



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Date: May 9, 2005
Author: Jim Hall
Phone No.: 604-873-7130
RTS No.: 5141
CC File No.: 8008
Meeting Date: May 24, 2005

TO: Standing Committee on Transportation and Traffic

FROM: General Manager of Engineering Services

SUBJECT: Grandview-Woodlands (Napier Street) Traffic Calming Plan - Status

RECOMMENDATION

- A. THAT Council approve (Option 1) staff monitoring and reporting back on the effectiveness of non-diversionary traffic calming initiatives including:
- the addition of nine speed humps in the neighbourhood which will be constructed this summer; and
 - the arterial changes to the intersections of Venables Street and Clark Drive, and 1st Avenue and Clark Drive which were installed in mid March.
- B. THAT Council approve (Option 2) staff continuing to work with the neighbourhood to develop a traffic calming plan with less diversionary measures than the 2004 plan.

GENERAL MANAGER'S COMMENTS

Subsequent to the preparation of this report, the Neighbourhood Traffic Group (NTG) met with staff and two Councillors. The Neighbourhood Traffic Group presented an alternative traffic calming plan that was based on the 2004 plan but with less diversionary measures. Staff has reviewed this plan and feel it would provide a degree of traffic calming to the neighbourhood. The traffic calming elements of this revised plan are consistent with elements used in other neighbourhoods. However, staff has no way of knowing the current level of neighbourhood support for this plan.

Council could elect to implement this less diversionary plan without extensive additional neighbourhood consultation. Neighbourhood consultation could simply involve the distribution of a notice in advance of the proposed changes, and a contact person to reach if there are concerns. The changes could be installed on a temporary basis for a six month trial, and the neighbourhood response would be gauged during this period. The cost for the trial of this traffic calming plan is \$80,000. If Council wishes to proceed in this manner, an appropriate recommendation would be:

THAT staff be instructed to implement the less diversionary plan submitted by the Neighbourhood Traffic Group on a six month trial basis and distribute a notice of the proposed changes to neighbourhood residents prior to installation with funding of \$80,000 provided from the Local Area Traffic plans and Other Improvements program (A5a), subject to approval of the 2005 Streets Basic Capital budget.

COUNCIL POLICY

In May 1997, Council approved the Vancouver Transportation Plan that emphasizes the need to mitigate the effects of traffic in local neighbourhood areas and to give priority to streets and neighbourhoods where traffic impacts are most serious.

It is Council's policy to implement diversionary traffic calming measures on a trial basis before making them permanent.

It is Council's policy that 60% of those voting on a traffic calming plan must be in favour before a proposed plan is brought forward to Council.

PURPOSE

At the request of the Neighbourhood Traffic Group (a representative residents' group), options for traffic calming in Grandview-Woodlands are presented.

BACKGROUND

Staff have been working with residents in the Grandview-Woodlands area to develop a traffic calming plan in response to traffic concerns on Napier Street between Victoria Drive and Nanaimo Street. A status update was provided to Council on October 4, 2004 in a memo to Council which included Attachments "A" to "D". This memo with Attachments is included as Appendix I.

The Neighbourhood Traffic Group (NTG) from the community recently requested that this issue be brought before Council to discuss further options for traffic calming.

TRAFFIC CALMING OPTIONS

Options for traffic calming include:

1. Wait and evaluate the effect on neighbourhood traffic of measures that have been approved:
 - the bulge on Venables at Clark and the advance green at 1st and Clark which were installed mid March; and
 - the installation of nine speed humps this summer on the streets within the neighbourhood that have documented speeding problems.
2. Implementation of a plan with less diversionary traffic calming measures.
3. Implementation of the 2004 plan as surveyed.
4. Implementation of the 2004 plan from Napier Street south only.
5. Implementation of the 2003 plan as surveyed.
6. Reinstallation of the 1986 diverter on Napier Street only.

DISCUSSION

Option 1. Wait and evaluate the effect on neighbourhood traffic of measures that have been approved:

- the bulge on Venables at Clark and the advance green at 1st and Clark installed mid March; and
- the installation of nine speed humps on the streets within the neighbourhood that have documented speeding problems.

Council recently approved arterial changes as requested by the neighbourhood. It is felt these changes will help deal with traffic short-cutting through the neighbourhood by keeping vehicles on the arterial streets.

In addition to the arterial changes, Engineering staff have canvassed residents on streets with documented speeding problems. The residents are supportive of the installation of speed humps. These streets are generally adjacent Templeton and Lord Nelson Schools. In total, nine speed humps will be installed this summer.

Engineering supports this course of action.

There are no extra costs associated with this course of action as funding for these measures is included in the 2005 capital budget.

Option 2. Implementation of a plan with less diversionary traffic calming measures

In addition to evaluating the effectiveness of the recently approved changes discussed above, Engineering staff recommend developing a traffic calming plan that would be less diversionary than the 2004 plan. More work in consultation with the neighbourhood is required to develop this plan. The continued consultation would be immediate. Funding is not required at this time.

Option 3. Implementation of the 2004 plan as surveyed.

The Neighbourhood Traffic Group recommends approval of this plan (see Appendix I for details). Although this traffic calming plan deals aggressively with short-cutting traffic through the neighbourhood, Engineering staff prefer the development of a plan with less diversionary measures, as it is felt it would gain more wide-spread neighbourhood support.

Council policy is that 60% of those voting on a traffic calming plan must be in favour before a plan is brought before Council. About 56% voted in favour of the 2004 traffic calming plan. The Neighbourhood Traffic Group feel that their neighbourhood is a special case and would like to see a variance on the 60% in this instance.

The 60% figure is based on public input when policies were first being developed for traffic calming plans. It was felt that a significant portion of a neighbourhood should approve the plan, as traffic calming plans with diversionary measures cause inconvenience to residents. Emotions about access to homes can be quite high.

As noted in Attachment "C" of Appendix I, the Neighbourhood Traffic Group disagree that the neighbourhood is fundamentally divided. Given the high 31% response rate to the most recent survey they believe that a significant proportion of the neighbourhood is concerned about the issue of traffic volume on their streets. The majority of residents who responded to both surveys approved the plan each time. Of those who voted against the plans many stated that they were in support of traffic reduction in principle but didn't like those particular plans. As well, it must be noted that a large proportion of the no vote came from three streets- Venables, Parker and Adanac-which already have multiple and significant diverters and corresponding low traffic volumes.

Engineering staff feel that based on survey results, comments and strong opinions provided at Open Houses on this traffic calming plan, it appears that this neighbourhood is quite divided on this issue. Since the 60% policy was established in 1999, this is the first neighbourhood that has not achieved a 60% consensus approval rating. For example, the recent Marpole West Traffic Calming Plan had over 80% neighbourhood support. The Grandview-Woodlands residents opposed to the "diversionary" traffic calming were concerned about the restricted access to/from their homes. A significant number of both those voting for and against the plan suggest or even preferred "non-diversionary" traffic calming measures such as traffic circles or speed humps. As one person commented, "It appears as though the measures are somewhat drastic and that gradual measures in increments might be more effective. A multi-stepped approach could serve to be more effective at winning the support of the whole community. A suggestion would be to begin with signage and speed bumps. If that is not enough, then, more measures could be added to address the problem areas. Slow and steady might be a better approach rather than the proposed plan where the community has become divided and disharmony is becoming the norm." So, although this traffic calming plan deals aggressively with short-cutting traffic through the neighbourhood, Engineering staff prefer

the development of a plan with less diversionary measures, as it is felt it would gain more wide-spread neighbourhood support.

The cost for this Option is about \$900,000. As the 2004 plan includes diversionary traffic calming measures, it is Council policy that these measures be installed on a trial basis and that the neighbourhood be resurveyed after the trial to see if there is neighbourhood support to make the measures permanent. The cost for only a trial would be about \$90,000.

Option 4. Implementation of the 2004 Plan from Napier Street south only

The Neighbourhood Traffic group has noted that a large proportion of the "No" vote for the 2004 plan came from three streets-Venables, Parker and Adanac-which already have multiple and significant diverters and corresponding low traffic volumes. They therefore propose that nothing be done on those streets and only the portion of the Plan from Napier street south be implemented.

Engineering staff disagree with this approach as the 2004 plan was designed with input from residents on Parker, Venables and Adanac Streets and to not include them at this point is not supported. Also, the 2004 Plan affects traffic flow to the north of Napier Street

The cost for this Option is about \$650,000. The cost for only a trial would be about \$65,000.

Option 5. Implementation of the 2003 plan as surveyed

An initial neighbourhood traffic calming plan was developed in 2003 and the neighbourhood was surveyed. 54.5% of residents supported the plan, while 40.5% were opposed. The comments from this plan were evaluated to develop the 2004 plan with the hope that more residents would support a modified plan based on resident comments/suggestions. Although the 2003 plan may contain less diversionary measures, the plan did result in residents having to travel further than the 2004 plan.

Engineering would recommend the 2004 plan over the 2003 plan as the 2004 plan results in less circuitous driving for residents accessing their homes. However, the 2003 plan remains an option.

Option 6. Reinstallation of the 1986 diverter on Napier Street only

When the original traffic calming measures were installed in the late '80's, a trial one-way closure to eastbound traffic was included on Napier Street at Semlin Street at the Church; however, when the trial one-way was subsequently reviewed, it was removed. This has resulted in the increase in traffic on Napier Street. Our current Policy is to approve "whole" neighbourhood-wide traffic calming plans as these plans are developed as a cohesive unit and adjusting or removing one part can create problems elsewhere. To reinstate the "whole" previous traffic calming plan, the one-way closure on Napier Street at Semlin Street could be restored on a trial basis.

The cost for the trial would be about \$3,000. The permanent closure would cost about \$20,000

FINANCIAL IMPLICATIONS

The estimated costs of these options range from \$0 (Options 1 and 2) to \$900,000 (Option 3). Staff are recommending Options 1 and 2 which do not require any funding authority.

If Council wishes to proceed with any of the other *trail* options, funding can be provided from the Local Area Traffic plans and Other Improvements (A5a) program, subject to approval of the 2005 Streets Basic Capital Budget.

CONCLUSION

Engineering staff recommend monitoring and evaluating the approved arterial changes and the speed humps (Option 1). Staff also recommend the development of a less-diversionary traffic calming plan in consultation with the neighbourhood (Option 2).

The Neighbourhood Traffic Group recommends approval of the 2004 traffic calming plan (Option 3). If Council wishes to proceed with the neighbourhood Traffic Group's recommendation, Council may wish to pass a motion:

 THAT Council approve Option 3 the 2004 Grandview-Woodlands (Napier Street) traffic calming plan with \$90,000 funding for the trial provided from the Local Area Traffic plans and Other Improvements (A5a) program, subject to approval of the 2005 Streets Basic Capital Budget. In 2006, after the trial period, staff will consult with the neighbourhood to determine whether the trial should be made permanent and report back to Council for funding approval.

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CITY OF VANCOUVER

ENGINEERING SERVICES

D.H. Rudberg, P.Eng., General Manager

T.R. Timm, P.Eng., Deputy City Engineer

Appendix I

MEMORANDUM

October 4, 2004

TO: Mayor and Council

FROM: Dave Rudberg, General Manager of Engineering Services

CC: Judy Rogers, City Manager
Syd Baxter, City Clerk

RE: GRANDVIEW-WOODLAND (NAPIER STREET) TRAFFIC CALMING PLAN - STATUS

The purpose of this memo is to advise Council of the status of traffic calming in Grandview-Woodland, specifically dealing with Napier Street between Victoria Drive and Nanaimo Street. Several traffic calming initiatives have been advanced in this area, but no substantive consensus has been reached to date. As an interim solution, we propose to install non-diversionary traffic calming measures to deal with specific speeding issues, continue to monitor the traffic conditions, and deal with future safety issues. In addition, it describes some current changes to the adjoining arterials.

The history of the traffic issues on Napier Street is detailed in Attachment "A". In brief there have been four traffic calming initiatives that have been undertaken in this neighbourhood. The latest traffic calming plan was developed primarily by a residents' committee (Neighbourhood Traffic Group) which included representatives from all the streets in the neighbourhood. Staff provided support and input into the traffic calming plan. The resulting survey (Attachment "B") had a high response rate of 31%, almost double of that received for the previous proposed plan. However, the plan did not achieve the 60% support that is required before it is brought forward to City Council for final approval. 56% voted in favour of the traffic calming plan. Comments of the Neighbourhood Traffic Group are included in Attachment "C" and residents' comments on the survey are contained in Attachment "D".

This 60% threshold was based on public input when the City's traffic calming program was being developed. It is also consistent with the approval rate for the City's "Visioning" initiatives in neighbourhoods. The 60% reflects a neighbourhood substantially in agreement on an initiative, rather than a response in the 50%'s, which implies the neighbourhood is divided.

Based on survey results, comments and strong opinions provided at Open Houses on this traffic calming plan, it appears that this neighbourhood is quite divided on this issue. Proponents of the plan argue that anything less than the proposed diversionary plan would not discourage short-cutting commuters and would only result in these commuters still driving through the neighbourhood. They also argue a simple majority should suffice for approval. Those opposed to the "diversionary" traffic calming were concerned about the restricted access to/from their homes. A significant number of both those voting for and against the plan suggest or even preferred "non-diversionary" traffic calming measures such as traffic circles or speed humps.

Given the lack of consensus around the two diversionary traffic calming plans, it is clear that further time and effort will be required to achieve an agreed plan. In the interests of protecting the neighbourhood in the meantime, we propose that non-diversionary traffic calming measures such as traffic circles or speed humps be installed as interim measures to deal with specific speeding issues, continue to monitor the traffic conditions, and deal with any future safety issues. As one person commented (Attachment D), "It appears as though the measures are somewhat drastic and that gradual measures in increments might be more effective. A multi-stepped approach could serve to be more effective at winning the support of the whole community. A suggestion would be to begin with signage and speed bumps. If that is not enough, then, more measures could be added to address the problem areas. Slow and steady might be a better approach rather than the proposed plan where the community has become divided and disharmony is becoming the norm."

A recent traffic count indicated about 2300 vehicles per day on Napier Street. There are several examples of neighbourhoods that have streets with high traffic volumes where non-diversionary traffic calming measures have been introduced to calm the traffic rather than diverting it off a particular street:

- South Kerrisdale - Arbutus Street with over 3,000 vehicles per day;
- Earles Street with 6,000 vehicles per day; and
- Clinton Park - Charles Street, east of Nanaimo Street with 3,000 vehicles per day.

Speeding problems have been identified and documented (by radar checks) on some streets in the neighbourhood. Staff will canvass residents on those streets to see if they are in favour of speed humps. If so, speed humps will be installed. Speed humps do not necessarily divert traffic, but they are very effective in dealing with speeding problems. These streets are 2200 Adanac Street adjacent to Templeton Secondary School, 1900 Charles Street, and Charles, Garden Drive and Kitchener Streets adjacent to Lord Nelson Elementary School. Staff would investigate any other speeding concerns that are brought to our attention and conduct field measurements to determine if speed humps are warranted for other streets. On Napier Street, residents would be canvassed about adding non-diversionary traffic calming measures. Currently, Napier Street has traffic circles at Lakewood and Garden Drives. Staff would continue to monitor traffic conditions on Napier Street to ensure the traffic is not creating safety issues.

These non-diversionary traffic calming measures are expected to cost less than \$50,000 and unless Council has concerns, I will arrange for existing capital funding to implement these "non-diversionary" traffic calming measures.

If you need any further information about this neighbourhood treatment, please contact Jim Hall, Neighbourhood Transportation Branch, at local 7130.

ARTERIALS

As part of the traffic calming plan, it was recommended that arterial routings be reviewed. Of particular concern is the traffic exiting the Downtown via Venables and traveling through to Victoria Drive. Venables is blocked at Victoria Drive as part of a previous traffic calming plan. Rather than staying on Victoria Drive to access arterials to the north and south, many commuters are short-cutting through the neighbourhood. We have also heard from residents of Victoria Drive who are concerned with the portion of traffic that does remain on the arterial.

The traffic calming to the north around MacDonald Elementary School has received support, trial measures have been installed, and the traffic calming plan in this neighbourhood was

recently brought forward to Council to make the measures permanent. The measures described above address traffic calming to the south in order to deal with the volume of traffic on Napier Street.

The Traffic Management Branch has reviewed parking on the arterial streets. As a result, full-time parking has been restored on Venables east of Commercial Drive. In addition we have recently approved as a trial, the restoring of parking on Venables west of Commercial, to encourage through traffic to use Clark Drive. We are also proposing a south to east left-turn signal at the Clark/1st traffic light. A left-turn light at Victoria and 1st had been proposed as part of the Napier traffic calming plan to encourage commuters to stay on Victoria Drive and 1st Avenues and avoid long delays turning here; however, this was opposed by the broader community.

The Knight Street Corridor Review is also proposing changes to encourage longer-distance traffic to use Knight Street rather than Commercial or Victoria. This project is now at the final summary stages and will be reported to Council later this year.

Pedestrian bulges have been installed at five locations along Victoria Drive. These make pedestrian crossings safer and more comfortable, and strictly limit traffic to one lane each way.

City Council has approved a work program for the False Creek Flats, including a broad transportation study to begin in January 2005. This will provide further opportunities to review the arterials and to involve adjacent neighbourhoods in the decisions.

For further information on these initiatives, please contact Scott Edwards, Strategic Transportation Engineer at 873-7336.

SUMMARY

In summary, traffic calming measures are underway in several neighbourhoods in Grandview-Woodland. Some changes have been completed on the arterials, and further proposals will be reported to Council shortly. At this time, we propose to install non-diversionary traffic calming measures to deal with specific speeding issues and to continue to monitor the traffic conditions to deal with any future safety issues.

D. H. Rudberg, P.Eng.
General Manager of Engineering Services

ATTACHMENT "A"

HISTORY OF TRAFFIC CONCERNS ON NAPIER STREET AND TRAFFIC CALMING INITIATIVES

In the late 1980's, a traffic calming plan was approved for the Grandview-Woodland neighbourhood. Traffic calming included such measures as:

1. restricting the through-movement of traffic on Venables, east of Victoria (right-in, right-out diverter);
2. "do not enter" lane signs off Victoria, north and south of Venables, off Semlin between Parker and Venables, and westside of Templeton between Adanac and Venables;
3. closure of Adanac to eastbound traffic at Victoria;
4. one-way streets (2100 blocks Adanac and Venables);
5. diagonal diverter (Parker/Semlin);
6. traffic circles at Napier/Lakewood, Napier/Garden, Parker/Garden, Charles/Lakewood, Charles/Garden, and Grant/Lakewood;
7. no left-turn restrictions southbound (3-6pm, M-F) off Victoria at Kitchener, Grant, and Graveley.

Since then, car volumes on the arterial roadway system have increased to the point where commuters are now short-cutting through the neighbourhood.

In the mid '90's, residents approached City staff with concerns about the amount of traffic on Napier Street. Field investigations found about 2800 vehicles per day which is higher than a guideline of 1,000 vehicles per day in a single-family residential area. The neighbourhood does have a church (on Napier Street), an elementary school and a secondary school. Radar checks did not identify an excessive speeding problem. A review of police reported accidents noted only one pedestrian-related accident in 1990.

In 1999, a chicane was approved on Napier at Semlin Streets. This was one of several chicanes constructed across the City as a demonstration of a new traffic calming measure. After the trial period, the Napier Street residents rejected it on the basis that it did not reduce traffic on the street.

Residents have indicated that they wanted a comprehensive, neighbourhood-wide traffic calming plan that deals aggressively with the short-cutting traffic. Vancouver City Council directed City staff to work with neighbourhood residents to design a neighbourhood traffic reduction and calming plan. To make it difficult for commuters to short-cut through the neighbourhood, diversionary traffic calming devices were recommended.

On June 25, 2002, City Council recommended:

- B. THAT staff continue to work with neighbourhood residents (generally bounded by Parker, Nanaimo, 1st Avenue and Victoria) to design a neighbourhood traffic reduction and calming plan, which would be reported back for Council's approval no later than June 2003.
- C. THAT arterial routings be reviewed as part of this process.

Staff met repeatedly with the Neighbourhood Traffic Group and developed several iterations of a traffic-calming plan. These proposed plans were taken to three Open Houses in October,

November and December 2002. The plan that was taken to the December Open House was endorsed by about 80% of those in attendance. Additionally as the plan was being developed, the Neighbourhood Traffic Group distributed newsletters throughout the neighbourhood to keep residents advised on the status of the traffic-calming plan. Staff also met with representatives of the neighbourhood schools and church.

A neighbourhood survey of the proposed plan was distributed throughout the neighbourhood in February 2003. As the proposed neighbourhood traffic calming plan affected traffic patterns on Venables Street and Adanac Street, the neighbourhood consultation area was extended north to Adanac Street. An Open House was held in March 2003 for residents to attend to get further information about the proposed traffic-calming plan to make an informed decision about the plan. The attendees of this open house were critical of the plan. They felt the plan was too restrictive and unduly restricts access to their homes.

The results of this survey were 54.5% in favour of the plan, 40.5% not in favour of the plan, and 5% were neutral. The neighbourhood was divided about this plan. Council Policy is that 60% of those voting must be in favour before a proposed plan is brought forward to Council.

Staff continued to meet with neighbourhood representatives through 2003 and 2004 to revise the plan based on comments received in the survey. The attached survey describes the most recent traffic calming plan that was proposed. The neighbourhood was re-surveyed in June 2004 and again, the plan failed to achieve the required 60% approval rate (56% in favour, 42% opposed, and 2% undecided). Residents' comments received on the survey form are listed in Attachment "C".



City of Vancouver

City of Vancouver Survey Traffic Calming Plan

June 2004

Dear Resident:

The City of Vancouver has identified traffic problems in your neighbourhood. Commuter traffic short-cutting through the neighbourhood has resulted in excessive traffic volumes on some streets.

Residents have indicated that they want a comprehensive, neighbourhood-wide traffic calming plan that deals aggressively with this short-cutting traffic. Vancouver City Council has directed City staff to work with neighbourhood residents to design a neighbourhood traffic reduction and calming plan.

Traffic calming involves slowing the speed and reducing the volume of vehicular traffic on neighbourhood streets to increase the safety and livability of your neighbourhood.

Past experience has shown that traffic calming works.

Neighbourhoods that have implemented traffic calming measures endorse the results.

Over the past year, neighbours from Adanac to Graveley Streets have been meeting with City staff to develop a comprehensive neighbourhood traffic-calming plan to combat "short-cutters".

The traffic calming plan involves traffic calming measures in the area bounded by Victoria-Nanaimo and Adanac-1st Avenue.

This survey seeks your opinion about this plan.

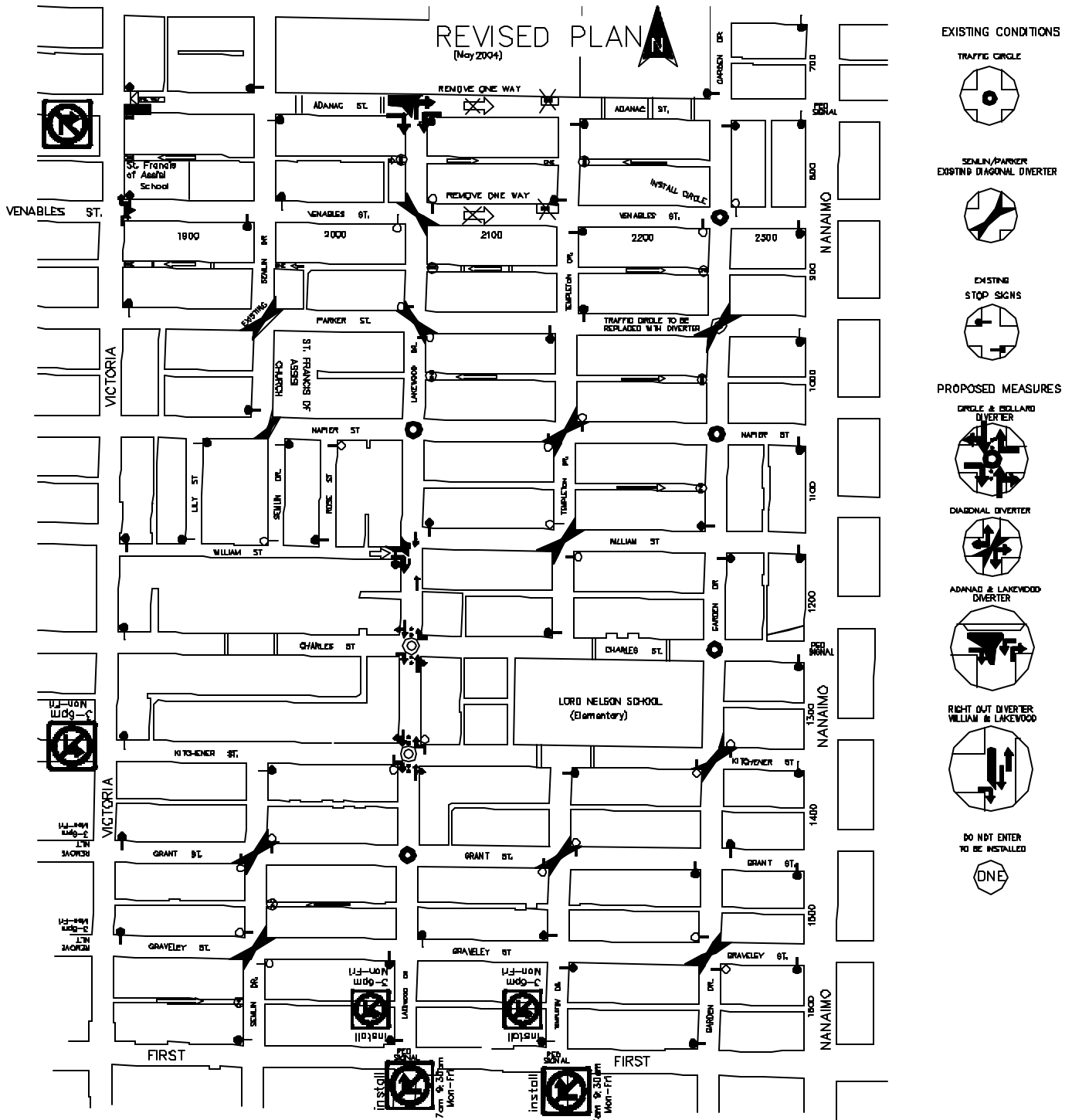
If the neighbourhood supports the plan, it will be presented to Vancouver City Council for approval. Since the plan involves diversionary traffic-calming measures that effect changes in traffic patterns, the plan would be implemented for a six-month trial. Residents would then be re-surveyed to determine if they want the traffic calming measures installed permanently. The cost for these traffic calming measures is funded by the City's capital budget and **will not increase your taxes.**

Your response to this survey is an opportunity to act.

REMEMBER, surveys have to be returned to the City by **FRIDAY JULY 9th**.

Proposed Neighbourhood Traffic Calming Plan

Legend



Signs denoting that the area has been traffic calmed will be installed around the perimeter of the neighbourhood.

Background

This is the second traffic-calming survey for the neighbourhood. The last one was presented to the neighbourhood in February 2003. 55% voted in favour of the last plan. City Council policy requires an approval rate of 60% of those voting before a traffic calming plan is brought forward to Council for approval. Neighbourhood representatives have improved the current proposed traffic-calming plan in consultation with area residents and from comments received from the last survey.

A Description of the Plan by Street

The traffic calming plan involves traffic calming measures in the area bounded by Victoria-Nanaimo and Adanac-1st Avenue. The plan introduces traffic-calming measures with an objective of making it difficult for short-cutters to travel through the neighbourhood without unduly inconveniencing residents accessing their homes. The traffic calming measures have been designed to allow cycling and emergency access with as little delay as possible.

Proposed traffic calming measures include:

Adanac Street - keeping the one-way at Victoria, removing the one-way in the 2100 block, and introducing a right-turn only restriction at Lakewood such that cars heading east must turn right, cars heading west must turn left, and cars heading north must turn right. Speed humps added in 2200 block.

Venables Street - keeping the right-in, right-out diverter at Victoria, removing the one-way in the 2100 block, adding a diagonal diverter at Lakewood, and a traffic circle at Garden

Parker Street - keeping the diagonal diverter at Parker (add metal bollards), adding a diagonal diverter at Lakewood, and replacing the traffic circle at Garden with a diagonal diverter.

Napier Street - adding diagonal diverters at Semlin and at Templeton and keeping traffic circles at Lakewood & at Garden.

William Street - adding a right-out diverter at Lakewood and a diagonal diverter at Templeton.

Charles Street – adding bollards to the traffic circle at Lakewood to eliminate left-turns and east-west traffic, and adding speed humps in 1900/2000 and 2200 blocks.

Kitchener Street - keeping the “No Left Turn (3-6pm, M-F)” sign at Victoria, adding bollards to the traffic circle at Lakewood to eliminate left-turns and east-west traffic, installing speed humps adjacent school, and adding a diagonal diverter at Garden.

Grant Street – eliminating the “No Left Turn (3-6pm, M-F)” sign at Victoria, adding diagonal diverters at Semlin and Templeton, and keeping the traffic circle at Lakewood.

Graveley Street – eliminating the “No Left Turn (3-6pm, M-F)” sign at Victoria, and adding diagonal diverters at Semlin and Garden.

1st Avenue - adding “No Right Turn (7-9:30am, M-F)” signs at Lakewood and Templeton, and No Left Turn (3-6pm,M-F) signs at Lakewood and at Templeton.

The Plan includes new “Do Not Enter” signs at selected lanes:

- | | |
|---|--|
| east end of lane between 2000 Adanac & Venables; | west end of lane between 2200 Adanac & Venables; |
| west end of lane between 2100 Venables & Parker; | east end of lane between 2200 Venables & Parker; |
| west end of lane between 2100 Parker and Napier; | east end of lane between 2200 Parker & Napier; |
| east end of lane between 2200 Napier and William; | west end of lane between 2000 Grant & Graveley; |
| east end of lane between 1900 Graveley and 1st. | |

Open House

There will be an Open House in the basement of St. Francis of Assisi Church (2025 Napier Street) on Tuesday, June 29, 2004 from 7-9 pm.

This is an ideal opportunity to meet City staff and your neighbours responsible for developing the proposed traffic-calming plan. They will be pleased to answer any of your questions.

If the results of the enclosed survey indicate that the neighbourhood supports this traffic-calming plan, the plan will be presented to Vancouver City Council for approval. **Your response to the survey is important.**

Contact Information

Additional information about the traffic-calming can be obtained by contacting your neighbourhood street representative (area code 604):

Adanac: Caroline Schmidt 730-1871

Venables: Linda Young 253-7066, Greg Doherty 737-9871

Parker: Monique Lachapelle 879-7673

Napier: Petronella Vander Valk 253-0058, Ken Walker 254-5479

William: Greg Miller 255-4034

Charles: Andrew Economos 255-7703, Liz Abbink 255-2393

Kitchener: Jeff Steudel 253-7860, Carol Rosset 253-6317

Graveley: Geoffrey Hull 253-2644, Dave Sanderson 255-4935

Semlin & Rose: Sandy Anthony 251-5817 **Lakewood:** Jim Kinzel 251-2521

Grant/Lily/Templeton/Garden: Petronella Vander Valk 253-0058

Please fill out the survey form below. Each household will receive one survey. Those households with multiple dwellings can request additional surveys by calling Jim Hall at the City. **Cut the survey out and return it in the pre-stamped envelope by Friday, July 9, 2004.** To validate this survey, please provide your name and address. Personal information will remain confidential. Any comments will be forwarded to City Council. If you have any questions, call Jim Hall at 873-7130 (e-mail Jim_Hall@city.vancouver.bc.ca) or Sylvia Kirk at 873-7908 (email Sylvia_Kirk@city.vancouver.bc.ca).

Jim Hall, P.Eng.
Neighbourhood Transportation Engineer
City of Vancouver

Please cut along dotted line and return in pre-stamped envelope provided.

Name: _____ Address: _____ Postal Code _____

ATTN: Sylvia Kirk, Neighbourhood Transportation

Do you support the proposed traffic-calming plan & are willing to try it for 6 months?

Yes	No	Neutral
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you wish to be advised when this issue goes before Council? (Check box, ensure full mailing address)

Yes

I offer the following comments about the overall plan:

I offer the following comments on specific measures in the plan:

ATTACHMENT "C"

NEIGHBOURHOOD TRAFFIC GROUP

The following are comments of the Neighbourhood Traffic Group which has worked hard to develop a neighbourhood-wide traffic calming plan:

The Neighbourhood Traffic Group disagrees with the interpretation of events, and would like to make these points.

Our community is an unlucky victim of geography which sees many thousands of commuters traveling between the suburbs and downtown over the Georgia Street Viaduct. The area we are working to protect is bounded by Nanaimo and Victoria from Napier to East First. Many of the difficulties we experience are due to Napier being the first street south of Hastings between Victoria and Nanaimo that hasn't been given diversion. The Neighbourhood Traffic Group has, for that reason, worked hard to develop an area-wide plan so as not to merely shift the traffic burden onto the next street south. The traffic calming plans which our neighbourhood has worked so long for are absolutely not just for Napier Street and the representatives from all the streets involved in this process resent the suggestion.

We disagree that the neighbourhood is fundamentally divided. Given the 31% response rate to the most recent survey we believe that a significant proportion of the neighbourhood is concerned about the issue of traffic volume on our streets. The majority of residents who responded to both surveys approved the plan each time. Of those who voted against the plans many stated that they were in support of traffic reduction in principle but didn't like those particular plans. As well, it must be noted that a large proportion of the no vote came from three streets-Venables, Parker and Adanac-which already have multiple and significant diverters and corresponding low traffic volumes.

Both residents and City personnel agree that the issue in the area is short-cutting commuter traffic. The area already has several permanent non-diversionary measures including traffic circles and sidewalk bulges and none of these measures-such as the failed chicane at Napier and Semlin Streets has reduced traffic volumes and the related issues of noise and air quality. As a neighbourhood we support the recent measures that the City has implemented to shift traffic flow onto existing arterial routes. However, we don't believe they will be enough to change the established driving habits of the thousands of commuters who have discovered a quick route to downtown through our neighbourhood. We therefore request that the city acknowledge that both plans did win approval from a majority of those surveyed, and continue to work with area residents to design a set of diversionary measures which will, in the end, reduce the number of short-cutters on our streets.

ATTACHMENT "D"

COMMENTS OF RESIDENTS IN FAVOUR OF THE PLAN

<p>We strongly advocate encouraging and enforcing 1st Ave traffic to use Clark Drive to Access Venables to Downtown. As a resident of ---- , we find traffic along Victoria excessive, noisy and dangerous.</p>
<p>It is imperative to calm traffic in these streets more young families with children are living in our neighbourhood we need to reduce traffic.</p>
<p>Great. More peace.</p>
<p>I just want you to know that I know some residents in the area did not receive surveys. Many of these people, whom I am friendly with, also are in support of this plan.</p>
<p>Anything that would calm traffic in the area would be a bonus and eliminating the no left turn on Gravely will help considerably to take the traffic out of the alley; just before 1st, which is a disaster waiting to happen.</p>
<p>Have no right or left turn at 1st Avenue and Victoria Drive. (Many accidents).</p>
<p>Thanks for all the work!</p>
<p>I support all of the efforts of our neighbourhood traffic group.</p>
<p>This is a small part of a larger problem of commuter traffic from the valley using residential neighbourhoods in East Vancouver to get from home to work in the downtown.</p>
<p>Great plan. By the way, Lakewood needs more calming south of 1st.</p>
<p>I am a biker, doesn't really change my routes; but better because hopefully will mean fewer cars.</p>
<p>I support traffic calming in general. It does, however, seem to result in traffic measures in previously quiet areas.</p>
<p>For a significant length of time (several months) and intermittently thereafter provision should be made for police supervision of prohibited turns into lanes. current lane use has increased due to previous measures, and will do so again, the worst and most aggressive drivers ignore all but insurmountable physical barriers and eventually, heavy fines.</p>
<p>Well done work by all involved</p>
<p>The overall plan is a plus, since prostitutes and johns seemed to be in and out of the neighbourhood.</p>
<p>I would like to see more attention given to the corridors approaching the area - Venables and Clark and Nanaimo and First/Hastings. The carrot of a smoother passage through these arteries (advance green, signage impelling people to use these routes) is better than the "stick" of frustration that barriers present (for residents too!)</p>
<p>We need to calm traffic and get more cars off the road - Vancouver is getting too congested and polluted.</p>
<p>I do not see the benefit of restricting right turns - this simply impedes traffic flow. I also support more speed bumps over diverters. Traffic flow is slowed down but still allows flow.</p>
<p>It is a major improvement to the current situation on Napier and surrounding streets. A much needed change that I think will improve things considerably.</p>
<p>Please leave in existing stop signs</p>
<p>I generally dislike diversions and prefer traffic circles but am willing to give this plan a try for us on William, for me speeding is more of a concern than volume.</p>
<p>I think this is a great plan and I am looking forward to having it implemented.</p>
<p>Strongly support!</p>
<p>If there's a way to keep diverters and signs from taking away from the beauty of the</p>

neighbourhood that would be great.
Long overdue - let's get it done
It looks great! Thanks for all the work.
Another major problem is people driving their children to school particularly Templeton. There is nothing to discourage this. Otherwise, it looks OK
I think it will help make the neighbourhood safer for children - too many speeding drivers come through here.
I voted against the last proposal because it was too restrictive of access to my house. After that I attended the traffic calming committee meetings for over a year arguing as often as I could for moderation and more emphasis on signage and speed reduction measures and less reliance on physical barriers to access.
Go for it! Anything to calm traffic!
Yes - Get on with it.
I think it is much needed and well thought out
I would like to see more measures directly related to traffic calming on Victoria Drive. Pedestrian - controlled traffic signals at crosswalks would be helpful.
Fully support measures
An overall plan for the neighbourhood is long overdue.
This is the second time I have agreed to this plan. The first the calming features were <u>not</u> set up on my street.
Long overdue. But, it would be essential to measure traffic at Adanac/Lakewood before changes are made.
Although the multitude of these measures will cause some distension and inconvenience to the residents, it is a necessary move that is timely.
I would like to see the Adanac Street dedicated to bicycle traffic. I suggest posting "Residents only" signs at the intersections and removing speed bumps.
I do not like diagonal diverters - they just make you go detours.
Build a freeway! These "green" morons who complain about child-threatening commuter traffic in their communities are the <u>same</u> people who oppose freeways. Do something <u>rational</u> for a change!
Very supportive. At the moment my back alley is like a super speedway.
Please do not make diagonal diverters the same as the one at Semlin/Parker. Cars just drive over it. It would be nice to see higher ones with planters then a removable bollard where emergency vehicles can get through. Please change the direction of the arrow on back lane between Lakewood and Semlin and Parker and Venables. Then add a "Do Not Enter" sign at start of same lane on Lakewood Drive. Another "Do Not Enter" sign could go at entrance of lane at Nanaimo preventing cars entering lanes from 1st Ave. Even though cars go in the wrong direction anyways.... This might divert some cars from using all the lanes from Nanaimo to Victoria for immediate straight access to Venables at Victoria in order to get to ... "bee line" it into the city along Venables/Prior. Lanes between Parker and Venables. Cars speed over regular street 40/50 km to major collector speeds during rush hours and weekend evenings. Cars even drive straight across Semlin and Lakewood without stopping. Stop signs could be added.
Looks great!
Backs streets will be more used. There should be stop signs and clear pedestrian signs (sidewalk) as a lot of backstreets are hidden from sidewalk. Dangerous for children as

there will be more activities in back street.
Children play on these streets. With the current situation it is only a matter of time before someone is injured or killed. The existing one-way on Venables is ignored by many. All in all it looks like it may help.
I am very concerned the diagonal diverters will be cheap and ugly.
Let us hope it passes this time!
Lots of hard work, thought and compromise - thanks for all the effort.
Good
Good
Good
Great
Great
OK
Thank you! I hope it gets passed - it will make our neighbourhood more livable and child friendly.
Sounds very positive that this plan will succeed.
Good plan - We want this conflict to be over! Let us get on with it.
The 1900 block Parker has been turned into the main access street for all people living between Parker to Hastings and Victoria to Nanaimo. Still waiting to hear from the city how this will be dealt with. Closing all those streets off from access via Victoria has had a dramatic impact of our traffic count.
It looks really fair and balanced.
Probably too complex and too many features - makes driving within the neighbourhood too difficult. We should be looking for a "tipping point" scheme - just enough to do the trick.
In general this plan will increase the traffic on our block (from Napier) which is not desirable. We are agreeing to try it for the good of the larger community but we are relying on the city to ensure a thorough, careful assessment in 6 months. Absent the six month trial and reassessment, our vote would be a "No"
Thank you City of Vancouver for your hard work in recognizing the importance of livable neighbourhoods instead of racing commuters.
Good ideas
Great... let us win it this time.
To date, two of the three E's have been focused on - Engineering and Education. Let us get some Enforcement from the police to deal with speeding, people driving over diverters, making illegal turns, tailgating.
It will be slightly inconvenient, however the payoff is worthwhile. Good luck this time.
I am concerned about increased traffic in lanes and think that in lanes should be monitored during the trial process.
About time! Yes Yes Yes
Something has to be done. I have almost been hit twice and I have had my car mirror smashed three times due to reckless speeding drivers cutting through our street.
This will be a major improvement to the terrible traffic on Napier St. Something had to be done. Very positive step
I think the planning committee has worked on this for 10 years and it is about time the city starts to make some changes. We want this to work for our community/neighbourhood - let us do it!
This is a fair and reasonable plan. I wholly support it. Last time my home (a back half of a

duplex) didn't receive a ballot, so I am glad my neighbour brought us one.
We are strongly in favor of these measures believe that it will improve the quality of our life and will feel more secure about the safety of our young children and
I really appreciate the process you or the city of Vancouver has for developing a neighbourhood traffic calming solution.
I look forward to the plan being implemented quickly and the next steps of the process being moved forward: i.e. 6 month trial - fine tuning - final implementation.
Thanks for helping us try to make the neighbourhood livable.
We feel the plan is too restrictive but are willing to try it and thanks to the participants for their work trying to organize it.
We strongly support traffic calming as aggressive rat-running is increasing on local streets (Napier and to the south). This is caused by incomplete measures which are presently restricted to Parker and streets to the north. We urge the City to complete traffic calming in the neighbourhood, so that all streets can be livable and safe.
I love it! I am so grateful to my neighbours for working so hard on this!
I commend everyone - neighbours and city staff both on the thoroughness of both the process and the resulting proposal.
Let's do it!!
I feel this is long overdue. It is just a matter of time before a child is hurt or killed by the volume of speeding traffic that goes down my street.
The plan did not address the speeding problem along Victoria Street and the difficulties with pedestrian crossing to and from Victoria park. Furthermore, the pedestrian crosswalk at Napier and Victoria very dangerous because of the large traffic volume using Napier St.
Any measures however personally inconvenient, will be appreciated. The situation on our street is extremely dangerous for the children. Thanks for the efforts of the traffic group.
I think it would be extremely valuable to slow down the traffic. I often can not believe the speed cars use while driving down Napier - pausing briefly at the stop sign. I am very concerned about the safety of my daughter and the other children who live on this street.
We think it is a great idea.
Good plan.
Calming traffic flow in this neighbourhood is vital to the safety of our children and pets.
As a resident of Napier St. I do find the plan a bit overwhelming even though I am willing to try the plan. I would like to see speed bumps all the way up Napier St. from Nanaimo to Victoria St. if everything else fails.
I just moved into this wonderful neighbourhood which filled with many children and having a 4 year old scares me to think that something bad could happen with the amount of traffic going on Napier St. I totally agree with the plan.
This approach has worked well in other neighbourhoods. I would like to see it here. The traffic is only going to increase. We need to act now. Thanks.
I hope you have taken into consideration easy access for emergency services - fire, police or ambulance. The present plan doesn't look good for their drivers.
Please follow through with the six month review
Great idea! We need this!
Our main concern continues to be with traffic speed over volume however, it is recognized volume is worse on other streets and will continue to increase throughout the neighbourhood over time. It may be difficult to control speed alone. without addressing volume too.
Thank you for doing something about this.

<p>Even if the plan is not accepted something must be done to prevent commuters from cutting through the neighbourhood. The city can not pit neighbourhood against neighbourhood. They need an overall comprehensive plan.</p>
<p>Yes, yes, yes it is very thorough and necessary.</p>
<p>Please implement the plan ASAP! You are going to get some nimby response. It will calm during the six month trial period.</p>
<p>The plan has my support. I am concerned about the "ugly" factor however, and would appreciate natural working diversions.</p>
<p>I am looking forward to having this done - it should make a huge difference to my street. Thanks for the good work!!</p>
<p>While we support traffic calming and diverting traffic to main thoroughfare, it should be combined with additional measures to make the main thoroughfares more manageable. For example, the addition of leading left turning signals at Nanaimo and 1st and a left turn signal off First and Victoria.</p>
<p>I still feel that this is too drastic a change. There is no way to access my home from Nanaimo easily. I don't feel I should have to go through a maze.</p>
<p>Excellent plan and long overdue. This has been a problem for years and I am glad it is finally being addressed.</p>
<p>I like it. My nephew was almost hit by a speeding vehicle in front of our house. Some drivers use Charles St. as a fast short cut. Thank you for organizing this plan. I have two children and I am concerned for their safety.</p>
<p>We wonder if speed bumps alone would be sufficient to convince commuters to use main streets. This plan seems perhaps like overkill.</p>
<p>Please ensure that residents have access to Victoria Drive from East running streets as well as North/South running streets as it would help with traffic flow for those that need to use those routes.</p>
<p>It's about time! We fully support the proposed measures - and would prefer that it be implemented completely. Forget the 6 month trail period. It has become too dangerous on our street as folks drive way too fast on their way from Nanaimo to Victoria.</p>
<p>I think it offers a good balance between effectiveness and inconvenience. It is still possible to get around and will work as a deterrent to short cutters.</p>
<p>The area needs it.</p>
<p>Slow 'em down and save our neighbourhoods!!</p>
<p>Please keep all stop signs on the streets</p>
<p>Anything that will reduce the traffic on Charles St. and more importantly the speed in which the automobiles travel is welcome.</p>
<p>The circle and bollard diverters would work if people used them correctly. I most definitely support the traffic/speed bumps - people go too fast - Charles St. is the only street without a diverter? Why?</p>
<p>I am voting for the plan even though I have some reservations because something needs to be done. I wonder if the plan as it stands isn't overkill. One of my concerns is that the residents of the area will spend a lot more time driving around on each other's streets as they go to and from my home. But it is worth a try.</p>
<p>Traffic calming is needed on Charles St. Too many commuters use Charles to avoid first Ave. People drive too fast. There are children, seniors and pets to worry about. We fully support the traffic calming measures.</p>
<p>I did not receive this survey in the mail and had to go to considerable effort to get this survey and submit my opinion - I wonder how many other people did not get a survey</p>

questionnaire.
We greatly appreciate these efforts at traffic - calming
1) Enforce new regulations, such as "no left turns" vs. "do not enter" Until at least people get the idea! 2) Protect our lane ways - they should not become shortcuts. 3) Encourage traffic circles, etc. - that provide the bonus of neighbourhood greening.
6 months
Let's try it for six months
It looks great. I fully support these changes.
Excellent and fair for every street. Thanks for persevering!
Looks great on paper. Let's see!
I would like to see more speed bumps in the neighbourhood, especially on Kitchener St. between Victoria and Semlin.
Hopefully, it makes it better!!
Anything to slow down cars on our street! Having just had my car side swiped I am in favour of these measures to stop reckless drivers using our streets as shortcuts!!!
Speed bumps on Kitchener between Victoria and Lakewood would be helpful too.
Looks good but I would prefer a plan that does not depend on 'No Left Turn' and 'No Right Turn' signs.
I personally go left at Lakewood daily to my daughter's place but if it is unanimous I guess I would adjust to the change.
I fully approve
Great!
We hope it works! Our streets have become very dangerous.
I like it. There are a number of young children in the area and this should make it easier for them.
It seems like a good balance. The first plan had too many mazes. We need something to calm traffic.
6 month review is important
Traffic has increased tremendously in the last years, especially with driver not living in the neighbourhood trying to avoid busy First Ave., Hastings and Victoria. And they are going faster! Drivers do not know how to behave at a 'traffic circle' device and do not yield properly. Big Problem!
Thanks for all your hard work!
Traffic definitely needs to be slowed around the school, but let's not make it impossible to get home, like has happened at Templeton school. Overkill isn't necessary, just get traffic slowed.
I support the proposal in that it would increase the number and nature of physical impediments as well as driver awareness of both traffic speed and volume in and around Nelson Elementary school.
The plan needs to work with traffic measures designed to keep commuter traffic from using Victoria Drive, Venables, to get to and from downtown. I would like to see the city work on these issues as well. Thank you to the City and Jim and Sylvia for your work with our neighbourhood.
I like the plan. It seems less awkward for the locals to navigate, but should restrict the high-speed flow through traffic.
Please do not remove stop signs.
it seems fine with Lakewood and Charles as the access routes, if need be. Maybe try

speed bumps too.
If we can keep the traffic coming through the neighbourhood to a minimum we will be happy. We approve the existing proposed plan.
I am for any measures that will reduce the possibility for some tragic accidents. So I would like to bring your attention to the excessive speed that cars move at on Victoria and Grant north and south. Please look to that pedestrian crosswalk, it is an accident waiting to happen. Pedestrian light! Street light! Clean signs!
Please do not remove - no left turn between 3 - 6 PM at Grant and Gravely. 2) Diverters seem to be inconvenient for neighbourhood and lane access. 3) On the whole we like traffic calming circles.
We like it!
I often see cars traveling 70 KPH and in the neighbourhood.
Great idea! I live on the corner and listen to cars speed through the stop sign every day. Commuter short cutting from Victoria to Nanaimo.
The plan is well thought out. It will be beneficial to the community and I fully support it.
Downgrade Victoria and Venables to local collector streets. Things like this are crucial to protect the children and elderly and handicapped.
I am grateful for the work that has gone into this plan. I think it is well thought out and will be effective in stopping cut through traffic overall.
Please keep the signs in place.
A few weeks ago I witnessed a collision in front of my house caused by two cars attempting to maneuver past one another on our narrow streets. Our streets are simply too narrow to accommodate the high volume of traffic they are subjected to.
Excellent plan! Reduce noise/traffic/ dead pets etc.
Please leave existing stop signs in place.
Good effort!
A good compromise in exchange for the payoff. Well thought out and well done! Thanks for the hard work.
I like the fact that the plan provides inconveniences. People regularly violate no left turn signs. Stronger measures are in order.
The traffic problem on my street is very bad during rush hour. I am pleased to see this plan going forward.
It is about time this goes through.
It's not really that bad a problem to warrant that many traffic calming measures. With the proposed plan, I find it difficult to access my own residence from Victoria Dr. (where I normally come home from work) and would have to wind through other people's streets just to get home. I suppose one could take the environmentally unfriendly longer route via Nanaimo St. Understandably, inconvenience is the rationale behind dissuading non-residence from driving through the neighbourhoods but does the trade-off help the local residents? We have friends who live in the 1700 block Charles and drive their child to Lord Nelson Elementary located in the 2200 block Charles/Kitchener – they will have to drive through Grant St. just to loop back to the school rather than drive straight up Charles. No a major inconvenience, but my point is that the traffic just shifts to other neighbourhoods. Realistically, the calming measures aren't that effective or practical for local residents in this particular area. Back to the drawing board. Ps: For our friends in the 1700 block Charles, the City should really concentrate traffic measures in the 1700 block area bounded by Grant to Williams. Now that is a zoo! I have

<p>witnessed the traffic on occasion. Try monitoring the 1300 block Commercial, east lane alone. It is ridiculous with the amount of large truck traffic and drivers shortcutting through the lane looking for parking on Commercial. During even mild summer days, truckers insist on leaving their loud refrigeration units on much to the frustration of residents. Santa Barbara supermarket management just ignores (if not chuckles at) any concerns voiced by their neighbours.</p> <p>It has been worse since the city put in a pedestrian controlled light at the intersection of Charles and Commercial. A great deal more traffic flows through the 1700 – 1800 block Charles now. There are inconsiderate, able-bodied pedestrians who insist on activating the light at 2 AM when there are no cars driving along Commercial. The chirping audible in the early morning would drive anyone insane. I really feel sorry for the residents there. The City really should think more carefully before implementing traffic control measures. For the residents' sake, put a traffic counter in the 1700 block Charles and the east lane mentioned and act accordingly with calming measures in the future.</p>
<p>I am looking forward to the implementation of the plan, as I would like to see less traffic SLOW DOWN! This plan appears to address my concerns for a safer, more livable community.</p>
<p>We strongly support the barriers; to make it safer for our family and others. As we have already paid out of pocket a deductible for one drivers side hit and run on one of our vehicles, I narrowly missed being hit by a speeding car on Grant Street. We enjoy this lovely family oriented community and fully support traffic calming measures.</p>
<p>Great attempt! Long overdue and glad this is going forward!</p>
<p>This seems like an excellent initiative toward a safer quieter neighbourhood</p>
<p>Anything is better than what we have now!</p>
<p>I strongly support all measures to curtail cross-cutting common to traffic.</p>
<p>Excellent work, thanks to all involved for their effort.</p>
<p>Any permanent diverters must be "greenable" - also - by installing an evergreen hedge in the 1st Ave Blvd. between the sidewalk and the road from Commercial Drive to Nanaimo St. could lessen road noise.</p>
<p>I am very much in favour of this type of plan. There are many small children on our street that are at risk daily due to racing cars up and down during rush hours.</p>
<p>I will agree to maintain a circle garden if you could change the diagonal diverter to a circle Garden at Semlin and Gravely.</p>
<p>Bike lanes on Victoria would encourage more bikers and be much safer.</p>
<p>This calming plan is definitely needed as more young families are coming into the area.</p>
<p>Terrific work. I would be supportive of increased taxes to ensure that this effort /plan is effected.</p>
<p>I love it! I am so grateful to my neighbours for working so hard on this!</p>
<p>This neighbourhood definitely needs calming. My corner is bombarded all day and night by people heading to and from the highway, driving fast and aggressive .</p>
<p>Our streets need to be calmed! Too bad this was not in place 15 years ago. Strong support from our household.</p>
<p>I am delighted with the plan. I have a child and it will mean that she can play close to our house much more safely - good work!.</p>
<p>If it brings down current traffic noise levels - it will be most worthwhile</p>
<p>We believe it is necessary and will benefit.</p>
<p>Worth a six month trial.</p>

It's a good plan and hope it goes ahead. When I do my evening walks north on Templeton the streets that have the calming in effect are much nicer and family friendly and less traffic.
I strongly endorse this plan - traffic has increased horrendously on Gravely street and there are many children walking too and from school.
I am still concerned that traffic going from 1st Ave. heading to the Lion's Gate bridge will still easily access Gravely and speed past our house. The speeding on our street may still continue or get worse as cars do not have to stop at Garden. 2) Thank you for the committee and the city staff for working so hard on this plan.
Are the no left turn/no right turn signs off 1st necessary since all the barricades will deter people anyway?
I totally support the plan - we are tired of all those cars speeding on our streets - this is going to save lives of our children.
It is a good thing - people drive so fast down Graveley St. thinking it is like 1st Ave. Most cars don't stop at stop signs - this neighbourhood now has children again - lot's of pets- just like it did in the 1950's when I was a child living in this house.
Good idea. Especially for kids walking in the neighbourhood. Fully endorse proposal.
I support the 6 month trail with the opportunity to be re-surveyed.
I have had two pets (cats) killed by cars in the area. Anything to protect my pets is awesome. I don't drive and dislike cars because of their environmental damage they cause. Stay on the major routes or better yet, get out of your car and walk. Maybe blocking the roads will help with that.
A very good idea -the more the better. Make sure streets are bike friendly.
I am leaving it to the experts.
I could not help but notice that a lot of the Do Not Enter signs were on the north side. I am sure that there are more complaints there than here but that has to do with social contact. Maybe around Nanaimo St. put more diverters because cars from Renfrew St. can just barge in and now they are in our neighbourhood. Example: Grant Street.

COMMENTS OF RESIDENTS NEUTRAL TO THE PLAN

We are concerned that this plan will increase traffic in alleys. We think it is safer to keep cars on roads, rather than alleys. Generally, we prefer speed bumps and traffic circles to diverters.
All to control speed under 30 km/h in the area
Speed bumps in paved alleys would be helpful
I think, there are too many diverters which will make it difficult for residents in certain areas to get in and out. I'd like to see more roundabouts which would mean more places for flowers to be planted. Are there any signs that let people know that certain streets are "not a through road"
Traffic calming is needed on Charles St. Especially between Charles to get from Victoria to Nanaimo by passing 1st Ave. They are fast and careless.
No diverters! Traffic circles and speed bumps on Semlin North of First and on Graveley. Dunbar has speed bumps so does Burnaby use speed bumps this will be more effective than diverters.
I live at ----- so either way I hear, see and deal with the traffic as a resident and pedestrian. I do not drive.

COMMENTS OF RESIDENTS NOT IN FAVOUR OF THE PLAN

Venables is the real problem between Victoria/Nanaimo. If it was 2-way and open there would not be this cry for calming. Make Napier and Parker one-way streets and remove the barrier at Semlin and Parker. Cars ride over it and it funnels traffic onto Napier.
Please put a left turn signal on to the N/S light at Victoria and 1st. We support traffic slowing as opposed to restrictions, like circles, speed bumps bollards? and diverters.
This plan funnels all traffic off first Avenue north to Hastings and/or Venables. This is a residential street. Nanaimo and Clark Drive are wide streets, also terminal Avenue. This plan funnels almost all cars onto Charles St. as well.
Your proposed plan makes it difficult for the residents of this neighbourhood to get around. Going south I go left on Gravelly, right on Lakewood, right on 1st and back right on Victoria to park in front of my house -----. I live here. Leave it alone.
As a resident of the neighbourhood I believe that instead of helping our community, this proposal is hurting the residents. I believe that speed bumps would solve the problem without causing havoc to drivers.
Create a better route for cars coming from downtown and going to the freeway. Left turn light at Clark and 1st. Currently only 1 or 2 cars can get on to 1st Ave. from Clark at each light change. This may cause cars to go to Commercial (which does have a left turn light or up to Victoria. Let's keep the cars on the main route (1st Ave. via Clark).
The circles for slowing cars are great.
Something should be done - but not this!
There are already too many diagonal diverters. These should be replaced by circles with green space in the middle, with a tree in the center. The sign at Parker and Victoria is often blocked by tree branches, needs pruning near sign.
We all have to cope. Neighbours would increase traffic in the lane - and the rat pack would get to work no matter what.
I am and have been the owner of the property at ---- for the last 16 years. My son has been living at the residence since the purchase. Many years ago a diverter was put in on the corner by the house on Semlin Drive and Parker. Not only have we and neighbours experienced flooding in the basement due to the barrier on that intersection, there is a constant noise of vehicles breaking around the curve or crossing the barrier, and it is <u>not</u> only emergency vehicles. If some area residents think that there should be more traffic calming, more traffic circles would be the answer as they would not create a maze for the residents to get in and out of the neighbourhood. As a tax payer of the City of Vancouver I strongly oppose the proposed traffic calming plan.
It is too extreme. Some of the measures should be implemented, not all.
Seems like the "Newer" residents are the ones who have the traffic issues, we have been residents for 37 years at this address and the church across the street 68 years ago and it has never been an issue before.
There are too many diverters and obstacles and that is really inconvenient to the residents. Also, the new plan seems to push all the church traffic to go around my house now.
I like the idea of traffic circles and traffic calming measures i.e. no left turns during rush hour etc....but do not turn the neighbourhood into a mouse trap/rat maze to local residents - this is unfair and unjust
It's going to create a mess of traffic on side streets getting to and from services, wedding, and funerals at St. Francis of Assisi church. If Venables and Parker weren't closed up to begin with Napier residents would not have this problem. Still suggest opening Venable and

making left hand turns going south on Victoria at 1st Avenue easier to make.
This plan will benefit only a few people proportionally in our neighbourhood. All others will suffer increased traffic and delay it is an unfair plan.
1) The whole plan as it stands is far too convoluted and costly. 2) The ideal solution is to have left turn green arrow on Victoria at 1st. 3) In addition put speed bumps down Napier from Nanaimo to Victoria
The plan to keep traffic out of the neighbourhood, may do that. But it does not solve the real problem of traffic in the area. Previously I suggested that left turn lanes and lights be installed at 1 st Ave and 12 th Ave. which would alleviate the backup of rush hour traffic trying to get to 401 eastbound. I haven't seen any work to suggest that will be done. Now I suggest that traffic routes be changed to accommodate the rush hour traffic of the Georgia St Viaduct – Make Venables St. ONE WAY westbound from Victoria Dr. to Clark Dr. Traffic eastbound out of town will be diverted south to 1 st Ave and 12 th Ave where there are left turn lanes and lights (Both 1 st Ave and 12 th Ave lead to access to 401). Traffic should also be educated that if they choose to go north on Clark to Hastings – east on Hastings to Cassiar on ramp to 401 eastbound. Or they could go north on Clark to Powell east on Powell to McGill and access 401 at McGill on ramp.
As a local resident for 18 years, I find the overall plan to be totally unacceptable. My route to work will be greatly frustrated and returning home I will have to circle the block to park. More miles, more traffic, more gas. Rose Street and Semlin residents put up with much traffic and parking problems associated with St. Francis of Assisi Church on Napier - weddings, funerals, masses, play school. Without Napier being open, all this traffic will snarl around Semlin and Rose and deny free access to residents!!
I believe that this plan is misguided and is being pushed through by a small group of mostly white, mostly relatively recent (10 yrs or less) mostly upper income residents who have indicated to a very receptive "Neighbourhood Transportation Engineer", they represent a majority of residents. This is not true. Thirty percent of our population are Chinese speaking, have not participated in this process, and the city has not provided a translation of this complex and confusing document. I find the quote from Jim Hall in the "Yes" flyer that "This is the most inclusive process he has ever seen either a lie or just sad.
I don't understand why there can not be speed bumps like on other streets to slow down and discourage commuters. Each iteration of these plans seems unduly complicated and restrictive.
The plan seems to be excessive, it will be like running a maze just to get to and from my house.
The key to making any traffic calming work in this neighbourhood is to install advance green at 1st and Victoria.
The overall goal is worthy and I support the process however.
This seems to get worse all the time. No thoughts about others or streets - this plan comforts those few on Napier St. only.
This plan is so radical I can't believe it! It will disrupt our community dramatically make getting to and from our home a crazy neighbourhood. Stop the madness.
Very difficult to get to our house from Nanaimo. We are not interested in living in a neighbourhood similar to the West end.
I do not want diverters in my neighbourhood
I do not like the plan
Too drastic and not necessary

<p>This proposal will impact the flow of traffic along Lakewood. Lakewood would be the only street from 1st Ave.</p>
<p>Horrible plan. I live on ----. and this is bad. Roundabouts are better than diverters anytime.</p>
<p>I lived here for over 40 years. I see nothing bothersome with the traffic. People are making a monster from a situation that doesn't exist.</p>
<p>Too complicated. Barriers are very unattractive.</p>
<p>Put more circles at intersections and 'stop' signs. NO diagonal diverters. Have diagonal diverters at each intersections at Lakewood so residents west of Lakewood can use Victoria Drive and residents East of Lakewood can use Nanaimo Street. This will stop through traffic from Nanaimo to Victoria Drive and vice-versa.</p>
<p>We feel the streets should be left as they are. Maybe add some stop signs.</p>
<p>Leave as is - the plans definitely an inconvenience to residents! In the neighbourhood going to and returning from work downtown. Why should the neighbours travel time increase and be inconvenienced.</p>
<p>I find the proposed plan totally unacceptable. I cannot believe these people are still persisting in messing up the neighbourhood. The plan causes frustration for visitors to the area. Also problems for emergency vehicles.</p>
<p>Do not create a maze. You should open all the streets to cut down traffic in some other way.</p>
<p>Please leave traffic as is. The proposed plan is an inconvenience to the residents of the area. No changes please.</p>
<p>People will drive in alleys. Drug dealers use alleys, so do drug addicts. Our children play in the back yard.</p>
<p>I think the existing traffic calming measures already in place are sufficient.</p>
<p>I believe this is too aggressive a plan to be implemented so quickly. I now find it difficult to get to my residence by car with the groceries now. My visitors are very confused the route now from Victoria East on Venables is a mess.</p>
<p>The organizers of this plan have lied to people attending meetings and mislead people. They have ignored alternate plans and suggestions and have acted only in their own interests. We had this vote last year and it was defeated. How many times do they get to do this before they get their own way. Little attempt has been made to advise and involve those other than the special interests involved. I object to the way this has been conducted. I have been lied to and deceived on several occasions at meetings.</p>
<p>We are worried about possible difficulties for residents accessing main roads in case of emergencies. Cement blockers (diverters) could cause huge delays. (?)</p>
<p>It is already very difficult, with the present calming measures, to get around our neighbourhood. Therefore, no, no, no and no to any more.</p>
<p>I do not support any further traffic calming plan because our neighbourhood has enough diverters to block other cars traveling from downtown area to Burnaby. Implementing more diverters can only cause troubles to the neighbourhoods of getting out the main roads and going home. Also, it creates (problems) inconvenience for my friends and relatives who visit me.</p>
<p>This new plan makes us feel completely trapped! To visit my sister on William or my mother on Lakewood I would have to go wriggling like a garden snake.</p>
<p>I would say that you should keep the traffic the way it is right now because the way it is right now is perfect.</p>
<p>I have just returned home from travelling and saw the notice in the mailbox about this proposed traffic control plan in our neighbourhood (East of Victoria, South of Hastings). I have been very upset about the series of changes and the number of barricades on our</p>

streets for some time, and cannot believe more of these have been proposed. The numbers of barricades in our neighbourhood is a lot higher than most neighbourhoods I have visited. However, they did not solve our traffic problem as they were supposed to do. In stead, they created more traffic here. Instead of taking one or two turns from the major streets, the residents in this neighbourhood have to drive through many more streets before they can get in and out of their home. Therefore, the traffic increases on every street of the neighbourhood just having our own residents driving around as well as our confused friends trying to find their way in and out when they come to visit.

The barricades do not solve the traffic problem. We have more cars, and that is a fact. The city should concentrate on building highways and alternative routes for the commuters. By blocking the surrounding neighbourhoods, we are only creating more traffic jams on the major roads. And remember that the residents do not own the roads. The streets are to be shared and travelled. I wish that the city would focus on how to solve the real issues of the traffic problem, instead of pushing the cars from one neighbourhood to another. Yes, if we have barricades on one street, the next street will suffer because the cars need to go somewhere. The direction of this plan is selfish and backward.

Please consider these factors in your city traffic plans. Thank you for your time.

First, the flyer that was sent looked like junk mail. If it were not for my neighbour who told me, it would have been discarded. Second, I would have to travel by car seven blocks to get to the market when it would take me four blocks. It takes me two blocks to take my elderly mom to church – with the plan it will take 7 – 8. Why should I be inconvenienced? From Hastings to First Ave I am barricaded in. I was told by Jim Hall that the homes would be notified in 6 months for a review for the plan that was put in from Hastings to Adanac. I have never received any such notice. I agree with some of the plan, but you guys are making it ridiculous. I have argued with Jim of the Traffic that comes in between the lanes of Parker and Venables from Nanaimo to Victoria. Traffic comes in all hours of the day. Kids play in the lane. And a lane is not supposed to be a street. Yet Jim did not think that it was a problem. When you say the plan is temporary, I don't believe you. All you guys know what to do is wreck a neighbourhood. My answer on behalf of my mom is No!, No!, No!, No No.

The most important thing for us is that we want speed bumps in the lane between parker and Venables in the 2000 block. It will slow people down that currently speed west through the lane.

I think this plan is a benefit for people who don't drive! I am sure it would make our neighbourhood quieter, but I feel it is unworkable for those who have to drive. We may be increasing pollution having to go round and round encountering one blockage after another. It will certainly increase frustration and stress levels in drivers. I worry about how ambulances and fire trucks will find their way through this insane maze in an emergency. I think this whole plan should be scrapped. If we are still getting speeders and commuters, put in speed bumps. We have enough diverters already. By the way, I walk here a lot but I do not agree with this plan!

It creates far too many diversions and detours for residents to actually reach their homes by a reasonable direct route. Lots of traffic circles with greening and plants which slow down traffic block after block would be better at frustrating the through traffic and still allow reasonable access to residents.

I think your "plans" are unnecessary and completely ridiculous. How are we, as residents, supposed to drive out of our neighbourhoods without zigzagging to get to Nanaimo or Victoria Drive! The traffic is not bad at all.

It is like a trap. Especially in the 2100 block. I feel like there is no where to go. Also there is

<p>a school nearby parents and kids that can drive would be trapped. It would become very busy in the alleys. Kids play in the alley i.e. hockey would not be safe when cars are zooming by trying to get out. As a resident of this neighbourhood, I would want a less complicated route home. Most of us work downtown. The fastest way would be through Parker and Victoria. We have seven people living here and if it is possible, that would be 7 votes of "NO". Gas is not cheap either. I am sure majority of short cutters are residents of neighbourhood or friends who visit. I know the objective is to reduce traffic but I think it is more of a maze.</p>
<p>It is fine just the way it is.</p>
<p>According to this plan getting in and out of our neighbourhood will become like entering a fortress. I feel all of this is driven by a small number of individuals who only care about Napier Street. I spent a week at home last week and I am wondering: how did you come up with 11000 cars going through our streets a day? I maybe saw one every 5 minutes.</p>
<p>Not much of a plan. Too much speed in our area.</p>
<p>I believe this plan is self-serving for a few people only. I live and work in this community. I work on Commercial Drive and for anyone east of Lakewood, it is very difficult to gain access to my neighbourhood from Commercial Drive.</p>
<p>Leave as is.</p>
<p>We live on ----- and according to this plan we will be getting a lot more of this traffic down our street which I do not support.</p>
<p>This plan cost too much tax money</p>
<p>I do not support it - plan cost too much speed humps are OK</p>
<p>In general, these new traffic calming features will make it more difficult for an ambulance or fire trucks to reach our houses.</p>
<p>Parker St. does not benefit from this plan - Napier, Venables and Adanac push their traffic onto our street.</p>
<p>There are too many diverters that force traffic onto 1900 block Parker</p>
<p>Too much traffic coming up 1900 Parker - we are the access to the neighbourhood</p>
<p>This solution re-directs everyone down Parker street and will also make more traffic on our alley.</p>
<p>I believe that during the last decade local vehicle ownership has more than doubled. Diverters will detour this traffic by increasing the distance traveled by residents. Speed bumps and traffic circles calm traffic flow.</p>
<p>The overall objective of reducing the speed of short-cutters especially on Napier is laudable. However, the proposed measures are excessive. I would prefer to see improved pedestrian facilities (e.g. Crossings on Victoria Drive)</p>
<p>This plan punishes us, the residents, because of the commuter traffic - we will not be able to come and go without great difficulty. As a lifetime resident of this neighbourhood, I truly resent this overall plan.</p>
<p>This area will become a maze and the commuter traffic will still continue to travel through our neighbourhood. There is a lot of dissension in this neighbourhood and over this traffic plan.</p>
<p>I can almost not get to my house (9 blocks west to east, 7 blocks east to west). This would be a big problem for fire and/or ambulances to get to anyone's house so don't put up diverters please.</p>
<p>I am totally against this plan. All it does is make it impossible for people who live in the area to get home. Too heavy handed between Napier and Adanac. Far too many measures proposed for that area. Very unfair/unbalanced.</p>
<p>Oppose the Plan</p>

<p>Too complicated. Please put more roundabout to slow people down or simply block a few streets.</p>
<p>Leave things as they are - you are not calming down the area, but you are making driving impossible - especially for the local residents. Are you trying to have the roads only for pedestrians and cyclists? There is enough mess north of us - we do not want a bigger mess.</p>
<p>More traffic on our block and in our lane. Too obstructive for residential access - impedes residential access 24/7 in exchange for less traffic 1 - 2 hrs/day on streets presently most affected by traffic.</p>
<p>It seems to me that this plan will push all the shortcutting traffic on Charles - so Napier will be quiet at the expense of Charles St. The traffic in this neighbourhood is only heavy during the rush hours and not unduly heavy. This plan is a major inconvenience at all hours of the day.</p>
<p>It's a waste of time and money. The majority of cars that take the side streets are residents of that neighbourhood. People driving in from other cities are using the main roads.</p>
<p>Enough hindrances already in existence.</p>
<p>This plan is too complicated for me and people visiting my home. My suggestion is putting in diverters at each street entrance off Nanaimo and Victoria, the same type of diverter which is currently at Venables and Victoria. It is the simplest way to start the program from my point of view.</p>
<p>This seems an attempt to make an already difficult situation more problematic. I do not support this plan.</p>
<p>If they are not using the street they still use the alley to pass - just like now.</p>
<p>Too restrictive to personal access to our residence and garage coming and going daily to Vancouver City Centre to work.</p>
<p>Why do you keep making a maze in this neighbourhood. Leave it alone. Why impact me to satisfy someone else.</p>
<p>The plan is not a good idea.</p>
<p>I strongly disagree with the planned proposal. I do not want this disruption in my neighbourhood. Traffic calming is not a solution to divert traffic but a problem for everyone involved.</p>
<p>This plan seems to be neighbourhood over-kill. People living in the neighbourhood and using cars will be wasting time and gas. We want our friends to arrive easily and emergency services to arrive quickly. How do we safely exit and make left hand turns on Victoria and right on Nanaimo? If we live in the neighbourhood we need to access safe turns and thus we contribute to traffic within the neighbourhood. People do drive children to school and church and using neighbourhood streets needs to be available to them. This driving is part of what makes us a neighbourhood. The commuter cut-thru times and traffic patterns need better monitoring.</p>
<p>Way too complicated - it only takes one moving or delivery van or construction project to make our house almost inaccessible by car.</p>
<p>I don't support this initiative primary because of the inconvenience of having to turn so many corners and driving so many extra blocks to get to and from my garage. After reviewing the map, I have concluded that to get home from driving northbound on Nanaimo Street, I literally have to make NINE turns (six turns from Victoria Drive) to legally get into my garage. That is unacceptable. I cannot even begin to describe to friends and family directions to get to my house if these calming measures go through. Traffic calming...?? Oxymoron!! There will definitely be no "calm" in my car. Thanks kindly,</p>
<p>It stinks - you have already blocked off Victoria Dr. now Nanaimo. Where are you going to stop?</p>

<p>For me to come to my home on Parker St. now is chaos! How am I to come from Victoria Dr. to my home? Through a maze? Who thinks of these ideas? What large city calms neighbourhood traffic without planning alternative arterial routes for the rest of the traffic? This plan is absurd!</p>
<p>This proposal is ludicrous. I want things left as they are. Your proposal would make it difficult for me and neighbours, since it would cause hardship in my area to reach our homes!</p>
<p>I do not want my neighbourhood becoming a maze. Reality is that our neighbourhood is in the middle of the 1st Avenue exit from Hwy. #1 and downtown. First Avenue, the way it is, is unable to handle the amount of commuters thus forcing people to take these short cuts. I say we have to accept the fact of this increased traffic, share equally vs. pushing the traffic from 1 block to another and concentrate more on making the neighbourhood safer by 1) adding more stop signs 2) traffic circles which serve multiple purposes (i.e., getting the neighbours out and talking/getting to know each other, beautifies the area and at the same time slows traffic and 3) Add speed bumps like 2400 block Adanac.</p>
<p>I find it hard enough as it is to get to Commercial and for me to sit in a long red light trying to make a left into Nanaimo off of 1st Ave.</p>
<p>In French - see original</p>
<p>Less traffic may mean more crime</p>
<p>The main person running it isn't considerate of some of the members' suggestions</p>
<p>I think this plan makes it too difficult for residents to get to their homes. Also I think that traffic may be increased through alley ways. I feel the current plan is adequate as it is.</p>
<p>This plan not only inconveniences the drivers but also the people who live in the designated traffic-calming zones. It would also be difficult for emergency response personnel to navigate the traffic pattern that has been proposed. If this is the best solution to the traffic problem then I would prefer that the traffic pattern be left as is!</p>
<p>I don't like this plan at all, I can't drive west up the alley. This is ridiculous. Please come up with a better plan that will make everybody happy.</p>
<p>It is too restrictive for residents of the neighbourhood. It is a standard solution. Commuter traffic should be diverted away from Victoria Dr. at its source. No turn signs at rush hours.</p>
<p>Leave the street traffic as is.</p>
<p>I think we are moving backwards instead of forwards. This plan will increase traffic volume on 2200 Napier St. - higher traffic will result from this plan. I think we should open up Parker and Venables streets to share the traffic.</p>
<p>I feel emergency vehicles will be severely delayed with all of the measures in place. I do not like feeling trapped in my block. I am a paramedic and understand and have experienced the delays caused by "traffic calming" measures.</p>
<p>Overly complex and extremely inconvenient for those living there.</p>
<p>Do not want to travel further to arrive home - zigzagging through the neighbourhood can only result in driver frustration and accidents. 2) Plus, waste of gas and further pollutants from vehicle into our atmosphere.</p>
<p>I get road rage just looking at this plan. I cannot even figure out how to get to my friend's place three blocks away and home again - or how my carpool will get in and out.</p>
<p>The grid system is the best plan quit trying to re-invent the wheel. Capital plan isn't free money it is all tax dollars. Over twenty years ago you would not spend \$45.00 per stop sign for 4 - way stops but now you will spend millions of our tax dollars.</p>
<p>I do not want to live in a maze, our lives are becoming regulated. Every time someone gets a new idea we must change over and give up more of our ways of life.</p>

<p>I don't think this proposed plan not going to work. If the plan goes ahead it will keep me drive on the street longer to get home. It going create more problems for fire truck, ambulance, police to response all calls of an emergency. It also difficult for friends and deliveries to go any address in this neighbourhood.</p>
<p>The plan is an inconvenience to local drivers (area) residents and those who attend the church on Napier St.</p>
<p>I do not support the traffic-calming plan.</p> <ol style="list-style-type: none"> 1) The residents already rejected the plan by a vote. I do not see that you have a mandate to do this again. 2) There is no need for this plan. There are no problems with traffic on my street. Traffic is minimal, mainly generated by my neighbours. The area is already CALM except for one street. 3) Your department provides no rationale for this plan, other than generalities like "excessive traffic volumes," "safety and liveability." 4) Your department provides no valid data. The numbers that are bandied about are based on traffic counts using a hose stretched across a set of streets. <ul style="list-style-type: none"> - These numbers do not distinguish between residents of the neighbourhood v. those who travel through the neighbourhood. To do this your department would have to do a vehicle inventory in the neighbourhood, including license plates, photo the plate of every vehicle passing through. In addition, compare the traffic patterns of each resident in comparison with non-residents. - In addition, to obtain valid data you would have to compare traffic patterns in my neighbourhood with a contiguous neighbourhood of approximately equal size. - You provide no data on how many accidents involving vehicles and children have happened. <p>Since the Engineering Department has not gone through a meticulous and valid methodology, residents can only make decisions based on emotion and perception.</p> <p>5) Well I made a decision based on emotion: In this year, I have had BC Ambulance to my house on two emergency calls. There was a murder in front of my house in April. I want no delay in emergency services, not even 10 seconds, to my neighbourhood due to diverters.</p> <p>6) In addition, I do not want to live in a maze. In an effort to reduce traffic, this plan wastes my time and energy entering and exiting my own neighbourhood. Thank you for listening and please scrap the entire idea.</p>
<p>What has been proposed here will make Charles Street a non-stop route between Nanaimo and Victoria. This is right along a school yard. Does this sound like a good idea to you? It also forces too much traffic onto Lakewood. (Well OK not exactly non-stop)</p>
<p>a) too drastic b) this will cause even worse traffic problems c) environmentally unsound 4) aesthetically unpleasing</p>
<p>Concern over delays in emergency services that will be caused - fire/ambulance/police etc. 2) Difficulty of visitors and trades people finding route. 3) Object to not being able to take the most direct and fastest route to and from our own home.</p>
<p>The overall plan seems to be satisfactory to most residents as the involvement in planning has been a long process, and those who were committed to the plan produced too many closures.</p>
<p>Mini circles, no diverters</p>
<p>No, we don't agree with plan because if an earthquake occurred, we can't get out of our</p>

<p>streets and we'll all die here. Safety comes first. Also all cars will use back lanes instead as it is easy to get around. However, 75 percent of our kids are playing several activities in the back lanes, like hockey – bicycle so – on! And they could be run over by cars, so because of this, it's not a good idea to put street diverters in our neighbourhood. Mainly all cars – included local cars. Grocery shop – Dentist – Doctor – appointment – so – on! Used back lanes so they can avoid street diverters so they can drive most straight lanes, so more cars forced into our back lanes so run over our kids- kills. (so danger – safety – come first) Not private (or) quieted – come later. Public don't understand why city hall accepted this type of survey or plan like this!!</p>
<p>The plan as it is now will not decrease overall amount of traffic through the neighbourhood. It will only inconvenience the residents who drive in the neighbourhoods it will also increase traffic through the alleys.</p>
<p>My concern is that this plan will simply cause the traffic to meander through other streets/alleys in the area rather than divert it outside of the neighbourhood.</p>
<p>There is a need for reducing through traffic volumes. However, the types of control measures used can affect the overall appeal of the neighbourhood. We believe the existing traffic calming (NE of area) are not very 'eye pleasing'.</p>
<p>Please stop closing the streets. It is hard enough to get from one place to another without having to drive down three extra blocks.</p>
<p>Many changes will affect who lives here as well resulting in needless circling to reach one's house.</p>
<p>Too many diverters</p>
<p>The plan isn't homogenous - it reflects a street by street - me first approach - it needs a neutral third party to draw up a more neutral plan.</p>
<p>I do not want to be forced out to Victoria Drive and have to turn left to get to 1st Avenue. This is way too dangerous, as far as I am concerned. Maybe they should think about moving traffic more efficiently on the streets where they are supposed to travel, rather than slow things down.</p>
<p>I wouldn't mind speed bumps on 1900 block - nothing else</p>
<p>We need to reduce the speed of vehicles coming through.</p>
<p>Too inconvenient for the residents reducing options and crating a maze getting around the neighbourhood. I use access to Nanaimo and Victoria from Charles St. equally.</p>
<p>I find the plan extreme. My vehicle freedom will be restricted to one block in my community. Access to any other part of the community is stopped. If the issue is speed, simply install speed bumps. They are effective in slowing traffic - more cost effective than what is proposed.</p>
<p>Something does need to be done. Cars are really speeding through these streets.</p>
<p>Please do not spend time and resources on this. Except for peak rush hour traffic is infrequent and not a problem. Most of the time there is virtually no traffic and during rush hour, a couple of cars at a time for maybe 90 minutes in the morning and I am on Charles 1 of 3 through streets. I do not feel we have a traffic problem in this area. While there are a lot of cars, there are also a lot of people who live in the area. For a neighbourhood next to downtown, with lots of multiple residence dwellings, the traffic seems normal to me. There is a fair bit of traffic during rush hours.</p>
<p>Block off only around hospital and school not around houses.</p>
<p>I am adamantly against this plan. I have experienced this type of rat maze that these barriers make when my Mom lived in the West End and did not see a notable drop in traffic volume only an increase in the residents frustration trying to tell a delivery person how to get</p>

to your residence.
I am against the plan as set out. 1) This plan is going to increase overall driving through the maze and irritation. If the goal is too slow traffic, why not just put in speed bumps, three per block?
I feel that this plan is too extreme. It blocks more than it needs to all you need to do is calm it down - not block all the streets. But the traffic circle would help calm the area without disrupting the neighbourhood.
For years a person down the street from me has been trying to activate traffic calming devices of any sort. I have lived on this street for 18 years. Very little change in traffic - no left turn between 3 - 6 good idea. Anything further is a waste of tax dollars and playing into the hands of an activist looking for another cause. These selfish souls would like to congest other streets rather than realize that you can not create a suburban neighbourhood in the inner city. I oppose the city spending money on a problem that does not exist. I also resent this person approaching neighbours such as me to support a petty agenda.
The plan will cause more inconvenience for the residences in the area.
Too restrictive. No access to my house if I am traveling east or west on 1st Ave. or South. On Nanaimo (which I do often) unless we block laneways which I do not think is safe. I am concerned about emergency vehicles and deliveries.
It is too restrictive for residents to navigate to destinations. It would be a maze for me to get to local establishments or return to my home. I am in favour of installing additional traffic circles but not those that restrict left hand turns.
I am in favour of traffic calming in the area but not at the inconvenience of residents. We work in and visit North Van frequently and the bollards and diverters would make our travel there and back complicated, including routes through lanes, which sure isn't the best for everyone.
The plan is too excessive. Bollards on Lakewood are too restrictive. Kitchener/Semlin quadrant would be adequately calmed with one diverter.
Too convoluted will further exacerbate Victoria Drive congestion - concern re: emergency services. I work at Templeton school - and know concerns of EMS in accessing school. While Napier promised 6 month trial, in fact not removed for 1 year plus.
This plan seems extreme. It will be very difficult and frustrating to get in and out of the neighbourhood.
I don't like the diverted routes. Take out the detours and just place the big speed bumps along the streets. This will allow emergency vehicles to not get "lost" trying to navigate to a house.
<p>1) We have lived in this area for 23 years, 2 years in Charles Street and 21 years in Kitchener St. The traffic pattern that we noticed are not those traveling in from eastern suburbs (i.e. off Hwy 1) but rather traffic from within our neighbourhood. The notion that people will travel from point east will hit 1st Ave and head downtown by snake in and out of our neighbourhood to gain time is not practical.</p> <p>2) At present, we noticed that the traffic in our neighbourhood is people that have to drop off their kids to school and get to and from work. They are people that live in our neighbourhood. No doubt, the population in our neighbourhood has increased over the year and the most significant ones are the rental population. Most of them are young working families and traffic and in and out of our neighbourhood definitely increased. Traffic calming measures proposed are meant to reduce the traffic coming in and out of our neighbourhood, the opposite will be true: <i>we all will have to snake in and out of the maze creating more travel distance and more congestion within our own neighbourhood.</i></p>

<p>3) If this plan were to be implemented, accessibilities will be the issue. Not only are business deliveries, emergency access, and personal access will greatly be affected. One can almost foresee deliveries are missed, emergency vehicles delayed and residents U-turning to gain access creating more unsafe traffic situations.</p> <p>4) We felt that our neighbourhood streets are meant for vehicle travel and not for street hockey; kids' playground, family party areas, and auto repair areas or boats mooring and repair areas. We are convinced that proponents of the traffic calming measures engaged themselves in one form or other the above activities. We all want our streets to be safe, <i>let us keep the proper activities to the proper facilities.</i></p>
<p>The text says bollards will be added to a traffic circle at Kitchener/Lakewood, - there is not traffic circle there - is one to be added? I am concerned the plan may be self-defeating, requiring local residents to drive further. The speed bumps near Lord Nelson School should suffice without need for bollards at Kitchener/Lakewood. How about a 4-way stop? We desperately need a crosswalk on Nanaimo at Kitchener or Grant.</p>
<p>We could fully support circles and speed bumps diverters are awkward for local residents and simply push traffic onto other neighbours.</p>
<p>The plan is far too radical considering the actual number of vehicles passing through my area. Simply slowing down traffic with speed bumps and regular traffic circles would surely work more efficiently.</p>
<p>Inconvenience to us residents - it is fine the way it is currently.</p>
<p>I don't like it. It diverts traffic into the alley. Dangerous for kids playing in the alley. It is fine the way it is. If speed is the issue, why not speed bumps.</p>
<p>I live at ----- and work at ----- . As a resident of the area I use the side streets with care and will continue to drive to Victoria Drive (or Commercial Dr) without having to use only 1st Ave. and Nanaimo. I support traffic circles but not the diverters. The increase in traffic to our lane between Kitchener and Charles/Garden to Nanaimo will be difficult to handle.</p>
<p>Blocking streets will only intensify traffic in other areas such as alleys where children play. People who live in the neighbourhood are being punished and forced to drive a longer route. If the neighbourhood people don't like the traffic, why don't they move?</p>
<p>I can appreciate the time and effort it took to lay out this plan but it seems to turn our neighbourhood into a giant maze!</p>
<p>Have not noticed significant commuter through traffic on Grant St (3 yrs).</p>
<p>We don't find current traffic excessive; we would find the proposed measures quite inconvenient.</p>
<p>Absolutely oppose the proposed traffic calming plan</p>
<p>Some people with too much time on their hands and not much else to do seem to feel they must save us from the horrors of urban living. Move to the country if you want to live there.</p>
<p>I am not supportive of the plan. There are way too many traffic detours. I depend on my car (unfortunately) and the way the proposal is set up I would be doing a lot of extra driving and driving down already congested side streets.</p>
<p>It is a waste of money. The traffic is not bad. Try fixing the road surface on Lakewood from 1st to Broadway. If the scheme is implemented people will be forced into different routes causing more gas emissions. First Avenue is already busy enough.</p>
<p>Blocking off streets makes for more confusing and getting from A to B long way around and won't stop the speeders.</p>
<p>It seems I filled out the same survey two years ago. I have not altered my thoughts of 2 years ago!</p>
<p>A similar plan was proposed before and failed. This one provides absolutely no more merit</p>

than the other. The traffic in this neighbourhood has already been disturbed enough.
All these diverters create confusion and could create havoc in the case of an emergency. Traffic circles and such that force cars to slow down are preferred. Upon looking closer all these diversions would be ridiculous and it does not look like any local input was used in this plan.
it is worse than the first proposal for residents of the area and people using St. Francis church and my corner do not need a diagonal on my street there has been no traffic on Grant St.
Not practical for cars to move around the neighbourhood during a disaster or fire.
Canada Government has good education system and good transport system now. The environment is great now. The Canadian have good education standard and discipline. Although the traffic volume increases, the city is still very safe so the plan is unnecessary.
The number of barricades and diverters are too many and confusing. It would be too hard to get around to and from my residence and for my friends and family.
I am very strongly opposed to the number of diverters. I have lived on Grant for 25 years. It used to be a fast and dangerous cut through until the simple and cost effective installation of stop signs and "no left turns" on Victoria. Mini roundabouts on every second street have helped. Other areas are content with those measures: let us keep to only those please.
There are far too many diverters in the plan. It is one thing to calm traffic - it is quite another thing to virtually shut down the streets. We are new to the neighbourhood, but we haven't noticed a problem with traffic.
We will lose our neighbourhood; can not get around on our own streets anymore. Relax and enjoy.
If there is a fire in one of the streets the fire trucks will not be able to get there on time.
Just put up signs no left turn on Victoria and enforce it. The proposal measures force me to drive on 1st or Nanaimo to get to Commercial or Hastings.
Absolutely not - our children play soccer baseball and rugby at Clinton and Trout Lakes. They attend school at Renfrew and 15th. We drive up Gravelly to Nanaimo. 2 - 8 x 1 day. This plan will add 5 - 10 minutes on each trip (4 diverters) and forces us to drive by Lord Nelson School. Almost all trips we take will force us to use other people's back lanes or force us to park across the street.
This will create a lot of frustration for the people who live in these neighbourhoods. It will be wasted money for the city. This is not necessary.
The amount of traffic which goes down my street is no way excessive. Sometimes these cars speed, but the correct response to this would be speed bumps. The act of turning our neighbourhood into a maze, inaccessible from certain directions and placing ugly cement barriers is not an acceptable response to the situation.
Stop the traffic from Venables and Victoria. Why make it hard and inconvenient for us home owners.
In my area the traffic noise along First Ave. is a bigger problem. I would like to see some noise reduction there.
Too many diverters
As I have stated when the first plan was sent to me I do not support the plan as it will just force traffic onto other streets and into the alleys. I find it difficult as it is to get around this neighbourhood as it is now I don't want it to become even more complicated.
Traffic is not too heavy - don't see short-cutting. No cars speeding in this area. I don't like existing diagonal diverter. Inconvenient for the residents living this area.
I do not approve of the changes because it makes it inconvenient! Leave it the way it is!

<p>I understand it is a good cause and it may evidently reduce the amount of traffic to our neighbourhood, however, it is an inconvenience to all drivers as well. It causes myself as well as others to travel in a maze to return home.</p>
<p>Amount of traffic does not warrant closures on Gravelly. Some traffic from 5 - 6 pm. Frustrated drivers trying to make left turn onto 1st Ave from Victoria Drive. 2 or 3 blocks backed up. A left turn signal at 1st and Victoria would solve a lot of problems. According to present plan, residents of 2300 block of Gravelly will only be able to get out will be left on Garden and then try to make a left turn onto 1st Ave. Impossible!</p>
<p>I recommend 4 - way stop signs or a circle - no barriers.</p>
<p>Our problem on the 2300 block is cars turning off Nanaimo to beat the light on 1st. We put up with this on a daily basis and it will only increase. Not in favour.</p>
<p>I would not mind a traffic circle or speed bump but not what is offered now.</p>
<p>A very confusing, poorly thought out plan. Will create more problems than it is trying to solve.</p>
<p>Too restrictive, very difficult to navigate thru the area. Have friends and relatives in this area and your plans make it very difficult for the seniors who drive to get around. This is a confusing mess.</p>
<p>These diversions (diagonal) are horrible! They make it hard for people including residents to get to homes. No right hand turns off first will further increase this problem.</p>
<p>This plan is far too drastic for the extent of the problem. Traffic circles and speed bumps near the school make sense. The diverters are not needed and will make residents lives very inconvenient.</p>
<p>On these issues, we disagree:</p> <ol style="list-style-type: none"> 1) Napier Street: As of now, Parker Street takes some of the traffic, as does William Street. With changes made under this proposal, Parker has a diverter at Garden Drive diverting all the traffic to Napier. William Street has a diverter at Templeton Drive. Napier is wide open from Nanaimo to Templeton. Under this new plan, the commuter wishing to access Victoria and the route to downtown by way of Venables will use Napier Street, as it remains the easiest route to take. They will not use William St. because it pushes the traffic to Charles, which is further away from their destination. We grant you that they will have to drive a few extra blocks but the alternate is worse. For people living on Parker, Napier, William, Charles, Kitchener, between Lakewood and Victoria Dr. Grant, and Gravelly between Semlin and Victoria Dr. wishing to access their homes coming from the east side the easiest route is Napier, William St. and Lakewood Dr. This proposal does not treat all of Napier St. equally. For example, 2300 and 2200 block of Napier Street has no protection while the 2100 will have less traffic or none at all. We believe that 2300 and 2200 of Napier will continue to have major traffic problems especially our house -----. <p>Whatever traffic comes in front of our house will also travel on to the side of our house. We will be affected by noise and air pollution. The quality of our lives will deteriorate. Even if the traffic is reduced by 50 percent in our location -----, we will still have too many cars. This is the reason that we no longer believe in diverters as solution to traffic problems because it diverts the traffic volume to a neighbouring street. It may help some people but harm others in the area. We are not suggesting that the diverter be moved to another corner as this would be unfair to someone else. In our case, we would rather have things as is. We believe in passive traffic calming. A few speed bumps and no left turn on Nanaimo St. would do the job much cheaper for the taxpayer. (We would like to know why you did not place a no left turn 7:00 AM</p>

to 9:00 AM sign on Nanaimo 5 years ago when we began speaking about traffic calming and a similar one at Victoria Dr and Napier St. for evening rush hour.) The other problem is that the diverter at Semlin and Napier will have a big impact on St. Francis church. We tried to speak with you about diverting the traffic from the church on to William St., which is a narrow street, especially the wedding and funeral traffic with the big hearses and limousines. We question your judgement in this particular instance. Once city rep at the open house told one of the residents with the diverters in place that the fire trucks in case of emergency can drive on sidewalks if need be. Furthermore, we are informing you here that the Napier St. calming devices were put in place not because that is the best solution for our street but to get yes votes after two streets said that they would vote no en masse if the changes from a previous proposal to the plan were not made.

2) Neighbourhood Street Representatives:

Do you know that at present we have three levels of government: city, Provincial and Federal pushing us around - and now we have neighbours making decisions for us. They put a pencil line on a City street map and we have to live with the consequences. Who gives them the right to do traffic calming? They are not qualified to do so. This calming plan will change the dynamics of the whole neighbourhood and not a single impact study was conducted. Do you know that 99 percent + of the residents had no idea until they received a survey from the city that a traffic calming proposal was being planned. Furthermore, we find that the following: Do you support the proposed traffic-calming plan and are willing to try it for 6 months is very misleading. You leave the impression with most people that if one is not happy with a diverter all one must do is phone the city and they will remove it. You did not inform them that the whole neighbourhood would have to approve of any changes.

"This has been the most inclusive neighbourhood process I've been involved in" - *Jim Hall Neighbourhood Transportation Engineer, City of Vancouver.*

We do not agree with the word inclusive. Thank you for listening to us. Have a nice day.

NO. Our family does not support the plan for a 6 mos. trial. The last one created havoc and did not allow residents to COME HOME"! IE: We came home after work, up Venables eastbound, turned south on Victoria, no left turns to William. So we went up to 1st Ave., and circled back to turn on William via Nanaimo, again no left turns for the next few blocks.

That's ridiculous. One day, they had officers for that stretch of Nanaimo, so I ask, "How can they deny me the way home." I noticed a lot of angry residents also started knocking down the signs.

As a resident for over 40 years, here are my observations

-Traffic circles – they are acceptable – as long as the city control the height of the plants in that circle. Some have trees in there. It creates danger yet they are supposed to be safety measures. Too many unsupervised children play in those circles and drivers cannot see them even going extremely slow. These circles should NEVER be an obstacle. Please monitor.

Diagonal diverters/barriers – not good. Extremely bad for ERT's

-As a person who had a house on ----- which caught fire, I can attest to the fact that diverters should not be put in to slow any Emergency response vehicles from coming in. At that time, it involved 4 fire trucks. I entered from Victoria Drive onto ----- and 3 entered from Nanaimo. Now I see they put a diverter there so the fire trucks or ambulance driver won't get there any faster should there be another fire or emergency on that block. Should the city then be paying for GPS systems to be installed in every ERT vehicle so that they know where to turn every 2 blocks??? Saving lives cannot wait.

Band-Aid solutions:

-diverters were put in around the Templeton School area shortly after the pool got built. Traffic nightmares started there. Over the years, due to heavy traffic, the diverters and traffic circle grew southbound from Adanac. It just diverted the problem towards first Ave. If you put more diverters, you will continue the problem until it passes 2 or even 3rd Ave., over the next few years. By removing some of the diagonal diverters down by Parker street area, it will balance the amount of cars cutting through (east/westbound) to all areas so the bottle neck doesn't have to be moved southward.

-The problem – some residents complain that too many cars are going through their neighbourhood (especially at rush hour) and no doubt that is a concern, but has anyone looked at the ROOT of the problem? To me the ROOT of 'some' of the problem is Victoria Drive. Has anyone sat there during rush hour and waited for cars to come to a halt from 1st Ave. to Venables? Why? Well compare the same stretch of road on Commercial Drive. On Commercial (I think) there is no parking at rush hour. They have installed a Left Turn light – westbound at Venables to allow a lot of cars through at one time to NOT have traffic come to a grind as fast as Victoria Drive.

Will the city give that some thought please? If drivers know that the left turn light will allow 15 – 20 cars through, they will be more patient and I believe it will help cut down on some of those drivers cutting through the side streets.

-Population and Emergency response teams:

-On my block alone, we have many senior citizens. Many times a year, ambulances are called. Stroke and heart attacks were the reason in these cases. Blockades cause vehicles to keep diverting until they come to a street that have SPACE for an ERT vehicle to squeeze through. We do not want to make their jobs more difficult. Every second of their time, is also every second a sick person is suffering. I personally do not know if a fire truck can actually go around a traffic circle. If so, then I support those instead of the actual barriers.

- As the baby boomers grow older year by year, the ERT services will grow.

-Traffic mayhem for residents when blockades are put up and the environment:

- one cannot rush home from work (downtown), pick up kids from Nelson School to take them down to either Britannia for hockey or down to Templeton pool for their lessons without feeling like a mouse in a maze. This type of activity leaves some families no choice but to HAVE to use a vehicle. Then there's the same situation with elderly parents who don't drive and need to be picked up for doctor's visits. So environmentally, one would use more gas to pollute the air but circling around and around because they cannot get from point A to point B in a timely fashion.

No left turn signs at rush hour onto side streets:

-A definite NO. Other drivers will honk and swear at "residents" wanting to come home. This has already happened to us during the last trial. After having no left at Nanaimo onto Williams and no left turn from Victoria Drive onto Williams, how does one get home WITHOUT someone behind you ready for ROADRAGE. My solution is to clear Victoria so traffic moves south to northbound faster. (I do notice that according to this plan, I'd have to come home via Nanaimo – which will create more traffic from Nanaimo to all side streets down to Victoria for residents living within the two main streets). I feel like such a sandwich some days!

Please, please, let those emergency vehicles through as fast as possible. That should be a priority for this whole plan.

Thanks for listening.

COMMENTS MADE BY CONCERNED STAFF AND PARENTS OF ST. FRANCIS OF ASSISI
<p>As a taxpayer in Vancouver, I feel a lot of time and money is going into something that isn't necessary. People cutting through the neighbourhood might do so once a day; those in the area need to use their cars more often during the day and need to be inconvenienced each time. Depending on your street, you may be driving around the neighbourhood more than before, just to get back to your home. A few weeks ago I witnessed an ambulance coming into the area that had to re-route itself back to Victoria because it could not get to the street it needed to. This is a sad thing to see or to know about. I feel sorry for the residents that need help because of a few people that want no cars on their street. I always thought that roads are for cars and we paid for these roads that we all have a right to use.</p>
<p>Traffic calming on certain streets causes increased traffic on other residential streets. It also increases congestion on major arteries causing cars to remain idling for longer periods of time adding to the pollution of the neighbourhood and the city as a whole.</p>
<p>I work in this area and need to use the roads in order to access my place of work. The measures seem extreme. Roads were created for vehicles to use. If someone needed medical attention how would an ambulance and fire truck get to the person needing aid on time!! They do not have time to learn about the various blockages. We are not the only neighbourhood in Vancouver! This proposal is selfish and unrealistic.</p>
<p>I feel that the proposed plan will not be helpful I think that drivers will become more careless in their driving habits as their frustration increases. If safety is the primary concern then this plan must be denied.</p>
<p>Speed bumps are better solutions than blocking cars for going through. NO DIVERTERS!</p>
<p>This plan does not allow for safe traffic flow - for emergency vehicles or sanitation workers.</p>
<p>The diverters will direct cars into other nearby streets. Diverters direct cars into the main arteries. People take short cuts; therefore this causes more congestion into the neighbourhood. If you lift all diverters and replace them with bumps and round-a-bouts. This will help the traffic to flow all over. Blocking a street is ridiculous. The streets are made for cars. We knew that when we bought our property in this neighbourhood that downtown traffic will be coming through. The attention should be on improving the main arteries</p>

COMMENTS MADE BY PRINCIPAL

This letter is further to our conversation at the Open House on June 29th, 2004, at the parish of St. Francis of Assisi. As was stated at this open house, the school population has concerns regarding the proposed plan and is therefore not in favour of the proposal.

Although the plan was advertised as being inclusive of all the stakeholders, the school was not contacted to offer input into the proposal. As a school, we have a lot to consider and therefore cannot be ignored. Some of our considerations are:

- The school operates a school bus and needs to pick up students in the area under review. The diversions and other such calming measures increase the travel time through the neighbourhood as well as the time the students are on the bus. This presents a number of obvious environmental as well as safety concerns. (As a reminder, we do not have a gym and therefore the bus is used not only for the pick up and delivery of children to their homes but also to the various gym facilities during the school hours.)
- There are a number of families that live within Vancouver and yet just outside the surveyed area that are being disenfranchised by not having a voice in the process. These families have “legitimate” business in the area and are not shortcutting on their way downtown. (49 families live within the surveyed area and 95 families live just outside of the surveyed area).
- The staff of 25 needs to get to and from work. They have a legitimate right to be in the neighbourhood and as the school is open from 7 AM until many evenings at least 6 PM – we too “live” in the neighbourhood and are concerned about the environment of our families. The staff unanimously stated they are against the current proposal.
- Although the staff and families have expressed their dissent with the current proposal they are in agreement that speed is a concern and that measures are needed to slow the traffic down. Perhaps deterrents such as speed bumps will work by slowing down the speed as well as discouraging the short-cutters from travelling through the neighbourhood.
- The community as a whole needs to be looked at and there are some members who are more affected by this plan. Those living on the peripheral of the surveyed area are closer to exit routes and therefore the impact is minimal. Those within the core are more affected and therefore the impact is greater. These voices need to be heard and considered.
- There is a need to look at the good of all and not just those who can speak the loudest or who are eloquent in their use of language. There are many ESL families in the area who do not understand the process or understand they have a voice and a vote at City Hall. Although effort has been made by using an alert on the envelope of the survey, this may not be enough.
- It appears as though the measures are somewhat drastic and that gradual measures in increments might be more effective. A multi-stepped approach could serve to be more effective at winning the support of the whole community. A suggestion would be to begin with signage and speed bumps. If that is not enough, then, more measures could be added to address the problem areas.

Slow and steady might be a better approach rather than the proposed plan where the community has become divided and disharmony is becoming the norm.

- The process needs to be honoured for all, including those who may not want the plan. By not including those opposed to the plan, into the discussions of what measures might be necessary, the process appears closed and non-transparent. Including the naysayers on the committee with a skilled moderator might help in getting more of the community on board. At the very least, they will have had the opportunity to be heard and feel that they have had a voice in the process. As the process currently stands, not all the stakeholders have been notified and the perception is that they have been purposely excluded from the process. It seems as if only when a plan is finalized and ready to be voted on, they are notified. It has been said that the legitimate neighbours can ignore the signage to not enter lanes and go about their business in the area. This poses a great concern for the school as we strive to teach our students and their families to follow the law and to respect the signage in the neighbourhood. If we, as a community, do not follow our own laws, we are teaching our youth that if a law is inconvenient we can choose not to follow it. We are therefore encouraging and tacking civil disobedience.

These are just some of our concerns and we would gladly meet with a focus group to discuss and clarify our points of consideration.

On behalf of the school community I wish to express our gratitude at the time and effort the planning has taken. I believe that the community as a whole agrees that the traffic poses a concern for all who live and work in the neighbourhood. The idea and plan for traffic calming is sound in principle, however, we do not support the current proposal. I am confident that with continued discussions with all the stakeholders a more agreeable plan can be implemented.

COMMENTS ABOUT SPECIFIC MEASURES OF THE PLAN

<p>I think that without eliminating the reasons people drive - i.e.. By introducing a comprehensive transportation plan that gets people out of their cars all the traffic calming will have minimal impact. Get buses on Commercial Drive.</p>
<p>Can Victoria be considered for additional pedestrian crossings a bike lane and possible speed reducing measures?</p>
<p>A no enter sign or no left turn on this alley would be very beneficial.</p>
<p>Seems weird that least inconvenience = fewest options for local drivers. Also that local drivers will be driving 2 X as many blocks in their own neighbourhood.</p>
<p>I resent the inconvenience of having a single entry pain to access my address whereas prior to last year, I could enter N, E, S, or W approaches. Now left with only a west approach. (Off Parker or Venables) That said, let's try it out.</p>
<p>The worst are likely to have outstanding charges and/or illegal enterprise in mind judging by their aggressiveness level.</p>
<p>We are concerned about the Adanac/Lakewood corner and how the city will enforce the proposed traffic pattern there. Already many cars disregard the one-way stretch between Lakewood and Templeton on Adanac.</p>
<p>I strongly disagree with the two diverters on Lakewood between parker and Venables and will use the lane (2000 blk. between Venables and Adanac) in the opposite direction.</p>
<p>Generally prefer circles for diversions, but like the fact that William will essentially be "one-way."</p>
<p>Leave existing stop signs in place for the safety of pets and children. Thanks.</p>
<p>If there is a way to keep diverters and signs from taking away from the beauty of the neighbourhood - that would be great.</p>
<p>I am concerned that too much traffic is being diverted onto Lakewood. It is the only direct route out of the neighbourhood according to this plan.</p>
<p>I foresee a small problem re: the lane between William and Charles. It may require a one way only sign.</p>
<p>I am concerned about people just using this alley as a thoroughfare. I would like to see speed bumps in the alleys.</p>
<p>"Do not Enter" sign needed at north end of lane between Adanac and Georgia St. At the moment, alley is being used as a thoroughfare to travel south onto Adanac from Georgia.</p>
<p>I am concerned commuter traffic will go west through the 2000 Adanac lane.</p>
<p>The change at corner of Adanac and Lakewood my be problematic for vehicles and cyclists. The right and left turns.</p>
<p>I am in favour of the speed bumps on Adanac St.</p>
<p>Please bigger speed-bumps in back alleys!</p>
<p>Make sure there are green spaces!</p>
<p>The plan has the potential to turn two alleys into highways, as people will ignore 'the do not enter signs.'</p>
<p>People will not speed</p>
<p>Why are cars funnelled into the neighbourhood rather than diverted at Clark or at Commercial?</p>
<p>Delete diverter at Parker and Lakewood: Too much. Put signs along Victoria and Nanaimo: "No through road" and "Neighbourhood Traffic only" Deal with traffic in lanes as part of this plan.</p>

<p>The diverter at Parker and Lakewood - we would prefer it was angled to feed traffic north on Lakewood instead of south. Then we would be able to access our back alley directly and would be able to enter our street on wider roads than William and Semlin. It would also mean we would get less traffic from the church.</p>
<p>I am still worried about volume in the laneway between Parker and Venables. There is heavy traffic in this lane right now because of the one-way on Venables.</p>
<p>Remember to keep it cycle friendly. We do not mind cyclists using our streets to commute. Any "Do Not Enter" areas should be restricted to vehicular traffic only.</p>
<p>Looks good.</p>
<p>If this isn't enough we are willing to have even more re-diverting of commuter traffic.</p>
<p>All accepted</p>
<p>Napier St. residents have suffered more than any others in this neighbourhood and I don't think those streets (i.e. Parker Venables) should have a vote, given they already have been traffic calmed and only benefit from our misfortune. Should this plan fail due to "no" vote from those streets, I would hope traffic - calming applications to our troubled and affected streets would still be available.</p>
<p>Great</p>
<p>The various traffic calming measures need to be high quality, well designed and greenable to improve the neighbourhood not make it ugly.</p>
<p>I would remove the diverter at Parker and Lakewood - the neighbours on Parker do not want it and are voting "no" because of it. Please watch the lanes!</p>
<p>If Parker votes no to their three diverters - I hope it does not kill the plan - keep the plan and work with them.</p>
<p>The proposed emergency access at the Semlin and Napier diverter should be moved to the diverter at Parker and Semlin, as Parker has three diverters and will be more difficult for emergency access. Alternatively, the traffic circle at Lakewood and Napier should be converted to a circle and bollard diverter similar to Charles and Lakewood or Kitchener and Lakewood.</p>
<p>The traffic calming measures shown on the plan for Napier St. will increase the speeding along the back lanes. Whenever there is a road block on Napier between Garden and Templeton I see speeding cars using my back lane. If the plan is implemented, I hope speed humps or speed tables should be installed on my back lane. I am glad that speed humps are being considered along the road fronting Lord Nelson School. I wish the road around St. Francis of Assisi school also has speed humps then Venables can be opened up as a through road so traffic can spread out and not all be concentrated to use Napier Street.</p>
<p>Carry it out.</p>
<p>I believe the plan will calm traffic and hopefully slow vehicles down.</p>
<p>This plan makes no mention of the how or what it looks like. Please include descriptions in the next survey.</p>
<p>I like it!</p>
<p>I appreciate the proposal for Charles and Lakewood - this needs to be done ASAP.</p>
<p>I hate the idea of a divider on Charles St. The speed bumps are enough.</p>
<p>I feel Charles needs a no left-turn from 3 - 6 at Victoria. I like the use of speed bumps on Charles. Brilliant!!</p>
<p>I like that Charles will not connect Victoria to Nanaimo.</p>
<p>The bollards to the traffic circle at Charles Street will be inconvenient for those residents coming in from the east on Charles St. or the South on Lakewood Drive. I understand and can</p>

<p>live with the speed bumps to reduce the through traffic on Charles St. But would hope the bollards would be reconsidered.</p>
<p>Without a diverter on Charles St. people will still use it as a shortcut and disregard the bollard - even more so if all the other streets have a diverter. At some point the parking issue on all streets needs to be addressed - perhaps with a windshield sticker or sign.</p>
<p>Commuter traffic should be discouraged on Charles. There should be a no left turn at Victoria and Charles from 3 - 6 PM and a Do Not Enter at Charles and Nanaimo from 6 AM - 9:30 AM.</p>
<p>Please offer an educational or/and leaflet to parents dropping (by car) kids off at Lord Nelson School. Advise them on how to do that safely. 2) Barricades/diverters are an eyesore and they don't work. People drive over them all the time. People drive too fast around them and endanger pedestrians. I would like to see them replaced with green, flowing traffic circles.</p>
<p>There is no way for me to get to Victoria Drive or 1st from my house without a multitude of turns.</p>
<p>I would like to see the inclusion of speed humps in the alley that runs between Kitchener and Charles in the block bound by Victoria and Lakewood. This alley is often used by short cutters at excessive speeds. Thanks so much for your work.</p>
<p>I would like to see a pedestrian - controlled light at the corner of Victoria and Kitchener. The park and corner store create a very busy crosswalk and there are several screeching the brakes and near accidents every week on that crosswalk. Also, because the lights are so far apart on Victoria (1st Ave. then not until Venables) speeding is a constant problem on Victoria Drive.</p>
<p>The traffic on Victoria will be even heavier than now, I guess (Victoria will provide the only access to my house). We need more safety measures for pedestrians trying to cross Victoria.</p>
<p>I would like to see a physical barrier to prevent Eastbound traffic on Kitchener instead of the 'no' left turn sign.</p>
<p>Please it is important to stop traffic at Venables and Clarke and use Clarke as an access to 1st Ave.</p>
<p>Grant already has a traffic circle. The new traffic circle will be at Kitchener and the diverter.</p>
<p>Diverters need landscaping so they are as attractive as possible. Neighbours can/should be responsible for the watering and weeding, but city needs to get them up.</p>
<p>Would prefer traffic circle, not bollard diverter at Kitchener and Lakewood.</p>
<p>Rather than the drastic measures of blocking off entrances to streets which seem to meet a lot of resistance in the neighbourhood, propose more traffic circles with proper street signs (explaining who must yield for whom) and 4 - way stop signs at all corners! And yes, I do own a car and there are three active drivers in the house.</p>
<p>Installing speed bumps alone Kitchener by the school is great. A diagonal diverter at Garden and Kitchener will create chaos at school time and with one at Grant and Templeton as well, make the area too tricky to navigate. A traffic circle would work on Garden or more speed bumps.</p>
<p>I hope somebody checked to make sure the garbage and recycling pick-up can navigate the neighbourhood.</p>
<p>Criminalize car ownership</p>
<p>You must calm the traffic on Victoria. (Especially at Grant - 8th) 30 KMH is Not respected.</p>
<p>It would be an idea to obtain stickers for residents, so they can turn left to go home!!</p>
<p>We would like the source of traffic flow from down town addressed; that comes from the Georgia St. viaduct, divert in downtown and at Clarke and Venables. Open House - June 24 received survey - June 29; short Notice! -Survey not received until June 24/04; had to call city hall to get one; other current residents did not receive the survey also.</p>

<p>There will be some minor inconvenience for me but I am more than willing to put up with it for overall improvement and safety in the neighbourhood.</p>
<p>I support all of the measures. I especially like the placement of the diagonal diverters.</p>
<p>Please leave stop signs</p>
<p>Please leave all stop signs in place. In addition to the plan leave the existing stop signs and roundabouts in place.</p>
<p>I do not understand why the eliminating No left turn signs between 3 PM - 6 PM will calm traffic. Eliminating it from Grant St. will only increase traffic. 2) I do not agree with eliminating stop signs</p>
<p>I don't know if all the measures/structures on the map are necessary but some level of calming is necessary.</p>
<p>I hope that the diverters can be made attractive with plants.</p>
<p>Please leave exiting stop signs in place. Safety is the most important concern!</p>
<p>Depending how the traffic flow changes after implementation, I might like to see the orientation of the stop signs changed at Grant and Garden. I look forward to an opportunity to provide feedback on whether or not this would be useful after the 6 month trial.</p>
<p>Another vehicle hit - total write off, caused by non local traffic. All of the above within 6 months of purchasing a lovely home on Grant St. - which we otherwise enjoy - along with our friendly neighbours and community spirit.</p>
<p>I know we can not please all. Wish there were No left turns off from Nanaimo. Our specific block will still be affected. Also, we want more 4-ways stops, e.g. at Grant and Garden! Thanks.</p>
<p>The lane between Graveley and First at Victoria will be used as a shortcut to avoid the First and Victoria intersection. A DNE sign should be put on the west entrance and lane as well as the east.</p>
<p>(I have road surveys) 60% of road noise is tire to road sound and can be cut with the installation of shrubs or low fence next to the road. This would make the entire area more liveable. Lastly; the installation of sensors in the road at the Lakewood and Templeton pedestrian crossings would make it easier for residents to join traffic along First Ave, with no benefit for thru-cutters.</p>
<p>Bike lane on Victoria.</p>
<p>I think that the measures developed are the product of much planning and discussing. Any problems can be tweaked or fine tuned after six months.</p>
<p>It is important that provisions be made so that ease of bike traffic (which should be promoted) is not impeded by this plan.</p>
<p>Go to it!</p>
<p>Add speed bumps in alleyways such as having a speed bump for every block if you can. Otherwise, it is a terrific plan and a real benefit to people like me because I play a lot of stuff in my alleyway.</p>
<p>I think that the measures developed are the product of much planning and discussing. Any problems can be tweaked or fine tuned after six months.</p>
<p>It is important that provisions be made so that ease of bike traffic (which should be promoted) is not impeded by this plan.</p>

COMMENTS ABOUT SPECIFIC MEASURES OF THE PLAN

Right now some cars will drive over anything. Why do people think one way signs will do anything. The alley between Adanac/Venables and Venables/Parker at least need speed bumps.

The laneway north of Parker is the only throughway from Nanaimo to Victoria. It is already difficult to pull out of the garage - I would anticipate this getting much worse with this plan even with "one-way" signs in place.

The new plan blocks all streets except Charles which will lead to even heavier use as a commuter by - pass I want speed bumps in the 1900 - 200 block to slow these people down - we have a dog and a 10 year old and it is not safe, for them because of jerks clipping along at 60k+/hr. (I'm not joking) Speed bumps and signage pls.

No diverters! Traffic circles and speed bumps on Semlin North of First and on Graveley. Dunbar has speed bumps so does Burnaby use speed bumps this will be more effective than diverters.

COMMENTS ABOUT SPECIFIC MEASURES OF THE PLAN

<p>Forget it. It is not necessary. During the day I see little traffic. Local cars make up the majority of the traffic.</p>
<p>We need a crosswalk on Williams and Victoria Drive as many young families are in neighbourhood wanting to go to Granville Park, Britannia day care and pre-school.</p>
<p>a) Cancelling left turns on Lakewood and Templeton and east/west crossing of Lakewood on Charles, makes accessing our house difficult. B) Will just increase back lane traffic. C) Traffic circles and speed bumps please D) Left turn light @ 1st and Victoria is very necessary.</p>
<p>I would suggest no right turn north on Victoria (7:00 AM - 9:30 AM) Also - traffic at Clark and Venables should go north or south (3:00 to 6:00 PM)</p>
<p>I believe that this is an uneducated decision, considering that they do not consider all the negative effects this creates to people who live here! Don't do it, you are hurting our community</p>
<p>Diagonal diverters tend to get me and others frustrated and speed around because we are angry at being given the run around. If you frustrate people they get angry and tend to speed more as they are being delayed and need to make up for lost time. Roundabouts slow people down without giving them the run around.</p>
<p>Serious speed bump by schools and church. Traffic circles everywhere. Thanks and regards.</p>
<p>We are sad to have to vote NO on this. We agree with many aspects of this plan but do not wish to have the block at Napier/Semlin. This will create more traffic on our street. We have already had a cat hit and nearly killed. A vet bill close to \$1,000! Many children play on this stretch of road too, it is crazy with traffic enough as it is. The block already in place Parker/Semlin is useless, cars, taxis, trucks you name it hurdle over this "calming measure" at top speed knocking off and breaking the futile orange markers/blocks. It seems to make cars speed up to cross it. If the block goes in at Napier/Semlin, I fear for pets and kids lives. Who do I send the bill to?</p>
<p>Show me a similar radical traffic calming technique on the Westside - this would not be tolerated there, so why on the eastside? People should not be forced out of the neighbourhood.</p>
<p>We are OK with traffic circles going in on Napier to slow traffic on that street, but the maze of barriers scattered elsewhere along with new one-way designations for streets ruins the traffic flow everywhere else. Please do not adopt this plan. Thanks.</p>
<p>No diverters! Traffic circles and speed bumps on Semlin North of First and on Graveley Dunbar has speed bumps so does Burnaby use speed bumps this will be more effective than diverters.</p>
<p>Blocking east-west traffic with a barrier at Semlin would compound traffic problems generated with church events. As the church seems to be utilized more and more in the last few years, this will force more traffic through Semlin and Rose. If you can get the church to put in a parking lot behind their premises, then I would have no problem with this plan.</p>
<p>You will turn north/south secondary streets into congested areas when in fact the east/west speeds are designed for greater flow. Fires or earthquakes or other large scale emergency will create bottle neck chaos for residents and emergency vehicles.</p>
<p>A diverter at Semlin and Napier has already been tried - twice. It brings on chaos, especially when there are functions at church. This plan looks even worse than previous plans to manage church traffic and parking.</p>
<p>1) It looks like there will be a lot of traffic going by the school ((Lord Nelson) that normally wouldn't 2) I would just leave it the way it is adding a few more stop signs and roundabouts.</p>
<p>Lakewood Drive is negatively impacted by the proposed plan.</p>
<p>Appease the residents of Napier and leave the rest of us alone!</p>

<p>I do think Napier should be calmed with speed bumps. There should be NO diverters.</p>
<p>After the meeting the other day I am ever more against it. People were questioning how many turns it would take or how many more blocks it will take and twice, 2 times they were told to use the lane at Lakewood and Grant. My back lane!</p>
<p>We welcome more mini circles but NO diagonal diverters.</p>
<p>Each house hold has 3 and 4 cars, so the traffic is everywhere, in the city, not only in this section of the city. In this case do we close all the streets in the city or make merry go rounds, for the whole city of Vancouver? (Rubbish)</p>
<p>Leave as is.</p>
<p>Speed bumps and circles are acceptable. Anything that cuts off traffic from the normal North, East, West and South flow is not a very good idea. I, personally do not see any 'problem' with traffic flow in the area. Have these people nothing better to do with their time.</p>
<p>Do not support plan. Leave as is.</p>
<p>Place speed bumps on alternating blocks</p>
<p>With so many cars parked on both sides of Venables, only one vehicle can get through. You find yourself having to back up till it is clear. I do not like going through a maze every time my vehicle has to be used. To me this plan would be very inconvenient. (Resident since 1956)</p>
<p>The plan denies access from Victoria Drive to Adanac. This access is vital in reaching our houses from the west. There hasn't been any changes made since the last proposal.</p>
<p>We like the 'one way' on Adanac between Lakewood and Templeton. It works for us as our street is "calm" already and we have two small children who play outside. We hope that this 'one way' won't be removed.</p>
<p>I am completely not in favour of the plan. Any more plan in this area will not soothe any traffic in this area but only cause us more problems and accidents in this area.</p>
<p>We are on the cusp on both the "north to us" plan and this one which makes it very hard to get in or out of our own place especially to reach Venables to the Viaduct from work route. Everyone will like some new feature, but it feels like a massive correction to a correction to appeal to too many. Do you issue all the maps to taxi drivers even at the stage we are at now with being closed off to route to our north? We helped canvas for the revision years ago, but regrettably can not support this one. We realize it has been a huge amount of work and meetings. We thank you for your effort. P.S. Please more speed bumps and more traffic circles. Less diverters would be a good compromise to the big picture.</p>
<p>I have no comments I just hope that you will keep it the way it is.</p>
<p>We live on ----- and Lakewood and it will be confusing to get there from Nanaimo St.</p>
<p>We are not in favour of many obstacles in our neighbourhood. We are in favour of Venables as a one way street as it is now.</p>
<p>Leave the one-way on Venables and Adanac. I am a tradesman and 80 percent of my work is West of Victoria Drive. This plan makes it impossible to get home from the West without travelling "traversing" the whole neighbourhood. Once on Victoria (reached via Prior & Venables) travel north parked facing east or get into more traffic to Nanaimo and enter via Adanac up Lakewood and onto Venables. IT'S NUTS.</p>
<p>Your suggestions for Venables St. is outrageous! I can not believe you would try to make us use other routes to get in and out of our neighbourhood. I really consider that this "plan" for this neighbourhood is quite a threat to our mobility.</p>
<p>I don't like the idea of taking the one way away from Venables and the million diverters you would like to add. This constant badgering of residents has become annoying. Please leave things as they are. Truly, it is working!</p>

<p>I totally agree with traffic circles on our street. But do not agree with the removal of one-way traffic west of 2200 Block Venables.</p>
<p>Put signs up on Victoria and Nanaimo.</p>
<p>Install more circles and no left turn signs on Victoria 3 PM - 6 PM and on Nanaimo 7 AM- 9 AM Monday to Friday also more stop signs.</p>
<p>Lane behind Parker St. will be a freeway. Too many diverters surrounding Parker e.g.: diverters at Victoria & Adanac & Venables and the diverter at Napier and Semlin - everybody comes up Parker to get into the neighbourhood - it is not an even plan.</p>
<p>The Napier/Semlin diverter and the Venables/Victoria diverter and Adanac/Victoria diverter force all north area traffic up to 1900 block Parker. Napier should remove its Semlin diverters in favour of a Lakewood diverter as Parker St. should put a "circle & bollard" diverter at Semlin.</p>
<p>The Semlin/Napier diversely pushes traffic onto 1900 Parker - get rid of it - put a star diverter at Lakewood and Napier - or put a circle and bollard diverter at Semlin and Parker to provide better distribution.</p>
<p>If the City proceeds with this proposal please be sure to: 1) Include traffic calming measures in the lane between Parker and Venables to slow overflow traffic. 2) Increase fortification of the Semlin/Parker diverter which regularly is driven over) 3) Include a "green" element in all new measures: grasses, shrubs and trees.</p>
<p>Install advanced left turn arrows at 1st Ave. and Victoria Dr. and at Nanaimo St. and 1st Ave. to allow the traffic to flow. This won't bring more traffic to our area, it will keep more commuters off the side streets.</p>
<p>Put 4-way stop signs everywhere and install some speed bumps. Make it very frustrating for the self-centred commuters who speed down our streets and back lanes and who constantly go over the diverters.</p>
<p>Change each diverter to circles only and or one-way that way fire trucks can get to your house faster. Again "please" no diverters - only circles. Thank you again.</p>
<p>As taxpayers, are we (and our visitors) allowed free and easy access to our homes? I strongly do not approve or want this plan. My home block is blocked off at both ends just how am I supposed to get to and from home? This plan turns my neighbourhood into a rat maze why are we wasting time and money on this plan and not improving main road access.</p>
<p>I don't see how I can access my home at ----- if I am coming east along 1st. There is no left turn at Victoria and now Lakewood where I would normally turn, turns into a one-way the wrong way at Williams. Please do not turn this neighbourhood into an obstacle course.</p>
<p>Get rid of all the traffic calming diverters except bike routes.</p>
<p>Stinks.</p>
<p>Because of the type of diverters that are being proposed on Napier St., I think it will increase traffic to Parker St.</p>
<p>Three traffic calming measures on Parker Street makes it far too difficult to reach my house in the 2100 block. I will have to hire a helicopter to land on my roof in order to go to work everyday and that will no doubt cause the neighbourhood further problems.</p>
<p>I feel a left hand turn lane and signal at Victoria and 1st Ave. for eastbound traffic would reduce the afternoon traffic via the neighbourhood. As it is only 1 or 2 cars/traffic signal can turn east on 1st from Victoria. So traffic finds an alternate way (through our neighbourhood) to go east from Victoria.</p>
<p>I pay taxes and live on Parker St. and now this plan forces me to use alleys to come to work downtown each day. I still am unable to figure out how to get home from work. I do not want Parker Street blocked both ways - neither do my immediate neighbours. I cannot come</p>

<p>to work directly - nor come home directly nor home and go from Nanaimo directly. No! No! No!</p>
<p>It makes more problems for family and friends to get to our place. Do not want this to happen. Spend your money somewhere else!</p>
<p>Traffic calming is not a solution to divert traffic but a problem for everyone involved!!!</p>
<p>1) No left turn from Victoria to William between 3 - 5 and put in European style barricade (posts electronic control) 2) Remove diagonal diverter on William 3) Remove diagonal diverter at Parker and Lakewood and Parker and Templeton 4) use more traffic circles where diverters are planned on Garden Drive.</p>
<p>Visual enforcement of current traffic laws would help - I almost never see anyone pulled over for speeding or disobeying stop signs etc.</p>
<p>I live at ----- How am I going to get to my house? The lane will have more traffic and there is enough now. Just leave it the way it is now. I have been here since the 40's and have had no problem with the traffic.</p>
<p>The traffic comes over the Georgia Viaduct onto prior then Venables turns right or left onto a single lane street - for the poor people who live in the suburb and who want to get onto 1st Ave, and ultimately the freeway. The brain thrust at city hall has a well thought out plan to "calm traffic". My canary could probably come up with a better plan. Hey, you are in your car coming home from work and are anxious to be with your family - Vancouver City Hall planners are going to "calm" the traffic for you and maybe it will take you another 20 minutes. Longer to get home - I say let the city hall planners spend a month in the traffic and see if they could not come up with a better idea. What plan have you got in place to help the people who shortcut through our neighbourhood.</p>
<p>We have a traffic circle which we all have planted flowers etc. This has turned out to be a great area for all my neighbours to meet while working in the circle. Please leave things as they are.</p>
<p>I would be in favour of a stage by stage plan Install no turn signs - first, see if it cuts down traffic.</p>
<p>With the proposed traffic calming plan it will create an inconvenience for us and visitors visiting our home. Leave as is.</p>
<p>If you think "Do Not Enter" signs at the end of an alley will stop traffic from entering then perhaps we should put "Do Not Enter" signs "Local Traffic Only." On the entrance of all streets to the neighbourhood instead of diverters.</p>
<p>1) More traffic circles w/plants (perhaps with directional control) Diagonal diverters are an eyesore. 2) More calming measures on peripheral of area, less inside area to prevent initial entry of through traffic.</p>
<p>One way alley signs not needed as I have seen few cars cut through that way.</p>
<p>It needs fine tuning - a lot of not bad ideas on south side - but north side is awkward - too heavily fortified e.g. Semlin and Napier diverter creates a poor traffic flow.</p>
<p>Too many diverters</p>
<p>We need stop lights along Victoria Drive (several) and we need speed bumps (about every 2 - 3 houses) on all the side streets.</p>
<p>This plan is going to re-route all traffic trying to cut across the neighbourhood from Victoria Drive to Nanaimo onto Charles Street (as it is now the only clear through road.) I would suggest at the very least speed bumps be put on this street if the rest of the plan remains as is</p>
<p>I really want to be able to drive on the streets directly to where I am going. The Charles St. bollards will prevent me from using Nanaimo St. which I do use to go shopping. Alternate routes are more dangerous requiring a direction - change on my block or a left turn onto first</p>

and one onto Nanaimo. In addition, to being more dangerous, it is more inconvenient, forcing me to be unable to reasonably shop in my own neighbourhood and punishing those businesses and making me drive more not less. Please do not restrict the flow of traffic. There is a large population in this neighbourhood and many of us want to be able to travel unimpeded to the businesses and facilities in our neighbourhood. I feel quite harassed by this continuing traffic issue. Let the cars use the roads as they are built for this. Children should play in parks!

We have no back lanes on two streets big problem with parking angry residents.

I agree with the speed bumps to be implemented on Charles Street to slow down traffic but am not in agreement with any of the other barriers proposed around Charles St. I work in the downtown core and for me to access Victoria Drive I would be forced to go through a rat maze every day. I have lived in this neighbourhood for over 35 years and do not feel that the traffic volume has increased so significantly to warrant all these barriers.

It is clear that this plan makes Charles St., particularly the alleyway between Charles and William and the stretch between Victoria and Nanaimo the main funnelled of traffic. 2) There is not even one speed bump in the 2100 block. 3) There is no alley restriction, as you have for other alleys. I have pets that are going to be endangered more than already are by this new plan. 4) Nor are there speed bumps in the unrestricted access alley between Charles and William.

I am in favour of the traffic circles only.

Drop them all!

Public roads are for the public!

None of the plan is worth commenting on - it is all bad.

1) Put stop signs in at the corner of Kitchener and Semlin - this will reduce the number of speeders (3 way stop). 2) Post 30 MPH speed limits on streets complaining of speeding and enforce it once in awhile to fill the coppers. Install speed bumps in front of schools. 4) Do not install traffic circles that restrict left hand turns. 5) Install traffic circles or stop signs instead of diverters.

Install more speed bumps and eliminate bollards and diverters.

Ways to my house: Victoria - up Kitchener - very heavy traffic NO left turn 3 - 6 pm or Charles E. to Lakewood, S. Lakewood to Kitchener, W. on Kitchener. From Nanaimo - must go 8 blocks to get to my home - Venables W. to Garden - south to Parker - Parker W. to Templeton. South on Templeton to Napier, W. on Napier to Lakewood, Lakewood 3 blocks S. to Kitchener - W. on Kitchener to home. Way to convoluted, time consuming - EMS concerns. Getting home 0730 - 2000 hr. daily - way too complicated. Victoria Drive traffic during rush hours and most of the day very problematic already - Georgia viaduct into neighbourhood left turn allowed at Hastings. Rush hour right turn allowed at 1st /Victoria. Plan should include left turn lights at Victoria and 1st left off Victoria to East 1st, left turn lights at Victoria/Venables - west onto Venables. Speed bumps on Kitchener - + - taxi's use as a thoroughfare all the time.

We oppose to the overall Plan proposed as stated and in particular to the issue of accessibility to our house. 1) We can only get back to our house in the hours of 3 - 6 p.m. (the time we get off work) from one direction only, travelling North via Victoria Drive. That is not the direction we travel home from all other directions are completely blocked. We do not mean we need to diversify our driving, we mean completely blocked! 2) We propose the slowing of traffic instead of restricting or diverting the traffic within the neighbourhood. We propose the use of more 4-way stop signs and Traffic Circles, replacing all the proposed Diagonal Diverters and Circle and Bollard Diverters. If drivers from point east have to go through four Traffic Circles to get from Nanaimo to Victoria Drive, they would rather go through 1st Avenue or Hastings.

<p>Speed bumps in front of the school on Kitchener are a great idea adding a diverter down the street seems like "overkill". We see a lot of families picking up their children after school. Those drivers would come anyway and would be forced onto our neighbours' streets, adding confusion, uncertainty and probable other dangers especially to pedestrians.</p>
<p>The plan is an excellent exercise in frustration (as intended). I can imagine the mind set of a frustrated driver in the rat maze. They will surely speed at any given chance to get out. This creates a higher hazard level than may currently exist. The plan needs to be completely re-designed with city planners utilizing more efficient tactics and less whimsy.</p>
<p>Why not place speed bumps to decrease traffic and speed. I live on Kitchener/Nanaimo and have to drive my grandson to school at St. Francis. First of all there is no parking in the area and now I will be forced to drive around the city just to get there. Will the city pay for my extra gas!!</p>
<p>Could we have speed bumps installed? How about more traffic circles? They can be beautifully landscaped and slow down the speed demons.</p>
<p>More traffic circles less diverters, recommend one pedestrian activated light on Victoria between 1st and Venables.</p>
<p>This is virtually the same plan as last year with similar impacts on our availability to access and egress from our home on Grant. Unless you restrict parking on Venables North of 1st the traffic makes it difficult to access Venables going south in the morning. I cannot access Nanaimo at all. I cannot return home along 1st in the afternoon. It is too complex and unnecessarily restrictive. I was not consulted by a neighbourhood traffic representative.</p>
<p>I am OK with signage at Lakewood for rush hour traffic, not turn signs. I am okay with traffic calming signs, what happens on the street for the North does not affect me.</p>
<p>From living at Grant/Lakewood and wishing to go down Nanaimo to Adanac. I would be sent driving by the school to avoid the traffic on 1st Avenue.</p>
<p>The system is complicated enough for emergency vehicles and residents in this community who live and shop in the area. Who is making all the fuss? Non-drivers or complainers?</p>
<p>More circle. Get rid of all dividers, left turn light southbound on Victoria and 1st Avenue, left light north bound Victoria and Venables. Improve visibility at obstructed intersections, (Garden and Gravelly NE corner)</p>
<p>I think you should think about the Grandview cut freeway because only this will stop people from suburbs to us east end street which will use freeway to go downtown.</p>
<p>Maintain existing plan and do no changes to the streets.</p>
<p>The use of diverters does not 'calm' the traffic; rather it causes extreme inconvenience, frustration and it denies reasonable access to the homes of residents. After 25 years living here I strongly resent the fact that I will need to devise a map to find my way in and out of the area. This is definitely not an increase in liveability!. Additionally, I have seen these diverters result in such frustration that people will in fact endanger themselves and pedestrians by driving over the sidewalks instead. Calming YES diverters NO. Please do not restrict access to our homes. The use of the diverters will necessitate use of the lanes instead - hardly an increase in safety (or privacy) or reduction of volume if traffic moves from the roads to the lanes. I don't want increased traffic in my lane, but it would definitely happen.</p>
<p>My husband and I work downtown and commute by car together. The proposed plan almost completely shuts down access to our house and will force us to drive out of our way to get home. We should be able to have access to our own street!</p>
<p>It is unfair for the people that they can not go through and park at there house because some people do not have a garage</p>

<p>The diverter will accommodate certain streets but will cause a hardship on a great many others; especially seniors. Emergency vehicles will not reach their destination in record time. It could be a matter of life or death.</p>
<p>We live on ----- . Our children play rugby, soccer and baseball at Clinton (Gravelly and Slocan) and Trout lake (Grandview and Nanaimo) and</p>
<p>Attend school at Renfrew and 15th. This requires a minimum of 2 - 7 trips per day (all 7 days) up Gravelly to Nanaimo. The proposed changes will add 5 - 10 minutes to each trip, as we cannot avoid 4 diverters to get to Nanaimo. The trip will now force us to pass Lord Nelson School. Currently we pass two intersections with children going to school in the morning. Now we will pass a minimum of four intersections in addition to actually driving by the school. In addition to the diverters, the one-way back lanes cause us the same additional time to get back to our house. We will now be forced to again pass 3 - 4 diverters and/or drive down neighbours lanes. An alternative would be to park across the street in front of our neighbour's houses. It is counterproductive to increase traffic where many children are; back lanes and the school. Acceptable changes: Instead of diverters we could live with and would welcome islands and /or speed bumps. Speed bumps are not reserved for schools and playgrounds but also residential areas as can be seen elsewhere in the city. We could accept other traffic measures for improving traffic flow on Victoria Drive such as a left turn signal for 1st Ave. This would reduce the "need" for cutting through our streets. Please keep the No Left Turn onto Graveley St. for the afternoon rush hour.</p>
<p>I can not imagine what will happen if emergency vehicles (ambulance, fire trucks, etc.) need to get through these streets!</p>
<p>Make the traffic turn left only on Venables and Victoria. Leave the no turning signs on Victoria or put in road spikes from 3 to 6 pm.</p>
<p>I propose more "Do not enter except for local traffic" which should be monitored; plus speed bumps.</p>
<p>Install speed bumps instead of the proposed plan will work better.</p>
<p>1st and Victoria needs a left turn going east on 1st Avenue that is why we have cars turning left on our streets.</p>
<p>The diverter is placed in the wrong position. It should stop cars from our block beating the light. We have pets and grandchildren. There are too many cars coming down the block.</p>
<p>I strongly object to diagonal diverters at Semlin and Gravelly, Semlin and Grant. There is no problem now - so why create one.</p>
<p>The diverters are a nightmare. Please do not use them at all. (Only homeowners should have a vote on this proposal. Renters can easily move, homeowners have to stay!!!</p>
<p>Why not just put in the roundabouts? They deter short cutter without interrupting valid traffic! First Avenue residents already lost their parking on First - if you stop us from turning off 1st how are we supposed to get to our home!! Roundabouts would solve most of the problems without the hassles.</p>
<p>Why were residents of 1st Ave., Nanaimo and Victoria not consulted? These changes affect us, especially 1st Ave residents who have no parking in front of their homes. The no right/left turns at Lakewood and Templeton will make our traffic problems worse. The traffic on 1st Ave only slows below 80 km/h when someone is turning or the lights are red. What about some measures to calm traffic on 1st. The worst traffic issue in the neighbourhood.</p>
<p>Install speed bumps instead of the proposed plan will work better.</p>
<p>1st and Victoria needs a left turn going east on 1st Avenue that is why we have cars turning left of bike streets.</p>
<p>The diverter is placed in the wrong position. It should stop cars from our block beating the light. We have pets and grandchildren. There are too many cars coming down the block.</p>