

① HASTINGS-SUNRISE (ADANAC OVERPASS) TRAFFIC CALMING

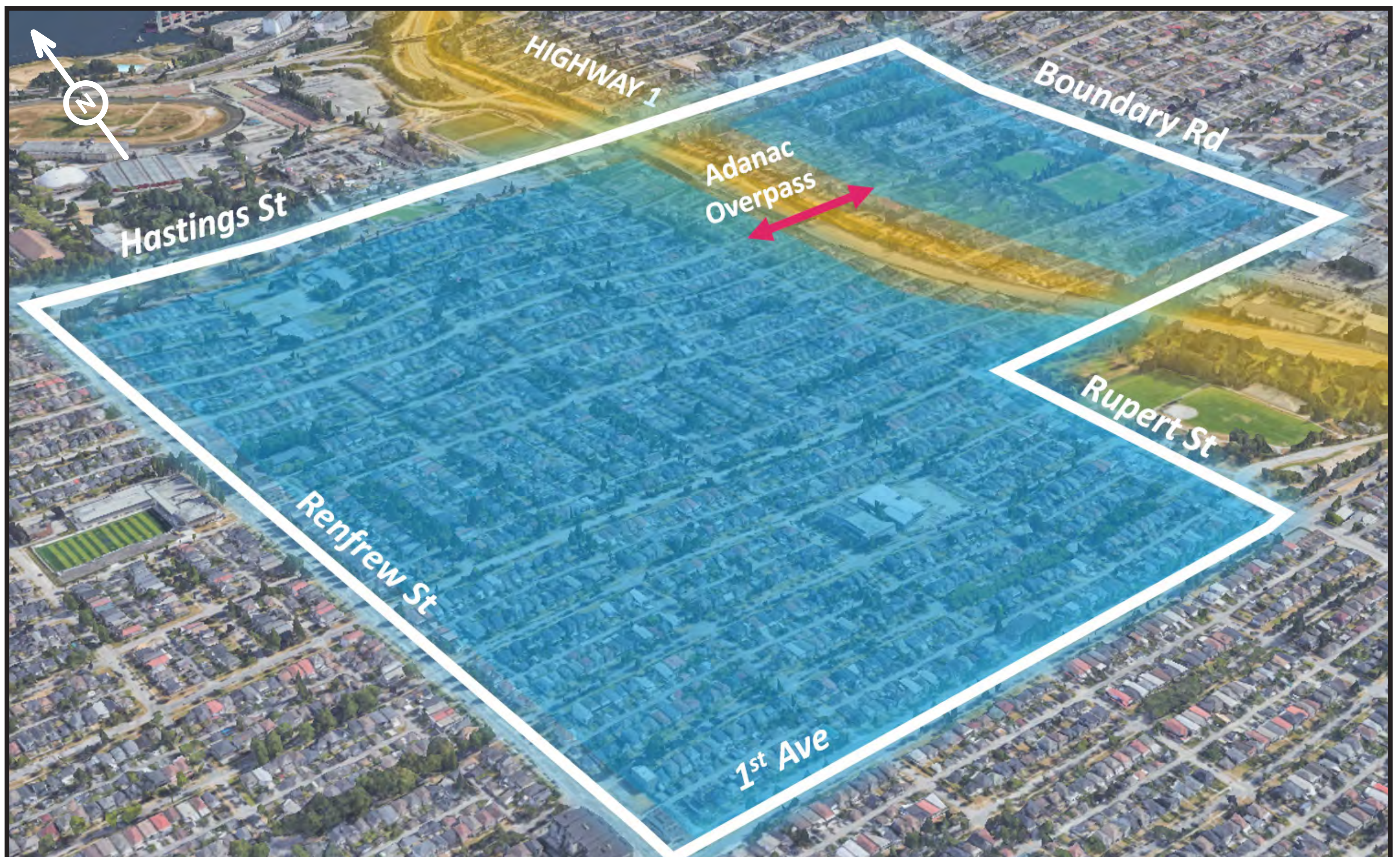
Why we are here

Over the next year, the City of Vancouver will work to **implement quick-build traffic calming measures to address vehicle volumes and speeds** on key local streets in the Hastings-Sunrise (Adanac Overpass) neighbourhood.

Before we get started, and to **build on previous community conversations**, we want to work with the community to make sure we understand current concerns and confirm core traffic issues.

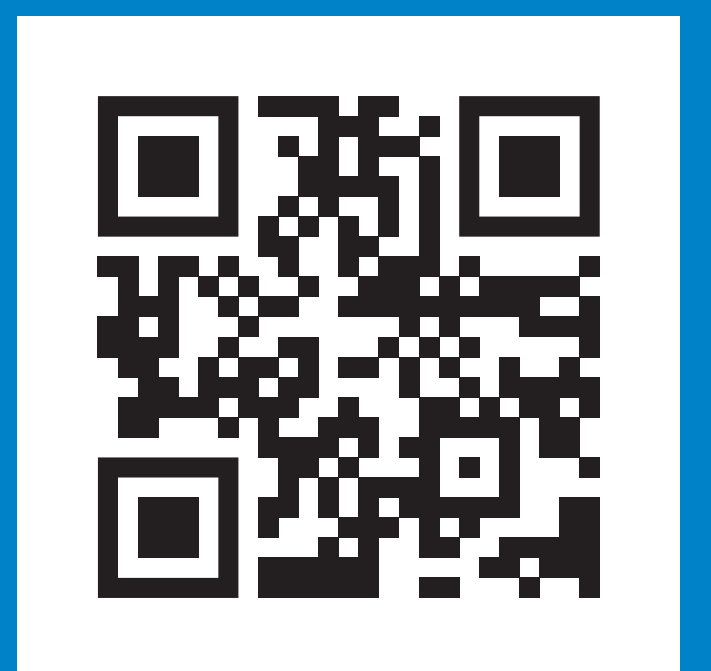
This work is part of the City's updated **Neighbourhood Traffic Management Program (NTMP)** which uses interim measures to improve comfort and safety for people walking, cycling and rolling while addressing vehicle shortcutting at the neighbourhood scale.

Project Area Boundary



SHARE YOUR INPUT

- Visit shapeyourcity.ca/adanac-overpass for more information
- Complete an **online survey** by Friday, April 28, 2023
- Sign up and attend an **online workshop session**:
 - **Tuesday, April 4, 2023, 6:30 to 8pm**
 - **Wednesday, April 5, 2023, 6:30 to 8pm**
 - **Thursday, April 13, 2023, 6:30 to 8pm**
- Contact us:



SCAN HERE!



adanac-overpass@vancouver.ca



3-1-1

2 OVERVIEW

Project goals

Our goals for traffic calming in this neighbourhood include:

- Improving safety for all
- Making local streets more comfortable for people walking, biking and rolling
- Reducing vehicle speeds and volumes
- Maintaining transit speed and reliability
- Ensuring local access to homes and community amenities

Project timeline

2017

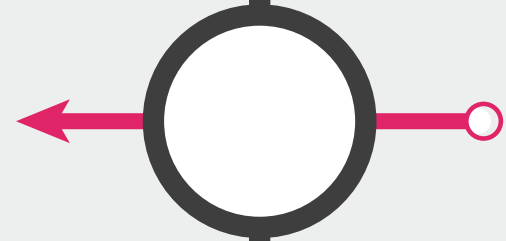


LISTEN AND LEARN

- City staff hosted a listen and learn with local residents on traffic calming in the neighbourhood. Further conversations were delayed due to the COVID-19 pandemic.
- Monitor and adjust

WE ARE HERE

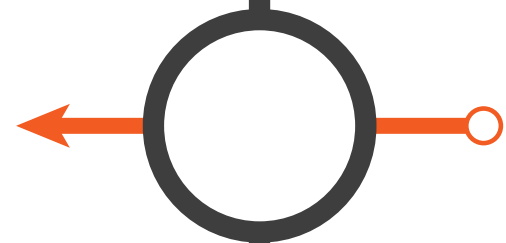
March - April
2023



PHASE 1

- Confirm key traffic issues related to vehicle volumes and speeds on local streets in five areas of the neighbourhood.
- Share how various traffic calming measures can address traffic challenges.

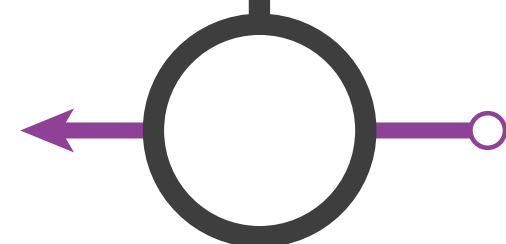
Spring - Summer
2023



PHASE 2

- Highlight what we learned during phase 1.
- Gather feedback on emerging traffic calming options.

Late 2023



IMPLEMENTATION

- Staff will refine interventions based on feedback.
- Implement measures using a mix of interim and permanent materials.
- Monitor impacts and make adjustments if needed.

3 PROJECT AREA

Current Context

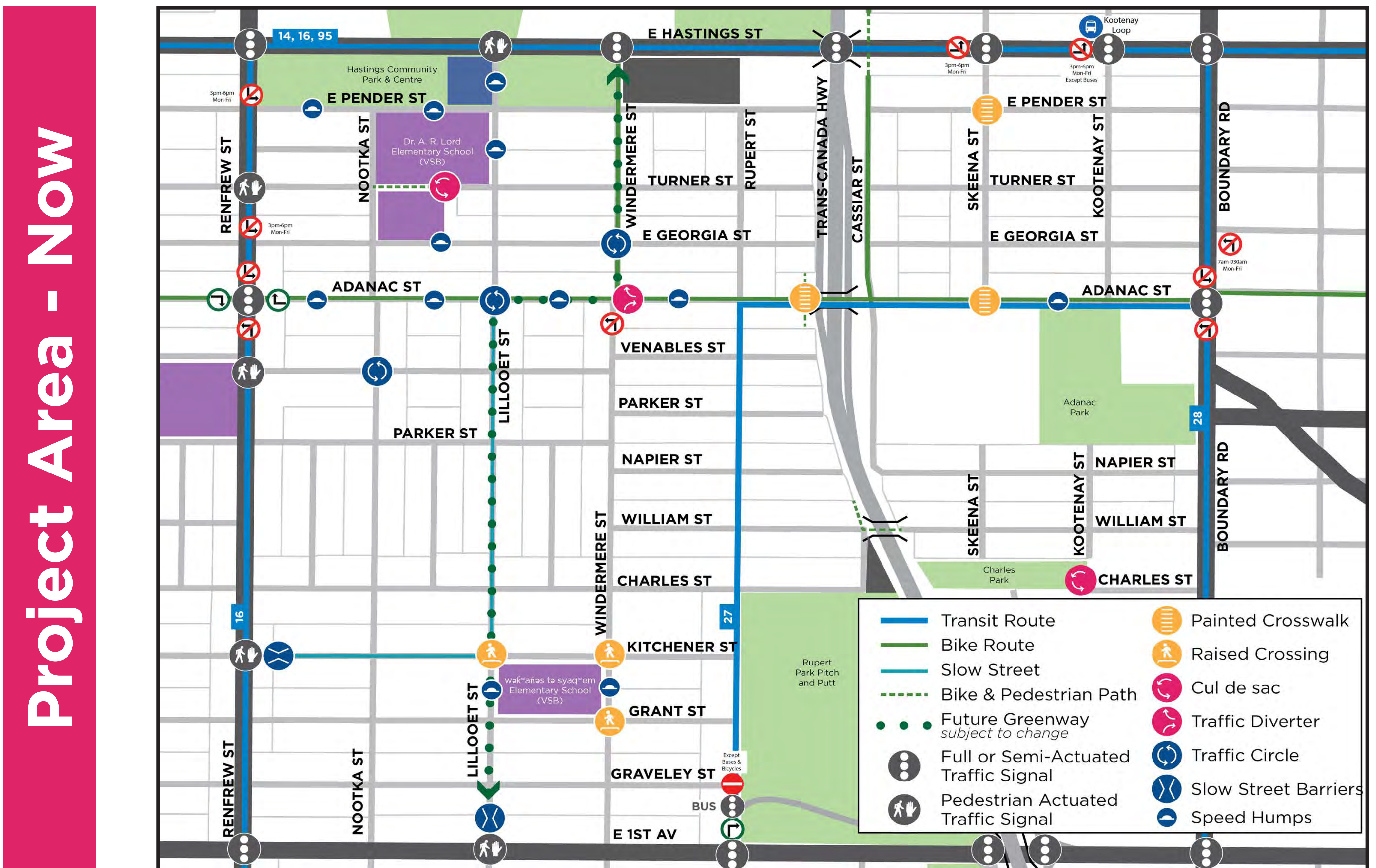
As a primarily residential area of the Hastings-Sunrise neighbourhood, the network of local streets are used to access two primary schools, the Hastings Community Centre, and a number of parks and other destinations.

Key Considerations	Observed trends
Local streets are divided by the Trans-Canada Highway	<ul style="list-style-type: none"> Limited options for residents traveling between east and west portions of the neighbourhood. Routes like Adanac St serve many functions as the overpass connects people taking transit, walking, biking and driving.
The area is bound by a network of arterial streets that connect Vancouver, the North Shore, and Burnaby	<ul style="list-style-type: none"> High vehicle speeds and volumes through local residential streets as some drivers seek to avoid arterial streets. Traffic counts and monitoring in 2017 found that 70% of vehicles using the Adanac Overpass were non-local traffic.

School Routes: Currently, there are several raised crossings and speed humps near the two schools.

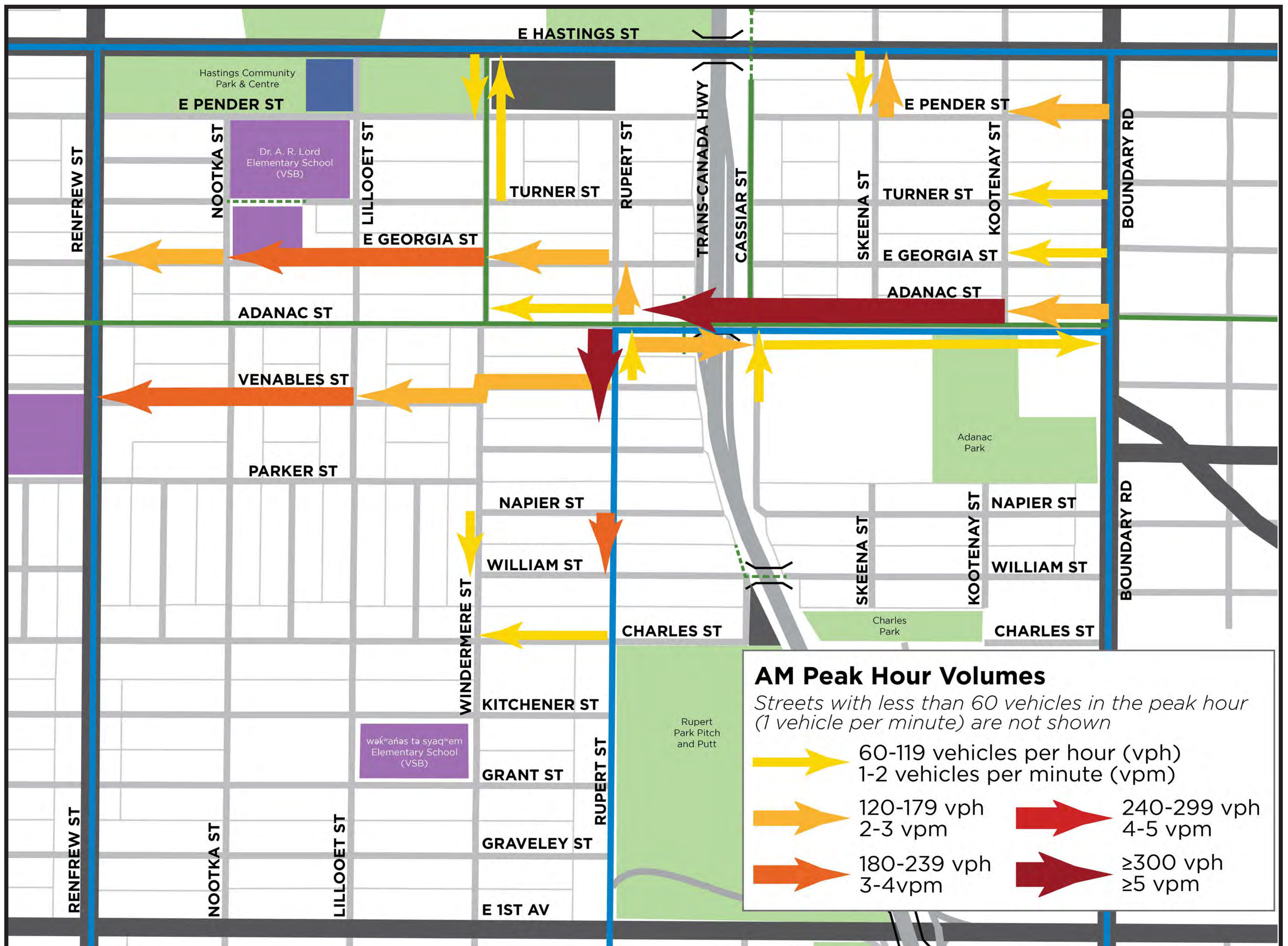
Adanac Bikeway: An important regional bike connection. Due to high vehicle volumes and speeds, the route does not meet our all ages and abilities (AAA) guidelines for cycling.

Slow Streets: Slow Street barriers were installed at two entrances of the neighbourhood to encourage slower vehicle speeds.



4 PROJECT CONTEXT

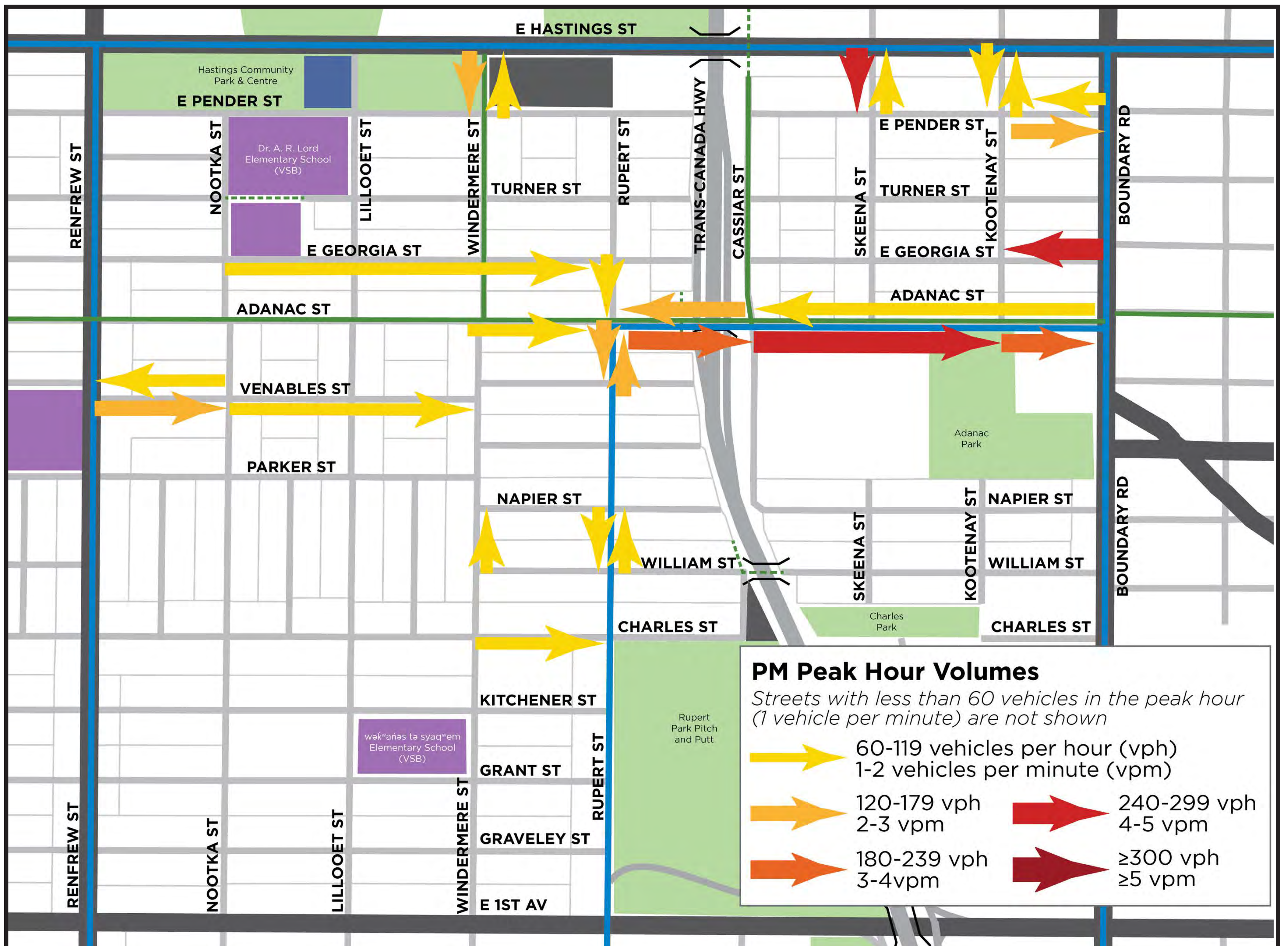
Vehicle volume AM peak hour



- **High to very high vehicle volumes** westbound on **Adanac St.** between Rupert and Kootenay St.
- **Moderate to high volumes** westbound on **Venables and E Georgia St.** west of Rupert St.
- **Moderate volumes** both northbound and southbound on the northern portion of **Windermere St.**
- **Moderate westbound volumes** on **E Georgia, Turner, and Pender St.**

5 PROJECT CONTEXT

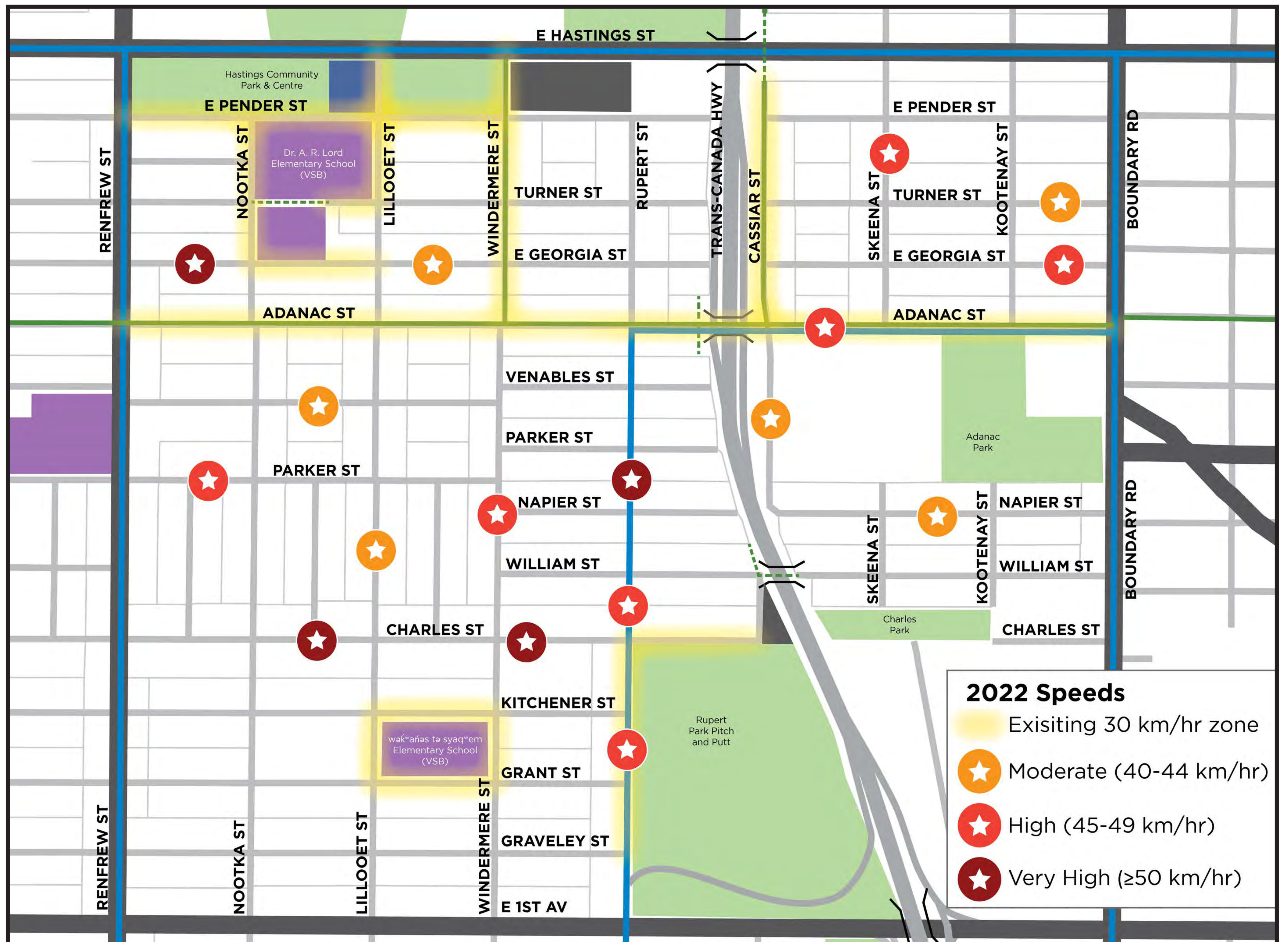
Vehicle volume PM peak hour



- **High to very high vehicle volumes** westbound on Adanac St. between Rupert St. and Boundary Rd.
- **Very high** eastbound volumes on E Georgia St.
- **Very high volumes southbound** on Skeena St. at E Hastings St., and moderate eastbound volumes on E Pender St.

6 PROJECT CONTEXT

Vehicle speed



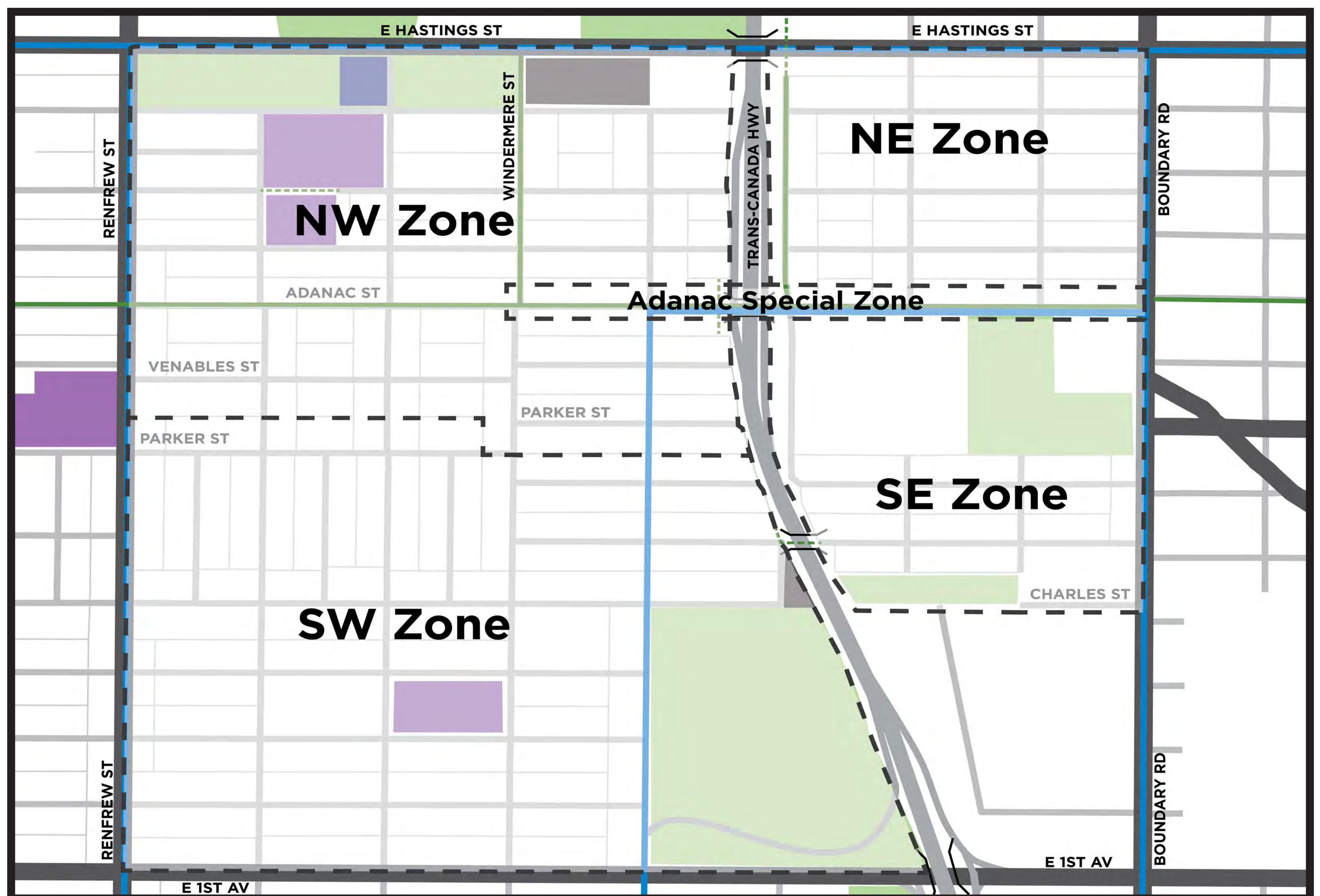
- Locations where the 85th percentile speed was ≤ 40 are shown on the map. 85th percentile speed means 85% of drivers were at or below this speed.
- Many of the streets in the neighbourhood have recorded **speeds higher than what is desirable** on local streets.
- High speeds are occurring on streets near schools, community centres, parks, and existing and future greenways and bikeways.
- **High speeds on Adanac and Rupert St.** pose a risk to those walking to and from bus stops along this route.

7 NEIGHBOURHOOD ASSESSMENT

The NTMP is incorporating feedback from a number of sources, including 3-1-1 phone calls, previous engagements and community conversations, to inform the current traffic calming project.

To ensure we have a holistic approach to neighbourhood-wide traffic calming, the area has been divided into zones so community members can provide feedback on zones they know well.

Project Area Zones



WE NEED YOUR HELP!

Help us confirm the priority issues staff should focus on addressing in each of the zones. Share your feedback on our online survey:

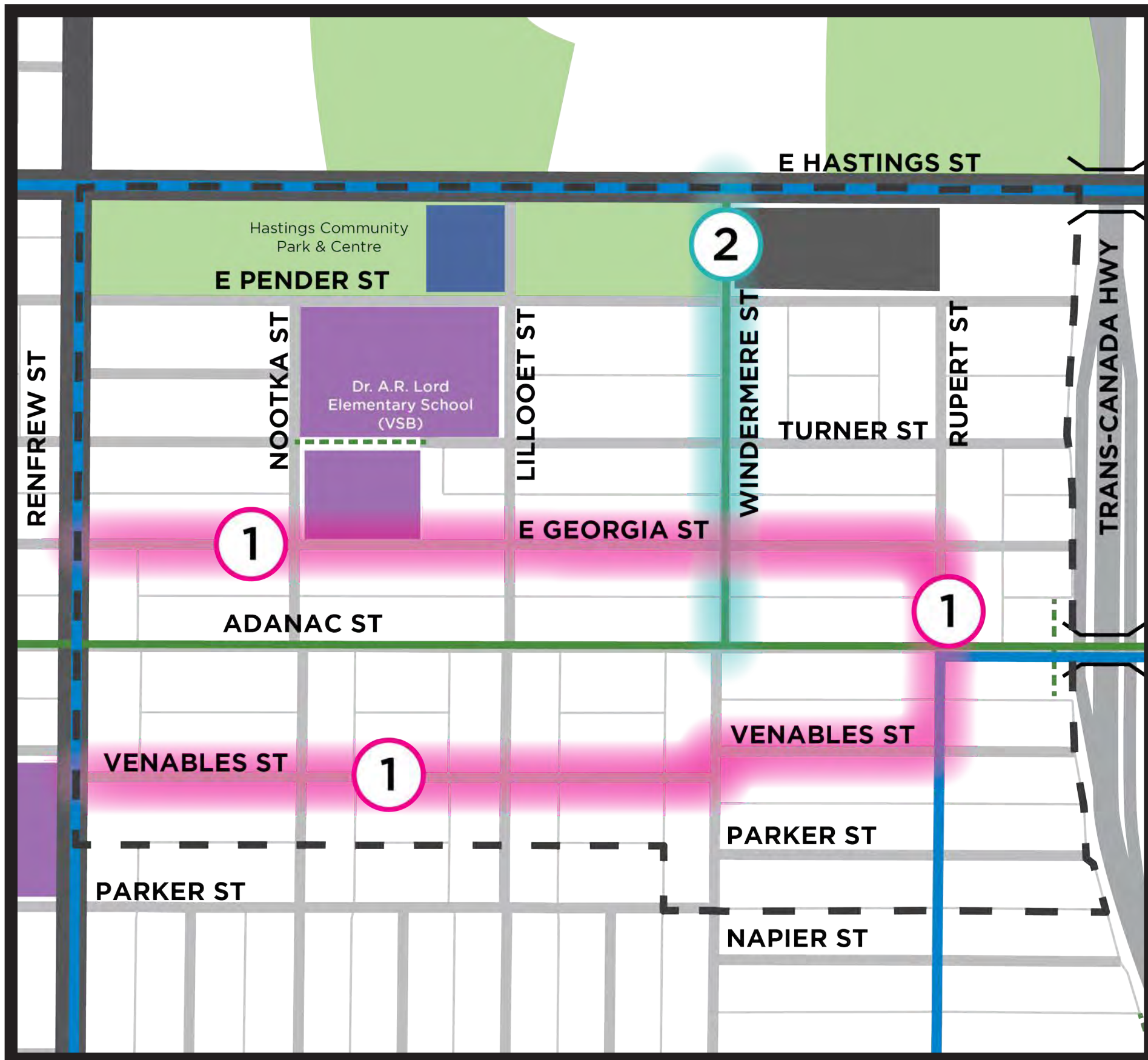
shapeyourcity.ca/adanac-overpass



SCAN HERE!

8 NEIGHBOURHOOD ASSESSMENT

Zone 1 - North West



Based on traffic monitoring in this area, we are seeing:

- 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 E Georgia and Venables St.
 - This traffic seems to stem from westbound traffic using the Adanac Overpass exiting the neighbourhood, because when the overpass was closed, the volumes on these streets decreased.

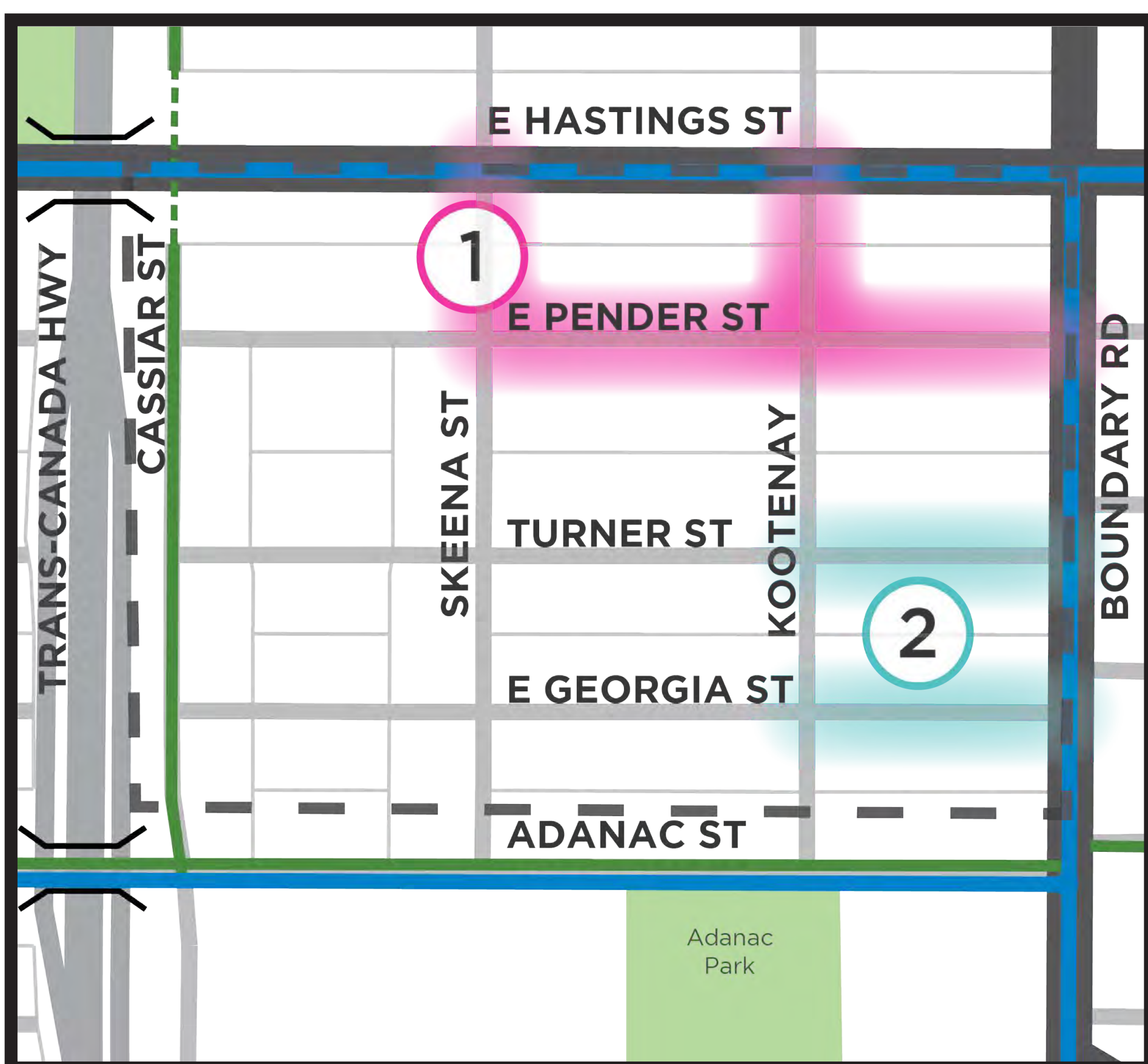
Very high speeds on the western portion of E Georgia St., and moderate speeds elsewhere on E Georgia and on Venables St.

- Higher speeds likely due to the wide nature of these streets. Staff have heard concerns about these speeds from Hastings Community Centre and A. R. Lord Elementary School.

- ② **Moderate to high volumes** on Windermere St. in both directions. As a bike route, traffic on this street is of particular concern.

- This traffic is likely associated with access to amenities in this part of the neighbourhood, including Hastings Community Centre and A. R. Lord Elementary School, with some traffic originating from or travelling to the Adanac Overpass.

Zone 2 - North East



Based on traffic monitoring in this area, we are seeing:

- ① **Very high volumes** on Skeena St. and moderate to high volumes on Kootenay and Pender St.
 - This traffic seems to 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.

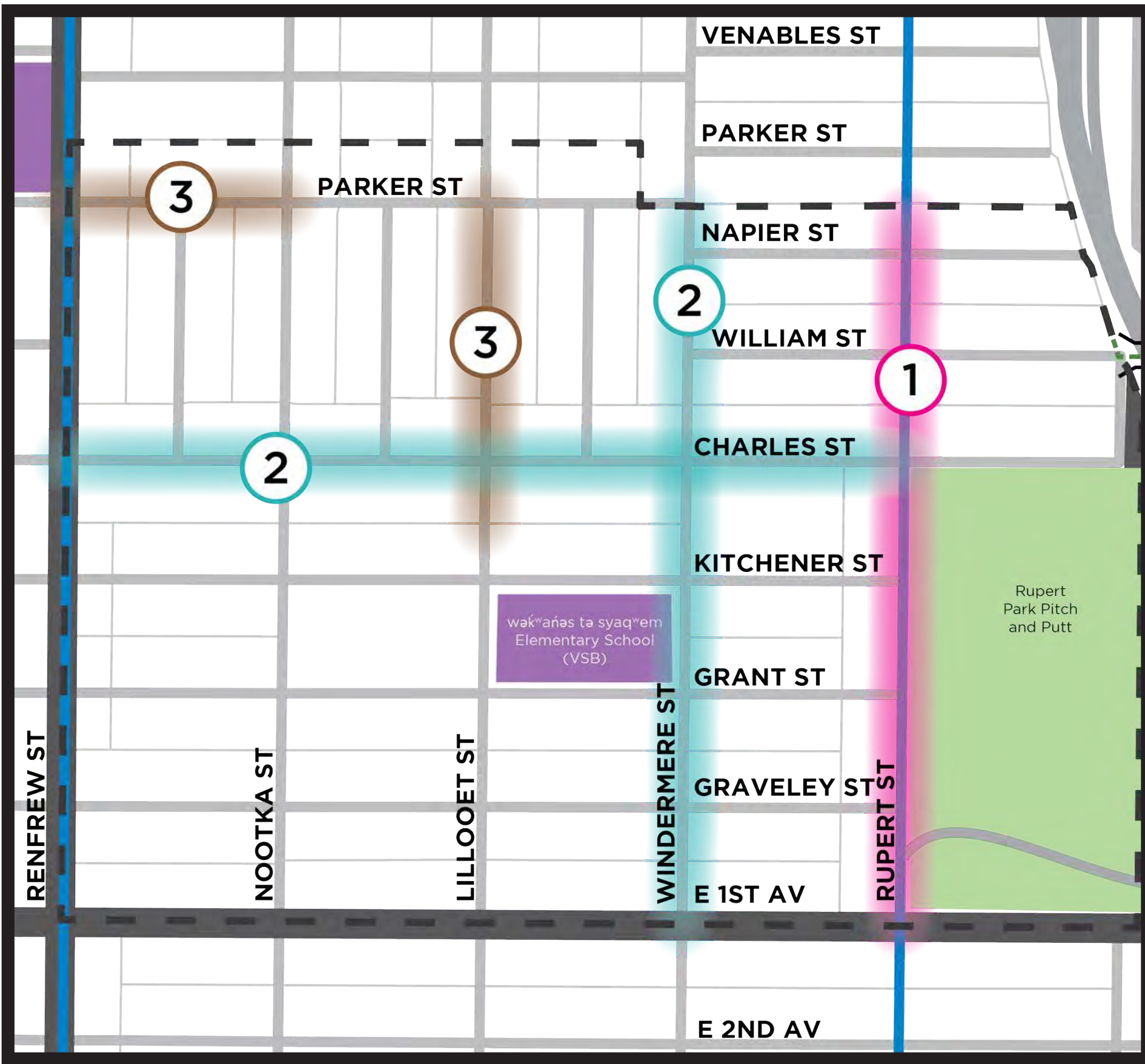
High speeds on Skeena St.

- ② **Moderate volumes** on Georgia and Turner St.

- Likely due to northbound traffic on Boundary Rd. making left turns onto these streets to access the Overpass (left turns are banned at Adanac St. and Boundary Rd.). When the Overpass was closed, volumes on these streets decreased.
- **High speeds** on Georgia St. and moderate speeds on Turner St. High speeds likely stem from the wide nature of these streets.

9 NEIGHBOURHOOD ASSESSMENT

Zone 3 - South West



Based on traffic monitoring in this area, we are seeing:

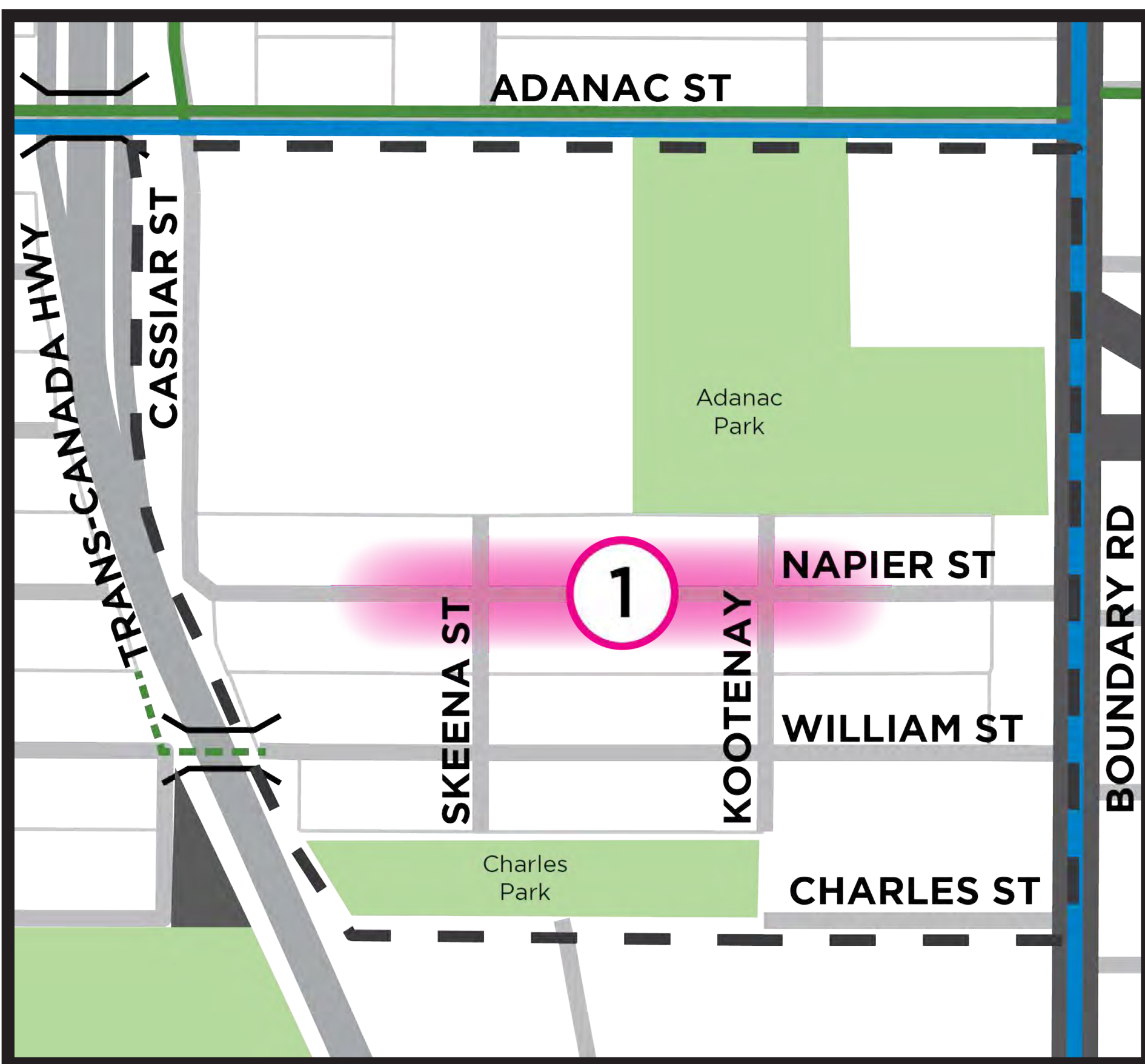
- ① **High volumes** on Rupert St., particularly southbound in the morning peak period.
 - This traffic seems to stem from westbound traffic using the Adanac Overpass exiting the neighbourhood.
 - **Very high speeds** on the northern part of Rupert St., and **high speeds** on other parts of Rupert St.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

② Moderate volumes on Charles 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 Adanac 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 this street. Staff have heard concerns about these issues from wəkʷaʰəs tə syaqʷəm Elementary School.

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

Zone 4 - South East



Based on traffic monitoring in this area, we are seeing:

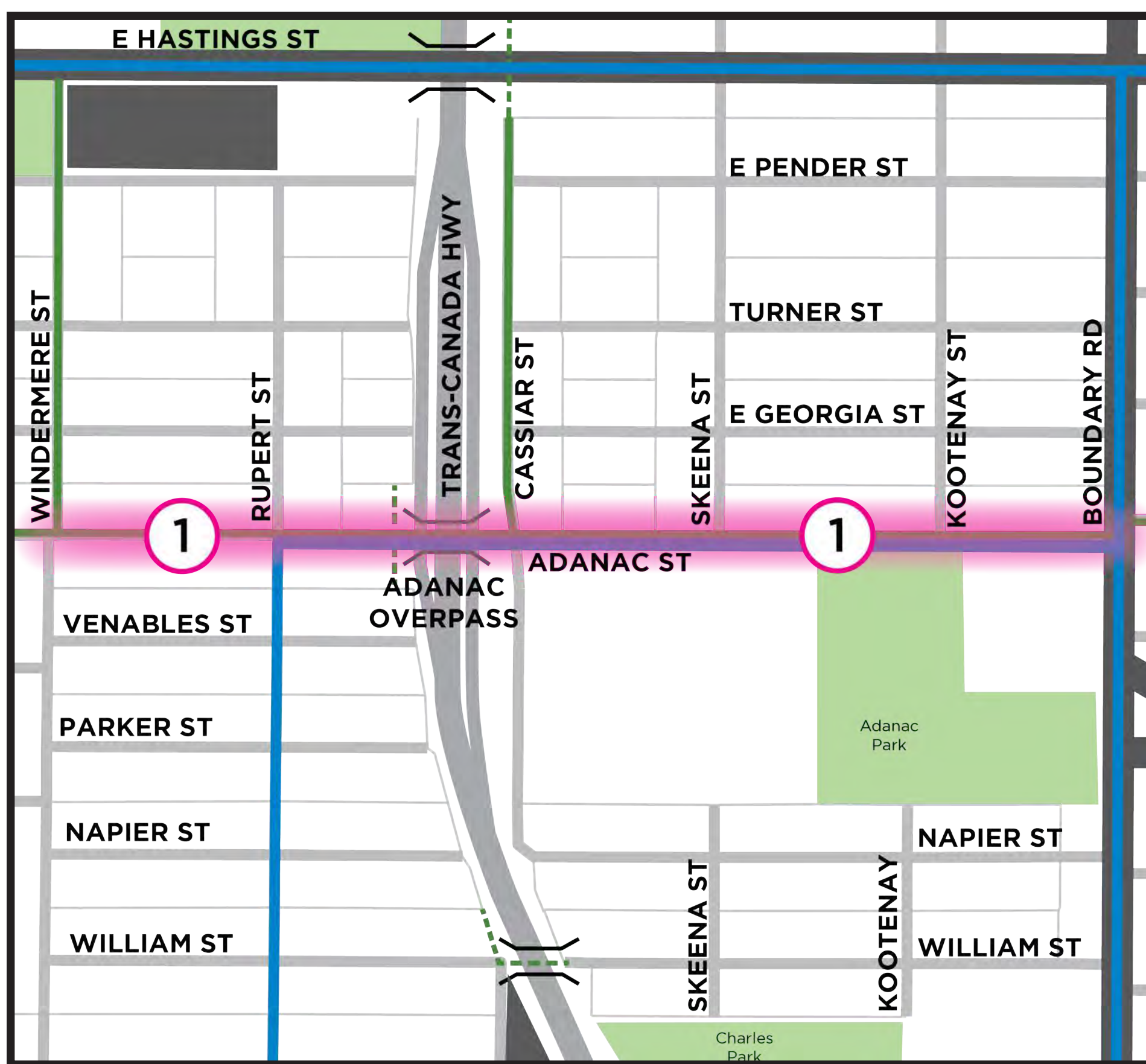
- ① **Moderate speeds** on Napier St.
 - No streets with volumes higher than typical local streets.

10 NEIGHBOURHOOD ASSESSMENT

Zone 5 - Adanac Special Zone

The Adanac Overpass connects east and west portions of the neighbourhood for people taking transit, walking, biking and driving. Staff temporarily closed the Adanac Overpass in 2018 to mitigate traffic impacts on the neighbourhood from the FortisBC work on E 1st Ave. In 2019, the Adanac Overpass reopened.

Feedback about the closure ranged from concerns about vehicle access for some residents, to providing a solution in managing higher than desirable vehicle volumes and speeds using the Adanac Overpass.



Based on recent (2022) traffic monitoring in this area, we are seeing:

- ① **Very high volumes** on Adanac St. between Rupert and Kootenay St. and **high volumes** between Kootenay St. and Boundary Rd.
 - 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.

To address vehicle volume and speed issues along Adanac St., staff are reviewing various options for the corridor and the Adanac Overpass.

When thinking about lowering vehicle volumes	When thinking about lowering vehicle speeds
<ul style="list-style-type: none"> • Higher level of traffic diversion needed to mitigate non-local trips along the corridor when the overpass allows vehicle traffic. • Potential of limiting access on the overpass to buses and people walking and biking which can lower vehicle volumes along the whole corridor. 	<ul style="list-style-type: none"> • Introduce raised crossings, speed humps or interventions that narrow the roadway. • AAA cycling: Build protected facilities for people biking or move the bikeway onto another lower volume roadway.

As we learn more about the needs of community members, staff will develop options that blend these two approaches.

11 TRAFFIC CALMING TOOLKIT

Our goal is to make local streets more inviting spaces for people to walk, bike and roll. Residential streets should primarily provide access for residents and businesses, and accommodate vehicle traffic at appropriately low speeds and volumes.

Our toolkit of measures primarily focuses on **three specific categories**:



Speed control measures encourage drivers to slow down when using neighbourhood streets.



Volume control measures reduce high vehicle volumes and may limit options for entering or exiting the neighbourhood.



Safety improvements are measures that address safety for people walking, biking, or rolling in other ways such as improving sight lines at intersections, reducing crossing distances, or providing better separation from vehicles.

Traffic calming measures may include other **community opportunities and impacts**:



Placemaking provides opportunities for community spaces.



Green space may be incorporated into a final design in the form of trees, grass, shrubs or other vegetation.



Public art may be used to enhance barriers or other traffic calming measures.



Circulation changes could lengthen travel routes depending on the destination. Final neighbourhood design will ensure accessibility to homes and businesses.



Parking may be reduced, removed or added in certain instances to ensure program goals of safety, speed reduction and volume reduction are achieved.

12 TRAFFIC CALMING TOOLKIT

Traffic calming measures presented will not be suited to every street in the neighbourhood. Multiple factors will be taken into consideration when evaluating the changes that can be made.

There are a variety of traffic calming measures which help encourage safe driving by slowing vehicle speeds and reducing vehicle volumes on local streets.

Quick-Build



Full Build Out



vs.

This program will primarily focus on quick-build traffic calming measures to be implemented on local streets. **Full street rebuilds are beyond the scope of this program.** Quick-build measures can be adjusted or removed if needed.



Speed Humps/Tables/Cushions

A raised feature intended to slow travel speed. Different variations are used on bus and bike routes, or pedestrian crossings.

Used For



13 TRAFFIC CALMING TOOLKIT



Diverter

Barrier restricting the types of turns vehicles (but not people walking and biking) can make at intersections.

Used For



Other Impacts



Full/Partial Closures

Reducing a street to one-way traffic, or closing all or part of a street to general purpose traffic. Emergency vehicles, buses, people walking and biking can still use the street in both directions.

Used For



Other Impacts



Curb Bulges

Extending the curb at an intersection to make crossing distances shorter, improve sight lines at intersections, and better delineate parking.

Used For



Other Impacts



Roadway Narrowing

Narrowing or realigning the street to include curves, slows down people driving down as they navigate the road and yield way to oncoming traffic.

Used For



Other Impacts



14 NEXT STEPS

Online workshop sessions

We will be hosting online workshop sessions to explain the program on the following dates. Our aim is to invite feedback from the community. Please RSVP on shapeyourcity.ca to join one of our workshops.

Tuesday, April 4, 2023, 6:30 to 8pm

Wednesday, April 5, 2023, 6:30 to 8pm

Thursday, April 13, 2023, 6:30 to 8pm

Survey

In addition to our online workshop sessions, we have an online survey open from **Thursday, March 16 to Friday, April 28, 2023** to invite your input on traffic management perspectives in the area. If you are interested in filling out the survey, please head to our Shape Your City page.



SCAN HERE!

Get in touch



adanac-overpass@vancouver.ca



3-1-1



vancouver.ca/adanac-overpass

Hastings-Sunrise Sewer Renewal Project

Please note, you may receive information for upcoming sewer work through the Hastings-Sunrise Sewer Renewal project. Sewer work is tentatively scheduled for spring/summer 2023 and will involve traffic changes along E 1st Ave. that could impact your neighbourhood and commute. Please keep an eye out for signage or learn more by:

- Visiting: **vancouver.ca/hastings-sunrise-upgrades**
- Emailing: **hastings-sunrise-upgrades@vancouver.ca**