... Cars often roll through stop signs at Skeena/Pender and Skeena/Georgia.”

Zone 3 - South West

The South West zone of the neighbourhood includes wək'wəhəs tə syaqwəm Elementary School, as well as Rupert Park. The #27 bus runs through this zone on Rupert St. Figure 4 shows the neighbourhood assessment for this zone, based on vehicle volume and speed data collected before engagement.

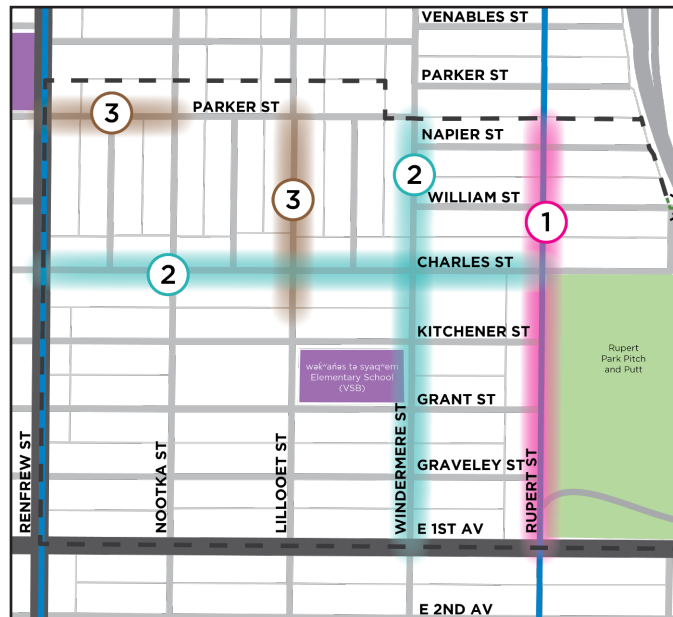


Figure 4. Zone 3 summary of pre-engagement data.

1. **High volumes on Rupert St.**, particularly southbound in the morning peak period
 - This traffic seems to stem from westbound traffic using the Adanac Overpass exiting the neighbourhood.
 - **Very high speeds** on the northern part of Rupert St., and high speeds on other parts of Rupert St. High speeds are likely due to the wide nature of this street.

2. **Moderate volumes** on Charles St. and Windermere St.
 - Traffic is higher westbound and southbound in the morning peak period, and northbound and eastbound in the evening peak period. This suggests some drivers on the Adanac Overpass are using these streets to exit the neighbourhood in the morning, and access the overpass in the evening.
 - **Very high speeds** on Charles St. and high speeds on Windermere St. High speeds are likely due to the wide nature of these streets.

3. **High speeds** on Parker St. and moderate speeds on Lillooet St.

This vehicle speed and volume data aligned with engagement participants' lived experiences. Approximately 72% of respondents agreed or strongly agreed with the vehicle volume conditions described, and 67% agreed or strongly agreed with the vehicle speed conditions described.

Three themes emerged in terms of vehicle speed and volume considerations, and other safety improvements.

Theme 1: Speeding and pedestrian safety concerns along Rupert St.



Engagement participants mentioned that speeding occurs along Rupert St., especially beside Rupert Park. There was a desire to see speed reduction measures in the form of a 30km/hr zone or physical infrastructure to help slow traffic along this street.

"I would like to see Rupert a 30km/hr zone from Adanac. Having 4 blocks of higher speed between two 30 zones is uncomfortable to drive through."

Theme 2: Speeding and volume concerns along Charles St.

Charles St. was identified as having vehicle speeding concerns. Speeding concerns make it less desirable for people walking in the neighbourhood to access neighbourhood amenities such as Rupert Park and wəkʷaḥəs tə syaqʷəm Elementary School. Charles & Windermere St. and Charles & Lillooet St. intersections were identified for pedestrian safety improvements, especially for students walking or biking to wəkʷaḥəs tə syaqʷəm elementary. Engagement participants also mentioned that some people driving along Charles St. were using it as a shortcut to avoid Adanac St.

"Just to re-emphasize that the speed + volume of traffic along Charles (Windermere/Lillooet Sts) have been VERY concerning for the population of young elementary school children crossing Charles to attend school at wəkʷaḥəs tə syaqʷəm elementary."

Theme 3: Improved connections for people walking to Rupert Park.

We also heard that pedestrian crossing improvements were needed at intersections along Rupert St. between Charles St. and 1st Ave. to make it safer for people to access Rupert Park. People mentioned that the Rupert St. and Charles St. intersection needs pedestrian crossing improvements.



"I would like to feel more comfortable when crossing Rupert and Charles. Cars are driving very fast on both streets."

Zone 4 - South East

The south east zone of the neighbourhood is mostly residential, including several townhome complexes. It contains two parks, and is connected to the south west zone by the William St. pedestrian overpass. Figure 5 shows the neighbourhood assessment for this zone, based on vehicle volume and speed data collected before engagement.

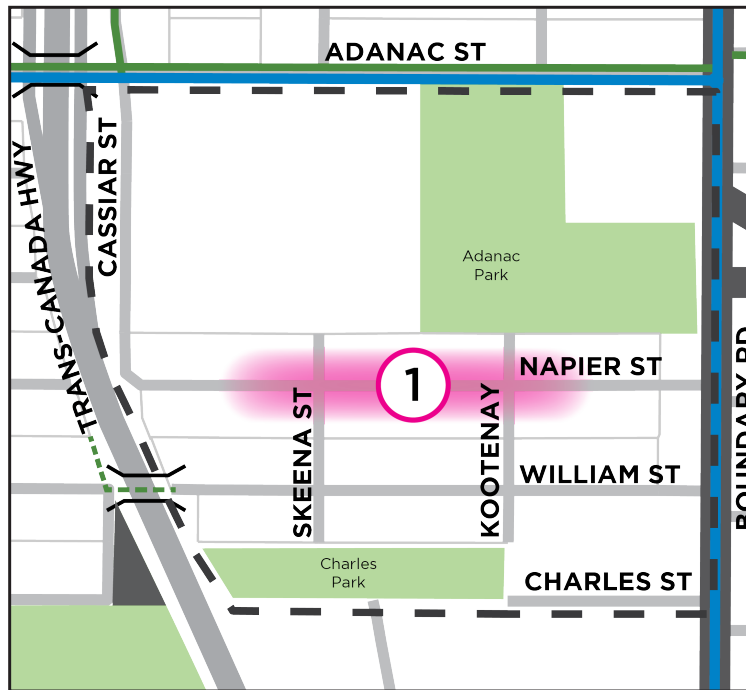


Figure 5. Zone 4 summary of pre-engagement.

1. Moderate speeds on Napier St.

- No streets with volumes higher than typical local street.

This vehicle speed and volume data mostly aligned with engagement participants' lived experiences. Approximately 65% of respondents agreed or strongly agreed with the vehicle volume conditions described, and 62% agreed or strongly agreed with the vehicle speed conditions described.

Three themes emerged in terms of vehicle speed and volume considerations, and other safety improvements.

Theme 1: High vehicle volume, speeds, and visibility concerns on Cassiar St.



People mentioned that Cassiar St. funnels traffic towards Adanac St. which contributes to high vehicle volumes and speeds. The intersection of Cassiar St. and Napier St. was also identified as troublesome due to limited visibility.

“Where Napier St meets Cassiar St at the curve section, people speed around this bend without anticipating on-coming traffic.”

Theme 2: Pedestrian connection to William St. overpass

The William St. overpass was mentioned as a potential crossing for people walking and cycling. However, there were concerns related to a lack of comfortable infrastructure to access the overpass and its narrow width making it difficult for people walking and biking to use the overpass at the same time.



“As with the Southwest zone, the pedestrian overpass at William Street is not wide enough to share with cyclists who insist on riding across it.”

Theme 3: Limited vehicle volume and speeding elsewhere in Zone 4



Engagement participants mentioned that, overall, there were not many traffic concerns in this zone. However, there was still a desire to see some traffic calming measures implemented to maintain safe and comfortable access throughout the zone.

“This is primarily a residential access only area and ... further traffic calming features would be welcome.”

Zone 5 - Adanac Special Zone

Adanac St. between Windermere St. and Boundary Rd. was designated its own zone. Adanac St. is the only street between E Hastings St and E 1st Ave that is connected across Highway 1 for vehicle access. It is also a major regional bike route, connecting downtown Vancouver to Burnaby. Additionally, the #27 bus runs on Adanac St. between Boundary Rd. and Rupert St. Lastly, it is one of only two pedestrian connections between the two sides of the neighbourhood. Figure 12 shows the neighbourhood assessment for this zone, based on vehicle volume and speed data collected before engagement.

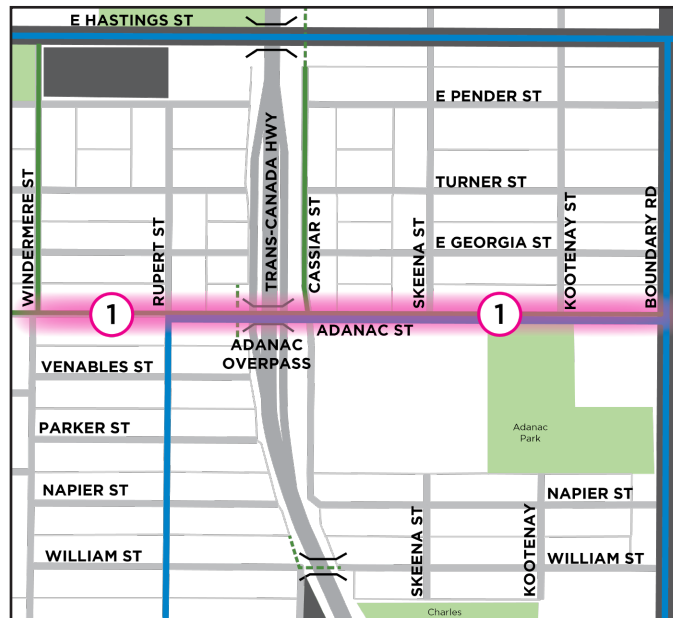


Figure 6. Zone 5 summary of pre-engagement data.

1. **Very high volumes** on Adanac St. between Rupert and Kootenay St., and high volumes between Kootenay St. and Boundary Rd. Additionally, the volumes on Adanac St. between Windermere and Rupert St. are higher than desired for an AAA bikeway
 - Traffic is predominantly westbound in the morning, and eastbound in the evening. However, there are moderate volumes in the other direction at both times, making crossing the street more challenging for pedestrians.
 - **High speeds** on Adanac St., likely due to the wide nature of the street.

This vehicle speed and volume data aligned with engagement participants' lived experiences. Approximately 72% of respondents agreed or strongly agreed with the vehicle volume conditions described, and 71% agreed or strongly agreed with the vehicle speed conditions described.

During the workshops, stakeholder meetings, pop up event and through the open ended survey responses, five themes emerged in terms of vehicle speed and volume considerations, and other safety improvements.

Theme 1: Access on Adanac St. Overpass



The significant majority of engagement participants would like the Adanac Overpass to remain open to all modes of transportation. As the only east-west vehicle through route in the neighbourhood, the Adanac Overpass is a connection for residents to access community amenities.

“The 2018 closure of the overpass protected the neighbourhood west of the overpass but was devastating for NE Zone - don’t repeat.”

Theme 2: Reduce vehicle volumes and speeds

Engagement participants expressed desires to reduce vehicle volumes and speeds on Adanac St. which are creating unsafe and uncomfortable conditions for all road users. Many participants expressed support for using speed reduction measures, like speed humps, along Adanac St.



“The volumes are very high in both directions at all times ... And the speeds are at dangerous levels in both directions regardless of the time of day.”

Theme 3: Desire for safer cycling on Adanac St.



Engagement participants desired infrastructure upgrades to Adanac St. to make it more comfortable for people cycling. Current conditions can make it uncomfortable for many people cycling. Suggestions for safer cycling included a separated cycling facility, reallocation of road space and speed humps.

“Make the corridor more AAA cycling friendly: build protected facilities for people cycling or move the bikeway onto another lower volume roadway.”

Theme 4: Safety for people crossing Adanac St.

Engagement participants raised concerns regarding conflicts between people walking and people driving along Adanac St. Many participants felt unsafe crossing Adanac St. due to low stop sign compliance from people driving. In particular, participants mentioned potential safety conflicts for people using the crosswalk on the western side of the Adanac Overpass.



“Crosswalk on overpass very hard to see pedestrians.”

Theme 5: Safety concerns at three intersections along Adanac St.



Participants expressed that Adanac St. at Cassiar St., Rupert St., and Windermere St. needed safety improvements. In particular, there was strong desire to improve safety for people walking and cycling at Adanac St. & Cassiar St. Secondly, Adanac St. at Rupert St. was a challenging area due to its location at the bottom of the hill on Adanac St. Residents felt many people driving westbound speed through this intersection and do not stop for people walking, biking or rolling. Adanac St. and Windermere St. was mentioned as the third most concerning intersection. This is due to people often ignoring the diverter and driving through it.

“Like to see a pedestrian light at Cassiar/Adanac for walkers/cyclists coming onto Adanac from this side street. I’ve seen cyclists almost get hit there as cars coming off Cassiar don’t stop at their stop sign and rush out onto Adanac going east & west.”

Additional Information

Engagement participants' were asked to indicate any areas within the neighbourhood where they felt uncomfortable walking, cycling, and rolling. These responses were combined with the concerns heard during the workshops, pop-up event, through emails, and at stakeholder meetings. Figure 7 shows a map of the neighbourhood with areas of concern highlighted based on the number of mentions.

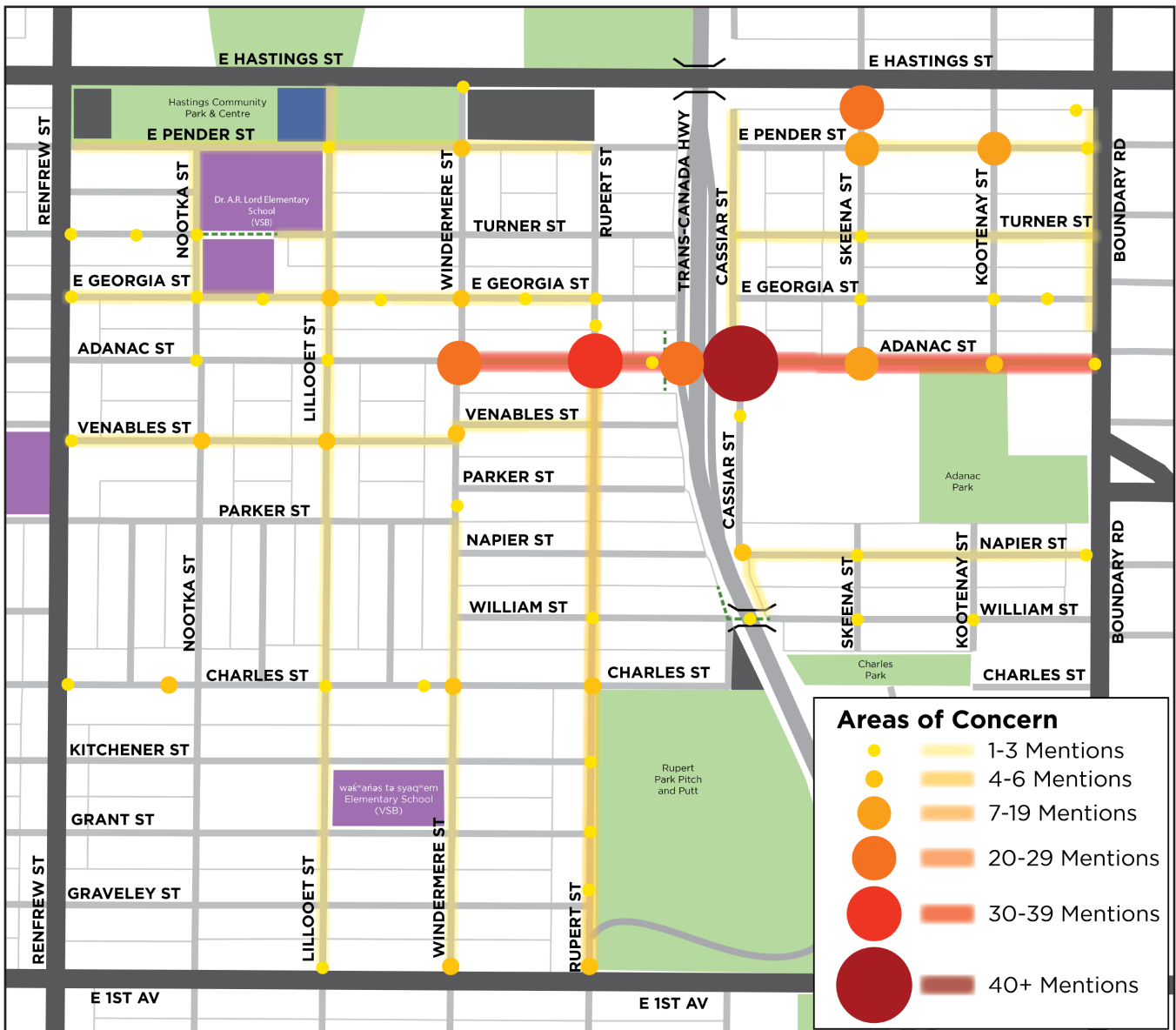


Figure 7. Areas of concern indicated by survey respondents and other engagement participants.

Approximately 119 comments mentioned concerns for people walking, while 70 mentioned safety for people cycling. In addition, 123 comments mentioned undesirable vehicle speeds and 69 mentioned undesirable vehicle volumes. Additional themes included compliance with road signs and regulations, visibility concerns and poor infrastructure. Staff will be incorporating this feedback into the proposed traffic calming measures which will be brought back for community input in late summer/fall 2023.

About the Participants

A range of community members participated in the Hastings-Sunrise (Adanac Overpass) traffic calming engagement and, in particular, the survey. Most had close connections to the neighbourhood either as residents, visitors or those who socialized, played or travelled through the area. Gender representation was relatively close to neighbourhood levels in the survey (see Figure 8).

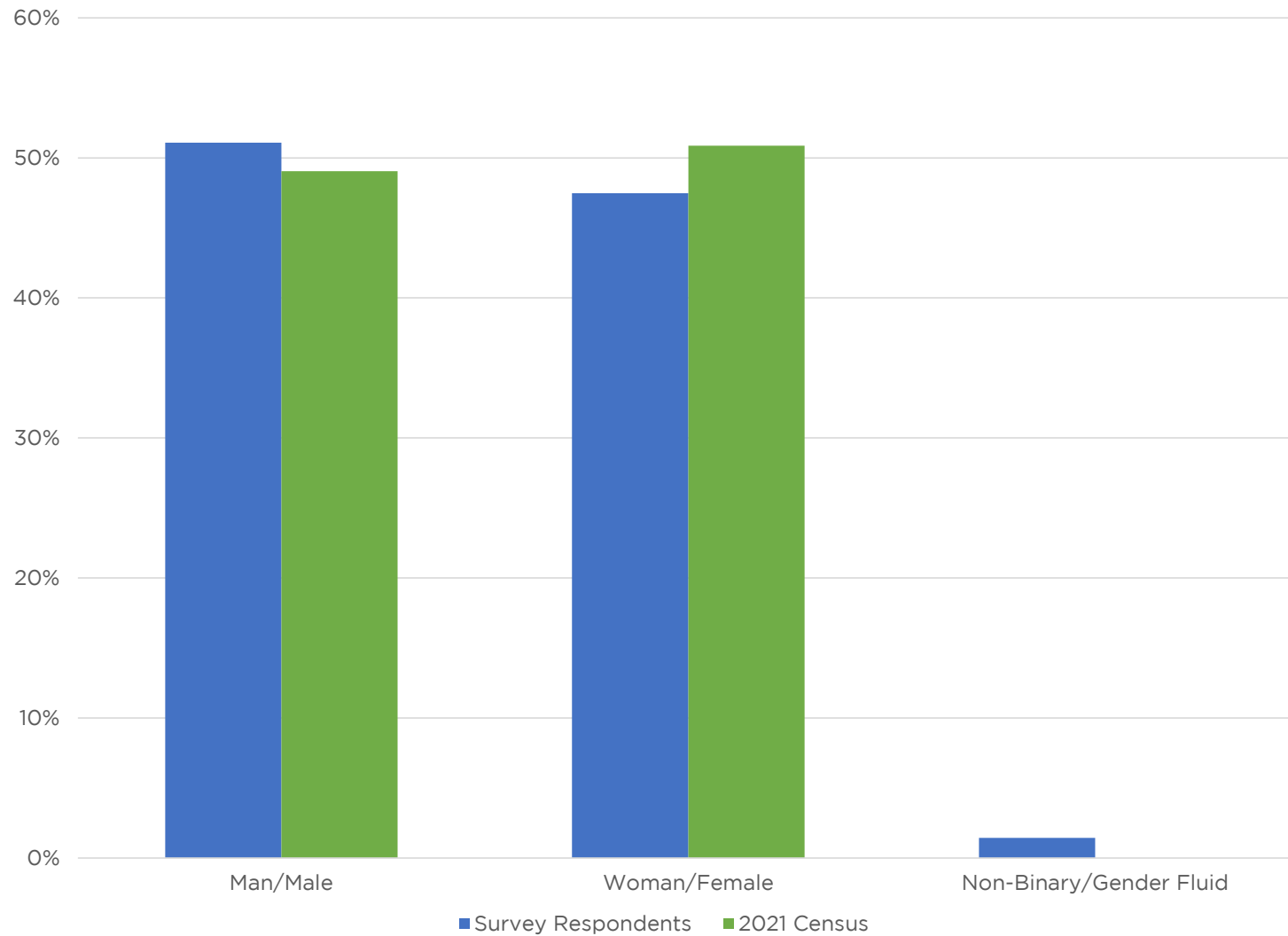


Figure 8. Gender identity of survey respondents compared to 2021 Census Data.

However, some demographics were overrepresented. For instance, 30-59 year olds participated in the survey in greater numbers relative to the neighbourhood population (see Figure 9). Similarly, people of European backgrounds were overrepresented relative to neighbourhood levels (see Figure 10).

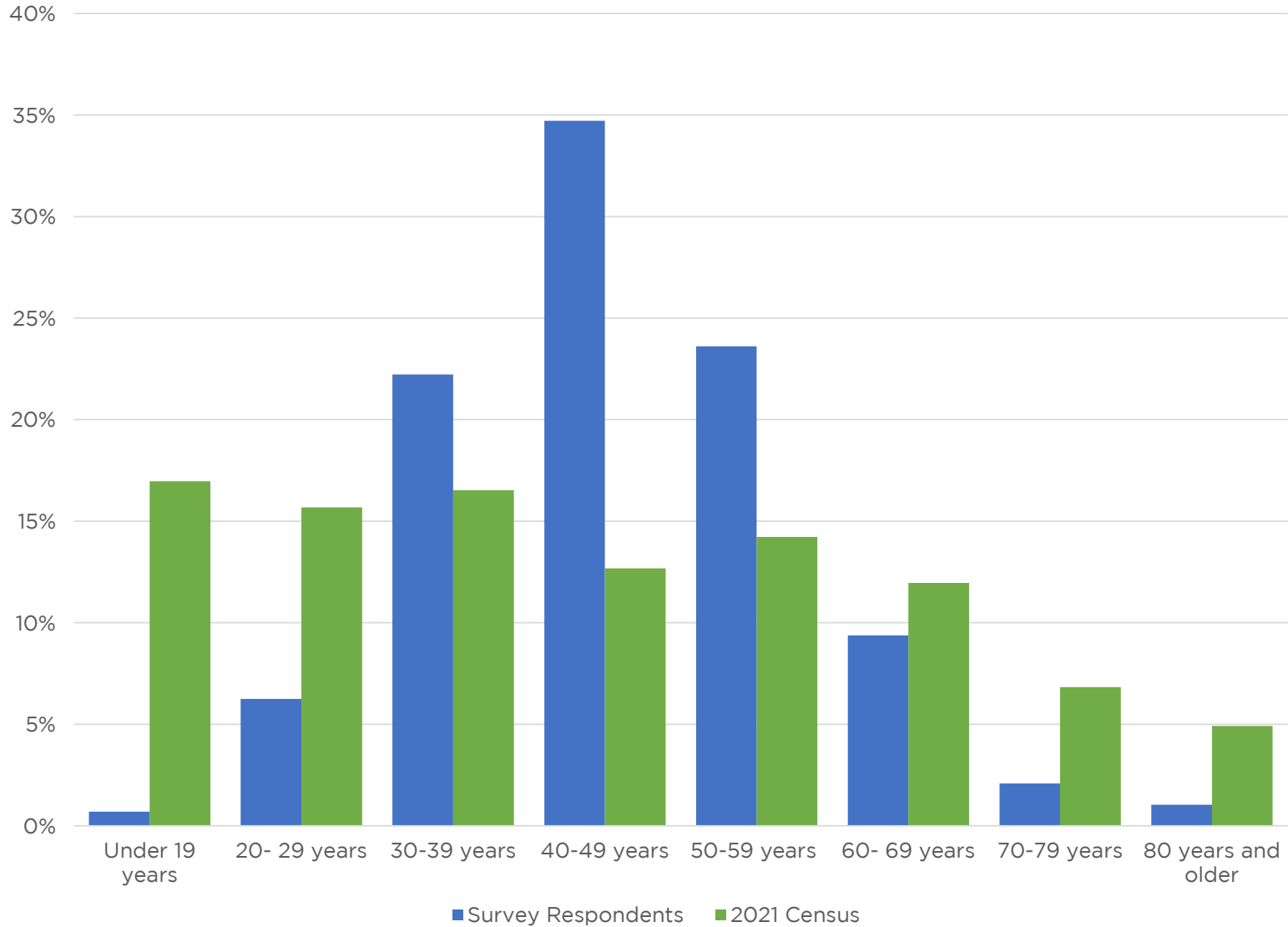


Figure 9. Age of survey respondents compared to 2021 Census Data.

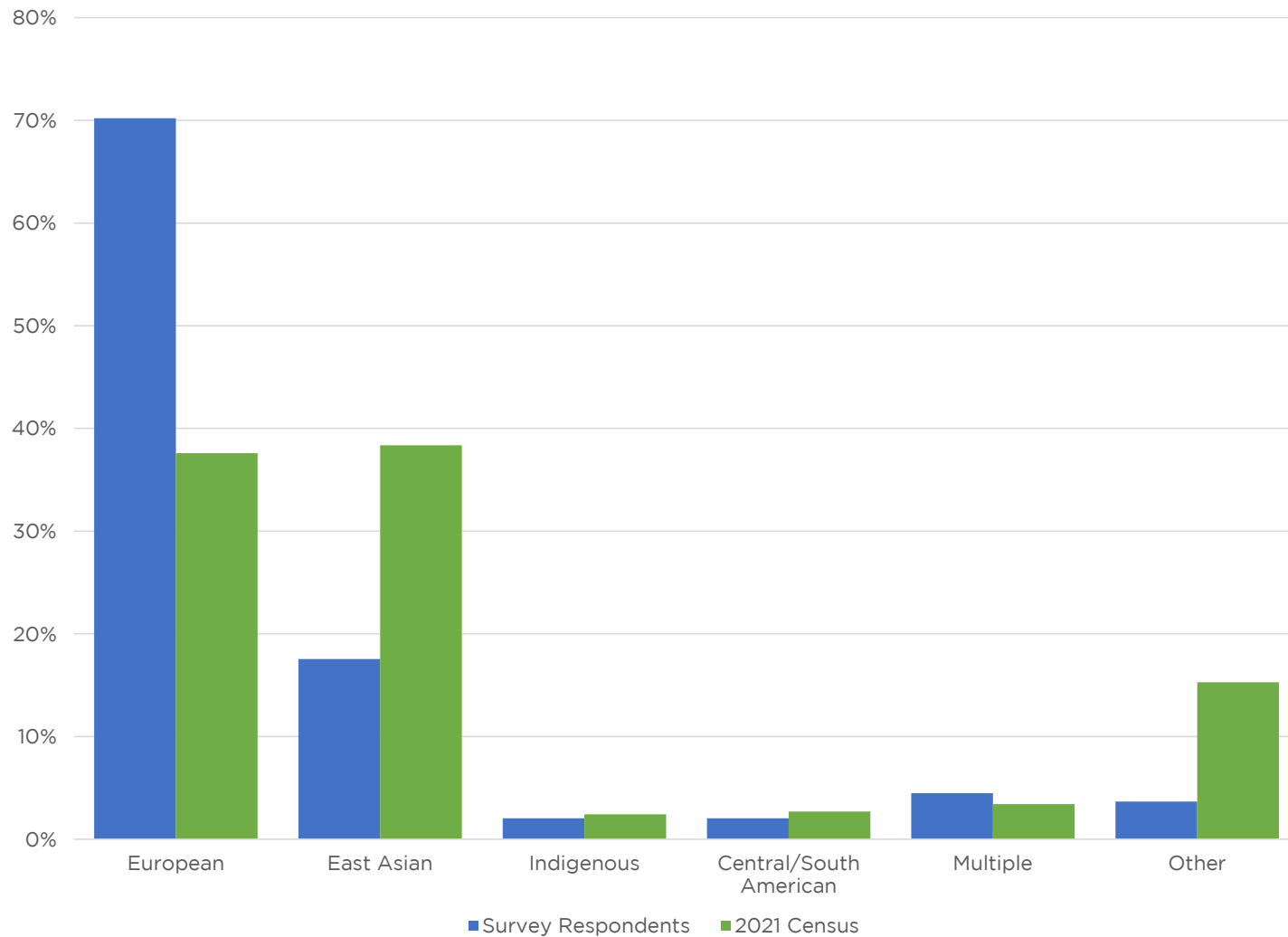


Figure 10. Ethnic or cultural origin of survey respondents compared to 2021 Census Data.

The City translated the notification letter into Vietnamese, and Traditional and Simplified Chinese. The City’s 311 phone line also provided in-language feedback support. However, not many participants utilized 311’s language support.

Future engagement will seek opportunities to engage with a more diverse group of residents. Future engagement tactics should consider additional in-person engagement opportunities with community members aided by multi-lingual staff members. The aim of additional in-person opportunities would be to engage youth, seniors and people of different ethnicities.

Conclusion and Next Steps



Generally speaking, engagement participants agreed with the vehicle volume and speed data collected across all project zones. In addition, strong sentiments were expressed to implement traffic calming measures to reduce vehicle speeds and volumes, and improve safety and comfort for people walking and cycling. A significant majority of engagement participants would like the Adanac Overpass to remain open to all modes of transportation. In addition to access for all across the Adanac Overpass, staff will advance participants' desires to see traffic calming measures and other safety improvements for people walking and cycling along Adanac St.

Staff will incorporate feedback from engagement participants into the proposed traffic calming measures which will be shared with the community in late summer/fall 2023. Implementation of traffic calming measures is expected to begin in 2024.

Engagement tactics to date included a survey, virtual workshops, stakeholder meetings, and a pop up event. Although many community members participated through these tactics, other demographics, such as youth and people of East Asian ethnicities, did not participate at neighbourhood levels. Future engagement tactics will aim to include more in person engagement opportunities with multi-lingual staff members in order to engage underrepresented demographics.