HASTINGS-SUNRISE (CLINTON PARK AREA) TRAFFIC CALMING

PUBLIC ENGAGEMENT SUMMARY
MAY 2024

Contents

Executive Summary

The Hastings-Sunrise (Clinton Park) neighbourhood (see Figure 1) was selected for traffic calming using our traffic calming framework. The framework prioritizes traffic calming based on criteria such as collisions, nearby destinations, vulnerable populations and more. Also, over the years, community members have shared concerns about vehicle speeds and volumes in the area.

In 2023, we engaged the neighbourhood on our proposed traffic calming plan. The measures are meant to slow vehicles down, improve safety and reduce vehicle shortcutting. We plan to use durable, quick-build materials that can be adjusted if needed. Options include speed humps, better crosswalks, one-way diverters, curb bulges and more. Community members gave feedback on our proposed measures throughout our engagement period.

Figure 1. Map of project area.

Local streets in the area provide access to homes, Notre Dame Regional Secondary School and Our Lady of Sorrows School. They also provide access to the Vancouver School Board Administration Building, Clinton Park, and several faith centres. People come to these places from outside the neighbourhood, as well as from within, by foot, bike, transit, and car. In addition, the Adanac and Sunrise Bikeways are important regional bike connections in this area.

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.

Themes from engagement include:

1. Concern with high vehicle speeds and volumes across the neighbourhood.
2. Desire to make it safer for people walking and biking, especially near schools.
3. Comfort with reducing vehicle speeds.
4. Comfort with measures that lower vehicle volumes, but overall these had lower levels of comfort than measures that reduce vehicle speeds. Participants shared concerns about the measures increasing travel time to destinations in the neighbourhood when they drive.

We gathered feedback from the community through in-person open houses (Figure 2), an online survey and an online workshop.

This report summarizes participants' feedback. We will use this feedback to develop the final traffic calming plan.

The plan will include measures that work together to:

- Make local streets safer and more comfortable for people walking, biking and rolling
- Reduce vehicle speeds and volumes
- Maintain access to local homes and community amenities

We will share the final traffic calming plan with engagement participants in summer 2024. Implementation is anticipated to start in fall 2024.

Figure 2. Open house attendees discussing neighbourhood traffic calming.

Engagement Approach

Community engagement has helped City staff learn about the neighbourhood's transportation needs. This information will help us improve safety for people walking, cycling and driving. We got various neighborhood perspectives and experiences by using techniques that made it easier for everyone to participate.

To inform the community of these events, a neighbourhood-wide notification letter was sent out. The letter was translated into Vietnamese, Traditional Chinese, and Simplified Chinese. Language support was provided through the City's 3-1-1 phone service.

Engagement Efforts:

2,179
Letters and emails sent to businesses & residents

4,600
Visitors to Shape Your City project website

1
Online community workshop (16 participants)

7
Stakeholder meetings

73
Pop-up attendees

2,918
Social media interactions

17
Emails and 3-1-1 interactions

92
Contributors to the online neighbourhood mapping tool

596
Surveys completed

We collected feedback through five community touchpoints:

1. Online survey on Shape Your City (from November 30 – December 17, 2023)
2. Virtual workshop on December 13, 2023
3. Two open house events at Garibaldi Annex on December 14 and 16, 2023.
4. Meetings with neighbourhood stakeholders
5. Emails to clinton-park-area-tc@vancouver.ca from residents and businesses

The following sections summarize community feedback on vehicle speeds and volumes, and the proposed traffic calming measures.

What We Heard About Vehicle Speeds and Volumes

In early 2023, we gathered speed and volume data in the neighbourhood. This data guided our design of the potential traffic calming measures.

We shared this data on vehicle speeds and volumes, along with potential measures to reduce speeding and traffic. We asked community members to reflect on the data and share their lived experiences. This feedback is helping refine our traffic calming measures and identifying additional areas where people want traffic calming.

Feedback on Vehicle Speeds
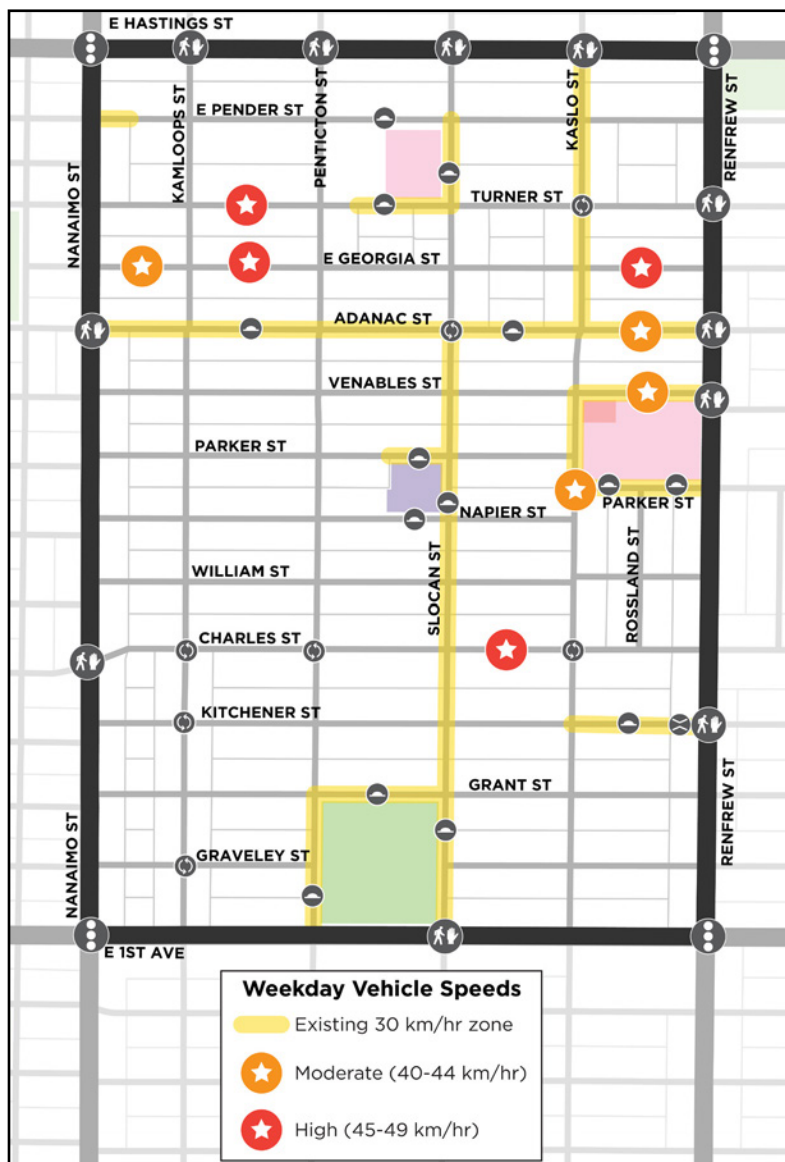
Vehicle speed refers to how fast vehicles are travelling along a given street. Figure 3 shows a map of vehicle speeds in the neighbourhood.

Key points from vehicle speed data are:
- Many streets in the neighbourhood have high vehicle speeds on local roads.
- E Georgia Street, Charles Street, and parts of Turner Street are seeing speeds over 45 km/hr.
- Some existing 30 km/hr zones near schools and bikeways are seeing speeds over 40 km/hr.

Figure 3. Weekday vehicle speeds

Feedback on Vehicle Speeds

For the majority of survey participants, the data presented on vehicle speeds reflected their experiences (see Figure 4).

Participants raised additional concerns about vehicle speeds on:
- Turner Street – we heard alignment with the data while some people felt vehicle speeds were higher than those shown in the data
- E Georgia Street & Venables Street – we heard some alignment with the data while more people felt vehicle speeds were higher than those shown in the data
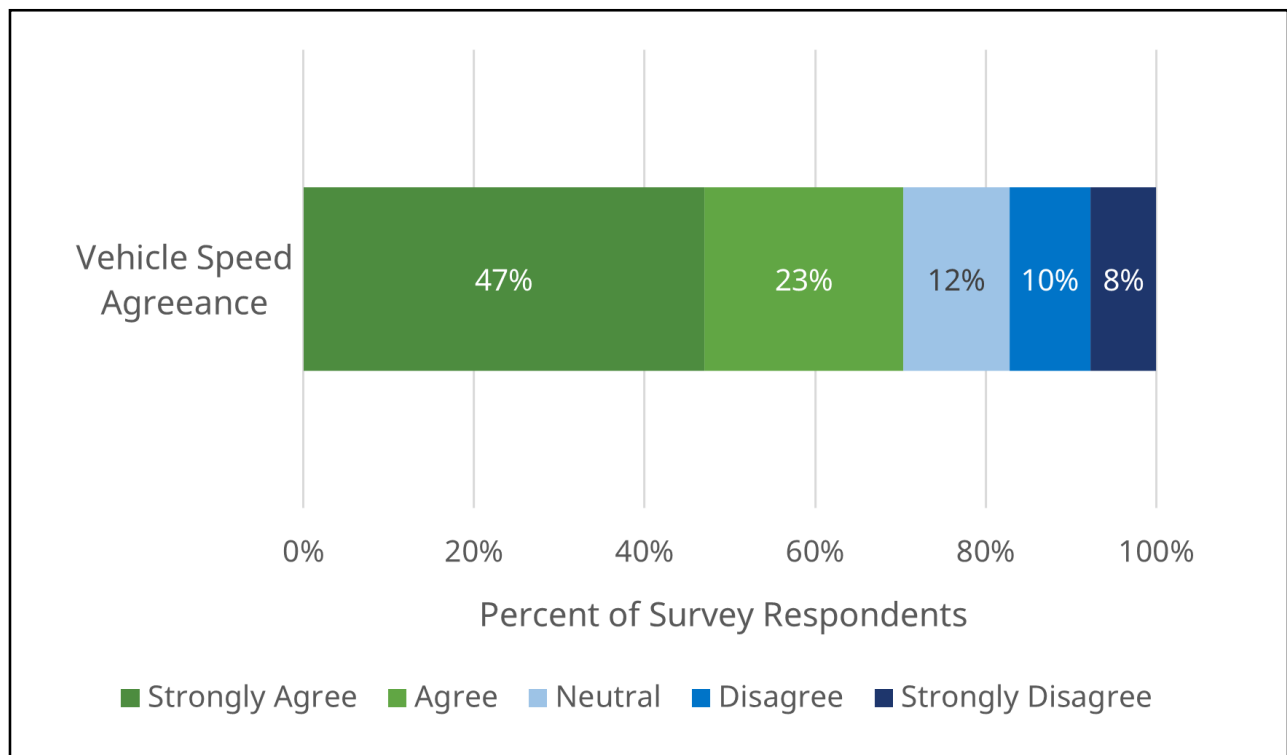

Figure 4. Survey participants' agreement with vehicle speed data. 587 participants answered this question.

Some open house and workshop participants felt vehicles speeds on **Venables Street** were too high. They believed the data did not reflect their lived experiences. They also wanted to reduce vehicle speeds around **Clinton Park**.

Feedback on Vehicle Volumes

Vehicle volumes refers to the number of vehicles travelling on a street. Figure 5 shows a map of vehicle volumes in the busiest hour of the morning (left) and evening (right).
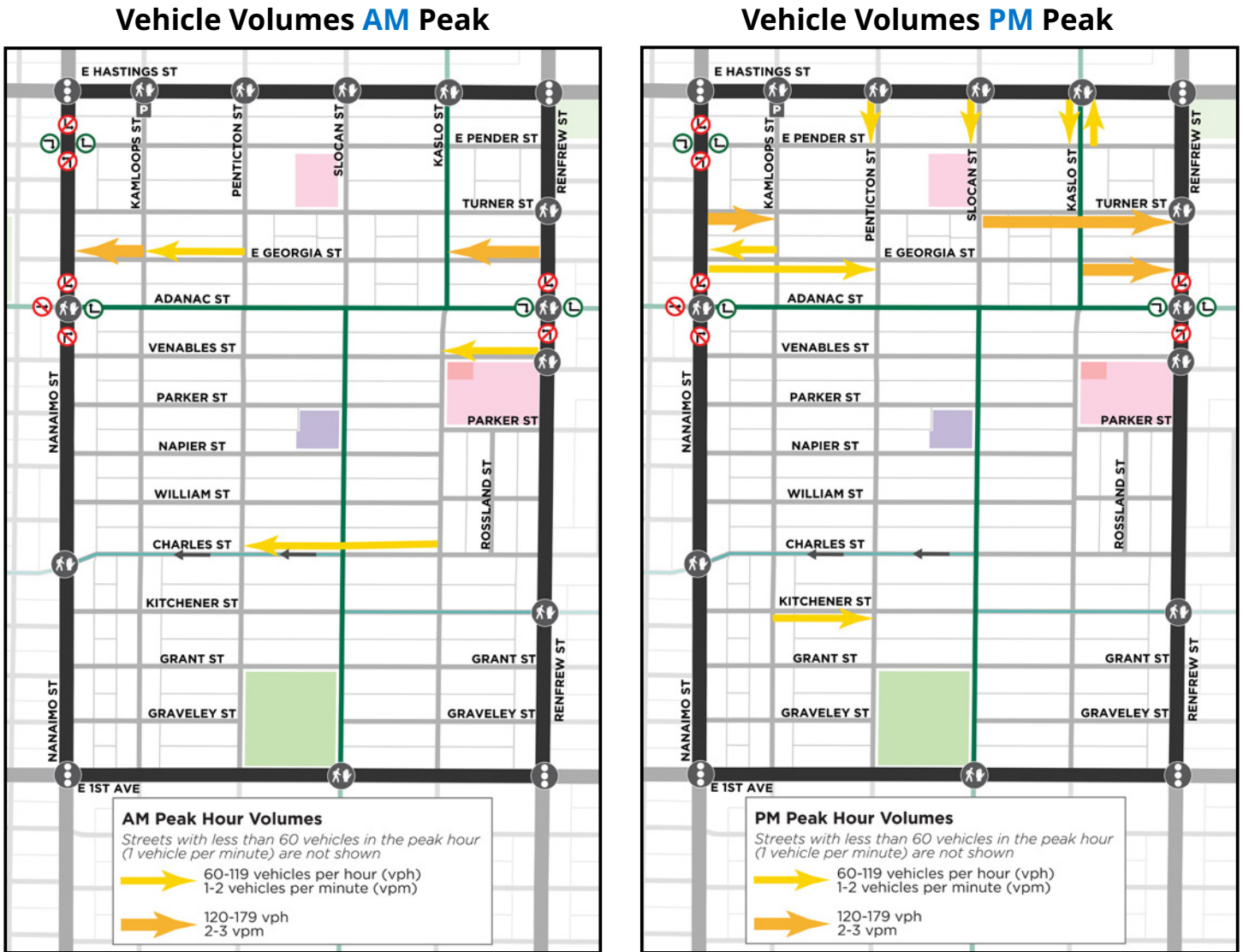
Vehicle Volumes AM Peak

Vehicle Volumes PM Peak

Figure 5. Vehicle volumes in the morning and evening peak hour.

Key points from vehicle volume data:

- Traffic in the neighbourhood is unevenly distributed
- E Georgia Street has high vehicle volumes going westbound in the AM and eastbound in the PM peak periods
- Turner Street has high vehicle volumes, particularly eastbound during the PM peak
- Penticton, Slocan, and Kaslo streets have high vehicle volumes during the day, peaking in the evening

Feedback on Vehicle Volumes

For the majority of survey participants, the data presented on vehicle volumes reflected their experiences (see Figure 6).

Participants provided additional comments about vehicle volumes on:

- Turner, E Georgia & Venables streets – we heard alignment with the data, while some people felt vehicle volumes were higher than those shown in the data
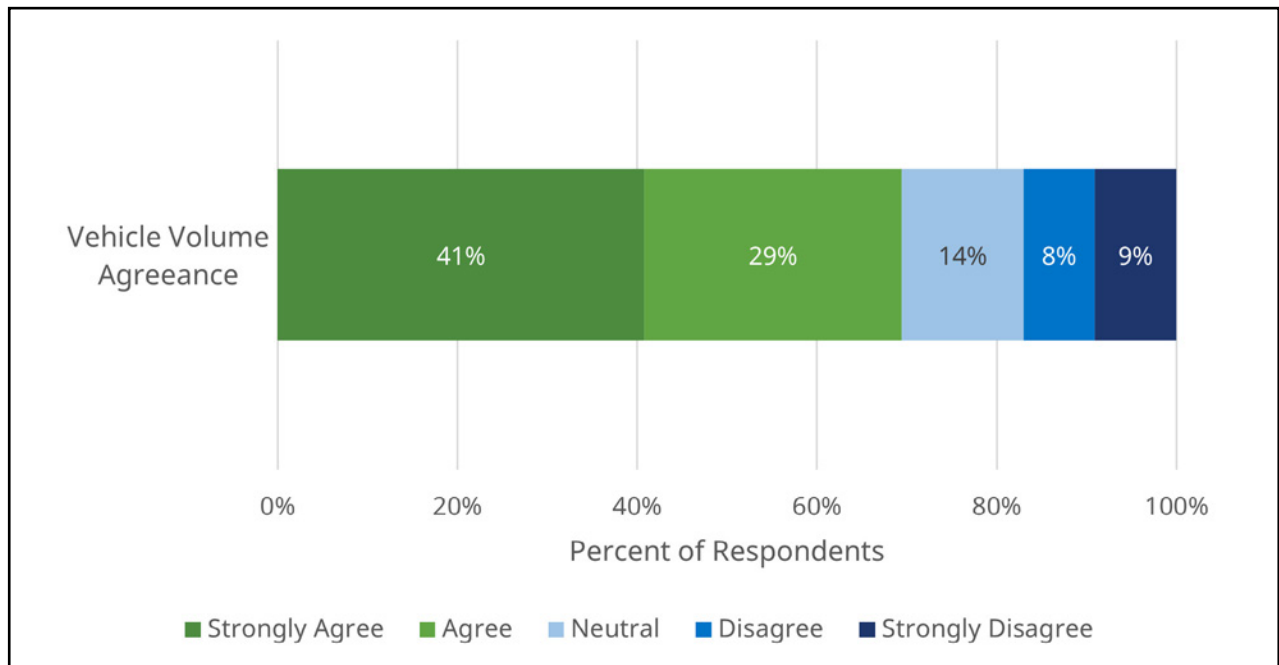

Figure 6. Survey participants' agreement with vehicle volume data. 595 participants answered this question.

Kaslo Street, October 2023.

Open house and workshop participants also felt vehicle volumes on **Venables Street** were higher than those shown in the data.

Proposed Traffic Calming Measures

People gave feedback on measures to slow vehicle speeds and reduce vehicle volumes. The neighbourhood was divided into two zones to make it easier for people to comment.
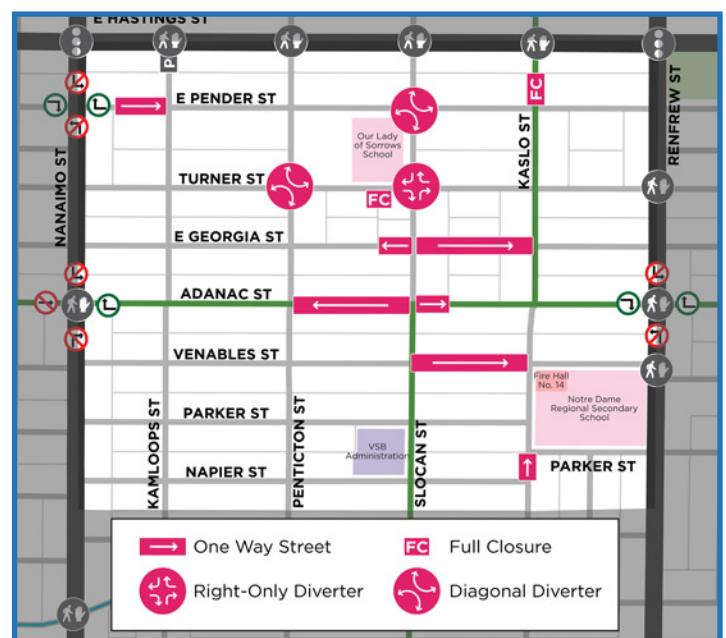
Zone 1 - North

Zone 1 is bounded by the lane north of William Street, E Hastings Street, Nanaimo Street, and Renfrew Street. It contains schools, a church and other places of community interest. Most of this area is detached houses.

Figures 7 & 8 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 the number of vehicles traveling along E Georgia, Turner & Kaslo streets, while preventing traffic from moving to other streets.
- Provide clear routes for pick-up/drop-off around Our Lady of Sorrows and Notre Dame schools.
- Provide physical barriers between people walking and parked vehicles on streets without curbs.
- Improve visibility between people walking and driving at key intersections.
- Reduce high vehicle speeds on E Georgia, Turner, Kaslo, and Adanac streets.

Figure 7. Zone 1 (North) proposed vehicle speed reduction & safety measures.

Figure 8. Zone 1 (North) proposed vehicle volume reduction measures.

# What We Heard From Participants

Participants felt comfortable with slowing down vehicles in this zone and improving pedestrian safety. Additionally, **we heard interest in:**
  • More speed and diversionary measures on Venables Street
  • More speed, safety and diversionary measures on Georgia Street

Comfort with reducing vehicle volumes. Concerns with:
  • Full closure on Kaslo Street (limiting access to E Hastings Street and potentially increasing traffic on other streets)
  • One ways (potentially shifting traffic to other streets and increasing travel time)
  • Roadway narrowing (decreasing the amount of parking spots available)

Figure 9 shows survey participants level of comfort with traffic calming in Zone 1.
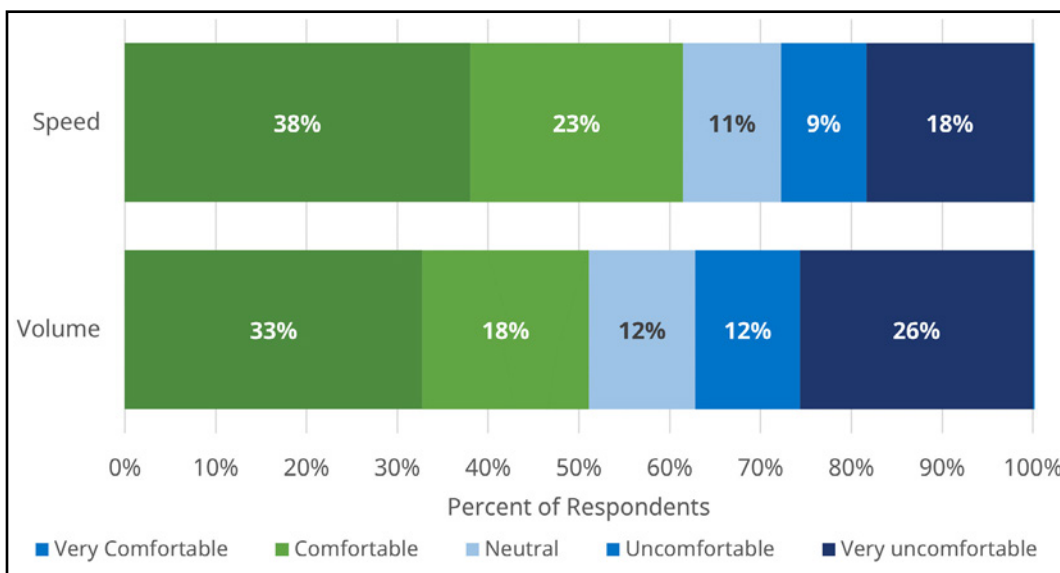
"I strongly support these measures. They promise to transform our neighbourhood into a safe and enjoyable place... I particularly support the plan to narrow roadways. This has a real chance to slow drivers down."
– engagement participant

Figure 9. Survey participants' comfort with proposed traffic calming measures in Zone 1. 588 participants answered this question.

"Georgia needs speed humps - people travel like it's a highway because it is so wide."
– engagement participant

"These measures would greatly improve the safety of this area for bicyclists and would make it more possible for me to feel comfortable with my young children (ages 5 and 7) riding their own bikes on the Sunrise Bikeway"
– engagement participant

"I think the diverters at Penticton and Turner [...] would reduce traffic but will also create enormous confusion and inconvenience" *– engagement participant*

Zone 2 - South

Zone 2 is bounded by the lane north of William Street, E 1st Ave, Nanaimo Street, and Renfrew Street. It contains Clinton Park and is mostly lower density residential. People visit Clinton Park and access their homes by foot, bike, transit and car.

Figures 10 & 11 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 Charles and Kitchener streets as local walking and cycling connections to nearby schools.
- Provide physical separation between people walking and parked vehicles on streets without curbs.
- Improve visibility between people walking and driving at key intersections.
- Address high vehicle speeds on Charles Street.

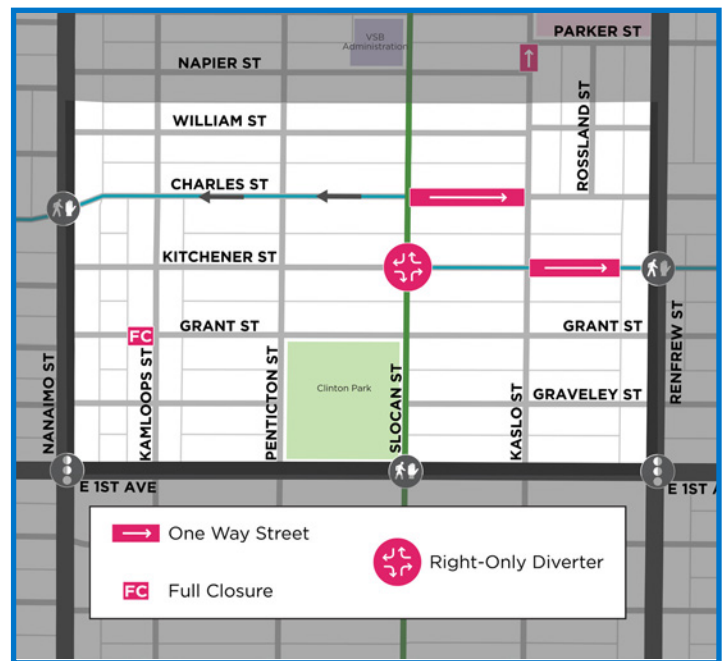Figure 10. Proposed Zone 2 (South) vehicle speed reduction & safety measures

Figure 11. Proposed Zone 2 (South) vehicle volume reduction measures

What We Heard From Participants

Participants were comfortable with slowing down vehicles and want more speed humps in this zone. Additionally, we heard comfort for pedestrian safety improvements on Kamloops Street. Comfort with reducing vehicle volumes. Concerns with:

- Full closure at Grant and Kamloops streets (potentially limiting access for residents)
- Traffic calming on Charles Street (previous traffic calming deemed sufficient)
- Roadway narrowing (existing speed reduction measures deemed sufficient)
- Parking removal to support traffic calming (desire to maintain parking spaces)

Figure 12 shows survey participants level of comfort with traffic calming in Zone 2.
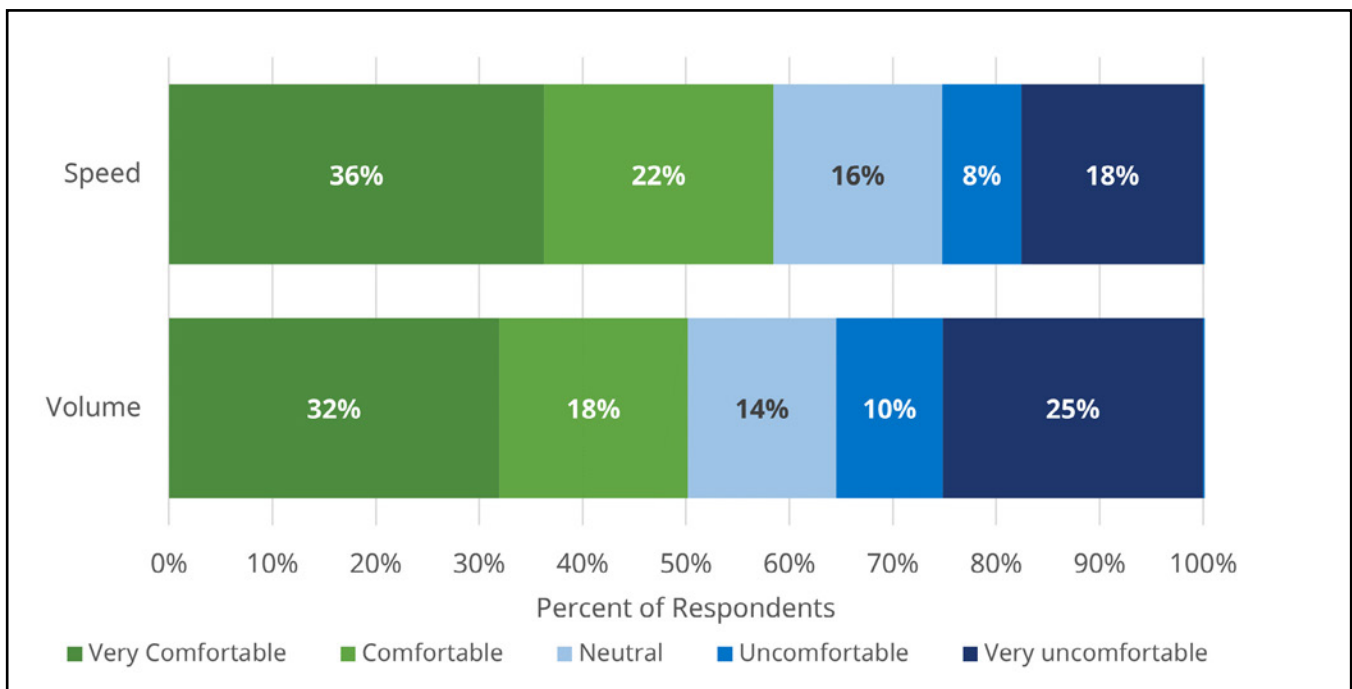

Figure 12. Survey participants' comfort with proposed traffic calming measures in Zone 2. 591 participants answered this question.

"These improvements would be very welcome and would make me feel much better about allowing my children to ride their bikes to school"
– engagement participant

"Except for road closure at Kamloops and Grant, I think proposal can work. I don't like closures of any streets except for special events."
– engagement participant

Who We Heard From[1]

Most people who participated in the Hastings-Sunrise (Clinton Park area) traffic calming engagement were residents, visitors, or people who socialized, played, or travelled through the area. Some people also shared perspectives on behalf of the private schools in the area.

Gender

As seen in Figure 13, 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.
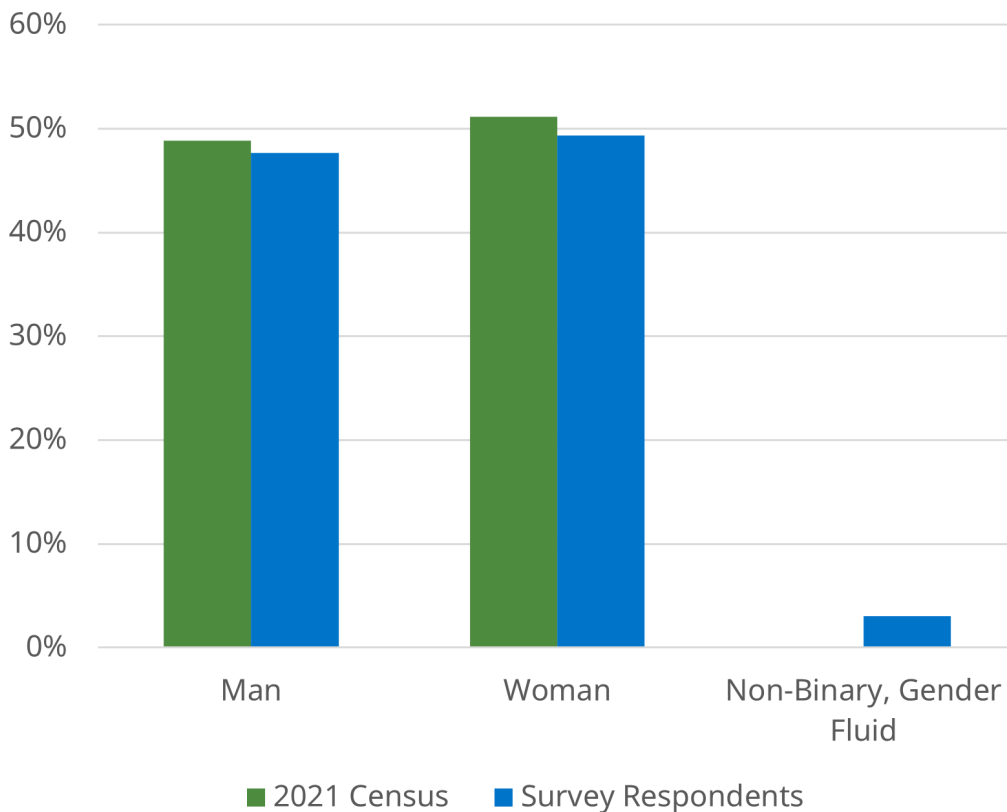

Figure 13. Gender identity of respondents compared to 2021 Census Data. 592 participants answered this question.

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1 City of Vancouver residents come from different backgrounds. We ask demographic questions to help us understand if we are hearing from the diversity of people in the project area.

Age

In our survey, we found that ages 40-59 were overrepresented, making up 54% of the respondents. This is compared to 29% of the population in the area, according to Census data. Figure 14 shows this information.
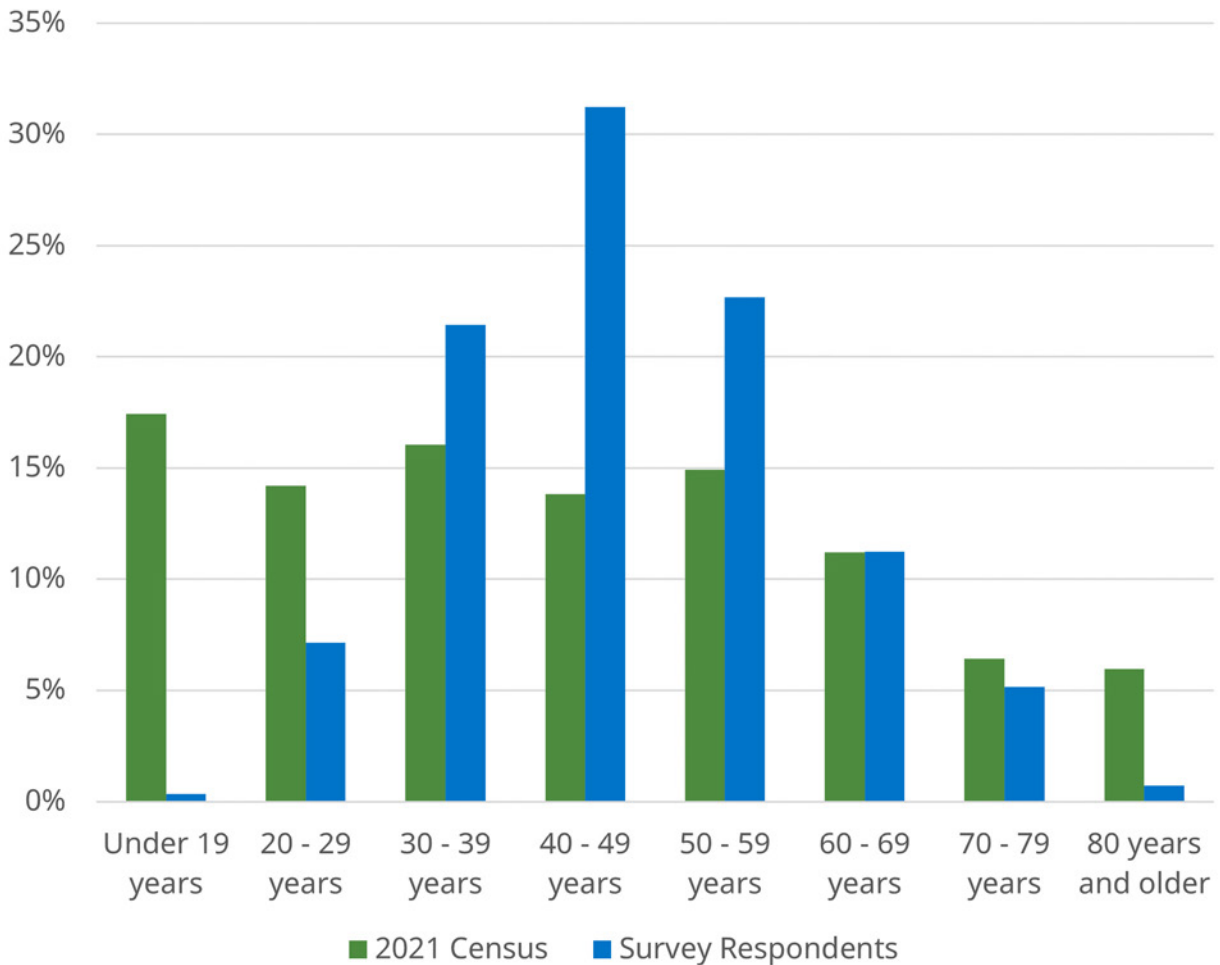

Figure 14. Age of respondents compared to 2021 Census Data. 593 participants answered this question.

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 15 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, were underrepresented. See Appendix A for our surveys demographic question.

The City's 3-1-1 phone line offered support in different languages, but few people used it.
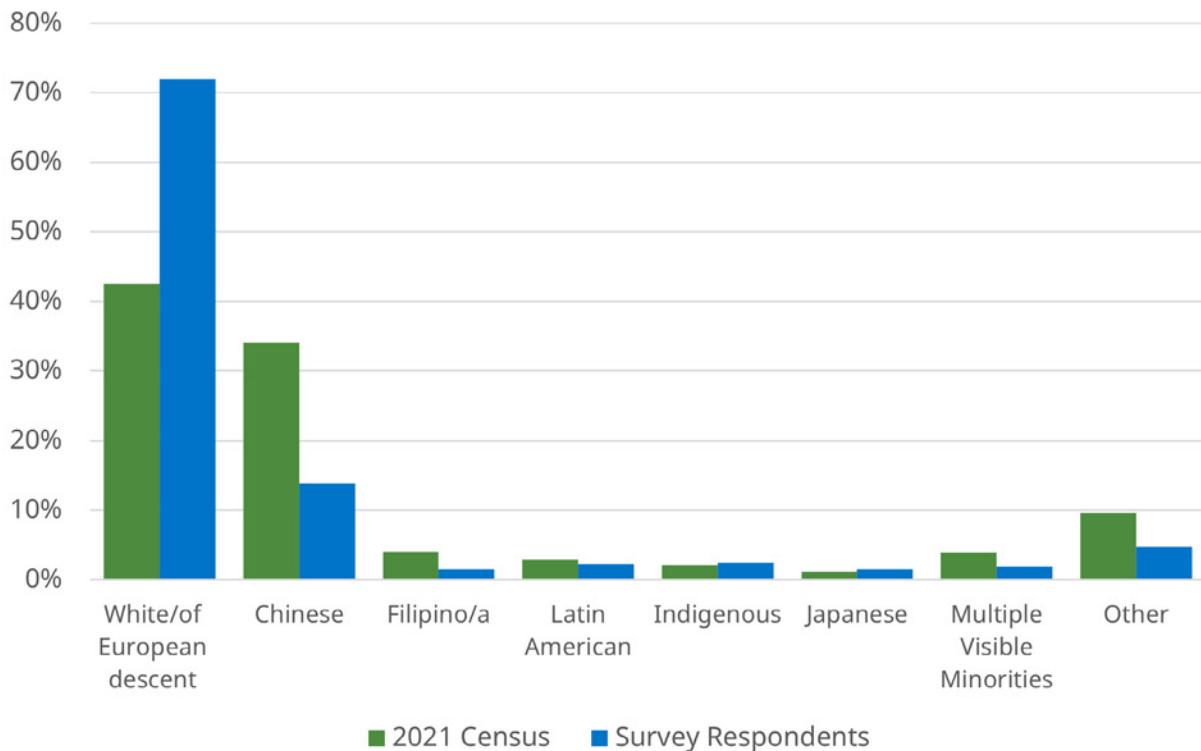

Figure 15. Ethnic or cultural origin of respondents compared to 2021 Census Data. 565 participants answered this question.

Conclusion and 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. Also, some people were concerned about reduced parking due to some traffic calming measures.

We will consider this feedback as we finalize the traffic calming plan and share it with the community in summer 2024. Traffic calming implementation is expected to start in fall 2024.

Appendix A - Survey Demographic Question

Which ethnic or racial group(s) do you identify with? Select all that apply. Note: These categories are from Statistics Canada/Census

- Arab
- Black/of African descent
- Chinese
- Filipino/a
- Indigenous
- Japanese
- Korean
- Latin American
- South Asian (e.g., Indian, Pakistani, Sri Lankan)
- Southeast Asian (e.g., Vietnamese, Cambodian, Laotian, Thai)
- West Asian (e.g., Iranian, Afghan)
- White/of European descent
- If none of the above describes you, please specify _____