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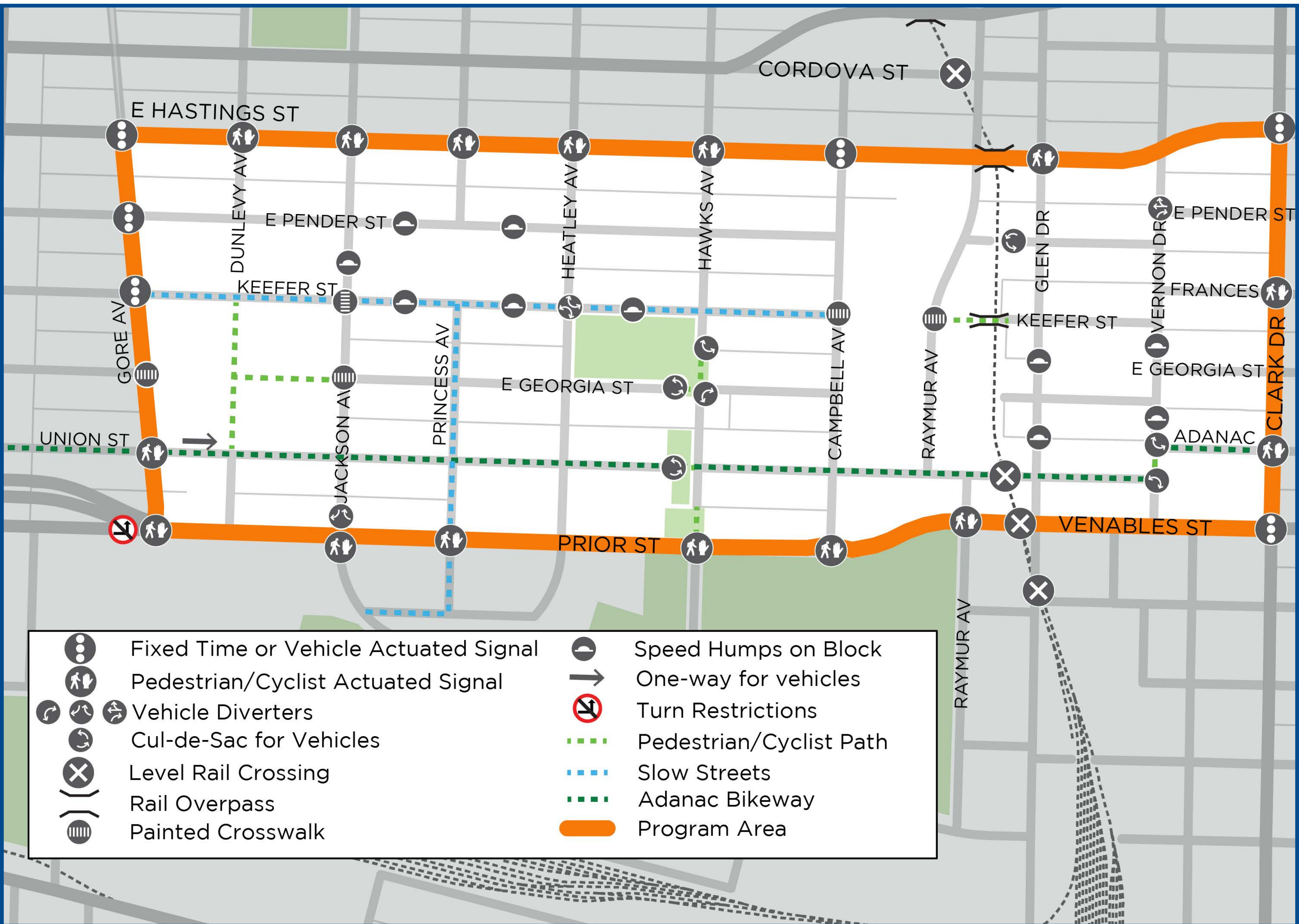
# STRATHCONA

## TRAFFIC CALMING UPDATE

### OVERVIEW

The City is looking for help from area residents and businesses to better understand traffic issues in the area and how to address them. Some possible changes include things like new vehicle diverters and reduced speed limits.

This update focuses on local residential streets. The map below shows the program area and some existing transportation conditions.



### SHARE YOUR INPUT

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# 2

## PURPOSE AND OBJECTIVES

### WHAT IS TRAFFIC CALMING

Traffic calming uses a variety of tools to create safer streets, including speed humps, vehicle diverters, raised crosswalks, partial and full street closures, one-way streets, chicanes, and width restrictions, to help reduce vehicle speeds and volumes. This makes walking, cycling and living in the area more comfortable while also making driving safer.

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

### PROGRAM PURPOSE

Strathcona is one of the oldest neighbourhoods in the city, but it is changing. Major projects are to be completed in the coming years, including the New St. Paul's Hospital and a rail underpass on Venables St near Glen Dr.

The purpose of this Traffic Calming Update is to address traffic issues and concerns in the short term before longer-term infrastructure projects are realized. The Update will focus on implementing quick-build changes within the street.

### PROGRAM OBJECTIVES

The Update's objectives are 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

### WHAT WE'VE ALREADY HEARD

Ongoing conversations with residents and businesses have addressed some traffic issues in Strathcona already, including through the recent Prior St Pilot. Actions we have taken as part of that Pilot are detailed on page 4 of this document. Some other issues we've heard about in Strathcona include:

- Short-cutting through local residential streets as some drivers seek to avoid arterial streets.
- A desire for calmer streets, where vehicles are slowed down and volumes reduced.

We want to build on these conversations in this update.



# 3 TRAFFIC CALMING TOOLKIT

## PROJECT SCOPE

This update focuses on changes that can be implemented quickly, similar to the Prior Street Pilot interventions which were implemented in 2020 and 2021. If measures work well and are supported by the community, they can be made permanent at a later date. If they are not successful, they can be adjusted or removed.

This may include changes like speed humps, vehicle diverters, raised crosswalks, partial and full street closures, one-way streets, chicanes and width restrictions. Full intersection rebuilds or underpasses are beyond the scope of this update.

## EXISTING TRAFFIC CALMING IN STRATHCONA

The images below show existing traffic calming measures in Strathcona. These examples show the kinds of changes being considered, using quick-build materials to begin with.

Speed Hump @ Jackson Ave & E Pender St



Road Closed to Vehicles @ Hawks Ave & Union St



Curb Bulges @ Union St & Jackson Ave



Raised Crosswalk @ Union St & Hawks Ave



Vehicle Diverter @ Heatley St & Keefer St



'Right in, right out' vehicle diverter @ Prior St & Jackson Ave



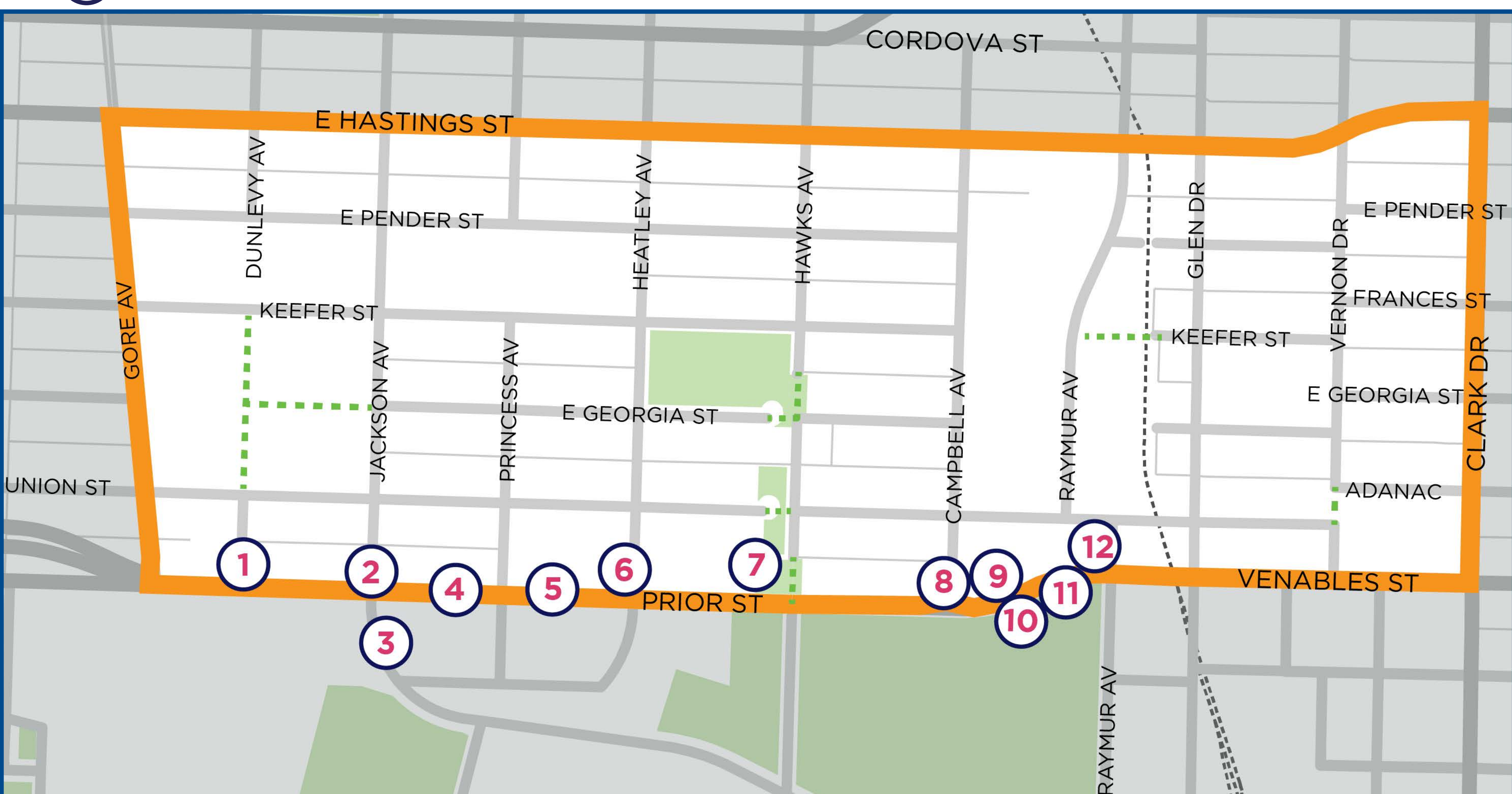


# 4 WHAT WE'VE ALREADY DONE

## PRIOR ST PILOT PROJECT

Various changes have been made on Prior St since 2020 as part of the Prior St Pilot project. These are listed and shown on the map below. These changes have been successful in reducing vehicle speeds and improved safety, pedestrian comfort and transit waiting conditions. Changes made using temporary materials can be made permanent in the future.

- 1 Temporary curb bulges added at Dunlevy Ave & Prior St.
- 2 Surface restoration and new paint, including right turn lane for trucks onto Malkin Ave.
- 3 Parking modifications on Malkin Ave to allow more efficient truck turning.
- 4 All day parking added along Prior St.
- 5 New LED Lighting.
- 6 Temporary curb bulges added at Heatley Ave & Prior St.
- 7 New Bus Shelters installed at Strathcona Linear Park.
- 8 Coloured crosswalks at Hawks Ave and Campbell Ave.
- 9 Signal Improvements at Prior St and Campbell Ave.
- 10 30km/hr zone added adjacent to Strathcona Park, with signage and paint markings.
- 11 Temporary concrete barriers installed between Campbell and Raymur Ave.
- 12 Speed Reader Board signage updated.





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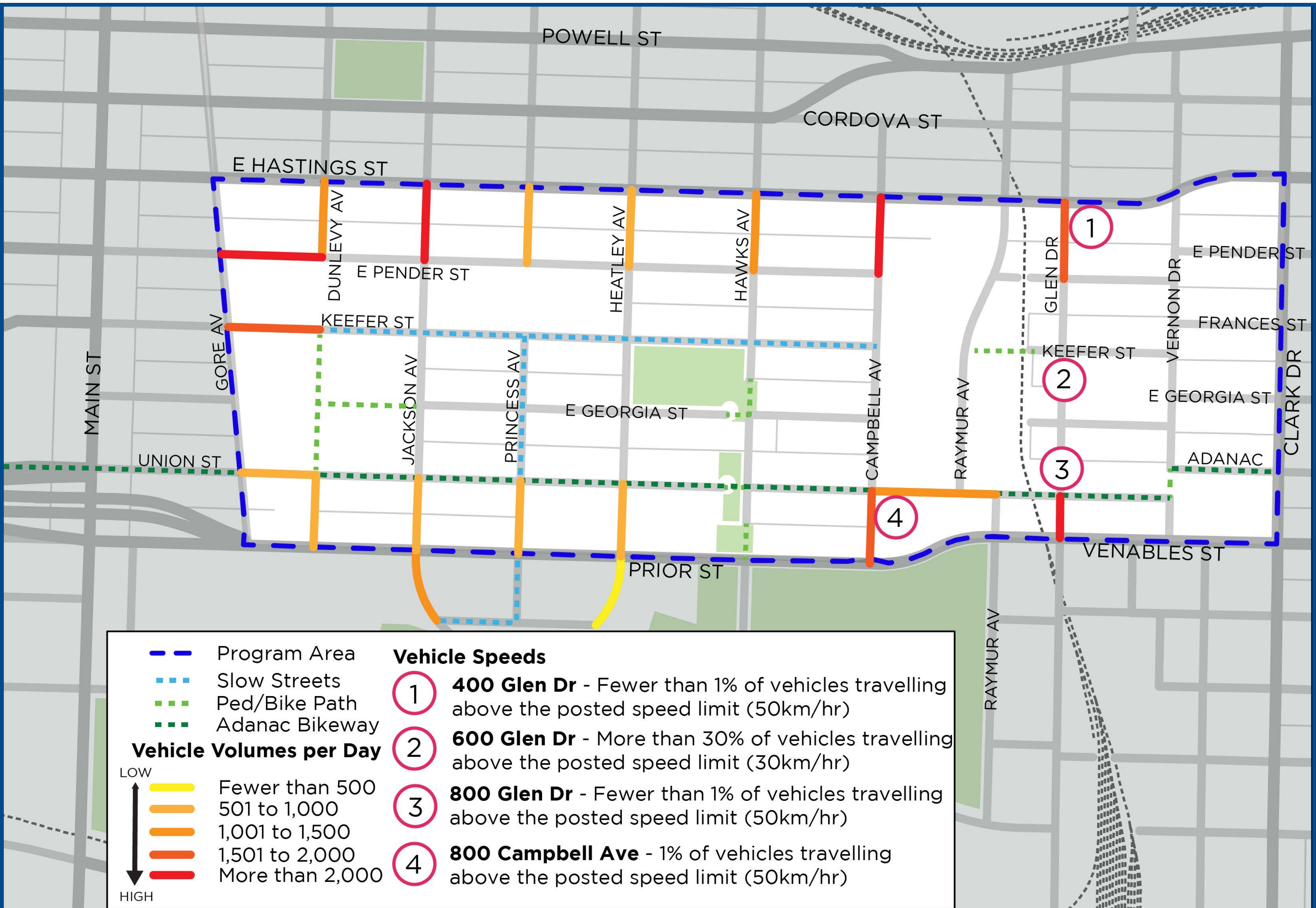
# WHAT WE'VE OBSERVED

## VEHICLE VOLUMES

- Vehicle volumes were counted at nineteen locations.
- Volumes were highest on Campbell Ave and Glen Dr and on E Pender St and Jackson Ave.
- There were about 2,000 vehicles per day using each of these streets. About 5% of local residential streets in Vancouver experience vehicle volumes over 2,000 vehicles per day.
- There was little variation in vehicle volumes on Campbell Ave and Glen Dr depending on nearby train events.

## VEHICLE SPEEDS

- Vehicle speeds were measured at four locations.
- At locations 1 and 3 (on Glen Dr) and 4 (on Campbell Ave) most vehicles travelled below the posted speed limit of 50km/hr.
- At location 2, on Glen Dr outside Admiral Seymour Elementary School, 31% of vehicles travelled faster than the posted speed limit of 30km/hr.





# 6 POTENTIAL CHANGES

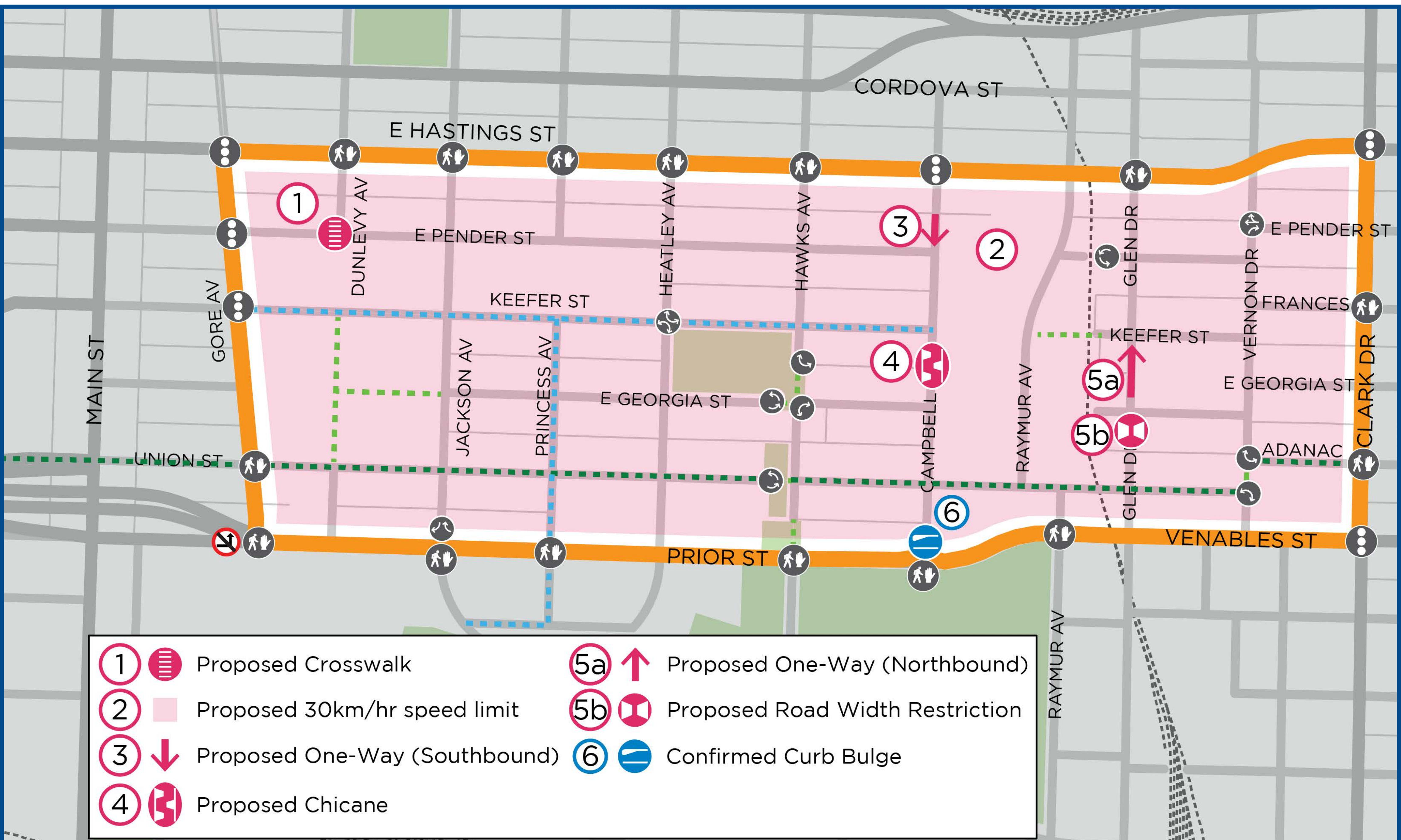
Based on feedback from community members and recent data collection, Staff have looked at a number of potential interventions in five locations in the neighbourhood.

We are seeking feedback on these potential changes through this Update.

- 1 New crosswalk at Dunlevy Ave and E Pender St to make crossing more comfortable for pedestrians and reduce parking on the intersection.
- 2 New 30km/hr speed zone introduced on local residential streets in the program area.
- 3 Half block on Campbell Ave between E Hastings St and E Pender St becomes one-way (southbound) for vehicles.
- 4 New chicane on Campbell Ave between Keefer St and E Georgia St, with some street parking removed.
- 5a One block on Glen Dr between E Georgia St and Keefer St becomes one-way (northbound) for vehicles. **OR**
- 5b New road width restriction on Glen Dr south of E Georgia St, with some street parking removed.

One additional location has had traffic calming interventions approved separately.

- 6 Curb Bulge at Campbell Ave and Prior St, confirmed via the Prior St Pilot Process.





# 7 PROPOSED INTERVENTIONS

1

E PENDER ST & DUNLEVY AVE  
NEW CROSSWALK



A new crosswalk + curb ramps on E Pender St can make the street more comfortable for people walking and rolling and prevent vehicles from parking on the intersection.

2

WHOLE PROGRAM AREA  
NEW 30KM/HR SPEED ZONE



A new 30km/hr speed zone can make residential streets in the neighbourhood more comfortable for people walking, cycling and rolling and safer for driving.

3

CAMPBELL AVE  
NEW ONE-WAY (SOUTHBOUND)



A new one-way for vehicles, similar to the one above, can discourage shortcutting between Prior St and E Hastings St, helping to reduce traffic on residential streets.

4

CAMPBELL AVE  
PROPOSED CHICANE



A series of chicanes can reduce the width of the road so only one vehicle can pass at a time, slowing speeds. Two-way access is retained and some street parking removed.

5a

GLEN DR  
NEW ONE-WAY (NORTHBOUND)



A new one-way for vehicles can limit shortcutting between E Hastings St and Venables St and reduce speeds outside Admiral Seymour Elementary School.

5b

GLEN DR  
ROAD WIDTH RESTRICTION



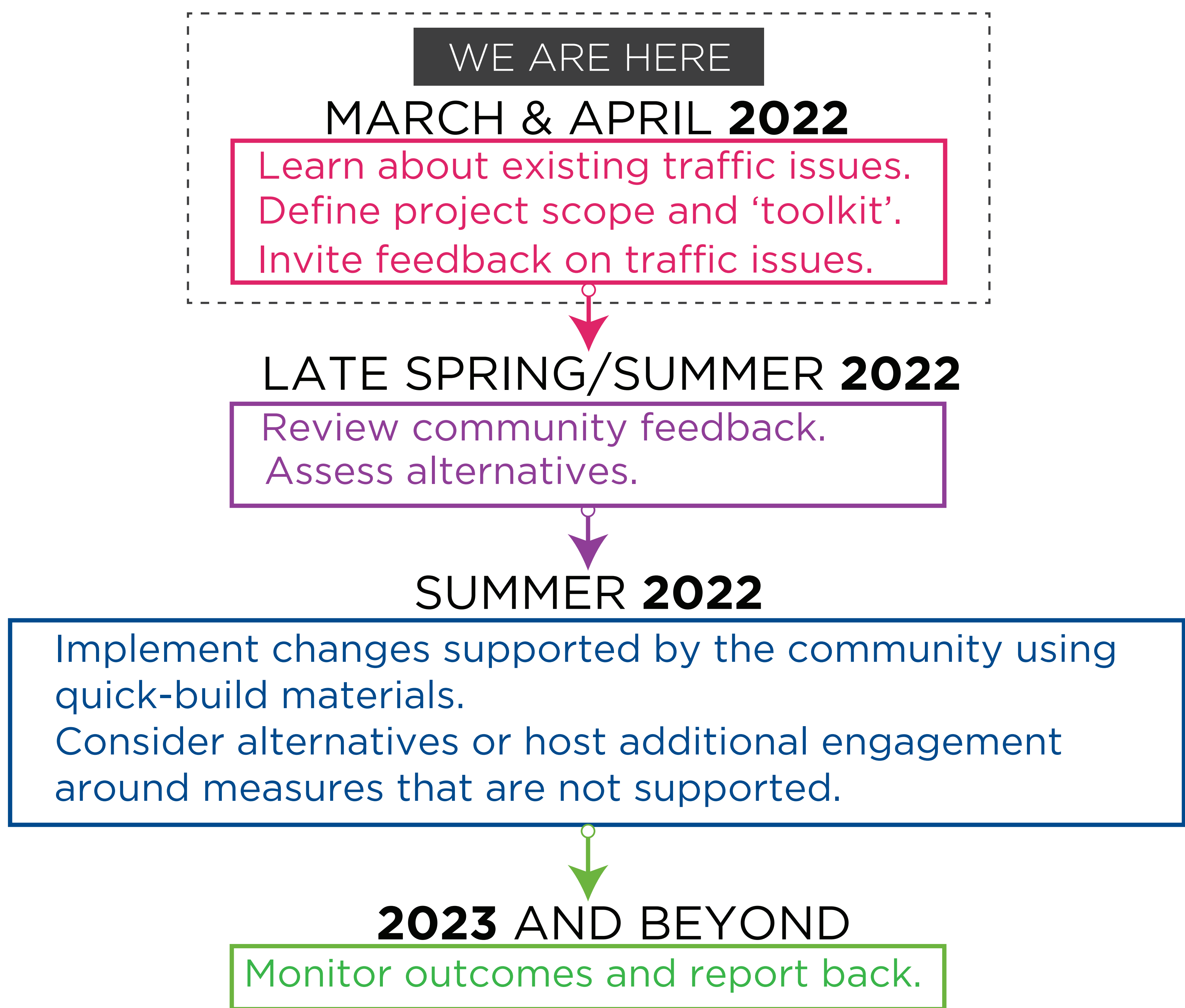
Reducing road width can reduce speeds outside Admiral Seymour Elementary School and discourage shortcutting while retaining two-way vehicle access.



# 8 NEXT STEPS

Let us know your thoughts on traffic issues in the neighbourhood and the potential changes. Your input will inform where and how we introduce new traffic calming measures. We will modify and adjust any changes which are installed and engage with the community about the results.

## WE WANT TO HEAR FROM YOU!



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