



## CITY OF VANCOUVER

### ADMINISTRATIVE REPORT

Report Date: October 31, 2006  
Author: Paul Storer  
Phone No.: 604.873.7693  
RTS No.: 03055  
VanRIMS No.: 13-5000-20  
Meeting Date: November 14, 2006

TO: Standing Committee on Transportation and Traffic  
FROM: General Manager of Engineering Services  
SUBJECT: 29th Avenue Bike Route

#### RECOMMENDATION

- A. THAT the 29th Avenue Bike Route be implemented as described in this report at an estimated cost of \$320,000.
- B. THAT \$140,000 be allocated from the 2006 Street Basic Capital Bicycle Program to provide additional funding to supplement the \$90,000 Community Amenity Contribution funding and \$90,000 Translink cost-sharing funding previously approved by Council in 2005.
- C. THAT, commencing in 2008, the Traffic Operating Budget be increased by \$1000, without offset, subject to the 2008 Budget Review.

#### COUNCIL POLICY

- *In 1997, Council approved the Vancouver Transportation Plan which emphasizes the need for developing more bikeways and which ranks cyclists as second priority after pedestrians.*
- *In 1999, Council approved the 1999 Bicycle Plan which established the goal of developing the bicycle network in the City to ensure a grid of bicycle routes approximately one kilometre (1km) apart.*
- *On February 15, 2005 Council approved "THAT a bicycle route be established along West 29<sup>th</sup> Avenue, Eddington Drive, Nanton Avenue, West 28<sup>th</sup> Avenue and Midlothian Avenue, from Imperial Drive to Ontario Street, subject to consultation regarding design details with neighbours abutting the route" and that \$90,000 of CAC funding be allocated for the project with the understanding that the remaining \$90,000 would be funded through Translink cost sharing contributions.*

## PURPOSE

The purpose of this report is to inform Council about the issues which arose during the design and consultation for the 29<sup>th</sup> Avenue Bike Route and to seek Council's approval to proceed with the implementation of the route with the measures detailed in this report. It also requests additional funding to accommodate increased construction costs, changes in scope in response to resident concerns, and updated design standards.

## BACKGROUND

In February 2005, Council approved the establishment of a bicycle route along West 29<sup>th</sup> Avenue, Eddington Drive, Nanton Avenue, West 28<sup>th</sup> Avenue and Midlothian Avenue, from Imperial Drive to Ontario Street, subject to consultation regarding design details with neighbours abutting the route. This was to be funded with \$90,000 of CAC funding and \$90,000 of Translink cost-sharing funds.

## DISCUSSION

Following the approval of the route by Council, a letter was sent to all residents and institutions along the route inviting them to an open house to discuss proposed measures (Appendix A). A presentation was also made to the Network Sub-Committee of the Bicycle Advisory Committee who provided feedback about the details of the route.

Consultation with residents of West 29<sup>th</sup> Avenue east of Cambie St, showed a high level of support for the route and proposed measures. Subsequently, bike lanes were marked on 29<sup>th</sup> Ave/Midlothian Dr earlier this year to coordinate with Canada Line construction.

Based on the feedback from the BAC, attendees at the open house, and further consultation with stakeholders, several issues emerged which required design modifications and/or more detailed consultation. These concerns and recommendations are discussed in detail in Appendices B through D and are explained briefly below.

1. Crown St/29<sup>th</sup> Ave Intersection (original proposal: traffic circle, new proposal: leave existing 4-way stop)

Currently there is a 4-way stop at this intersection. A traffic circle had been proposed at this location. A school bus uses this route daily as it travels between the two campuses of St. George's School. Due to a lack of public support and due to design modifications which, in accommodating buses, would limit the benefits of this measure as a traffic calming device, the circle has been removed from the list of proposed measures.

2. Balaclava St & 29<sup>th</sup> Ave Intersection (original proposal: traffic circle, new proposal: curb bulges and a raised crosswalk)

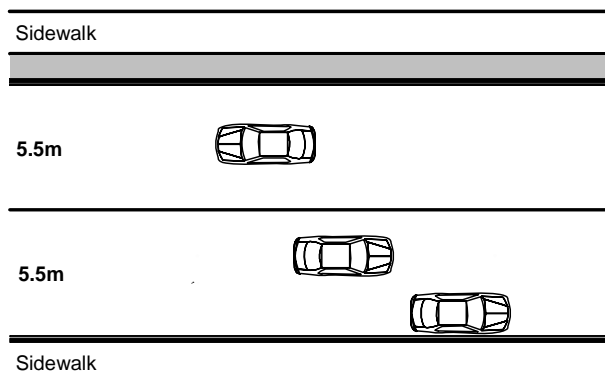
Currently there are stop signs for east-west traffic. During the consultation, several residents expressed concern about pedestrian safety at the proposed traffic circle because of the nearby Balaclava Park. While studies have shown that traffic circles are not detrimental to pedestrian safety, staff developed an

alternative option and surveyed the immediate area to determine the level of support for each option (Appendix B). The alternate option (curb bulges and raised crosswalk, as shown in the letter in Appendix B) is being recommended based on 58% support from those residents who responded to the survey (57% of residents responded).

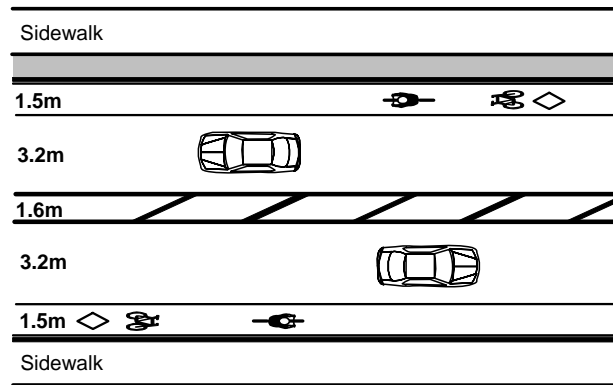
3. Puget Drive, 29<sup>th</sup> Ave to Eddington Dr(original proposal: bike lanes, new proposal: shared lanes)

Currently Puget Dr has one driving and one parking lane in each direction, but with very little parking usage in this block. A recent parking study showed an average of 1.5 vehicles parked out of a potential 50 spaces (3% average usage).

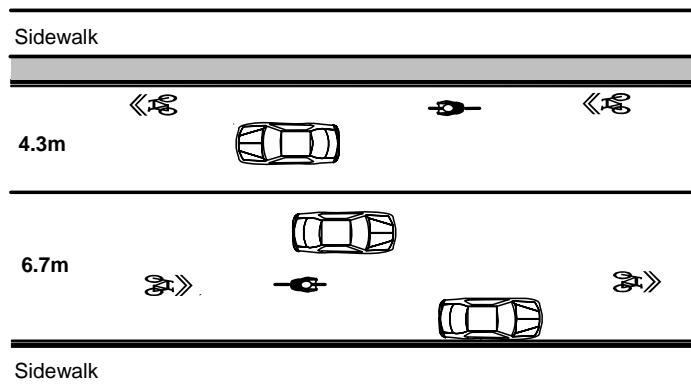
Because of the low parking demand, the original proposal was to install a single general purpose travel lane with a curb-side bike lane in each direction and a median down the centre of the road. This would necessitate removing all parking on the section of road. Residents expressed concern with the removal of the parking citing difficulty accessing the properties because of significant grades. To balance the need for a continuous cyclist facility and the residents' desire for on-street parking, staff are recommending an option which allows for parking on one side and a single travel lane in each direction wide enough for a bike and a car to share. However, the strong majority of respondents (90%) were against any change. Details on this process and configuration are in Appendix C. The proposed road configurations at the centre of the block are compared below.



Puget Dr. Existing Configuration



Original Proposal (Option A):  
Puget Dr. Bike Lanes



New Proposal: Puget Dr. Shared Lane Configuration

4. Nanton Ave/28<sup>th</sup> Avenue & Oak Street intersection (proposal: Pedestrian/Cyclist Traffic signal with Right-in, Right-out diverter)

A pedestrian signal is recommended on Oak Street at 29<sup>th</sup> Avenue/Nanton Avenue to allow cyclists to cross Oak Street safely. Because of concerns about this signal drawing traffic into the neighbourhood to the west of Oak St., a right-in/right-out diverter has been proposed on the west leg of the intersection. Staff recommend that the diverter be installed, since the BAC and 73% of affected residents who responded to the survey were in favour of the diverter (Appendix D).

A complete list of the proposed measures along the entire route is included below.

Table: List of Final Measures

<u>Location</u>	<u>Measure</u>
Throughout route	Signs & pavement markings designating bikeway
Midlothian (Cambie to Ontario)	Bike lanes*
Midlothian @ Dinmont	Curb bulges
29 <sup>th</sup> Ave/ Cambie St	Intersection improvements**
29 <sup>th</sup> Ave / Ash Street	Change stop direction to north/south (from east/west)
Oak @ Nanton(28 <sup>th</sup> )	Pedestrian/cyclist signal
Nanton @ Oak	Right-in/right-out diverter
Nanton @ Osler	Traffic circle
Nanton @ Hudson	Change stop direction to north/south (from east/west)
Nanton @ Cartier	Traffic circle
Nanton @ Marguerite	Raised crosswalk (on east leg), change stop signs to north/south
Nanton / Angus	Traffic circle
Nanton / Pine	Change stop direction to north/south (from east/west)
Nanton / Haggart	Change stop direction to north/south (from east/west)
Puget (Eddington to 29 <sup>th</sup> )	Bike facilities (see Appendix C)
29 <sup>th</sup> / Balaclava	Curb bulges/raised crosswalk

\* Installed in Summer 2006 to coordinate with Canada Line construction

\*\* To be designed during Canada Line restoration detailed design phase and funded through that project.

These measures are shown in the map included in the most recent letter soliciting feedback from residents about the proposed measures for the route (Appendix E).

Other concerns were also received. Each of these was investigated and considered; however staff did not feel that the issues require changes to the route design. These issues are raised in the comments which are transcribed in Appendix F.

The Bicycle Advisory Committee passed the following motion in support of the route:

WHEREAS, the Bicycle Advisory Committee has already supported the One Day One School initiative;

IT IS THEREFORE RESOLVED

THAT the Bicycle Advisory Committee supports the 29<sup>th</sup> Avenue/Nanton Avenue Bikeway as presented by Engineering Services staff on October 18,

2006, and further notes the Committee's preference for Option "A" as presented for the section of Puget Drive between 29<sup>th</sup> Avenue and Eddington; and

FURTHER THAT the Committee recommends that schools along the route be invited to participate in the opening of this bikeway.

CARRIED UNANIMOUSLY

### FINANCIAL IMPLICATIONS

The estimated cost of the components of the work on the proposed 29<sup>th</sup> Avenue Bike Route is \$320,000:

Traffic calming (traffic circles, etc.)	180,000
Pavement markings and signage	20,000
Nanton and Oak intersection, new signal	90,000
Puget Dr.	30,000
<b>Total</b>	<b>\$ 320,000</b>

The estimated costs exceed the previous estimates in 2005 (\$180,000) because of increased construction costs, changes in scope in response to resident concerns, as well as updated design standards. Funding of \$90,000 from CACs (Community Amenity Contributions) and \$90,000 from Translink was approved in 2005. Additional funding of \$140,000 is required which will be provided from the 2006 Street Basic Capital for Bikeway Program. Staff will also investigate the possibility of obtaining additional Translink cost-sharing funding.

Operating funding was approved in the 2005 report, however an additional \$1000 of operating funding will be required to maintain signage and pavement markings.

### CONCLUSION

The implementation of the proposed 29<sup>th</sup> Avenue Bike Route is recommended as detailed in this report, with allocation of \$140,000 from the 2006 Street Basic Capital - Bikeway Program to provide the required additional funding.

\* \* \* \* \*

## Invitation to Open House



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

April 3, 2006

Dear Resident/Business Owner:

**Re: *Proposed 29th Avenue/Nanton Bikeway Open House - April 19 & 26, 2006.***

You are invited to attend an open house to review the plans for a new bike route in your neighbourhood. Two open houses will be held - please feel free to attend either one.

The details of the open houses are:

**Riley Park Community Centre (Multi-purpose Room)**  
50 E 30<sup>th</sup> Avenue  
Wednesday April 19, 2006  
7-9 PM

\*\*\*\* AND \*\*\*\*

**Dunbar Community Centre (Room 202)**  
4747 Dunbar Street  
Wednesday April 26, 2006  
7-9 PM

In 2003 City Council passed a motion "that a bike route be established along West 29<sup>th</sup> Avenue, Eddington Drive, Nanton Avenue, West 28<sup>th</sup> Avenue and Midlothian Avenue, from Imperial Drive to Ontario Street, subject to consultation regarding design details with neighbours abutting the route."

The reverse side of this letter shows some of the proposed changes, which include:

- Installing street signs to inform cyclists about the route,
- Installing bike lanes with bike logos,
- Changing certain stop sign directions,
- Installing traffic circles,
- Installing a raised crosswalk, and
- Installing a new pedestrian-actuated signal (at Oak & Nanton/28<sup>th</sup>).

Your input is an important part of the development of this facility and we would like to hear your comments. If you can not attend the open houses, feel free to contact me with your comments or questions at 604.873.7693 or by email at paul.storer@vancouver.ca.

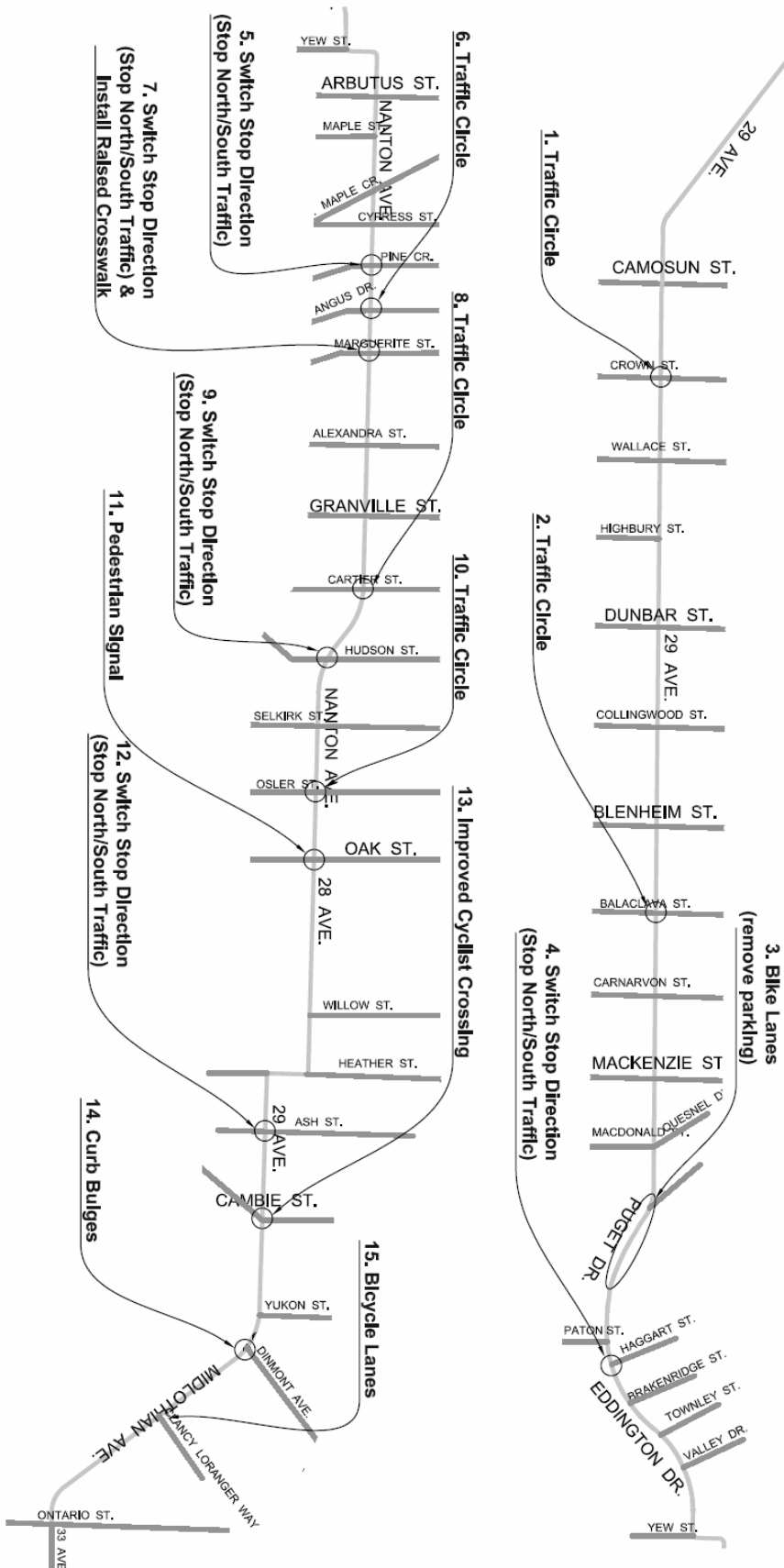
Yours truly,

A handwritten signature in black ink that reads "Paul Storer".

Paul Storer  
Neighbourhood Transportation Branch



# 29th Avenue/Nanton Avenue Bikeway Proposed Changes



**Public Consultation: 29<sup>th</sup> Ave & Balaclava St.**

Currently the intersection of 29<sup>th</sup> Ave and Balaclava St has stop signs facing east-west traffic. South-east of the intersection is Balaclava Park. The other directions are single family homes.

Since Balaclava St has been approved as a Greenway (Ridgeway Greenway) and as a Bikeway (Balaclava Bikeway), this intersection warrants special consideration. The original recommendation for the location was to install a traffic circle (Option 2 in letter on the following pages). This would allow cyclists to make any of the six possible cycling movements on the bikeways without stopping, as opposed to only two with the current stop sign configuration.

At the Open House in April, some residents of the area expressed concerns about pedestrian safety at the proposed traffic circle. After discussion with the residents and further design work, staff developed a second option that would accommodate cyclists and which may be preferable for the greenway and for pedestrians. The option includes curb bulges on the southeast and northeast corners (into 29<sup>th</sup> Ave), and building a raised crosswalk across the east leg of the intersection. This allows four of the six cyclist movements to travel through the intersection without stopping, and the improved pedestrian crossing is a benefit for the Ridgeway Greenway.

42 surveys were delivered to residents within a block of the intersection. Of the 24 received, 14 (58%) were in favour of Option 1, 7 (29%) were in favour of Option 2, while 3 (13%) didn't support either option. Based on this, staff recommend that Option 1, with curb bulges and a raised crosswalk, be installed as part of the bikeway.



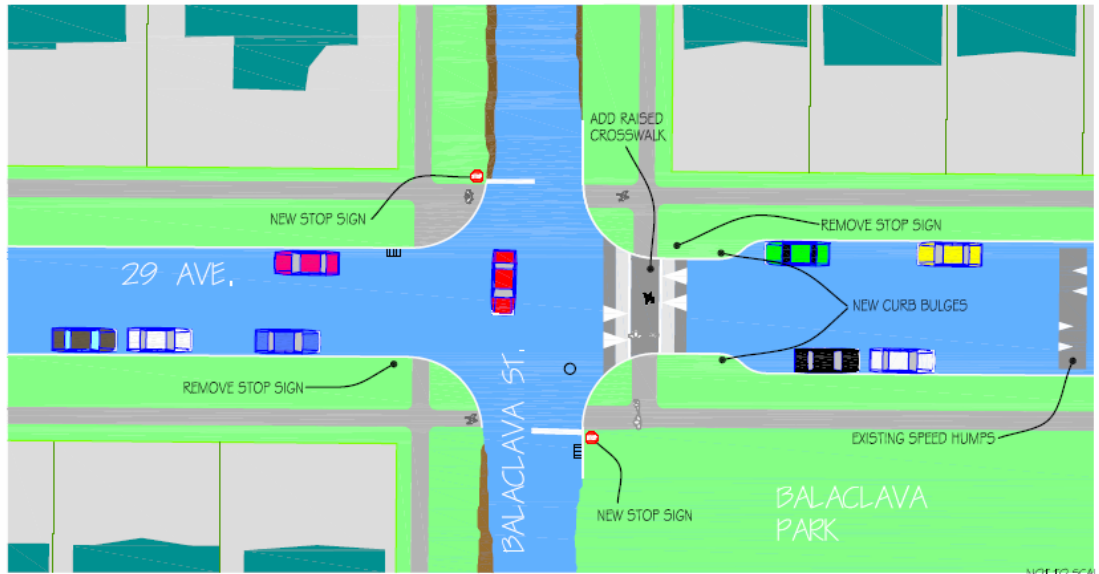




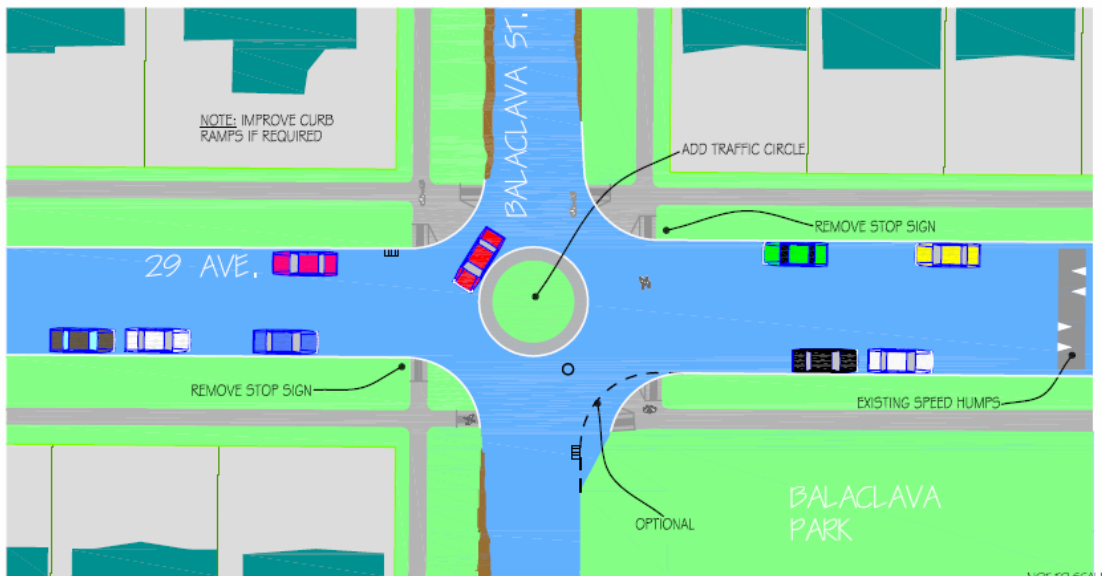
ENGINEERING SERVICES - GREENWAYS & NEIGHBOURHOOD TRANSPORTATION



### BALACLAVA ST. & WEST 29TH AVE.



OPTION 1 : RAISED CROSSWALK AND CORNER BULGES



OPTION 2: TRAFFIC CIRCLE

### Public Consultation: Puget Dr (Eddington to 29<sup>th</sup> Ave)

Currently Puget Dr has one driving/parking lane in each direction. The road is 11 m wide, which is enough width for both a parking lane and a driving lane on each side. If there are parked cars, however, there isn't enough width for bikes and cars to share a lane.

Cyclists travelling west on the 29<sup>th</sup> Avenue Bikeway will turn right on Puget Dr from Eddington Dr and then left from Puget onto 29<sup>th</sup> Avenue. Eastbound cyclists will turn right from 29<sup>th</sup> onto Puget and then left onto Eddington Dr. To facilitate this movement, 1.5m "bicycle" left turn bays with raised medians are recommended at both ends of this section of Puget Dr.

A parking study was performed on this section of Puget Dr, which found a very low parking demand. The site was visited 19 times over a two week period at various times of day. Staff observed an average of 1.5 vehicles parked out of approximately 50 potential spaces. Few vehicles were parked in the block in the evening. In general, there were more during the day. The maximum number of parked vehicles observed at any time was 7.

Because of the low parking demand, staff originally proposed the cross section shown in Option A. This facility would serve cyclists the best of the three options, with full bike lanes on this 1 block portion of arterial street. There is also a travel lane in each direction and a centre median. This option would also address concerns raised by some residents about the speed of traffic on the road. The narrowed roadway would likely have a traffic calming effect, slowing traffic through the section. This would, however, necessitate removing all parking on the section of road. All residents would still have street parking available within 100 metres on Puget Dr and in most cases much closer parking on adjacent streets.

At the Open House in April, residents expressed concerns about the removal of parking, particularly because the properties are on a significant grade and access can be difficult. To balance the residents' desire for nearby parking and the need for a continuous cyclist facility, staff developed an option which allows parking on one side with lanes in both directions wide enough for a bike and a car to share. Two variations on this plan are shown in Option B and Option C. A comparison of the 3 options are shown in the table below. The BAC supported option A.


Option	Parking Availability*	Level of Cycling Facility	Accessibility to residences from road
Existing	50	Low (especially when vehicles are parked)	High
A	0	High	Low
B	14	Moderate	Moderate
C	18	Moderate	Moderate-High**

\* Excluding available parking on 29<sup>th</sup> Avenue (to the west), Puget Dr (to the north and south), Eddington Dr (to the east), the cul-de-sac opposite 29<sup>th</sup> Avenue, as well as on-site.

\*\* No house is farther than 3 properties from a parking space

22 surveys were delivered to residents along this section of Puget Dr. Of the 19 received, none were in favour of Option A (bike lanes without parking), 1 (5%) was in favour of Option B (wide shared lanes, parking south side), 1 (5%) was in favour of Option C (wide shared lanes, parking south side, parking bay on east portion of north side), while 17 (90%) didn't support any option.

Staff have met with residents of Puget Dr and discussed options which attempt to balance residents' desire for parking and allow for the development of this bicycle facility. Despite this, among residents on this portion of Puget Drive there remains a very strong sentiment that there should be absolutely no loss of parking (see comments in Appendix F). Staff do not feel that a design option exists which would both provide an acceptable cycling facility and be supported by residents. Because staff feel that Option C represents the best compromise between the needs of cyclists and residents, staff recommend that Option C, with parking on the south side and a parking bay on the north side, be installed as part of the bikeway. The 18 parking spaces that this would create is more than double the maximum number of vehicles (7) observed in the parking study.

 <p>CITY OF VANCOUVER</p>	<b>NEIGHBOURHOOD TRANSPORTATION BRANCH</b>	<b>COMMENT FORM</b>
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Attn: Paul Storer, 7<sup>th</sup> Floor

**29<sup>th</sup> Avenue/Nanton Bike Route (October 2006)**

We appreciate you taking the time to complete this questionnaire. You can return it in the envelope provided or fax it to (604) 871-6192. **Please return it by Friday, October 13, 2006.**

**Please provide your name and address.** Individual responses will remain confidential as per the Freedom of Information and Privacy Act (see reverse). If you have any questions, please call Paul Storer at (604) 873-7693. This form is intended to help City staff gauge the level of support for the bikeway-related changes within the community.

Name: _____	Address: _____
Phone #: _____	Please check here to be notified when this matter goes to Council. <input type="checkbox"/>

**1. Which option do you prefer for Puget Dr?**

Bike Lanes & Median (Option A)	<input type="checkbox"/>
Shared Lanes - Parking 1 Side (Option B)	<input type="checkbox"/>
Shared Lanes - Parking 1 Side & Parking Bay (Option C)	<input type="checkbox"/>

**2. Do you have any comments regarding the proposed bike facilities on Puget Dr?**

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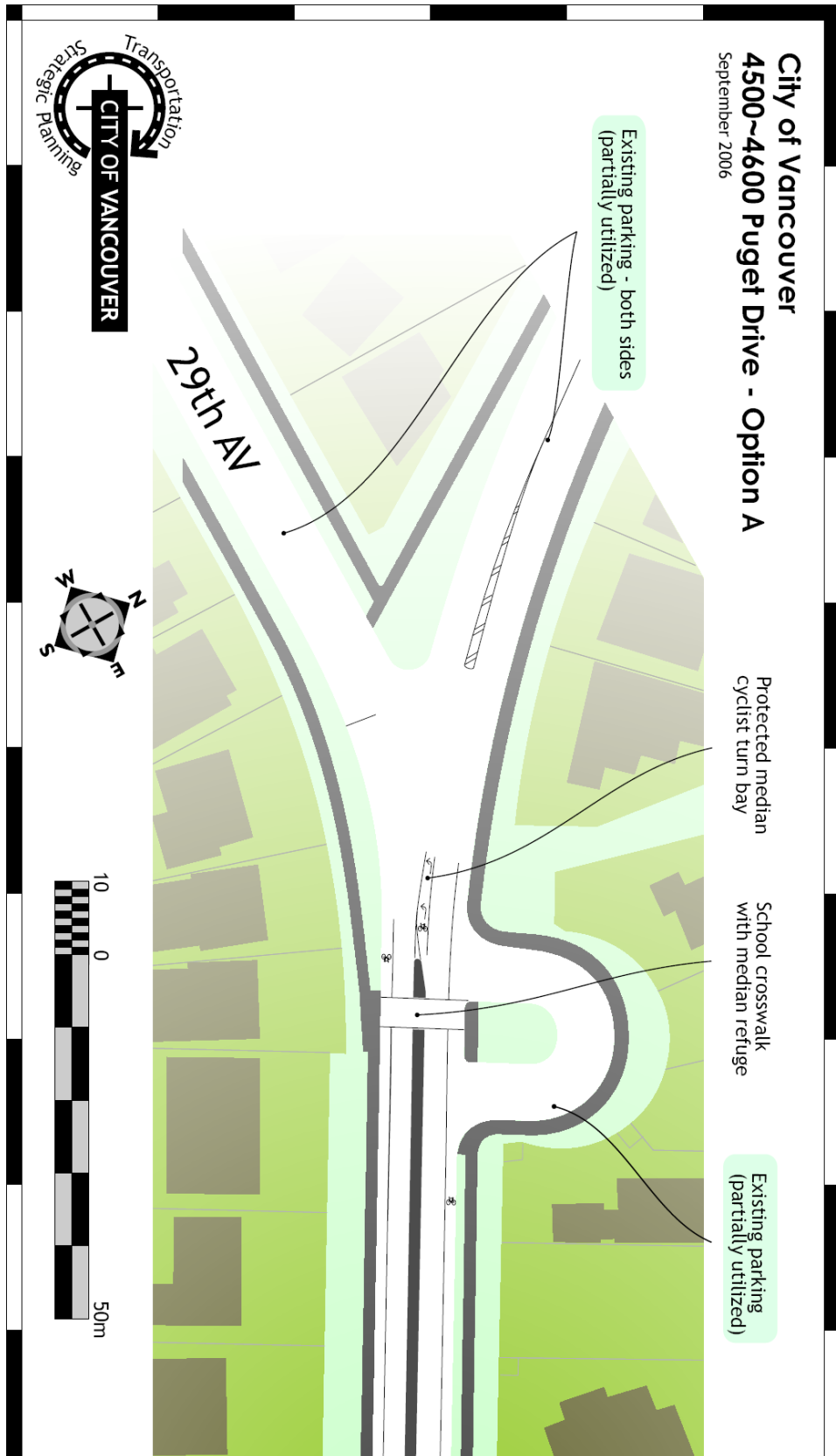
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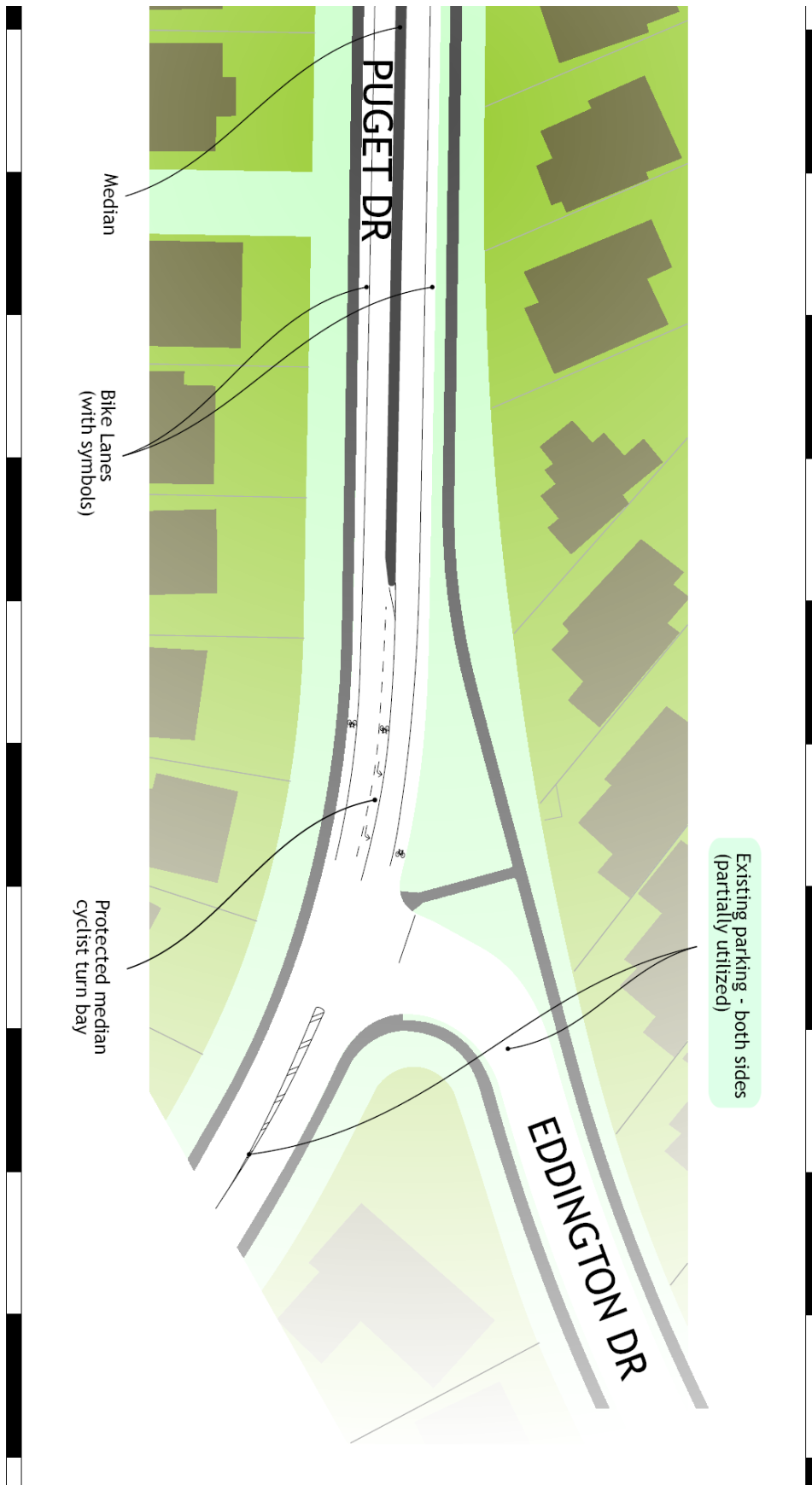
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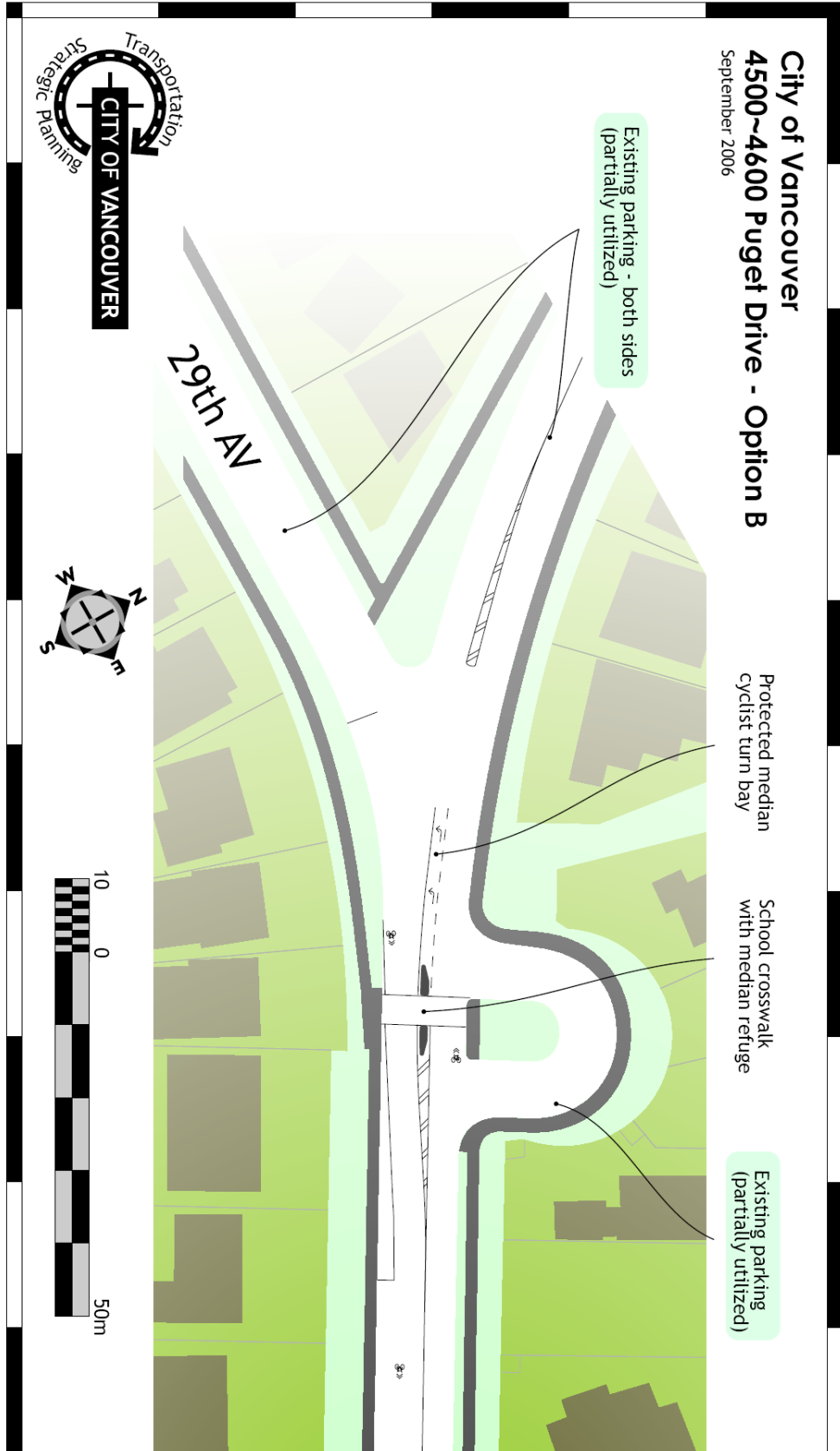
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Option A - Western portion

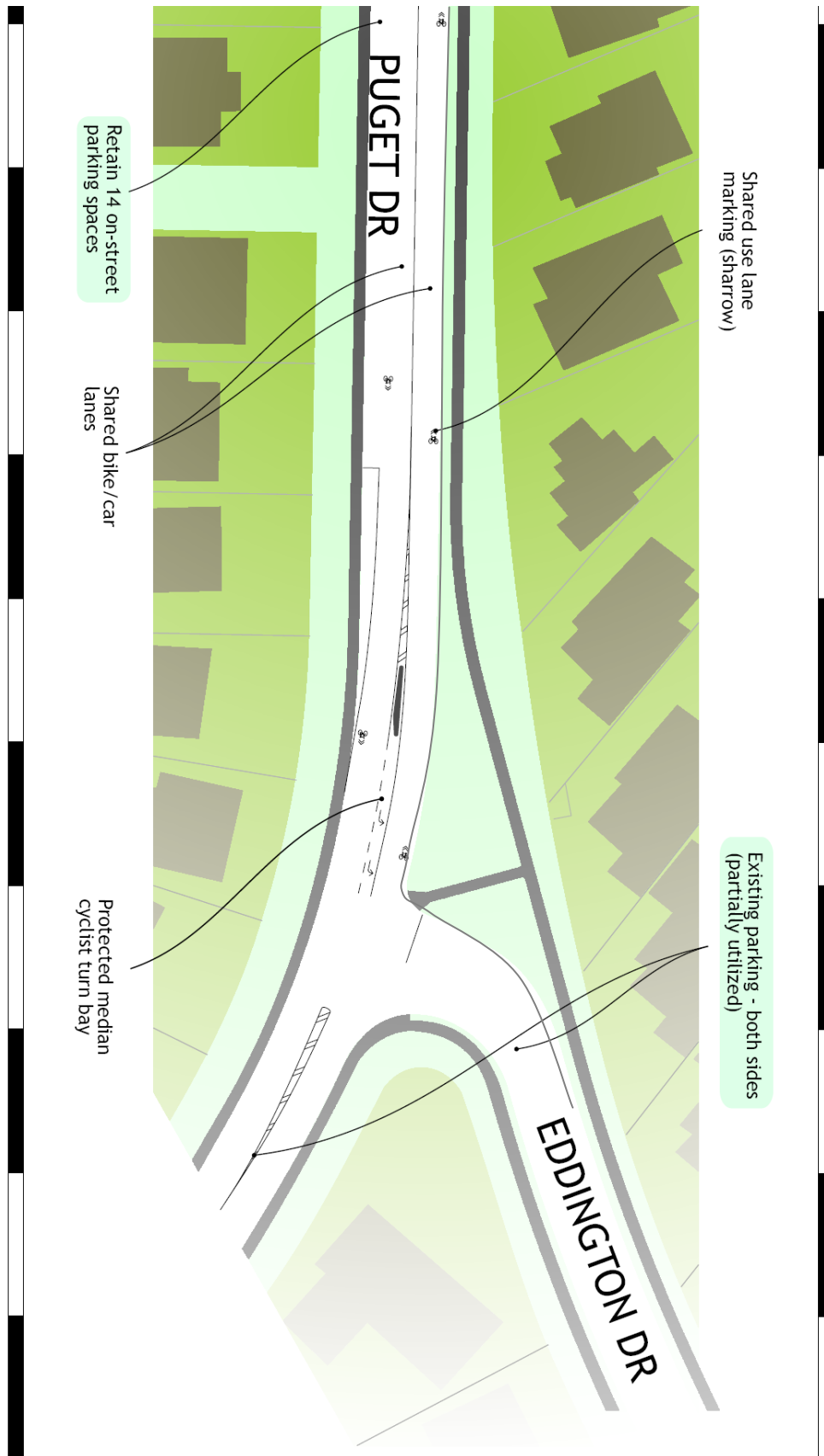


Option A - Eastern portion

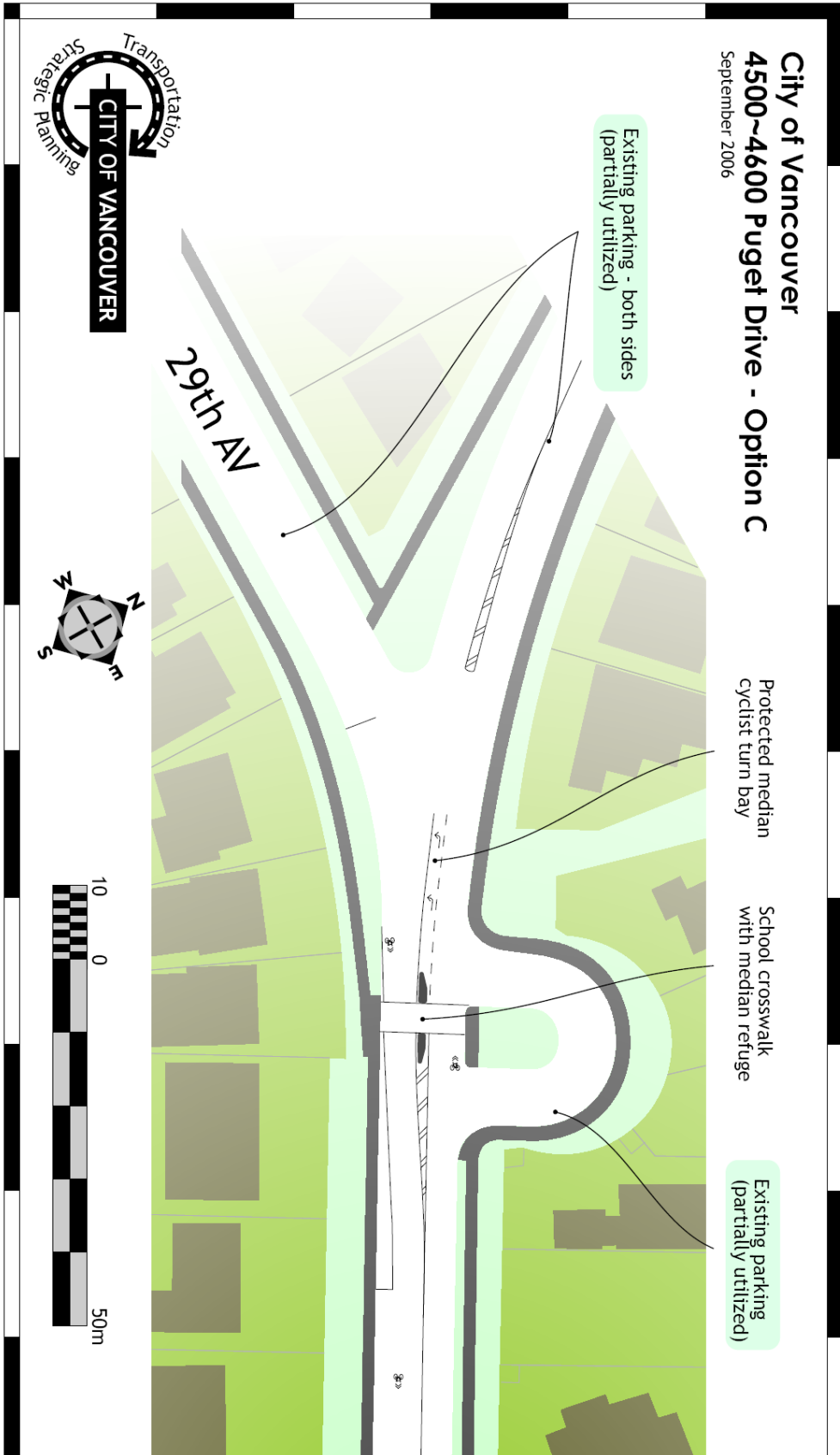


Option B - Western portion

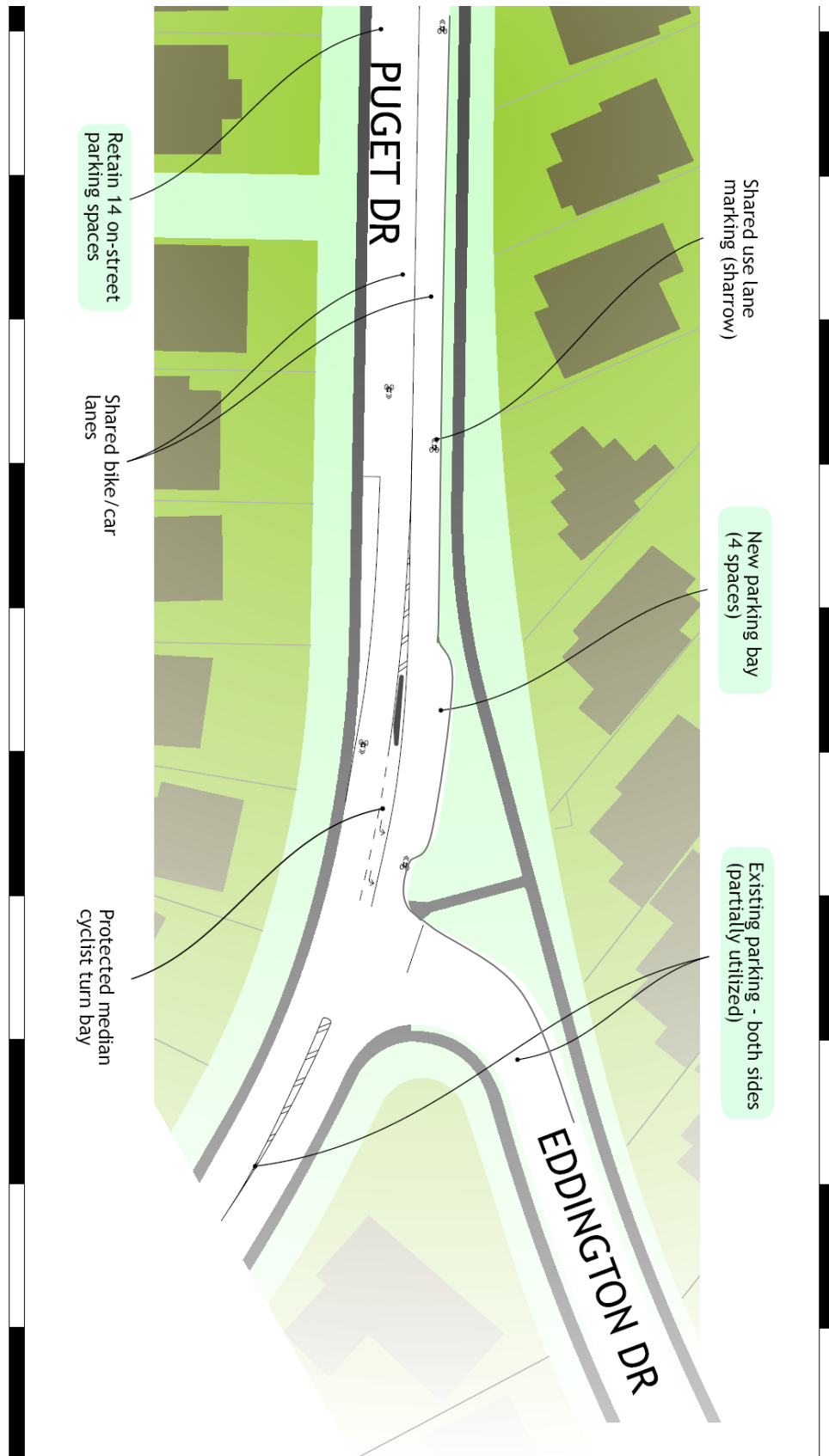




Option B - Eastern portion



Option C - Western portion



Option C - Eastern portion

### Public Consultation: Right-in/Right-out diverter on Nanton Dr at Oak St

A pedestrian signal is recommended on Oak St at 28<sup>th</sup> Ave/Nanton Ave to allow cyclists and pedestrians to cross Oak St safely. Because of concerns about this signal drawing traffic into the neighbourhood to the west of Oak St, a right-in/right-out diverter has been proposed on the west leg of the intersection.

Currently there is a marked school crosswalk across Oak St at 27<sup>th</sup> Ave, which helps children cross Oak St to and from the Talmud Torah School. The school was contacted and is in favour of removing the existing crosswalk in favour of the proposed pedestrian signal on Oak Street at 28<sup>th</sup> Avenue, one block south.

300 surveys (see below) were delivered to residents potentially impacted by the installation of the diverter. Of the 64 received, 47 (73%) were in favour of the diverter, and 17 (27%) were opposed. Based on this and support for the measure by the BAC, Staff recommend that the diverter be installed as part of the bikeway.

 CITY OF VANCOUVER	<b>NEIGHBOURHOOD TRANSPORTATION BRANCH</b>	<h2 style="margin: 0;">29<sup>th</sup> Avenue/Nanton BIKE ROUTE SURVEY</h2>
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Attn: Paul Storer – 7<sup>th</sup> Floor

**Oak Street / Nanton Avenue – Proposed Diverter (October 2006)**

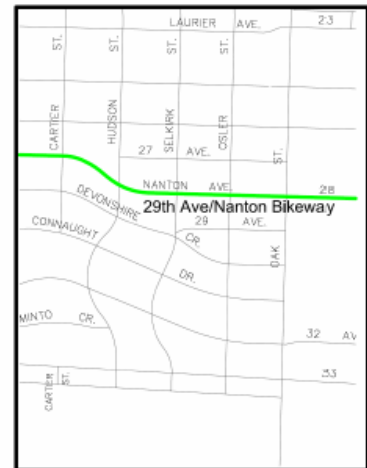
Please complete this questionnaire by checking the appropriate box. Return it in the postage-paid envelope provided, or fax it to 604-871-6192 by **October 20, 2006**. Only one survey per household will be accepted.

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

Name: _____	Address: _____
Phone: _____	Please check here to be notified when this matter goes to Council. <input type="checkbox"/>

On February 15 2005, City Council approved the creation of the 29<sup>th</sup> Ave/Nanton Bike Route. To improve pedestrian safety and to facilitate cyclist crossings across Oak St, a pedestrian signal is required at the intersection of Oak St & Nanton Ave.

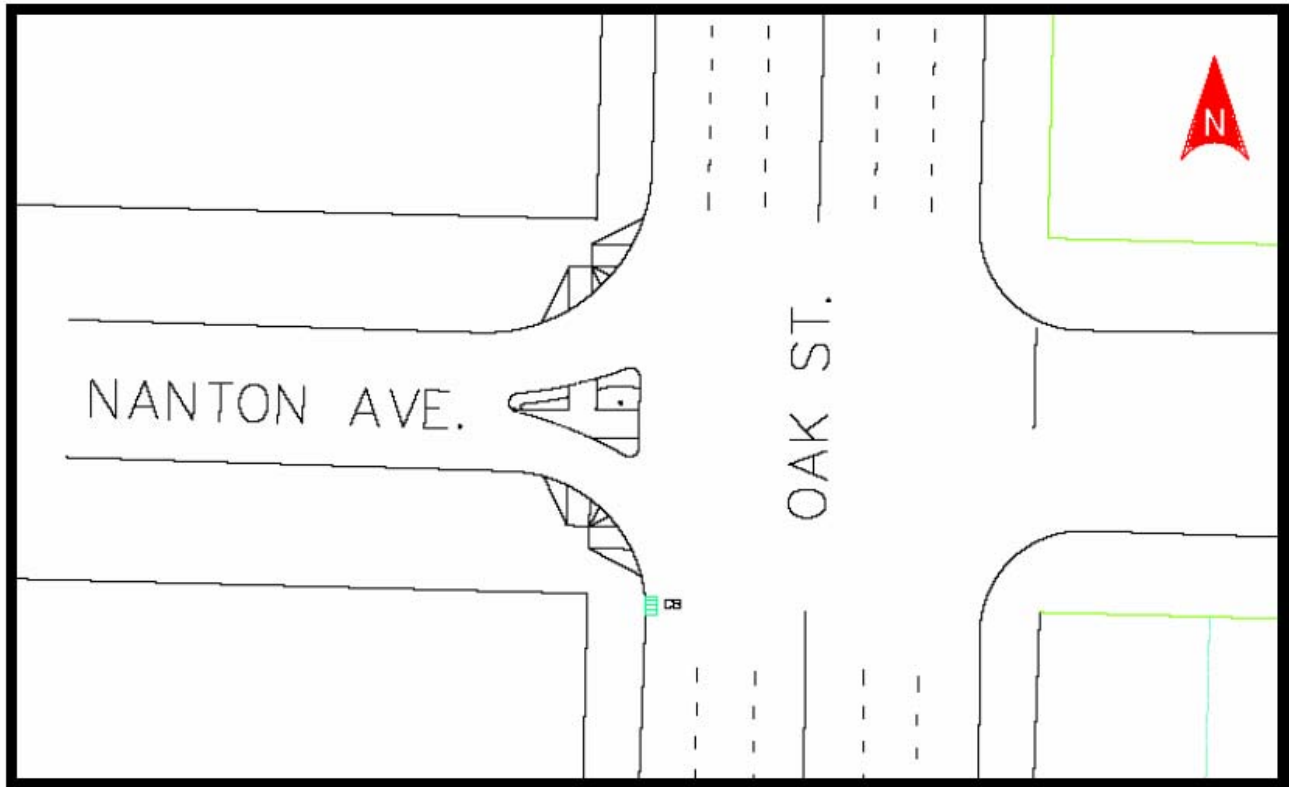
Because of the proximity of regional destinations, some residents have expressed concerns about traffic using the pedestrian signal to “short-cut” on Nanton. To address these concerns, Engineering Services is suggesting that a “right-in, right-out diverter” (see back) be installed on Nanton at Oak St. This will prevent vehicles from traveling across Oak through the intersection, and from turning left into or out of Nanton Ave. We would greatly appreciate your feedback on this issue.



<b>When the pedestrian/cyclist signal is installed on Oak St at Nanton Ave, should a diverter be installed on Nanton Ave (as shown on reverse)?</b>	<b>In favour</b>	<b>Opposed</b>
	<input type="checkbox"/>	<input type="checkbox"/>

Additional comments can be provided in the space provided on the reverse

### Proposed Diverter at Nanton Ave & Oak St



**Comments:**

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Your comments are collected under the authority of the *Freedom of Information and Protection of Privacy Act (FOIPPA)* for the purpose of gauging support for the design of features along the proposed 29<sup>th</sup> Ave Bikeway. Your responses will be treated as public information, but any information that may be used to identify you will not be disclosed to the public, except in accordance with the FOIPPA or as required by law. Questions about how the FOIPPA applies to this information can be directed to the Manager, Corporate Information and Privacy, 453 W 12th Ave, Vancouver BC V5Y 1V4, (604) 873-7999.

Letter informing residents of proposed changes



ENGINEERING SERVICES  
T.R. Timm, P.Eng., General Manager

October 11, 2006

Dear Resident/Business Owner:

**RE: Proposed 29th Avenue Bike Route**

In 2003 City Council passed a motion “that a bike route be established along West 29<sup>th</sup> Avenue, Eddington Drive, Nanton Avenue, West 28<sup>th</sup> Avenue and Midlothian Avenue, from Imperial Drive to Ontario Street, subject to consultation regarding design details with neighbours abutting the route.”

In April 2006, the City held two open houses to solicit feedback from stakeholders along the route. The plan has been modified to reflect the suggestions and concerns that were heard at the open houses and in further discussion with stakeholders along the route.

The reverse side of this letter shows the major proposed changes, which include:

- Installing street signs & painted bike markings to help cyclists navigate the route,
- Installing bike lanes with bike logos,
- Changing certain stop sign directions,
- Installing traffic circles,
- Installing a raised crosswalk, and
- Installing a new pedestrian-actuated signal at Oak & Nanton/28<sup>th</sup> (this may include a right-in/right-out diverter, based on resident feedback).

We appreciate the feedback that we’ve received from residents and other stakeholders along the route. If you have any questions or concerns regarding this proposal, or if you would like to be notified when this goes to Council, please feel free to contact me at 604.873.7693 or by email at [paul.storer@vancouver.ca](mailto:paul.storer@vancouver.ca) by October 20, 2006.

Yours truly,

A handwritten signature in black ink that reads "Paul Storer".

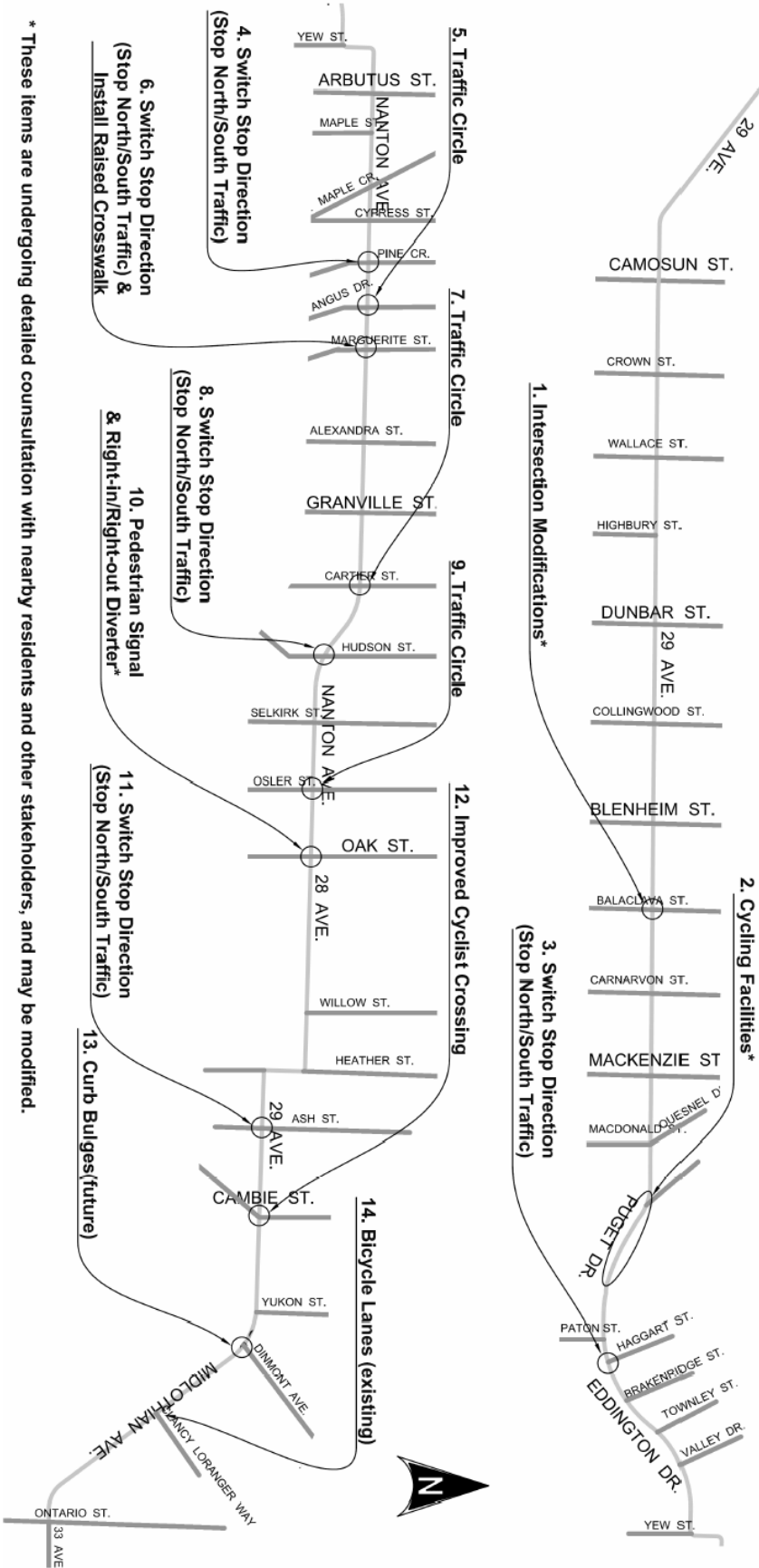
Paul Storer, E.I.T.

*paul.storer@vancouver.ca*  
Phone: 604.873.7693  
Fax: 604.871.6192

PDS/nds



# 29th Avenue/Nanton Avenue Bikeway Proposed Changes



\* These items are undergoing detailed consultation with nearby residents and other stakeholders, and may be modified.



## COMMENTS

### Balaclava & 29<sup>th</sup> Ave

#### *Comments from respondents in favour of option 1 (Recommended Option)*

Bikeway east of Mackenzie on W. 29th way too steep to be useful as a bike route, King Edward is a much easier hill to manage

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Careless drivers will only slow down a little bit when passing traffic circles. It will pose danger to pedestrians basically. Though careless drivers may not stop at stop signs, yet they have legal obligations. They will be more cautious in passing the junctions at least.

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I would prefer that this was not a bicycle route at all. The park is used by children and people with dogs. There is a lot of crossing over to the park from Balaclava St. A lot of bicycles in this area may cause problems.

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I would still like to see a stop sign remain on the west corner for traffic heading east on 29th Ave. As this is an extremely popular park for families to bring children, all attempts to slow down traffic should be utilized "around the park". Removing a stop sign that already exists does not assist in this effort. Otherwise, thank you for your efforts on this project. Kindest regards.

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My concern is that the bike route will lead to increased car traffic on W. 29th Ave, because routes that allow cyclists to proceed without stop signs, traffic lights, etc. also allow cars to proceed! I am also concerned that traffic circles will impede large emergency vehicles such as fire trucks and ambulances

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Note: At the end of June our aggregate sidewalk was replaced by the City due to Terasen gas work. The City agrees that it was replaced with the wrong type of aggregate and said it would be redone. As of October 12, it has not been done.

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Option 1 with the addition of corner bulges on the west side of Balaclava is something I would support as it would meet the needs of pedestrians, cyclists, residents alike. While not specifically included as part of the bikeway plan, the traffic circle at 29th & Blenheim is obviously a key element of the bikeway's design. As the 29th & Blenheim integration is a very heavily used pedestrian crossing, may I suggest that the inclusion of bicycle and pedestrian crossing signage along Blenheim and Zebra Road markings would be an appropriate and useful part of the bikeway design.

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There are many small children/mothers with strollers, pedestrians with dogs who use the intersection. I think a raised crosswalk and corner bulges is easier and safer than the traffic circle.

#### *Comments from respondents in favour of option 2*

I think the City of Vancouver needs to better inform residents on the pros and cons of various traffic calming methods. Because of ignorance, people are creating an unwarranted fuss over the City's proposals - Smart Traffic Org. is a great example. My 80 year old neighbour is opposed to traffic circles because she thinks they will make it more difficult to cross the street, and because she has been told that some people drive around them in the wrong direction and put graffiti on the signs in traffic circles. I drive west 37th every couple of weeks (2 traffic circles) and have never experienced any of these problems. I much prefer traffic circles to stop signs when I'm driving and I've never had a problem crossing intersections containing traffic circles on Ash St by VGH.

Modified so that the circle slows down both eastbound and westbound traffic. N.B. extend s.e. corner both northward and westward. I still think STOP signs should remain on 29th Ave. This would not be a serious hardship to bicycles (ask bicycle riders, and it is simply the status quo for motor vehicles).

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Thanks for consulting us about this. I don't want stop signs there

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We really do not like either option very much

#### *Other comments*

I prefer no change to the current Balaclava/29th Ave intersection. I object very strongly to both Option 1 and Option 2 above. There are already 3 speed bumps along West 29th Ave., north of Balaclava Park, and two stop signs at the said intersection. I think traffic has already been calmed down enough. Option 1 and 2 above would actually bring more risks. Bulges and traffic circles force cars to steer to avoid them. They would lead to cars slipping in icy winter conditions, causing danger to both pedestrians and cars. Bulges and raised crosswalk (and speed bumps), if covered by snow, offer additional hazard for cars. Constricted intersection delays the arrival of fire trucks, ambulances and police vehicles in case of emergency to houses in the area. Therefore, I strongly object to any changes to the intersection.

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Keep the way it is now and put 4-way stop sign

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We are against a bike route on 29th between Blanchard and Carnarvon. Having lived here for four years and being across from the park, this street is very busy with PARKED cars all weekend and after school on weekdays. Soccer, frisbee, rugby, baseball and cricket are played in this park. Are you concerned about safety? Why use this busy area for a bike route?? Rather spend the money on a basketball court in the park so teenagers can have some fun in the park. Neither of these options are necessary and they are a waste of money and effort - a make-shift project.

#### Puget Dr

##### *Comments from respondents in favour of option A*

None

##### *Comment from respondents in favour of option B*

At present, cars traveling on Puget are always at excessive speed. After introduction of bike route, safety for bikers is a great concern. Please ensure speed check devices to slow down fast traffic in future because the carriage-way will become much narrower and more users/cyclists will be sharing the same route!

##### *Comments from respondents in favour of option C (Recommended Option)*

Option C represents the most reasonable of the 3 proposals but I must tell you on reflection I believe it wrong to restrict parking on Puget Drive at all. Mr. Storer explained that staff surveys showed little or no vehicles parked on Puget. As I write this (Thurs. Oct 5 - 11:30 a.m.) there are several service vehicles parked on Puget and a private passenger car parked across the street. I agree that parking is usually not extensive but we know that for many

reasons there is a need to park on Puget. For example, our gardeners park there to access our yard from the front. They do this every 10 days from about March to late October and are very often there for 6 or 7 hours at a time, usually with 3 people working on our lawn. They have a truck and trailer that needs to be accommodated. Our neighbours on either side of us also have their gardeners service their properties by parking on Puget (and the last two times they serviced the yards, there were at least two sets of trucks parked at the same time). Other service vehicles quite often are there to service appliances, plumbing, electrical, etc, as well as delivery trucks from FedEx, UPS, etc, some of these vehicles are parked for several hours at a time or for as little as 5 or 10 minutes and in some cases do delivery from the lane. However, the lane can become very congested with just a few vehicles in it as it is not terribly wide or easy to maneuver in if there are several vehicles parked. I notice that on the low side of Puget, residents also park or have their properties serviced. One lady does a lot of yard work and has soil delivered fairly often and it needs to be dumped on the road for several days until she can move it all to her yard. The above does not mention the times people have dinner parties and guests park along Puget for several hours. The ability to park on Puget is essential for our enjoyment and use of our property. The point is, restricting or removing parking is not a suitable alternative or compromise. Why can't you just provide a bike lane and let the bikers ride past the parked cars or alternatively have the bike route go from Eddington along Puget to 31st Ave. This is a far shorter distance along Puget.

*Other comments*

a) We question the need for a bike route on Puget Dr. particularly given the steepness of the terrain and the incredibly bad corner turning west from Puget onto 29th. As has been observed in other dedicated bike lanes cyclists cycle where they want e.g. Cornwall and not the parallel bike route; Burrard rather than Cypress or Hornby etc. Was there pressure from the biking community or is this bureaucrat driven? (PS: We are cyclists who use Cypress and rarely meet another cyclist). We walk in the neighbourhood a lot and see few cyclists. b) The City's plans refer to parking areas as "partially utilized". Today, October 11, there were cars and trucks all along the north side of Puget. Other times it may be less utilized but parking on north side in particular is absolutely necessary for guests (particularly those aged and disabled), delivery people, workers (e.g. our roof was recently done and the front driveway was absolutely essential); gardeners and homeowners (eg, all heavy items must be delivered from Puget for north side residents) c) We live on the cul-de-sac which is frequently totally occupied on both sides and we must park on Puget Dr. d) The Citizen's Open House some months ago indicated a TOTAL lack of support for this bike path by the residents. e) If Council feels there is community support for an east-west bike path, W 31st Ave is much better. f) Finally, please listen to the people who live in this neighbourhood and pay significant taxes to do so. On such steep lots one must have access front and back and particularly for those on the right side of Puget.

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Absolutely no bikeway or bike facilities on Puget Drive

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I prefer no bike facilities on Puget Dr

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Bikes go as fast as cars and feel they have a right to - I was recently talking to my daughter who rides a bike, a lady was knocked down and badly injured - also dogs have been run down - one blinded. Please fix the roads. Don't waste money on unnecessary bike lanes - bikes think they have all the rights of cars and pedestrians

---

I am not in favour of taking away my parking privileges. My gardener needs a place to park - he cannot haul his lawnmower up and down all those stairs.

---

I do not agree to any of the above options. I do not see a need for a bikeway in the

neighbourhood.

---

I do not favour any bike lane on Puget/29th certainly left turn off Puget up 29th is exceedingly dangerous on bicycle - even in a car the visibility (for vehicles coming up from north) is very poor

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I prefer no bike lane and no 30th Avenue bike lane (2nd choice)

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I preferred option of none or no bike facilities would be best for Puget Drive

---

I strongly oppose your proposal and also the process. How can you not provide an option in your survey for people who oppose this process. How can you seriously consider a bike lane on Puget. It is a hill all the way. I live here and no-one rides a bike on Puget. You are way off base on this.

---

I think the project should be scrapped. We need the parking. We also need some way of slowing down the traffic. This is a main route for children going to school and the traffic moves very quickly.

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No bike facilities and parking would be best for Puget Drive

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None of the above! We oppose any street parking restrictions! We prefer no bike route on Puget Drive!

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None of the Options A, B or C is acceptable. Prefer no bike facilities if it reduces street parking.

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Note: The above does not represent any acceptable options. Options: No bike route - too expensive - use 31st Ave (flat and safer) - 2nd choice. (From memo)

I appreciate the time you spent Monday night discussing the 29th Bike Path and your willingness to revisit other solutions. Your visit helped clarify some of my thinking and I hope it increased your understanding of the life quality differences parking restrictions will have on the small group of tax payers living in the middle of Puget Drive.

Points for consideration:

Who is parking

1. 70% working vehicles of/for residents, time between 10 - 4 pm, duration 2-4 hours.

Functions:

gardening - equipment moving, handling pruning debris, compost, etc.

maintenance and repairs - moving tools, ladders, furniture, etc.

household tasks -dealing with groceries, heavy articles, sometimes assisting visitors

with needs

2. 20% guests (about 5% during the day) - primarily for the north side of the street, guests for the south side normally use the lane to avoid the uphill climb; time generally after 6pm

3. 10% City staff, postal, deliveries, others

What is the Issue?: 50' slope - many houses, on the north side, only have inside access to the Puget level from the lane. Not suitable for above functions (1) \*\*

Safety - 29h & Puget accident record should be checked. Personally after 400+ crossings on 31st & 29th, I find the 31st crossing easier and safer. I do not cross at the 29th corner. I cross mid-street.

Preferred Solution: Have the bikes link with Puget at the 31st Avenue intersection not the 29th Avenue intersection. I still firmly believe that this would be safer for bicycles and more

enjoyable. It would lengthen the tip by one minute as we discussed. I do not think this is an unmanageable request of cyclists. Certain cyclists will probably continue to use Puget (similar to the use of Burrard vs Cypress), which is fine.

Option: 1. Allow parking on one side of Puget (preferably the north side which gets used more by visitors) and provide parking passes for "working vehicles". This would mean that bicycles would have to go around a vehicle on occasion. Traffic and parking times are such that this could readily be accomplished. As you stated the number of parked cars is generally small. My needs, for example, would likely be met by using the parking pass 6 - 8 times a year.

Option 2. Use the sidewalk for a bicycle path or create a bicycle path on the unused city property for one lane and use the street for the second bicycle lane.

Other more general concerns still exist. To repeat these are:

1. Budget - Olympic costs vs Bike Paths/Traffic Calming Costs - which one can wait?
2. Quality of Life - density vs traffic calming, which has the greater impact?
3. Citizens first - pedestrian crossing on areas like Marine Drive vs truck right-of-way?
4. Research - look at today's research not what cities were doing 5 and 10 years ago.

A recent literature quote for your thought process. "Greater London Ambulance Trust estimates 1,000 people a year die because of delays caused by speed bumps and poor traffic design!" Fire engines, /ambulances may be able to get around traffic barriers but the time delay kills!

5. Pollution vs traffic flow - every barrier adds to pollution

6. Private streets - yes , I would like a private street as well, I'd even share it with bicycles but in a city the size of Vancouver that is not practical.

\*\* Paul I believe you have a better understanding of what it would take to move a load of compost from the lane. With pruning you are at least going down but very difficult for those without exterior stairs.

Thanks you for listening.

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This survey is flawed! The question should be: Do you want bike lanes - if so why? If not why? Present survey tricks you to accept the bike lane concept on Puget. The houses on the 4500 block north side need parking along Puget. The lane entrance is three levels down. Therefore not willing to give us parking for the cyclists. They already deliberately block the roads with demo? There should be a lobby group to enforce licensing of all bikes and for them to have insurance as for motorbikes, albeit lower premiums.

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We do not want a bike route at all on Puget Drive

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I am sorry that I missed you when you called at my home (at \_\_\_ Puget Drive) this evening. I was temporarily indisposed and unable to answer the front door when you rang the doorbell and you were gone by the time that I had got there.

My neighbour called to advise me that you had called and had a new proposal to present regarding the 29th Ave/Nanton Bikeway. Learning this I attempted to locate to locate you but I could not find you anywhere on the street and I assumed that you must have left the area. I would quite interested in viewing any new proposals that you are presenting both now and in the future.

However not withstanding the new proposals I remain absolutely opposed to any parking restrictions or vehicular traffic changes on Puget Drive.

---

Hi Paul: I live at \_\_\_\_ Puget Drive and spoke with you by phone a few weeks ago. My husband and I would just like to reiterate that we want to see the traffic along Puget slowed down. There are dozens of kids that cross Puget near Eddington everyday as they walk to Prince of Wales Secondary. I would hope that adding the bike lanes and meridians would improve the speed problem but anything else in that regard would be a helpfull. We would like to see as much parking along Puget preserved as possible, but would be willing to give up some parking if that would improve the speed situation...which would also make the bike route much safer. Thank you.

### Oak/Nanton Diverter

#### *Comments from respondents in favour of diverter (Recommended Option)*

All for it.

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As residents of the busy downtown of Vancouver (\_\_\_\_ Nanton is on the northeast corner of Granville & Nanton) we approve any development that will calm or quiet the residential street without negatively impacting the fast and effective flow of traffic. We sincerely think this proposed diverter will calm traffic, allow for safe passage of pedestrians and cyclists and allow good flow of traffic on Oak. Good for it - you have our total support

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Great idea !!! The sooner, the better !!

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I am in favour of the bike route. However I remain concerned that the new bike route will bring an increase in vehicular traffic to the very quiet street. Any steps that can be taken to address the concern i.e. increased vehicular traffic would be appreciated.

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I hope something is being done on the west side of Granville. It is pretty treacherous trying to bike from Granville to Marguerite at certain times of the day as cars are usually parked/stopped on both sides of Nanton Ave.

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I strongly support the bike route and traffic signal if the traffic diversion is installed, but do not support the bike route without the diversion

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I support this - yeah Engineering - you rock!!

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Strongly support both the traffic diverter and the cycling routes

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There is already a diverter at 26th Ave and you can't turn west off of Oak at about 30th so we must be careful to not have too many restrictions. But I think this one is okay for the bike route but no more!!!

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We should also consider adding traffic circles (islands) to the intersection of Connaught as Osler due to the street being used as a speedway - it is an accident hot spot, although that has improved with the installation of the "stop signs". Thank you.

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Why is this route called "29th" Ave/Nanton? When, in fact, it is on 28th Avenue?

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Yes, a "diverter" will help the bicycle route. However cars speeding along 29th Ave/Devonshire Cr and on Osler between 26 Ave and 33rd Ave are still a BIG PROBLEM. We need more "traffic circles" on Osler - the "STOP" signs are not particularly effective. Also, something needs to be done at Devonshire Cres. - 29th Ave. at Devonshire Park ( see circles on reverse side).

*Comments from respondents in opposition to diverter*

Because of the already congested traffic on Oak St, by installing the above diverter will push a lot of northbound traffic going west to turn on 27th Ave for a short cut. We notice there are already lots of traffic taking on 27th to avoid the King Edward traffic light turning left.

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If a right-in, right-out diverter is installed at the end of Nanton Ave it will bring inconvenience to the residents of Nanton Ave because turns cannot be made directly onto Nanton Ave.

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I'm not sure it's really necessary. I can't see a lot of traffic cutting across Nanton. Once they turn at Nanton there is no quick connection with anywhere else.

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The diverter will not help pedestrians/cyclists and it will cause the local traffic to be more complicated.

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Currently if one is proceeding north on Oak St you can not make a left hand turn onto Devonshire Cres, 29th Ave, and 26th Ave. People living on the streets must enter the area by way of another street and use Osler, Selkirk, or Hudson. The traffic on the streets has increased significantly. Closing off Nanton can only make this worse

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The installation of the diverter would create too much hardship for us; therefore, we strongly oppose its construction. Every weekday, we fight for minutes to send our children to school on time, and to bring our parents to their therapies and activities on time. It is counter-intuitive that you suggest we spend more fuel and cause more pollution just to find a detour to get into and out of our neighbourhood. One can imagine for the whole neighbourhood, these costs will accumulate to a significant amount over a 10-year period. We also feel we have already given up a great deal in order to accommodate the bicycle lane, as our children can no longer play street hockey and we cannot walk our dog leisurely as we used to be. If the majority of the residents vote for its construction, we would certainly go along. However, in which case, we like to have an official tally of the votes; we do not intend to have something pre-planned installed without any proper accounting. For us, we have already conducted an informal tally, and the majority are opposed to it. We would like to compare notes with you. Thank you for your attention.

**Other Comments**

I live [on] West 28th Ave. That is [near] the corner where the Heather St. bike route and the proposed 29th Ave bike routes intersect. My concern is the lack of traffic calming at this corner. It is my experience that a good percentage of automobile traffic completely ignore the stop signs at this corner. Now, with bikes turning left and right at 28th and Heather as well as bikes traveling straight through on Heather, there is a huge inevitability that, sooner or later, accidents will occur between bikes and cars. Also, West 28th Ave is generally a speedway for cars coming and going to Children's Hospital. I see nothing in the plan that will calm traffic along those blocks between Heather and Oak or to make a safe passage for the bikes that will be traveling along that portion of the route. Just taking a street and designating it a bike route doesn't automatically make it safe for bikes.

Speed bumps along that portion of 28th Ave from Heather to Oak might help slow traffic down. As well, bump-outs on the south side of 28th Ave between Heather and Oak where cars park would help. A crosswalk from a bump out at Willow would allow for a pedestrian crossing there so that the kids from Eric Hamber school, the families with small children and

baby carriages from C & W Hospital, the people in wheelchairs from G. F. Strong, the elderly from the Anglican Care Home, and residents of this neighborhood would have a safe place to cross West 28th instead of having to come out from between parked cars. The only designated places to cross along this stretch of West 28th Ave. is at Heather or at Oak St. There have been some very near misses along this stretch.

I realize these comments come late in the game but I hope you will give them your serious consideration. I daily watch arguments between bikes and cars along the Heather St. bikeway in my neighborhood. Adding this second bike route, and I totally support the initiative, will also add to the confusion.

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We support this proposal strongly. It would, however, be vastly improved if the meeting point of 29th and Imperial were closed to all but pedestrian and cycle traffic. The following advantages would ensue:

--bike traffic to and from UBC would be safely connected with 16th Avenue (a major entry to UBC);

--currently, all kinds of traffic, from walkers to heavy trucks, use Imperial, though it is clearly too narrow for the heavier traffic, which is a danger to pedestrian visitors to Pacific Spirit Park, to joggers, and to cyclists;

--traffic on 29th from the south end of Imperial to Camosun Street would be greatly reduced, without affecting local traffic. At present there is a serious bottleneck at the St. George's School intersection of 29th and Camosun, where 29th narrows to barely two lanes, and most of the congestion is caused by through traffic;

--there would be a reduction of danger to school students, parents, and the many members of the public using St. George's facilities in out-of-school hours;

--there would be no need for the proposed sidewalk, and the money saved might help provide improvements for residents of the East side where they are needed more.

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there are 3 schools and 1 family club on nanton between arbutus and granville. people drive recklessly up and down nanton all day and without either speed bumps or lowering the speed limit to say 30kph it has become dangerous for students and will be dangerous for bikers. i hope you will consider implementing one of these suggestions

---

I reside on Angus Drive a short distance from Nanton Avenue and the purpose of this letter is to object to the proposed bike route on this avenue.

My first criticism is that, although your letter asking for comments was dated October 11, it was not delivered until October 18, leaving only two days to respond. I do not believe this is fair or reasonable.

My specific objections to the proposed bike route are as follows;

The Ridgeway Route(37th Avenue ) would seem to me to make a more acceptable bike route. My observation is that it already is at least in part treated as a bike route. It does not have anywhere near the complications that Nanton does.



There is a significant hill on Nanton between Angus and Arbutus which seems inappropriate for a bike route. In addition there is already a traffic circle at Maple Crescent and Nanton with limited visibility most notably when traveling eastward(downhill) and given the penchant of bikers to ignore stop signs and other precautionary signs, this will become a particularly dangerous corner.

The Granville to Pine Crescent portion of Nanton is a particularly busy roadway with the three schools in this area as witnessed by the recent bitter controversy over the addition of an auditorium at York House. The addition of bicycles to the already excessive traffic when school starts and finishes will add to the already dangerous situation. These schools also cause serious parking throughout the area especially on Nanton.

The corner of Angus and Nanton will become an even greater problem than it already is. It is already congested with school children and bicycles as Angus is already a bike route, and of course cars. As we live on Angus we are quite aware of the significant amount of bike and automobile traffic traveling on this route. The proposed traffic circle will in my opinion be a nightmare. Traffic circles may work well with cars but when you add children, parents, nannies, and bicycles to the mix I believe you will create serious congestion and potential danger.

Although we are not directly affected by the proposed elevated crosswalk at Marguerite and Nanton, we believe this is a totally inappropriate structure in what is a very attractive neighbourhood.

I trust these comments will be helpful.

---

We live right on 28th Avenue between Oak and Willow. It looks like we are right on the route. I have a few questions.

What is a Right-in/Right-out Diverter?

Right now, I cannot access my house by traveling north on willow from 33rd Ave. because of that bike route. How will this new route affect access to my house by car?

In the past, with other bike routes, has this increased or decreased traffic on those routes?

I have been on the Neighbourhood Advisory Committee with Women's and Children's Hospital. There are issues regarding traffic in the area. Has the Hospital had any input into this?

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it seems to me that the problem of the traffic, in particular the busses, from St. George's, is not being addressed. By removing a traffic calming measure (the circle at Crown) you are avoiding the issue and creating a more dangerous situation for cyclists. There are many other bike routes that have traffic circles where there are school busses (Ontario, Ridgeway). What is different about this situation that justifies no calming west of Dunbar? I also question how you determined that there was little support from residents for the traffic circle if no proper survey was done.

---

Hi, I live near on 29th Avenue near Collingwood. I don't bike commute because I work at home but I do bike quite a bit around Vancouver. As a cyclist the part of 29th Avenue that I avoid during school start/end is the area around the St. Georges schools. It gets extremely busy with cars during and one section of 29th near Dunbar is narrower than usual and it turns into a parking lot with no room for bikes.

I also have seen a notice saying that putting a bike route means that there are no stop signs on the route and it makes it easier for cars (something I don't think is true because I have

ridden a lot of the bike routes). I was kind of surprised to see people get upset about a bike route! We do get a lot of St. George traffic on our side of 29th and it would be nice if it wasn't made easier for cars than it already is.

---

We are generally in favour of the proposed bike route along 29th Ave. We are a resident of the 2800 block West 29th so will be directly impacted by any change in traffic on our street.

The only area of major concern to me is the intersection of 29th and Puget Drive. This is a very blind corner when traveling north on Puget and wanting to turn left onto 29th. I suggest that as your map indicates more thought is required to ensure cyclist safety as they navigate from Eddington Dr to West 29th along Puget. Pedestrians are already at risk as South bound traffic accelerate up the rise of Puget from the King Edward intersection. This is especially concerning given that this is the only spot for many school kids to cross in order to get to Prince of Wales High School. I think you need to consider a pedestrian and bike controlled crossing at Puget and 29th in order to slow the traffic and allow both to cross safely.

---

As a regular bike user of part of the proposed bikeway, I think it's a great idea.

I have concerns about traffic circles in general as they make biking more difficult. The proposed traffic circles on Nanton at Cartier and Osler seem unnecessary as there is not much traffic through that area.

Also I don't think we need the proposed barrier to traffic at Nanton and Oak, as it's also not a high use intersection.

I think that a lot of money could be saved by not constructing traffic circles and barriers that are not necessary and putting that money to better use improving other bike lanes.

---

Regarding your recent letter about proposed 29th ave. bike route, I have no problem with bike routes as long as they don't negatively impact. In this case, your proposed bike route is definitely impacting on my ability to drive.

I am referring to the recent prohibition from driving straight across 33rd and Heather. Given that it is next to impossible to drive on Cambie due to the rav construction, the idea of forcing right turns on 33 instead of going across (south) forces us onto Willow, which is impossible given the Eric Hamber traffic calming and on 41st given the new construction. In effect, what has happened is that the residents of 500-60 block 25-33 have been forced to drive onto Oak and 28th.

So yes i am totally opposed to anything which is going to further negatively impact on my ability to get from point a to point b. Instead of another stop sign on Ash and 29th why not another circle? At least you will be slowing instead of stopping traffic. And how about allowing traffic to flow north/south on 33rd and Heather again? That will go a long way to pleasing the residents.

I cannot understand why there is so much priority given to cyclists over drivers. It seems that the City has forgotten that Drivers are taxpayers as well.

---

I phoned you earlier to-day asking a question about the 29th and Ash and after some thought and discussion with family members who are also drivers - we would like to give this suggestion. because [near] 29th and Ash we can observe the traffic at this corner. Our suggestion is that since we notice that drivers will go swiftly coming off Cambie heading towards Heather as well as going east towards Cambie - it would be wise to consider a 4way stop rather than making a switch in the stop direction. Why? If one could trust that drivers will pay attention to making full stops going north/south, it would not be

so worrisome, but from our observations this may be too optimistic. So with cyclists going along 29th - there will be a hazard in your plan.

Traffic has been increasing in this area over the years since I moved here in 1962 and one does not anticipate it decreasing. There has been an attempt to slow traffic on Heather, that's a start but one needs to also consider what is happening around the surrounding streets too.

When there is improvement to the cyclist crossing at 29th and cambie - you must keep the triangle on the west side that keeps autos from driving straight through along 29th. Some of us worked with the City on traffic issues many years ago and that triangle was a solution for which we fought hard! Thanks for your consideration.

---

I live at [4000 block] W 29<sup>th</sup> and am constantly amazed at how fast cars and trucks (big) speed by here. 29<sup>th</sup> is a main access route to the St. George's boy's school. I have 2 suggestions to make. 1) reduce the speed limit to 30 km/hr or even 30, 2) limit parking to only either north or south side off street 3) monitor speed on a monthly basis to start.

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From our perspective to have bike routes along Puget Drive is extremely dangerous as there is a lot of traffic traveling too fast!! Going into town and back - & also parking on Puget Dr. PS therefore we are against this part of the proposed bike route.

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I live close to the corner of Yew and Eddington and am a cyclist both for recreation and for everyday tasks, the latter for both economy and for environmental protection. I frequently use the current bike routes, e.g. Cypress, 10th, off Broadway

I am in favour of the proposed bike route and find that the proposed changes are both desirable and in some cases absolutely necessary (e.g. installation of pedestrian activated light at Oak). As a cyclist I find the traffic circles an ideal way to accommodate both cars and bicycles. It is unfortunate that Vancouver drivers are not yet acclimatized to yielding the right-of-way to either other cars or cyclists that are already in the circle.