



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: January 23, 2006
Author: Paul Storer
Phone No.: 604.873.7693
RTS No.: 5216
CC File No.: 13-1400-30
Meeting Date: February 14, 2006

TO: Standing Committee on Transportation and Traffic
FROM: General Manager of Engineering Services
SUBJECT: Grandview-Woodland Traffic Calming Plan

RECOMMENDATION

- A. THAT the Grandview-Woodland Traffic Calming Plan and a permanent concrete bulge at Clark Dr and Venables St with associated lane striping be constructed as detailed in this report at a cost of \$400,000.
- B. THAT Council approve funding of \$80,000 in advance of the 2006 Street Basic Capital Budget for Neighbourhood Traffic Calming with the remaining \$320,000 to be subject to approval of the 2006 Streets Basic Capital Budget. Source of funding is provided from the 2006-2008 borrowing authority approved by plebiscites for public works.
- C. THAT commencing in 2007, the annual Operating Budget for Signage be increased by \$1,400 and the Streets Operating Budget for Traffic Calming Maintenance be increased by \$2,000, without offset and subject to 2007 Budget Review, for maintenance of the area.

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 policy to implement diversionary traffic calming measures on a trial basis, with a follow-up survey, before making the measures permanent.

In May 2005, Council instructed staff to work with residents of the community to create a less-diversionary plan. Council instructed that residents of the area bounded by Parker St, Victoria Dr, Nanaimo St and 1st Ave be surveyed separately. Council also instructed staff to report back on the effectiveness of the temporary bulge at Clark Dr and Venables St and speed humps within the area.

PURPOSE

The purpose of this report is to seek Council's approval and funding to implement the Grandview-Woodland Traffic Calming Plan as described in this report. In addition, the following is a report back on the temporary curb bulge installed at Clark Dr and Venables St, the left turn arrow at 1st Ave and Clark Dr, and the effectiveness of speed humps in the area.

BACKGROUND

Traffic in the area north of 1st Ave, bounded by Nanaimo St and Victoria Dr, has been a concern to residents for many years. Historically, this area had been identified as a short-cut route between Downtown and the Trans-Canada Highway. In 1988/1989 the area received its first traffic calming plan in which traffic diverters were installed on Adanac St, Venables St, and Parker St. A diverter was also installed on Napier St but was removed following the trial.

Short-cutting traffic remained a concern and in 2003 and 2004 the neighbourhood between Adanac St and 1st Ave voted on two more comprehensive plans; each of which contained two diverters per east-west street. Although a majority of the residents who responded to each survey were in favour of the plan, neither plan achieved the 60% majority support required to implement a trial under current Council policy.

In May 2005, Vancouver City Council instructed staff to continue to work with the neighbourhood to develop a less-diversionary plan based on a plan presented by residents of the community. Council also instructed staff to report back on the effectiveness of arterial changes to the intersection of Venables St and Clark Dr and to the intersection of 1st Ave and Clark Dr, both of which were installed in March, 2005.

The temporary curb bulge constructed on Venables St east of Clark Dr reduced eastbound through lanes on Venables St from 2 lanes to 1 lane. The expectation was that by reducing eastbound capacity, a consequent decrease in commuter traffic entering the Grandview-Woodland neighbourhood would occur. At the same time, a southbound to eastbound left turn arrow was installed at the intersection of Clark Dr and 1st Ave to encourage eastbound commuter traffic to use this arterial route (Appendix A).

PUBLIC CONSULTATION

The City retained a facilitator to assist in the development of communication tools and to help run a workshop at which residents could help shape the traffic calming plan. On the facilitator's advice, Staff developed a webpage and an email list to help residents get involved in the creation of a plan.

A workshop was held in October 2005. Residents broke into groups, each of which had a geographical cross-section of residents. The groups reported back on what they thought were the most important aspects of the plan.

The meeting was followed by an open house in early December 2005 to refine the ideas generated at the workshop. With some minor changes, the plan received relatively strong support from the neighbourhood residents involved in the process.

TRAFFIC CALMING ELEMENTS

The elements described below are shown in Appendix B.

The traffic calming plan consists of the following physical measures:

- Napier St at Lakewood Dr - bollards (steel posts) north & south of existing circle
- William St at Templeton Dr - diagonal diverter
- 1900 & 2000 blocks of William St -speed humps
- Charles St at Lakewood Dr - bollards (steel posts) north & south of existing circle
- Kitchener St at Lakewood Dr - bollards (steel posts) north & south of new circle
- Grant St at Semlin Dr - diagonal diverter
- Graveley St at Semlin Dr - diagonal diverter

These measures effectively block straight-through east-west traffic at these intersections.

The following changes to turning restrictions are also proposed:

- **Add** - no left turn from Victoria Dr onto Parker St (3-6 pm)
- **Add** - no left turn from Victoria Dr onto Napier St (3-6 pm)
- **Remove** - no left turn from Victoria Dr onto Graveley St (3-6 pm)
- **Remove** - no left turn from Victoria Dr onto Grant St (3-6 pm)
- **Add** - no left turn from Lakewood Dr onto 1st Ave (3-6 pm)
- **Add** - no right turn from 1st Ave onto Lakewood Dr (7-9:30 am)
- **Add** - no left turn from Templeton Dr onto 1st Ave (3-6 pm)
- **Add** - no right turn from 1st Ave onto Templeton Dr (7-9:30 am)
- **Add** - no right turn from 1st Ave onto Garden Dr (7-9:30 am)
- **Add** - no left turn from Nanaimo Dr onto Parker St (7-9:30 am)

In addition, the existing diverter at the corner of Parker St and Semlin Dr will be upgraded to improve its effectiveness and "traffic calmed area" areas signs will be installed around the perimeter.

MONITORING

There has been some concern among neighbourhood residents that the plan will cause traffic to be diverted onto other local streets. In consultation with the neighbourhood, Staff have developed the following list of additional locations that will be monitored along with neighbourhood-endorsed measures that will be implemented if excessive traffic is diverted, (150-400 vehicles per day depending on the prior traffic volume).

	<u>Location</u> (shown on map)	<u>Issue</u>	<u>Potential Solution(s)</u>
1.	Lakewood & Venables	Speeding	Install traffic circle
2.	Venables/Parker Lane (2100-2200 blocks)	Volume	Make one-way (in consultation with residents of block)
3.	Venables/Parker Lane (2300 block)	Volume	Install "no left turn (7-9:30 am)" at Nanaimo & lane
4.	Parker & Lakewood	Speeding	Install traffic circle
5.	Napier (1900-2000 blocks)	Speeding	Install speed humps
6.	William (1900-2000 blocks)	Volume	Install "no left turn" sign at Victoria & William
7.	William (2100 block)	Volume	a) review "no left turn" locations b) re-evaluate Napier diverter location
8.	Lakewood (1300 block)	Volume/ Shortcutting	Install bollards on west leg of circle
9.	Graveley (1900 block)	Volume	Install "no left turn (3-6 pm)" sign at Victoria & Graveley
10.	North portion of neighbourhood	Access Problems	Remove "no left turn" signs at Victoria and Napier/Parker/William (if #6 is implemented)

DISCUSSION AND RECOMMENDATIONS

Traffic Calming Plan

In January 2006, the neighbourhood was sent a third letter and survey (Appendix C). The letter and survey were also sent out with Italian and Chinese translations. Of approximately 1250 surveys distributed in the area specified by Council in May 2005 (which is bounded by 1st Ave, Parker St, Victoria Dr and Nanaimo St), 360 were returned, yielding a response rate of 26%. 60% of the respondents supported the plan (Appendix D).

The area between Parker St and Adanac St has also been involved in the process in the past and will likely be affected by the plan. For this reason, these residents were also surveyed. 41 responses were received from these residents yielding a response rate of 16% with 51% of the respondents supporting the plan. If the responses from both groups are added, the combined results are that 59% of the respondents supported the plan, with a response rate of 24%.

The area also contains facilities, such as schools and churches, which draw users from outside the area. Some of the people using these facilities also returned surveys. One respondent supported the plan out of 42 out-of-area responses. Many of these responses were from parishioners of St. Francis of Assisi Church and from teachers at St. Francis of Assisi Elementary School. Responses associated with these two institutions were all against the plan.

Residents' comments included with these surveys are listed in Appendix E.

Because the plan received 60% support from the residents of the area specified by Council, it is recommended that the traffic calming plan described in Appendix B be approved.

Concrete Bulge at Clark Dr and Venables St

Staff have also monitored the installation of the temporary bulge at Clark Dr and Venables St and the left turn arrow at Clark Dr and 1st Ave. Traffic counts were conducted at the intersection of Clark Dr and Venables St and at other locations in the surrounding area to determine any traffic pattern changes. Traffic counts show:

Clark Dr and Venables St:

- A decrease in vehicles travelling eastbound through the intersection and into the neighbourhood during the pm peak hour after the installation of the bulge.
- A corresponding increase in vehicles making eastbound to southbound right turns during the pm peak hour and;
- An increase in vehicles making eastbound to northbound left turns during the pm peak hour.

1st Ave and Clark Dr:

- An increase in vehicles making the southbound left turn in the pm peak hour.

Commercial Dr:

- At Venables St, a decrease in total pm peak hour eastbound volumes and;
- A decrease in total volume southbound on Commercial Dr.

Victoria Dr

- At Venables St, a marginal decrease in total pm peak hour eastbound volumes and;
- No notable change in southbound volume on Victoria Dr.

Counts were also completed on a number of local residential streets including Napier St, Grant St, and Adanac St to determine if shortcutting would result from the installations. The counts do not show any significant change in traffic volumes in these areas. Traffic counts and locations are shown in Appendix F.

The review has shown that the temporary bulge has reduced the amount of traffic entering the Grandview-Woodland neighbourhood at Clark and Venables.

It is recommended that the temporary bulge at Clark Dr and Venables St be made permanent. In addition, it is recommended that the eastbound lanes on Venables St, west of Clark Dr be permanently altered to direct motorists into the thru and right turn lanes at the intersection instead of the thru and left turn lanes (Appendix G). This arrangement is preferred because the volume of right turns exceeds the volume of left turns on this approach.

Speed humps

In May 2005 Council instructed staff to monitor the effectiveness of speed humps in the area. Staff monitored speeds near the speed humps on Adanac St, Charles St, Kitchener St and Garden Dr and found them to be effective at decreasing vehicle speeds. It is recommended that the speed humps be retained.

FINANCIAL IMPLICATIONS

The estimated cost for the Grandview-Woodland Traffic Calming Plan and permanent concrete bulge is \$400,000. Because the neighbourhood has been involved in this process for many years and City crews are available to start the project, funding of \$80,000 is requested in advance of the 2006 Street Basic Capital Budget for Neighbourhood Traffic Calming. This will fund the construction of the trial measures. The remaining \$320,000 is subject to the approval of the 2006 Streets Basic Capital Budget and would be used to fund construction of permanent measures following the trial and the concrete bulge at Clark Dr and Venables St.

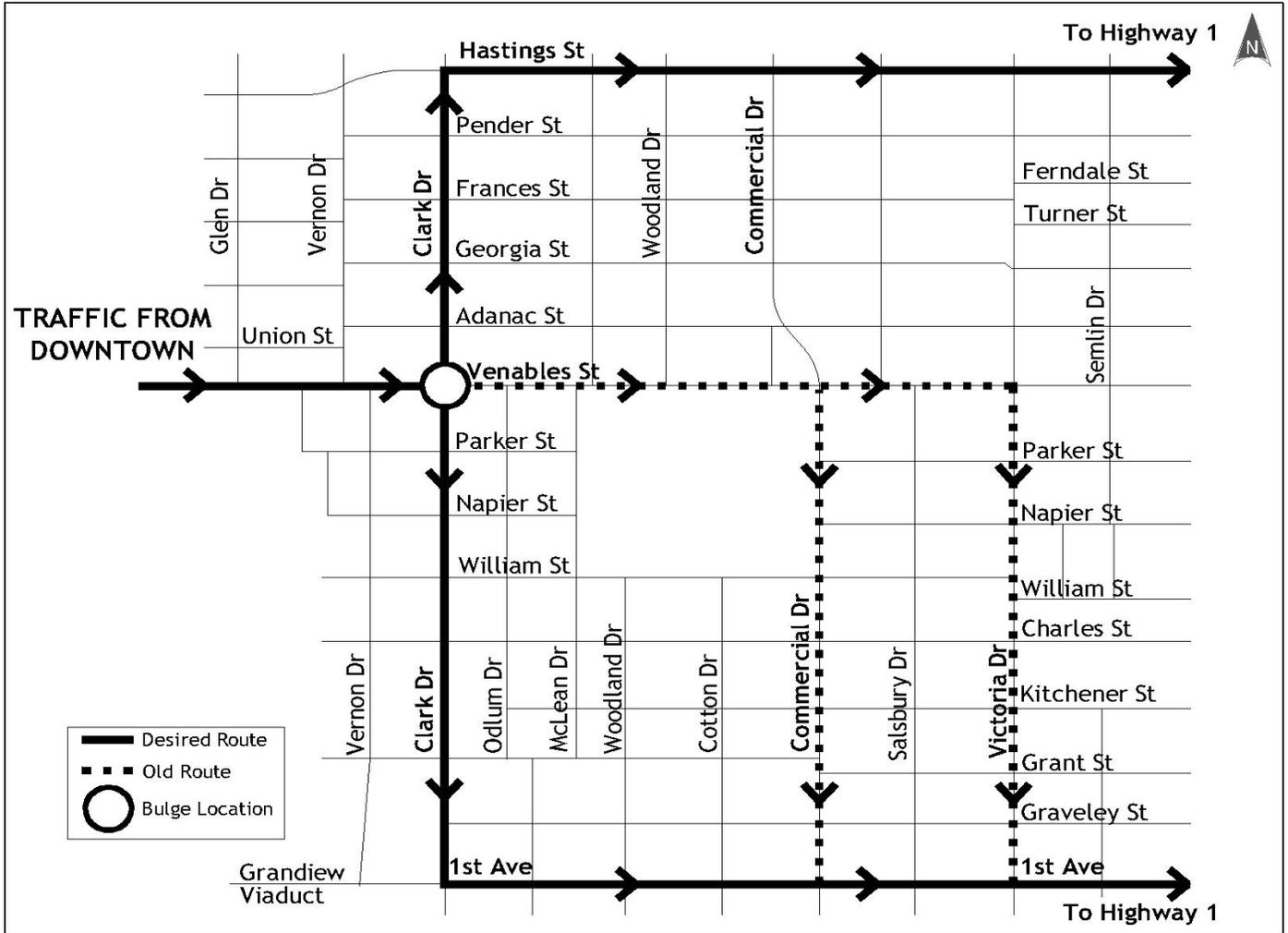
It is also requested that commencing in 2007 the annual Operating Budget for Signage be increased by \$1,400 and the Streets Operating Budget for Traffic Calming Maintenance be increased by \$2,000 for maintenance of the area.

CONCLUSION

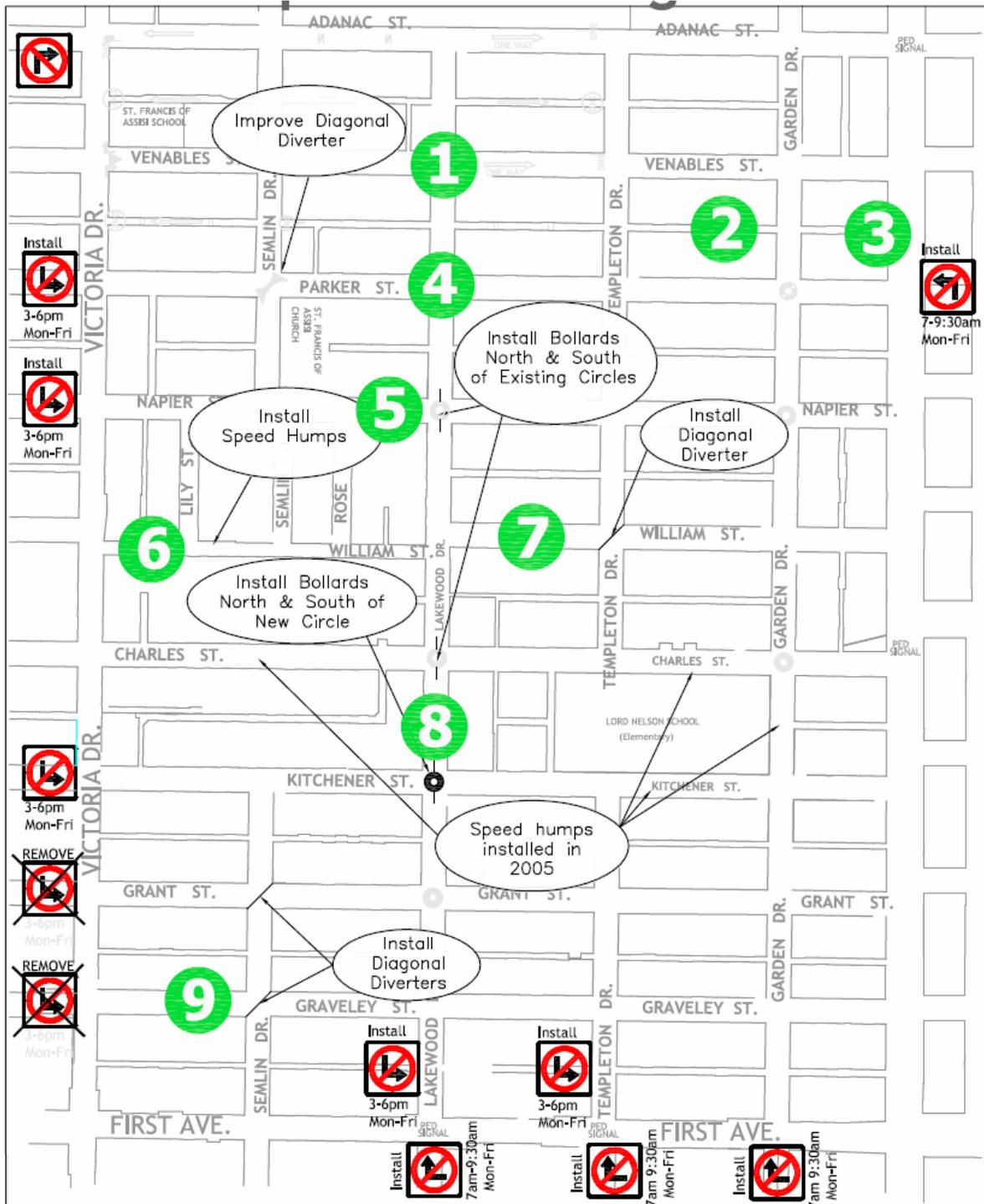
The implementation of the proposed trial Grandview-Woodland Traffic Plan is recommended as detailed in this report. It is also recommended that the trial bulge at Clark Dr and Venables St be made permanent along with associated striping.

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ROUTE MAP



PROPOSED PLAN



X - Additional Monitored Location



PUBLIC LETTER

CITY OF VANCOUVER
ENGINEERING SERVICES
T.R. Timm, P.Eng., General Manager

January 6, 2006

**Re: Proposed Grandview-Woodland Traffic Calming Trial
(Open House - January 17th, 2006)**

Dear Resident or Property Owner:

This survey seeks your opinion on the installation of trial traffic calming measures in your neighbourhood. **The traffic calming, if supported by the community, would be installed on a trial basis** - the neighbourhood would be asked to vote again after 6 months to determine whether the measures should be made permanent. The survey must be returned by **January 20, 2005**.

OPEN HOUSE

An open house will be held on **Tuesday January 17th, 2006** at St. Francis of Assisi Church (2025 Napier St.) from 6-9 pm. Staff will be present to answer any questions that you have about the survey or the plan.

BACKGROUND

Traffic in the area north of 1st Avenue, bounded by Nanaimo and Victoria Drive, has been a concern to residents for many years. In 2003 and 2004, the neighbourhood voted on two plans, each of which contained two diverters per east-west street. Although a majority of the residents who responded to the surveys were in favour of the plans, neither plan achieved the 60% majority support required to implement a trial plan under current Council policy.

In May 2005, Vancouver City Council made a decision that staff continue to work with the neighbourhood to develop a less-diversionary plan. To assist with the process, the City retained a facilitator to help run a workshop at which residents could discuss the issues with staff and each other. In addition, a webpage and email list were set up to help residents and staff communicate about the plan. The workshop was held in October 2005, and was followed by a meeting in early December to refine the ideas presented in the workshop. During this process, the plan evolved to the current plan detailed in this letter.

TRAFFIC CALMING DEVICES

The current plan proposes one traffic diverter per east-west street. If the plan is put in place, the following diverters will be installed:

- Napier St. at Lakewood Dr. - bollards (steel posts) north & south of existing circle

- William St. at Templeton Dr. - diagonal diverter
- 1900 & 2000 blocks of William St. -speed humps
- Charles St. at Lakewood Dr. - bollards (steel posts) north & south of existing circle
- Kitchener St. at Lakewood Dr. - bollards (steel posts) north & south of existing circle
- Grant St. at Semlin Dr. - diagonal diverter
- Graveley St. at Semlin Dr. - diagonal diverter

These measures effectively block straight-through east-west traffic at these intersections. Descriptions of these measures are attached. Additionally, the existing diverter at the corner of Parker St. and Semlin Dr. would be upgraded to improve its effectiveness.

TURNING RESTRICTIONS

In addition to the physical measures, the following turning restrictions would also be changed:

- Add - no left turn from Victoria Dr. onto Parker St. (3-6 pm)
- Add - no left turn from Victoria Dr. onto Napier St. (3-6 pm)
- Remove - no left turn from Victoria Dr. onto Graveley St. (3-6 pm)
- Remove - no left turn from Victoria Dr. onto Grant St. (3-6 pm)
- Add - no left turn from Lakewood Dr. onto 1st Ave. (3-6 pm)
- Add - no right turn from 1st Ave. onto Lakewood Dr. (7-9:30 am)
- Add - no left turn from Templeton Dr. onto 1st Ave. (3-6 pm)
- Add - no right turn from 1st Ave. onto Templeton Dr. (7-9:30 am)
- Add - no right turn from 1st Ave. onto Garden Dr. (7-9:30 am)
- Add - no left turn from Nanaimo Dr. onto Parker St. (7-9:30 am)

“TRAFFIC CALMED AREA” SIGNAGE

If the plan is put in place, “traffic calmed area” signs will be installed around the perimeter of the neighbourhood to warn motorists that it is difficult to drive through the neighbourhood.

HOT SPOTS

There has been some concern among neighbourhood residents that the measures above will cause traffic to be diverted onto other local streets. The City plans to monitor all the locations where local streets meet arterials or collectors. Additionally, in the discussions with neighbours, the following locations were identified as potential problem locations and will be monitored to determine the impact of the diverters. If excessive vehicles are diverted (based on City guidelines), the associated solution will be implemented.

	<u>Location</u> (shown on map)	<u>Issue</u>	<u>Potential Solution(s)</u>
1.	Lakewood & Venables	Speeding	Install traffic circle
2.	Venables/Parker Lane (2100-2200 blocks)	Volume	Make one-way (in consultation with residents of block)
3.	Venables/Parker Lane (2300 block)	Volume	Install “no left turn (7-9:30 am)” at Nanaimo & lane
4.	Parker & Lakewood	Speeding	Install traffic circle

5.	Napier (1900-2000 blocks)	Speeding	Install speed humps
6.	William (1900-2000 blocks)	Volume	Install "no left turn" sign at Victoria & William
7.	William (2100 block)	Volume	a) review "no left turn" locations b) re-evaluate Napier diverter location
8.	Lakewood (1300 block)	Volume/ Shortcutting	Install bollards on west leg of circle
9.	Graveley (1900 block)	Volume	Install "no left turn (3-6 pm)" sign at Victoria & Graveley
10.	North portion of neighbourhood	Access Problems	Remove "no left turn" signs at Victoria and Napier/Parker/William (if #6 is implemented)

RETURNING THE SURVEY

A copy of the proposed plan is attached. The plan proposes one physical diverter per each east-west street in the neighbourhood. Please review it carefully to determine how these measures will affect you and others in your community.

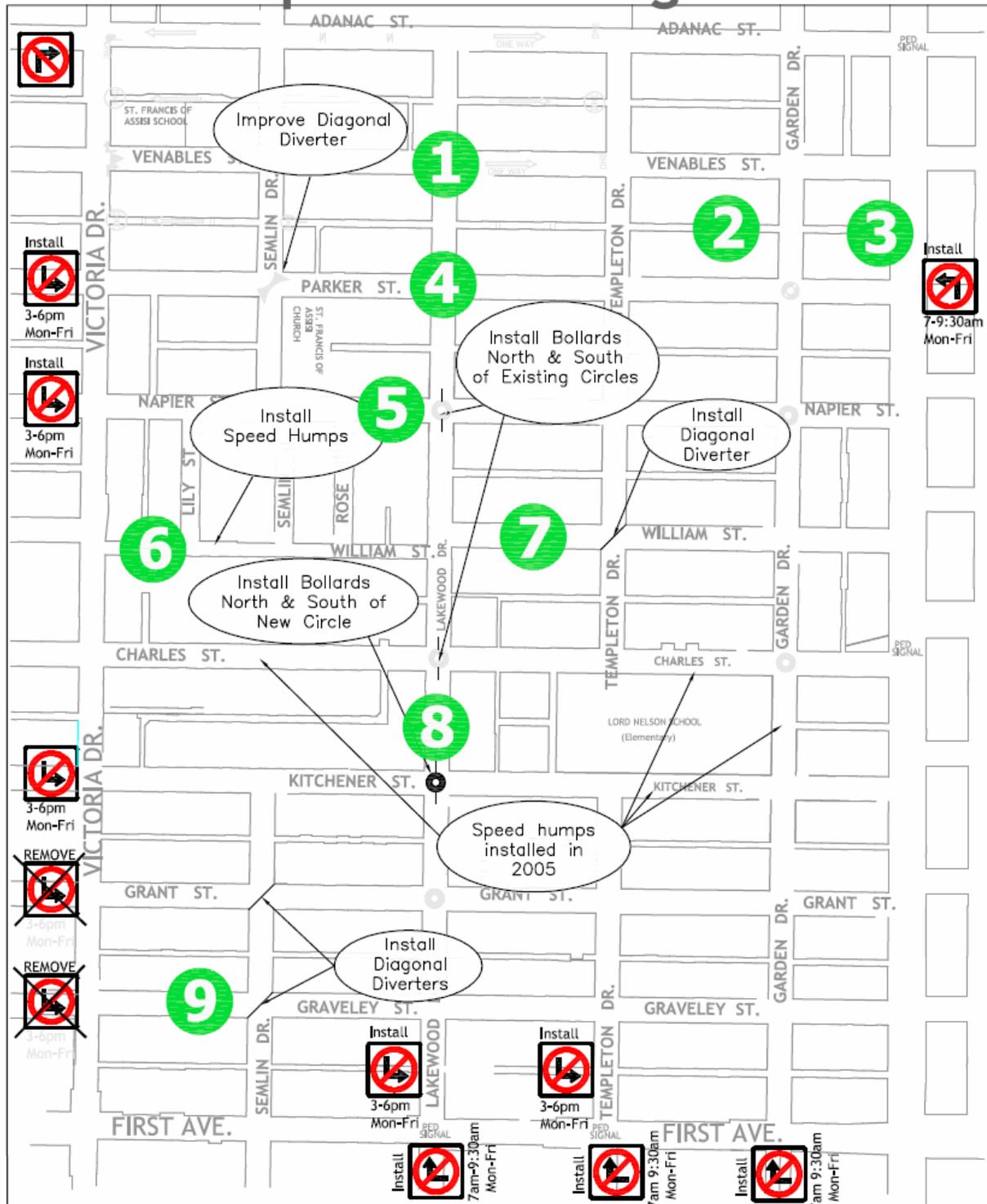
Please give this survey your consideration and return it in the addressed, postage-paid envelope provided by **January 20, 2006**. Alternatively, you can fax the completed survey to 604-871-6192. Because this issue will be going to Council in mid-February, late responses cannot be accepted.

If you have any questions regarding the plan or the survey, please contact Paul Storer at 604.873.7693 or by email at paul.storer@vancouver.ca.

Yours truly,

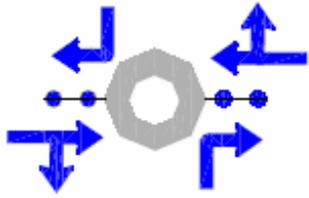
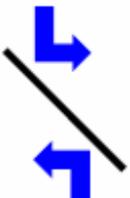
Paul Storer EIT
Neighbourhood Transportation Branch
City of Vancouver

GRANDVIEW WOODLANDS Proposed Calming Plan



X - Additional Monitored Location

Traffic Calming Devices Planned for Grandview-Woodland

Symbol/Allowed movements	Photo/Drawing	Location(s)	Notes
<p>Circle with North/South Bollards</p> 		<ul style="list-style-type: none"> Napier & Lakewood Charles & Lakewood Kitchener & Lakewood 	<ul style="list-style-type: none"> Bollards are steel posts installed in the roadway East & Westbound vehicles can only turn right North & Southbound vehicles can either turn right or go straight Pedestrians & bikes are not restricted One or more bollards are removable to allow emergency vehicles to cross
<p>Diagonal Diverter</p> 		<ul style="list-style-type: none"> William & Templeton Grant & Semlin Graveley & Semlin 	<ul style="list-style-type: none"> East & Westbound vehicles can only turn left North & Southbound vehicles can only turn right Pedestrians & bikes are not restricted One or more bollards are removable to allow emergency vehicles to cross Planting areas (not shown) will increase green space on street
<p>No Left/Right Turns</p> 		<ul style="list-style-type: none"> Victoria & Napier Lakewood & 1st Templeton & 1st Garden & 1st Nanaimo & Parker 	<ul style="list-style-type: none"> Vehicle turns are restricted Bikes are typically not restricted Can be limited to certain times of day

 CITY OF VANCOUVER	NEIGHBOURHOOD TRANSPORTATION BRANCH	Grandview-Woodland TRAFFIC CALMING SURVEY
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Attn: Paul Storer – 7th Floor

Grandview-Woodland Traffic Calming Survey (January 20, 2006)

Please complete this questionnaire by checking the appropriate box. Return it in the postage-paid envelope provided, or fax it to 604-871-6192 by **January 20, 2006**. Only one survey per household will be accepted.

To validate this survey, **please provide your name and address**. Individual responses will remain **confidential**. If you have any questions, please contact Paul Storer at (604) 873-7693 or by email at paul.storer@vancouver.ca.

Name: _____	Address: _____
	Postal Code: _____

1. Do you support the proposal to install the traffic calming plan (as shown) with the associated monitoring on a 6-month trial basis? (you will be surveyed again at the end of the 6 months about whether to make the measure permanent)	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Would you like to be notified when this matter goes before Council?	<input type="checkbox"/> YES	<input type="checkbox"/> NO

COMMENTS?

SURVEY RESPONSES

**Area Bounded by
Parker St, 1st Ave, Victoria St, and Nanaimo St.**

	Number	Percentage
Responses	319	100%
Yes	192	60.2%
No	125	39.2%
No Response	2	0.6%

**Area Bounded by
Adanac St, 1st Ave, Victoria St, and Nanaimo St.**

	Number	Percentage
Responses	360	100%
Yes	213	59.2%
No	144	40.0%
No Response	3	0.8%

Other Responses (non-residents)

	Number	Percentage
Responses	42	100%
Yes	1	2.4%
No	41	97.6%
No Response	-	-

SURVEY COMMENTS

Comments in favour of plan from survey area south of Parker St.

This is long overdue and I can't say how happy I will be if this is approved.

Speed bumps that were recently implemented are not high enough to slow down the speeding drivers.

Thank you for continuing to create a plan that will make streets in the neighbourhood more safe for children and pedestrians. Warm regards,

Looks good. Thanks for your work on this.

Charles St. is busy with parents dropping kids off to school - Lord Nelson) I am assuming this was taken into consideration and a reason why more serious diverters aren't recommended for Charles St. (i.e. to allow cars to move around easier) - However, Charles St. is like a freeway after 4 pm on weekdays still. Hope this gets resolved satisfactorily in the end. Thanks for the hard work.

Thank you!

I am willing to try this proposal on a trial basis.

Go to it! Good luck/you will need it.

If possible, we would favour speed bumps along Graveley, Grant, and Kitchener streets between Victoria and Lakewood rather than traffic diverters.

Please keep the no - left turn sign at Grant and Victoria.

Any traffic calming possible is greatly needed. I live at the corner of Grant and Semlin. I have observed an increasing amount of "cut through traffic during my 2 1/2 years of home ownership here. Traffic comes from First Ave. to Victoria or vice versa. People are impatient and therefore are racing at an alarming speed. I feel unsafe taking my dog for a walk.

Please leave existing stop signs in place. Leave in place NLT sign on Victoria at Graveley, or there will be a harmful shortcut for eastbound traffic turning left onto Graveley from Victoria. Attached please find two surveys from the two households at 2017 Grant Street. Please note that an informal poll of my neighbours found that many had not receive surveys. Perhaps it would be appropriate to extend the deadline for response. A one-page reminder to vote along with notice of the time extension could be distributed by mail drop using Canada Post. Such a notice would provide contact information for replacement surveys and would help serve as an audit for thoroughness of survey distribution. I wrote to you earlier about my concern of holding the vote during this season and pleaded for the vote to take place in the spring when there could be maximum participation. Now, I am asking again to help to ensure that all residents, including those of multi-unit dwellings, have an opportunity to vote.

I definitely support the traffic calming proposal! Thank you.

A minor for turning left on Victoria Drive. Rush hour times traffic is lined up passed Grant St. to turn left on First Ave.

It is important to me that all traffic calming devices remain passable to pedestrians and bikes - and that any permanent devices have a garden (planting) aspect to

them.

In my opinion the plan is still too complicated. For example, signs along 1st and along Victoria will not accomplish much unless they are policed and we residents are more likely to get pinched than a cross town visitor. My particular concern is the Graveley exit on to Victoria. Try it some time especially in the morning rush. The parked cars along the east side of Victoria make it very difficult to see approaching vehicles. Traffic turning left onto 1st from Victoria backs up passed the Graveley exit.

I feel very inconveniently "no left turn from Victoria Dr. onto Grant and Graveley (3-6PM). Because I can't get home. I really against so much traffic block. Signage that will trouble ourself. Because we used the road more than other. Right now every two block has a stop signs this is enough. We need no more traffic blocks.

Please consider speed bumps in the alleys between Lakewood and Victoria or Garden Dr. from 1st Ave. to Kitchener St.

People will drive too fast in the alleys (our children play street hockey and other ball games in the alley between Graveley and Grant St.)

Appreciate all the hard work, thanks!

I am concerned about the speeding on Grant between Nanaimo and Lakewood. Speed humps/circle/diverter at Grant and Garden would be welcome. Regardless, thank you for doing all of this!

I would like to install diagonal diverters change to speed humps or new circle is better easy to work out. Thank you.

I am tentatively approving of this plan but I have a few concerns. 1) Traffic on Grant Street will likely increase because short cutters on Graveley from Victoria will be diverted to Grant. Traffic from Victoria will be diverted to Grant. Traffic from Victoria onto Kitchener will also be diverted partially onto Grant. 2) Advance left turn from Victoria St. onto 1st Ave. E should be put in. 3) "No left turn" signs on Graveley, Grant and Kitchener should not be removed as traffic will be eventually diverted onto Grant. 4) Speeding onto Grant St. between Lakewood and Nanaimo should be prevented with speed bumps.

Thanks very much for trying to get this through again. Much appreciated.

Wish there was something at Grant and Garden other than a two-way stop - a diverter?

I agree to install the traffic calming plan with the associated monitoring on a 6-month trial basis (translated from Chinese)

I am very happy that this plan will (hopefully) be implemented on my block (of Victoria Drive) an old lady was killed by unruly traffic, and in the mornings on my way to work, I sometimes have to stand pressed up against my car as cars speed down off of First and try to get to Victoria. It's crazy and dangerous and has to stop. I am afraid for the safety of my family. It's really, really terrible and I have lived in a lot of neighbourhoods in Vancouver - but never experienced something this bad! Thanks for all your work!

Diverters should be installed so if someone tries to take a shortcut and avoid First and Victoria jams, they should be diverted back onto the street they started on. See Graveley and Grant diverters. Drivers should be encouraged to use Commercial Drive. Every morning I go to Commercial there is no traffic there, while Victoria is very busy. Afternoon rush hour is the same!

We live at the corner of Graveley and Semlin. The proposed diagonal diverters will make a significant improvement to our safety, and to our sense of neighbourhood. Currently, cars cut through to avoid the wait at 1st and Victoria light. The drivers never respect the speed limit, rarely respect the stop signs. It is dangerous.

This process has taken a very long time.

Let's do something. We cannot continue having the present situation.

Did not receive an English version in the mailing but received Spanish and Chinese versions.

Finally, a traffic plan that will work. Let's get this installed so that we can re-claim our neighbourhood.

We have a dangerous problem on our street. Many cars use Graveley as a parallel route to 1st Ave. They travel too fast area are often aggressive. They often cross the bike route on Lakewood without stopping.

Are you removing or installing no left turn at Victoria and Graveley? On map it says removing, on this document it says installing. Please don't remove. Thanks.

Please proceed

Must have - speed bumps on Graveley Street to slow down the traffic off 1st Avenue. Please consider conducting a survey on Graveley St. to identify this problem (as the survey that exists is over 10 years old).

How about speed bumps (1-2) on Graveley to slow down traffic cutting off 1st Ave.? I don't like bollards, but I like travel circles.

Let's hope we get 60 percent and get something in place.

I hope that this traffic calming will be approved. I do not want my child to be hit by these cars passing all day in our street. Because of this traffic problem, I am thinking about selling our house next summer and move somewhere quieter.

I fully support traffic calming methods in this neighbourhood. With increased traffic on First Ave. over the past five years, more spill over traffic has entered our community. Venables has also seen the same issues. Perhaps with these new regulations and physical restrictions in place, the elderly and young or our community will be safer.

Thank you for preserving in spite of the obvious self-serving agenda of St. Francis Church parishioners, (who do not live this neighbourhood). Also, please give consideration to a pedestrian controlled crosswalk at Kitchener and Victoria.

Concern left turn on Victoria Dr.

In addition: 1) Want to see speed bumps on Kitchener between Victoria and Lakewood. 2) Want to see the "monitoring" plan, this was mentioned in the 1986 report after "traffic calming" but no monitoring occurred until 2000 at the president's request. 3) City traffic engineers should develop the plans with data, less reliance on citizens.

Looks good - Anything to slow the traffic and reduce traffic that is not local is good to me. I do have one complaint - parking on 1900 block of Kitchener is terrible - people/homes have more than one car also people park to "play" at Victoria Park. My concern is that I often cannot find a spot on my block to park. Not sure if this is your domain...

The bollards are a safety concern in that the fire department can navigate these? No left/right hand turns (3.6) are good if they are enforced.

Concern - I have no access to my home from Nanaimo or 1st Avenue - ever - due to bollards. 2) Route to 20XX Kitchener from Nanaimo - Parker W to Lakewood, south Lakewood to Kitchener, west to 20XX Kitchener. This forces us to commute through a number of already identified hot spots. Plus - additional driving of 11 blocks square to get to my block, from Kitchener/Nanaimo. West to Parker, west to Lakewood, south to Kitchener, right to my home. 3) Again - why not turning light @ 1st to move traffic east on 1st? The already incredibly heavy traffic congestion will increase dramatically on Victoria heading south to 1st to access east 1st. Many more commuters utilize Victoria vs. Commercial - due to pedestrian traffic on Commercial. 4) Prefer the circle @ Kitchener/Lakewood not have bollards, instead, install speed humps in 1900 and 2000 blocks of Kitchener St. 5) Emergency Services - ease of access to Nelson school from Victoria Drive? 6) Overall - a much better plan than the last one proposed. Thank you!

We need this plan now! Cars have put our residents and my children in harm's way. Thanks for your effort in dealing with our community.

Great plan - the sooner, the better

Crossing my fingers this will pass. Thank you so much for your hard work and perseverance. We really appreciate it.

I am concerned about increase volume on Garden Drive as it will be the least calmed street. I would identify it is a hot spot I ask the City to get sample counts before and after the measure go in (assuming a "yes" result) I think 50 percent should carry the decision.

I live in the first block west of Nanaimo on Kitchener St. Cars have been using Kitchener as a thoroughfare for at least the last 9 years, as long I have lived at this address. Speed bumps were installed last summer along the north, south and west blocks of the elementary school across the street. Unfortunately there are no traffic diversions in our block and cars continue to speed through - even though it is only one block. Frequently drivers barely stop at the sign at Garden and Kitchener - sometimes driving right through. Could a traffic circle be considered in that intersection? Thank you for the speed bumps! Traffic has lessened somewhat.

It is long overdue.

I am very concerned that the traffic plan will cause a lot of cut throughs on William in the evening, although this will be more difficult in the morning. For evening eastward traffic, it will be easy for drivers to turn up William then cross over to Napier. Hopefully, the speed bumps will help.

The last iteration of this plan (last open house) had bollards on the west side of the Lakewood/Kitchener traffic circle. The removal of these has ??? Lakewood to south board access. This makes the overall plan more palatable to me and a number of my neighbours.

Why can't a majority vote be 50 % and 1?

We would like you to monitor the amount of traffic that goes west on Charles (from Nanaimo) then north on Lakewood and west on William. (in the mornings)

How many times do we dance this dance. Get it done or forget about it? I will not vote on this again a waste of time.

No need to check in with us after six months we support traffic calming 100 percent - we've had many dangerous cross-walk crossings on Victoria Dr. with our three children. If drivers won't slow down they must be forced to slow down. Thank you.

L & C.

Thanks.

Thank you - it will be nice to see less cut through traffic. Cheers.

Please let's get this passed.

Something needs to be done about traffic in this neighbourhood and in this city. These changes may be an inconvenience for people when driving but they will certainly make the neighbourhood more pleasant when to driving (i.e. most of the time). Make it difficult! make people get out of their cars and use their legs or transit! Transit won't get better without higher ridership, so let's get on the buses. If this plan doesn't work, let's put bollards at every entrance to the neighbourhood - the electric kind that lower into the street when you push a button or a remote. That'll keep 'em out! Or better yet, agree as a community to make this a car-free neighbourhood! Car-free and care-free - sounds good to me!

We would also like to have speed humps implemented the first two blocks of Napier from Victoria - it would help for sure. Thanks for all you hard work and patience with this process, I know it can be very stressful at times.

Would prefer lane restrictions on turns from Victoria to be 24 hours not just 3 - 6 pm, same for turns on other streets.

Appreciate all the City Hall work and the democratic process by which decisions that affect our neighbourhood have been made.

We are still concerned that the 1900 block of Napier Street/Parker Street. Corridor is unprotected and will continue to see heavy traffic commuter traffic.

North portion of neighbourhood is not in survey area. I am very concerned that the measures proposed will not sufficiently reduce traffic on Napier St. to the city standard of less than 1000 vehicles per day. I support trying this plan. If the number of vehicles is not sufficiently reduced more efficient measures will be needed. The city must consider Napier specific situation and help residents to achieve an acceptable level of traffic volume. a right in only at Napier and Victoria would help.

Have supported traffic calming and diversion in the neighbourhood for years - hope it goes through this time!

Since the presumed objective of the measures is to ultimately reduce volume through our neighbourhood, we would support increasingly stringent calming measures until this objective is achieved. Thanks for your efforts.

As Napier has the highest traffic volumes - especially during rush hour, I am curious as to why a "no left turn" at Nanaimo onto Napier at rush hour is not part of this plan.

this calming plan is very necessary. The bollards on existing circles would be a great improvement and prevent people from making illegal left turns which is very common here.

Obviously a trial should go ahead - that should not take a vote! How does anything get done? Do a trial and then take a vote!

This proposal is better than the previous ones - better "flow" with the calming.

We are very glad that Lakewood Street is not blocked to North/south access. We are concerned about our "Hot Spot" - the Parker/Venables lane from Nanaimo to Victoria. Thanks for your (all of you) work on this.

Thanks for the good works.

I think it's great that you keep residents informed like this and that you consult so carefully. Best,

My questions is, what happen the back lane?

Thank you! More traffic calming needed everywhere - how about a car-free downtown, better, cheaper transit? If a bus in Santa Monica can be 50 cents for that neighbourhood and free in it's downtown why can't we be as generous? A little more generosity to pedestrians and cyclists in Vancouver would be a great start - this is a very walk able city - all these cars ruin it. Public transit in Los Angelos is wonderfully efficient - let's change car culture.

Have it!

I applaud the city for initiating measures to control traffic in the neighbourhood. Speeding commuter volume, and safety are issues that need to be addressed and I think the proposed measures are a good start. However, this neighbourhood needs to be assessed within the overall transportation plan for the city and the GVRD. Sound traffic management is only one component of good transportation planning. To deal effectively with commuter traffic in the neighbourhood, transportation planners and engineers must look beyond turning restrictions and traffic barriers to include public transit options. TDM measures and growth management planning.

I think more police presence or pedestrian lights should be installed on Victoria Drive as the motorists never stop at pedestrian crossings I've seen many pedestrians almost hit as the cars drive way over speed limit and will not stop!!

Although all traffic calming measures are positive in my opinion, most of the suggestions won't affect traffic on Victoria Drive itself. Victoria is often dangerous to cross and more measures should be taken to make it safe for people on this street. Maybe more traffic lights?

Thanks for installing the speed bumps on Charles Street, between Lakewood and Victoria. But I do think they are a bit low bumps, and could have been made higher. Also, the first bump is almost halfway up Charles, so drivers speed halfway up the block before slowing down. Another issue: many drivers ignore pedestrians in the crosswalk along Victoria Dr. Please ask police to ticket motorists who fail to stop. Thanks.

Concern for turning left on Victoria Dr. because traffic is so far backup.

This proposal is much better than the 1st and I look forward to its arrival as a pedestrian. Could something be done re-speeding on Victoria Drive? Because the speed limit changes constantly from school to school to park to school to park with residential houses in between from Hastings to Broadway it appears that most drivers add the 30 to the 50 speed limits and go 80 instead! People have died on Victoria and cars have literally flipped over. Please address this too. Thanks,

Please monitor William and Charles Streets for an increase in traffic. Neither of these streets have an alley in which residents can park their vehicles. Both my neighbours and myself have had our side mirrors broken off due to car speeds and the narrow width of William St.

Please ensure us that if traffic has more volume on William St., that city will for sure implement potential solutions. For the map William St., is the most direct route east/west and rush hours traffic off of Victoria.

The more restrictions and obstacles the better.

But why no left turn 3 - 6 on William? We have a real speedway through here in rush hour and as it will be one of only two sheets not marked, it's going to funnel traffic (especially cabs) right up William and Charles. I really don't understand the reasoning here. Thanks,

As soon as possible.

We support the continued efforts of the city and the community to find a resolution to the problem of traffic load and speed in Grandview - Woodland. The less diversionary plan balances the concerns expressed by community respondents in previous surveys and should be supported. We also appreciate the program for on going monitoring and the six-month trial period.

Please see attached document of some typical traffic routes at regular hours and our concern living on the 2100 block of William. Is that we will be experiencing traffic from Napier going both east and west... but the 1900 - 2000 will be flooded...as well as the 2100 - 2200 block of Grant. If a "no left turn" is placed at William at Victoria then we will have a hard time getting home! I would like to avoid the "no left" at William and hope the narrow street is a natural diverter. I don't know what to suggest, I hope the 2100 block of William is properly monitored and nothing is permanent for 6 months.

Some kind of traffic calming is absolutely necessary. Diverters are essential.

I still believe Lakewood has too many calming devices and with this plan in place Lakewood is going to have a lot of local residents using that street to turn off and onto to get around to garages and front streets to park. (at the end of the work day)! 2100 William Laneway and 2200 William Laneway - speeding and shortcutting - (is going to happen!)

We are very eager to have the traffic slow down on our street, as we have a toddler playing outside quite often!

Comments not in favour of plan from area south of Parker St.

Will this ridiculous plan never go away! If you can make sure I can safely turn left onto Victoria from Charles Street - (which you can't without banning all parking or giving me X-ray eyes) then maybe - just maybe - I would be in favour. I risk life and limb just getting out of my driveway every morning, I don't need it trying to get onto a major street as well. As is typical, those pushing for a plan, just keep pushing until they wear down the opposition (does the RAV line ring a bell?) _ Well this girl ain't going anywhere!!!

It is the practice of planning department/counsel to bring this issue before the people every year until the desired result is achieved! I am tired of wasting tax payers time and money on this spent of a few. This plan severely restricts my choices. Charles becomes a cul de sac with only access to Victoria. Forcing me into another ????? ????? ??? do Victoria Drive. This is seen as a hardship.

Please do not install bollards at Charles and Lakewood. This measure will not decrease traffic, it will increase traffic as drivers attempt to avoid re-routing!!

Leave the way they are now. Absolutely no bollards, cannot get through my neighbourhood. This will make it difficult for me to leave our house for us to go to work.

We have got a few of these surveys on the past years. How many times we have to

go through this process? I think it would be easier if the proposed calming plan had just few basic measures. Not that many so more residents would be willing to accept them and then build on top of that in a longer period of time.

Was this not already voted against? It is difficult enough to try and maneuver around the existing maze of barriers in this neighbourhood, without having to establish new routes of getting to and from our homes. The idea that homeowners will not be able to access their homes because of no left turns, diagonal diverters, and bollards unless they map out a specific route that entrails going to 10 blocks out of their way is not only ridiculous but completely unacceptable. I would suggest this plan be implemented in Mr. Storer's neighbourhood on trial basis so he can see first hand the inconvenience of living in a maze.

Speed bumps and traffic circles are the only items I would support.

The population density of this area has increased. The result is more vehicle traffic, you can't slow progress! The existing speed bumps on Chares and Kitchener do nothing they merely make cars slowdown and speed up creating noise pollution. The parents of the children attending Lord Nelson public school are going to drop their kids off in their cars regardless of re-routing do not promote or re-route traffic to the alleyways. I do not want to turn my neighbourhood into a rats maze when trying to run simple errands. Trying to explain to guests visiting our house how to get here would require a hand written map that would change depending on the time of day.

"No Left Turns" create too many drivers to drive around and around trying to get in or out of an area, thus creating more air pollution.

These plans are unrealistic for residents who must drive daily in these neighbourhoods.

I like the speed bumps that are already installed on Charles St., but as I often deliver things to my sister's place at 2029 Turner, any further traffic calming between her place and mine would be extremely aggravating. I don't find there is a lot of cut - through traffic anyhow. I generally support the concept of traffic calming, but I find it pretty calm here already.

I live at Charles and Nanaimo and work downtown. I drive down Charles to Victoria to go to and from work. The proposed changes would force me to use William on the way to work. It looks like I would have to use William on the way home as well. I suspect the residents of William St. would not be happy about that. Since the speed bumps were installed I have seen significant decrease in traffic speed on Charles St. These are working. Thank you.

This plan causes people who live in the area to drive along more side streets to reach their home, causing more traffic in the area, not less. This plan would prevent anyone living along 1st Ave. from getting to their houses during rush hour and the diverters cause my friend in the area an extra 8 blocks of traveling along side roads making her side road trip 12 blocks instead of 4 so she can get to a major route just to get to and from home/work. It is horrible!!!

I don't feel there is a need for such measures and that this money would be better spent elsewhere!

Some suggestions are OK. However the diagonal diverters on Semlin should not be installed. Leave the 3 - 6 'no turn' in place on Victoria. Please do not block Semlin Drive. Instead put a 'no left turn' at Semlin and 1st Ave.

I am voting against this as I and other residents of 1st Avenue were not included in

the planning. The plan should be withdrawn until all affected residents have been invited to be part of the consultation process. 1st Avenue residents once again have been excluded by the planners, despite the impact this plan will have on us.

I would like to see the traffic cut down. Its not fair that a few streets take on all the traffic.

It's natural for traffic to get heavier when the population is growing. If that is the case we should find ways to help traffic move in a smoother fashion because as vehicles stall, these vehicles cause immense amounts of air pollution. It's unnecessary to install traffic monitors in different intersections. It may cause problems for others as well as us. For safety reasons, it's necessary to install speed humps around school zones. If people want to live in a tranquil environment, they should move to a less populated area. It's impossible to live in a busy city and to wish for the surrounding area to be quiet. I wish for the street I live on to stay as it is. There's no need to install the traffic calming plan with the associated monitoring. Hopefully, the one in charge of this plan can make a wise decision.
(translated from Chinese)

Leave it as it is. You've tried traffic calming several times. Enough is enough!

No diverters!

Strongly opposed to diverters at Semlin and Grant and Semlin and Graveley

No diverters!

It will be complicated and annoying to get to my house from both Commercial Drive and Victoria Drive. I do not like the diverters they are very inconvenient and make drives bad tempered. I must prefer the speed bumps.

LEAVE EVERYTHING AS IT IS NOW. Do not create problems for the people living around here, there is not that much traffic. I think that there are other things to do more important than all these changes, and you should not waste money in doing things that will make people nervous because we have to go home and we can't fly to reach our homes. (translated from Italian)

This is the fourth time I have filled in these forms! How many times must we do? It seems my other comments have been ignored! I'm a senior, I drive and shop in the neighbourhood and now you wish to make that more complicated! I have lived in this premises for 48 years and paid taxes. How are fire trucks and ambulances to maneuver in an emergency?? Money would be better spent on the sidewalks, which are unsafe, and the streets in this area.

Here we go again. After so many Open House at St. Francis church. Survey after survey we are back at square one. The streets are confusing enough as they are. Do not create additional problems, no diagonal divert at Grant St. and Semlin Dr. - no diagonal divert a Semlin Dr. and Graveley St. - We noticed that when drivers can not use streets, they use back lanes.

My concern is more with the speed of the cars on the street, not the volume of traffic. I would rather see more speed bumps and traffic stop signs which I think would be cheaper to install.

To stop a problem of vehicles moving too quickly down a residential street one does not block access, but installs speed bumps. The problem is not volume of cars at all, but the amount of these vehicles that do use Graveley St. go too fast.

I am in favour of measures to slow down traffic such as speed bumps and traffic circles, but diverters, barriers and bollards simply increase the amount of driving

through the neighbourhood, at least for local resident, and the amount of frustration for everybody.

How many more times do we have to vote down this proposal? Traffic in this neighbourhood is calmed enough and anymore diverters would make it impossible to navigate. Traffic will always find a way to move around an this plan would force traffic into the alleys where our children play. A small group of very determined people keep forcing this issue onto city staff. I thought when this didn't pass the last time that would be the end of it, but apparently not. The small, very vocal minority does not represent everyone in this area.

I live in the 2300 Graveley - this does help our block in anyway. Cars coming south on Nanaimo, cut down Graveley, hang a left on Garden to miss the traffic light on 1st. We need a circular traffic island not diverters or speed bumps. The traffic calming doesn't help our block. there is a stop sign at the end of the block and nobody stops.

Your map does not show the 'no left turn' sign for eastbound traffic on 1st at Victoria. Unless that sign is removed, it will not be possible to get to my home from further west (eastbound) on 1st Ave. (My normal route is to turn left on Semlin.) If that sign is removed I will support this plan.

There's no need for the traffic calming plan. It only causes traffic jams for our area and inconvenience for everyone. (translated from Chinese)

In favour of traffic circles and speed humps to slow the speed of traffic. Opposed to bollards an diverters. Opposed to bollards at Kitchener and Lakewood as well as diverters on Grant and Graveley Streets. This plan (as is) will result in more traffic using the laneways between streets as shortcuts to avoid bollard and diverters. Installing bollards and diverters makes it too restrictive for area residents to circumnavigate their own neighbourhood and should not be part of the plan.

I am in agreement with speed humps and traffic circles to slow traffic down but would not like to obstruct the flow of traffic with bollards and diverters.

The proposal also restricts our own traffic going and coming back from work. It is not just putting up with a little inconvenience. It is almost impossible when ??? Revisited the proposal.

Speed bumps and circles are OK!! But blocking streets is not good people living here must be able to get to their homes without going through a maze. This proposed plan makes things much worse.

Without the associated solution #8 I would support the plan.

I continue to oppose this plan. I do not agree with any of the barricaded roads. The speed bumps and the roundabouts are plenty, however, I do not support this plan. I do not like the plan.

If I am returning home from downtown, I always travel along Venables, and then right on Victoria, and then left on either Parker (to go in the lane to park in my rear driveway), or Napier to park out front. With the proposed plan I could do neither, nor can I continue straight on Venables through Victoria. The only option would be left on William and left on Lily. These are very narrow streets with cars often parked on both sides. Thus, the proposed plan is too circuitous for me.

Do not close this street please, point a bumper line to ??? The speed.

I would like things left the way they are now, I do not think the traffic is too bad now. Thank you. To our new mayor: Please stop ???owing so much on our boulevards, please check 21XX - there was a trailing something on the Lakewood

side I almost got in my eye. 19XX - someone could hide behind it. 19XX - one rock I almost tripped on that rolled on sidewalk 19XX too much junk and washing machine like city dump. 19XX - stumps with boxes of junk sometimes. Thank you.

No - to diverters and bollards no to this plan! No left turns during rush hour are acceptable. No wasting years of taxpayers money!

Please leave the area as it is. There will be a greater problem if you change it. I have been living at this address for 45 years and I don't mind the extra traffic at the rush hours. This is a big city and we have to accept the traffic at rush hours, and during the day also. Your truly,

I feel that the proposed traffic calming plan makes it too difficult to get to and from my home. The present daily route that I take would be affected by this proposal causing me to have to travel out of my way to get to and from my home. I believe this proposal would divert the traffic problem to other areas of the community and not resolve the actual problem.

The voting results for traffic calming plan for 2004 were given to some members of the NTG. Voting results of how people vote should be confidential.

Bollards and diverters are a terrible idea restricting flow for emergency vehicles. Speed bumps OK.

To the respected authority in charge: Thank you for planning the traffic calming plan for our community. I think it's necessary to change the condition when vehicles make a left turn onto 1st avenue from Victoria Dr. (eg Install a left turn traffic light; prohibit vehicle parking on the right side curb on Victoria Dr that is close to 1st Ave.) I support the installation of speed humps that could help vehicles reduce their speed but also keep traffic moving steadily. (translated from Chinese)

Don't like it at all. I would like to see my street that I live on go back to the way it was when they blocked off, the other streets. Then we got all the traffic.

Please help I'm tired of all the traffic that drives by my house everyday. I want this to stop. Please help. I pay my taxes. Don't make things worse open up the other streets, to even out the traffic so Napier St. doesn't take it all

With these new proposals, for me to get home to Parker St. from downtown I'd have to travel an extra 15 minutes. It's unacceptable.

We don't think that diverters will improve condition. They will only push the traffic from one street over to another.

We think that it is absolutely ridiculous that you would think that it is an acceptable plan to send more traffic down Parker Street. What good is it to have a "no-left turn" at Nanaimo and Parker 7 - 9:30 AM, when the commuters will go to Venables Street, turn left there, turn left onto Garden Drive and then proceed down Parker to Semlin and then turn left at Semlin to Napier? There is a pre-school at St. Francis Church, and the children enter and exit on Semlin. Cars travel too fast in this area and why have traffic going down Napier and then forcing them to turn only right down Lakewood. Stupid plan.

Rather than diverting traffic, which inconveniences many people and is a "safety" issue for emergency vehicles, I would rather just see traffic "slowed" by simple traffic circles and/or speed bumps. No to bollards. No to dividers and diverters. Yes to speed bumps. Yes to circles (without bollards)

I think traffic can be encouraged to take 1st Ave by installing an advance left turn signal at 1st and Victoria and putting no parking in the right lane on Victoria between Grant and 1st Ave. I do not want any traffic calming devices period! I believe most traffic comes from downtown via Venables and I suggest that Venables

be opened up to provide a st route to Nanaimo which is a better street than Victoria Drive.

Dear Sir, We did this not to long ago. We had said no. We did not want this change and then you guys come around put speed bumps at schools like Lord Nelson and Templeton and plus every block has a traffic circles what else do you guys want from our taxes. We can't go on like this to keep on voting every six months on these ridiculous ideas.

The more diverters/bollards we have in the area the more traffic will be channeled into some of the streets.

I think this is a complete waste of time and money. I really don't think traffic is a problem in our neighbourhood adding all these devices will only inconvenience us. Strongly disagree with the idea.

It is already difficult for local traffic to get into an out of our neighbourhood. Additional traffic calming will add to this.

COMMENTS: Unfortunately, years ago Venables was closed to through traffic between Victoria and Nanaimo. Had this not happened we would not have the problems we are now encountering which is affecting many streets in the area. That being said, we now have to deal with the existing problems and the following are my comments and observations regarding the proposed plan. FACTS; Venables is a major route out of the city being an extension of Georgia St. which is unarguably a major artery. Venables end at Victoria requiring traffic to turn either left or right. Victoria is used by traffic to access 1st Ave. There is no left turn lane/advanced light at Victoria and 1st for Victoria traffic turning east on 1st. There is a large bottleneck of traffic on Victoria attempting to turn east on 1st. Large volumes of traffic on Victoria attempting to turn east on 1st. Large volumes of traffic trying to avoid the bottleneck mentioned above utilize the residential streets. Currently Parker St. is adversely affected by traffic due to a diverter that blocks westbound travel on Venables at Templeton, thus forcing it up to Parker St. where it continues westbound. PROPOSAL: (As it affects my address at 21XX Parker St.) With no left turns on Victoria at Parker and Napier, I would have to use William St. to access my home coming from down town via Venables. Williams St. would be adversely affected by an increase in traffic on a very narrow street that would also be unsafe. An alternative for me would be to turn right from Venables onto Commercial Dr. then left on Napier St. where I would then be able to go straight through Victoria and then home. This would adversely affect Napier from Commercial to Victoria, as there would be an increase in traffic. The no left turn on Nanaimo St to Parker would not stop morning traffic from using Parker Street to access Victoria/Venables as this would be unenforceable there by adversely affecting Parker St. No left turns on Victoria for southbound traffic are also un-enforceable as we witnessed when 1st Ave. was closed for several months during water main construction and residents were actually trying to maintain barriers to stop the left turn vehicles.

CONCLUSIONS: It should be recognized by the city and the Grandview - Woodlands area that Venables St. and Victoria St. are in fact major arteries. The argument that these are residential streets does not make sense as previously noted in the FACTS above and many major streets such as 1st and Nanaimo are also residential streets. The proposal will not solve the problem as it will just move the traffic from one street to another. RECOMMENDATIONS: Add a left turn lane and advance left turn light on Victoria at 1st Ave. for eastbound traffic. Add an advanced left turn light on Nanaimo at 1st Ave. for both west and eastbound traffic.

We live between the 1st Avenue exit and downtown. To expect only local traffic to congest our community is unrealistic. We have 2 elementary schools, a very active high school and a church in our neighbourhood that brings in traffic alone. I'm not in favour of bollards, but am in favour of stop signs, speed bumps and traffic circles. We also have a large elderly population in our neighbourhood and I'm concerned about access to them should they need emergency services. I am forced to take Napier because I can't go down my own street. Lift all the diverters so we can all share the traffic.

Only like 1) traffic circle 2) speed humps 3) I do not want more traffic diverted on to my street because other home owners have more traffic on there street (Napier) 4) I want to be able to drive to Commercial Drive and downtown easily and not inconvenience and time restricted. 5) Tired of complaining residents they are a very small minority. they lost. Move if they don't like it. 6) Why do you keep going with this traffic calming. I feel you are just wasting my hard earned tax dollars.

The plan does not hinder my access to Victoria Drive, but does to Nanaimo which is my first choice to get to a main street.

Everything is good except for the diverters.

I think everything about the plan is fine - except for the diverters - which is why I'm voting no.

Not in favour of bollard at Lakewood and Napier.

Like the "no turns" at rush hour. Overall, too invasive.

Please end all this nonsense once and for all.

I feel all roads/streets should have restricted turns. And some streets should have speed bumps installed. This plan has flaws.

Traffic circles and speed bumps are OK, but not diverters - do not want those!

To begin with, I have no problems with the traffic around my area. I don't wish to have a diagonal diverter installed at Templeton and Williams. Please respect the tax payers wish "no diagonal diverter". Please do not let a handful of people to dictate most of the residents in that area. I am totally opposed to "diagonal diverter" No, No, No

I disagree with channeling the traffic along Victoria Drive and requiring traffic to go Williams or Charles. William Street to Lakewood is the narrowest street. Parker or Napier should not both have no turn signs. Only one should have it.

1) From my perspective there is a far greater problem with rushing commuters on Victoria than with rat-runners on the side streets, which I walk/cycle on often. Idea: reduce limit to 30 or 40 km/h on Victoria; maybe add turn prohibitions during rush hour only? 2) Diverters make tasks like moving one's car to the back of the house very tedious. Likewise for visitors trying to park. 3) I drive our antique car with very low clearance, which routinely bottoms out on speed bumps, so I am no fan of those. Thanks

I am rather confused as to why this is an issue yet again. The last survey (which failed) came with a note saying this issue (traffic calming) would not be addressed again. Yet, here it is! I am not in favour of making it more difficult to get home. Waste of gas, time. pollution causing. It chops up the neighbourhood and are unsightly! Blocks of concrete and bollards cannot be beautified. Having a bollard removable for emergency vehicles? How does that work. The ambulance stops.

Someone gets out, moves it, then ambulance continues? Doesn't bode well for whoever needs the emergency care. Then what? ambulance stops again and person puts it back? meanwhile, person suffering stroke or heart attack does what? Waits even longer for oxygen tank? People should worry about other municipal problems.

The traffic runs smoothly in our area. It's not necessary to install the traffic calming plan with the associated monitoring. (translated from Chinese)

We don't want to have and changing about the traffic situation in our area. We feel that changing it only waste tax payer's money. Vancouver is a big city having lots of traffic on the road is quite natural. (translated from Chinese)

1) These attempts to implement all these road blocks, diversions and other measures reminds me of the separatists in Quebec. If you don't succeed, try again and again and you finally do get your way. So why bother surveying the neighbourhood?? 2) Regardless of what is done to the streets, I have to keep driving. I'll just drive around and around like before, probably creating more traffic than what is necessary!! So who wins?? The vocal people who get a quieter street at the expense of the less vocal people who I now need to drive thru their neighbourhood!!!

There will be only one easy way to get to my house and even that route is now indicated as a potential problem location. My alternate route - turning off of 1st Ave. onto Lakewood has been restricted. If you put a left turn signal at Victoria and 1st, any of these problems would be solved. Victoria is an existing traffic corridor. Why not make it more convenient.

1) There is no complete/written data or research to back up the need for "traffic calming". 2) City Engineers have done a terrible job dealing with traffic in this neighbourhood beginning with blocking Venables at Victoria 20 years ago. 3) Mistakes after mistakes have been made in chopping up the streets and this plan compounds the problems 4) City Engineers do not listen to the community but work with "special groups" who advocate their own agendas 5) The Neighbourhood Traffic Group is almost entirely made up of disgruntled homeowners on Napier St. 6) This proposal was defeated only two years ago but City Engineers seem to want to ram this down our throats whether we like it or not. 7) I resent the City's attitude because at Open House the City Engineers do not listen to objections but advocate for the Neighbourhood Traffic Group.

No diagonal diverters. Please install traffic circle OK. Speed humps welcome!

We want the area streets left as they are so that the most direct and safest routes are there for visiting friends, trades - people, emergency vehicles and our daily use. Suggest that future time and expense be directed to the logical solution of making Venables St. a through street both east and west between Victoria and Nanaimo.

The proposed traffic calming plan is ridiculous. It would be terrible inconvenient for me and my family. We have children and do not feel our streets are particularly unsafe. Intersection circles are fine but bollards and diverters are unacceptable. My tax dollars can be spent much more productively.

How many times do we have to vote NO for you to get the message. This whole process has been a waste of my property tax dollars.

Traffic speed bump okay. Traffic circles - okay. Steel post and large barriers - NOT okay - You must keep roads open to emergency vehicles coming from as many directions as possible. Seconds count if you need an ambulance or fire truck.

Comments in favour of plan from area north of Parker St.

I have serious concerns about the possible increase in traffic and speeding on our blocks, and lane. Also, daily - people do not stop at the stop sign at Venables and Garden. I would like more information on how the traffic will be monitored. Lastly, I think the police should be giving tickets between 3 - 6 pm at Victoria and Napier and Parker for those who do not obey a notice the signs (for a few weeks). A ticket would be more effective than a sign in changing driving behaviour.

This is a great idea and long time waiting to happen.

We need better speed bumps! The ones on Charles St. and in the alley of Venable St are too long and not high (restrictive) enough. Vehicles are still able to speed; the speed bumps just aren't effective enough.

Much better thank you everyone - especially Paul. For all your hard work.

The proposed changes will address some of the concerns raised at the various "Open House" meetings. But I remain concerned that nothing is being done now to reduce the volume and speed of vehicles along Venables at the 2000 block, along Lakewood at the 900 block and especially through the lane between Venables and Parker at the 2000 block. These were identified by many residents as being key "Hot Spots". The installation of speed humps on those streets and in the lane (as noted above) are required.

Thank you."

PS - Paul, as I have indicated before I believe speed humps are a good way to slow the flow of traffic and therefore ultimately to reduce the volume of cars using the neighbourhood as a shortcut to get to and from downtown. This will make our neighbourhood much safer from a traffic perspective. Thanks again for the opportunity to present my opinion.

I am concerned with the ever increasing amount of traffic speeding through our neighbourhood. I would like to see speed bumps installed on Venables St. (2000), Lakewood Dr. (900) and especially in the lane between Venables and Parker St. (2000). currently this lane is used as a highway to get downtown and I don't like it.

I have concerns for the safety of children in this neighbourhood - I really hope this can go ahead this time.

I appreciate the efforts of citizens and council in coming up with a less aggressive plan that should hopefully prove successful. I would urge council to include ALL votes received from the community including Venables and Adanac, it is my understanding that this is currently at the discretion of council and if excluded would not be a fair and thorough understanding of the wishes of this neighbourhood. I would also like to see the one-way signs at Venables/Adanac and Templeton improved/enforced or made more effective.

While I am still concerned about "hot spots" and the alleyways and that we are just diverting traffic not calming it. I am willing to let this pass. I do not like the no turns 3 - 6. If you spend anytime in the area watching traffic, most do not stop at stop signs, etc. I like the speed humps and at least want them in my alley which is currently used as a throughfare from Nanaimo to Victoria.

As a resident of 900 block Semlin Dr, I can tell you that the diverter is useless. It is only acknowledged by the neighbours. What we need is a traffic circle to keep the speeding cars in their own lane to avoid near head on collisions, which I witness on a daily basis. an "improved" diverter will not address this problem, which is far more serious.

We support traffic calming in our neighbourhood. Our main concern with this proposal is that the "no-left turn" sign at Victoria and Parker could be removed. We wish it to remain permanent. As well we have not seen delineated any clear process as to how the city would ascertain that there were access problems caused by that "no left turn" sign. What is that process? Also will the city monitor for excessive traffic eastbound on Adanac between Semlin and Nanaimo during P.M. rush hour? Your response appreciated at _____ thanks for all your work.

Thank you and all participants, for your work on this (and previous) plan. I like it. I note that Adanac St. which seems to be the Northern limit of the Grandview calming plan and the southern limit of the Templeton calming plan is not being monitored (whatever that will involve). The one-way (eastbound only) between Templeton and Semlin is frequently being violated by motorists seeking alternate routes through the neighbourhood.

I support the proposed plan, but seriously object to: 1) The process conducted by the city. You have not listened to alternative plans and avoid any discussion of them. i.e. The arterials to route traffic around the area. 2.) Two referenda failed yet you and council permitted a third and disenfranchised 2 streets. some democracy! 3) The who process was hijacked by a couple of persons who consistently skewed each new plan to suit their own special interests. both these people while conducting meetings, and city engineers, mislead people about background and agreements and refused to discuss measures other than the ones they proposed.

Comments not in favour of plan from area north of Parker St.

If you install a no left turn on Parker, we can't get home. I think you should look at installing full speed humps on Adanac between Semlin and Victoria. The city won't make that street a full one way and everyday we nearly see a biker hit. Regards, Sarah Hill.

I shake my head when walking the dog. I have watched what waste of monies are used. If you would spend as much monies on fixing up main streets as you do on putting your inconveniences on these side streets maybe the traffic would consider using them. I have to drive 5 blocks to get to Victoria Drive from Adanac and Semlin instead of 1 block. these traffic calming devices are a pain in the neck and very annoying to a driving homeowner. You waste more money on digging up a street - fill it in then dig it up again a month later and have 5 or 6 men standing around watching 1 man work

By placing turn restriction on both Parker and Napier I do not have easy access to reach my house during 3 - 6. I work downtown and live n Adanac St. I propose not putting turn restrictions on Parker St. A diagonal diverter is already in place at Semlin. If speeding is the issue put speed bumps in.

This community has the most number of diverters, one-way, "do not enter" sign I've ever seen. I think I am living in a maze and I can't find my way home with so many restrictions. I feel this is a very inconvenient community to live in!!

This is getting to be very ridiculous. If there is a problem in the neighbourhood, it is with the residents trying to find their way back home through this maze. Perhaps the people that say there are too many cars passing by their homes should move to the country. This is a city and where there are people you will find cars. Stop building all these condos. We do not need more people coming to this city. The vote has taken place and the answer is NO. So stop wasting our tax dollars on this

issue. We have not problems.

Please keep the present. If you install no left turn from Victoria Dr. onto Parker Street (3 - 6PM), how can I get to my house and another houses on block 1900's of Venables. From downtown when I get off work at 4:30 PM, we take Venables St. and make right turn at Victoria Street and then make left turn at Parker St. and then take left turn onto Semlin St. and then take another left turn again to Venables block 1900's. That is the present only way for us to come home. If you install no left turn onto Parker Street, you force the people take Commercial Drive then turn left on Parker St. then cross Venables St. that way will have more cars accidents.

How about sending the same forms in Greek? You don't like this Greeks language or the Greeks?????

This is my question: I live on 1900 Bl Venables St. If I come home east on Venables, make a right on Victoria Dr. - tell me how to get home since I can not make a left on Parker or Napier Streets? This is a ridiculous plan - I'm not going to go out of my way for at least 7 blocks just to get home. I understand there is a problem on Parker and Napier and something has to be done, but not at my convenience or that of my neighbours. Also you may have addressed the volume of traffic coming through the lane way between Parker and Venables by putting a no let turn at the laneway of 2300 bl, but what will happen is traffic will turn left on Napier and get to the lane way between Parker and Venables.

I'm opposed to all the new diverters and bollards as well as left hand turn restrictions on Victoria and Nanaimo and right hand turn restrictions on 1st. I am driving a van (am a contractor) and work in the neighbourhood and west of it. These restrictions require me to travel many blocks around and zig zagging through the neighbourhood, down narrow streets and passed schools = more driving around, polluting and crowding of streets, lost time and frustration. Put in lots of traffic circles. Distribute them equally, add speed bumps in lanes and enforce one way signs (hello). Slow things down and you will

This whole thing is insane and will make a bad situation worse for the ordinary citizen who live here. Forget about Napier Street who have no thought for the rest of us.

I do not feel I can vote on this plan for two reasons. Process residents on Venables St. have not been directly included in developing this plan and thereby have not been able to say what changes we would like to see for traffic calming on our street in relation to what is planned for the street around us. This exclusion has been unfair. 2. Ramifications - although this plan will help to decrease traffic on the streets included in the plan, which I support, this plan will adversely affect our street. We believe because of the traffic calming measures planned on the street to the south more traffic will be re-routed to Venables. We already have over 1000 cars a day. Although it is said this will be monitored it will take a significant increase for calming measures to be taken and will the increase in traffic be enough? We could end up with 1200 cars a day and not enough of an increase to warrant calming. For us this is unacceptable. If we would have been able to voice our concerns and give our ideas for calming on our street and been able to include them in this plan then we could have decreased the traffic on our street immediately and added to the overall calming of the neighbourhood. I support traffic calming in our neighbourhood. I support the work that has gone into this plan and I do not want to vote against it. Neither can I vote yes for a plan that has excluded us and could

bring significantly more traffic to our street. I would like for our street to be brought back into this process and this plan. Many residents on Venables street have worked hard to develop and support traffic calming in this neighbourhood. If this plan passes, I would like to see our street monitored and changes made to calm traffic even if traffic increases 50 cars a day. 1050 cars a day is still too much! It is not safe. It is not healthy.

Traffic calm caused a lot of trouble for friends to visit us, make too many circle around to neighbourhood. What happen if the fire truck have to go through?? Roads are for people to drive not to block.

Being a community member, I have to say that this issue has been already addressed.

Diverting traffic causes problems in other areas in the neighbourhood. It will not stop people and their cars from passing through. We are in the city. We live 5 minutes from downtown. Accept it!

Why do I feel that this particular area is treated differently than other areas? Is it possible that someone from city hall lives in the area? If this person is not happy then move. We understand that this issue was closed, why does it keep being re-opened - so put our tax money to better use.

Comments from out-of-area or duplicate responses

Being Nanaimo St. (from Hastings to 1st Avenue) is on a soft soil (underground is full of sawdust). Heavy duty trucks should be restricted on that path. Can anything be done for that? For more info please contact me. Thank you very much.

I arrived in Vancouver on July 19th, 1965; with the family of 7 I lived at 10XX Lakewood Dr., then on the 1800 block of Frances St., we then bought the house that we are currently living in. Since day one of my life in Canada I have been a parishioner of St. Francis of Assisi Church. Now I need help in getting to the church because of my age (83 years old) and I don't like the idea that the person giving me a ride has to drive longer than necessary because of diverters and other street blockages. In the same conditions there are many elderly people that will be having difficult times in accepting all these changes.

Thank you for your time. (translated from Italian to English)

I go to St. Francis Church and have been a parishioner for more than 30 years. I do not want any road closures. Thank you.

I have been a parishioner of St. Francis of Assisi for the last 25 years. In order for me to practice my religion, I now have to go out of my way to access the church and thereby create more pollution and traffic congestion in other neighbourhoods because of this proposed plan. I take my two elderly parents to church and am now very concerned about the ability of first responders to access the church should a medical situation arise. it will be impossible for emergency vehicles to maneuver around the proposed bollards and traffic diverters. The health and safety of the people who access the church will be put at risk for the benefit of just a few.

Leave the street the way it is, this matter would cause traffic in other areas. It's church!!! Leave it alone

Traffic not the problem. It's been like this forever. People should lighten up, it's a church of course there will be more cars but it's mainly once a week people.

We would like for the traffic to stay the same. We came to church all the times.

I have been a parishioner of St. Francis of Assisi Church for 44 years. I have one child in pre-school there and another one to start in a short time. We have elderly parents that attend mass there regularly (almost daily). Not only does this traffic calming make it harder for us to get to the church, but it also pushes us into other neighbourhoods to get there. It also makes it harder for fire trucks and paramedics to get there in a timely fashion if required. Should someone die because the paramedics couldn't respond fast enough due to the barriers, is the city ready for all the law suits?

We should be able to go to church freely. This will cause too many unwanted issues. Leave it alone.

I belong to St. Francis church for 44 years, I would like to have the freedom to come from Nanaimo and Napier to church. Don't make a ????? And expect to calm traffic. ????? Down the ???? And quiet down traffic. It is so simple and the city is spending money and time.

The streets are made for cars! This is not calming anything. Waste of time and money! First off all this calming proposal it should be illegal cause we voted some time ago and we voted against it. Somebody from your council must have some kind of interest on the matter or it is been cornered by somebody and try to impose to us the same things that we voted democratically with big no. Now I live on 19XX Venables St. and with the proposal that you try to impose again I won't be able legally to go from the front of the house to my back yard with my car (and I believe this is my prerogative to do so any time I please) the legal way it will take me at least 16 city blocks (and this is not a laughing matter) so from eh time you start putting the calming proposal in effect I will charge the city \$5.00 per day for the gas for parking my car in the back yard and this is for a single car now if my wife decides to do the same the charge will be 10.00 per day and my mother-in-law goes with he same strategy it will be 15.00 per day. I'm sorry I love this democratic city but some of the people running the city have different opinion to how it should be run and they go against the peoples decisions after a democratically exercised vote (this is called junta or dictatorship) Don't you ever forget we live in Canada

I am a homeowner in Vancouver and pay my taxes just like everyone else. I have people in my neighbourhood that have wanted issues looked at and their issues have not been looked at. I found out that a city worker or friend lives in this area, who has a friend on the council or working at city hall. This person keeps getting this issue re-opened after we were told before that it was closed. It sounds like there is a bias or conflict of interest to keep re-opening this. This would just keep sending cars to other neighbourhoods instead of spreading them out. I don't think all tax payers should pay for this job that isn't necessary. If your block wants their alley paved the homeowners pay, not all the tax payers.

Diverters cause more problems for St. Francis church.

It is not just about people who reside in the area it's also about people who work in this area? Get real!

This process has already been addressed and is known to cause and divert traffic to other neighbourhoods. Why is it okay to move traffic somewhere else? It isn't! This issue has been brought forth too many times - leave it alone and remove barriers. What about emergency vehicles? How can a fire truck, ambulance, get to someone in need efficiently and quickly having to deal with traffic diversions? Who is paying for all of this? All taxpayers - therefore everyone should be listened to.

I feel that this is unnecessary and has already been dealt with and cost enough of the tax payers money.

Homeowners want to be able to drive home via Victoria or Nanaimo at any time: they do not want turning restrictions.

I feel that installing diagonal diverters is very inconvenient! It is annoying and stressful as a driver. The installation of speed bumps is a more practical, less invasive way to address the problem.

Speed humps are excellent and highly effective. If these are in place, we do not need more diverters; these are highly inconvenient! So overall, no more diverters!

Creating a maze lends to hazardous driving behaviour accidents. Time/work loss and mental stress. Need the provisions of safe through roads and easy access ability to destinations of interest and importance.

There are already enough traffic calming devices in this community. Emergency personnel need to have prompt access to the homes in this area. Parents need to have legitimate access to schools. Community members need access to church services. These traffic calming devices cause frustration. I would not want to live in such a neighbourhood.

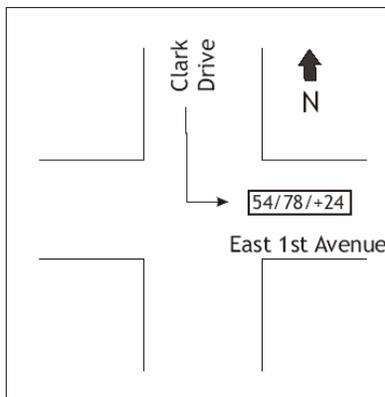
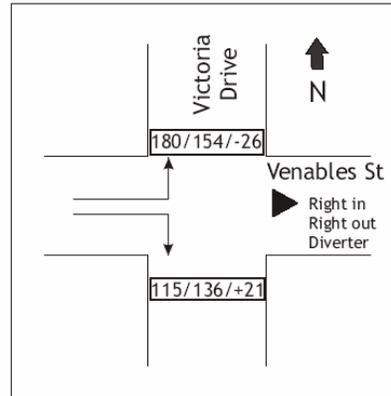
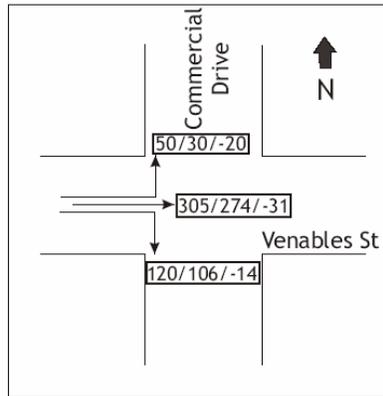
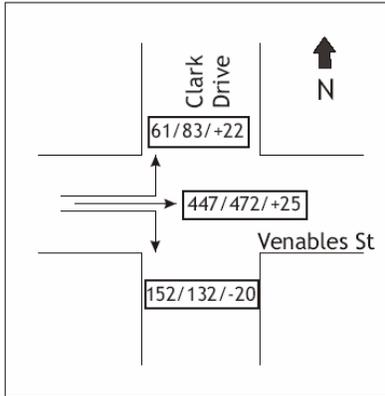
This is a waste of time and tax payer's money!!! This should have never been brought forward again after it has already been dealt with. I really fear for those emergency situations and the fire trucks etc. Can't get to. I wouldn't want to be in an unsafe area.

Absolutely opposed to this plan! By all means, I support road safety except when roads and streets are completely blocked off. Install speed bumps or roundabouts, do not block off intersections. It takes longer to get home and to have to travel through a maze every night is frustrating. The biggest issue is that these diverters will not allow emergency vehicles to get to a 911 call in the fastest time possible. When every second counts in an emergency situation, this is when the negative impact of the road closures will be felt the most. Reconsider!!

I will support this only if "speed humps" may be added in the back alley of 23XX Charles St. between Nanaimo and Garden! Look at photo I red!

TRAFFIC VOLUMES

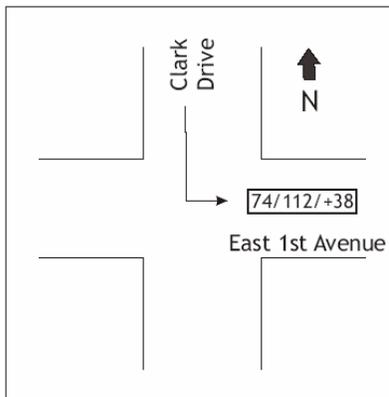
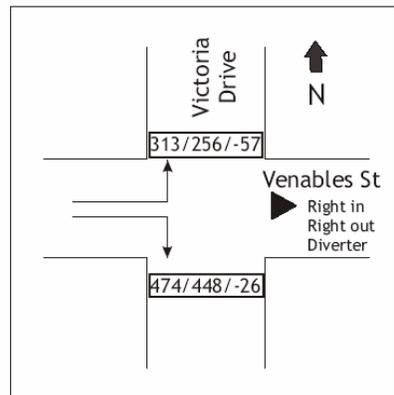
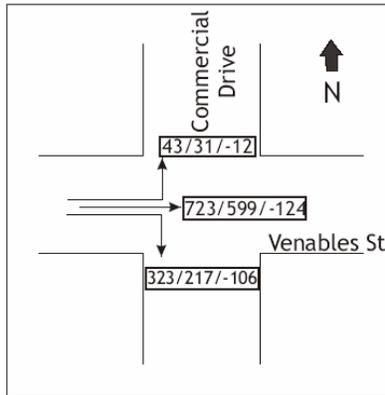
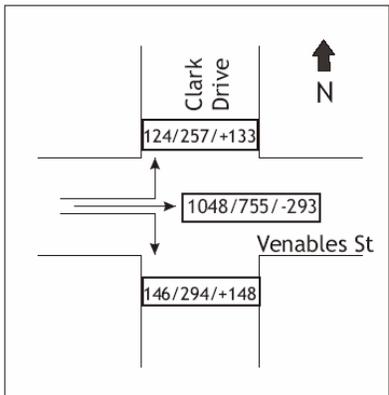
AM Peak Hour Traffic Volume



Legend

Before / After / Difference

PM Peak Hour Traffic Volume



Legend

Before / After / Difference

PROPOSED LANE CONFIGURATION AT VENABLES AND CLARK

