

From: ["Mochrie, Paul" <Paul.Mochrie@vancouver.ca>](mailto:Paul.Mochrie@vancouver.ca)

To: ["Direct to Mayor and Council - DL"](#)

Date: 6/21/2022 4:32:53 PM

Subject: [Strathcona Traffic Calming Engagement Summary](#)

Attachments: [ENG - Memo - Strathcona Engagement Summary Memo to Council.pdf](#)

---

Dear Mayor and Council,

Please see the attached memo from Lon LaClaire regarding Strathcona Traffic Calming Engagement Summary. A short summary of the memo is as follows:

- This memo provides an overview of the Strathcona Traffic Calming engagement process
- The five proposed traffic calming measures received support from engagement participants
- Staff are now refining the traffic calming designs and anticipate implementing the changes using temporary materials in summer 2022. Staff will monitor their effectiveness in the months following installation
- Staff will update the project website ([shapeyourcity.ca/strathcona-traffic](http://shapeyourcity.ca/strathcona-traffic)) and email engagement participants and stakeholders to share the engagement report and next steps

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca).

Best,  
Paul

**Paul Mochrie** (he/him)  
City Manager  
City of Vancouver  
[paul.mochrie@vancouver.ca](mailto:paul.mochrie@vancouver.ca)



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations.

## MEMORANDUM

June 21, 2022

TO: Mayor and Council

CC: Paul Mochrie, City Manager  
Armin Amrolia, Deputy City Manager  
Karen Levitt, Deputy City Manager  
Katrina Leckovic, City Clerk  
Lynda Graves, Administration Services Manager, City Manager's Office  
Maria Pontikis, Chief Communications Officer, CEC  
Anita Zaenker, Chief of Staff, Mayor's Office  
Neil Monckton, Chief of Staff, Mayor's Office  
Alvin Singh, Communications Director, Mayor's Office  
Paul Storer, Director, Transportation

FROM: Lon LaClaire  
General Manager, Engineering Services

SUBJECT: Strathcona Traffic Calming Engagement Summary

RTS #: N/A

---

### Purpose

This memo provides an overview of the Strathcona Traffic Calming engagement process and associated next steps. Staff will be publishing and sharing the attached engagement summary (Appendix A) with community residents and stakeholders in the coming weeks and five traffic calming measures that support reducing vehicle speeds or volumes are scheduled for implementation this summer.

### Strathcona Traffic Calming Engagement

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

The Strathcona engagement process ran between March 14 and April 4, 2022. Below is a snapshot of the engagement efforts (please see Appendix A for full engagement report):

- 225 surveys completed and 750 visitors to the Shape Your City project website
- 12 people participated in the online information and discussion sessions
- 2,300+ letters and emails were sent to businesses and residents
- 2,500+ targeted social media interactions
- 7 organizations reached through door knocking
- 12 emails received

The five proposed traffic calming measures, shown below in Figure 1, received broad support from participants. Recognizing that there are always differing opinions on traffic calming measures, it's important to note that some respondents raised concerns that the proposed measures were either insufficient to achieve the program's goals or had potential challenges.

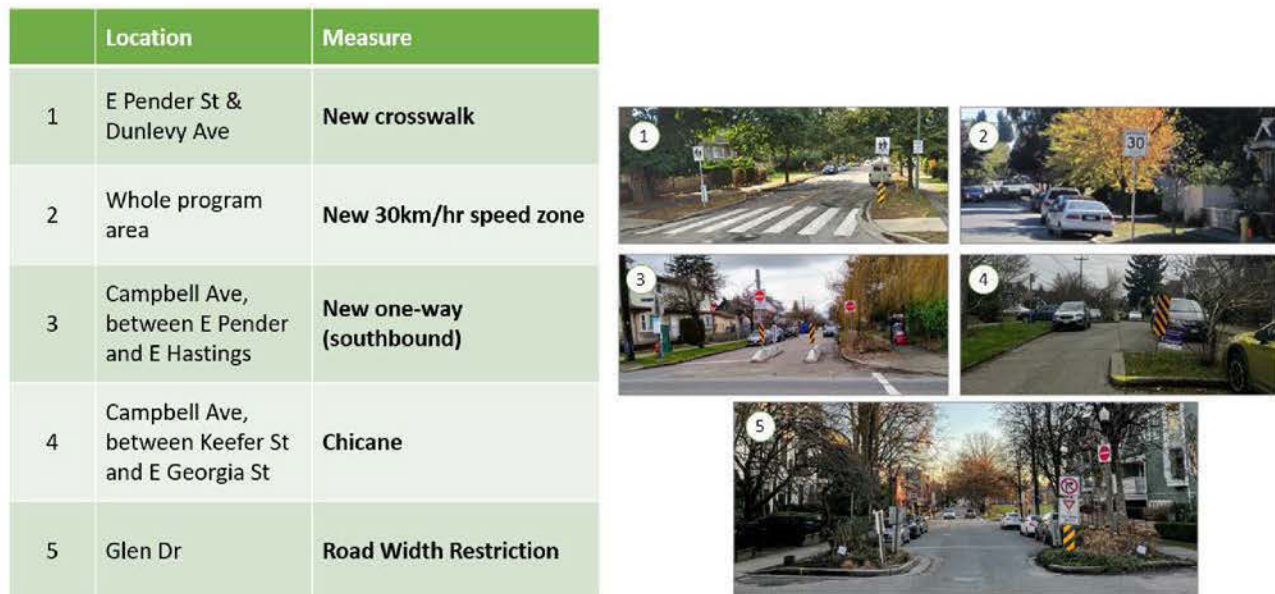


Figure 1. Proposed Traffic Calming Measures.

Informed by resident and stakeholder feedback, staff are now refining the traffic calming designs and anticipate implementing the changes using temporary materials in summer 2022. Staff will monitor their effectiveness in the months following installation. If successful, measures may be upgraded to permanent materials in the future. If there are issues with any of the measures, staff will modify them as needed.

Staff will update the project website ([shapeyourcity.ca/strathcona-traffic](https://shapeyourcity.ca/strathcona-traffic)) and email engagement participants, businesses, and community organizations such as the Strathcona Business Improvement Association and Strathcona Residents' Association to share the engagement report and next steps.

Please contact me directly should you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Lon LaClaire', with a stylized flourish at the end.

Lon LaClaire, M.Eng., P.Eng.  
General Manager, Engineering Services

604.873.7336 | [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca)

**Appendix A: Strathcona Traffic Calming Engagement Summary**



# **STRATHCONA TRAFFIC CALMING**

**PUBLIC ENGAGEMENT SUMMARY  
JUNE 2022**





## Contents

<b>Summary</b> .....	<b>3</b>
Project Context .....	3
Overview of Engagement Survey Outcomes .....	4
Vehicle Volumes .....	4
Vehicle Speeds .....	4
Potential Traffic Calming Measures .....	5
<b>Engagement Program</b> .....	<b>7</b>
<b>What We Heard</b> .....	<b>7</b>
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
<b>Additional Considerations</b> .....	<b>16</b>
<b>About the Participants</b> .....	<b>16</b>
<b>Conclusion and Next Steps</b> .....	<b>19</b>

# 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](mailto: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](http://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)
<b>E Pender St &amp; Dunlevy Ave:</b> Crossing upgrades, new curb ramps on the south side of E Pender St; painted crosswalk, and signing no parking in the intersection.	Supportive: 90% Neutral: 8% Unsupportive: 2%	General feedback themes regarding the crossing included being: <ul style="list-style-type: none"> <li>• Designed with curb bulges to minimize crossing distance</li> <li>• Raised to help slow vehicle traffic and make crossing easier</li> </ul> <p>"Pender/Dunlevy is dangerous to cross as a pedestrian as cars drive way too fast" - survey respondent</p>
<b>Whole Program Area:</b> 30km/hr speed zone on all local residential streets. New speed limit signs at entry points into the neighbourhood.	Supportive: 92% Neutral: 2.5% Unsupportive: 5.5%	There was broad support for a 30km/h speed zone within the program area. <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>
<b>Campbell Ave north of E Pender:</b> One-way (southbound) to reduce shortcutting, removing two parking spaces.	Supportive: 56% Neutral: 9% Unsupportive: 35%	There was majority support for this intervention but some concerns were expressed: <ul style="list-style-type: none"> <li>• Possibility of additional traffic on other local residential streets</li> <li>• Perceived inconvenience for vehicles entering and leaving Strathcona residences and businesses</li> </ul>
<b>Campbell Ave between Keefer St and E Georgia St:</b> Install chicane (alternating bulges) to slow vehicles and discourage shortcutting, removing 12-16 parking spaces.	Supportive: 56% Neutral: 14% Unsupportive: 30%	There was majority support for this intervention but some concerns were expressed: <ul style="list-style-type: none"> <li>• Possible increase in demand for parking spaces</li> <li>• Possible discomfort for people cycling through the chicane</li> </ul>
<b>Glen Dr:</b> One-way (northbound) for vehicles between E Georgia and Keefer St. <b>or</b> Pinch point (i.e. restricted road width) south of E Georgia.	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	Several participants provided a written response related to these potential measures. The main concerns with the one-way option were: <ul style="list-style-type: none"> <li>• Possible inconvenience for Strathcona residents and businesses</li> <li>• Potential increase in vehicle volumes on neighbouring streets</li> </ul> <p>Some comments on the pinch point included:</p> <ul style="list-style-type: none"> <li>• Concerns about loss of on-street parking spaces</li> <li>• Concerns about width restrictions/pinch points being potentially unsafe and cause distractions for drivers</li> <li>• Support for potentially deterring truck traffic</li> </ul>



Table 1. Summary of feedback on proposed traffic calming measures

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

## 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.

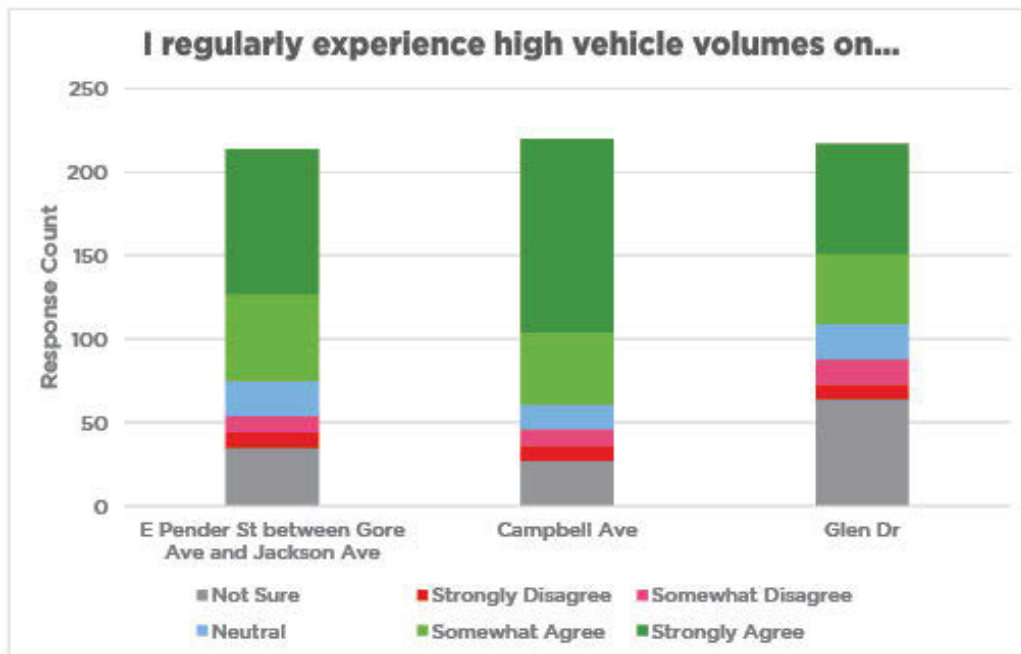
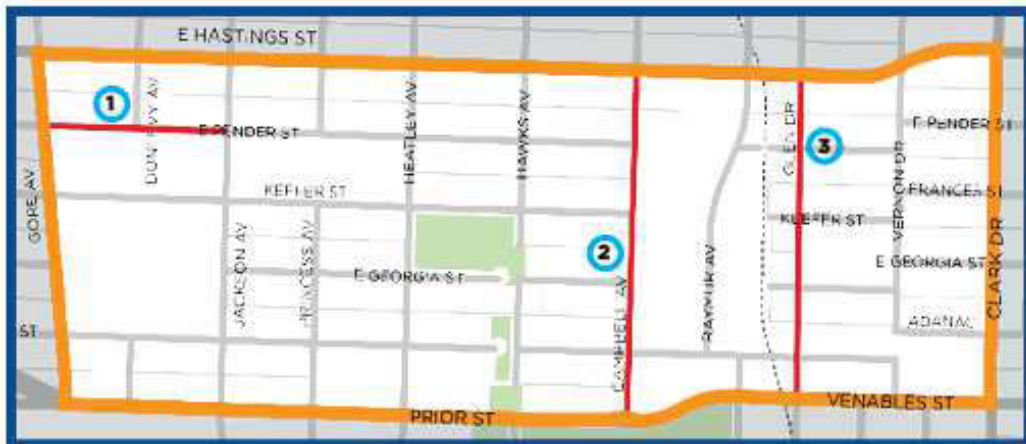


Figure 3. Experience of High Vehicle Volumes in Three Locations



- 1** **63%** of respondents 'strongly' or 'somewhat' agreed that vehicle volumes are high on **E Pender St at Dunlavy 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.

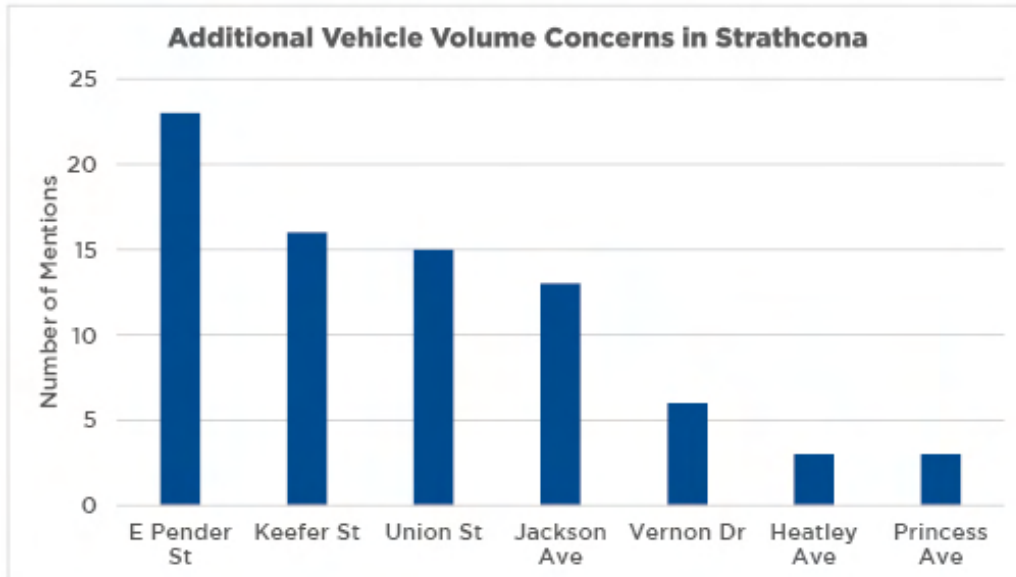


Figure 4. Experience of High Vehicle Volumes in Other Locations in the Program Area

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.

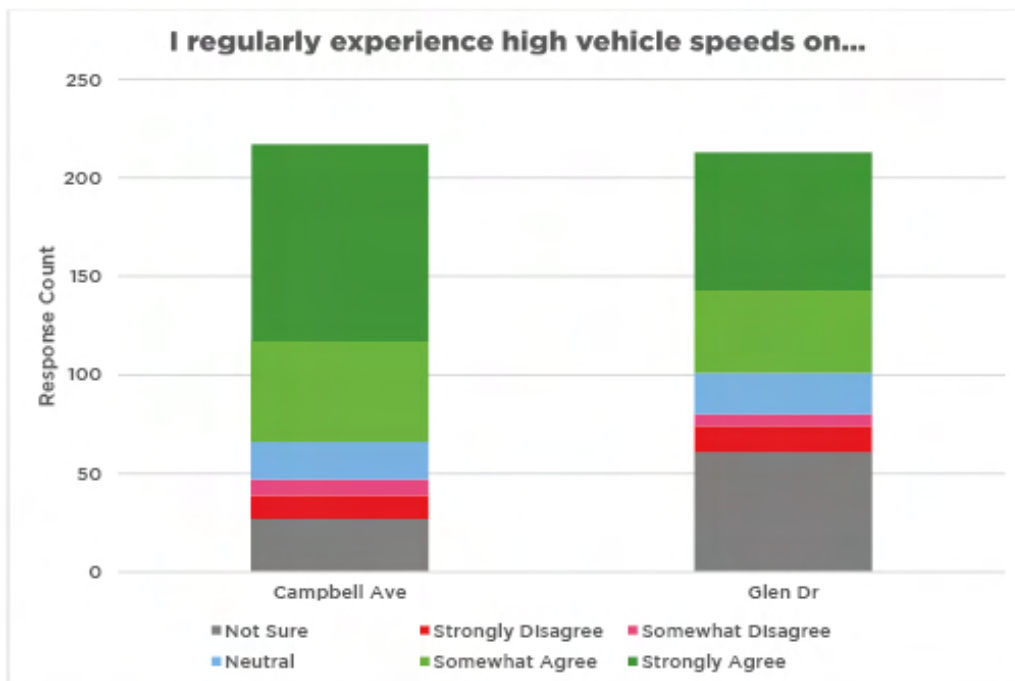
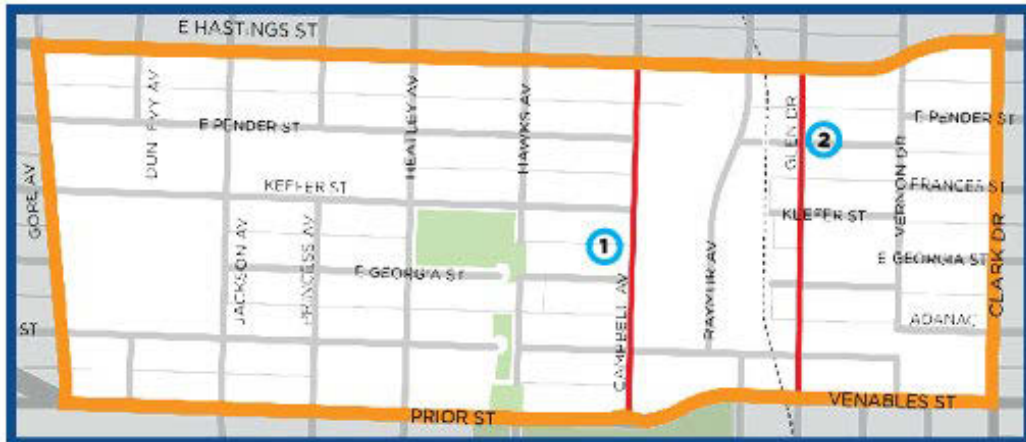


Figure 5. Experience of High Vehicle Speeds in Two Locations.





- 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'.



## 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.

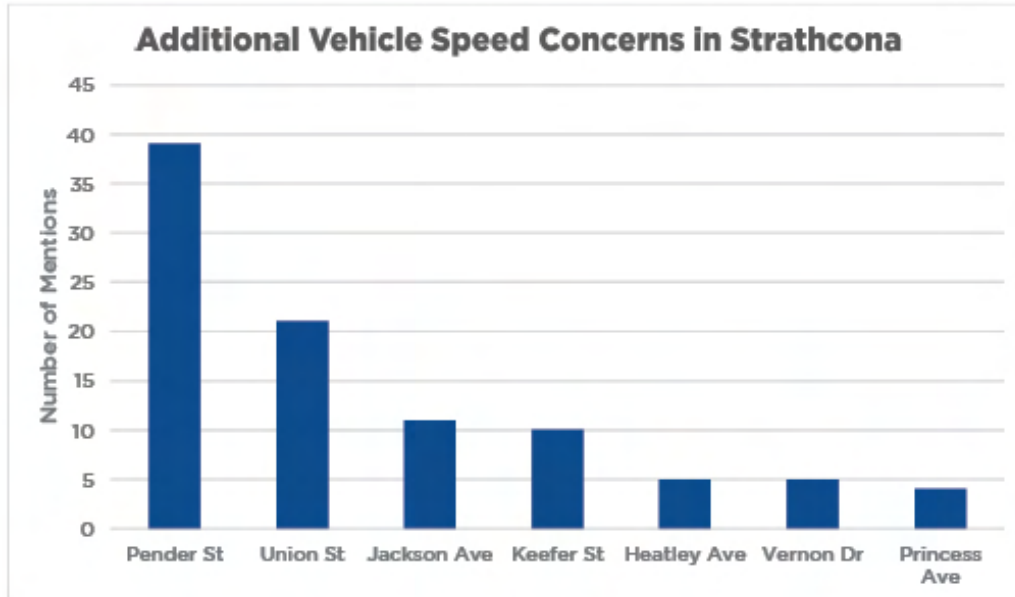


Figure 6. Experience of High Vehicle Speeds in Other Locations in the Program Area - Survey Response

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.

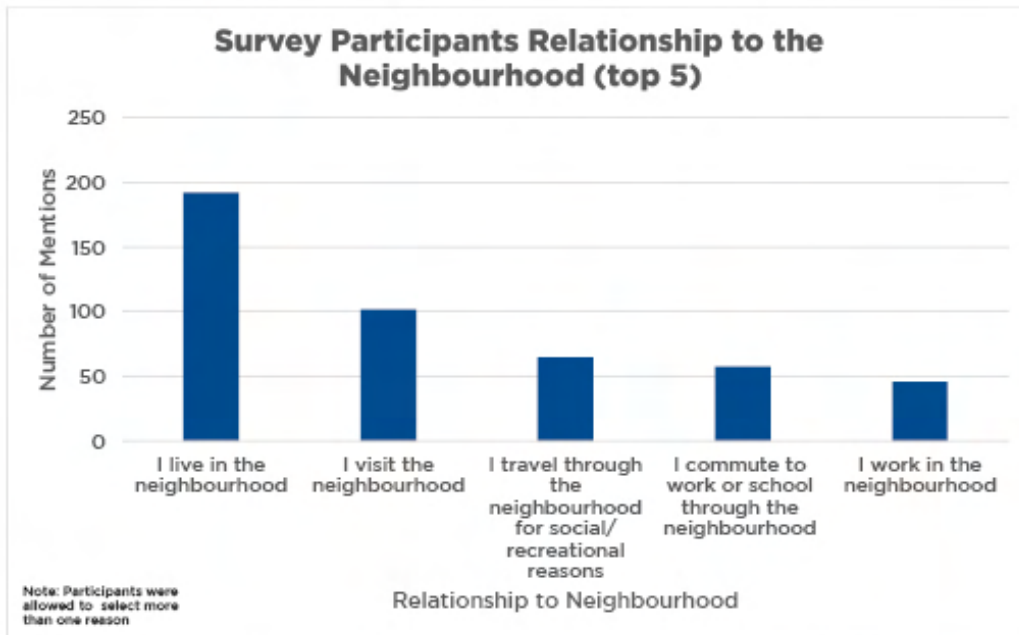


Figure 7. Survey Participants' Relationship to the Neighbourhood.

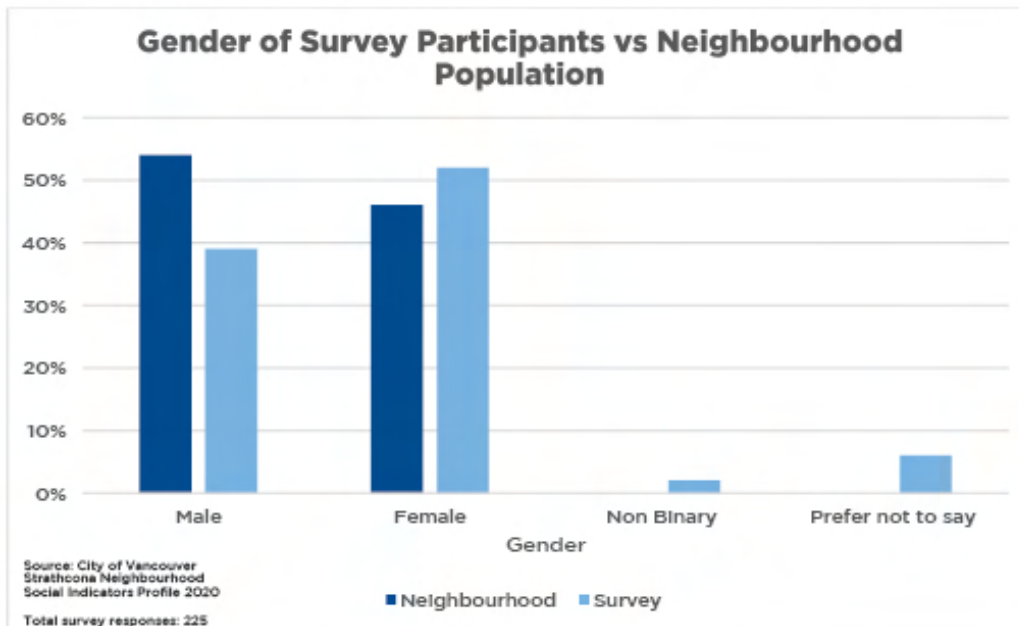


Figure 8. Gender of Survey Participants

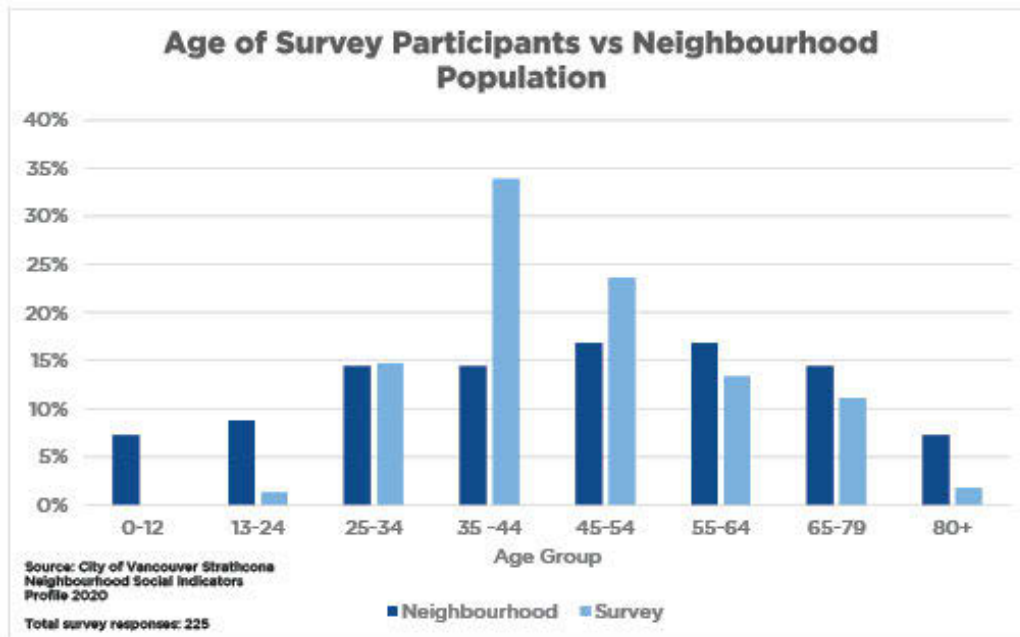


Figure 9. Age of Survey Participants

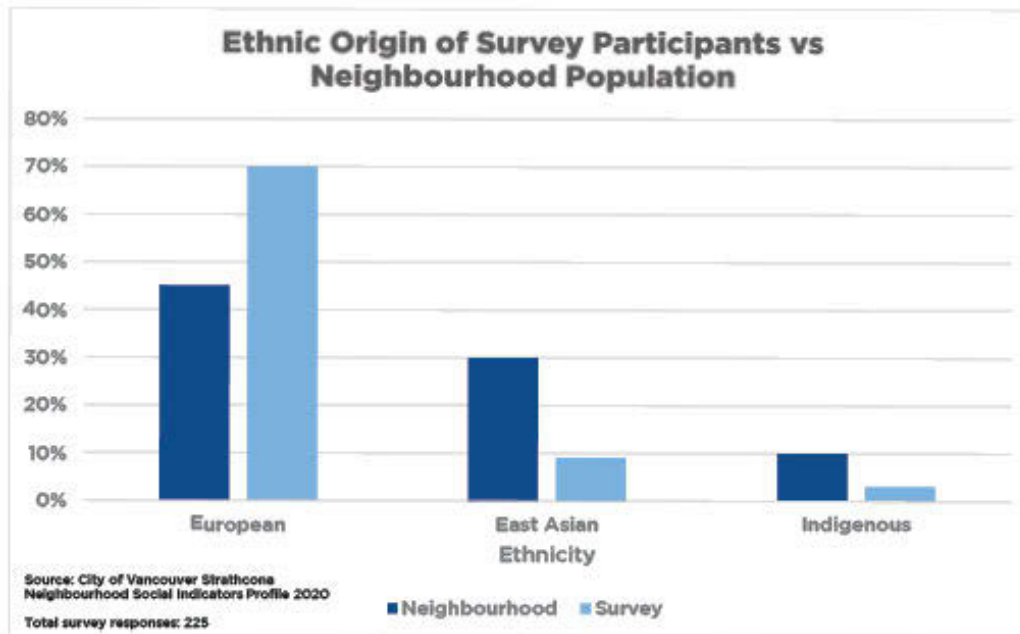






Figure 10. Ethnic Origin of Survey Participants

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

-  The potential traffic calming measures in this Update received general support from the community.
-  However, some respondents raised concerns that the proposed measures were either insufficient to achieve the program's goals or had potential challenges.
-  Survey respondents and attendees of the information sessions generally agreed that locations identified for potential traffic calming measures have high speeds and/or volumes.
-  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.

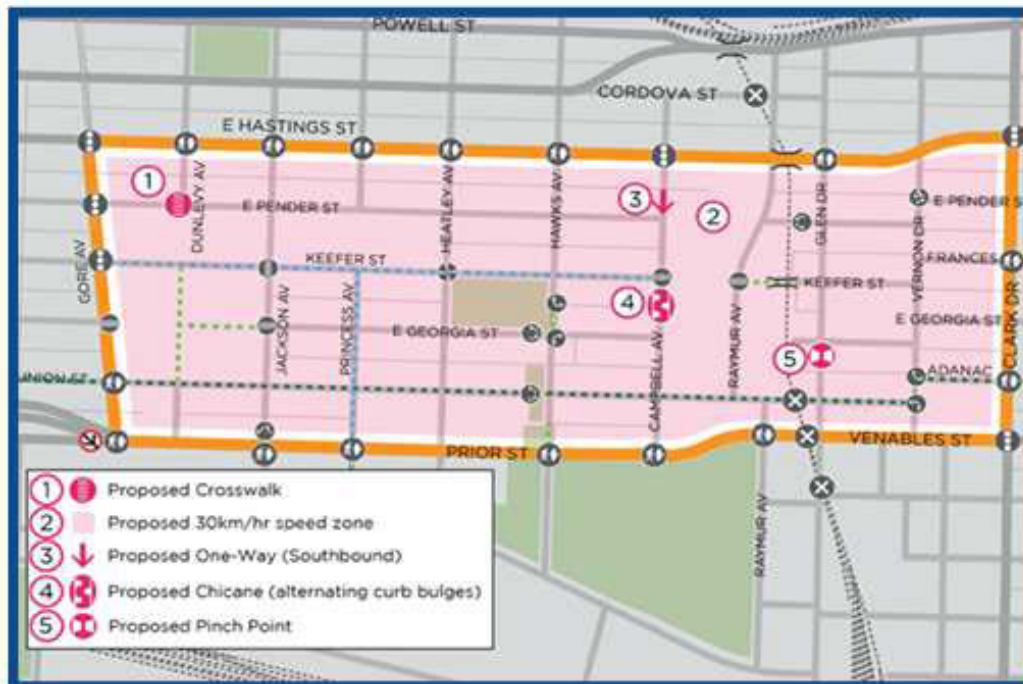


Figure 11. Proposed Traffic Calming Updates