



# Hastings-Sunrise (Adanac Overpass) Traffic Calming

September 2023





*The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the x<sup>w</sup>məθk<sup>w</sup>əyəm (Musqueam), Skwxwú7mesh (Squamish), and səlilwətaʔ (Tsleil-Waututh) Nations.*



1. Project Overview
2. Phase 1 Engagement Summary
3. What We're Proposing
4. Adanac St. Proposed Design
5. Next Steps



# PROJECT OVERVIEW





# Neighbourhood Boundaries





# Project Purpose and Objectives



**Improve safety**



**Make local streets more comfortable for all**



**Reduce vehicle speeds and volumes**



**Maintain transit speed and reliability**



**Ensure local access to homes and community amenities**



**We Are Here!**



## Phase 1

*March – April 2023*

- I. **Confirmed** key traffic issues related to vehicle volumes and speeds on local streets.
- II. **Shared** how various traffic calming measures can address traffic challenges.

## Phase 2

*August – September 2023*

- I. **Share** phase one engagement findings with community.
- II. **Share** emerging traffic calming options, rationale and how community feedback has shaped the proposed measures.
- III. **Seek** feedback on proposed traffic calming measures and Adanac St. redesign.

## Implementation: Traffic Calming

*2024 – 2025*

- I. **Refine** measures based on community feedback.
- II. **Implement** traffic calming measures using interim materials (eg. concrete barriers).
- III. **Monitor and adjust.**

## Implementation: Adanac St.

*2025 Onwards*

- I. **Full build of Adanac St. 2025 onwards.**
- II. **Refine design** for Adanac St. and connect with local residents prior to construction as needed.



# PHASE 1 ENGAGEMENT SUMMARY





# What We Did



**2,700+**

Letters and emails  
sent to businesses &  
residents



**15**

Organizations  
reached



**2,200**

Visitors to *Shape  
Your City* project  
webpage



**10**

Online workshops  
and meetings (41  
participants)



**750**

Social media  
interactions



**26**

Emails received



**305**

Surveys completed



**57**

Pop-up attendees



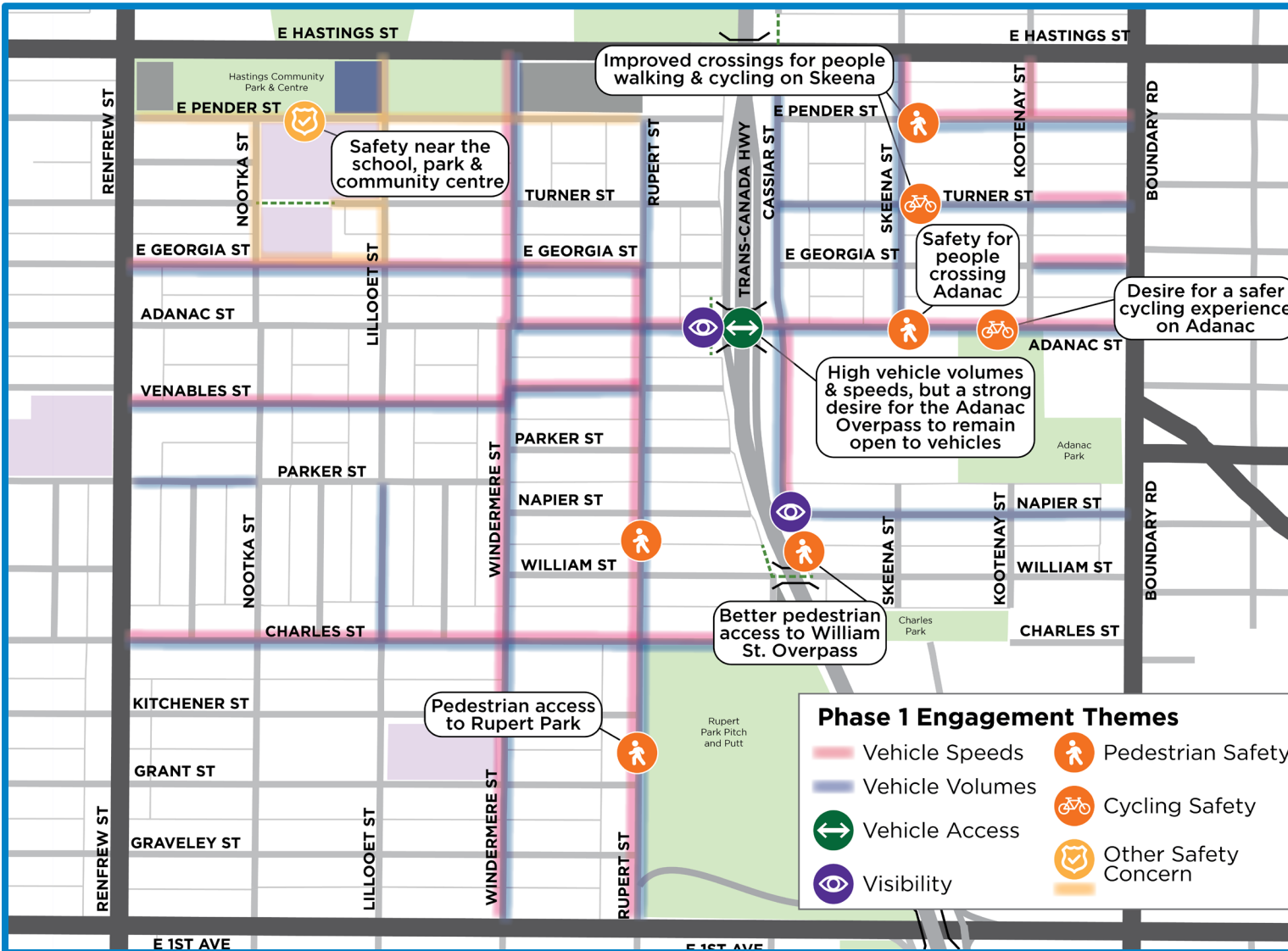
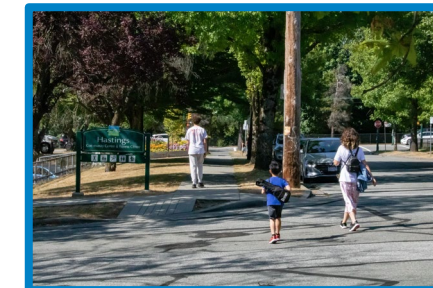
**10**

3-1-1 interactions



# What We Heard

We heard concerns from many people in different areas of the neighbourhood. Key themes included high vehicle volumes, speeds, and safety for people walking and biking. Many of these themes could be found in specific areas of the neighbourhood.





# Key Takeaways



A majority of people agreed with the data we presented on vehicle speeds and volumes in the neighbourhood.



We heard that vehicle speeds across the neighbourhood were higher than desired.



We also heard the need to improve pedestrian crossing safety near schools and community amenities.



Many people wanted to see traffic calming measures that reduce vehicle speeds and volumes, and improved safety and comfort for people walking and biking.





# WHAT WE'RE PROPOSING





# Summary

We are proposing a set of traffic calming measures to help reduce vehicle volumes, speeding and improve safety.

📍 **Vehicle diversionary measures** reduce vehicle volumes by discouraging drivers from using local streets to access the Adanac Overpass. Driving between areas in the neighborhood will remain under 6 minutes.



One-Way Street



Right Only Diverter



Diagonal Diverter



Cul-de-sac



Full Closure



# Summary

We are proposing a set of traffic calming measures to help reduce vehicle volumes, speeding and improve safety.




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





# Summary

We are proposing a set of traffic calming measures to help reduce vehicle volumes, speeding and improve safety.

 **Safety improvement measures** improve safety for people walking, biking and rolling.





# ZONE 1 – NORTH WEST

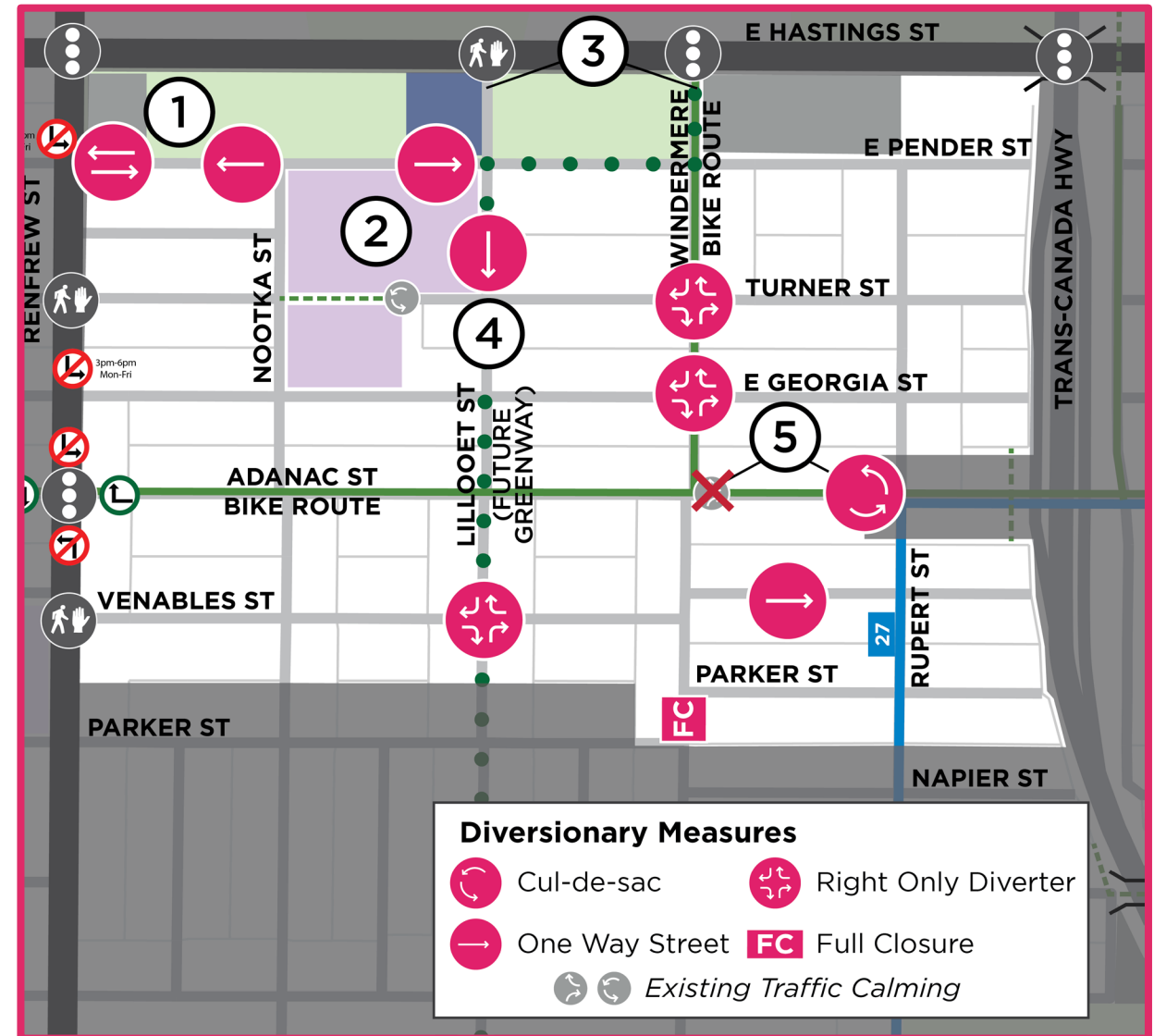




# Zone 1 – Vehicle Diversionary Measures

**Vehicle volume reduction measures** in Zone 1 discourage drivers from using local streets in this area to access the Adanac Overpass. Key considerations include:

- ① Allowing two way access from Renfrew St. to E Pender St. up to the parking lot before restricting E Pender to one-way westbound.
- ② Maintaining clockwise circulation around A. R. Lord Elementary School for pick up/drop off.
- ③ Maintaining two-way vehicle access from E Hastings St. onto Lillooet St. and Windermere St. to allow access to Hastings Community Centre and the Emergency Operations Centre.
- ④ Directing vehicles away from Lillooet St. (future bikeway/greenway).
- ⑤ Remove diverter at Windermere St. and replacing with cul-de-sac at Rupert St.

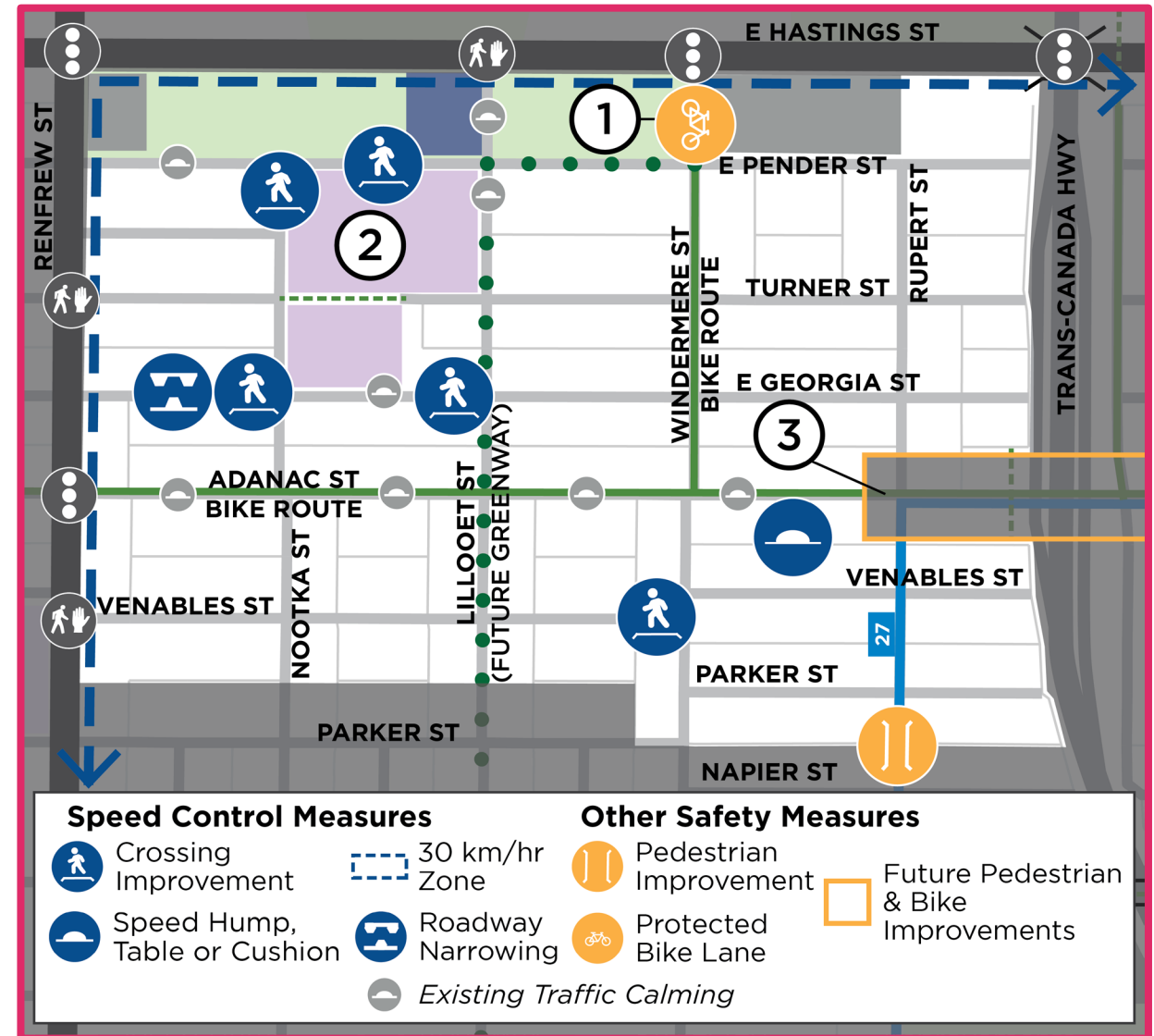




# Zone 1 – Speed Control & Safety Improvements

**Speed and safety measures** in Zone 1 improve pedestrian conditions near community amenities and other key locations. In addition to reducing the speed limit on all local streets to 30 km/hr, key considerations include:

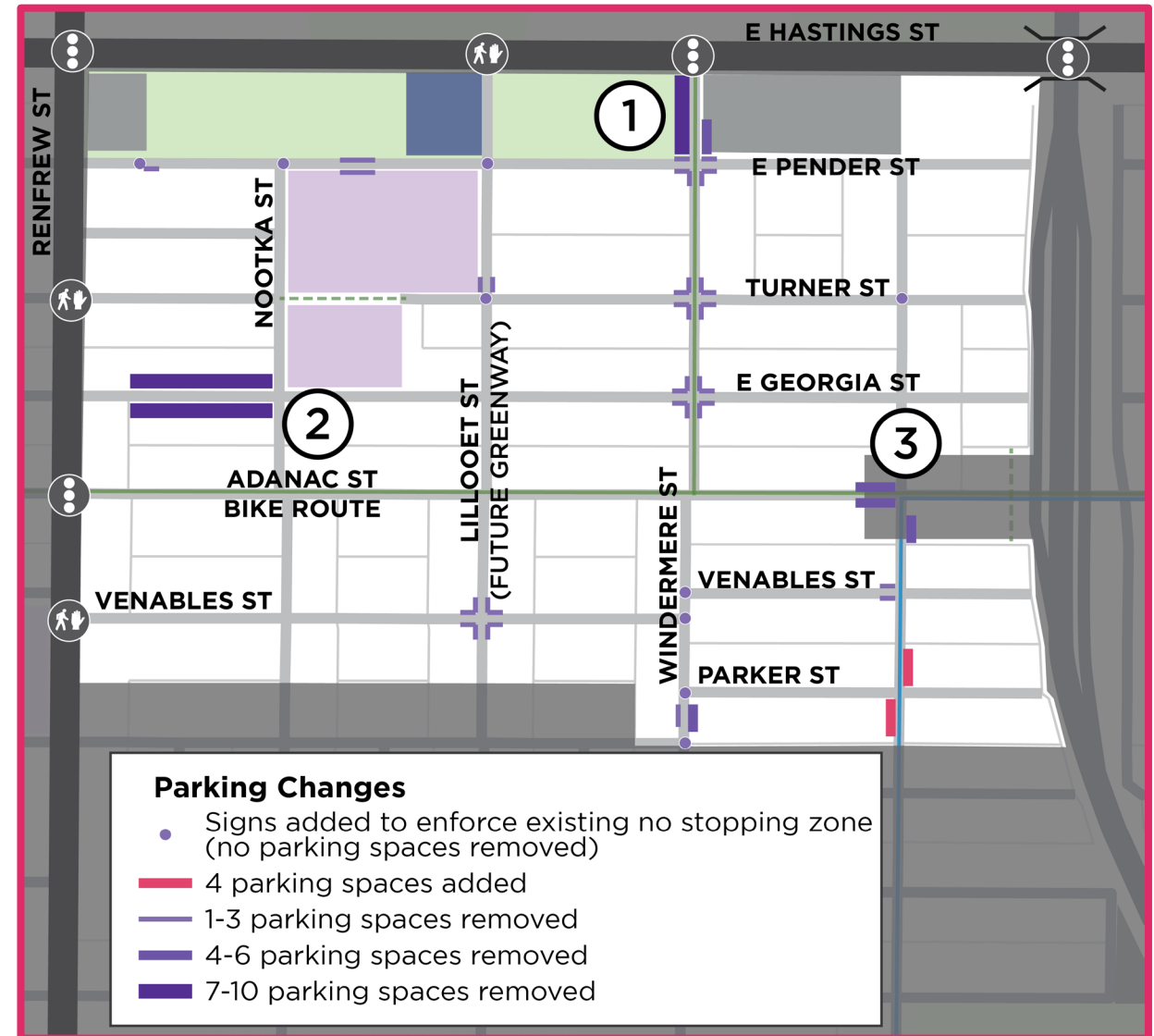
- ① Providing a protected cycling facility on Windermere between E Hastings & E Pender St., while maintaining vehicle access.
- ② Improving crossings near community amenities such as A.R. Lord Elementary School and Hastings Community Centre.
- ③ Improving the pedestrian crossing experience at Rupert St. and Adanac St.





# Zone 1 – Parking Changes

- ① Remove parking on Windermere St. between E Hastings and E Pender St. to accommodate new cycling facilities and improve safety for pedestrians.
- ② Up to half the parking on each side of the street may need to be removed as part of the roadway narrowing.
- ③ Parking removed on Adanac St. to accommodate new cul-de-sac. On Adanac & Rupert St., consolidate bus stops to improve bus speed and reliability, resulting in a net increase of up to 4 on-street parking spots in this zone on Rupert St.





# ZONE 2 – NORTH EAST

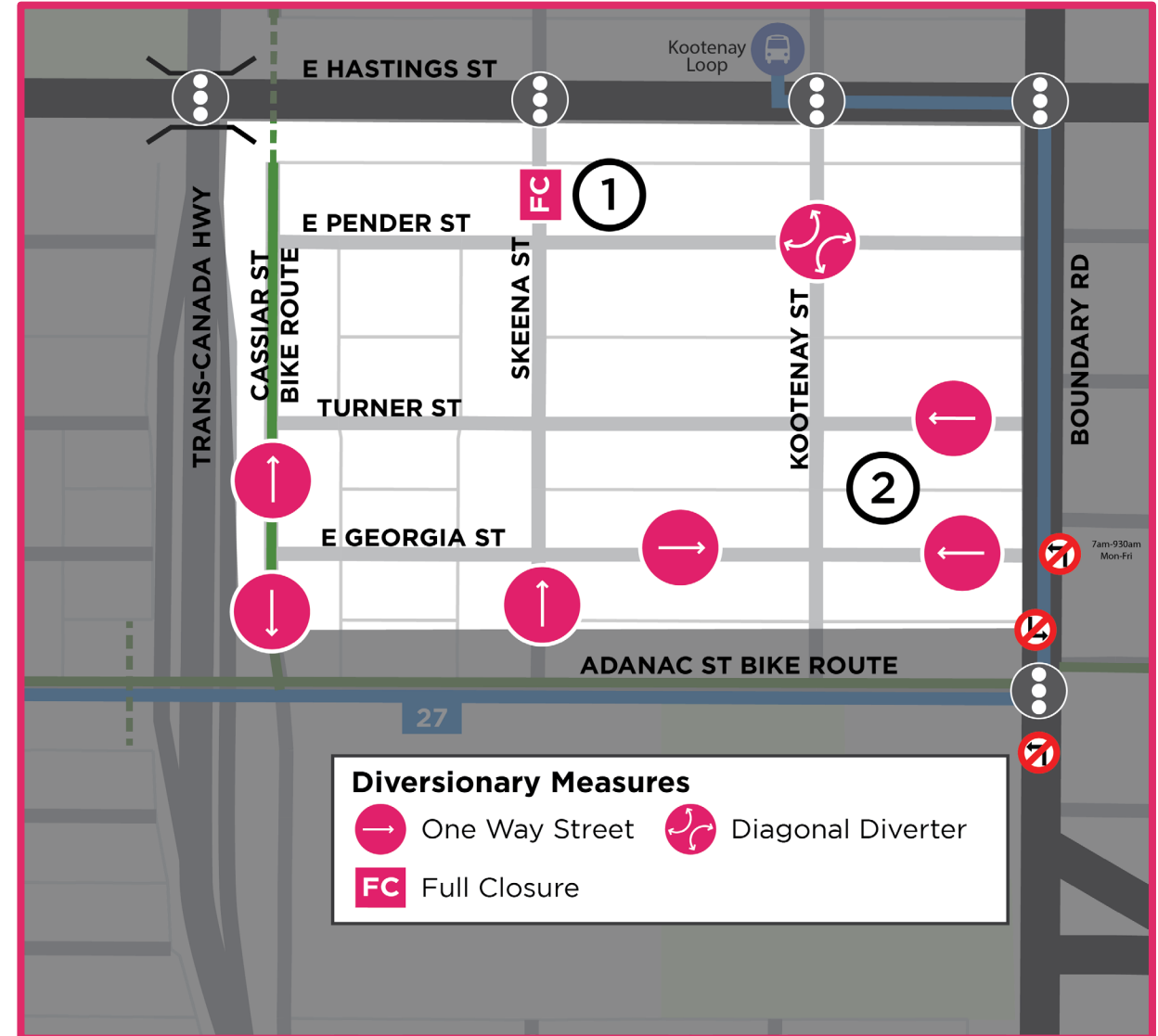




# Zone 2 – Vehicle Diversionary Measures

**Vehicle volume reduction measures** in Zone 2 discourage drivers from using local streets in this area to bypass the intersection of Hastings St. and Boundary Rd. Key considerations include:

- ① Reducing volumes on Skeena St., identified as a key walking street in this neighbourhood in phase 1 engagement.
- ② Permitting vehicle access from Boundary Rd. into the neighbourhood, but directing vehicles to the Adanac Overpass as soon as possible.

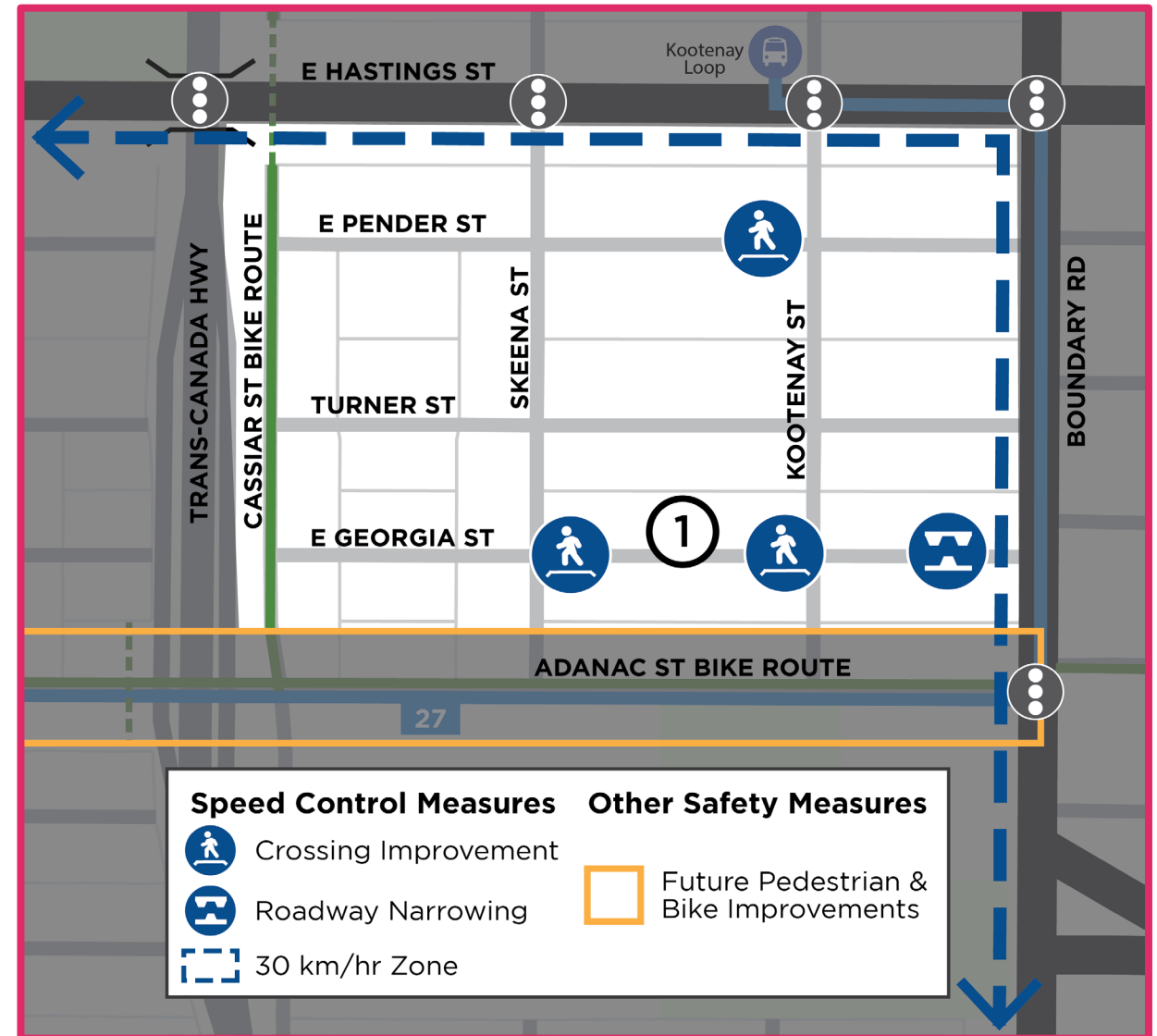




# Zone 2 – Speed Control & Safety Improvements

**Speed and safety measures** in Zone 2 include reducing the speed limit on all local streets to 30 km/hr, a key consideration includes:

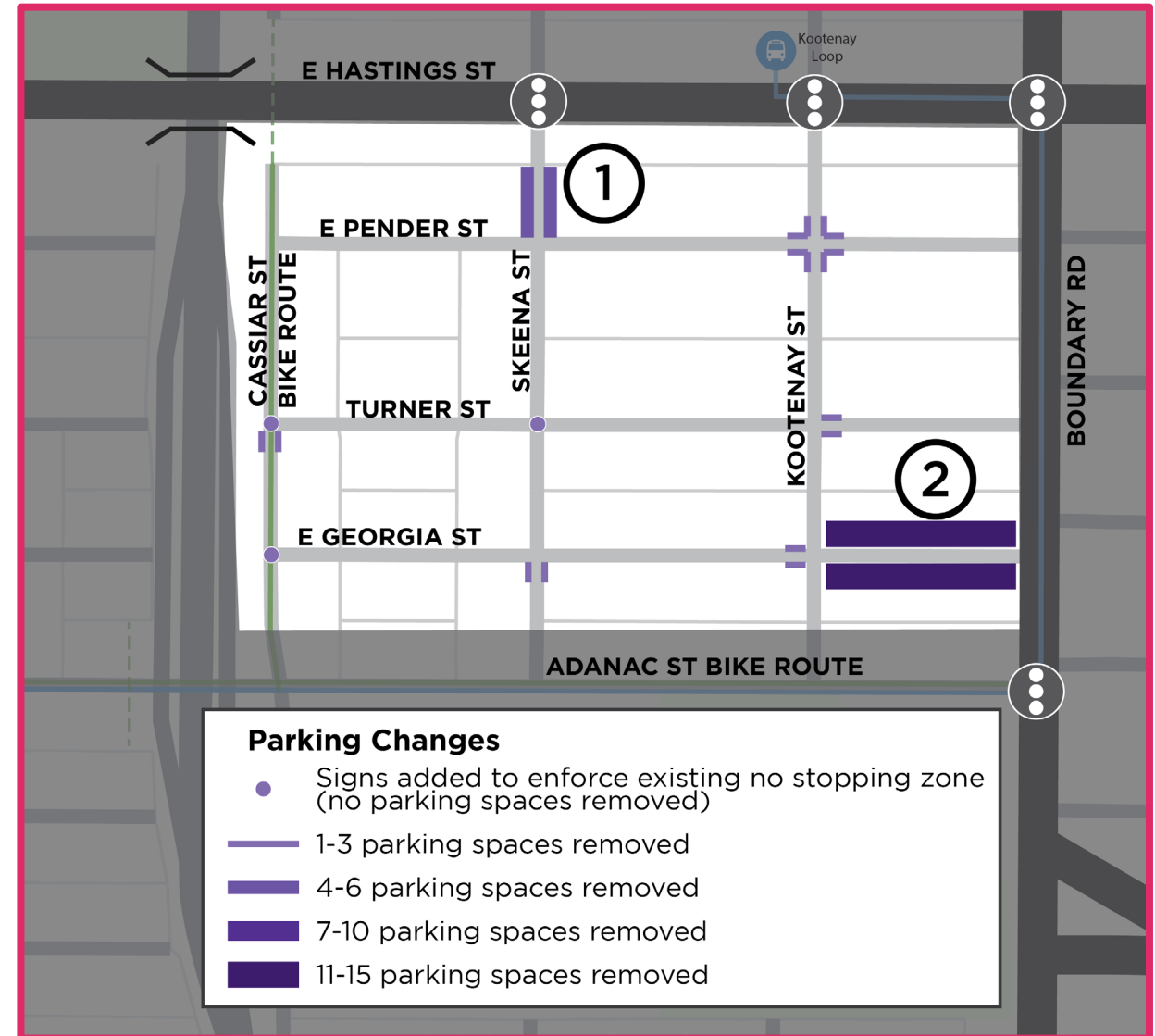
- ① Speed reductions on E Georgia St. that included crossing improvements and a narrowed roadway.





# Zone 2 – Parking Changes

- ① Parking on Skeena St. removed as this section will be closed to general purpose vehicles.
- ② Up to half the parking on each side of E Georgia St. removed to ensure emergency vehicles can manoeuvre around new roadway narrowing.





# ZONE 3 – SOUTH WEST

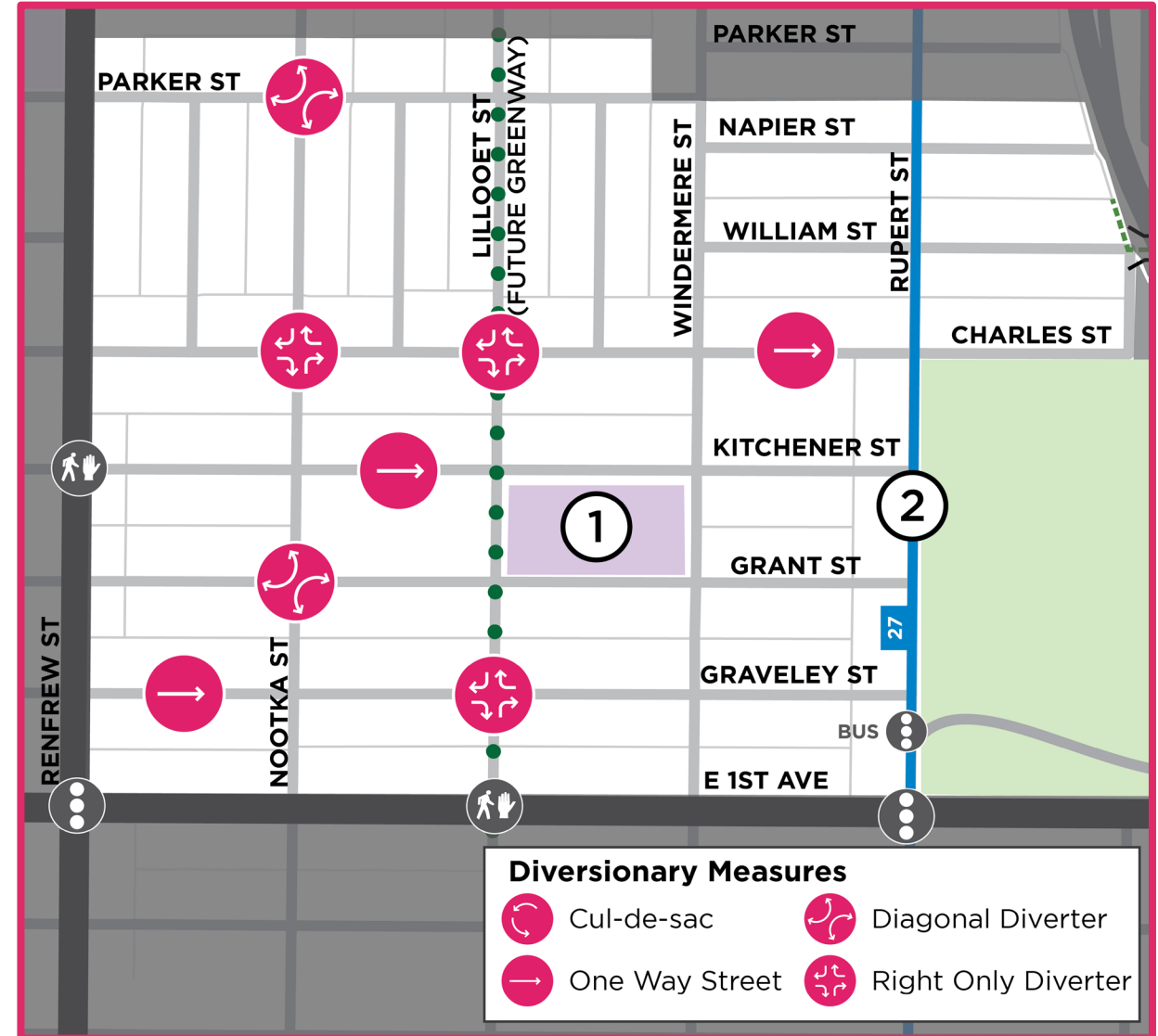




# Zone 3 – Vehicle Diversionary Measures

**Vehicle volume reduction measures** in Zone 3 discourage drivers from using local streets to access the Adanac Overpass. The measures work together to keep vehicle volumes on neighbourhood streets at an acceptable level near the school and future greenway. Key considerations include:

- ① Maintaining clockwise circulation around wəkʷan'əs tə syaqʷəm Elementary School for pick up/drop off.
- ② Designating Rupert St. as the primary vehicle access street in this area.

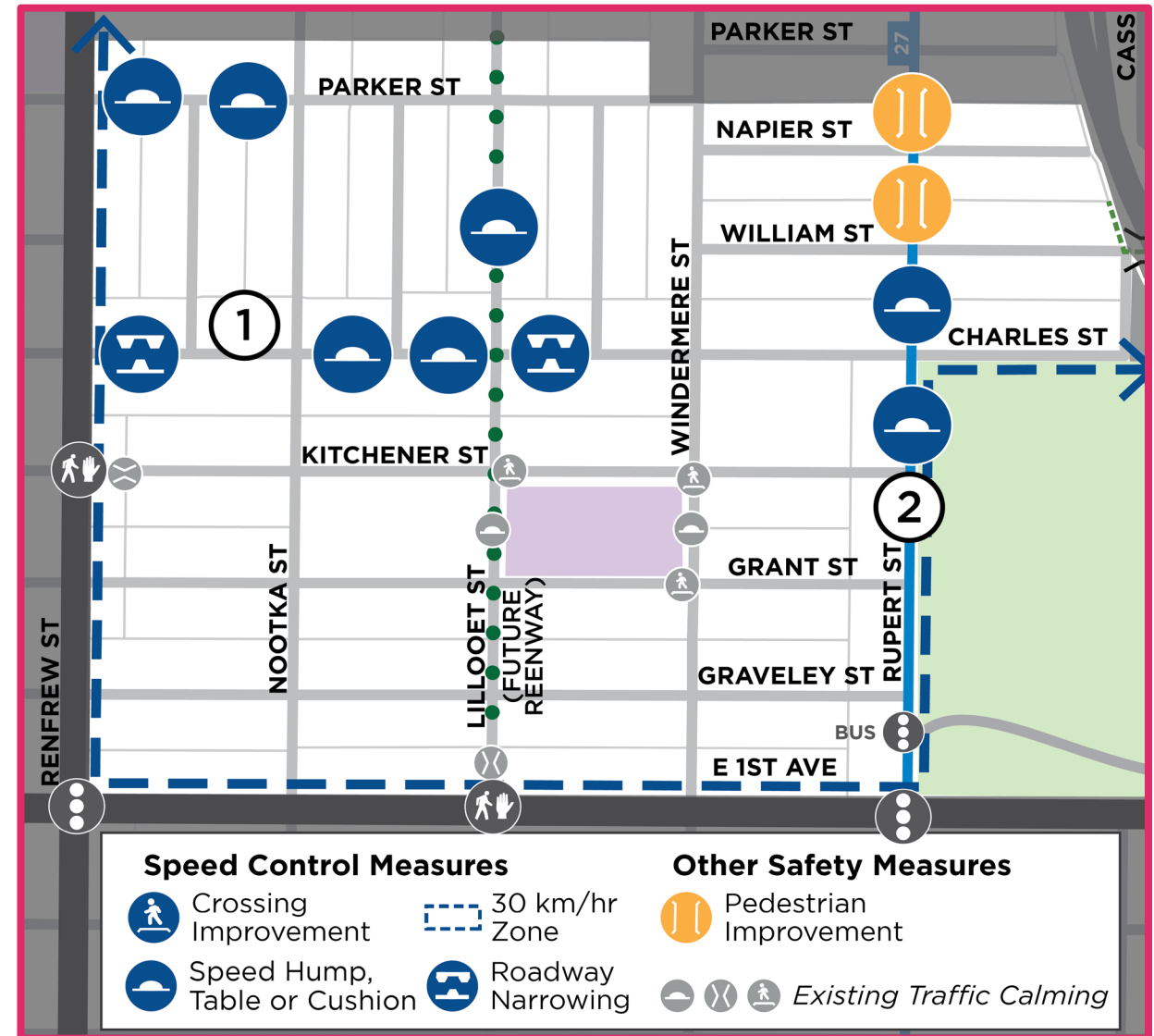




# Zone 3 – Speed Control & Safety Improvements

**Speed and safety measures** in Zone 3 include reducing the speed limit on all local streets to 30 km/hr. Other considerations include:

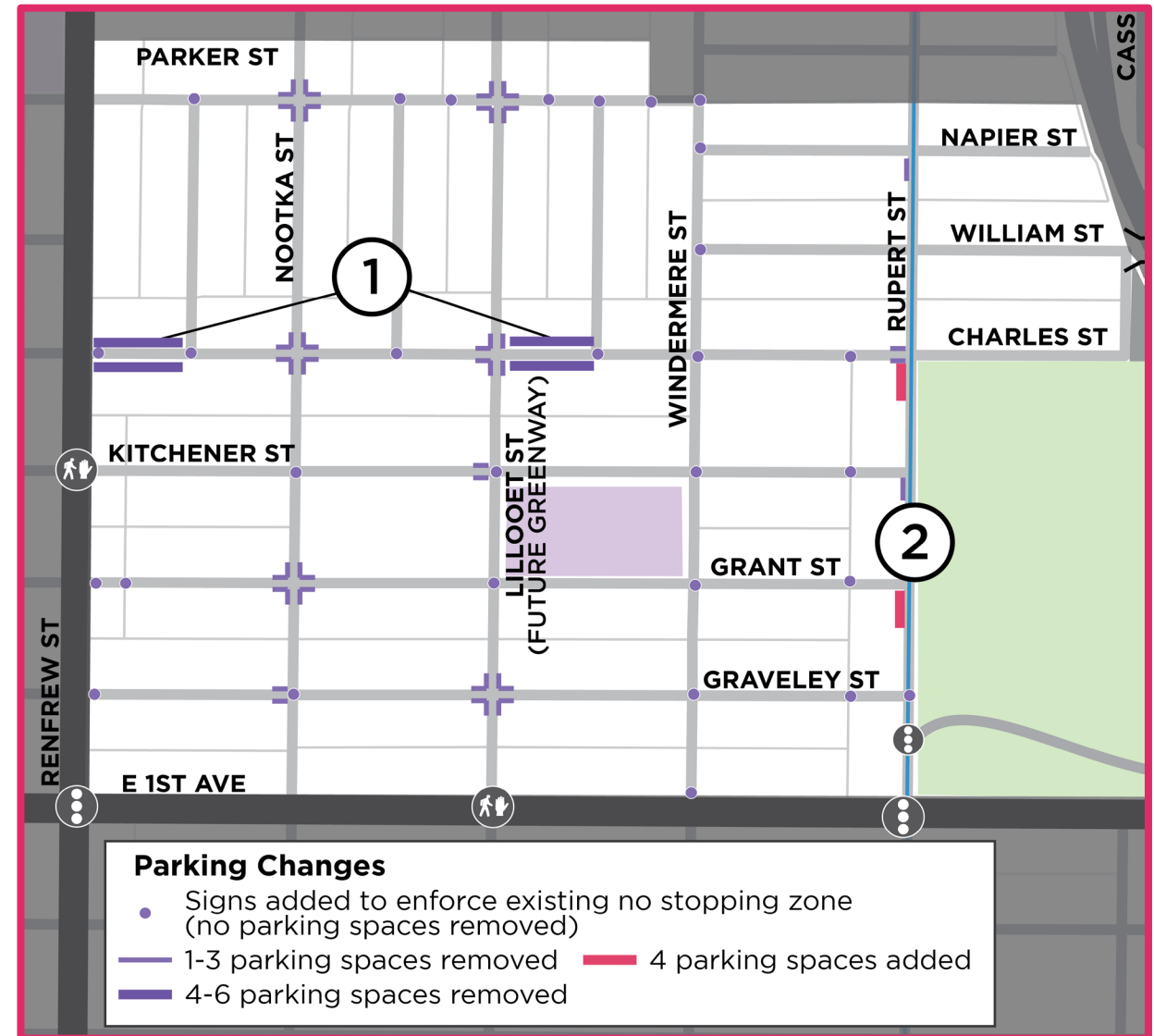
- ① On wider streets like Charles St., narrowing the roadway self-enforces slower vehicle speeds and gives a visual clue for drivers to slow down.
- ② Speed reduction measures and pedestrian safety improvements on Rupert St., while maintaining bus speed and reliability.





# Zone 3 – Parking Changes

- ① Up to half the parking on each side of the street may need to be removed as part of the roadway narrowing.
- ② To improve bus speed and reliability, some bus stops on Rupert & Adanac St. will be moved. Final changes will be made in consultation with TransLink and CMBC, but this may result in up to a net increase of up to 4 on-street parking spots in this zone on Rupert St.





# ZONE 4 – SOUTH EAST

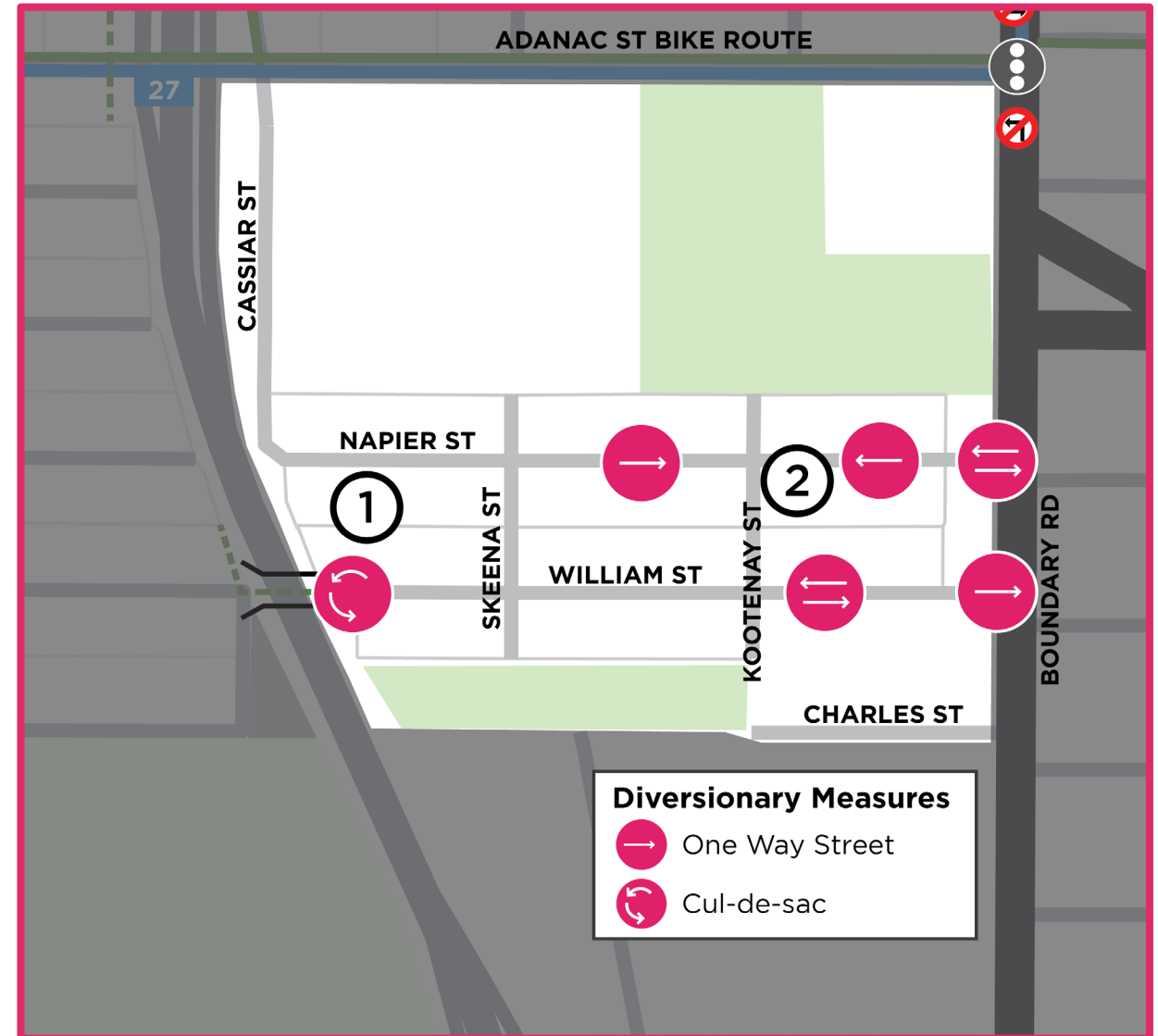




# Zone 4 – Vehicle Diversionary Measures

**Vehicle volume reduction measures** in Zone 4 discourage drivers from using local streets in this area to access the Adanac Overpass. Residents continue to have access to their homes. Key considerations include:

- ① Improving pedestrian access to the William St. Overpass by prohibiting through traffic in the lane east of the freeway between Napier and William St.
- ② One-way streets on Napier St. and William St. discourage through traffic accessing the Overpass, while allowing access for residents.

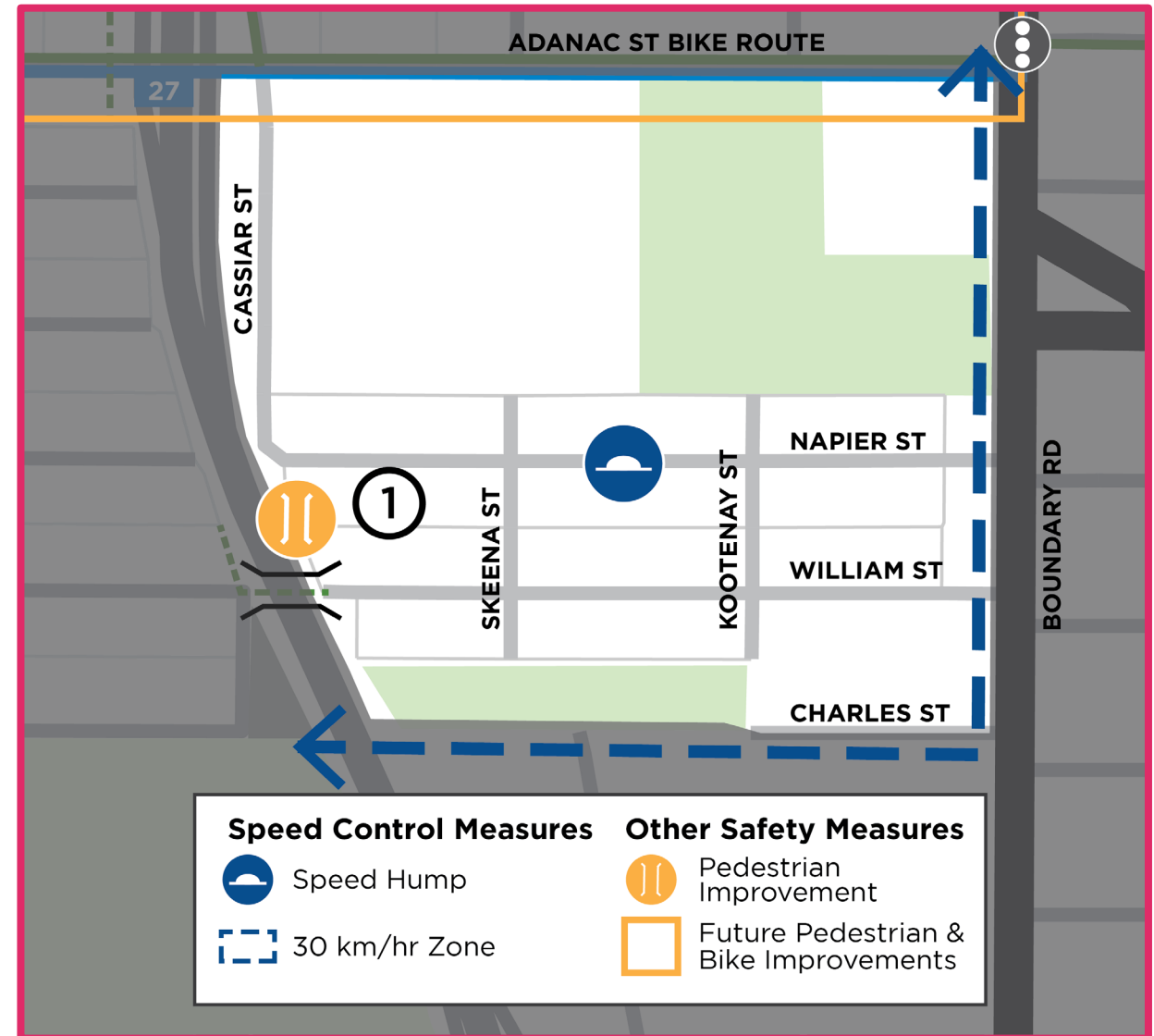




# Zone 4 – Speed Control & Safety Improvements

**Speed and safety measures** in Zone 4 include reducing the speed limit on all local streets to 30 km/hr. A key consideration includes:

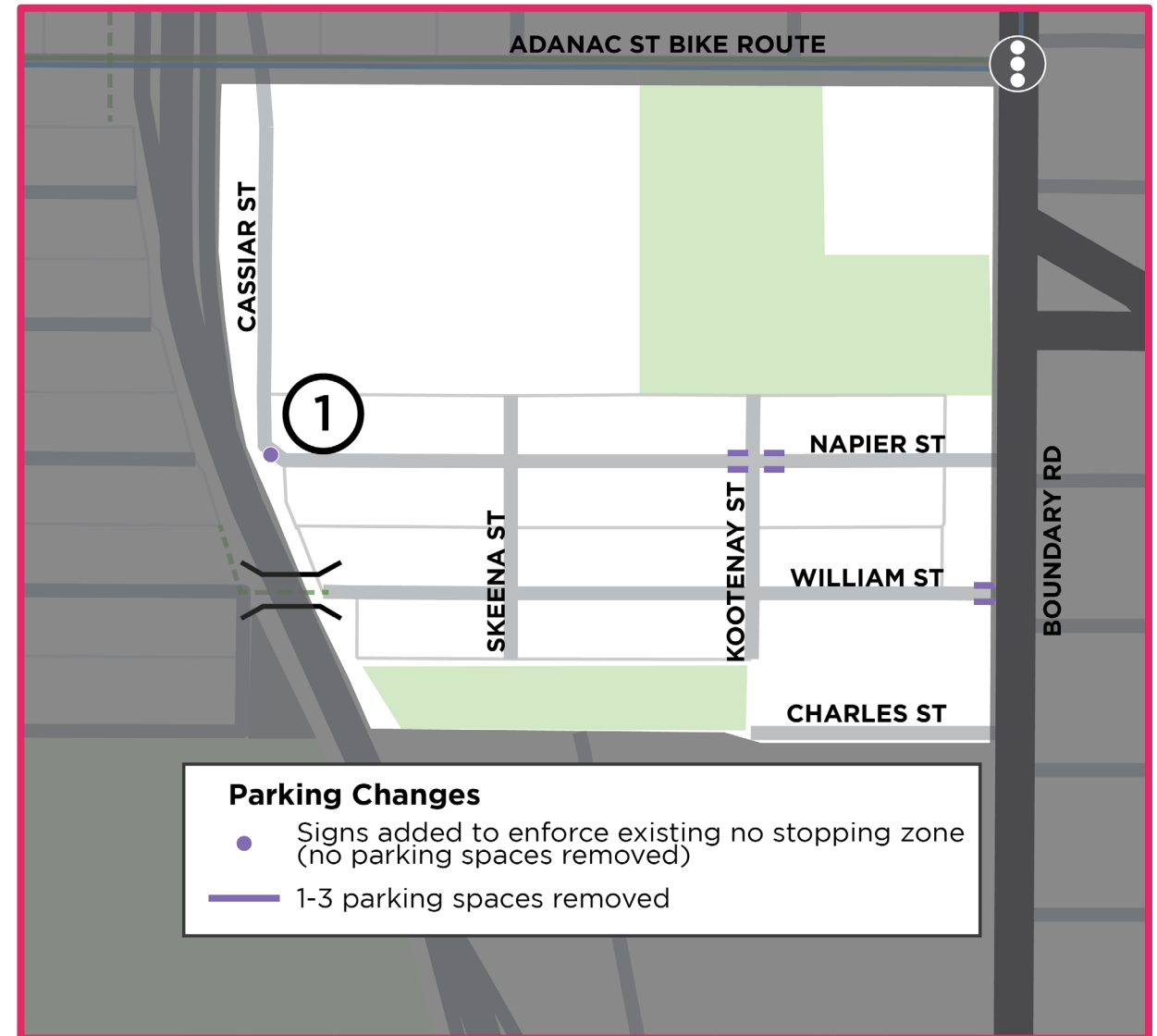
- ① Pedestrian improvements in the laneway between Napier and William St., a key pedestrian connection in this zone. Improvements include limiting vehicle access to the laneway and reducing vehicle speeds.





# Zone 4 – Parking Changes

- ① Improved visibility on the Cassiar St. at Napier St. corner.





# ADANAC STREET PROPOSED DESIGN





# Why Adanac St.?

Keeping the Adanac Overpass open for all modes of transportation influenced the design of upgrades on Adanac St.

Adanac St. and the Adanac Overpass is an important connection for people living in and around the neighbourhood.

The proposed design aims to:

- Maintain access on the Adanac Overpass for all modes of transportation
- Provide an all ages and abilities (AAA) protected bike lane
- Include necessary improvements to increase safety and comfort
- Improve connections and accessibility for people walking

The full buildout of Adanac St. will take place in 2025 and beyond.



*“The 2018 closure of the overpass protected the neighbourhood west of the overpass but was devastating for NE Zone – don’t repeat.”*

*“Make the corridor more AAA cycling friendly: build protected facilities for people cycling or move the bikeway onto a lower volume roadway.”*





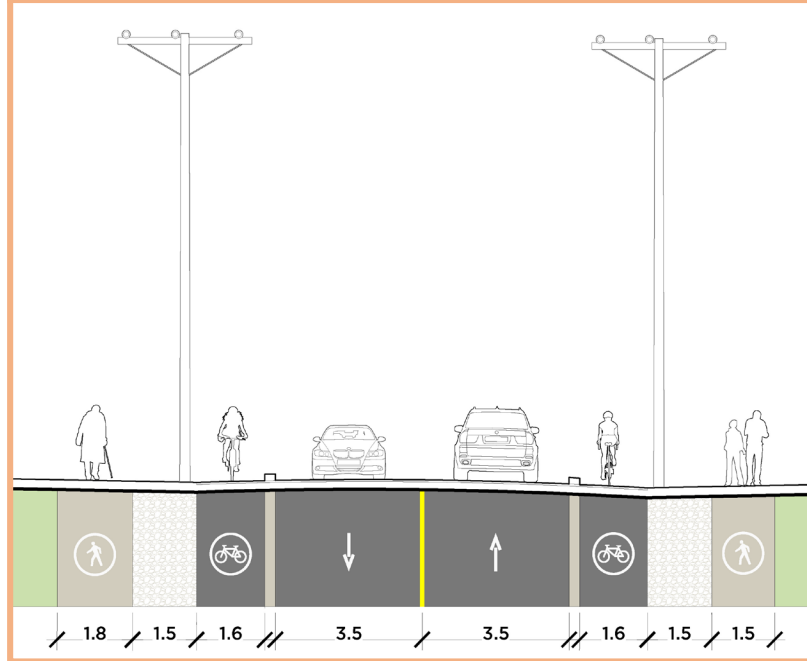
# Improving Adanac St.

## Current Conditions



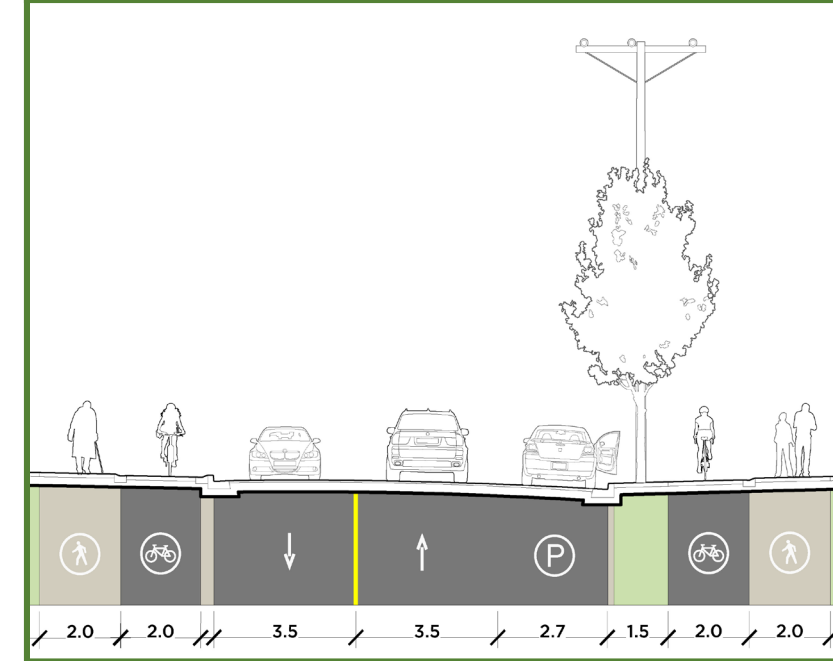
- No physical separation between sidewalk and parking lane. Cars observed parking on sidewalk.
- People biking need to mix with cars and buses or ride on gravel.
- Cars park close to intersections/crosswalks creating visibility challenges for people crossing the street.

## Temporary Build – Adanac St.



- Provides limited improvements to sidewalks and crosswalks.
- Limits opportunities for vehicle speed reduction measures.
- Creates a less comfortable biking experience compared to a full build.
- Removes 100% of parking on Adanac St.

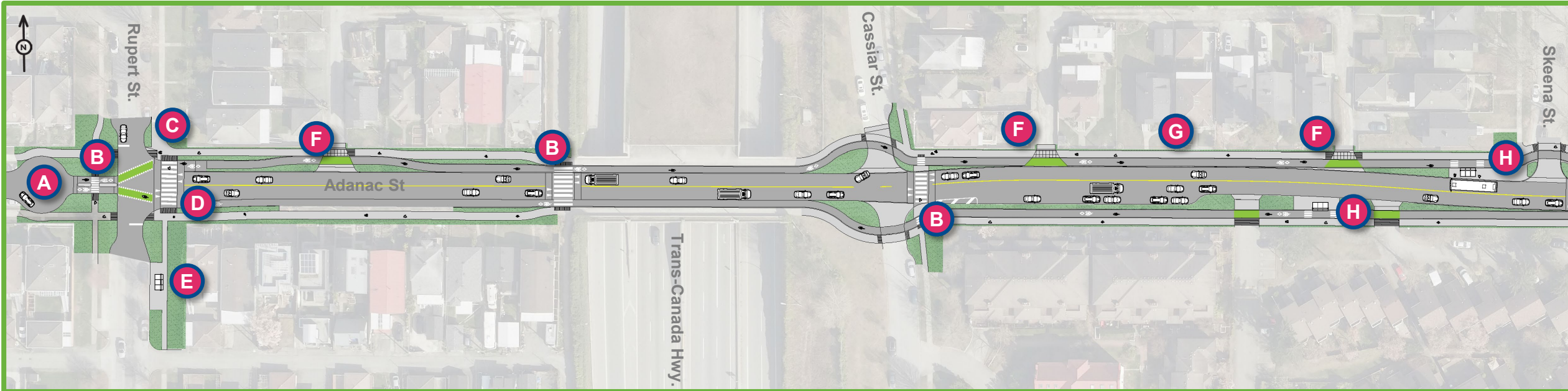
## Full Build – Adanac St.



- Provides high quality walking and biking infrastructure and vehicle speed reduction measures on Adanac St.
- Allows opportunity for landscaping and other aesthetic improvements.
- Maintains some parking on Adanac St.



# Rupert St. to Skeena St.



- |  |  |
|--|--|
| <b>A</b> New cul-de-sac on Adanac St. at Rupert St.    | <b>E</b> Relocate bus stop onto Rupert St.   |
| <b>B</b> Raised crossing                               | <b>F</b> Continuous sidewalk across laneways |
| <b>C</b> New curb bulges on Rupert St.                 | <b>G</b> Continuous sidewalk                 |
| <b>D</b> Raised crossing or crosswalk with speed table | <b>H</b> Maintain bus stop                   |



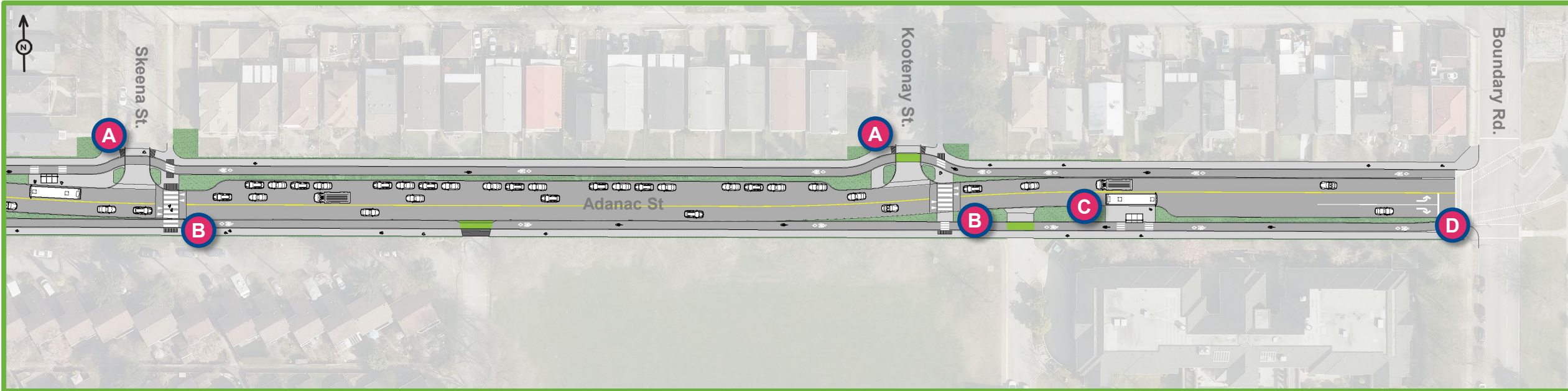
# Adanac St. at Rupert St.

- A** New cul-de-sac on Adanac St. at Rupert St.
- B** Parking changes provide space to serve all transportation modes with the overpass remaining open
- C** Improved crossing for people biking on Adanac St.
- D** Protected bike lane meeting AAA guidelines
- E** Raised crossing or crosswalk with speed table
- F** Sidewalk separated from moving vehicles increases safety for people walking
- G** Relocated transit stop onto Rupert St.





# Skeena St. to Boundary Rd.

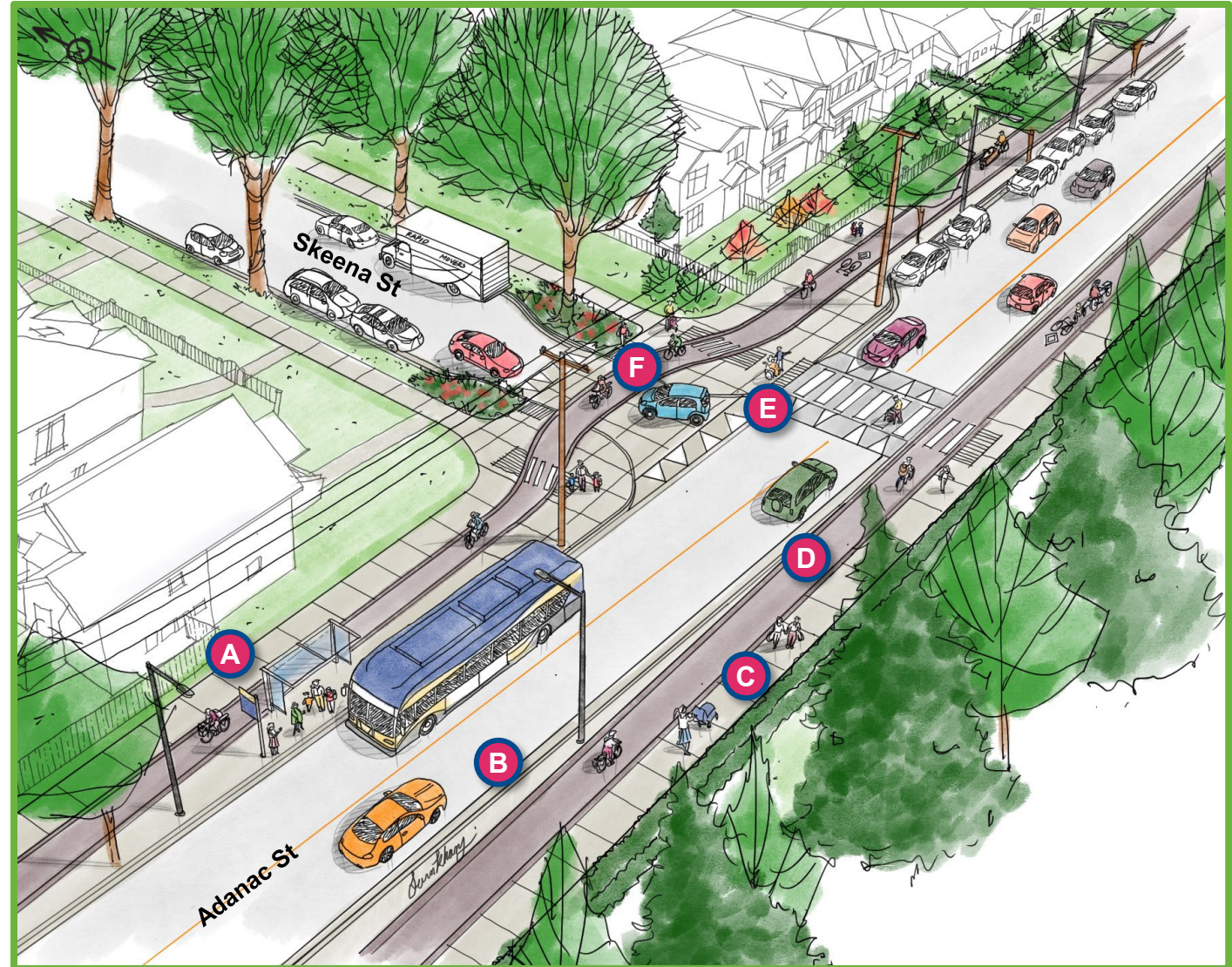


- A** Continuous sidewalk
- B** Raised crossing
- C** Maintain bus stop
- D** Separate right turn lane



# Adanac St. at Skeena St.

- A** Improved transit stops for safety and comfort
- B** Parking changes provide space to serve all transportation modes with the overpass remaining open
- C** Better sidewalk separation from moving vehicles increases safety for people walking
- D** Protected bike lane meeting AAA guidelines
- E** Raised crosswalks at Adanac St. & Skeena St. help improve speed control and safety
- F** Continuous sidewalk and bike lane to reinforce priority along Adanac St.





We Are Here!



## Phase 1

*March – April 2023*

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- II. **Shared** how various traffic calming measures can address traffic challenges.

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## Implementation: Traffic Calming

*2024 – 2025*

- I. **Refine** measures based on community feedback.
- II. **Implement** traffic calming measures using interim materials (eg. concrete barriers).
- III. **Monitor and adjust.**

## Implementation: Adanac St.

*2025 Onwards*

- I. **Full build of Adanac St. 2025 onwards.**
- II. **Refine design** for Adanac St. and connect with local residents prior to construction as needed.



# THANK YOU!

Take our survey on: [shapeyourcity.ca/adanac-overpass](https://shapeyourcity.ca/adanac-overpass)



[adanac-overpass@vancouver.ca](mailto:adanac-overpass@vancouver.ca)



**3-1-1**



[vancouver.ca/adanac-overpass](https://vancouver.ca/adanac-overpass)





# Pop-Up Dates

- **Thursday, Sept. 14, 2023**, Hastings Community Centre, 2:30 – 6pm
- **Saturday, Sept 16, 2023**, Adanac Park (playground), 9:00am – 1:00pm
- **Thursday, Sept 21, 2023**, Hastings Community Centre, 2:30 – 6pm