

File No.: 04-1000-20-2023-178

June 9, 2023

s.22(1)

Dear s.22(1)

Re: **Request for Access to Records under the Freedom of Information and Protection of Privacy Act (the "Act")**

I am responding to your request of March 30, 2023 under the ***Freedom of Information and Protection of Privacy Act*** for:

Records related to the designation of 2500 and 2600 block Charles Street as a "slow street," including:

- 1. Correspondence of City staff on this issue, including notes taken by staff; and**
- 2. Correspondence used in determining why the speed limit was not changed from 50 km per hour, and why speed bumps were not incorporated.**

Date range: March 1, 2020 to March 31, 2021.

All responsive records are attached. Some information in the records has been severed (blacked out) under s.13(1), s.15(1)(l), and s.22(1) of the Act. You can read or download this section here: http://www.bclaws.ca/EPLibraries/bclaws_new/document/ID/freeside/96165_00.

Please note, the Transportation Design Branch has also provided the following information:

The Slow Streets program was developed as an early response to the emerging COVID pandemic. This included measures allowing for people walking in the middle of the roadway, which is no longer as common a behaviour, but it also shaped the measures we could employ. To be enforceable, we need a speed limit sign per direction per block, and over 40km of network that's hundreds of signs and posts. Meanwhile speed humps are an even more involved construction procedure even if applied at a density less than we would expect to be effective. The response therefore was to use barriers in the middle of the street to slow by being something to maneuver around, and also to allow signs to be installed for drivers as they turn off a major street without new posts.

This location was selected for an additional traffic diverter in response to higher motor vehicle volumes than other locations on the network. Speed limit signs and speed humps are strategies we use where we are trying to reduce speeds, but we do not expect them to noticeably reduce volumes.

We have existing policy to reduce speed limits along local street bikeways to 30kmh, although there are many other existing bikeways around the city that are also awaiting signs. We do

intend Charles to be on this list when resources allow. This would make it more likely to qualify for our speed hump program based on a reduced limit, though we are always happy to receive requests for speed humps through the relevant program (<https://vancouver.ca/streets-transportation/speed-humps.aspx>).

We are expecting the new Neighbourhood Traffic Management program (<https://vancouver.ca/streets-transportation/neighbourhood-traffic-management-program.aspx>) to review all circulation and speed management strategies in the residential neighbourhood around this location as soon as the end of this year. Staff are currently working just to the east in the area of Hastings-Sunrise around the Adanac Overpass. This is highly likely to lead to such responses as speed limits and speed humps in the neighbourhood.

Under section 52 of the Act, and within 30 business days of receipt of this letter, you may ask the Information & Privacy Commissioner to review any matter related to the City's response to your FOI request by writing to: Office of the Information & Privacy Commissioner, info@oipc.bc.ca or by phoning 250-387-5629.

If you request a review, please provide the Commissioner's office with: 1) the request number (#04-1000-20-2023-178); 2) a copy of this letter; 3) a copy of your original request; and 4) detailed reasons why you are seeking the review.

Yours truly,

[Signed by Cobi Falconer]

Cobi Falconer, MAS, MLIS, CIPP/C
Director, Access to Information & Privacy
cobi.falconer@vancouver.ca
453 W. 12th Avenue Vancouver BC V5Y 1V4

If you have any questions, please email us at foi@vancouver.ca and we will respond to you as soon as possible. Alternatively, you can call the FOI Case Manager at 604-871-6584.

Encl. (Response Package)

:kt

From: "Ramnani, Hema" <Hema.Ramnani@vancouver.ca>
To: "Gould, Brian" <Brian.Gould@vancouver.ca>
Date: 10/16/2020 11:54:28 AM
Subject: FW: [EXT] Slow streets

Hey Brian,

Could you help me respond to below highlighted questions from s.22(1) I had provided general information as much as I could. But we have received a handful of e-mails from him. This is the latest one.

Hema

From: s.22(1)
Sent: Thursday, October 15, 2020 10:06 AM
To: Slow Streets
Cc: Boyle, Christine; Stewart, Kennedy; s.22(1) s.22(1)
Subject: [EXT] RE: [EXT] Slow streets

City of Vancouver security warning: Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Slow Streets Team

Thanks for the response. I think I understand well the reason for the initiative and I see other cities like New Westminster, Edmonton, Toronto, London, Paris, Bogota doing so much more.

I make it a habit to use the slow streets - Charles Street in particular to get to the Drive, then I am in a real mixer with cars, ...don't you think it would be better if:

- our initiatives were linked, make space to roll on "high streets"?
- adopt a slow streets awareness campaign like New Westminster, enlist locals to decorate, maintain, paint?
- bring residential bike streets into the slow street realm immediately?

We should use this time to expand and improve not blame supply shortages (borrow the cones from the Parks Board). Go visit New Westminster, see how they have done it better. This may not be the time for traditional approaches, it is really a time for change.

Regards

s.22(1)

s.22(1)

From: [Slow Streets](#)

Sent: 13 October 2020 11:34

To: s.22(1)

Subject: RE: [EXT] Slow streets

Hi s.22(1)

Thank you for taking time to write in and share your interest in having Parker St as designated a Slow Street. It's really helpful for us to hear from you, and we will be documenting this along with other feedback over the coming weeks so that it can be reviewed by staff.

Slow Streets are one of the City's temporary COVID-19 responses to help residents physically distance and mitigate the risk of COVID-19 to our communities. They provide opportunities for walking, cycling and rolling and make it easier for people to exercise and access businesses in their neighbourhoods.

In your neighbourhood we have designated Charles St and Kitchener St as east-west Slow Streets. Slow Streets are designated:

- o Along existing greenways and local streets where light interventions are introduced to reduce and slow down motor vehicle traffic.
- o Based on several criteria including traffic volumes, existing traffic signals to cross busier streets, equity and access to green-spaces like parks.
- o To provide segments that can be part of a healthy walk, connect with other segments for a longer run or cycle ride and link to other public life recovery projects like pop-up plazas and open spaces like parks.

Unfortunately, due to the current health crisis, there are limited materials available at this time. We are actively acquiring more signs/barricades and are working to balance both expanding the Slow Streets program and filling in gaps in the network with limited resources.

In addition to Slow Streets, we have a general traffic calming program: <https://vancouver.ca/streets-transportation/traffic-calming-and-safety.aspx> This program allows residents to request school street, traffic circles, speed bumps etc.

We traditionally rely on the general traffic calming program for additional traffic calming measures. Parker is currently not on the Slow streets network. We can keep this in mind for the future if we decide to expand the network. Note that the existing Slow streets network is chosen based on existing local street bike ways, and upcoming changes highlighted in the 5-year cycling map. Unfortunately Parker is not on that list for now.

Hope this information helps. If you need additional information, please feel free to write us or visit vancouver.ca/slow-streets.

Sincerely,
Slow Streets Team
City of Vancouver

From: s.22(1)

Sent: Monday, August 31, 2020 8:12 AM

To: Slow Streets

Cc: s.22(1)

Subject: [EXT] Slow streets

City of Vancouver security warning: Do not click on links or open attachments unless you were expecting the email and know the content is safe.

Hi,

Very supportive of this initiative just disappointed with the implementation. Sign placement is weak, they are regularly push out of the way, no markings indicate the intended placement, no driver education or expectations are created. How can I help? Can my street s.22(1) be a slow street? Can school routes be slow streets?

s.22(1)

s.22(1)

s.22(1)

s.22(1)

From: "Storer, Paul" <paul.storer@vancouver.ca>
To: "Do, Amy" <Amy.Do@vancouver.ca>
"Chou, Winston" <winston.chou@vancouver.ca>
CC: "Cheng, Alina" <Alina.Cheng@vancouver.ca>
"Tamashiro, Kati" <Kati.Tamashiro@vancouver.ca>
"Gould, Brian" <Brian.Gould@vancouver.ca>
Date: 5/17/2023 2:58:06 PM
Subject: RE: Charles

I've approved.

Paul

From: Do, Amy
Sent: Tuesday, November 10, 2020 3:30 PM
To: Chou, Winston <winston.chou@vancouver.ca>
Cc: Cheng, Alina <Alina.Cheng@vancouver.ca>; Storer, Paul <paul.storer@vancouver.ca>; Tamashiro, Kati <Kati.Tamashiro@vancouver.ca>; Gould, Brian <Brian.Gould@vancouver.ca>
Subject: RE: Charles

Hi Winston,
Yes we are allowing the NB through. Good comment, I'll relay it to our engagement team who's preparing the materials.

From: Chou, Winston
Sent: Tuesday, November 10, 2020 2:54 PM
To: Do, Amy
Cc: Cheng, Alina; Storer, Paul; Tamashiro, Kati; Gould, Brian
Subject: Re: Charles

No concerns here. Just one question are we allowing NB through on Pen ction at Charles? It's unclear from the the diagram

On Nov 10, 2020, at 2:30 PM, Do, Amy <Amy.Do@vancouver.ca> wrote:

\u-257 ?

Thanks Alina,

I agree with your comments so I've made the changes and updated the attached sealed drawing.

To minimize sign du er, I opted to installed one "do not enter" and one "do not enter except bicycles" sign (instead of two of each). This is also consistent with what we've shown on the Ontario Sign plan (currently in circulation for approvals).

Cheers,
Amy

From: Cheng, Alina
Sent: Tuesday, November 10, 2020 1:40 PM
To: Storer, Paul; Do, Amy
Cc: Chou, Winston; Hill, Garrett; Plant, Sherwood; Tamashiro, Kati; Gould, Brian
Subject: RE: Charles

Hi Amy and Paul,
I'm fine with the concept but had a few comments about sign placement, as attached.

Amy, let me know if you'd like to discuss further.

Cheers,
Alina

From: Storer, Paul
Sent: Sunday, November 8, 2020 2:00 PM
To: Do, Amy <Amy.Do@vancouver.ca>
Cc: Chou, Winston <winston.chou@vancouver.ca>; Cheng, Alina <Alina.Cheng@vancouver.ca>; Hill, Garrett <Garrett.Hill@vancouver.ca>; Plant, Sherwood <Sherwood.Plant@vancouver.ca>; Tamashiro, Kati <Kati.Tamashiro@vancouver.ca>; Gould, Brian <Brian.Gould@vancouver.ca>
Subject: RE: Charles

Sounds good – thanks Amy. Just looking for a thumbs-up from everyone, if possible, as this is a different approach and design than we've made in other places.

If I haven't heard any concerns by Tuesday, I'll approve.

Paul

From: Do, Amy
Sent: Friday, November 6, 2020 10:50 AM
To: Storer, Paul <paul.storer@vancouver.ca>
Cc: Chou, Winston <winston.chou@vancouver.ca>; Cheng, Alina <Alina.Cheng@vancouver.ca>; Hill, Garrett <Garrett.Hill@vancouver.ca>; Plant, Sherwood <Sherwood.Plant@vancouver.ca>; Tamashiro, Kati <Kati.Tamashiro@vancouver.ca>; Gould, Brian <Brian.Gould@vancouver.ca>
Subject: RE: Charles

Hi all,
Here's some additional information from our draft supplement guide. Please let me know if you have questions or need clarification.

Charles Street between Kamloops and Slocan Streets

Related Projects

- The third wave of the Slow Streets network, included Charles Street from McLean Drive to Slocan Street and continued on Kitchener Street from Slocan

Street to Lillooet Street providing an east-west connection in the Grandview Woodlands and Hastings-Sunrise neighbourhoods.

- These traffic calming measures will support the Grandview Woodland Plan (page 150).

Many of existing diagonal diverters on the west of Nanaimo Street help calm Charles Street.

- These additional traffic calming measures will support calming the traffic on east of Nanaimo Street as well as provide adequate space for people walking, cycling and rolling.

Current Challenges along Charles Street

- Historically, staff have received a number of complaints about traffic volumes and short-cutting on local streets in the area north of 1st Avenue, bound by Nanaimo Street and Victoria Drive as people driving access downtown and the Trans-Canada Highway.

Planned Upgrades - Temporary Diverters

- To limit short-cutting through the neighbourhood, we will install diverters and convert Charles St to one-way westbound between Kamploops and Slocan streets while still allowing residents to circulate and park on Charles Street.
- Minimal parking restrictions near the closures will provide additional space for motor vehicles to turn safely around the barriers.
- Staff will monitor motor vehicle volumes east and west of Charles Street and may implement additional traffic calming measures in the area if needed.

<image001.jpg>

Amy

From: Storer, Paul

Sent: Thursday, November 5, 2020 8:15 PM

To: Do, Amy

Cc: Chou, Winston; Cheng, Alina; Hill, Garrett; Plant, Sherwood; Tamashiro, Kati

Subject: RE: Charles

Thanks Amy. Winston/Kati/Alina, you're good with this?

Paul

From: Do, Amy

Sent: Thursday, November 5, 2020 12:03 PM

To: Storer, Paul <paul.storer@vancouver.ca>

Cc: Chou, Winston <winston.chou@vancouver.ca>; Cheng, Alina

<Alina.Cheng@vancouver.ca>; Hill, Garrett <Garrett.Hill@vancouver.ca>; Plant,

Sherwood <Sherwood.Plant@vancouver.ca>; Tamashiro, Kati

<Kati.Tamashiro@vancouver.ca>

Subject: FW: Charles

Hi Paul,

And here is the last Slow streets implementation this year, aiming for first week of December.

On Charles street, we opted for a one-way configuration because volumes are not as high as other streets we're working with (about 1500 ADT) and we want to prevent U-turns situations.

This has been reviewed by the tech team and we tried our best to preserve as much parking as possible. We'll follow the same engagement plan as what we have for Heather, and prepare well ahead for questions about traffic calming:

- ☐ Send notification letter instead of postcard, explaining more of the changes
- ☐ We've prepped a list of stakeholders and have been connecting with some already and will email/notify others in
- ☐ Ask crews to install on-street posters in advance of changes or at least when the changes are being installed

From: Gould, Brian

Sent: Thursday, November 5, 2020 11:58 AM

To: Do, Amy

Subject: RE: Charles

Great, I've signed the work request.

<Charles.Slocan@kamloops.ca>

From: ["Dobud, Mike" <Mike.Dobud@vancouver.ca>](mailto:Mike.Dobud@vancouver.ca)
To: ["Gould, Brian" <Brian.Gould@vancouver.ca>](mailto:Brian.Gould@vancouver.ca)
Date: 11/5/2020 9:51:24 AM
Subject: RE: R2M - For Approval - Slow Streets Wave 3 - NE Extension (Charles/Lillooet)

Thanks Brian. These emails will be very helpful with sorting out the maintenance. FYI – I have wave 4 & 5

From: Gould, Brian
Sent: Thursday, November 5, 2020 9:12 AM
To: Dobud, Mike
Subject: FW: R2M - For Approval - Slow Streets Wave 3 - NE Extension (Charles/Lillooet)

"Wave 3" and the Renfrew crossing below. As noted, this was before we were more proactive in barrier orientation and that sort of thing.

From: Gould, Brian
Sent: Wednesday, June 03, 2020 10:52 AM
To: Brownlee, Devon <devon.brownlee@vancouver.ca>
Cc: Plant, Sherwood <sherwood.plant@vancouver.ca>; Glowacz, Katherine <katherine.glowacz@vancouver.ca>; Kauffmann, Otto <otto.kauffmann@vancouver.ca>; Lightfoot, Paul <paul.lightfoot@vancouver.ca>
Subject: RE: R2M - For Approval - Slow Streets Wave 3 - NE Extension (Charles/Lillooet)

Hi Devon,

Apologies to Ops as only some of the lessons learned are able to be incorporated at this point. The tightest are already anticipating pole mount, and want to confirm that signs not mounted to barrier are only using the alternate sign when specified or absolutely required (so only one in the below).

When able, could you please confirm the number of barriers left over from this week and how many would be added next week?

Charles (Lakewood to Slocan)/Kitchener (Slocan to Lillooet). 1.8km with 8 barriers

On	At	Direction	Custom
Charles St	Lakewood Dr	For EB, just east of Lakewood	Mount on pole in SE corner
Charles St	Nanaimo St	For WB, just west of Nanaimo	
Charles St	Nanaimo St	For EB, just east of Nanaimo	

Charles St	Nanaimo St	For WB, just east of Nanaimo	Alternate sign with left arrow installed on pole 1/74 (to direct WB walk/bike to the east side of Nanaimo)
Charles St	Slocan St	For WB, just west of Slocan	Install on pole in SW corner
Slocan St	Charles St	For SB, just south of Charles	
Slocan St	Kitchener St	For NB, just north of Kitchener	
Kitchener St	Slocan St	For EB, just east of Slocan	
Kitchener St	Renfrew St	For WB, just west of Renfrew	
Kitchener St	Renfrew St	For EB, just east of Renfrew	
Kitchener St	Lillooet St	For WB, just west of Lillooet	

Lillooet (E Pender to 3rd) 1.9km with 10 barriers

On	At	Direction
Windermere St	E Hastings St	For SB, just so
Windermere St	E Pender St	For NB, just n
E Pender St	Windermere St	For WB, just v
E Pender St	Lillooet St	For EB, just ea
Lillooet St	E Pender St	For SB, just so
Lillooet St	Kitchener St	For NB, just n
Lillooet St	Kitchener St	For SB, just so
Lillooet St	1 st Ave	For NB, just n
Lillooet St	1 st Ave	For SB, just so
Lillooet St	3 rd Ave	For NB, just n
3 rd Ave	Lillooet St	For EB, just ea
3 rd Ave	Windermere St	For WB, just v

From: Gould, Brian

Sent: Wednesday, June 03, 2020 9:53 AM

To: Brownlee, Devon

Cc: Plant, Sherwood; Glowacz, Katherine; Kauffmann, Otto; Lightfoot, Paul

Subject: RE: R2M - For Approval - Slow Streets Wave 3 - NE Extension (Charles/Lillooet)

Yes, if Paul hasn't already made the adjustments from the thread, I'll jump in on this at 10.

From: Brownlee, Devon
Sent: Wednesday, June 03, 2020 9:50 AM
To: Gould, Brian
Cc: Plant, Sherwood; Glowacz, Katherine; Kauffmann, Otto
Subject: RE: R2M - For Approval - Slow Streets Wave 3 - NE Extension (Charles/Lillooet)

Thanks guys. With this in hand I'll put in another order for 100 barricades then so we can assure a steady enough supply for the rest of the month.

Brian, when do you expect to have the list of locations made up?

Devon Brownlee
604-829-9241

From: Storer, Paul
Sent: Tuesday, June 2, 2020 8:50 PM
To: Gould, Brian; Chou, Winston
Cc: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 3 - NE Extension (Charles/Lillooet)

Ok thanks. Let's keep going for now and see if the current trends continue.

Paul

From: Gould, Brian
Sent: Tuesday, June 2, 2020 2:07 PM
To: Storer, Paul; Chou, Winston
Cc: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 3 - NE Extension (Charles/Lillooet)

Hi Paul,

This week is scheduled for replacing horse barricades with water-filled, but we have approximately 20 additional available. I expect that you would like us to get these in the field as soon as possible (looking like might be just after the weekend), but based on the first week's performance in the field we have been experiencing the following challenges:

- ☐ Horse barricades are indeed seeming more likely to walk off, often to boulevard
- ☐ However ~2% *per day* of water-filled barriers damaged sufficiently to no longer retain water (or in one case disappeared completely)
- ☐ Our current pace of ~30/week is actually 60% of this plant's capacity, and they ship across Canada
- ☐ If attrition continues we would use that entire output just to keep the 50km in place (assuming we can get to 50km)
- ☐ Traffic Ops are needing to make field calls on temp NSATs at nearly half the locations (it would seem that roadways that I saw as wide enough for 3m + 2m + 3m)

I will send along more information on alternate strategies to reduce cost and effort moving forward when we are able. These could include a change in barrier type to be fixed in place, which has upstream design effort, and/or placement on the right half of roadway like Oakland.

If you do still want us to proceed before this is resolved, general tech feeling is that Charles/Lillooet is the best candidate building on what we've already installed and where we are missing bikeway /greenway projects that this could help start a conversation on. However, I should point out that neither we nor TDM are resourced to start the full Adanac Overpass conversation, and further physical changes for a "Crosscut" would require also talking about circulation near the overpass.

- best installed as we upgrade the Bute/Alberni installation
- **7th/Heather/14th/18th:** Connect plazas such as 7th/Granville, 18th/Cambie, 14th/Main, 14th/Granville (if median refuge at Hemlock crossing)
 - **Hillcrest/Glen:** Awkward route but with several motivations:
 - Cross Fraser at 27th to coincide with a plaza
 - Pick up a bit of St. George
 - Add more Ontario to the map where we see need for a conversation about diversion
 - Provide an alternate to Ridgeway when Water construction resumes late June

From: Storer, Paul
Sent: Thursday, May 28, 2020 12:17 PM
To: Parker, Lisa; Glowacz, Katherine; Gould, Brian
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

Thanks! I've sent along.

From: Parker, Lisa
Sent: Thursday, May 28, 2020 9:26 AM
To: Glowacz, Katherine; Storer, Paul; Gould, Brian
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

I'd suggest actually calling it both: the Sunset / Punjabi Market Neighbourhood

Lisa Parker
Branch Manager, Street Activities
604.871.6185

From: Glowacz, Katherine
Sent: Wednesday, May 27, 2020 11:12 PM
To: Storer, Paul; Gould, Brian; Parker, Lisa; Chou, Winston
Cc: Plant, Sherwood; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

Email below, audience is Parks Nursery staff so taking an informational and friendly /encouraging tone ☺ Can someone please provide feedback on the highlighted yellow and what would be more relatable.

Hello,

The City of Vancouver has started to implement *Slow Streets* to make it easier to maintain physical distancing while exercising and accessing destinations in neighbourhoods across the city. *Slow Streets* provide local opportunities for walking, cycling and rolling and connections to parks and commercial areas.

We started by installing 12 km of *Slow Streets* signs and barriers on May 22 and will install another 20 km starting later this week with an initial target of 50 km. *Slow Street* routes are on local streets and existing greenways with additional opportunities to expand open spaces using streets next to parks.

51 Ave Slow Street

The 51 Ave (Inverness St to Ontario St) *Slow Street* will be installed before this weekend and provide residents walking, cycling and rolling route to Memorial South Park and commercial areas on Main Street and Fraser St. Barriers and signs will be installed at busier streets and key intersections to let people driving know to go slow and to watch for people on the roadway.

Access to Sunset Nursery

- ☐ Access to the Sunset Nursery will be maintained for vehicles and larger trucks.
- ☐ Please expect a sign and barrier like shown [here](#) at 51st Ave and Main St. Our crews are to ensure a clear roadway on both sides and due to the [curb bulges](#) at Main St, we will place the barrier to the side of the curb bulges where we have a temporary parking restriction to provide room for larger vehicle turning movements.
- ☐ Please consider accessing the nursery from Main St and only using 51st Avenue for one block.

General Traffic Rules for *Slow Streets*:

- ☐ These are not closed streets. But motor vehicle access will be limited to **local traffic only**.
- ☐ Drive slowly, and avoid passing others. People walking may pass each other using the roadway.
- ☐ When driving watch for people while walking, cycling, rolling

In a few weeks, we'll be asking the public for ideas and feedback on how we can continue to make these routes more comfortable. Consider walking, cycling or rolling on 51st Ave if you have a break or need fresh air and let us know if you have questions or comments about the *Slow Streets* initiative at slowstreets@vancouver.ca

Thank you in advance for being great neighbours in the **Sunset/Punjabi Market** community and leading by example and driving with extra care along this route!

From: Storer, Paul
Sent: Wednesday, May 27, 2020 12:56 PM
To: Glowacz, Katherine; Gould, Brian; Parker, Lisa; Chou, Winston
Cc: Plant, Sherwood; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

Thanks!

From: Glowacz, Katherine
Sent: Wednesday, May 27, 2020 12:53 PM
To: Storer, Paul; Gould, Brian; Parker, Lisa; Chou, Winston
Cc: Plant, Sherwood; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

Hi Paul,

I'll ask Hema to quickly dra^up an email that can be shared with a 'Parks nursery staff' audience-overview of program, some of Brian's messaging and thanking them for driving slow and watching for people etc.

Thanks,
Katherine

From: Storer, Paul
Sent: Wednesday, May 27, 2020 12:14 PM
To: Gould, Brian; Parker, Lisa; Chou, Winston
Cc: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

Looks good – can someone put in an email I can just flip over to Amit?

From: Gould, Brian
Sent: Wednesday, May 27, 2020 10:44 AM
To: Storer, Paul; Parker, Lisa; Chou, Winston
Cc: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

Apologies, things are moving fast on all fronts right now. I've been in contact with Tanner now and he also shares the perspective that this is not a substantial amount of traffic, but does not have numbers. Suggest something like the following, in addition to a link to the [website](#)

From a physical standpoint, the main thing to expect is a sign and barrier at the Main St end that looks like [this](#). Our instructions to crews are to ensure a minimum of 3m clear roadway on

both sides, and due to the bulges we can clarify that the barrier would need to be located east of the bulges with temporary parking restrictions on both sides to account for larger vehicle movements.

Operationally, these Slow Streets are not intended as events or invitations to gather. While we might expect some increase in the number of people walking and cycling, we don't expect it to be substantially different to the Prince Edward bikeway that also abuts Sunset Nursery. As the sign notes, due to COVID there are likely to be a higher number of folks walking in the roadway to avoid others, and so we are requesting all road users drive slowly and watch for that.

From: Storer, Paul
Sent: Wednesday, May 27, 2020 8:42 AM
To: Parker, Lisa; Gould, Brian; Chou, Winston
Cc: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

I spoke with Amit and he's fine with us proceeding, but would like a brief summary to flip over to Parks nursery staff about what to expect. Can someone put together a quick email I can send over?

Cheers,

Paul

From: Parker, Lisa
Sent: Tuesday, May 26, 2020 6:12 PM
To: Storer, Paul; Gould, Brian; Chou, Winston
Cc: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

Paul,

The team has reviewed the PM route with us, and we are in full support. The Punjabi Market Rejuvenation Collective have expressed strong interest in connections through the neighbourhood and would be very appreciative if this route was able to be installed by May 31st, the 50th anniversary of the Punjabi Market. Originally, we had a Council motion directing staff to collaborate with the PMRC on public realm improvements for the 50th anniversary. These discussions have involved detailed discussions with PB staff at Sunset Community Center, and I would suggest this route will also help people to return to that facility as it begins to reopen.

If any further discussion is needed with the community, let us know how we can help!

Thanks,
Lisa

Lisa Parker
Branch Manager, Street Activities

From: Storer, Paul
Sent: Tuesday, May 26, 2020 5:48 PM
To: Gould, Brian; Chou, Winston
Cc: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon; Parker, Lisa
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding

Thanks Brian.

I approve this, except HOLD on Punjabi market – I'll try to connect with Parks tomorrow.

Lisa, can you review the routing (re. Punjabi Market) and see if you have any concerns?

Cheers,

Paul

From: Gould, Brian
Sent: Tuesday, May 26, 2020 5:34 PM
To: Storer, Paul; Chou, Winston
Cc: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Subject: RE: R2M - For Approval - Slow Streets Wave 2 - Strathcona (Keefer/Princess) - Punjabi Market (51st/Windsor) - NE Extension (Mosaic/Charles) - Park Wayfinding
Importance: High

Hi Paul,

With apologies, please approve at least some portion of the below by 9pm so Ops can start fabrication first thing tomorrow. If you approve all, we can claim 20km per our "Plan B" growth plan from last night, otherwise we will put more into water-barrier swap for Wave 1 routes and try for more expansion.

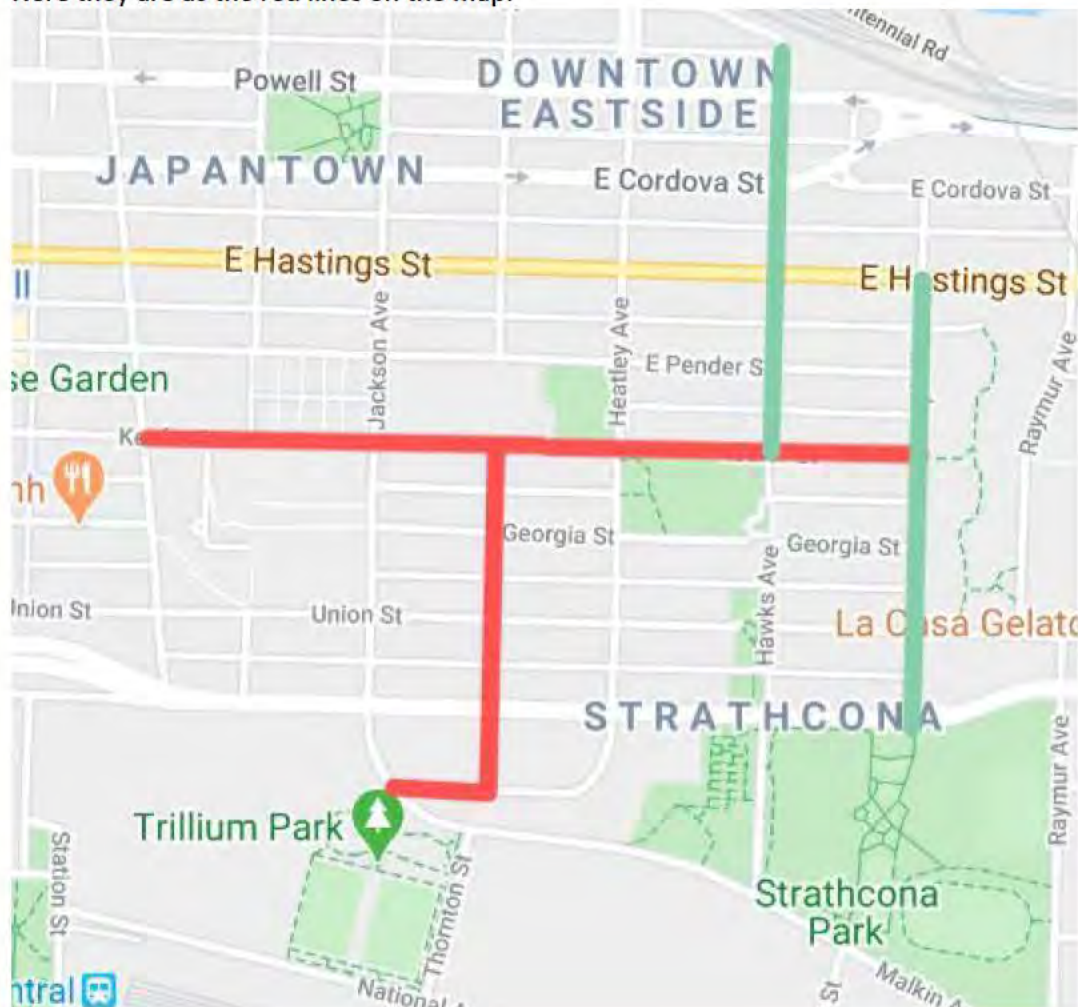
Four areas for this week listed in descending order of priority, key things to know:

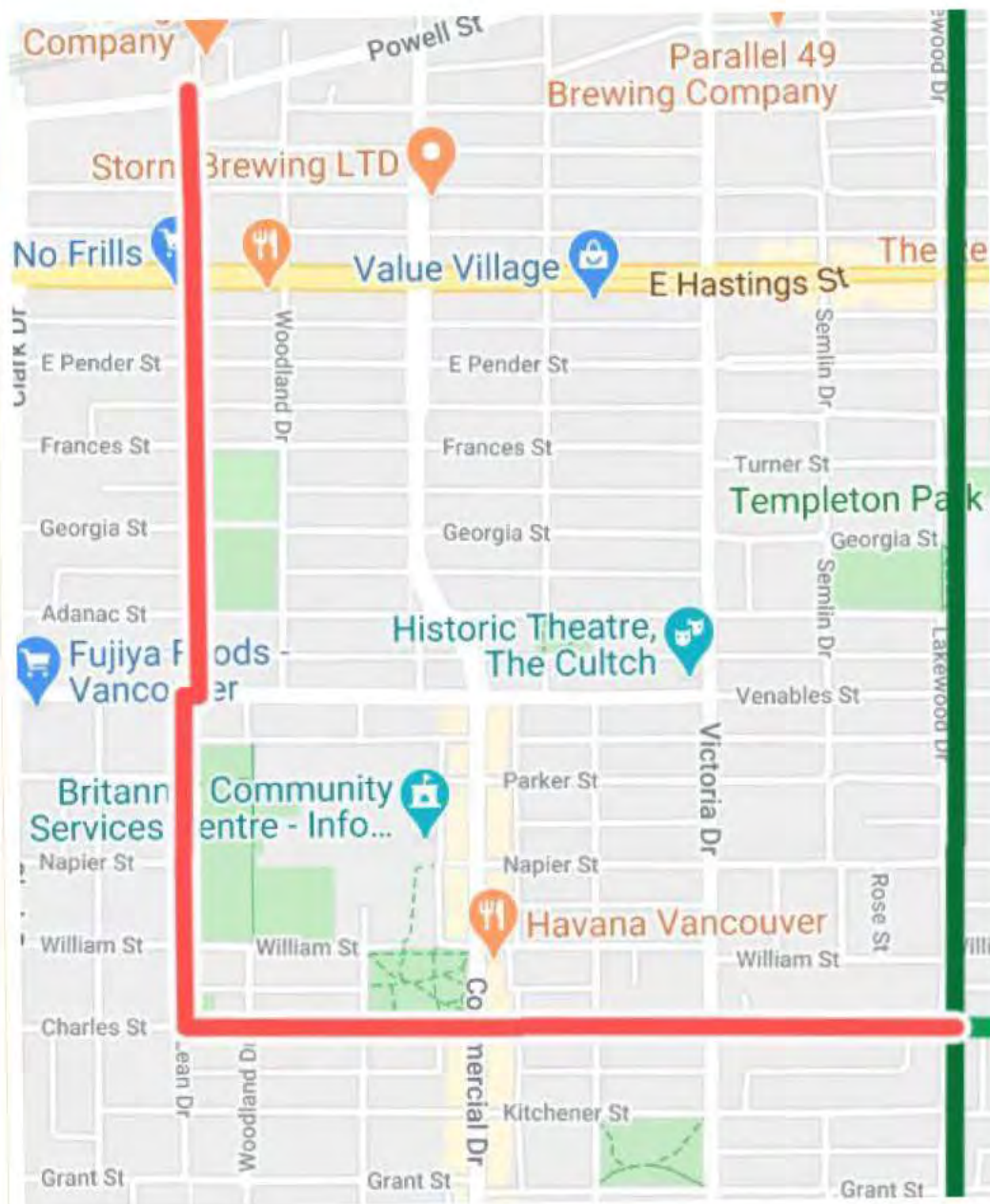
- ☐ **Strathcona:** We had some additional late discussions with Carol, Nelson, and David regarding the interaction with the neighbourhood and the Prior trial, including at TDM/TDE this morning. Parks is keen on these connections. We came to some agreement that this is a very different scale of project, and a local street versus arterial, so this has no effect on our delivery timeline for additional Prior measures. SRA would hear about Keefer/Princess tomorrow. We will need some additional discussion on a potential replacement for Campbell, which has concerns due to rail line activity and emergency response, such as Hawks north of Keefer, which is quite industrial
- ☐ **Punjabi Market:** Parks (e.g. Caterina, Jordan) understands our jurisdiction and is supportive of the connection to Sunset Park, but **Parks Ops is not in support** of continuing on 51st across Main and past Sunset Nursery (see attached), which is our only plausible route to Ontario and to Punjabi Market. We have not been able to confirm truck volumes and even having reviewed the master plan and asked staff I can't prove they are significant. Sherwood seems more

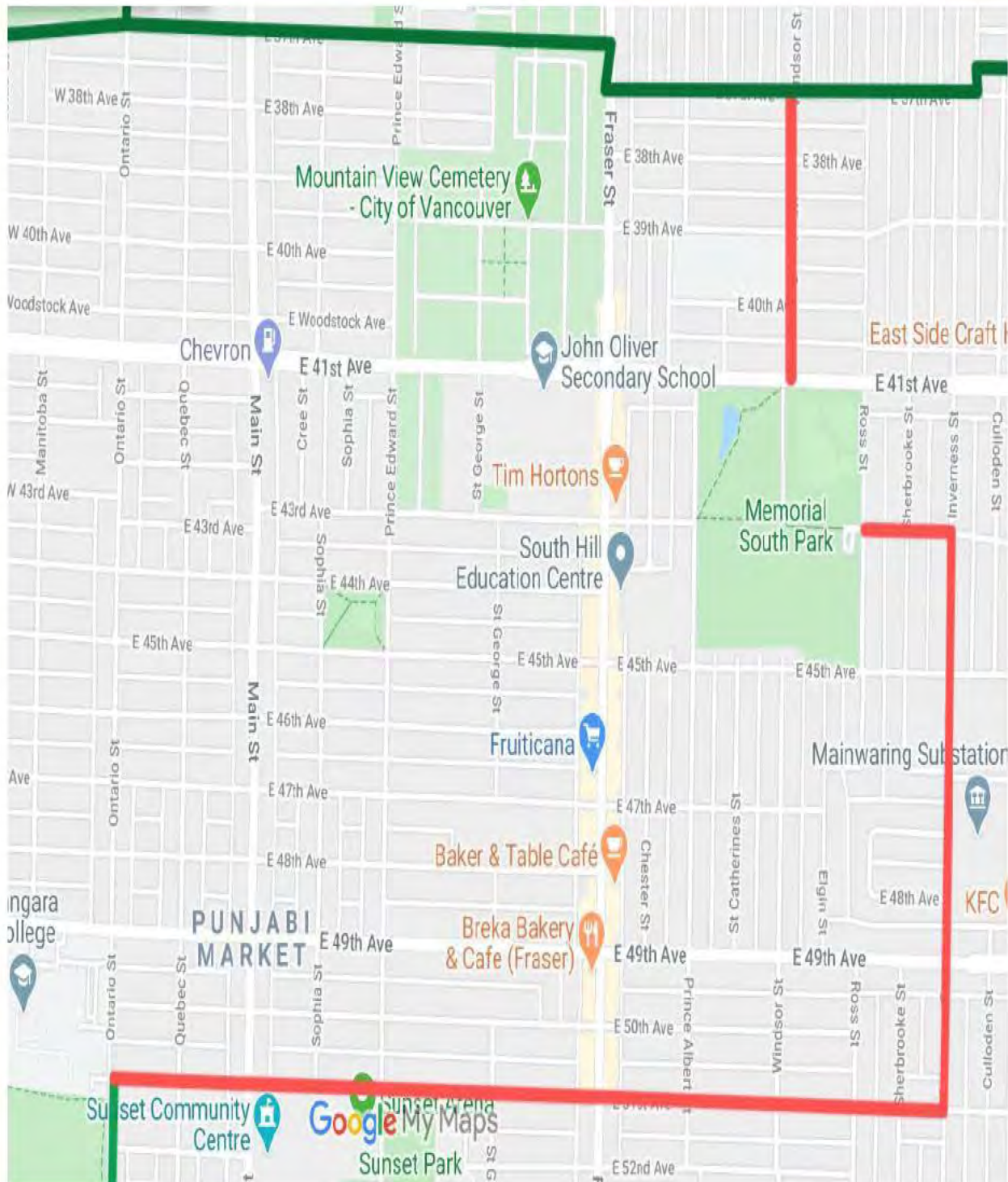
familiar with the situation and sounds good to proceed. Your options seem to be

- approve for installation now (or by tomorrow) and monitor for feedback, thus making the 50th Anniversary of Punjabi Market (they thankfully weren't promised that, but they are aware we're considering this route)
 - delay to next week for additional conversations with Park Operations, in which case we would not have an alternate for this week (or we end awkwardly at St. George?)
 - cancel this route entirely, focus more on the NAT portion of the Sunset "Loop"
- ☐ **NE Extension:** No issues identified, I was able to extend to make a connection to Powell since you'd last seen it. Parks is keen on these connections, beginning to roll out a Charles LSB is also resonating.
- ☐ **John Hendry Park:** I've been coordinating with Celia, and they're not able to resource additional wayfinding within parks, but they're open to us installing temporary signs on stakes. She's seen a list of all the signs within parks, this is mostly that you're good with the approach and cost for signs.
- ☐ We also have an [updated reference drawing](#) showing an alternative sign for use cases such as: no approaching motor vehicles, walk/bike path through park, insufficient space, need for a sign with an arrow.

Here they are as the red lines on the map:







Strathcona: 1.7km with 7 barriers (4.1 barriers/km) and additional signs/stakes as per the custom column

On	At	Direction	Custom
Keefer St	Gore St	For EB, just east of Gore	

Keefer St	Princess St	For WB, just west of Princess	
Keefer St	Princess St	For EB, just east of Princess	
Keefer St	Campbell St	For WB, just west of Campbell	
Princess St	Keefer St	For SB, just south of Keefer	
Princess St	Prior St	For NB, just north of Prior	
Princess St	Prior St	For SB, just south of Prior	
Princess St	Atlantic St	For NB, just north of Atlantic	Install standard sign on stake/alternate mount in NE corner
Atlantic St	Princess St	For WB, just west of Princess	Mount standard sign to existing post with "Begin one way/bikes two way"
Atlantic St	Malkin Av	For EB, just east of Malkin	Use alternative sign without arrows, mount to existing post with "do not enter except bikes"

Punjabi Market: 3.7km with 14 barriers (3.8 barriers/km) and additional signs/stakes as per the custom column

On	At	Direction	Custom
E 37 th Av	Windsor St	For WB, just west of Windsor	Install standard sign on stake/alternate mount in NW corner
E 37 th Av	Windsor St	For EB, just east of Windsor	
Windsor St	E 37 th Av	For SB, just south of E 37 th	
Windsor St	E 41 st Av	For NB, just north of E 41 st	
Windsor St	E 41 st Av	For SB, just south of E 41 st	Near existing bike wayfinding in SW corner, Parks has requested stake mount, standard sign but cover "local traffic only"

Memorial Park internal roadway	Eastern park path in line with E 43 rd Ave	For SB, near existing bike wayfinding	Use alternate sign with left arrow on grass, Parks has requested stake mount
Memorial Park internal roadway	Eastern park path in line with E 43 rd Ave	For NB, just north of park path	Use alternate sign without arrows on grass, Parks has requested stake mount
Eastern park path in line with E 43 rd Ave	Memorial Park internal roadway	For WB, along path just east of park access road near existing bike wayfinding	Use alternate sign with right arrow on grass, Parks has requested stake mount
Eastern park path in line with E 43 rd Ave	Memorial Park internal roadway	For EB, along path just east of park access road	Use alternate sign without arrows on grass, Parks has requested stake mount, can back-to-back with above location
Park driveway in line with E 43 rd Ave	Ross St	For WB, just west of Ross St	Near existing playground zone in NW corner, Parks has requested stake mount, standard sign but cover "local traffic only"
E 43 rd Av	Ross St	For EB, just east of Ross	
E 43 rd Av	Inverness St	For WB, just west of Inverness	
Inverness St	E 43 rd Av	For SB, just south of E 43 rd	
Inverness St	E 49 th Av	For NB, just north of E 49 th	
Inverness St	E 49 th Av	For SB, just south of E 49 th	
Inverness St	E 51 st Av	For NB, just north of E 51 st	
E 51 st Av	Inverness St	For WB, just west of Inverness	
E 51 st Av	Fraser St	For EB, just east of Fraser	
E 51 st Av	Fraser St	For WB, just west of Fraser	
E 51 st Av	Main St	For EB, just east of Main	

E 51 st Av	Main St	For WB, just west of Main	
E 51 st Av	Ontario St	For EB, just east of Ontario	Mount standard sign to light pole in SE corner

NE Extension Mosaic/Charles: 2.1km with 9 barriers (4.3 barriers/km) and additional signs/stakes as per the custom column

On	At	Direction	Custom
McLean Dr	Powell St	For SB, just south of Powell	
McLean Dr	E Hastings St	For NB, just north of E Hastings	
McLean Dr	E Hastings St	For SB, just south of E Hastings	
McLean Dr	Venables St	For NB, just north of Venables	Stake or mount standard sign below 30km in NE corner, can use alternative sign without arrows and/or turn parallel to wall if necessary
McLean Dr	Venables St	For SB, just south of Venables	
McLean Dr	Charles St	For NB, just north of Charles	
Charles St	McLean Dr	For EB, just east of McLean	Stake or alternate mount standard sign in SE corner
Charles St	Commercial Dr	For WB, just west of Commercial	
Charles St	Commercial Dr	For EB, just east of Commercial	
Charles St	Victoria Dr	For WB, just west of Victoria	
Charles St	Victoria Dr	For EB, just east of Victoria	
Charles St	Lakewood Dr	For WB, just west of Lakewood	Stake or alternate mount standard sign in NW corner
Lakewood Dr	Charles St	For NB, just north of Charles	Mount standard sign below 30kmh in NE corner
Lakewood Dr	Charles St	For SB, just south of Charles	Mount standard sign below 30kmh in SW corner

John Hendry Park: Wayfinding only for internal park connection along BC Parkway Paths (all signs

within parks to be stake mount per Parks request)

On	At	Direction	Custom
E 19 th Ave	Lakewood Dr	For EB, just east of Lakewood	This is a relocation of the barrier currently just east of parking lot, please remove its associated temp NSAT at resident request
Park Access Road in SE corner	E 19 th Ave	For SB, just north of E 19 th Ave	In NE corner, use alternate sign with left arrow
Park Access Road in SE corner	E 19 th Ave	For NB, just north of E 19 th Ave	In NE corner, standard sign but cover "local traffic only"
Parking lot	Paths north of parking lot	For NB, as bikes leave parking lot to path	Use alternate sign with left arrow
Paths north of parking lot	Parking lot	For EB, as paths connect with parking lot	Use alternate sign with right arrow
Walk/bike paths	North of parking lot	For WB, where walking and cycling paths diverge north of parking lot	Use alternate sign without arrows between the two paths
Walking path along north side of parking lot	Walking path around east side of lake	For WB, catching people and directing up walking path around east side of lake	Use alternate sign with right arrow, cover bike symbol
Walking path around east side of lake	North end of parking lot	For SB, catching people before parking lot	Use alternate sign with left arrow, cover bike symbol
Paths around east side of lake	Park path in line with Lakewood	For WB, west of path from Lakewood	Use alternate sign with right arrow
Park path in line with Lakewood	Paths around east side of lake	For SB, south of the walk and bike paths	Use alternate sign with left arrow
Lakewood Dr	Park boundary	For SB, just south of lane	In SE corner, mount alternate signs without arrows near playground warning

From: Storer, Paul

Sent: Wednesday, May 13, 2020 3:25 PM

To: Chou, Winston

Cc: Plant, Sherwood; Gould, Brian; Glowacz, Katherine; Brownlee, Devon

Subject: RE: R2M - For Approval - Wall-Lakewood-Gladstone-Ridgeway

Great – approved, then, and please proceed (and connect with Parks).

How much would be in place for the weekend (if any)?

Paul

From: Chou, Winston
Sent: Wednesday, May 13, 2020 3:24 PM
To: Storer, Paul
Cc: Plant, Sherwood; Gould, Brian; Glowacz, Katherine; Brownlee, Devon
Subject: Re: R2M - For Approval - Wall-Lakewood-Gladstone-Ridgeway

Thanks for putting this together. Sherwood briefed me this AM and it looks good.

My only comment is having a north/south street on the western end of the route. Ontario seems like a natural one which would help to create a bit of a loop or at least get people to False Creek. However, we can add that at a later time given we are already short on resourcing the barricades.

Winston

On May 13, 2020, at 3:17 PM, Storer, Paul <paul.storer@vancouver.ca> wrote:

\u-257 ?

Great work Brian and Sherwood! I really like this as a first implementation.

Winston, any concerns with this moving ahead?

In terms of materials, I think we should purchase and deal with storage later. I had a conversation with Taryn about it yesterday and she agreed that we could probably figure out something creative if it came down to it. s.13(1)
s.13(1)

Have you connected with Parks about this? Be good to at least give them a heads up.

Paul

From: Plant, Sherwood
Sent: Wednesday, May 13, 2020 2:52 PM
To: Gould, Brian; Storer, Paul
Cc: Glowacz, Katherine; Brownlee, Devon; Chou, Winston
Subject: RE: R2M - For Approval - Wall-Lakewood-Gladstone-Ridgeway

Looping in Winston.

From: Gould, Brian
Sent: Wednesday, May 13, 2020 2:52 PM

To: Storer, Paul
Cc: Glowacz, Katherine; Plant, Sherwood; Brownlee, Devon
Subject: R2M - For Approval - Wall-Lakewood-Gladstone-Ridgeway

Hi Paul,

Per our discussion this morning, please approve the following route and approach (the list of signs down below are for reference and install, you don't need to explicitly review):

- ☐ Our first route runs roughly Wall-Lakewood-Gladstone-Ridgeway from New Brighton via Trout Lake to Queen Elizabeth
- ☐ It deviates slightly to avoid particularly constrained paths and offsets, such as BC Parkway at Gladstone and Ridgeway at Jones Park, but still includes things such as the Fraser jog on sidewalk which would take road reallocation to address

<image001.png>

Approach:

- ☐ The sign is as shown in the Council presentation and confirmed this morning [here](#)
- ☐ The reference plan for installation is [here](#), showing the typical installation being that sign attached to a water-filled barrier located in the middle of the roadway where that allows 3m on either side
- ☐ The route is marked with these on either side of arterial crossings and jogs – there would not be any indication for generic local streets or many bikeways along the route unless we designate those as well, with few exceptions (CVG crossing, in this case)
- ☐ Due to the availability of barriers and increased signage needed to take corners, we have omitted opportunities to “lap” parks along the way
- ☐ Some unusual locations (e.g. limited distance between curbs, no MVs but wayfinding need) will be installed on poles instead
- ☐ As a result we have 50-55 barriers and 55-60 signs over the course of 12km of local street, which can be fairly sparse when the route is straight between two arterials
- ☐ All previous interactions with the MVA still stand and are acknowledged by your approval

Please note the following, particularly if you want to announce any of this when Council resumes:

- ☐ The cost for this level of intervention is still not completely known, and we may only be able to rent or buy 50 of these every other week unless we mix suppliers and products
- ☐ This would have us finishing 50km around the beginning of August, and we most likely pass the break-even point on buy versus rent in September (something like \$230K - \$300K rental, \$125K - \$260K purchase)
- ☐ Purchase is thus looking pretty good if you expect these to remain through the fall, but we do not have a storage solution and so it would be repurpose or dispose

- ☐ We are still trying to get through procurement in time for the weekend, and may extend north on Ontario and west on Ridgeway or cut back depending on exact availability; filling the barriers may need to be a later step given VFRS declining our request
- ☐ Certainly we'd aim to both grow the network and get geographic spread in subsequent rounds
- ☐ Amy has started to look into what Ontario and Wall interim diverters might look like
- ☐ We do not have complete confirmation on Water construction resuming on 37th and whether full roadway closures can be avoided or rescheduled, but expect approx. 2 weeks impact in late June, by which time we would ideally have introduced some alternate connections

On	At	Direction	Location
Wall St	New Brighton parking lot	For WB, west side of McGill connection to parking lot	On barrier
Wall St	McGill St	For NB, just north of bike path connection	On barrier
Wall St	N Renfrew St	For WB, west side of N Renfrew	On barrier
Wall St	Eton St	For SB, south side of Eton	On barrier
Wall St	Near Oxford Park	For NB, just north of the bike path connecting from Lakewood	On barrier
Wall St	Dundas St	For NB, north side of Dundas	On barrier
N Lakewood Dr	Oxford St	For SB, south side of Oxford	On barrier
N Lakewood Dr	Dundas St	For NB, north side of Dundas	On barrier
Lakewood Dr	Dundas St	For SB, south side of Dundas	On barrier
Lakewood Dr	E Hastings St	For NB, north side of E Hastings	On barrier
Lakewood Dr	E Hastings St	For SB, south side of E Hastings	On barrier
Lakewood Dr	E 1 st Av	For NB, north side of E 1 st	On barrier
Lakewood Dr	E 1 st Av	For SB, south side of E 1 st	On barrier

Lakewood Dr	E Broadway	For NB, north side of E Broadway	On barrier
Lakewood Dr	E Broadway	For SB, south side of E Broadway	On barrier
Lakewood Dr	N Grandview Hwy	For NB, north side of N G. Hwy	On barrier
Lakewood Dr	N Grandview Hwy	For SB, south side of N G. Hwy	On barrier
Lakewood Dr	E 12 th Av	For NB, north side of E 12 th	On barrier
Lakewood Dr	E 12 th Av	For SB, south side of E 12 th	On barrier
Lakewood Dr	BC Parkway in John Hendry Park	For NB, just north of alley at park boundary	On barrier
E 19 th Av	BC Parkway in John Hendry Park	For EB, just east of parking lot access road/bike connection in SE corner of park	On barrier
E 19 th Av	Walker St	For WB, just west of Walker	On barrier
Walker St	E 19 th Av	For SB, just south of E 19 th	On barrier
Walker St	Vanness Av	For NB, just north of Vanness	On barrier
Vanness Av	Walker St	For WB, just west of Walker	On barrier
Vanness Av	Gladstone St	For EB, just east of Gladstone	On barrier
Gladstone St	Vanness Av	For SB, just south of Vanness	On barrier
Gladstone St	Kingsway	For NB, just north of Kingsway	On barrier
Gladstone St	Kingsway	For SB just south of Kingsway	Mount to existing post with bike wayfinding
Gladstone St	E 30 th Av	For SB just south of Kingsway	Mount to existing pole with 30kmh
Gladstone St	E 31 st Av	For SB just south of E 31 st	On barrier
Gladstone St	E 33 rd Av	For NB, just north of E 33 rd	On barrier
Gladstone St	E 33 rd Av	For SB, just south of E 33 rd	On barrier

Gladstone St	E 34 th Av	For NB, just north of E 34 th	On barrier
E 34 th Av	Gladstone St	For EB, just east of north leg of Gladstone	On barrier
E 34 th Av	Gladstone St	For WB, just west of south leg of Gladstone	On barrier
Gladstone St	E 34 th Av	For SB, just south of E 34 th	On barrier
Gladstone St	E 36 th Av	For NB, just north of E 38 th	On barrier
E 36 th Av	Victoria Dr	For EB, just east of Victoria	On barrier
E 36 th Av	Victoria Dr	For WB, just west of Victoria	On barrier
E 36 th Av	Dumfries St	For EB, just east of Dumfries	On barrier
Dumfries St	E 36 th Av	For SB, just south of E 37 th	On barrier
Dumfries St	E 37 th Av	For NB, just north of E 37 th	On barrier
E 37 th Av	Dumfries St	For WB, just west of Dumfries	On barrier
E 37 th Av	Knight St	For EB, just east of Knight	On barrier
E 37 th Av	Knight St	For WB, just west of Knight	On barrier
E 37 th Av	Culloden St	For EB, just east of Culloden	On barrier
Culloden St	E 37 th Av	For SB, just south north leg of E 37 th	On barrier
E 37 th Av	Fraser St	For EB, just east of Fraser	Mount to existing light pole along bike path (confirmation wayfinding only, not intended for MV traffic)
		For WB, just west of Fraser	Mount to existing light pole already closed roadway (confirmation wayfinding only, not intended for MV traffic)
E 37 th Av	Main St	EB, east of Main	On barrier

E 37 th Av	Main St	WB, west of Main	On barrier
E 37 th Av	Ontario St	EB, east of Ontario	On barrier
Ontario St	37 th Av	NB, north of 37 th Av	On barrier
W 37 th Av	Ontario St	WB, west of Ontario	On barrier
Ontario St	33 rd Av	SB, south of 33 rd Av	On barrier
W 37 th Av	Cambie St	EB, east of Cambie	On barrier

Current total: 53 barriers and 57 signs in that list

From: ["Plant, Sherwood" <Sherwood.Plant@vancouver.ca>](mailto:Sherwood.Plant@vancouver.ca)
To: ["Gould, Brian" <Brian.Gould@vancouver.ca>](mailto:Brian.Gould@vancouver.ca)
["Mueller, Simon" <Simon.Mueller@vancouver.ca>](mailto:Simon.Mueller@vancouver.ca)
["Hill, Garrett" <Garrett.Hill@vancouver.ca>](mailto:Garrett.Hill@vancouver.ca)
CC: ["Glowacz, Katherine" <Katherine.Glowacz@vancouver.ca>](mailto:Katherine.Glowacz@vancouver.ca)
["Corey, Kathleen" <Kathleen.Corey@vancouver.ca>](mailto:Kathleen.Corey@vancouver.ca)
["Khany, Sam" <Sam.Khany@vancouver.ca>](mailto:Sam.Khany@vancouver.ca)
Date: 5/5/2020 10:13:45 AM
Subject: RE: R2M - Room-to-Move Local Street Candidates

I've tried to respond to these as groups of projects as best I can. As a general note we should try and avoid locations with driveways as much as possible. We also still need to resolve the maintenance problem.

Kits/Kits Point:

- Upcoming Pine Street project (June start) negates opportunity to use Pine and to use 6th.
- Given existing calming measures, could the entire east-west connection be contained to York?
- Likewise, is Cypress a better candidate for N/S connection than Maple. This also prevents compounding local traffic diversions.

VGH/Fairview:

- Alder is quite steep, though most of the options here are.

Ontario/Guelph Park:

- Active development site on 5th at Main, frequent partial and full closures, makes this connection
- 15th Has Mount St. Joseph's main entrance and Prince Edward the emergency entrance. Not recommended to install any traffic calming on an emergency routes, or adjacent to Hospitals.

Sunnyside Park Connection:

- No concerns overall, but note the high traffic generator of the ICBC office at Kingsway
- Active construction site on the south side of Kingsway at Windsor with high truck volumes

QE Park:

- Active ongoing water project on Ontario and on 37th. This was not reviewed by TDM, they are retaining bikes, but frequent partial closures

Trout Lake:

- Not sure if makes sense to close the local streets around Brock Park, particularly not the lane to the east.
- Connection to Vanness is quite narrow

Slocan Park:

- Vanness at Earles is effectively a laneway.

Joyce-Collingwood

- ☐ Ongoing construction on Vanness makes this challenging. Full and partial closures will force much more traffic through these local streets out of necessity

Sunset:

- ☐ No concerns save for the crossing of 57th

PNE:

- ☐ Nanaimo construction continues to disrupt Adanac. Not sure when work will be complete in this section.
- ☐ Wall is a good opportunity.
- ☐ Seems we'd want to connect Slocan to the edge of Clinton Park, but not the 1st Ave.

West End:

- ☐ Haro construction currently impacting Nicola. Full closure of Haro makes neighbourhood navigation with further restrictions challenging.

Sherwood

From: Gould, Brian

Sent: Monday, May 4, 2020 7:14 PM

To: Plant, Sherwood; Mueller, Simon; Hill, Garrett

Cc: Glowacz, Katherine; Corey, Kathleen; Khany, Sam

Subject: R2M - Room-to-Move Local Street Candidates

Hi all,

Please [review the map](#): we are looking to roll out a fairly substantial local street network on the model of Oakland, San Francisco, Winnipeg, etc. Our sign and placement likely to look like this:

s.15(1)(l)

So notably, trying to find existing local street roadways that can be tied together with little more than dropping signs. Arbutus (David) and CVG (Dylan) are going to take more work, while I'm actually struggling to find something more westerly that's far enough away from a massive park to be worthwhile and isn't just an arbitrary street (the bikeways, particularly ones that connect parks and cross the ridge, tend to not be very AAA).

Based on what we presented and heard from Council on Friday, this seems like the one category of project we can accelerate the most, so I'm very hopeful for feedback - but I'm not really going to be able to wait for it before shopping these around. Particularly since the response for Ridgeway was fairly non-existent. Because of the way I drew it (and since we haven't agreed to anything yet), don't trust the lengths of most lines that it's quoting you, but it's looking like a healthy 50km. Obviously it's tempting at a certain point to try to connect them all together.

To varying degrees of success, the routes are attempting to:

- ☐ Provide some degree of density/geographic/socio-economic equity
- ☐ Connect to parks, particularly routes that can be run as laps, and fill in park-deficient areas
- ☐ Extend existing greenways to other parks and shopping streets, particularly with R2Q and Public Life Recovery

- ☐ Provide straight segments that are a healthy walk, but also interesting and potentially looping routes for running and cycling
- ☐ Use the local street bikeway/greenway network and low traffic roadways (not always the same thing)
- ☐ Implement without any additional diversion
- ☐ Specifically avoid:
 - ☐ Offset and/or unsignalized arterial intersections
 - ☐ Sections of bikeway/greenway that are effectively arterial protected bike lanes
 - ☐ Partial closures and other potentially confusing traffic calming
- ☐ Favour more clear width on the roadway between parked cars

For the below, I'm not going to spell out everything, but there are some technical challenges and other projects I've tried to route around

Ridgeway notes:

- ☐ Would like to create a QE park loop, requires a small amount of delineation on Midlothian that looks very feasible
- ☐ Ongoing construction at Ontario/37th will most likely be on 37th in the near future with full dismount
- ☐ Spur to the NE is about connecting to Fraser St which is one of the Public Life Recovery candidates from Kathleen's email
- ☐ Ontario may need some diversion by the time Hillcrest starts ramping up

NE notes:

- ☐ This is trying to pick up a few sections that show up on some of the GIS equity maps floating around
- ☐ Wall and Charles are both candidate projects for greenway/bikeway
- ☐ This isn't exactly the part of Commercial that Public Life Recovery was looking at, but there is a R2Q

Kits:

- ☐ Serves as a north end Arbutus bypass and extension
- ☐ Folds in and formalizes Kits Point
- ☐ Spur on Vine touches Public Life Recovery and P2P candidate, as well as pair of R2Qs
- ☐ Probably closest thing to Seaside relief we're going to be able to deliver

Mount Pleasant:

- ☐ Based on Broadway Plan team requests for St George and Ontario (though somewhat skeptical about mixing with the downhill bikes on the latter)
- ☐ A couple loops-within-loops to pick up some commercial areas and that bit of town that's kind of cut off by the flats and escarpment

West End:

- ☐ There are a lot more east-west options given the wide lanes and block shapes, so prioritizing north-south and Sunset Beach connectors
- ☐ Barclay instead of Haro, which might not become a construction clash right away but we don't

know how long this will last

- ☐ Also avoids the painted bike lanes on Comox, hill on Haro, traffic on Nelson...

Squareview:

- ☐ Does what it says on the tin

Punjabi-Sunset-Fraserview:

- ☐ Picks up Punjabi Market and park deficient areas
- ☐ Along Masumi Mitsui Greenway (the former North Arm Trail) while avoiding its busier roadways and janky connections

KCC/Vanness/Joyce Collingwood:

- ☐ These are priority areas for me, but really struggling to string something together over here

From: ["Mueller, Simon" <Simon.Mueller@vancouver.ca>](mailto:Simon.Mueller@vancouver.ca)
To: ["Gould, Brian" <Brian.Gould@vancouver.ca>](mailto:Brian.Gould@vancouver.ca)
["Plant, Sherwood" <Sherwood.Plant@vancouver.ca>](mailto:Sherwood.Plant@vancouver.ca)
["Hill, Garrett" <Garrett.Hill@vancouver.ca>](mailto:Garrett.Hill@vancouver.ca)
CC: ["Glowacz, Katherine" <Katherine.Glowacz@vancouver.ca>](mailto:Katherine.Glowacz@vancouver.ca)
["Corey, Kathleen" <Kathleen.Corey@vancouver.ca>](mailto:Kathleen.Corey@vancouver.ca)
["Khany, Sam" <Sam.Khany@vancouver.ca>](mailto:Sam.Khany@vancouver.ca)
Date: 5/5/2020 9:47:26 AM
Subject: RE: R2M - Room-to-Move Local Street Candidates

Hi Brian,

Generally looks good. I don't recall much conversation about this in last Thursday's update, so wondering/clarifying a few things with preliminary comments below:

- Are we at a point where there is broad comfort in permitting shared streets?
- In some cases, we may want to clarify what the objective is: The attached pdf has a note under purpose that suggests discouraging vehicular travel beyond local access. The map appears to identify a few streets/street segments where the intended purpose of the streets by and large are already local access (Point Grey, Georgia/Semlin, Kootenay, Duchess, etc). While this obviously facilitates Room-to-Move in a shared street environment, it begs the question of whether these are where we will get the most value for a given sign – should we target streets more likely to be carrying more through traffic as per Oakland?
- I believe Oakland is still actively rolling their network out – it wasn't all dropped at once – and they're asking for community input on which streets should be done in successive rounds. I'll leave it to Sherwood and others to comment on capacity to roll-out at once, but we may want to consider that as part of the strategy.
- Makes sense and supportive of connecting Greenways/Bikeways to high streets/commercial areas. We're starting to look at that concept as well, with a mind toward more than signage (and perhaps more as a recovery type treatment), so it would be good to try and align/build off of that.

Thanks,

Simon

From: Gould, Brian
Sent: May 4, 2020 7:14 PM
To: Plant, Sherwood; Mueller, Simon; Hill, Garrett
Cc: Glowacz, Katherine; Corey, Kathleen; Khany, Sam
Subject: R2M - Room-to-Move Local Street Candidates

Hi all,

Please [review the map](#): we are looking to roll out a fairly substantial local street network on the model of Oakland, San Francisco, Winnipeg, etc. Our sign and placement likely to look like this:

So notably, trying to find existing local street roadways that can be tied together with little more than dropping signs. Arbutus (David) and CVG (Dylan) are going to take more work, while I'm actually struggling to find something more westerly that's far enough away from a massive park to be worthwhile and isn't just an arbitrary street (the bikeways, particularly ones that connect parks and cross the ridge, tend to not be very AAA).

Based on what we presented and heard from Council on Friday, this seems like the one category of project we can accelerate the most, so I'm very hopeful for feedback - but I'm not really going to be able to wait for it before shopping these around. Particularly since the response for Ridgeway was fairly non-existent. Because of the way I drew it (and since we haven't agreed to anything yet), don't trust the lengths of most lines that it's quoting you, but it's looking like a healthy 50km. Obviously it's tempting at a certain point to try to connect them all together.

To varying degrees of success, the routes are attempting to:

- ☐ Provide some degree of density/geographic/socio-economic equity
- ☐ Connect to parks, particularly routes that can be run as laps, and fill in park-deficient areas
- ☐ Extend existing greenways to other parks and shopping streets, particularly with R2Q and Public Life Recovery
- ☐ Provide straight segments that are a healthy walk, but also interesting and potentially looping routes for running and cycling
- ☐ Use the local street bikeway/greenway network and low traffic roadways (not always the same thing)
- ☐ Implement without any additional diversion
- ☐ Specifically avoid:
 - Offset and/or unsignalized arterial intersections
 - Sections of bikeway/greenway that are effectively arterial protected bike lanes
 - Partial closures and other potentially confusing traffic calming
- ☐ Favour more clear width on the roadway between parked cars

For the below, I'm not going to spell out everything, but there are some technical challenges and other projects I've tried to route around

Ridgeway notes:

- ☐ Would like to create a QE park loop, requires a small amount of delineation on Midlothian that looks very feasible
- ☐ Ongoing construction at Ontario/37th will most likely be on 37th in the near future with full dismount
- ☐ Spur to the NE is about connecting to Fraser St which is one of the Public Life Recovery candidates from Kathleen's email
- ☐ Ontario may need some diversion by the time Hillcrest starts ramping up

NE notes:

- ☐ This is trying to pick up a few sections that show up on some of the GIS equity maps floating around
- ☐ Wall and Charles are both candidate projects for greenway/bikeway

- ☐ This isn't exactly the part of Commercial that Public Life Recovery was looking at, but there is a R2Q

Kits:

- ☐ Serves as a north end Arbutus bypass and extension
- ☐ Folds in and formalizes Kits Point
- ☐ Spur on Vine touches Public Life Recovery and P2P candidate, as well as pair of R2Qs
- ☐ Probably closest thing to Seaside relief we're going to be able to deliver

Mount Pleasant:

- ☐ Based on Broadway Plan team requests for St George and Ontario (though somewhat skeptical about mixing with the downhill bikes on the latter)
- ☐ A couple loops-within-loops to pick up some commercial areas and that bit of town that's kind of cut off by the flats and escarpment

West End:

- ☐ There are a lot more east-west options given the wide lanes and block shapes, so prioritizing north-south and Sunset Beach connectors
- ☐ Barclay instead of Haro, which might not become a construction clash right away but we don't know how long this will last
- ☐ Also avoids the painted bike lanes on Comox, hill on Haro, traffic on Nelson...

Squareview:

- ☐ Does what it says on the tin

Punjabi-Sunset-Fraserview:

- ☐ Picks up Punjabi Market and park deficient areas
- ☐ Along Masumi Mitsui Greenway (the former North Arm Trail) while avoiding its busier roadways and janky connections

KCC/Vanness/Joyce Collingwood:

- ☐ These are priority areas for me, but really struggling to string something together over here

From: ["Szeto, Nelson" <Nelson.Szeto@vancouver.ca>](mailto:Nelson.Szeto@vancouver.ca)
To: ["Gould, Brian" <Brian.Gould@vancouver.ca>](mailto:Brian.Gould@vancouver.ca)
["Kong, Carol" <Carol.Kong@vancouver.ca>](mailto:Carol.Kong@vancouver.ca)
CC: ["Hill, Garrett" <Garrett.Hill@vancouver.ca>](mailto:Garrett.Hill@vancouver.ca)
["Khany, Sam" <Sam.Khany@vancouver.ca>](mailto:Sam.Khany@vancouver.ca)
["Corey, Kathleen" <Kathleen.Corey@vancouver.ca>](mailto:Kathleen.Corey@vancouver.ca)
["Plant, Sherwood" <Sherwood.Plant@vancouver.ca>](mailto:Sherwood.Plant@vancouver.ca)
["Glowacz, Katherine" <Katherine.Glowacz@vancouver.ca>](mailto:Katherine.Glowacz@vancouver.ca)
["Brownlee, Devon" <Devon.Brownlee@vancouver.ca>](mailto:Devon.Brownlee@vancouver.ca)
["Mueller, Simon" <Simon.Mueller@vancouver.ca>](mailto:Simon.Mueller@vancouver.ca)
["Rawsthorne, David" <david.rawsthorne@vancouver.ca>](mailto:david.rawsthorne@vancouver.ca)
Date: 5/28/2020 9:11:08 AM
Subject: RE: R2M - Wave 2 Candidates

Hi,

David and I met with SRA yesterday and they didn't have any issues with Keefer/Princess. They were curious about how it would work though whether parking would be stripped, etc.

Thanks,
Nelson

From: Gould, Brian
Sent: Tuesday, May 26, 2020 1:56 PM
To: Szeto, Nelson; Kong, Carol
Cc: Hill, Garrett; Khany, Sam; Corey, Kathleen; Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon; Mueller, Simon; Rawsthorne, David
Subject: RE: R2M - Wave 2 Candidates

We have an [updated reference drawing](#) showing an alternative sign for use cases such as: no approaching motor vehicles, walk/bike path through park, insufficient space, need for a sign with an arrow. With the introduction of stake mount for more locations where we know there won't be room for a barrier (Windsor/37th and McLean at Charles) I was able to extend McLean to meet Powell for the current connection and potential future room-to-move closing the McLean to Wall gap. Celia for Parks has confirmed they won't have resources to sign routes within parks, but can stake mount within their jurisdiction where needed for wayfinding these routes. While I give her a beat for review before I try to get this up to Paul and meet our delivery to Ops tomorrow morning, one more opportunity to see things:

Four areas for this week listed in descending order of priority

Strathcona: 1.7km with 7 barriers (4.1 barriers/km) and additional signs/stakes as per the custom column

On	At	Direction	Custom
Keefer St	Gore St	For EB, just east of Gore	

Keefer St	Princess St	For WB, just west of Princess	
Keefer St	Princess St	For EB, just east of Princess	
Keefer St	Campbell St	For WB, just west of Campbell	
Princess St	Keefer St	For SB, just south of Keefer	
Princess St	Prior St	For NB, just north of Prior	
Princess St	Prior St	For SB, just south of Prior	
Princess St	Atlantic St	For NB, just north of Atlantic	Install on stake /alternate mount in NE corner
Atlantic St	Princess St	For WB, just west of Princess	Mount to existing post with "Begin one way /bikes two way"
Atlantic St	Malkin Av	For EB, just east of Malkin	Use alternative sign without arrows, mount to existing post with "do not enter except bikes"

Punjabi Market: 3.7km with 14 barriers (3.8 barriers/km) and additional signs/stakes as per the custom column

On	At	Direction	Custom
E 37 th Av	Windsor St	For WB, just west of Windsor	Install on stake /alternate mount in NW corner
E 37 th Av	Windsor St	For EB, just east of Windsor	
Windsor St	E 37 th Av	For SB, just south of E 37 th	
Windsor St	E 41 st Av	For NB, just north of E 41 st	
Windsor St	E 41 st Av	For SB, just south of E 41 st	Near existing bike wayfinding in SW corner, Parks has requested stake mount, cover "local traffic only"
Memorial Park internal roadway	Eastern park path in line with E 43 rd Ave	For SB, near existing bike wayfinding	Use alternate sign with left arrow on grass, Parks has requested stake mount

Memorial Park internal roadway	Eastern park path in line with E 43 rd Ave	For NB, just north of park path	Use alternate sign without arrows on grass, Parks has requested stake mount
Eastern park path in line with E 43 rd Ave	Memorial Park internal roadway	For WB, along path just east of park access road near existing bike wayfinding	Use alternate sign with right arrow on grass, Parks has requested stake mount
Eastern park path in line with E 43 rd Ave	Memorial Park internal roadway	For EB, along path just east of park access road	Use alternate sign without arrows on grass, Parks has requested stake mount, can back-to-back with above location
Park driveway in line with E 43 rd Ave	Ross St	For WB, just west of Ross St	Near existing playground zone in NW corner, Parks has requested stake mount, cover "local traffic only"
E 43 rd Av	Ross St	For EB, just east of Ross	
E 43 rd Av	Inverness St	For WB, just west of Inverness	
Inverness St	E 43 rd Av	For SB, just south of E 43 rd	
Inverness St	E 49 th Av	For NB, just north of E 49 th	
Inverness St	E 49 th Av	For SB, just south of E 49 th	
Inverness St	E 51 st Av	For NB, just north of E 51 st	
E 51 st Av	Inverness St	For WB, just west of Inverness	
E 51 st Av	Fraser St	For EB, just east of Fraser	
E 51 st Av	Fraser St	For WB, just west of Fraser	
E 51 st Av	Main St	For EB, just east of Main	
E 51 st Av	Main St	For WB, just west of Main	
E 51 st Av	Ontario St	For EB, just east of Ontario	Mount to light pole in SE corner

Charles/Woodland: 2.1km with 9 barriers (4.3 barriers/km) and additional signs/stakes as per the

custom column

On	At	Direction	Custom
McLean Dr	Powell St	For SB, just south of Powell	
McLean Dr	E Hastings St	For NB, just north of E Hastings	
McLean Dr	E Hastings St	For SB, just south of E Hastings	
McLean Dr	Venables St	For NB, just north of Venables	Stake or mount below 30km in NE corner, can use alternative sign without arrows and/or turn parallel to wall if necessary
McLean Dr	Venables St	For SB, just south of Venables	
McLean Dr	Charles St	For NB, just north of Charles	
Charles St	McLean Dr	For EB, just east of McLean	Stake or alternate mount in SE corner
Charles St	Commercial Dr	For WB, just west of Commercial	
Charles St	Commercial Dr	For EB, just east of Commercial	
Charles St	Victoria Dr	For WB, just west of Victoria	
Charles St	Victoria Dr	For EB, just east of Victoria	
Charles St	Lakewood Dr	For WB, just west of Lakewood	Stake or alternate mount in NW corner
Lakewood Dr	Charles St	For NB, just north of Charles	Mount below 30kmh in NE corner
Lakewood Dr	Charles St	For SB, just south of Charles	Mount below 30kmh in SW corner

John Hendry Park: Wayfinding only for internal park connection along BC Parkway Paths (all signs within parks to be stake mount per Parks request)

On	At	Direction	Custom
Park Access Road in SE corner	E 19 th Ave	For NB, just north of E 19 th Ave	In NE corner, cover "local traffic only"
Parking lot	Paths north of parking lot	For NB, as bikes leave parking lot to path	Use alternate sign with left arrow
Paths north of parking lot	Parking lot	For EB, as paths connect with parking lot	Use alternate sign with right arrow

Walk/bike paths	North of parking lot	For WB, where walking and cycling paths diverge north of parking lot	Use alternate sign without arrows between the two paths
Walking path along north side of parking lot	Walking path around east side of lake	For WB, catching people and directing up walking path around east side of lake	Use alternate sign with right arrow, cover bike symbol
Walking path around east side of lake	North end of parking lot	For SB, catching people before parking lot	Use alternate sign with left arrow, cover bike symbol
Paths around east side of lake	Park path in line with Lakewood	For WB, west of path from Lakewood	Use alternate sign with right arrow
Park path in line with Lakewood	Paths around east side of lake	For SB, south of the walk and bike paths	Use alternate sign with left arrow
Lakewood Dr	Park boundary	For SB, just south of lane	In SE corner, mount alternate signs without arrows near playground warning

From: Gould, Brian
Sent: Tuesday, May 26, 2020 10:39 AM
To: Szeto, Nelson; Kong, Carol
Cc: Hill, Garrett; Khany, Sam; Corey, Kathleen; Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon; Mueller, Simon; Rawsthorne, David
Subject: RE: R2M - Wave 2 Candidates

Hi Nelson,

I think your instinct is correct, I should have said something more like 'please let me know if the SRA (or anyone else) starts agitating for something like Campbell or Hawks and we'll see how we might pick up that thread.' Sherwood, Carol, David and I just had a chance to talk this through with Winston and we think these items are distinct enough in material and approach that we can still proceed with Keefer and Princess this week, and look more into Hawks north of Keefer and some other way to recognize that Hawks south of Keefer is already a good walking route to Strathcona Park.

I'll be updating the details of the routes per Sherwood's feedback (and Park's willingness for us to sign on stakes along the route inside parks) for Paul's confirmation ideally this afternoon, and to hand to crews tomorrow morning. Will try to summarize this conversation for Paul.

From: Szeto, Nelson
Sent: Tuesday, May 26, 2020 9:32 AM
To: Kong, Carol; Gould, Brian
Cc: Hill, Garrett; Khany, Sam; Corey, Kathleen; Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon; Mueller, Simon; Rawsthorne, David
Subject: RE: R2M - Wave 2 Candidates

Hi Brian,

I wasn't able to access the google map links. I can bring up Keefer/Princess tomorrow with the SRA and ask them for ideas. But in the past if I ask them for ideas they have an expectation for us to do it unless we have a really good reason. There has been an endless list of requests where we have had to say "no because of X" or "let's do Y instead". Did you want to touch base with Paul? Apparently he just had a meeting setup with Paul Mochrie about Prior/Venables. So I'm not sure if he's going to get pressure from above to implement certain measures.

Happy to work with whatever people decide.

Thanks,
Nelson

From: Kong, Carol
Sent: Tuesday, May 26, 2020 8:01 AM
To: Gould, Brian; Szeto, Nelson
Cc: Hill, Garrett; Khany, Sam; Corey, Kathleen; Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon; Mueller, Simon; Rawsthorne, David
Subject: RE: R2M - Wave 2 Candidates

All that sounds good to me. Thanks Brian. 😊

Carol Kong, P.Eng.
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Engineering Services | City of Vancouver
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From: Gould, Brian
Sent: Monday, May 25, 2020 7:06 PM
To: Szeto, Nelson; Kong, Carol
Cc: Hill, Garrett; Khany, Sam; Corey, Kathleen; Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon; Mueller, Simon; Rawsthorne, David
Subject: RE: R2M - Wave 2 Candidates

Hi all,

Since the approach we just checked in with Paul on means we have precisely 30 barriers available this week, I'd like to pivot the approach somewhat. We still get in Strathcona, but rather than the full Sunset loop we focus on the connector to Punjabi Market in time for their 50th anniversary (note to self: connect with David Lewis). Conveniently that avoids some of the trickier bits of the NAT-Dumfries connection. If I really stretch the signs it seems possible to get the Britannia/Woodland Park connection Parks was looking for, but not really to do anything useful in the SE. I've coloured the relevant pieces for this week and listed below in red [on the Google Maps](#).

Carol and Nelson re Strathcona: Open to the conversation, but I don't want to make a ton of changes since Paul's already seen it in principle and echos Parks support for doing something quick in Strathcona. So I think that **dropping Campbell for now** is prudent, both for the VFRS and resident

connection, while Keefer still makes a decent tie to the east. It does raise the question of Ray-Cam to Strathcona Park connectivity, which was the big flag from Park Board, and due to the broken up nature of Hawks south of Keefer (existing sections without roadway or bike path, and fairly narrow sidewalks) that doesn't really seem like a fit for this model. For Princess north, I would need eight more signs /barriers to route around the community centre block (jogs and intersections are awful), and then I'm not super comfortable touching that part of Hastings and drawing attention from VPD etc on this whole plan. Glen isn't a great candidate on its own and without that Venables signal (and as much as Parks also wants to connect Strathcona to Britannia, I'd really rather not do it via Adanac, seems like a way to set the neighbourhood up against the "bike highway" – anyone see alternatives?). Suggest SRA can be told about Keefer/Princess on Wednesday and asked for further suggestions, I think Hawks north of Keefer is a solid next move if I can get some feedback on the existing traffic levels near Alexander.

Carol re Mount Pleasant: This is going to keep coming up, and I'm waiting for someone to overrule me (Paul hasn't taken the bait): I'm not currently recommending this section of Ontario due to a combination of lots of bikes on the hill, as well as our upcoming construction. Using Ontario from 14th to 11th seems less problematic since neither are really true there, while Columbia is missing the signal at 12th. I can go Ontario to Columbia via 8th, at the expense of more time on the hill but still not interfering with construction. However, can't do much else with 8th given the Cambie and Main ends are both problematic right now.

Strathcona: 1.7km with 7 barriers and 10 signs (4.1 barriers/km)

On	At	Direction	Review Comments
Keefer St	Gore St	For EB, just east of Gore	
Keefer St	Princess St	For WB, just west of Princess	
Keefer St	Princess St	For EB, just east of Princess	
Keefer St	Campbell St	For WB, just west of Campbell	
Princess St	Keefer St	For SB, just south of Keefer	
Princess St	Prior St	For NB, just north of Prior	
Princess St	Prior St	For SB, just south of Prior	
Princess St	Atlantic St	For NB, just north of Atlantic (mount below stop sign in NW corner)	Saved a barrier by mounting below back of stop sign, there shouldn't be much traffic here and no matter which way it goes it's stuck on a slow street

Atlantic St	Princess St	For WB, just west of Princess (mount to existing post with "Begin one way/bikes two way")	Doesn't really fit here due to one-way
Atlantic St	Malkin Av	For EB, just east of Malkin (mount to existing post with "do not enter except bikes")	Doesn't really fit here due to one-way

Punjabi Market: 3.7km with 14 barriers and 18 signs (4.1 barriers/km)

On	At	Direction	Review Comments
E 37 th Av	Windsor St	For WB, just west of Windsor (install on any stake or relatively stable/heavy device on NW curb bulge)	Trying to save a barrier that can't even go at the intersection due to bulge
E 37 th Av	Windsor St	For EB, just east of Windsor	
Windsor St	E 37 th Av	For SB, just south of E 37 th	
Windsor St	E 41 st Av	For NB, just north of E 41 st	Ask PB if they want a sign on their side below Windsor Bikeway Corner
E 43 rd Av	Ross St	For EB, just east of Ross	Ask PB about whether we're signing something in park?
E 43 rd Av	Inverness St	For WB, just west of Inverness	
Inverness St	E 43 rd Av	For SB, just south of E 43 rd	
Inverness St	E 49 th Av	For NB, just north of E 49 th	
Inverness St	E 49 th Av	For SB, just south of E 49 th	
Inverness St	E 51 st Av	For NB, just north of E 51 st	
E 51 st Av	Inverness St	For WB, just west of Inverness	
E 51 st Av	Fraser St	For EB, just east of Fraser	
E 51 st Av	Fraser St	For WB, just west of Fraser	

E 51 st Av	Main St	For EB, just east of Main	
E 51 st Av	Main St	For WB, just west of Main	
E 51 st Av	Ontario St	For EB, just east of Ontario (mount to light pole in SE corner)	Existing ri-ro

Charles/Woodland: 1.9km with 9 barriers and 12 signs (4.7 barriers/km)

On	At	Direction	Review Comments
McLean Dr	E Hastings St	For SB, just south of E Hastings	
McLean Dr	Venables St	For NB, just north of Venables (mount below 30km in NE corner)	Roadway too narrow and industrial
McLean Dr	Venables St	For SB, just south of Venables	
McLean Dr	Charles St	For NB, just north of Charles	
Charles St	McLean Dr	For EB, just east of McLean	
Charles St	Commercial Dr	For WB, just west of Commercial	
Charles St	Commercial Dr	For EB, just east of Commercial	
Charles St	Victoria Dr	For WB, just west of Victoria	
Charles St	Victoria Dr	For EB, just east of Victoria	
Charles St	Lakewood Dr	For WB, just west of Lakewood	Seems particularly useless to put any barriers at a diagonal diverter, but not sure it'll be visible as wayfinding otherwise and marks beginning of Charles
Lakewood Dr	Charles St	For NB, just north of Charles (mount below 30kmh in NE corner)	
Lakewood Dr	Charles St	For SB, just south of Charles (mount below 30kmh in SW corner)	

From: Szeto, Nelson

Sent: Monday, May 25, 2020 11:36 AM

To: Kong, Carol; Gould, Brian

Cc: Hill, Garrett; Khany, Sam; Corey, Kathleen; Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon; Mueller, Simon; Rawsthorne, David

Subject: RE: R2M - Wave 2 Candidates

Hi,

Can you loop in David for Strathcona? We were looking to implement barriers in the curb lane on Prior Street for westbound traffic between the existing bus stop at Raymur and Campbell Street. If we're placing barriers in the neighbourhood, I think they would start asking us about where are their barriers for Prior Street which the community is very vocal about calming. Confirming what Carol has below, especially Campbell Street and the need to slow traffic.

I'll be meeting with the SRA Wednesday afternoon to discuss placing some traffic calming art work so it would good to know if there's anything I need to be aware of.

Thanks,
Nelson

From: Kong, Carol
Sent: Monday, May 25, 2020 10:34 AM
To: Gould, Brian; Szeto, Nelson
Cc: Hill, Garrett; Khany, Sam; Corey, Kathleen; Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon; Mueller, Simon
Subject: RE: R2M - Wave 2 Candidates

Brian,

We have comments on the Strathcona ones, and would like to ensure alignment with existing long-term plans so as not to create additional/conflicting commitments to the neighbourhood (see attached). Including Nelson on these tricky ones, as he's doing a stellar job managing all the expectations lately!

- ☐ **Princess and Keefer:** good; connects with parks, future walking route in DTES plan and Princess is also identified in Flats Arterial. Consider extending Princess to Union Gospel?
- ☐ **Campbell:** It's on the map but I don't see the any signs/barriers on Campbell. Generally our concerns about Campbell is that it's the only N/S street with access from Prior to Hastings west of the rail tracks (then it's Gore), so any treatment needs to consider its role as more of a collector. VFRS has had concerns about diverters or other measures as there's no other route to get from Prior to Hastings, if they've left the station to go EB and tracks are blocked. Businesses on Raymur have no other way to get to Hastings if tracks are blocked either. We don't want to create the expectation that Campbell can become a calmed street with no-through access in the future, but agree that something to reduce speeds/unnecessary shortcutting can be explored. Consider making improvements without it being a route on the map.
- ☐ **Hawks:** Is identified as the highest priority bikeway/greenway to connect Portside Greenway to Strathcona Park, and there's been discussions about potentially closing/blocking off the section south of Prior.
- ☐ **Glen:** Lacey and I had considered a diverter at Georgia & Glen, so maybe this area of bikeway can be advanced as slow streets (but the issue is crossing Prior which still needs that signal)

For the Mount Pleasant Industrial Area:

- ☐ Great to see Columbia.
- ☐ Can we consider 8th Av at least in front of the park – it's a future bikeway we've identified and also connects with the park
- ☐ Ontario St – I assume let's off because we're doing some improvements there anyway?

Carol Kong, P.Eng.

Senior Transportation Planning Engineer

Engineering Services | City of Vancouver

t. 604.871.6683 | c. s.15(1)(l) carol.kong@vancouver.ca

From: Gould, Brian

Sent: Saturday, May 23, 2020 9:28 AM

To: Mueller, Simon; Kong, Carol

Cc: Hill, Garrett; Khany, Sam; Corey, Kathleen; Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon

Subject: RE: R2M - Wave 2 Candidates

Hi all,

Still unclear what length we might be able to install by next weekend, but I heard the following from Paul:

- ☐ Confirm that next wave to message up to Sadhu on Monday before Council (sorry Devon)
- ☐ Prioritize Strathcona
- ☐ Then prioritize Sunset
- ☐ Cut the section of E 45th that has a centreline

So in that light, here's an equivalent length to yesterday's install (everybody thank Devon and Ops please)

One thing that's coming up more is whether we need a different sign for where drivers can't actually proceed in a given direction, typically mounted on an existing post. Another question is when we have intersections of narrow local streets but not necessarily any good posts/poles, would we like to install on boulevard on something other than a barrier? I've realized I haven't yet reached out to Toby about automating push buttons along these, will get on that. Also, if you haven't been following media or social, the articles and organizations are running fairly positive (individual advocates are a very different story).

Compare the below to Wave 1 at 4.5 barriers/km

Strathcona: 1.7km with 8 barriers and 10 signs (4.7 barriers/km)

On	At	Direction	Review Comments
Keefer St	Gore St	For EB, just east of Gore	
Keefer St	Princess St	For WB, just west of Princess	
Keefer St	Princess St	For EB, just east of Princess	

Keefer St	Campbell St	For WB, just west of Campbell	
Princess St	Keefer St	For SB, just south of Keefer	
Princess St	Prior St	For NB, just north of Prior	
Princess St	Prior St	For SB, just south of Prior	
Princess St	Atlantic St	For NB, just north of Atlantic	
Atlantic St	Princess St	For WB, just west of Princess (mount to existing post with "Begin one way/bikes two way")	
Atlantic St	Malkin Av	For EB, just east of Malkin (mount to existing post with "do not enter except bikes")	

Sunset: 9.5km with 44 barriers and 48 signs (4.6 barriers/km)

On	At	Direction	Review Comments
E 37 th Av	Windsor St	For WB, just west of Windsor	
E 37 th Av	Windsor St	For EB, just east of Windsor	
Windsor St	E 37 th Av	For SB, just south of E 37 th	
Windsor St	E 41 st Av	For NB, just north of E 41 st	Ask PB if they want a sign on their side
E 43 rd Av	Ross St	For EB, just east of Ross	Ask PB about signing the corner within park
E 43 rd Av	Inverness St	For WB, just west of Inverness	
Inverness St	E 43 rd Av	For SB, just south of E 43 rd	
Inverness St	E 49 th Av	For NB, just north of E 49 th	
Inverness St	E 49 th Av	For SB, just south of E 49 th	
Inverness St	E 51 st Av	For NB, just north of E 51 st	
E 51 st Av	Inverness St	For WB, just west of Inverness	
E 51 st Av	Fraser St	For EB, just east of Fraser	

E 51 st Av	Fraser St	For WB, just west of Fraser	
E 51 st Av	Main St	For EB, just east of Main	
E 51 st Av	Main St	For WB, just west of Main	
E 51 st Av	Ontario St	For EB, just east of Ontario (mount to light pole in SE corner)	
Ontario St	51 st Av	For SB, just south of 51 st	
Ontario St	57 th Av	For NB, just north of 57 th	
Ontario St	57 th Av	For SB, just south of 57 th	
Ontario St	59 th Av	For NB, just north of 59 th	
E 59 th Av	Ontario St	For EB, just east of Ontario	
E 59 th Av	Main St	For WB, just west of Main	
E 59 th Av	Main St	For EB, just east of Main	
E 59 th Av	Fraser St	For WB, just west of Fraser	
E 59 th Av	Fraser St	For EB, just east of Fraser	
E 59 th Av	Knight St	For WB, just west of Knight	
E 59 th Av	Knight St	For EB, just east of Knight	
E 59 th Av	Borden St	For WB, just west of Borden	
Borden St	E 59 th Av	For NB, just north of E 59 th (mount to object marker)	Needs a custom sign? Street View
Borden St	E 57 th Av	For SB, just south of E 57 th (mount to pole in SE corner)	Needs a custom sign?
Fleming St	E 57 th Av	For NB, just north of E 57 th (mount to pole in NE corner)	
Fleming St	E 55 th St	For SB, just south of west leg of E 55 th	This is really annoying, better ideas?
Fleming St	E 55 th St	For NB, just north of west leg of E 55 th	

Fleming St	E 55 th St	For SB, just south of east leg of E 55 th	
E 55 th Av	Fleming St	For EB, just east of Fleming	
E 55 th Av	Argyle St	For WB, just west of Argyle	
Argyle St	E 55 th Av	For NB, just north of E 55 th	
Argyle St	E 49 th Av	For SB, just south of E 49 th	
Argyle St	E 49 th Av	For NB, just north of E 49 th	
Argyle St	E 43 rd Av	For SB, just south of E 43 rd	
E 43 rd Av	Argyle St	For EB, just east of Argyle	
E 43 rd Av	Commercial St	For WB, just west of Commercial	
Commercial St	E 43 rd Av	For NB, just north of E 43 rd	
Commercial St	E 41 st Av	For SB, just south of E 41 st	
Commercial St	E 41 st Av	For NB, just north of E 41 st	
Commercial St	E 36 th Av	For SB, just south of E 36 th	
E 36 th Av	Commercial St	For WB, just west of Commercial	
E 36 th Av	Commercial St	For EB, just east of Commercial	

From: Mueller, Simon

Sent: Friday, May 22, 2020 6:20 PM

To: Gould, Brian; Kong, Carol

Cc: Hill, Garrett; Khany, Sam; Corey, Kathleen; Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon

Subject: RE: R2M - Wave 2 Candidates

Hi Brian,

I'm looping Carol into this given Strathcona/ Prior/Venables, and potential interface with arterials /public life work. As well, given her work on 5 year cycling, is probably better positioned to provide more germane feedback. I'm happy to stay cc'ed on this given how it bolsters the Greenways Refresh planning.

Simon

From: Gould, Brian
Sent: May 22, 2020 1:45 PM
To: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Cc: Mueller, Simon; Hill, Garrett; Khany, Sam; Corey, Kathleen
Subject: RE: R2M - Wave 2 Candidates

Okay, let's make a deal then, we stop 7th at Alder in this round and when you design your detour (assuming you're delineating bikes and otherwise making it plausible as a slow street connector), please coordinate it as an extension of the network into Kits. I wouldn't mind getting to that by the end of June if you're able, but could always start working Kits from the other end and let you make the tie.

In another thread, we've confirmed a few weekdays impact at Nanaimo/Charles in late June/early July.

From: Plant, Sherwood
Sent: Friday, May 22, 2020 1:03 PM
To: Gould, Brian; Glowacz, Katherine; Brownlee, Devon
Cc: Mueller, Simon; Hill, Garrett; Khany, Sam; Corey, Kathleen
Subject: RE: R2M - Wave 2 Candidates

In line, in purple, below.

From: Gould, Brian
Sent: Friday, May 22, 2020 11:43 AM
To: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Cc: Mueller, Simon; Hill, Garrett; Khany, Sam; Corey, Kathleen
Subject: RE: R2M - Wave 2 Candidates

Responses below, please feel free to put your foot down if you need to since we do have plenty of km in here.

From: Plant, Sherwood
Sent: Friday, May 22, 2020 11:19 AM
To: Gould, Brian; Glowacz, Katherine; Brownlee, Devon
Cc: Mueller, Simon; Hill, Garrett; Khany, Sam; Corey, Kathleen
Subject: RE: R2M - Wave 2 Candidates

Reviewed each, initial feedback & considerations below:

7th Ave & Hospital Precinct:

- ☐ Sewers is mobilizing on a major project along Pine. I don't have a date for this impact yet, but 7th Ave will be closed for 2 months at some point. There will be a full signed detour for this work, however this is worth considering.
- ☐ There is a development east of Granville that has daily sidewalk closures and partial road closures for their lifts. This will make it challenging from a social distancing perspective
- ☐ **What's your signed detour on 7th and can we match? Unfortunately first easy opportunity to**

switch to 6th is Pine. The goal was an Arbutus ☹ obviously, but I'll go back to Alder if I have to. Detour isn't designed yet, but would likely be Fir – 6th – Cypress with an option for some users to hop down to the greenway. This follows our standard of minimal distance and maintaining similar street types.

- ☐ Alder looks good
- ☐ Heather looks good. I wouldn't want to extend it any further south because of the hill
- ☐ 14th has some minor development sites, we might want to monitor them.
- ☐ Columbia/Ontario looks good, just note there is a development site at 2nd

Strathcona:

- ☐ I don't see any issues with this one, except the terminat~~ion~~ at Gore, I'm not sure if there's somewhere better to connect to though.
- ☐ I'm following Parks lead on this one, and by that Gore seems the least arbitrary place to end, is the concern it's more arterial to the west? It is at least a signal and a designated bike route on both sides.
Yeah, it felt arbitrary to me, but you're right that it's the least arbitrary.

Hastings-Sunrise E-W Extension:

- ☐ Will need to confirm status of Nanaimo crossing with the sewer construction. There is still active work at Adanac, and may still be present here
- ☐ Is the new signal at Charles less offset for the crossing?
- ☐ Dylan was in the field a couple weekends ago and indicating Charles is completely clear now, this certainly isn't perfect since only one of the offset legs align with the crosswalk. I could do less Charles, since the density and community centres are more on Commercial, but the equity areas are further east so don't feel great about leaving them out. I'm also nervous about crossing Nanaimo on anything other than Charles since we know that one was prioritized in construction.

Good to know. We should connect with the project team regardless to confirm we don't anticipate more impacts (I'll lead).

Sunset:

- ☐ Not a big fan of the crossing of Windsor crossing for bikes. Quite the offset from the SB bike connection. Not sure there is a resolution for this.
- ☐ I was willing to accept it since it's all one signal with the stop bar placement and an existing bikeway. It's a larger version of McLean/Venables you seem to be okay with, and I do see the difference, but am indeed seemingly lacking an alternative.
Makes sense to me.
- ☐ No signalized crossing of 41st at Kerr. This is busy, 2 lane each direction. I don't see an immediately viable alternative. Is this leg necessary?
- ☐ Wait, you're telling me this signal doesn't exist? 😊 Goal is to get into Joyce-Collingwood for density and equity, haven't seen anything else remotely workable yet.
Huh, missed the signal install in 2019. Now I know.

Sherwood

From: Gould, Brian

Sent: Thursday, May 21, 2020 7:04 PM

To: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Cc: Mueller, Simon; Hill, Garrett; Khany, Sam; Corey, Kathleen
Subject: RE: R2M - Wave 2 Candidates

Hi all,

Please take a look at the [Wave 2 candidates](#)

I'm supposed to be on furlough tomorrow, but I'd appreciate if you can give me some preliminary feedback before I inevitably get in front of the computer and start picking sign locations for these. Where do we start (Strathcona?). What makes the 2nd versus 3rd wave if we indeed aren't going to be able to the 20 and 30km marks until the first and second weeks of June? Which of these should I drop first when I inevitably run out of barriers? Is it really okay to use Dumfries to connect to NAT for those last couple blocks of converted alley? What am I missing?

Ideally I'll pass a plan up to Paul on the weekend/on Monday before we're back at council and questions start getting asked.

I've been able to have some good additional conversations with Parks and TPL on the equity side in particular. Look for and turn on the EIZ at the bottom of the layers list, TPL's is self-explanatory. Indeed, significant portions of these are Parks priorities (Strathcona, McLean/Charles, the Ridgeway /NAT interconnect, the central Broadway). The main thing I didn't include is St. George and eastern Mt Pleasant until we figure out if a Main/5th crossing is possible or do it later as part of another Trout Lake-Queen E connection further north when Water has 37th and Main torn up at end of June. The eastern portion of Ridgeway is a bit busier than typical, more of a Wall sort of lift, but Paul was interested in putting it on the list after HUB suggested it and it gets at some regional connections.

From: Plant, Sherwood
Sent: Tuesday, May 12, 2020 5:18 PM
To: Gould, Brian; Glowacz, Katherine; Brownlee, Devon
Cc: Mueller, Simon; Hill, Garrett; Khany, Sam; Corey, Kathleen
Subject: RE: R2M - Room-to-Move Local Street Candidates

Hi Brian,

I agree with your comments/acceptances on the original route. For the additional route I would tend to support the 36th connection to Dumfries for simplicity. It's too bad the signal is south of the entrance to the park, meaning we can't use the existing parking lane. The remainder make sense.

Sherwood

From: Gould, Brian
Sent: Tuesday, May 12, 2020 3:58 PM
To: Plant, Sherwood; Glowacz, Katherine; Brownlee, Devon
Cc: Mueller, Simon; Hill, Garrett; Khany, Sam; Corey, Kathleen
Subject: RE: R2M - Room-to-Move Local Street Candidates

Okay, updated, managed to reach Queen E, but with some additional comments for discussion.

I would like to go a scooch further to the north on Ontario and west on 37th if we do end up with more barriers (or even move some barrier signs that are just for local street wayfinding onto poles and print more for sign-only), those should be fairly straightforward since the streets finally run straight.

On	At	Direction	Review Comments
Wall St	New Brighton parking lot	For WB, west side of McGill connection to parking lot	
Wall St	McGill St	For NB, just north of bike path connection	
Wall St	N Renfrew St	For WB, west side of N Renfrew	
Wall St	Eton St	For SB, south side of Eton	Can we skip this one? Don't we typically have an ongoing shortcutting problem from Nanaimo to Dundas? That's the only reason,
Wall St	Near Oxford Park	For NB, just north of the bike path connecting from Lakewood	This one is necessary as wayfinding, may consider one at Dundas as well for traffic entering the route Yeah, I was wondering about that, particularly since we're simultaneously considering them as wayfinding so this "appears" to make the unsignalized arterial part of the route.
Wall St	Dundas St	For NB, north side of Dundas	
N Lakewood Dr	Oxford St	For SB, south side of Oxford	
N Lakewood Dr	Dundas St	For NB, north side of Dundas	
Lakewood Dr	Dundas St	For SB, south side of Dundas	
Lakewood Dr	E Hastings St	For NB, north side of E Hastings	

Lakewood Dr	E Hastings St	For SB, south side of E Hastings	
Lakewood Dr	E 1 st Av	For NB, north side of E 1 st	
Lakewood Dr	E 1 st Av	For SB, south side of E 1 st	
Lakewood Dr	E Broadway	For NB, north side of E Broadway	
Lakewood Dr	E Broadway	For SB, south side of E Broadway	
Lakewood Dr	N Grandview Hwy	For NB, north side of N G. Hwy	Optional but recommended
Lakewood Dr	N Grandview Hwy	For SB, south side of N G. Hwy	Optional but recommended
Lakewood Dr	E 12 th Av	For NB, north side of E 12 th	
Lakewood Dr	E 12 th Av	For SB, south side of E 12 th	
Lakewood Dr	BC Parkway in John Hendry Park	For NB, just north of alley at park boundary	
E 19 th Av	BC Parkway in John Hendry Park	For EB, just east of parking lot access road /bike connection in SE corner of park	
E 19 th Av	Walker St	For WB, just west of Walker	
Walker St	E 19 th Av	For SB, just south of E 19 th	
Walker St	Vanness Av	For NB, just north of Vanness	
Vanness Av	Walker St	For WB, just west of Walker	
Vanness Av	Gladstone St	For EB, just east of Gladstone	
Gladstone St	Vanness Av	For SB, just south of Vanness	
Gladstone St	Kingsway	For NB, just north of Kingsway	
Gladstone St	Kingsway	For SB just south of Kingsway (mount to existing post with bike wayfinding)	May be confusing at 30 th /31 st – yes, but it's a slight angle and following a street and bikeway both named Gladstone, nevertheless added two below

Gladstone St	E 30 th Av	For SB just south of Kingsway (mount to existing pole with 30kmh)	
Gladstone St	E 31 st Av	For SB just south of E 31 st	
Gladstone St	E 33 rd Av	For NB, just north of E 33 rd	
Gladstone St	E 33 rd Av	For SB, just south of E 33 rd	
Gladstone St	E 34 th Av	For NB, just north of E 34 th	
E 34 th Av	Gladstone St	For EB, just east of north leg of Gladstone	
E 34 th Av	Gladstone St	For WB, just west of south leg of Gladstone	
Gladstone St	E 34 th Av	For SB, just south of E 34 th	
Gladstone St	E 38 th Av	For NB, just north of E 38 th	
E 38 th Av	Gladstone St	For WB, just west of Gladstone	
E 38 th Av	Victoria Dr	For EB, just east of Victoria	This Jones Park connection is wacky, I am tempted to go straight from Gladstone to Dumfries on E 36 th , which is itself a bit weird
Commercial St	Jones Park north lane	For NB, just north of lane	
Commercial St	E 37 th Av	For SB, just south of E 37 th	
E 37 th Av	Knight St	For EB, just east of Knight	
E 37 th Av	Knight St	For WB, just west of Knight	
E 37 th Av	Culloden St	For EB, just east of Culloden	
Culloden St	E 37 th Av	For SB, just south north leg of E 37 th	
Windsor St	E 37 th Av	For SB, just south of E 37 th	For implementation later when we can get Park Board to stop blocking the Windsor bikeway
E 37 th Av	Windsor St	For EB, just east of Windsor	

E 37 th Av	Windsor St	For WB, just west of Windsor	
Windsor St	E 41 st Av	For NB, just north of E 41 st Av	
E 37 th Av	Fraser St		What do I even do here? There's no local traffic to chase off, just trust people to follow the semi-obvious Ridgeway wayfinding? The main thing I would want to do here is to actually carve off the curb lane of Fraser
E 37 th Av	Main St	EB, east of Main	
E 37 th Av	Main St	WB, west of Main	Water is demobilized until end of June, asking for their assistance to then avoid weekend full closure for Main crossing and 2 weeks of before 3pm full roadway closures, hope to hear back tomorrow. By then I hope we've designated some redundancy, like the Hillcrest Bikeway route.
E 37 th Av	Ontario St	EB, east of Ontario	
Ontario St	37 th Av	NB, north of 37 th Av	
W 37 th Av	Ontario St	WB, west of Ontario	
Ontario St	33 rd Av	SB, south of 33 rd Av	Probably we missed the opportunity to create a Hillcrest roadway loop by delineating space on Midlothian if PB is going to open up parking lots soon
W 37 th Av	Cambie St	EB, east of Cambie	

From: Plant, Sherwood
Sent: Tuesday, May 12, 2020 8:16 AM

To: Gould, Brian; Glowacz, Katherine; Brownlee, Devon
Cc: Mueller, Simon; Hill, Garrett; Khany, Sam; Corey, Kathleen
Subject: RE: R2M - Room-to-Move Local Street Candidates

Hey Brian, I've reviewed the route in an additional column with comments.

Sherwood

From: Gould, Brian
Sent: Monday, May 11, 2020 6:30 PM
To: Glowacz, Katherine; Plant, Sherwood; Brownlee, Devon
Cc: Mueller, Simon; Hill, Garrett; Khany, Sam; Corey, Kathleen
Subject: RE: R2M - Room-to-Move Local Street Candidates

Hi all,

We have been revising our approach, based on legal/TDM/Lon feedback to still prefer local streets where folks could walk in the roadway, but not supersede the interpretation of the MVA as allowing folks to step of the sidewalk when someone else is oncoming. If you're confused I am too. Sherwood and I had discussed an approach of (see attached) signing at arterials and internal intersections where necessary for jogs and connections, which is great because every block would have been material and cost prohibitive.

I wanted to see how far that would get us, and so for the first 50 barriers we can probably get our hands on for the weekend, I tried to start at New Brighton and work my way from Trout Lake to Queen Elizabeth. I only got as far as Jones Park at Victoria before using 49 signs and 48 barriers, which is 9km of local street signed. I blew 20% of these just trying to lap Templeton, so maybe that strategy is not the best one for the first wave when I might have at least got to Fraser instead.

This seems like a necessary input to the cost estimate (49 barriers as low as \$100/month I think I heard, then divided by 9km, or \$550/month/km and therefore at least ~30k/month for the target 50km just for barrier rental) but missing more information on the signs and install/maintenance.

The value proposition seems lower than I had hoped, particularly without endorsing walking in the roadway, so if folks see some locations worth dropping or otherwise have great ideas, please let me know. We might want to focus on streets we're more likely to make priorities in the future.

On	At	Direction	Sherwood Review
Wall St	New Brighton parking lot	For WB, west side of McGill connection to parking lot	
Wall St	McGill St	For NB, just north of bike path connection	
Wall St	N Renfrew St	For WB, west side of N Renfrew	

Wall St	N Slocan St	For WB, west side of N Slocan	Can we skip this one?
Wall St	N Penticton St	For EB, east side of N Penticton	Can we skip this one?
Wall St	Eton St	For SB, south side of Eton	Can we skip this one?
Wall St	Near Oxford Park	For NB, just north of the bike path connecting from Lakewood	This one is necessary as wayfinding, may consider one at Dundas as well for traffic entering the route
N Lakewood Dr	Oxford St	For SB, south side of Oxford	
N Lakewood Dr	Dundas St	For NB, north side of Dundas	
Lakewood Dr	Dundas St	For SB, south side of Dundas	
Lakewood Dr	E Hastings St	For NB, north side of E Hastings	
Lakewood Dr	E Hastings St	For SB, south side of E Hastings	
Lakewood Dr	Turner St	For SB, south side of Turner	Eliminate this loop
Semlin Dr	Adanac St	For NB, north side of Adanac	Eliminate this loop
Adanac St	Semlin Dr	For EB, east side of Semlin	Eliminate this loop
Adanac St	Garden Dr	For WB, west side of Garden	Eliminate this loop
Garden Dr	Adanac St	For NB, north side of Turner	Eliminate this loop
Garden Dr	Turner St	For SB, south side of Turner	Eliminate this loop
Turner St	Garden Dr	For WB, west side of Garden	Eliminate this loop
Lakewood Dr	Adanac St	For SB, south side of Adanac	May not be necessary
Lakewood Dr	Charles St	For NB, north side of Charles	Optional
Lakewood Dr	Charles St	For SB, south side of Charles	Optional
Lakewood Dr	E 1 st Av	For NB, north side of E 1 st	
Lakewood Dr	E 1 st Av	For SB, south side of E 1 st	

Lakewood Dr	E Broadway	For NB, north side of E Broadway	
Lakewood Dr	E Broadway	For SB, south side of E Broadway	
Lakewood Dr	N Grandview Hwy	For NB, north side of N G. Hwy	Optional but recommended
Lakewood Dr	N Grandview Hwy	For SB, south side of N G. Hwy	Optional but recommended
Lakewood Dr	E 12 th Av	For NB, north side of E 12 th	
Lakewood Dr	E 12 th Av	For SB, south side of E 12 th	
Lakewood Dr	BC Parkway in John Hendry Park	For NB, just north of alley at park boundary	
E 19 th Av	BC Parkway in John Hendry Park	For EB, just east of parking lot access road /bike connection in SE corner of park	
E 19 th Av	Walker St	For WB, just west of Walker	
Walker St	E 19 th Av	For SB, just south of E 19 th	
Walker St	Vanness Av	For NB, just north of Vanness	
Vanness Av	Walker St	For WB, just west of Walker	
Vanness Av	Gladstone St	For EB, just east of Gladstone	
Gladstone St	Vanness Av	For SB, just south of Vanness	
Gladstone St	Kingsway	For NB, just north of Kingsway	
Gladstone St	Kingsway	For SB just south of Kingsway (mount to existing post with bike wayfinding)	May be confusing at 30 th /31 st
Gladstone St	E 33 rd Av	For NB, just north of E 33 rd	
Gladstone St	E 33 rd Av	For SB, just south of E 33 rd	
Gladstone St	E 34 th Av	For NB, just north of E 34 th	
E 34 th Av	Gladstone St	For EB, just east of north leg of Gladstone	
E 34 th Av	Gladstone St	For WB, just west of south leg of Gladstone	

Gladstone St	E 34 th Av	For SB, just south of E 34 th	
Gladstone St	E 38 th Av	For NB, just north of E 38 th	
E 38 th Av	Gladstone St	For WB, just west of Gladstone	
E 38 th Av	Victoria Dr	For EB, just east of Victoria	

From: Glowacz, Katherine
Sent: Wednesday, May 06, 2020 1:53 PM
To: Plant, Sherwood
Cc: Gould, Brian
Subject: FW: R2M - Room-to-Move Local Street Candidates

Hi Sherwood,

As you may know, we are updating the presentation and FAQs for the public Council meeting on May 13. Are we able to better estimate a per km/ per month cost for the local street Room to Moves? This was something that was of interest to Sadhu last week and having a range would likely help us frame up expectations for Councillors.

Brian mentioned you had settled on water filled barriers at the ends of the block so could estimate that cost plus the signs.

Thanks,
Katherine

From: Mueller, Simon
Sent: Tuesday, May 5, 2020 1:14 PM
To: Gould, Brian; Plant, Sherwood; Hill, Garrett
Cc: Glowacz, Katherine; Corey, Kathleen; Khany, Sam
Subject: RE: R2M - Room-to-Move Local Street Candidates

On the highlighted:

To clarify, essentially yes – within the realm of streets already or to be identified, it would see that we're better able to support the objective of Room-to-move by targeting the streets that are likely to have more through traffic / higher volumes per given sign on the ground. Definitely agree that "ask nicely" signs won't have much impact on volumes, but at least to give folks more confidence that they can freely utilize that street for distancing, whereas on streets that are more access-only vehicular function, this may not be as necessary.

Looking good overall.

Simon

From: Gould, Brian
Sent: May 5, 2020 10:53 AM
To: Plant, Sherwood; Mueller, Simon; Hill, Garrett
Cc: Glowacz, Katherine; Corey, Kathleen; Khany, Sam
Subject: RE: R2M - Room-to-Move Local Street Candidates

Thanks, this is amazing - and apologies simultaneously, I was aiming for "light a fire" and this seems to be working. Based on a brief conversation with Paul, I'm hoping we can run through the early feedback by Thursday (Friday being my furlough). He also suggested an interest in coming back as part of a second wave to put in some interim diverters, particularly where we see overlap with recovery or long-term network.

To Sherwood:

- ☐ If anyone sees driveways busy enough to avoid, let me know. It was part of why Vine doesn't cross 4th
- ☐ Pine removed in favour of 1st
- ☐ I was explicitly avoiding Cypress and York, which both have a combination of protected bike lanes, alternating one-ways, contraflow painted bike lanes, little concrete islands, etc. Particularly problematic sections are York, Cypress to Maple, and Cypress near 4th
- ☐ Ontario/Guelph Park: good points, will need to think on this
- ☐ Sunnyside Park Connection: crossing Kingsway being a problem but also being important seems to be a theme. I've jogged this one over to Glen
- ☐ Ontario/37th: Agreed, if you have an alternate connection during construction let me know, otherwise we'll have to omit the affected section initially and rely on the Hillcrest Bikeway to interconnect the sections?
- ☐ Brock Park now just a stub
- ☐ Trout Lake/BC parkway shifted to Walker
- ☐ Vanness: yes, it's narrow, I'm not immediately worried about 6m of asphalt since that's all we'd have on a local street between parking and we do want to try to get some diverters in here in the future since this is theoretically the BC parkway. Would like to leave
- ☐ Joyce-Collingwood: Can anyone see anything else in this dense neighbourhood before I have to kill it?
- ☐ Sunset rerouted to Ontario since I apparently missed that lack of signal. Not sure that fixed the problem of crossing traffic in the vicinity of 57th Ave since now it'll just happen on Ontario?
- ☐ NE: eliminate Adanac crossing Nanaimo, updated to kiss Clinton but not get to 1st
- ☐ West End: what are our options? I don't like Comox due to the sections of painted bike lane and downhill bikes, Nelson is out, and Barclay gets us the nice park/seniors connections even though the Jervis crossing is poor and I appreciate what you're saying about Haro. What does that leave, Burnaby if we're okay with downhill bikes and Pendrell if not? I would like to leave on Barclay since I think Haro is a later-this-year problem?

To Simon:

- ☐ TDM/TDE seem to have agreed in principle to the use of the sign shown on the reference drawing on local street (ideally greenway/bikeway or similar, but not necessarily) roadways on a case-by-case basis. Less consensus on how to install the signs and frequency, and I prefer the emerging model of at least some mounted to barriers in the roadway.
- ☐ I'm not quite sure what you mean – you would like to target local streets with higher motor

vehicle volumes? I can't speak for what's on the ground in Oakland, but I doubt they will see substantial volume reductions with "ask nicely" signs as has been our usual experience, but per the above we can try for interim diverters on priority corridors. Question will be whether the diverters need to be first (in which case the lines don't really belong on this map) or can be second.

- ☐ Yeah, fair point, while I don't want to prioritize per se we'll at least need to triage this. Katherine?
- ☐ Yes, I've incorporated Sam's suggestions, and anything you can share is helpful

Other revisions since last night:

NE: Lakewood and Woodland down to their park anchors. 3rd as a cross-connect to pick up the Public Life Recovery candidate, Pandora as imminent bikeway and park connection

Squareview: now with fractal panhandles to parks, thanks for ruining my pun Sam!

From: Plant, Sherwood
Sent: Tuesday, May 05, 2020 10:14 AM
To: Gould, Brian; Mueller, Simon; Hill, Garrett
Cc: Glowacz, Katherine; Corey, Kathleen; Khany, Sam
Subject: RE: R2M - Room-to-Move Local Street Candidates

I've tried to respond to these as groups of projects as best I can. As a general note we should try and avoid locations with driveways as much as possible. We also still need to resolve the maintenance problem.

Kits/Kits Point:

- ☐ Upcoming Pine Street project (June start) negates opportunity to use Pine and to use 6th.
- ☐ Given existing calming measures, could the entire east-west connection be contained to York?
- ☐ Likewise, is Cypress a better candidate for N/S connection than Maple. This also prevents compounding local traffic diversions.

VGH/Fairview:

- ☐ Alder is quite steep, though most of the options here are.

Ontario/Guelph Park:

- ☐ Active development site on 5th at Main, frequent partial and full closures, makes this connection
- ☐ 15th Has Mount St. Joseph's main entrance and Prince Edward the emergency entrance. Not recommended to install any traffic calming on an emergency routes, or adjacent to Hospitals.

Sunnyside Park Connection:

- ☐ No concerns overall, but note the high traffic generator of the ICBC office at Kingsway
- ☐ Active construction site on the south side of Kingsway at Windsor with high truck volumes

QE Park:

- ☐ Active ongoing water project on Ontario and on 37th. This was not reviewed by TDM, they are retaining bikes, but frequent partial closures

Trout Lake:

- ☐ Not sure if makes sense to close the local streets around Brock Park, particularly not the lane to the east.
- ☐ Connection to Vanness is quite narrow

Slocan Park:

- ☐ Vanness at Earles is effectively a laneway.

Joyce-Collingwood

- ☐ Ongoing construction on Vanness makes this challenging. Full and partial closures will force much more traffic through these local streets out of necessity

Sunset:

- ☐ No concerns save for the crossing of 57th

PNE:

- ☐ Nanaimo construction continues to disrupt Adanac. Not sure when work will be complete in this section.
- ☐ Wall is a good opportunity.
- ☐ Seems we'd want to connect Slocan to the edge of Clinton Park, but not the 1st Ave.

West End:

- ☐ Haro construction currently impacting Nicola. Full closure of Haro makes neighbourhood navigation with further restrictions challenging.

Sherwood

From: Gould, Brian
Sent: Monday, May 4, 2020 7:14 PM
To: Plant, Sherwood; Mueller, Simon; Hill, Garrett
Cc: Glowacz, Katherine; Corey, Kathleen; Khany, Sam
Subject: R2M - Room-to-Move Local Street Candidates

Hi all,

Please [review the map](#): we are looking to roll out a fairly substantial local street network on the model of Oakland, San Francisco, Winnipeg, etc. Our sign and placement likely to look like this:

s.15(1)(l)

So notably, trying to find existing local street roadways that can be tied together with little more than dropping signs. Arbutus (David) and CVG (Dylan) are going to take more work, while I'm actually struggling to find something more westerly that's far enough away from a massive park to be worthwhile and isn't just an arbitrary street (the bikeways, particularly ones that connect parks and cross the ridge, tend to not be very AAA).

Based on what we presented and heard from Council on Friday, this seems like the one category of project we can accelerate the most, so I'm very hopeful for feedback - but I'm not really going to be able to wait for it before shopping these around. Particularly since the response for Ridgeway was fairly non-existent. Because of the way I drew it (and since we haven't agreed to anything yet), don't trust the lengths of most lines that it's quoting you, but it's looking like a healthy 50km. Obviously it's tempting at a certain point to try to connect them all together.

To varying degrees of success, the routes are attempting to:

- ☐ Provide some degree of density/geographic/socio-economic equity
- ☐ Connect to parks, particularly routes that can be run as laps, and fill in park-deficient areas
- ☐ Extend existing greenways to other parks and shopping streets, particularly with R2Q and Public Life Recovery
- ☐ Provide straight segments that are a healthy walk, but also interesting and potentially looping routes for running and cycling
- ☐ Use the local street bikeway/greenway network and low traffic roadways (not always the same thing)
- ☐ Implement without any additional diversion
- ☐ Specifically avoid:
 - Offset and/or unsignalized arterial intersections
 - Sections of bikeway/greenway that are effectively arterial protected bike lanes
 - Partial closures and other potentially confusing traffic calming
- ☐ Favour more clear width on the roadway between parked cars

For the below, I'm not going to spell out everything, but there are some technical challenges and other projects I've tried to route around

Ridgeway notes:

- ☐ Would like to create a QE park loop, requires a small amount of delineation on Midlothian that looks very feasible
- ☐ Ongoing construction at Ontario/37th will most likely be on 37th in the near future with full dismount
- ☐ Spur to the NE is about connecting to Fraser St which is one of the Public Life Recovery candidates from Kathleen's email
- ☐ Ontario may need some diversion by the time Hillcrest starts ramping up

NE notes:

- ☐ This is trying to pick up a few sections that show up on some of the GIS equity maps floating around
- ☐ Wall and Charles are both candidate projects for greenway/bikeway
- ☐ This isn't exactly the part of Commercial that Public Life Recovery was looking at, but there is a R2Q

Kits:

- ☐ Serves as a north end Arbutus bypass and extension
- ☐ Folds in and formalizes Kits Point
- ☐ Spur on Vine touches Public Life Recovery and P2P candidate, as well as pair of R2Qs

- ☐ Probably closest thing to Seaside relief we're going to be able to deliver

Mount Pleasant:

- ☐ Based on Broadway Plan team requests for St George and Ontario (though somewhat skeptical about mixing with the downhill bikes on the latter)
- ☐ A couple loops-within-loops to pick up some commercial areas and that bit of town that's kind of cut off by the flats and escarpment

West End:

- ☐ There are a lot more east-west options given the wide lanes and block shapes, so prioritizing north-south and Sunset Beach connectors
- ☐ Barclay instead of Haro, which might not become a construction clash right away but we don't know how long this will last
- ☐ Also avoids the painted bike lanes on Comox, hill on Haro, traffic on Nelson...

Squareview:

- ☐ Does what it says on the tin

Punjabi-Sunset-Fraserview:

- ☐ Picks up Punjabi Market and park deficient areas
- ☐ Along Masumi Mitsui Greenway (the former North Arm Trail) while avoiding its busier roadways and janky connections

KCC/Vanness/Joyce Collingwood:

- ☐ These are priority areas for me, but really struggling to string something together over here

From: "Do, Amy" <Amy.Do@vancouver.ca>
To: "Gould, Brian" <Brian.Gould@vancouver.ca>
Date: 5/17/2023 2:58:07 PM
Subject: RE: Slow streets - next batch

Charles: with WB only, we're at 450-650 veh/day. Assuming some amount of cars would still need to drive WB to access their front doors, we're still well under 1000/day.

St. George: with NB only, we're definitely AAA in the AM with 40-50 veh/pk hour. We're at closer to 75 veh/pk hour in the PM. I still think this gets us closer to our goal, and TDM is not very fond of alternative one-ways here. If volumes really don't stay low, we can move to a full closures in the permanent design with GI.

From: Gould, Brian
Sent: Tuesday, September 8, 2020 1:46 PM
To: Do, Amy
Subject: RE: Slow streets - next batch

They've previously preferred full closures over swimming the wrong way up a one-way (at least Tyler did), but worth a try. When you use just a single one-way rather than at least an alternating pair, I'd like to see some evidence that only the affected direction is sufficient to get us down to AAA.

Confirmed that Alan will take over some of Beach from Emma, but with his limited hours hopefully you can push Ridgeway forward and he'll answer questions as needed.

From: Do, Amy
Sent: Wednesday, September 02, 2020 3:02 PM
To: Paudel, Pradeep; Gould, Brian
Subject: Slow streets - next batch

Hi Pradeep,

As promised, here I am again with the next round of slow streets closures design. s.22(1) so I have cc'd Brian who can answer questions you may have.

1. Heather and 14th:

Emma had been working on the design for this and it's almost complete. I need your help with the final touches and cleaning things up to get ready for approvals. Her work is saved here:

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Brian and I like Version 2 the most (not version 2.1). So let's move ahead with that version.

One thing I would like to change is the following:

- Replace 'saddlemounts' with 'horseshoe brackets'
- Replace 'Tuff curbs' with a concrete median.

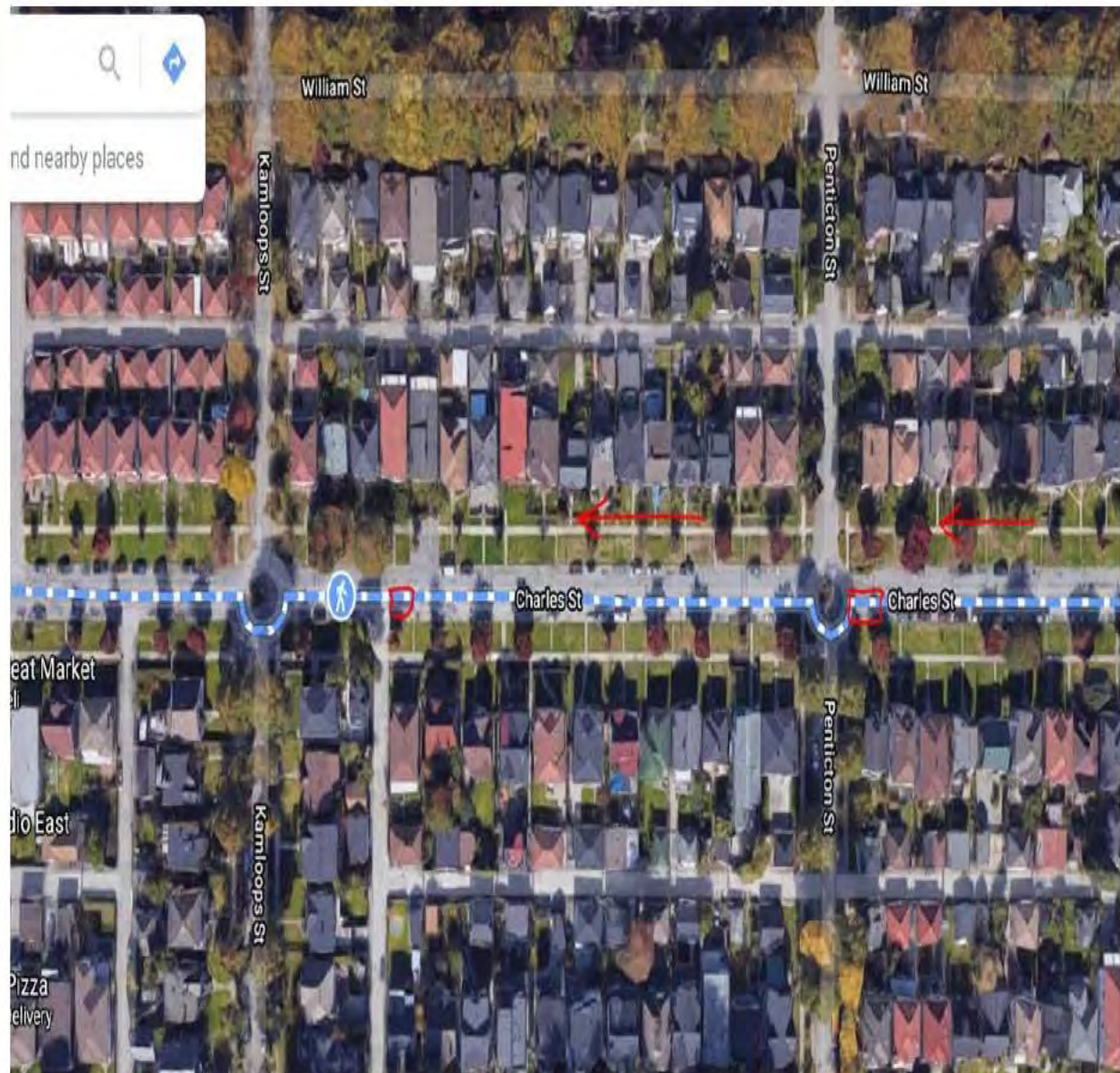
You can look at the changes I made yesterday to the previously approved Wall and Ontario for an example of the changes: the CAD file saved here

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2. Charles:

This one will take a bit of work because we are working from scratch. I don't have ortho or inventory of existing signage yet.

I'd like to drop one or two lock blocks at the intersections of Penitton and the lane as follows:



The goal is to create one way pattern WB for these two blocks. You can experiment a bit with the configuration of the lock blocks to ensure they clear the gutter, leave at least 3m for the WB cars to go through, and still have a smaller slot (2m) for bikes to go through. If you are having a hard time with the lock blocks, we can try a different gravity barrier.

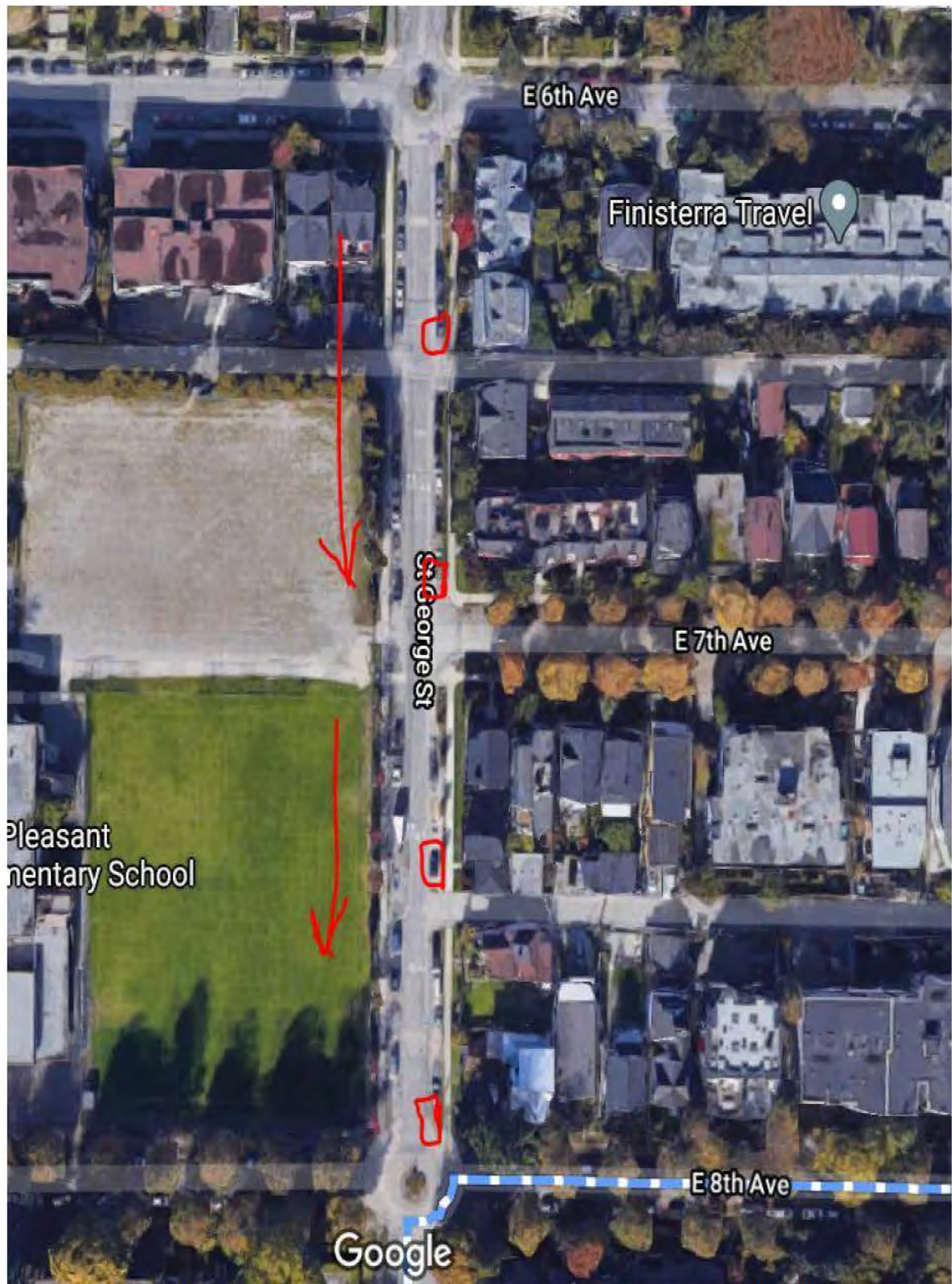
We might have to remove some parking near the closures to allow bikes to safely get around parked cars.

3. St. George:

This one has an old survey you might be able to use:

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Similar goal to Charles, to establish a one-way SB pattern between 6th and 8th with lock blocks to block the NB traffic:



Similar to Charles, We might have to remove some parking near the closures to allow bikes to safely

get around parked cars.

For this one, you can also ask Paul Lightfoot if you have any questions (where to find the survey). He's technically the project lead for TDE.

Brian, here is why I'm proposing one ways:

- Test out something different from the full closures of the first round
- Be able to negotiate with Fire about their access. Presumably they can still drive down the road with a one-way street without that unconventional low concrete barrier. I'm thinking about Cypress and how they didn't oppose too much to the one-ways there.
- The directions I've chosen for Charles and St. George favour residents who need to use the traffic light to turn left out of the neighbourhood safely. Ross heard a lot of complaints from Hastings-Sunrise and Grandview residents about not being able to turn left out of their residents at a traffic light. So this one-way pattern will let them get to the traffic at least. Getting into the neighbourhood from the nearest arterial would be easier.
- Checking volumes for both Charles and St. George, directional volumes are close to even split. Charles has more volumes EB (with fluctuations day-to-day), and St. George has slightly more volume NB (so these closure would remove most of the volumes)

Coming up next: Ridgeway closures, when I get back. The Ridgeway closures look pretty close to finalization, so I can have a closer look next week. (I'll be back on Thursday the 10th)

From: ["Do, Amy" <Amy.Do@vancouver.ca>](mailto:Amy.Do@vancouver.ca)
To: ["Ramnani, Hema" <Hema.Ramnani@vancouver.ca>](mailto:Hema.Ramnani@vancouver.ca)
["Gould, Brian" <Brian.Gould@vancouver.ca>](mailto:Brian.Gould@vancouver.ca)
["Glowacz, Katherine" <Katherine.Glowacz@vancouver.ca>](mailto:Katherine.Glowacz@vancouver.ca)
Date: 5/17/2023 2:58:05 PM
Subject: RE: Slow Streets Inbox

I tried to get our inbox down as much as I could this year and responded to about a dozen cases more. (Honestly I was delaying that task to the last minute, hence this email at this me..) There's still a few emails but hoping to get some support in the new year.

Thanks for your help this year!!

From: Finlayson, Adam <Adam.Finlayson@vancouver.ca>
Sent: Friday, December 18, 2020 2:14 PM
To: Orchard, Sara <Sara.Orchard@vancouver.ca>; Glowacz, Katherine <Katherine.Glowacz@vancouver.ca>; Moors, Allan <Allan.Moors@vancouver.ca>; Lightfoot, Paul <paul.lightfoot@vancouver.ca>; Ramnani, Hema <Hema.Ramnani@vancouver.ca>
Cc: Do, Amy <Amy.Do@vancouver.ca>
Subject: RE: Slow Streets Inbox

Thanks Sara! (and Paul + Allan)

From: Orchard, Sara <Sara.Orchard@vancouver.ca>
Sent: Friday, December 18, 2020 12:02 PM
To: Glowacz, Katherine <Katherine.Glowacz@vancouver.ca>; Moors, Allan <Allan.Moors@vancouver.ca>; Lightfoot, Paul <paul.lightfoot@vancouver.ca>; Ramnani, Hema <Hema.Ramnani@vancouver.ca>; Finlayson, Adam <Adam.Finlayson@vancouver.ca>
Cc: Do, Amy <Amy.Do@vancouver.ca>
Subject: RE: Slow Streets Inbox

Hello!

I have been monitoring the Slow Streets email account over the past few days and have some notes for when we are covering while Hema is away:

- Maintenance Requests
 - If we are still managing them at the end of next month, it would be good to have some documentation on the requests that have already been submitted – so it is easy for someone to follow-up on them.
- Notes for Charles St
 - Many of the emails were related to Charles St and I didn't feel like I had enough background on the project to be able to respond to the "why" we chose this route.
- Rationale for material choices
 - There were two emails questioning the durability and ongoing maintenance concerns

related to the plastic barriers. My logical response would have been to say that this is a trial and plastic barriers were the best solution to meet our needs. However, I wasn't sure if we were considering concrete barriers in some cases.

Hope you all have and/or are having a great holiday!

Sara

From: Orchard, Sara <Sara.Orchard@vancouver.ca>
Sent: Wednesday, December 16, 2020 9:10 AM
To: Glowacz, Katherine <Katherine.Glowacz@vancouver.ca>; Moors, Allan <Allan.Moors@vancouver.ca>; Lightfoot, Paul <paul.lightfoot@vancouver.ca>
Cc: Ramnani, Hema <Hema.Ramnani@vancouver.ca>; Finlayson, Adam <Adam.Finlayson@vancouver.ca>; Do, Amy <Amy.Do@vancouver.ca>
Subject: RE: Slow Streets Inbox

Hello everyone,

After speaking with Reid, I have a slight change to a process below (see red)

Thanks!

Sara

Sara Orchard, MBCSLA | Landscape Designer
Engineering Services | City of Vancouver
tel: **s.15(1)(l)**

From: Glowacz, Katherine <Katherine.Glowacz@vancouver.ca>
Sent: Tuesday, December 15, 2020 11:46 AM
To: Moors, Allan <Allan.Moors@vancouver.ca>; Lightfoot, Paul <paul.lightfoot@vancouver.ca>; Orchard, Sara <Sara.Orchard@vancouver.ca>
Cc: Ramnani, Hema <Hema.Ramnani@vancouver.ca>; Finlayson, Adam <Adam.Finlayson@vancouver.ca>; Do, Amy <Amy.Do@vancouver.ca>
Subject: Slow Streets Inbox

Hello all,

Thank you for bearing with us through that work planning meeting and imperfect process. Also, thank you so much for helping review emails over the holidays! I wouldn't worry too much on getting these emails wrong, on our end, just having someone review and triage the email and respond with a higher level message is helpful. Amy is back next week and she can help with checking on the inbox. This will be a good trial for the new year/ period when Hema is away.

I've requested access for the inboxes from IT, weirdly I think Sara's and Paul's requests have been approved and we are still waiting on Allan's approval.

Project Resources:

- Internal FAQ (attached as VanDoc)
- Project website- <https://shapeyourcity.ca/slow-streets>
- Supplemental Design Guide- available on Shape Your City, GREAT resource

Triage and Inbox guidance:

Just having someone review the emails will be great here is some guidance on how to triage/code emails

High priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> - Safety issue- barrier blocking sidewalk, barrier in travel lane etc. Ⓢ Fill in template request, note high priority and send to Reid Plasterer and Patrick Coates - Media requestⓈ Send to Godfrey Tait and Kati Tamashiro 	<p>General maintenanceⓈ Fill in maintenance template, and send to 311 Internal (only contact Reid Plasterer and Patrick Coates if it is a challenging request but usually they wouldn't get involved)</p> <p>Traffic Upgrades- Detailed feedback about Charles St/ Heather + 14th Ave or mentions of going to council /media Ⓢ acknowledge receiving the message and include something like- there is a lot to review in your note and many staff are away, we may need a few weeks to respond, thank you for your patience</p> <p>Ⓢ Code 'Amy to Respond' if looking for more technical response to the traffic upgrade</p>	<p>I like the program, I want a slow streetⓈ Code 'Hema to respond' and delay response to 2021,</p>

Thanks and happy holidays!
Katherine

Katherine Glowacz (she/her) | Engagement Lead

Transportation Design, Engineering Services | City of Vancouver
m. s.15(1)(l) | katherine.glowacz@vancouver.ca

The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.

From: ["Quintero, Liliana" <Liliana.Quintero@vancouver.ca>](mailto:Liliana.Quintero@vancouver.ca)
To: ["Glowacz, Katherine" <Katherine.Glowacz@vancouver.ca>](mailto:Katherine.Glowacz@vancouver.ca)
["Do, Amy" <Amy.Do@vancouver.ca>](mailto:Amy.Do@vancouver.ca)
CC: ["Tamashiro, Kati" <Kati.Tamashiro@vancouver.ca>](mailto:Kati.Tamashiro@vancouver.ca)
["Chou, Winston" <winston.chou@vancouver.ca>](mailto:winston.chou@vancouver.ca)
["Gould, Brian" <Brian.Gould@vancouver.ca>](mailto:Brian.Gould@vancouver.ca)
["Slow Streets" <slowstreets@vancouver.ca>](mailto:slowstreets@vancouver.ca)
Date: 12/9/2020 10:14:06 AM
Subject: RE: Traffic "calming" aka "slow streets" on Charles street East Vancouver

Thanks Katherine, I will send the invite to Amy.

-----Original Message-----

From: Glowacz, Katherine <Katherine.Glowacz@vancouver.ca>
Sent: Wednesday, December 09, 2020 9:49 AM
To: Quintero, Liliana <Liliana.Quintero@vancouver.ca>; Do, Amy <Amy.Do@vancouver.ca>
Cc: Tamashiro, Kati <Kati.Tamashiro@vancouver.ca>; Chou, Winston <winston.chou@vancouver.ca>; Gould, Brian <Brian.Gould@vancouver.ca>; Slow Streets <slowstreets@vancouver.ca>
Subject: RE: Traffic "calming" aka "slow streets" on Charles street East Vancouver

Hi Liliana,

Thanks for sharing this feedback and the connection with VPD. I've cc:ed Amy here as well as she is leading the traffic calming upgrades along the Slow Streets and should be in attendance at the January meeting. We'll coordinate on our end to have the background info and a summary of what we've been hearing in advance of the meeting with VPD.

Thanks,
Katherine

-----Original Message-----

From: Quintero, Liliana <Liliana.Quintero@vancouver.ca>
Sent: Wednesday, December 9, 2020 8:09 AM
To: Gould, Brian <Brian.Gould@vancouver.ca>; Glowacz, Katherine <Katherine.Glowacz@vancouver.ca>; Slow Streets <slowstreets@vancouver.ca>
Cc: Tamashiro, Kati <Kati.Tamashiro@vancouver.ca>; Chou, Winston <winston.chou@vancouver.ca>
Subject: FW: Traffic "calming" aka "slow streets" on Charles street East Vancouver

Hi Brian/Katherine

Please see the email below from VPD. A resident reached out to them with concerns in regards to the changes done at Charles St as part of Slow Streets.

Could you please reply to the resident and copy VPD (Kevin Bernardin & Earl Andersen). This is an item VPD wants to discuss in our coordination meeting in January 2021, so it would also be great if one of you can attend the meeting.

Thank you,

Liliana

-----Original Message-----

From: BERNARDIN, Kevin <kevin.bernardin@vpd.ca>
Sent: Tuesday, December 08, 2020 8:30 AM
To: Quintero, Liliana <Liliana.Quintero@vancouver.ca>
Cc: ANDERSEN, Earl <earl.andersen@vpd.ca>; 'Goodman, Paul' <Paul.Goodman@icbc.com>
Subject: FW: Traffic "calming" aka "slow streets" on Charles street East Vancouver

Liliana, can we add the 2500-2700 Charles Street to the list for our next meeting.

I spoke to these residents yesterday regarding new changes to the 2500-2700 Charles Street. This was the result of engineering changes this past Friday. There might be additional calls from other residents regarding the redirected flow of traffic volume.

Thank you.

Kevin

S/SGT. KEVIN BERNARDIN #1878
OPERATIONS DIVISION | TRAFFIC SECTION
VANCOUVER POLICE DEPARTMENT
D: s.15(1)(l)

-----Original Message-----

From: s.22(1)
Sent: Monday, December 07, 2020 5:57 PM
To: BERNARDIN, Kevin <kevin.bernardin@vpd.ca>
Cc: s.22(1)
Subject: Traffic "calming" aka "slow streets" on Charles street East Vancouver

>>

>>

>> Kevin.bernardin@vpd.ca

>>

>>

>> To Staff Sargeant Bernardin

>> Vancouver Police Department

>>

>> Subject: Traffic "calming" - 2500 - 2700 block Charles street

>>

>> Dear Sargeant Bernardin

>>

>> As a follow up to our conversation today, here is a recap of the situation, our concerns, and some recommendations to address the problem. We have spoken to many local residents over the weekend and the feedback and concerns are consistent.

>>

>> Background: We live on the s.22(1) between Kitchener and Charles streets.

>> Last Friday, Dec 4th, a new traffic "calming" initiative was implemented in our neighbourhood. In short, the traffic pattern on Charles street between Kamloops and Slocan streets (2500 - 2700 blocks) was changed to "one way" (west bound flow only).

>>

>> While we understand that this was implemented to stop cars from avoiding slower traffic on 1st ave by cutting through east Vancouver, the pattern change has only succeeded in shifting the problem to narrower adjoining streets and in the process, create an even more dangerous situation.

>>

>> Within minutes of the new traffic pattern being implemented (primarily through the installation of large concrete blocks on Charles at Kamloops street), we observed a dangerous change in the traffic patterns. Unable to proceed east on Charles past Kamloops street, cars were turning right (south) on the 1300 block of Kamloops, then turning left (east) on Kitchener street, presumably continuing their path east to avoid slower traffic on 1st avenue. Many of the cars were travelling at high speed and a significant number of them were observed "cutting" the roundabout at Kamloops and Kitchener. Others were observed going down the alley on the 1300 block of Kamloops and again turning east on Kitchener. Others still appear to have avoided the 2400 block of Charles altogether and turned east off Nanaimo onto Kitchener street, proceeding at high speed eastwards on Kitchener.

>> As I am sure you are aware, Kamloops and Kitchener streets are significantly more narrow than Charles street, and they are home to many families with young children. If allowed to continue, it is just a matter of time before a serious accident occurs.

>> In short, the traffic pattern changes have only succeeded in shifting the problem to narrower streets that are less able to handle the increased traffic flow.

>> From our observations, the problem seems to be worst around early afternoon (parents collecting their children from school and the afternoon commute?). However the problem was apparent throughout most of Saturday. We attribute this to the significant volume of traffic associated with the Columbus meat market located on Nanaimo and Charles street.

>> It seems unlikely that the city engineers would have considered the Saturday traffic patterns when they were planning the changes. Additionally, It was unfortunate that the city only sent notices with requests for neighbourhood feedback and input AFTER the traffic signs announcing the changes were erected. Understandably all the local

residents we spoke to took this as a sign that the city really wasn't interested in local feedback or input. Had they consulted the local residents earlier this situation may have been avoided.

>>

>> Clearly the situation cannot be allowed to continue Our
>> recommendations to alleviate the problem would be as follows:

>>

>> 1: Change the traffic pattern back to the original plan (two way
>> flow all along Charles)

>> 2: Install traffic speed bumps on the 1200 and 1300 blocks of
>> Kamloops as well as the all along Kitchener street between Nanaimo
>> and Renfrew

>> 3: Install speed bumps in the alley on the 1300 block of Kamloops

>> 4: Cut off eastward bound traffic at Kitchener and Charles when
>> heading south on the 1300 block of Kamloops

>>

>> With regards to the issues on Saturday which as we said are directly attributed to the Columbus meat market, we recommend implementing a system whereby cars can NOT turn right (heading south) on Kamloops from Charles.

>> Thank you. We look forward to your reply

s.22(1)

>>

>>

>> Sent from my iPad