



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: January 26, 2006
Author: Grant Louie
Phone No.: 604.871.6611
RTS No.: 4871
CC File No.: 12-1000-30
Meeting Date: February 16, 2006

TO: Standing Committee on City Services and Budgets
FROM: General Manager of Engineering Services
SUBJECT: McBride Park Traffic - Waterloo Street Closure

RECOMMENDATION

- A. THAT the temporary McBride Park 2000 block Waterloo Street closure to vehicle traffic be removed as detailed in this report, and Waterloo Street be reopened to vehicle traffic with speed humps, at a cost of \$4,500 to be provided from the 2005 streets Basic Capital Budget for Neighbourhood Traffic Calming (CB3EA5AX1 order # 30007852); and

FURTHER THAT commencing in 2007, the annual Traffic Operating Budget for Speed Hump Maintenance be increased by \$200, without offset and subject to 2007 Budget Review, for maintenance of the area.

CONSIDERATION

City Council may wish to make the trial Waterloo Street closure permanent. In such a case, the General Manager of Engineering Services provides Consideration item B as an alternative to Recommendation A.

- B. THAT the temporary Waterloo Street closure to vehicle traffic be made permanent and the neighbourhood traffic calming plan be constructed as detailed in this report at a cost of \$27,000 to be provided from the 2005 Streets Basic Capital Budgets for Neighbourhood Traffic Calming (CB3EA5AX1 order # 30007852), and that commencing in 2007, the annual Traffic Operating Budget for Speed Hump

Maintenance be increased by \$400 and the Streets Operating Budget for Traffic Circle Maintenance be increased by \$500, without offset and subject to 2007 Budget Review, for maintenance of the area. Further that the Park Board will be responsible for all costs to permanently close the street and unify the Park.

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. A 60% neighbourhood approval rate is required.

In January 2005, Council instructed staff to advise the neighbourhood that a six month trial closure of Waterloo Street between 4th and 5th Avenues will proceed. Following the six month closure, staff polls the neighbourhood to determine if there is support for the Waterloo Street permanent closure.

PURPOSE

The purpose of this report is to report back on the trial closure and neighbourhood survey, and seek Council's approval to remove the temporary closure to vehicle traffic of Waterloo Street between 4th and 5th Avenues.

BACKGROUND

McBride Park is bounded by 4th & 5th Avenues and Blenheim & Collingwood Streets. The park is divided in half by Waterloo Street between 4th and 5th Avenues. Historically, the closure of this section of Waterloo Street for the unification of McBride Park has been supported by the Park Board and Council to benefit park users, in terms of a larger undivided recreational area. However, Council has not proceeded with the closure because of the neighbourhood's opposition, primarily because of concerns of Waterloo Street traffic being diverted to adjacent streets.

In 1972, Council adopted a recommendation of the then "City Engineer that Waterloo Street from the southerly limit of 4th Avenue to the northerly limit of 5th Avenue be closed, stopped up and placed in the care and custody of the Park Board for as long as is required for park purposes". The Park Board did not proceed with the Waterloo Street as funding was not available for park development at that time.

In 1985, the Waterloo Street closure matter was revived by the Park Board to proceed with the closure. The City received numerous telephone calls and a petition from residents expressing their concerns over the proposed closure. In response to the neighbourhood's reaction, a survey was conducted of the residents adjacent to the proposed Waterloo Street closure to determine their wishes.

The survey revealed two opposed groups. One group, comprising 64% of the respondents, were not in favour of the closure. The other group, comprising 36%, were in favour of the closure. Council then adopted the recommendation of the Community Issues Committee and passed the motions to not to proceed with the closure of Waterloo Street.

In 1998, as part of the Blenheim Street Traffic Calming Plan a right-in, right-out diverter was installed on Blenheim Street at 4th Avenue for a trial but was rejected by the neighbourhood and was removed.

In 2002 and 2003, petitions were received from residents to close Waterloo Street and deal with traffic impacts by means of traffic calming measures on the adjacent streets. In response, Engineering Staff recommended not to pursue this process because the neighbourhood had voted against similar proposals in the 1985 closure survey, and the 1998 diverter survey. Council decided not to proceed with the closure. There are many locations around the city with more urgent traffic conditions, and Council policy is to deal with the worst cases first.

In 2004, the Park Board approved a motion in support of the closure of Waterloo Street so as to unify McBride Park and to revisit this issue again. In January 2005, City Council passed a motion to proceed with a six month trial closure of the 2000 block of Waterloo Street between 4th and 5th Avenues. The following motion was passed:

“WHEREAS:

1. McBride Park is divided in half by Waterloo Street between 4th Avenue and 5th Avenue.
2. The closure of Waterloo Street between 4th Avenue and 5th Avenue would greatly enhance the usability of McBride Park.

THEREFORE BE IT RESOLVED THAT:

1. Staff advise the neighbourhood that staff will proceed with a six month trial closure of Waterloo Street between 4th and 5th Avenues, and that the before and after conditions will be carefully monitored.
2. During the monitoring period, staff document any problem areas, and review the need for speed humps around Bayview Elementary School, based on existing conditions, or any changes arising from the closure.
3. Following the six month closure, staff polls the neighbourhood to determine if there is support for a permanent closure.
4. The results of the six month monitoring period and the neighbourhood polls will be reported to Council for a decision.”

DISCUSSION

In January 2005, Vancouver City Council instructed staff to proceed with a six month trial closure to vehicle traffic of the 2000 block of Waterloo Street between 4th and 5th Avenues. In April 2005, the neighbourhood was advised of the Waterloo Street trial closure and in June 2005, the temporary closure of Waterloo Street was implemented. Traffic volumes and

speeds were monitored in February 2005 before the closure and after the closure in November & December 2005.

The after closure monitoring found high traffic speeds on the 3300 block of 5th Ave and a significant increase in traffic volume on the 2000 block of Blenheim St. It was reported that 85% of vehicles were speeding 40-45km/hr in a 30km/hr speed zone on the 3300 block of 5th Avenue, south of McBride Park. Approximately 500 vehicles/day have been diverted to Blenheim Street with a traffic volume increase from 1300 vehicles/day to 1800 vehicles/day as result of the closure. Traffic volumes on all other monitored streets were found to have acceptable volumes and volume increases. Traffic speeds were also found to be acceptable on all other monitored streets. The results of the traffic volumes are shown on the reference map in Appendix A, page 3.

TRAFFIC CALMING ELEMENTS

If Waterloo Street is reopened to vehicle traffic, then speed humps will be installed in this block in response to the historical high traffic speeds of 40-45km/hr.

If the Waterloo Street closure to vehicle traffic is made permanent, the east and west facing stop signs will be removed on 5th Ave at Waterloo Street and a new stop sign will be installed on the south leg of this intersection to accommodate this new "T" intersection. In response to the speeding on 3300 block of 5th Avenue, speed humps are proposed along the 3300 and 3400 blocks of 5th Avenue. In response to the increase traffic on Blenheim Street, a traffic circle is proposed at 5th Avenue & Blenheim Street.

SURVEY DISTRIBUTION

In the week of January 4, 2006, the neighbourhood was hand-delivered a survey and letter (Appendix A) to approximately 595 residents in the survey area bounded by 4th Avenue, Dunbar Street, Broadway and Trutch Street.

SURVEY RESULTS

Out of 595 surveys distributed in the survey area, 314 were returned, yielding a response rate of 53%. 61% of the respondents supported removing the 2000 block Waterloo Street closure and installing speed humps along this block, while 38% of the respondents supported making the Waterloo Street closure permanent.

If the 2000 block Waterloo Street closure were to remain permanent, 57% of the respondents supported having speed humps installed on West 5th Avenue between Collingwood Street and Blenheim Street while 29% of the respondents were not in support. 56% of the respondents supported having a traffic circle installed at West 5th Avenue & Blenheim Street while 31% of the respondents were not in support. The overall survey results are illustrated in Appendix B.

Residents' comments from the survey are listed in Appendix C. Those opposed to the closure generally cited objections to increased traffic congestion on adjacent narrow streets and streets around Bayview Elementary School; it was also noted that some residents outside the survey area were opposed to the closure stating similar comments. Some concerns arise regarding new construction taking place at the northwest corner of 4th Avenue and Collingwood Street. This commercial/condominium development concerns residents that

more traffic, cyclist conflict issues will arise along Collingwood Street and in the neighbourhood. Those in favour of the closure tend to be on Waterloo Street and generally reflected interest in a safer condition for park users and a larger park area. In general, both supporting and opposing respondents brought up issues regarding implementing traffic calming around Bayview Elementary School due to the traffic congestion they experienced.

RECOMMENDATION

It is apparent that a majority of residents responding to the survey were opposed to this trial closure and are concerned about the resulting traffic congestion on adjacent streets. Based on the neighbourhood opposition (well short of Council's policy of 60% approval), it is recommended that Waterloo Street be reopened to vehicle traffic. This will require removal of the temporary barriers and installation of speed humps along Waterloo Street between 4th and 5th Avenues.

VANCOUVER BOARD OF PARKS AND RECREATION STAFF COMMENTS

The following outlines the changes to the park based on the closure of Waterloo. The objective is to bring the two separate areas of the park together. The area then would be seeded and a pathway provided between 5th and 4th Avenues. Other work would include:

- Removal of sidewalk(s);
- Grinding of the existing asphalt roadway which will remain in place;
- Importing and placing fill material to bring up the grade to match the existing grade; on both sides of the roadway;
- Importing and placing a growing medium;
- Installation of gravel driveway for the caretaker of the field house;
- Gravel pathway installation between 5th and 4th avenues; and
- Seeding of area to provide a lawn.

The estimated budget is \$125,000.

FINANCIAL IMPLICATIONS

- A. If the Waterloo Street closure between 4th and 5th Avenues is reopened to vehicle traffic (remove temporary barriers and install speed humps), the estimated cost would be \$4,500. This can be funded from the 2005 Streets Basic Capital Budget for Neighbourhood Traffic Calming (CB3EA5AX1 order # 30007852). There should also be an increase to the Traffic Operating Budget for Speed Hump Maintenance (signing and painting) by \$200 without offset and subject to 2007 Budget Review, for the maintenance of the new traffic measures and signage commencing in 2007.
- B. If the Waterloo Street closure to vehicle traffic is made permanent, the associated traffic calming measures (stop signs, speed humps and traffic circle) will have an estimated cost of \$27,000. There should also be an increase to the Traffic Operating Budget for Speed Hump Maintenance (signing and painting) by \$400 and the Streets Operating Budget for Traffic Circle Maintenance by \$500, without offset and subject to 2007 Budget Review, for the maintenance of the new traffic measures and signage

commencing in 2007. Funding for this option would be from the 2005 Streets Basic Capital Budget for Neighbourhood Traffic Calming (CB3EA5AX1 order # 30007852). The Park Board will be responsible for all costs to permanently close the street and unify the Park.

CONCLUSION

The Park Board supports the unification of McBride Park by closing Waterloo Street between 4th and 5th Avenues. However, based on the neighbourhood opposition to the closure, it is RECOMMENDED that the temporary Waterloo Street be reopened to vehicle traffic.

* * * * *

PUBLIC LETTER



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

City of Vancouver Survey
2000 Block Waterloo Street Closure

January 4, 2006

Dear Resident:

RE: CLOSURE OF WATERLOO STREET BETWEEN 4TH AND 5TH AVENUES - MCBRIDE PARK

On January 18th, 2005 City Council passed a motion to proceed with a six month trial closure of the 2000 block of Waterloo St between 4th Ave and 5th Ave. This motion allowed a study to be conducted to determine the feasibility of the unification of McBride Park. The City of Vancouver is now in the process of reviewing the impact of the Waterloo Street closure.

Traffic volumes and speeds were monitored in February 2005 before the closure and after the closure in November & December 2005 at the following locations:

- 2000 block of Dunbar St
- 2000 block of Collingwood St
- 2000 block of Blenheim St
- 2000 block of Trutch St
- 2100 block of Waterloo St
- 3300 & 3400 blocks of 5th Ave
- 3300 block of 6th Ave
- Streets surrounding Bayview School (Dunbar St, 7th Ave, 5th Ave & Collingwood St).

The after closure monitoring found higher speeds on the 3300 block of 5th Ave and a significant increase in traffic volume on the 2000 block of Blenheim St.

If the Waterloo Street closure is made permanent, the east and west facing stop signs will be removed on 5th Ave at Waterloo St and a new stop sign will be installed on the south leg of this new "T" intersection. In response to the increase of traffic and speeding, the City of Vancouver will also propose the installation of a traffic circle at 5th Ave & Blenheim St and/or speed humps along the 3300, 3400 block of 5th Ave.

If Waterloo Street is reopened, then speed humps will be installed in this block.

On the back of this letter is a reference map indicating the location of the proposed traffic calming.

The enclosed survey seeks your opinion regarding the road closure of the 2000 block of Waterloo St. Please give this survey your consideration and return it in the addressed, postage paid envelope provided by **January 19, 2006**. Alternatively, you may fax the completed survey to (604) 871-6192. *Your name and address must be included on the survey in order to validate your response*; however, personal information will be kept confidential.

The results of this survey and your comments will be forwarded to City Council for a decision on whether the trial closure becomes permanent. Therefore, your feedback on this project is valuable and will influence the decision to reopen Waterloo St or to close it permanently.

If you have any comments or questions regarding this survey, please contact me at 604-871-6611 or via email at grant.louie@vancouver.ca.

Yours truly,

Grant Louie
Engineering Assistant
Neighbourhood Transportation Branch

grant.louie@vancouver.ca
Phone: 604.871.6611
Fax: 604.871.6192

Encl.



 CITY OF VANCOUVER	NEIGHBOURHOOD TRANSPORTATION BRANCH	Waterloo Street Closure Survey
---	--	---------------------------------------

ATTN: Grant Louie

**2000 BLOCK WATERLOO ST CLOSURE
BETWEEN W 4TH & W 5TH AVE**

Please complete this questionnaire by checking the appropriate box. Return in the postage paid envelope or fax it to (604) 871-6192 by **January 19, 2006**. To validate this survey, **please provide your name and address**. Personal information will remain **confidential**. If you have any questions, please call Grant Louie at (604) 871-6611.

Name: _____	Address: _____
Phone Number: _____	Postal Code: _____

Choose either **Option 1** *OR* **Option 2**

OPTION 1 - I SUPPORT MAKING THE 2000 BLOCK WATERLOO ST CLOSURE PERMANENT. (EAST AND WEST FACING STOP SIGNS WILL BE REMOVED ON WATERLOO ST AT W 5TH AVE; NEW STOP SIGN WILL BE INSTALLED ON THE SOUTH LEG OF THE INTERSECTION).

OR

OPTION 2 - I SUPPORT REMOVING THE 2000 BLOCK WATERLOO ST CLOSURE AND INSTALLING SPEED HUMPS ALONG THIS BLOCK.

REGARDLESS OF OPTION 1 AND 2, **IF** THE 2000 BLOCK WATERLOO ST CLOSURE IS DECIDED TO BE MADE PERMANENT, CHECK THE TRAFFIC CALMING OPTION(S) YOU WOULD LIKE:

YES NO I SUPPORT HAVING SPEED HUMPS INSTALLED ON W 5TH AVE BETWEEN COLLINGWOOD ST AND BLENHEIM ST.

YES NO I SUPPORT HAVING A TRAFFIC CIRCLE INSTALLED AT W 5TH AVE & BLENHEIM ST.

COMMENTS?

YES NO I WOULD LIKE TO BE NOTIFIED WHEN THIS GOES BEFORE COUNCIL

SURVEY RESPONSES

Waterloo St. Closure	Number	Percentage
Responses	314	53%
Option 1 - Support for Waterloo Street Closure	118	38%
Option 2 - Support for removal of Waterloo Street Closure	191	61%
No Response	5	1%

Speed Humps along 5 th Ave. between Collingwood St. and Blenheim St. (Only if Waterloo St. Closure is decided to be permanent)	Number	Percentage
Responses	314	53%
Yes	180	57%
No	90	29%
No Response	44	14%

Traffic Circle on Blenheim & 5 th Ave. (Only if Waterloo St. Closure is decided to be permanent)	Number	Percentage
Responses	314	53%
Yes	175	56%
No	98	31%
No Response	41	13%

SURVEY COMMENTS

Survey comments of residents who are not in support of the Waterloo Street closure:

<p>This closure has diverted approximately 400 vehicles per day from Waterloo to Blenheim Street. Blenheim Street has already become a major north south route because of traffic lights at 4th, 9th, 10th, 16th, 25th, 41st and 49th avenues and is definitely a preferred "taxi" route to YVR. McBride park has two distinct uses, the east park used for soccer and softball and the west park is the children's playground and tennis courts. In summary: - we are spending a lot of tax money to transfer traffic from the widest safest street to more busy narrower streets one of which has Bayview Community School and the reason to do this is to join two dissimilar use parks together and enhance the property values for Waterloo Street owners.</p>
<p>Please note that this survey which I had to request is the 1st survey that we have ever received on this matter. Regardless, my first instinct on this proposal was one of optimism; it seemed like a good idea to me. Perusal experience and observation however have moved me to conclude the opposite. I have personally noted a very substantial increase in the traffic along 5th Ave. (3300 block) since the closure. This is particularly true of the morning rush hour period. This first came to my attention while cutting the grass early one morning this summer. It was a weekday, around 8:30 am, I was astonished to see the number of cars proceeding West on the 3300 block West 5th in a 5 minute period. Virtually all of them then turned north on Blenheim, then West onto 4th. I took a moment to cross the road to the park and observe. In almost a 7 minute period 14 cars came north on Waterloo, turned West onto 5th and then north onto Blenheim - to access 4th or continue across 4th. All 14 cars. They were clearly routing around the closure on Waterloo. McBride Park is a heavily used park by local residents and Bayview School as well as girls Little League and others. The substantially increased volume of West - East traffic along West 5th is detrimental to all concerned and will surely result in more accidents or incidents with park users and residents. My wife and I are firmly opposed to the permanent closure of Waterloo between 4th and 5th.</p>
<p>Our community has done some important research - numbers of cars, type of traffic, impact on school children, increase of traffic. These comments have resulted in our decision. Yes, it seems nice to have the park(s) joined, but they have different usage and the impact on other streets show it is not worthwhile.</p>
<p>A permanent closure of Waterloo is danger to children using the playground and playing field (5th is now a thoroughfare with too much traffic), as well as a danger to all pedestrians crossing this street. Waterloo St. needs to be re-opened! The current traffic flow patterns along adjacent streets are awful. The only way my household would support a permanent closure is if the traffic calming measures were similar to those in the City Hall neighbourhood (south of Broadway, east of Cambie) where it's nearly impossible to "commute" through the neighbourhood.</p>
<p>Who is behind this measure? Please note: Significant increase 2000 block Blenheim!</p>
<p>It is difficult to understand why closure is being pushed - chiefly by Waterloo residents. Just install speed bumps 4th - 5th on Waterloo.</p>

My wife and I have lived on W. 6th Ave for 58 years. To my knowledge the McBride Park divided by Waterloo St. has never been a problem. The viability of the park has not been lowered nor has it been the cause of accidents. Traffic has flowed smoothly. We are opposed to any change. We want the street kept the way it was. If you must change it, note our choice above.

I would be very disappointed to see Waterloo St. permanently closed between the two parks. Waterloo is one of the few streets in this area wide enough to accommodate two-way traffic with cars parked on both sides of the street. This is common in this area as many small houses have added legal suites, and more to come. Its width makes it the best street for car traffic, and closing the last block to reach 4th Ave. has already proven to turn a lot of traffic onto other narrower streets. At rush hour and other busy times it is the safest street in the area to enter 4th Ave., particularly for making left turns, as there rarely are parked cars on the south of 4th Ave. to obscure vision of oncoming traffic. Speed bumps for that block seem to be a logical addition being next to a playground, and why make costly changes that the users are against. If you try to change one thing, it inevitably changes other things which are not necessarily to the benefit of the whole. If it ain't broke, don't fix it!

Don't approve of traffic circles - they're ugly and I'm not sure that they improve things. Confusing who has right of way and of course many people don't do the 'circle'. Stop signs seem best to me - with maybe a speed bump 20 feet before stop would convince those who don't actually stop.

Better a traffic circle or stop signs. Please, no speed bumps: stop signs at the intersection will slow cars down with speed bumps - it will not reduce high traffic on adjacent narrow streets especially Collingwood. Leave speed bumps for laneways. Speed bumps are in insult to one's intelligence.

Council and Staff - and Parks Board - are invited to come and see for themselves the traffic melee resulting from the Waterloo diversion. Particularly on Blenheim, West 5th between Blenheim and Collingwood--now a de facto connetor -- and Collingwood. Come especially around Bayview School on Collingwood & 5th, 6th, 7th at school rush hour, say at 3:15 pm as I've noticed on my daily rounds. Then figure how much ratchet the chaos and safety hazard once the IGA Marketplace complex becomes the replacement traffic generator on Collingwood that the Fitness Group used to be on the N/W Fourth & Collingwood corner -- with then counts upwards of 1250/day, and that's pre Waterloo blockade. After that, please reassess why we persist in degrading not only the safety of our children at Bayview but also the safety of children all along at what has now become a far more hazardous McBride Park perimeter. Kindly weigh costs against benefits: why are we continuing to throw more staff resources and money after this most ill-conceived and arbitrarily of schemes when so much eastside parkland begs development and when hundreds of far more serious traffic problems languish throughout the city?

By closing Waterloo St. more traffic will be generated along 5th adjacent to the park. This would cause more hazards to park users. The two sides of the park are used quite differently & I'm sure people even children should be able to cross to the washrooms without injury. In General speed bumps produce more pollution as drivers have to brake & accelerate at each one.

Little has been said about the traffic changes on Trutch Street. There may not be a great increase there but it has changed from being mostly private cars & small vans to being the main street for large trucks & dump trucks. These have changed a quiet, reasonably safe street into a very noisy & unsafe street for pedestrians. NOT a good exchange!

This survey is extremely confusing for many in the neighbourhood, especially the Greeks who couldn't understand the information nor what they were expected to do. Traffic counts spread all over a map instead of being neatly listed in a table to make it easier for the reader to make before/after comparisons and gain an overall impression of the results of traffic diversion. The survey is very biased toward Option 1 with its over emphasis on traffic calming without any comment on how effective that will be in reducing traffic volume. As well no information on costs of traffic calming and installation of extra park space. Don't you think we're interested in how you spend our tax dollars?

I think things are perfectly OK the way they were.

Thank you for including my name on this, your second survey. I have spoken to Mr. Hall in your Engineering Dept - expressing my feelings regarding first survey. When because of my address my name was not included. This in spite of the fact, I live on the corner of 4th/Blenheim and face for the most part west overlooking the park.

Since the temporary closure, traffic has increased passed my house. Cars do not slow down for the most part while passing the park along 5th Avenue or 2000 Blenheim St. The 2000 block Collingwood is okay. I walk this area twice a week to shop. (2000 block Waterloo beautiful area. I walk there too.)

I strongly oppose the closure of Waterloo St. it makes no sense to divert traffic to a school area. This is a waste of taxpayer money.

Because we need to keep the north-south stop signs at Blenheim and West 5th. Very busy area. Yes, I would like to be notified when this goes before council.

Could circles be painted with reflective paint as in winter it is hard to see borders? Please - more education is needed as drivers don't know how to use circles. Re the original petition - I had originally signed the petition before I carefully considered the consequences to Collingwood + Blenheim. Also the woman who brought the survey to a social gathering at my home when I signed the petition allowed and encouraged people who live in other neighbourhood to sign so I wonder how many people from outside our area signed. Do the petitions have a requirement for address? - I can't recall. As a resident close to Collingwood I have a lot of concerns about this narrow street increasingly being used by traffic. I find it hard to drive the car from the back alley to enter the street due to parking + the narrow street blocks ability to "see" traffic approaching. As a ? (90%) I find Collingwood a dangerous access to my ? entry to my back alley. There is not enough space for a car + bicycle to pass each other and usually I have to make way for an aggressive driver. I am concerned about safety of the children at the Bayview School. I find the intersection at 4th + Collingwood on to Collingwood to be very dangerous and narrow - i preferred to use 4th + Waterloo as an access. The idea of a larger park was interesting but not at the expense of increased traffic at Collingwood + Blenheim + increased risk for accidents. Speed humps would be an acceptable option at Waterloo. At no time in the 10+ years in this areas did I feel

<p>the safety of those using the park was affected by the traffic on the very wide + very safe Waterloo Street.</p>
<p>More traffic too much then before.</p>
<p>I would recommend that a four-way stop be installed at 6th and Blenheim St.</p>
<p>I would strongly favour turning the 5th and Blenheim intersection into a 4-way stop (i.e install stop signs for east/west traffic) as opposed to installing a traffic circle.</p>
<p>In my opinion this was a complete waste of our tax dollars. The reasons of why this was even put in place are flawed. Children will not be safer when they go to use the washroom because they no longer have to cross a busy street. The entrance to these washrooms are on the west side of the parks building and not visible to parents/guardians from the east park playground. The danger isn't the street which no parent would let a child cross without watching but it may be who or what is waiting in the park for children unaccompanied to the washroom. I would hope parents would also watch and be present when that child needs to use the facility so that danger would also be eliminated. I felt as a homeowner who was directly impacted by this change I should have been asked before this closure was put into effect. People walk north on Waterloo to cross at 4th and if this went ahead and the parks were joined am I expected to walk across a soggy field to cross at 4th if I wanted to say make use of the post box on 4th. Why would I want to run on a field that has large mature trees and little grass since the shade from those threes don't allow the grass to grow. This just makes no sense! / This closure makes no sense and creates more traffic problems than it solves.</p>
<p>I do not support closing Waterloo. The park would be a black hole at night and encourage rubby dubbies to congregate there, which already happens to some extent now.</p>
<p>I don't understand why the 2000 block Waterloo St. should be closed off. Waterloo is wider than any of the other streets and therefore would make a better through road. Also, I have never seen kids cross from the playground there to the sports field across, and I have lived here since 87 and walk past there almost daily.</p>
<p>I am disappointed that pre-closure traffic counts for the 3300 and 3400 block of West 5th and 6th streets were not provided. This is obviously critical information to properly assess the impacts of the closure. This was poorly planned. I believe that a proper crosswalk between the two parks will be sufficient to provide safe access to both parks. By taking traffic away from 2200 block Waterloo you are shifting traffic away from a short block with no residence and directing it to two longer blocks (3300 and 3400 w. 5th) with residences housing families with children. This is a bad idea.</p>
<p>Logically, if the speeds on 5th and volume on Blenheim both increased significantly due to the McBride Park closure, removing the closure will return these to normal, and neither traffic calming option will be required.</p>
<p>Neither. Both are idiotic ideas. Let's stop the "I read a book in Planning school" B.S. despite the 'best' efforts of staff and the former council (too early to tell with the new crew) not every huckleberry in this city is going to take a bus.</p>

<p>Remove the interim closure on Waterloo. - Minimal benefit to park users. - Silly to close off widest street (i.e. Waterloo). Increased volume and speed of traffic along Collingwood past elementary school is foolishness.</p>
<p>What about Bayview? It does not make sense to close our wide street and bring traffic to our narrow street. When is Waterloo going to be open?</p>
<p>Perhaps it would have made more sense to close the 2000 block Waterloo had there been a plan to increase the facilities in McBride park. However, given the existing use of the park, I consider Option 2 above to be more appropriate. As well, traffic patterns have worsened with the closure.</p>
<p>I am appalled by the fact that this closure was done without notifying or consulting residents. Waterloo is a wide street and that space shouldn't be wasted as narrow Blenheim St. takes the brunt of the traffic. Blenheim is already too busy with people trying to make it a through street as it is up to Broadway. Our residential neighbourhood suffer and the safety of pedestrians (kids included) crossing Blenheim is more in jeopardy than children playing in McBride Park. Never has there been an incident at McBride Park. This closure serves the wants of Waterloo owners only. Not a neighbourly gesture.</p>
<p>Traffic on Collingwood Street is unbearable!! There are so many cars on this street now, and really only one drivable lane. It is extremely dangerous, and one day somebody will get killed in an accident. Whoever made this change did not think this out. The people on Waterloo benefit at the expense of those who live on Collingwood. In addition, Bayview elementary is on Collingwood. Many school children are endangered by the significantly increased volume of cars on Collingwood, now that Waterloo is closed. If you do not re-open Waterloo, I suggest that the City of Vancouver will have some law suits against them by concerned parents, especially if their kids get run over. Have you surveyed the parents of kids that go to Bayview elementary to see what they think about the street closure and the increased traffic volumes on Collingwood? if not, I suggest you do that.</p>
<p>I do not think the street should be closed because there has been an increase in traffic around the streets used to access the park. These streets are narrower than Waterloo and because they also provide access to homes and more cars are parked on the side of these streets. This makes it difficult to see pedestrians when driving and increases the risk of a pedestrians being hit by a car. The parks one not similar to nature, one a soccer field, and one playground and tennis court. I frequently used both parks and see no advantage to merging them that compares to the increased risk of being hit by a vehicle while accessing them.</p>
<p>In recent years, the traffic volume in the area surrounding McBride Park and Bayview School has climbed to unacceptable levels, especially along Blenheim Street. Traffic circles, installed at selected intersections along it, have done nothing to curb neither the volume nor the speeds of the vehicles passing through it. The additional closures of the 2000 Block of Waterloo Street has made it even worse for the residents living along Blenheim Street between 4th Avenue and Broadway. The numbers presented on the back of your survey support this fact. In some instances, the volume is double and even triple when compared to adjacent streets within this neighbourhood. This is down right dangerous and totally unacceptable for those who reside along this stretch of Blenheim Street. Your proposal of placing a traffic circle at the intersection of 5th Avenue and</p>

Blenheim Street will not help improve the volume overload currently experienced along this stretch of Blenheim Street. Ironically, Blenheim is the only street of the four shown on the map that currently has traffic circles on it, between 4th Avenue and Broadway (two to be precise) and yet, it remains to be the most congested of all. The figures shown on the back of your survey substantiate this fact. This is proof that traffic circles alone do nothing for traffic calming. They may control the intersections in which they stand, however, once the vehicles have cleared these obstructions, bursts of excessive speed usually follow. This dangerous acceleration is a result of driver frustration due to the traffic circles, traffic volume, and the lack of speed deterrents (speed bumps or humps) between them and the following stop signs. The narrowness of these streets doesn't help matters much either. I live on the corner of Blenheim Street and 7th Avenue and I see this unacceptable behaviour exhibited far too often, witnessing far too many close calls between vehicles. It's like a time bomb waiting to go off. Inevitable, somebody will be injured, if not killed by this dangerous and potentially deadly combination of excessive traffic, speed and roads not suited for either. This is a neighbourhood, not a freeway, which is what it's become! At the very least, in addition to the traffic circles that are already in place, a series of speed humps should be installed along the entire stretch of Blenheim Street between 4th Avenue and Broadway. Ideally, traffic flow restrictions/diversions should be implemented to ensure these roads are used primarily for those who live within or are visiting the area, not just passing through it. There are examples of this throughout the city. (i.e.. The West End and the area surrounding Hastings and Victoria Drive). As it stands right now commuters and shoppers use this stretch of Blenheim primarily as conjunction between 4th Avenue and Broadway, with little regard for the people who reside there. In conclusion, the combination of increased traffic volume and speed throughout our neighbourhood, especially Blenheim street, is a major concern for others and myself. It is more than just an issue of inconvenience and noise. There are safety issues here for all of us, especially for our children and the elderly that reside within the area, who may not be as intuitive or quick to react to a speeding vehicle. The issue shouldn't be isolated only to the streets surrounding the McBride Park. The above-mentioned stretch of Blenheim Street has the worst problem and therefore, should be re-evaluated and a better solution implemented for the safety of all who live along it.

Suggestions: Bayview Elementary School has zero traffic calming measures. ie there are no 'no stopping signs' speed humps, four way stops, corner bulges. We would like to see some of these for student safety. Also, a 'left turn advance green' at 4th and Alma would reduce the traffic on Dunbar St. from drivers avoiding the multi-light waits...ask the bus drivers about the back ups! Thank you!!

Owner of in 2000 Collingwood St. If we are really interested in protecting children we would not divert traffic to Collingwood where it poses an even greater threat to school children. Keep Waterloo open - perhaps lessen load on Collingwood and Blenheim by making them one way and better using capacity of the widest, safest residential street in Kitsilano - Waterloo. To close Waterloo and make it dead end is frustrating and foolish!

It is already a 30 km zone. These intersections are too narrow for traffic circles most people still don't know the rules and just turn left in front of them instead of around them, causing more hazards. Putting in speed bumps only causes people to speed up more after they have gone through the speed bump zone. This city is fast becoming an entire speed bump zone. You would be better off to clean up the park. It is a disgrace. Especially the sidewalk between Collingwood and Waterloos on the south side of 4th Ave. It's a slum! Also urgently required: a proper traffic light at Blenheim and Broadway. It is a very busy intersection and a pedestrian operated. Traffic light is not sufficient. I would also support 24/7 left turn advance arrows throughout the city. Get working on that instead of worrying about closing Waterloo!

I noticed you counted the traffic on one block in the days of very cold weather when few cars ventured out. We are certainly have noticed a marked increase in both volume and speed and we have to drive alongside the park now to get to 4th every time. We never did that before. Please for safety of our kids - remove the closure.

My three children all go to Bayview School. Although traffic seems to have increased around three sides of the school, there is nothing in your proposal to reflect what will be done about this. As for speed humps on W. 5th, while I feel for my neighbours, I am selfishly concerned that this would result in even more traffic on 3300 block W. 6th. The bottom line for me is that I see no reason to close one of the widest streets in Kitsilano. The two sides of the park are used generally, by very different people. I'm extremely opposed to the proposed closure.

I support measures to reduce? Traffic through residential areas, however, I am not convinced that traffic measures divided block by block provide a solution. They simply move the problem to adjacent blocks.

Since Waterloo St. has been closed Blenheim St. has become more congested as well as east/west cross-over streets - particularly 6th Avenue. Opening Waterloo St. will ease traffic flow once again and with less traffic in the 3300 and 3400 blocks of 5th (because cars need to reach Blenheim to get to 4th) the kids can safely ride their bikes to the parks. Please re-open Waterloo St.

The closure of Waterloo has made our street unbearable with huge trucks and constant flow of traffic. There is a huge project being built at 4th Ave. and Collingwood and our street will become unliveable if this traffic keeps up and gets worse. Huge delivery vans are already adding to noise pollution and dust. We cannot enjoy our street, also the school on Collingwood at 6th has more drivers coming down Collingwood. This has greatly increased danger to cyclists, children, pedestrians and dogs with owners crossing. I have lived here for 20 years and I have never seen cars lined up so much to go down Collingwood. The closing of Waterloo was petitioned against a few years back. We want it re-opened and let Waterloo remain what it is, a major through street.

We do not want the 2000 blk Waterloo St Blocked. We want it opened!!!

A couple of comments... I don't think blocking traffic going down Waterloo is a good idea. The street is wide and a good street to drive safely on and has good visibility. Dunbar is narrow and one lane in some areas and Collingwood is worse! I really question the motives of this initiative. It is to block traffic for people on Waterloo or improve the park?? PS: Thanks for the hand deliver at the last moment. 1) Traffic circle at 5th at Dunbar. 2) Waterloo is a great street to drive down - wide with good visibility less chance kids getting hit by cars, etc. Dunbar diversion is poor - narrow streets with parked cars - dangerous. 3) Do people that play soccer and baseball ??? anything at all with these in the playground or tennis

Moments ago we eased our vehicle around open car doors and pedestrians trying to cross Collingwood between 4th and 5th, which, as usual is completely clogged with vehicles parked on both sides of this very narrow street. Visibility is blocked at the corners and even in the evening there is a lot of pedestrian traffic. I am disappointed that there are no proposed revisions to this very dangerous stretch. I am also concerned about the impact that the coming commercial development (NW corner of 4th and Collingwood) will have on the entire area. It is an issue that has to be addressed sooner or later. How about right now? Some suggestions:

- Open Waterloo and including parking as well as speed humps on Waterloo St, similar to the configuration on Larch between Kits High School and the community centre.
- Remove parking from the McBride park side Collingwood
- Widen the street (Collingwood, between 4th & 5th) by removing the sidewalk that surrounds the park.

I would prefer a 4-way stop rather than traffic circles which cause more problems than they save. Collingwood St. is difficult to navigate with parked cars on "both" sides of the street. If Waterloo Street is closed would recommend "right turn only" off Blenheim to 4th Ave.

Open the street again please. We've lived here over 30 years.

I am not convinced of the necessity for speed humps along this block. My own observations often having lived in the area for 15 years and using this route regularly are that issues relating to safety, traffic and speed having been overstated.

Also when is City Hall completing the curb sides along Blenheim between Broadway and 8th (east/west). When is city hall redoing the sidewalk along 8th between Blenheim and Waterloo (N & S side) Not very wheelchair friendly

Please re-open Waterloo! It is the obvious planned access to the neighbourhood with the wide street format. Both Blenheim and Collingwood are quite narrow. Also, regardless consider speed bumps on Collingwood between 6th and 7th (outside Bayview) and at 4-way stop at Collingwood and 7th. There are many small children and increased car traffic.

I fail to see how making walking access to the parks via Collingwood, Blenheim and W. 5th Ave. for the children has been made safer. More traffic, poorer visibility (with parked cars) only increases the one of these, now much busier, streets than when Waterloo was available. Of course perhaps the city takes in more revenue from the film crews that are allowed to park on the closed section.

The traffic on Blenheim has become increasingly dangerous to pedestrians and cyclists. The Waterloo closure would only make it worse. The increase in traffic surrounding the Bayview Community school would further jeopardize the safety of the children. Speed bumps would help but traffic circles are a dangerous obstruction.

I would also support having speed humps around Bayview Community School.

With increased traffic at new retail site at Collingwood and 4th traffic will be worse. We need Waterloo open. Need Four way stops at all four corners of Bayview School!

Waterloo is an easy access to 4th Ave. We don't need to spend money on closing this wide street. Waterloo is the only wide, safe street from 4th in our area. The block in question has been safe (accident free) for many years, and this closure would be an outrageous price to pay for a narrow strip of extra parkland which I have not seen being used at all during the trial closure, and which is not actually needed around here so close to Jericho parkland and the two McBride parks. The whole idea came from a Councilor, not the community

There is a problem at the intersection of West 6th and Waterloo. Frequently drivers ignore the stop signs on Waterloo and drive straight through the intersection. This is a very busy route for children from Bayview and General Gordon. Please consider the traffic circle at this intersection and Waterloo and 6th. Thank you

Collingwood: Allowing parking on both sides of Collingwood between 6th Ave and 4th Ave (present situation), allows only enough room for 1 vehicle to pass. This causes extreme congestion and traffic challenges during peak hours. Waterloo: The park split by Waterloo appears to cater 2 distinct groups; the children and tennis players on one side and the team sports and dog walkers on the other. I feel that closing the road causes a much greater detriment to the traffic patterns, traffic speed and traffic congestion than the benefit gained by the park users. The park use today I don't feel warrants the road closure. In 5 years, this proposal should probably be revisited.

Waterloo is a nice wide street why force traffic onto narrow streets and Bayview school should be a consideration so this is not a good idea to make it (Waterloo) a permanent closure.

If the choice is made to permanently close Waterloo, then the road should be dug out and replaced with grass and park land to make it one park! - not two parks with a parking place going down the middle.

I am not in favour of the closure. It is a big nuisance and unwarranted. I also feel that traffic circles are a waste of time and money.

I feel that it would be reasonable and equitable to install traffic calming along Waterloo in the form of traffic circles and or curb bulges so as to make this street more ????? to all others in the area. It would not be fair to the homeowners on other streets if Waterloo St. were to remain closed, forcing traffic elsewhere. I do not support either Option 1 or Option 2

<p>We like the idea of a larger park but the new traffic pattern seems much more dangerous especially to children on several occasions we have seen people nearly run over as traffic moved down the narrow streets of Collingwood and Blenheim. The children going to school on Collingwood are more at risk. The bottom line is the streets of Collingwood and Blenheim are too narrow to have such heavy traffic move down them. If you continue to close Waterloo, I suggest widening both of those streets</p>
<p>This closure has been dangerous and inconvenient. Traffic is up on our street substantially with truck, care cars, etc. It should not be made permanent under any circumstances!! This is fixing a problem that did not exist by creating one. That park is already very large and already benefited the neighbourhood just as it was!</p>
<p>My children live on the corner of 7th and Blenheim. I use this street daily and walking I have noticed a great deal of traffic. It seems that circle placed on 6th and 8th have not helped the traffic on this very busy street. A few years back when we had no right-enter on Blenheim this helped. Something needs to be done and closing Waterloo will only cause a bigger problem on an already busy street.</p>
<p>There is a school on Collingwood. Waterloo is the safest street around here.</p>
<p>We have noticed increased traffic on Blenheim (at one end of our block) and also increased traffic on West 6th Avenue with cars driving at higher speeds. I fully support traffic calming measures on Waterloo but do not support a closure of the 2000 block as all it seems to be doing is diverting traffic onto other quiet neighbourhood streets.</p>
<p>As a cyclist I find traffic circles VERY dangerous (most car drivers seem not to be aware of right of way, they tend to "plow through" regardless of whether a cyclist is there). And a little bit of extra park space isn't worth the increase in traffic volume. I still hate cars though!</p>
<p>My wife and I do not support the closure of Waterloo at this time. Closing Waterloo will force more traffic down Blenheim and Collingwood - right near the school! If you want to calm the traffic use 4 way stops. If your concerned about the park put bumps between 4th and 5th and a 4-way at 5th and Waterloo. Take the traffic circle out at 7th and Blenheim before a cyclist is hurt.</p>
<p>Waste of money for little or no effect on traffic or park use.</p>
<p>There is a massive retail development going in at 4th and Collingwood. This is going to increase traffic along the residential connectors even more when it is completed. Collingwood is a very narrow street that only allows one car to go at anytime. Closing Waterloo will make it even more congested and with the population/ detail density increasing it also makes it bad idea. I would support making Collingwood between 4th and 5th one way going north. Like Cypress Ave. between 4th and 5th Ave. but ultimately I support Option 2.</p>
<p>I would like to see speed humps installed up to Trutch on W. 5th Ave. as the traffic has become heavier on this block as a result of the 2000 block of Waterloo.</p>
<p>If and only if the closure is made permanent make it a dog park. Already have a tennis court, playing field and playground - we need a dog park.</p>

I would prefer no speed humps. I am wheelchair bound and speed bumps throw me about in my van.

- 1) I suggest that maybe there should be a traffic circle at Waterloo and 5th Avenue, - rather than at Blenheim and 5th.
- 2) Collingwood - 2000 block is terrible: Too narrow. Could it be widened and allow parking on only one side.
- 3) Possible allow parking on one side of Waterloo 2000 block.

These two portions east and west of McBride Park have each one different activities - the west in play ground the east is a ball park and soccer - baseball - dog running around. To my knowledge, during the last 50 years, no accident of children crossing happened - so do not waste anymore money on this closure. Do not forget; the more you give the more they want.

As long time resident (I grow up on this block and have never witnessed on accident due to it's opening) I am opposed to the closure. Also, consideration should be taken for the new development on NW corner of 4th and Collingwood - this will put on even greater burden on a very narrow Collingwood St. I also have children going to Bayview School and increased traffic on Collingwood St. means higher risk of more accidents which is not acceptable! Also, the park usage between the East and West parts are completely different and are rarely shared!

We strongly support the removal of the street closure between West 4th and 5th Avenues. This temporary closure has created substantially more hazardous conditions along West 5th Avenue as well as Blenheim and Collingwood Streets, needlessly redirecting intended through traffic from Waterloo along the full perimeter of the parks. Additional traffic load has been forced to the narrow streets of Collingwood and Blenheim, creating notable unsafe conditions along the frontage of Bayview Elementary School, as well as forcing traffic to Blenheim that has already been restricted with traffic softening installations. Access to 4th Avenue from Collingwood Street is notable less safe, narrowing vision angles of traffic conditions on 4th Avenue, making merging with the busy traffic flow along 4th Avenue considerably more hazardous. To this noted vision restriction, there was a very serious and most disturbing collision of motor bikes during the summer months at the Collingwood corner, with riders very seriously injured. Had Waterloo Street not been needlessly closed the merging rider would have remained on Waterloo and would have likely made a safe merge with 4th Avenue traffic. The supposed safer park conditions have proven to be poorly thought out, a waste of tax dollars expended on needless alternating of a street configuration that has been safe and acceptable since it's inception during the development of this neighbourhood many decades ago. Monitoring data of traffic volumes provided with your public mailing is at best spotty. Incompetent and only limited conclusion can be drawn from the data presented. Our observations suggest that the temporary closure has provided only minor moderation in the traffic volume heading northward along Waterloo as drivers deliberately select to travel the wider and safer route on Waterloo. With no 'prior to' data of traffic volumes on 5th Avenue, you are unable to provide any conclusion of the resultant effect on 5th Avenue, but our observation is that we have seen an increase in traffic volume along this street as drivers are diverted to head either east or west, neither direction of which is desirable based on the use of the park. We do support the re-paving and curbing of Waterloo between 4th and 5th Avenues and installation of speed humps along this block. This will effectively deal with drivers that show little

respect for safety of the park users; speed along the Waterloo through street is an issue. With Waterloo Street remaining open, there is no necessity to provide additional speed humps along 5th Avenue as this route is not used by choice by drivers wanting access to or from 4th Avenue. There has been no previous history of excessive speed along 5th Avenue when Waterloo was fully functioning; this has only been a recent occurrence as drivers are annoyed by the seemingly needless diversion and inconvenience of a closed street. We do not support the revision in the location of the stop signs. Your proposed single stop on Waterloo will allow vehicles to race through the intersection in the east west direction between speed control humps; this is not helpful. This corner provides a primary pedestrian crossing to access the children's play area from the southward residences and the existing stop signs provide an essential means of traffic control for safe crossing. We do not support the installation of a further traffic circle at the corner of 5th Avenue and Blenheim. These installations are both unsightly, costly to install and provide limited benefit to traffic patterns given the very tight street clearances at this corner. Observation is that drivers will often opt to travel incorrectly through these obstructions, cutting the corner. These traffic controls, installed in tight street conditions such as this corner, also force the vehicle traveling to the normal pedestrian crossing zone, creating more of a hazard than they are intended to solve. This is again a primary pedestrian zone providing access to the park. We further note that the closure of Waterloo has provided nothing more than a corralled compound for use by the movie production vehicles and crews, as well as providing the necessary private access to the in-park caretakers residence. There has been no appreciation of the road closure by the park users and vehicular access through this area will remain regardless of what action the city selects. The intended closure to provide a continuous park is not achievable without significant compromise and intrusion. the uses of the individual park areas are independent and do not create a high pedestrian crossing between the two segments apart from the occasional use of the washroom facilities by sports teams using the field area. Children using the play area do not generally have need to use the large play fields and parents prefer to keep the children in the area of the play toys for any activity needing an area to toss a ball or run about. Teams organized to use the large play fields and ball diamonds have no need for use of the children's play area and separation of these uses as now exists may be safer for the young children. As a final but lesser issue, you will no doubt find that the residents fronting on to Waterloo Streets support the street closure as those in the 2100 block will see reduced speed and traffic volume heading southward. This advantage to a few, given that they have historically accepted existing traffic volumes with their residence selection, should not over weigh the disadvantages detailed in our review above. Given the significant hazards created vs. the minor and insignificant benefit of a few additional feet of park area, we see no justification for the closure of Waterloo Street.

Parking for residents should be exclusive if 2000 block Waterloo St closure is permanent.

- 1) We got to have access. We have round ones on Blenheim Street and now Waterloo St. does not make sense!
- 2) Too many trucks on Trutch.

<p>If you would only engage a measure of common sense and re-open the widest safest street, with the most visibility at intersections, in our neighbourhood, this entirely stupid, absolutely unnecessary waste of taxpayer dollars could be brought to an abrupt halt. How many thousands of dollars have you already thrown away on this ridiculous exercise? Check out this street corners that still don't have wheelchair access for starters!</p>
<p>The closure on 2000 block Waterloo will affect traffic on 2000 block Collingwood St. which is very narrow (two cars cannot pass), major access to Bayview School from/to /Broadway. Therefore I am opposed to the closure.</p>
<ol style="list-style-type: none"> 1) Where did the issue of speed bumps come from following a possible decision to remove the closure? 2) This process and trial closure was the biggest waste of dollars. 3) Traffic pattern and impact on our street has been nothing but negative since the closure - this was not and never will be a good idea. 4) Regretfully should the closure proceed how much more money will be spent to re-develop the closed portion of the street and what would be the intended objective. 5) There never was any clarity around the whole purpose/objective of this closure!
<p>Why more traffic in school zone</p>
<p>Although I prefer Option 2, I don't support installing speed humps along this block. Basically a bad experiment gone wrong. Before the closure, we didn't have speed or traffic problems, so why change things. Waste of my taxpaying money, and did anyone measure an increase in park use because of the closure? Wasn't that the purpose in the 1st place? I haven't seen an increase in park use. Spend my tax money on the libraries. I was never polled in the original petition to close the street and I live here. In reality any closure just puts increased traffic demand on the surrounding streets. I would suggest a crossing light for pedestrians at Waterloo and 4th Ave. Speed is not a problem on Waterloo, before or after closure. Even so, traffic calming will not reduce traffic volume. The whole idea was not a well thought idea by one councillor.</p>
<p>Owner on 3300 W. 5th Ave. Maybe the real question is - Why is this residential neighbourhood being used as a cut-thru? Possibly because the arterial roads are not efficiently designed? One suggestion would be to install a left turn lane with turn light on 4th Ave heading west at Alma. Another suggestion would be to eliminate parking on MacDonald between 4th and Broadway.</p>
<p>I support removing the closure ONLY if the speed bumps along Waterloo and 5th Ave are installed. If the closure remains, then I would like to see it remain paved so that kids may play street hockey or other games requiring a hard surface. Also, installing left turn signals facing east and west on Broadway at MacDonald would reduce traffic down the side streets (Blenheim, Waterloo) Please consider this regardless of this survey's results.</p>
<p>I didn't like the increased traffic that occurred in front of Bayview School and the increased speed of the cars getting from 4th to Broadway along Collingwood.</p>
<p>If closed where are city trucks going to park? Also the film crews that use the area.</p>
<p>There are too many trucks now coming by on Trutch - it seems to be increasing!</p>

Closing Waterloo increased car and truck traffic, for Trutch St. which became the truck route when the traffic circle went in at Blenheim and 8th Ave. some time ago. Now it is worse; Trutch really is a truck route. Because the intersection at Blenheim and 8th and trucks disallowed til 16th Ave. is such a nightmare to maneuver, be it cars, bikes or pedestrians, our intersection gets the overflow. The trucks try parking and unloading in residential parking. Speed bumps are better than circles to get through intersections. The pollution from trucks has increased since Waterloo closure. Some days can't even open doors and windows; there is no fresh air to come in. Do not make Waterloo closure permanent. Traffic has to use intersections to back up in to make turns onto 8th Ave. It's getting much more dangerous for bikers and pedestrians to cross. Absolutely impossible for furniture vans to maneuver at anytime. When traffic people for movie makers work in the area they have to "focus on keeping pedestrians from being killed", their words. When monitoring found the increase in speed and traffic increase in 2000 block Blenheim, the 2000 block Trutch should have been found much the same. In fact, with cars and trucks trying to access the alley behind Broadway all the 2000 blocks of any streets have the same congestion. Garbage trucks (city) can't even attempt these alleys anymore. Speed bumps will be helpful if Waterloo is re-opened.

Waterloo is a wide street and accommodates traffic whereas Collingwood is so narrow and parking is allowed on both sides of the street. I'd like to see parking allowed on one side of the street only from 4 - 5th Ave. on Collingwood. Waterloo should be left open for traffic flow.

Instead of having stop signs I would prefer to see a cross walk humps with crossing lights at the intersection of Waterloo and West 5th.

I believe closing Waterloo between 4th, 5th is totally unnecessary and has and will have an increasingly adverse affect on traffic in the neighbourhood.

The closure option is a foolish idea that was properly rejected 20 years ago and should be again. We have had no problem with traffic along Waterloo - why close it & funnel traffic along Collingwood, where there is an elementary school? Also, the traffic survey was next to useless - why wasn't 5th Ave. measured both before and after?

I would have liked to have seen historical data on the traffic volumes. Having lived at the above address for 13 years I have noticed a substantial increase in traffic calming measures are taken on other streets then they should be on Trutch as well as this is becoming a thoroughfare

I do not support blocking Waterloo, it is a nice wide street for traffic to flow instead of the traffic being dispersed on the narrower adjacent streets, one being Bay View School. It didn't seem to be a problem before.
Not a good idea to block off Waterloo, as it throws more traffic to adjacent streets, one being Bay View School. Waterloo is also a nice wide street for traffic to flow.

<p>With Waterloo re-opened or not I would rather see limited parking on W. 5th Ave. same day restricted parking to cut down on jaywalking, North W 5th Ave. parkside, ie. The 2000 block of Blenheim St. is currently used for the share car program and for too much restaurant parking. Restricted parking on Blenheim for park use hours i.e. The city does schedule use of the park for baseball soccer. (or) the same for Waterloo Street limited parking on same day. (or) perhaps restrict restaurant parking.</p>
<p>Why were neighbours not consulted before this trial closure? It has caused contributed to several serious accidents at the other 4th Ave. junctions (Collingwood, Blenheim and Trutch) -At all of which vision is restricted by parked vehicles etc. I have witnessed some crazy driving on the "detour" streets.</p>
<p>Tonight - January 4th - I was almost hit by a car speeding through the stop signs at the intersection of 5th and Blenheim. They were proceeding south along Blenheim and did not stop at all. This is NOT the first time this has happened. DAILY I witness near accidents at this corner. DAILY I have either witnessed or been the almost victim of a speeding car ignoring the stop signs. I do not support the continued closure of Waterloo. It has created a very dangerous situation and I am surprised someone has not been seriously hurt.</p>
<p>I have a ??? child and I use McBride park daily and I have not noticed any benefit to this proposal. In fact, the opposite there is way more speeding passed the park by cars and zero attention to the stop signs.</p>
<p>5th Ave is now being used as an alternative East/West connector to 4th Ave and Broadway (because of the additional ??? and confusion) This situation is now being compounded by the closure of Waterloo</p>
<p>We feel the park has become more dangerous for kids and dog walkers due to the traffic along 5th between Blenheim and Collingwood. Collingwood should be parking on one side of the street only. It is risky turning into that street from 4th when there is a car part way up the street (oncoming). Thank you for asking for out thoughts and opinions please do the right thing.</p>
<p>While I like having the 2000 Waterloo St. closure in place, it has resulted in greater traffic on the other streets and in particular by Bayview Elem. School. Circles, speed humps, and anything else you have to slow the traffic would be appreciated. 2.) When my children were toddlers, I was very afraid of the traffic speeding along Waterloo whenever we were at the playground. Can a low hedge, flower garden, low fence be installed around the immediate area of the playground equipment? On the 5th & Waterloo sides only?</p>
<p>We are block watch captains for 3200 Blk W. 6th. Now: Much busier on 5th/6th Avenues and Collingwood St., Blenheim St. as well as Trutch St. We walk this whole area regularly as well as both drive. Observation: We the citizens and children are better served in all regards by removing the 2000 block Waterloo St. closure as soon as possible.</p>

While a traffic circle at 5th & Blenheim would help yesterday, I found my self "head on" with a car taking a short cut through the traffic circle at 6th & Blenheim. Traffic at 5th & Blenheim frequently do not stop at the stop sign in a rush to make a pedestrian light at 4th & Blenheim. The increase in traffic has made this section dangerous both as a pedestrian and a motorist. I no longer let my granddaughters go to the park unless someone is with them when they cross the road as it is too much of a risk with an additional 500 cars using this section as a "through street"!

1.) While I like having the 2000 Waterloo St. closure in place, it has resulted in greater traffic on the other streets and in particular by Bayview Elem. School. Circles, speed humps, and anything else you have to slow the traffic would be appreciated.

2.) When my children were toddlers, I was very afraid of the traffic speeding along Waterloo whenever we were at the playground. Can a low hedge, flower garden, low fence be installed around the immediate area of the playground equipment? On the 5th & Waterloo sides only?

1.) The sole # / vehicles does not give the complete picture, as Waterloo St. is a wide street designed to carry a larger volume traffic, compared to narrow Collingwood and narrow Blenheim St.

2.) We all generate traffic. Reducing traffic on Waterloo will just re-distribute traffic in the neighbourhood and even increase the overall distance traveled.

3.) It seems that the park unification is just a vehicle to close off Waterloo for several reasons (Real Estate value, traffic volume) without regard for community issues McBride Park has distinct functionality in its halves.

My issues and concerns are as follows:

1. Inadequate notification to property owners within the surrounding area. I understand that some communication was distributed last year, however, we were out of the country for a while, so we assumed we missed it. Although we heard that Waterloo Street was going to be closed for six months, we had no idea about how that proposal came about, the 350 name petition, etc. We assumed that given the six months, we would get some other information from the City. How wrong we were. The only information we received was a pamphlet from concerned neighbours. Now her's our concern. We own three properties within 1-4 blocks of the 2000 block Waterloo location. I must point out that we pay substantial property taxes to live and support this area. The City acts from a petition signed by a majority of individuals outside of this area (people who do not live nor contribute to this area), yet the City fails to inform individuals who own here. These individuals like ourselves live here, pay taxes here, contribute to the neighbourhood economy here, etc. We do not understand why the City fails to contact all of the owners, resident or not. We were under the belief that we all have the same rights, we certainly pay the same taxes-correction, we pay more north of Fourth Avenue.

2. Insufficient poll boundaries.

The closure of the 2000 Waterloo Street does not only affect the residents of the surrounding couple of blocks and Fourth Avenue south. I would suggest that it affects the residents of Fourth Avenue north as well. I fail to see the rationale for the poll boundary stretching to Broadway (5 blocks away), yet not including w1st to w3rd, which is 2-3 blocks away. How are residents supposed to get north of Forth Avenue-fly? Consideration should be given into expanding the poll boundaries not only north of Fourth Avenue but also expand east and west. We all use the same streets to travel

within the Kitsilano area.

In closing I would like to say that permanently closing the 2000 Waterloo block will have negative consequences to the traffic patterns of this area, and indeed might create some safety issues for other adjacent streets. My belief is that this temporary closure has already created traffic difficulties. This observation does not come from some traffic engineer, but from someone who has driven and drives these same roads day by day, year after year for over 40 years. It comes from a person who has walked through, played in, driven by McBride park for many years and has never seen nor heard of any safety issue or concern with this particular Waterloo corridor.

Thank you for your time, and I hope my comments and observations compliment your understanding regarding the proposed closure of the 2000 block Waterloo. I would also hope that some re-thinking be given into how home owners are notified during these types of situations. Please consider that just because an owner does not reside in a particular property today, does not assume that he will never reside in that property in the future. Therefore, that owner should not be denied the opportunity of providing neighbourhood issue input and exercising his democratic right, just like any other owner and tax payer.

- 1.) No one is using the paved space between the blocks of the park. I watch it every day.
- 2.) Blocking wide Waterloo is sending more traffic down narrow less safe streets.
- 3.) The best solution is to just put all of it back the way it was!

Option 2 is badly worded. I don't support speed humps along Waterloo without knowing how many and what size.

Survey comments of residents who are in support of the Waterloo Street closure:

Thank you for the opportunity to participate in the decision making process

Although we generally really like traffic circles we have found that most drivers are unsure of how they work and therefore they seem more dangerous than helpful.

Should be corner bulges and humps on Blenheim from ??? → 4th. Waterloo is too wide: excessive speeds needs to be narrowed significantly and put pedestrian bulges at all intersections with mix of traffic circles. You should not be asking permission from residents who know nothing about the issue. This is a no-brainer reducing road and space is the right thing to do!!! Has been proven over and over again every where else but this city which continues to increase road space.

I would only support closure if park facilities would replace the road.

- 1) We must additionally install speed bumps around Bayview Elementary School.
- 2) Install speed bumps on Blenheim and Collingwood adjacent to McBride park.
- 3) Right in right out only on Blenheim re-installed.

<p>4) Parking on one side only of Collingwood adjacent to the park. 5) Hold a meeting in the community to see if we can find some consensus.</p>
<p>I think we should dig up as many asphalt areas as possible and plant trees, to help reduce pollution, improve natural drainage, reduce global warming and discourage car use.</p>
<p>After looking at the map you provided and the recorded traffic volumes I have a question about the placement of the traffic calming circle. It looks like a traffic calming circle would benefit the west end of McBride Park and the Bay view school. Are you going to place a traffic calming circle on Collingwood St. at 5th Ave.???</p>
<p>Because of the current closure of Waterloo between 4th, and 5th, there appears to be more ???? 2000 block of Collingwood. It would be helpful if parking in this block of Collingwood be restricted to the west side only for easier flow of traffic.</p>
<p>My son is now too old to play at McBride park but I have always felt it was dangerous having the two parks divided by a road used by traffic - dangerous to children and families, baseball players, etc. Hope McBride Park will be unified.</p>
<p>Improving green space access is an excellent initiative. I don't believe this has had a negative impact on the neighbourhood.</p>
<p>I support speed humps on all four streets around Bayview Community School, as well as a speed hump at Collingwood & 5th Ave. Unifying McBride Park makes the area far safer for children and adult users of the recreational facilities. I personally have witnessed many near misses involving children and cars between the 2 parts of the park. Let's keep pedestrians safe in Vancouver! / I think this is a great opportunity to provide better playground & sports space for children and adults. We need more public space to make the neighbourhood a better community. Also, having cars and traffic is very dangerous for children. Children often run between the two parks. Closing Waterloo between 4th & 5th is an important safety issue.</p>
<p>Bumps are terrible. Circles are great - with edible plants (nasturtium, rosemary). The park idea is great! Remove the pavement. More green space. Less cars!</p>
<p>Turn it into a skate park for kids.</p>
<p>My wife agrees, as do our three daughters ages 17, 19 and 23 who live here. I am disturbed by the misinformation put out by the neighbours for an open Waterloo group. I want to know if now presented their grotesquely biased and ridiculous "poll" in support of their view.</p>
<p>A 3 way stop at Waterloo St. & 5th instead of removing the east & west facing stop signs as suggested in Option 1</p>
<p>What about Trutch Street? What about using similar measures as the West End?</p>

Great for the community. This has been a great success.
There has been some misleading information distributed by people (probably) residents of 5th Ave. between Blenheim and Collingwood), including stats from 20 years ago on traffic patterns.
The closure would make for a safer pack.
More park is great, but this partial plan just pushes the traffic around. Five hundred more cars a day on Blenheim is totally unacceptable! We need additional speed humps on Blenheim right-in, right-out on 4th and Blenheim, speed humps around Bayview and more buses to UBC and more services at UBC Campus and University Village.
Closure of McBride ie 2000 block Waterloo has enabled the neighbourhood to develop as a community. It is safer for all concerned, children especially.
(Option 1 only if the road comes out and grass is put in place.) Restrict Collingwood and Dunbar to local traffic only. Put up school zone speed signs in visible locations. Blenheim is in such rough shaped no speed bumps are even necessary.
Not sure about speed bumps, if the people on 5th want them, then it should be done.
We need speed humps on all four streets around Bayview School. We need speed humps on Blenheim Between 4th & 5th Avenue.
I also vote for speed humps around McBride Park (Collingwood, Blenheim, 5th Ave.) and around Bayview Community School (Collingwood, Dunbar, 6th Ave., 7th Ave.)
Closing the road the park is a really positive stop in terms of making the neighbourhood pedestrian friendly, and the park safer for children and more enjoyable for all. The closure, combined with the other calming measures should discourage drivers from "cutting through" the residential area unnecessarily. Hats off to the city for pursuing this "people over cars" agenda!
No comment
So long as the traffic circle at 6th/Blenheim remains as is. I was not one of the 350 who petitioned for the closure but am now quite happy with it. However, my support remains only if the city ensures that the park does NOT become a haunt for drunks, addicts, etc. as for Granville Street or Pigeon Park. The two sections of the park should be linked by removal of the asphalt.
We have noted more thick traffic on our street. The street is too narrow for very large trucks.
Neither traffic volumes nor speeds are a problem 1000 - 2000 vehicles per day is not excessive for streets in residential areas. Speeds are moderated by parking and by existing stop signs and traffic circles. Closing the road between the parks makes sense but do not allow the "Nimby" fanatics to pressure the city to waste money creating

<p>unnecessary obstacles to locally generated traffic. We live @ the SE corner of Blenheim and 4th. Your description of a significant increase in traffic volume on the 2000 blk of Blenheim is a qualitative statement. Your traffic counts may indeed have found an increase in traffic volume, but as a person who lives on that corner, there certainly is NOT a feel of a busy intersection, as your description "significant" implies.</p>
<p>We feel this is an important issue for our family as we have a 3 year old and will be adopting a new child this year. The safety of our family is a priority and we look forward to the permanent closure of Waterloo Street our kids will be playing sports at McBride park so the use of the washrooms is important to us and are concerned with crossing Waterloo St. to do so.</p>
<p>What are the solutions to address increased traffic volume on 2200 block Collingwood St. I strongly support dealing with the increased car volume around the school at the same time as the decision is made regarding Waterloo Street closure.</p>
<p>This is a super deal! This neighbourhood really needs this traffic calming in place. As well, the community as a whole will benefit by a safe park and safer streets along this green space. Thank you.</p>
<p>Thought should be given to traffic calming around Bayview School</p>
<p>Why not also install circles on Collingwood at 5th and or 6th? This would slow the additional traffic going by the school, and help alleviate the concerns of the neighbourhood alarmists.</p>
<p>I support having speed bumps/humps installed on Blenheim St. between 4th Ave. and 6th Ave. I support having speed bumps/humps installed on Collingwood St. between 4th Ave. and 7th Ave. because of Bayview School. I do not feel that this survey represents the view of the residents in the area, especially in regards to the option of humps on 5th Ave.</p>
<p>We would highly support the installation of traffic circles throughout all existing stop signs intersections in Kits. Existing stop signs stop good drivers. Bad (speeding and reckless) drivers tend to ignore stop signs in our experience.</p>
<p>I think the first concern for traffic calming measures should be Collingwood St. around Bay view School. Collingwood is a narrow street with parking on both the east and west side of the street. Collingwood and 6th should have a 4 way stop or traffic circle, as should Collingwood and 7th. Collingwood between 4th and 5th is also a hazard for vehicles turning off 4th and parking should be restricted to one side of the street. The blocked off area of Waterloo should be re-paved so that kids can play hockey, ride bikes/scooters/skateboards safely, without vehicle danger.</p>
<p>I ride my bike and both speed bumps and the traffic circle are dangerous. I find that they don't work to slow card down necessarily and bikes speed through the traffic circles unseen by drivers. There is a lot of congestion 4th Ave. and Collingwood St. and at least two accidents per month. The stretch of road from 4th to 5th on Collingwood is narrow and congested.</p>
<p>Having the street closed is an inconvenience but having a safer park for the children is much more important. We live in the only house on the corner and we can see a big</p>

<p>difference. I hope this process is not decided by number of votes because safety is much more important than appeasing our car driving neighbours. For future use may we suggest:</p> <ol style="list-style-type: none"> 1) Greening over half of it for the kids and 2) making a small softball/soccer parking lot (on the 4th Avenue side) (See drawing) <p>How about extending the chain link fence too?</p>
<p>I think the closure is a great idea and increases the safety of small children using the parks.</p>
<p>There also needs to be speed bumps around Collingwood school. No matter the outcome of Waterloo St. speed bumps should be required around all schools.</p>
<p>The asphalt on 2000 block Waterloo should be torn up and replaced with sod or turf.</p>
<p>It would also seem logical for there to be speed bumps on Collingwood between 4th and 5th and also on Blenheim between 4th and 5th. As well, I would support having speed bumps on all 4 streets surrounding Bayview Community School. (6th Avenue, 7th Avenue, Dunbar St. and Collingwood Street).</p>
<p>I use Blenheim St. regularly but I appreciate the volume that my neighbours have to put up with. Blenheim St. needs major repairs between 28th and 37th Avenues!!</p>
<p>Thank you for making the park a safer play area for children also adult - with the increase in density ie Secondary suites and infill houses we need all the green space available - even that small area on Waterloo at 5th. 4th will improve the quality of life in this rapidly growing area.</p>
<p>I spoke to many people in the survey area and have found that the majority would like the permanent closure as long as sufficient traffic calming measures were implemented.</p>
<p>As a parent at Bayview School I feel all traffic calming measures available should be used to improve neighbourhood safety. Traffic shifts are an issue but so is the change (improvement) to McBride Park which deserves more focus. Changes in traffic volume on streets such as Blenheim and Collingwood are greatly impacted (increased) due to condo developments, increased duplex zoning and rental suite additions to formerly single family homes. More cars in our neighbourhood means increased traffic all round, regardless of 2000 block Waterloo being closed or open. Speed, not volume, will cause the worst accidents.</p>
<p>Also northbound Collingwood St. between 4th and 5th should have parking limited to one side for visibility and access. I really strongly recommend. Great!! Speed bumps around Bayview school also.</p>
<p>Turning pavement into park is very appealing. Where can I get information on proposed uses for the reclaimed parkland? The increase in parkland together with the traffic calming measures will improve the liveability of our neighbourhood.</p>
<p>Speed bumps in the 3200 w. 5th, I think, would have little or no opposition from residents. There's lots of kids in the block...so anything to slow things down is welcome.</p>

Very good for the park and neighbourhood! Where else but the city which continues to increase road space. /
The closure of the park has made the park more usable and safer for the games field users as well as the users of the children's playground there is a sense of neighbourhood with the park closed.

Yes, I support a right in - right out traffic diversion 'pork chop' on Blenheim at the south side of 4th. Traffic has increased nearly 40% on Blenheim; especially taxi cabs using Blenheim as a short cut to the airport. People may have been hit along Blenheim.

Our family is in favour of any and all projects that reclaim space from cars and return it to people (non-motorized) and nature. This street reclaiming project was a great idea! Give yourselves a pat on the back!

I strongly support making the Waterloo St. closure permanent, mainly for the safety of children playing in the park. Before the temporary closure, while driving my car, I had a couple of experiences with children running across the street, chasing balls or walking dogs, etc. Given the volume of traffic and speed turning off 4th Avenue onto Waterloo, it seems only a matter of time before some kind of unfortunate accident happened. I also think the park can be reconfigured to provide more enjoyment if Waterloo St. is removed and replaced with a grass playground area. I question whether adding a traffic circle at 5th and Blenheim is required in addition to speed bumps - this seems to be a large expense that may not be necessary/beneficial. Thank you for your request for local opinions.

If closed, the north end needs to be properly closed to children and pets and balls darting out onto 4th.
1) There was an increase in traffic from Blenheim to Waterloo on 5th Ave. and it was much higher speed.
2) While I would support increased park usage the closure only provided a parking spot for a Vancouver City Engineering trailer. I saw no street hockey, and no street skate boarding or tricycling on Waterloo between 4th and 5th Ave.
3) It was awkward to get off 4th and park in front. Of my house. CollingwoodSt. has one lane traffic and two lanes of parking.

Option 1: In general we support option 1.
However, rather than removing the east west stop signs from Waterloo and 5th, we feel a better option would be to keep the stop signs at this intersection. And to install 4 way stop signs at 5th and Blenheim, where there are currently only two way, north south stop signs.
Our reasons are given below.

Speed Humps & Traffic Circles:

We are opposed to the installation of speed humps on 5th Avenue between Collingwood and Blenheim Streets. We would suggest the following alternatives:

- Keep the existing stop signs at 5th and Waterloo Streets
- Install a 4 way stop sign at 5th and Blenheim rather than a traffic circle at this intersection
- If the city deems traffic volume on Blenheim to be too high even after the installation of the stop signs, reinstitute right in/right out at 4th and Blenheim, and if necessary also at Broadway and Blenheim.

Our reasons for suggesting these alternatives are as follows:

Speed Humps:

First let us quote directly from the City Engineering department's response to our query regarding speeds along 5th avenue:

1.) There is a mistake in wording in the survey regarding "higher speeds on the 3300 block of 5th ave", it should be high speeds were found on the 3300 block of 5th Ave instead. Unfortunately, there were no traffic monitoring data performed on this block prior to the temporary Waterloo St. closure. Only an after closure monitoring was done that resulted in an average daily traffic of 770 and an average speed of 40-45km/hr in a 30km/hr zone.

2.) It is correct that there were no recorded traffic speeding problems on the blocks as mentioned on the cover letter and as below. (This is the response to our question as to whether or not there were speeding was observed on the other blocks monitored in this survey).

In other words, aside from 3300 block west 5th avenue, speeding is not a problem in the area. However, speeds must be reduced on 3300 block of 5th.

Our suggestion to reduce speed is retain the stop signs at 5th and Waterloo and to install East-West stop signs at 5th and Blenheim (making this intersection a 4 way stop). This would force traffic along 5th and Blenheim (making this intersection a 4 way stop). This would force traffic along 5th to stop at Blenheim and Waterloo. This would reduce speeds along the 3300 block of 5th as traffic would have to accelerate briskly to reach 40/45km/hr, before braking at approximately mid-block to stop again at Waterloo and 5th. Even if they did this, the average speed along the block would still be considerably lower.

Our reasons for suggesting this solution are as follows:

- The city has been installing stop signs at residential intersections over the past decade or so. It seems to us that the city would not have done this if the vast majority of drivers did not obey stop signs. Requiring drivers to stop at a stop sign, rather than driving through the intersection at 5th and Blenheim obviously reduces traffic speed.
- The cost of installing a Traffic sign is \$100 each. The cost of installing one speed hump is \$2000 (up to 4 may be required). Given the low cost of this option it should at the very least be tried before installing speed humps (cost estimates supplied by Engineering Department, City of Vancouver).
- Traffic humps may not deter SUVs from speeding over the humps. SUVs have much larger suspension travel and are designed to be driven over even larger humps in off road environments.. Thus the city would be handicapping the drivers of smaller more fuel efficient vehicles and encouraging drivers to buy vehicles that are less friendly to the environment if they keep on installing speed humps all over the city. Traffic Circle at 5th and Blenheim to reduce traffic: We would suggest the addition of north south stop signs rather than a traffic circle. Our reasons are as follows:
 - A traffic circle costs \$10,000 - \$20,000, whereas stop signs are \$100 apiece (figures supplied by Engineering Department, City of Vancouver).
 - There is already a traffic circle at 8th and Blenheim. This did not seem to have deterred the largest increase in the traffic diverted from Waterloo from going onto Blenheim, and not onto the adjacent non-traffic circled streets Trutch, Collingwood and Dunbar. Why then would an additional traffic circle have this effect?
 - If indeed traffic volume is a problem along Blenheim, then it seems to us that a right

<p>in/ right out policy at 4th and/or along Broadway are much cheaper alternatives than a traffic circle.</p>
<p>Most traffic on north/south streets in the neighbourhood bounded by MacDonald, W4th Ave., Alma & W. Broadway consists of many drivers cutting through the neighbourhood to access W 4th to Broadway or Broadway to W. 4th. - If advance green lights were installed at 4 intersections - 1) MacDonald/W 4th 2) W4th/Alma 3) Alma/W Broadway 4) W Broadway/MacDonald, the drivers could use the main arterials instead of cutting through the neighbourhood.</p>
<p>I also want to see speed bumps around Bayview School, especially on Collingwood, and adjoining 5th and 7th blocks.</p>
<p>Should the 2000 block closure be removed, then speed humps for all of the street up to Broadway need to be considered. Before the closure, cars were racing up and down the Waterloo especially on the weekend. I would be willing to walk the route with a city engineering person to point out the problems.</p>
<p>I strongly support the unification of McBride Park. However, the survey options are too limited. Residents are very concerned about increasing traffic on our streets particularly commuter traffic. There is widespread support for the unification of McBride Park IF it is undertaken in conjunction with traffic calming measures. However this survey does not link neighbourhood traffic calming measures with support for the permanent closure and there is a need for this. The survey also has not included park users such as sports teams, families using the children's playground, etc. and does not address parent's concerns with traffic at the Bayview Community School.</p>
<p>With permanent closure, remove road pavement and reclaim to grass solid park.</p>
<p>Installing a left turn signal at Alma and 4th. If more cars could be assured of a turn, some of the cut through traffic would be eliminated.</p>
<p>Extra speed bumps would be nice.</p>
<p>The closure of Waterloo St. provides a continuous link between the playing fields to the east and the tennis/play area to the west - next step after permanent closure is to grass the street area! Also support speed humps around park whether closure of Waterloo St. is permanent or not!</p>
<p>Why wasn't there a traffic count done along 5th Avenue in the 3300 and 3400 blocks before the temporary closure of Waterloo? Collingwood Street has always been a neighbourhood concern because it is unusually narrow; borders a park where children, adults, and dogs play; and goes by an elementary school and the route children use to go to school. Traffic mitigation measures need to be considered for Bayview School (speed bumps on Collingwood between 6th and 7th). Blenheim between 4th and 5th (2000 block) is getting more traffic than Collingwood because Collingwood is so narrow (essentially one lane of traffic) with parking on both sides of the street. The corner of 4th and Collingwood also gets mail/delivery to the south west corner retail outlet parking illegally, while they shop, right on the south west corner. Before installing a</p>

traffic circles at 5th and Blenheim, why don't we consider; 1) removing all parking from the east side of the 2000 block Collingwood. 2) Installing a temporary corner bulge on the southwest corner of the 4th and Collingwood intersection. These changes should even out the traffic flow along the 3300 and 3400 blocks of W. 5th (3300 currently carries more traffic) reduce slightly the traffic (and distribute a bit more to the 2000 block Collingwood) along the 2000 block Blenheim stretch, and improve vehicular safety on the 2000 block of Collingwood. We notice that the corner bulge at 4th and Blenheim doesn't show on the diagram.

The connection of the park across Waterloo St makes it even more valuable - especially by removing the risk to children chasing balls off the fields in to traffic.

We would I like to see it made into an area for Basketball or Hockey. As it is - it isn't utilized.

The connection of the park across Waterloo St makes it even more valuable - especially by removing the risk to children chasing balls off the fields in to traffic.

Survey comments of residents who are neutral of the Waterloo Street closure:

My wife and I have mixed views on this issue. She is more in favour of keeping the closure permanent, while I am more in favour of re-opening Waterloo to vehicle traffic. Given this we feel it would be best to provide you our comments for consideration. We both agree that if Waterloo Street is to remain closed it should be on the condition that something constructive be done with the new space in McBride Park. If the City simply leaves the paved roadway, or just covers it with dirt, and thus makes no substantive changes, then my wife and I both agree that Waterloo should be re-opened. This is because the additional traffic pressure created by the closure of Waterloo to the surrounding area is not worth living with for the sake of simply 'joining the park together.' If Waterloo remains closed we suggest that the paved area be removed immediately and the City undertake to develop the new park area with something that the entire community can use a benefit from. We would suggest the rebuilding and/or improving of the present kid's park located at the corner of 5th and Waterloo, building it to new Government standards, and also making a separate/new toddler playground (as the present kids park is not suitable for toddlers). We would also be supportive of the addition of a wading pool, or another type of major recreational facility, as there is already an existing City change area/bathroom in the Park, Lastly, the area could be used for a fenced in dog park, which could reduce use on the existing field, which has become somewhat of an 'unofficial dog run,' (although most dog owners are very good at cleaning up after their pets. This latter suggestion would of course require on-going enforcement. My own reason for wanting the street re-opened is from a traffic perspective. As soon as the Waterloo closure was put in place I noticed a demonstrable increase in traffic flow, and a corresponding increase in some vehicle's speeds, (running in front of our house, which runs along 5th, between Waterloo and Blenheim). In

addition, it is very difficult to navigate 5th Ave between Waterloo and Collingwood, as well as Collingwood between 5th and 4th, due to the fact that cars can park on both sides. If the Waterloo closure is to be made permanent, then we are both supportive of adding 'speed humps' along 5th, as well as along Blenheim between 5th and 4th, or adding a traffic circle at 5th and Blenheim. While these traffic control devices may be a small inconvenience for us as drivers, if they save one life or reduce one injury then they are worth it. Our one concern with speed humps is that we do not want to lose any parking spaces along our street, as with only one side of parking available there are days when it can be difficult to find a parking spot. Regardless of whether the Waterloo closure is made permanent or not, the testing period has highlighted the need to have no parking on the north side of 5th, between Waterloo and Collingwood, as well as the east side of Collingwood between 4th and 5th. If anything comes out of this project it must include the removal of parking on these sides of these streets. This is not just a convenience issue but a safety issue for the children attending Bayview Elementary. With respect to the proposed stop-sign change at Waterloo and 5th, we are supportive of the change only if the traffic calming devices are installed along 5th and the parking is removed along 5th and Collingwood, as noted above. On a final note, we are curious what will happen to the vehicle access/parking for the City owned house on Waterloo between 5th and 4th if the closure is to be made permanent? Also, what is to happen to this house if the park is expanded and/or developed? Will the person living there be an impediment to future development? Thank you for your time. We look forward to participating in any future public process.

Regardless of what happens with the Waterloo section even if the closure does not remain, there should be a traffic circle at 5th and Blenheim. It can be hard to see if cars are coming when you pull out across 5th on Blenheim - a traffic circle would make that intersection safer.

I support neither option. Do not close Waterloo, do not put in speed humps, do not put in a traffic circle

* * * * *