

WELCOME!

HASTINGS-SUNRISE NEIGHBOURHOOD TRANSPORTATION LISTEN AND LEARN

The City recently engaged with residents on walking and cycling improvements to the Union-Adanac Corridor between Gore Avenue and Kamloops Street.

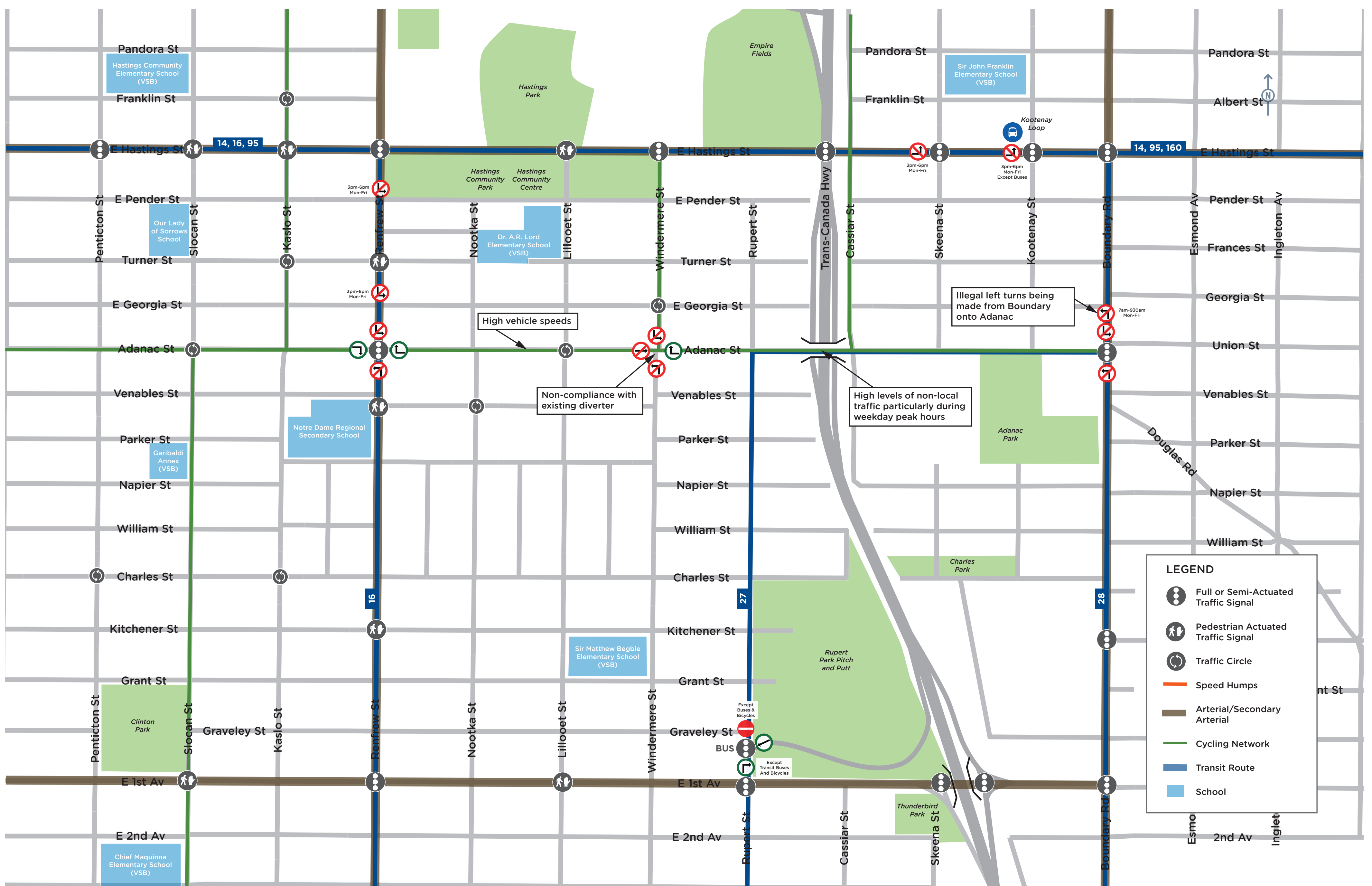
Before launching an engagement process on the eastern section of Corridor, we want to better understand transportation issues in the **area between Hastings Street, Boundary Street, East 1st Avenue, and Renfrew Street**. What we hear will inform future improvements.

**We want
to hear
from you!**

Join City staff at a conversation table to share your neighbourhood transportation concerns and priorities. Background information is available on display boards around the room.

Your input will help us identify and understand the issues as we work toward future solutions.

HASTINGS-SUNRISE OVERVIEW



Hastings-Sunrise has a network of arterials that connect Vancouver, the North Shore, and Burnaby, and carry local and regional traffic and goods movement.

Local streets are intended to carry lower volumes of local traffic and measures including traffic circles, diverters, and speed humps are used to reduce traffic speeds and volumes to increase neighbourhood safety and livability.

We have heard concerns from residents about vehicle volumes and speeds on local streets, including those adjacent to schools, and about non-local traffic traveling through the neighbourhood to access the Adanac Overpass over Highway 1. In addition to vehicles, the Adanac Overpass also carries significant bicycle traffic and the #27 bus route.

TRANSPORTATION 101

MAKING DECISIONS

The City of Vancouver's process for assessing local transportation concerns considers different data and solutions to improve your neighbourhood and Vancouver as a whole.

CONSIDERATIONS



Community

What does the community desire?
What do local plans call for?



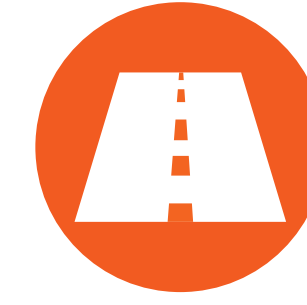
Connections

What key destinations are near the school?



Technical

What is traffic and parking like in the area?



Wider Network

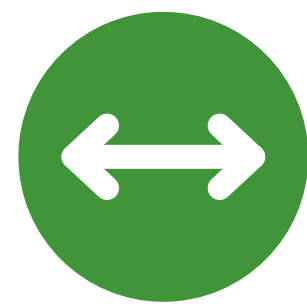
How is this neighbourhood connected to the road network?

SOLUTIONS



On-Budget

Decisions are made with city-wide priorities and budgets in mind.



Wide-Ranging

Every challenge has a range of possible solutions.



Appropriate

Any solution must make walking and cycling safer and more accessible.



Timely

Linking projects in the same area together can reduce cost and disruption.

LOCAL KNOWLEDGE



Residents often know neighbourhood issues best. Your ideas help the City successfully interpret the data and consider solutions.

INFRASTRUCTURE OPTIONS



Signs



Painted Crosswalks



Bike Share Station



Speed Humps*



Raised Crosswalks



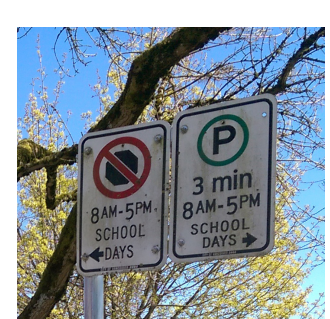
Bulbs-outs



Traffic Circle



Traffic Signals



Enforcement



Pedestrian Countdown Timers



Flashing Beacons



Curb Ramps



Sidewalks



Diverter*



Pedestrian Traffic Signals



COST



TIME

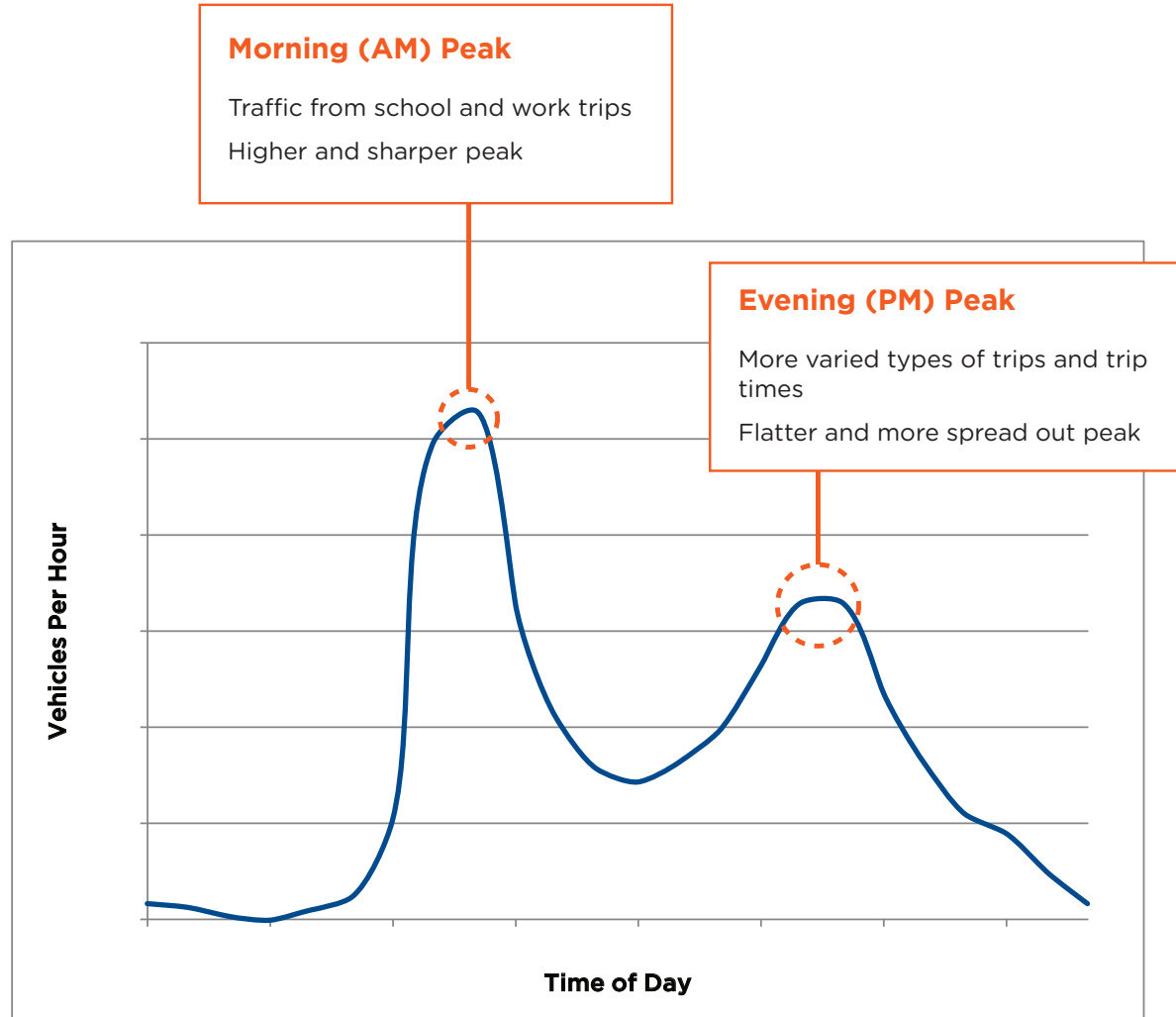


* Requires additional support from neighbourhood

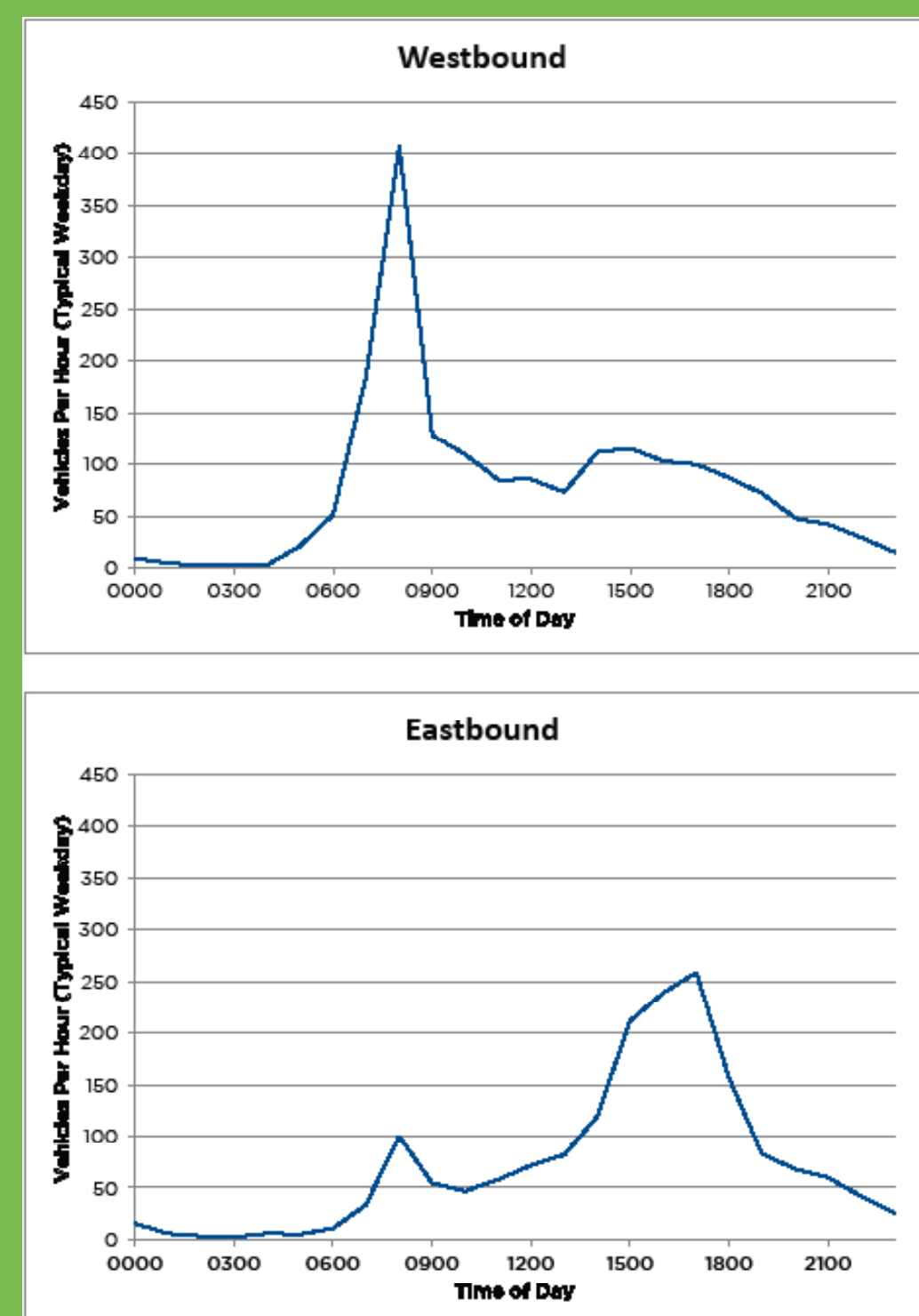
VEHICLE VOLUME DATA

How to read vehicle volume graphs:

The number of vehicles travelling in the peak direction in a typical weekday follows a trend characterized by two peaks: one in the morning and one in the evening.

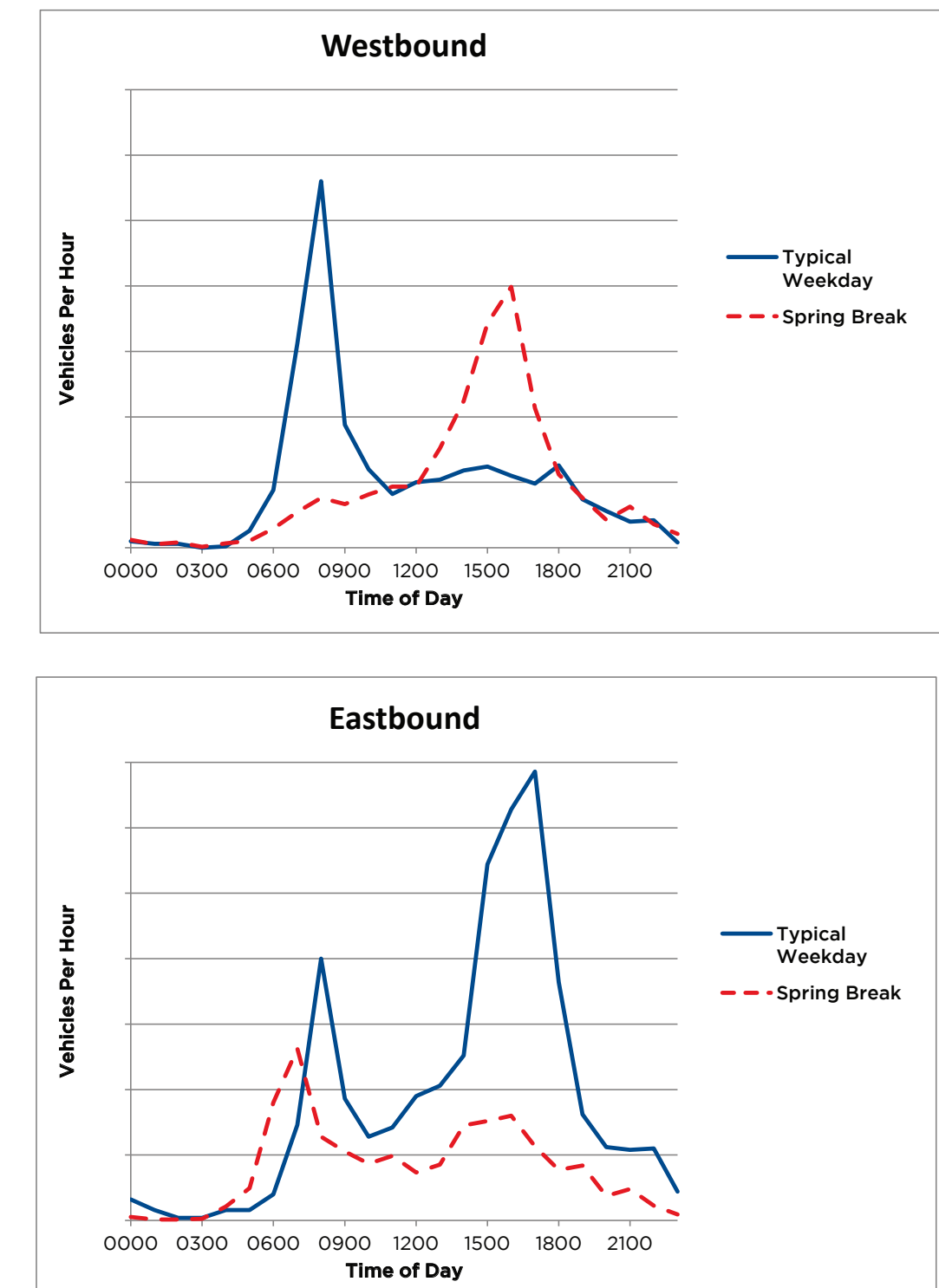


E Georgia St, Adanac St, and Venables St (2900-block) - November 2016

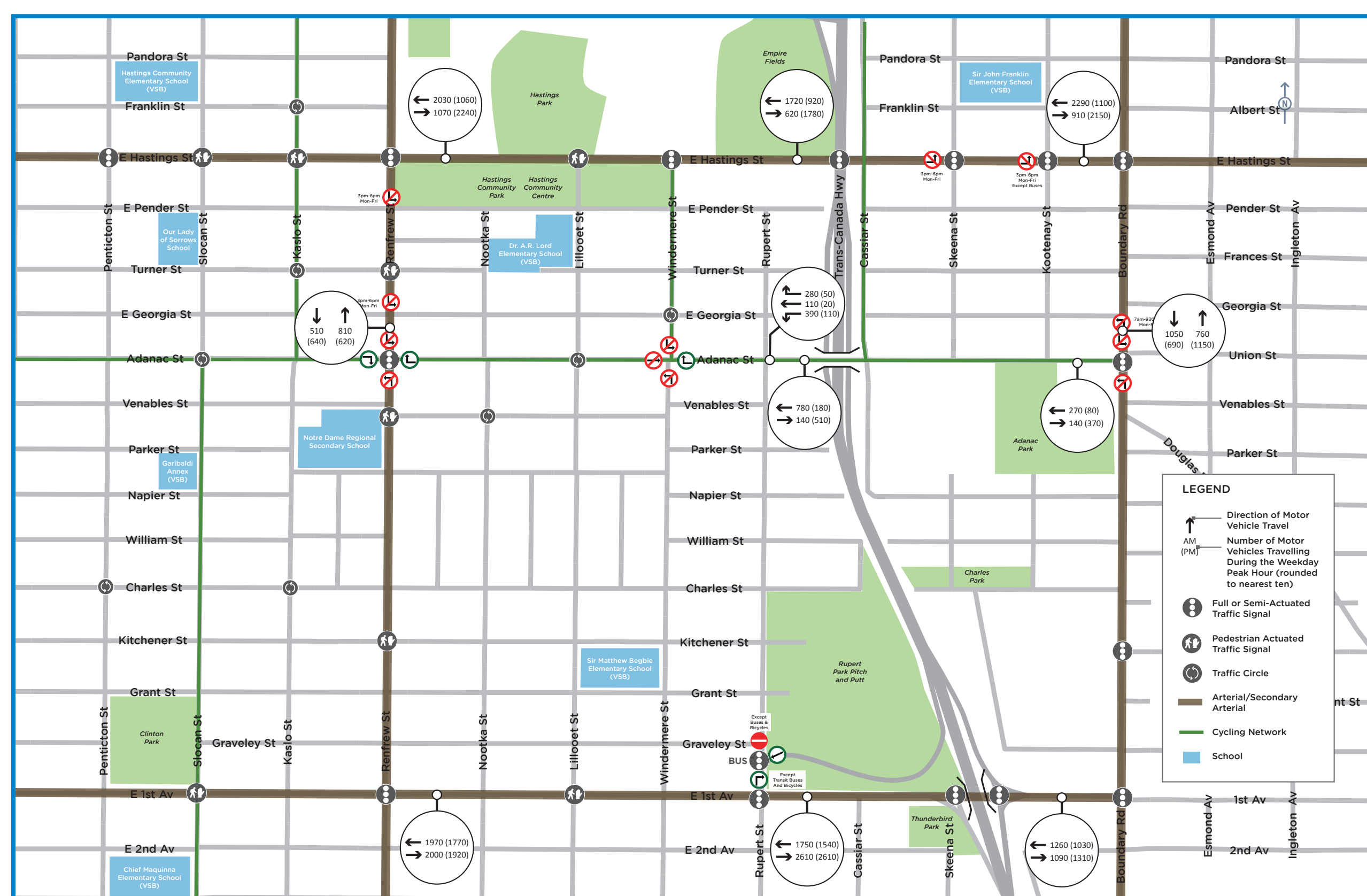


E Georgia St, Adanac St, and Venables St (2900-block) - Typical Weekday and Spring Break Weekday

Comparison of vehicle volumes during a typical weekday and during spring break.



Differences may be attributed to fewer school and work trips and an increase in afternoon recreational trips taken during spring break.



Adanac Overpass (3300-block) - November 2016

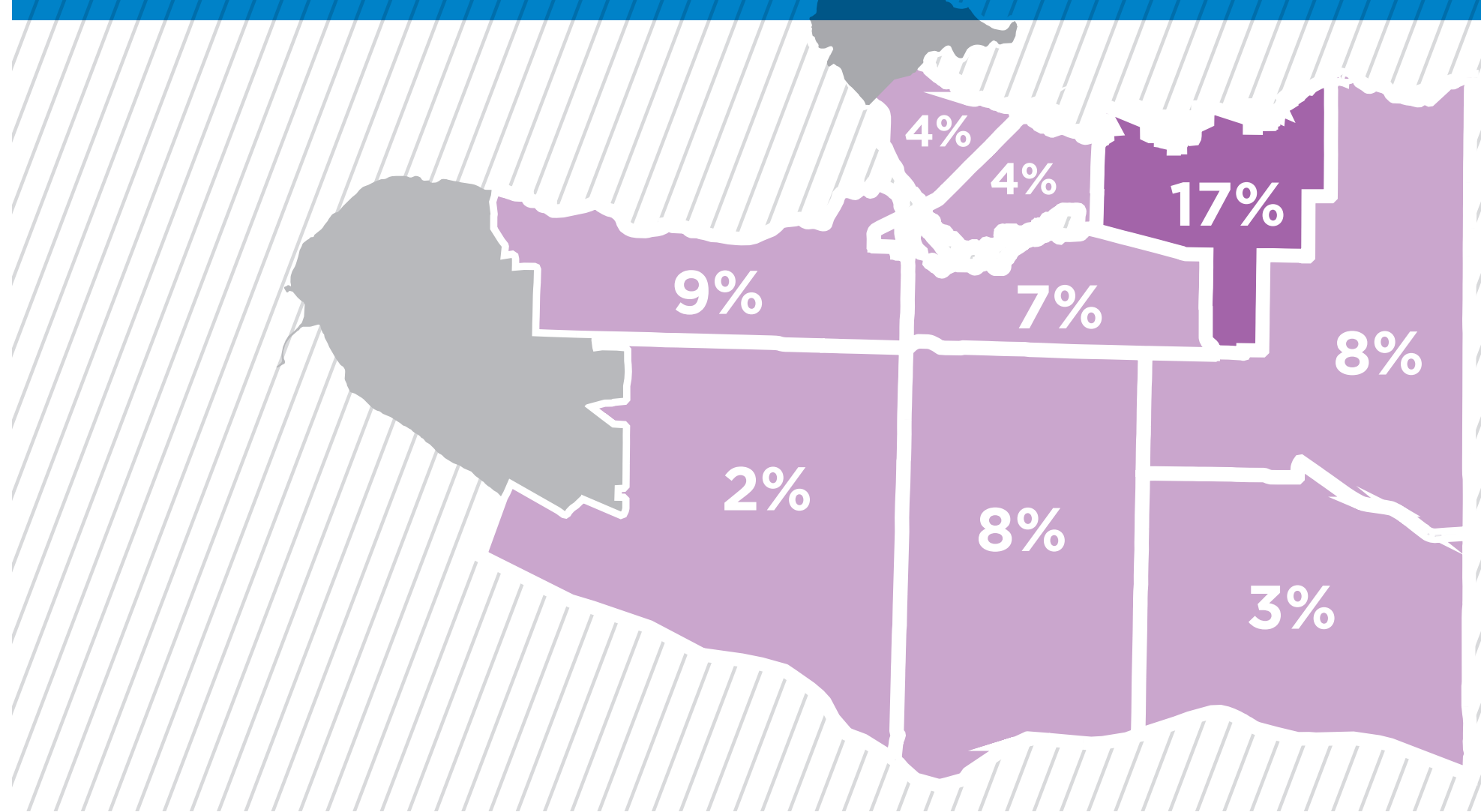


UNION-ADANAC CORRIDOR

The Union-Adanac Corridor connects Downtown, Chinatown, Strathcona, Grandview-Woodland, and Hastings-Sunrise. It is also acts as a regional connection, providing links to municipalities to the East and North. Much of the corridor is residential, with a number of businesses located in Strathcona and in the industrial area around Clark Drive.

CYCLING MODE SHARE BY HOME AREA

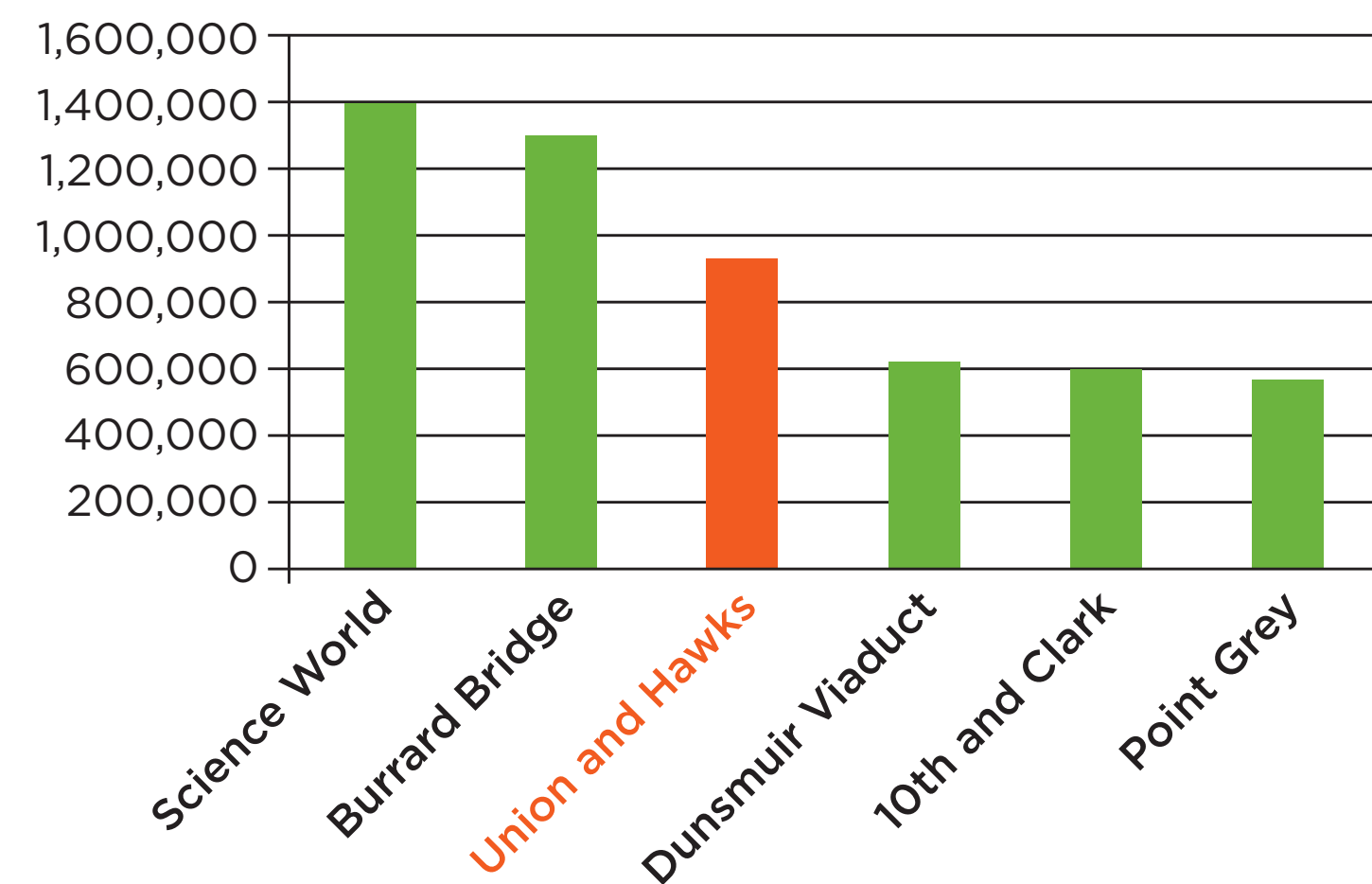
Source: 2015 Transportation Panel Survey



People living in the **Vancouver Port area** — made up of the Downtown Eastside, Strathcona, and Grandview-Woodland neighbourhoods — make more trips by bike than residents of other neighbourhoods.

CYCLING VOLUMES

Source: City of Vancouver bike counter data



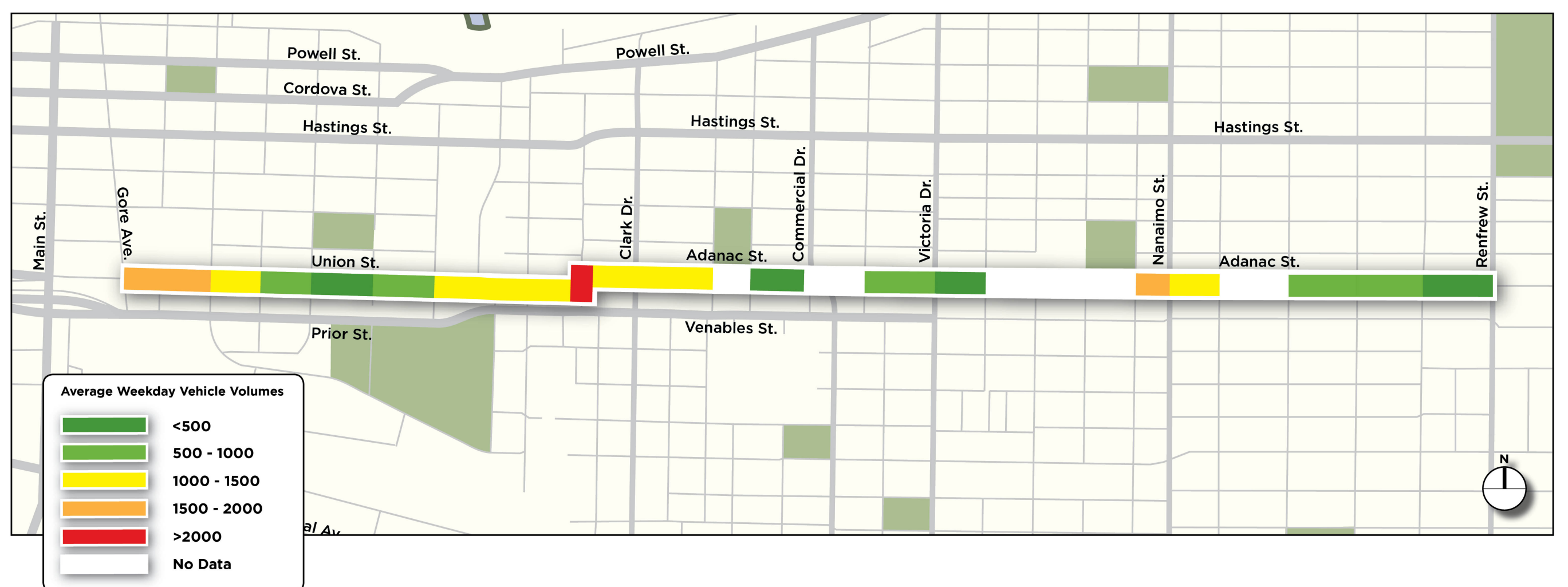
TOTAL BIKE TRIPS
NOV 2015 -
OCT 2016

Union-Adanac is one of the busiest cycling routes in the city. In the summer months, approximately 1000 people cycle per day on the route near Renfrew Street, and up to 5000 per day at Union and Hawks where the bikeway approaches downtown.

VEHICLE VOLUMES

Source: City of Vancouver vehicle counter data, Fall 2016

Vehicle volumes vary along the corridor. Parts of Union and Adanac Streets are used by people driving to bypass arterial streets. Prior and Venables Streets immediately to the south carry vehicle through-traffic between Victoria Drive and the Georgia and Dunsmuir Viaducts.



DESIGNING FOR ALL AGES AND ABILITIES

The City of Vancouver has a vision to make **cycling safe, convenient, comfortable and fun for all ages and abilities (AAA)** including families with children, seniors, and new riders.

Reducing the number of interactions between motor vehicles and people cycling can improve comfort and safety. At our AAA target volume of 500 vehicles per day or less, the likelihood

of encountering a motor vehicle is typically less than one per block in the peak hour. On routes where low motor vehicle volumes and speeds are not possible to achieve, separation of bikes from vehicles is needed.

The traffic calming measures we are proposing in key areas along the Union-Adanac Corridor will help move us toward AAA.

LESS COMFORTABLE

MORE COMFORTABLE



MAJOR STREET SHARED USE LANE



PAINTED BIKE LANE



PAINT BUFFERED BIKE LANE



LOCAL STREET BIKEWAY



PROTECTED BIKE LANE



OFF-STREET PATHWAY

UNSUITABLE FOR AAA FACILITY

SUITABLE FOR AAA FACILITY

SCHOOL ACTIVE TRAVEL PLANNING

The City has been delivering a school active travel program since 2012, which seeks to increase walking and cycling to school.

The program is delivered in partnership with Vancouver School Board, who works with the City to identify and support selected schools through the program.

The program serves to increase education and awareness about active transportation, and works to deliver Transportation 2040 policy to connect schools to high quality walking and cycling routes.

Program benefits include:

- Infrastructure improvements around schools, such as marked crosswalks, curb bulges, new or revised parking signs, speed humps, or pedestrian countdown timers
- A “Best Routes to School” map for the school community, identifying recommended walking and cycling routes in the catchment

To date, the City’s program has involved approximately 20 schools, including Hastings Elementary School in the Hastings-Sunrise neighborhood.

