



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: October 31, 2006
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Meeting Date: November 14, 2006

TO: Standing Committee on Transportation and Traffic

FROM: General Manager of Engineering Services

SUBJECT: McBride Park Traffic - Waterloo Street Closure (October 2006)

RECOMMENDATION

- A. THAT the temporary 2000 block Waterloo Street closure be removed, as detailed in this report.
- B. THAT corner bulges and a raised pedestrian crossing be constructed on the 2000 block of Waterloo as detailed in this report, at a cost of \$98,000 to be provided from the 2006 Streets Basic Capital Budget for Neighbourhood Traffic Calming.
- C. THAT commencing in 2008, the annual Traffic Operating Budget for Corner Bulge Maintenance be increased by \$900, without offset and subject to 2008 Budget Review, for maintenance of the area.

CONSIDERATION

If City Council decides to make the trial Waterloo Street closure permanent, the General Manager of Engineering Services provides the following Consideration Items as an alternative to the Recommendations.

- D. THAT the temporary Waterloo Street closure to vehicle traffic be made permanent and the neighbourhood traffic calming plan be constructed as detailed in this report at a cost of \$27,000 to be provided from the 2006 Streets Basic Capital Budget for Neighbourhood Traffic Calming.

- E. THAT commencing in 2008, the annual Traffic Operating Budget for Speed Hump Maintenance be increased by \$400 and the Streets Operating Budget for Traffic Circle Maintenance be increased by \$500, without offset and subject to the 2008 Budget Review, for maintenance of the area.
- F. THAT Parks Board will be responsible for all costs to permanently close the street and unify the Park; and Parks Board staff will report back on the details.

GENERAL MANAGER'S COMMENTS

A decision on the closure of Waterloo Street is important for the community as well as the City. Surveys have been conducted numerous times since 1972. Results have consistently indicated a lack of support for a closure. During the most recent survey, many residents also expressed a strong desire to see the issue resolved as soon as possible.

It is Council policy to implement diversionary traffic calming measures on a trial basis, with a follow-up survey, before making the measures permanent. The policy also requires a 60% neighbourhood approval rate to implement diversionary changes. The October 2006 survey results do not provide the required 60% approval rate from the overall neighbourhood. This was also true of previous survey results. Therefore, it is recommended that the trial closure be removed. Traffic calming measures on Waterloo Street, specifically corner bulges and a raised pedestrian crossing, are also recommended to improve the pedestrian connection crossing Waterloo.

Over the years, staff have spent significant amounts of time and resources engaging residents in surveys, analysing traffic data and developing traffic calming plans for the McBride Park neighbourhood. The further allocation of staff time will not likely provide additional clarity on this issue and would prevent staff from working on other issues needing their attention.

COUNCIL POLICY

It is Council policy to implement diversionary traffic calming measures on a trial basis, with a follow-up survey, before making the measures permanent. A 60% neighbourhood approval rate is required.

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

PURPOSE

This report provides information on the trial closure and neighbourhood surveys, and seeks Council's approval to remove the temporary closure to vehicle traffic on Waterloo Street between 4th and 5th Avenues.

BACKGROUND

McBride Park is bounded by 4th & 5th Avenues and Blenheim & Collingwood Streets. The park is divided in half by Waterloo Street between 4th and 5th Avenues. Historically, the closure of this section of Waterloo Street to provide a larger undivided recreational area has been supported by the Park Board and Council. However, due to neighbourhood concerns primarily relating to Waterloo Street traffic being diverted to adjacent streets, the park functions as two separate areas and is programmed as such.

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

In 1985, the Waterloo Street matter was revived by the Park Board and they intended to proceed with the closure. The City received numerous telephone calls and a petition from residents expressing their concerns over the proposed closure. In response to the neighbourhood's reaction, a survey was conducted of the residents adjacent to the proposed Waterloo Street closure to determine their wishes. The survey revealed two opposed groups. One group, comprising 64% of the respondents, were not in favour of the closure. The other group, comprising 36%, were in favour of the closure. Council then adopted the recommendation of the Community Issues Committee and passed the motion to not proceed with the closure of Waterloo Street.

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

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

In 2004, the Park Board approved a motion in support of the closure of Waterloo Street so as to unify McBride Park and to revisit this issue again. In January 2005, Vancouver City Council instructed staff to proceed with a six month trial closure to vehicle traffic in the 2000 block of Waterloo Street between 4th and 5th Avenues. In April 2005, the neighbourhood was advised of the Waterloo Street trial closure and in June 2005, the temporary closure of Waterloo Street was implemented.

Staff surveyed the neighbourhood in January 2006 to determine if there is support for a permanent closure. The survey had a response rate of 53% (314 surveys returned) with 61% of respondents in support of removing the 2000 block Waterloo Street closure and installing speed humps, and 38% in support of making the Waterloo Street closure permanent. Based on the neighbourhood opposition (well short of Council's policy of 60% approval), it was recommended that Waterloo Street be reopened to vehicle traffic.

Results of the survey were presented to Council in February 2006. At that time Council decided to delay reopening Waterloo Street for up to eight months. During which time, Parks was to develop a detailed concept plan of the park; temporary traffic calming measures were to be implemented on West 5th Avenue; traffic counts were to be completed; and staff were to re-poll the neighbourhood (including areas north of West 4th Avenue) to determine if there is support for the Waterloo Street permanent closure.

DISCUSSION

The following sections provide details on the October 2006 survey results, traffic count data, temporary and permanent traffic calming elements, as well as staff recommendations.

SURVEY DISTRIBUTION

In January 2005, the survey was distributed to approximately 595 residents in the survey area bounded by 4th Avenue, Dunbar Street, Broadway and Trutch Street. The distribution area for the most recent survey was increased to include residents north of West 4th Avenue as directed by Council in February 2006. During the week of October 2, 2006, a survey was hand-delivered (see Appendix A) to approximately 1,700 residents in the area bounded by Point Grey Road, Dunbar Street, Broadway and Trutch Street (see Appendix B).

SURVEY RESULTS

Out of the 1,700 surveys distributed in the survey area, 672 were returned, yielding a response rate of 40%. Overall, 46% of the respondents supported removing the 2000 block Waterloo Street closure, while 54% of the respondents supported making the Waterloo Street closure permanent.

South of West 4th Avenue, the results showed a response rate of 59% with 59% of respondents supporting removal of the Waterloo Street closure and 41% of respondents supporting the Waterloo Street closure. North of West 4th Avenue had a response rate of 29% with 32% of respondents supporting removal of the Waterloo Street closure and 68% of respondents supporting the Waterloo Street closure. Detailed survey results are available in Appendix C.

Residents' comments from the survey are listed in Appendix D. Those opposed to the closure generally cited objections to increased traffic congestion on adjacent narrow streets and streets around Bayview Elementary School. Some concerns arise regarding new construction taking place at the northwest corner of 4th Avenue and Collingwood Street. This commercial/condominium development concerns residents that more traffic-cyclist conflict issues will arise along Collingwood Street and in the neighbourhood.

Those in favour of the closure have generally reflected interest in safer conditions for park users and a larger park area. In general, both supporting and opposing respondents requested that there were no further delays in making a decision on this issue.

TRAFFIC DATA

Traffic volumes and speeds were monitored in February 2005 before the closure, in November & December 2005 after the closure and in April 2006 after the installation of temporary

traffic calming measures. The results of the traffic volumes are shown on the reference map in Appendix A, page 2.

In November and December 2005 (after temporary closure), monitoring found high traffic speeds on the 3300 block of 5th Ave and a significant increase in traffic volume on the 2000 block of Blenheim St. It was reported that 85% of vehicles were speeding between 40-45km/hr in a 30km/hr speed zone on the 3300 block of 5th Avenue, south of McBride Park. Approximately 500 vehicles per day have been diverted to Blenheim Street with a traffic volume increase from 1300 vehicles per day to 1800 vehicles per day as a result of the closure.

In April 2006 (after installing temporary traffic calming measures), monitoring found traffic speeds on the 3300 block of 5th and all other monitored streets to be acceptable. Traffic volumes on the 2000 block of Blenheim Street were still significantly increased compared to pre-closure volumes. Approximately 600 vehicles per day have been diverted to Blenheim Street with a traffic volume increase from 1300 vehicles per day to 1900 vehicles per day as result of the closure. Traffic volumes on all other monitored streets were similar to previous results from November & December 2005.

TRAFFIC CALMING ELEMENTS

TEMPORARY TRAFFIC CALMING

In April 2006, temporary speed humps were installed along the 3300 and 3400 blocks of 5th Avenue to reduce speeding on the 3300 block of 5th Avenue. In response to the increased traffic on Blenheim Street, a temporary traffic circle was installed at 5th Avenue & Blenheim Street.

PERMANENT TRAFFIC CALMING

If Waterloo Street is reopened to vehicle traffic it is recommended that corner bulges and a raised pedestrian crossing be installed in this block to reduce safety concerns and provide an improved pedestrian connection between the two park areas. Staff will review the 2000 block of Waterloo for a speed hump based upon the criteria established and approved by Council for the Speed Hump Program. Additionally, the temporary traffic calming measures (speed humps along the 3300 and 3400 blocks of 5th Avenue and the traffic circle at 5th Avenue & Blenheim Street) will remain for a 6 month evaluation period. After which time, staff will review the effectiveness of the traffic calming measures, and should any issues arise, staff will provide a report to Council.

If Waterloo Street is closed to vehicle traffic, the east and west facing stop signs will be removed on 5th Ave at Waterloo Street and a new stop sign will be installed on the south leg of this intersection to accommodate this new "T" intersection. Additionally, the temporary traffic calming measures (speed humps along the 3300 and 3400 blocks of 5th Avenue and the traffic circle at 5th Avenue & Blenheim Street) will be installed permanently subject to a 6 month evaluation period.

VANCOUVER BOARD OF PARKS AND RECREATION STAFF COMMENTS

In August 2006, the Park Board installed two signs displaying a park concept plan to unify the east and west sections of McBride Park. Park Board staff held three informal "open house" sessions at the park (August 22, 26 and September 16 2006). Park users were invited to provide feedback regarding the park concept plan. On the sign, park users were directed to the Vancouver Park Board's website where an online survey was available for users to fill out (Appendix F). Besides the survey form, comments were also received by telephone and email. A total of 133 people provided feedback. 82(62%) liked the park concept plan, 50(37%) disliked it and 1(1%) remained neutral. Their comments are listed in Appendix G.

Those who liked the park concept plan generally stated that unifying the two areas was a good idea and that it would provide safer conditions for park users, especially small children. There were also suggestions to take advantage of the road closure by providing a hard surface area for children to learn to rollerblade, ride bicycles and play street hockey. Those who disliked it objected to the road closure.

FINANCIAL IMPLICATIONS

REMOVAL OF TEMPORARY STREET CLOSURE

If the Waterloo Street closure between 4th and 5th Avenues is reopened to vehicle traffic and the recommended pedestrian improvements are constructed (corner bulges and a raised pedestrian crosswalk), the estimated cost would be \$98,000. This can be funded from the 2006 Streets Basic Capital Budget for Neighbourhood Traffic Calming. There should also be an increase to the Traffic Operating Budget for Bulge Maintenance by \$900 without offset and subject to 2008 Budget Review, for the maintenance of the new traffic measures and signage commencing in 2008. The cost of simply removing the closure without the added improvements would be minimal and included within existing budgets.

PERMANENT STREET CLOSURE

If the Waterloo Street closure between 4th and 5th Avenues is made permanent the total estimated cost would be \$162,000. The estimated costs are as follows:

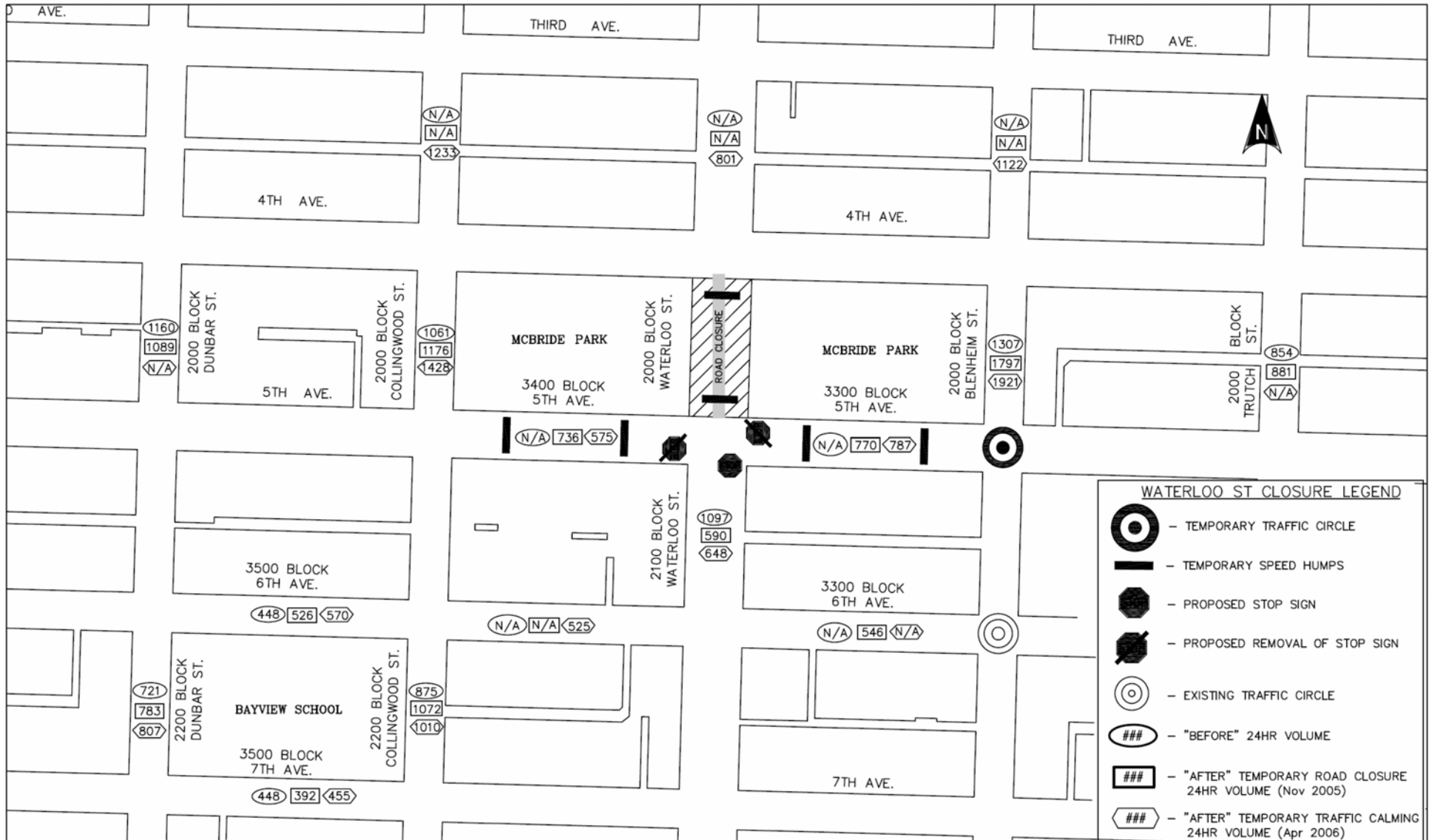
Neighbourhood Traffic Calming Plan Permanent Construction	\$27,000
Parks Board Costs	\$135,000
Total Costs	\$162,000

The costs for the permanent construction of the Neighbourhood Traffic Calming Plan (\$27,000) can be funded from the 2006 Streets Basic Capital Budget for Neighbourhood Traffic Calming. The Park Board will be responsible for all costs to permanently close the street and unify the Park, which is estimated at \$135,000. Parks Board staff will report back to Council following a detailed design. For maintenance of the traffic calming area commencing in 2008, there should be an increase to the Traffic Operating Budget for Speed Humps Maintenance by \$400 and Traffic Circle Maintenance by \$500, without offset and subject to the 2008 Budget Review.

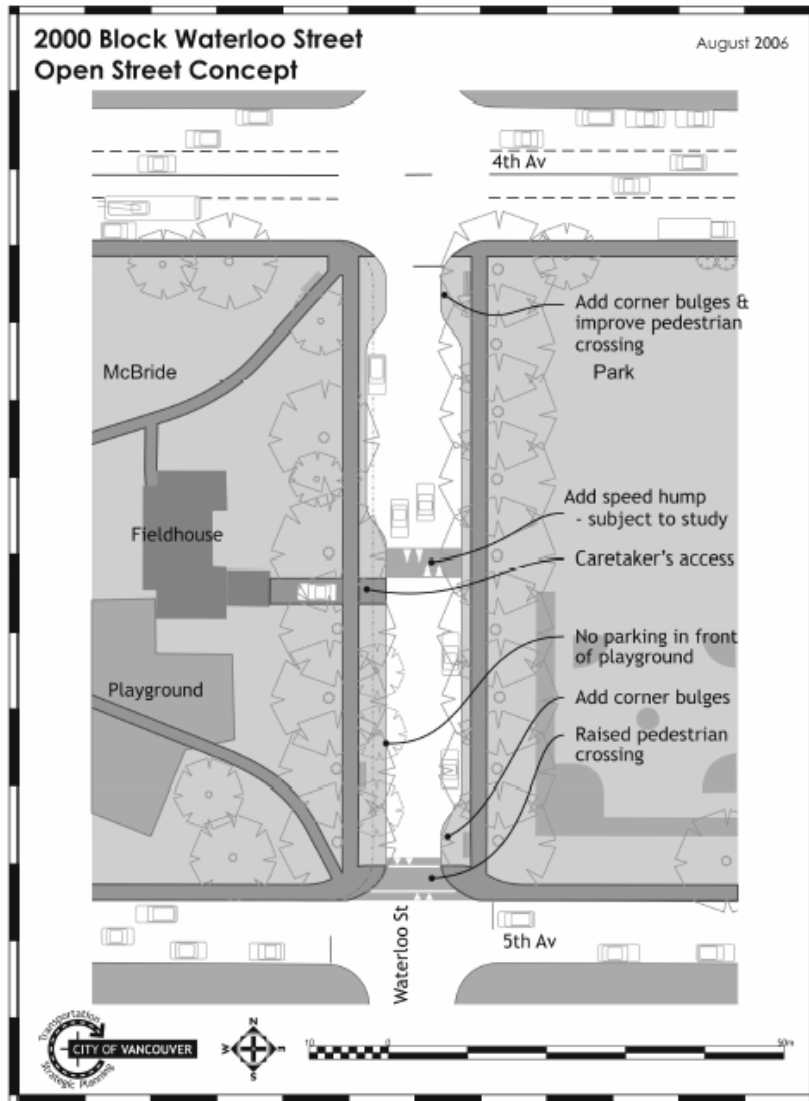
CONCLUSION

The Park Board supports the unification of McBride Park by closing Waterloo Street between 4th and 5th Avenues. However, based on the lack of neighbourhood support for the closure, it is RECOMMENDED that the temporary Waterloo Street closure be reopened to vehicle traffic and that traffic calming measures be installed to improve the pedestrian connection crossing Waterloo.

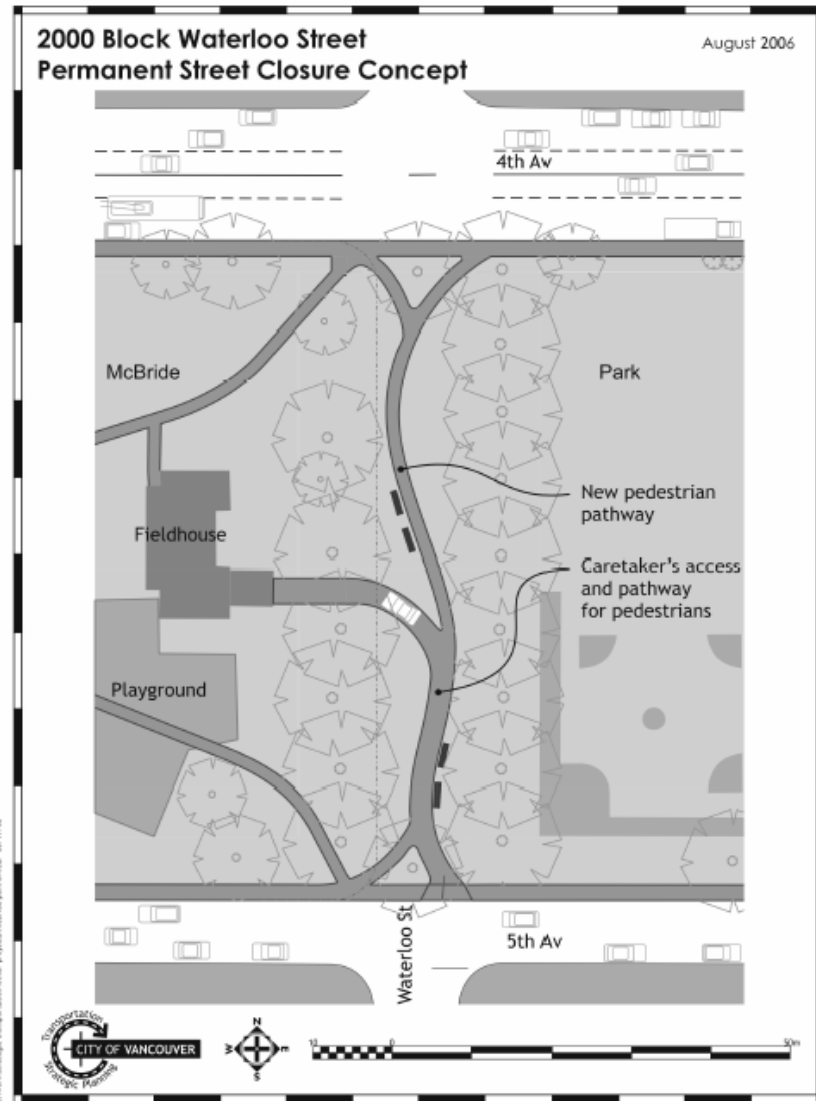
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OPTION 1



OPTION 2



APPENDIX B - Survey Area Map



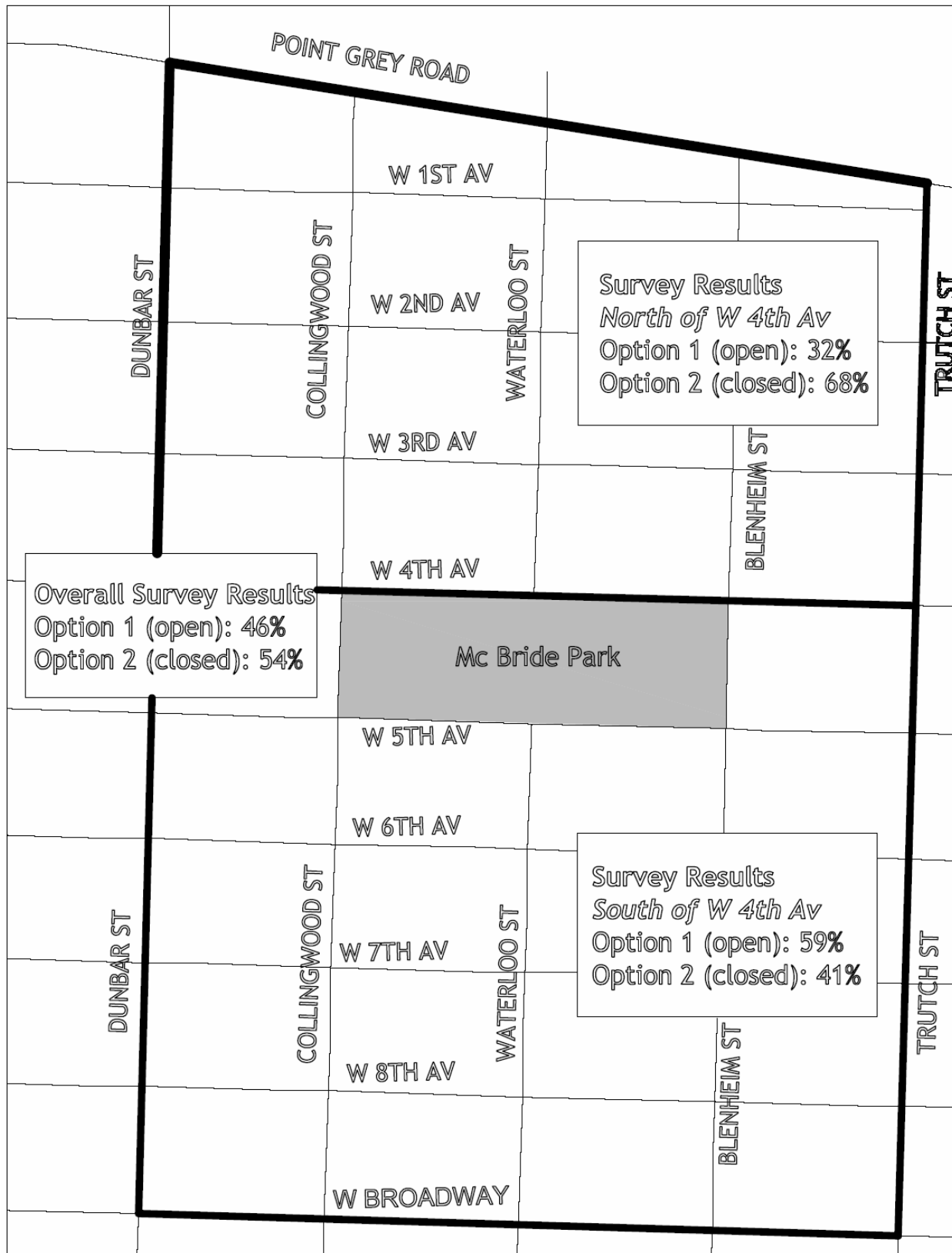
APPENDIX C - Survey Results

Total Surveys Distributed	1,700
Total Surveys Received	672
Percentage Returned	40%
Surveys Received North of W. 4 th Ave.	322
Surveys Received South of W. 4 th Ave.	350

Total Area	# of Vote	Percentage
Option 1 (open)	306	46%
Option 2 (closed)	362	54%
Neither Option	4	0%

Area North of W. 4th Av	# of Vote	Percentage
Option 1 (open)	102	32%
Option 2 (closed)	218	68%
Neither Option	2	0%

Area South of W. 4th Av	# of Vote	Percentage
Option 1 (open)	204	59%
Option 2 (closed)	144	41%
Neither Option	2	0%



APPENDIX D - Survey Comments

Comments from Residents in Support of Option 1 (Removal of Waterloo Street Closure):

If the purpose for closing off Waterloo St. is one of safety, it is not working.

1. All current traffic moving north on Waterloo must now traverse the entire length of a city block on 5th Ave. And an additional half block on Collingwood or Blenheim St. bordering the park in order to proceed northward. This diversion actually places active park users on the playing fields and children's playground in greater danger for an increased interval of time due to their closer proximity to moving vehicles.
2. The uncommonly wide width of Waterloo actually places vehicle traffic a greater distance from active park users than does all other streets adjacent to the park.
3. The present diverted vehicle traffic around the perimeter of the park also creates a safety issue for parents unloading children and equipment at the narrower streets bordering the park.
4. The majority of northbound traffic on Waterloo turns right on approaching the park because it is more economical and avoids the continuous bottleneck of traffic on Collingwood caused, to a great degree, by parking being permitted on both sides on the street (why is this when it is not permitted on any other street bordering the park?) This traffic is thus diverted to the "traffic calmed" Blenheim St. where it backs up adjacent to the park waiting for the traffic light to change or waiting for vehicles making left hand turns onto 4th Ave.
5. By diverting vehicle traffic from an uncommonly wide residential street to a "traffic calmed" residential street, the City is simply taking 2 steps forward and 3 backward in managing traffic flows.
6. The temporary traffic circle at 5th and Blenheim has increased the likelihood of an accident on that corner to both pedestrian park users and vehicles. Vehicles and motorcycles are flying through the intersection or racing to get there first. Additionally, the traffic circle focuses driver's concentration on "who-is-going-first" and distracts them from pedestrian traffic.

My recommendations based upon an unobstructed, third floor view at the east end on the park for over 10 years:

1. Reopen Waterloo St.
2. Make the intersections of 5th & Blenheim, 5th & Waterloo, and 5th and Collingwood 4-way stop signs.
3. Add speed limit signs, speed bumps, and a raised pedestrian walk on Waterloo through the park.

-
- A calming circle at Waterloo & 5th would also be beneficial
 - Both Collingwood & Blenheim are narrow streets - esp. Collingwood Waterloo should be open to relieve pressure on those streets
 - There is ... and will be increased traffic around Collingwood & 4th because of the IGA project - spread out the traffic & slow it down

Thanx

A major commercial and condominium dev. is under construction and within months of completion at the corner of 4th Ave and Collingwood. To close off Waterloo permanently at this point, without waiting to study the effect on traffic of a major grocery store and coffee shop would be a serious mistake. It seems obvious that these merchants will draw traffic from within and beyond the neighbourhood, and that nearby avenues and streets, especially the narrow Collingwood and Dunbar Streets will be even more intensively used than they are now.

The traffic studies conducted so far confirm our informal observations: the closure of Waterloo St. has diverted traffic to Blenheim and Collingwood Streets, south of 4th. Unfortunately pre-closure counts were not taken north of 4th at the same time; however, following closure, traffic on Waterloo was found to be lower than on Blenheim and Collingwood, which suggests that the experience north of 4th is parallel to that south of 4th. Waterloo is the only street between Macdonald and Alma capable of handling two lanes of traffic when cars are parked on both sides of the street. Redirection traffic from a wide street like Waterloo to narrow streets, including one where a school and playground are located, is illogical.

Population density is increasing in this area as more single-family homes are converted to two, three and four unit dwellings. Vehicular densification accompanies population densification, further complicating parking and access. Simultaneously, transient traffic adds to the congestion. The north/south streets are used regularly by non-resident drivers intent on reaching 4th or Broadway from Point Grey Rd, or vice versa. Meanwhile, some of the avenues, including 3rd, are designated for bicycles. Motorists and cyclists find themselves in conflict regularly, and shouting matches between them are not uncommon at our corner. We anticipate yet higher levels of traffic and non-resident parking upon the opening to the grocery store; although there will be underground parking, drivers will prefer surface parking wherever they can find it.

It has been argued that the closure is needed to provide safe ease of access for children using the playing field to the change rooms and lavatories. But is there no other way to provide protection for these children? Closure providing greater safety for them would come at the expense of safety for the children at Bayview School, who are more numerous and more frequent in attendance over longer periods of time.

It seems to us that the above circumstances demonstrate the need for keeping the 2000 Waterloo block open in order to distribute the traffic load, which is inevitably increasing. The quality of life is declining here, and we cannot wish away the factors contributing to that decline. It is deemed too early to take this step, we urge that no action be taken until a further traffic survey is conducted, after the grocery store is opened and in use for a period of time.

A traffic circle at 5th & Waterloo would work better. As stop signs are not being even looked at by drivers. Keep the speed bumps on 5th Av at the 2 blocks of parkland. I don't believe a traffic hump between 4th & 5th on Waterloo is not necessary.

Absolutely the street must be opened. The additional traffic flow on the side streets - 5th, 6th, Collingwood, etc. has been very stressful.

Enough surveys - we have done this once already with the majority of residents asking that the blockage be stopped and the street be opened. This issue is polarizing the neighbourhood unnecessarily. Open the street!!

- add stop signs all street corners (4)
 - add cross walk in line with the caretaker's access with suspended signs (raised cross walk)
 - perhaps add stop signs at new cross walk each side (2)
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As a parent of three elementary school age children who walk to school everyday (2 at Bayview, 1 at General Gordon), I have only seen an increase in the traffic on our street as well as BAYVIEW school. I see no reason to close the widest street (I think) in KITSILANO while Collingwood is busting with traffic volume. The proposed IGA store at 4th and Collingwood will only make things worse. PLEASE REOPEN WATERLOO.

As long as current trees are retained under Option 1! This is very important.

Because of usage of the park seems to be divided (i.e. one side from sports which requires a large open space, and a smaller play oriented are on the west) I believe keeping a physical barrier - the open street - will keep the defined areas separated. Closing that one block of the street also places an additional traffic burden on adjacent side streets - that is unfair to residents on those streets.

Besides appreciating the use of Waterloo when I need to turn left (to go west) during heavy 4th Ave. traffic (visibility is better than from Trutch), I am fed up with truck traffic on Trutch which is already worse since the circles were introduced to Blenheim Street.

Blenheim Street has a big increase of traffic especially since meters have not been placed up & down Broadway. Which along with the closure of Waterloo has now made Blenheim & Trutch major road arteries.

1. Blocking off a road so increased traffic goes around a school is a stupid idea. Data backs up what ought to be obvious.
 2. Waterloo is a wide north/south road - why pick a road likely to increase congestion & danger?
 3. Whos idea was it? (Residents of Waterloo perhaps?)
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- Blocking the said north-south access has caused much inconvenience.
 - Installing traffic control lights on 4th Avenue at that juncture would, probably, be a great improvement.
-

Closing Waterloo diverts traffic to Collingwood which is very narrow.

The park is under used & aesthetically not pleasing. We have Jericho, Spanish Banks & UBC. I think we would be better served developing road blocks & using the fields to purchase parkland in areas of the City that are needing parks.

Closing Waterloo does not make sense.

Collingwood is too narrow for increased pressure. Bayview School is on Collingwood. Unknown increase in volume when construction is complete at 4th Collingwood IGA/condos. There has been a fatality increase within last 6 months at 4th & Collingwood due in part to volume, speed & visibility.

Concerned closure would provide a haven for drug dealers, users, and homeless people.

Concerns:

1. Collingwood South of 4th consider making wider - parking a problem and may be a bigger problem with food store at corner - already increased traffic.
2. Collingwood North - food store.
3. Need to divert some of the volume to Waterloo.

Consideration for reopening the 2000 block Waterloo Street

Traffic calming does not reduce volume. One thing this whole sorry exercise has made clear is that traffic calming cannot band aid the effects of a gross diversion such as the Waterloo blockade. Not only has the blockade diverted traffic onto an adjacent narrow grid not designed to carry such increased volume, but calming may be having the unintended effect of making this worse. Consider the temporary circle at 5th and Blenheim: traffic now whizzes by or goes the wrong way round. I see kids (and adults) uncertain when to cross because the circle does not make cars stop whereas the stop signs it replaces did.

More calming, more speeding, more incidents. North south streets now have speeded up traffic with effects felt up to Broadway. On Eighth and Collingwood, for example, traffic incidents have increased. The latest spate included Thanksgiving Monday, a crash due to speeding with one dazed driver needing neighbours' help. A couple weeks earlier the same corner we had a car and pedestrian collision, again with speeding. Instances of near crashes between speeding cars and cyclists on the West 8th bicycle route are also on the increase, curses resounding on both sides. Damage to parked cars include broken side mirrors and sideswiped gouges inflicted by speeding hit and runs this occurs blocks at a time. These things were not in evidence prior to the closure though now a regular misery.

Have truck counts been made since calming? Increasingly trucks are noted speeding from Broadway to 4th and vice versa on Collingwood, for example, and no doubt other streets as well, most notably Trutch. This is in addition to the usual service vehicles forced onto streets along blocks with absent laneways. Parking removal speeds up traffic. May it be considered that parking removal - apart from being a disservice to blocks without laneways needing street parking in this densely retrofitted neighbourhood - also abets speeding through, and we have n/s traffic lights that already abet that on Blenheim and Collingwood, (with Dunbar, and maybe Trutch lights in the works, if I'm correctly told) as they intersect 4th and Broadway.

Consider four-way stop signs and zebra crossings I'm trying to think what downsides four-way stop signs and zebra crossings might harbour because otherwise may they not be the most benign (and least costly) calmers suited to our mixed demographic anchored by families with children and by elders?

An open Waterloo moderates LOCAL RUSH HOURS Calming to fix problems that largely did not exist before the Waterloo diversion simply cannot replace the role an open Waterloo plays in keeping traffic flow fairly evening distributed throughout a neighbourhood with **AMENITIES WITHIN THE ARTERIALS**: e.g. on Collingwood between Broadway and 4th alone: a park, a school, a church, a lumberyard, etc. The area experiences a twice daily local rush hour tide in and out of the neighbourhood, including weekends (church, seasonal playing field visitors) all year (school summer camp, etc.)

The Alma & MacDonald myth. This traffic hasn't evaporated to Alma and MacDonald, but rather, as staff counts demonstrate, traffic has increased by 10%, and will continue to

increase as the neighbourhood further densifies. Yet consider what would happen if traffic were forced to the arterials: more exhaust fumes trying to get in and out of the area several times a day all year to access local amenities. More going around in circles, **more east-west backtracking** - already happening along West 5th & 6th and beyond - **the sleeper effect of this whole mess.**

An amenity for density. Here we close the safest block with no pedestrian accidents for years (unlike other local intersections), make the whole park perimeter less safe for pedestrians, while forcing elementary school children to walk across dangerously congested streets twice daily during rush hour - with more traffic via the IGA Marketplace yet to come right on one of their primary routes. Here we continue to densify, but then frustrate accessibility to local amenities, including merchants anchoring our neighbourhoods, by cutting off at the knees, so to speak, the neighbourhood's greatest local amenity: the wildest safest street planned with such cunning and forethought to have well served us this hundred years. May it serve a hundred more. May common sense prevail.

Definitely Option 1 - we have noticed far too much traffic on Collingwood & on 5th Ave since the closure. The traffic comes much closer to kids playing at McBride park, than when more cars were diverted on Waterloo St (wider). When turning left on Collingwood from 4th Ave, rather than from Waterloo St (wider), as before you can barely get a wider car or truck through the narrow street, as cars are always parked on both sides - there are always people in the park, or walking around this area - we don't consider the current closure safer at all!

Do I believe that if the result of the survey proves yet again that the neighbourhood does not want the park joined that that is what will actually happen? No, I believe that the powers that be have already made the decision to close Waterloo.

Don't waste any more money changing a perfectly good roadway that has not been a problem for the past 50 years. (I thought the Parks Board was looking for a way to save money).

Don't do it, please!

Don't fix what "ain't broken" just fix what needs to be fixed: pavements, back lanes, lights, dirty streets, sidewalks.

You don't need a survey for every silly idea - use common sense; and use the extra money to improve and maintain our neighbourhood.

During 19 years at the above address, walking the area and bringing our grandchildren to McBride we have observed little migration to and from the playground area to the playing field. Also we have never observed heavy traffic traveling North, South on Waterloo St or on 5th Ave. However since the closure, the traffic and congestion on Collingwood have increased. Also we believe the option 1 will help prevent the possibility of illegal activities and vandalism encouraged by the "meandering path & benches" of option 2.

Extra traffic on Blenheim is going to increase all the time. It is unfair and unreasonable to expect Blenheim and Collingwood, which because of the school is in a more ridiculous situation than Blenheim, to take all this additional traffic. A pedestrian was hit between 6:30 and 7 a.m. on Labour Day I believe on my corner of Blenheim & 4th, with sirens, police, ambulance, and there have been other incidents. Why are we going through this

again? Why did the Park Board put up billboards to give the impression this was decided as a permanent closure, which was the opposite of what we voted for, which was to reopen the street with two bumps, not that extra circle that is making things worse.

For over 40 years, 3 generations of our family have enjoyed using the separate blocks of McBride Park and the safe access to 4th Avenue which the quiet roadway (2000 block Waterloo) between them has offered. In every poll taken over the years, the majority of local residents have voted against closure and City Engineering has consistently recommended keeping the block open. Over the past year, tactics of the current City Council have not only insulted our intelligence (we really did not have to experience the block closed to be able to envision the minimal glory of a slightly enlarged park) but they have exacerbated the predicted resultant traffic dangers on adjacent Collingwood & Blenheim. The increase figures are appalling. Open the road, retain all existing trees, forget "corner bulges" and "elevated crossings". Save lives. Save money.

From all reports there are more homeless in the park. Most people won't enter the park at night.

This closure creates a dangerous traffic on Collingwood between 4th & 5th with parking on both sides of the street. It is too narrow to carry the additional traffic. Many near misses have occurred involving pedestrians and other vehicles.

Great concept and idea but parking in Kitsilano has always been an issue. And with more construction coming any additional parking will be appreciated.

Having already installed traffic circles on Blenheim St it seems quite counter - productive to force more traffic onto Blenheim. Waterloo is a wide street, more appropriate to increased traffic than Blenheim or Collingwood. Closing Waterloo Street makes the area more dangerous for pedestrians. It makes the other streets more dangerous for everyone - pedestrians, bikes & vehicles!

I am irritated that we need a second referendum - I think we should have gone with the results of the first one. One wonders if the question is being asked again because the city did not get the result it wanted last time.

I believe that the closure of Waterloo is shortsighted and ill advised. Moreover, the residents in the neighbourhood were not polled for our opinion & position. This closure will result in increased volume of traffic on Collingwood. There is a school on Collingwood St at 6th: Bayswater Elementary. If there is any traffic accident on Collingwood due to increased traffic due to Waterloo closure, I hope that the City Councilors sitting currently will be considered liable & accountable for any unfortunate traffic incident. I have already had my car sideswiped since the closure.

I believe that the potential dangers inherent in burdening the two narrow, adjacent N/S streets (Collingwood & Blenheim) with additional traffic as the study has shown far outweigh any benefit to be gained by the closure of Waterloo Street. The improvements proposed in Option 1 appear to offer a suitable compromise to aesthetic, traffic and safety concerns.

I believe the temporary shut down of Waterloo was a big inconvenience for both drivers and households - seems strange that the City would want to shut down the widest road in the area.

The amount of traffic on Collingwood St is more than the size of the street and cannot

handle so much traffic.

I cannot see why the Option 2 was ever considered by Council - this only benefits the residents on Waterloo (the widest for both through traffic and parking!!) Leaving other residents on one adjacent streets to cope with the now additional traffic - this has made our streets more dangerous to children and cars with frustrated drivers who are "clogging" up the streets. Waterloo needs to take on its share of traffic also - that is why it was originally constructed with greater width.

I do not believe there should be a speed hump on 2000 block Waterloo. A traffic circle at 5th & Waterloo would be a better option for reducing the speed of vehicles and road rage from drivers frustrated by their inability to go through. Some drivers are highly inattentive as well, treating stop signs as a suggestion. Obstacles, like the circles, seem quite effective at keeping traffic flowing, but at a safer speed.

I don't like the increased volume of traffic that has occurred around Bayview School with this closure, opening it up will at the very least redistribute some of the traffic volume away from Collingwood St.

-
1. I find it advantageous to have the Waterloo street closure removed and for McBride Park divided.
 2. I find it inconvenient to have Waterloo Street closed in the 2000 block and vehicle traffic diverted.
 3. Park users are presently parking along 4th and 5th Ave making it difficult to see oncoming vehicles when crossing.

I have a child who has just started kindergarten at Bayview Community School. I am very concerned about the increase in traffic along Collingwood St on our route to and from school.

As well, it does not appear that the traffic impacts of the new IGA/residential complex at West 4th/Collingwood have been considered. Once the IGA is open Collingwood St, which is already crowded, will be even more busy. Option 1 seems to strike the best balance.

I have lived across the street from the park for the last 25 years and I am very much against Waterloo St being blocked off. I have to go to Collingwood St to turn - which is very narrow and dangerous. Also the transient population has doubled since the road has been closed off and I suspect it may get worse if the closure becomes permanent. The closure is stupid and senseless.

I have to question the veracity of a survey that I, as a homeowner living within the catchment area, did not receive by mail, i.e. I had to phone in to get a copy. How many other residents were left out? Sadly, it seems, we'll never know. Finally, while I appreciate the efforts and good will of my neighbours who would see the road closed, I question the cost and need to do so at this time. With the I.G.A. going in at Collingwood & 4th, my concern is for the children at the school. With regret, the VSB and PaC of Bayview have remained neutral on this issue.

I hope you read my e-mails regarding my concerns. They were written from my 30 years' experience of living in my house.

I live at 8th & Collingwood and have noticed heavy increased traffic on Collingwood which of course puts the children at Bayview School at much greater risk. This should be taken very seriously by the City. Waterloo must be open up again for all concerned people in our

neighbourhood.

I live on the corner of 6th & Collingwood & have found there to be so much traffic with the school, the church & now with Waterloo blocked off. At times Collingwood Street between 6th Ave & 4th Ave is overloaded with impatient drivers & children crossing streets. This area is a hazard for the children!

I live on Trutch. I find vehicle travel down Trutch. I think there should be several streets that go through between 4th & Broadway. Trutch is the only street in the area without a round about.

Thanks

I oppose closing 2000 block Waterloo St and support removing the present closure because the closure has the effect of moving traffic to the much narrower and more congested Collingwood Street, closer to numerous school children at Bayview Elementary. Stop signs and traffic calming speed bumps on Waterloo St would make sense as does the "open street concept"

I prefer to see the park stay as it is because it keeps traffic dispersion manageable. Speed humps along Waterloo Street between the two parts of the parks will prevent any speeding that could be harmful to pedestrians using the park. It seems senseless to spend tax payers money on joining the parks when a simpler less expensive solution is available that does not cause more harm than good. Thank you.

-
1. I raised a child for 26 years in this neighbourhood. The Park never felt too small or inadequate.
 2. As a motorist I feel greatly inconvenienced by blocking off of a road I used almost every day.
 3. Too much traffic now on Blenheim and Collingwood, the latter a very narrow street that is now all the more unsafe for both drivers and pedestrians.

I resent that I, or my neighbors, were not consulted when the "closure" was instated.

For the sake of a few children, who might, cross Waterloo Ave, to use the PARK, WASHROOM, this closure has created traffic havoc for hundreds of residents - motorists - especially shutting down one of the widest streets (i.e. WATERLOO) in the city. Whereas Collingwood (to the West) is almost impossible to drive on.

I sincerely hope that you listen to the households directly impacted by this closure and that you reopen the Waterloo Street once for all, since this is the widest street in the entire neighbourhood and therefore the safest, instead of pushing the majority of the traffic onto Collingwood Street and the "Bayview School" and endangering the lives of the little kids attending the school. Thank you.

I strongly oppose the proposed closure of 2000 Block Waterloo for many reasons:

1. It is an important north/south transportation (car and bike) route in a very busy and increasingly dense neighbourhood.
2. As one of the wider streets in the neighbourhood, it is safer to bike and drive on.
3. It provides parking for events, games, general use of park in an area where parking isn't readily available.

4. Closure causes increased traffic on much narrower options (Collingwood/Blenheim) where only "one way" traffic is possible (Waterloo offers 2-way traffic option)
5. "Safety" for those using the park is a bit of a stretch as an argument to close the street - for the most part, people either use the field for sports or the west park for children's playground and tennis. The only necessity for crossing Waterloo is by field, patrons to use the washrooms.
6. Safety is a major issue for elementary school kids going to/from Bayview plus for children in the McBride playground. Closing Waterloo increases 5th Ave traffic compromising safety for those at playground.
7. The neighbourhood has lots of parks - spend tax dollars more wisely by improving other neighbourhoods and/or do more field maintenance!

I strongly oppose the street closure. My main concerns are: (1) increased traffic volume along Collingwood (school zone), and (2) reduced sight visibility crossing 4th Ave from Blenheim or Collingwood. Waterloo has much better visibility at 4th.

I support option #1 100%. Closing Waterloo has forced me to detour down side streets (notably W 5th) to gain access to 4th Avenue. I feel that this is highly disruptive to the neighbourhood and contrary to city policy to afford the most direct access possible to main streets. Furthermore, McBride Park has become largely a resting place for homeless/shopping cart individuals. If you wish to spend money in the area please direct it to the out of control litter problem. Thank you.

I support option 1 for the simple reason that it is SAFER FOR THE MOTORIST.

I absolutely fail to understand why there is so little understanding for our safety concerns. In all the time that this street has been closed (18 months?), I have seen ONE PERSON with a child on a tricycle using the "safety of this park". If you close this street, you will see many more people, street people to be exact. The whole place is a haven for street people as it is, what with the washrooms being available. Surely, if you have nothing better to do, there are other streets in this city that need some attention. If you are interested, I can give you some hints.

This city is fast becoming impossible for motorists. The speed bumps were causing our cars to fall apart (in one day I lost my front bumper and my muffler) and now you want to put in more speed bumps. What's wrong with a stop sign? The idiots that are speeding are going to speed anyways, or they stay away from the streets with the speed bumps. And as far as traffic circles are concerned - they are a laugh! Most people turn left IN FRONT OF THEM! And you know what? The other day I did so myself when traveling north of Blenheim. The traffic circle at Blenheim and 8th Avenue was blocked by a huge truck that couldn't get around the circle because of parked cars. He also couldn't turn either right or left and the driver was sitting there with his hands in his hair. So, I just turned west in front of the traffic circle.

As far as the number of cars "after" temporary traffic claming on 5th Avenue is concerned, it might interest you to know that you are not calming anything. The cars that used those blocks on 5th Avenue have to go SOMEWHERE. In my case, instead of using 5th Avenue and turning north on Waterloo as I used to, I now turn north on Collingwood, a street I haven't used in the 20 years I have lived here. I take my life in my hands every time I do that, as it is almost impossible to see who is racing down 4th Avenue where I want to turn east as there is wall-to-wall parking right to the corner, mostly SUVs of course that totally block

your view. So far I have been lucky in not hitting a pedestrian also things the road is clear and will cross at that precise moment.

I think it is disgusting to see how the traffic has increase on both Blenheim and Collingwood, both narrow streets. Who would want to live there now? Are you going to give them a tax break? Their properties certainly will go down in value if you permanently close Waterloo. And are you not at all concerned with the increased traffic at Bayview School? Speaking from personal experience, once the speed bumps were installed at 5th Avenue, I have been using 6th Avenue. I am sure the residents there are GREATLY ENJOYING the increased traffic through their block.

In summary, closing the 2000 Block Waterloo Street is a most ill conceived idea. I am so glad I am leaving Vancouver, fast becoming Speed-Bump-City! I can only hope for those people staying here that good sense will prevail.

I support removing the 2000 block

I support removing the closure BUT with as much deterrent as possible in place to prevent through traffic - speed bumps (many - say like beside Kits High school on east side other school and community centre) ALSO - would like to see the roadway accommodate more parking stall pkg perhaps again - like beside Kits. Thank you.

I SUPPORT REMOVING the Waterloo St Closure and keeping it the way it was.

McBride park was fine the way it was.

McBride park has at least two main uses

1. is a soccer, baseball, tee-ball and football in the east portion
2. tennis, playground in the West portion.

Please keep it that way.

I support the opening of the street to spread the traffic. I'm not sure we need any of the other items referred to above in this option. Parking especially could be dangerous for children crossing. Who is dictating this risk? I don't believe there are supposed "benefits" of closing Waterloo (the widest residential street in Kitsilano) - 50% more traffic to the narrowest residential street in Kitsilano!

I think the Waterloo St closure will make it safer for children going to and from school. Dunbar St traffic has increased in front of my home, opposite the school grounds, since the closure. I feel the closure is responsible for a large percentage of this increase.

I want less traffic on Collingwood St approaching Bayview School - between 5th & 6th Ave - its very narrow sometimes forcing me to back up to allow another car to pass. This is dangerous for school children.

I would like access to Broadway from 2nd to 4th available through Waterloo by car.

I would like to know who or what is driving this. We voted on the closure before the section of Waterloo appeared to be safe, so I don't think traffic claming is going to change that.

I would support the Waterloo St. closure if and only if the existing pavement were used for "kids" street hockey and roller blading/skateboard purposes.

Please minimize the extra expense in whatever choice is made.

Thank-you for this opportunity to express my thoughts on this issue!

If option 2 is implemented then there is more park area for the transient population which has already become a on going problem at McBride Park.

If you close Waterloo, please also close Trutch and Blenheim Street, because our traffic volume now on these two streets has tripled, since Waterloo is closed. We have children and grandchildren too!

In may concerns for many reasons that matters to open the street on Waterloo for access to 4th Avenue. Second reason the blockades in Blenheim St and all the traffic flows to Trutch Street residents of Trutch St made petitions three times to stop the big trucks with diesel the are unhealthy for the environment.

In my opinion it seems, we have been through all this twenty years ago. After many meetings, it was decided that Waterloo St was the widest road we have. This closure has thrown traffic on to the other streets, causing accidents. Each time this happens, it seems to be a ... or other, then we have to go through it all again. Leave the road open for fire trucks, etc. Let's water to the people and not just a few living or not living on Waterloo.

In Option 1 you make no mention of the trees, but I assume and hope the trees will remain as they are.

This would make a good site for a Kitsilano venue for a Saturday Farmers' Market in the summer.

It appears that the Waterloo closure area gets very little use. However, the traffic on Collingwood and Blenheim streets is worse.

It doesn't make sense to block through access on Waterloo Street, the widest street in the neighbourhood, the result of which dramatically increases traffic on Collingwood, the narrowest street, where a primary school, full or very young children is located.

Children safety is paramount to any other concerns.

It is high time that the closure should be reopened. It should not have been closed in the first place. The motor vehicle flow between Broadway and 4th Avenue along Collingwood St has been on a high capacity. It has caused damage to vehicles that hit and run to increase.

It is much more difficult to cross 4th Avenue in a car if Waterloo is blocked off.

- It is no longer safe to cross Blenheim to get to the park as traffic speeds through the roundabout at 5th Ave, a 4 way stop would be safer. Cars do not stop for pedestrians.
- Additional traffic is diverted around the park which has increased risks of accidents to those children crossing streets to get to soccer & baseball games.
- I have watched cars "bunch up" at the roundabout at Blenheim & 5th Ave as Blenheim is narrow and 2 cars have difficulty moving into & out of the south end of the roundabout at the same time.

It is terrible that this street was ever closed in the first place. Closing this street has made the park a safe-haven for homeless people and made young families afraid to use the park. Each side of the park has totally separate usages. There is no need for closure. In addition, traffic volumes are intolerable on Collingwood St and other streets. A new IGA store at 4th and Collingwood will only make matters worse (i.e. traffic volumes) Re-open

Waterloo now!

It's appalling that our neighbourhood is being "punished" with another survey (in the space of ten months) just because certain politicians didn't like the results of the January survey, which contradicted their pet projects by voters saying NO to an extended park and a closed Waterloo Street. We have now endured a trial closure of more than 15 months initiated by a Park Board resolution in April 2004 and subsequently enforced by a Council resolution in January 2005, and extended with a resolution in February, 2006 all of which were arbitrarily imposed by Parks Board and Council politicians who blithely ignored their own institution's well-established public consultation processes.

A permanent closure of Waterloo Street hinges on the resolution of traffic and safety issues arising from the closure's traffic diversion. These have not been resolved. Accordingly, regardless of the results of this survey, the street should be reopened as that is the only solution, short of a costly time-consuming comprehensive Traffic Area Plan study, to resolving traffic and safety impacts for the neighbourhood, especially south of 4th Avenue. (This solution was noted and voted for by ... at the February 16 council meeting as being the only "fair" course to take). Traffic on Collingwood and Blenheim, along with the connecting 5th Avenue, and even 6th Avenue is at an all-time high, despite the traffic calming measures installed around the Park in March and only goes to prove Engineering's long-standing assertion that such TCMs do not reduce traffic volumes.

Furthermore, the results of this survey should not supersede those of the January survey. Both should be assessed in terms of neighbourhood response to closure and correlated accordingly with residential areas most impacted by the Waterloos traffic diversion.

This failed, costly traffic experiment has put at risk all pedestrians, especially parents and children using these routes to access our local schools and parks, as well as cyclists and motorists, all for the sake of adding a sliver of extra greenery (1.75% more) to a park that has served the neighbourhood well for 80+ years. This failure is particularly true of the new circle at Blenheim and 5th Avenue, which is turning out to be a hazardous negotiation for all users. The City should reassess the temporary traffic calming measures installed in March as well as any proposed for the future in consultation with the neighbourhood.

Council and Park Board politicians need to carefully:

WEIGHT (a) the negative role they have played in creating in the neighbourhood a highly sensitized and divisive atmosphere as well as an expensive and dangerous traffic experiment [City Staff advised Park Board and Council not to pursue this issue 10 times over the last 7 years]

AGAINST (b) the positive, honourable and responsible action of reopening Waterloo Street and thereby restoring our neighbourhood to its pre-closure safe and balanced state.

Even so, it will take years to undo the mischief and heal the wounds sustained by this community at the hands of self-interested neighbours and thoughtless, ideologically oriented politicians. In other words, please return due process to its rightful place as the basic block of our fragile democracy.

It's been 16 months the closure has been in place. How long does it take for Council to see the light? What is the purpose of the closure? Is it to enable the tennis players, and/or the homeless who congregate with their shopping carts on the west side easier access to the playing field where dogs cavort for most of the year? Is it to force traffic down single lane Collingwood & Dunbar often resulting in traffic backing up on 4th Avenue waiting to turn

north onto these streets! I have lived in this neighborhood for almost 25 years and closing Waterloo as far as I can tell has made our neighborhood a hazard to drivers and pedestrians.

Keep me up to date on the results, please. This is a least the 3rd time the option of closing Waterloos has come up. Been rejected each time. So explain why this is up again?

Keep Waterloo St open the way it was for many years.

Let's be fair, and "share the load of traffic" to all. There's been 600 more vehicles on Collingwood since the closure of Waterloo. - So how about the children crossing the streets going to Bayview Elem. Sch. Which is on Collingwood. There's definitely more children population in this area - As compared to the minimal # of ?, at the parks. Thank you for your attention, resident on behalf of my daughter & son who lives at above.

Living right on 5th Ave we have seen the impacts of the closure more closely than others. I think that there has been a noticeable increase in traffic, particularly in front of Bayview which is not desirable. Adding corner bulges is a great idea, as is the raised pedestrian crossing - which should be done at both ends. Also, 5th and Waterloo should become a 3-way stop - there has been too many people not stopping.

More convenient when walking to 4th Ave for bus

- more homeless people are now sleeping & gathering by the washrooms & corner covered area. Parents are not willing to let children be unattended in the park!
- my son cannot play road hockey it is too busy on 6th now!

More traffic in a school zone not a good idea.

My husband and I strongly disagree with the Waterloo Street closure. The traffic on both Collingwood and Blenheim is heavier and those two streets are very narrow. We feel that Bayview school's safety is compromised. There is already an increased amount of traffic with student morning drop off & afternoon pick-up and the additional traffic due to the Waterloo closure is leading to an unsafe situation.

My tenants & I support Option #1

It's difficult enough driving thru Kitsilano as is

Shutting down Waterloo Ave, sends even more traffic over to the narrow Collingwood Street - where young children walk to attend Bayview School.

- No parking on Waterloo between 4th & 5th Avenues
- Leave this portion of Waterloo as it was before this survey
- Do you realize this project has been rejected 3 times? - so please do NOT try again and waste our tax money.

No speed humps please.

1. NOT supportive of a speed hump on Waterloo St - there is virtually ZERO pedestrian traffic on that street right not (with the closure)
2. Collingwood is now dangerous and jammed because of your experiment.
3. The community does not support this (as per earlier surveys). Stop wasting money.

Of major concern to myself and family is the implications this all has caused to traffic around Bayview Elementary School. Stop signs need to be placed on the North and South corners of Collingwood and 6th. It is very difficult for drivers to see young children crossing

and even though there are school zone signs, people do not obey. This whole closure situation has wrecked havoc on the neighbourhood and increased drivers and speed on the 3400 block of West 6th. What should be the concern is the safety of the children going to Bayview.

Open street concept is best because

1. Safety: Avoids increased traffic on other streets (Speed bumps etc. assure safety in open street option.)
2. Fairness: Avoids imposing costs of rerouting traffic on many neighbors in order to benefit small number of park users.
3. Process: Avoids rewarding abuse of process (inadequate consultation; privilege for small number of activists).

-
1. Option #1 is the only one of the two options presented that warrants consideration
 2. Option #2 (ie closure of Waterloo) is totally unacceptable as:
 - Waterloo is the widest street in the neighbourhood and it is beyond comprehension that it would be closed
 - The trial closure of Waterloo has not followed "due process"
 - The local populous voted on this issue on 3 prior occasions and was soundly defeated each time
 - The two parks separated by Waterloo appeal to two very different clientele and there is not indication that park usage would increase with the permanent closure of Waterloo
 - Increased traffic volumes on other narrow streets has resulted from the trial closure of Waterloo and this is unacceptable given the width of the other streets (particularly Collingwood which is very narrow and has many children walking along it on their way too and from elementary school)
 - Traffic volumes will only be getting worse in the immediate area with the soon to open Marketplace grocery store at the NW corner of 4th and Collingwood.
 3. It is not clear why Option 3 wasn't presented that would see Waterloo reopened as it was prior to the "trial closure" with:
 - no speed bumps in the middle of the block
 - no raised pedestrian crossing at the south end of Waterloo Street
 - no added corner bulges
 - no parking restriction in front of the playground.

Again, the lack of due process and providing respondents with a limited/restrictive options that did NOT have input from the public is disturbing to those of us who live in the neighbourhood and live with consequences of the fiddling that is happening by our elected officials and tax payers paid employees!

Option 1 looks quite similar to what occurred at Kits High School and it certainly slowed down traffic there. I think with bulges & speed bumps the City Engineers have given the neighbourhood a "happy medium".

Originally I voted for the closure. "We" lost according to City Hall although numbers were

never released. I accepted the decision only to find that City staff have a hidden agenda & are prepared to override the earlier vote to ensure that they get the decision they want. If there is a different result then the persons responsible for issuing the first referendum should be fired for wasting tax payers' money. Please put my comments on to our mayor.

Our family chooses Option 1 to reopen Waterloo Street to improve public safety throughout our neighbourhood. Thank you.

Our family have been residents on the 3500 block 5th Ave for 3 generations now and we strongly oppose the closure. I have 2 little boys growing up on the block and we use the park at least 4 times a week and the activities are so different between the two parks - we have never ventured across the closure to the playing field in the past 8 months since the closure. Also a closure will make the park less safe and offer more areas for the homeless to camp out. This summer, with the closure, is the first time in all the years I have been a resident here that we have found needles in the kids play area! It will become a mess with the closure!!

Our park already has numerous homeless people occupying it, and I'm afraid the changes proposed would attract more homeless and therefore be a safety issue. It also puts more pressure on Blenheim and Collingwood - and is that really the best choice for those people living on those streets.

Whichever choice they go with lighting should be a priority issue.

Our traffic has increased greatly. We must return to removing the closure. The only ones benefiting by the closure are the Waterloo folks - on a very wide street.

Parking along Waterloo St. for Park users this is a good idea if it allows local residents access to the Park they otherwise would not have. i.e. pick up drop off - parking by the shorter term - hours for example. To allow people to get out for the afternoon etc.

Parking on Collingwood between 4th & 6th should be restricted to the west side of the street. - too narrow for parking on both sides.

Please don't close Waterloo St! We live at the corner of 6th Ave and Trutch St. Since you close the Waterloo St all big trucks and many - many cars pass by Trutch St. Don't make it difficult for us and our family! Don't let us breathe all the pollution from the big trucks!

Thank You

Please leave the park as it was originally designed. It is perfect and useful to all ages. Thank-you!

Please listen to the majority and make a decision ... do not drag on this issue.

Please put a light there - on the corner of Collingwood. People race to UBC. Cars and trucks park and you can't safely see to walk or drive to turn into that street.

Homeless people sleep in the park now and leave drug paraphernalia. It will get worse with less through traffic.

PLEASE reopen this vital conduit for traffic in our neighbourhood. Waterloo is designed for passage with its broad shoulders - our street (Collingwood) is too narrow and also has a busy school (& church) community life with many children walking. People often race through the stop sign at 7th & Collingwood now that Waterloo is closed.

PLEASE reopen Waterloo!

Please re-open Waterloo St. The traffic on Blenheim St is now constant, with many drivers treat stop signs like yield signs. The speed bumps and traffic circles do not reduce volume, and drivers constantly speed through the neighbourhood. Finally, I don't see how combining the two sections of Waterloo/McBride Park will benefit the community. These spaces function very well as separate areas, with no traffic incidents reported there in the past decade.

Please stop throwing away thousands of tax payer dollars on this ridiculous issue. Put 2 speed bumps on the section of street between the 2 parts of McBride Park. Forget about "raised" walkways and "corner" bulges. Re-open the widest, safest, through street in the neighbourhood and get on with it. Even a mental midget would have enough common sense to know that this whole business has been an utter waste of time and money.

Option 1: We never used to have parking on Waterloo St between the park areas: It ensured clear visibility for pedestrians and park users. Why would we have parking now? The only ones obstructing the visibility was City Engineering equipment - stored on one side or both - for weeks on end!

If the City is concerned about safety then something should be done about the pedestrian crossing on 4th and Waterloo St. I have been nearly hit 4 times by "high speeders" in spite of being very visible - I had witnessed to that as well.

City Engineering seems to say the closure is necessary because of traffic safety: Parks indicate it's necessary because the washrooms are on one side of the park. We do not have the same concern in Stanley Park: I haven't noticed a proliferation of washrooms or street closures yet!!! If the washroom is the source of the problem then close it. Every time I needed it so far it was closed! Locked that is!

Where is the democratic process here? The mayor and City Council cannot get elected by a population of approximately 35-50% of the population who vote. In this neighbourhood the participation was at least 2 times more: 61% of the people who responded wanted the street re-opened. I don't have the figures of the % of the population who wanted it closed. Does this mean if a number of people don't like the outcome of the City election they just consider it null and void and request a new vote?

Speed bumps on Waterloo between the parks is all we need.

It seems the City has a lot of money to throw away or is looking for ways to keep it's "generous numbers" of staff busy.

Reason - school children

Reopen Waterloo Street!! There is too much traffic going or being diverted down Blenheim Street. As a result, this causes more traffic accidents & incidents.

Safety for children is to be focused, so parents have less concern & worry.

Seems that the resulting increase traffic along 5th & Collingwood is more dangerous than blocking Waterloo, for children in the area.

Since the "temporary" closure went into effect Trutch St has become very noisy & heavy trucks using it to get from Broadway to 4th Ave has set up very heavy vibrations which can be felt in the house. These 10 lights at Trutch & Broadway & pedestrians are at hazard in crossing to catch buses.

Since Waterloo St has been closed traffic on the surrounding streets has increased

dramatically 24/7. I am a shift worker and I see it.

Population and traffic density have increased over the years and closing the street will not lessen that. Add to this an IGA and assorted retail shop being constructed at 4th & Collingwood. That will take up 1/4 of a square block and the traffic density will increase even more.

The two parks have 2 separate functions and should be left as is. Joining them and closing the street is a very bad idea.

Since Waterloo was closed "for six months" several years ago Collingwood has turned into a major truck route! Also, between 3 and 6PM hundreds of commuters use Collingwood to avoid making a left-hand turn at 4th and Alma.

The sooner Waterloo is opened the better!

1. Temporary traffic circle at 5th & Blenheim should remain. The cost to install this circle has already been incurred by taxpayers & the COV. Therefore it makes no economic sense to remove it! The circle impedes the speed of vehicles using the intersection.
 2. Temporary speed humps on 5th between Blenheim & Waterloo - as above in #1
 - Thank you for giving us something to vote "for" rather than "against".
 - We hope that option 1 includes a stop sign for N/S traffic at Waterloo & 5th or a 4-way stop.
 - We hope that the city will still consider making changes to Collingwood between 4th & 5th (widening, reducing parking) in advance of the new development on 4th.
-

1. The activities at the 2 parts of the park are different and not linked to one another.
 2. Better flow of traffic in the area if traffic is allowed on that part of Waterloo Street.
-

The alternative routes (with the closure of Waterloo) make access to 4th Avenue dangerous. Blenheim & Collingwood are too narrow especially with cars parked on both sides. "Corner Bulges" on Blenheim further limit visibility along with all the cars parked on 4th) when making a right-hand turn I wouldn't recommend these "bulges" on Waterloo. Have also noticed many more accidents and road rage incidents since the closure.

The closure has been a major disaster, causing increased traffic around the park and around neighbourhood schools.

How many times do we have to vote on this before you get the message.

The closure of Waterloo at 4th Avenue, combined with the restrictions placed on Blenheim between Broadway and 4th (traffic circles, corner bulges) has made travelling to and from Broadway a difficult, stressful, frustrating and dangerous exercise for many people who live north of 4th. We can't get around our own neighbourhood anymore. Re-opening Waterloo without any obstacles or restrictions will allow much safer and easier vehicular movement. Please do not hesitate to do just that.

The closure of Waterloo has forced more traffic onto side streets.

Eighth Ave is already very busy with bikes. 8th & Waterloo is a bad corner. High hedges on all 4 corners. Visibility is also bad at 8th & Collingwood. Closing Waterloo serves no help to this neighbourhood.

Spending money on a permanent closure is just a waste. Time to remove barricades.

The neighbourhood has rejected this project 3 times since 1985. Are we returning to ... style i.e. just put it to a vote until we get the answers we want.

Children are safe when crossing the road to a restroom with a parent. Even if the park was all one, no parent would let a child go to a restroom alone in this day and age. The city view is this would make a child safe by closing the road yet increase the real danger that the entrance to the restroom is not even visible from the east baseball field!

- We do not however agree that there is a need for the addition of corner bulges or raised pedestrian crossings and feel the wording of "improved pedestrian crossing" is presumptuous on the city's part since there is no way of knowing this for this case.
- We do not agree that there should be parking along Waterloo Street for park users. People will always take the shortest route for themselves and in this case they will run/walk out from between cars parked to cross to the washrooms - with the visibility now compromised someone is going to be hurt.
- Speed bumps only annoy drivers and with all the other "traffic calming" inconveniences they will find another route like Collingwood which is already overwhelmed. Finally we feel the impact of traffic will be greatly affected when the IGA market opens on the corner of 4th and Collingwood, adding yet more traffic to this dangerous pedestrian corner.

The only persons I have seen going between the 2 parks either before or after the closure are soccer players and basketball players going to the washrooms.

Tennis players and playground users don't go to the ball diamond/soccer field. Please reopen the street.

The other side streets are too narrow - which gives less visibility for kids - pets etc.

The City should look at reducing traffic around school zones (Collingwood St.)

Waterloo St has always been a nice wide St. Please keep it Open. Thank you

The park is great, but not used to its full potential, to close a road so you can put a pedestrian walkway I don't think so. It already has forced traffic over to Collingwood & Dunbar. Dunbar is already a cross street from 4th, people who want to avoid lights at Alma. Bayview School, I'm surprised someone has not been hit. New supermarket IGA this is going to force traffic over to these 2 streets. Totally a bad move, I have never seen a problem on this wide street and lived her since 75.

The parks are separate entities; one a playing field & the other tennis courts & children's area, so closing a lovely wide street and creating congestion on other streets makes no sense

The pointless blocking off of Waterloo does virtually nothing to enhance the park or improve the safety situation. What it DOES do is greatly annoy and inconvenience everyone who has used Waterloo as a thoroughfare. This must have been designed by the same street planners who wrecked the West End.

The previous survey results seemed to conclusively support re-opening Waterloo. If the City did not intend to take the survey into consideration, why spend the money to do this further survey? Is it only in the hopes of obtaining a result that supports the City's pre-determined decision?

- The residents have already exercised their DEMOCRATIC right. The voted to re-open Waterloo Street permanently!
 - The traffic past my house has increased. It is much noisier.
 - Traffic Circle at Blenheim & 5th - MAKE IT PERMENANT. NOTE In the next election I am going to be very careful about my candidates - no right, or left wingers!
-

The street Waterloo is not accessible to bikes or cars and has become a haven for the homeless or shall I say the alcoholics and it is not a pleasant area anymore. I used to enjoy walking and biking on Waterloo but not anymore it has become a hang out for undesirables.

The temporary closure has forced traffic onto Collingwood which is a narrower street with a school on it. Crossing 4th to get to Broadway has become more difficult because of cars going north on Collingwood when I'm trying to go south. Leave me sitting partially in the intersection because of parked cars on both sides of narrow street.

The temporary closure has significantly increased traffic flow on both Collingwood and Blenheim Sts. Collingwood is too narrow between 4th & 5th Avenues to handle the increased volume. The park also attracts lots of users year round and the temporary closure has made parking in the neighbourhood more difficult. As the city continues to approve higher density buildings in the neighbourhood (and larger retail buildings open for business - such as the larger Shoppers Drug coming at 4th & Collingwood) more pressure will be placed on existing street level parking. I believe the closure should be removed to reduce parking problems and reduce the flow of traffic on Blenheim and Collingwood which are both residential streets that are substantially narrower than Waterloo and no able to handle the increased traffic flow.

The trade-off that is involved for the creation of a small amount of green space is too great. The traffic impact on the neighbourhood of a permanent closure of Waterloo Street will be dangerous for both Park users and residents.

We are concerned that City Council and Parks Board will continue to pursue their own agendas to permanently close Waterloo Street despite the well documented concerns of residents.

The traffic along the 3300 block of 6th Ave has increased dramatically since the closure. Next time the city pulls a stint like the McBride closure make sure they do traffic counts first so they can truly assess the impacts on neighbourhoods.

The traffic around Bayview School is way busier and more dangerous for students. We have been surveyed before and over 60% wanted Waterloo Street opened. It does not impact residents North of 4th. This feels like someone is determined to close Waterloo St with total disregard to neighbouring residents.

The traffic on Blenheim has doubled since the closure and Blenheim is quite narrow on that block. The parks on the east and west sides of Waterloo serve two different purposes. The west side is for children to play and have fun, while the east side is used mainly for sports and should continue to do so, there is, therefore, no reason to join them.

The traffic volume at 5th & Blenheim has really increased. The traffic circle hardly helps as cars just race around it. I've almost been hit 3 times and I've witnessed several other near accidents. Someone is going to get hurt soon.

The value of connecting the blocks is overweighed by the loss of connectivity.

A traffic calmed option 1 is acceptable.

There is a strong neighbourhood resistance to closing 2000 block Waterloo. I agree. New IGA shopping and condo complex at 4th and Collingwood will significantly increase traffic in the area, particularly on Collingwood. Please consider

1. Open 200 Waterloo
2. Install speed bumps on 2000 block Waterloo
3. Pedestrian light on 4th & Waterloo, to cross 4th Ave
4. No parking on west side of 2000 Collingwood
5. Traffic circle at 5th & Collingwood.

There is already enough traffic on Collingwood with the opening of the supermarket it will be worse. Please re-open Waterloo to traffic. Thank-you

There is increase car traffic, since temporarily closing Waterloo, on Blenheim, also more parking for people using the park.

There is no added value to the park (sitting under trees with bark falling on one's head is not appealing.) There is much conflict & disruption in the neighbourhood with Waterloo closed.

There should be no bumps on the street at all. I am handicapped and my van is modified lower by 10 inches and it will scrape on the bump on the street. I have lived here since 1979 and I require driving up Waterloo to get home.

This (Option 2) reeks of favoritism to a small group of special interests at the expense of the rest of the neighbourhood. Why on earth would you divert traffic to streets that go right by an elementary school!!? Do the right thing and remove the closure.

This closure has been extremely deleterious for our school narrow street.

More cars come here instead of another nearby wider streets such as Waterloo.

My side mirror has been broken in front of my house.

We have no garage or lane access. Several of other cars were sideswiped at the same time.

The park is now a more inviting space for homeless people with grocery baskets due to easier crossing with the closure and I am scared during my runs and must avoid that area.

This closure is forcing traffic over to Collingwood and Dunbar. Motorist already use Dunbar to cut through from 4th to Broadway, this is to avoid the lights at Alma & Bayview School increasing traffic to the school. IGA at Collingwood this is also going to increase traffic on the above streets: and for the amount of green space it is hardly well used except for the dog walkers on the large green. (I agree the soccer is played there) and didn't we just say no to this, or do you keep doing a survey until you get the answers you want. This is a wide street, I have never seen a problem here

This closure makes the traffic on Blenheim and Collingwood Streets overloaded and at times dangerous. I do not necessarily approve of the speed bumps and bulges as shown.

This has been going on for too many years. Please leave the street open. I have lived here since the house was built in 1943. This street is dangerous now with all the traffic. If option 2 is approved. No meandering path or benches. People need paved sidewalks as

most are going for buses. WE don't want to walk on gravel or wet grass.

This has been nothing but a high cost exercise in undemocratic counting of the ants when the elephants are walking by. The money would have been better spend on fixing our streets rather than closing them.

This was a bad move to start with! Now we have to bear an extra expense to correct it. How utterly stupid!

This whole process has been discouraging. Thank you for finally consulting the tax paying residents who are grossly affected by the closure. The City has an obligation to consult the public and follow their consensus. No due process was followed. This idea was rejected in 1985, 1998 & 2006. Why is it still being pursued?

Though everyone loves green spaces, ourselves included, this closure of Waterloo does not work for our neighbourhood. The traffic impacts are far too great and traffic calming hasn't worked. My children attend Bayview School and the amount of traffic on Collingwood (a narrow street) due to the closure is very very alarming. Also, the traffic on Trutch has increased, and I worry about my kids playing out front and coming and going.

Too many trucks being diverted to Trutch Street!!

Circle island needed at 5th and Trutch!!

- Too much traffic along Trutch
 - Car along 3200 West 6th too much traffic/speeding/not slowing down at intersection
 - Very concerned as we have many small children in block/very dangerous crossing street due to speeding cars and increased traffic
-

Too much traffic on Blenheim more narrow than the other Waterloo St. The children have difficulty crossing the street. Also, for us I am a senior difficult to have parking. The other street at least is 2 meters wider on Waterloo.

Too much traffic on Blenheim St with the closure. Open Waterloo.

Traffic calming measures were not adequate. Volume of traffic on 6th Ave and along Blenheim increased to intolerable level. I would rather have safe street than a unified park and unsafe street.

1. Traffic diverted along West 5th Ave is a concern as well increased traffic down back lane.
 2. We live on 3300 W 5th - this closure has had the most negative impact on residents
 3. Closure was supposed to have been a 6 month trial which has now turned out to be 2 yrs
 4. Keeping the street closed will perpetuate the current resting spot/hangout for neighbourhood street people! OPEN THIS STREET AND LET US RESIDENTS GET BACK TO NORMAL.
-

Traffic has increased down Blenheim & 6th Ave due to this closure. I would also like to see decals for the residents parking.

Traffic not safe for children.

1. Traffic on 6th Ave, 5th Ave impossible, getting in & out of your car is dangerous. It is like a speedway.

2. Safety in park, with more trees for street people to live in would make it unsafe to walk, especially at night where they already congregate.
 3. ... should be excluded from any vote on keeping Waterloo closed as ... is not impartial, ... majorly benefits! A wider street & no traffic!
-

Traffic on our corner is now impossible.

Traffic, especially truck traffic, has increased significantly since the Waterloo St closure. I strongly support removal of the Waterloo St closure.

Very much like the idea of the park being connected by the closed street - safer for children & animals - especially with the children's park so close to Waterloo. Also like that the existing trees will be retained.

Waterloo is a wide street (it should be used) - Collingwood and Blenheim south of 4th Ave so narrow and only allows for 1 car to pass - too hazardous!! Not too many people use the park - more people travel by car on the street!

Waterloo is a wide street with best visibility for pulling out onto 4th. Would be better to close Collingwood or Blenheim but there is very little pedestrian traffic at 2000 Waterloo anyway so just open it up again. The traffic calming features in option 1 are the best compromise solution.

1. Waterloo is the street I use to bike/drive to 1st Ave where I live. I have always enjoyed the drive and the trees through the park (McBride) especially with the other park at the bottom of the street. Waterloo is an alternative street for driving and biking. (I am a cycling commuter).
 2. Because of the trees on either side of the road, additional uses for the street area are very limited. We do not need a pedestrian walkway or additional seating.
 3. Circulated handbill suggesting vegetable garden possibility is ridiculous - far too shady.
 4. The whole time the road has been closed I have not seen a single child or person playing there.
-

Waterloo Street is the most natural way to turn towards Point Grey Rd, 4th Av, Broadway, etc since it is much wider. Think of all the breaking, accelerating and waiting in the surrounding streets we have to do since no two cars can drive through only an imbecil will keep Waterloo Street closed.

Waterloo traffic should flow through. There is no more need to close a street at a park than at a school, street signs and traffic bumps should suffice as they have for years.

Waterloo's extra width makes it the ideal access into our immediate neighbourhood and the historic origins of this extra width should be honoured, acknowledged and posted. Regarding safety concerns, a couple of considerations. Children should be supervised and not run into any street around the park. Several other options are available. A couple of obvious ones are to fence or plant barriers (as on 4th Ave side) and put in a raised pedestrian overpass. Another is to put a second bathroom on the east side of Waterloo. I am sure there are many other ways of dealing with this.

We already voted. Now we have speeding and accidents and sideswiping. Our block gets regularly creamed. Have you thought of all these kids at Bayview?

1. We don't need the extra park space & extra costs to create.
 2. Make Waterloo safer for park users with speed bumps.
 3. Make 3 way stop at Waterloo & 5th
 4. Narrow Collingwood is busier & unsafe for school, church, cyclists & pedestrians at all intersections between 4th & Broadway.
 5. As a daily cyclist I notice much busier intersection @ Broadway & Blenheim & witness near accidents frequently. Need lights 4 way @ Broadway & Blenheim
 6. With the new development @ 4th & Collingwood there will be increased traffic in the next few years & we need to keep Waterloo open as an option for neighbourhood.
 7. Loss of access via Waterloo makes emergency access more difficult to neighbourhood.
-

We do not agree with this street closure!!

We have stated our concerns regarding increased truck traffic along Trutch St, already. Already there are more drivers looking for free parking due to parking meters on Broadway. 8th Ave is a bicycle route also so for everyone's personal safety move Waterloo St closure there is so much congestive parking & traffic problems already.

We have too many barriers in this city already

We have two children and we feel strongly that Option 1 is the better plan for the whole neighbourhood. Thank you.

We lived on W 4th Ave from 1959 to 1994 and our children played at Mc Bride Park also Baseball & Soccer and had no problems with Waterloo Street. Also when they were smaller we used to go to the park to play on the children's toys there. Never had any problems with crossing Waterloo from one side to the other side of Waterloo.

We pay our taxes & expect to have access to our city streets!

We prefer to see an alternative to Option 1 in which the whole block is raised and clearly paved differently from most streets. This would allow cars through but make it read like a "shared" street. See attached drawing.

1. We strongly object to the fact that Waterloo was closed without consultation - especially since its neighbourhood had rejected the idea twice previously.
 2. Because Collingwood and Blenheim are so narrow, they present a much greater hazard to pedestrians, cyclists and motorists than Waterloo. Forcing more traffic onto these narrow streets by closing Waterloo substantially increases this hazard.
 3. We have serious concerns about the ability of emergency vehicles - especially large fire trucks - being able to negotiate these narrow streets quickly and safely - particularly since they are frequently completely blocked by large moving vans, garbage trucks, and delivery vehicles. We feel that all proposed street closures, traffic circles, pedestrian bulges etc, should be subject to review and approved by the Fire Department.
-

We will be delivering a petition of Bayview Parents who are opposed to the change of traffic pattern. We need to have a solution that deals with increased volume of cars, increased speed and increased ? to children.

What a long process this has been! Collingwood Street is a nightmare during rush hours. I

can't believe what you're proposing. If you DO close I would prefer to see a skateboard park or something useful.

What about option 3 - restore street to its former look?

Why are the City reps continuing with this charade? We, the residents most affected by this closure already made it clear that we did not want this closure (63% I think). You are doing all you can to ensure this closure despite our input and the obvious logic. We now have nightly (and sometimes as of right now) - daytime transients sleeping in the park - they will appreciate this closure even more! PS: have you checked with ICBC to check the accident rate at Blenheim and 4th recently?

Why change at all? Leave it as is.

Will be less problem for traffic by avoiding aggravated drivers not having through access, and speeding through Collingwood & nearby school.

Also will feel safer for me to walk through without the closure.

Would prefer to see the extra cost involved with option 2 used by Parks Board in other city locations.

Yes I choose Option 1 to reopen Waterloo St to improve public safety throughout our neighbourhood!

You should include the speed hump on Waterloo St to reduce the speed of cars going by the park.

Collingwood St is too narrow for all the extra traffic.

While Option 2 is nice - I would rather the money be spent upgrading the existing playground.

Comments from Residents in Support of Option 2 (Permanent Waterloo Street Closure):

1. "Temporary" traffic circle @ 5th & Blenheim should be permanent.
 2. Add "right in" - "right out" traffic diverter on Blenheim at 4th.
 3. Reduce through traffic on Blenheim. Traffic volumes have increased by nearly 50%.
-

I like the road being closed to car traffic - lots of local children skateboard, ride bicycles and tricycles and play hockey on the paved surface. Please keep it paved.

We are also very concerned that a winding path with trees and benches will attract even more homeless people to the park. There are a lot of homeless people who hang out there, and as a mother of young children, I prefer to have a highly visible area, not places where drug deals and worse can go unseen.

A better crosswalk (pedestrian controlled) is needed @ Waterloo & 4th.

A big and wonderful park for my three children to play in.

A couple of days ago, as we were passing Waterloo, we saw a small child playing in a pile of leaves on the closed roadway between 5th Avenue and 4th Avenue. Of course it makes sense to make the closure permanent! The child's joy was palpable. Reopening the road would waste a neighbourhood. Although the City's commitment to public consultation is admirable in most circumstances, a line should be drawn at taking obvious backward steps to pander to opinion arising primarily from the NIMBY syndrome. Thoughts about what an improved park would add to the neighbourhood get lost in individual concerns about traffic and parking.

Neither the traffic volumes nor the observed speed are out of the ordinary for a medium density neighbourhood in a city the size of Vancouver. There seems to be much more serious problems about, say, the excessive and dangerous speed on 4th Avenue.

A great idea that improves the beauty & safety of the park.

A large number of the local residents are single people of all ages that live in condominiums and apts. For us McBride Park functions as our backyard, a social gathering place and a place to network an exchange of ideas. We walk our dogs, study, read a book, walk in the rain or sun ourselves. I for one, use this wonderful little park just about every day, as do many others. In my view, uniting McBride Park is a great idea!

Residents especially children, the elderly and the disabled have the right to expect the City of Vancouver to be tailored to the needs of human beings and not to cars!

Please make the closure permanent! Thank you

A left turn traffic signal should be installed at 4th Ave & Alma for traffic traveling west on 4th Ave and turning south onto Alma and for traffic traveling east on 4th Ave and turning north onto Alma. Presently, cars travel through the neighbourhood to avoid waiting in a long line at this intersection. Prior to the closure of Waterloo St through McBride Park, cars were frequently traveling between 4th Ave and Broadway on Waterloo St, but since the closure cars have been using an alternate route. A left turn signal would ease traffic flow through residential streets.

A park improvement is a definite improvement to the area.

- additional drug problems in park
- would be another place for street people to gather.
- with Nevermind Restaurant not having any on site parking it makes the intersection of 4th & Blenheim very ?. There has been 2 accidents in the last month (one involving a pedestrian the other a car ended up crossing the sidewalk and crashing through a fence. For several months the city have vehicles parking on the closed section of Waterloo so the street might as well have been opened.

Additional green space urgently needed.

As a father with two girls under 6 I was delighted when Waterloo was blocked! I can not tell you the number of times before the closure, I had to bolt after my daughters as they approached the playground from the soccer fields. A small increase in traffic is of little importance compared to the safety of neighbourhood children.

As a combined park the aesthetic of the neighbourhood is greatly enhanced. I am all for the permanent street closure concept!!!

As a resident I would like to see the pedestrian crosswalk at the corner of 4th Ave and Waterloo improved. It is very dangerous for adults and children to cross due to the crossing signs being on the sidewalk side rather than on the street where vehicle traffic can see them. Would like to see something similar to the crossing light at 4th Ave & Trutch.

Thank you

As the population density in the area continues to rise, it is essential to increase park space to keep step. Although the measures taken to date have increased traffic by 34% along the 2000 block of Collingwood, they have increase it by only 15% along the 2200 block of Collingwood. Traffic along the 2000 block of Blenheim has increased by 47%. Nonetheless, despite these increases, I believe that a larger park without traffic passing through it takes priority over the convenience of drivers.

At the moment, this space is "neither fish nor fowl" - Option 2 will create a park out of a space that is currently rather ambiguous.

Furthermore, regardless of precautions in Option 1 for pedestrian safety, I think that running a road through a park, and hence encouraging through-traffic, is a recipe for disaster.

- Benches end up being used as beds by street people. Please - no full length benches. If anything, 'McDonalds' style seating with single seats.
- How about street hockey area & keep pavement with high nets!
- How about community garden plots for food!

Thank you for this feedback opportunity

Best wishes in your efforts to implements Option 2. While some local residents will express dissatisfaction because of relatively minor traffic flow changes on their streets, the City should never hesitate to reclaim paved spaces from cars & car traffic. This represents a step in the right direction.

Better for kids!

Blenheim should have a traffic light at Broadway for safe exit from this area. The left hand turn lights need to be put in now at 4th & Alma. Very busy intersection with more condos going up traffic will increase no matter what you do. Safety of children and seniors are priority. We have a lot of both age groups in this area. 6th Ave is sometimes a speed way besides Bayview School. People cut through Dunbar to avoid 4th and Alma intersection

Both options are improvements over the previous situation. The advantages of Option 2 include increased green space and the likelihood of an overall traffic reduction in the neighbourhood. The significant disadvantage is increased traffic on narrow streets on either side of the park. If the City proceeds with Option 1, I think the speed bump and other traffic calming measures are important. If option 2, then additional traffic calming measures on surrounding streets would be appropriate. And if Option 2, can more of Waterloo between 5th and 7th be reclaimed? It will be unnecessarily wide.

But I think you should keep the speed humps on 5th Ave if you remove the stop signs to keep speed down. And there will likely be more pedestrian traffic if the road is permanently closed, in which case we would like to keep speed down.

- Calming traffic on Waterloo St will encourage more people to walk or cycle from north

of 4th Ave and south of 4th when going to Broadway to shop.

- The whole of a single park as proposed in option 2 is far greater than the sum of the parts as proposed in Option 1 - increasing the usability of the green space in an area of increasing need from increasing densification

CLARIFY CROSSWALK (with lights)

Those that complain about more traffic on their streets may not realized that it is not necessarily a factor of the street closure but a generally greater volume of vehicles in Vancouver in a street pattern not designed for it (suggestion). Address the greater problem. Less cars, Friendlier City - no brainer.

Close a street & make a park any time.

Combining both parks make them more user friendly and much safer. Some tables & built in BBQ's would surely be well used.

Connecting the two halves of McBride Park by closing the road permanently is fantastic. Since the temporary closure, I have used the east end of the park much more than before. This is a very progressive move!

Could parking be removed from one side of Collingwood for 1 or 2 blocks south of 4th?

Could washrooms in the park be made "fresher" and with more open hours?

Creating a bit more park space at the expense of 1 block of roading is going in the right direction. A large park will make our area more liveable.

-
1. Crossing 4th Ave to access the park from Waterloo Street is difficult enough if traffic is allowed it will make access even more difficult.
 2. My child plays at McBride Park, we use both east & west parts of park. We like that it is closed. Car drivers have very little respect for speed around Park areas. Even with speed bumps on 5th Ave speeds tend to be our 30 km/h

Currently the crossing from 4th Ave into McBride Park is very dangerous when crossing from Waterloo. A hanging yield light would be very helpful, if adding a changing light is too expensive! There are a lot of speeding drivers on 4th Ave & it's very dangerous to cross the street on foot & very hard to see when in a vehicle. Getting to the park from Waterloo should be further considered in the plans of any change.

-
- do not plant large trees in the road allowance view corridor
 - keep existing trees
 - use native plants and rhododendrons in plantings

Excellent plan!

Fantastic! More roads should become parks. The downstream benefits of less car/traffic infrastructure are economically, socially & environmentally enriching! Bravo.

- More green space, public space
- Less car space
- Bike & public transit (from neighbourhoods to entire cities!)

For children safety, OPTION 2, permanent closure is most desirable. There have only been minor changes in the traffic patterns of adjacent streets, so it is of little consequence for

traffic flow.

For the safety of children

Go green!

No south turn @ Collingwood off 4th Ave during school hours 8-4? 5?

Great idea

Great idea - more green space!

Great idea!

Great idea. There is no shortage of access on other streets & it would make the park bigger & safer!!!!

Hopefully speed bumps will still exist along W. 5th in order to slow cars down as they are next to the playground.

-
- How about making it a more usable area for kids like a street hockey or skate boarding area

I am really pleased the city is finally asking residents North of Fourth for their input with regards to the street closure going through McBride park. I have 3 young children and I would really like to see Waterloo Street permanently closed. Cars used to speed by while my children were close to the road and it was a real safety hazard. I support the unification of both sides of the park into one large & safe park for all to enjoy. Thanks

I am the president of ... I strongly support closing Waterloo in order to unite the park.

I choose Option 2. I would very much like to see a community garden go in somewhere in the new park development.

I commute to work every day and walk up Waterloo St at peak hours. Traffic is not congested.

I think it is much safer for all the young children who play in the park, and who wouldn't want more green space!

-
1. I did not receive this in the post. A neighbour gave me this copy.
 2. Increased traffic on Collingwood seems to be an issue for those opposed to connecting the park. Can you consider installing advance left turn signals at 4th & Alma and 4th & McDonald (for traffic heading west) to reduce non-local traffic? Please let me know re: this. Thanks.

I fully support this concept.

I had heard the idea of a decent sized rollerblading/street hockey surface being layed there, between the parks. And I thought that was a great idea! Me and my friends have always had to scrounge around the cities tennis courts (scuffing them up) to find places to play. Now the only place to go is all the way up at Queen Elizabeth park, and that's pretty far for Kitsilano kids without cars to go.

I hope you consider that possibility (again?) I will be the first one there; and there will be lots of others behind me I'm sure.

I have a couple of comments

1. People who would use Waterloo to get home are only 1/2 block out of their way.
2. People who are driving too fast are most likely residents of the area and need to control themselves (speed bump would help).
3. Increased traffic counts are due to densification and will be there no matter what.

I have children who play in the park & have witnessed too many young ... in cars going through at a speed that considerably exceeds the limit. For this reason my husband and I support the unification option.

I have chosen no. 2

I haven't noticed much of a change in the traffic flow since the park has been blocked. I do not have small children but I have often thought of the families at the soccer games on Sundays trying to keep an eye on some of the kids in the playground and another on the soccer field when there is traffic running through. It doesn't seem right to have a through road in such a small park.

I just moved to the neighbourhood so have not experienced the street with traffic. I went to see the site and have the following comments, I'm happy to have this opportunity to comment.

- The London Plane trees are older, larger and more widely spaced than the street trees across 5th and create a beautiful and distinct space here, wonderful to walk through!
- the existing sidewalks should be removed and not replaced, the roads will have new sidewalks anyway, they need to be further from the trees for both their health and longevity.
- Proposed new trees at each end of the closed street are not needed and will only block the view into this inviting space.
- The "meandering path" ignores the formal architectural rows of trees, it would be better straight and much wider, perhaps incorporating existing ?
- A more open and inviting park entrance at 4th would help unify the park. I have also received newsletters from a community group opposing the street closure and find their reasoning difficult to understand but I would like to suggest that a more comprehensive design concept "B" which looks at how the space might be enhanced, and how the park and street will work with the neighbourhood might give people a stronger vision to support, rather than simply reacting to street and traffic issues. Park planners for the Parks Board or consultant could provide this. Will we see a more detailed design or is this it?
- I also feel that fewer intersections with the subsequent increase in vehicle counts at these intersections make them safer for pedestrians re Blenheim and 4th as a pedestrian who uses this intersection frequently. I also support the street closure for this reason along with the wonderful opportunity to enhance a beautiful place.

Thank you for consulting and providing clear and very understandable information.

I love the idea of having a bigger park, but I don't understand why you'd have a road to park the park caretakers car, through it. Connect the park, without a road or pathway!!

I note that the traffic volume figures do not seem to add up:
Blenheim/Waterloo/Collingwood before closure = 3465, after closure 3997.

That means approx. a 530 increase and all the traffic volumes on the above streets increased after calming measures. This does not make sense. Are the statistics valid?

I really appreciate having a say in this park redevelopment. I like having the street blocked off to traffic & although it's not as pretty as it could be - I enjoy walking (daily 4-5 x day) in Waterloo between 4th & 5th with my 4 kids its much safer, wider sidewalks etc than the adjoining streets. I'd like to make a plea to include an enclosed paved/flat area where kids could safely play street hockey, rollerblade hockey, basketball or bike ride or rollerblade. There is one such enclosure off Pacific Ave - near the Aquatic Centre just off the bike path (? hockey rink). Bayview School has pavement but it's sloped & uneven - making it difficult to play the above sports easily. I'd appreciate having a place for (older) children to be safe & actively engaged.

I support a permanent closure, but something should be done about parking on Collingwood as it is much narrower than Waterloo. Also, the increased traffic past Bayview should be addressed.

I support the closure but the road does not have to be replaced with lawn. I suggest that it be closed on 4th but have access from 5th for park users (limited parking length). Allow parking on 4th in front of closed street.

I support the closure of Waterloo but would like to see the closed section maintained as a paved play area where children can ride bikes and play road hockey free from the risk of traffic. I think installing a path with trees and benches would only attract even more homeless men to this park, who loiter, sleep, drink alcohol and take drugs all in plain view of our children!

I support the permanent road closure, and I like how it is currently a street because we use it as a safe street to bike & blade on. I would like it to remain closed though, even if it means converting the pavement to park.

I support this closure and the creation of more park space and pedestrian access. However - I am concerned about safety in this area at night as it has become a popular gathering place after dark for what I call "the shopping cart people".

I hope we can find a solution that satisfies their needs - and issues of security and safety in the park.

Thanks to all the volunteers who have worked to make this happen.

I think a skatepark should be put in for local kids to enjoy and have a place to hang out and keep them out of trouble and active. Also, they will have a place to call there "hang out"

I think expanding a park at the expense of a non-important cross street is always a good idea.

I think it is a wonderful idea to keep this street closed and add to the park. I spend a lot of time there with my 3 year old and I feel it is safe for her to run and play here because there is no traffic on the street. Although I do feel that better playground equipment is needed. The elephant slide is very dangerous for small children and the plastic slide is very steep.

I think option 2 will really add to the community feel of the neighbourhood.

- I think the traffic calming measures (island at 5th & Blenheim, speed bumps, &

pedestrian crossing at 4th & Blenheim) have helped traffic

- Need to address problem of homeless people 'camping out' near public restrooms in McBride Park.

I think unifying the park will be beneficial for all users, especially those with children. There is already a "resident" group of homeless people who use both sides, so care will have to be taken that the closure and planting don't facilitate a more long-term encampment. However they are legitimate park users too. I am surprised the traffic volumes are so static - however, Collingwood between 4th and 5th continues to be busy and a bottleneck. What about limiting parking to the west side of that block? Or another measure to reduce some traffic traveling on Collingwood from 4th to Broadway?

I very strongly support the closure of the 2000 block Waterloo Street and think that the closure is much safer for children playing in this park area.

I will be disappointed in the people of Vancouver if Option 1 is chosen - it has no redeeming qualities.

I would also like to see additional traffic calming measures around Bayview School. Especially Collingwood seems popular for racing between 4th and Broadway.

I would hope this would make park area safer for pedestrians and add to park like atmosphere in the neighbourhood.

I would like the pedestrian-activated light at Blenheim and 4th to be changed to a regular light. I am a pedestrian who walks and crosses there almost every other day, and there are far too many speeding cars that go through the yellow and red lights.

I would like to see more children's play area, basketball court, area to play "street" hockey an area for children to ride bicycles.

The closure area was a great place for my son to learn how to ride a bike.

If option 2 prevails, this will put more pressure on Blenheim to accept more traffic. Plans to make Blenheim less accessible are short sighted and smack of NIMBYism. Blenheim should be up-graded and made a major arterial to Marine Drive for west side users.

I'm hoping the playground @ McBride will also be upgraded.

In addition to this proposal - the traffic light at 4th & Blenheim should not be pedestrian controlled, it should be automatic, as this is a heavily used intersection for cars & people and is VERY dangerous!!

In general more trees and less roads are good for the world. I support digging up blacktop and replacing it with trees almost everywhere. In fact, I would like it if we dug up every other street and made long pathways and parks all over the city. Safe for walking and playing kids and more trees and birds - the cars can use the back lanes and the other streets.

In order to maintain the integrity of the park under Option 2, which I favour, could not the caretaker's access be eliminated? Instead, dedicated parking could be provided in the 3400 block of W. 4 or W. 5.

It always felt odd when my children used the park to have a road cut through the middle. It seemed dangerous to have to chase a ball onto Waterloo or access washrooms from the field - across a road. I am putting in a vote to connect the two play areas for 5 members

of my family.

In additional we would also support another crosswalk light at Waterloo. Cars on 4th travel at high speeds and crossing anywhere is very hazardous ... lights promote a safe feeling for pedestrians & remind drivers there's a community on either side of them. Thanks!

It is my opinion that the benefits of joining these two green spaces would far outweigh the "costs". The loss of parking would be minimal and in turn create a substantially larger green area.

It would be nice to have walkways from 4th Ave to 5th Ave, through the park, however as I live a distance away I am not affected by any traffic concerns from going with option 2. If it is going to be a concern for residents in the area, I would side with those residents - nobody wants more traffic coming by their house.

Keep the traffic circle @ 5th & Blenheim (currently designated as "temporary")

Kids will not go to corner to use the crosswalk. The bathroom is in the middle of the park and the kids will take the shortest route.

Love Option 2!

Congratulations to the designer!

Make it a whole park it's good idea for the entire neighbourhood.

Make it permanent.

The two parks fit together.

I drive from north of W 4th to Broadway but I'm prepared to put up with a little driving "inconvenience" for the sake of a better bigger park.

Make the traffic circle permanent @ 5 & Blenheim.

Add a circle @ 5 & Collingwood - make the speed humps permanent.

May have submitted online.

McBride Park should not be divided in two by a road.

McBride Park will feel like one big park with no road in between. I can't wait!

More grass, less concrete.

More green space, bigger park, less traffic.

Thank you for running this survey!

More park, less road seems like a good idea to me. If residents are concerned @ increased traffic; put in speed bumps/traffic circles/"calming" devices. MORE IMPORTANTLY - INCREASE PUBLIC TRANSIT/PAY FOR IT BY USER FEE TAXI ON COMMUTING. NO ONE IN OUR NEIGHBOURHOOD really needs to drive to work downtown every day!

More parkland is generally a good principle.

This block of Waterloo St. has no significant transportation use.

More trees more green space. That is the kind of city I wish to live in, not more roads and cars. I really hope you continue with these ideas.

My family frequents this park on a regular basis & have quite enjoyed using the new & improved "one" park. We indeed noted the reduced traffic due to the road closure & that

it generally made the park more quiet (& even safer, when going/strolling from one end to the other). In general, it appears that the road was used primarily as a "short-cut" for traffic from 4th (& even traffic from Broadway, which to get to 4th). There are other, more appropriate, routes for such traffic.

My whole family agrees - fully.

A small park divided doesn't make sense.

Neither option addressed the traffic problems in the neighbourhood. By opening Waterloo the traffic is simply distributed to another street and an increase & improvement in the park is lost.

The traffic problems need to be looked at in a wider context. Eg, the lack of a left turn bay to turn onto Alma at 4th is one reason traffic cuts through to Broadway.

The new traffic light at Alma & Point Grey Rd will add to neighbourhood traffic problems not help.

Nice to have the public "continuous" - it really makes little difference to drivers who need to go around one block.

- No parking along Waterloo would encourage those in the neighbourhood to walk or jog to the park increasing the true benefits of exercise!
 - The open street concept will make all residents (who use the park daily) for both their children and pets a potential hazardous, perilous area/environment to take advantage of nature.
 - I say preserve our green space - We are losing more and more every day
 - Our trees should be considered sacred!
-

Not enough copies of this survey were left at our house. We received 2 copies and 7 people live here.

Of course the park blocks should be unified! Objections over traffic increases are valid, however, those could be addressed by other measures on affected streets; the park blocks can't be moved!

Option #2 - it will be much safer for all users of the Park.

Option 2 - is a better choice because:

- increased safety for children
 - better sports area
 - more green space
 - better for exercising
 - improved neighbourhood quality
-

Option 2 - It's the best idea and safe for kids and parents.

Option 2 - permanent closure - is a great concept!

This area needs more traffic calming measures. By making the 2 parks into one, we will finally be able to make good use of the space.

Objections to this green space & traffic calming are made by motorists too lazy to use the

main throughout fares existing (4th, Broadway, Alma). I believe that more measures like Option 2 will keep the neighbourhood safe, quiet and pleasant - especially with the new grocery development @ Collingwood & 4th Ave.

Option 2 is a very nice solution!

On another note: I highly recommend adding a bike lane on both sides of the street to Camwell when coming off/on Burrard and going towards Kits Pool/Jericho Beach.

Option 2 is much safer for children & adults using the park. It gives them safe & quick access to the washrooms by the playground. This is a GREAT opportunity to expand green space in our city - something that is very much needed. Option 2 will keep the trucks off Waterloo Street and make this street safer for children (PRIOR to the calming efforts numerous trucks used Waterloo Street which decreased safety and increased noise & air pollution on this residential street.

Option 2 totally works! Nice having the two parks linked with pathways. Perfect. We don't need this kept as a road. One neighbourhood will be greatly improved with Option 2.

Option 2 will both increase child safety and improve the usability of the park.

Option 3 - Put it back the way it was and leave well enough alone!! Thank You.

Nothing ever should have been done to try to solve a problem that never existed. We've lived 2 blocks from the park for 30 years and our children have grown up playing at McBride. A picnic table near the playground was donated by my family. We would love to have seen Parks Board take any and all money that has been and will be spent on McBride, and use it instead for anywhere on the East Side where the investment is truly needed. We already have Jericho Beach Park nearby, why do anything to McBride that involves spending public money where it is needed least??? In addition traffic diversion has caused more cars near Bayview School on Collingwood between 6th and 7th Avenues.

Our family is also in favour of keeping the traffic circle @ Blenheim & 5th Ave permanently and decorating it with a bird-house and flowers.

Our kids use the park every day. I don't drive, and support any initiatives aimed at reducing traffic. Safe streets and clean air aren't the City of Vancouver's concern, obviously, but they should be. People who complain about closing 1 block to traffic should re-examine their social priorities.

1. Our park has become a hangout - day & night, for the bums and their carts and bags which really detracts from a community park. I have concerns about visiting the park for safety reasons', particularly in the evenings. Can something not be along to prevent people from hanging around/squatting?
 2. There needs to be a pedestrian crossing light where the existing crosswalk is on 4th Avenue & Waterloo. It's extremely dangerous. I routinely hear screeching tires and have witnessed many accidents, including a pedestrian being hit by a car and taken away by ambulance.
-

Park - Clap! Clap! Applause!

Patrol's to kick out all the homeless guys out of the park would be nice!! They intimidate the children and their parents.

People are already used to it the way it is

Pave paradise put a parking lot? ... No thanks.

Please - more parks ...

Please close the street bisecting the park.

Install traffic calming measures on Collingwood around the school. Cars move too quickly on that street, given the narrow width and the number of children and adults crossing near the school.

Please consider making permanent traffic lights for the corner of Blenheim and (4th) Fourth Ave. ("Pedestrian activated" is not adequate - far too many accidents.)

Please ensure tennis courts are maintained. Also I would be happy if more playground equipment was added for the kids.

Two whole blocks of park-like setting would be wonderful for this area.

Please keep the road closed. Please consider adding garden for people to grow food/flowers, there are not any nearby. Vancouver Sun article Sat Oct 7- attached. It makes no sense to reopen this road, crossing 4th at Waterloo is not safe, there is no light. Redirect traffic to Dunbar & Macdonald.

Thank you.

Why any parent would request this road be reopened, is for purely selfish reasons. Also the school might like to consider a walk to school program, traffic is much less in the summer

Please upgrade or replace existing children's playground apparatus. Existing equipment is worn and unsafe for little kids. Too many holes, pockets to trap little hands and collect debris.

Prefer pathway landscaping to be undulating not flat (raised borders) - this is an opportunity to do something outstanding with the seating, beyond the mundane/obligatory benches facing the path. A good opportunity to introduce re-locatable seating (one good example of this would be heavy metal seating as seen at Tuilleries Gardens in Paris)

Prior to the closure of Waterloo and 4th, Waterloo was becoming a "speedway" for commuter traffic and an unofficial "truck route", especially for construction vehicles. Since the closure, adjoining streets have, of course, experienced an increase in traffic but it is important to note that traffic calming measures (traffic circles and narrow width of streets requiring "give and go" were already in place, along with traffic lights at 4th and Broadway for both Blenheim and Collingwood. If the barrier were removed, the same traffic calming and safety measures would need to be implemented on Waterloo, especially for the safety of park users.

Increasing traffic pressures are eroding the liveability of Vancouver's residential neighbourhoods. Any measures to keep traffic on the main streets are justifiable. Thank you!

Protects the children & pets in the field and park. Reduces traffic in that area which has a high density of children & elderly as well as dogs.

Really appreciate increasing the "greenspace" of the park & only wish it wasn't such a haven for vagrants.

Residents should have input regarding the meandering path. It should not be such as to compromise the security of park users. I would like the design to allow the park to also be

used as a community gathering place eg. Artists to display their work in summer etc.
Benches will be great.

1. Should closure be permanent then there should be attention given to the stop signs on 5th at the moment there is a good deal of confusion.
 2. Whether or not closure occurs there should be scrutiny of the caretaker's job. At the moment nothing gets done, garbage piles up, and the homeless camp out in the park.
-

Thank you for the opportunity to comment. I could never understand the concept of cutting an "active" park in half by a high traffic pathway. As a former resident of ... Waterloo (directly across from park) and a parent of children who actively used the park, I witnessed a number of "close calls" involving both children and adults and cars between 4th & 5th Ave on Waterloo. I believe option 2 will calm the situation and enhance McBride as an active park for all ages groups.

The lives of our children are at risk if the 2000 block is opened. When we moved here I thought this was one of the most brilliant things I had seen in regards to ensuring children's safety around our parks.

With Marketplace going in, it is even more important to keep this section closed to traffic.

The local school uses the ground approximately 4 times a month. The kid's safety is far more important than a little inconvenience for the drivers. We wouldn't mind a little parking area off Fourth Avenue.

The main reason that I support the closure of Waterloo St is to make the park safer for children and people using both parks and crossing the street. I have lived on 5th Ave for 16 years and have seen many drivers, on cell phone, not looking for small children and young people crossing Waterloo St ... very concerned. Since the closure I have seen children learning to ride a bike and playing in the space, I do not feel two more trees are needed, 4th & 5th Ave. I want to keep this area open and visible. *More pedestrian safety needed on Collingwood St & around Bayview School*

The more green spaces we can have the better. It does not make sense to have a street running through a park.

The amount of extra traffic on Collingwood and Blenheim are minimal compared to the benefits of extra park space. This is still a residential neighbourhood, we're not talking about a highway. There really isn't that much traffic around here regardless of the street closure.

The more parkland the City can have the better.

- the more parks the merrier!
 - my 9 year old son agrees!
 - the park would benefit from the enhanced cohesiveness
 - less chance of vehicle/park user accidents
-

The permanent closure is good for park use safety, added green space, and an improved traffic reduced neighbourhood. If option 2 is not accepted, the re-opening should have at least 2 speed bumps.

The safety of children playing in either side of the park trumps all traffic considerations. Too often I have seen children darting into Waterloo chasing a ball, unaware of traffic.

There should be a community gardens in our neighbourhood.

Could there be a garden space in the development?

There should be speed bumps kept in place along 5th Ave.

This is a park leave it as that! My 1 year old girl is safer with this road closed!

This is a safer option for children running between parks - they don't always go to corner crosswalk, especially to access washrooms from the playing field.

I used to live on the corner of Blenheim and 6th until last Nov. I am aware of a slight increase in traffic and the blockage is inconvenient, but I have seen too many near accidents on Waterloo (between pedestrians and cars). This is a worthwhile change.

- This is a very good opportunity for the city and neighbourhood.
 - In terms of the traffic volume details, looking purely at 2000 blk Collingwood, 2100 blk Waterloo and 2000 blk Blenheim there are an additional 600 cars (net) comparing before and after 24 hour volumes. Traffic volume data appears flawed and unrealistically high not reporting reality.
-

This is a wonderful opportunity to create a safer "green space" for all those who take advantage of this park. Particularly this is a good way to protect people from a chance of more traffic, due to imminent opening of IGA on 4th and Collingwood.

- This is not a traffic issue; this is a safety issue
 - I have very serious concerns that Option #1 (a road through a park where children play) is an unacceptable safety hazard (an accident waiting to happen). Children running, chasing balls, going to the washroom, etc, will be exposed to this traffic. I do not think the proposed traffic calming measures through the park will solve the problem - this will still be a busy street.
 - If an accident does happen, the City of Vancouver and Parks Board cannot argue that there was no warning of the danger; this has been discussed extensively
 - Decisions should not be made on the basis of "majority rules" when safety is involved; the City needs to make the decision based upon playground safety alone
 - Although it is actually less convenient to get to my house @ Waterloo and 6th/7th with Option #2, I still prefer to see the road through the park closed.
-

This survey arrived with a yellow sheet highlighting the position of those opposed to leaving the road closed and given that no counter position was offered is sure to bias the result. Thus if Option 1 wins, I would consider the survey invalid.

Something must also be done about the shopping cart people that live in the park. My kids are uncomfortable being there after dark.

This would make the park more beautiful and I would think potentially safer for kids and adults (crossing over), as there would be no road with vehicles to divide it. Good idea! Too bad there seems to always be such negative uprising in Vancouver about any such change.

To avoid another intersection between Waterloo & 4th which causes accidents.

To people who oppose the 'street closure' because of traffic or increase there from should be ashamed! This a park safety concern. There should be no roads at all through or separating two adjoining parks. The issue is not whether there will be more or less traffic

in other areas.

If neighbours do not like increase traffic then they should oppose local development, outlaw secondary suites/units and limit reduce densification in our neighbourhood.

2. To reduce speeding along the park's 5th Ave side, maintain the stop signs on 5th. (Drawing shows Option 2 has removed stop signs on 5th, increasing speed along 2 long blocks of the park.
 3. Park users need parking! Soccer and baseball parking takes all approved parking. Also, house ... with tenanted suites have insufficient parking because the building at the back of the lot is not parking cars. Permitting parking on the north side of 5th between Waterloo & Blenheim would solve these problems.
-

Traffic "volume" isn't nearly as annoying or degrading to my life as is traffic "NOISE". Not your normal car but diesel trucks, SUVs, most motorcycles, and those "sport" mufflers. The noise from these vehicles penetrates the walls of my house. Not to mention air pollution, global warming and ... Slow the traffic down everywhere, slow down car culture put in a speed hump on Waterloo we have to get people out of their cars!

- Traffic control on Collingwood will be required.
 - Maybe only parking allowed on one side of the street
 - The street is too narrow otherwise
-

Unification would put McBride Park on par with other parks enjoyed by other neighbourhoods. Restricting traffic in residential areas seems vital in terms of Vancouver's liveability and sustainability.

Permanent closure is the pro-green, pro-child, pro-long-term-thinking, less car-dependent option. As an aside, a paved pedestrian pathway would provide a safe venue for young children to cycle and rollerblade.

We are quite concerns about the increased traffic we are experiencing on Dunbar heading south as cars take the first left prior to the Alma St lights. There has been a marked increase in traffic (at high speeds) since Waterloo was closed. If the closure becomes permanent there must be traffic calming measures put in place for the surrounding streets, i.e. subsidiary effects of this proposal must be part of the overall plan!!! Speed bumps are a viable alternative.

We believe the closure on a permanent basis would make the park area safer for children as well as provide a pleasant walkway area for adults. Drivers do not adhere to the speed limit for playground areas, so even if parking is not allowed on Waterloo between 4 & 5th the area is still not safe for children.

We both strongly support Option 2. Perhaps additional "calming" measures could be taken especially on Collingwood because of the school.

Prior to the closure I witnessed a couple of close calls where children were chasing objects (usually balls - soccer, baseball) onto the street - Waterloo. One large park removes this threat to our children's safety.

We definitely do not want a road going between (dividing) our neighbourhood park it is unsafe for men, women and most importantly children who use the park.

We think vehicles have more than ample roads to access destination points and there's no

need to open the 80 meter road.

We have lived in this area since 1971 - raised 2 young sons', we were always worried them crossing the streets on Waterloo Park area. We now have 6 grandchildren that use the Park when visiting us on the Holidays and weekends. Since it is closed; no more serious concerns about them getting hit by cars - chasing their balls while playing.

We really appreciate the "light" on 4th Avenue and Blenheim; and use it only - but it would be better if it were AUTOMATIC - to consider and benefit the traffic, to make it easier for traffic to cross - instead of waiting for pedestrians to push the crossing light. Thank you for the in-put.

We have lived on West 3rd Ave for over 50 years. In that time there have been a lot of changes so this plan of joining the parks will really improve the look of that part of 4th Ave.

We have looked at the traffic statistics provided on the map at the back of the survey and note the following:

- Traffic along Blenheim has increased by 47% (1307/1921), despite the institution of traffic calming measures. In fact the increase has been bigger post-traffic calming than pre-calming (37% 1307/1797).
- Traffic has also increased along Collingwood (where there are no traffic calming measures) by about 35% (1061 before/1428 after - 2000 block) and by 15% 875/1010 - 2200 block)
- On 5th Avenue, traffic on 3300 block remains about constant 770/787 - 3300 block) but has decreased about 22% (736/575) on the 3400 block.
- The traffic increase along Collingwood and Blenheim has been (1428-1061) + (1921-1307) = 981, whereas the decrease in traffic along Waterloo has been 1097-648=449.

While the sample size may not have been large enough to draw definitive conclusions, it seems to us that:

- As logic would seem to dictate, the traffic diverted from Waterloo seems to have been split between Collingwood and Blenheim.
- Not all of the traffic increase along Collingwood and Blenheim has been due to the closure of Waterloo. In fact, the numbers suggest that perhaps half of the traffic growth has been due to the diversion of traffic from Waterloo (decrease of 449 along Waterloo and increase of 981 along Collingwood and Blenheim).
- It seems to us also, that the traffic calming measures (traffic circles) instituted along Blenheim have been ineffective and expensive. Including the temporary traffic circle, there are now three circles on Blenheim between Broadway and 4th but traffic has increased. As long time residents of the area, it seems to us that Blenheim has always carried more traffic than adjacent streets. We don't know exactly why this is the case, but it is a fact that motorists use it as a tertiary traffic route. Traffic has to go somewhere, and by what seems to be a process of natural selection, it has gravitated a bit more towards Blenheim. It may well be that we should leave well enough alone. Some of the traffic diverted from Waterloo to Blenheim is in fact traffic that originally flowed along that street.
- Some years ago, traffic calming measures were instituted along Blenheim that resulted in diversion of traffic to Waterloo. This was done despite the fact that a children's

playground and a multi-use playing field (softball/soccer) existed at McBride park at the corner of 5th and Waterloo, and exposed children using these facilities to additional risk. Fortunately, no child has been injured. With the proposed closure of Waterloo at 4th, this traffic is simply being diverted back to its original location.

We have two children who attend the nearby Bayview Community School, and use the Park on a regular basis. All of us feel very strongly that unifying both sides of the park will be a much safer and more pleasant environment to play and relax in. We strongly encourage the integration of additional traffic calming measures in the area, including cross walks at the street corners approaching the school. We need less car traffic and more green space!

We like parks; they're better than cars. We support more pedestrian access, bicycle access & green space in Kitsilano and Vancouver.

-
- we need traffic "barrier" (speed bump or traffic circles) on Collingwood
 - we need a new playground in the park for the little kids
 - we strongly support Option 2
 - we have never previously received any info or surveys regarding the park or this closure

We support more green space and enhanced neighbourhood parks.

We would like to thank the City of Vancouver City Council and the Greenways & Neighbourhood Transportation Branch for the 8 month closure of Waterloo St. It has shown us a different neighbourhood!

We also wish to thank Transportation Strategic Planning and the Parks Board for providing 2 very interesting options from which to choose, while attempting to resolve the dilemma of "McBride Park" .

We have greatly enjoyed the closure! As pedestrians, cyclists and transit riders, we feel our life has been enhanced. Also the entire neighbourhood has been enriched by the joining together of the park.

We believe that the majority of drivers using the north/south streets in our neighbourhood do not live in the area. The streets are used primarily by these drivers as short cuts from one east/west artery to another - Point Grey Road, West 4th Avenue, Broadway and West 10th Avenue. In addition, the lesser traveled east/west streets are used as short cuts to access the north/south arteries - MacDonald and Alma.

The driver's mantra in Vancouver seems to be "the path of least resistance" - take whatever route necessary to arrive as fast as possible - thus the short cuts. The larger arteries are not driver friendly. The intersections from one artery to another do not promote timely traffic flow.

A main example is the intersection of West 4th Ave & Alma, which is totally void of enhancements to move the traffic. Morning and evening, it is the centre of 2 "rush hours" - traffic from east to west to UBC and traffic west to east to downtown with the reverse in the evening.

If "advance green" and/or through lights could be installed in all directions, with slightly longer greens and reds, the drivers might eventually appreciate the route. Perhaps drivers might eventually not use our neighbourhood streets as short cuts to avoid an intersection that is unfriendly to the car.

In fact, why not have these same advance greens at all 4 of the major intersections in lower Kitsilano - west 4th /MacDonald, Broadway/MacDonald, Broadway/Alma and West 4th/Alma. Let's move the traffic on to the arteries and not on the neighbourhood streets.

We strongly support Option 2 - the permanent closure of Waterloo. We also strongly urge the City of Vancouver to adhere to the Vancouver Transportation Plan that emphasizes the need to mitigate the effects of traffic in local neighbourhood areas.

We are familiar with previous surveys over many years, attempting to rejoin McBride Park. We also are aware that the 'car culture' in our neighbourhood is quite strong. It is quite surprising that the closure of one city block, would not be acceptable, out of more that 100 in this Kits neighbourhood. It would seem that vehicle access is still more important than the ecology!

We would prefer the new parkland be used to make more play area, perhaps for older children:

- basketball court
- road hockey

While supportive of the permanent closure, there should be no vehicle access. The "care taker" can park on the street.

Also, there should be no parking, at all, on the north side of 5th, between Collingwood and Waterloo, as well as no parking on the east side of Collingwood, between 5th and 4th (i.e., no parking around the whole park)

Why did you cut down trees already & then send this out? Trees removed on N side of tennis courts.

1. will need a schedule of police walk thrus @ random times (i.e. +/- 7 times per month on a 24 hour basis) to ensure there isn't an increase in homeless residents of the Park, as necessary and for 2 below.
2. will need reasonable path lighting so no obvious places for hiding to accost ladies walking on paths, particularly after dark.

With so much more traffic and greater population density in this area, we need more greenery and park atmosphere to provide a better balance in this neighborhood.

Yes! Yes! Yes! Great concept!

Comments from Residents Who Are Not in Support of Either Option:

1960-1990 Waterloo Street in my family since 1932. Not sure what to think. Kind of like it closed but no doubt it has increased use of alternate routes.

Has been huge increase in use of park by homeless in last few years. They sleep under cardboard/shrubs and I no longer feel safe at night when I walk my dog. Wish as much time was spent addressing this issue as whether or not to close street.

The traffic study on our block is in complete. We need more information in order to make a decision on the proposed permanent closure of Waterloo St between 4th & 5th Avenues.

Option 3: Return the site to original set up. This survey is seriously flawed because option #3 is not provided for. Why, after 30? 40? 50? Years is this proposal necessary? Who says it's necessary? Traffic is shunted to adjoining streets, which incidentally, flank playing areas. What's next, block them off too? Block off all streets surrounding all parks? It smells like just another tax increase to me.

We cannot fully support either option 1 or option 2 as presented. Living on 5th Ave in the 3400 block, we have observed a considerable increase in vehicle traffic past our house. Without a traffic count before Waterloo was closed, we don't know what the increase is. The traffic counts were very poorly handled. If option 1 proceeds, the following amendments to the plan should be incorporated: install a traffic circle at 5th (for cars heading north) Why? Because, despite 2 speed bumps in each block (3300 & 3400 blocks on 5th) it is interesting just how much speed cars pick up going along 5th. Waterloo is wider than Blenheim (which has traffic circles) and should accommodate a traffic circle without any problem. This would create another obstacle to keep speed down. The proposed "raised pedestrian crossing at 5th, across Waterloo, should be moved slightly to the north to accommodate the traffic circle. The proposed speed bump in the middle of the block should be moved a few yards to the north and it should also be a raised pedestrian crossing/speed bump. A good portion of the pedestrian traffic during any one of the sports seasons, is players moving between the field on the east side of Waterloo to the washrooms/change room on the west side of Waterloo. Make the raised pedestrian crossing closer to the north end of the fieldhouse to encourage players, parents and coaches to use it when crossing over to use fieldhouse facilities. Parking should not be permitted on Waterloo. One of the dangers to children on sports teams is in trying to cross the street from between parked cars. That is taking a step backward in making the park safer. Why does the caretaker have to have vehicular access to right outside the front door of the accommodation in the fieldhouse" Is this a common practise in our city parks where caretaker facilities are provided" This is a relatively new practise in McBride Park and seems inappropriate to combine the caretaker's personal parking adjacent to a playground and where children are crossing to use the fieldhouse facilities. If Option 2 proceeds, the following amendments to the plan should be incorporated: One of the charms of Waterloo St is the open appearance. The illustration indicates the addition of new trees at either end of the 200 block Waterloo (at 4th and at 5th Ave). To retain the views up and down the street, and for safety of those transiting the pathway, these new trees are not needed. The existing mature trees provide an adequate canopy. Too much planting may create a haven for drug use and for the homeless, both of which are a periodic problem in McBride Park. Install a traffic circle at 5th & Waterloo, instead of a stop sign on Waterloo at 5th (for cars heading north) Why? Because despite 2 speed bumps in each block, it is interesting just how much speed cars pick up going along 5th. Waterloo is wider and should accommodate a traffic circle without any problem. This would create another obstacle to keep speed down. Why does the caretaker have to have vehicular access to right outside the front door of the accommodation in the fieldhouse: is this a common practise in our city parks where caretaker facilities are provides? This is a relatively new practise in McBride Park. Providing vehicular access and parking for the caretaker seems especially inappropriate for Option 2, where the street is fully closed. If these suggestions are incorporated into both the options, we would choose option 2.

APPENDIX E - Public Survey (Parks Board)



McBride Park
Design Proposal to Unify the East and West Sections

Comment Sheet

The Park Board would like your comments on a proposed design to unify the east and west sections of McBride Park. If the closure of the 2000 block of Waterloo Street is made permanent, it is proposed that the existing sidewalks be replaced with a meandering pathway, additional planting and seating. After reviewing the plan (on reverse side), please take a moment to provide us with your comments.

City Council will consider whether or not to permanently close this portion of Waterloo Street subsequent to a separate public consultation to be conducted by the Engineering Services Department in the Fall.

1. Do you like the proposed design plan?

Like Dislike Neutral

2. If you'd like to see changes to the proposed design plan, what modifications would you like to see and why?

3. Do you live in this neighbourhood? Yes No

4. If yes, do you live within 2 blocks of the park? Yes No

5. How often do you use McBride Park now?

nearly every day several times/week a couple times each month

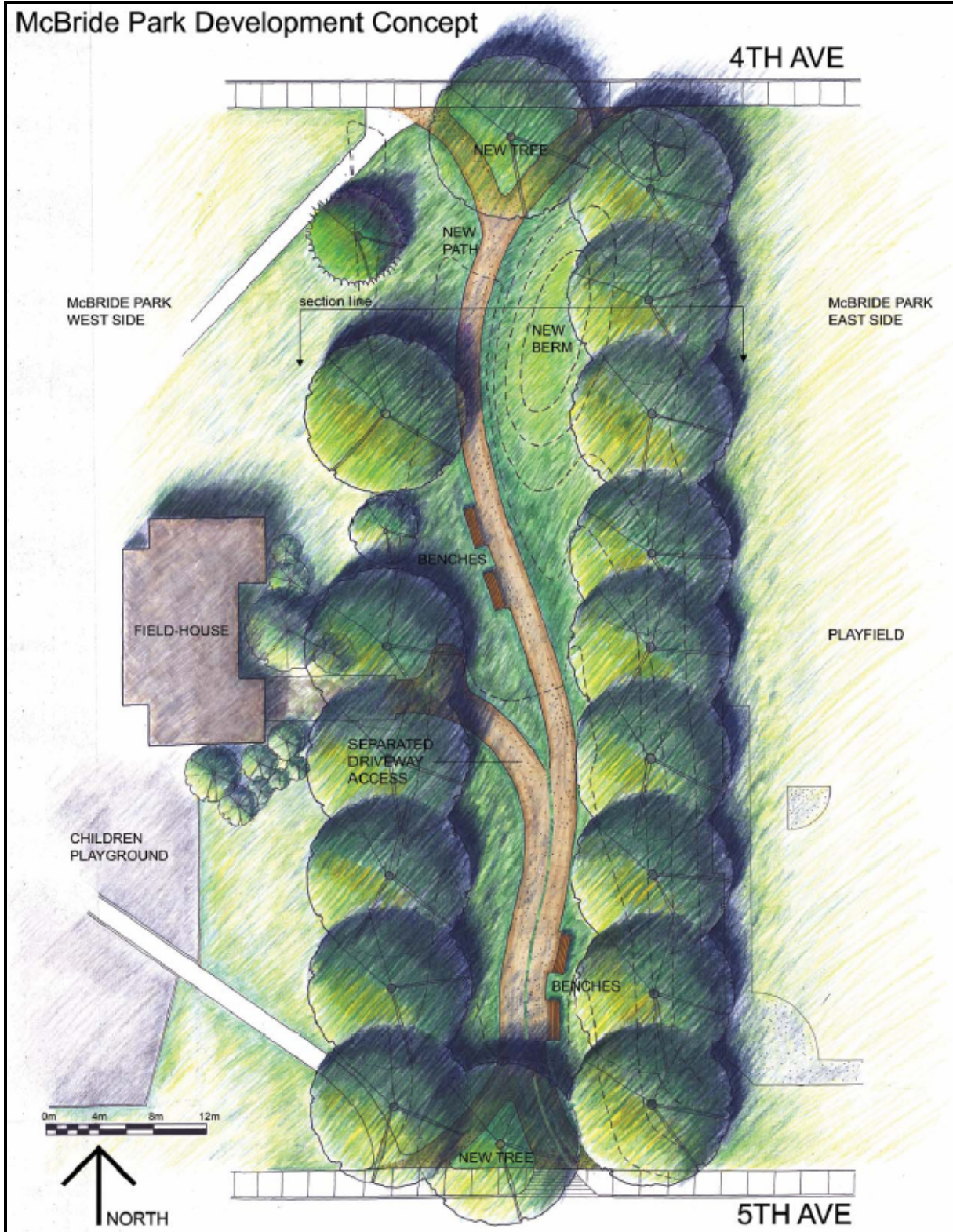
6. Would unifying the east and west sections affect how you use the park?

Yes No

7. How would it affect you?

For further information on the design proposal, please contact Janice Lowe by email at janice.lowe@vancouver.ca or by phone at 604-257-8403.

For more information on the public consultation on the road closure, please contact Paul Storer by email at paul.storer@vancouver.ca or by phone at 604-873-7693.



APPENDIX F - Survey Results (Parks Board)

Do you like the proposed concept plan?		
	Number	Percentage
Responses received	133	100%
Like	82	62%
Dislike	50	37%
Neutral	1	1%

APPENDIX G - Survey Comments (Parks Board)

Comments from Residents who Liked the Proposed Concept Plan:

-
- Senior with heart condition - wanting more benches due to her health problems.
-
- Nice if the path were paved, so children could bike or roller-blade there. Children using the closed road currently as a safe place for biking and roller-blading
-
- More evergreen trees
-
- Want asphalt so able to razor-scooter and skate
-
- Will the design include grassy areas to sit on? Will the benches be in the shade for some part of the day? Disable elements for me.
-
- Create something other than pathway playground /skateboard area. Additional uses.
-
- More picnic tables. Park needs feng shui. Should be more playful or energetic. Move kids away from the tennis courts.
-
- Want a green space and path on Waterloo. Children learn how to bike here. Dog disposal garbage cans kept separate from peoples' garbage - too smelly. Make a dog section - feces everywhere! New playground equipment needed. Get rid of elephant! Kids fall from it all the time. Not accessible for special needs kids at all.
-
- Flower growing zone for kids
-
- Water park would be really nice!
-
- Leave existing sidewalks - people walk in straight lines
-
- Homeless people use this park and washrooms. They hang around anytime - day or night and leave lots of garbage behind. Parks and playing field used by many children and the presence of homeless are a concern to me.
-
- Like the idea but would like to see something done with Blenheim Street to calm the traffic
-
- Swimming pool/water park
-
- No changes to plan. Wonderful idea. Live within 3 blocks of the park.
-
- Park would have an aesthetic effect instead of just being recreational. Because of the noise and traffic on 4th Ave, this would have a quiet and peaceful effect on the environment.
-
- Leave the large trees along what is currently Waterloo - they provide shade in the summer for play - simply aesthetically pleasant. Not sure why they have to be replaced.
-
- Eliminate gravel sections and replace with bricks and/or grass/trees
-
- Could be a starting point. Community garden, basketball hoop, larger play area. Whole park could be improved.
-
- More plantings like native plants and rhododendrons
-
- During recent McBride Park design project at nearby Bayview Elementary School, many students indicated their desire for basketball court and/or hoops. Additional trees included should be large and mature. Sad to see small sapling planted where large trees once existed.
-
- What you're doing is wonderful
-
- Like to see pedestrian traffic light at Waterloo Street
-
- Wondering if road area could be adapted to form a small basketball court or enclosed area for street hockey. Love the surrounding trees. Keep the trees there - beautiful

Aesthetically calming and beneficial health wise - plant as much greenery as possible anytime there is opportunity to reclaim land back from the pavement

Like the path concept - concrete path would be better than general and a raised bench to stop the soccer balls going onto the path.

Programmable space for older kids. Playground - newer and bigger. Traffic circles on Blenheim/ Collingwood.

Like the park unified but also like to see street hockey, skateboard park. Dog area?

Like proposal.

Further traffic modifications such as 3-way stop at 5th & Waterloo, speed bumps all way around the park. 3-way stop at 5th & Waterloo as excessive instances of people not stopping @ existing 2-way.

Improve play area for soccer field. Need to be leveled esp. where the ball diamonds - pitching area, base areas very uneven.

More emphasis on activities in new space, more play area e.g. basketball court

Would like to see more fruit trees/ community garden added to the plan

Area closed off should be made as children's play area (hard surface) street hockey/rollerblading, biking

Likes idea of joining the 2 parks

Landscape scheme is a good idea

Reopening Waterloo Street would cause more cars to use it, not safe for children

Safety for children is a priority

Kits area cannot afford not to gain more park space

Glad that trees will remain

Concerns with driveway for "vehicles" shared with pedestrians—dangerous

It should be closed to ALL vehicle traffic, including park caretaker

Make the closed area a skateboard park, keeps kids busy and out of trouble

Comments from Residents who Disliked the Proposed Concept Plan:

Doesn't want it closed. New developments on n/w corner - Collingwood and 4th. Parking on both sides is a problem.

Parking for cars during summer games in the park. Don't want the street be kept closed. Too much traffic on side streets. 6th is now a taxi route. My kids play on the road - too dangerous.

Closure to be taken away and traffic patterns return to previous routes. 6th Ave has been drastically affected - large trucks and busy traffic. "Green park" development is not worth the price we pay for the dangerous street. Very concerned on our block (between Trutch and Blenheim) - pushed for all the wrong reasons. Petition signed had Waterloo folks and outsiders from Surrey, Maple Ridge and Delta. Local residents need to have some say - will impact their street and neighbourhood.

Like to see Waterloo Street reopened. Very concerned for the safety of the kids walking to and from both Bayview and General Gordon Elementary schools. Waterloo is a very wide street. Collingwood has been put to the test as have 6th and 5th Ave due to the closure and my neighbourhood voted to reopen Waterloo. Don't understand why this is still an issue and ongoing poll being done. What point will it be enough?

Please reopen Waterloo.

Provide limited car access through; like Larch between Kits High and Kits Community centre. Somewhat obstructed and discourages through traffic while maintaining limited road access. Should also allow some parking for the park users.

Re-open the street. Waterloo has the best sight visibility for cars crossing or turning onto 4th Avenue. Wider than Blenheim and Collingwood. Waterloo should be open to divert traffic away from an elementary school street.

Waste of money. Two sides of the park have differing uses, thus, not much need for connection. Proposal results in heavier traffic on adjoining streets. Spend money where it is needed more.

Re-open the street to the way it was.

Re-open the 2000 block. Proposal does not offer enough benefits to offset the inconvenience to vehicular traffic

Want Waterloo closed. Do not want this development. Terrible price to pay for the traffic concerns resulting from the closure

Would like to see something useful come out of it, e.g. ball hockey, basketball, etc. Having more grass is not very useful at all.

Open the road again

Scrap it. Restore the road.

Not in favour of closure in any way whatsoever.

Prefer to have Waterloo Street open for traffic

More place for kids to ride bikes and skateboard. Unsafe to walk through after dark.

Re-open Waterloo. Current traffic congestion in surrounding narrow streets is creating accidents and endangering pedestrians, children and cyclists. Additional trees and berm will decrease visibility thus affecting security of women and children. Benches will encourage "homeless" use of the park.

Whole development and the way it's been handled are terrible. The voice of the neighbourhood can't be any more clearer than what it is, the street should be re-opened.

Waterloo Street reopened ASAP.

Heritage trees are at risk

Too narrow to drive along Collingwood & Blenheim Streets

Traffic issues for the area, Traffic on 5th Avenue increased since closure

Waste of money

Waterloo Street is widest in the area, provides parking and good north/south traffic flow

Fire truck access put in jeopardy

Dangerous to have so much traffic along Collingwood b/c of the elementary school

Must redesign Blenheim Street -traffic concerns
