

HASTINGS-SUNRISE (ADANAC OVERPASS) TRAFFIC CALMING

PHASE 2 PUBLIC ENGAGEMENT SUMMARY
MARCH 2024



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Executive Summary

The City has been in discussion with the Adanac Overpass neighbourhood (Figure 1) for many years about managing local traffic (Figure 2). In 2023, the City re-engaged the neighbourhood on traffic calming. We looked at traffic data and listened to concerns about cars going too fast and too much vehicle shortcutting. We also learned where people wanted to make it safer and more comfortable for people walking, cycling, and taking transit. Our findings are in the [Phase 1 engagement summary](#).

Themes from Phase 1 engagement include:

1. Community agreement on high vehicle speeds and volumes across the neighbourhood.
2. Community desire to make it safer for people walking and biking, especially near schools and parks.
3. Community desire to keep the Adanac Overpass open to all transportation modes and improve safety for people walking and biking on Adanac Street.

In September 2023, we returned to the community with a proposed traffic calming plan. This included a redesign of Adanac Street. Community members gave feedback in-person and online. While most people supported the changes, some had concerns about fewer driving routes to and from their homes.

This project is informed by the Council-endorsed [Neighbourhood Traffic Management Program](#) (NTMP). The NTMP helps make neighbourhood streets safer. It does this by using a [variety of interim tools](#) to help reduce vehicle speeds and volumes.

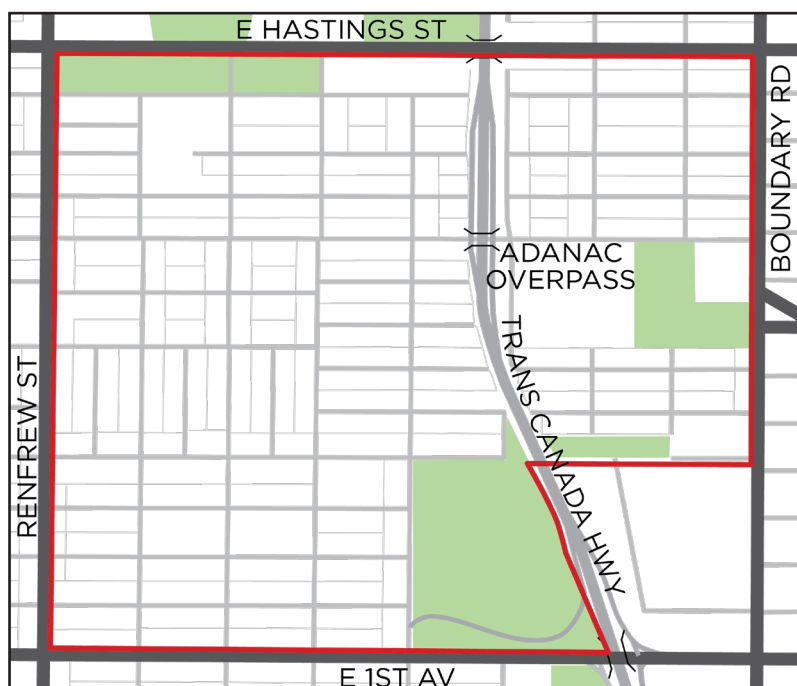


Figure 1. Map of project area.

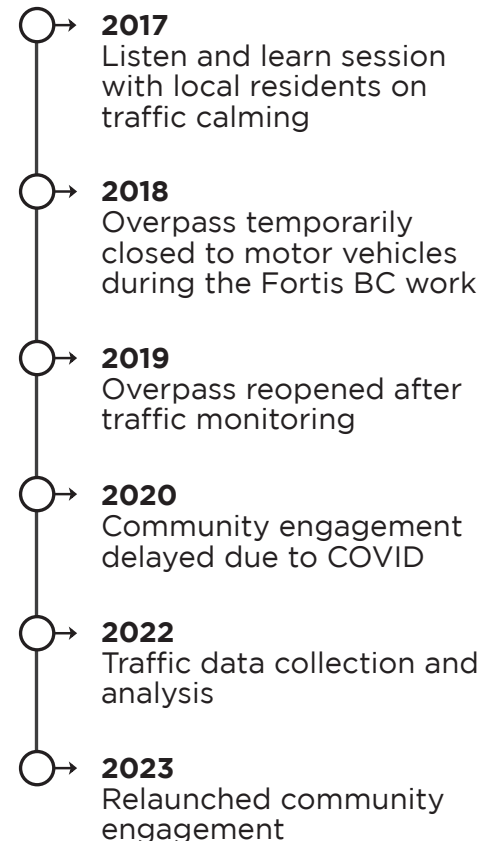


Figure 2. Recent traffic calming history in the neighbourhood.

We used different methods, such as in-person pop-ups (Figure 3), an online survey, and a workshop to engage the community. People gave feedback on proposed measures to [slow vehicles down](#) and improve safety, and to [reduce vehicle shortcutting](#). Neighbourhood zone specific measures are shared further in the report.

Themes from Phase 2 engagement include:

- Comfort with reducing vehicle speeds.
- Comfort with measures that lower vehicle volumes, but these had more concerns than measures that reduce vehicle speeds.
- General comfort with proposed improvements to Adanac Street (see page 16). However, some participants had concerns about parking changes on Adanac Street.

This report summarizes participants' feedback from the survey, workshop, and in-person events. We will use this feedback to create a final traffic calming plan. The plan will include measures that work together to:

- Improve crossings for people walking.
- Maintain driving access to homes and community amenities.
- Reduce vehicle speeds.
- Reduce the number of vehicles going through the neighbourhood.

We will share the plan with engagement participants in spring 2024.



Figure 3. Pop-up engagement at Hastings Community Centre

Engagement Approach

In Phase 1, some participants requested more in-person engagement opportunities. In Phase 2, we included more in-person pop-up events. To inform the community, a letter was sent to the entire neighborhood. The letter was translated into Vietnamese, Traditional Chinese, and Simplified Chinese. Language support was also offered through the City's 3-1-1 phone service.

Engagement efforts:



3,000+

Letters and emails sent to businesses & residents



16

Stakeholder meetings



4,300

Visitors to *Shape Your City* project website



1

Online community workshop¹ (11 participants)



1048

Social media interactions



536

Surveys completed



387

Pop-up attendees



27

Emails and 3-1-1 interactions

We collected feedback in Phase 2 through five community touchpoints:

1. Online survey on [Shape Your City](#) (from August 30 to September 29, 2023).
2. Virtual workshop on September 20, 2023.
3. Two pop-up events at Hastings Community Centre on September 14 and 21, 2023, and one pop-up event at Adanac Park on September 16, 2023.
4. Meetings with neighbourhood stakeholders.
5. Emails to adanac-overpass@vancouver.ca from residents and businesses.

The following sections summarize community feedback by neighbourhood zone. Each section provides an overview of proposed measures to reduce vehicle speeds and volumes. It also includes the proposed redesign of Adanac Street.

¹A video recording of the workshop presentation is available on [Shape Your City](#)

What We Heard

People gave feedback on measures to slow vehicle speeds and reduce volumes, and the proposed upgrades to Adanac Street. The neighbourhood was broken into zones to make it easier to engage on. The following is general feedback for zones 1-4.

Zone 1-4 themes

Community Comfort

- A** Speed humps and raised crossings to reduce vehicle speeds.
- B** Speed reduction measures and safety improvement across the neighbourhood.
- C** All measures working together to maintain access to homes and community amenities for people driving.



Some Community Concerns

- A** Proposed vehicle volume reduction measures changing commute patterns and potentially redirecting traffic to alternate streets.
- B** Traffic calming measures being less effective than anticipated due to traffic violations or persistent high vehicle speeds and volumes.



Further feedback on specific zones, including Adanac Street, is in the next section.

Zone 1 - North West

Zone 1 is west of Highway 1 and north of Parker Street. It has amenities like Hastings Community Centre, Hastings Community Park, Dr. A.R. Lord Elementary School, and the Emergency Communications Centre. People come to these places from outside the project area, as well as from within, by foot, bike, transit, and car. Most of this area is detached houses with some local businesses.

Figure 4 and 5 show the proposed vehicle speed and volume reduction measures in Zone 1. The goals of the proposed traffic calming measures in this zone are to:

- Reduce vehicle speeds on E Georgia Street.
- Improve safety near community amenities.
- Discourage people driving from outside the neighbourhood, from using local streets to access the Adanac Overpass.
- Reduce vehicle volumes on Windermere Street.

What we heard from participants

- Comfortable with slowing down cars in this zone.
 - Want more speed humps on Venables Street and Georgia Street.
- Comfortable with reducing vehicle volumes, but there were concerns.
 - Worried that one-way streets could make it harder for them to reach Hastings Community Centre and Dr. A.R. Lord Elementary School.
 - Concerned about the closure at Windermere Street and Parker Street.

Figure 6 shows survey participants level of comfort with traffic calming in Zone 1.

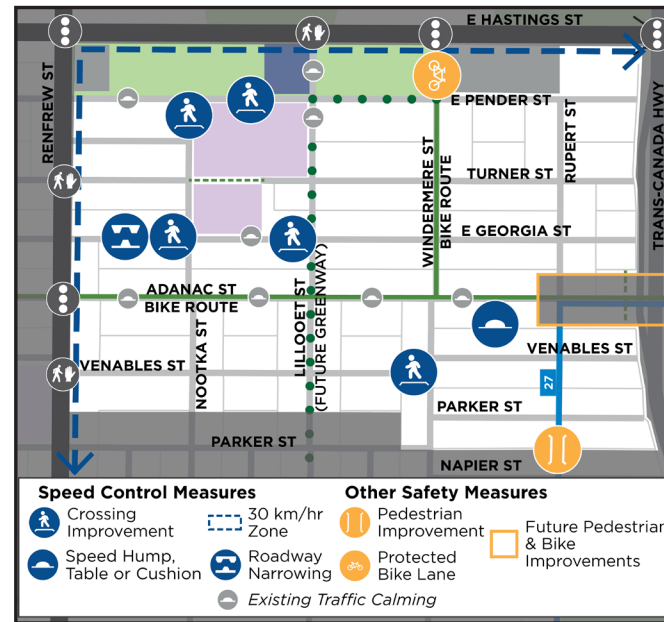


Figure 4. Zone 1 proposed vehicle speed reduction and safety improvements.

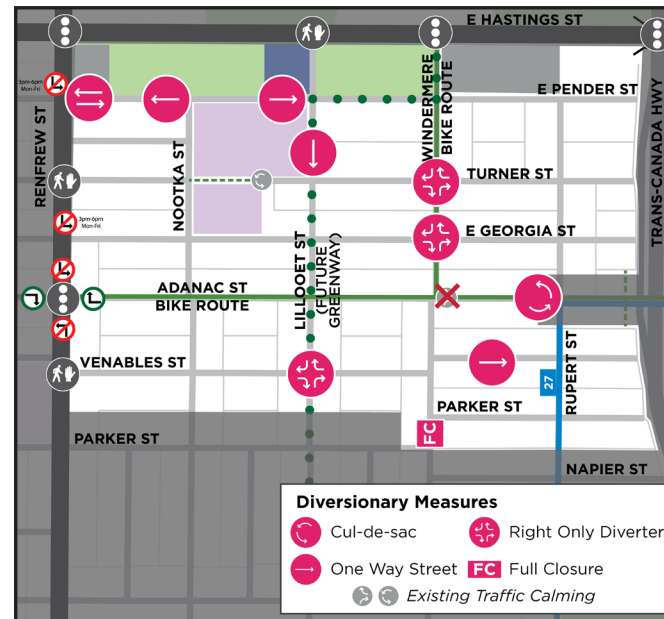


Figure 5. Zone 1 proposed vehicle volume reduction measures.

I believe these proposals will go far in adding safety, deflect volume, slow down aggressive out of neighborhood drivers and hopefully make this neighborhood much more safe for bikers, walkers and particularly children walking to school and having to cross busy streets.

- Engagement Participant

We have concerns about the divertor at Georgia and Windermere.

- Community Group

It does seem that some of the calming measures make it less accessible for residents to get to ... Hastings Community Center and Saunders Field.

- Engagement Participant

I support the lower speed limit as well as traffic calming measures. It is important to me that the road design limits traffic as well as naturally causes drivers to slow down.

- Engagement Participant

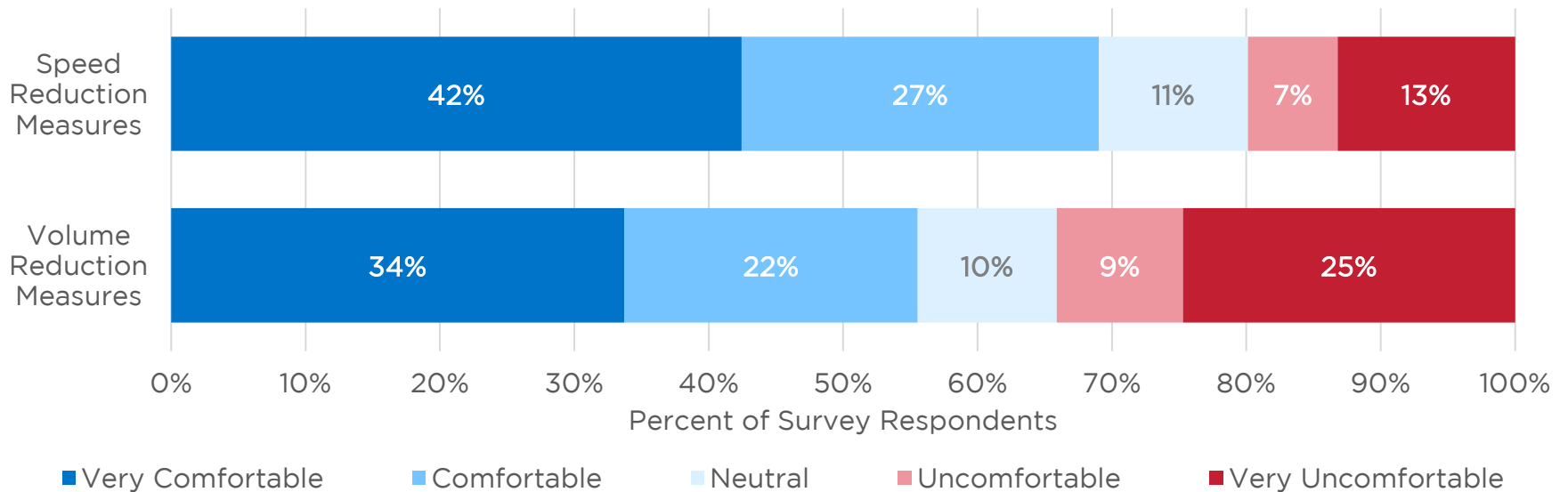


Figure 6. Survey participants' comfort with proposed traffic calming measures in Zone 1. 522 participants answered this question.

Zone 2 - North East

Zone 2 is east of Highway 1 and north of Adanac Street. This area has detached houses, with apartments and businesses along Hastings Street.

Figure 7 and Figure 8 show the proposed vehicle speed and volume reduction measures in Zone 2. The goals of the proposed traffic calming measures in this zone are to:

- Improve pedestrian crossing safety on E Georgia Street.
- Reduce vehicle speeds on E Georgia Street.
- Discourage people driving from using local streets in this area to bypass the intersection of Hastings Street and Boundary Road.

What we heard from participants

- Comfortable with slowing down cars in this zone, including the proposed 30km/h speed limit.
 - Improve pedestrian safety on Skeena Street and Kootenay Street.
- Comfortable with reducing vehicle volumes, but there were concerns.
 - Concerned about the proposed full closure at Skeena Street and E Pender Street limiting access for residents who drive.
 - Concerned about the proposed one-way westbound streets on E Georgia Street and Turner Street.

Figure 9 shows survey participants' level of comfort with traffic calming in Zone 2.

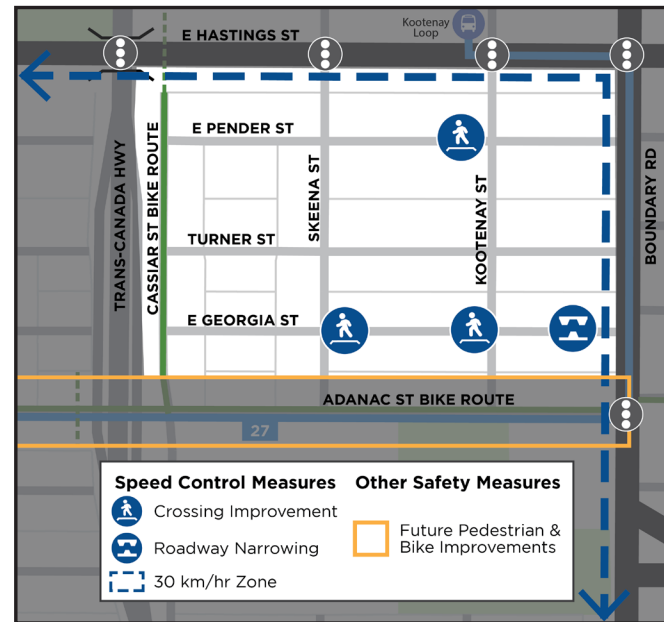


Figure 7. Zone 2 proposed vehicle speed reduction and safety improvements.

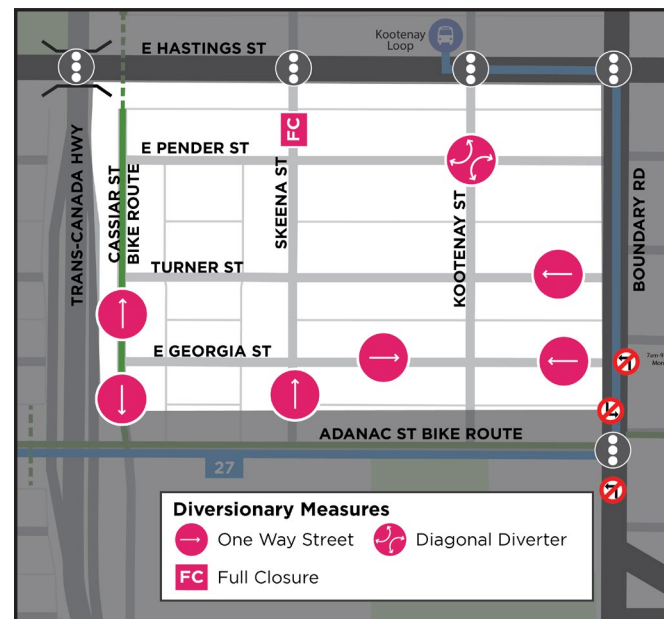


Figure 8. Zone 2 proposed vehicle volume reduction measures.

“
Anything to discourage drivers from speeding is a positive move especially reducing the speed limit.
 - Engagement Participant

“
Currently, our kids need to take the bus to school (Franklin) to avoid the hazards associated with crossing Adanac and Hastings@Skeena.
 - Engagement Participant

“
Please do not implement a full closure at Skeena and Pender on the north side of the intersection.
 - Engagement Participant

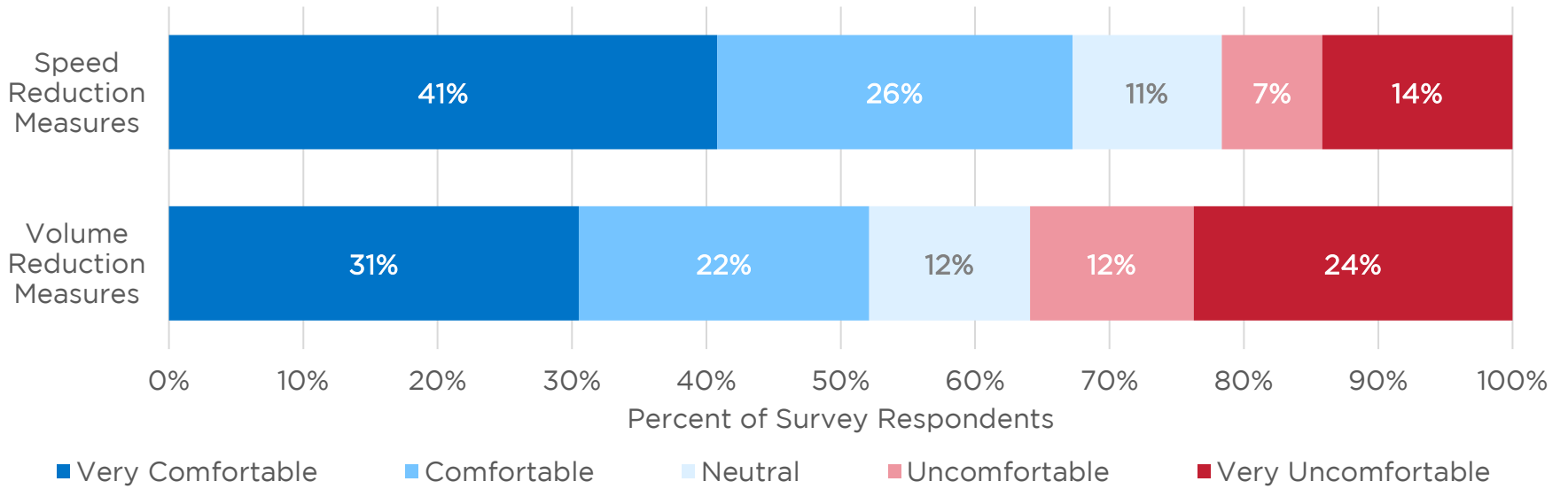


Figure 9. Survey participants' comfort with proposed traffic calming measures in Zone 2. 518 participants answered this question.

Zone 3 - South West

Zone 3 is west of Highway 1 and south of Parker Street. Rupert Park and wəkwəhəs tə syaqwəm Elementary School are in this zone. Visitors to these destinations come from outside of the project boundary, as well as within. Most of this area is lower-density residential.

Figure 10 and Figure 11 show the proposed vehicle speed and volume reduction measures in Zone 3. The goals of the proposed traffic calming measures in this zone are to:

- Improve pedestrian connections to Rupert Park.
- Reduce vehicle speeds and volumes along Charles Street.
- Discourage people driving, from outside the neighbourhood, from using local streets to access the Adanac Overpass.

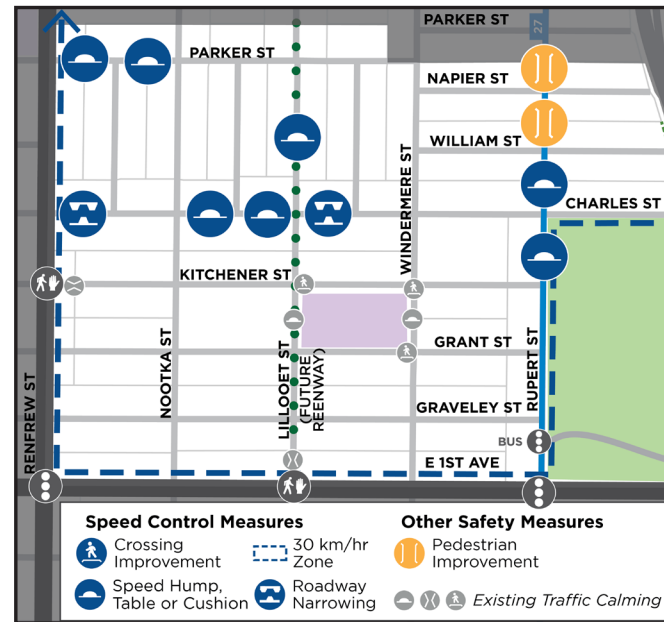


Figure 10. Zone 3 proposed vehicle speed reduction and safety improvements.

What we heard from participants

- Comfortable with vehicle speed reduction measures in this zone.
 - Want lower vehicle speeds and improve crossings on Rupert Street by Rupert Park.
 - Want additional pedestrian safety measures at Charles Street & Windermere Street.
 - Desire for slower vehicle speeds on Charles Street.
- Concerned about the proposed roadway narrowing on Charles Street reducing parking spaces.

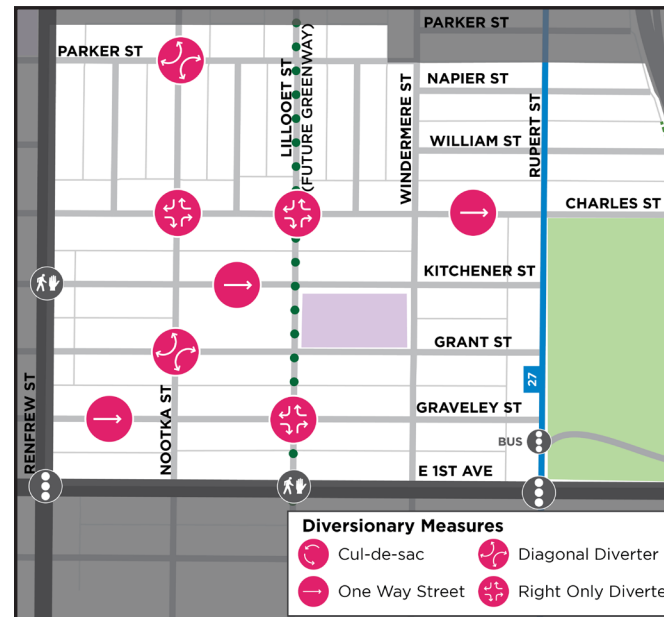


Figure 11. Zone 3 proposed vehicle volume reduction measures.

Figure 12 shows how comfortable participants were with traffic calming in Zone 3.

“
All in favor of speed reduction and safety for pedestrians and cyclists. In favor of improved pedestrian crossings across Rupert street to access Rupert Park. In favor of implementing speed bumps where applicable along Rupert Street.
 - Engagement Participant

“
Parking is greatly needed on Charles due to many multi-suite households.
 - Engagement Participant

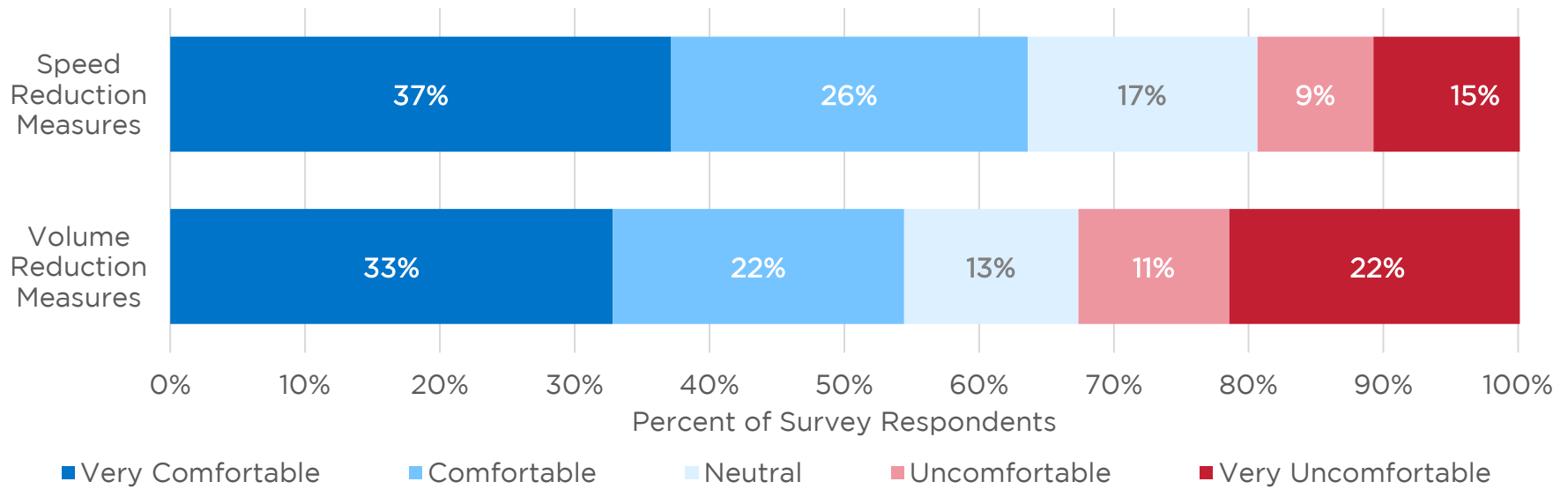


Figure 12. Survey participants' comfort with proposed traffic calming measures in Zone 3. 518 participants answered this question.

Zone 4 - South East

Zone 4 is east of the highway and south of Adanac Street. Adanac Park and Charles Park are in the zone. The neighbourhood is lower-density residential, with some townhomes and apartments.

Figure 13 and Figure 14 show the proposed vehicle speed and volume reduction measures in Zone 4. The goals of the proposed traffic calming measures in this zone are to:

- Improve the laneway between Napier Street and William Street for people walking.
- Discourage through traffic accessing the overpass, while maintaining access for residents.

What we heard from participants

- Comfortable with reducing vehicle speeds in this zone.
 - Want additional speed humps in the area.
 - Desire to improve visibility at the intersection of Cassiar Street and Napier Street.
- Less comfortable with one-way streets on Napier Street and William Street reducing access choice for people driving.

Figure 15 shows how comfortable participants were with traffic calming in Zone 4.

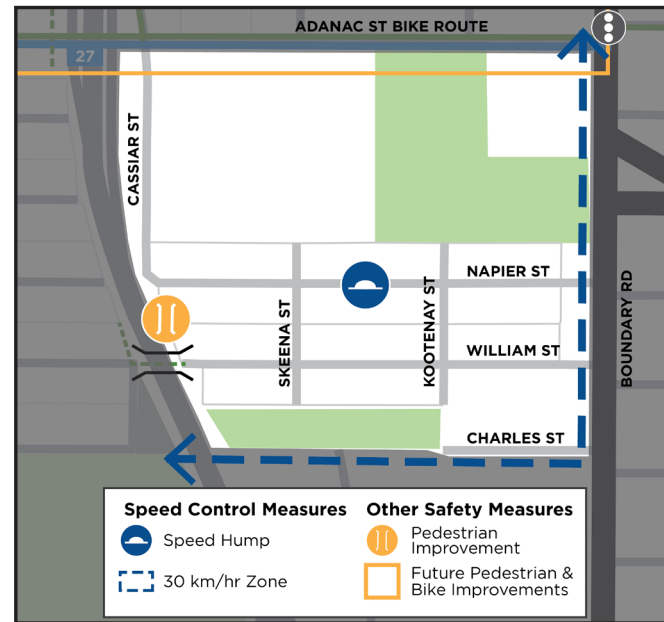


Figure 13. Zone 4 proposed vehicle speed reduction and safety improvements.



Figure 14. Zone 4 proposed vehicle volume reduction measures.

“
I fully support any and all vehicle and speed reductions.
 - Engagement Participant

“
[I] oppose one-way streets on Napier St. and William St. ... doing this would only make it convoluted to leave or get to our home.
 - Engagement Participant

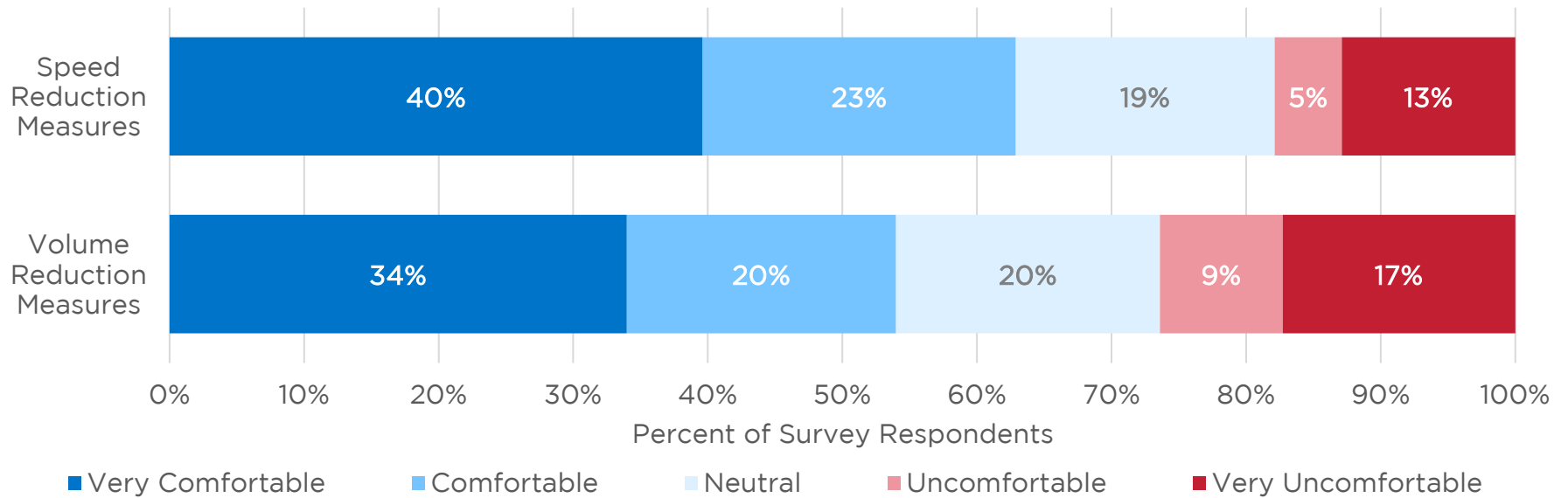


Figure 15. Survey participants' comfort with proposed traffic calming measures in Zone 4. 515 participants answered this question

Zone 5 - Adanac Special Zone

Adanac Street is an important connection for people who walk, cycle, take transit, and drive. It was considered separately from other neighbourhood zones. In our first community conversation, we heard that people want to keep the Adanac Overpass open for all modes of transportation.

The proposed design aims to:

Maintain access on the Adanac Overpass for all modes of transportation.



Provide an all ages and abilities (AAA) protected bike lane.

Increase safety and comfort for those walking, biking and taking transit.



Improve connections and accessibility for people walking.

Figure 16 and Figure 17 detail proposed upgrades to Adanac Street.

- A** Improved transit stops for safety and comfort
- B** Parking changes provide space to serve all transportation modes with the overpass remaining open
- C** Better sidewalk separation from moving vehicles increases safety for people walking
- D** Protected bike lane meeting AAA guidelines
- E** Raised crossings at Adanac Street & Skeena Street help improve speed control and visibility
- F** Continuous sidewalk and bike lane to reinforce priority along Adanac Street

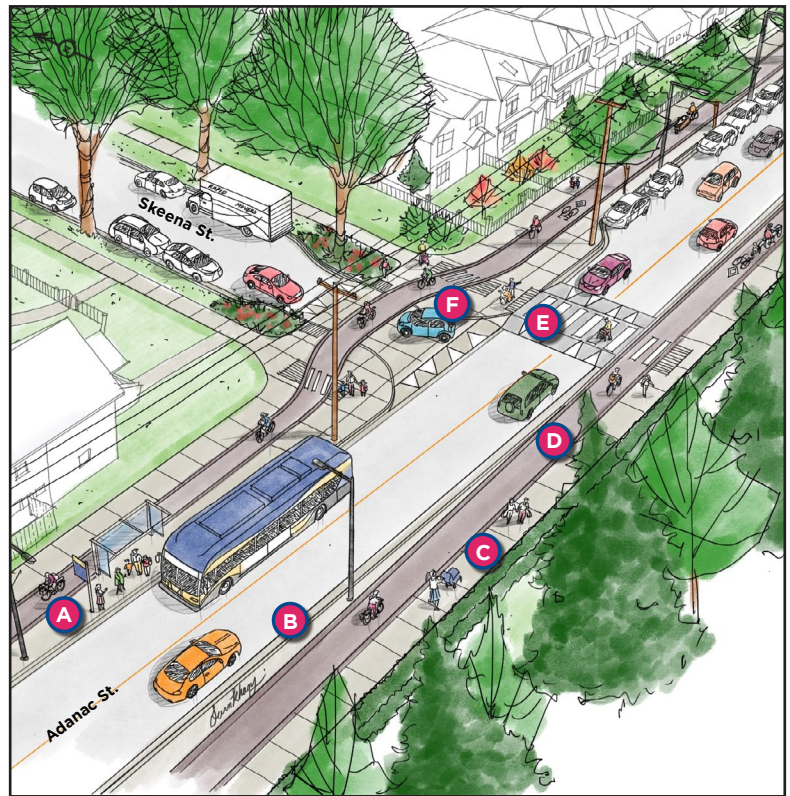


Figure 16. Proposed upgrades at Adanac Street and Skeena Street looking northeast.

- A** New cul-de-sac on Adanac Street at Rupert Street
- B** Parking changes provide space to serve all transportation modes with the overpass remaining open
- C** Improved crossing for people biking on Adanac Street
- D** Protected bike lane meeting AAA guidelines
- E** Raised crossing or crosswalk with speed table
- F** Sidewalk separated from moving vehicles increases safety for people walking
- G** Relocated transit stop onto Rupert Street

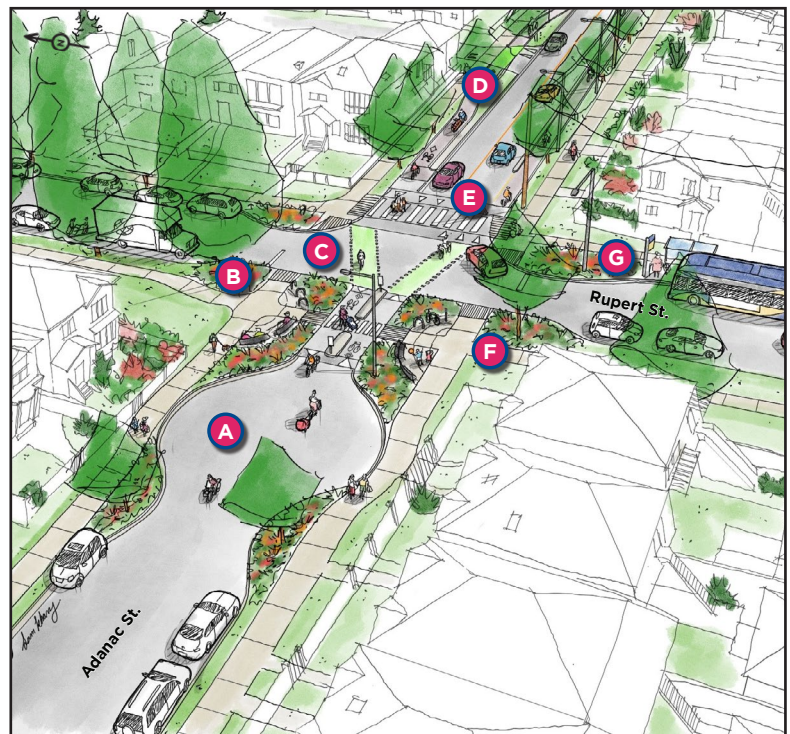


Figure 17. Proposed upgrades at Adanac Street and Rupert Street looking northeast.

What we heard from participants about walking upgrades

- Comfortable with proposed walking upgrades improving comfort and safety.
- Support reducing conflicts between people walking and driving.
- Desire improving the crossings at Cassiar Street & Adanac Street and at Skeena Street & Adanac Street.

Figure 18 shows how comfortable participants were with walking upgrades on Adanac Street.

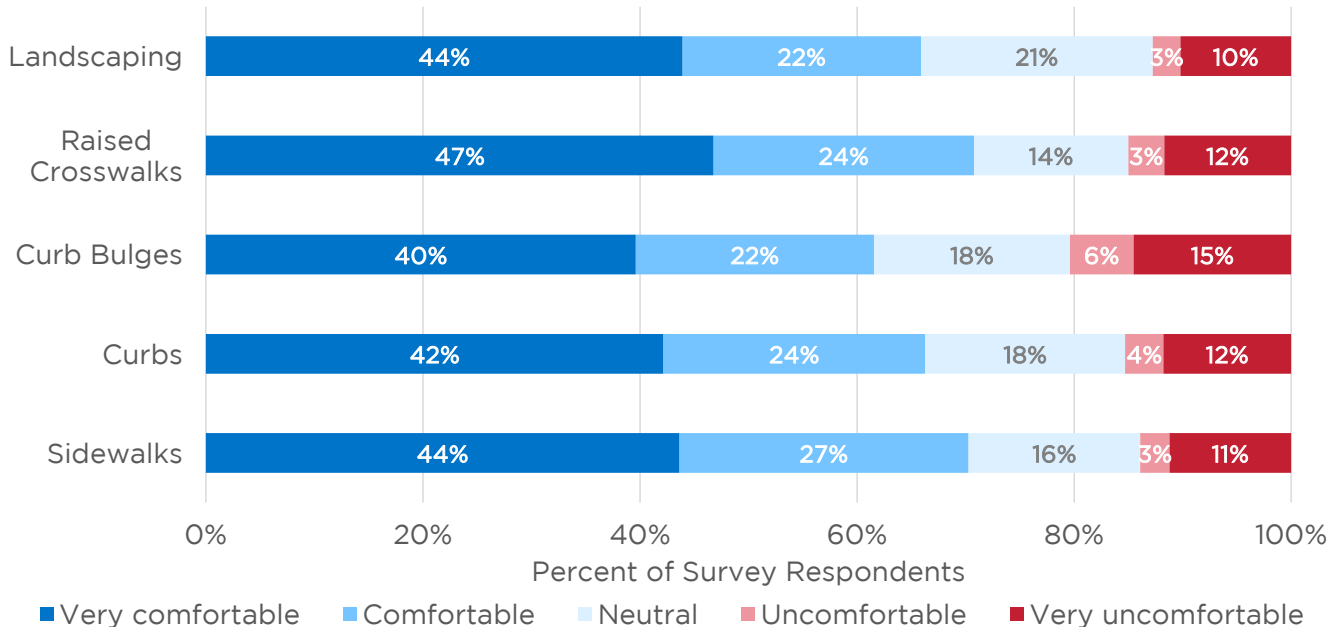


Figure 18. Survey respondents' comfort with proposed walking upgrades on Adanac Street. 520 participants answered this question.

What we heard from participants about biking upgrades

- Comfortable with the proposed biking upgrades improving comfort and safety.
- Concern about the proposed cul-de-sac at Rupert Street and Adanac Street making it harder to build up speed on the Adanac Street hill when biking.
- Concern about potential turning conflicts between people biking and driving at Rupert Street and Adanac Street.

Figure 19 shows how comfortable participants were with biking upgrades on Adanac Street.

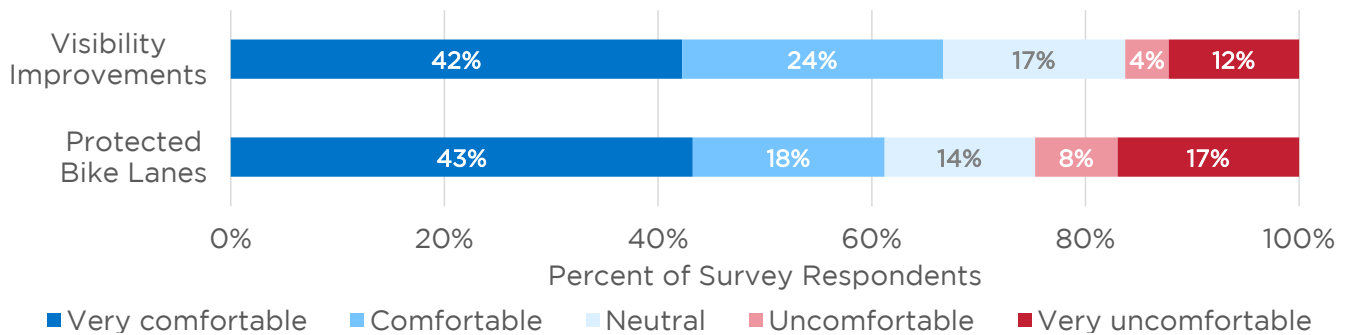


Figure 19. Survey respondents' comfort with proposed biking upgrades on Adanac Street. 520 participants answered this question.

What we heard from participants about transit upgrades

- Comfortable with the proposed transit upgrades.
 - Some support for moving the bus stop from Adanac Street to Rupert Street.

Figure 20 shows how comfortable participants were with the proposed transit stop

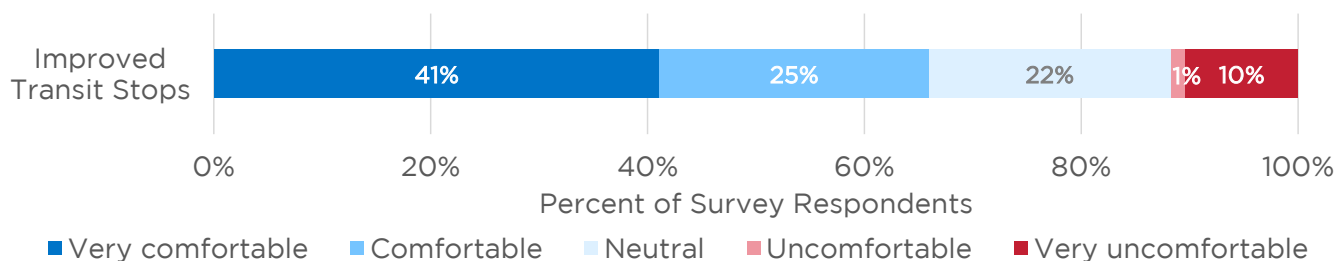


Figure 20. Survey respondents' comfort with proposed transit stop upgrades on Adanac Street. 511 participants answered this question.

What we heard from participants about driving upgrades

- Concern about the proposed traffic changes.
- Concern about the loss of parking.
- Concern about the cul-de-sac stopping people from driving through Adanac Street at Rupert Street.
- Desire to see proposed design further reduce conflicts between people driving, walking and biking.

Figure 21 shows how comfortable participants were with proposed driving upgrades on Adanac Street.

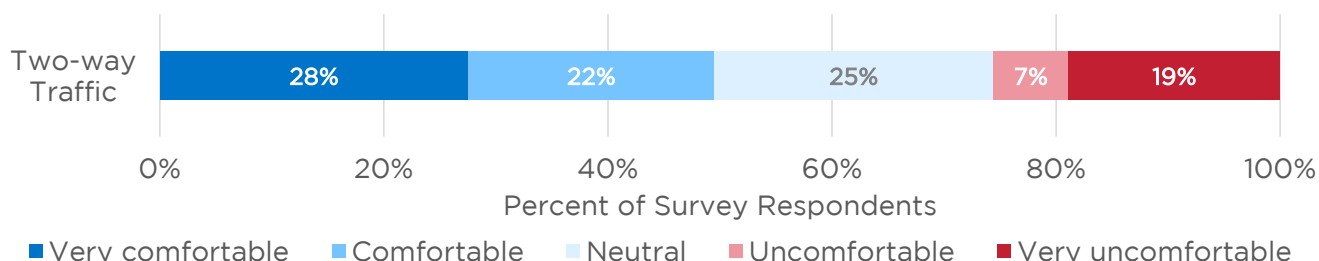


Figure 21. Survey respondents' comfort with proposed driving upgrades on Adanac Street. 519 participants answered this question.

Quotes from participants on Adanac Street upgrades

“Overall it looks great and it seems like the city is finally following Dutch practices on continuous sidewalks and bike lanes, as well as curb bulges that keep cars from blocking the bike lane on the streets.”
 - Engagement Participant

“There are substantial hills on Adanac, with one between Renfrew and Nootka, and the other between Rupert and the overpass. The design of the cul-de-sac may make it so that it is not possible for a cyclist to maintain momentum to get up these hills.”
 - Engagement Participant

Who We Heard From

Most people who participated in the Hastings-Sunrise (Adanac Overpass) traffic calming engagement were residents, visitors, or people who socialized, played, or travelled through the area.

We analyzed demographic factors such as gender, age and ethnic origin by comparing our survey data with the 2021 Census data.

Gender

As seen in Figure 22, the gender identity of participants was fairly consistent with 2021 Census data. The Census categories were Men+ (Cis- and Transgender Men) and Women+ (Cis- and Transgender Women). Data on Non-binary persons was collected, but not available in the Census for the project area. The data presented is for those who opted to answer this question.

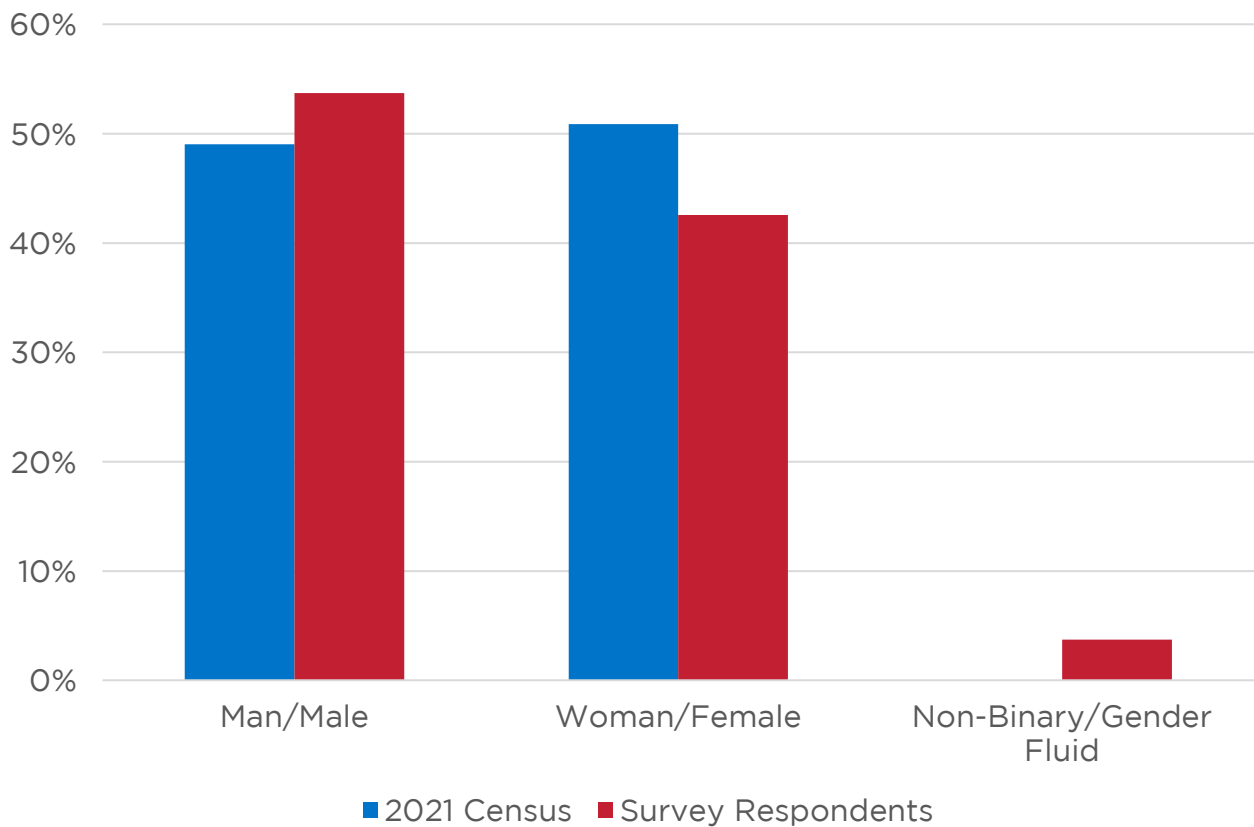


Figure 22. Gender identity of respondents compared to 2021 Census Data. 526 participants answered this question.

Age

In our survey, we found that ages 30-59 were overrepresented, making up 75% of the respondents. This is compared to 43% of the population in the area, according to Census data. Figure 23 shows this information. A similar age distribution was present in Phase 1 engagement.

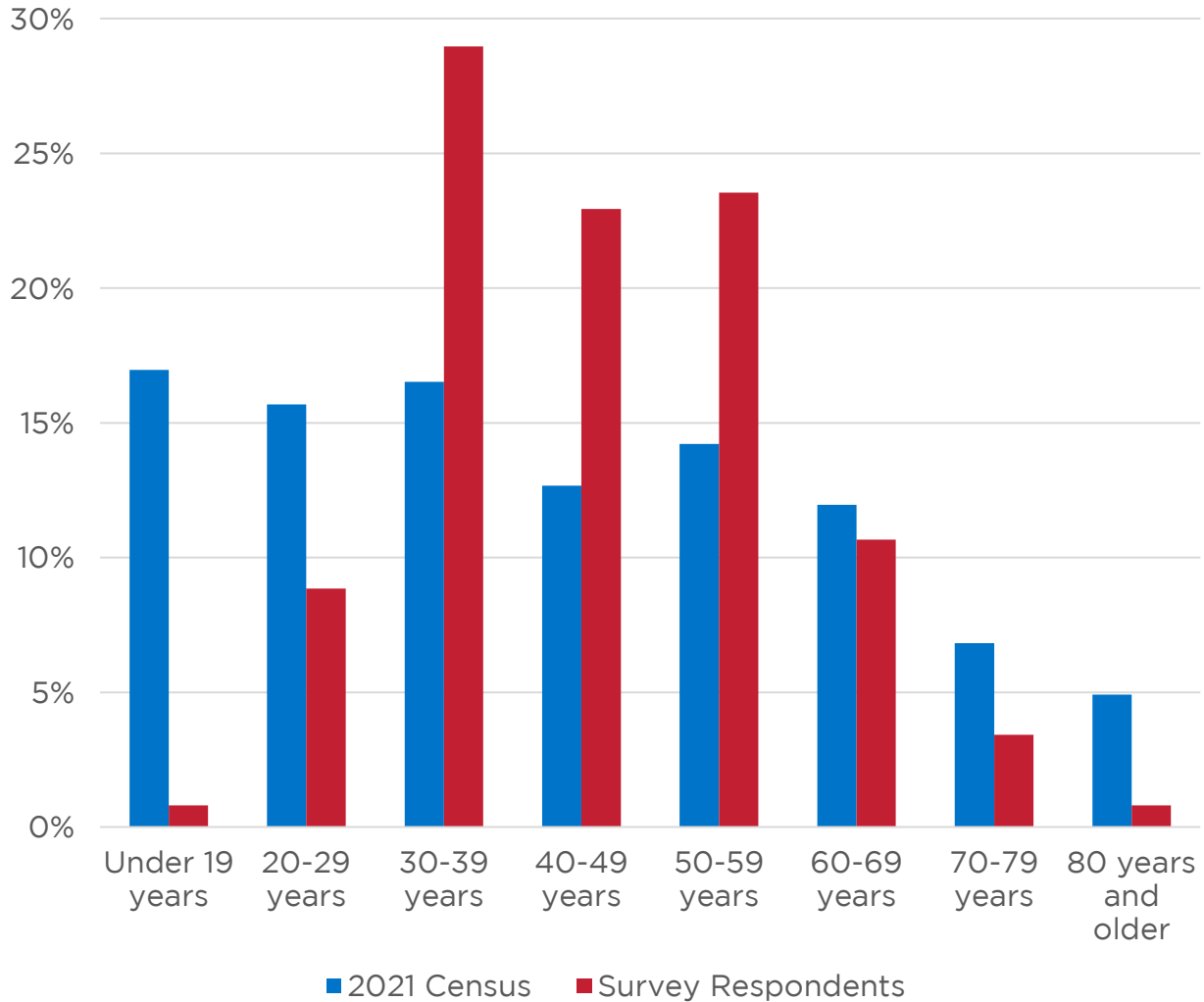


Figure 23. Age of respondents compared to 2021 Census Data. 530 participants answered this question.

Ethnicity

Survey participants were asked their main ethnic origin or that of their ancestors. This data was compared to the 2021 Census Visible Minority and Indigenous Identity questions. Categories with fewer than five people were combined into ‘Other’ (this is the minimum threshold of the Census). Figure 24 shows the ethnic or cultural origin of survey participants compared to Census data.

Our survey showed that people with European origins were overrepresented during engagement. Other groups, like East Asians and Southeast Asian/Filipino, were underrepresented. See Appendix A for our survey’s demographic question.

There appeared to be a greater diversity of residents during in-person events, as compared to survey respondents. However, we didn’t collect data on people’s demographics during these events. The City’s 3-1-1 phone line offered support in different languages, but few people used it.

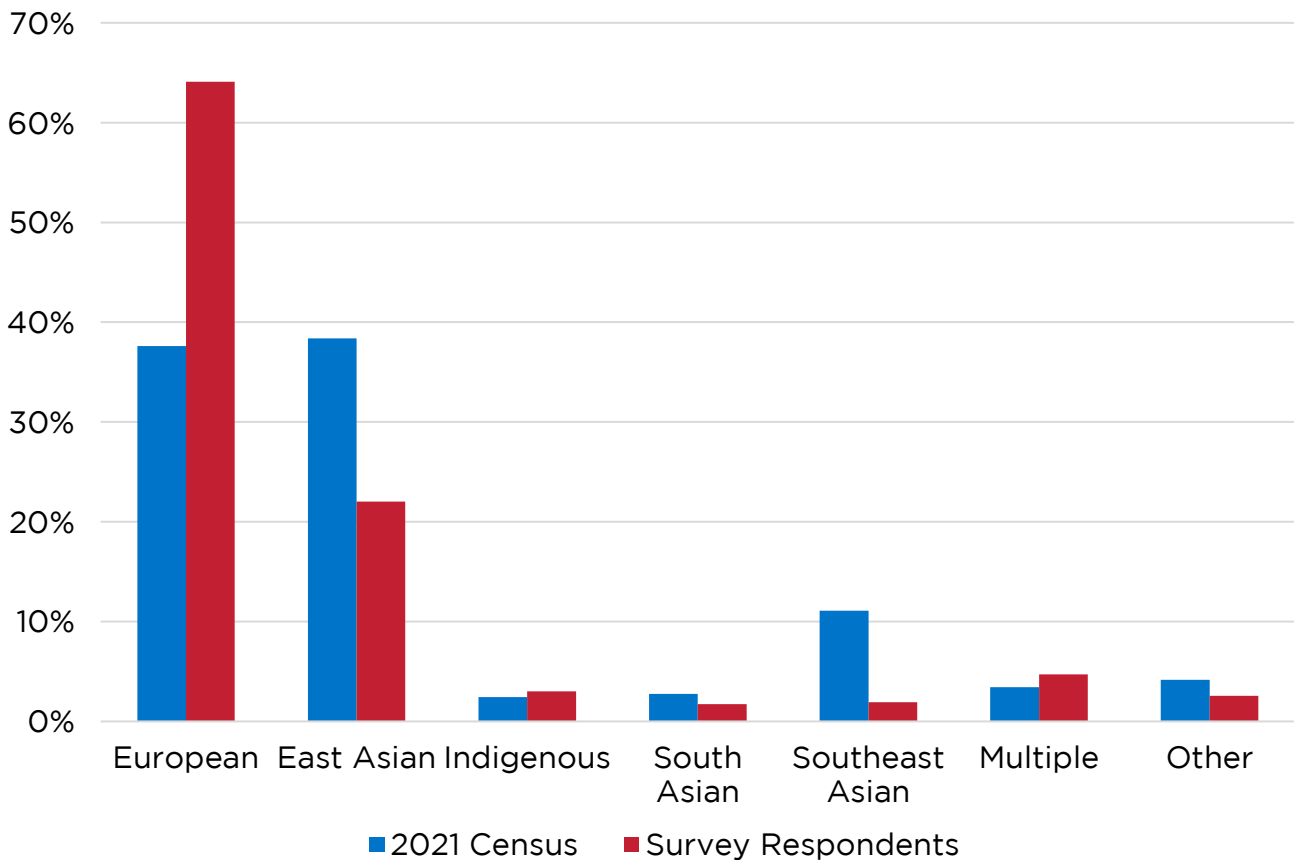


Figure 24. Ethnic or cultural origin of respondents compared to 2021 Census Data. 523 participants answered this question.

Conclusion & Next Steps

Most people felt comfortable with the proposed measures to reduce vehicle speeds. People felt comfortable with reducing vehicle volumes, but there were concerns about taking longer to reach destinations in the neighbourhood when they drive. Most participants also felt comfortable with the planned improvements to Adanac Street. However, some people were concerned about a reduction in parking.

We will consider this feedback as we finalize the traffic calming plan and share it with the community in spring 2024.

Traffic calming implementation is expected to start in fall 2024. The City expects to start construction on Adanac Street in 2026. Local residents will be engaged on the advanced design of Adanac Street.

Appendix A - Survey Demographic Question

What do you consider to be your main ethnic origin or that of your ancestors? This question helps us understand if we're hearing from and reflecting the diversity of Vancouver.

- Indigenous (e.g., First Nations, Métis, Inuit)
- African or of African descent (e.g., Moroccan, Ghanaian, Ethiopian)
- East Asian (e.g., Chinese, Japanese, Korean)
- Caribbean (e.g., Cuban, Jamaican, Bajan)
- Central/South American (e.g., Mexican, Salvadorian, Argentinian)
- European (e.g., British Isles, German, French, Greek)
- Middle Eastern (e.g., Lebanese, Iranian, Syrian)
- Oceanian (e.g., Australian, New Zealander)
- South Asian (e.g., Punjabi, Indian, Pakistani)
- Southeast Asian (e.g., Vietnamese, Filipino/a, Thai)
- Prefer not to say
- Other _____