

STRATHCONA TRAFFIC CALMING

**PUBLIC ENGAGEMENT SUMMARY
JUNE 2022**



Contents

Summary	3
Project Context.....	3
Overview of Engagement Survey Outcomes	4
Vehicle Volumes.....	4
Vehicle Speeds.....	4
Potential Traffic Calming Measures	5
Engagement Program	7
What We Heard	7
Potential Traffic Calming Measures.....	8
Vehicle Volumes	10
Vehicle Volumes E Pender St, Campbell Ave, Glen Dr.....	10
High Vehicle Volumes - Other Locations	12
Vehicle Speeds	13
High Vehicle Speeds Campbell Ave and Glen Dr	13
High Vehicle Speeds - Other Locations	15
Additional Considerations	16
About the Participants	16
Conclusion and Next Steps	19

Summary

Project Context

Traffic concerns in the Strathcona neighbourhood emerged as part of the False Creek Flats Arterial planning process and the associated Prior Street Pilot project, which downgraded Prior to a collector street and introduced measures to improve traffic safety on Prior and Venables streets between 2020 and 2022.

As part of the decision for the street, Council directed staff to work with the neighbourhood on local traffic concerns. The Strathcona Traffic Calming Update responds to that direction and tackles concerns with vehicle speeds and volumes in Strathcona, as well as making changes to improve the safety, comfort and livability on residential streets in the neighbourhood.

A goal of this update is to respond to previous commitments to the neighbourhood and to address existing traffic issues before longer-term infrastructure projects, like the New St. Paul's Hospital, are realized. Figure 1 shows the program area and some existing transportation conditions;



Figure 1. Existing Transportation Conditions in Program Area

More specifically, the Strathcona Traffic Calming Update aims to:

1. Reduce vehicle speeds and volumes on local residential streets where there are issues;
2. Discourage shortcutting on local residential streets (for example, drivers avoiding arterial streets);
3. Make local residential streets safer and more comfortable for walking, cycling and rolling;
4. Maintain vehicle access, including for emergency vehicles;
5. Ensure the selection and implementation of measures is informed by an equitable engagement process.

Strathcona is one of two neighbourhoods where new and existing traffic calming approaches are being trialed in 2022/23. These projects will influence the deployment of other neighbourhood-scale traffic calming updates in the city as part of the City's Neighbourhood Traffic Management Policy (NTMP).

Overview of Engagement Survey Outcomes

An online engagement survey asked participants to share their perspectives on neighbourhood vehicle volumes and speeds, as well as preferences for proposed traffic calming measures. A more comprehensive overview of what staff heard from engagement, including during information sessions, follows in this summary. A total of 225 responses were received.

Vehicle Volumes

63% of survey respondents agree that vehicle volumes are high on E Pender St at Dunlevy Ave

72% of survey respondents agree that vehicle volumes are high on Campbell Ave

49% of survey respondents agree that vehicle volumes are high on Glen Dr, with **29%** of respondents 'not sure' about this location

When asked about other locations with high vehicle volumes, E Pender St, Keefer St, Union St and Jackson Ave came up most frequently.

Vehicle Speeds

69% of survey respondents agree that vehicle speeds are high on Campbell Ave

51% of survey respondents agree that vehicle speeds are high on Glen Dr

When asked about other locations with high vehicle speeds, E Pender St came up most frequently, followed by Union St.

Potential Traffic Calming Measures

In the online survey, five potential traffic calming measures were proposed in the program area (see Figure 2). One potential measure was proposed in locations 1-4. For the fifth measure, two options were presented, 5a and 5b, and participants were asked to select their preference.

1 E Pender St & Dunlevy Ave
New Crosswalk



2 Whole Program Area
New 30km/hr Speed Zone



3 Campbell Ave
New One-Way (Southbound)



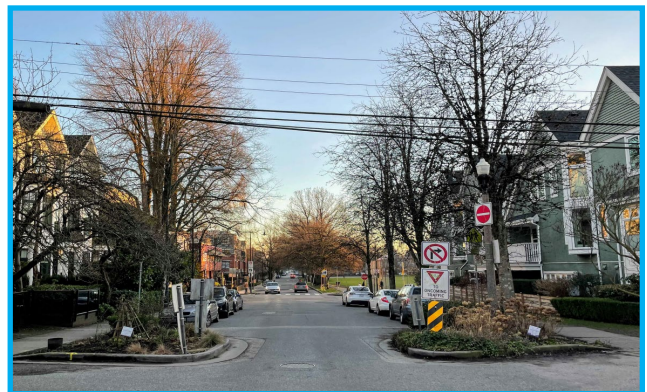
4 Campbell Ave
Proposed Chicanes



5a Glen Dr
New One-Way (Northbound)



5b Glen Dr
Road Width Restriction



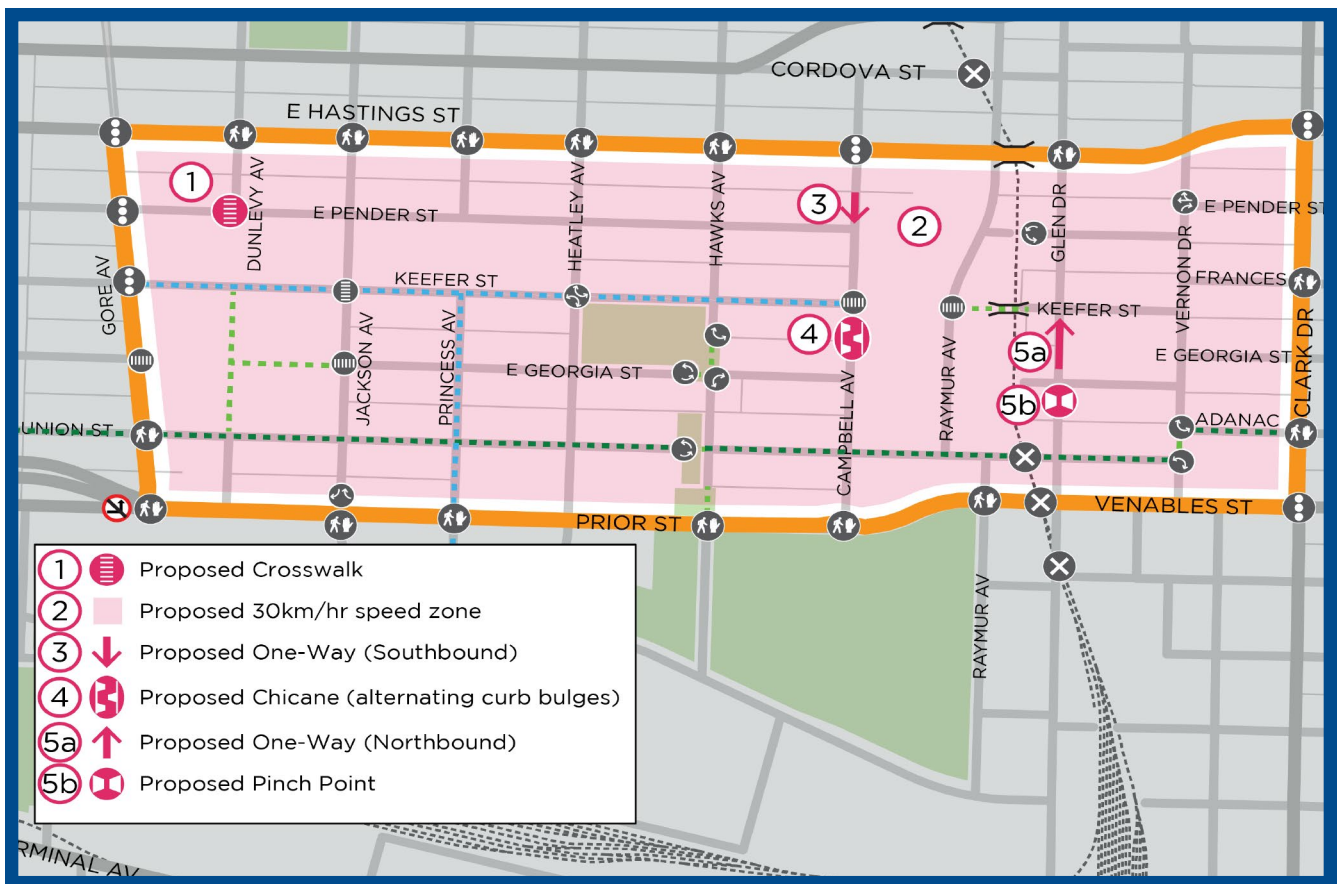


Figure 2. Proposed Traffic Calming Updates

1. Crosswalk at E Pender St & Denlevy Ave
 - **90%** of survey respondents supported this update
2. 30km/hr Speed Zone
 - **92%** of survey respondents supported this update
3. Campbell Ave one-way north of E Pender
 - **56%** of survey respondents supported this update, 35% did not support it and the remaining 9% were neutral
4. Campbell Ave chicanes* (alternating curb bulges) between Keefer St and E Georgia St
 - **56%** of survey respondents supported this update, 30% did not support it and the remaining 14% were neutral
5. When asked to choose between option 5a (Glen Dr **one-way** between E Georgia and Keefer St) and 5b (Glen Dr **pinch-point** south of E Georgia):
 - **46%** selected 5b as their preference, with 20% preferring 5a. 22.5% had no preference and 11.5% didn't like either option

*Chicane: a series of [alternating curb bulges](#) in the roadway, designed to narrow the travel lane to reduce vehicle speeds

Engagement Program

Strathcona is a diverse neighbourhood with a unique mix of residential, business, industrial and institutional land uses. To encourage broad community participation in the Traffic Calming Update, several outreach and feedback methods were used, including information and discussion sessions and an online survey. In addition, engagement materials were translated into Traditional Chinese and distributed to community organizations. Language interpretation services were also offered. Here's a snapshot of the engagement efforts:



2,300+

Letters and emails sent to businesses & residents



7

Organizations reached through door knocking



750

Visitors to *Shape Your City* project website



12

Information and discussion session participants



2,500+

Targeted social media interactions



12

Emails received



225

Surveys completed

What We Heard

Feedback for the Strathcona Traffic Calming Update was collected three ways;

1. An online survey was launched via Shape Your City and was active between March 14 and April 4, 2022
2. Two virtual information and discussion sessions were hosted on March 23 and March 24, 2022
3. Residents and businesses in the program area could send their comments by email to strathconatrafficmanagement@vancouver.ca before April 4 2022

This section summarizes community feedback starting with potential traffic calming measures 1-5 (see Table 1), followed by additional comments on vehicle speeds and volumes in the program area. The section concludes with other considerations that were heard through the engagement process. The proposed traffic calming measures and engagement materials can be found [here](#) or at www.vancouver.ca/strathconatraffic.

Potential Traffic Calming Measures

Table 1. Summary of feedback on proposed traffic calming measures

Location and Potential Change	Survey (Quantitative Feedback)	Survey (Qualitative Feedback)
<p>E Pender St & Dunlevy Ave: Crossing upgrades, new curb ramps on the south side of E Pender St; painted crosswalk, and signing no parking in the intersection.</p>	<p>Supportive: 90% Neutral: 8% Unsupportive: 2%</p>	<p>General feedback themes regarding the crossing included being;</p> <ul style="list-style-type: none"> Designed with curb bulges to minimize crossing distance Raised to help slow vehicle traffic and make crossing easier <p>“Pender/Dunlevy is dangerous to cross as a pedestrian as cars drive way too fast” – survey respondent</p>
<p>Whole Program Area: 30km/hr speed zone on all local residential streets. New speed limit signs at entry points into the neighbourhood.</p>	<p>Supportive: 92% Neutral: 2.5% Unsupportive: 5.5%</p>	<p>There was broad support for a 30km/h speed zone within the program area.</p> <p>“I love the idea of making [the program area] 30 km/hr because we are such a pedestrian and bike neighbourhood with lots of different ages, and 30 km/hr just reminds the people who care to slow down.” – survey respondent</p>
<p>Campbell Ave north of E Pender: One-way (southbound) to reduce shortcutting, removing two parking spaces.</p>	<p>Supportive: 56% Neutral: 9% Unsupportive: 35%</p>	<p>There was majority support for this intervention but some concerns were expressed:</p> <ul style="list-style-type: none"> Possibility of additional traffic on other local residential streets Perceived inconvenience for vehicles entering and leaving Strathcona residences and businesses
<p>Campbell Ave between Keefer St and E Georgia St: Install chicane (alternating bulges) to slow vehicles and discourage shortcutting, removing 12-16 parking spaces.</p>	<p>Supportive: 56% Neutral: 14% Unsupportive: 30%</p>	<p>There was majority support for this intervention but some concerns were expressed:</p> <ul style="list-style-type: none"> Possible increase in demand for parking spaces Possible discomfort for people cycling through the chicane
<p>Glen Dr: One-way (northbound) for vehicles between E Georgia and Keefer St. or Pinch point (i.e. restricted road width) south of E Georgia.</p>	<p>Pinch point: 46% of respondents One-way: 20% of respondents No preference: 22.5% of respondents Didn't prefer either option: 11.5% of respondents</p>	<p>Several participants provided a written response related to these potential measures.</p> <p>The main concerns with the one-way option were:</p> <ul style="list-style-type: none"> Possible inconvenience for Strathcona residents and businesses Potential increase in vehicle volumes on neighbouring streets <p>Some comments on the pinch point included:</p> <ul style="list-style-type: none"> Concerns about loss of on-street parking spaces Concerns about width restrictions/pinch points being potentially unsafe and cause distractions for drivers Support for potentially deterring truck traffic

Table 1. Summary of feedback on proposed traffic calming measures

Location and Potential Change	Information and Discussion Session Feedback
E Pender St & Dunlevy Ave: Crossing upgrades, new curb ramps on the south side of E Pender St; painted crosswalk, and signing no parking in the intersection.	<ul style="list-style-type: none"> • General support for the new crosswalk • Make it a raised crosswalk but accompany it with speed humps on the block to slow drivers down before the crossing
Whole Program Area: 30km/hr speed zone on all local residential streets. New speed limit signs at entry points into the neighbourhood.	Broad support for the 30km/h speed zone with minimal discussion
Campbell Ave north of E Pender: One-way (southbound) to reduce shortcutting, removing two parking spaces.	Some participants felt vehicles could use alternative residential streets to access E Hastings St or Prior St, causing traffic concerns elsewhere in the program area
Campbell Ave between Keefer St and E Georgia St: Install chicane (alternating bulges) to slow vehicles and discourage shortcutting, removing 12-16 parking spaces.	Support for the chicane was expressed but concerns regarding parking loss were also raised
Glen Dr: One-way (northbound) for vehicles between E Georgia and Keefer St. or Pinch point (i.e. restricted road width) south of E Georgia.	Some participants expressed strong support for narrower roadway to facilitate one-at-a-time vehicle passing

Vehicle Volumes

Participants were asked their perspective on vehicle volumes in the program area in two ways.

1. The extent to which high vehicle volumes are experienced on three specific local residential streets where staff had previously heard about challenges:
 - E Pender St between Gore Ave and Jackson Ave
 - Campbell Ave
 - Glen Dr
2. Participants' experience of high vehicle volumes on other local residential streets

This approach was designed to understand participants' experience compared to [traffic count findings](#), and to get feedback on other locations where high vehicle volumes may be experienced.

Vehicle Volumes E Pender St, Campbell Ave, Glen Dr

Answers to the question 'I regularly experience high vehicle volumes on...' are shown in Figure 3 for the three identified locations.

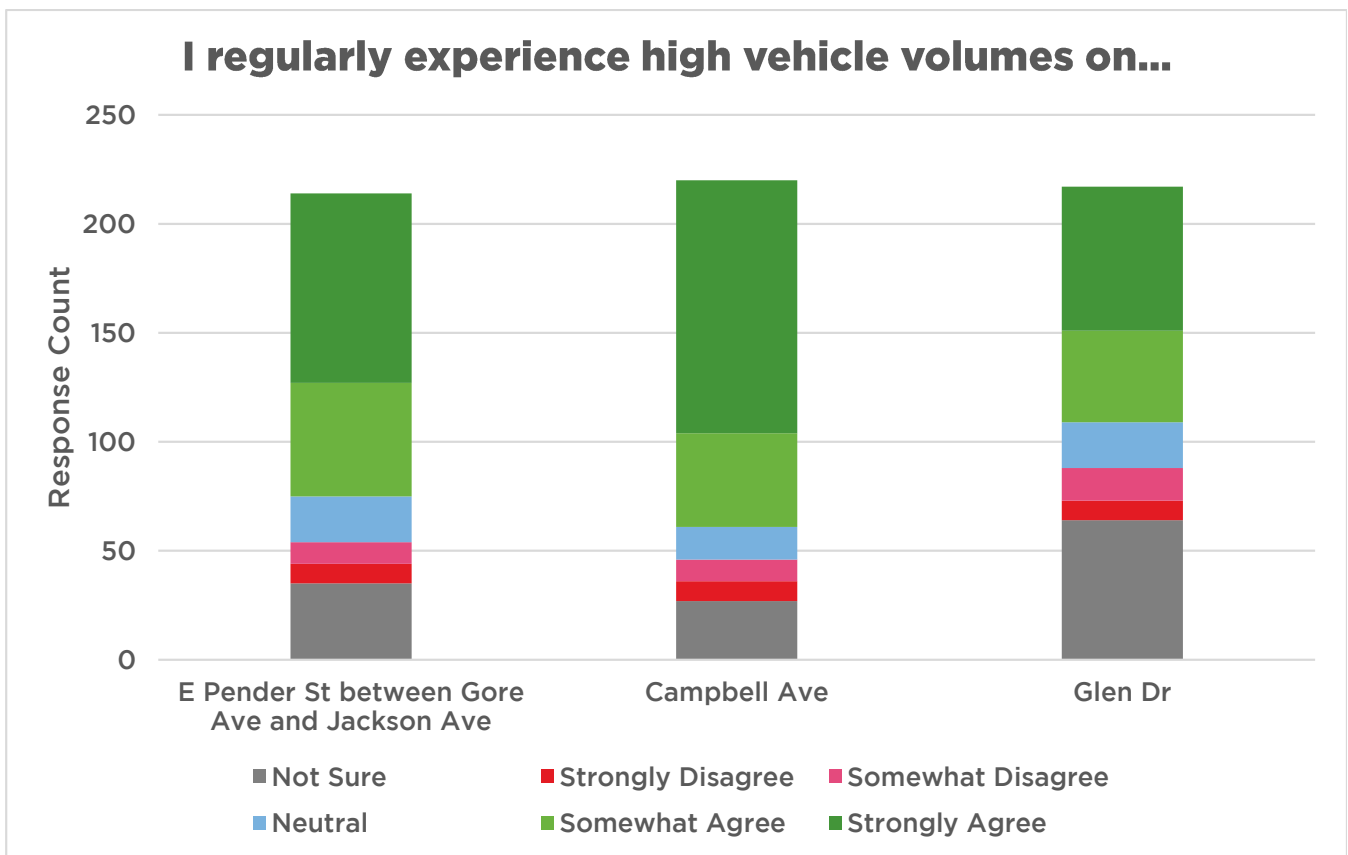
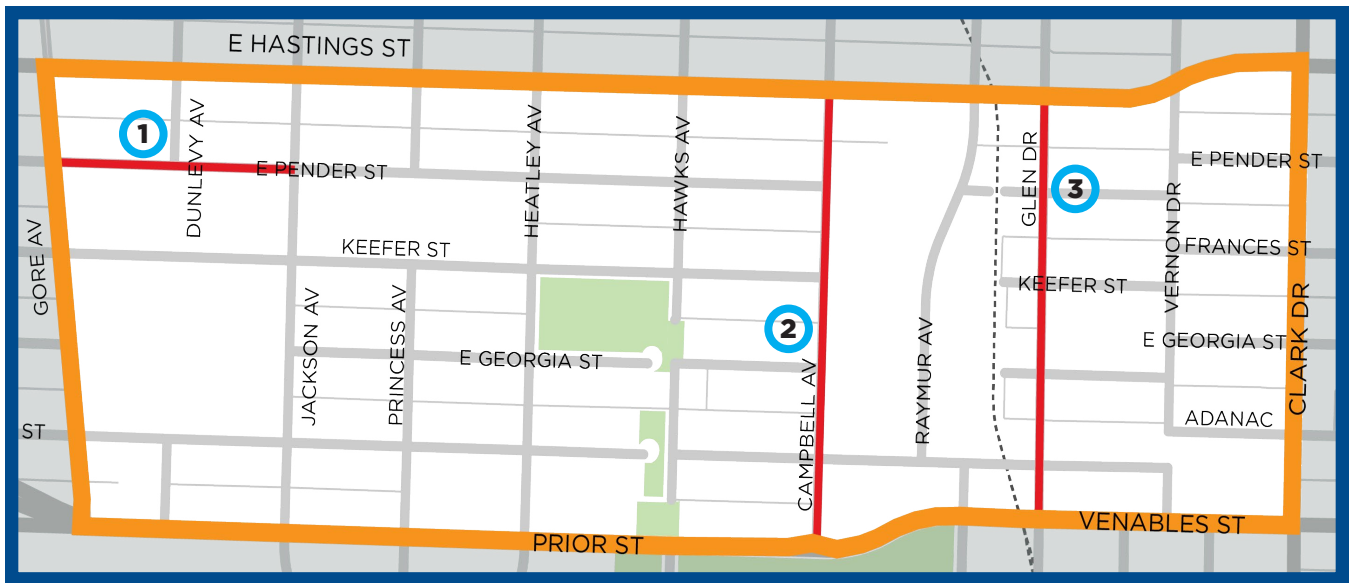


Figure 3. Experience of High Vehicle Volumes in Three Locations



- 1** **63%** of respondents 'strongly' or 'somewhat' agreed that vehicle volumes are high on **E Pender St at Dunlevy Ave**
- 2** **72%** of respondents 'strongly' or 'somewhat' agreed that vehicle volumes are high on **Campbell Ave**
- 3** **49%** of respondents 'strongly' or 'somewhat' agreed that vehicle volumes are high on **Glen Dr** with 29% responding that they were 'not sure'



Vehicles and pedestrians mixing at the intersection of E Pender St and Jackson Ave

High Vehicle Volumes - Other Locations

Answers to the question: ‘If you have noticed high vehicle volumes on another street in the program area, could you please briefly explain where it is?’ were clustered by street name and the number of street name mentions. The results are shown in Figure 4.

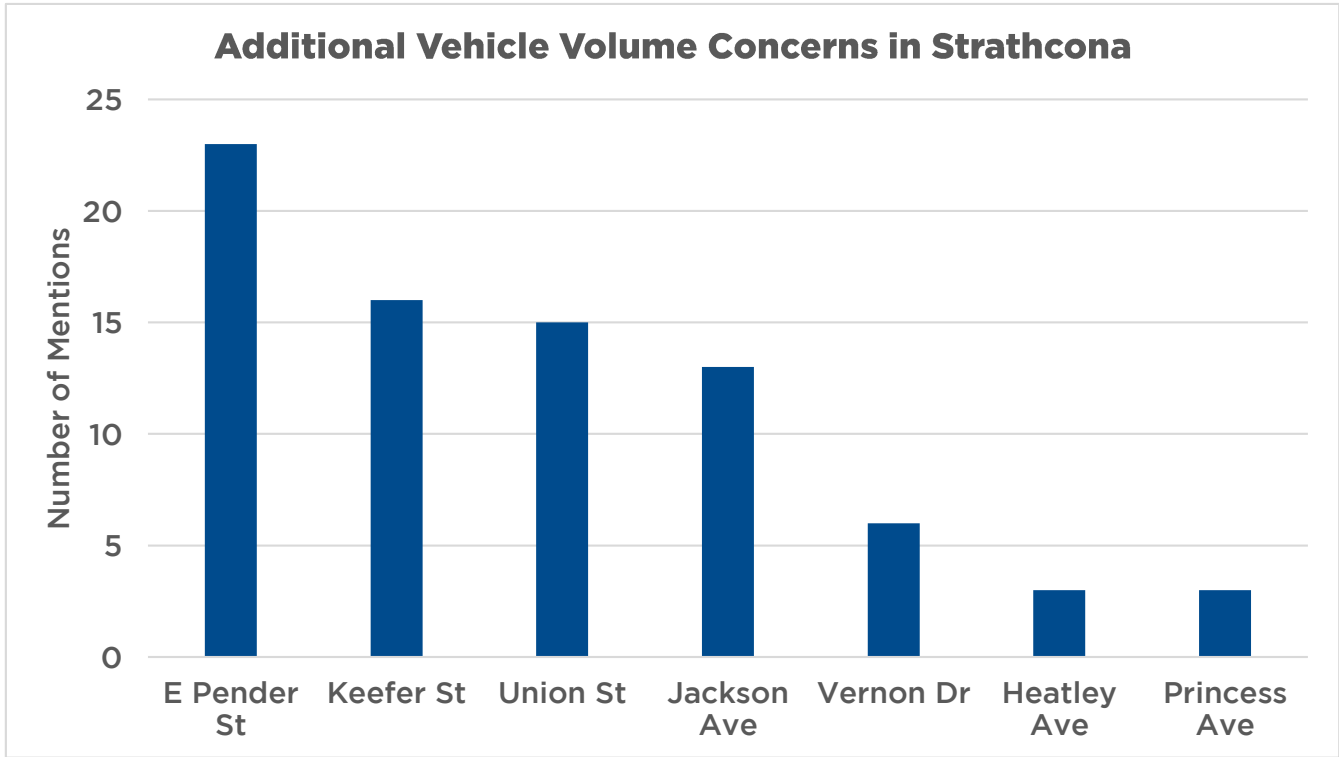


Figure 4. Experience of High Vehicle Volumes in Other Locations in the Program Area

E Pender St, Keefer St and Union St were most frequently mentioned as having high vehicle volumes. Participants also used this question to provide their perspective on why vehicle volumes were high on some streets:

“All down Pender Street including in front of the school (e.g., Dunlevy to Campbell), especially anytime Hastings is backed up”

“Union. The bike route is very popular for Amazon delivery drivers and Uber to use as shortcuts. They often lay on the horn to make cyclists move out of the way”

Additional feedback on vehicle volumes was provided via email and in the online information and discussion sessions. Emerging themes included vehicle volume concerns on Union St, Princess Ave, Keefer St and Jackson Ave.

Vehicle Speeds

Participants were asked their perspective on vehicle speeds in the program area in two ways.

1. The extent to which high vehicle speeds are experienced on two specific local residential streets, as identified in traffic data counts:
 - Campbell Ave
 - Glen Dr
2. Participants' experience of high vehicle speeds on other local residential streets

This approach was designed to understand participants' experience compared to the findings of [traffic data](#), and to get feedback on other locations where high vehicle volumes may be experienced.

High Vehicle Speeds Campbell Ave and Glen Dr

Answers to the question 'I regularly experience high vehicle speeds on...' are shown in Figure 5 below for the two identified locations.

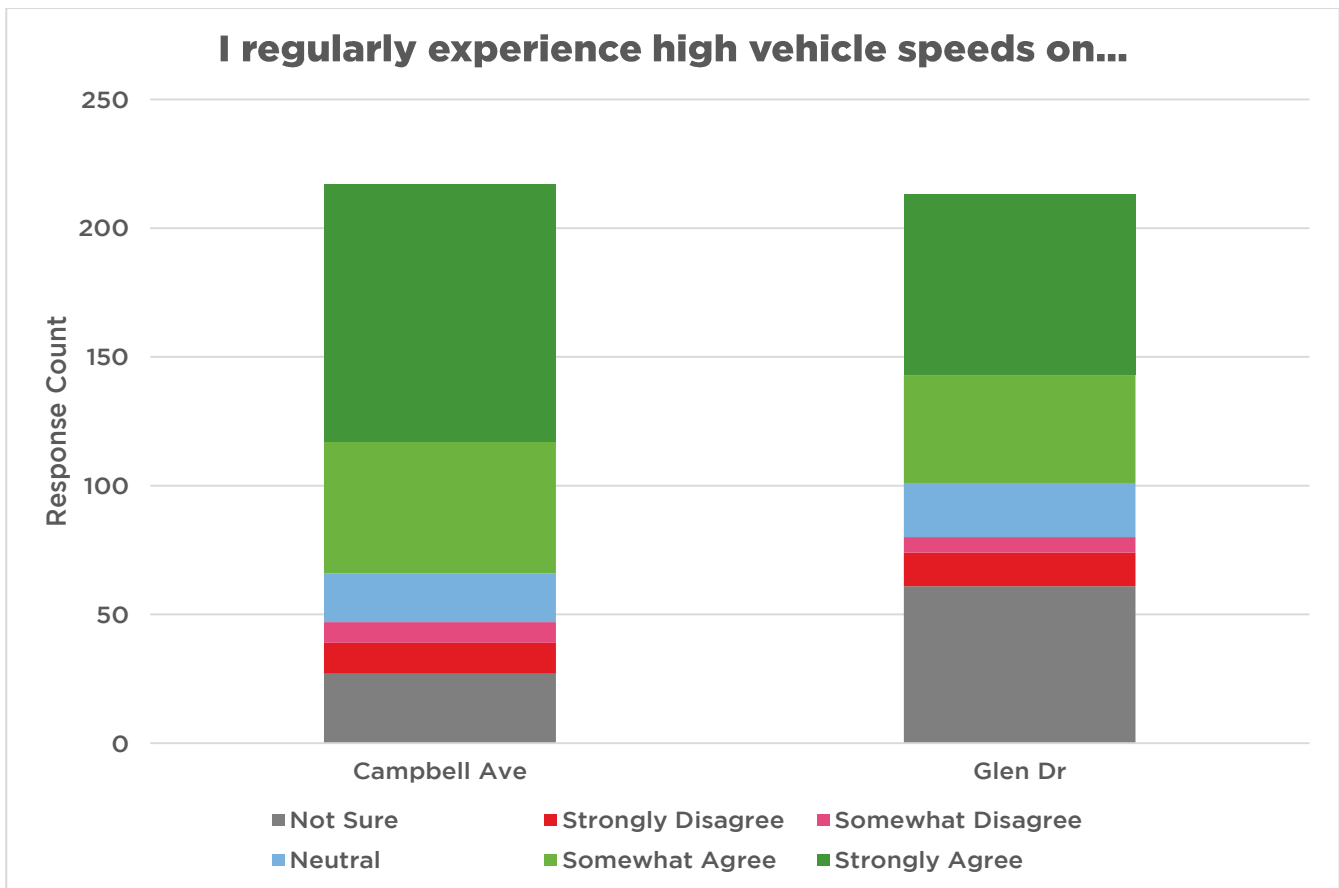
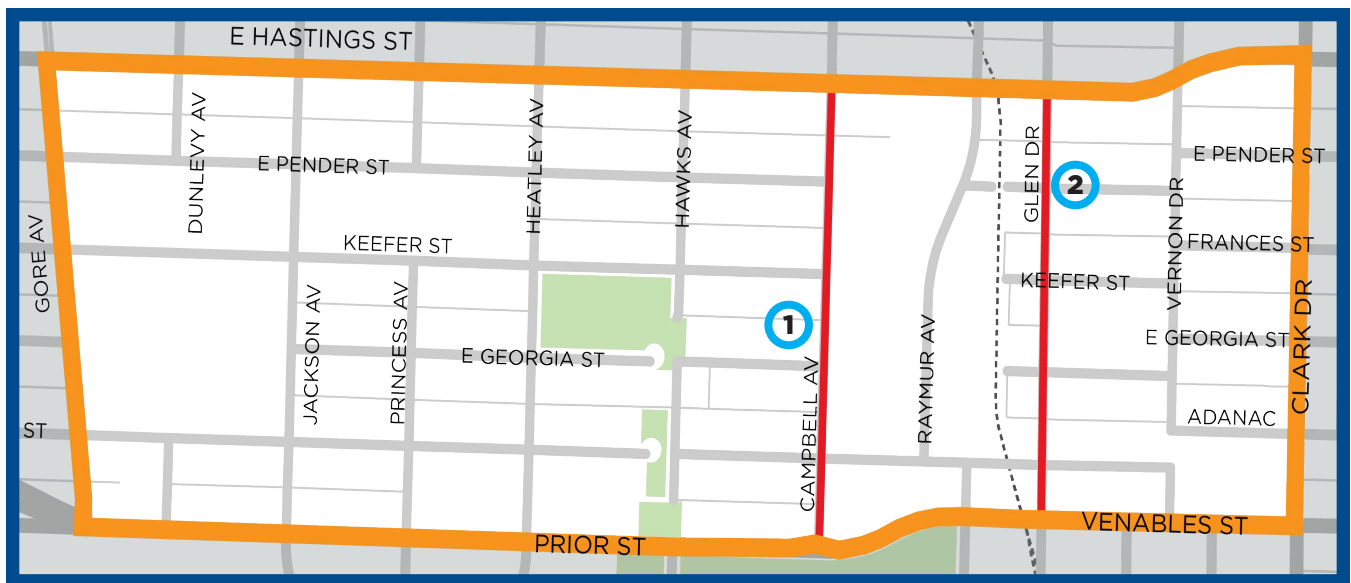


Figure 5. Experience of High Vehicle Speeds in Two Locations.



1 **69%** of respondents 'strongly' or 'somewhat' agreed that vehicle speeds are high on **Campbell Ave.**

2 **51%** of respondents 'strongly' or 'somewhat' agreed that vehicle speeds are high on **Glen Dr**, with 28% responding that they are 'not sure'.



A large garbage truck stopping for a cyclist at the intersection of Glen Dr and Union St

High Vehicle Speeds - Other Locations

Answers to the question: 'If you have noticed high vehicle speeds on another street in the program area, could you please briefly explain where it is?' were clustered by street name and the number of street name mentions. The results are shown in Figure 6 below.

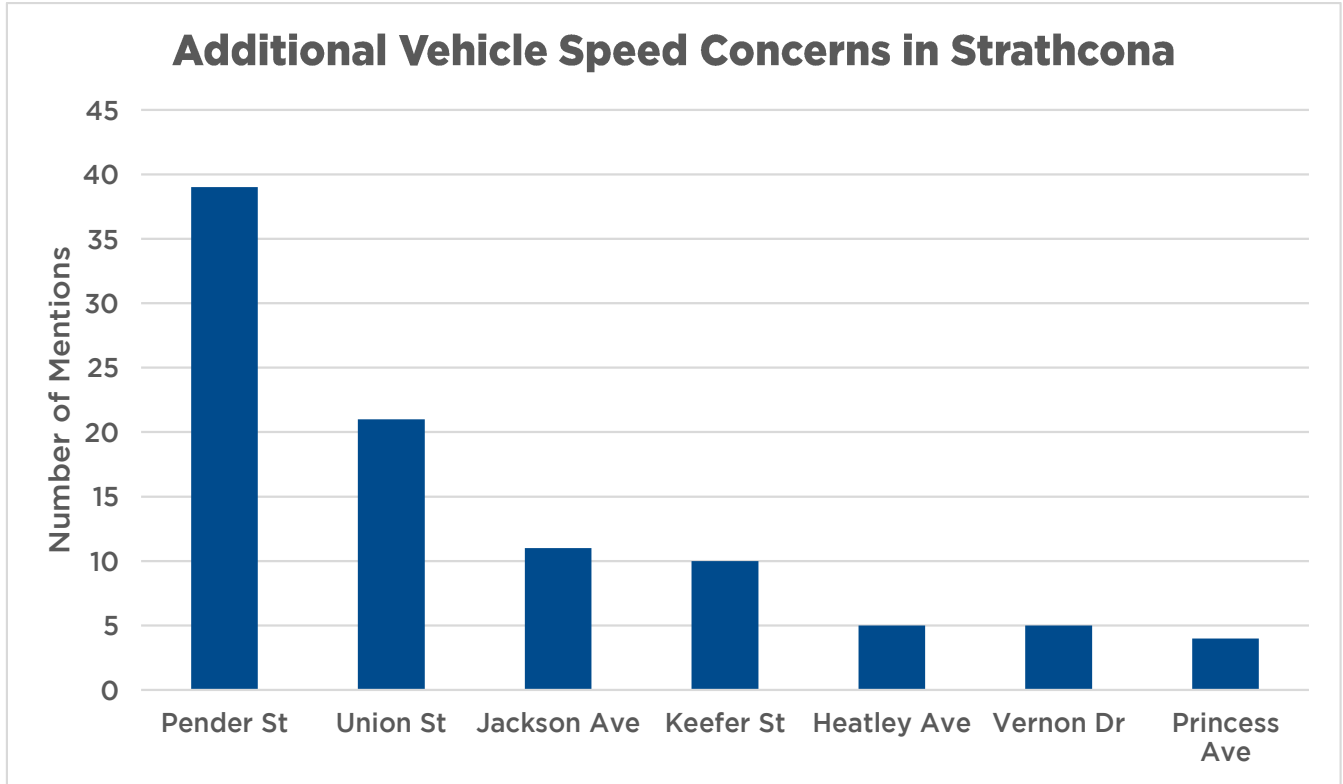


Figure 6. Experience of High Vehicle Speeds in Other Locations in the Program Area - Survey Response

E Pender St, Union St and Jackson Ave were most frequently mentioned as having high vehicle speeds. Some survey respondents offered their perspective on why speeds were high at a given location:

"Vernon Drive. Trucks and vehicles using it as a cut through speed along the nice wide roads"

"Princess Avenue between Keefer and Prior- [speeds are] not above 50km/h but [they are] very high considering [this is] right next to [a] community center and school while Prior speed limit is 30km/h"

Additional feedback on vehicle speed was provided via email and in the online information and discussion sessions. Themes included vehicle speed concerns on Union St, Princess Ave, Keefer St and Jackson Ave. Attendees cited vehicles avoiding busy arterial streets as a reason for speeding on local residential streets.

Additional Considerations

We also heard feedback, through the survey and workshops, about traffic concerns outside the scope of this program. Some themes include:

Driver Behaviour:

- People driving or cycling failing to stop at stop signs

Transportation network changes:

- The desire for improved connectivity across the CN rail line
- The desire to prevent commercial or delivery trucks and service vehicles from using local residential streets
- The desire for more car-free streets

Potential sources of high vehicle volumes and speeds:

- Train events
- Nearby construction work
- Increased truck traffic
- New St Paul's Hospital – construction and operations
- Other planning processes or rezoning applications

Others:

- Dissatisfaction with the Prior St Pilot, including concerns with pedestrian crossing facilities
- A desire to prioritize underpass construction at Venables St near Glen Dr
- A lack of enforcement of speeding measures

About the Participants

A range of community members participated in the Strathcona Traffic Calming Update 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 (see Figure 7). Gender representation was relatively close to neighbourhood levels in the survey (see Figure 8). However, some demographics were overrepresented. For instance, 35 – 54 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). Information and discussion session attendees may have overrepresented the same groups, but demographic data was not collected in these sessions.

Although materials were translated into Traditional Chinese and interpretation services offered, no interpreted information sessions were hosted. Additional outreach efforts are needed to engage a diversity of residents in future programs, including Indigenous community members.

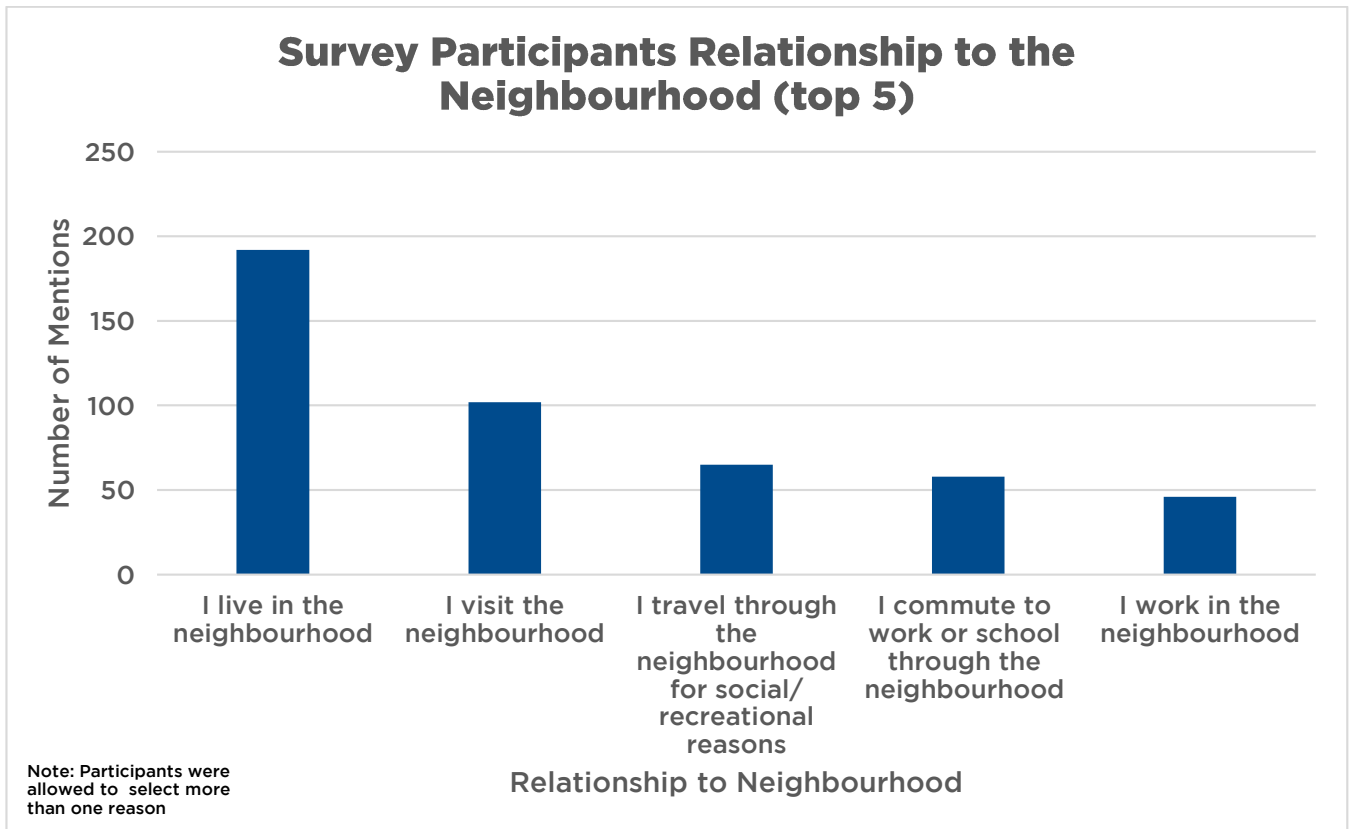


Figure 7. Survey Participants' Relationship to the Neighbourhood.

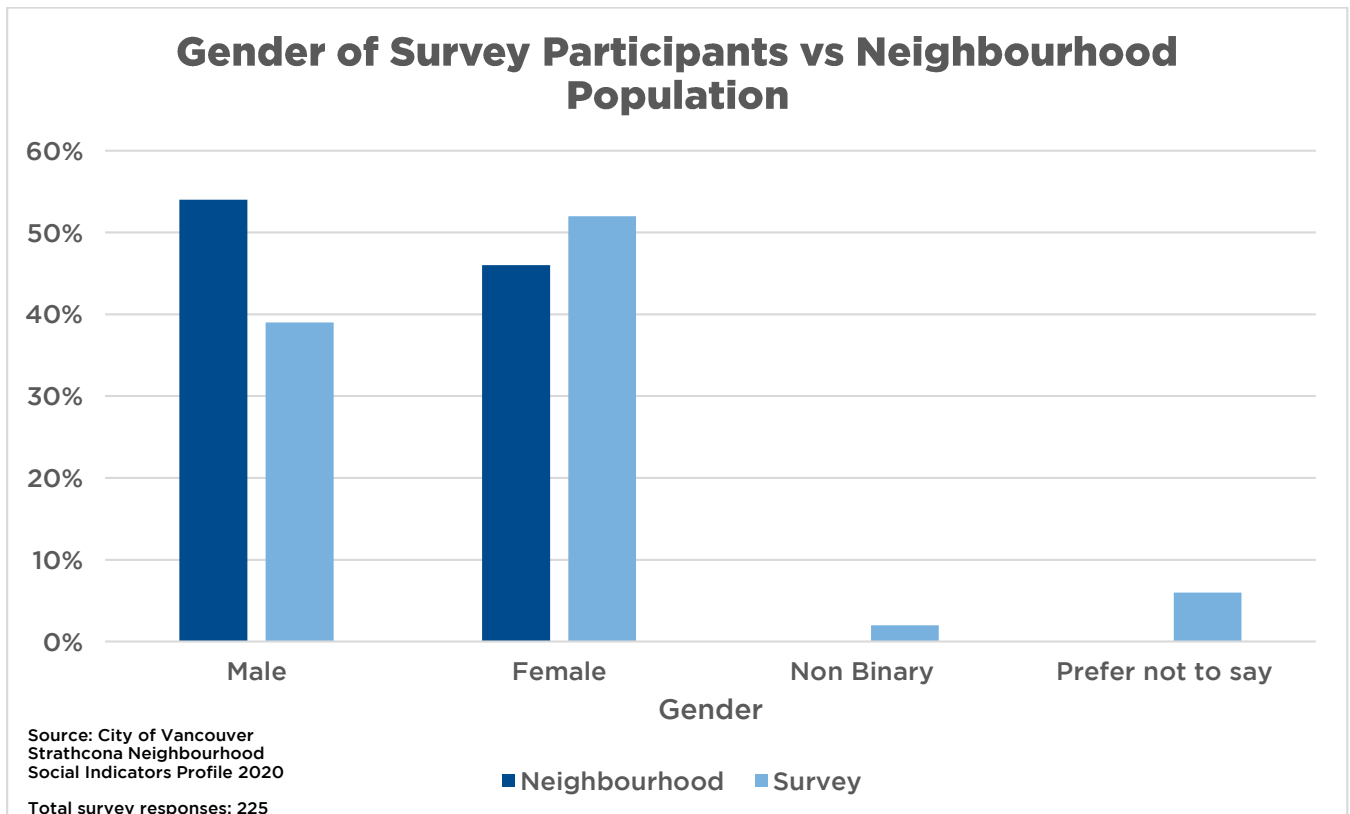


Figure 8. Gender of Survey Participants

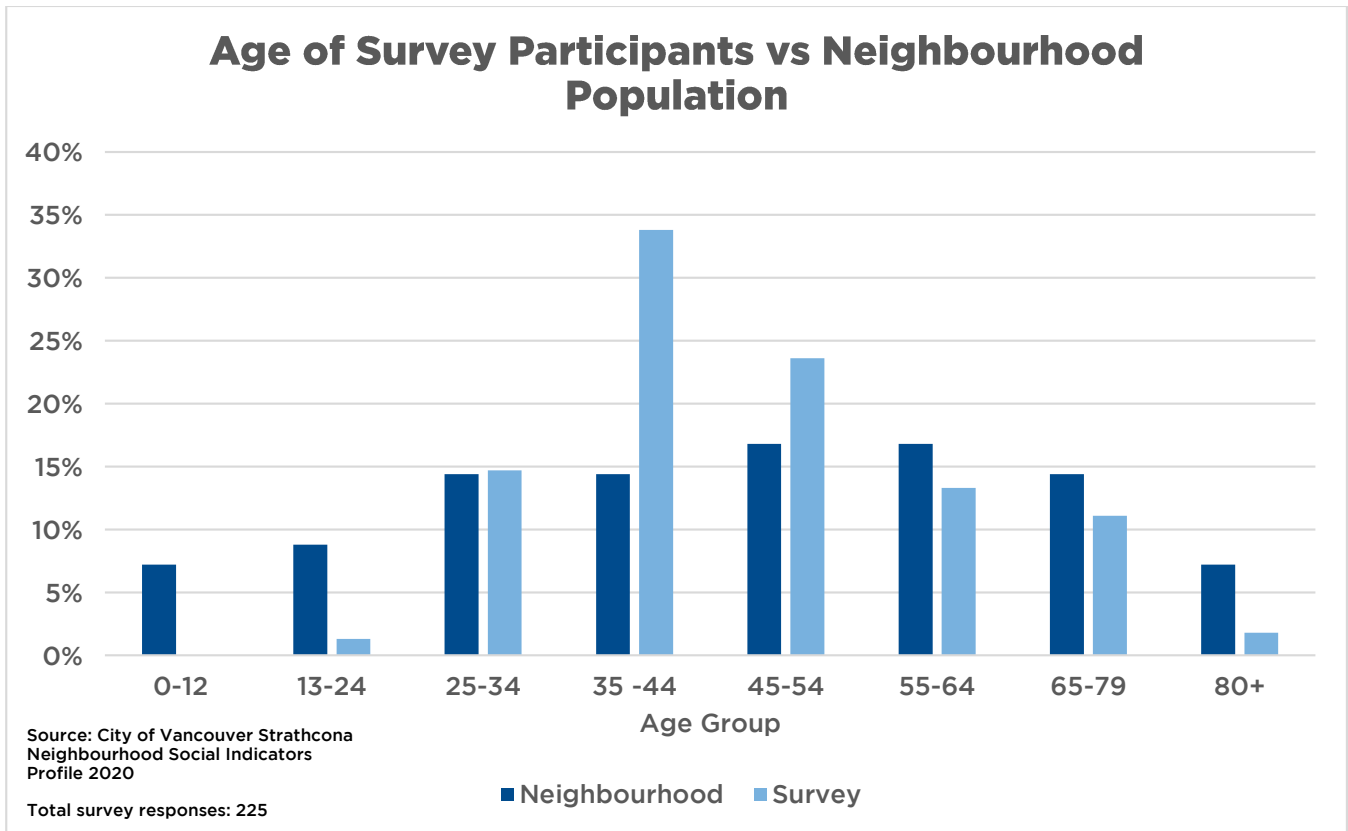


Figure 9. Age of Survey Participants

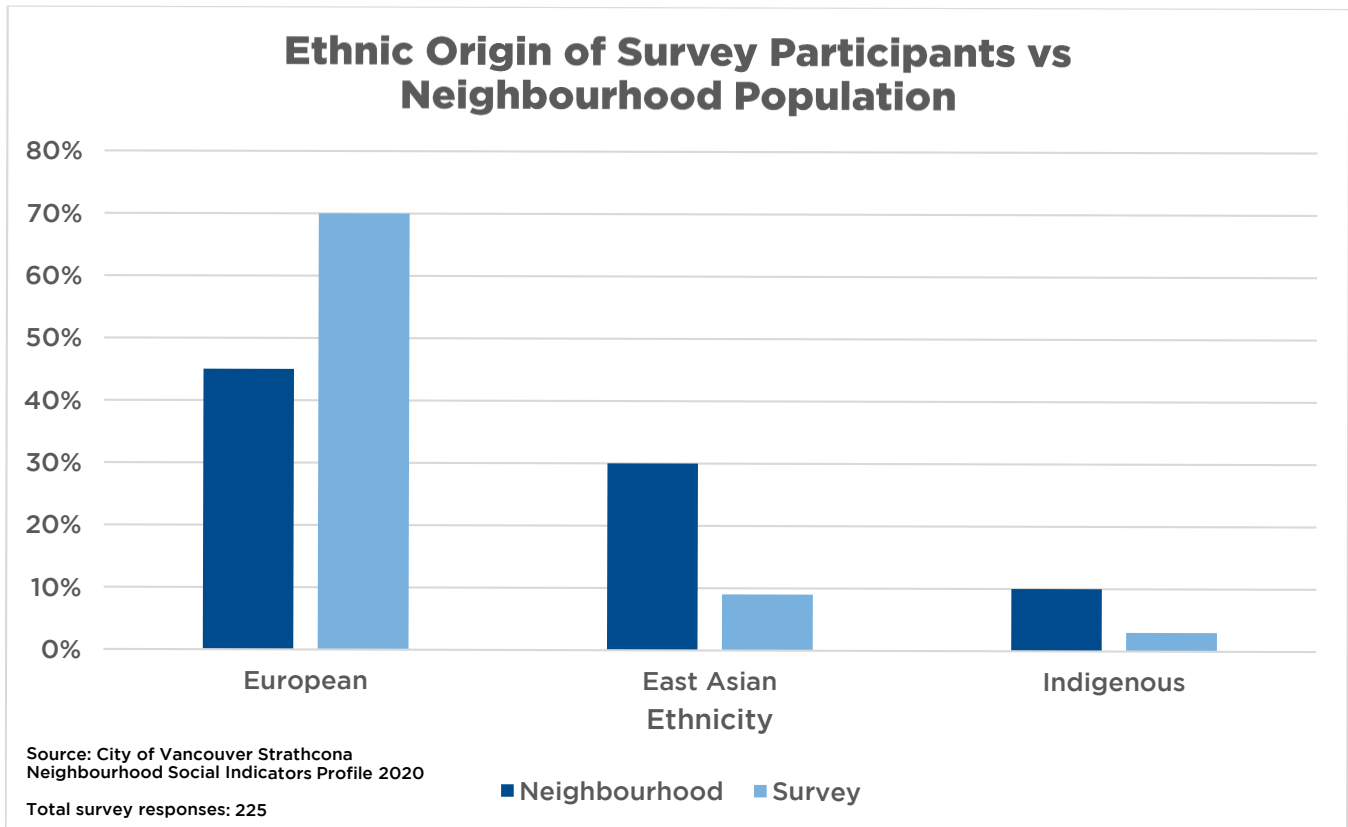





Figure 10. Ethnic Origin of Survey Participants


City of Vancouver staff compile and update neighbourhood based Social Indicator Profiles that provide cultural origins as reported by residents. The graph in Figure 10 shows how survey respondents compared to the most commonly identified cultural groups in Strathcona.

Conclusion and Next Steps

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The potential traffic calming measures in this Update received general support from the community.
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However, some respondents raised concerns that the proposed measures were either insufficient to achieve the program's goals or had potential challenges.
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Survey respondents and attendees of the information sessions generally agreed that locations identified for potential traffic calming measures have high speeds and/or volumes.
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With general support for the proposed traffic calming measures 1-4 and the pinch point (see Figure 11), staff are now refining the designs and anticipate implementing the changes using temporary materials in summer 2022. These traffic calming measures will support reducing vehicle speeds and volumes. Staff will monitor their effectiveness in the months following installation. If successful, measures may be upgraded to permanent materials in the future.

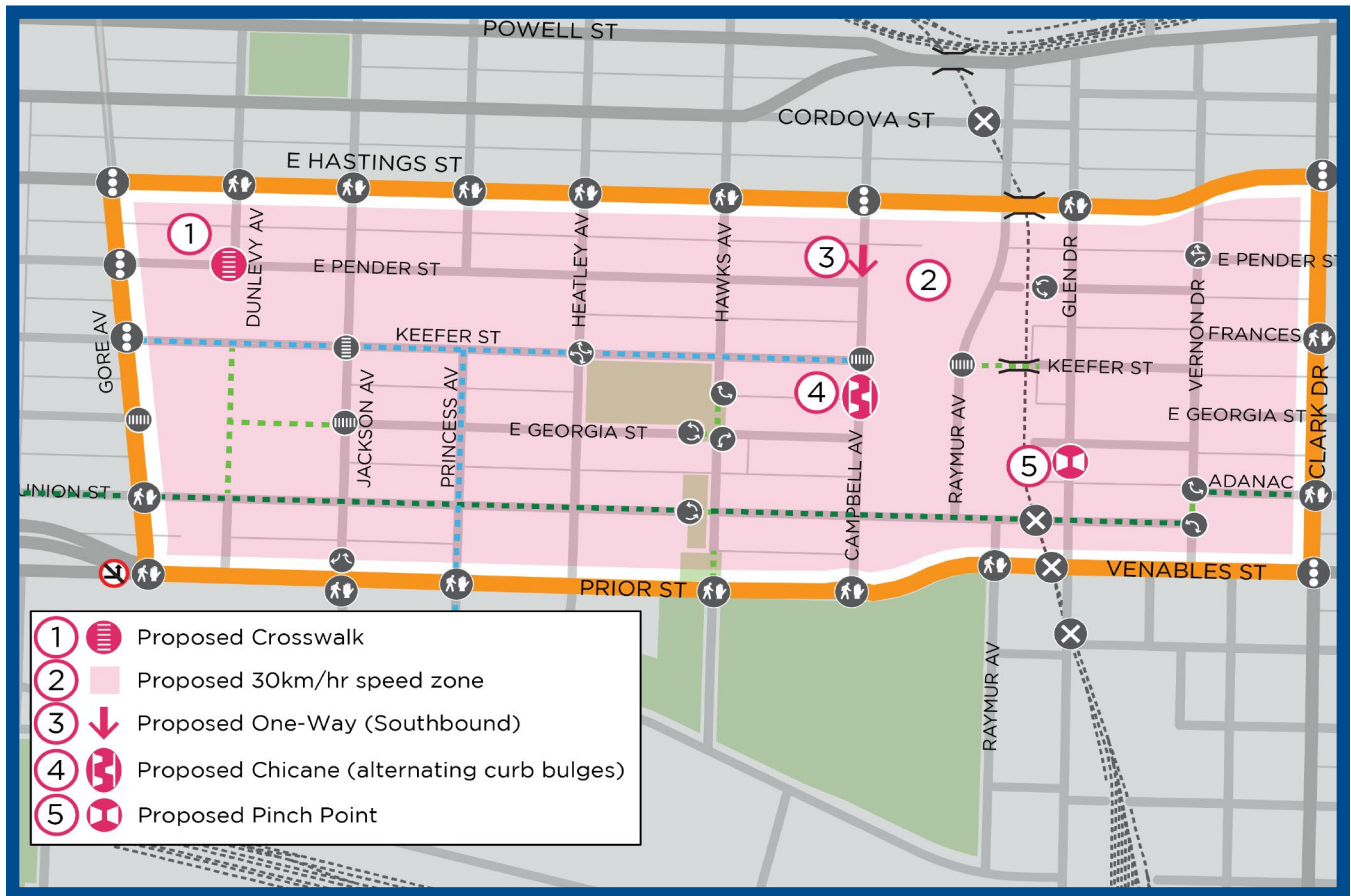


Figure 11. Proposed Traffic Calming Updates