

Supports Item No. 1
P&E Committee Agenda
February 16, 2006



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: January 31, 2006
Author: David Rawsthorne
Phone No.: 604.873.7343
RTS No.: 01933
CC File No.: 13-1400-30
Meeting Date: February 16, 2006

TO: Standing Committee on Planning and Environment

FROM: General Manager of Engineering Services

SUBJECT: Blenheim Street Re-classification and Traffic Calming
and Balaclava Bike Route

RECOMMENDATION

- A. THAT Council approve the re-classification of Blenheim Street, between West 16th Avenue and Southwest Marine Drive, to the category of Neighbourhood Collector.
- B. THAT Council approve the plan for reconstruction of Blenheim Street, between West 16th Avenue and Southwest Marine Drive, including repaving and traffic calming measures, described in this report, at an estimated cost of \$4 million, and that staff report back providing detailed cost estimates and seeking funding approval as part of the 2006 Basic Capital Budget process.
- C. THAT the traffic circles proposed at 21st, 29th and 37th Avenue intersections be installed as temporary measures for a twelve month trial period, with funding subject to 2006 Basic Capital Budget approval, and with permanent installation subject to a review of intersection safety, of traffic impact on the surrounding neighbourhood and of the impact on emergency response times in the area.
- D. THAT staff report back regarding a Local Improvement to construct curbs and to pave parking lanes on Blenheim Street, between West 16th Avenue and Southwest Marine Drive.
- E. THAT staff report back on the viability of a roundabout at the intersection of Blenheim Street and King Edward Avenue.

- F. THAT a bicycle route be established on Balaclava Street and Carnarvon Street and connecting streets, from Point Grey Road at English Bay to Celtic Avenue at the Fraser River, as shown in Figure 3, subject to consultation regarding design details with neighbours abutting the route, at a estimated cost of \$400,000 with funding subject to 2006 Basic Capital Budget approval.
- G. THAT staff report back on a toolkit and priority system for traffic calming on Neighbourhood Collector streets.

COUNCIL POLICY

In 1992, Council approved a recommendation of the Kitsilano Traffic, Cycling and Parking Plan to change the status of Blenheim Street between West 4th Avenue and Broadway “from a collector to a local street” and to change the status of Blenheim Street between Broadway and West 16th Avenue “from a secondary arterial to a collector”.

In 1995, Council adopted CityPlan as its vision for the future of Vancouver. CityPlan supports the regional transportation objective of placing a greater emphasis on transit, walking and biking, ahead of cars to slow traffic growth in neighbourhoods and improve the environment.

In 1997, Council approved the Vancouver Transportation Plan, which identified a number of Secondary Arterial streets throughout the city as candidates for reclassification to Neighbourhood Collectors. Blenheim Street south of West 16th Avenue was among those identified streets.

SUMMARY

This report recommends that Council approve the re-classification of Blenheim Street as a Neighbourhood Collector, consistent with its current function within the city street network. It further recommends that Council approve the reconstruction of aging pavement on Blenheim Street and endorse a traffic calming plan for Blenheim Street as a pilot for the Neighbourhood Collector Program, as suggested in the 1997 Vancouver Transportation Plan.

Response to a survey of over 2800 area residences revealed a high level of interest and strong support for the proposed changes. Residents of Blenheim Street, who stand to benefit the most, are overwhelmingly in favour of this plan. Perhaps more telling is the 60% support from residents of adjacent local streets who are not expected to benefit directly from changes to Blenheim Street. Also, staff have fine-tuned the plan since the Fall 2005 survey to address the concerns of many who did not support the plan at that time.

This plan for Blenheim Street is the result of a great deal of consultation with local residents and other stakeholders. It will form the template for traffic calming of other Neighbourhood Collector streets throughout Vancouver. Approval of the recommendations of this report will provide staff with the direction to move ahead with detailed design and construction of this large project which has been under study for many years.

This report also recommends that Council establish a new bicycle route on Balaclava Street and Carnarvon Street and connecting streets, from Point Grey Road at English Bay to Celtic Avenue at the Fraser River.

Staff will report back with detailed cost estimates as part of the 2006 Basic Capital Budget.

PURPOSE

The purpose of this report is to seek Council approval to re-classify, repave and traffic calm Blenheim Street from West 16th Avenue to SW Marine Drive, and to establish a bicycle route on Balaclava and Carnarvon Streets from English Bay to the Fraser River.

BACKGROUND

In 1997, Council approved the Vancouver Transportation Plan. It established the following:

Secondary arterial roads which currently carry relatively low volumes and pass through predominantly residential areas may be reclassified as neighbourhood collectors. Neighbourhood collectors are intended to give local traffic access to the arterial road network and are not intended to carry a greater volume of traffic than they do now, except for trips generated by growth in the local neighbourhood, or to act as arterials. (Action R9)

The Plan identified a number of secondary arterial streets to be considered for re-classification. Blenheim Street south of West 16th Avenue was among those streets.

The Vancouver Transportation Plan also established that:

On neighbourhood collector streets and secondary arterials with less than 10,000 vehicles a day, traffic calming can be a part of the approach to transportation. Measures generally would be aimed at slowing traffic to 50 km per hour, not diverting traffic onto other streets. The results should be less impact on neighbourhoods and increased safety, with small or no increases in average journey times.

In the late 1990s, the City was proposing to repave much of Blenheim Street to address increasingly poor pavement conditions and growing maintenance needs. In response, staff heard concerns from residents of Blenheim Street that improved pavement quality would lead to increased vehicle speeds. The City agreed to defer repaving the street until a traffic calming plan was developed. This traffic calming plan was to be a pilot for future traffic calming of Neighbourhood Collector streets throughout the city and would inform the development of a toolkit for traffic calming of these streets.

The 1997 Vancouver Transportation Plan defines various street classifications as follows:

Local Street a street which is primarily residential and is used primarily by residents of a neighbourhood

Collector a street that collects traffic from local streets to access arterial streets

Arterial a street that generally has two or more moving lanes, has traffic signals, may be a designated truck route and bus route, and is intended to serve through traffic

Blenheim Street is currently classed as a secondary arterial street, meaning that as an arterial it has relatively low traffic volume. Blenheim is neither a truck route nor a bus route.

Dunbar Street, two blocks to the west, is a primary arterial street with traffic volumes of 17,000-20,000 vehicles per day. Mackenzie Street, three blocks to the east, is a secondary arterial with traffic volumes of 4,000-6,000 vehicles per day, and is one of the several such streets to be considered for re-classification. Quesnel Drive, which connects Blenheim to Mackenzie and has approximately 2,000 vehicles per day, was reclassified as a Neighbourhood Collector in 2005 as part of the Ridgeway Greenway program.

DISCUSSION

Re-Classification to Neighbourhood Collector

With traffic volumes of 6,000-8,000 vehicles per day, Blenheim is a low-volume secondary arterial. With the exception of two schools, properties fronting Blenheim south of West 16th are exclusively residential. Blenheim serves the surrounding neighbourhood by providing access to several east-west arterial streets. Blenheim is not a truck or bus route. In short, Blenheim currently functions as a collector street. Staff recommend changing its classification to reflect that function.

As a Neighbourhood Collector, Blenheim should not be changed to increase its capacity for vehicular traffic. Changes may be made to improve safety, and improve conditions for pedestrians.

Traffic Calming

In 2001, City staff began discussions with members of the Blenheim Neighbourhood Group (BNG) which represents residents of Blenheim Street between West 16th Avenue and Marine Drive. Staff have also consulted with Fire and Rescue personnel, The City's Bicycle Advisory Committee (BAC) and representatives of the Vancouver Area Cycling Coalition (VACC). Input from all these groups guided the design of the traffic calming plan presented in this report.

In developing a plan for the reconstruction of this section of Blenheim Street, and in consultation with local residents, staff established the following goals:

- Limit traffic speeds to 30 km/h in school zones
- Limit traffic speeds to 50 km/h elsewhere
- Improve pavement quality
- Improve pedestrian environment
- Improve cycling facilities on or near Blenheim Street
- Avoid attracting more traffic to Blenheim Street
- No diversion of traffic to adjacent streets

- Maintain Blenheim as a viable emergency response route
- Retain existing boulevard trees

To meet these goals, the proposed traffic calming plan includes the following measures:

- Narrow (3m) travel lanes
- Road-narrowing and medians in the section from West 16th Avenue to Quesnel Drive
- Road-narrowing and a refuge median at the school crossing at West 39th Avenue
- Corner bulges at most intersections
- Traffic circles at West 21st, West 29th and West 37th Avenues
- Mid-block medians where parking requirements allow
- Entrance medians at the intersections with West 33rd and with Marine Drive
- 30 km/h speed limits in the school zones from West 24th to West King Edward and from West 41st to West 43rd

The specific locations where these measures are proposed are shown on Figures 1 and 2. An explanation of these measures can be found in Appendix A.

Most of the measures proposed in this report have been used with success on local and arterial streets elsewhere in Vancouver. To date, traffic circles have only been used on local streets. Staff are therefore recommending that the traffic circles proposed for the intersections at West 21st, West 29th and West 37th Avenues be installed as temporary measures for a minimum twelve month trial period, with permanent installation subject to a review of intersection safety, of traffic impact on the surrounding neighbourhood and of the impact on emergency response times in the area.

In addition to the traffic calming, staff have identified a missing section of sidewalk on the west side of Blenheim, between Quesnel Drive to West 20th Avenue. Staff will report back regarding the viability of building a sidewalk on this steep site and on funding options.

Traffic conditions will be measured on Blenheim Street and adjacent streets before and after construction. Particular attention will be paid to streets where local residents have expressed specific concern about traffic diversion. These include Collingwood Street, West 29th Avenue, and local streets near major intersections.

The plan proposed in this report differs somewhat from that presented to the public in Fall 2005, reflecting the feedback received from a survey of over 2800 area homes. Roughly one third of survey respondents on nearby streets did not support the proposed changes. Many of them expressed concerns about diversion of traffic, as a result of either specific measures or the extent of the changes proposed for Blenheim Street. Staff have read all these comments and have made some modifications to the plan - relocating, adjusting or removing a few specific measures which some residents believed may have led to congestion and diversion of traffic or led to safety issues. These modifications are summarized and explained in Appendix C.

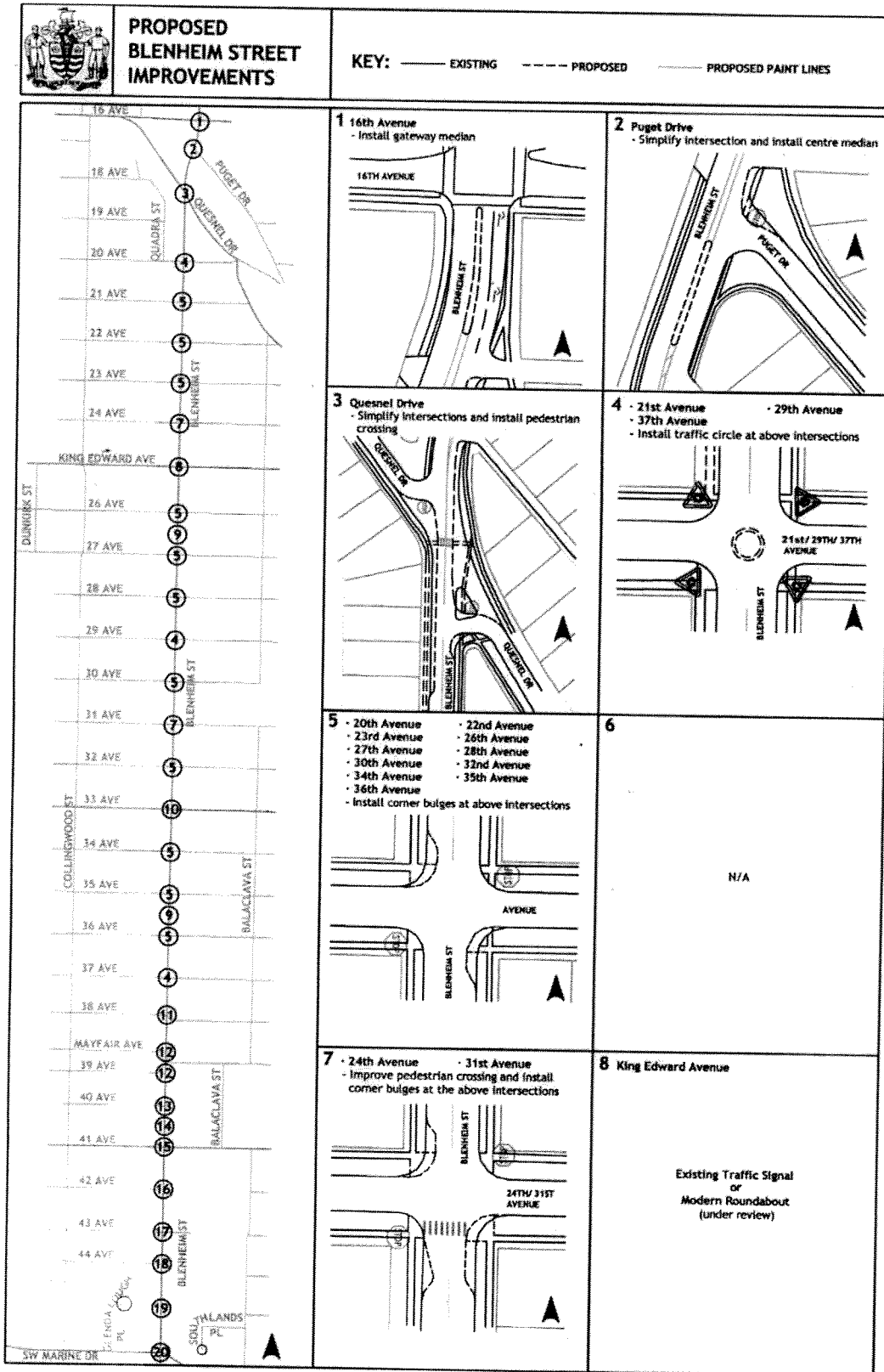


Figure 1 - Blenheim Street Traffic Calming, West 16th Avenue to King Edward Avenue

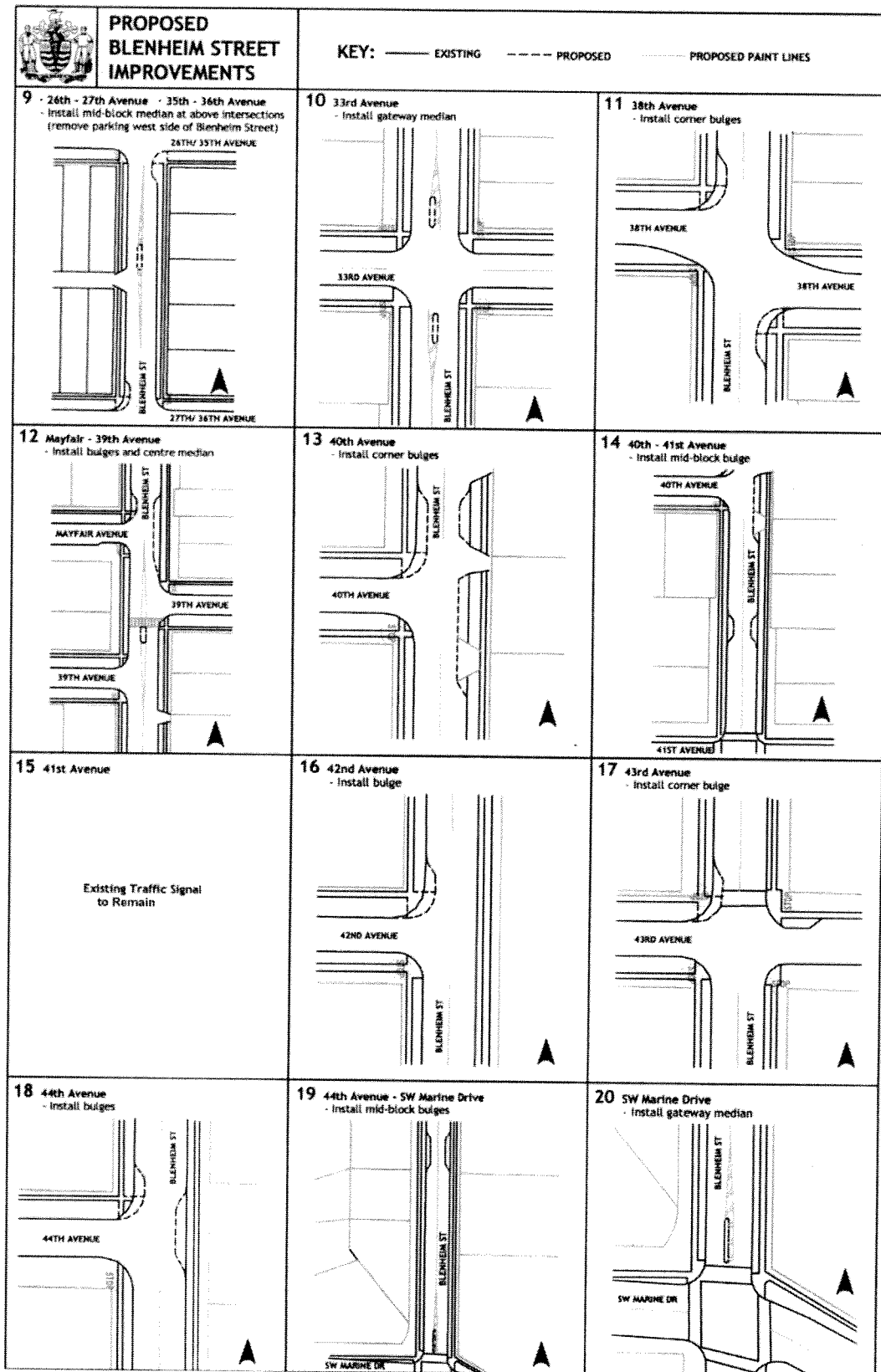


Figure 2 - Blenheim Street Traffic Calming, West King Edward Ave. to SW Marine Dr.

Balaclava Bike Route

Improving Blenheim Street for cyclists was identified early on as a priority for this project and the viability of bike lanes was investigated. Staff concluded that adding bike lanes would not be possible without removing mature boulevard trees or stripping parking.

As an alternative to bike lanes on Blenheim, staff have developed a plan for a new bike route on Balaclava and Carnarvon Streets. This route will run from English Bay at Point Grey Road to the Fraser River at Celtic Avenue, as shown in Figure 3.

The Balaclava Bicycle Route will connect directly to the Seaside, Off-Broadway and Midtown Bicycle Routes as well as the approved (but not yet built) 29th Avenue Bicycle Route and the Ridgeway Greenway. It will provide West Side neighbourhoods with improved bicycle access to:

- Jericho Beach, Spanish Bank and Pacific Spirit Parks
- 4th Avenue, West Broadway and Kerrisdale shopping areas
- Bayview, Carnarvon, Lord Kitchener and Kerrisdale Elementary Schools
- McBride, Carnarvon, Valdez, Balaclava and Malkin Parks
- West Point Grey, Kitsilano, Dunbar and Kerrisdale Community Centres

This route is about 1 km west of the approved Trafalgar/Valley Bicycle Route and 1½ km east of the future Camosun Greenway.

Changes to this route to accommodate cycling will likely include:

- new pedestrian/cyclist activated traffic signals at West 4th and Balaclava and at Marine Drive and Balaclava (an existing marked school crossing)
- crossing improvements in the existing medians at West 16th and Balaclava and at West King Edward and Balaclava
- traffic circles to replace north/south stop signs at many local street intersections
- wayfinding signage and pavement markings

This route has been reviewed and endorsed by the Bicycle Advisory Committee and by the Vancouver Area Cycling Coalition.

Public consultation and detailed design of this bike route will proceed in 2006. Staff will report back if any controversial issues arise during the public consultation process.

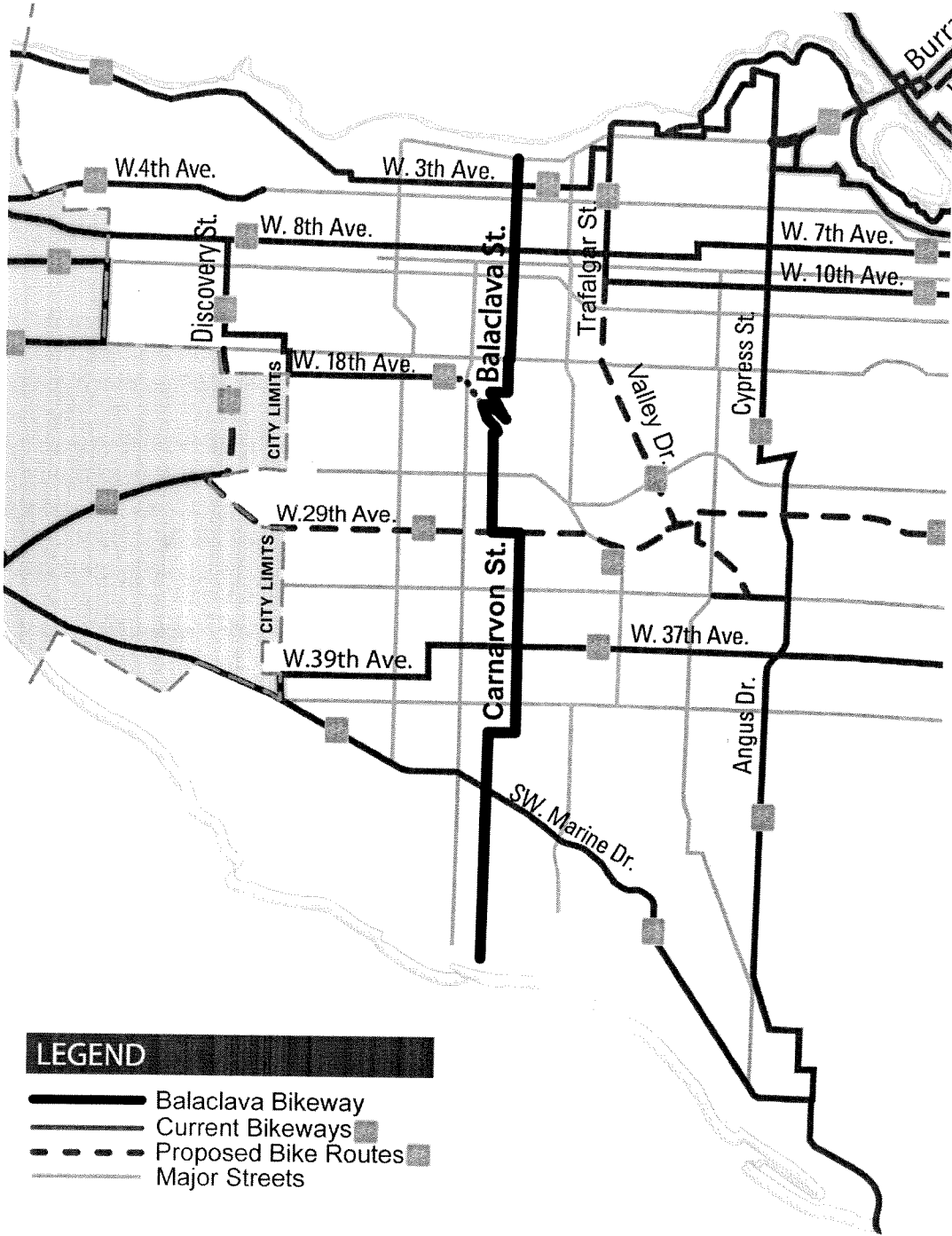


Figure 3 - Proposed Balaclava Bicycle Route

PUBLIC CONSULTATION

Throughout the development of this plan, staff have been in discussion with members of the Blenheim Neighbourhood Group. They have also consulted with Park Board staff, emergency services personnel and members of the cycling community.

The information regarding the project appears on the City's Blenheim Street web page, www.vancouver.ca/blenheimstreet. A Frequently Asked Questions (FAQ) list was provided to many people inquiring about Blenheim Street (see Appendix D).

In September 2005, staff distributed approximately 2800 information packages and surveys (see Appendix B), and held a public open house at the Dunbar Community Centre. The survey area was bounded by Dunbar Street, West 16th Avenue, Quesnel Drive, Mackenzie Street and SW Marine Drive. Staff have received over 1000 responses to the survey and scores of e-mails and phone calls. Responses to the two questions are summarised below.

Question 1: Reclassification of Blenheim Street from W 16th Ave. to SW Marine Dr.

Do you support the reclassification of Blenheim Street from a secondary arterial to a neighbourhood collector street? (This would mean Blenheim Street would continue to give local traffic access to the arterial road network and would generally not carry more traffic than it does now.)

	Yes	Neutral	No
All residents	69%	5%	26%
Blenheim residents	94%	2%	4%
Off-Blenheim residents	63%	6%	31%

Question 2: Traffic calming on Blenheim Street

Do you support the Blenheim Street traffic calming measures shown on the attached map? (These measures are designed to calm traffic on Blenheim Street without diverting traffic to nearby streets.)

	Yes	Neutral	No
All residents	66%	4%	30%
Blenheim residents	93%	2%	5%
Off-Blenheim residents	60%	4%	36%

Copies of the survey and supporting information are included in Appendix B. Comments which accompanied the survey answers are tabulated in Appendix E.

The response to the survey reveals a high level of interest and strong support for the changes proposed. Residents of Blenheim Street, who stand to benefit the most, are overwhelmingly in favour of this plan. Perhaps more telling is the 60% support from residents of adjacent local streets who are not expected to benefit directly from changes to Blenheim.

In October 2005, staff received a resident-initiated petition from West 29th Avenue residents opposed to the traffic circle proposed at Blenheim and 29th. Staff have met with the petitioner and have committed to monitor traffic on 29th and to address any problems which may emerge.

Staff are in the process of consulting with Blenheim Street property owners to determine what interest there is in building new curbs and paved parking lanes as part of this project. If interest warrants, staff will report back as part of the Local Improvement process.

ALTERNATIVES/OPTIONS

King Edward and Blenheim Roundabout

Staff are currently investigating an alternative treatment for the intersection at West King Edward Avenue which would address the concerns raised by local residents regarding vehicle speeds adjacent to Lord Kitchener School and traffic safety in the intersection. This option is a modern roundabout. The investigation into this option was prompted by feedback received from the neighbourhood survey. Many people were concerned that the treatment proposed in September 2005 would lead to shortcutting through the neighbourhood to avoid congestion at this major intersection. Staff's assessment of a roundabout option is not yet complete. If Council wishes to pursue this option, staff will report back with recommendations once design, cost estimating and public consultation is complete. Early cost estimates have suggested that this treatment could cost \$500,000 to \$800,000. ICBC has expressed an interest in cost sharing if this roundabout is built.

Figure 4 shows a modern roundabout in North Vancouver of similar size to the one under consideration for Blenheim and King Edward.



Figure 4 - Modern roundabout in North Vancouver

FINANCIAL IMPLICATIONS

Detailed cost estimates for the reconstruction of Blenheim Street have not yet been completed. Additional investigation is required to determine the extent of road reconstruction which will be required. Preliminary estimates indicate that reconstruction of the existing pavement will cost \$2 million and traffic calming another \$2 million.

Preliminary estimates for the Balaclava Bicycle Route indicate that it will cost approximately \$400,000. TransLink is expected to provide 50% funding for this facility.

Funding is available within the 2006-2008 Capital Plan approved by plebiscite.

CONCLUSION

This report recommends that Council approve the re-classification of Blenheim Street as a Neighbourhood Collector. It further recommends that Council approve the reconstruction of aging pavement on Blenheim Street and endorse a traffic calming plan for Blenheim Street as a pilot for the Neighbourhood Collector Program.

This report also recommends that Council establish a new bicycle route on Balaclava Street and Carnarvon Street and connecting streets, from Point Grey Road at English Bay to Celtic Avenue at the Fraser River.

Staff will report back with detailed cost estimates as part of the 2006 Basic Capital Budget.

* * * * *

Blenheim Street Traffic Calming Measures

Narrow Traffic Lanes

For most of its length from West 16th to Marine Drive, Blenheim Street has a narrow strip pavement with gravel parking shoulder and no curbs. The proposed plan will maintain this narrow street, providing two 3.0m wide travel lanes. Blocks with gravel shoulders and no curbs would retain their gravel parking lane. Most blocks which already have curbs would remain at their current width.

The plan includes narrowing the street at most intersections by adding curb bulges. Between 16th and Quesnel, where the street is now 14m wide, a centre median is proposed to further narrow this section of Blenheim.

Medians

Centre “gateway” medians are proposed at major intersections where space allows. These will signal the change in street type from “cross-town” arterial street to “neighbourhood” collector street. Also, where parking needs allow, mid-block medians are proposed to help slow traffic and in some places aid pedestrian crossing.

Corner and Mid-block Bulges

At most intersections with east-west cross streets, the corner bulges will be built on the northwest and southeast corners. This two bulges treatment is the typical treatment at local street intersections with bulges. The bulges provide reduced pedestrian crossing distance and improved pedestrian visibility. From a distance, two bulges create almost the same visual narrowing as four.

Staff had initially considered four bulges at each intersection, but further design revealed that moderate-sized trucks would have to cross the centre-line into oncoming traffic when turning right onto Blenheim. City staff considered this an unacceptable risk.

Traffic Circles

The City’s objectives in rebuilding Blenheim include discouraging speeding and reinforcing Blenheim’s status as a collector street. Traffic circles would do this without diverting existing Blenheim traffic to adjacent residential streets, attracting new traffic to Blenheim or significantly impeding emergency vehicles.

If Blenheim is to operate as a collector street, it should be differentiated from arterial streets such as Dunbar and Macdonald, and from local residential streets like Collingwood and Balaclava. Local residential streets have stop signs every two blocks. Arterial streets in the area typically have signals or four-way stop signs every eight blocks. Creating a street where vehicles need to slow or stop every four blocks is expected to calm traffic on Blenheim without diverting it to local streets. Blenheim currently has signals at 16th, King Edward (25th), 41st and Marine, and a four-way stop at 33rd. Leaving these in place and adding traffic circles at 21st, 29th and 37th would create the four-block interval.

Speed Limit

The speed limit on Blenheim is currently 50 km/h, as it is on most streets in Vancouver. Staff recommend reducing the speed limit to 30 km/h in the two school zones (24th to King Edward and 41st to 43rd). Elsewhere the limit would remain at 50 km/h.

School zones on arterial streets in Vancouver do not normally have reduced speed limits. As a Neighbourhood Collector, lower speed limits adjacent to schools with young children are appropriate.

Sidewalks

Between West 16th Avenue and SW Marine Drive, there are sidewalks on both sides of Blenheim Street, with the exception of the west side of Blenheim between Quesnel Drive and West 20th Avenue. Completing the west side sidewalk on Blenheim is desirable, but presents challenges with respect to the steep terrain.

Speed Humps (not recommended)

Staff's consultation with emergency services revealed that Blenheim is a frequently used emergency response route, particularly by the City's Fire and Rescue Services. Speed humps slow heavy vehicles such as fire trucks much more than they do regular traffic. Maintaining safe response times for emergency services is a priority.

Speed humps are not an appropriate measure for an emergency response route or for the traffic volumes typical of collector streets. Elsewhere in the city, speed humps have been installed only on local residential streets. Speed humps and similar vertical deflections such as raised crosswalks are not recommended for Blenheim Street.

Fall 2005 Open House Invitation and Survey

In September 2005, a survey and invitation to a public open house was distributed to Blenheim Street area residents seeking their opinion on the reclassification of Blenheim Street and the proposed traffic calming plan. Over 2800 surveys were delivered to residents of the neighbourhood bounded by Dunbar Street, West 16th Avenue, Quesnel Drive, Mackenzie Street and SW Marine Drive. City staff received roughly 1000 responses. Copies of the invitation letter, survey and supporting information appear on the following pages. Responses to the two questions are summarised below.

Q1: Reclassification of Blenheim Street from W 16th Avenue to SW Marine Drive

Do you support the reclassification of Blenheim Street from a secondary arterial to a neighbourhood collector street? (This would mean Blenheim Street would continue to give local traffic access to the arterial road network and would generally not carry more traffic than it does now.)

	Yes	Neutral	No
All residents	69%	5%	26%
Blenheim residents	94%	2%	4%
Off-Blenheim residents	63%	6%	31%

Q2: Traffic calming on Blenheim Street

Do you support the Blenheim Street traffic calming measures shown on the attached map? (These measures are designed to calm traffic on Blenheim Street without diverting traffic to nearby streets.)

	Yes	Neutral	No
All residents	66%	4%	30%
Blenheim residents	93%	2%	5%
Off-Blenheim residents	60%	4%	36%

Comments which accompanied the survey answers are tabulated in Appendix E.



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

September 9, 2005

Dear Resident/Property Owner:

RE: Blenheim Street Improvements

The City has designated Blenheim Street between 16th Avenue and Marine Drive as the pilot for a city-wide Neighbourhood Collector Initiative. This involves reclassifying the street from a secondary arterial to a neighbourhood collector, as well implementing changes to the street to increase safety, calm traffic, and improve liveability. Blenheim Street would be re-paved as part of this work.

The attached survey and information asks you whether you support the reclassification of Blenheim Street from a secondary arterial to a neighbourhood collector, and also asks you whether you support the non-diversionary traffic calming measures that are proposed for Blenheim Street. The cost of these measures will be coming from Capital Plan funding, and will not be an increased burden on your property taxes.

Please return the survey in the enclosed postage paid envelope by **October 12, 2005** or at the Open House on September 28, 2005.

You can find out more about these proposed changes by visiting our web site at <http://vancouver.ca/blenheimstreet> or by attending the City information Open House:

Date: Wednesday September 28, 2005
Time: 4:00 to 8:00 pm
Place: Dunbar Community Centre, Main Foyer (4747 Dunbar Street)
Refreshments will be served.

If you have any questions, please contact David Rawsthorne at 604.873.7343 (david.rawsthorne@vancouver.ca) or Jim Hall at 604.873.7130 (jim.hall@vancouver.ca).

Yours truly,

David Rawsthorne, P.Eng.
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Fax: 604.871.6192

Jim Hall, P.Eng.
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Fax: 604.871.6192

SURVEY

Blenheim Street Improvements

Name _____

Address and Postal Code _____

Telephone Number and/or Email _____

Please return one survey per household. Individual responses are strictly confidential.
To validate this survey, please provide your name, address, postal code and telephone number. Please complete and return this survey in the enclosed postage paid return envelope or at the Open House on September 28th. In order to be counted, your response must be returned to Vancouver City Hall by **Wednesday October 12, 2005**. If you have any questions, please contact David Rawsthorne at 604.873.7343 (david.rawsthorne@vancouver.ca) or Jim Hall at 604.873.7130 (jim.hall@vancouver.ca). Thank you for your time.

Q1. Reclassification of Blenheim Street from W 16th Avenue to SW Marine Drive

Do you support the reclassification of Blenheim Street from a secondary arterial to a neighbourhood collector street? (This would mean Blenheim Street would continue to give local traffic access to the arterial road network and would generally not carry more traffic than it does now.)

YES NEUTRAL NO

Comments:

Q2. Traffic Calming on Blenheim Street

Do you support the Blenheim Street traffic calming measures shown on the attached map? (These measures are designed to calm traffic on Blenheim Street without diverting traffic to nearby streets.) (Please see back side of page for a detailed list.)

YES NEUTRAL NO


Comments:

Would you like to be notified when these items go before City Council? Yes No

Proposed Traffic Calming Improvements for Blenheim Street

- 16th Avenue - install gateway median
- Puget Drive - simplify intersection and install centre median
- Quesnel Drive - simplify intersections and install pedestrian crossing
- 20th Avenue - install traffic circle
- 21st Avenue - install corner bulges
- 21st - 22nd Avenue - install mid-block median (remove parking on east side of Blenheim St.)
- 22nd Avenue - install corner bulges
- 23rd Avenue - install corner bulges
- 24th Avenue - improve pedestrian crossing and install corner bulges
- King Edward Avenue - install gateway medians and modify intersection
- 26th Avenue - install corner bulges
- 26th - 27th Avenue - install mid-block median (remove parking on west side of Blenheim St.)
- 27th Avenue - install corner bulges
- 28th Avenue - install corner bulges
- 29th Avenue - install traffic circle
- 30th Avenue - install corner bulges
- 31st Avenue - improve pedestrian crossing and install corner bulges
- 32nd Avenue - install corner bulges
- 33rd Avenue - install gateway medians
- 34th Avenue - install corner bulges
- 35th Avenue - install corner bulges
- 35th - 36th Avenue - install mid-block median (remove parking on west side of Blenheim St.)
- 36th Avenue - install corner bulges
- 37th Avenue - install traffic circle
- 38th Avenue - install corner bulges
- Mayfair Street - install bulges
- 39th Avenue - install centre median at pedestrian crossing
- 40th Avenue - install corner bulges
- 40th - 41st Avenue - install mid-block bulge
- 41st Avenue - install gateway medians
- 42nd Avenue - install bulges
- 43rd Avenue - install corner bulge
- 44th Avenue - install bulges
- 44th Avenue - SW Marine Drive - install mid-block bulges
- Marine Drive - install gateway median

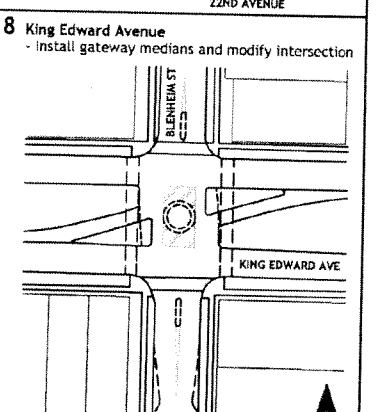
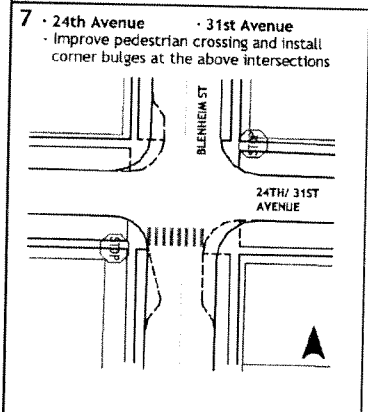
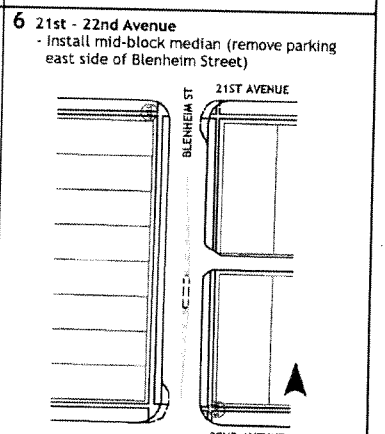
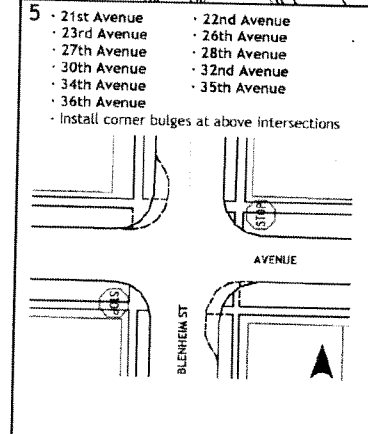
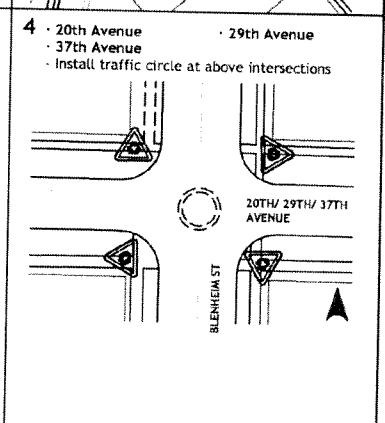
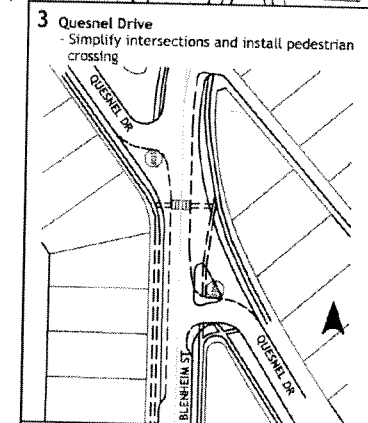
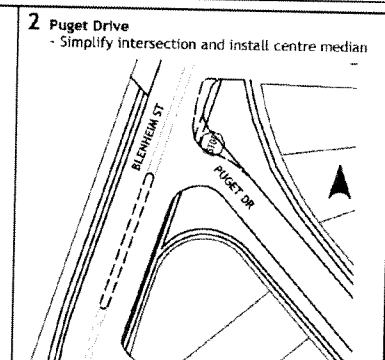
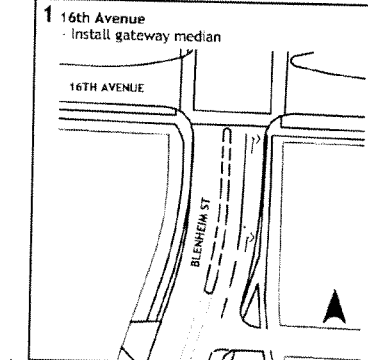
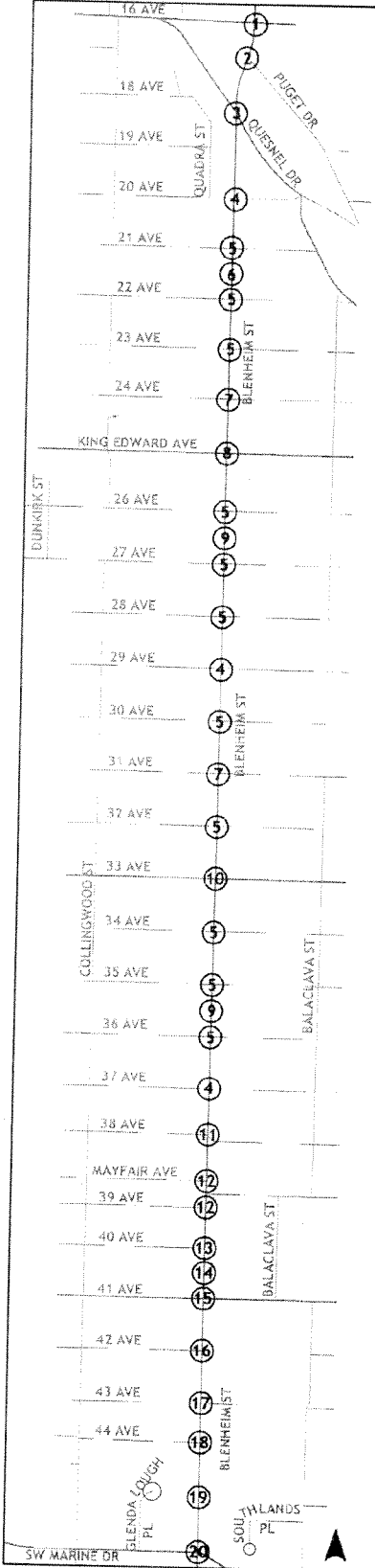
The attached context map shows details of the proposed improvements. To view the designs in colour, please visit our website at <http://vancouver.ca/blenheimstreet> or come to the Open House on September 28th.

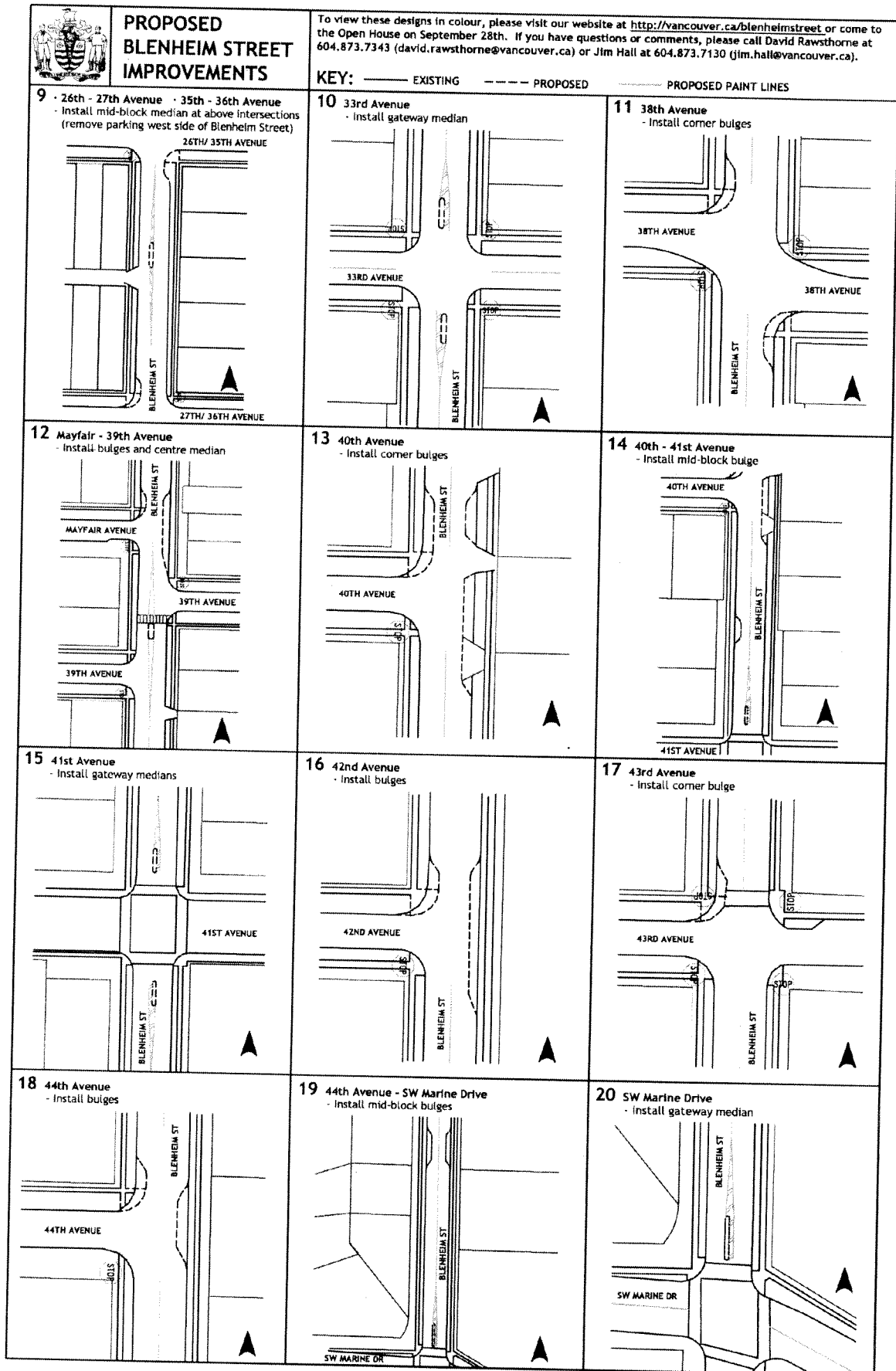


PROPOSED BLENHEIM STREET IMPROVEMENTS

To view these designs in colour, please visit our website at <http://vancouver.ca/blenheimstreet> or come to the Open House on September 28th. If you have questions or comments, please call David Rawsthorne at 604.873.7343 (david.rawsthorne@vancouver.ca) or Jim Hall at 604.873.7130 (jim.hall@vancouver.ca).

KEY: ——— EXISTING - - - - PROPOSED ——— PROPOSED PAINT LINES





Changes to Fall 2005 Plan

In response to feedback from local residents, changes have been made to the plan presented in September 2005. The list below summarizes those changes.

2. The traffic circle originally proposed for the West 20th Avenue intersection has been moved to West 21st Avenue. The original location is at the crest of a hill and presented visibility issues.
3. The mid-block median between 21st and 22nd Avenues has been eliminated due to the re-location of the traffic circle.
4. The circular device in the West King Edward intersection has been eliminated. Many nearby residents were concerned that this would lead to congestion and delays and result in traffic short-cutting on adjacent local streets. Staff are investigating the viability of a modern roundabout at this location.
5. The gateway medians at West 41st Avenue have been eliminated. If installed, they would have restricted some right-turn movements onto and off of Blenheim and possibly resulted in diversion of traffic to adjacent local streets. This was a concern for many nearby residents.
6. In light of the removal of the medians at 41st, an additional mid-block bulge is proposed between 40th and 41st to emphasise to collector status of Blenheim.
7. The long intersection bulge proposed for the east side of the 42nd intersection has been eliminated. Public consultation revealed that the northbound curb lane adjacent to Crofton House School acts as an access lane for student drop-off. A bulge at this location would create unwarranted congestion.
8. The mid-block median between 26th and 27th Avenues is still subject to confirmation of the parking needs of adjacent residents

Frequently Asked Questions

The information below appears on the City's Blenheim Street web page, www.vancouver.ca/blenheimstreet. A version of this list of questions was provided to many people inquiring about Blenheim Street.

Why is the City planning to reconstruct Blenheim Street?

The existing pavement conditions on Blenheim, between 16th Avenue and Marine Drive, are very poor in many blocks. Our traditional approach would be to simply repave the street. However, we have heard from many residents that they are concerned that a repaved street would result in high speeds and more traffic. Also, Blenheim has been identified as one of a number of arterial streets which could be re-classified as a collector and could receive some degree of traffic calming.

City staff have been working for some time with a group of Blenheim residents to develop a plan for Blenheim which will improve pavement conditions without leading to higher traffic volumes or speeds, and which will not divert traffic to nearby local residential streets.

Will Blenheim be widened?

No. We are proposing that pavements widths remain as they are today, or narrower. For blocks with gravel shoulders and no curbs, this would mean a 6.0 m (20 ft) wide strip pavement. These blocks would retain their gravel parking lane. Most blocks which already have curbs would remain at their current width. There will be only one travel lane in each direction.

Our plan includes narrowing the street at most intersections by adding curb bulges. Between 16th and Quesnel we have proposed a centre median to further narrow this section of Blenheim.

Why only two bulges at each intersection? Why not four (i.e. one at each corner)?

We initially considered four bulges at each intersection, but when we did more detailed design and checked vehicle turning behaviour we found that moderate-sized trucks (furniture delivery, bottled water, etc.) would have to cross the centre-line into oncoming traffic when turning right onto Blenheim. City staff felt this was an unacceptable risk.

The two bulges treatment is our normal approach at local street intersections. The bulges provide reduced pedestrian crossing distance and improved pedestrian visibility. From a distance, two bulges create almost the same visual narrowing as four.

Why add traffic circles to Blenheim?

The City's objectives in rebuilding Blenheim include discouraging speeding and reinforcing Blenheim's status as a collector street. Traffic circles would do this without diverting existing Blenheim traffic to adjacent residential streets, attracting new traffic to Blenheim or impeding emergency vehicles.

Why three traffic circles, and why at 20th, 29th and 37th?

Blenheim is to become a collector street. We want to differentiate it from arterial streets such as Dunbar and Macdonald, and from local residential streets like Collingwood and Balaclava. Local residential streets have stop signs every two blocks. Arterial streets in the area typically have signals or four-way stop signs every eight blocks. We want to calm traffic on Blenheim without diverting it to local streets. Asking drivers to slow or stop every four blocks on Blenheim seemed like a reasonable way to do that.

Blenheim currently has signals at 16th , King Edward (25th), 41st and Marine, and a four-way stop at 33rd. Leaving these in place and adding traffic circles at 20th , 29th and 37th would create the four-block interval we are looking for.

Is the City proposing any new traffic signals?

No.

What is a Collector street?

According to the City's 1997 Transportation Plan:

Collector - a street that collects traffic from local streets to access arterial streets

Local Street - a street which is primarily residential and is used primarily by residents of a neighbourhood

Arterial - a street that generally has two or more moving lanes, has traffic signals, may be a designated truck route and bus route, and is intended to serve through traffic

What is Blenheim's current street classification?

It is a secondary arterial street, meaning that as an arterial it has relatively low traffic volume. Dunbar is a primary arterial street. Blenheim is neither a truck route nor a bus route.

Why change the street classification of Blenheim?

The City's 1997 transportation Plan identified a number of secondary arterial streets with "relatively low volume" and which "pass through predominantly residential areas" which could be reclassified as collectors. Blenheim is one of those streets. Blenheim functions as a collector and its classification should reflect that function.

Why aren't you recommending speed humps?

Our consultation with emergency services revealed that Blenheim is a frequently used emergency response route, particularly by the City's Fire and Rescue Services. Speed humps slow heavy vehicles such as fire trucks much more than they do regular traffic. Maintaining safe response times for emergency services is one of our priorities.

Speed humps are not an appropriate measure for an emergency response route or for the traffic volumes typical of collector streets. We have only installed speed humps on local residential streets.

Will the speed limit on Blenheim change?

The speed limit on Blenheim is currently 50 km/h, as it is on most streets in Vancouver. We are recommending reducing the speed limit to 30 km/h in the two school zones (24th to King Edward and 41st to 43rd). Elsewhere the limit would remain at 50 km/h.

What about bikes? Why aren't you recommending bike lanes?

Improving Blenheim for cyclists was one of our priorities. So was preserving the mature boulevard trees which add so much to the neighbourhood. Adding bike lanes was not possible without removing trees or stripping parking.

As an alternative to bike lanes on Blenheim, City staff have developed a plan for a new bike route on Balaclava and Carnarvon Streets. This route will run from the Fraser River at Celtic Avenue to English Bay at Point Grey Road.

Survey Comments

Q1: Reclassification of Blenheim Street from W 16th Avenue to SW Marine Drive

Do you support the reclassification of Blenheim Street from a secondary arterial to a neighbourhood collector street? (This would mean Blenheim Street would continue to give local traffic access to the arterial road network and would generally not carry more traffic than it does now.)

The following comments were made by respondents who answered YES to Question 1.

The road is in terrible condition. Something has to be done - and soon.

Finally!

I feel you have also to do the same on Quesnel as people will increase traffic there! I double park on both streets and the traffic on Quesnel has increased so much you can't enjoy your back yard for the noise and speeding cars.

Less traffic is better...too much already. This will make the street quite beautiful.

Long overdue

I do not think anything will really stop the speeding on our street?

This is an important and long overdue package of improvements. It would be helpful to clarify in the remaining process that re-designating Blenheim to a collector is already council policy according to the city transportation plan. It is not a notion or just an idea. Not proceeding would effectively be a change in council priorities.

Strong yes! Traffic levels and speeds have increased dramatically especially over the last 5 years.

Support strongly

If nothing changes on Blenheim as a result of re-classification why are you re-classifying the street?

Considering that these are only homes on Blenheim and no businesses I believe it should be reclassified as a neighbourhood collector street.

Let's use this as a street for local people not a highway for UBC or non-Vancouver, non-transit users.

Let's hope this will encourage people to use the main streets of Dunbar and McKenzie.

Most important is to keep the street as it is now. No widening or loss of trees. This is a beautiful street with heritage trees and it should remain that way. Thank you.

Strongly against bus route on Blenheim

Reduce trucks use of Blenheim

I hope this cuts down the traffic volume but am sure will deter speeders.

This is used by a lot of primary school children and I would like to see it made 100 percent safe for 1 hour.

About time

Blenheim Street is well suited for collecting neighbourhood traffic. Reclassifying

Blenheim Street and installing traffic calming will help make our neighbourhood safer and more livable.

I'm not sure how this alters the present flow. It is a 2-lane street, residential for it's full length - except for two schools and access to another. All houses face front. Nothing currently impedes flow from neighbouring avenues. Crofton House traffic backs up 1 - 2 blocks at pick-up and delivery time at 33rd and Blenheim.

Traffic on Blenheim should be carried between itself and busier streets such as 16th, King Edward & 41st. It was never designed to take traffic from Broadway to S. Marine.

I don't like gateway median on 33rd. Are they traffic calming??

Great! Let's get on with it!

This is a neighbourhood which demands a reduction in the amount of cars and reduced speeds.

With the ambitious growth at UBC, and all the cars driving to and from the university we welcome these safety measures. Blenheim street will be a much better street for pedestrians, drivers and residents.

Absolutely! Blenheim neighbourhood area is primarily families with young children and school age children who walk to/from school or ride their bikes in the neighbourhood. I'd like to see a decrease of commercial vehicles usage of Blenheim as a through road.

As long as there is no increase in traffic volume - and no truck or heavy vehicle route.

Install 4-way stops at W23rd, @27th, W30th, W35th.

We do not need more traffic on Blenheim - already too much as it is.

We have an enormous parking problem when Crofton/Kerr elementary schools are in session. Plus truck using our section of street should be prohibited.

We need flashing traffic lights at the corner of Blenheim St and West 43rd Ave. which is my corner for Kerrisdale Annex and Crofton House school. There is no traffic across Blenheim on 43rd Ave after 4 PM. Other schools in Vancouver have flashing traffic lights at their intersections. We also should have curbing on Blenheim. Cars parking near the schools wreck our boulevard and stir up dirt which get tracked into houses.

At King Edward and Blenheim Street I don't understand what the striped rectangle is at the dotted roundabout.

Blenheim street is now attracting cars from out of the neighbourhood. To UBC, thoroughfare to the airport and general to connect the west side south areas to SW Marine Drive. More changes are required to reduce or stop through traffic.

Long overdue!

Any plan for Blenheim St. would be better than the existing one, so the sooner you start the better.

This seems to go hand in hand with repaving which has reached an urgent need. The road is so broken/ pot-holed it is hazardous (distracting) and damages cars (suspensions deteriorate beyond normal wear and tear.

Must be repaved to an acceptable standard from 16th to 41st present condition falls inline with a third world country.

About time this was done

This is a long overdue action fro the transportation plan.

We are planning of starting a family. Knowing that Blenheim will have slower traffic

will make our Childs walk to the elementary school safer.

I support this long overdue project

Reclassifying Blenheim would redirect traffic onto Dunbar, McKenzie which are already dealing with heavy volume. The neighbourhood needs Blenheim as a north/south route.

To prevent huge trucks to drive passing on 20th Avenue. To reduce speed for the drivers due to safety issue.

I've driven Blenheim for 20 plus years and believe it is a dangerous drive - residents' efforts to slow traffic by lack of maintenance is appalling. These changes should cover all concerns. Except people who lose street parking will object.

Thank you for hosting the info evening at Dunbar Community Centre. We remain concerned about the intersection at 25th and Blenheim. Left turns off Blenheim are tricky at present and we wonder how the circle will work. Concern for the school traffic is a priority.

I think bulges are dangerous. Please note that there is very poor visibility when going east on 20th, making a left turn onto Blenheim from 20th Avenue. That boulevard prevents anyone in a car from seeing what's coming up the hill (North-west barrier). This has been a problem for a long time and is an accident waiting to happen.

Don't create too many obstacles on Blenheim St. because it has already stop signs on alternate avenue to slow down the traffic.

Excellent idea, you have my support.

This is an excellent plan to make traffic more manageable to the community.

Paving will increase speed #6 should be west side of 24th and 25th.

Continue the current ban on the use of Blenheim St. by gravel trucks and similar heavy equipment.

More than anything the road condition (paving) needs to be upgraded. It's condition is terrible.

The most important thing is to repave the street because the

Presently Blenheim Street is very bumpy - road needs resurfacing. Hard on cars and passengers.

Most drivers (including myself) travel on Blenheim in an unsafe manner because we spend more time looking for potholes and narrow driving surfaces (poorly repaired) than observing pedestrians, pets, and cross traffic - generally under poorly lit conditions.

I see no provision for a bicycle lane. This seems to be an oversight in an era of global warming!

On the condition that all of the illustrated traffic calming measures are implemented.

Good ideas

This is long overdue and I fully support this.

Trees should be retained keeping road single lane will ensure street is kept quiet.

It's about time!

There is a need to manage the excessive speed of some cars on this street and use of the road as a major thoroughfare. The street was not designed for such use and it impacts local resident's safety and livability.

OK, as long as this doesn't require the modifications proposed. I don't support a

Blenheim slalom course.

My only question - where do you propose additional cars would go? Dunbar?

Long overdue! Blenheim St. is a badly maintained street and is unsafe to drive on!!

This will always be a busy street as it is a feeder to the local schools. Rather see a few traffic circles than bulges.

As long as you don't make Balaclava or Carnarvon a secondary arterial.

It is encouraging that the city planners are listening to the neighbourhoods' concerns and ideas; it is to be hoped that this consultative process will continue.

Don't think you can control traffic volume as long as it provides local traffic access to the arterial road network

Finally.

I agree with reclassification off Blenheim St.

Strongly support

UBC traffic will continue to be an issue because of the continued increase in housing / commuting to and from there daily.

Great improvement!

Please do it before one of our (neighbourhood) children are killed by a speeding idiot. I support totally blocking it off to motorized vehicles. I think Dunbar St. should be calmed as well.

It is of paramount importance to us that 27th Avenue does not get busier than today due to the change

This is an excellent proposal for Blenheim Street and local residents. I fully support this reclassification and redesign.

Please carry out improvements as soon as possible. Blenheim street is in severe need of repairs and is very "bumpy" to drive on.

Excellent idea

Definition of an arterial road?

I am strongly in favour because I live on the corner of ____ and Blenheim and have observed accidents involving motor vehicles, bicyclists and 105? Near misses. Blenheim should save the local neighbourhood but should not be a commuter route to and from marine Drive to Broadway.

Brilliant idea!

We strongly support this measure. If we would like Vancouver to embrace sustainable planning initiatives. We should institute measures which discourage rather than encourage car traffic, and make neighbourhoods safer for pedestrian bike traffic.

Good idea

Bulges are dangerous for bicycles - add more roundabouts instead!! Some of the changes, such as the right turn lane on Blenheim @ 16th and the numerous corner bulges are not bicycle friendly. Blenheim is the only useful N - S street in the area for bike commuters. Why not add bike lanes instead of bulges? I am often forced onto the shoulder, south bound on the evening commute.

I am especially happy to see "no parking" areas designed for parts of Blenheim. Parking on one side of the street only should also be implemented on 27th and 28th in the 3500 block and the 3400 - 3300 blocks.

I am concerned about where traffic will go. I will continue to use Blenheim as there is no other north-south route through this part of the city. Dunbar is already

overloaded and Mackenzie is also a neighbourhood street and I do not want to see traffic increased there.

This is great!

Blenheim Street seems to be deteriorating over the years, there are many potholes and cracks all over the road. It is getting a bit unsafe. Is it possible for the city to repave the surface. Many of my neighbours feel the same way. Thanks!

We believe that the proposed changes while well intentioned will definitely divert traffic to nearby streets. We who live on Mackenzie Street already have to put up with ever increasing speeding traffic. Noisy buses release their ear-piercing air pressure constantly with some bus engines having a high pitched whine as well.

Providing Blenheim would not carry more traffic than it already experiences.

The local traffic can use Dunbar street and MacDonald streets which are only several hundred meters away from Blenheim street. Two schools and one big playground are along the Blenheim Street. Changing Blenheim street would provide more safety to kids and local residents without any impacts on the local traffic.

Absolutely - we've been wanting this since we moved into the neighbourhood almost 10 years ago - too many children too many spending cars - we really need this to change!

Blenheim Street is incredibly busy and sometimes downright dangerous in terms of the congestion and speed of vehicles.

I am unclear as to what "reclassification" means. Your description suggests - no change - so why reclassify? I would not want to see Blenheim become another Dunbar, but as a north/south route it is necessary. I believe it should remain the same.

Hopefully this will not divert traffic along Carnarvon - as there are a lot of drivers who race down (there ideally should be a stop sign at 31 and Carnarvon)

This new classification should extend from w. 16th to Broadway

Blenheim street is in very poor condition. Please move with this project ASAP.

I like the fact that it would slow traffic down and the trees would be protected. Major concerns - King Edward intersection - large numbers of people turn left (both east and west onto King Edward) - I feel this will be problem with the proposed plan.

We support the reclassification

Any plans to re-classify or re-work our community road networks to be safer and more inclusive (for pedestrians, cyclists, etc.) are progressive and welcome! Directional arrows at "round-about" are necessary for clarity for many drivers. Thanks.

Blenheim has long needed upgrading and re-paving! The calming measures are acceptable but do you need to put curb bulges at every corner?? How about every other? 2) I was concerned that the bulges would not let 2 cars pass each other but your well-organized open house alleviated my fears. Good luck with your proposal!

Key for me is that it not carry more than it does now - preference is that cars find the route to be more challenge and go onto Dunbar.

Should be a very high priority. We observe near - fatal accidents at that intersection on a regular basis - often involving pedestrians (young children). Curb bulges should be installed. Please do something before someone gets killed!

I am only concerned about possible increased traffic on 33rd Avenue as a result of this reclassification, as traffic can be heavy at times on 33rd already.

Under no circumstances must traffic be increased on 33rd between Blenheim and Mackenzie which is already very busy, fast traffic and noisy and getting more so!!

I would be supportive of the same changes to 33rd Avenue between Arbutus and Dunbar. When might this happen?

I question "traffic circles" as shown as intersections not large enough to handle small trucks etc. In such confined areas - I would consider them hazards.

I would like to see the street to be paved properly.

Please fix it up!

Blenheim is the only street west of Granville that can go straight from Marine to Broadway. Once repaved it will naturally attract more traffic. So adding calming measures is absolutely necessary to retain current level of traffic.

But as long as the access to SW Marine Drive will be easy Blenheim will be a Richmond-Kits highway. Why? Dunbar is just 2 blks away! People use Blenheim as a N-S highway to get from Broadway. From - to SW Marine Drive and then get out of town. I think the street should have parts of it that are one-way. Dunbar Mackenzie Alma etc. are not far and are much under than Blenheim. People from outside the neighbourhood do not belong on Blenheim street.

Believe the residence of Blenheim Street should receive particular attention in this matter. I.e. Their vote should carry more weight than residence of side streets, as they will be impacted the most by this division.

As long as traffic does not increase substantially, it is already over burdened at rush hour with school and UBC traffic.

Sounds beautiful and safe! However, even if all this does not get passed - could we please repave Blenheim St. anyway! (The BNG shouldn't have the power to punish the rest of us who live in the neighbourhood and are sick of the pot holes!

I agree with measures that help to control speed in our neighbourhoods.

As a person who was brought home to the 3700 block Blenheim in 1934 and who moved to the above address in 1962, I support any idea to make the street safer - potholes and all!!

Not sure the bulges will make the road safer.

The sooner the better

There are not enough truly "traffic calming measures" proposed to have a significant impact on calming traffic, making the street safer for pedestrians and making our community more livable. More circles are needed at strategic locations, raised cross walks at 24th and Blenheim (Kitchener School) and 39th and Blenheim (Kerrisdale School) and bulges at all four corners of every block would result in a safer street for both pedestrians and car users. The survey should have been designed to make it clearer as to what the traffic calming measures were to achieve and exactly how they would function. At the open house many individuals misinterpreted the traffic calming measures. Others felt that if they disagreed with some of the traffic calming measures they had to vote against traffic calming whereas they could vote yes and state what they were opposed to or what they would like to see added. Although it is stated in the letter that the traffic calming measures are non diversionary, to look at the pictorials many thought the bulges and medians would narrow the traffic lanes whereas this is not the case. Some would have supported the plan had the circle at 37th been replaced by a four way stop. When it was explained that the emergency vehicles supported circles but not four way stops they supported the circles. Those who were not at the open hours would not have had

this information. Many individuals thought that if you were opposed to one more traffic calming measure you would have to vote no to the traffic calming measures on Blenheim when this is not the case. The proposed circle at 25th and Blenheim does not show the stop lights on the pictorials. Many at the open house interpreted this as meaning the circle was to replace the lights and thought the circle would create traffic chaos. Others thought the left turn lanes would remain when the circle was installed. The legend at the top of the pictorials states otherwise but many did not interpret it that way. It would be difficult for individuals to make an informed decision if they were not involved in the process or did not have someone to explain exactly how the traffic calming worked and why the measures were supported.

I understand reclassification means the streets will not be widened to take more traffic and the present trees will be maintained.

The corner bulges should have a light to notify drivers of its presence to prevent accidents. This is important and have seen accidents especially in dark, rainy nights.

However, you do not define a traffic volume for neighbourhood collector. There is no choice on this question - what is the alternative.

About time ! Thanks

Provided this does not lead to curbing Blenheim at the expense of the homeowners on Blenheim

How about the fire engines. What avenue will they use?

Main concern is that no additional traffic is diverted to 37th Avenue

Fantastic!

It isn't even safe for people to use the crosswalk at 40th - drivers fly by kids in the crosswalk without even braking. It's ridiculous.

Traffic along Blenheim St. in the vicinity of 37th Avenue is currently often over speed limit and dangerous to pedestrians attempting to cross Blenheim even at the crosswalk at 37th Ave. Speeds need to be actively reduced and volumes of traffic need to be controlled.

Your pictures inaccurately display curbs already from 25th to 41st. I would like curbs and drainage included in the street resurgence as part of this plan. Also, the curbs should be as close as possible to the trees to allow for street parking.

What about Collingswood.

A good improvement on Blenheim as notice how fast cars race down it to Marine Drive.

This plan looks good to us.

Long past due

Irrespective of any changes/improvements which are long overdue - even of greater urgency!! And importance is the maintenance enforcement of our traffic laws which...

Blenheim needs to remain as a 2nd arterial because it helps traffic congestion experienced at major street such as Dunbar and 41st. Potential improvements are needed at higher traffic intersections but not along the entire length of Blenheim. Re-paving should be mandatory regardless. It's the street condition vs. traffic frequently that is the problem.

Not carry more traffic

Looks good to me. I hope some residents would plant up the bulges - it - I think

makes people slow down to look at the little gardens and repeat the neighbourhood.

If the improvements do not go ahead we will move!! This is an old neighbourhood which is already underseige because the Crofton House traffic and noise from the airport save our neighbourhood!!

We have lived here for the past 12 years and are raising two children who are now 13 and 14. We strongly support this decision which will help preserve our neighbourhood in a community is becoming over crowded.

Re-pavement is an important as reclassification and traffic calming

The following comments where made by respondents who answered **Neutral** to Question 1.

I can not believe this won't be diversionary. I use Blenheim to get to Airport, Ferry, New West, USA, SW Marine Drive and Kerrisdale shopping. I expect I will have to use Dunbar, which is very slow due to stop and go shopping.

I am concerned about the proposed traffic circle at 20th Avenue. Which is basically at the top of a hill. It may prove to be more of a hazard than an improvement.

I don't know what this means.

Dunbar and Mackenzie/Macdonald are very busy already - especially at rush hours! Does Blenheim wish to be exempt from all of the surrounding areas problems?

Never mind Blenheim. We have lived on 27th since 1956. We need traffic calming. Traffic speeds up and down 27th night and day, rain, shine or snow up to 50 mph. We tried for a traffic circle at Collingwood ten years ago. Two blocks householder approval required.

Blenheim needs a curb more than anything so parked cars are even along the street.

This is an unfair question: What are the options? What does ??? "no" mean? You explain (somewhat) yes

I am concerned that Collingwood would become busier.

The pavement of Blenheim St. should be improved

Don't really understand what the differences are? See attached. CORNER BULGES: the benefits deemed to be derived from bulges are at times offset by negative restrictions. As an example, I was recently behind a bus traveling south of Richards Street, which bus was making a right turn onto Davie Street (I believe it was Davie). In order to make the turn the bus had to straddle two lanes of traffic and also while making the turn the rear wheels ran over a significant portion of the bulge, obviously encroaching onto pedestrian territory. Is this deemed to be a safe situation? Buses do not travel on Blenheim Street, but there are times when large vehicles (i.e. garbage trucks, moving vans etc) may need to maneuver the corner with the proposed bulges. TRAFFIC CIRCLES: As stated, traffic circles seem to be "true calming measures". I am not sure however, that the majority of drivers fully understand the procedures to be followed at traffic circles, i.e. who has the right-of-way? Unfortunately, to date I have not seen any directive issued by the City on how to proceed through a traffic circle. My concern is that drivers look upon Blenheim as a through street and therefore will be inclined to ignore the right-of-way procedures of traffic circles and as such the access rights of those entering from a side street will be compromised. As an example, when, during rush hour, there are eight to 10 vehicles in a row driving down Blenheim Street and they are passing

through a traffic circle, at which time a vehicle arrives at the traffic circle from the side street and has thru right-of-way (however that may be defined) it certainly looks like a scene for fender bending

This is nice for those on Blenheim but will force traffic to Dunbar which is already loaded. Collingwood will take more traffic?

Stop the densification of Vancouver by removing dense politicians

As presented, I don't understand the point in reclassifying the street.

Reclassification is fine as are some calming measures but not those that will impede traffic flow.

I will suggest to install traffic light system on 33rd Avenue between a lot of not local residents missed the 4-way stop sign.

I need more information on implications for other streets. I'm not interested in Dunbar or 33rd increasing flow significantly. Is this just for the benefit of the residents of Blenheim - or east of Blenheim?

Why do a handful of (recent) owners on Blenheim have the ability to remove a long established artery (1932) from Vancouver's congested street grid? They paid discount prices on this artery - live with it

Smoother road surface and curbs. Smoother traffic flow at moderate speed.

1. Important to ensure that traffic is stabilized. 2. Work should not push traffic onto other n/s streets

Nice idea, but. . .

The following comments were made by respondents who answered NO to Question 1.

Leave it alone! We believe changes will not improve safety

I have lived at 31st and Blenheim since May 1978 and have commuted to downtown Vancouver during the entire period from then until now. The only "traffic calming" required is a few more stop signs.

By the changes at SW Marine Drive - residents of Southlands area will be stuck for over three lights trying to get through the light. As the people turning will block the intersection. Residents go around them now with the median this will not be possible.

Blenheim St. has always been designated for arterial use and is used as an arterial. Changing this will deflect traffic to many other neighbourhood streets. Agree with corner bulges to reduce speeds and move pedestrians. We do not agree with Item #9 (median & parking bans 26 - 27th and 35th-36th) - conflicts with calming! Item #12 appears to ban west side parking? Do not agree. Do not agree with traffic circles on Blenheim.

Traffic will spill onto Collingwood and other side streets - the traffic will not go over to Dunbar. The proliferation of lights etc. on Dunbar make it bumper to bumper some days now and its not timed to keep traffic moving smoothly. People both on Blenheim knowing it was a much used daytime street. There is still not much traffic at night and I've lived there since 1971.

I am more interested in improving traffic flow. I think the installation of right and left turn only lanes where applicable would improve flow and thus reduce vehicle air pollution.

We need north-south arterial streets on the west side!

This will only lead to more traffic in other areas leaving no place safe for kids to walk or ride.

It is needed as a secondary arterial.

The powers that be wanted to do this to Dunbar. This seems a real estate issue. Collingwood is widely used for those who drive their children to school - and to miss traffic stops/lights on Dunbar.

I anticipate that reclassification will cause traffic to be diverted to other local streets.

Traffic is already being diverted to neighbouring streets, especially Collingwood. Dunbar St. is also becoming heavily congested as people refuse to use Blenheim due to its deplorable condition.

Just pave it please.

Unless the city is willing to simultaneously invest in traffic calming (diversionary measures on Collingwood. I strongly oppose this plan. We purchased in 2000 on Collingwood on the understanding that Blenheim was the neighbourhood arterial. As Blenheim has deteriorated, traffic has increased substantially on our street, with speeding and attention to stop signs. How does the city intend to address this?

Blenheim has always been designated as an arterial and is essential to the community as Dunbar can not handle all the volume. Moreover property costs that people paid on Blenheim (less) and off Blenheim (more) reflected this thus the change would be very unfair.

The "improvements" will make Dunbar busier and more unsafe. Given the existing traffic on Dunbar, including children using transit, I am concerned that their safety will be compromised. Blenheim is not dangerous in terms of traffic. There has been a recent death on Dunbar. The danger on Blenheim is its surface. Smacks of NIMBYISM. The street has been a major one for along time. Limiting the amount of traffic to what it does now means that traffic will in the future be artificially increased on nearby streets limiting traffic growth on one street only is appropriate.

Leave Blenheim as is.

We strongly oppose change of classification of this street to down grade from arterial. Just pave street as it is finally.

4800 Collingwood St. already has markedly increased traffic which we assume is avoidance of Dunbar St. and also from the local Stong's Market - trucks and cars. Collingwood residents have tried unsuccessfully to install a traffic circle at 32nd Ave. because 32nd residents, who have double block, many rentals and less traffic, did not sign.

No doubt you have the funds to cover this. God knows you don't spend it fixing Collingwood St.

This should improve the arterial route, or carry more traffic if needed. Congestion at intersection at 41st and Blenheim need to deal with - calming measures are irrelevant on this route.

Reclassification would, in my opinion result in more traffic through calmer residential area. Commuters residents would divert away from Blenheim in favour of other major routes, but in doing so increase volume on minor side streets. Blenheim is already established as an important secondary route.

A poor idea serving narrow interests.

Blenheim should be repaved and kept as a secondary arterial. When people bought

homes on this street, they must have realized it was a main thoroughfare for the Westside.

Pushing traffic onto streets (where people bought homes on low traffic streets)

Blenheim St. is my only safe access to W. 10th, the neighbourhood and as an exit to routes farther a field. Blenheim St. has been a major through street, since my use of this area in 1942. 41st and Dunbar have become too congested and impeded to use! The houses on Blenheim St. have been there since before 1942 and people have occupied them knowing full well that this has been an uncongested through street.

Blenheim home owners knew when they bought that property that Blenheim was a busy street. Decreasing traffic will only push more traffic onto side roads and Dunbar.

There is a strong need for a complementary north/south artery in this neighbourhood. Dunbar Avenue cannot take any more burdens.

No need to do anything except re-pave with two lanes each way. The only other thru street is Dunbar which is primarily shopping access.

Waste of tax payer dollars. This has always been a secondary arterial route. I think you should spend the money to repave instead. This road is very poor condition.

It is a secondary arterial street and with increasing traffic everywhere, the street will continue to be used in this manner.

This will push more traffic onto Dunbar which is already over burdened. Also it will increase traffic on the streets between Blenheim and Dunbar resulting in drive safety issues, on the cross streets. I have seen two accidents on side streets due to cross over traffic Blenheim should be paved so its role as secondary arterial street.

Given the traffic (increasing) on Dunbar and the limited full north-south connector, it is wrong to downgrade Blenheim traffic flow role. From a system perspective - and that should be the planning control - Blenheim is needed as a secondary arterial. (It was this when current homeowners purchased!)

Blenheim is a through street - there is no other nearby through street to be traffic pressure off Dunbar. It should be upgraded, repaved and function as a secondary arterial road.

Why would you change such an important N/S already!! Yet again, another silly idea by this anti-car city government. Blenheim is one of the last efficient n/south arteries left in this city! Please leave it alone but for God's sake pave it!

We are taxed to death and most of my neighbours are old age pensioners please stop this spending.

Blenheim has been a through street since WWII. It is a main arterial and should be properly paved and widened. People knew this when they purchased their homes and should not be complaining now.

Blenheim is the obvious street to carry more traffic not less. Increased housing, density and traffic along Dunbar makes that route difficult to use at certain times of the day.

I feel these measures will only increase the traffic on Blenheim Street which is already too busy.

The traffic calming and reclassification undertaken by the city serve only ____

Surely there are more pressing priorities!!! This will drive traffic onto Dunbar Street - already over crowded most times of day and evening. Traffic enraging measures!

Leave Blenheim as is.

In spite of measures suggested, traffic will increase on Dunbar, which is already overcrowded with traffic.

What will you do with the traffic? It will go onto Dunbar Ave. which is choking. You have half a plan - he who organizes wins the game?? Fix Blenheim to be a decent secondary arterial.

Blenheim is a secondary arterial route and should remain so. It is needed to cross town. I like the calming measures but keep the classification. It will be impossible to change it back if it is ever needed in the future.

I want to be able to use Blenheim, as it is, to get to Broadway and SW Marine Drive.

Reclassification will do more than is claimed. It will divert traffic (especially trucks and service vehicles) onto Collingwood Rd. Collingwood which is classified local, is already heavily used by trucks and 'rat runners' Why not pay attention to enforcing existing road classification rather than cause problems for other N-S local roads.

Much like Larch St. between 33rd and 41st we need to keep Blenheim as an arterial route since Dunbar St. is too congested and has too many lights to make it a good N-S route. There is no other alternative besides Blenheim. Blenheim needs to be properly paved and maintained. Most of the residents that live on Blenheim knew that it was a through street when they bought their properties (at a reduced rate because of the traffic) since Blenheim has been a through street for at least 30 years. (perhaps much longer)

I use Blenheim as my north/south access to Marine Drive /41st Ave. / 31st / 25th / 16th Ave / 10th Ave and Broadway. Your proposed reclassification would cause me to considerable inconvenience, loss of time and extra mileage (costs) to find alternate routes

Blenheim Street must remain a secondary arterial as it is the obvious solution to the present and future traffic situation in the Dunbar/Mackenzie Heights areas. Dunbar Street with its increased densification (now and in the future) will not be able to cope with all the North-South traffic. Hence it is obvious that Blenheim Street has to share source of this burden and will have to remain a secondary arterial.

Reclassification of this arterial would delay the response time of the emergency vehicles that use it. Would the city like to face litigation when discovered that the traffic calming measures resulted in the loss of property or life?

I believe the current traffic dumping measures are sufficient. Not fixing the pavement for 20 years and seems to do the trick well. Save the money to spend on other more useful projects.

"Path of least resistance" should be maintained along the length of Blenheim St. We have 4 drivers in this household and no one supports curb bulges or traffic circles - especially at W. 25th and Blenheim. What are you thinking of??!!

Where is the additional traffic going to go if this happens?

Repavement! The street is in such a poor condition for years now, just re-pave it as you have already done in some sections!

This plan is not necessary. I do not want any of my tax dollars spent on this foolish plan. A traffic circle at West 20th (the crest of a hill) is pure folly. Leave Blenheim alone. A few well marked speed bumps near schools might help slow traffic if necessary. Don't waste our precious tax dollars!

This city is already being made more and more impossible to get around in by the increasing number of "traffic calming devices". Hard to believe anyone other than the Blenheim St. residents who knowingly chose to live there would support this.

I believe this is totally unnecessary and I am not impressed with the proposed changes. Surely you could find a better way to spend our tax dollars.

Blenheim Street needs to remain a secondary arterial. All streets in this area will carry more traffic because of the increased density and condos in various parts of the city. The King Edward and Blenheim intersections proposal is ridiculous! Due to the condition of the street cars seldom go above 40 k. Stop signs at 3 - 4 block intervals would slow traffic. The suggestions made in the flyer would not. The yellow notice sponsored by the Blenheim Neighbourhood Group should not have been delivered with the city notice. Such delivery gives a special interest group an elevated status and creates bias.

Dunbar Street is too crowded we need an alternate arterial.

We live three houses from Dunbar and feel Blenheim needs to take some of that traffic. It is unfair that residents near Dunbar have not traffic calming! We need Blenheim as another artery from north to south.

I wonder who dreamed up this bright idea. This is pretty much the only direct route from Broadway/16th to SW Marine Drive. You should be improving traffic flow not slowing it down.

Blenheim St. has high traffic volume and few pedestrians. It is ideally suited as a secondary arterial and should be maintained as such. Dunbar has commercial strip congestion and a difficult crossing of 16th. Blenheim St. is the ideal way to get from Marine Drive to 10th Ave.

Do not want to see traffic try to avoid Blenheim and make the side streets busier. Blenheim should be the major route.

If changes are made to reclassify traffic on Blenheim it will cause traffic to re-route down many side streets that do not offer connection directly between 16th and Marine Drive. In particular on West 24th Ave traffic will increase for those cars who wish to turn left onto W. King Edward which is an arterial street. This does not make any sense whatsoever. Also, Dunbar Street currently has an increase in traffic and this only increases even more with the proposal plans.

This road was a designated thoroughfare under federal access for north to south. The congestions on Dunbar St. makes it necessary to have viable bypass route. The road is so badly maintained at present, that I find it impossible to believe that any vehicles could have been recorded at 80 kph. Must have been someone in a 4-wheel drive, a car couldn't do it.

No provision has been made for the extra traffic - Dunbar would then need more lights and crosswalks. Also, the densification (60 ft. lots split into two by developers) has resulted in more cars - where would they go?

This is no time for unnecessary projects. No doubt the final cost will be twice that estimated and time to complete will be many months later than quoted. Stop wasting overtaxed citizen's hard earned money and pity the pensioners who are being forced out of their homes as taxes leaving costs etc. continue to rise.

All this does is push traffic into congested areas already and will cause bigger or more problems elsewhere.

My wife and myself both consider Blenheim Street to be a most useful and logical north-south alternative to Dunbar street. We wish this situation to continue. We are long-time residents who both drive cars. To convert Blenheim street into an obstacle course, in our view, just absurd.

Traffic on Dunbar and Mackenzie has increased greatly and if Blenheim was

reclassified to neighbourhood St - it would increase volume of these two avenues.

It is one of the few direct routes down to Marine Drive and it should not have any obstacles for emergency vehicles, fire engines etc. Bulges and traffic circles just repave it and leave it and enforce the speed limit.

This would only serve the purpose of forcing traffic off Blenheim to other streets. I believe that Blenheim should be improved to allow a better flow of traffic. This would include a proper road base and repaving.

I would support a reclassification if recommended by city engineering department but not in response to a neighbourhood initiative.

We live on the corner at ___ and Balaclava. The traffic on Balaclava is already very dense. The calming measures on Blenheim will increase the number of cars turning off at King Edward St. on Balaclava instead of Blenheim.

This is a real estate enhancement ploy. Traffic on Balaclava has increased exponentially in the last 5 years as Blenheim has deteriorated. Please repair and maintain Blenheim. We paid more to live on a quiet street. Added in e-mail Dec 13: We are absolutely opposed to reclassifying Blenheim as a neighborhood collector. We live at the corner of ___ and Balaclava. We bought here to avoid traffic, as both streets dead end. This proposal will increase traffic dramatically, particularly if changes are made at the 25th and Blenheim intersection. This proposal is all to do with property values. Blenheim must remain a secondary arterial road as it has been.

The information distributed does not make it clear that this represents a downgrade to a lower classification and is therefore misleading. The neighbourhood needs a number of secondary arterial streets to move traffic. Blenheim should not be downgraded.

I would like Blenheim repaved and that's all.

We don't want Blenheim reclassified, we just want the road repaired with curbs as it has been done between 27th and 28th Ave.

This is and should remain a secondary arterial. I have driven this street for 9 years - twice, four times per week and have never seen any children playing. The Blenheim residents are over reacting.

Concerns regarding increased traffic on other streets, loss of emergency vehicles route, loss of a direct, uncontested secondary artery route. Improvements to Blenheim should include repaving and pedestrian crossings.

This sounds good, but your plans will bottleneck major intersections at school time. We desperately need this artery because Dunbar is a nightmare. Let's make Blenheim traffic flow as it does, or better, with pedestrian safety. I have not seen a side-by-side comparison of the two designations, but I'm guessing that "secondary arterial" focuses more on traffic flow. I want to see turning lanes, lights with turning arrows at 25th & 41st, and NO traffic circles. Do install bulges, pedestrian bulges, etc. Do install speed trap cameras at several intersections, and signage. I already use the alley to bypass King Edward/Blenheim at 9:00 AM. Leave two lanes open to allow turning cars to wait and others to proceed.

Blenheim is a major through-way and the home owners along Blenheim knew this when they bought their homes @ reduced prices which reflect the proximity to a major street. The cars will be less likely to use Blenheim resulting in increased traffic on Collingwood. I do feel there should be a proper crosswalk with pedestrian control lights near Kerrisdale Elementary.

Pedestrian crossing with flashing beacon closer to park at 29th playground. Flashing beacons on crosswalks by Kitchener school. In my opinion traffic circles on a busy street will be hazardous. People do not know how to handle them. Blenheim needs radar at least once a week not all the proposed expense. I lived on Blenheim St. many years - never saw a traffic policeman.

I am afraid they would divert traffic.

Blenheim St. is well positioned where it is located as a secondary arterial between Dunbar St. on the west side and Mackenzie St. on the east side. Vancouver continues to expand therefore population and vehicle traffic will do likewise. Blenheim is a good route to travel south to 41st or 49th Avenue providing one takes the time to do so properly, (i.e. no speeding, etc.)

Traffic on Dunbar St. is increasing with UBC development and general condo growth in the area. Blenheim is needed to offload this traffic.

I am completely opposed to this plan. Blenheim and Mackenzie are the only two streets which I can use to get to my house from either north or south. Both are in abysmal condition. This plan, which allowing for the repaving of Blenheim, would make it virtually impossible to travel on efficiently. That is wrong. Why should a few property owners on Blenheim make things so difficult for the rest of us? Why is the city intent in making it impossible to travel in this city??

Pave Blenheim so as to reduce wear and tear on my vehicle. Slow through traffic with another and way stop at say 37th Ave.

I see no reason as it only pushes the traffic into the residential areas, and feel this would be more dangerous than keeping Blenheim as is with the exception of paving it.

For 30 years we have used Blenheim as an arterial route to 16th Ave and Marine Drive and do not want the inconvenience of long wait times attempting left turns onto Dunbar St. or the typical traffic congestion on Dunbar St. - which will get substantially worse if a re-classification is approved!

Absolutely not! This is a ridiculous proposal. Just pave the street and let traffic flow through our neighbourhood. With increased density at UBC and in Pt. Grey, people need to be able to get to Richmond, they airport, on already established secondary arterials. This pilot project shows a severe lack of forward planning for the future.

Blenheim works very well now. There is not much speeding. Local traffic won't have access especially with the mid-block medians on 26th 27th Ave. and 35 - 36th Avenue. The traffic circle at 20th, 37th, 29th will encourage traffic to go to nearby streets instead.

The problem with making Blenheim St. less vehicle "friendly" is that then the traffic volume will increase on Dunbar St. The fact is, Blenheim is needed as a north-south collector route, and should be designed/required to handle that function.

We would all like quieter streets, not just those on Blenheim. The street is already car-hostile. Any further effort to reduce traffic on Blenheim merely diverts it to Dunbar. The only initiative which I could support would be one to reduce all traffic - everywhere.

I have a number of concerns regarding the proposed changes to Blenheim Street: That this is a group of wealthy individuals who don't want to live on a busy street even though it was already busy when they purchased their properties. That surrounding streets will see an increase in traffic and accidents as people try to

avoid the "traffic calming" measures. That the corner bulges will be dangerous to bicyclists using the street (as some inevitably will need to despite the "Balaclava bike route") That traffic will not be able to maintain the 50 km/hr limit due to the traffic circles. That traffic circles will prove hazardous to motorcyclists and bicyclists since many drivers are not able to navigate around them at a reasonable speed (i.e. the speed limit). That densification is occurring in the neighbourhood with row houses etc. being built, yet no accommodation is being made for the increased traffic associated with increased population density. Dunbar and Mackenzie are not always viable alternatives to Blenheim for people who are trying to get across town. Dunbar is becoming increasingly congested and hazardous with people parallel parking and jaywalking. Personally, I always avoid driving on Dunbar for these reasons, unless it is my specific destination. I feel that the school/seniors' residence argument is invalid since both children and seniors should be expected to obey the law and cross at intersections. Lord Kitchener is especially irrelevant since the majority of the school boundary is on King Edward (a busy 50 km zone) and there is already a traffic light at the intersection. What research supports the fact that "speeding is already a problem despite the poor road condition? Are there substantially more accidents on Blenheim than another, similar streets? Does speeding necessarily translate into an increased accident rate? What efforts have been made by police to catch the speeders - as is done on other streets prone to excessive numbers of speeders? I attended the open house and did not receive satisfactory answers to my questions. I am especially concerned about the traffic circles. I feel that these calming measures will prevent traffic from maintaining the legal speed of 50km/hr and will deter drivers from using Blenheim, thus causing increased traffic on side streets that are ill equipped to deal with it. Even though there are stop signs every 2 blocks on the local residential streets, it is much easier for delinquent drivers to blow through stop signs on "empty" roads than to put up with "traffic calming" measures and slow drivers on Blenheim.

How would traffic proceed?

I would rather to have it paved smoothly. People don't have to go around unwanted street and it's waste of time and fuel.

The Dunbar Community Centre information session was disappointing. _____ had no facts to discuss about timing or budget. He just shrugged his shoulders when told that the curbs shown on the drawings as existing along Blenheim St. did not exist.

a) Traffic along Arbutus and Dunbar already very heavy. Blenheim helps keep that down. B) Why is there any need to change the current traffic on Blenheim which was intended as a through street and property values on Blenheim were always lower than other streets.

I disagree strongly with this, as it simply "dumps" Blenheim problems into the surrounding neighbourhoods. People who live on Blenheim knew the streets classification when buying there. It should not be changed for their benefit.

Changing the classification will probably shift more traffic to Mackenzie Street. Blenheim is a logical route from the water to Marine Drive. I think a traffic light at 33rd Avenue would be helpful.

This is one of the few streets on the West side that can be used as a main arterial street. It would be similar to considering W. 33rd Avenue or SW Marine Drive a collector street! Repaving is long overdue. Reclassification should not be part of the consideration.

Blenheim has been a "main" street for at least the 30 years I have lived here. You

can not change it's classification unless you designate another street from "collector" to "secondary arterial" Please pave it!! We have been waiting along time.

Blenheim is the only street where you can go from SW Marine Drive to 4th Avenue. On the west side we need this kind of access. I thought Blenheim was a military right of way.

Blenheim St. is the most logical choice for a secondary arterial. It is the most direct route from SW Marine to Broadway in the west end. Dunbar St. and Mackenzie don't provide this access. I moved to 29th Ave. because it has little traffic. It would affect the value of my home and one block east of Blenheim there is a park (Balaclava) with 2 playgrounds used by toddlers and young children. This is trouble.

1) Ignores the need for high volume N/S routes in this part of town. 2) No evidence that traffic calming measures are required has been presented. 3) Increasing "livability" of Blenheim in this way will degrade residential quality of adjacent streets and adversely affect a disproportionate number of households.

Would like to see Blenheim paved and properly maintained.

The city greatly needs Blenheim St. to get north and south on the west side of the city. This road services many schools and areas. The proposal seems to make Blenheim very challenging to drive down, this increasing chances of accidents. Please repave! Please put a few speed bumps or traffic circles, but do not make it too difficult to drive, park or ride your bike. No other roads on the west side go so far north or south. You will create frustrated drivers. With so many traffic calming measures, I wonder if people will use other routes. Please make Blenheim easier and slower with much fewer alterations. It seems very challenging to drive down. We need roads for driving safely.

Blenheim should remain a secondary arterial street so as not to channel even more traffic onto Dunbar Street which is already difficult to cross, turn onto, or to turn left off. Blenheim is a necessary N/S through route between SW Marine and 16th. Residents along Blenheim knew it was a through street when they purchased their homes.

For years ordinary road users have been held hostage by the local vocal residents along Blenheim an formerly 33rd Avenue. All the residents deserve decent passable roads. Blenheim has been dangerously unsafe for years as cars straggle back and forth to find a solid surface.

Blenheim is the only street in the area to go from Marine Drive all the way to Broadway. It is an arterial route, even if the home owners don't want it to be. Dunbar is too busy with commercial traffic, and McKenzie doesn't go right through.

Blenheim is a useful arterial. Without it one would need to use Dunbar which is already too.

It is a main road and in poor condition. It should be upgraded properly paved and the gravel removed.

There is heavy traffic on Dunbar. Many drivers use Collingwood to bypass the congestion. Even with stop signs it is still quicker than Dunbar. Reclassifying Blenheim will increase traffic on Dunbar and consequently Collingwood or Balaclava. There is inadequate safeguards preventing traffic from using Collingwood or Balaclava. The measures are excessive and will divert traffic to Dunbar, Collingwood or Balaclava.

Blenheim Street has served as our secondary arterial street for the 60 plus years I have lived here. People who bought houses on the street knew that when they

bought. They should not now be trying to remove the last north/south arterial with few stops.

Proposed changes will ruin Blenheim as a N/S arterial which helps share the load on Dunbar Street, which is steadily increasing. If you reclassify Blenheim how do you propose to handle the ever increasing N/S traffic?? As well as ruining Blenheim for traffic flow these changes will of course divert traffic to neighbouring streets, such as 31st Avenue that we live on. Please include a traffic circle at 31st Ave and Collingwood if you make these changes on Blenheim.

It is a secondary arterial - to reclassify Blenheim would simply create congestion and volume on other neighbourhood streets. There is no other street (except Dunbar) that is a secondary arterial.

Blenheim is the only street for some distance that has a light at SW Marine Drive, making it safe cross Marine Dr., or to go east on Marine from the south. Increased development at UBC (and increased enrolment) means more traffic along 16th, 10th, Broadway and 4th. If Blenheim is unusable for commuting because the traffic moves more slowly more will divert to Dunbar, which is already overloaded due to business and parking. It is already very difficult to turn left (west) onto 10th and 4th as the lights are very short and no advance. Absolutely not.

What is the point of all these centre medians? i.e. 16th south to 17th Ave. (Puget). There would have to be a major upgrade on McKenzie for this idea to even get to 1st base! Secondly, people are not going to drive over to Dunbar, which is already very congested so they can drive north or south. This plan will only divert a lot of traffic onto the side streets 32nd Avenue between Blenheim and McKenzie is already like a drag strip! By the way!!! No one paid for my street upgrade when it required curbs. I did and so did my neighbours. So why the free lunch for Blenheim residence owners?

This benefits the people on Blenheim street, as they get to live on a less busy street however, it inconveniences the rest of us that use it to actually go places, like Broadway or SW Marine. 2) Don't kid yourself: "Traffic calming measures" will cause people to drive elsewhere - to roads that don't have them. Again, an inconvenience for most and benefit for residents of Blenheim. Note that Blenheim owners bought properties that are discounted because they are on a busy street. These changes would appear self-serving.

This will only further to increase traffic on other north/south roads I area, Blenheim is a main road without the commercial traffic I/e Dunbar, W. Boulevard etc. that allows for a better and more transit friendly commute widen it and pave it now!

No, because if it was reclassified as a neighbourhood collective street any further improvements (i.e., planting trees on Blenheim) may affect local property taxes in future).

We do not want this reclassified. The area around the school should be slowed down and Blenheim St. repaved - it is a disgrace to our city. We need curbs limited but not all these improvements?

Just repave right away. My car needs costly realignment. Blenheim is in terrible condition and should have been repaved years ago. You (the city) should pay for my car repairs.

To do so would create a much narrower street and would compromise street and would compromise the safety of cyclists that also share the roadway.

The street should be paved. If traffic needs to flow through it, this should not be impeded by bulges. Very little foot traffic exists on Blenheim compared with

Dunbar St. To increase Dunbar Street traffic to give Blenheim residence more quiet inside their homes is not fair to the community as a whole and unsafe for the large number of pedestrians along Dunbar Street. If Blenheim were a pedestrian hub like Dunbar then I would think about supporting this. Don't let a bunch of residents along Blenheim hold you hostage to paving this street.

Blenheim is a significant north/south corridor, adding to the livability of the surrounding neighbourhood. Downgrading it, while a significant benefit to the residents on that street, will create a significant loss to the rest of the community.

Blenheim must remain an arterial street as it is the only direct through street Broadway to Marine Drive, Dunbar Commercial District will soon be as busy as Kerrisdale and has also has problems at 16th. Homeowners on Blenheim have always knows they live on an arterial road should not be trying to change their status to increased their property value.

There is nothing positive to be gained by doing this. The problem with the street is its surface - not the traffic.

Blenheim is one of the primary arterial (not secondary anymore) for the residents living west from Arbutus street. Blenheim connects between southwest marine and 4th Avenue, and all others like Dunbar, Mackenzie, and McDonald are not. The reason the traffic is becoming heavier is because it is a major road now. You simply can not reverse the trend by setting up more blockades on the street. This will only cause more traffic problems in the future.

To Whom It May Concern: This letter is an attachment for my comments regarding the so-called improvements to Blenheim Street. I can't believe that us, city tax payers are rich enough to support all the proposed traffic bulges and median installations to Blenheim Street. Has it ever occurred to you that bulges in the street create the game "Chicken". Those who have the biggest SUV and press harder on the gas pedal will be the first and the rest will have to 'oblige' at the bulges or traffic circles. Does a SUV get damaged it runs up the bulge or a median? Maybe emergency vehicles and the drivers will have to take another skill driving test to be able to arrive safely to the emergency call. Maybe the arrival time for 911 calls placed in the proposed area will be longer. It takes 3 - 5 minutes for brain damage to occur in a person who isn't breathing or resuscitated. Do we really want this? Wouldn't it be safer and cheaper to just install STOP signs to simply slow the traffic? Now since these cars are at a stop, a pedestrian may have a chance to cross instead of walking 3-4 blocks to arrive at a crosswalk. Even crosswalks do not guarantee a pedestrian an opportunity to cross. It is really up to the driver to slow down. Do we really need medians? Is it easier to clear the leaves or snow when the medians 'stuck in the middle'? Do the Blenheim Street residents really want a road that is treacherous or inaccessible with heavy leaf foliage and snow? Will the city trucks, who stop every summer month to spray the stately trees with Safer soap have enough room to work and maneuver? The city has much to gain if they simply installed 4 way STOP signs at the appropriate blocks. Traffic is slowed and pedestrians are safer. The city may also benefit by having the police to monitor the STOP signs. If people fail to stop, they may issue a ticket and the city will gain money, instead of spending a huge amount of money to a loser proposal. Are the residents trying to slow down traffic in the AM and PM (affluent school moms)? Is this survey targeting the appropriate people? Was this survey handed out to the parents of students at St. Georges School and Crofton House School?

Partial calming may be beneficial but this plan is too extreme. It will divert traffic

to other streets in neighbourhood ????. Increasing traffic along 33rd Even and this is not a good idea.

I have used Dunbar St. Blenheim St. and Mackenzie St. for north/south driving since 1953. I find this statement given above as not credible. I believe you should leave the classification alone, i.e. as is, and deal constructively with the increased traffic on all streets.

Blenheim needs repaving and new sidewalks. How many car crashes has there been on these streets in the last 5 years. How many pedestrians have been struck or killed? The 4 way stop at 33rd and Blenheim seems to work well, Who is going to tend all these bulges? Weeds? Weeds? There is inevitably going to be more traffic year by year. It seems to move at a reasonable pace now. Spend the \$400,000 on more police patrols in rush hours.

Blenheim St. should be a through street with lights at 16, 25, 41 and marine (as it is) and 4-way stops at 33 and 43 (as it is). There should be more police presence to stop speeding (with stiff fines) and Blenheim should be repaved (properly) with curbs so people can park safely.

Don't want to move arterial traffic from Blenheim to (i) other side streets (ii) Dunbar (already very congested). While I have some sympathy for Blenheim residents, Blenheim was a secondary arterial road when they decided to move there. Calming measures should be considered around sensitive areas (i.e. the school at King Edward and Blenheim).

Blenheim is and has been a north south route from 16th Ave to SW Marine

Blenheim has always been an artery route as long as I can remember (back to 1945) and should stay that way. Many people use it including emergency vehicles - to change it, will disrupt the lives of many to please a few who chose to live there. The argument that it passes a school and care home and should be changed does not wash. If so, then 16th should be turned into a park as well, as it passes more schools and the same rest home!!

This is one of the only through streets in the area. If this is going to be reclassified then there must be an alternative offered. The congestion on Dunbar St. are already excessive.

Increase distance to reach Dunbar for north south route. Access to Dunbar going south difficult from East side of side streets.

A poor question because no where in this mailing do you define what "secondary arterial" or "neighbourhood collector streets" actually are. However from what is provided one can assume that the desire is to discourage traffic on Blenheim Street (just as was done on West 37th Ave.) which is a very bad idea. Blenheim has been a north/south through street for decades. It is the only street leading directly to Southlands. It is the major entrance street to Crofton House School which already causes serious congestion twice a day. Other than Dunbar it is the only through street to Marine Drive west of Granville Street.

Keep Blenheim as-is except for re-paving and curbs. No bulges medians or traffic circles. Remove slanted turn lanes at 25th and Blenheim since these encourage unsafe turns.

I live 2 houses from Blenheim - if you make Blenheim more difficult to traverse where all the traffic will go! Dunbar is a scene - Mackenzie does not go through and MacDonald is already busy - don't give in to be people who bought on the street just because they can not sell their house! I live right beside it - it is noisy - we live in a city - please just pave it properly and don't give in. Thanks.

Dunbar St. is now almost impossible. Blenheim was always designed to be an arterial route and is needed as such.

Traffic will divert to neighbouring streets if traffic is slowed down on Blenheim. Blenheim has always been a through street and the people that bought homes there were aware of this when they bought their homes. It is one of the few streets in the area that goes from River - Broadway. Repave!! Install proper crosswalks in areas with schools.

An arterial road is necessary in this area. Dunbar has got too busy and it is difficult to cross. Blenheim has been in a dreadful condition for 49 years to my knowledge - it is overdue for improvement!

This street serves it's function as a "secondary arterial" perfectly now. Regardless of the "likely" increase in speeds after re-surfacing , a re-classification coupled with the proposed features will render the street useless, divert those persons using it as an arterial to Dunbar, which can not support more traffic. No circles. Please fix the signal turning at King Edward. This sequence is completely out-of-whack with the volumes experienced.

Should be repaired and up graded to remain as a secondary arterial street.

As you can see, these constructions are similar to W 37th Ave. (from W. Boulevard to Blenheim St.) The road surface's construction are improved, but not the traffic whenever there are two cars from different directions at the same time there will be problems created. There should be some other better ideas of the road surface.

Blenheim St. is a secondary arterial street and as such should be kept as one. It can not be made into a neighbourhood collector street, traffic will increase as time increases (not stay the same or decrease).

One of Blenheim Streets main function is to be a fire lane. I do not support measures that reduce that function.

Blenheim must be kept a secondary arterial and upgraded accordingly. Where is the option to improve and increase traffic flow, since traffic on Dunbar and Arbutus is unbearable?

Pave and repair the curbs and forget the rest of it. The road divider is a waste of money. Especially when emergency vehicles have to drive through which will be difficult.

We must stop reducing traffic flow with the city. Dunbar is becoming increasingly crowded and impossible to enter on the left turn.

It is essential to retain an alternative road parallel to Dunbar. It also provides direct access to two schools. Impeding this will divert increased traffic to other residential streets.

The traffic circles put along 37th Avenue to create a bike route have created more traffic on 36th Avenue, and faster traffic too. I predict the same thing would happen with the proposed traffic calming measures for Blenheim: Balclava and Carnarvon streets would suffer.

I believe the roads are for all residents (citizens) of Vancouver, not just local residents who want to make the roads serve their interests at the expense of the traveling public.

A change classification on Blenheim St. will result in more traffic on Collingwood and Dunbar. Homes on Blenheim have always sold for less because of heavy traffic - it is not fair to now put the burden on Collingwood and Dunbar is already a nightmare.

Blenheim as was the original intention, and also 33rd. That said, I am not opposed to the certain amount of traffic calming, just not so much.

More drivers will go Dunbar and McKenzie Street. Blenheim is an arterial road and should stay that way. Bad will if you have a house on Blenheim - you bought it that way.

If Blenheim is reclassified, it would put more pressure on Dunbar, which is already a street with heavy volume.

I attach the completed survey No. _____ regarding the changes you are proposing for Blenheim Street. I disagree with your proposal to reclassify Blenheim Street from a secondary arterial to a neighbourhood collector street. Blenheim has served as a secondary arterial street for many years and the level of traffic that can be observed on this street is evidence of its necessity of such. Residents of Blenheim Street purchased their properties with the current classification and were aware that the traffic volume was higher than the streets leading from it. This fact has been reflected in prices from property on Blenheim Street. The residents of Blenheim Street mounted a very visible campaign to reduce the speed of vehicles on their street and if unsafe speed exists it is my view that other remedies must be explored before the street is reclassified and extensive calming measures put in place. I have lived at the above address for more than 20 years and believe that I have a good sense of traffic movements in my neighbourhood. From discussions with my neighbours and friends in the area I expect there will be significant resistance to the changes you are proposing to Blenheim street. However, should it be decided that the project will proceed I wish to offer the following comments. When 37th Avenue was designated a bike route traffic calming measures were implemented. Some stop signs were removed and traffic circles placed at those intersections. I had serious doubts about the removal of the stop signs but I was informed by your department that traffic circles are more effective in calming traffic than stop signs. Living very close to the intersection of Balaclava Street and 37th Avenue I have to say that my experience with the traffic circle there has been quite different. The speed of traffic east of this intersection has increased since the traffic circle was installed and the volume of vehicles using 37th Avenue has also increased as motorists find the traffic counts. You are proposing traffic circles intersections of Blenheim with 20th, 29th, and 37th Avenue. It is my view that four-way stop signs at these intersections would be more effective than traffic circles and at a much lower cost. I regularly navigate the four-way stops at the intersection of Blenheim Street with 33rd Avenue and the intersection of Larch Street with 37th Avenue. These intersections are safe and effective in calming traffic. I often cross Blenheim Street at 37th Avenue and with the two current east-west stop signs special care needs to be taken to make a safe crossing. I have grave doubts about the safety of a traffic circle at this intersection especially since many people fail to understand that the placement of a traffic circle at an intersection does not change the regular rules governing the right-of-way. You state that the changes you are proposing to Blenheim Street will not increased property taxes and that the cost will be taken from Capital Plan funding. City Council has responsibility to spend all funds at its disposal wisely, regardless of where the funds are sourced. I feel that the funds required to implement the changes you propose for Blenheim Street would be better spent on projects that provide a wiser benefit to the residents on the city. I urge you not to reclassify Blenheim Street but if measures are required to reduce unsafe vehicles speed I ask you to please take my comments into consideration.

There are more pedestrians on Dunbar. Perhaps that should be reclassified instead.

I believe that there will be need in the future for more routes through the areas.

This road needs to be expanded (widened) in order to meet future needs. There are few alternative routes if one doesn't want to be on the congestion of Dunbar St.

An incredible waste of public money. Pave the street properly and install stop signs every four blocks and red lights at 33rd and 37th who designed this idiocy? A planner with stars in his eyes.

Blenheim should carry its load without dumping problems on its neighbours. Dunbar is already problems on its neighbours. Dunbar is already a parking lot at rush hour. Those who bought on Blenheim understood the street's status. We need a whole community plan.

The resulting impact on traffic flow will create increases on Dunbar and Mackenzie if this has been (Blenheim) an arterial for it's entire history - reclassification will be nothing more than the "toe in the door" for the xenophobes who live on Blenheim to undertake the next step to reduce traffic flow.

Repave it; install some (not all) traffic calming measures. Making traffic impossible on Blenheim will just push more on McKenzie: what are you doing there?

Traffic volume will disperse neighbouring streets - Mackenzie, Dunbar, Collingwood and Carnarvon.

I would like to see some changes to Blenheim St but what about Mackenzie St. this will negatively affect traffic to our Mackenzie St. with more people taking short cuts to avoid the bulges, traffic circles and medians that will slow down traffic on Blenheim cause people to speed up in neighbouring blocks and rush to use Mackenzie St as an alternate.

Blenheim street should remain as a secondary arterial street.

Blenheim St. is needed as a secondary arterial to carry traffic through and into this neighbourhood.

Do not support reclassification

Please leave things exactly as they are.

I use Blenheim at least four times per day. It is my only through street to get me to the direction of downtown. Dunbar and Arbutus street are too congested with shoppers and drivers. Blenheim is important to be left as a through street.

Quieting near Kitchener school is important and at 39th crosswalk as many kids cross there to go to Kerrisdale Elementary but this is way too aggressive in limiting smooth flow of traffic.

Blenheim is naturally calmed by the poor condition of the road. It makes no sense to pave it and then put in manmade traffic calming measures. Stop wasting money.

The road's location makes it ideal as through road and reduces traffic on often N/S roads such as Dunbar. Dunbar's shopping and pedestrian uses

Blenheim should be used as a secondary arterial route with unpaved paving and curb. Speed control would be cheaper to achieve by placing more 4-way stops.

Vancouver needs arterial streets. We live one house away from Blenheim and are quite used to having traffic moving up and down this important route. Blenheim allows us to get from home to 16th without encountering higher accident zones like Dunbar's commercial areas. Blenheim is a low-stress, safer route that we use every day.

Blenheim is a significant arterial route to move traffic from this neighbourhood when UBC is in session, 41st Ave, SW Marine and Dunbar are all plugged with traffic.

How much will this cost? Keep the engineers out of our neighbourhood. They are just clogging up our city. People need to get through the city quickly somehow - the proposal will cause more people to drive side streets through neighbourhood with narrow street. I moved to this neighbourhood so I could drive to work not negotiate engineered obstructions (expensive).

Dunbar and MacDonald are insufficient to carry all N-S traffic. Blenheim has always played an important role as an alternate. It's designation is fine and has been know by all for years. Holding up repaving for several years has been totally unacceptable. Nimby shouldn't rule.

Blenheim St is the only street that goes straight from English Bay to SW Marine. It is a natural secondary arterial and we use it a great deal.

Q2: Traffic calming on Blenheim Street

Do you support the Blenheim Street traffic calming measures shown on the attached map? (These measures are designed to calm traffic on Blenheim street without diverting traffic to nearby streets.)

The following comments where made by respondents who answered YES to Question 2.

This traffic calming will certainly slow down traffic and that would be ideal. I hope the new road will have curbs and clean up the street. Parking should be marked clearly.

The sooner this happens, the better for the neighbourhood.

Delivery trucks that support our 95 seniors in nursing care enter our driveway. These trucks (providing food & supplies) must orient themselves east/west across the entire road on Blenheim Street in order to back up into our driveway.

Speed bumps should be installed at a minimum on the marked crossings @ 24th, 31st, and 39th preferably also @ 22nd, 27th, 29th, 35th and 43rd. Traffic circles should be larger @ 20th and 37th

We would also like raised crosswalks at the two schools

As I am legally blind and do not go out at night, I would not go to city council.

School crosswalks are still deficient. Puget Drive lane turn - dangerous because traffic is busy dividing into 2 lanes. Sidewalk on W side of Quesnel is missing--there is no reason to use that side if it's missing. King Edward - the centre blob should not be a circle because that will just confuse drivers about who has the right of way.

Absolutely. It is long overdue. People drive way too fast on Blenheim. Sometimes I can't even get out of my car, and one time someone took my driver side view mirror off. Hopefully something will be done soon before someone gets hurt!

Excessive speed is a serious issue on Blenheim. Raised crosswalks near schools should be given serious consideration.

While we do support the reclassification of Blenheim Street and the measures to calm the traffic, we are unhappy with the change taking place directly front of our house. According to the proposed street improvements (#6 on the attached sheet) street parking would be removed directly in front of our house (east side of Blenheim Street). This change would pose a problem for us. The old garage/shed

on our property is unable to accommodate a vehicle so we have no 'off street' parking available to us and therefore require our 'street' parking. To have it eliminated would affect us a great deal. We could possibly have enough space for one vehicle to park at the side of our house (21st Avenue) although this street is often very congested which cars as it is, but this still lives us short of parking space. We will undoubtedly run into problems if we park our cars blocks from home when they are full of groceries or school aged children, the proposed changes will not be making Blenheim Street 'safer' or more 'livable' for our family. When I attended the Open House at Dunbar Community Centre on September 28, it was suggested by the City Engineers that I spoke to, that perhaps one or two parking spaces could be maintained in front of our house without interfering with the other street improvements. While we appreciate the time and effort that have gone into developing the street improvements we would be grateful if you could look at our particular situation and perhaps make a change to permit parking in front of our house.

1) Raised walks @ 24th by Kitchener School 2) Bigger traffic circles 3) Bigger (4-way) bulges

East side between 21 and 22 - where would these people park? - In front of our house!! - then walk across the street!! Then where would we park. The house across the street has about 4 suites that are rented to students with cars. Is there some ruling for homeowners as opposes to renters?

The only criticism I have is that gateway an corner bulges might not be enough and two or more traffic circles might be substituted for some bulges.

1) Too many bulges and medians 2) Remove mid-block median on 21st Avenue (maps #6 & 9)

RE: 24th and Blenheim - do not know if traffic bulge and improved crosswalk will actually "work". I stand at the corner with my children and half the time people don't slow down, let alone stop to let us cross! Perhaps a raised crosswalk would improve safety.

Anything to make our street safer is much appreciated.

Question traffic circle at 20th when we have a flashing light at Quesnel. Don't like #6 why install a mid-block median find traffic speeds when cars not parked like 16th to 10th Ave.

There is a desperate need to control traffic around Lord Kitchener

I believe this is totally unnecessary and I am not impressed with the proposed changes. Surely you could find a better way to spend our tax dollars.

RE: The crossing at 24th Ave. I live near the corner of 24th and Blenheim and strongly believe that a raised crosswalk is necessary to slow the traffic and ensure the safety of our children.

the school crossing at 24th would be safer with a ped-controlled light or at least a flashing ped crossing light. Near accidents happen almost daily as we cross the street with our children.

Support yes: with 3 exceptions # 6 residents on eastside deserve parking at front door! #14 object to midblock bulge - traffic congested going south at Crofton House. Resulting in back up north of lights. Mid - B. B would slow right hand turn going south and further back up flow thru inter south. #16 est. bulge object to - we need all the parking (waiting) around school. This will result in more traffic parking on 42nd and push it further north of 41st on Blenheim.

Support strongly

Blenheim Street as you know, is only one of many Vancouver Streets suffering from fast high volume traffic. The root cause of this is explosive population growth driven mostly by immigration. You people have to get involved in this issue. Don't say it's a federal issue!!!

Bulges medians etc. need to be planted. If only concrete, will detract from neighbourhood/residential look of street. More needs to be done to make crosswalks safer, particularly 24th and 39th - should have something raised at those particular crossings as they are outside the main emergency routes. If not raised, what about textured? In listening to people on the street and at the open house, it became apparent that many have misunderstood what is being proposed in this plan. The confusion/misunderstanding seemed to arise from how people interpreted what they saw on the map attached to the survey and on the presentation boards regarding the following: 1) Bulges/medians - people looking at the plans were convinced that the travel lanes were being narrowed by the bulges and median. Despite explanation that the drawings were not to scale and that the bulges were retained within the parking lanes and that all travel lanes were at least 3 m wide throughout the entire street, most people had already made up their minds that these measures would narrow the travel lanes and therefore they were opposed to the plan. 2) Circle at King Edward - many people thought the traffic signal was being removed and/or that turning bays were staying, which they found confusing and unacceptable. This caused them to be opposed to the entire plan. It is concerning that a number of respondents may well oppose the traffic calming plan based on confusion and misunderstanding/misinterpretation.

It is a must! As it stands now people are racing up Blenheim and even passing each other! We have lived here for 18 years and the traffic speed is a concern for our safety.

What is proposed is not nearly enough to adequately calm traffic. The city had a chance to show it was really behind traffic calming, but reneged on this. What is proposed is not near to calming traffic in pursuit of fast speeding. We are not in favour of doing anything to the street if it paved and then temporary calming devices (what few there are) are removed at some neighbour's request. We understood that these measures did not need to be temporary as they are not diversionary. Blenheim Street residents must get a guarantee that the paved street will not turn into a freeway!

There should be more features or else the cars may only travel faster on the new pavement. Circles, stop signs, crosswalks etc.

We require more traffic circles. From 20 to 29 there is not much to slow speeding cars. Between 29th and 27th, I have witnessed endless accidents, with speeding cars and pedestrians living here over 10 years.

Hopefully the proposed measures will stop the speeders from using Blenheim Street and make it safer for all users/residents and their pets, as well as the local wildlife.

I very much support this effort to calm the traffic on Blenheim making it safer for all the residents in the neighbourhood. Traffic circle need to be installed permanently. Thank you.

Would like to see extra safety measures at school cross-walk! i.e.: 24th and Blenheim.

Need street parking permit or not in the future?

I think this is a very viable plan that will slow down traffic & facilitate the re-surfacing of the street which is badly needed. I hope this can be accomplished in 2006, even with having some modifications in the process.

Yes - there is presently far too much speedy traffic.

The sooner the better. Thank you!!

Corner bulges are dangerous and should be suitably marked to avoid cars hitting them.

Please do not repave Blenheim Street without putting in traffic calming measures such as those proposed. Without traffic calming dangerous situation will be made worse.

I am particularly concerned about the speed at crosswalks. I would like to see raised crosswalks at 24th and 39th.

I suggest four corner bulges at all intersections like the ones at the 24th Avenue and 31st pedestrian cross walks. This would solve the right turn of trucks' problem.

However have reservations re: usefulness of bulges

I fully support the Blenheim pilot project Traffic calming measures proposed. Pre - and post calming traffic counts should be done on neighbouring streets AND Blenheim Street, to ensure that traffic diversion has not occurred in either direction. This is a Pilot Project and the effects need to be analyzed carefully. If traffic is diverted onto Blenheim because it is now a much smoother road, the City must be committed to correcting this. The city also needs to take a lead role in ensuring that curbing and parking area improvements are installed in those blocks currently without curbing. This is needed in many areas to protect the heritage trees. People are parking closer and closer to the sidewalks, eroding the boulevard areas. The parking areas must be environmentally friendly and distinctively different so as not to give motorists the impressions that Blenheim is a four lane road. Finally, because the lane behind houses on the east side of Blenheim from 25th to 41st is continuous, this lane is being used by a number of motorists as a through route to major east-west cross streets (25th, 33rd and 41st). The lane needs speed humps at least in the blocks closest to these east-west routes.

In general, yes. Taxi drivers who use Blenheim from Airport to Westside) say that paving to curbs (no soft shoulder) would cause a 3 lane speedway. They say traffic load and sped would increase! There is a major increase in heavy, noisy, gear changing vehicles.

The intention of this plan is just that - keep traffic at today's speed with designed measures doing the job of existing potholes. We are very concerned that a paved street without calming will see increased speed.

In addition, a traffic circle should be installed at 33rd and Blenheim. This is a very dangerous intersection for pedestrians. Raised crosswalks should be installed at 24th and 39th school crossings.

Thank you. We appreciate your attention in this matter.

In the two school zones we are concerned that 30 km speed restriction will not calm the traffic sufficiently. We feel that roundabouts or raised roadways, will assist in calming measures.

Recommend there be raised crosswalks at 24th and Blenheim for Kitchener school and at 39th and Blenheim for Kerrisdale school.

Three traffic circles are insufficient. Could be six in total.

Great! Ditto!

Stop sign or speed bumps should be added at 39th and Blenheim - school crosswalk.

There are too many children along the corridor for anything else than total calming measure with reduced speed limit.

Way too many bulges, circles, and medians

We would like to help with planting of a traffic circle at 37th and Blenheim St.

There is a lot of traffic from Crofton House student drivers (who park in the neighbourhood or at Knox Church lot) as well as UBC students drivers who shortcut through the neighbourhood to avoid 41st Avenue.

Perhaps a crossing light at W 39th (button) for children crossing to school No Parking in front of crosswalk!! It is impossible for children to cross when large vehicles park in front of crossing!! No parking east side!

Install pedestrian crossing lights at W24th, W31st, W39th. There is no assurance that the measures are sufficient to calm the traffic. Limits imposed on the planning process made the task regarding the number and type of calming elements make the process limited and likely to fail in the effort to calm and reduce speed.

It is only a matter of time before there is a significant accident (MVA or pedestrian) as this street is being used as a speeding sometimes.

1) Why rebuild roadbed and not shoulders? New roadbed will deteriorate and be a mess 2) Take out traffic circles

I felt this process to calm streets creates too much pressure on the community. Four + years is too long.

Additional measures should include crosswalk at Crofton House @ 42nd Avenue - 24th and 39th should all be raised crosswalks for safety reasons.

With three substantial schools on Blenheim, it is a miracle there are not more serious accidents.

All of Blenheim should also be curbed and paved - is that part of the plan? We hope so!!

Reduce the speed generally this will make it safer for school zones in our block.

We are concerned about the flow of traffic at the intersection of SW Marine Drive, 41st Avenue and W. King Edward Avenue, specifically when someone is making a left hand turn. If there is no room for a second car to pass (i.e. due to gateway median @41st Avenue as well as SW marine Drive, and traffic circle @ W King Edward Avenue) then left hand turning car. This unfortunately will impede traffic and only increase congestion in the specific areas. Due to the proximity of elementary schools at 41st as well as West King Edward this increase congestion also becomes a safety issue. Frustrated motorists tend to drive less cautiously. It would be nice to slow traffic along Blenheim St. but it is also important to allow cars, particularly local resident to turn of Blenheim St Traffic calming measures shown in Diagram #8, #15, #20 are of great concern to us!

More needs to be done south of 41st. There are two schools with heavy traffic; cars travel at speeds in excess of 40 k/hr.

We are concerned regarding the safety at school crossings and would also like to see raised crosswalks at Kitchener School (24th and Blenheim) and Kerrisdale/Crofton. (39th and Blenheim)

Traffic bulges make cycling more dangerous especially for kids and especially between 41st and SW Marine where there is not much alternative. Except the sidewalk of course!

Speed bumps needed between 43rd and Marine Drive routine speed is 60 km or

(usually) better.

It's about time, thanks.

My only concern is whether this traffic calming will move the problem onto Collingwood street.

Except the "No Parking" on East and West sides of Blenheim. Space can be made by narrowing of sidewalks. Medians not required on Blenheim St.

We don't want extra traffic on Collingwood!

A much better solution than pot holes!

It is about time

The best traffic calling devices are speed bumps. Since there is virtually no law enforcement, these bumps should eventually be put on many residential streets including business and shopping areas like on W 10th Blanca to Discovery. In Europe they are used in shopping areas (speed limit should be reduced to 30 km) (Not to be used on arterials with no shops) UBC residential areas are using streets (not just at schools or parks)

Let's give it a try.

Relying on city planning good judgment - important to keep safe speeds in this residential area with many children, seniors, dog walkers and people just enjoying the outdoors and neighbourhood. Please also try to reduce parking near intersections visibility is very poor - have to enter intersections to see traffic e.g. entering 33rd Ave from Collingwood St.

But not to the extent proposed half should be more than adequate, do not see corner bulges as necessary.

Not sure if you need as many corner bulges

These measures are a bare minimum. Since Blenheim extends from Pt. Grey Road to SW Marine, there should be one or more diverters along its length to discourage it use as an arterial.

1) King Edward Traffic Circle will prove to be dangerous. 2) 25th, 41st SW Marine must maintain two lane access for traffic flow in each direction.

I am still concerned about speed from 20th to 16th. Could the traffic circle be put at 18th or another measure to slow speed downhill!!

I would support further traffic calming measures such as 4 way stop signs.

If there is any resulting increase of traffic on Collingwood, I would like to see traffic calming on Collingwood as well.

Private property bushes greatly reduce visibility now. Please address as a traffic circle will make this worse to deal with and @ 41st, we're concerned traffic will back up badly on Blenheim due to left turns and only one lane.

I am concerned over traffic diverting to Collingwood (I live at Collingwood and _____). As long as these measures do not divert traffic onto Collingwood I support them.

Strong support

As long as it is monitored to ensure traffic isn't directed to use Quesnel Drive. Quesnel is already a preferred route and people blow through stop signs @ 26th. Quesnel is too narrow to take more traffic.

No calming circles at all; too many obstacles. No gateway at 41st and 25th. Bulges OK alternating blocks. Alternating stop signs would be an economic option to gain traffic calming.

Thank you for making this wonderful plan. It will preserve this vibrant community!

In general, I approve. However, I regret the lack of a cycle lane. Corner bulges are not very cycle friendly, tending to divert cyclists into the path of motor vehicles.

Improvements proposed are well conceived and with visibility and safety for drivers, cyclists and pedestrians in mind.

These calming measures should make it easier for a car driver to enter Blenheim Street from W. 20th Ave. and also help pedestrians to cross over Blenheim St. when returning home.

Except for (14) mid-block bulge between 40th and 41st and (19) mid-block between 44th and SW Marine.

I'm all for calming measures, e.g. Discovery between 16th and 10th Avenue. Will go to the open house at Dunbar Community Centre.

I don't mind installing bulges or even medians, but personally I am not a big fan of traffic circles. It slows down traffic a bit for sure, but people tend to ignore the use of these circles, especially at night time, thus creating danger and confusion.

The expense of all this is a concern - traffic is less important than various social issues. The present mess on the street at least deters much non-local traffic.

I am afraid that more cars will speed up or down 21st Avenue or use the lane. My lane is a T lane so this would be dangerous. I have some reservations about these improvements.

Except #4 traffic circle at 20th Avenue - I don't think it necessary. Could cause more accidents?

Strategy is very consistent with the overall surrounding neighbourhood. What about promoting/supporting some of the garden boulevard plantings like on the east side of the city?

I support calming methods but not restricting parking between 21 and 22nd is a narrow street with large trees that damage vehicles during wind also is used as a bypass to get from MacDonald to Dunbar so increasing side street parking is bad for residences.

Why does parking on East side of Blenheim (b/w 21 and 22 Avenue) need to be removed?

Good plan, keep trees, slow traffic

Please ensure that the work schedule is staggered so as to minimize overall disruption to traffic flow.

Would be nice if you could have included a bike lane.

But I question how the city will deal with the traffic on Dunbar. Changing the classification of Blenheim could increase congestion on Dunbar.

It is hard to imagine how traffic calming won't divert cars to other streets (Balaclava). Blenheim carries through traffic from 16th to Marine Drive. Balaclava and Carnarvon may suffer (Carnarvon already carries cross traffic)

With medians or traffic circles or corner bulges, would prefer to use trees/plants and greenery where possible instead of only concrete.

However, _____ wants the traffic lights to stay at King Edward and Blenheim St. Calming measures will slow down excessive speeding.

1. We have lived on 23rd Avenue for 30 years and believe that restrictions (traffic circles and medians) should be reviewed for safety reasons in winter. Blenheim does receive salt and other attention BUT it is extremely dangerous going down and restrictions going up the hill will be too impeding. (20th) 2) From 22nd Ave. I turn

left north onto Blenheim. Parking on the west side between 22 - 21 is a hazard. It would make more sense to limit parking on the WEST side of Blenheim.

Thank you. Traffic should stay on Blenheim, but everyone needs to slow down! It's always tricky crossing with my dog when cars go so fast.

Concerned that corner bulges not produce automobile - bicycle conflicts due to narrow lane.

I would prefer a raised crosswalk at 24th Avenue and Blenheim, not just a corner bulge. (When drivers see a green light ahead - at 25th Avenue, they tend to focus on that and speed up to make it through!

With the condition that all of the illustrated traffic calming measures are implemented.

At 24th, because of the school there should be 4-way stop sign.

I do not agree with midblock median which will remove parking. Parking is in short supply in the area - we don't need less of it. What will you do if traffic increases on other streets because of this? How long will that take?

Repaving would likely increase traffic flow on the street - many people put off using street because of potholes. The traffic calming would probably dissuade people from using the street - as a fast route south.

It's about time!

This would enhance safety, livability of street and neighbourhood. It is particularly important for our local school children. It looks like good plan.

Would you reconsider the traffic circle at 20th? We do disagree with this particular traffic circle as it is difficult to encounter such a circle while going uphill.

But don't over do it! No circle at King Ed. And no median between 26th and 27th at the lane. This would restrict a left turn out of the lane north on Blenheim.

Some thought should be given to installing speed bumps as part of the repaving project say two or three per block e.g. same as Trimble to Alma on Broadway.

Many cars east from Dunbar speed down 26th Avenue turning north at Dunkirk and then onto King Edward. It appears that the drivers think that by avoiding the Dunbar/King Ed traffic light they save a few seconds. I would like to see a traffic circle placed in the 26th Avenue/ Dunkirk intersection to discourage these speeders.

You should examine the need for a traffic circles at 27th/Carnarvon - traffic westbound on 27th speeds through at 40 - 50 kph regularly.

As long as planting on the bulges do not exceed 1 1/2 feet height!

Something needs to be done @ 25th and Blenheim but is something in the middle of the intersection the best? I would worry about cars moving into the pedestrian crossing to get around it. This intersection is bad enough at 8:30/9:00 and 3:00/3:30 with so many children crossing streets and people in cars turning.

It is essential (even without repaving) that traffic gets calmed on Blenheim St. the school children heading towards Kitchener school need to be safe. Monitoring pre and post calming traffic counts should include the paved lanes that run parallel to Blenheim, not just the streets

Very important that this occurs.

I have watched speeding vehicles for years and hope these measures will slow the street down!

Repaving would make road conditions ideal for speeding which is a huge problem on Blenheim St. Traffic calming measures will help with slowing down traffic.

How about speed bumps on the avenues (such as 27th) between Dunbar and

Blenheim to discourage drivers from using these streets as shortcuts. Also to slow the traffic - they tend to speed down the hill.

Though I do support Blenheim calming measures. I question the requirement of the three circles as they force the cars into the pedestrians.

Strongly support

My main concern is that traffic will be diverted to nearby streets (Aves) as people use east / west avenues to get to a more through street such as Dunbar or less restricted parts of Collingwood between 25th and 33rd Avenues.

Totally.

I would not favour either proposal unless the street is completely repaved.

As above

Should prohibit on-street parking on Blenheim and set up designated bicycle path. Throughout Vancouver, use of garage for parking should be enforced.

Terrific!! Finally.

I support the "calming measures" but I hope further "fine tuning" happens as a result of the survey comments. Good luck and thank you for this comprehensive plan 40th - 41st mid-block bulge will cause tremendous back ups at peak school times.

I support measures but agree with the Blenheim neighbourhood group's proposals to put a raised crosswalk at 24th. I also think the diversion of commuter traffic to MacDonald/Mackenzie and Dunbar Streets would be an excellent objective, because those streets are wider and have traffic lights, retail and commercial businesses and bus routes.

We need extra circles on 28th Ave. and 27th Ave. because there is a large gap from 25th to 30th Ave.

Even more brilliant!

Slow down save gas and save lives. We might also consider doing something similar to Crown St. (south of Marine) - Blenheim as an environmentally responsible street - be brave! Innovate!

I am especially happy to see "no parking" are designed for parts of Blenheim.

Parking on one side of the street only should also be implemented

Hopefully, the traffic circle on 29th will stop St. George's commuters from treating 29th like a highway.

Blenheim already seems pretty quiet, especially when compared to Dunbar. Is it possible to reduce the green light "delay" on Blenheim at 41st? Sometimes at night you have to wait over a minute to go across 41st, even if 41st is completely deserted in both directions.

Re consider Blenheim and King Edward intersection too restrictive for traffic flow - would result in congestion - especially on Blenheim due to left turning traffic.

I would also like traffic calming measures to be considered for 29th Ave. between Dunbar and Blenheim. There are speed bumps on 29th west of Dunbar but when cars travel between Dunbar/Blenheim they let loose and travel great speed. Please consider this. Thanks.

More traffic circles and less stop signs.

We can't carry on a conversation on our deck or in our backyard when a bus goes by. The house vibrates from the weight of the buses as they go by. Anytime you add traffic calming measures, drivers would rather avoid that area. If you do end up calming Blenheim Street, please calm Mackenzie! Thank you.

I recommend some extra speed-control bumps near the two schools and the

playground (30th and Blenheim street) area.

You have our total support! Thank you for starting this very important safety process and procedure!

I'd suggest that in the future mailings, re: the attached map should describe or have detailed photo of each of the traffic calming solution you propose as there are a few. I am not quite sure what they are but trust the city and community input that have gone into this plan. Thank you for all the detailed work.

I do not believe these measures will not divert traffic - (not only to nearby streets, but also neighbouring lanes.) the intersection at 16th and Blenheim at Puget - I have witnessed accidents and near misses. This is the one area I have concerns for.

Have concern regarding the purpose traffic circle at Blenheim and King Edward this is a high volume intersection at certain hours. If circle is installed there needs to be room for cars to proceed straight through the intersection if traveling north or south to maintain traffic flow.

The sooner the better! Especially the x-walk @ 31st and Blenheim.

Regarding King Edward Ave. Modify intersection to traffic circle would not be appropriate. We still need access from King Edward from West to turn left onto Blenheim South. We still need access North & south along Blenheim in King Edward intersection

It is wrong to exploit the dangerously poor conditions of Blenheim St. as a means of traffic calming as happens now.

I am not convinced that installing corner bulges would reduce the number of cars that use 31st as a shortcut to Dunbar and 31st from Blenheim the pedestrian light was put in at Dunbar and 31st, many since cars roar down 31st to get to Blenheim.

We support the calming.

In all your plans to revamp and remodel Blenheim St. nowhere are bicycle lanes considered. Painting bike lanes in inexpensive and prioritizes self-propelled transport. This should be a big part of calming Blenheim.

You need to plan for a traffic pedestrian lights at a few key cross-walks along Blenheim.

I hope the repaving includes curbs.

See my comment above - I think that traffic will be diverted onto Dunbar. The measures on map seem fine - 33rd intersection. I note over years has constant vehicles that do not stop n/s or westbound. I would like to see this addressed to avoid more accidents.

I commend your efforts to improve Blenheim St. However, I believe that before you (the city) spends a penny on Blenheim St you should address the pedestrian hazard at 33rd and Mackenzie. In terms of numbers of pedestrians and public safety 33rd and Mackenzie.

We seriously need traffic calming measures on 33rd Avenue between Mackenzie and Blenheim. I hope this is also considered at some point.

Same question as above.

Would like to see some calming measures put in at 33rd and Balaclava. (1 block east of Blenheim) as cars speed excessively after leaving the 4-way stop intersection of Blenheim and 33rd Ave. part of the reason for speeding is due to the 'downhill' stop. It's a dangerous intersection as many children cross at Balaclava to Balaclava Park.

My concern of course is traffic being diverted to 33rd. There is enough traffic

presently however, it is not the traffic that I'm concerned but the speed that occurs throughout the day on 33rd.

Not totally sure what a gateway median is but it doesn't look too daunting in the picture so I assume it really isn't a "gate".

Well done!

Do not modify the centre median on King Edward at Blenheim. The left turn, cut-outs must remain for safety and a traffic circle is not required within a traffic signal. Cars are going too fast on local streets.

Please ensure drivers know that parking is not available in the median area. I am worried that with a narrow gravel area drivers might still attempt to park there.

Some people ignore the speed limit even if we take slower speed limit like 40 km on lower. So I hope the speed bump is recommended.

This is badly needed. The speed at which the cars go down the hill between 33rd and 41st is incredible. It is difficult for a car on a side street to make a left turn. It is dangerous for bicycles and kids going to school. However, I fail to see how speed will be reduced going downhill between 33rd and 41st. You need one more round-about (even if it slows the fire trucks by a second or two). To put a median and a few bulges won't reduce speed on such a hill! Great start but definitely not enough to rehabilitate the neighbourhood.

Great idea - go for it!

Could you please use the paving material that is more sound absorbing. 2) 25th Avenue and Blenheim intersection a) please keep plants in circle b) Have some worries about jutting triangles next to circle. Will these be clearly visible at night?

My only concern is the elimination of parking on some parts of Blenheim Street. Displaced parkers could potentially crowd the adjacent streets with their cars. Therefore, I do not support this aspect of the traffic calming measures.

Hopefully, the bulges at the intersections will make it safer to enter Blenheim from the side streets. Large cars that are parked close to the intersections frequently obstruct the main of traffic on Blenheim.

This appears to be a good plan as long as traffic is not diverted to nearby streets such as Collingwood which definitely needs repaving in areas.

This is overkill, what is the total budget. Why all these medians? I have no problem with circles or pedestrian improvements. Will you be using solar power flashing light crosswalks?

Except for the bulges. After carefully read the survey, I would like you to know my opinion. Having lived in our house for 36 years, I know Blenheim. My suggestion is to erect traffic cameras and fine those who are speeding. I know some people will object, but that should not stop the city from doing it. You can be sure that those who are the culprits of not sticking to the speed limit, are those who object. CORNER BULGES: I definitely OBJECT. When I drive and see a corner bulge I have to aim for the middle of the street and am faced with the oncoming traffic. One of us has to give in, in order to avoid an accident. Believe me, I am seeing this daily because many of the streets are not wide enough for bulges. Thank you for taking things in hand on Blenheim. PS. All the parking on Blenheim never bothered me.

Round-about at 37th and Blenheim is a bad idea. It needs a 4-way stop. Speeders along 37th will have a great run from Dunbar to Mackenzie and then from McKenzie to Arbutus. The round-about at 37th and Balaclava barely slows those drivers with the need to speed. Speeders consider round-about a challenge - "how fast can I go

to make this obstacle! Neighbours on 37th from Balaclava to McKenzie have been trying to slow speeders for years.

As part of traffic calming measures, we strongly suggest putting speed bumps between Blenheim and Balaclava streets on 37th Avenue. This would reduce the likelihood of accidents between cyclists and pedestrians and cars that often speed on this hill.

That would certainly improve livability and reduce the noise of speeding cars!

That will be a problem. They will use Dunbar or Arbutus.

We greatly support the measures. Q: The use of "centre medians" and "gateway medians" may make the road seem narrower and more difficult to navigate - maybe the design has too many of them?

Please see above comments. Will the traffic circle increase traffic in 37? What steps are taken if and when post counts indicate increase in traffic?

Great!

I am concerned about no bulges on West 38th Ave. As 38th on both sides of Blenheim do not line up and it might make it more difficult crossing Blenheim to go from one side to the other.

I would prefer to see four way stops every couple of blocks and traffic lights at crosswalks. Neutral because I don't think bulges do a thing to slow people down. Yes to calming measures

Roundabout and crosswalk at Blenheim and 37th particularly important. I suggest a button and flashing lights at this crosswalk, similar to those at 33rd and Dunbar. Pedestrians often currently have to challenge drivers to recognize the crosswalk and get them to stop for the crosswalk.

However, I would like the nearby street such as ours given some speed bumps to stop rat runners who already use it to cut from Blenheim to Dunbar.

1) King Edward Traffic Circle will prove to be dangerous. 2) 25th, 41st SW Marine must maintain two lane access for traffic flow in each direction.

As a pedestrian who crosses Blenheim street almost daily I encourage any measures to reduce the speed of traffic and the volume. Great plan well done!

Long past due!!

Excellent proposal - though - add pedestrian operated traffic lights at Blenheim and 4th.

But - 1) Do not support traffic circles at all, on this street. 2) Question the circle at the King Ed too. 3) What does Gateway at SW marine do?

These new constructions must mean curbs along this whole route. It is assumed then that homeowners pay for all this - homeowners along Blenheim St - as I did when curbs were put in on our block.

Are badly lacking!!

Objection to: #15, 16, #14 will create traffic blockage on 41st Ave. for left turns, will create more of a bottleneck during school mornings 41st UBC and Blenheim Crofton House traffic. Objection to #8, #20 unnecessary already light controlled intersections.

Except for the treatment of the 39th Ave. - Mayfair/Blenheim intersection. I am concerned about the pedestrians crossing at the Mayfair - 39th Avenue/Blenheim intersection (map 12). My children attend Kerrisdale School (5555 Carnarvon St.) as do many other families on the neighbouring blocks. My main concern with the school crossing is the lack of visibility for pedestrians crossing from east to west. If

a vehicle is parked on the east side of Blenheim, south of 39th Ave. as far to the north as allowed, it is impossible to see northbound traffic unless one steps into the road and peers around the parked car. This is very dangerous for children and something

Mayfair - 39th Avenue: Please line up the crosswalk with the sidewalk on the south side of 39th Avenue. The existing crosswalk abuts the grass verge on the south east corner of 39th Avenue and Blenheim Street and so people end to cross Blenheim Street several feet south of the crosswalk. I would rather see bulges installed at the crosswalk rather than a centre median. I have observed that on crosswalks with a median, drivers tend to treat the median as a stopping/waiting place for pedestrians. So, when pedestrians are crossing from west to east, for example, southbound drivers may stop to allow them to cross while northbound drivers do not. The pedestrians then cross to the median and may then have to wait until the northbound drivers stop. Meanwhile the southbound drivers continue on their way thus leaving the pedestrians temporarily stranded on the median. Since many of the pedestrians that use this crosswalk are children on their way to or from Kerrisdale Elementary School, this creates an unsafe crossing environment. Narrowing the roadway with bulges would slow the traffic in the same way that a centre median would, but it would create a shorter crossing for pedestrians. I would also like to see pedestrian lights installed at this crosswalk. 42nd Avenue: I would like to see a crosswalk installed between the north-west corner of 42nd Avenue and Blenheim Street, and the east side of Blenheim Street. This intersection is very close to the pedestrian entrance to Crofton House School and I have observed that numerous people cross Blenheim Street at this intersection, particularly at the start and end of the school day. Gateway medians: I believe that installing gateway medians at the intersections of 41st Avenue and Blenheim Street, and SW marine Drive and Blenheim Street will impede southbound and northbound traffic at these intersections. At present, the roadway is wide enough for these vehicles to pass other vehicles waiting to turn left, but I suspect the introduction of medians will prevent this.

I find it hard to believe that corner bulges improve safety I also find it hard to believe that traffic will not be diverted to other streets. Blenheim is a disgrace and needs repaving. Keeping the trees is important. Parking on Blenheim should be reduced.

As per above not all traffic calming measures are necessary and useful/efficient. Vancouver is a growing city and we need to adopt to the traffic changes/demands. These measures should not hinder business space nor parking spaces as this will only cause traffic in the localized area.

Crofton House parking will be a continuing problem during school "rush hours".

Further improvement to stop traffic from using 42nd Ave. to gain access to a left turn into Crofton. What is going to be done to improve the chaotic traffic on my block from Crofton House essentially using the block as a drop-off and pick up area?

I would like to see an additional island/traffic circle added at the intersection of 42nd and Collingwood to slow morning Crofton House parents dropping off their kids. Cars turn on to 42nd off Dunbar and sped along 42nd to Blenheim. Or maybe no left hand turn onto 42nd during a time frame.

I'm not sure about the midblock bulges, but I hope the engineers think they're needed (OK if gardened)?

These measures are much needed at 43rd Avenue and Blenheim, cars often run the

stop signs and we fear for the young children who attend Kerrisdale annex school. Also Crofton House traffic is very problematic.

The following comments were made by respondents who answered **Neutral** to Question 2.

Would like to see the street paved. Our block is already paved so hopefully it will be left the way it is.

I question the effectiveness of corner bulges. Moving pedestrians waiting to cross Blenheim St. closer to the flow of traffic. I view as problematic.

See above. The calming measures will slow everything down. The only reason I am saying neutral is for the sake of any neighbourhood on Blenheim otherwise I would be opposed.

My concerns #3 Quesnel Drive re crosswalk - cars heading north will pick up speed down hill - will they stop in time for plus those heading south from Quesnel Drive will concentrate on looking to their L then turn straight into the crosswalk! #8 the existing left lanes work fine as they are. Why change? I am in favour of any street calming around Lord Kitchener school.

Will it change our taxes drastically? They are already high enough! What happens to people with homes at Gateway mediums??? Where do they park extra cars they may have without encroaching on neighbours??

To us Blenheim is important to access SW Marine Drive. Afraid that these measures would divert traffic to Dunbar Street which is already very busy/noisy.

Requires further attention to 30th Avenue. We would like to see more attention given to 30th Avenue. Stongs on 30th Avenue and Dunbar is a very popular store and it seems more than normal amount of people uses 30th like a through street to get there. Despite the narrowness of 30th people don't seem to mind coping with on-coming traffic on the stop sign on Collingwood the pedestrian walk on Blenheim and 30th is also well-used to go to Balaclava park. The pedestrian walk could probably use a pedestrian light.

This is also unfair. I support some but not others, but your questions does not offer to answer ??????. I would like these comments to go to council.

We are concerned about diversion of traffic to Collingwood St. as a result. 2) Support crosswalk at 31st to access Balaclava 3) Support median at Puget 4) We think that a streetlight needs to be maintained at King Edward

Please no speed bumps

Question need for "traffic circles" (see above) "Corner bulges" need to have curbs marked to accentuate their location (night driving) as stop sides are usually on original curb out of sight at night.

Yes only if stop signs are retained on 37th Avenue at Blenheim.

I support the changes at major intersections such as 16th Ave, King Edward, 33rd, 41st and SW marine Drive. However, I still can not believe now traffic will not be diverted to Mackenzie Street as a result. What are the measures being taken from Mackenzie Street?

Blenheim is and has been for years in extremely bad condition re paving - the sooner its done the better.

People will use Collingwood instead. 4-way stops are more effective than

roundabouts. Priority to the LEFT would help.

Please carefully consider the bulges, etc. at or near schools as they may cause more problems associated with picking up and dropping off students.

The following comments were made by respondents who answered **NO** to Question 2.

We think status quo is fine. We think the changes will decrease safety.

No especially not the "traffic circles" which just turn the road into a slalom course and are dangerous for both cars and pedestrians with our rain soaked leaf covered street. The corner bulges create bottle-necks and a few more stop signs would be more than sufficient.

The intersection of King Edward Ave. and Blenheim should not be changed! The planned circle will restrict the number of vehicles that can get through on a green light, especially those wanting to make right turns. Drivers will use 24th and 26th to avoid being held up at King Edward. Also the circle would cause drivers turning left on to Blenheim to go around a circle on the left, contrary to every other circle in the city. Think of the lessons this will teach to many of our poor driver. The narrowing of Blenheim at 41st will restrict the ability for vehicle to go through the intersection or make right turns on to 41st side streets will become the alternative routes. There must be two lanes, even if not marked, to allow vehicles to get around left-turning vehicles. The same principle applies to the south-bound Blenheim traffic at SW Marine Drive.

What happened to traffic circles as _____? at 33rd and Blenheim 1 1/2 years ago!

The narrowing of the 41st intersection will only make the Crofton House traffic problem worse. More back-up, more road rage - example: Mackenzie narrowing. More cars backed up - street crossing is dangerous!!

Our streets in our cities should be more open to let traffic flow. Do not clog them up with medieval ways of responding to heavy traffic. Eliminate circles and bulges from our streets.

We need to keep traffic moving. Not slow it down further. In general, people do not speed on Blenheim it's not a problem traffic circles are dangerous.

Do not narrow this street. If anything make it wider.

It is a lot of money spent for inappropriate reasons.

This may calm Blenheim but will not stop increase on Collingwood and other neighbourhood collector streets fix them too.

The Blenheim Street is very rough - one should only think seeing any car going 25 - 30 miles an hour causes residents to shiver and shake and think it is flying, hence all the signs to "slow down".

Again - calming traffic on Blenheim will divert traffic to other streets.

Just pave Blenheim and leave it as a secondary arterial. Absolutely NO calming measures should be considered. This pilot project must be abandoned as it creates huge rewards for the homeowners on Blenheim to the detriment of everyone else in Dunbar!

Again - a plan for the two streets, the only north-south through roads between 41st and King Edward east of Dunbar, must be developed simultaneously.

See over: No - 16th avenue - install Gateway median. No - Quesnel Drive - simplify intersections and install pedestrian crossing. 21st - 22nd Avenue - install mid-block median (remove parking on east side of Blenheim St.) No - King Edward Avenue - install gateway medians and modify intersection. ? - 26th - 27th Avenue - install mid-block median (remove parking on west side of Blenheim St.) No - 33rd Avenue - install gateway medians ? - 35th - 36th Avenue - install midblock median

(remove parking on west side of Blenheim St.) No - 41st Avenue - install gateway medians ? - 44th Avenue - SW Marine Drive - install mid-block bulges

We do not believe traffic will not be diverted already we have cars zooming down our street (Collingwood) putting our 6 year old son in danger. A change to Blenheim would only worsen this.

How are we to be assured of this? The survey requests an all or nothing reply and therefore appears to not be designed to obtain useful information. The corner bulges are fine - the traffic circles are inappropriate for a street handling volume of traffic.

We have lived on Collingwood Street for 40 years. We already have increased traffic. This proposal would greatly affect our street.

These calming measures are not necessary and will be very costly to the taxpayer. Money could be spent on other more worthwhile projects. Blenheim is one of the few through streets and should remain so and be properly paved.

Traffic calming does divert traffic

As arterial we don't object to a couple of roundabouts per segment (ie 25th to 33rd) to reduce speed. We support attached!!

In 48 years of our residence here, we have observed that the properties on Blenheim were lower in value due to its secondary arterial designation and the present owners must have been aware of this when they purchased. Collingwood to the West of Blenheim will be the "preferred" diversion from Blenheim as Balaclava park is immediately to the east. We wish to keep our neighbourhood as safe as possible.

The proposed traffic circles are obtrusive. While they are effective traffic calmer, they are better suited to residential roads with lower traffic volume. Blenheim is already an established route. Slowing, or 'calming' traffic would only increase the amount of cars in the neighbourhood at any given time.

This appears to be traffic stopping than traffic calming. There is not a single block without some sort of obstruction. I can not feel much sympathy for anyone who buys a house on a busy street and then complains about the traffic.

It will contribute to traffic congestion, the results of which will include diverting of traffic.

This would show the traffic down too much. Please keep it the way it is.

People purchased homes on Blenheim well aware of the existing traffic. The city should use the money to improve existing roads, not pacify these complainers.

We have suffered a calming circle at Collingwood and 43rd and it has only made that intersection more dangerous! A 4-way stop would have been for more efficient. Traffic circles require more area of roadway - hedges trimmed back for visibility. No shrubbery in centre circle. I have yet to see sufficient traffic for this expensive "remedy".

Absolutely not. This initiative seems to be self-serving to the residents of Blenheim, without any consideration to the greater good. Blenheim is a busy street - but it is not a fast street. Street calming is a stealth way to reduce traffic on Blenheim.

20th being on top of hill (near top of hill) having traffic circle does not make sense. King Edward intersection is too complicated and confusing for traffic circle.

Because of increased noise as drivers slow down and speed up

There is not enough road way now. All your ideas mean even less driver access. Also, all the stop and go of vehicles accelerating and braking makes more noise.

We don't want more traffic flowing east/west as the residential streets are not set

up to accommodate more cross traffic which is what this change would cause.

I have no objection to corner bulges. Mid-block median seem like a waste of money

I am worried that the property-tax might rise in the latter date. (After the improvements).

Does anyone in engineering services drive a car?

Traffic lights at 33rd could be an option to slow traffic.

I would only support modest changes. For example, I would support improved pedestrian crossing at 24th. The circle at 20th would probably divert more traffic along Collingwood and 21st.

It will divert traffic to other streets without a doubt.

We could recognize Blenheim for what it is, a necessary connector to Marine Drive and restore the surface for the volume of traffic it now carries.

This is a main route used by local traffic to go to marine Drive King Edward Blvd. 41st Avenue the airport, Oak St Bridge and Highway 99 etc.

Do not agree with many of the measures proposed strongly agree with #2, #3, #5, #8 (except remove circle) #7 #11, #13, #14, #15, #17, #18, #19. Don't agree - with traffic medians. Awkward for motorists. - with traffic circles - unsafe for cyclists.

Where do you expect traffic to go? You are creating a Dunbar Ave. monster - it is already!! We are unable to enter Dunbar Ave. already. Can't turn left - can barely enter traffic on right turn.

Too many calming measures. I would support a few but not at every street! This is too much!! Waste of money!!

I would like to have seen an integrated plan for neighbourhood, rather than one street. Traffic calming is really a euphemism for making it more difficult to get from A to B on an existing road. Consequently, drivers will find other routes (mainly Collingwood) to bypass obstacles. Collingwood is already overused by non-local traffic. This will be exacerbated.

Except by the schools #7 and #17. To implement all of the measures (20 of them) is far too expensive and should be put to a city wide vote first.

Traffic circles and bulges disrupt the normal flow and pose hazards. Often people go the wrong way on a traffic circle particularly to turn left.

I used Blenheim between Broadway and 4th Avenue before your calming of that section, causing me now to use other roads with less restrictions - residential or arterial, (Alma or McDonald) and reducing my purchases of services and goods of that section of 4th Ave.

The suggested traffic calming measures will definitely divert traffic to nearby streets, e.g. 21st Avenue (between Blenheim and Quesnel) is already crowded with parked cars - removing parking on the east side of Blenheim will certainly aggravate the parking situation on 21st and 22nd.

It would be very danger when driving during snow-fall because the snow might cover it appearance driver does not notice the corner bulges.

These measures will cause more traffic to be diverted to the rat lives than there already it. Again, it will also delay the response time of emergency vehicles that use Blenheim.

The proposed changes would make it considerably slower for us to get around in our own neighbourhood.

I don't want my tax dollars invested into dubious "improvements" that will frustrate ease of driving. Re-pave and curb Blenheim, then evaluate traffic flows.

I feel that these so-called calming measures cause more trouble than they cure. Fix the street and keep the drains clean. Blenheim is a river when it rains and this makes it hazardous.

No, traffic designs and reality are not the same. "Calming measures" will divert traffic to nearby streets!

A few traffic calming measures could be considered, but the plan as it stands appears a colossal waste of money. We disagree that traffic circle is necessary on West 20th.

I would go one step further but a bus line on Blenheim. Every other north-south arterial has one. Why should Blenheim be exempt? If you want us out of our cars, buses on Blenheim!!

Stop wasting my tax dollars on non-essential items!

The King Edward and Blenheim intersection proposal is ridiculous! Due to the condition of the street, cars seldom go above 40 k stop signs at 3 -4 block intervals would slow traffic. The suggestions made in the flyer would not.

I only agree to improvements on Quesnel Drive (3). The others, I think it is a waste of public funds which should be used to build concrete curbs along Blenheim Street. On King Edward (8) there should be left turn traffic arrows painted on the ground.

Blenheim St. should be paved to allow more traffic. Many kids cross Dunbar to get to queen Elizabeth and Kitchener. So we are the ones nearer Dunbar that need a traffic calming or neighbourhood collector or at least share the traffic with Blenheim and Crown St.

The state of the pavement on Blenheim is a disgrace and has been for years. Roads in third world countries are in better shape. What do you think is going to happen to traffic congestion on Dunbar if you proceed with this idiotic plan? I would like to register my objection to the proposed "calming" measures for Blenheim Street. Although I applaud the fact that the city is finally planning to do something about the appalling condition of the road surface, I object strongly to the plan to reclassify the street to a "neighborhood collector" (whatever that is supposed to mean).

The first question to ask is "whose idea was this in the first place?" If it comes from the residents living on Blenheim, I can understand they would like to have less traffic. However, they must have known it was a secondary arterial when they moved there. I certainly discovered that fact when I was looking for a house in Dunbar. It certainly didn't come from any of the neighbors that I have spoken to.

To suggest that the proposed measures would have no effect on traffic volume makes no sense. What is going to happen is that as drivers get frustrated with having to negotiate bulges and traffic circles, they are going to try to find alternate routes, either through other residential neighborhoods or using Dunbar Street which is already a nightmare at certain times of the day. This is particularly true for pedestrians trying to dodge traffic crossing the street. Have you actually been on Dunbar during peak times? If you have, you can't possibly be serious about this harebrained idea for Blenheim.

If anything, you could make an excellent case for the road to be widened, but that's probably not likely to happen if it means taking down any trees. Without Blenheim as a secondary arterial, there would be no other North/South street between Dunbar and Granville, and in a city the size of Vancouver, that is simply not acceptable.

People should not buy houses on busy streets and then try to inhibit their use. As Vancouver grows, the need for a good north-south route will increase as traffic increases. Dunbar St. does not need this extra traffic. There is a need for the arguments for the no side of this question to be publicized. The proposed traffic bulges are hazardous for cyclists.

Want to see it repaved but do not want traffic circles at intersections - especially not at Blenheim and King Edward intersection slows traffic too much!

Blenheim Street was never intended to be a collector street but an arterial street. It should remain unchanged. Per Oct 6 phone call to JKH: Strong objection to circle added at King Edward

Residents need more parking space on the east side of Blenheim for visitors in front of their own house. Too hard on the brakes and bumpy to the cars. Most residents in these areas are aware of the uphill elevation of Blenheim St and the senior homes, 3 schools, and are driving within the guideline. More calming median will further slow down traffic and for cars to emit more as it will take a bit longer time.

The traffic circles are not necessary. The corner bulges would be appropriate for school crossings as the hulking SUV's of Blenheim residents block vision of the street corners. Removing any parking on Blenheim will only add to the impossible situation on the cross avenues. (Illegal suites?)

How would they not divert to nearby streets? It's unrealistic. Those who bought or buy on Blenheim know it's an artery.

Please do not change Blenheim from an arterial road- it is needed in the community. There is enough traffic on Dunbar already.

Traffic circles or bumps at intersections would be okay in areas where a school is nearby- how about 24th & Collingwood? We have a church with many users, a preschool, a school, & the church hall with all its groups. People come off Dunbar or King Ed to avoid the traffic light & rush down 24th or Collingwood at times when many small children are around.

I feel that those living on Blenheim were aware of its use when they started living there, and must move or put up with it. It has not changed noticeably in the 8 years we have lived here, so what is the problem? Thank you.

Further to above: we say this. Crosswalks for school children, of course, a no-brainer. A few traffic circles: understandable. We all value safety. However; we consider the total of proposed calming measures to be both excessive and unnecessary to say the least.

This is overkill. The amount of traffic calming devices - one at every intersection - will make Blenheim undrivable. Dunbar is very busy and slow. Blenheim is the only alternative to get to Marine Drive. I don't want a highway, but I do want to drive more than 2 blocks. Maybe 1/4 of the changes proposed.

The calming improvements would be horrendous.

A huge unnecessary expense. Traffic would be diverting to other streets!

A waste of money leave the street as it is. Just pave it properly.

No unless similar measures are taken to calm the traffic on Balaclava as well.

This would divert more traffic. Very reasonable to slow traffic at school (Lord Kitchener) and perhaps at Blenheim Lodge. No circle at King Edward - maintain 2 through lanes and turning lanes.

There is no data on increased traffic flow or accidents to justify the proposed changes. Reduced speed limits in school zones need to be posted and enforced.

Proper cross walks would be beneficial. The information distributed does not include the proposed closure of the left-hand turn lanes on King Edward and is therefore misleading.

The measures proposed will make access through one neighbourhood more difficult for residents. The bulges in particular, will impede access to driveways for residents of Blenheim St. A less comprehensive plan may be acceptable.

I support your proposal installation of midblock medians and traffic circles; however I am not a supporter of corner bulges. Firstly, I do not feel they reduce traffic speed but they definitely reduce available street parking. On my specific block of Blenheim (26th to 27th Ave.) this proposed reduction of street parking (west side of Blenheim) will force parking onto avenue (26th and 27th) already crowded due to all the residential suites in this area.

I would like Blenheim repaved and that's all. I do not want my tax dollars spent on other measures when so many streets are desperate for repairs now.

We don't support any traffic calming measures, the estimated 1 million additional dollars is a waste of tax payers' money and we will not be supporting future capital plans if this is how our tax dollars are spent.

Traffic calming measures are very costly - the money needs to be spent on road maintenance. Broken roads damage cars, cause pollution, increase traffic noise and contribute to accidents.

No to traffic calming. Yes to parking on West side on 26 - 27th. A total over reaction. The traffic will flow - at the same rate as it does now. People bought on a major thorough fare and should now try to change it.

Kitchen/Crofton - same problem as Kitchener. Items #8, #14, and #15 will create bottlenecks, road rage, diverting to lanes at school drop of/pick time. These measures seem to narrow the street to one lane, which will be blocked by parents trying to turn left (west) from Blenheim onto King Edward. They have to wait for kids to cross. Cars driving straight north on Blenheim or turning right (east) will be stalled unless they have a 2nd lane.

I do feel most of these measures result in more traffic on Collingwood Ave., which is a danger as it is now a safe street for kids to walk to Lord Kitchener on. I also question how all these huge number of changes won't result in higher property taxes.

In my opinion traffic circles on a busy street will be hazardous. People do not know how to handle them. Blenheim needs radar at least once a week not all the proposed expense. I lived on Blenheim St. many years - never saw a traffic policeman.

I am afraid they would divert traffic.

Not necessary to do all streets. Bulges can chase traffic congestion and parked cars are prone to accidents due to a narrow road.

The total cost of this project plus rebuilding Blenheim Street and repaving it would be very high. City taxpayers will be liable for the total costs, etc. The revenue source will not come from "Heaven"!

Blenheim is one of the few "through" streets available on the west side. These measures available on the west side. These measures will unnecessarily limit (and it is enforced) These measures will not be required. I.e.. Set up speed traps.

I have yet to understand or benefit of many traffic "calming" measures. The bulges are of particular concern. They force cars close together and leave virtually no

room for cyclists of (which I am also one) how this makes matters safer is beyond me. Scrap the idea and simply pave Blenheim!!

I am concerned that removing parking on Blenheim St. will lead to more cars parked on my street (West 27th).

Too costly will result in the use of more gas because cars will drive slower.

I wish to object to the proposed Blenheim Street Construction. I am sure that this work will be extremely expensive (I have never seen any cost figures for the work) and I believe it to be unnecessary. I suggest that you repave the street, ban any trucks (as you have North of 16th Avenue) and then monitor car speeds by some method of radar, photo if necessary. This would, I suggest, save a great deal of money and provide an efficient north/south route.

I see a need for a couple more 4-way stop signs in Blenheim (29th and 37th) but not what has been put forward in this document.

Only at school/park/bicycle cross-walks not to slow traffic down to improve property values for people who knew they were living on an arterial route.

Other streets, especially Collingwood has significantly increased traffic from Blenheim being left in such a terrible state of disrepair! No traffic counting has been done on Collingwood to support your above statement regarding traffic being diverted to nearby streets.

Your designs will divert traffic. These calming measures are designed to limit turns onto Blenheim and generally make driving there so awkward that traffic will divert to Collingwood or Balaclava. We don't see these measures particularly the mid-block medians, the traffic circles, and the removal of parking as desirable or necessary.

See above. My vote is to pave Blenheim properly and let it act as a secondary arterial similar to West 33rd Avenue.

Any further impediments on Blenheim will divert traffic to Dunbar whether city engineer intends that or not.

Recommend: more roundabouts between King Ed and 41st to slow cars. Plus good education on how to drive a roundabout. We consider proposed traffic measures are excessive and could hinder safe driving. Narrowing already narrow roads at corners is dangerous. e.g.; traveling east on 41st and exiting onto Mackenzie to south - far too narrow north on Mackenzie - with parking allowed between 41 and 40 - this approach far too narrow. Medians would also narrow roads. Excessive tall plantings on corners hinder clear vision from sedan car.

If it is paved smoothly, the traffic and go easily. After diverting to nearby streets, these streets will be jammed anyway.

The proposed scheme would achieve exactly the opposite of the stated intentions by forcing traffic onto other streets and avenues. Without a traffic flow count of the existing conditions, no plans should be proposed.

At 20th Avenue -- traffic is confusing! All traffic circles are!!

a) The stop signs on 29th should be retained. b) 33rd should either have a light or a 4-way stop.

I approve of most calming measures except the circle at 29th. I think this may divert traffic along 29th Avenue. The corner bulges should slow down traffic. I'd rather have stop signs at 29th.

Higher density has increased traffic and calming measures does not prevent volume. Only slows movement. Moves the problem to other streets, or parts of the city. Traffic congestion needs to be addressed not calming measures that reduces the

flow of traffic.

Absolutely not!! The attached proposals are for what I would expect in a Gated Community. That is not how you stop speeding. I do not mind putting up a few more stop signs. It is as effective (or more so!) and it will add hardly anymore to the cost of the paving.

We only agree with item #8. These bulges will only hamper neighbourhood traffic. Commuter traffic will be diverted to other streets. Forget the traffic calming.

Traffic circle at W 29th will promote more E-W traffic along W 29th. Pedestrian crossing at 31st should be at W 29th which is nearer to play areas.

Furthermore people in Blenheim have always had rush hour traffic and they are used to it and have bought their homes fully aware of this I foresee accidents at Blenheim and trouble at 29th adjacent to the park.

This seems like a huge waste of money! Blenheim needs repaving and curbs, all these pedestrian aids are unnecessary for a street that has very little pedestrian traffic, except @ Crofton School and Kitchener school where there are already crosswalks and lights!

Change #4 for 20th, 29th and 37th. Please consider 4-way stop signs instead. Traffic circles distract drivers from watching for pedestrians crossing with strollers especially at 29th!!! Remove 30th crosswalk too.

Traffic calming measures (particularly traffic circles) would make driving in snow and ice more dangerous. 2) No evidence that traffic circles on a street of Blenheim width and traffic volume are safe. 3) Bottlenecks created by traffic calming at intersections will inevitably divert traffic to smaller streets (e.g. Collingwood).

My issue is that already at the light at 29th and Dunbar traffic speeds down 29th to Blenheim and then a traffic circle at 29th and Blenheim will further encourage use of 29th and high speeds especially during school hours.

Would support installing stop signs every four blocks. I think this would be a more effective way to calm traffic and cost improve safety.

I am not convinced that more traffic will not be diverted to nearby streets.

All these calming devices are a waste of time an money. The engineering department should be spending it's budget fixing road surfaces which are 3rd world caliber. You need a 4 wheel drive to navigate Van City streets.

Blenheim will be impossible (and impassible) with all these measures and people will be forced onto smaller roads. This will lead to frustration and speed where neighbourhoods can't accommodate it. Better to improve Blenheim road surface and then provide pedestrian and vehicle- activated crossings.

Between 25th and SW Marine Drive should have two lanes each way. Get rid of the big trees.

There is inadequate safeguards preventing traffic from using Collingwood or Balaclava. The measures are excessive and will divert traffic to Dunbar, Collingwood or Balaclava.

I support traffic calming measures but I don't support having measures installed on every block from 16th to Marine Drive. This is overkill. Some sort of measure every 3 or 4 blocks would more than suffice. Even with this, traffic is going to be a nightmare for a year with all this construction!

Strongly opposed to #4, #5, #6, #7, #8 (Needs different design) #9 thru 14 and #16 thru #19. Corner bulges impede efficient traffic flow and causes frustration - in some cases leading to road rage.

Minor changes would make them acceptable. Corner bulges on Blenheim at the Northwest and Southeast corners of intersections with side streets could cause serious traffic obstruction on Blenheim. A Northbound vehicle on Blenheim wishing to turn left at an intersection with a bulge on the Southeast corner would totally block Northbound traffic behind him while waiting for a gap in oncoming traffic. The same applies to Southbound traffic and the Northwest corner. Bulges on the Northeast and Southwest corners would have equal traffic calming effect without obstructing through traffic. One of the concerns of residents in the area refers to the school block on Blenheim between 24th and King Edward Avenue. It is feared that Southbound traffic on Blenheim might speed passed the school so as to catch the traffic lights on King Edward before they changed. It is difficult to see how the proposed changes at the intersection of King Edward Avenue and Blenheim would address this problem. Much more effective would be a traffic circle at the intersection of 24th Avenue and Blenheim and speed limit signs in the block. A traffic circle at 24th could, perhaps, replace the proposed traffic circle at 20th if it is felt that four traffic circles are too many. Northbound traffic in the school is much less of a problem since they would have already passed the traffic lights, and drivers would be aware of the traffic circle at the next intersection. The present offset left-turn lanes at the intersection of Blenheim and King Edward left-turn lanes at the intersection of Blenheim and King Edward work very well in preventing congestion on King Edward Avenue. The proposed painted "no go" area and mini roundabout would nullify this effect. Why radically change the intersection since the proposed changes, apart from the addition of medians and bulges on Blenheim, would have not traffic calming effect? The intersection of 43rd Avenue and Blenheim will have a 4-way stop signs. What advantage would there be to add a corner bulge?

Three points occur to me. 1) I am not sure whether the objective is to reduce the volume of traffic using Blenheim or to reduce the speed at which the traffic travels. Volume reduction could be more effectively achieved by designating some blocks on Blenheim one-way Southbound and other blocks, possible adjacent, one-way Northbound, ensuring that motorists would not use Blenheim as a through-road. Though this may satisfy the Blenheim Neighbourhood Group it may not conform to the definition of a Neighbourhood Collector. In light traffic, corner bulges would probable have little effect in stopping speeding encouraged by the improved road surface. Stop signs on every other intersection (4-way where appropriate) and traffic circles (mini-roundabouts) are far more effective ways of preventing speeding. 2) At certain times of day King Edward Avenue carries a high volume of traffic. Left-turning traffic from King Edward Avenue into both No. and s. Blenheim can at present use the slip roads while waiting for an opportunity to turn, thus not interfering with through traffic on King Edward. while I feel fairly neutral about the proposed "gateway medians" on Blenheim at this intersection, removal of the slip roads could result in a build-up of left-turning traffic on King Edward, thus impeding West-bound and East-bound traffic. The traffic circle shown on the plan would make things even worse. 3) Cyclists do not use Blenheim because of the surface. Improvement of the road surface could result in heavier use by cyclists, particularly as bicycle use increases which is likely. At a bulge, corner or mid-block, a cyclist using the roadway would have to swerve towards the road middle - an overtaking motorists might hit the cyclist or have to brake sharply, risking a rear-end collision. Have you discussed the improvements with cycling organizations?

As well as ruining Blenheim for traffic flow, these changes will of course divert traffic to neighbouring streets, such as 31st Avenue that we live on. Please include a traffic circle at 31st Ave and Collingwood if you make these changes on Blenheim.

This is a complete waste for tax money

With the number of calming measures for Blenheim shown on the map, traffic would without doubt be diverted nearby streets.

Left turners at 41st and King Edward will hold up the flow of traffic during green lights. Will there be room for right turners at King Edward and 41st during red lights? Will stop signs be removed at 20th, 29th & 37th? Not a good idea

People don't like to slow down regardless of measures to encourage this. In my experience this causes even more unsafe conditions as they speed around traffic circles and honk at slower drivers in front. Additionally, people don't seem to know how to approach traffic circles and always assume they have the right of way.

The most glaring ridiculous placement of a circle is at 25th Avenue and Blenheim. What with the parents driving north to drop-off their kids (loads of them)! Plus the "driving school companies that ply this route all day anyone wanting to do immediately south to north would barely get through on one light.

This will undoubtedly increase traffic to all of the other streets in area. Houses on Blenheim cost less, have paid less taxes, now they want to slow the street, decrease traffic and have this cost come from "capital plan funding." That is tax money, let them pay for it, if they want.

This seems way over-engineered. Plus with all the other glaring deficiencies in the Vancouver civil engineering plan - most notably a lack of left turn arrow/lanes - it actually makes me mad seeing as detailed a plan as this for Blenheim. And if Blenheim is currently poorly paved as a speed reduction measure then that is truly sad. Please let the police regulate speed.

Way to much money wasted! Shouldn't have bought on Blenheim if you don't/didn't like it!

Blenheim St. is in such bad shape that traffic must slow down or risk vehicle damage. No need to take further measures or spend more money. Repave Collingwood from 16th to 29th instead.

We do not like corner bulges at all and only very limited circles. There are far too many traffic calming measures intended and Dunbar Street is already too crowded to host alternate traffic

Just repair right ways.

Do not support corner bulges. The road width does not need additional reduction for pedestrians. Traffic calming could be done by a few circles and bumps at lower cost.

Corner bulges do not slow the main traffic and they unnecessarily put cyclists at risk by putting them into the main flow of traffic.

Reducing flow on Blenheim will create added traffic on surrounding "main" streets such as 33rd and McKenzie. Traffic will seek a quicker route, Blenheim having been calmed. This will be a significant shifting off issues from Blenheim residents to us.

I absolutely do not approve of installing these motorcycles and traffic menaces at the direct and unsustainable cost to me directly as a result of the confiscatory business taxes I pay.

I do not believe that "calming" actually slows traffic. Drivers appear to use these area as a "test track" and there is the high cost to install and thousands of dollars

damage caused to front wheels hitting these usually, unidentified curbs!!

Absolutely no - you must be kidding to say all these bulges and roundabouts wont divert traffic to Dunbar or McKenzie. You keep mentioning safety I travel Blenheim every day and I can only recall two accidents in the last 30 years. I am sure there have been more!! But I've never heard it being called dangerous.

I would agree to paving but not all the other things.

This just shifts the traffic onto other streets. This type of tampering has caused the 33rd and Marine Drive to become virtual freeways.

You can not calm the traffic on Blenheim because many people take this road to southwest Marine/Richmond everyday. I would suggest that you should pave the road to a better condition, so that the cars can ride on it quietly.

My goodness - what an expense for the city as our homeless wander the neighbourhoods!! Could we simply repave our most "potted areas" (29th and 37th Ave.) I notice 24th 25th, 26th 27th are nicely paved.

I find traffic circles and corner bulges a nuisance and in many instances dangerous and frustrating. I don't understand why the city insists on spending all of the money on the above when four-way stops provided are effective.

Partial calming ???? Schools only. Is practical but the plan is too extreme and will divert traffic to other streets making traffic increase on other neighbourhood streets

Traffic circles I strongly support but the other measures proposed on the attached map are unlikely to reduce speed but merely increase congestion and accidents. The bulges near schools at 24th, 25th, and 43rd are also OK.

Your engineers propose 22 bulges in 26 blocks plus two traffic circles. Surely this is overkill. All through Dunbar we have stop signs about every two blocks, one way or the other. The light at 25th and Blenheim etc. seems to work OK at the school zone and there seems to be adequate cross walks for pedestrians in other places.

How about traffic police on 33 between Blenheim an Dunbar to stop speeding motorists. Also I do not like the pedestrian signal at 33 and Dunbar.

Calming measures should be considered around sensitive areas (i.e. the school at King Edward and Blenheim) only.

Some calming measures are fine but something at each intersection is unnecessary - particularly the planned modification to King Edward. There is already major congestion at 41st and Blenheim, Marine Drive, Blenheim at peak school times and restricting the ability of drivers to keep traffic flow by installing medians will not improve Blenheim and will certainly cause drivers to take neighbouring streets.

They do not have to be as extensive.

I support traffic calming on Blenheim but I believe the extent of measures (i.e. traffic circles taken to do so want slow people to speed limit it will require them to go even slower than the speed limit which will divert traffic to Dunbar St. Which is already bumper to bumper and shows issues already.

Corner bulges - OK, No traffic circles, Gateway median at W 16th could impact parking for seniors home, No mid-block medians - lack of parking will impact side streets.

Persons who purchased property on Blenheim were aware that it was a through street with a yellow diamond line and even purchased their property at a discount because it is located on a secondary arterial. It is absolutely necessary for traffic flow that this remain a secondary arterial.

Calming measures at 33rd and Blenheim create extra hazards for east-west traffic,

present 4-way stop appears effective.

Blenheim Street badly needs re-paving which should be done. If there is concern that traffic would then move too quickly, an extra stop sign approximately halfway between existing stops would be acceptable. Blenheim property owners should be able to park on both sides just as on almost all other streets in the neighbourhood. The extensive bulges and medians outlined are far too ambitious and not appropriate for such an important north/south artery.

Actually I support all BUT I am firmly opposed to traffic circles. Having recently lived in Kits. I found them irritating and difficult to negotiate with either non-power steering (my P/U) or when using a large vehicle - especially for left turns. No to circles!

I would support some traffic-calming measures but these go much too far and will inevitable result in the diversion of traffic on to side streets. The main intersection (25th, 41st, SW marine) are particularly badly designed and will impede traffic.

This street for years has moved traffic from N - S and S - N. Object should be to have traffic flow efficiently - not necessarily by slowing it down. The street needs repaving - not bulges an circles. Most people in the city don't know how to handle circles.

There are too many bulges. They should be at main intersections only. They can be dangerous to cars on the inside lane if no sign is posted. No circles. Median dividers OK. Improvements at 16, Puget and Quesnel OK.

There are more important traffic issues in the Dunbar area than traffic calming on Blenheim. Traffic calming on Blenheim should not be done.

There is too much traffic on the street now to propose circles at 20th, 29th, 37th. At King Edward, 41st and Marine Drive reconstruction must allow two lanes each way and or include revamp of signals, so left turns don't back traffic for 3 blocks and 4 sequences (I think advance great for left turns). Traffic bulges create additional hazards for bicycles forcing them closer to the traffic!

There was no reason to include "neutral". Anyone not interested in the outcome would probably not respond.

I was polled on 'How we want the city to spend our tax dollars. I want our taxes to go to the 'Strathcona Library'. I am appalled at the expense of this ???? When Strathcona does not have a library.

Blenheim should not be "made smaller" than it is. The proposed changes will mean an increase of traffic on Dunbar and smaller n/s streets (Carnarvon, Larch, etc.) I foresee a constant traffic jam on Blenheim if these changes are made with cars going slower but spewing exhaust into the air.

No I think the proposed is costly and not cost effective. Traffic Calming can be achieved by installing 4 way stop signs every three or four blocks and the funding put into paving and curbing.

"Traffic calming measures" will frustrate and anger drivers as found elsewhere. These drivers will then race down side streets to avoid these obstructions, don't be fools; restricting arteries causes heart attacks.

There will always be people driving from southlands up to Blenheim. They will not use any other roads or use back roads which you would like to avoid.

Too much. Don't curb and gutter the street - improve the road bed and include all the users below Marine Drive who will be impacted by this. I have lived in this house for 33 years. You can cut traffic on Blenheim by taking out the left turn lane

@ 16th.

Repair/repave Blenheim there will be less noise. Corner bulges are dangerous to cyclists. Traffic circles are ineffective unless they are a minimal 10 meters.

These designs might become a hindrance to traffic and cause inconvenience to the Kerrisdale residents.

I do not believe traffic will not divert to nearby streets. Traffic flow on Dunbar street needs to be looked at. Stop lights at almost every corner, diverts the traffic!!

When people bought their houses on Blenheim they knew very well they were on a busy street. That is why they paid less for their houses. I am very much opposed to these traffic calming measures unless they are simultaneously introduced to all streets in the neighbourhood.

These changes may well improve local property values but at this public expense.

More cars are coming onto all roads each year and the building of corner bulges are taking away traveling space and increase maintenance. Traffic circles are obsolete why are you suggesting putting them on? Ask any driver especially those driving emergency vehicle like police fire ambulance.

We do not believe that drivers will calmly accept all the changes and continue to use Blenheim but take alternative routes. Circles are dangerous - often people misuse them because they are confused. Corner bulges are a hazard.

No right hand turn lane at King Edward. The measures are so extensive that it will continue to divert traffic to other streets. People take streets like ours (36th) and Collingwood now, just so they get off bumpy Blenheim with its potholes. This will divert traffic onto 26th.

I'm receptive to changes specifically around the school. (25th. But not generally).

Will send more traffic to McKenzie and 37th Avenue. Please just improve the paving.

These measures will put more traffic on Dunbar and Mackenzie. Residents knew what they were buying or renting when they moved to Blenheim.

Putting a traffic circle at 37th is a dangerous thing to do. I have seen so many "near accidents" between cars, and cars and bikes, on the other traffic circle on W. 37th (which has much lower volume of traffic). A lot of drivers don't know the rules for "traffic circles".

Traffic circles do not calm traffic. Removing the stop signs and replacing with traffic circles on 37th (Highway 37 now) increased quantity and speed of traffic as measured by your traffic counters 4-ways stops will be better than traffic circles.

These changes will make Blenheim more dangerous than it is now.

This is a waste of money. Traffic increased when traffic lights were added to Blenheim. Replace all of these with roundabouts.

In my experience, corner bulges impede the flow of traffic. If a car was waiting to turn left, there is no need for all traffic to be stopped. 37th and Blenheim is better served with stop signs, as it now has. The circle will not help pedestrians to be notified. A pedestrian light would be better.

No - all it will do is force non-traffic on to an already overcrowded Dunbar, which between 33rd st 25th will get as bad as 4th Avenue between Burrard and Vine.

Despite stated intentions traffic will increase on Collingwood, Balaclava, Carnarvon, and Mackenzie as well as cross streets. There is no evidence that speed is an issue on the majority of Blenheim.

We support the majority of the improvements the majority of the improvements.

However, we do not have confidence in the extent of the survey. We believe the potential impact of this project is more wide spread and affects a broader population than the population surveyed.

You are going way over board. Keep some of the funds to calm traffic on McKenzie between 41st and King Edwards

You have no plans to calm traffic which will be diverted to neighbouring streets i.e. Mackenzie between King Edward and 41st Ave.

This is a waste of our tax dollars. If you have money to spend I would suggest repaving Balaclava street. 37th to 39th Avenue and 41st to Marine Drive have holes you could lose a small car in.

King Edward circle will congest traffic! Medians at 41st, SW Marine must have two lanes beside to enable returns and through traffic to pass left turners. No circles! Anywhere.

No bulges but traffic bumps.

We have to vote for three reasons: The proposed changes at King Edward/Blenheim intersection; the median at 41st/Blenheim; the Median at SW Marine/Blenheim. All three will slow traffic to the point where it becomes immovable. Those intersections are very crowded now - blocking them will only make a bad situation worse. At 25th and Blenheim Northbound on Blenheim needs two lanes at the intersection to allow left turns at 25th for parents to drop children off at Kitchener School and allow right turns at 25th as well as onto 25th between 8:30 and 7:00 AM. The proposed plan will cause traffic to go left on 26th or 27th in the morning.

Measures shown are overkill!! Go back to the drawing board, please.

Please leave things exactly as they are. This is really a move by Blenheim Street residents to increase the value of their property. They purchased on Blenheim knowing the traffic patterns, which have not changed for 40 years. This is a waste of taxpayer money.

I do not believe this will help the traffic. If not go onto nearby streets - where will the traffic go? It does not vanish. Crofton House traffic will not improve - only get worse.

No traffic

This is a make work project for the city. Stop wasting our money. Reduce the capital budget and lower taxes instead. Do a study to find out how much gas would be wasted. Wear and tear on automobiles increased and extra pollution created by these "calming" measures.

Must provide more left and right turn lanes as that through traffic can move. Reducing driver frustration means they may be more likely to obey speed limits. Use speed bumps if necessary but let it more and not back up at intersection. Mid-block bulges seem to be a scary prospect for cyclists on the route.

1) Do not agree with installation of circles at 20th, 29th, 37th. 2) Do not feel that mid-block bulge 40th - 41st is good plan. 3) Important not to discourage traffic use - Dunbar already congested. 4) Traffic calming measures so much - traffic will be discouraged from use of Blenheim.

I believe 4-way stops are cheaper than the proposal and can be as effective. No need for corner bulges.

Blenheim has been an arterial route for as far back as I can remember (30 years). This is not a new development. Traffic calming devices will ruin this important route. Please spend the money instead to re-pave Blenheim, put in lighted

pedestrian crossings where most needed and put in photo-radar cameras at strategic spots. Let's admit that we are a big city and get on with it.

There are better ways to spend the corresponding money. For example, too many roads, even in this neighbourhood, need significant repairs plus better maintenance.

Proposed improvements!! I don't think so. Total waste of taxpayers' money!! For the city engineers, these expensive obstructions create more accidents.

Some measures # 1,2,3, OK. Rest are totally unnecessary. What accident statistics support these changes? Lower Blenheim (16 to Broadway) WAS REPAVED AND WORKS VERY WELL. Install curbs on Blenheim and repave as is.

I doubt that the proposed traffic calming will not move traffic onto Dunbar and Mackenzie. Hopefully residents on their streets are being consulted. Have you data to back up this statement? Proposal does not have any \$ budget. This is a very, very expensive alternative to stop signs speed bumps.

I do not believe that traffic calming will not increase times - of course it will - why else propose it? I seriously recommend that Blenheim not be re-paved - the potholes keep speed down.

I felt the comment section was really too small to express all my concerns. I may be one of the few residents that do not like ANY of the extended curbs, bulges or gateway medians. We are located between 41st & SW Marine Drive. When we purchased our home, we were fully aware that Blenheim was a busy street. To my knowledge, I know of no one who has been injured due to high-speed cars. The only real concern I have is the cross walk at 43rd and Blenheim. At the first community meeting with the Blenheim Street neighbours, we asked for NO extended curbs, bulges or round about. We wanted a raised crosswalk with bright paint to ensure the safety of pedestrians. It is especially important, as it is the major crosswalk to Kerrisdale Annex Elementary School & Crofton House School. The extended curbs & bulges are going to be a nightmare for all of us who have to pull out into the middle of the street to make my turn. The gateway median at 41st & Blenheim is going to create traffic chaos when parents drop off their girls at Crofton House School. The private security company that Crofton House retains is doing a brilliant job of moving traffic and ensuring the safety of the pedestrians. I think of how much money the city could save by simply drawing attention to the crosswalk and not putting in all the bulges and medians. I beg and plead that you re-consider your traffic calming diversions from 41st - SW Marine Drive! I personally do not want any impediments to block the view of the children trying to get to school safely. I just want a nice, raised and brightly painted pedestrian cross walk.
