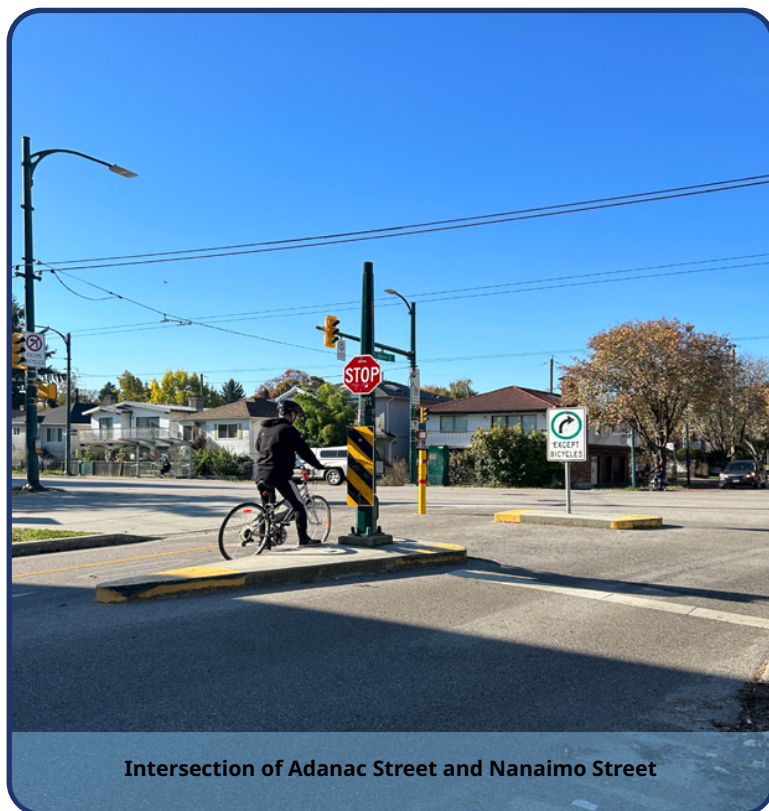


HASTINGS-SUNRISE (CLINTON PARK AREA) TRAFFIC CALMING

IMPLEMENTATION PLAN
OCTOBER 2024



Intersection of Adanac Street and Slocan Street



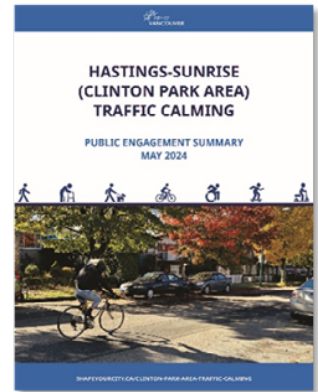
Intersection of Adanac Street and Nanaimo Street

Contents

- Introduction2**
- Zone 1 - North.....3**
 - Vehicle Speed Reduction and Safety Measures 3
 - Vehicle Volume Reduction 3
- Zone 2 - South.....4**
 - Vehicle Speed Reduction and Safety Measures 4
 - Vehicle Volume Reduction 4
- Conclusion and Next Steps5**
- Appendix A - Full Neighbourhood Traffic Calming Plan.....6**

Introduction

From November to December 2023, we engaged the Hastings-Sunrise neighbourhood, near the Clinton Park area, on local traffic issues. Community members shared traffic concerns and feedback was collected on vehicle volume and speed, traffic safety, and various traffic calming measures. Community members also identified areas they felt needed to be safer for people who walk and bike, especially near schools and Clinton Park.








The engagement summary can be found at shapeyourcity.ca/clinton-park-area-traffic-calming.

This document provides an overview of the final traffic calming plan and how it has been updated based on community feedback. For the full neighbourhood traffic calming plan, please see Appendix A.

Implementation is expected to start in early 2025. We will use a mix of [permanent changes and quick build measures](#).



Project Goals

-  **Make local streets more comfortable for people walking, biking, and rolling.**
-  **Improve safety for all road users.**
-  **Reduce vehicle speeds and volumes.**
-  **Ensure access to homes and community spaces by all modes.**
-  **Provide clear routes to schools for pick-up and drop-off.**

After implementation, we will monitor and collect data on vehicle speeds and volumes. This data will help us make any potential adjustments to the traffic calming measures.

Zone 1 - North



Speed humps to lower vehicle speeds on:

- Turner Street between Kamloops and Pentiction Street
- Adanac Street between Kaslo and Renfrew Street
- Venables Street between Kamloops and Pentiction Street
- Kaslo Street between Napier and Parker Street and Venables between Kaslo and Renfrew Street (around Notre Dame Regional Secondary School)



Diversionary measures to discourage shortcutting through the zone.



Roadway narrowing to lower vehicle speeds on:

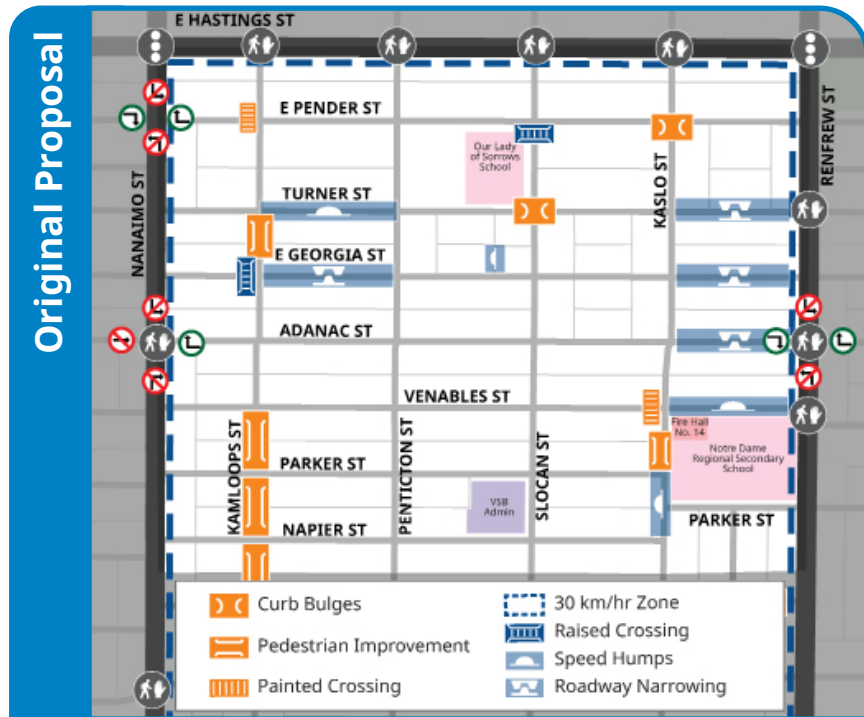
- Turner Street between Kaslo and Renfrew Street
- E Georgia Street between Kamloops and Slocan Street and between Kaslo and Renfrew Street



Raised crossings to reduce vehicle speeds and improve pedestrian safety on:

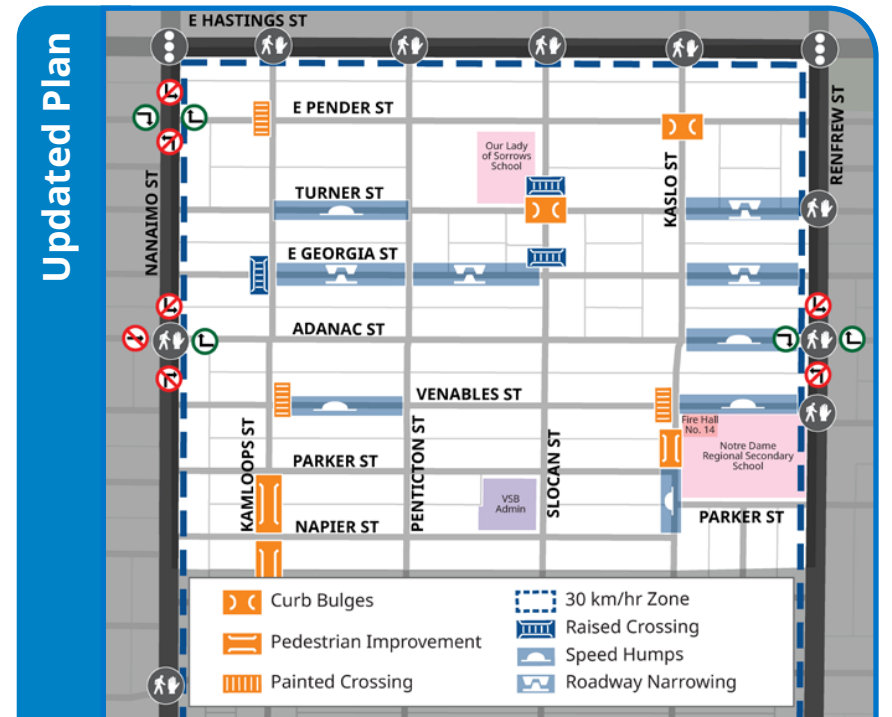
- Slocan Street at Turner Street
- Kamloops Street at E Georgia Street

Vehicle Speed Reduction and Safety Measures



What we heard from engagement participants

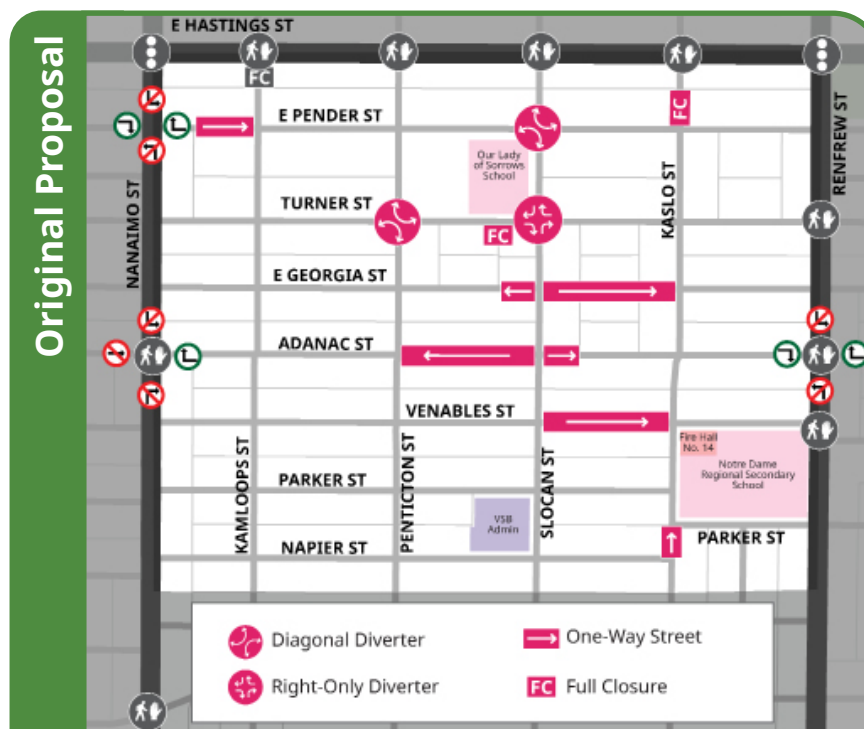
- Comfortable with slowing down cars in this zone and improving pedestrian safety
- Interest in more speed measures on Venables Street
- Interest in more speed and safety measures on E Georgia Street
- Concerns with roadway narrowing decreasing available parking spots



Key Changes

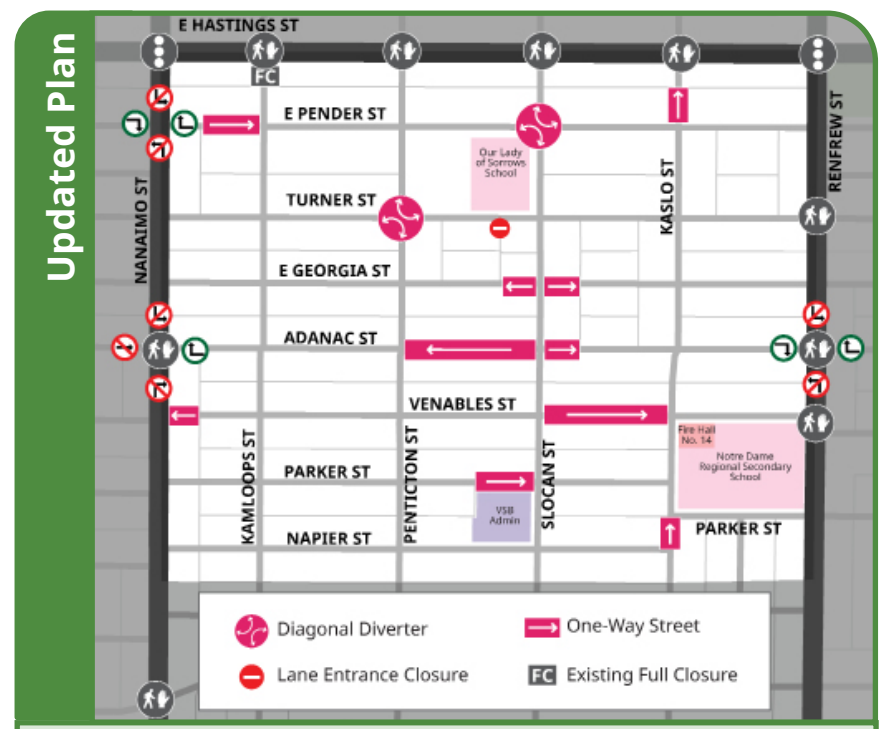
- Added speed hump and painted crossing on Venables Street between Kamloops and Pentiction Streets
- Changed roadway narrowing on Adanac Street to speed humps
- Added more roadway narrowing on E Georgia Street
- Moved pedestrian improvement at E Pender St and Slocan St to E Pender and Turner St due to space limitation at the original intersection

Vehicle Volume Reduction Measures



What we heard from engagement participants

- Comfort with reducing vehicle volumes, but there were concerns with:
 - Full closure on Kaslo Street limiting access to E Hastings Street and potentially increasing traffic on neighbouring streets
 - One-way streets shifting traffic and increasing travel time
- Interest in more diversionary measures on Venables and E Georgia Streets



Key Changes

- Reworked one-way measures to simplify neighbourhood access and discourage shortcutting
 - Added an additional measure on Venables Street to address community concerns about eastbound shortcutting
 - Reduced measures in other parts of the neighbourhood to simplify neighbourhood access while discouraging shortcutting
 - Adjusted one-way lengths on E Georgia Street
 - Changed full closure on Kaslo Street between E Pender and E Hastings Street to a one-way street
 - Removed right-only diverter at Turner Street and Slocan Street

Diversionary traffic calming works as a system. Changing one measure may require changes to other measures.

Zone 2 - South



Speed humps to lower vehicle speeds on:

- William Street between Penticton and Slocan Street.
- Charles Street between Slocan and Kaslo Street.
- Slocan Street between Graveley Street and E 1st Avenue
- Penticton Street between Grant and Graveley Street (around Clinton Park)



A raised crossing to reduce vehicle speeds and improve pedestrian safety towards Clinton Park on Penticton and Graveley Street.



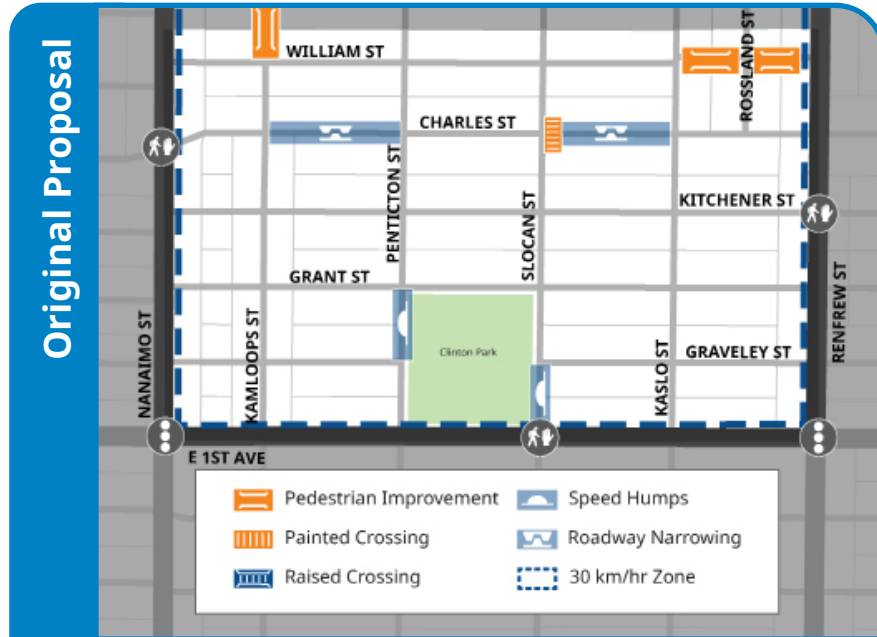
Other diversionary measures to discourage shortcutting.



Changes to one-ways on Charles Street:

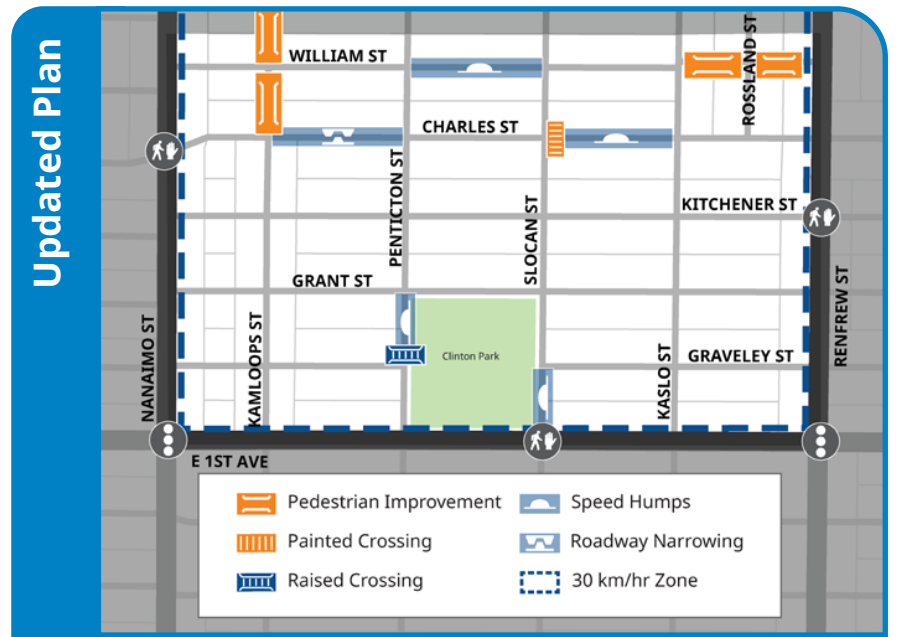
- Return to two-way travel between Kamloops and Penticton Street
- Reversal of one-way between Penticton and Slocan Street to become one-way eastbound
- Addition of one-way westbound between laneways in the block between Nanaimo and Kamloops Street

Vehicle Speed Reduction and Safety Measures



What we heard from engagement participants

- Comfortable with slowing down cars in this zone and want more speed humps
- Comfort for pedestrian safety improvements on Kamloops Street
- Concerns with roadway narrowing as existing speed measures were deemed sufficient



Key Changes

- Added speed humps on William Street
- Changed roadway narrowing to speed hump on Charles Street between Slocan and Kaslo Street
- Added raised crossing at Graveley and Penticton Street

Vehicle Volume Reduction Measures



What we heard from engagement participants

- Comfortable with reducing vehicle volumes, but there were concerns with:
 - Full closure on Grant Street west of Kamloops Street potentially limiting access for residents
 - Traffic calming on Charles Street as previous traffic calming was deemed sufficient
 - Parking removal as there was a desire to maintain parking



Key Changes

- Adjusted the locations of one-way restrictions on Charles Street
- Removed one-way street on Kitchener Street east of Kaslo street



Diversionary traffic calming works as a system. Changing one measure may require changes to other measures.



Conclusion and Next Steps

The Hasting-Sunrise (Clinton Park) traffic calming plan is scheduled for implementation starting in early 2025. This traffic calming plan was developed and refined with community feedback; where possible, traffic calming measures were removed, adjusted or added to try to best meet the project goals. After implementation, we will monitor and collect data on vehicle speeds and volumes. This data will help us determine if any future adjustments are required.



Appendix A - Full Neighbourhood Traffic Calming Plan

