

# ① HASTINGS-SUNRISE (CLINTON PARK AREA) TRAFFIC CALMING

## Why we are here

As our City and region grow, our transportation networks face more demands. When roads are congested, some people who drive will cut through neighbourhoods. People might notice more vehicles, noise, and speeding and have concerns about their safety and quality of life.

The **Neighbourhood Traffic Management Program** helps address these issues using traffic calming measures. Traffic calming refers to **physical changes on the road to slow traffic down and help reduce short-cutting**. These changes make roads safer for all users. Examples of these measures include curb extensions, traffic diverters, and speed humps.

The City works together with the community to address traffic issues. We look forward to hearing your ideas and insights about the proposed changes.

## Project area boundary



## Share your feedback

- Visit [shapeyourcity.ca/clinton-park-area-traffic-calming](https://shapeyourcity.ca/clinton-park-area-traffic-calming) for more information
- Take our online survey by **Sunday, December 17, 2023**
- Sign up and attend a virtual workshop on **Wednesday, December 13 at 6:30 pm**
- Attend an **information session at Garibaldi Annex** (1025 Slocan St, Vancouver BC)
  - Thursday, December 14, 3:30-7:00 pm
  - Saturday, December 16, 9:30-1:00 pm

SCAN ME



# 2 PROJECT OVERVIEW

## Project goals

Our **traffic calming goals** for this neighbourhood include:

- Making local streets more safe and comfortable for people walking, biking and rolling
- Reducing vehicle speeds and volumes
- Maintaining access to local homes and community amenities

## Project timeline



## Our approach

The Neighbourhood Traffic Management Program uses quick-build traffic calming measures to address speeding and short-cutting on local streets. This program doesn't involve rebuilding streets. The quick measures can be adjusted or removed if necessary.

### Quick-Build - One-Way Street



vs.

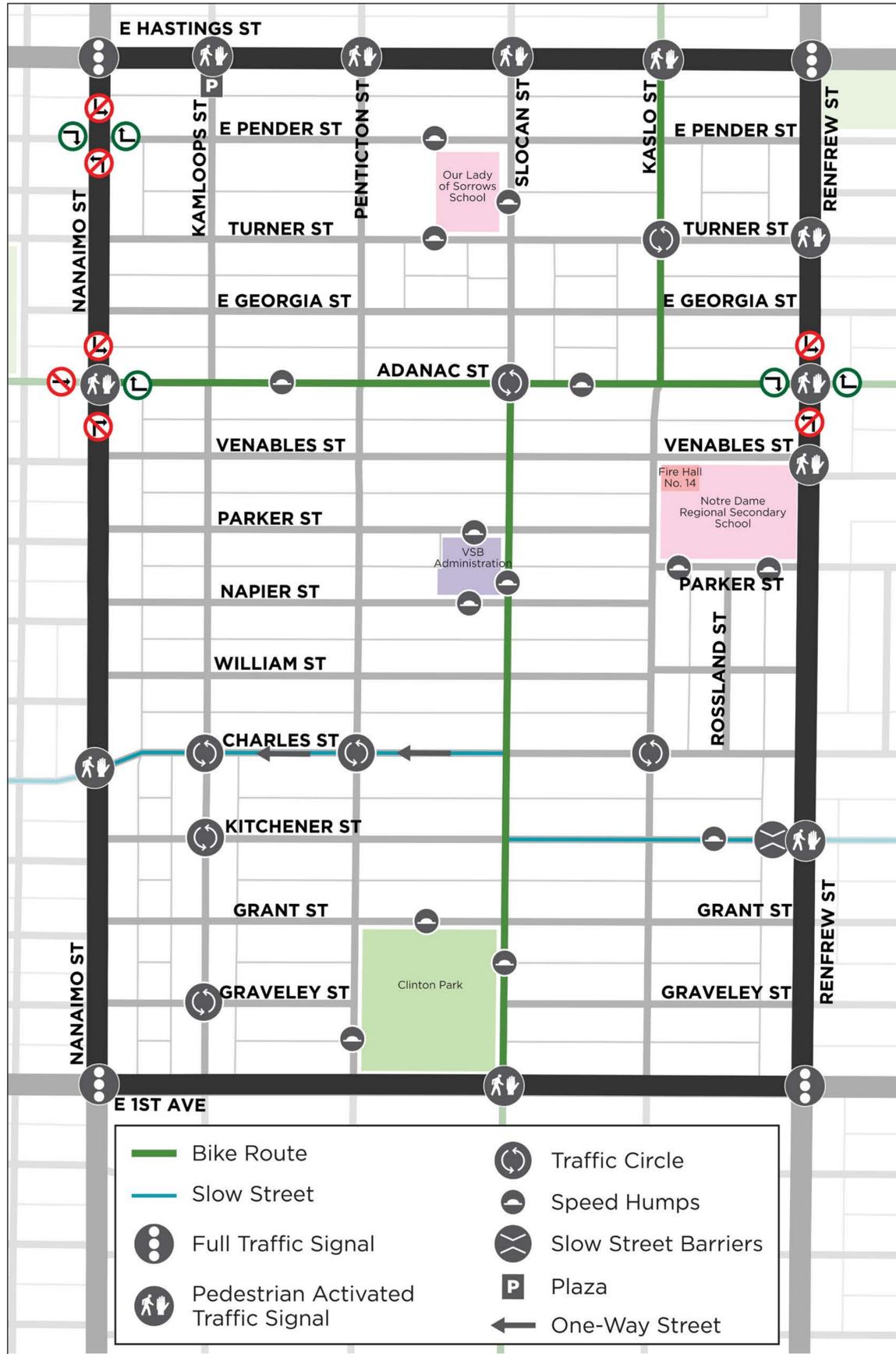
### Full Build Out - One-Way Street



# 3 PROJECT AREA

## CURRENT CONTEXT

### Neighbourhood overview



### Clinton Park Area

The project area is bounded by E Hastings St, Renfrew St, E 1st Ave and Nanaimo St. It is a primarily residential section of the larger Hastings-Sunrise neighbourhood.

The area provides access to and from homes, and local streets are used to access schools, the Vancouver School Board Administration Building, Clinton Park, and several faith centres.

#### Schools:

The network of local streets is used to access three Vancouver School Board elementary schools and two independent schools.

#### Bikeways:

The Adanac Bikeway is an important East-West regional bike connection. The North-South Sunrise Bikeway (on Kaslo and Slocan Streets) intersects with the Adanac Bikeway near the centre of this neighbourhood.

#### Slow Streets:

The Slow Streets program began to help people stay physically distant during the pandemic. Charles and Kitchener streets are designated Slow Streets. Slow Streets use calming features to slow traffic, making streets safer and more comfortable for people walking, biking and rolling.

#### Public Plazas:

A public plaza on Kamloops St at Hastings St was installed in 2020. This plaza will be made permanent by 2026.

These images show traffic calming measures in the neighbourhood.



Diverter



Speed Hump



Slow Street Barrier

# 4 VEHICLE VOLUME

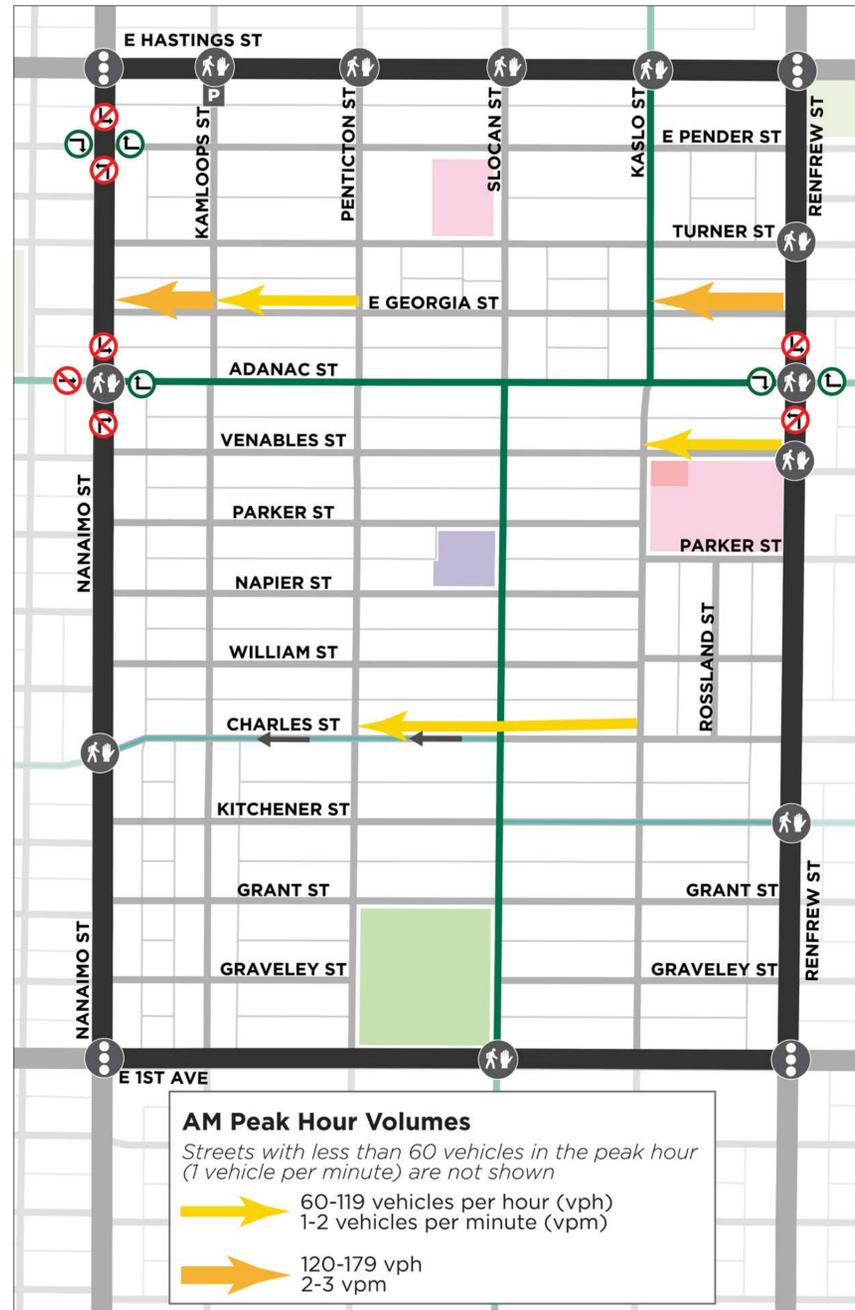
## What we learned

Vehicle volumes refer to the number of vehicles travelling daily on the street. Adding traffic calming measures to streets with more than 60 vehicles in the busiest hour will help improve safety and comfort in the area.

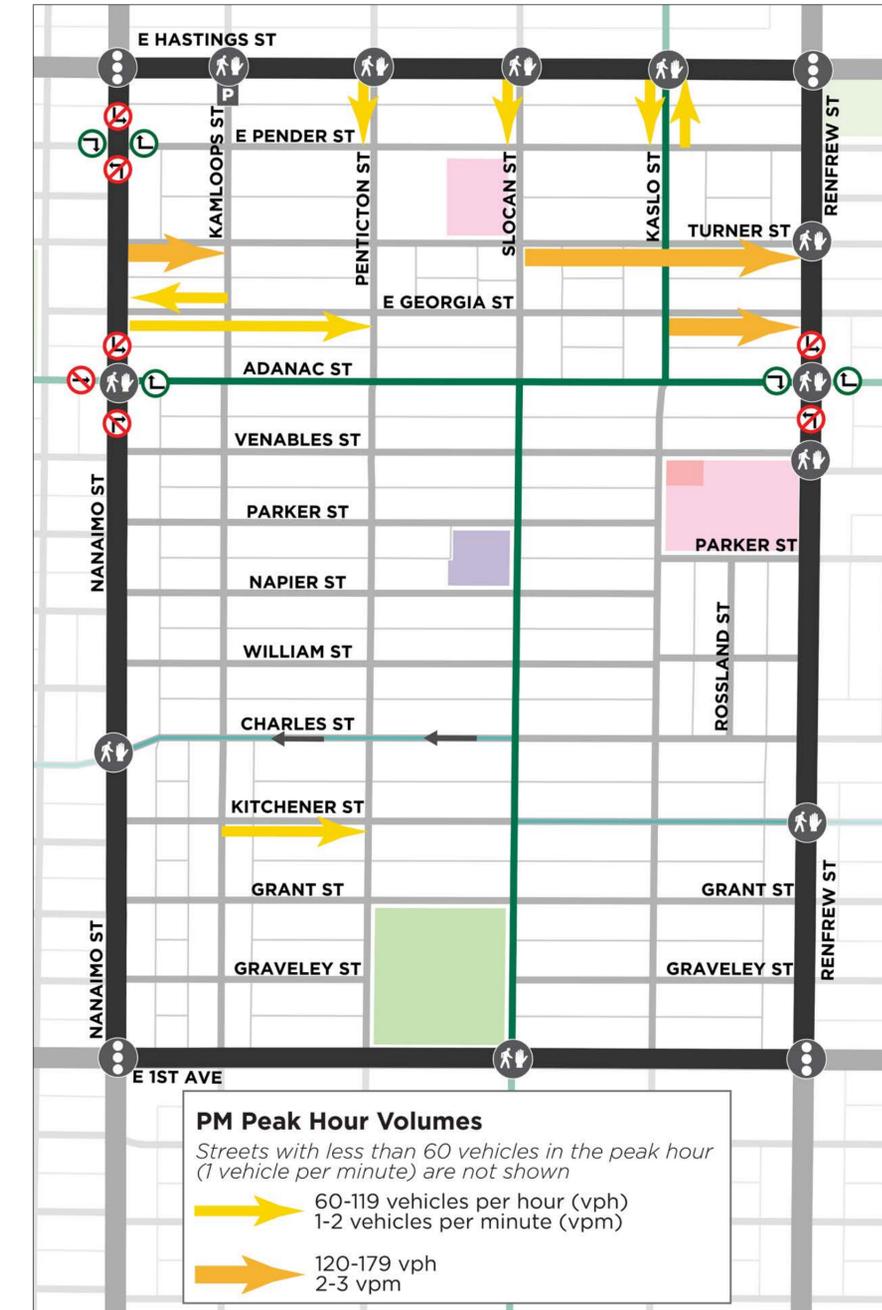
### Key points

- Traffic is unevenly distributed in the neighbourhood.
- **E Georgia St** has high vehicle volumes going westbound in the AM and eastbound in the PM peak periods.
- **Turner St** has high vehicle volumes, particularly eastbound during the PM peak.
- **Penticton, Slovan, and Kaslo streets** display high vehicle volumes during the day, peaking in the evening.

### Vehicle Volumes AM Peak

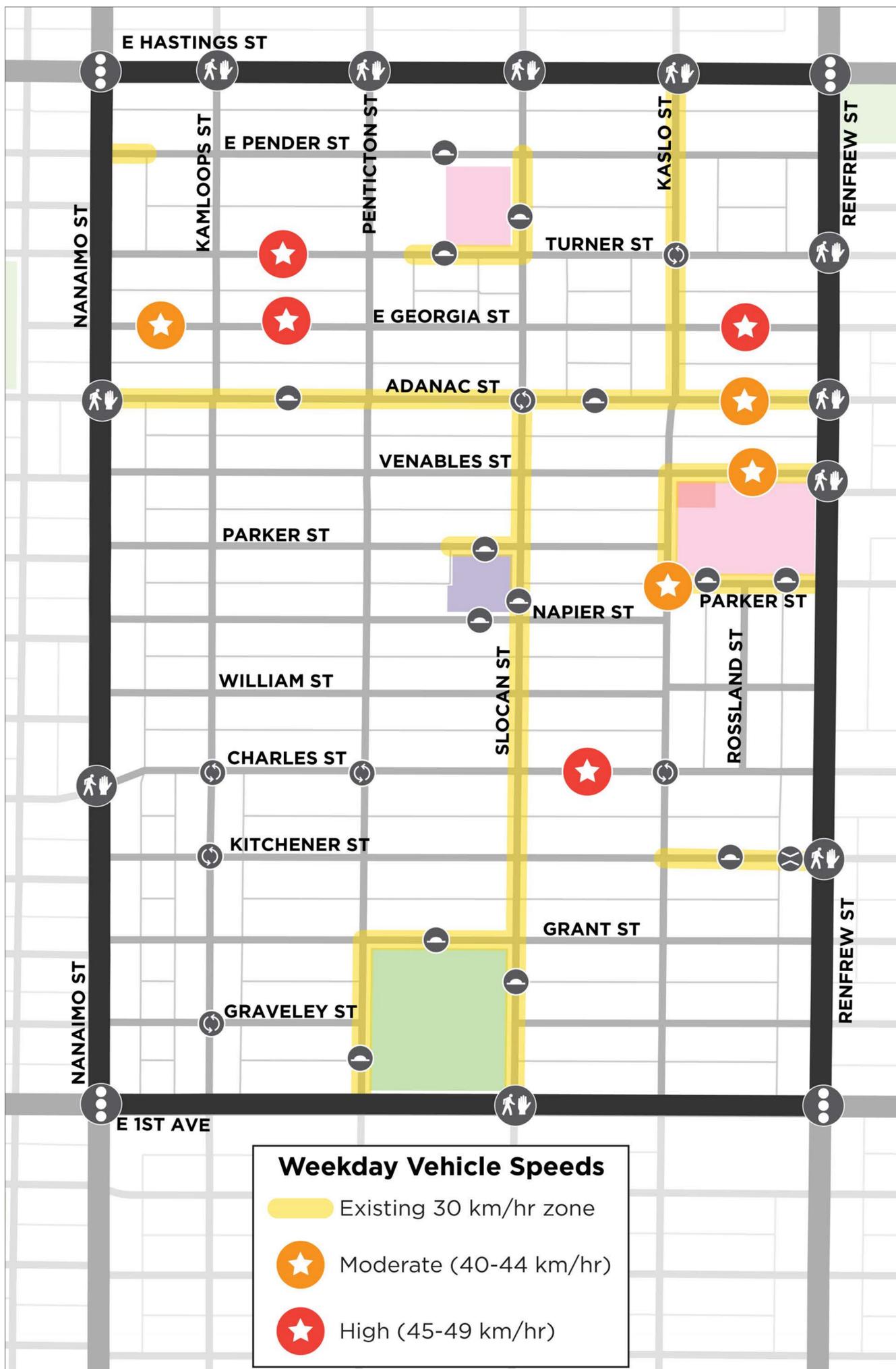


### Vehicle Volumes PM Peak



# 5 VEHICLE SPEED

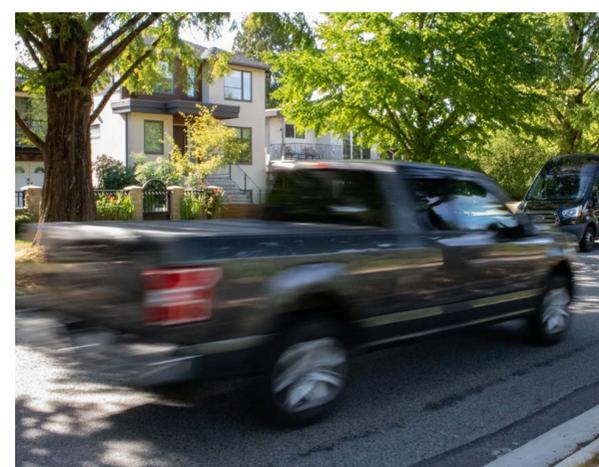
## What we learned



Vehicle speed refers to how fast vehicles are travelling along a given street.

### Key points

- There is an opportunity to reduce vehicle speeds in the neighbourhood.
- Many streets in the neighbourhood have **recorded speeds higher than what is desirable** on local roads.
- **E Georgia St, Charles St, and parts of Turner St** are seeing **speeds over 45 km/hr.**
- Some existing **30 km/hr zones** near schools and bikeways are seeing **speeds over 40 km/hr.**



Many cars are travelling above 30km/hr in the area making it uncomfortable and less safe for people walking and cycling in the area.

# ⑥ TRAFFIC CALMING MEASURES

## How can we reduce short-cutting and vehicle volumes?

Some people use local streets thinking they will save time when major roads are congested. This is called short-cutting. Installing traffic calming measures can help reduce this driving behaviour and increase comfort for people walking and cycling.



Fewer people drive on a street if it is in one direction. Emergency vehicles and people walking and cycling can use the street in both directions.



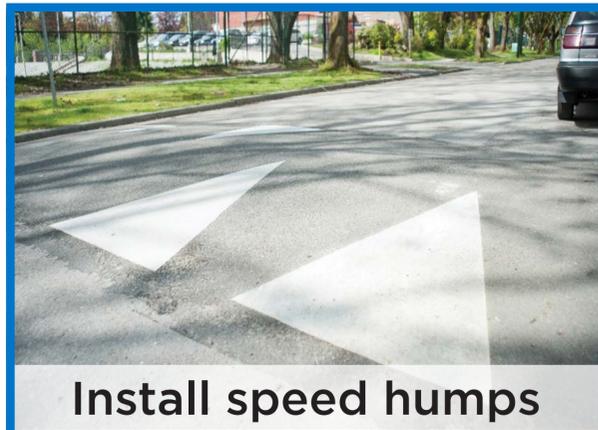
Barriers restrict the types of turns vehicles can make, while still allowing people walking and cycling to travel through the barrier. This can reduce vehicle short-cutting as an indirect route is less desirable.



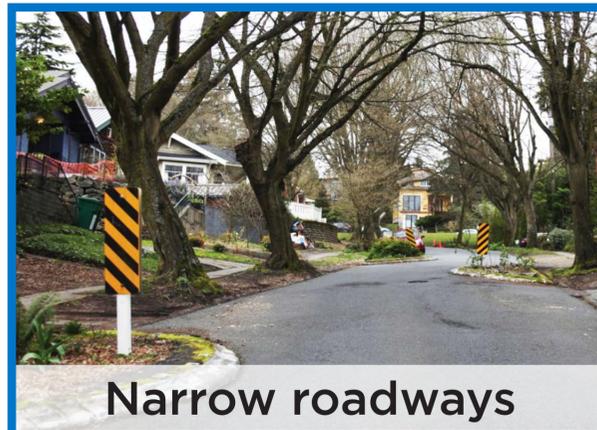
This discourages people from short-cutting. Emergency vehicles and people walking and cycling can still use the road in both directions.

## How can we encourage people to drive slowly on local streets?

Reducing vehicle speed on the street can help increase comfort for people walking and cycling and lower the risk of collision.



This is a raised surface on the road to help slow travel speed. Different variations are used on bus and bike routes or pedestrian crossings.

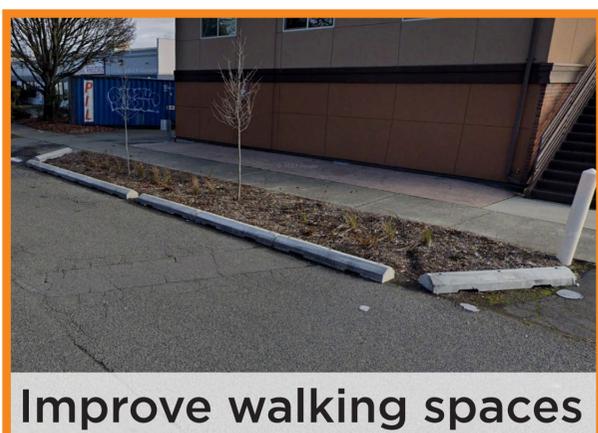


Narrowing or realigning the street to include curves helps reduce speeds and requires people driving to yield to oncoming traffic.



Crossing improvements like painted crosswalks, signage, and improved visibility provide a visual cue for people driving to slow down.

## How can we make streets safer to walk, bike and roll?



Measures include providing space to walk on streets without sidewalks or using interim curbs to minimize people parking too close to sidewalks.



Signage at street corners tells people not to park too close to intersections, which helps people driving better see people walking.

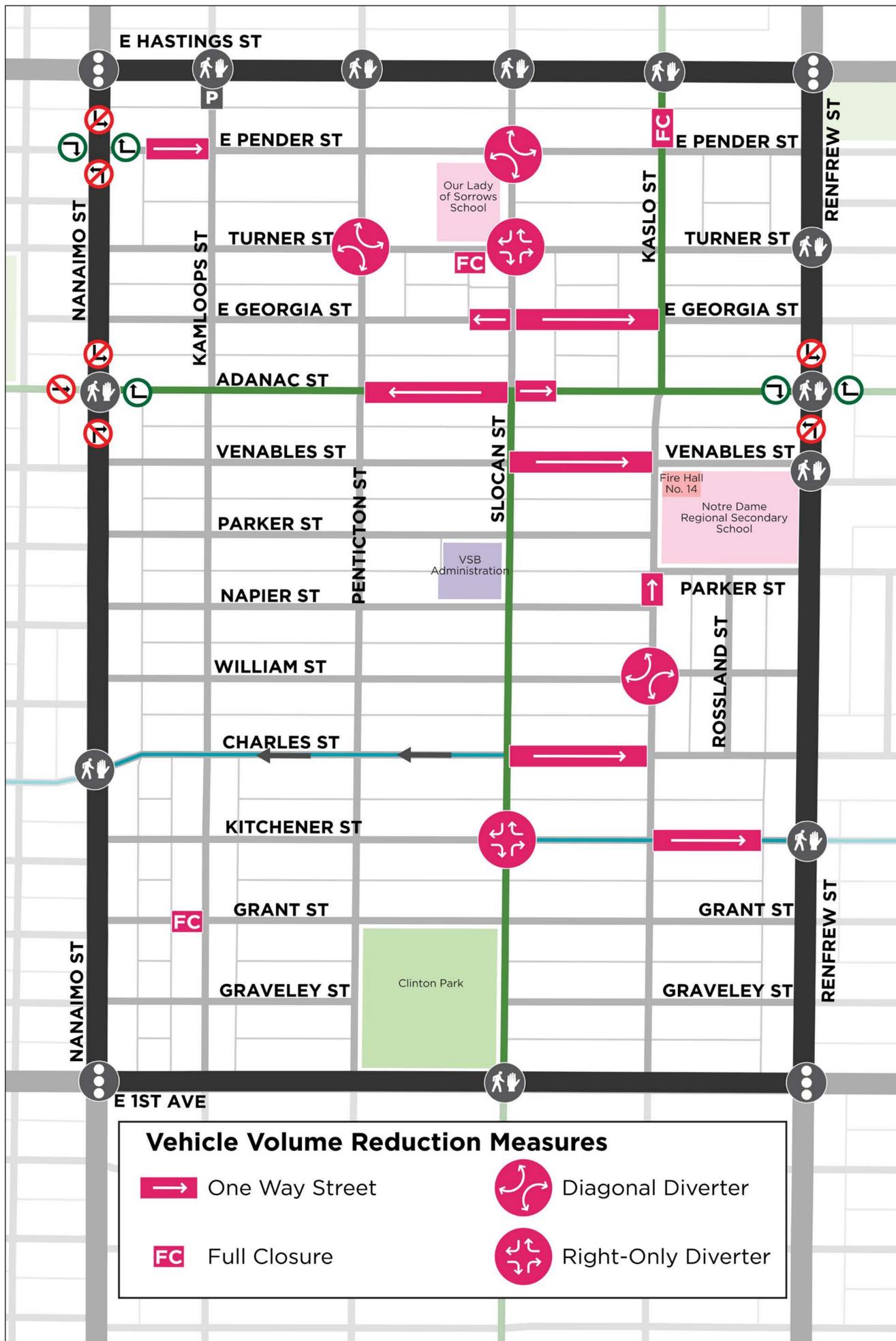


Curb bulges shorten the road's crossing distance, improve sightlines at intersections, and better delineate parking.

# 7 POTENTIAL CHANGES

## Reduce short-cutting

We are considering one-way streets and traffic diverters at key intersections to discourage short-cutting on local roads with higher vehicle volumes. While some local traffic circulation might change, access to all homes and businesses will be maintained.



**We are seeking feedback on these potential traffic calming measures**

### Neighbourhood goals

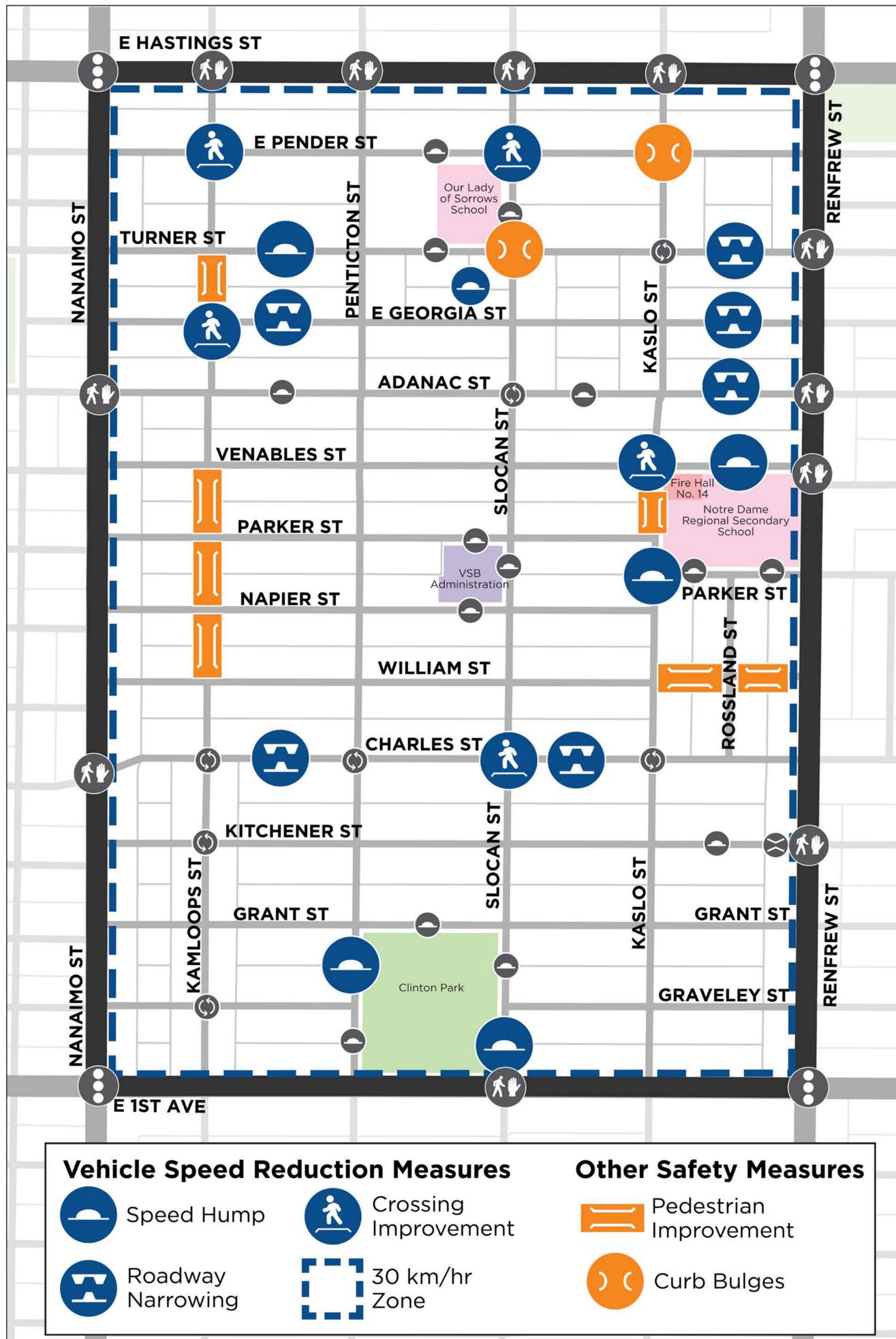
- Reduce vehicle volumes on E Georgia St & Turner St.
- Reduce vehicle volumes on **Kaslo St Bikeway** to AAA (All Ages and Abilities) levels.
- Provide clear routes for pick-up/drop-off around **Our Lady of Sorrows and Notre Dame schools**.
- Ensure traffic from **E Georgia St & Turner St** does not move to other streets in the neighbourhood.
- Reduce vehicle volumes on current and future bike routes.
- Improve **Charles and Kitchener Streets** as local walking and cycling connections to nearby schools.

# 8 POTENTIAL CHANGES

## Slow traffic

**Speed control measures** encourage people driving to slow down when using local streets.

A **new 30km/hr zone** will be created within the neighbourhood reducing the speed limit on all local streets to 30 km/hr. On some wider streets, roadway narrowing will help slow vehicle speeds and give a visual cue for people driving to slow down.



**We are seeking feedback on these potential traffic calming measures**

### Neighbourhood goals

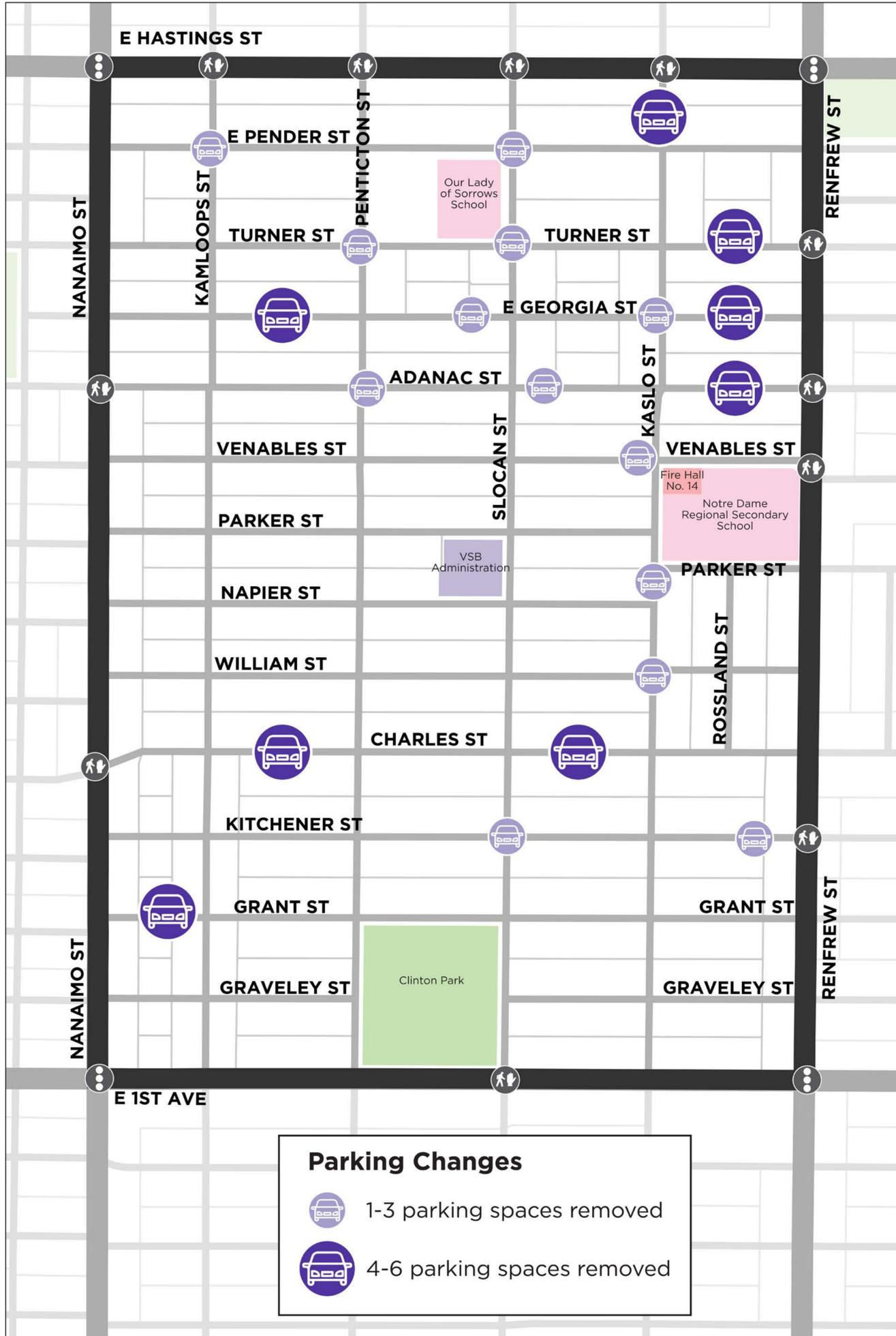
- Provide separation between people walking and parked vehicles on streets without curbs.
- Improve visibility for people walking at key intersections.
- Provide a dedicated space on select streets without sidewalks for people walking.
- Address high speeds on **E Georgia, Turner, Kaslo, and Adanac Streets.**
- Address high speeds on **Charles St.**



# 9 POTENTIAL CHANGES

## Parking

Traffic calming measures may require removing some on-street parking. This will help emergency vehicle access, improve visibility, or accommodate new pedestrian facilities. More than 95% of parking would be retained.



### Parking adjustments based on proposed traffic calming measures

#### North of William St

- Four parking spaces out of about 25 on each side of the street may be removed on streets with roadway narrowing.
- On streets with full closures, 16 parking spaces may be removed from the existing 28.

#### South of William St

- Four parking spaces out of about 25 on each side of the street may be removed on streets with roadway narrowing.
- Ten parking spaces may be removed from the existing 26 spaces on streets with full closures.



Parked Cars on Adanac St.

# 10 WE WANT YOUR INPUT

Do these proposed traffic calming measures address the traffic issues that are important to you in this neighbourhood?



Is there anything you feel is missing with the proposed measures? Or do you have concerns with any measures?

## Share your feedback

- Visit [shapeyourcity.ca/clinton-park-area-traffic-calming](https://shapeyourcity.ca/clinton-park-area-traffic-calming) for more information
- Take our online survey by **Sunday, December 17, 2023**
- Sign up and attend a virtual workshop on **Wednesday, December 13 at 6:30 pm**
- Attend an **information session at Garibaldi Annex** (1025 Slocan St, Vancouver BC)
  - Thursday, December 14, 3:30-7:00 pm
  - Saturday, December 16, 9:30-1:00 pm

SCAN ME

