



ADMINISTRATIVE REPORT

Report Date: January 5, 2010  
Contact: Jerry Dobrovolny  
Contact No.: 604.873.7331  
RTS No.: 08262  
VanRIMS No.: 08-2000-20  
Meeting Date: January 21, 2010

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

**RECOMMENDATION**

- A. THAT the Grandview-Woodland Traffic Calming Plan be made permanent as detailed in this report at a cost of \$1,212,000. Source of funding to be \$500,000 from the 2009 Streets Basic Capital Budget (Traffic Calming), and \$712,000 subject to approval of the 2010 Streets Basic Capital Budget (Traffic Calming).
- B. THAT commencing in 2011, the annual Streets Operating Budget be increased by \$14,300, without offset and subject to 2011 Budget Review, for additional maintenance of the area.

**COUNCIL POLICY**

- *In May 1997, Council approved the Vancouver Transportation Plan, which emphasizes the need to mitigate the effects of traffic in local neighbourhoods and to give priority to streets and neighbourhoods where traffic impacts are most serious.*
- *It is Council policy to implement diversionary traffic calming measures on a trial basis before making the measures permanent, with neighbourhood support of at least 60% based on a survey of affected residents.*
- *In February 2006, Council approved the trial implementation of a traffic calming plan in the Grandview-Woodland area.*

## ***SUMMARY***

The Grandview-Woodland Traffic Calming trial was approved by Council in February 2006 and it was implemented later that year. The trial was modified in 2008, due to issues with some of the measures. This followed an additional survey of impacted residents, which was 61% in support of modifying the calming plan. The modified trial has now been evaluated, and the neighbourhood re-surveyed.

Overall, traffic entering and leaving the neighbourhood has been reduced by over 30% from pre-trial volumes and a survey of neighbourhood residents was strongly (75%) in favour of making the plan permanent. Based on these results, staff are recommending that the trial measures be made permanent.

## ***PURPOSE***

The purpose of this report is to seek Council approval and funding to make the Grandview-Woodland Traffic Calming Plan permanent, as described in this report.

## ***BACKGROUND***

Staff began working on traffic calming issues in the Grandview-Woodland area in the mid-1980's, and on a plan for the area detailed in this report (Victoria to Nanaimo, 1<sup>st</sup> to Adanac) in the late 1990's. Several plans were developed, however none of them received the 60% support required by Council policy to move forward with a trial traffic calming plan.

In 2006, after a survey response with approximately 60% support from residents, Council approved the implementation of a trial plan. The original trial had several issues and staff made several modifications, with support from the neighbourhood for the changes.

The modified plan (Appendix A) has now been evaluated and has received strong support from the neighbourhood - a recent survey showed 75% of residents in support of the plan. The support for this plan is a great achievement for the community, which has been divided by the issue of traffic calming for over a decade.

For further background, see Appendix B.

## ***DISCUSSION***

### ***Results***

Data collected in January 2009 shows an overall reduction in the volume of traffic entering and leaving the neighbourhood of approximately 33%, compared to pre-trial volumes (see Appendix C). Several streets have had a large decrease in traffic, particularly Napier Street where traffic volume was reduced by 45 to 85 percent in the different blocks.

Two streets had increased traffic volumes, as shown in Table 1 below, however these fell within standard guidelines for traffic volume increases (see Appendix D), and both volumes were well below the pre-calming volumes from 1988.

Table 1: Streets with Increased Traffic Volumes

Block	1988 (pre-calming) Volume (veh/day)	2006 Pre-trial Volume (veh/day)	2009 Post-trial Volume (veh/day)	Increase after trial (%)
2100 Parker	1140	750	820	9%
2300 Venables	3270	1200	1310	9%

Traffic volumes have also increased in several of the lanes around the neighbourhood, although most of the increases cannot be quantified due to the lack of data collected in the lanes before the trial.

Staff recently surveyed the neighbourhood about whether or not to make the current trial permanent (see Appendix E for an example of the letter to residents and the survey). Approximately 75% of the responses were in favour of making the traffic calming permanent. Table 2 (below) shows details of the survey results (note: two areas are reported on; the entire area, and the reduced area south of Parker St, as requested by Council in 2005).

Table 2: Survey Results

Area	Responses	Responses in Favour	Percent in Favour
1 <sup>st</sup> Avenue to Parker St	384	288	75.0
1 <sup>st</sup> Avenue to Adanac St	423	316	74.7

### Issues

Several of the major issues which appeared early in the trial, including violations of traffic calming measures (such as vehicles turning the wrong way around the bollard-circles) and increased traffic on Lakewood Dr, were addressed by the modifications to the trial plan. The following are the main issues that remain:

1. **Traffic in lanes.** Several of the east-west lanes have had an increase in traffic volume since the installation of the trial (see Appendix C). Staff have few measures available to address increased lane volumes. Early in the trial staff installed "do not enter" signs at some lanes to address traffic volumes, with limited success. Staff are suggesting the installation of speed humps in several of the lanes, which is expected to address traffic speeds in lanes, mitigating the impacts of the increased volumes. However, the addition of speed humps may not be suitable for all impacted lanes, since some are unpaved such as the lane south of Graveley and east of Semlin and the lane south of Kitchener and east of Lakewood.
2. **Increased traffic on some streets.** Two streets had traffic volumes increase during the trial - Parker St (east of Lakewood) where the volume was up from 750 to 820 veh/day, and Venables St (east of Garden) where the volume was up from 1200 to 1310 veh/day. Both of these fall within guidelines for acceptable traffic diversion (Appendix D).

In addition to these issues, the more common issues heard from residents are summarized below (Appendix F provides all comments received with the recent survey):

1. **Driver behaviour.** One of the frequent comments from residents is that the traffic calming causes frustration for drivers, which leads to aggressive driving behaviour on the local streets. In particular, staff often hear about vehicles driving too quickly around the corners at diagonal diverters and vehicles driving too fast in back lanes.

2. **Difficulty accessing homes.** The nature of diversionary traffic calming makes it more difficult to get around the neighbourhood. Some residents have stated that driving the extra blocks to get home is a waste of time and fuel. Balancing ease of access with traffic volume reduction is one of the main goals of a diversionary traffic calming plan, and is one of the main issues that the neighbourhood evaluates when responding to the survey.
3. **Emergency response.** Concerns have been raised from residents about the ability for emergency vehicles to access houses with the traffic calming plan in place. Vancouver Fire and Rescue Services (VFRS) have reviewed and support the current plan. Maps showing the locations of traffic calming measures will be placed in nearby fire halls so that responders can better plan routes. All diagonal diverters will also have removable bollards to allow emergency access through the diverters when required.
4. **Violation of measures.** Drivers occasionally violate some of the temporary diverters by various means, including driving over sidewalks and moving steel bollards or concrete barriers. The permanent measures have been designed to minimize these violations.
5. **Left-turn signal for southbound traffic on Victoria Drive at 1<sup>st</sup> Avenue.** A common question from residents is why an advanced left-turn signal has not been installed on Victoria Dr southbound at 1<sup>st</sup> Ave since traffic along Victoria can often back up for several blocks with vehicles waiting to turn left. When Victoria Dr was reclassified as a neighbourhood collector in 2005, one of the concerns from residents was that a left-turn signal would draw more traffic onto Victoria Dr. While the left turn phase could facilitate the southbound left turn onto 1<sup>st</sup> Avenue, which may reduce short-cutting through the neighbourhood, it may also increase traffic on Victoria Dr.
6. **Green Space.** Concerns have been raised about the diagonal diverters and the green space removed when converting existing traffic circles to diagonal diverters. All measures have been designed to maximize green space - in most cases the plantable area within the diverters is greater than within pre-existing traffic circles.
7. **Access to local institutions.** This area contains 3 schools; Lord Nelson Elementary, Templeton Secondary, and St. Francis of Assisi School, as well as St. Francis of Assisi Church, and several day-care programs. The restrictions that make it more difficult for drivers to short-cut through the neighbourhood also make it more difficult for drivers to access these institutions. Parishioners of St. Francis of Assisi Church, in particular, have expressed concerns throughout the process about access for larger vehicles for weddings, funerals and other events. Parishioners have also expressed concerns about congestion caused by vehicles backing up at the diagonal diverters around the church after services. The diverters near the church and other institutions have been designed to increase the space for vehicles to pass each other to minimize the impacts on the institutions.

### *Traffic Calming Measures*

If approved, the following measures would be made permanent: (see Appendix A for a full plan):

- Parker St at Lakewood Dr - traffic circle
- Parker St at Garden Dr - diagonal diverter
- Napier St at Lakewood Dr - diagonal diverter
- William St at Templeton Dr - diagonal diverter
- Charles St at Lakewood Dr - diagonal diverter
- Kitchener St at Lakewood Dr - diagonal diverter
- Grant St at Semlin Dr - diagonal diverter
- Graveley St at Semlin Dr - diagonal diverter

Additionally, the existing diagonal diverter at Semlin and Parker would be reconstructed to reduce violations and increase green space, and several lanes would have speed humps installed to address driver behaviour in the lanes.

### ***FINANCIAL IMPLICATIONS***

The estimated cost for the permanent installation of the Grandview-Woodland Traffic Calming Plan is \$1,212,000. \$500,000 will be allocated from the 2009 Streets Basic Capital Budget for Traffic Calming and \$712,000 is being requested in the 2010 Streets Basic Capital Budget for Traffic Calming. Should funding from the 2010 Streets Basic Capital Budget not be approved, the implementation period of the project will be extended accordingly until further funding becomes available to complete the plan. Staff have also applied for funding from the ICBC Road Improvement Program, but have not received confirmation of approval. Based on previous projects ICBC cost-sharing is expected, though the value is not known.

Funding of \$400,000 was allocated by Council in 2006 for the trial installation, the permanent measures, and a permanent bulge at Clark and Venables. Approximately \$320,000 of this was intended for the permanent measures, however due to the length of the trial it was reallocated to other projects.

The total estimated cost of the project has increased by approximately 300% since the original 2006 estimates, primarily due to necessary modifications to the plan, as follows (see Table 3 for a breakdown of these costs):

- The three relatively inexpensive “bollard-circle” devices were previously untested and didn’t work in this neighbourhood. Consequently, in the modified trial they were replaced with more expensive, but effective, diagonal diverters.
- Two new diagonal diverters and one new traffic circle have been added to the plan to address specific issues.
- Approximately 30 new speed humps in lanes are also being proposed to address traffic in back lanes, at a total cost of approximately \$100,000.

Table 3: Cost breakdown

Device	2006 Plan			2010 Plan		
	Number	Average Cost (each)	Cost (total)	Number	Average Cost (each)	Cost (total)
Diagonal Diverter	3	\$90,000	\$270,000	8	\$137,500	\$1,100,000
Bollard-Circle	3	\$15,000	\$45,000	0		
Traffic Circle	0			1	\$13,000	\$13,000
Speed Humps	3	\$1,500	\$4,500	33	\$3,000	\$99,000
<b>Total</b>			<b>\$319,500</b>			<b>\$1,212,000</b>

In addition to these modifications to the plan, the costs of labour and materials have increased significantly, with concrete installation costing approximately 30% more than in 2005 when the estimates were done, and the cost of asphalt approximately doubling in the same time period. Additionally, street lighting is often upgraded with the installation of new traffic calming measures, the costs of which weren’t included in the 2006 estimates. Because of that, the average price for a diagonal diverter has increased by more than 50%.

Staff are also requesting that commencing in 2011, the annual Streets Operating Budget (Traffic Calming Maintenance) be increased by \$10,300, the annual Streets Operating Budget (Signage and Pavement Marking) be increased by \$3,000 and the Streets Operating Budget

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(Street Lighting) be increased by \$1,000, without offset and subject to 2011 Budget Review, for additional maintenance of the area. In 2006, Council approved an increase of \$1,400 for the annual Operating Budget for Signage and \$2,000 for the Streets Operating Budget for Traffic Calming Maintenance. The additional funding is being requested for maintenance of additional signage and green space provided in the modified plan.

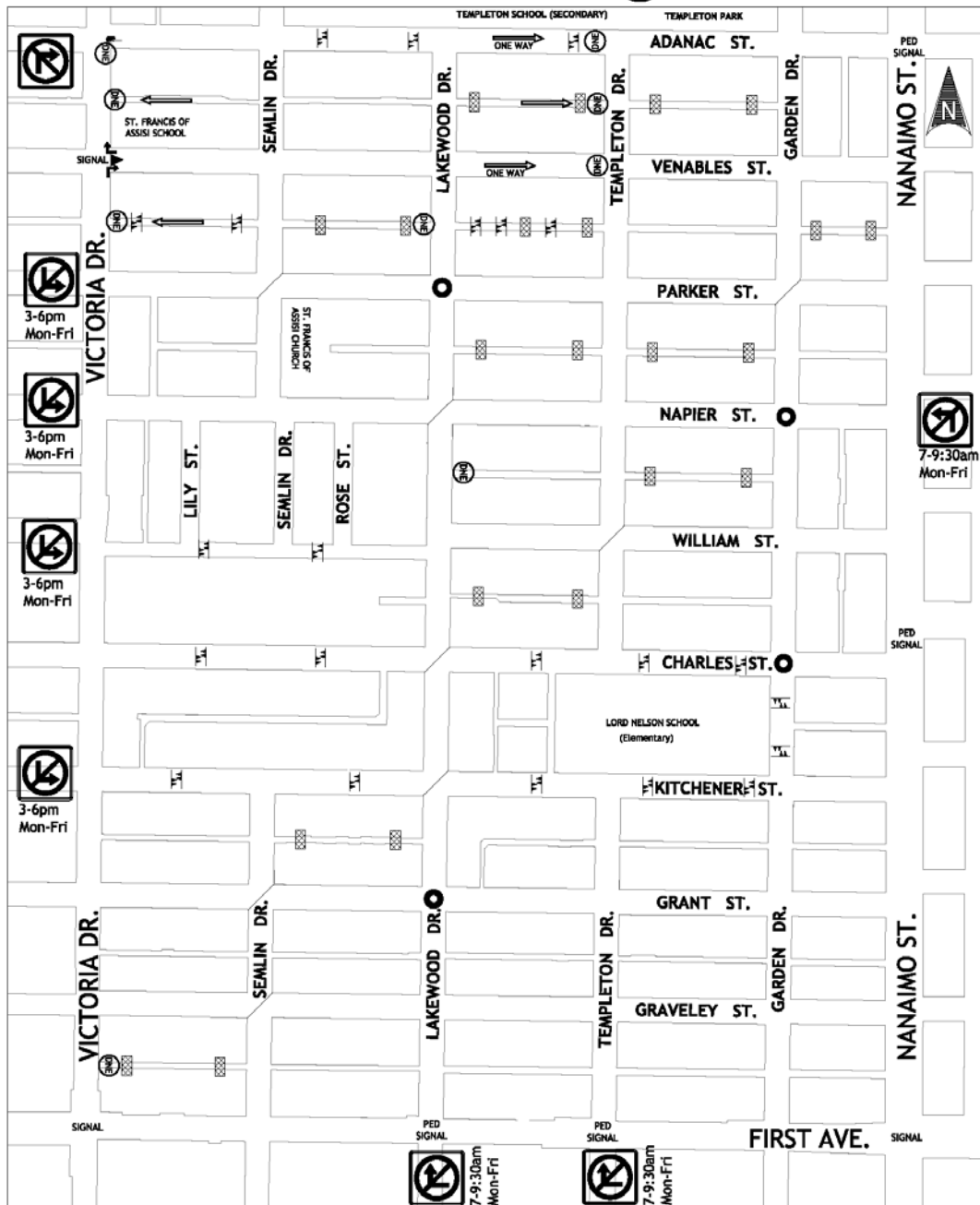
*CONCLUSION*

The implementation of the permanent Grandview-Woodland Traffic Plan is recommended as detailed in this report.

\* \* \* \* \*

Appendix A: Modified Traffic Calming Plan

# GRANDVIEW WOODLAND Traffic Calming Plan



**LEGEND**

**Trial Traffic Calming Measures:**

- Traffic Circles: ○
- Diagonal Diverters: /
- Right in/Right out Diverter: ↗ ↘
- Speed Humps: ▬
- Do Not Enter Signs: (No Entry Symbol)
- One Way Street: →

**Proposed Traffic Calming Measures:**  
(subject to resident approval at a later date)

- Lane Speed Humps: ▬

## Appendix B: Background

Traffic in the area bounded by 1<sup>st</sup> Ave, Nanaimo St, Victoria Dr, and Hastings St has been a concern to residents for many years. The major contributor to traffic volumes in this neighbourhood is traffic to and from the Georgia and Dunsmuir Viaducts which connect to Prior Street. Prior turns into Venables St a few blocks west of Clark Dr. At Victoria Dr, Venables becomes a local street and vehicles are forced to turn either left or right onto Victoria Dr. East of Victoria, there are no major east-west streets between Hastings St and 1<sup>st</sup> Ave. Because of the lack of arterial connections for vehicles, some of the traffic to and from downtown would short-cut through the residential neighbourhood east of Victoria Drive (see Figure 1, on the following page).

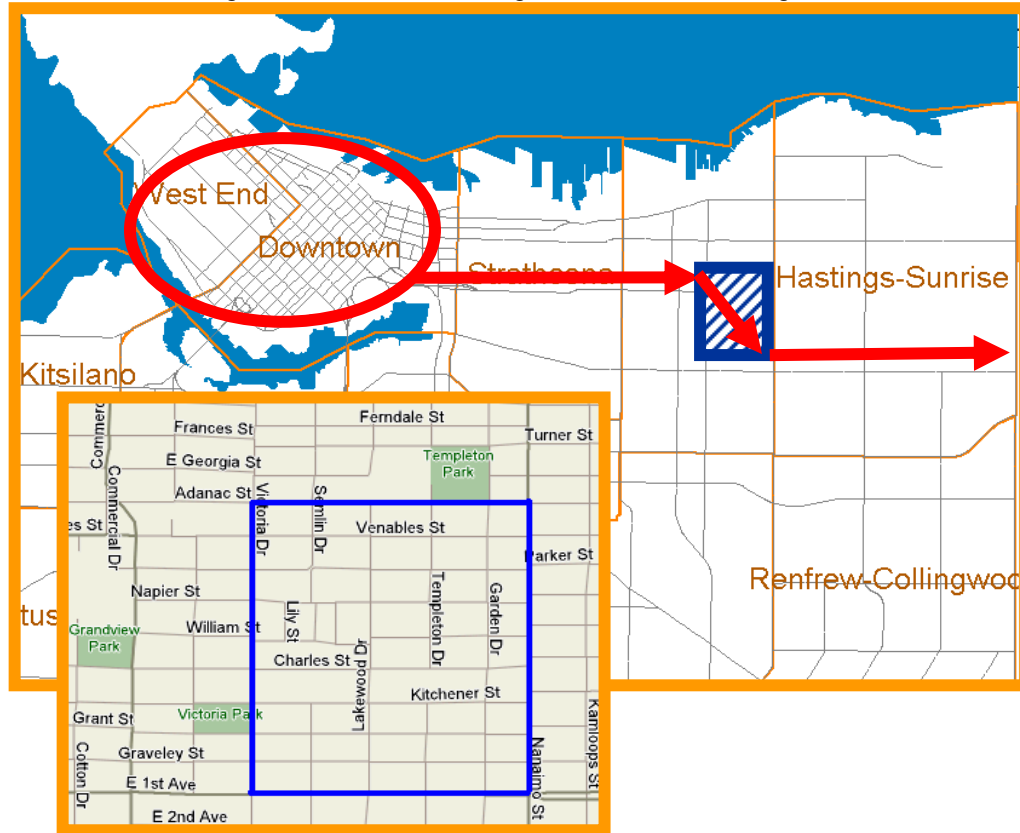
The first attempt to address the problem of traffic volumes in this neighbourhood was a traffic calming plan in 1988/1989, with a permanent installation that included diversionary traffic calming measures on Adanac Street, Venables Street, and Parker Street. A diverter that had been installed on Napier Street during the trial was removed in the permanent installation.

In the late 1990's, staff began to work again with the neighbourhood to address the short-cutting problem that was now focused on Napier Street, the closest street to Venables allowing east-west through traffic. Staff and residents recognized the potential for traffic diversion onto other streets in the neighbourhood and began looking at options which would not only address the traffic on Napier St, but also other short-cutting traffic and traffic that would be diverted off of Napier. Following several years of consultation, staff surveyed the neighbourhood about two separate traffic calming options in 2003 and 2004, neither of which achieved the 60% support that was required for staff to recommend installation of a trial. In a separate process in 2004, a diversionary traffic calming plan was successfully installed in the northern part of the neighbourhood (north of Adanac Street and Templeton School).

In 2005, Council instructed staff to continue to work with the residents to find a solution to the short-cutting traffic in the southern portion of the neighbourhood, starting with a plan that was less diversionary than the 2003/2004 plans (which had proposed two diversionary traffic calming measures per east-west street). Following further consultation with residents of the neighbourhood, a plan was finalized and the neighbourhood was surveyed, with a result of approximately 60% of the responses in support of installation of a trial traffic calming plan. Council approved the installation of the trial plan in 2006.



Figure 1: Traffic Routing and Traffic Calming Area



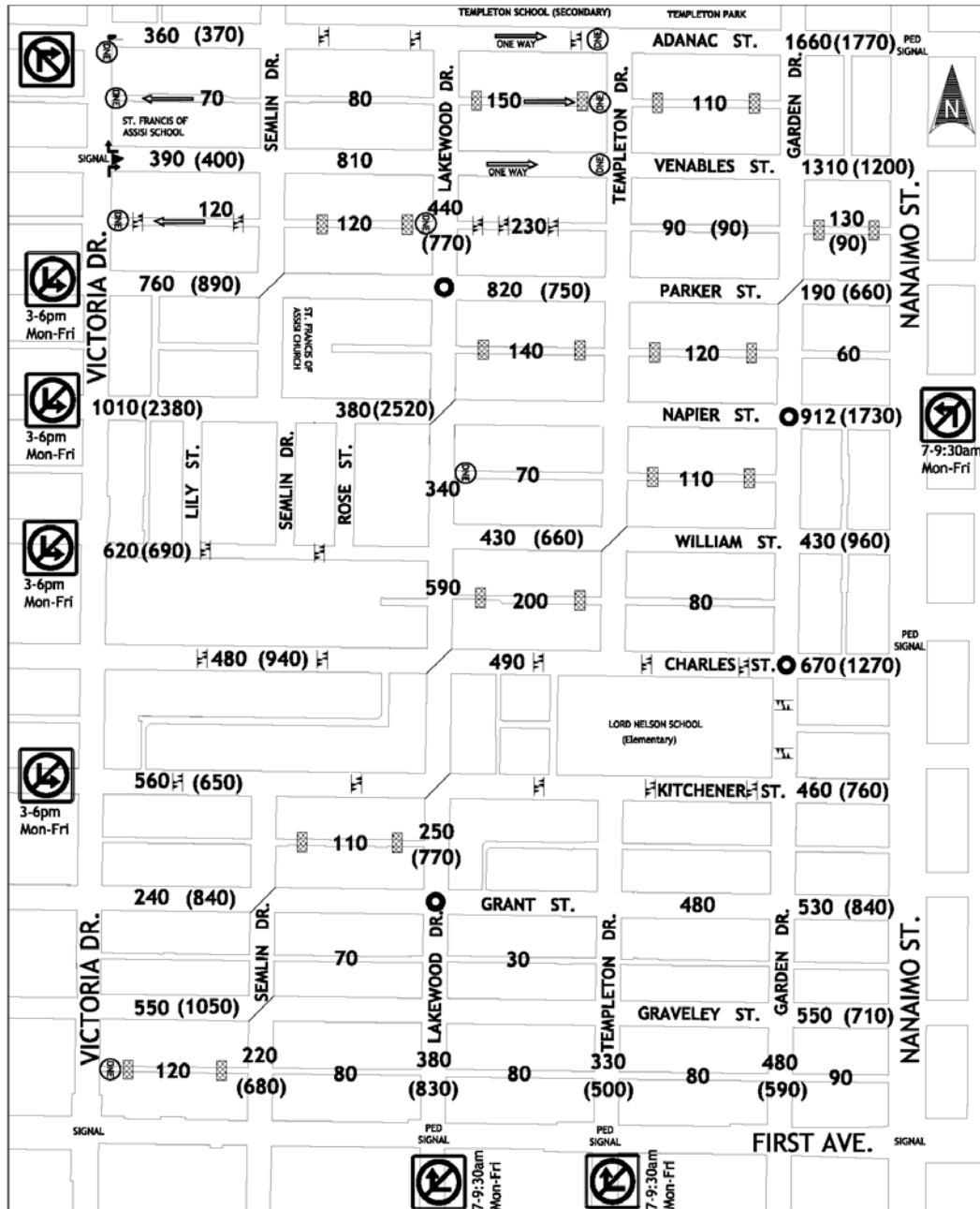
After the trial had been in place for several months, staff identified serious issues with some aspects of the trial, including the “bollard-circles”, which were constructed of bollards (steel posts) inserted into the pavement adjacent to traffic circles in order to prevent certain vehicle movements. The main concern was that drivers were circumventing the devices, which was causing additional conflicts with bicycles and pedestrians. There was also an increase in traffic volume on the Lakewood Drive bikeway and concerns of diverted traffic onto other streets in the neighbourhood. Following additional consultation with the neighbourhood, including a follow-up survey which had over 60% support from the neighbourhood, a modified trial was installed (see Appendix A).

Through a variety of programs, non-diversionary traffic calming measures have also been gradually added in this neighbourhood. These include several traffic circles, speed humps around Lord Nelson School, and curb bulges along Victoria Drive.

Appendix C: Traffic Volumes

# GRANDVIEW WOODLAND

## Neighbourhood Vehicle Volumes



**LEGEND**

Daily Vehicle Volumes:

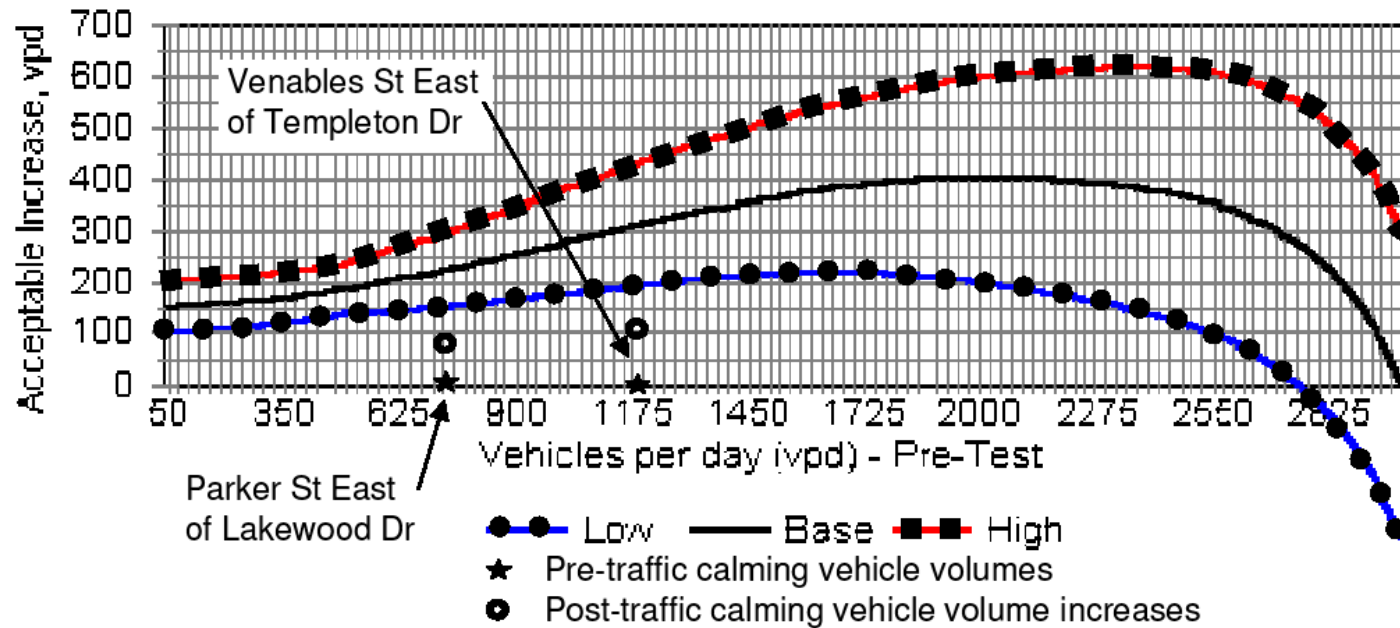
Vehicle Volumes Winter 2009 After Modified Trial — **375**

Vehicle Volumes Winter 2006 Pre-Trial — **(830)**

Appendix D: Acceptable Increases for Diversion onto Local Streets

# Acceptable Increases in Traffic Volume

on Non Project Streets



This Chart is based on the Portland Impact Threshold Curve for acceptable increases on local streets caused by traffic calming projects on adjacent streets. In the case of the Grandview Woodlands Traffic Calming Trial, 2100 Parker St and 2200 Venables fall well within the acceptable limits of increased traffic caused by a traffic calming plan.

## Appendix E: Letter and Survey Sent to Residents - May 2009



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

May 1, 2009

**Re: Grandview-Woodland Traffic Calming Trial Review**  
(Open House - May 11, 2009)

Dear Resident or Property Owner:

The attached survey seeks your opinion of the trial traffic calming project in your neighbourhood. If supported by the community and approved by City Council, the existing temporary traffic calming features would be replaced with permanent measures. The permanent measures would include landscaping and curb and would generally look similar to the measures installed to the north of Templeton School, such as at Georgia and Semlin. Some examples are shown on the back of this letter. The diverter at Parker and Semlin would also be rebuilt to current standards.

Please note that this survey must be returned to City Hall by **May 15, 2009**.

**OPEN HOUSE**

Staff will be available to answer any questions you may have about the plan or survey from 6:00 - 9:00 pm on **Monday May 11, 2009** at the Britannia Community Centre (1661 Napier Street) in the meeting room below the library.

**BACKGROUND**

Traffic in the area north of 1<sup>st</sup> Avenue, between Nanaimo and Victoria Drive, has been a concern to residents for many years. The primary concern heard from the community has been that the neighbourhood is used as a short-cut route between Downtown and easterly destinations. This is primarily due to the termination of Venables as an arterial street at Victoria, and there being a lack of viable arterial connections for the Venables traffic.

Over the years, several attempts have been made to address traffic issues in the neighbourhood, including: diversionary measures on Adanac, Venables, and Parker; curb bulges along Victoria Drive; traffic circles at many intersections in the neighbourhood; and speed humps around the schools.

In 2005/2006, the City led a process that resulted in a trial traffic calming plan being installed. Because of issues with some of the measures in the original trial, the trial was modified following an interim survey of community opinion.

**TRIAL RESULTS**

Traffic volumes were collected both before and after the trial. The results are shown on the attached map entitled "Trial Results Winter 2009". The Winter 2009 traffic counts were completed after the snow had melted from the storms of December and January to ensure that the weather would not influence the vehicle counts.

The counts show that approximately 30% fewer vehicles enter the community daily in Winter 2009 than in Winter 2006, before the trial started. There are approximately 13,400 vehicles per day entering the community now, compared with 19,900 in 2006. This reduction is based on the total volume of vehicles entering the community on any street from Victoria Drive, First Avenue or Nanaimo Street.

Volumes on many streets today are less than they were in 1988, prior to any traffic calming in the neighbourhood. The original high volume streets - Adanac and Venables - have seen volume reductions of 30% and 60% respectively since 1988.

There has also been a decrease in vehicle volumes on the Lakewood Bikeway at all recorded intersections in the community since 2006.

#### ISSUES DURING TRIAL

The main issue in this phase of the trial has been an increase in traffic volume on some lanes due to the diversionary traffic calming measures. City Staff have discussed this with residents throughout the process and are proposing the installation of speed humps in all lanes that have been measured as having lane volumes over 100 vehicles per day. While speed humps are not expected to significantly lower traffic volumes in lanes, they will control vehicle speeds. Residents of those blocks would receive an additional survey to confirm the desire for speed humps.

One of the other issues that the City has heard has involved illegal maneuvers and aggressive driving at some of the temporary diverters. The City has attempted to mitigate this during the trial with the installation of concrete barriers, however some infractions still occur. Permanent diverters are expected to prevent such maneuvers.

#### NEXT STEPS

If at least 60% of the surveys returned vote "yes" and City Council approves making the traffic calming permanent, detailed design would be completed and the measures installed, likely in the summer of 2010. The trial measures would be left in place until the permanent measures are installed. The photos below show the style of the proposed measures.



Semlin Dr and Georgia St



Semlin Dr and Turner St

#### RETURNING THE SURVEY

A copy of the existing plan showing vehicle volumes is attached. Please review these documents and feel free to bring any questions you may have to the Open House on **May 11, 2009**.

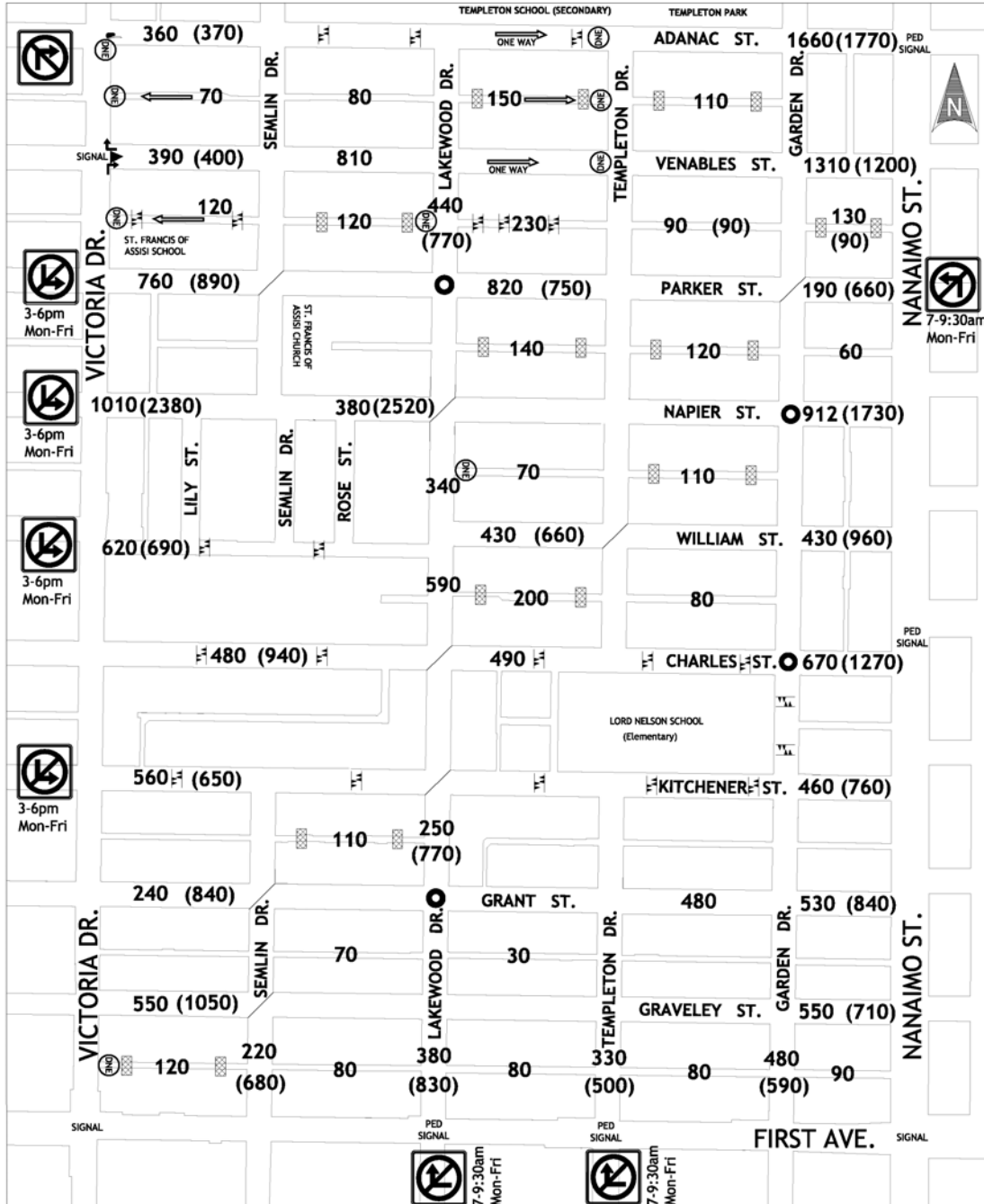
Please return this survey in the enclosed postage-paid envelope by **Friday, May 15, 2009**. Alternatively, you can fax the completed survey to 604-871-6192.

If you have any questions regarding the plan or the survey, please contact Paul Storer at 604-873-7693 or by email at [paul.storer@vancouver.ca](mailto:paul.storer@vancouver.ca).

Yours truly,

Paul Storer  
Projects Branch  
City of Vancouver

# GRANDVIEW WOODLAND Trial Results Winter 2009



**LEGEND**


Daily Traffic Volumes: Winter 2009 → 375 (830) ← Pre-Trial Winter 2006

Trial Traffic Calming Measures:

- Traffic Circles: ○
- Diagonal Diverters: /
- Speed Humps: T
- Do Not Enter Signs: (DNE)

Proposed Traffic Calming Measures:

- Lane Speed Humps: [ ] (subject to resident approval at a later date)

 <p><b>CITY OF VANCOUVER</b></p>	<p><b>Greenways &amp; Neighbourhood Transportation</b></p>	<p><b>Grandview-Woodland TRAFFIC CALMING SURVEY</b></p>
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Attn: Ross Kenny - 7<sup>th</sup> Floor

**Grandview-Woodland Traffic Calming Plan - FINAL SURVEY**

Please complete this questionnaire by checking the appropriate box. Return it in the postage-paid envelope provided, or fax it to 604-871-6192 by **May 15, 2009**. Only one survey per household, business, or institution will be accepted.

To validate this survey, please provide your name, address, and phone number. Individual responses will remain confidential (subject to FOIPPA regulations outlined on the reverse side of this form), however aggregated results and comments may be published. If you have any questions, please contact Paul Storer at (604) 873-7693 or by email at paul.storer@vancouver.ca.

Name: _____	Address: _____
Phone #: _____	Postal Code: _____

<p><b>1. Do you support making the current trial traffic calming measures in your neighbourhood permanent?</b></p> <ul style="list-style-type: none"> <li>• Please see the attached letter and map for details on the results of the traffic calming trial and about proposed permanent measures</li> <li>• If the traffic calming trial is approved, residents of individual blocks will be surveyed regarding the proposed lane speed humps identified on the attached map. The separate survey would determine whether or not speed humps would be installed on the individual lanes.</li> </ul>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>
<p><b>2. Please check if you would like to be notified when this issue goes before Council.</b> <input type="checkbox"/></p>	

City of Vancouver, Engineering Services  
City Hall  
453 West 12th Avenue  
Vancouver, British Columbia V5Y 1V4 Canada  
tel: 604.873.7323 fax: 604.873.7200  
website: vancouver.ca/engsvos/



## Appendix F: Survey Comments

**Residents in favour of making the calming permanent**

<b>Resident</b>	<b>Comments</b>
1	Please ensure the traffic calming will have green spaces included in them.
2	With the proviso that complete maintenance of the garden spots is set-up. Some of the existing ones are looking very tatty. Good luck!
3	Great work, I feel like my tax dollars are doing good work for my community. Thank you!
4	The neighbourhood is much nicer and safer for children and pets. I have not noticed any problems.
5	1. Less heavy load truck running. 2. More public bus transport to Nanaimo SkyTrain Station.
6	I agree with measures to reduce traffic in the neighbourhood. It creates a healthier, quieter and more livable environment, increases safety for children, pedestrians and cyclists.
7	Obviously very effective! I am still concerned about the stretch of Adanac between Nanaimo & Templeton - when all the students are being dropped off in the morning it is very dangerous for bicycle commuters.
8	We moved to this neighbourhood in summer 2008, in part because we liked the traffic calming measures that are in place. We especially appreciate this because we have young children. We strongly support making these measures permanent throughout the neighbourhood!
9	The only comment I have - I do not drive - when advising people who are coming to visit me or when I directing a taxi I do not know the routes to advise. Possibly a clear sign or two might assist drivers to make their way. At this time the lane behind the house where I live has a sign banning drivers who do not live on the street from use of the lane. This is not enforced and the lane is used by drivers not living on the street.
10	Yes with small adjustments: Please see attached diagrams of concern. Main issue is that at Adanac & Templeton where we have lived for over 20 years, we feel trapped! Trying to move toward work and other requires access to the Georgia Viaduct. We are required to drive MANY extra blocks to get out and when we use taxis we are charged several dollars to go around all the diverters (Yes we walk & use bikes too) We support the plans in general but request removal on one way for one block - Templeton to Lakewood, either the alley between Adanac & Venables, or on Venables. Additional comments: 1. You have spent all this money on diverters and we still have no CURBS on Templeton. 2. Stop Signs to Bike Path: Because we are the corner house we see many near miss collisions with bicyclists (east-west) and teenagers crossing to the school & pool (north-south); 3 way stop signs should be added!! 3. Map: Problem - most maps people have or buy still show Venables as a through street to Nanaimo. And, 4 - Flashing left advance green needed at Victoria & 1st - Example - Saturday afternoon - traffic is allowed one lane - I am not turning but can get trapped as far back as Napier. Parked cars need second lane.
11	Pleased with reduction of traffic volume. Would like existing bumps to be modified (more bumpy) for the current ones are not bumpy enough to slow down many drivers. Thank you.



12	Overall I am very happy with the reduced number of cars! However, I am very unhappy with the huge line-ups on Victoria Drive! From my 1900 block of Charles, my most efficient (direct) route out is onto Victoria, but the huge back-ups make it way too time consuming! It has taken me 20 minutes to get from Charles to 1st Ave!! We need a turning light at 1st Ave!!!
13	Our cars were hit 3 times during 2007 by commuters, but not hit at all since traffic calming came in.
14	I am pleased with both the process and results. I attended most meetings, and appreciate the work your staff has put into making the proper measures to reduce volumes.
15	One concern I have is that now traffic is often backed up on Victoria Drive. Traffic going to 1st Ave is often lined up all the way to Charles Street (heading south). This seems like the final piece of the puzzle - Victoria Drive should not have to accommodate this much traffic.
16	Thank you for doing the trial. The street feels much safer, and friendlier to pedestrians. We have not experienced any inconvenience whatsoever; in fact, it has improved the "neighbourhood feel".
17	Yes with this qualification: I want the City to make a commitment to ensure that snow is removed from the streets that I use to access my home. I live on the 2000 block of Charles Street - a fairly steep hill. In order to gain access to my home during the snowy winter months I now have to take the route that leads west from Nanaimo onto Napier. There was no snow removal either on this route or the more direct one, east along Charles from Victoria. This situation needs to be remedied.
18	Concern about traffic in back alleys increasing.
19	Yes with reservations: This vote should have allowed residents to vote on which traffic calming measures worked best for us and not be limited to only the recent measures (which were diversionary). These latest diversionary measures brought major safety concerns, eg intersections with no stop signs and no reason for cars to slow down and look both ways - a real danger for walkers and bikers. Diversion threw traffic in places where it could not be easily controlled (such as the back lanes). Our back lane is no longer safe; 200 cars a day going down our lane in NOT acceptable. We may have 30% less cars but the same cars are traveling farther and longer in our neighbourhood as they circle around and around. Non diversionary measures such as traffic circles and speed humps are great - they slow traffic down and make our area less desirable as a short cut. At the same time, safety conditions on the streets are improved.
20	There's been a significant increase of traffic in the lane between Charles Street and William Street from Lakewood to Templeton. Many speed through this neighbourhood gathering place where neighbours talk and children play and pets wander.
21	I have definitely seen cars driving up on the curb to get around barriers at Charles & Lakewood. It would be good to have a police presence near schools & in lanes on occasion. While there will always be infractions, this neighbourhood is much quieter than surrounding areas without such measures.
22	We think it's brilliant and support it 100% to help keep our streets safer - Good job! Keep it up -
23	Thank you for your efforts! Great plan that has had a noticeable difference on rush hour through traffic. When Victoria Dr. & 1st backs up at 4-6 pm weekdays and 2-6 pm weekends there is still cars that speed through alleys and along Grant as they are frustrated at the backup. I would still like to see reduced volume and access to Victoria Drive; like the diversion at Clarke & Venables Diverter at Venables & Commercial and one diverter between 1st & Hastings so there's no through street in a residential area for commuter traffic
24	The addition of "speed humps" in the south lane of 1900 and 2000 block of Grant, 1900 and 2000 block (north lane) Graveley would be a welcome addition to traffic calming measures. Is it possible to have these included in permanent traffic calming features?

25	The back lane behind our home is used as an alternate route from busy Victoria Drive. During am/pm rush hours cars, trucks, SUV's are seen absolutely racing at speeds of 60-80 km through our back lane. We have repeatedly (our neighbours have) tried to force drivers to slow down by posting signs and laying car tires (filled with large rocks) on the sides of the lane forcing cars to slow down. These tires impede my ability to park my car in my own garage. I can't pass the tire/back up and have space to reverse and park in my garage so often I have to get out and move the tire, park my car, and move the heavy tire back all in high heels and my suit!! Last week I tried to exit the lane but an SUV was there (7am traffic). I drove my MGB collector car - a gift from my husband - over one of these tires, causing damage & stress to both drivers. Please install speed bumps! It will take a few months before drivers figure out our lane is not the best alternate route at 60-80 km/hour. Small kids, old ladies passing here - it's scary.
26	Speed bumps required in lane between Grant & Graveley (2000 block) to slow down commuter/delivery people using lanes to avoid traffic calming attempts. These lanes should be local access only.
27	Well done! Can't wait for the better looking permanent infrastructure.
28	Calming worked great - ideally the permanent structures will be more attractive - flowers, shrubs, etc.
29	Keep up the good work!
30	Traffic speeds still high on our section of Grant Street. Recommend installation of speed bumps. New traffic calming measures do appear to result in reduced volume.
31	Traffic has been considerably reduced on my block of Grant St since modifications to original plan were made to prevent right turns on to Lakewood at Kitchener and Charles. I was not happy with the plan until these changes were made.
32	The recent measures/adaptations taken at intersection of Kitchener and Lakewood make this plan acceptable to me on the 2100 block Grant. Before this revision of the plan my block, the 2200 and 2300 blocks of Grant were a "highway" and that is no exaggeration.
33	Your so-called traffic calming does not reduce traffic it just makes it go from one street to another in a round about way.
34	Request speed humps on Grant between Lakewood and Templeton. Dramatic improvement since Jan '09, after Kitchener/Lakewood diagonal diverter installation (with regard to traffic volume on Grant St)
35	I still think you should put speed bumps on Grant Street between Lakewood and Garden.
36	I support it 100%. Thanks for all of the hard work.
37	We're really happy to see reduced traffic in the neighbourhood. Thank you!
38	I am greatly in favour of traffic calming, but I do not think much of all the traffic diverting that exists in our neighbourhood. In order to save our neighbourhood from short-cutting commuters, we've made it impossible for residents to "get there from here". I would much prefer small roundabouts at the selected intersections than being diverted off in another direction - causing me to prowl the streets looking for an alternate route.
39	We need a traffic calming measure on Grant at Garden Street. A round-a-bout or speed bumps. I have lived in the 2300 bl of Grant between Nanaimo & Garden for over 13 years. I guess my perception of traffic volume differs from your numbers. I have seen an increase in traffic and speed on my block. I generally support the measures, they are great. I do want to see something that will slow down the traffic on our block. Thanks.
40	Basically I agree and support the design, however, my area needs to be looked at a bit more closely. The traffic flow around 2300 block of Grant and Graveley has not gone down significantly. Many drivers cut through our block to avoid Nanaimo and 1st intersection. Perhaps a round about at Graveley, Grant, and Garden. Or 4 way stops; both would cut down on speed and reckless driving I observe each day at rush hour.

41	We are voting yes because the data collection results, surprisingly, showed a decrease of traffic past our house. However, the 530 vehicles that do use our street travel too fast, many fail to make a full stop at the light and many drive very aggressively. Therefore, we would propose a roundabout at Garden and Grant to slow traffic down – thank you
42	I fully support the permanent application - only wish there was more for those people at (on) Garden between Nanaimo and Lakewood
43	The traffic calming measures on our street (1900 block Graveley) have been very effective and as a result the safety of all living here is our most valuable benefit. Prior to the calming measures our neighbourhood road was a speedway for impatient commuters trying to avoid 1st Ave. Thank you to all those involved that have worked hard for the benefit of all neighbours in the Grandview Woodlands area.
44	The traffic calming measures have made our neighbourhood safer. I hope they can be made permanent, and in a way that the aggressive/unsafe driving can be eliminated. We live at the NE corner of Semlin and Graveley, and there are drivers who cut across the boulevard & curb cut. Very dangerous.
45	We are recently moved into this fine area. Our observations and comments are listed below 1. Lane between 2000 blk Gravely and Grant needs speed bumps and tires and rocks removed please. 2. Lane 1900 blk between 1st and Graveley badly in need of repaving and speed bumps 3. Winter traffic trespassed city sidewalks on NE side: barrier needs to be extended (tree planted?) Otherwise great job!
46	Keep it - put in more, they are great.
47	I really have noticed the reduction in traffic on Graveley between Lakewood and Nanaimo. Maybe it's a coincidence but I've also noticed that over last 2 years far more kids play outside than they have over the last 7 years since I moved here, which I am really pleased about. Great job with the traffic calming. The slight inconvenience I have in driving to my house is well worth a quieter neighbourhood.
48	Definitely an improvement! Speed bumps in lanes off 1st Ave required due to all traffic that bypasses 1st Ave
49	The calming has been extremely positive. Reduced traffic and speeding cars on the street has allowed the residents to take back the neighbourhood.
50	This issue has divided our community. As I said at council meeting, it is the responsibility of the City to keep/make neighbourhoods livable. Regrettably many people are only concerned about themselves. You have done a great job so far. Traffic is only going to get worse. A special thank you to the City staff who have worked directly with our neighbours. Congratulations for reducing the volume of traffic in my neighbourhood.
51	Traffic from Nanaimo turns down our street to beat the light at 1st Avenue which to this day has not been addressed. What is wrong with a traffic circle @ Garden and Graveley? Certainly would avoid traffic, also the drivers do not stop at the stop sign. How many times does a person need to ask. The whole block will agree. Another thought, there are no sidewalks from Garden to Kitchener, school children, my grandson is one of them - walk on the road, Garden Drive. Maybe a circle at Graveley, Grant may slow traffic down. Please have a look
52	I'm relatively new to the neighbourhood but I appreciate the traffic calming as a parent of two small kids and a new home owner. Make it permanent please!
53	The only area to be adversely affected (traffic-wise) by these measures appears to be Venables, just west of Nanaimo; here there is a small increase in traffic. I hope that, should this trial become permanent, something will be done to mitigate this adverse outcome for the residents of that street.

54	I would also be in favour of a pedestrian light at Kitchener on Victoria. Traffic can get very busy at times and there are many kids going to and from Victoria Park
55	Re back lanes - criteria of 100 cars/day not appropriate indicator, lanes are now scary places; Kitchener & Charles back lane 1900 bl more cars including police, taxis, lane too small, speed inappropriate - need several speed bumps - like 4; speed bumps need to be higher and another could be in front of my house - or midway for 2 reasons - 1 current height does not deter bigger cars speed 2. cars speed up between 2 speed bumps; want the no left hand turn between 3-6 M-F back including lanes between Templeton to E 1st - including lanes
56	I like the measures taken. I like speed bumps and island diverters or segregators. Suggestions to further slow traffic - 1. Make it a one way street 2. Make parking more difficult. Too many cars are parked on the street 3. Charge fee for parking on street 4. Extend green area (strip) and narrow the street
57	The traffic humps on Kitchener between Victoria and Semlin do not sufficiently slow drivers. Their height should be increased if possible. Lane speed humps should be placed in the lane between Kitchener and Charles (between Victoria & Lakewood) as many non-resident cars use it to bypass other traffic calming measures
58	I find it extremely difficult to get home with all the diverters in the way. It also makes it harder for friends and family to reach our house. I think traffic circles and speed bumps are sufficient to slow and calm traffic in the area
59	Thank you for organizing the meeting for tonight. I can appreciate that a lot of work has gone into the various trials for our traffic calming You asked that I write my comments so that you can follow up My recommendations are as follows: 1. I agree with the speed bumps, and look forward to more in alley between Semlin and Lakewood, Grant and Kitchener. 2. As we discussed, the no left turn sign heading southbound on Victoria for those wanting to turn left on Kitchener was taken down by your staff before and should remain down, or residents from our area would not be able to enter our street. 3. Cars tend to be parked too closely to the southeast corner of Victoria at Kitchener, the southeast corner of Victoria at Grant, and the northwest corner of Grant at Semlin for traffic to clearly view oncoming traffic and pass oncoming traffic safely. You mentioned that these areas could be studied and perhaps some signs restricting corner parking could be installed. 4. I am disappointed that we have no suggestions for limiting the traffic or for allowing easier traffic flow heading southbound on Victoria approaching First. As I mentioned in our discussion, it is next to impossible to turn left onto Victoria from either Grant or Kitchener during rush hour, as traffic along Victoria is often backed up beyond William. If we cannot restrict parking on the west side of Victoria and add an advanced green left turn signal, I am suggesting that a count of the traffic heading southbound along Victoria be made and perhaps some other measures be taken to reroute that traffic so that only neighbourhood traffic is passing through.
60	1 Sufficient traffic calming would be achieved with the diagonal diverters being replace with traffic circles, along with some added speed humps. With the current diverters, if I make 1 wrong turn getting home, I get lost in my own neighbourhood. Also, if there is a personal emergency, ie heart attack, the diverters are a danger.
61	The numbers shown on the study are not entirely accurate for the current traffic on Kitchener, because the No Left signs have been removed from Kitchener. I strongly suggest installing a bulge at the intersection of Semlin and Kitchener. Currently, overflow traffic from Victoria to Grant to Kitchener speeds around the corner at Semlin. Someone will get hurt if it is not addressed

62	I feel all the traffic calming measures that have been done already totally ruin the neighbourhood!! For example: if I'm trying to get home and I'm driving along Nanaimo...it is virtually A MAZE to try to drive and park in front of my house...totally ridiculous!! 2nd example: And to park in front of my house, I have to drive up Kitchener from Victoria and do a very tight U turn to get my car facing downhill (west) and park on my side of the street. A VERY BIG CONCERN!! For any type of emergency it must be very difficult and frustrating for Police and PARAMEDICS and FIRETRUCKS!!
63	We wholeheartedly support Grandview-Woodland traffic calming and look forward to the mitigation of speeding traffic in our lane (2000 bl Kitchener, between Kitchener and Grant streets.
64	We are fairly inconvenienced by the calming measures but understand the necessity for having less cars cutting through our neighbourhood. Our lane has become a speedway and hopefully with speed humps will slow cars down (2000 bl Kitchener)
65	I support traffic calming to improve our neighbourhood. However, I live on Kitchener just west of Lakewood and I find the type of cement barrier across the corner of Lakewood and Kitchener detracts from our neighbourhood. In the type of barrier there is no indication of community nurturance such as a gardener tending of any kind. The unsightly appearance leads to an aesthetic and emotional disconnect within our community. Right away the cement blocks were graffitied. This apparent lack of respect and caring for our neighbourhood leads outsiders to disrespect our community as well. So, I support traffic calming measures to improve our neighbourhood and propose that the traffic calming measures be upgraded aesthetically to actually improve our neighbourhood and reflect the vibrant and caring community we are.
66	Please put a left turn on Victoria (southbound) at 1st Ave. The cars line up 3-4 blocks during afternoon rush hour, and some people do stupid things when they get impatient (eg drive on wrong side of the road and cut up an alley - all illegal, of course, but unless you put a cop there all the time, you might as well ease the congestion)
67	I think it has calmed down traffic tremendously, and thanks to the speed humps cars are driving much slower on Kitchener. One suggestion: since the diverter has been in place on Lakewood and Kitchener car drivers do not slow down when driving from Lakewood onto Kitchener - a big problem for pedestrians! and actually for opposite traffic flow. There should be a) a big No Parking close to the corner, and b) a Watch For Pedestrians sign. Also, parents should be encouraged to WALK their children to school - the No Idling and No Stopping signs at Lord Nelson are ignored by many parents. Thank you for all your efforts and work to make our area more people friendly!
68	My only misgiving is that fewer alternatives exist for avoiding blockages caused by snow and ice in winter. But my car was buried and unusable for 3 weeks anyhow! The calming has been effective, and makes conditions safer for children, cyclists, joggers, and motorists.
69	Thank you so much for your patience with our neighbourhood. I distinctly remember the increasing number of cars that sped down my street trying to circumvent the waiting time on Victoria. While I do think a better solution is to provide them with a fast simple way between the highway and downtown I am relieved to have the calming measures in place and hope that the majority of my neighbours agree.
70	Good job - well done.
71	Barriers should be changed to roundabouts. As they are now, it's VERY circuitous getting to our block at Kitchener (just before Nanaimo) if you're traveling from Victoria Drive and it's very easy to get stuck going around and around!

72	I am generally in support, but I have a few comments/concerns. A. I live at Lakewood & Venables, and people drive the wrong way down the one-way block of Venables all the time, often entering the Lakewood/Venables intersection at full speed because they don't have a stop sign! Would it be possible to install one of those devices that ruin your tires if you drive over them the wrong way? B. The diagonal diverters create an ambiguity regarding who has right of way between cyclists and drivers, eg. see diagram to left. Does the bike traveling north on Lakewood have right of way over the car about to turn south on Lakewood? If so there should perhaps be a yield sign or even a speed hump to slow down the cars. C. There might be less incentive for people to try to short-cut through our neighbourhood if Victoria was not such a parking lot. Might it improve traffic flow if there were tighter parking restrictions on the west side of Victoria, between First and Graveley? Thanks!
73	Please! Please! Please! Keep these measures. The street is now a pleasant place to walk, bike, and garden in front of. Without these measures it was a nightmare. What a relief it has been not to hear the constant traffic on Napier.
74	It seems to me that a huge problem is the 1st Ave and Victoria Drive intersection. Why is there not a left turn light there heading south on Victoria and turning left on to 1st Ave heading east?
75	Thanks for all the work
76	The more diversions the less cars, the better. Hopefully one day all the streets will be pedestrian and/or turned into parks with service access through lanes.
77	Wonderful! My children are much safer without speeding through traffic in the neighbourhood.
78	We're happy about the changes on our section of Lakewood - reduced traffic and slower. However, lane traffic has increased and speed needs to be addressed in the lane. It appears that speed humps are being proposed in the lane next to our house (between William and Charles @ Lakewood. which may help this problem.
79	1. Lane 1200 bl between Templeton & Lakewood mainly used by commuters to access. 2. William between Lakewood & Victoria both in my opinion are still very busy and need to be further calmed. Otherwise the plan is working well.
80	We are very happy with the way in which the latest measures have discouraged vehicles from turning around in the lane beside our house (on Lakewood between William & Charles)
81	The results do show, thankfully, that traffic calming has reduced the number of cars. The infractions are less with this next phase. All that remains are the laneways, especially between William & Charles, Lakewood and Templeton and Lakewood. Cars going up and down, too fast, not stopping at each end to be sure people, cyclists and cars aren't there. Please see to the laneways!
82	The traffic calming has had a fantastic effect on our street - since the most recent measures were put in place. We are at the corner of Lakewood and Charles and bicycle commute. We feel much safer on this stretch of the bike route. Traffic is much slower, more predictable and volume is way down. There had been a high percentage of illegal maneuvers which have now largely stopped. A friend was sitting in our front window and remarked how quiet our street was and how many pedestrians and bikes there were now. Two remaining concerns A. Too much traffic in lanes, and often these are the aggressive driver, not paying attention and in a hurry. Need signs education drivers not to cut through lanes and lots of speed bumps - not the gentle ones. B. A few drivers do not slow down and look for bikes when coming on to Lakewood at diverters, Need bike signs!
83	I like the traffic calming but the main issue I have is that the garbage/recycling trucks drive right over the yellow pylons. Mine (Charles & Lakewood) are regularly knocked over and not replaced. It seems ironic that City owned vehicles are damaging these traffic calming barriers. This needs to be addressed inter-departmentally
84	More speed bumps!

85	Excellent work by the Committee!
86	Thank you! The difference is noticeable.
87	It makes the neighbourhood a very pleasant place to walk, and increases the safety for all pupils attending St Francis, Templeton & Lord Nelson schools. It doesn't diminish traffic access to businesses fronting Nanaimo Street. I think a 30% reduction in auto traffic is significant, and speed bumps will further reduce speeding. With increased pressure once the Patullo Bridge is revamped, we need these measures firmly in place. What's not to like?
88	Fabulous job. We love it. Get it in in a hurry, preferably before the Olympics.
89	This has made a very noticeable difference in my neighbourhood. Much less traffic, much calmer. Much more enjoyable to walk in. Keep it please!
90	Congratulations on producing a very measured survey! Unbiased and loaded with past history and really covering a lot of the issues. Thanks
91	Yay! We love traffic calming trial!
92	It's great.
93	I heartily support this traffic calming plan. This part of the Grandview Woodland community has long needed a plan to reduce short-cutting commuter traffic. The plan reduces overall traffic by 33% and the burden of traffic in the neighbourhood is more equitably shared by all the streets. Our neighbourhood is now quieter, cleaner & more pleasant to live in.
94	Just to say thank you for your patience with this trial and all of its ups, downs, twists and turns. I can hardly wait to "green" the diverters if the plan passes.
95	Very happy with the revision - if there are concerns I would strongly encourage City staff to continue refining the model with the community. I hear positive feedback about this version
96	Staff are to be congratulated for a plan that gives mostly positive results. The main issue is the lanes. This plan is an extension of traffic calming to the entire neighbourhood not just Parker, Venables and Adanac. The new measures have been in for 3 years and going back would be depressing. Some people prefer non-diversionary measures. I appreciate this. But the process isn't simple here. If we were only to take-out the new diverters (that work) we would be left with something that didn't work. The diverter on Parker St had been causing a daily 1500 - 2000 car increase on my street since 1990. Its ironic that this traffic increase was never sanctioned. I hope this plan gets support. If it doesn't there is still work to be done.
97	The No Left turn at 7-930 on Parker should exist on Napier. Napier receives an incredible amount of morning community traffic that is both dangerous, noisy, and unwanted. Many of these drivers exceed 50km/hr and do not follow the stop signs. I have seen many near accidents with both high school and elementary school student pedestrians. These drivers are very close to injuring pedestrians on a daily basis.
98	I support this plan because the traffic does not come this way any more. But please do not put speed bumps in the alley back of the 2100 bl of Napier St - hardly any cars come down this alley any more. They would be a real nuisance. I would have to pump my car brakes all the time.
99	Please make it permanent. What happens if less than 60%? We need City to show leadership, not only respond. Thank you for your work, Paul.

100	Why is there only one Parker St. No Left Turn from Nanaimo into the neighbourhood in the morning? Still lots of cars weaving thru starting @ Napier & Nanaimo. It's mostly rush hour we're concerned about and not allowing traffic to turn left into the neighbourhood would negate the need for many of the traffic calming measures within the neighbourhood.
101	There seem to be less cars on Napier St but more in the alley where my kid plays.
102	We are delighted with the trial. The neighbourhood is safer and quieter. The lanes are the remaining issue and should at least be addressed by speed bumps to some extent. We sincerely hope that this latest trial is approved!!
103	Please finally get this process completed and barriers/signs in place.
104	I sincerely hope that it passes this time. I would also like to comment on the negative toll this insanely long process has had on the neighbourhood. I believe it is the City's duty to analyze a situation such as ours and implement the necessary traffic calming services. You did it north of here around the school on E Pender. I don't believe we have the necessary skills to do this efficiently and the time it has taken is beyond ridiculous.
105	Going southbound on Victoria, the left hand turn sign (no turning 3-6pm) should be changed. Residents should be able to turn onto Parker. It's become a safety issue when cars try to avoid the turn restriction by trying to cross Victoria to get to the other side of Parker. Thank you.
106	The final has significantly reduced traffic in our area. I do not know of any of our neighbours who are not satisfied with the trial.
107	Please notify me at work.
108	I fully support the traffic calming measures and am pleased to see a 30% reduction in the flow of traffic through the general neighbourhood as a result. A few comments through to improve: Parker St between Lakewood & Semlin has received slightly more traffic as a result of the measures, and it is now one of the only ways into the neighbourhood and speed of vehicles down that section seems to be higher. The "L" shaped bend along Semlin up Parker to the traffic circle has cars racing, driving aggressively and in some cases without courtesy. The traffic circle slows them down only slightly but driver usually rev up again. I think this has made this section more unsafe. I think that speed bumps are necessary to reduce the speed as I personally have nearly been hit a few times, have seen kids at play, and as many people park, frustrated drivers can become aggressive. The incline down Parker to Templeton also is a barrier to visually see ahead and I think another reason drivers speed. Please install speed bumps on Parker along this section. Parker has now not only received an increase in the amount of traffic but an increase of speeding in this section and this needs to be addressed. Additional comments: While the entire neighbourhood has seen a reduction of traffic, Parker St has seen an INCREASE in traffic, and an INCREASE in speed. This is absolutely unacceptable as Parker is now the only route for cars cutting between Nanaimo to Victoria and it has become a dangerous street. Parker needs to be blocked in the middle so that it cannot be used as a throughway between Nanaimo and Victoria. In effect no cars should be able to cross Lakewood. Cars on the east side should only be able to access Nanaimo and cars of the west side Victoria, then you can eliminate all the turning restrictions etc as this will 100% stop the commuting traffic. And speed limits on Parker or in the entire neighbourhood need to be dropped to 30km/hr. And speed bumps need to be placed to enforce this speed limit.
109	All sounds good. But please watch location of speed bumps. Please do not place bumps in front of access to garage doors.
110	My street (Parker) is now much more livable! Please LEAVE the traffic calming in place.



111	I believe we need to educate the public in general regarding traffic, and in particular cutting-through practices and its impact on a neighbourhood. It all takes time but I don't think there has been any unified approach by the separate regionally recognized neighbourhoods many with the same problems. The majority voted in the past against the "highway" connector to the downtown core. This leads on to the obvious, that the people don't want high volume vehicular traffic. Which leads to the only reasonable alternative "mass transit" The picture is a lot bigger than just the cars driving through our streets and lanes. Look at the stats - our kids or grandchildren will be dealing with an even larger volume regardless if we have this permanent or not.
112	30% reduction in very positive. Very few streets - in fact 2 - had an increase - unfortunately I live on one of them. There should be further monitoring of the traffic counts this year and consideration of other traffic calming measures to address the high counts.
113	The traffic measures have made a BIG difference to the improved quality of life in the neighbourhood. It feels safer to walk/cycle on the streets - and I am quite concerned about how bad it might become if these traffic measures are removed. Most/all residents have learned how to get around the neighbourhood in their cars - please do not remove these measures! Thanks for all your hard work on this, Paul.
114	You've done a good job. Thank you. One suggestion - make right turns from 1st Ave (westbound) onto Nanaimo and Victoria illegal during the am rush hour. This would keep cars on 1st Avenue until Clark Drive, and reduce traffic even more through our neighbourhood. Thank you.
115	We would like to see the no left turn sign removed from Napier and Victoria - or at the very least allow residents to turn. Currently residents in our neighbourhood are now driving through the neighbourhood west of Victoria and crossing two lanes of traffic to get home. Surely all the traffic calming is enough to dissuade commuters from turning left. Thanks.
116	We heartily endorse this implementation. We would love to see something significant done to deter vehicle drivers from going the wrong way down one-way streets: specifically the 2200 blocks of Adanac and Venables. This seems to have become quite bad since the most recent change to the trials.
117	All diverters should be circles. Drivers easily speed by diverters and we have witnessed too many accidents and near misses. <b>CIRCLES ARE SAFER. DIVERTERS ARE DANGEROUS!</b>
118	I still believe that diverters are not the answer, they should be replaced by roundabouts. The diverter on Semlin & Parker just doesn't work. People that drive by this diverter cut the corners there have been accidents and near misses along with vehicles driving over them all the time, as your department knows - they come out to replace damaged ones a lot.
119	It's so much better! There's been less cars on Napier and less speeding. Thank you.
120	Please make the traffic calming plan permanent. We would like to protect our safe, quiet neighbourhood for our families and children.
121	Overall it works well. However, I'd rather have Lakewood left unobstructed b/n 1st and Napier, for ease of returning home from the highway. I don't think that is where the excessive traffic was anyway. Also, there is another issue that is related and really needs to be addressed. There should be a "No Left Turn" sign for southbound traffic on Victoria at 1st. Very long backups develop and cause excess congestion and cause frustrated drivers to head into the neighbourhood (eg onto Graveley or Grant) looking for a way around.
122	Much improved traffic conditions since the temporary measures have been instituted. Safer conditions for toddlers and young children in the neighbourhood.

123	I don't particularly like this plan, although it's better than nothing. I would rather see a plan that prevents entry into the neighbourhood than one that prevents me from moving around within my neighbourhood. I am disappointed that my house lies on the most direct route to get from Victoria to Nanaimo (Parker, left on Semlin, right on Venables to Nanaimo). I have received two tickets for turning left onto Parker from Victoria between 3-6 pm, even though my address was 1-1/2 blocks from where I was pulled over. I would like to see exceptions given (tag in car window identifying us as residents of the traffic calmed area) to those of us who are just trying to get home via a safe, direct route.
124	The obstacle at Garden & Parker has made it too difficult to get to my house from Nanaimo. The neighbourhood is better with the traffic calming but this last one is not good.
125	Only supported if speed bumps go in back lanes - current one way signs do not work.
126	Please add round about at Lakewood and Venables
127	I preferred it before the last set of changes. Also please note that the survey is not clear at all on the result of a "No" vote.
128	Thanks to everyone for their good work!
129	I fully support making the trial permanent. However, the increase in traffic volumes on some lanes is concerning. In addition to (or instead of) simple lane speed humps the City should make the sidewalks continuous over the lane entry/exit points using a raised hump. Drivers should be cautioned to slowly enter traffic and pay attention to pedestrians/cyclists.
130	Things are OK on our street. Overall I think things are very good. I am concerned about the volume of traffic on my street and the speed in which traffic is still going through the neighbourhood. Thanks for all your work!
131	I am in support of the traffic calming even though I live on the edge of the neighbourhood in the survey. I think this is the right direction the city needs to be going on.
132	Like all measures except diagonal diverters.
133	Traffic calming works well except for the left turn lane from south bound Victoria to east bound 1st. The traffic will line up back to Charles or William from about 5 pm to 7 pm. This leads to unsafe crossings at Grant and Kitchener at those times. Maybe consider a left turn signal on Victoria & 1st.
134	I would like to see more speed bumps along the lower part of William (at Lily).
135	I really appreciate it - one thing I have noticed is how many taxis drive up and down the blocks of Williams St east of Victoria (1900-2000) - are they using "a rat run" through the alley between William and Charles @ Lakewood? I cannot believe there are that many cabs needed in 2 blocks. The cabs are usually empty, too.
136	Thanks to all that put in such hard work and patience over this long trial.
137	We want the changes to stay.
138	It reduces risk, especially for school children
139	The negative aspects of the traffic calming are that we now must drive towards a school zone and we have noticed a large increase in back-alley traffic behind our house. This is a cause for major concern as we have witnessed cars speeding (80+ km/hr I would guess) and there are several families with small children as well as many animals (cats). We feel that lane speed bumps are a must.
140	Our main concern with the calming measures was the increased traffic in our alley (btwn William & Napier). We would, therefore, support the installation of speed bumps to slow that traffic. Also, please consider installing a traffic circle at William and Garden. The streets are extremely wide at that intersection and a current "open invitation" to neighbourhood cross-cutters.

## Residents opposed to making the calming permanent

Resident	Comments
1	To the inventor of traffic calming, please have some pizza and after that take a good dose of laxative to clear your brain -
2	These measures have made it nearly impossible for me to access my house especially from 3-6 M_F. This is not a viable solution.
3	I strongly do not support this traffic calming project in my neighborhood.
4	Currently, it's already difficult getting home for people in this area. Now with your new traffic project it makes it impossible for people to get home! Please take a close look at this project before permanent measures are taken. As a member of this community, I most definitely do not support this traffic calming project in my area.
5	I do not support traffic calming plan. Restriction to turning into this street with threat of a ticket during busy traffic times make access into this neighbourhood a nightmare! It is a complete maze, half the people do not know how to get to certain addresses. Another issue - how in the world would a large fire truck (or snow vehicles) get into these areas in case of fire!! I do not support this!!
6	We have more traffic than ever, can't get out of our driveway at times. Pain in the ... to get anywhere in the neighbourhood without going the long way around. Motorists don't follow (or know) the rules of the roundabouts. They go down the one way streets because it's shorter to get to Hastings. To come home from Victoria is a nightmare. Wasting gas & making more pollution to get home.
7	If the diverters remain in place then 1st & Victoria intersection should have an advance left turn or a left turn lane. The traffic backs up from 1st north to Williams even on the weekend. Result: more idling vehicles. If this happens I would be in favour of the traffic calming.
8	I feel there should be concerns over money spent in redundant features of your calming plan. Why do you need speed bumps on virtual cul-de-sacs? Money spent on circles where you are sealed off traffic? Danger in creating 2 way traffic with only one way passage -- traffic circles? I suspect you will continue to propose this solution until it achieves 60% approval. How many votes? Finally why have you not imposed a left turn lane & signal at 1st & Victoria to relieve congestion? There seems to be no reluctance in imposing this solution!
9	Concerns for Emergency vehicles not being able to come in or access our street from Nanaimo. Our street is very narrow with parking on both sides since we do not have lanes in the back of Charles St. It is very inconvenient for us and visitors not being able to access our street directly from Nanaimo without coming up from Victoria Drive, or without giving very detailed instructions how to access our house from Nanaimo. We are OK w/speed bumps but not the diagonal diverters.
10	My son and friends find it extremely difficult to come to my house. They get frustrated.
11	Get rid of the diagonal diverters - it brings messiness to the neighbourhood with graffiti. Fire trucks cannot get thru. Lane speed bumps OK - Just keep the circles!
12	Everyone in the area has to go blocks out of their way just to get home. People driving through the alleys at unsafe speeds because its got no speed bumps. Emergency vehicles wasting precious and valuable time because they have no direct routes to their calls, tight turns for big trucks, and unfamiliar which route to take because of diversions.

13	This experiment was dangerous - the City was notified of dangerous driving in our alley and elsewhere and did not address it. At least one cat was killed in alley. I do not believe speed bumps (2) in our alley will improve things as cars use the opportunity to increase speed on approaching them, then slow, then speed again once over the bump. 200 cars/day for alleys is inappropriate with or w/o bumps.
14	It is too restrictive for emergency vehicles to access readily! The layout is too convoluted and actually becomes a hazard!
15	What an inconvenience to get around your own neighbourhood. Too much has been done. We need to cut back on these ridiculous diversionary measures. Traffic circles are sufficient; we don't need to feel trapped in a maze. I get lost driving around these streets nearby my house because of the abundant amounts of re-routing. Too much traffic is a problem but so is the current proposal to implement unnecessary road blocks and curbs etc...Please stop this paranoia and remove some structures.
16	I have always been opposed to traffic calming. 1. Emergency personnel often have a difficult time getting to people who need their help. I know some paramedics, so I know this to be true. 2. If parents want their children to play outside in safety, they should be with them to assure this. 3. In all the years I have lived in this area (in various locations) I have never noticed excessive traffic at any time of the day. 4. I have noticed and heard complaints from people about how difficult it is to navigate our area especially if you are visiting.
17	There is enough in this area now. And I don't agree with speed bumps in the lanes. And another excuse to raise our taxes.
18	The diagonal diverter on Garden and Park is such a nuisance. I think it would have made more sense to have alternate streets to one way ie Charles go one way east to west, then Williams go west to east and alternate to Hastings. As it is, heaven help you if you don't know the area and make a wrong turn. I think the roads should be put back to the way they were in 2006.
19	Take away all traffic turning circles! Take away all diverters! Install 4 way stop at ALL intersections. Place speed bumps where necessary. Take away all do not enter signs. Do not install any more crosswalk bulges! I am sick of all the inconvenience! Do it now!
20	We have been living in the area since 1969. We don't mind having the circles but NOT THE DIVERTERS. This year with the snow we were not able to go and bring food to my dad because of the snow and all the side streets were not cleaned and dangerous with the diverters to get through - also all my family live around there and we have to go in and out just to get from on street to another and people use the back lanes, which is more dangerous. Also a lot of dirt collects around the diverters, leaves, garbage, etc. Please remove the diverters - you can use traffic circles or speed humps. We have a lot of family living in the area and going to school with the diverters all over the place we have to go in and out of different streets going to Templeton School - we would take Lakewood to go, now we have to go in and out and waste more gas and get frustrated.
21	Having lived at the address on the reverse side for 52 years, I have never experienced such confusion regarding calming traffic in this area! Streets were made to handle traffic flow for accessibility to one's residence reasonably - however, measures installed these past few years have been eliminating these. Where is the intelligence and sensibility of some people? When moving to this area one has to realize 1st Ave has always been an eastward artery out of the city! The eyesore diverters cause more congestion and I have noticed more traffic on my block because drivers will always find a way around! I don't object to the circles which are more eye pleasing, as plants are put in. You will never solve this unless you take out the streets altogether! How sensible is that?! hope you will consider these comments seriously! PS I drive because of necessity, but I do so responsibly!
22	We agree on every traffic circle if they are well kept they look nice and at the same time they slow traffic. Diagonal diverters, no, no, no on the block that we live often the diverters traffic increased front and especially on our back lane. Don't tell me the contrary, I live here. Speed humps near park and school are OK

23	Heading west on Kitchener St don't like block at Lakewood. Should be able to turn right or left.
24	It's not working, there is more cars using fuel and pollution by going around in circles and also it is more difficult for local traffic to use streets.
25	Inconvenient for residents
26	It's very annoying and it's unfair for the people who live in the area.
27	We feel the trial has only increased traffic congestion; moved the big problem from other streets to Grant & Gravelly; that the measures have unevenly caused a burden to some of us who now have a worse problem than before; that an impending accident will happen as too many of us are focused to use lanes for access with little visibility to get out of the lane; inability to get from downtown (on so-called preferred route of 1st Ave to in front of our house - (no left on Victoria, no left on our lane)
28	We are saying no to this because every time we enter or leave our neighbourhood a lot of though or planning is involved - more so if the destination is very local. We live on the corner of Lakewood and _____ and have not noticed any significant decline in the traffic along Lakewood. If I have a need to visit Templeton School it takes an extra 5 mins to get there.
29	I think the traffic calming measures have been a complete failure. They are hideous looking (the diverters) and are always adorned with graffiti. They only divert traffic into the alleys. As the traffic will always find a way through the neighbourhood. These traffic measures were voted down 3 times by this neighbourhood but a small vocal minority kept bringing the issue back before the city. Traffic circles and speed bumps are all that is necessary to slow down traffic, the diverters are dangerous and unsightly.
30	I said no because I am not in favour of all, but I can see the value in some areas, ie Napier. I still believe at Garden and Gravelly they need a 4 way stop or a roundabout as I continue to encounter vehicles that do not account for pedestrians, I personally have had a couple of near misses and every other day watch them roll through without stopping.
31	We live in the first block east of Victoria on Kitchener. Because there is no left turn from 1st to Victoria (when travelling east, then north) it is impossible to get to our house without driving through someone else's neighbourhood
32	Speed humps & traffic circles have improved traffic (fewer speeding cars on Kitchener Street) and slower speeds at cross streets with traffic circles. However, diverters make it difficult for residents to get around and are unsightly (temporary & permanent) Stick to traffic circles & speed humps - this is enough
33	Measures to slow traffic, such as traffic circles & speed bumps, are helpful. Measures to divert traffic with barriers are very problematic. We live on the south side of the 2000 block of Kitchener & parking our car in front of the house means it faces east & uphill. In order to drive south or west we must turn our car around, driving in reverse to Semlin or doing a 3 point turn when there are many parked cars on the street - very difficult and at times dangerous. Any time there is snow it is even more difficult. Not being able to access 1st Avenue, either from Semlin or Lakewood means we must always turn left from Kitchener onto Victoira when traveling south or west. Sight lines here are frequently poor & in the afternoons, traffic is often heavy - very difficult!
34	I have lived in the neighbourhood for 53 years and this is the worst that I have ever seen the traffic in the neighbourhood. Please remove the diverters. Circles and speed humps are good. Please use more of these. People can still get thru the neighbourhood.
35	I would support lower speed limits for traffic calming - To Paul Storer, I bought & using a small car since May 1/09 - I don't agree with the barriers at the intersections. The roads were built to use. The answer in traffic calming is the speed limits. I like the roundabouts; also at an intersection with no roundabout, electronic traffic signals or stop signs, the general rule - the car to the driver's right has 1st move. Good luck. PS - the current speed limits are about right, with a 5 - 10 mph over the speed limit to satisfy fast drivers only - the solution to the problem is in drivers obeying the limits or enforcement by police

36	I have to say no just in relation to our street between Lakewood and Templeton. It was OK when Kitchener was blocked from going straight through (westward) at Lakewood. You could still turn left or right. Now it is blocked and diverted so you can only turn south. We have to backtrack several blocks to get downtown - extra gas and exhaust. We also have speed bumps which is good. Please at least return Kitchener at Lakewood so we can turn left or right
37	Terrible!! Those stupid diverters are a stupid idea. Please remove them!! Total inconvenience.
38	I like the traffic circles, NOT the diagonal diverters. Speed humps are also good and appear to slow traffic down.
39	Increased traffic on Venables & Adanac is unwelcome. There are still a number of major concerns: 1. The increase in traffic along Venables St 1310 (1200) - This indicates that traffic is being diverted TO Venables due to traffic calming measures. Traffic volumes ranging from 810 to 1310 vehicles/day on our side streets is just too high & obviously these drivers are commuters/through drivers. 2. The volume of 230 vehicles through the lane between Venables & Parker (2100 block) is too high - and again is a result of traffic calming measures. Add another DNE sign on east end of this lane, retain the DNE at the 2000 block and have the police monitor the area from time to time, to stop infractions.. It's great that you are proposing to put speed bumps in the lane (@2000 block Venables/Parker) but you must reduce through traffic on Venables. The installation of a right in / right out structure at Venables and Nanaimo would go a long way in solving the problem. Do it!
40	More needed. Too much traffic on Venables. Something more needs to be done to improve this. Speed bumps in the lane will help especially with the morning commuters.
41	Too much - crazy as it is!
42	Keep the speed bumps and roundabouts but please take out the steel pipes and the cement blocks that only allow cars to turn left. I live on Lakewood and in order to park in front of my house, I have to go to Victoria Drive, then to 1st Ave, then up to Nanaimo and then make another left to Charles Street and finally arrive home. This takes me twelve blocks out of my way.
43	Thanks for the chance to give feedback. Actually, this issue has been very much on my mind of late. The traffic plan as it is currently being implemented is something I strongly oppose - not because I want more traffic on our streets, of course, but because the measures implemented and proposed, instead of making life more peaceful, are having a detrimental effect on quality of life and safety while increasing pollution and stress in our neighbourhood. Sounds strange to be against traffic calming, but of course I'm not - no one would want more or worse traffic where he or she lives. However, calling something a traffic calming measure does to mean that it is truly calming/effective/the best alternative. In this case, the installation of barricades on more and more of our streets does not simply encourage people to drive more slowly and safely; instead, it is making life increasingly difficult for residents by making it stressful, problematic, and time-consuming to get to and from their homes. The time it takes for me to get to my house on Lily Street has quadrupled as I shuttle up and down blocked off streets struggling to get home - and burning gas all the way. Between three and six in the afternoon the Victoria route that these measures seem designed to force me onto forbids left turns, which makes it even more difficult to navigate home. Trying to figure out and remember which streets are blockaded also generates a great deal of stress and frustration for residents and is even more problematic for visitors - bad vibes and I suspect bad feng-shui as well. I also worry about emergency vehicle access as more routes are closed off, and wonder how such blockaded neighbourhoods would fare if fire, gas leak, toxic spill etc necessitated quick evacuation - with so many elderly and handicapped individuals in the area not everyone can bicycle to safety. I was and am a supporter of judiciously placed traffic circles to slow traffic in our residential neighbourhood and encourage speeders toward the major routes like East 1st, Victoria, Broadway etc. while creating beauty with their green plantings, and I would also like to see more enforcement of speed limits on streets like Napier. However, the

	complete blockading of our neighbourhood's streets is a huge mistake - it makes the entire area disintuitive and unfriendly to people who need to travel at least part of the time by car.
44	During the traffic calming trial I have found it difficult to travel in and out of my residential area due to diverters, traffic circles and no not enter signs causing me to travel several blocks out of my way. These extra blocks of travel accumulated over time, add unnecessary pollution and a traffic increase for other areas not to mention an additional cost in my gas expenses. Also, I have had to call an ambulance on a few occasions for an elderly parent and had concerns raised by the ambulance driver of difficulties getting to the house due to the diversions. This additional time taken to respond to emergencies due to the traffic calming devices in place could impact on the safety or health of residents. Please remove the traffic calming devices. Thank you.
45	There is more traffic on our street now because of the changes. You can't put dividers on every street. Actually I find them extremely frustrating. It is difficult to get to a main road - we end up driving through more of the neighbourhood than we need to -
46	I'm against this current trial traffic calming because the way this was planned it makes the residents to drive up and down or around several blocks, just to get to our home. I would be in favour of circles in every intersection and street speed bumps instead of diverters.
47	1. I still support improving Parker/Semlin diverter (existing) to current standers. 2. If calming measures are made permanent, please ensure they are aesthetically pleasing. Current trial is very ugly!
48	Traffic increase in our street and dangerous driving in the back alley between Parker and Venables.
49	I do not want traffic calming.
50	These changes have done nothing but worsened the traffic on our street - the 2100 block of Parker - while making it much more difficult to access our home by car. We have many more cars going by our house using the street and also have a lot of cars using the alley behind our house. This was noted over a year ago and your response was to put a diverter in at Parker and Garden that funnels a stream of traffic down our street.
51	1. Too many diverters ie.(i) along Lakewood Dr corridor (ii) remove diverter at Parker & Garden 2. Use roundabouts instead of diverters to slow traffic. We don't want west end type situation where we all will have to walk or bicycle to our houses
52	We bought on Parker in 1985 due largely to the quiet area and street. This carried on until 7 or so years ago when traffic calming measures were introduced. Since then the traffic on the 2100 block of Parker has increased considerably and with the latest change we have again experienced an increase (one of only 2 streets with saw an increase) on Parker and also the lane. We would like all changes since 2000 to be removed. A better use of tax dollars would be to put in left turn lane/signals at Victoria & First so traffic can get onto First.
53	The one we have is for the birds. You cannot come into Parker from Victoria Drive or Nanaimo. We should have one of them open to us. This house has been owned by our family since 1927. This is the worst it has ever been. The way it is makes more traffic on the lanes. Right now I am handicapped so it is inconvenient to me.
54	I am not opposed to the efforts and some of the measures taken to calm the traffic in my neighbourhood, ie, traffic circles, speed bumps, no left turns signage - but I am definitely opposed to the diverters. I feel we are only pushing the traffic into other neighbourhoods. The diverters don't calm the traffic, they actually frustrate the traffic/commuters including the residents that actually live here. The traffic in our alley has now increased because of the diverter @ the corner of my block. My neighbourhood has become a corn maze!

55	Am still concerned with serious egress problems during fire or earthquake incidents. Traffic circles made "smaller" by concrete diverters will impede flows the time is a factor. Church parking at St Francis (double parking, and overlapping corners is already a concern for large fire trucks... Emergency situations must be planned for and accommodated efficiently. Planning traffic seems more important than emergency planning. Please consider.
56	Lanes being used as streets is a major problem - since there were no "before" counts taken, your results do not address this key change in patterns. I'd suggest that for the next neighbourhood you inflict this process on, you track lane counts from the beginning so that you will have a true picture of how your barricades have altered patterns. No counts were taken for Rose Street either & since we are the only way around the Napier/William barrier for people driving along Lakewood, we have had a VERY large increase in traffic since that "calming" measure was implemented. This is not represented in your report.
57	We live at 900 block of Semlin Drive. When traveling southbound on Victoria past 3pm we are unable to turn onto our street. To get on to Semlin we have to go out of our way or try to cross Victoria eastbound which is very busy and dangerous (many vehicles park close to the curb/intersection blocking the view to oncoming traffic).
58	I cannot agree to this unless the diverters are changed to traffic circles - diverters force traffic into the middle of the road increasing likelihood of collision with oncoming traffic. Diverters DO NOT slow traffic which is the primary concern of traffic calming. We need a traffic circle at Semlin and Parker. The diverter will do nothing to save our children or pets that live in this area. Please reconsider the diverters. They are dangerous. Thank you.
59	Please return our streets to what they were prior to traffic calming. While you may believe you have decreased traffic drivers are more aggressive and our neighbourhood is not safe! We hate these changes and resent the CoV for having put us in jeopardy. This is no way to treat long standing tax payers of the neighbourhood!
60	Perhaps a lot of the traffic comes from residents trying to go up and down the streets trying to find their way home. When we have the terrible snow storm last winter it was very difficult to get out of the neighbourhood with so many streets blocked off and being forced to go up streets that are hills.
61	Most reduction of traffic stated in your commentary are likely south of our location. Venables 2000 block receives (still) a great influx of "school moms" dropping their kids off @ St. Francis of Assisi elementary. A lot of cut through traffic does still occur (there are regular with regard to, in particular, commercial vehicles. We are experiencing more often, emergency crews using this access as it is often the only direct route remaining. Speeding is still an issue, & so is the occasional wrong way driving by commercial drivers on 2100 block east Venables. Unfortunately egress to our residence is hampered. Also a downgrading at the alley was 2000 block Venables/Parker would be appropriate. Thanks.
62	Speed bumps in our lane are needed. We are unhappy with the increase in traffic in front of our house and in our lane. Too many people use our street and lane as a shortcut to get downtown. This is disrespectful to us. Venables is like a commuter street. It should not be a commuter street, It is a side street. Grandview should be quiet. Why should we be subjected to this kind of traffic. Please stop it.
63	Emphatically no.
64	This whole thing has made it impossible for people in their own neighbourhood to get to their own homes. They are using back lanes and side streets to get around. Put the one-way start to Commercial Dr. Check around Templeton St for speeding teenagers with no thought to other cars and people walking.
65	Our Street Started with 3rd highest volumes and due to "traffic calming" increased traffic volumes and is now #2 highest. Aside from other lane and one block, ours is the only street to suffer from the traffic calming.



66	This trial is 100% increase the traffic volume in front of our residence on Victoria. Increase 100% or more air pollution and increase huge amount of noise pollution and the traffic is non-stop all day and night. Drivers use Victoria like a highway. What do you mean calming in the area? It is wasting tax payer money and time to whatever reason in this calming process. Why your community not look into the big picture: huge amount of traffic volume increase on Victoria Dr. between Venables to 1st Ave. - no one wants car traffic on the street. Why should we?
67	I'm a resident of the 1900 block of William Street and definitely agree with the traffic calming objectives; however, I would like there to be an exception for local residents with regard to the no left turns hading south on Victoria between 3 to 6pm. Getting around this means I have to snake around the neighbourhood in order to change direction and head north on Victoria This increases traffic in other streets and leaves a larger carbon footprint! Perhaps we can get decals for our cars indicating that we are local residents and thereby exempt?
68	I am totally against diverters on intersections. I do support speed bumps, stop signs, roundabouts, and some one-way streets. I believe the current diverters do not 'calm' traffic - they INFURIATE drivers who then speed down lanes. I support slowing traffic not aggravating drivers.
69	The curb bulges, the concrete barriers, the DNE signs, etc. make driving hell - not just for residents but also for any visitors coming to our house. Yes, there are decreased vehicle volumes in our neighbourhood, but at a cost: it's a hassle for me to drive home to my own home. Hard to remember which streets are blocked off or inaccessible. Is there not a better, easier, smarter way to deal with the traffic volume increase??
70	I find that while less "outside" traffic may be using the area, the situation for residents is very frustrating. It's nearly impossible to reach many homes without wending your way around alleys and side streets...and I worry that more traffic is now going near Lord Nelson School. It's very frustrating and I worry that angry and aggressive drivers will cause more problems.
71	It is virtually impossible to get to the 2000 block of William St due to traffic calming measures. We cannot get to our house from the north, south, east or west w/o driving in circles and using alleys. I understand the need to divert commuters from the neighbourhood, however, homeowners need to be able to access their homes in a timely and somewhat direct manner.
72	No means no. We voted this down 3 times already. Quit wasting tax dollars on your Sim City project. If you need a gold star go back to kindergarten. You screwed us this last December in snow fight. All the easy streets with low grades are blocked and Lakewood is a disaster waiting to happen. Emergency vehicles play lost rat in maze with streets blocked.
73	"To every action there is an equal and opposite reaction". Every engineer, even traffic engineers, know this simplified sentence as Newton's Third Law of Motion. Restricting access and egress of non-residents means that access and egress of residents is also restricted. That is the equal and opposite reaction to this silly traffic restriction plan. Can anyone explain why I have to drive in increasing complex circles to get to and from my own home in my own neighbourhood? The traffic engineers and the pro-voters say we will have less pollution. That is unadulterated nonsense. Residents waste gas, drive in circles, or better yet, they simply defy the signs and make left turns from Victoria Dr. in order to avoid driving all the way to Nanaimo just to get home. Traffic bumps to be installed in lanes? Increased traffic on Rose and Lily streets? They are entirely predictable results of restricting traffic on Napier. "Traffic calming" is nonsense if you live in the neighbourhood: it means wasting gas and time. Postal delivery workers hate the barriers as do police, fire and ambulance. And therein lies a public safety issue: slowed access time

	<p>for emergency workers. Would someone be within their rights to sue the City should someone suffer a fatal incident due to slowed ambulance response time? So what is the purpose of the silly plan that has been escalating for a decade in spite of continued neighbourhood resistance? What I know is that visitors to my home are dismayed at the maze they have to run. And I also know that I can't drive my child in a straight line to daycare. Instead, it's right, right, two blocks east, 5 blocks south, 4 blocks west wasting time and das day after day. That is why I vote NO.</p>
74	<p>City Engineering people have lied to and mislead people for years at public meetings and by correspondence. For example, these surveys were supposed to happened after 6 months of trial but they never did. And even when a past survey voted "no", not gaining 60% vote, the City rammed it through anyway. This is another of those fake exercises. I guess it keeps City engineers secure in their jobs, constantly coming up with roadblocks to annoy the locals. Where do they live anyway? Around 1986 they made their first mistake by shutting Venables at Victoria and trying to channel all traffic to 1st or Hastings. That was a failure and the City has been trying to mitigate that failure since then by chopping up the neighbourhoods. Keeps City engineers busy cutting traffic flows by 30%!! Is that success? At what cost? The way the system is now, when I drive from downtown up Venables, when I get 3 blocks from my house (unfortunately I live in the exact center of this neighbourhood) I must drive to Hastings, up to Nanaimo, and then can enter my neighbourhood only at Parker or Napier - very narrow streets. The combination of road blocks, diverters, no left turn signs, etc. force me to drive an additional 20 blocks wasting a lot of gas and causing even more pollution, over an extra 10 minutes of driving. Good going City engineers! No wonder drivers are constantly breaking the law, making illegal turns, speeding up back alleys etc. This exercise has even created a group of protesters who are constantly knocking down signs and diverters and putting up graffiti - looks horrible! People in my block who are dependent on taxis and handi-darts are especially penalized. When I previously pointed this out at the "Neighbourhood We Site" my address was removed from the mailing list - why? I guess City engineers didn't like reading my tirades. This vote is a further farce because it will not affect a person living at 1st and Victoria or Nanaimo and Clark yet they have a vote to screw up access to my house because I have the misfortune to live in the center of the situation. This farcical exercise does prove that a small group of citizens (a 'band' of people living on Napier who complained about traffic on their street) can manipulate City Hall to get what they want even if the majority does not want it, and can cause endless traffic chaos over several blocks. If we had more stop signs and speed bumps all roadblocks, diverters, no-turn signs, etc could be eliminated and the same results likely achieved. I am extremely disappointed in the City's waste of resources and their cavalier attitude to the people who live in Grandview-Woodland.</p>
75	<p>Has there been any attempt made to factor in to your 30% reduction claim all the extra traffic that is caused by cars - both local and interlopers - having to circulate their way through the area's maze? Plus the fact all this circulating causes more pollution and extra driving time! And what has it cost locals having to spend more on their cars operating costs as well as wasted time spend getting to and from their destination. And just how many dollars have been spent to date by the City for this "calming" exercise when you factor in each and every cost? And has the cost been worth it just to lower traffic on some streets and simply shift it to others - as well as to make it more dangerous to drive in the area now?</p>
76	<p>Difficult to get around in the neighbourhood. Speed of cars is more concerning that volume. Traffic calming has bade living in the neighbourhood much less desirable.</p>
77	<p>We strongly oppose the traffic calming measures taken in our neighbourhood. We spend a far greater time driving around in our neighbourhood and taking routes which we would not normally take in attempting to access our own home! Couriers and delivery people park blocks away and walk because they are unable to access our block reasonably. I suggest measuring increases in speed of vehicles due to frustrated drivers as well as pollution levels from increased distance driven as a result of barriers. We live in the inner city. Cars are expected. Need to control speed not volume. This entire endeavour is a tremendous waste of taxpayers</p>

	dollars.
78	Speed bumps, traffic circles, signage and other measures that slow traffic down and make the streets more safe are great!. Diverting traffic is not working.
79	Traffic in the alley has increased greatly because of the traffic calming on the regular streets. There are lots of children playing in the alley.

### **Non-residents – St. Francis of Assisi School responses**

<b>Staff</b>	<b>Comments</b>
1	I am against the use of barriers to calm the traffic in the area. As a teacher of St Francis School on Venables, I have to go around the blocks to reach my school. This is environmentally unfriendly and uncalming to residents. Putting humps on roads can solve speeding!
2	I feel that the traffic calming in this neighbourhood is excessive. Some areas could be targeted, but in the present configuration, I find it very inconvenient and very confusing. I can't imagine what visitors to the area do to get to their destination!
3	Very difficult to get to home from either Nanaimo or Venables. I see many roadrunners driving down lanes, Really inconvenient and DOES NOT improve street safety. What WOULD improve street safety? Parking only allowed on one side of street.
4	During this trial period I found: harder to walk, cycle along Lakewood/Templeton to and from church and school. Driving is out of question. Dividers created more cars to drive along alleyways in excessive speed. Many times witnessing drivers entering one way street and drive against traffic! Those who choose to drive fast will do so no matter what (especially young drivers). Each corner with dividers and/or concrete circulars made cars come in closer contact with pedestrians and cyclists. It also made it harder for drivers to see them If people want to slow and detour traffic, I highly recommend: - speed bumps along steep hills and schools, & placing large letter 'Slow Down, Speed Limit' writing on the road as drivers enter this area.
5	Open all streets, but use speed humps to slow traffic, and roundabouts. (as they use all through Europe, and it works!) People cannot run a roundabout and kill other innocent drivers, cyclists, pedestrians, etc...but they can, and do run stop signs frequently (it has happened to me).
6	Road safety is now compromised: After getting lost, slowed down etc. drivers speed up and go the wrong way down lanes and streets and run stop signs. Unfortunately I witness many near misses on a daily basis. The new diverter at Parker and Garden is really bad for near misses. Improve 1st Ave and Hastings - put in left turn signals and the drivers will use those streets and not feel the need to cut through the area. However, those are streets and all should have access - streets are streets. Concerned about access to public buildings: Drivers, delivery people, can't get in to deliver.
7	I don't know how the traffic calming is calming to the residents. They just get so frustrated with their neighbourhood. Working in the neighbourhood and attending church in this area makes it difficult. Some of the blocks don't make sense, some have 2 cars meeting and who goes first? Being a parishioner for many years, I feel blocking ways of getting to the church is discriminating to Catholics and restricting them from getting to their place of worship. I still feel too much of tax payers' money is going into these calming areas, there

	must be some bias for the push. Other neighbourhoods don't have this. Not a good approach when the initial vote was no.
8	Residents are extremely upset at the negative effect of the 'traffic calming'. Working in this area and taking this route regularly makes it so difficult to get around. Cars can not successfully get around and not everyone in the world can walk to their jobs. I feel very sorry for all residents in this area because in case of emergency people are at risk. This problem will continue until someone gets hurt. We have other areas to spend tax payers' money rather than this 'waste of time' effort. My vote is No!
9	I grew up in Grandview Woodlands and now have to pass a maze of diverters to get thru to St Frances School where I work (secretary) I believe that these diverters have also caused our enrollment to decline over the years. This year when suddenly the new diverters were added parents found themselves with great anxiety as they circled the area till they found the only street to get to St Francis. Yes, the traffic needs to be calmed but the drivers are more enraged as they keep circling around the area to find their way out to the main streets. They are making illegal turns, going down Do Not Enter lanes, speeding, etc. I believe your diverters have cost us more anxiety and stress than actually made a positive reaction in the community.
10	Cyclists have freedom to move throughout the neighbourhood, however, they too do not follow the correct laws of traffic. They frequently avoid stop signs and move directly in front of moving vehicles (cars). Emergency vehicles cannot access certain streets at all - try moving west along Napier Street - if there is an emergency (heart attack) on the 2000 block, that person may not be reached readily from Nanaimo St. - minutes count in life threatening situations. Please consider the needs of the entire community - not just a few, the verbal minority.
11	I lived in this community for over 23 years on 2000 block Georgia. I walk to work at St Francis of Assisi School. I tried to stop the diverter on Georgia & Semlin, but failed. We have more traffic than ever! We cannot push people out of the area onto 1st Ave, Hastings or Victoria. It doesn't work! People have been driving illegally, and speed often. I've seen it while walking. When I do drive, it takes me 7 extra blocks to get home. How calming is that! - or "green" for that matter! I don't want to take Parker or Napier to get home, but I'm forced to lift the diverters. Let the traffic flow. They (cars)are only passing by, not staying in the neighbourhood. Keep your kids off the road! Some neighbours want an extended back yard - we live 5 min. from downtown. Go live in the burbs!
12	Everything but calming! These diverters are ridiculous! People are not able to get to their homes, school, church without having to drive through a maze of right turns and left turns and roundabouts. I understand the notion of noise and childrens' safety - but is this really working. People drive around frustrated and often not sure of where they are heading. Children should not be playing on the roadways and if they are (which I have not seen them doing) I believe they are in greater danger now than when there were less diverters. Noise! Well you live near the downtown core - why not try Pitt Meadows! These are roadways and we should be looking at a better transportation network for all rather than spending our money on making a few Grandview/Woodland people happy with creating a congested "park" where roadways have become their backyards!