

HASTINGS-SUNRISE (ADANAC OVERPASS) TRAFFIC CALMING

IMPLEMENTATION PLAN
JUNE 2024



Contents

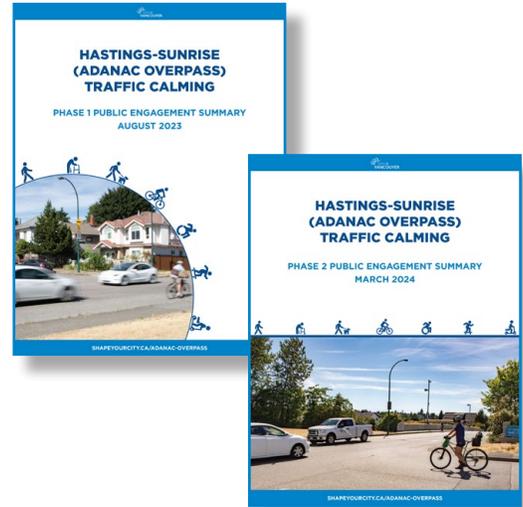
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Introduction

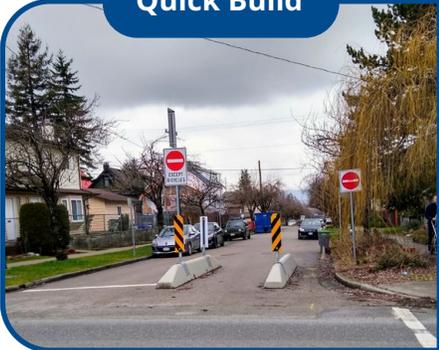
In 2023, we engaged the Hastings-Sunrise neighbourhood, near Adanac Overpass, on local traffic issues:

- March – April 2023: community members shared concerns about vehicle speeds and shortcutting. They also identified spots they felt needed to be safer for people who walk, bike, and take transit.
- August – September 2023: we heard feedback on a proposed plan to calm traffic in the area and a redesign of Adanac Street.

Engagement summaries can be found at www.shapeyourcity.ca/adanac-overpass.



Based on community feedback, the City finalized the traffic calming plan. A description of the traffic calming plan is included in this document, including an overview of what has been updated based on community feedback. For the full neighbourhood traffic calming plan, please see Appendix A.

Quick Build	Implementation	Permanent Build
	<p>Implementation is expected to start in fall 2024. We will use a mix of quick build and permanent build measures that can be adjusted or removed if necessary.</p>	

Changes to Adanac Street between Rupert Street and Boundary Road are expected to start sometime after 2026. Local residents will be engaged on a more advanced design prior to construction.

Project Goals

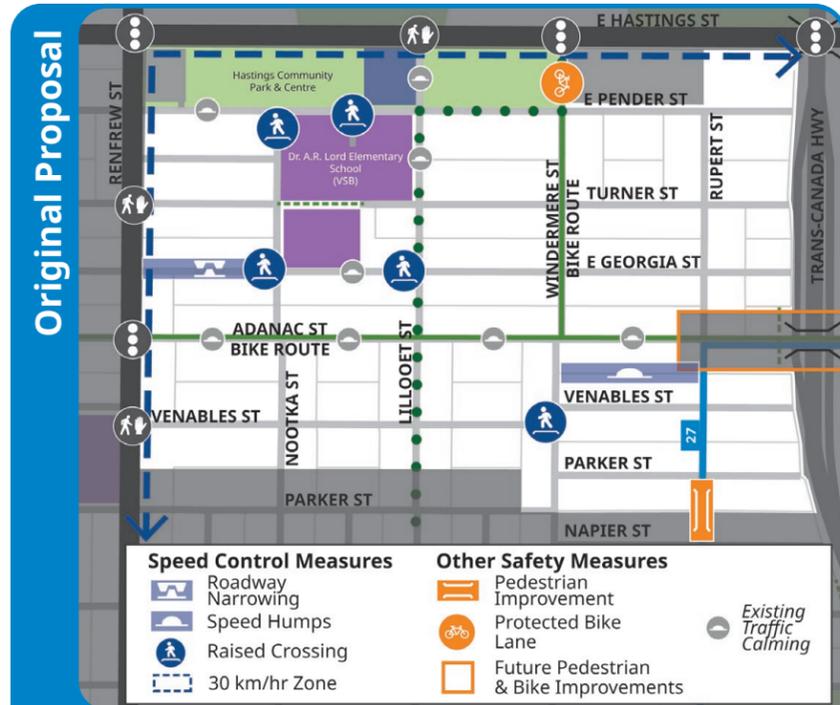
 Make local streets more comfortable for people walking, biking, and rolling.	
 Improve safety for all road users.	 Reduce vehicle speeds and volumes.
 Ensure driving access to homes and community amenities.	 Maintain transit speed and reliability.

After implementation, we will monitor and collect data on vehicle speeds and volumes. This data will help us make any potential adjustments to the traffic calming measures.

Zone 1 - North West

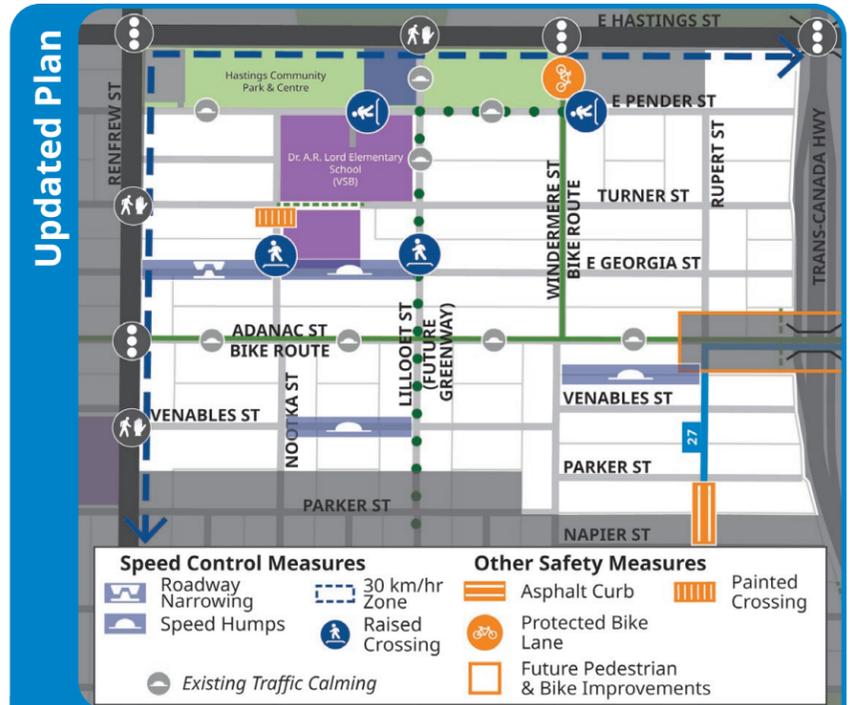
<p>Raised crossings to reduce vehicle speeds and improve pedestrian safety on:</p> <ul style="list-style-type: none"> E Pender Street at Dr. A.R. Lord Elementary School & Windermere Street. Lillooet Street at E Georgia Street. Nootka Street at E Georgia Street. 	<p>Speed humps to lower vehicle speeds on:</p> <ul style="list-style-type: none"> E Georgia and Venables Street between Nootka & Lillooet Street. Laneway north of Venables Street between Windermere & Rupert Street.
<p>One diversionary measure per continuous east-west street to discourage shortcutting through the zone.</p>	

Vehicle speed reduction & safety measures



What we heard from engagement participants

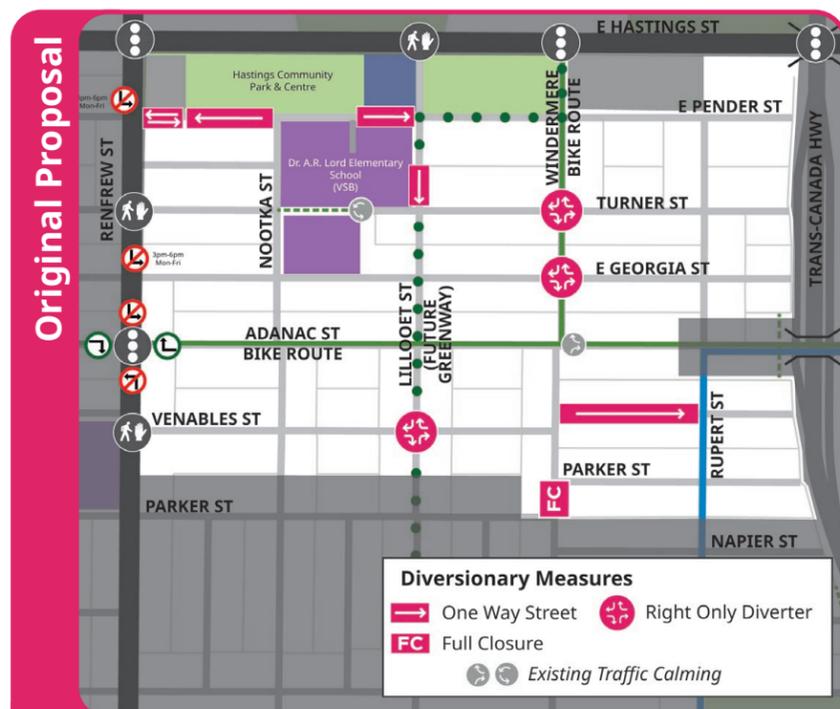
- Comfortable with slowing down cars in this zone.
- Want more speed humps on Venables Street and E Georgia Street.
- Desire to see raised crossings to reduce vehicle speeds.



Key changes

- Raised crossings in locations where we heard the most concerns regarding vehicle speeds and pedestrian crossing safety.
 - Raised crossing at Pender and Windermere Streets, where most drivers access the overpass.
- Added speed humps on E Georgia and Venables Streets.

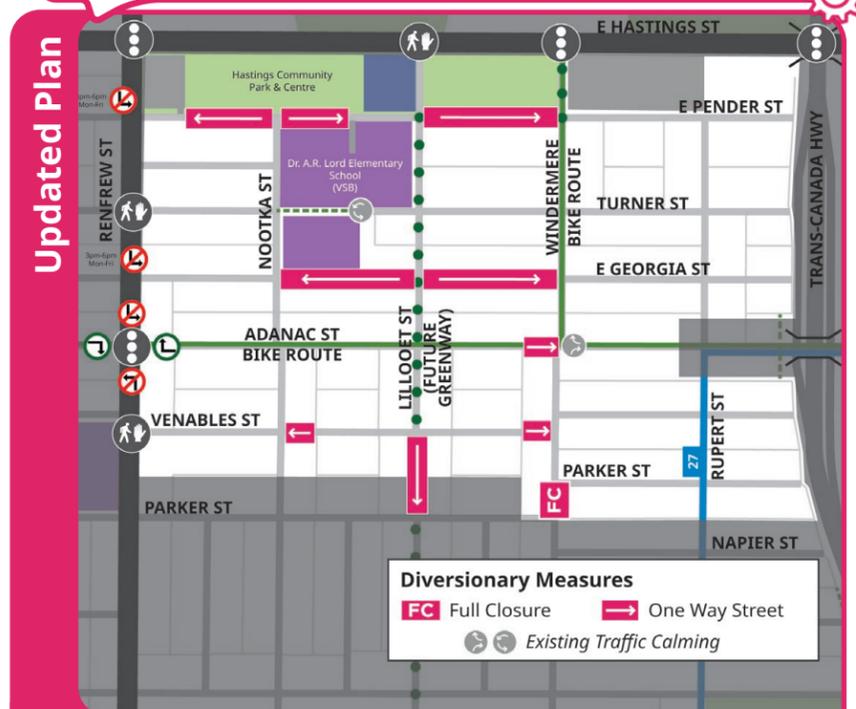
Vehicle volume reduction measures



What we heard from engagement participants

- Comfortable with reducing vehicle volumes, but there were concerns.
 - Worried that one-way streets could make it harder to reach Hastings Community Centre and Dr. A.R. Lord Elementary School.
 - Concerned about the closure at Windermere and Parker Street.

Diversionary traffic calming works as a system. Changing one measure may require changes to other measures.



Key changes

- Reworked diversionary measures to simplify access to community centre and discourage shortcutting.
 - Turner Street is not a continuous street through the zone, so it will provide primary vehicle access to Hastings Community Centre.
 - One way measures on continuous streets (E Pender, E Georgia, Adanac and Venables Street) discourage shortcutting through the zone.
- Reviewed the concerns about full closure in the context of the updated plan. With fewer diversionary measures on Windermere Street, the full closure is important to discourage shortcutting along this street.

Zone 2 - North East



Raised crossings to reduce vehicle speeds and improve pedestrian safety on:

- E Georgia Street at Skeena & Kootenay Street.



Speed humps to lower vehicle speeds on:

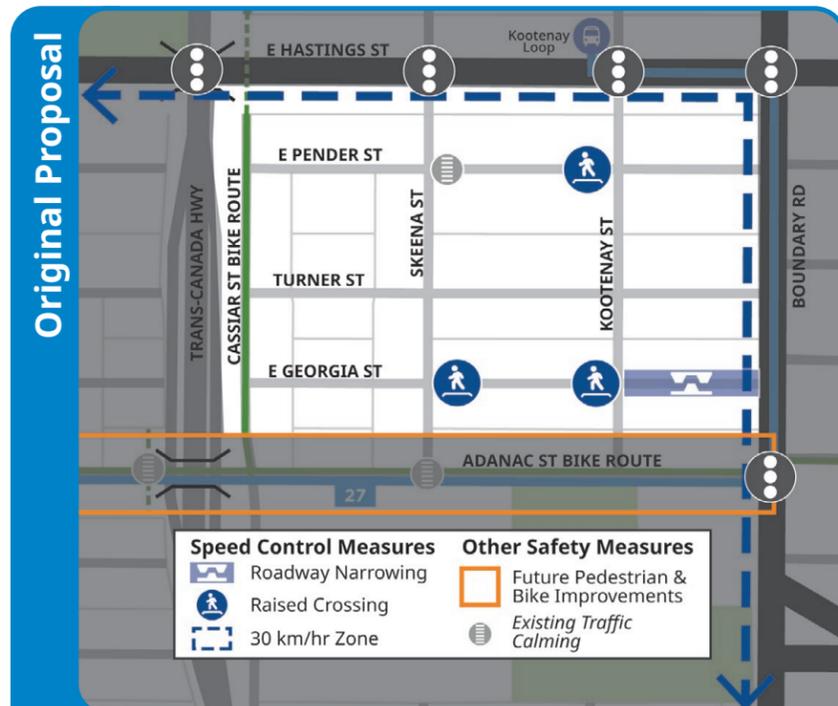
- E Georgia and Turner Street between Boundary Road & Kootenay Street.
- Skeena Street between E Pender & Turner Street.



One-way vehicle travel to discourage shortcutting on:

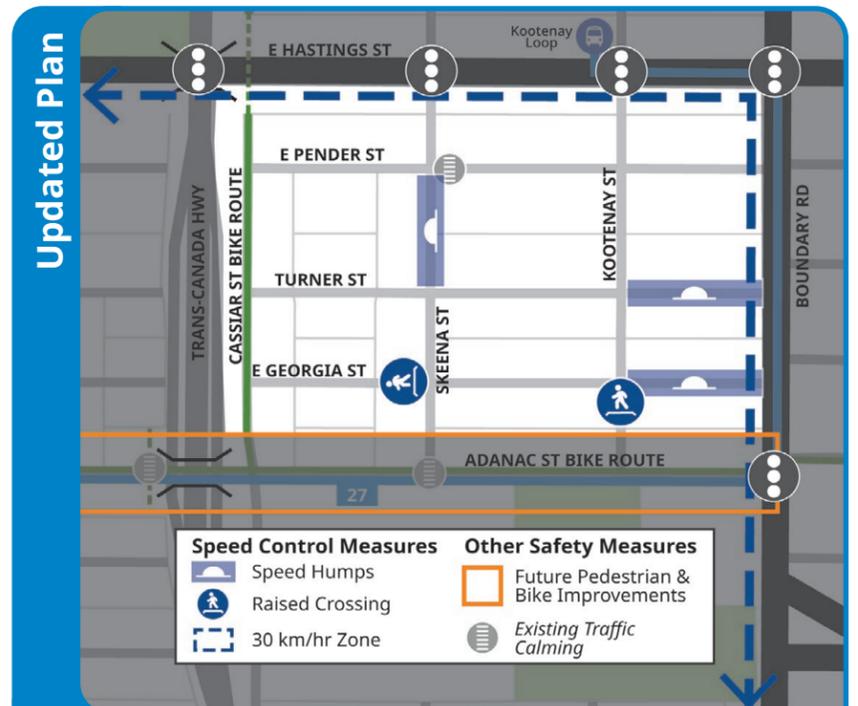
- Turner Street between Boundary Road & Kootenay Street.
- Skeena Street between E Pender Street and the lane south of E Hastings Street.

Vehicle speed reduction & safety measures



What we heard from engagement participants

- Comfortable with slowing down cars in this zone, including the proposed 30km/hr speed limit.
 - Improve pedestrian safety on Skeena Street and Kootenay Street.
- Desire to see raised crossings to reduce vehicle speeds.

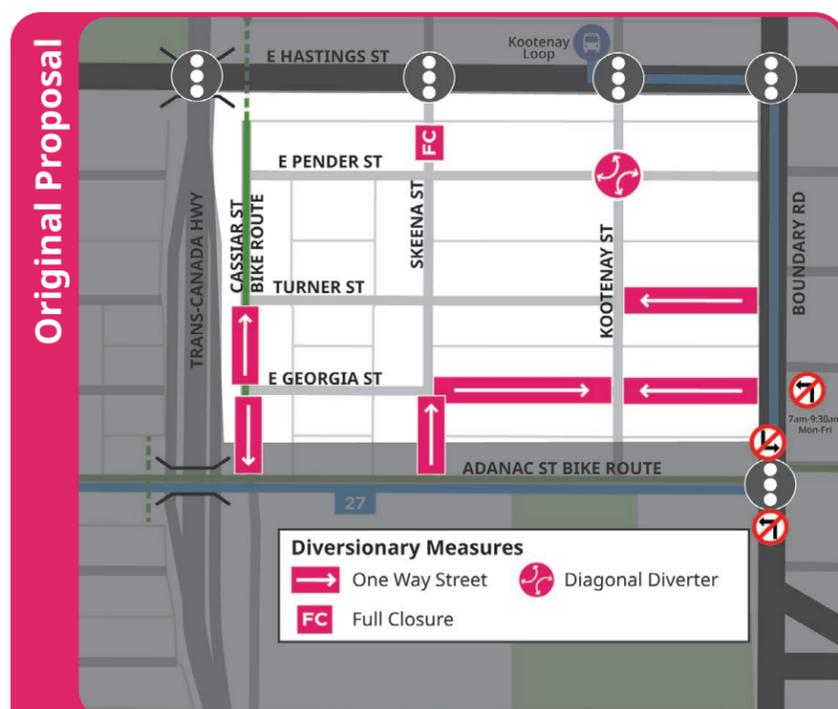


Key changes

- Changed roadway narrowing on E Georgia Street to speed humps.
- Added additional speed humps on Skeena and Turner Streets.
- Moved raised crossing location from E Georgia Street to Kootenay Street.
- Removed raised crossing at Kootenay Street and E Pender Street as it is not feasible with diagonal diverter (see vehicle volume reduction measures below).

Vehicle volume reduction measures

Diversionary traffic calming works as a system. Changing one measure may require changes to other measures.



What we heard from engagement participants

- Comfortable with reducing vehicle volumes, but there were concerns.
 - Concerned about the proposed full closure at Skeena Street and E Pender Street limiting access for residents who drive.
 - Concerned about the proposed one-way westbound streets on E Georgia Street and Turner Street.



Key changes

- Changed full closure on Skeena Street to one way northbound to maintain access for residents driving out of the area.
- Removed one ways on Skeena, Cassiar, and E Georgia Streets to simplify access to homes.

Zone 3 - South West

Speed humps to lower vehicle speeds on:

- Parker Street between Renfrew & Nootka Street.
- Kitchener Street between Renfrew & Nootka Street and between Windermere & Rupert Street.
- Four blocks of Charles Street.
- Lillooet Street between Charles & Parker Street.

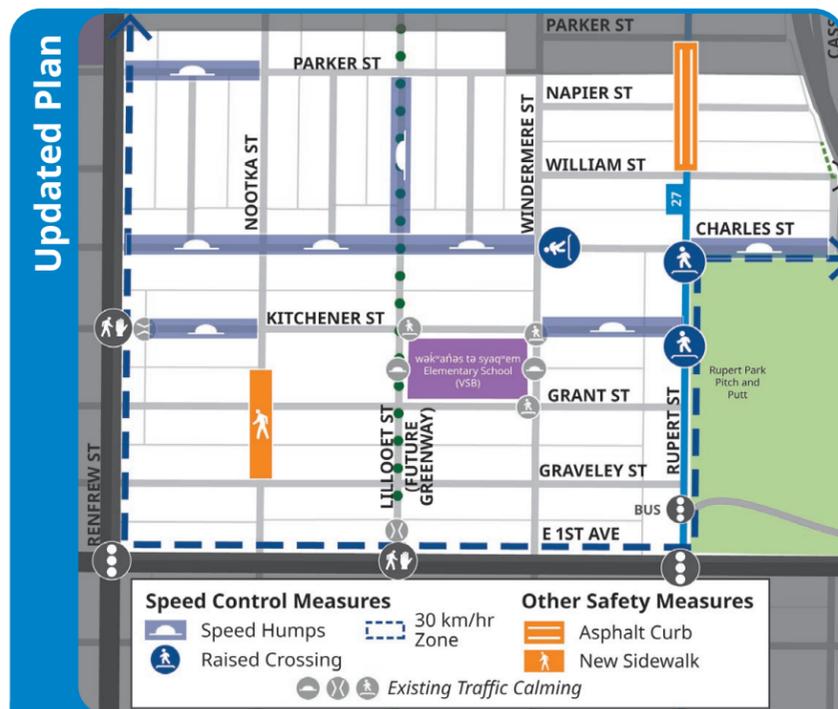
One diversionary measure per continuous east-west street to discourage shortcutting through the zone.

New sidewalk on Nootka Street between Graveley Street and the lane south of Kitchener Street.

Raised crossings to reduce vehicle speeds and improve pedestrian safety on:

- Rupert Street at Charles & Kitchener Street.
- Charles Street at Windermere Street.

Vehicle speed reduction & safety measures



What we heard from engagement participants

- Comfortable with vehicle speed reduction measures in this zone.
- Want lower vehicle speeds and improved crossings on Rupert Street by Rupert Park.
- Want additional pedestrian safety measures at Charles Street & Windermere Street.
- Desire for slower vehicle speeds on Charles Street.
- Concerned about the proposed roadway narrowing on Charles Street reducing parking spaces.

Key changes

- Added a raised crossing on Charles at Windermere Street.
- Added additional speed humps on Charles and Kitchener Street.
- Changed roadway narrowing on Charles Street to speed humps.
- The City of Vancouver partnered with TransLink to fund new sidewalks in this neighbourhood. These will be implemented later in 2025/2026.
 - Outside of Neighbourhood Traffic Management (NTM) scope.

Vehicle volume reduction measures



Diversionary traffic calming works as a system. Changing one measure may require changes to other measures.



What we heard from engagement participants

- Some concerns about proposed vehicle volume reduction measures changing commute patterns and potentially redirecting traffic to alternate streets.

Key changes

- Reworked diversionary measures to simplify access to homes and discourage shortcutting.
 - One measure per continuous east-west street to discourage shortcutting through the zone. This encourages drivers to use Rupert Street to exit the neighbourhood.

Zone 4 - South East

<p>New sidewalks for people walking on:</p> <ul style="list-style-type: none"> Skeena and Kootenay Street between the laneway north of Charles Park to the laneway north of Napier Street. Charles Street between Charles Park & Boundary Road. 	<p>A shared street in the laneway between Napier and William Street for people walking.</p> <p>Speed humps to lower vehicle speeds on:</p> <ul style="list-style-type: none"> Cassiar Street between Adanac & Napier Street. Lane north of Napier Street between Cassiar Street and lane west of Boundary Road. Napier Street between Cassiar Street and Kootenay Street.
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Vehicle speed reduction & safety measures

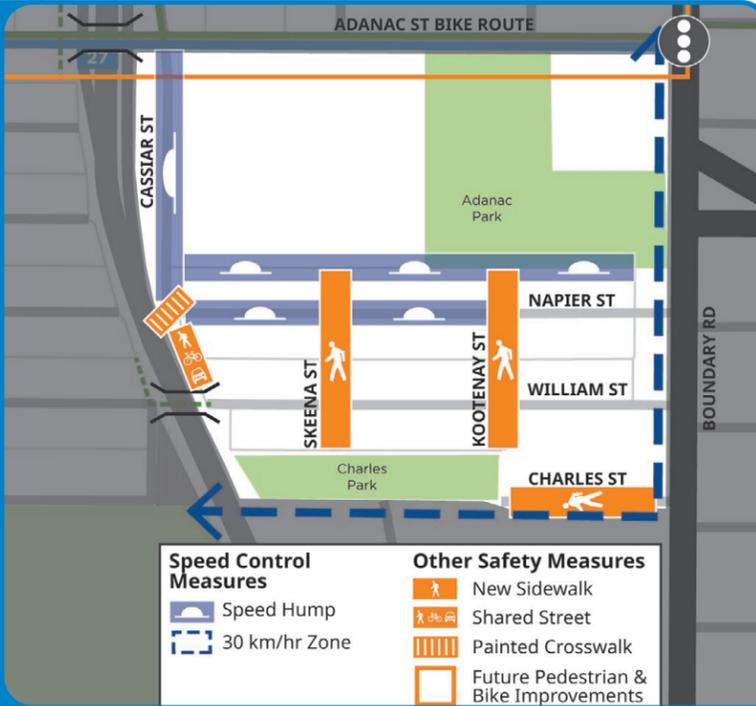
Original Proposal



What we heard from engagement participants

- Comfortable with reducing vehicle speeds in this zone.
 - Want additional speed humps in the area.
 - Desire to improve visibility at the intersection of Cassiar Street and Napier Street.

Updated Plan



Key changes

- Added additional speed humps along Cassiar Street and laneway between Napier Street and Adanac Park.
- Removed parking at Cassiar & Napier Street to provide a more comfortable crossing for people walking and biking.
- The City of Vancouver partnered with TransLink to fund new sidewalks in this neighbourhood. These will be implemented later in 2025/2026.
 - Outside of Neighbourhood Traffic Management (NTM) scope.

Vehicle volume reduction measures

Original Proposal

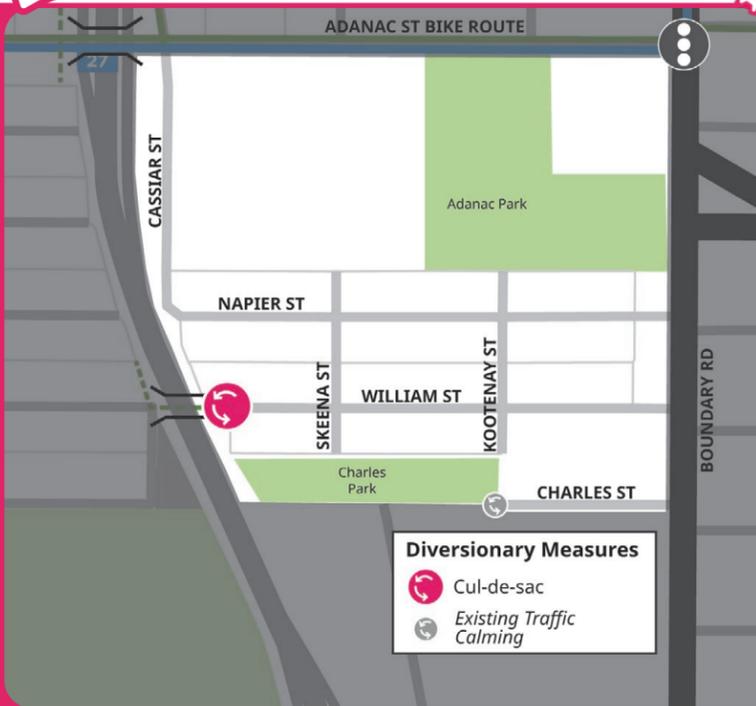


What we heard from engagement participants

- Less comfortable with one-way streets on Napier and William Streets reducing access for people driving.

Diversionary traffic calming works as a system. Changing one measure may require changes to other measures.

Updated Plan



Key changes

- Removed one-ways in this zone. Staff will monitor vehicle volumes to determine if additional measures are needed.

Adanac Special Zone (Implementation 2026+)

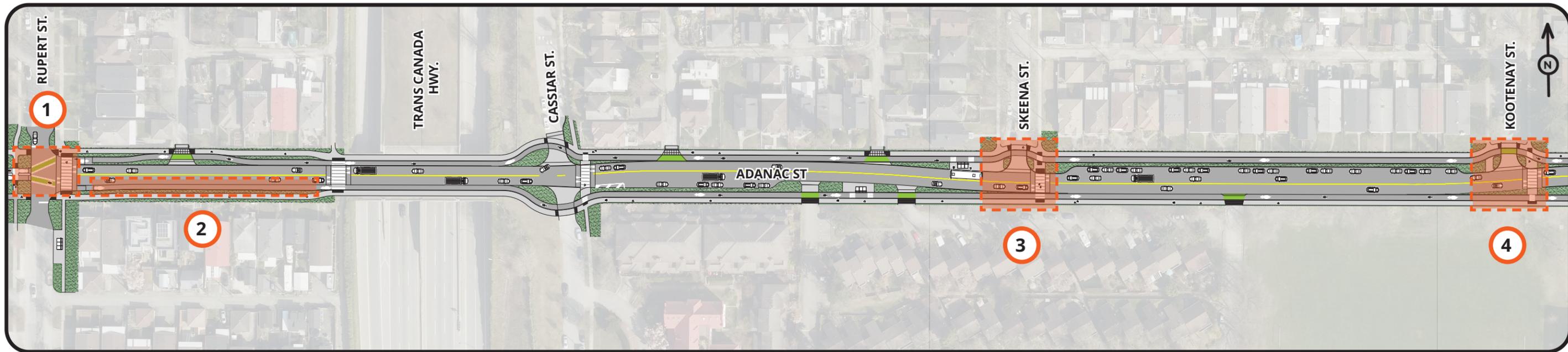
- 
Maintain access on the Adanac Overpass for all modes of transportation.
- 
Improve connections and accessibility for people walking.
- 
Increase safety and comfort for those walking, biking, and taking transit.
- 
Provide an all ages and abilities (AAA) protected bike lane.

1 What we heard

- A. Concern about potential turning conflicts between people biking and driving at Rupert Street and Adanac Street.
- B. Concern about the proposed cul-de-sac at Rupert Street and Adanac Street making it harder to build up speed on the Adanac Street hill when biking.
- C. Concern about the cul-de-sac stopping people from driving through Adanac Street at Rupert Street.

City response

- A. We are reviewing the angle of the bike crossings on Rupert Street to minimize conflicts between people biking and driving.
- B. We are looking to give the right-of-way to vehicles and bikes travelling along Adanac Street. This would be communicated with signage and pavement markings (eg: green bike paint).
- C. The cul-de-sac west of Rupert Street is expected remain a part of the design. It helps reduce vehicle volumes and provides a more comfortable experience for people cycling.



2 What we heard

Concern for loss of parking on both sides of Adanac Street between Rupert and the overpass, when other blocks on the Adanac Street project will have parking on one side.

City response

The proposed road width may be changed to accommodate on-street parking on the south side of Adanac Street. This may result in the loss of trees which would need to be replaced elsewhere along the project.

3 4 What we heard

Desire to see crossings accommodated for people cycling turning left from/to eastbound unidirectional bike lane.

City response

Changes to the design will be explored to provide safe opportunities for crossing Adanac Street onto the bike lane.

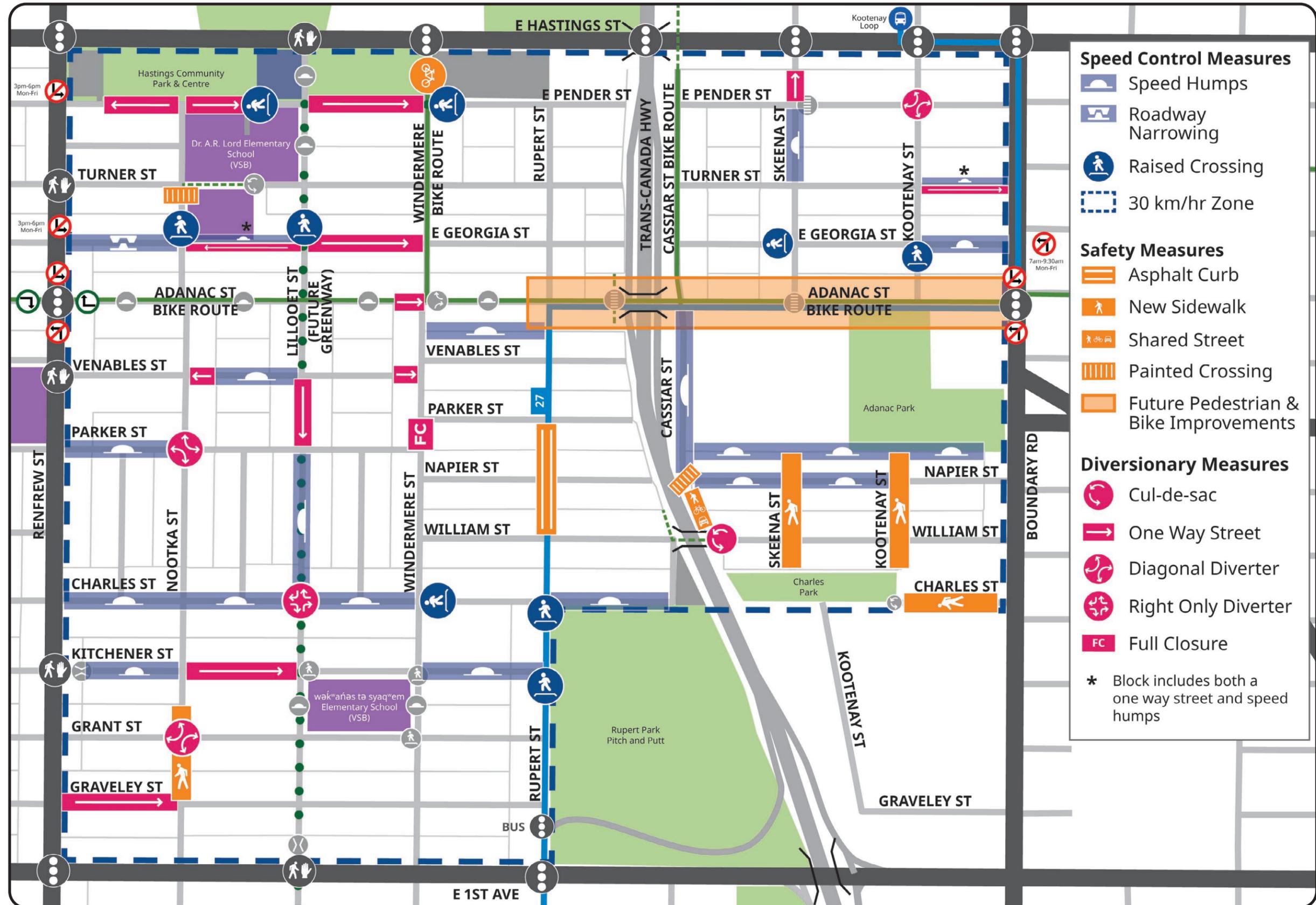
Conclusion & Next Steps



The Hasting-Sunrise (Adanac Overpass) traffic calming plan is scheduled for implementation starting in fall 2024. This traffic calming plan was developed and refined with community feedback; where possible, traffic calming measures were adjusted and added to try to best meet the project goals. After implementation, we will monitor and collect data on vehicle speeds and volumes. This data will help us determine if any future adjustments are required.

Changes on Adanac Street between Rupert Street and Boundary Road are expected to start sometime after 2026. Local residents will be engaged on a more advanced design prior to construction.

Appendix A - Full Neighbourhood Traffic Calming Plan



Speed Control Measures

- Speed Humps
- Roadway Narrowing
- Raised Crossing
- 30 km/hr Zone

Safety Measures

- Asphalt Curb
- New Sidewalk
- Shared Street
- Painted Crossing
- Future Pedestrian & Bike Improvements

Diversionary Measures

- Cul-de-sac
- One Way Street
- Diagonal Diverter
- Right Only Diverter
- Full Closure (FC)

* Block includes both a one way street and speed humps