



ADMINISTRATIVE REPORT

Report Date: September 21, 2010
Contact: Jerry Dobrovolny
Contact No.: 604.873.7331
RTS No.: 08749
VanRIMS No.: 08-2000-20
Meeting Date: October 7, 2010

TO: Standing Committee on City Services and Budgets
FROM: General Manager of Engineering Services
SUBJECT: Marpole West Traffic Calming

RECOMMENDATIONS

THAT the Marpole West Traffic Calming Plan be made permanent as detailed in this report at a cost not to exceed \$86,279. Funding to be sourced from the 2010 Streets Basic Capital Budget (Traffic Calming).

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 practice to implement diversionary traffic calming measures on a trial basis before making the measures permanent. Neighbourhood support of at least 60%, based on a survey, of affected residents is generally needed to recommend permanent installation.

In March 2005, Council approved the trial implementation of a traffic calming plan in the Marpole West neighbourhood.

SUMMARY

The Marpole West Traffic Calming trial was approved by Council in March 2005. This trial was a modification to temporary traffic calming measures that were installed in the neighbourhood in the spring of 1995. Currently there are four temporary traffic calming measures remaining in the neighbourhood. The traffic calming trial has now been evaluated and the neighbourhood has been surveyed for their support.

In a letter/survey distributed to the neighbourhood in June 2010, staff proposed to make two of the four measures permanent, to make one measure part of the North Arm Trail project and to review the final measure at a later date. Residents supported the proposal to make the trial measures permanent with an approval rate of 76% and a response rate of 27%. Based on these results, staff recommend that the supported measures be made permanent.

PURPOSE

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

BACKGROUND

The Marpole West neighbourhood is bounded by W 57th Avenue, Granville Street, W 70th Avenue / SW Marine Drive and the Arbutus Rail Corridor. Historically, this area has been identified as a shortcut route for motorists destined to and from SW Marine Drive and the Arthur Laing Bridge. Specifically, residents believe that much of the shortcutting traffic is generated by University of British Columbia students driving to school from communities to the south.

In 1995, residents asked the City for protection from an anticipated increase in short cutting traffic due to construction work on the Oak Street Bridge. In response, several temporary traffic calming devices were installed throughout the neighbourhood. A closure at Adera Street and W 57th Avenue and a diverter at Cornish Street and 70th Avenue addressed some of the vehicle volumes in the neighbourhood, but did not provide a complete solution. These original traffic calming measures are still present in temporary form today.

In 2004, City staff was made aware of persistent shortcutting and implemented a second temporary traffic calming plan. The trial was approved by Council in 2005 and implemented soon after. The traffic calming plan consisted of six traffic circles, one raised crosswalk, speed humps adjacent to the Vancouver Hebrew Academy and two additional traffic diversions. The non-diversionary traffic measures were installed permanently while the diversionary traffic measures were installed on a trial basis. For a map of the neighbourhood, see Appendix A.

DISCUSSION

Results

Since 2005 traffic volumes have decreased on some streets throughout the neighbourhood, see Appendix B for vehicle counts in the neighbourhood. It has been observed that the traffic volumes in the northern portion of the neighbourhood (north of W 64th Avenue) have decreased or remained the same. Traffic volumes on Angus Drive south of W 57th Avenue, adjacent to the shopping centre, have decreased during the trial. This block carries approximately 2300 vehicles per day which is acceptable for a local street, though would be considered a high volume local street.

Traffic volumes in the southern portion of the neighbourhood (south of W 64th Avenue) have stayed relatively stable. The diverter at Cornish Street and W 70th Avenue has decreased traffic volumes on Cornish Street (which was a higher volume street pre-trial). This decrease has been accompanied by a similar increase of traffic on the parallel block of Adera Street

and on W 68th Avenue east of Cornish Street. While overall volumes remained constant, the diverter has equalized traffic volumes on the three streets to acceptable daily volumes.

The historically high traffic volume streets of W 64th Avenue west of Adera Street and Adera Street south of W 64th Avenue, have not dramatically changed with the implementation of the traffic calming plan. This is likely due to the trip generating shopping centre at the southeast corner of the neighbourhood, which serves this neighbourhood and the surrounding community. Also, it is believed by many residents that difficult access to SW Marine Drive from the street network west of Granville Street is the cause of high volume traffic on these streets.

Between Granville Street and Macdonald Street, Angus Drive is the only north-south arterial street connecting to SW Marine Drive. It is believed by staff that by providing signalization at this intersection, resident concerns regarding shortcutting traffic in the Marpole West neighbourhood and on Arbutus Street could be alleviated. Staff will review the need for this signal and complete an outreach program with the community and, if supported, bring this signal forward as part of the annual signal program.

Neighbourhood Survey

In June 2010 staff surveyed the neighbourhood about whether or not to make the current trial permanent (see Appendix C for an example of the letter and the survey sent to residents). Approximately 76% of the responses were in favour of making the traffic calming permanent. Table 1 (below) shows details of the survey results.

Table 1: Survey Results

Area	Surveys Delivered	Responses	Response Percent	Responses in Favour	Percent in Favour
Marpole West	800	241	27%	162	76%

Survey Comments

The following are the most common concerns about the traffic calming plan that have been raised by residents through the June 2010 survey. A complete list of all comments received from the community is included in Appendix D.

- Increase in traffic on W 68th Avenue east of Cornish Street.** As a result of the diverter at Cornish Street and W 70th Avenue, vehicles travelling through the neighbourhood to Granville Street and SW Marine Drive now drive along W 68th Avenue instead of turning south down Cornish Street. In 2004, daily volumes on W 68th Avenue east of Cornish Street were approximately 600 vehicles. Following the installation of the diverter on Cornish Street, volumes increased to approximately 1100 vehicles per day. Although this is a significant increase in traffic volumes, 1100 vehicles is within the acceptable range for a local neighbourhood street.
- No change or even increases of vehicles on W 64th Avenue and Adera Street south of W 64th Avenue.** Historically vehicles have entered the neighbourhood from Angus Drive along W 64th Avenue and turned south on Adera Street. This has not changed significantly since the implementation of the trial traffic calming plan. Adera Street is the only north / south street in the southern portion of the neighbourhood and W 64th Avenue is the only east / west street crossing the Arbutus railway corridor and carries

the # 016 bus within the neighbourhood. Because of these road network restrictions there is little opportunity for diversionary traffic calming on these streets.

3. **Difficulty accessing homes.** The nature of diversionary traffic calming may make it less convenient to drive in and out of the neighbourhood. Specifically, concerns have been raised regarding the loss of access at Granville Street and W 59th Avenue, citing safety concerns about turning onto Granville Street in rush hour and then turning into the neighbourhood. 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.
4. **Driver behaviour.** Residents have commented on driver behaviour at the diverters, which includes aggressive driving caused by frustration due to the diverters and violation of the measures. The permanent measures have been designed to minimize violations. The diverter at Adera Street and W 64th Avenue is often commented on in regards to driver violations. The design of the temporary diverter will be reviewed to see if changes to decrease violations can be made.
5. **Emergency response.** Concerns have been raised from residents about the ability for emergency vehicles to access houses with the traffic calming plan in place. The diverters are designed to accommodate access by all emergency vehicles.
6. **High vehicle speeds.** Concerns have been raised about high speeds of vehicles along W 64th Avenue and Adera Street. The Cypress Bikeway runs along portions of these streets. Once the regulatory 30km/hr signage is installed along this portion of the bikeway, vehicle speeds along these streets can be measured and entered into our speed hump database. At this time they can be compared to streets throughout the city to determine whether they are priority locations for speed control devices. The portion of W 64th Avenue west of Adera Street is a bus route and cannot be calmed with speed control devices.

Recommended Changes (Next Steps)

Four temporary traffic diversionary measures exist throughout the neighbourhood. Details of the diversionary measures and staff's recommendations, based on the public response, for each are below.

Two measures are recommended to be made permanent:

1. Partial Closure at Adera Street and W 57th Avenue

This closure, which prevents southbound access to Adera Street, was installed temporarily in 1995 to help ease short cutting problems associated with Provincial construction on the Oak Street Bridge. Staff recommend installing this partial closure on a permanent basis. The new diverter will be bicycle permeable.

2. Right-in / Right-out Diverter at Cornish Street and W 70th Avenue / SW Marine Drive

This diverter was installed temporarily in 1995 and was redesigned in 2004 based on feedback from the community. Staff recommend installing this right-in / right-out diverter on a permanent basis. The new diverter will be bicycle permeable.

The other two measures are recommended to remain temporary until related changes to local streets are resolved:

3. Right-in / Right-out Diverter at Granville Street and W 59th Avenue

This diverter was installed temporarily in 2004 to mitigate short cutting from Park Drive. This diverter will be part of the new North Arm Trail Greenway which will be presented to Council in fall 2010. Any changes that are made to the existing diverter as part of the greenway project will be done on a temporary basis.

4. Right-in / All-out Diverter at Adera Street and W 64th Avenue

This diverter was installed temporarily in 2004 to mitigate short cutting on W 64th Avenue east of Adera Street. It is believed that the proposed traffic signal at Angus Drive and SW Marine Drive will have positive impacts on this neighbourhood and could result in making this diverter redundant. Staff recommend leaving this diverter temporary until after a signal can be constructed. Following this, staff will re-evaluate traffic in the neighbourhood and adjust, remove or construct this diverter as necessary.

FINANCIAL IMPLICATIONS

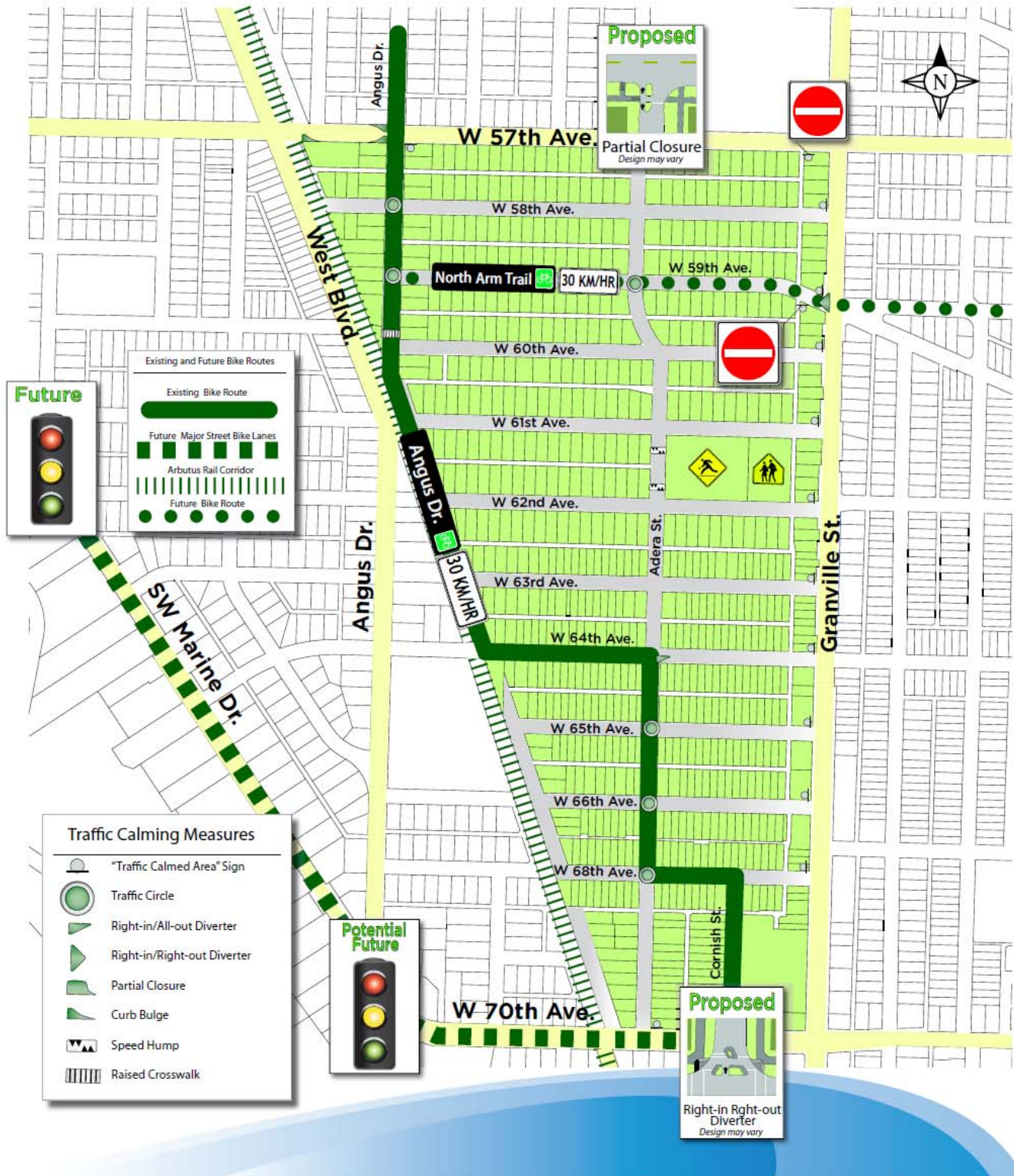
The estimated cost for the permanent installation of the Marpole West Traffic Calming Plan is \$86,279. It is proposed that this funding be allocated from the 2010 Streets Basic Capital Budget for Traffic Calming.

CONCLUSION

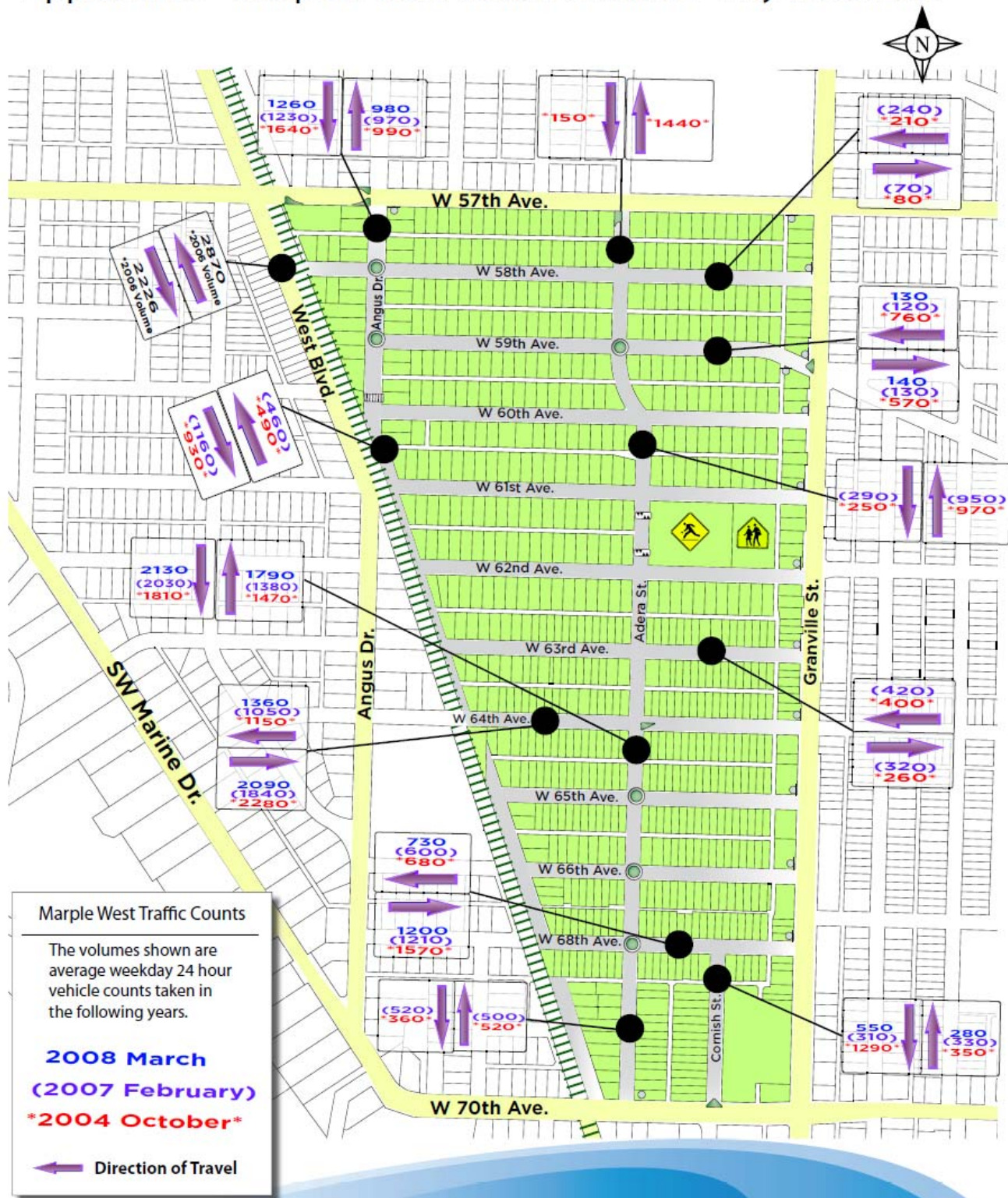
The majority of residents in the Marpole West neighbourhood support the installation of permanent Traffic Calming devices as outlined in this report. Therefore, staff are recommending completion of the Marpole West Traffic Calming Plan as detailed in this report.

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Appendix A - Marpole West Traffic Calming Plan



Appendix B - Marpole West Traffic Volumes - Key Locations



Appendix C: Neighbourhood Letter and Survey- June 2010



ENGINEERING SERVICES
Peter Judd, P.Eng., Acting General Manager

June 18, 2010

Re: Marpole West Traffic Calming Trial Review

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 measures would be made permanent. Permanent construction of traffic calming will include new concrete curbing and landscaping at the temporary locations. Please note that this survey must be returned to City Hall by **July 9, 2010**.

OPEN HOUSE

Staff will be available to answer any questions you may have about the plan or survey from 3:00pm - 7:00pm pm on **Thursday June 24, 2010** in the basement of St. Faiths Church located at 7284 Cypress St.

BACKGROUND

The Marpole West neighbourhood is bounded by West 57th Ave, Granville St, West 70th Ave / SW Marine Dr and the Arbutus Rail Line. Historically, this area has been identified as a short-cut route to and from South West Marine Drive and the Arthur Laing Bridge.

In 1995, residents asked the City for protection from an anticipated increase in short cutting traffic due to construction work on the Oak Street Bridge. In response, several temporary traffic calming devices were installed throughout the neighbourhood. The closure at Adera St and 57th Ave and the diverter at Cornish St and 70th Ave addressed some of the vehicle volumes in the neighbourhood, but did not provide a complete solution. These original traffic calming measures are still present in temporary form today.

In 2004, City staff were made aware of persistent short cutting and implemented a second temporary traffic calming plan that was approved by the neighbourhood. Four temporary measures from both plans still exist throughout the neighbourhood.

TRAFFIC CALMING RESULTS

Since 2004 traffic volumes have decreased on many streets throughout the neighbourhood. It has been observed that the traffic volumes along West 64th Ave and Adera St South of 64th have not significantly changed with the traffic calming plan. It is believed by many residents that difficult access to South West Marine Drive from the street network West of Granville Street is the cause of the continued short cutting through the neighbourhood. To address these concerns City Staff are proposing the installation of a traffic signal at the intersection of Angus Drive and South West Marine Drive. This proposed signal would help reduce traffic on local streets by providing better access to Marine Drive and keeping commuters on the arterial streets network.

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City Hall
453 West 12th Avenue
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To improve pedestrian and cyclist access across South West Marine Drive a pedestrian signal has been approved at the intersection of Arbutus Street and South West Marine Drive. To protect Arbutus as a neighbourhood street and to address safety concerns, a trial bike permeable median will be installed at Arbutus St and West 57th Ave in conjunction with the signal at SW Marine. Construction of both signals would occur in 2011.

THE SURVEY

The results of this survey will determine whether the temporary traffic calming measures in your neighbourhood are redesigned and constructed permanently. There are four (4) temporary traffic calming measures remaining in your community that we would like your input about.

1. Partial Closure at Adera St and West 57th Ave

This closure was installed temporarily in 1995 to help ease short cutting problems associated with Provincial construction on the Oak Street Bridge. If the neighbourhood vote "YES" this measure will be constructed permanently.

2. Right-in/ Right-out Diverter at Cornish St and West 70th Ave / SW Marine Dr

This closure was installed temporarily in 1995 and was redesigned in 2004 based on feedback from the community. If the neighbourhood votes "YES" this measure will be constructed permanently.

3. Right-in/ Right-out Diverter at Granville St and West 59th Ave

This diverter was installed temporarily in 2004 to ease short cutting from Park Drive. This diverter falls within the new North Arm Trail Greenway that will be constructed with new pedestrian and bicycle facilities in Fall 2010 to promote local recreation. Any changes that are made to the existing diverter will be done on a temporary basis with an opportunity for feedback.

4. Right-in/ All-out Diverter at Adera St and West 64th Ave

It is believed that the planned traffic signals on Arbutus and Angus at South West Marine will have positive impacts on the neighbourhood and could result in making this diverter redundant. Staff propose to leave this diverter temporary until after the new signals are constructed in 2011. At this time, Staff will re-evaluate traffic in the neighbourhood and determine whether this diverter is no longer required. If you vote "YES" the temporary diverter will remain until after the two traffic signals are constructed in 2011, after which staff will re-evaluate traffic patterns to determine if the measure is still required.

SUMMARY


If City Council approves making the traffic calming permanent, the closure at Adera St and West 57th Ave and the diverter at Cornish St and West 70th will be reconstructed, likely in the fall of 2010. The temporary diverter at Adera and W 64th will remain and will be re-evaluated following the installation of the new traffic signals along SW Marine.

If you have any questions regarding this letter, please contact me at ross.kenny@vancouver.ca or at 604-871-6967 or attend the open house on June 24, 2010.

Yours truly,



Ross Kenny, E.I.T.
Greenways and Neighbourhood Transportation
City of Vancouver

 CITY OF VANCOUVER	Greenways & Neighbourhood Transportation	Marpole West TRAFFIC CALMING SURVEY
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Attn: Ross Kenny - 6th Floor

Marpole West Traffic Calming Plan

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 **July 9, 2010**. Only one survey per household, business, or institution will be accepted. If you have any questions, please contact Ross Kenny at (604) 871-6967 or by email at ross.kenny@vancouver.ca.

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

<p>1. Do you support making the current trial traffic calming measures in your neighbourhood permanent?</p> <ul style="list-style-type: none"> Please see the attached letter for details on the traffic calming trial and the proposed permanent measures 	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>
<p>2. Please check if you would like to be notified when this issue goes before Council. <input type="checkbox"/></p>	

Please Place Any Additional Comments On the Back of the Survey.

Your comments are collected under the authority of the *Freedom of Information and Protection of Privacy Act (FOIPPA)* for the purpose of feedback on traffic calming in the Marpole West area. Your responses will be treated as public information, but any information that may be used to identify you will not be disclosed to the public, except in accordance with the FOIPPA or as required by law. Questions about how the FOIPPA applies to this information can be directed to the Manager, Corporate Information and Privacy, 453 W 12th Ave, Vancouver BC V5Y 1V4, (604) 873-7999.

City of Vancouver, Engineering Services
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COMMENTS?

Appendix D: Survey Results and Comments

Area	Surveys Delivered	Responses	Response Percent	Responses in Favour	Percent in Favour
Marpole West	800	241	27%	162	76%

Comments	
1	The barrier @ Adera & 57th makes no provisions for SB bicycle access. As this is a popular bicycle route (owing to the high volume of automobile traffic at angus), the present configuration presents a hazard, as SB bicycles are forced to use the NB vehicle lane on the South side of the intersection.
2	There should still be access to 59th southbound off Granville. It is too dangerous to turn left onto Granville from 57th-cross 3 lanes of traffic to turn right onto 58th. The traffic circle @ 59th & Angus should be removed it is too difficult to get around so the corner is cut. Perhaps speed bumps should be put on Angus instead.
3	Traffic has increased past my house since the diverter was installed at Adera and W64th. Eastbound traffic must turn on Adera & 64th resulting in the increase by my place. NOT all traffic respect these diverters, especially Adera & 57th, Adera & 64th, and Cornish & 70th. However, I do think these diverters have made a difference in most cars.
4	I am very disappointed that you chose not to include the map of the Marpole area with traffic counts from 2004, 2007, and 2008 as I had asked you to do at the June 8, 2010 meeting. You have it given all residents a full picture of traffic patterns in the neighbourhood-especially south of 64th on Adera. As I mentioned at the June 8 meeting, I would like to see a 4-way stop at the intersection of W64th & Adera, and/or curb bulges on Adera south of 64th to slow traffic down-for the safety of pedestrians and cyclists. Please contact me to let me know what happens with this intersection.
5	I would like to know the cost of installing one of those ridiculous roundabouts from the moment that some planner at the City hall identifies an intersection to be "calmed" and then some guys show up in a truck to map out the circle and more guys show up to install this roundabout. What is the cost of this versus- say a stop sign? As far as I'm concerned they are a giant waste of time and I certainly hope that emergency vehicles don't have to navigate those streets. As a Westside resident and a courier I am not impressed with any of these measures. What's next? A huge concrete structure in the middle of a busy street? Oh wait- you already did that at 41st & Angus.
6	I am very concerned that the intersection at 57th Ave & Angus Drive which is a high accident intersection does not have a crosswalk, crosswalk light or some type of traffic/pedestrian control. Angus Drive is a bike route as well & 57th & Angus has in the past had a fatality! When & how will this be addressed? Please advise!
7	Yes to 2 & 3, no to 1 & 4. Fifteen years ago Adera was closed to traffic traveling south at 57th. One of the negative results of this was that Angus Drive between 49th Ave. and 64th Ave. was more heavily-trafficked. It was used by commuters and trucks but also by people in the neighbourhood going to their houses and going down to Marpole. Many of these people would have used Adera, but could no longer due to the closure southbound. Traffic calming measures on both Angus and Adera have since been installed in the form of speed bumps and traffic islands. These measures though inconvenient for the neighbourhood have succeeded in calming traffic. We notice a significant increase in bicycle and walking traffic and a decrease in truck and commuter cars. We believe that Adera at 57th should be re-opened to 2-way traffic, and additional speed bumps/islands should be installed on Adera between 57th and 64th to discourage commuting and truck traffic, as noted on Angus, these measures work. They slow traffic enough to discourage it.

	<p>The same should happen on Adera, even though it is closer to Granville. Cars and trucks avoid islands and speed bumps if they can because they slow them down. Time is of the essence to commuters and they soon discover that the secondary and primary arterials are faster.</p> <p>We believe that neighbourhood traffic circulation is important and should be considered so that it is fair and equal to all in the community. Therefore we favour the same treatment for Adera as for Angus in traffic calming measures. Removal of the partial closure at 57th would address this.</p> <p>Similarly at 64th & Adera, we favour the removal of the partial diverter. Most people ignore it. The narrowness of the street causes traffic to calm naturally and it leads heading east to a stoplight at Granville. This ensures local traffic can get out to a main arterial expeditiously.</p> <p>We are pleased that traffic signals on Arbutus and Angus at SW Marine will be installed. They will only ease more of the traffic out of our neighbourhood, and certainly make access to Marine Drive a lot safer.</p> <p>Thank you for your consideration of these matters</p>
8	<p>Dear Sirs,</p> <p>I am taking the liberty of responding to both your mail outs in one letter as I consider the fact the both mail outs were within a few days of each other is a waste of taxpayers money in that they could have been combined into a single mailing at considerably less cost. I would also question the fact they were sent out at a time when the city budget is almost finalized and as a result will be unlikely to have any influence on what is planned for the coming year.</p> <p>I would also question the competence of the city staff that produces the Traffic Calming survey. Why are those living in the Marpole West (actually Shannon) area being asked to provide feedback on traffic calming in the Grandview-Woodland area?</p> <p>In the information sheet I am asked to consider four temporary traffic calming measures but in the enclosed questionnaire I have only one option to respond "yes" or "no" to all four. How do I vote if I favour three out of four options? Or has the questionnaire been designed to produce "yes" answer and justify the actions of the Traffic Calming staff.</p> <p>In the Greenway Plan I have difficulty seeing why when the City claims to be short on money and yet is suggesting the spending of fairly large sums of money on projects that are a little or no value to most citizens, such as introduction of public art along the greenway. At the same time I have difficulty seeing why unnecessary changes are being made to 59th when the Cypress bike route from 59th to 64th un the spring looks more like a ploughed field than a bike route. The occasional filling of the potholes does little to make it safer for riders that must use the center of the road to avoid damage to their bike.</p> <p>I could go on at some length but I think I have made my point and hopefully the City will return to maintaining existing roads rather than inventing ways of spending money on new questionable projects base on information received from poorly worded questionnaires.</p>
9	survey item #1 Y. #2 Y, #3 N. #4 N.
10	I don't think the right-out diverter at Granville & W59th is necessary to block us from leaving our neighbourhood. The most dangerous area is where there are parked cars surrounding angus & 57th and all the traffic is funneled into an area with poor visibility and high volume. Opening Adera and 57th would reduce volume at this dangerous 59th & angus corner as well.
11	<p>I am a property owner on Cornish Street, and I would like our community and our neighbours to know that I am voting a big, fat "NO" to calming measures that is being considered on the street I live on. It is funny to me that so-called "Neighbours" and "the community" are dictating what is being done on my street and directly affecting Cornish St property owners' lives. No turning left on Cornish St means all cars on Cornish have to make an illegal u-turn to get to 68th, or after the u-turn, cut across the Safeway parking lot to reach Granville St, then cut across two lanes of Granville traffic to reach the far left turning lane to get onto 70th going East. Cutting across the Safeway parking lot creates a potential for accidents. U-turns are dangerous and are a potential for accidents. No turning left onto 70th means diverting more traffic to 68th, which I am sure the property owners of 68th won't appreciate. The main concern here is the short cutting traffic during rush hours, which is 7am to 10 am and 3pm to 6pm, so why are the Cornish property owners being stopped from turning left for the other 18 hours?</p> <p>Some people do say that we don't want too much traffic on Cornish but other than rush hour, we don't have that much traffic!! Most people use Cornish for a short cut to avoid Granville St by going straight on Cornish through the traffic light past 70th and then merge onto Arthur Lang, but nobody is doing that anymore because of the 'no going straight' sign. Possible alternatives would be signs saying 'no turning left during rush hours 7am-10am and 3pm-6pm'; adding a green arrow to the existing traffic light, thus limiting the number of cars turning left during non-rush hours; installing speed bumps to slow down traffic; and definitely adding a sign saying 'no gong straight' through the traffic light past 70th. There will always be traffic on Cornish St, but with these alternative measures, traffic will be decreased, Cornish St property owners will not be inconvenienced, and dangerous conditions will be avoided. Please consider the voice of reason, not the voice of people that don't even live on Cornish!!</p>

12	Given the temporary traffic calming measures, I believe that people looking for short cuts or to bypass heavy traffic on Granville St southbound during rush hour use the current Cypress bike path routing. We live on the bike path (@ 61st & E Blvd) and witness many courier vehicles using the corridor from Angus to 57th through to E Blvd and 64th daily. Perhaps you can also look at traffic calming measures for this corridor in the future.
13	No further traffic calming measures please or it will be too convoluted getting in and out of my own house.
14	I am strongly opposed to the city making any further expenditure at this time regarding traffic calming in my residential area. The current devices are effective enough and are permanent in nature already. The proposed additions are a waste of money and will create significant Marine Drive traffic delays. Given the serious recession many of us are experiencing, the city has other more urgent matters that require the expenditure of our very hard earned tax dollars.
15	Fast traffic uses the lanes too, making the lanes a hazard for residents, the elderly and children.
16	I am in the 1500 block of W57th. If I want to get to my alley, where I have a garage, I either have to go through to 58th and turn rather than at 57th where there is a light-it is only a matter of time until I am tail ended. With the "no entry" at the alley just west of Granville and the diverter at Adera it is a long way to Angus where I can get to my alley, about nearly 3 blocks from my place. With the planned lights and the existing speed bumps on Adera little additional traffic would go along Adera if the closure at 57th were to be removed.
17	Notice a decrease in traffic on Adera as well as on Angus b/c of the roundabouts - feels safer for children on 59th - still notice a lot of drivers not obeying the diverter at Adera & 64th. Most vehicles do not turn left or right but go straight through on W64th to Granville St. - needs to be permanently blocked so drivers will obey it.
18	Yes to all. It is working.
19	Please set up a traffic light btw the junction 57th & Angus Dr. due to car accidents happened many times.
20	Decrease shortcutting, decrease big trucks, delivery trucks, increase safety. Please fix the big dips on west boulevard @ 45th Ave. and the pot holes on west boulevard between 57th Ave and 51st Ave. Thank you.
21	#1 - roundabouts on Adera not effective as area is too small, #2 one way no entry on 57th and Adera is frequently ignored, #3 four way stop at 57th & Blvd would be better with light, #4 would through light on Cornish @ 70th be a problem?
22	You are so concerned about bicycles then why can't something be done about cyclists stopping at STOP signs & obeying the street laws. On Adera they zip through without even bothering to slow down.
23	Most unfortunately there are still motorists who continue to ignore "no entry" sign at 57th & Adera; they know they are in the wrong as they do not make eye contact & speed through. Police presence at times would act as a financial deterrence to the errant motorists & add to the city's coffers. Adera should not be treated as a by-pass for Granville St & should remain a nice quiet street for the use of residents, so I sincerely hope that the partial closures become permanent. I am in favor of all the traffic calming measures.
24	As you are well aware, the Marpole West Traffic Plan has been implemented for over five years now. I am a resident within this traffic plan. I have given a chance for myself and neighbours to get accustomed to the new traffic alterations. I have contacted the City previously in 2006 as to when this traffic plan would be reassessed. I recall that when the original temporary measures were placed, it was to be reassessed in 2006. Over four years have now passed since the City was to reassess this situation. I was told in 2006 due to other City problems, the reassessment was delayed. A delay of an extra four years seems quite unreasonable. Unfortunately, I have found problems that affect the neighbourhood traffic greatly. The following problems have been observed ever since the implementation of the Marpole West traffic Plan: 1)- traffic frequently disobeys the traffic circles a. Car speed around the traffic circle without yielding to traffic that has reached the traffic circle first. b. cars cheat traffic circle by going left of the traffic circle rather than keeping right of the traffic circle. c. this has increased the risk of accidents relative to the previous method of a stop sign in a north-southbound direction vs. no stop sign in a east-westbound direction (or vice-versa). -the City has told me this traffic violation is a police matter. I have seen police monitor this traffic circle for one time a few months ago, but as of today traffic still frequently disobeys the traffic circles. 2) – during rush hour, no entry signs into alleys (e.g. southbound along the alley running just west on Granville at 59th) is frequently disobeyed 3) – traffic going eastbound on 59th towards Granville Street, disobeying the right-out diverter at the intersection of 59th & Granville Street 4) – more traffic disobey the no entry southbound on Adera Street (at 57th Ave) due to the traffic calming measures in this area

	<p>5) – during rush hour, residents are blocked from entering their own homes by car</p> <p>a. there is gridlock & bumper-to-bumper traffic southbound and northbound during rush hour on Granville St (between SW Marine Drive to 49th Ave)</p> <p>i. during rush hour no left turn is allowed westbound on 57th Ave from Granville Street northbound</p> <p>ii. extremely difficult to turn westbound from 58th, 60th, 61st, & 62nd due to bumper-to-bumper traffic that allows no opening for cars to turn westbound from Granville Street (when going northbound)</p> <p>iii. Even if one could go northbound on Granville Street, then eastbound on 56th Ave, then southbound on Cartier Street, then westbound on 57th Ave, one still could not enter the neighbourhood until southbound on Angus Drive</p> <p>iv. No entry westbound on to 59th Ave (at Granville St) has contributed to the above problems</p> <p>The traffic calming measures have caused residents a lack of easy access to their own homes during rush hour. In addition, general safety for pedestrians and cars has decreased due to disobeying traffic signs. I hope many of the traffic restrictions will be lifted and returned to its previous state.</p>
25	The right in/right out diverter @ Granville & 59th has made it more dangerous for us and many others to access our homes when driving West across Park Dr. If we turn right off Park Dr & attempt to cross 3 lanes of traffic in order to enter 58th, it can be death defying. If we continue north to 57th & turn left, we cannot turn left on Adera because of another barrier. Crossing Granville @ 59th (or Park Dr) has always been the safest exit for us from our neighbourhood.
26	Living on 58th Ave and not being able to turn into Adera & 57th makes things very inconvenient for us. We vote no for the permanent change here.
27	Permanent traffic lights are badly needed at 57th & arbutus. 2 schools, church, shopping centre & now the city is allowing condos to be built on top of the stores - more residents & traffic will result. The traffic north and south of 57th & arbutus & the traffic E & W is wild - rarely is the pedestrian crosswalk loaned on 57th & cypress. Try making a left hand turn from east blvd on to 57th- no one yields.
28	#1- No Adera & 57th - I opposed it in 1995 and continue to oppose it. We're ghetto-ized with inconvenient access to our garage & street. Useless people (motorists, Cyclist, motorcyclists) constantly disobey. #2- YES. How about a light -left going left on 70th? #3-Yes. Haven't seen infractions. #4 NO. Completely useless. I'm frequently at that intersection and have seen infractions every single time. Needs something else to keep 64th Ave. traffic from proceeding east despite diverter.
29	Implementation was done with a goal/plan defined by people who "think they know better" than the residents. Some of the calming elements are effective; others are just a pain in the butt for at least this resident. In conclusion, I object to the all or nothing approach of this survey & the plan in general. As regards the four temporary measures= 1. Kill it 2. No opinion 3. Kill it 4. No opinion.
30	Since the partial closure at Adera St & W57th Ave, we have noticed a number of problems. 1-our back lane's traffic has increased substantially, making it a hazard. We have children playing at the back lane and it makes the environment very dangerous, especially when the cars are driving at high speed 2- we still notice drivers violating the closure and somehow squeezing through the supposedly "one-way one-lane opening". Again, this violation could potentially result in accidents. 3- Recently 57th Ave west of Angus Drive has a construction site. There were occasions when 58th Ave and Angus Drive being blocked off. With the partial closure at Adera St & W57th Ave, it resulted in diverting the traffic to at least 59th Ave & Granville before we could arrive home. Overall, this partial closure has resulted in lots of potential hazards to other drivers & to neighbourhood and created lots of inconveniences for everyone! Please DO NOT make this partial closure a permanent measure!
31	I have lived at my current address in the neighbourhood for the past 26 years. Regarding right in/right out at Cornish and 70th and all out diverter at Adera and 64th, I have no issue. The partial closure at Adera and 57th and the right in/right out at Granville and 59th I have a grave concern about. I live on the north side of 58th between Adera and Angus. I approach from the east in rush hour and on a considerable number of days the southbound traffic backup along Granville extends to 59th or park and many times to 57th as well. The positioning of the traffic measures necessitates that I turn left (southbound) on Granville into the congestion and across oncoming traffic which I see as a hazard. In some cases I cannot turn and in the one block before I reach 58th make it into the curb lane to make my turn. I will not (or cannot) travel northbound on Granville as I cannot turn left on 59th at the light(calming measures) and must carry on to 58th where I face considerable risk crossing three lanes of oncoming traffic. My issues, risks and, concerns would be alleviated by the removal of these two barriers. Please remove the calming measures at these two locations as their purpose was temporary (the 1995 Oak street Bridge resurfacing) and no longer achieve the intended result.
32	Adding a traffic light at Angus & SW Marine will only back up more traffic on marine drive. Adding a divider to block turns may be a better solution!

33	The diverter at Granville & 59th should be made permanent. We still get some traffic whipping down the street but less than if traffic from park drive were allowed to go straight down 59th Ave. Thank you.
34	I must say you people have done a good job of "calming" the traffic in this neighbourhood. But our concern - there must be a traffic light @ 59th or Granville that is fully operational in all directions-except going west. This enables any traffic that is trying to exit this area of Granville west to be able to go east across Granville or go north on Granville. I have watched people on 60th -61st and 62nd try to take a left onto Granville to go north and you literally take your life in your hands. Traffic on Granville going N & S makes it impossible to cross from these streets that do not have a traffic light. Traffic on 57th & Granville going east & west is often very busy. Therefore, making it slow to go north on Granville- if going east. Very few cyclists use 59th - there are more pedestrians-especially those trying to cross over to use transit for downtown-they walk to 59th to use light and the good crosswalks there. People I've spoken to feel we are in a cage-trying to get out of our own neighbourhood. The traffic light @ 59th & Granville must work for all traffic going E & N.
35	No to #1, #3, #4. #3 does not allow residents that live south west of Granville and 57th access to and from oak. #4 increases traffic and risks with the elementary school.
36	My car left mirror has been hit three times, because other drivers are taking 59th Ave to 57th Ave (they make right hand on Adera to 57) I am 100% in favor, YES with permanent measures.
37	Fix the east/west traffic light at Granville to have an advanced left turn on to Granville. Remove the circle at 59th and Angus. This is almost not usable in snow going south.
38	I think that closing the right hand turn on to 59th Ave at Granville is going to cause accidents at both 58th & 60th. Because traffic does not expect to stop again after just stopping for a light. The roundabout at 59th & Angus is not working. 70% of people do NOT use it correctly. Plus it's too narrow to drive around with parking either side of it.
39	Move the buttons that pedestrians and cyclists use to initiate a change in traffic lights away from the curb on Granville St. Large vehicles can travel at high speeds in the curb lane. Ensure that the "walk sign" signals have blinkers so that the display can only be seen by persons on the relevant crosswalk. We will be annoyed if the present right in/right out diverter at Granville/59th junction is changed to right out only but it will be only a minor annoyance. We like the proposal to put traffic signals at Angus & Marine.
40	Many drivers ignore the diverter @ 59th and cross from 59th to Park going West. Want the ability to turn right onto 59th from Granville to remain, or remove the barrier at 57th & Adera. The rest is okay.
41	#1 I do not believe the issue should be one yes or no question. You should have some way of capturing which measures are considered problematic. #2 you have not asked us how the current calming measures are working 1 roundabout at 59th & Angus is very problematic in that it is squeezed in & most people cut the roundabout because of it & it increases danger. #3 biking conditions between 61st & 64th is dangerous – road in poor condition & narrow. #4 corner 57th & Angus (Southside) remains very dangerous. Bulge has no help at all. There should be no parking along southwest corner of 57th from people's garage access to the corner you would lose only 2 parking spots but would dramatically improve visibility.
42	Yes absolutely!
43	We support the proposed changes. Additionally, we would like to request the posting of "NO THRU ROAD" or equivalent at the intersections of Adera and facing west. With the development of public community gardens along E Blvd between there are many more people on the street. Drivers going west along become frustrated when they find their way blocked and then accelerate in anger to find their way back. The neighbourhood is worried that children or a gardener will get hit by the angry and reckless drivers that happen at least 5-6 times a day. Alternatively speed bumps along E blvd in this area might help too. Thank you.
44	Right in/right out diverter at Granville St and West 59th Ave should be changed. It should be right in from Granville St. to W59th Ave. but should allow crossing Granville St going east from 59th Ave. to Park Drive. Local traffic does not have to go all the way down to west 70th to go east on Oak St. when traveling south to Richmond.

45	I recognize this review of Marpole west but another one that is increasingly becoming a problem is Granville south back up traffic that diverts into 58th, 59th, 60th etc. and then down Adera. Adds to Adera south traffic. Afternoon the traffic can be continuous down 60th onto Adera.
46	If the city is to spend all this money on traffic calming, why can't you spend our tax dollars on curbing & paving Adera St between 57th & 60th? This looks now like "no mans land".
47	School Crossing- 60th-angus-McKechnie must be improved to increase safety and visibility for pedestrians. - No longer have crossing guards at this busy section. - McKechnie principal has sent letters to city. 64th diverter after 2011 signal installed should poll neighbourhood before any decision on removal.
48	1. The diverter at Adera and 64th is OFTEN ignored, and people race through in their cars from E to W towards Granville St. I have almost been hit when crossing 64th on the west side of Adera. Is there a more effective way of dissuading the rule breaker? 2. Also, I look forward to the community garden on E Blvd at 60th! Thank you
49	I would like to discuss individually the calming. 1. Partial closing of Adera & W57th works 60% of the time ignored 40% of the time (around rush hour) 2. Right in/right out diverter at Cornish & W70th/SW Marine Dr. works 90% of the time. When ignored it is very dangerous. (have had 3 incidents of near accidents) 3. Right in/right out Granville & 59th works 90% ignored 10%. 4. Right in/all out diverter at Adera & 64th works 50% ignored 50%. Rush hour- 3:30-6:30 pm ignored 70%. Without any kind of enforcement the drivers who ignore the signs is on the increase. Adera at rush hour is extremely busy. Noticeable are the large number of courier vans & trucks using Adera as an alternative to Granville.
50	Generally, the installation of roundabouts have calmed traffic (lower speeds) while promoting biking so I encourage more roundabouts.
51	Better traffic calming is needed at the intersection of 57th & Angus. It is an accident waiting to happen and will only get worse after construction of housing above existing stores and new stores.
52	We are strongly opposed to any bylaw or zoning changes to allow increased residential density of the NW corner of Granville St and 57th Ave.
53	Entering the lane SB at 62nd west of Granville, against the sign continues to be a problem. It's ignored as there is no enforcement. As always, when SB Granville backs up, the lane becomes an extension of the street. I've never seen traffic counters at this location or any other along the lane
54	Anytime you are diverting traffic from neighbourhoods where children & pets play is a good thing. Also it had improved the occurrences of street racing in the neighbourhoods and does help keep the unsavory at bay. Thank you!
55	I find the traffic calming devices and the closure of 57th & Adera an inconvenience. My guess is that there is now less traffic on Granville St. because of the new Canada line. Taxies are still a problem on Adera and should be banned from traveling up and down side streets to get to and from the airport.
56	The survey should allow us to vote on each diverter. Not "all or nothing"! #1-Adera & 57th partial closure-this barricade does appear to deter traffic that was coming south on Adera to Marine Drive. Traffic calming south thru the lane paralleling Granville also seems to be a bit lighter. #2. Adera & 64th- I'm not aware whether this has made a difference or not so I don't drive on that block. #3. Diverter at W59th - I think this should be an open intersection-no diverter! 59th/ Park Drive runs out at the railroad tracks so it is not a thru street like 57th. Local traffic needs this intersection open to cross Granville street in an east and/or west direction! 57th takes most of the traffic. Local residents can only cross safely by car at 57th or all the way down at 70th. #4. Cornish & 70th/Sw Marine- I would like to see this as an open intersection again, Cornish only runs for one block behind the Safeway. Thus, not a convenient thru route to the bridges. This intersection needs to be open for local traffic to head south across 70th on to SW Marine or to be able to turn left onto 70th rather than a forced right turn! A full signal light is located at 70th & Cornish so it is a much safer left turn onto 70th than attempting a left turn from Adera onto 70th when traffic is coming up the ride on 70th/Sw marine before the railroad tracks heading east.
57	Would like to see "no parking, residents parking only" on west 63rd Ave between Granville & Adera as more & more cars are parking on this street to go to shops.
58	Has all helped a lot. Want it all to stay in place.
59	The traffic is heavy on west 57th & is hard to cross at Adera & 57th. It would really help if a wide white striped path be put on. There is one at 57th & Angus which is very helpfully & very appreciated, as traffic stops when they see the very wide stripes. Thank you so much in advance. From a senior citizen.
60	Traffic on Angus Dr. seems doesn't always notice the stop signs at intersection of W64th. Anyway to improve this situation.

61	57th/granville- almost useless at stopping EB traffic on 57th. E traffic routinely cuts across Granville unimpeded by measures. 64/adera- same as above for traffic flow E on 64th. Throughout whole day traffic flows through your countermeasures like they are not there. They may be good intentioned but are useless in how they are deployed.
62	The diverter @ 64th/Aderta does not work= people drive thru anyway. Is there a better solution? If not then you may as well just remove the barrier.
63	We are trapped in our own neighbourhood. Only way out safely is to wait at a pedestrian light and then only after all the people have crossed. Great for bikes, but a few of us still have to drive cars. Open 64th with a light or sensor. Reopen 70th @ Cornish at least to right and left turn. The sensor light at 63rd & Granville works for buses, sometimes works for cars if you engine isn't aluminum.
64	A lot of vehicles are passing through at W 64th Ave and Adera St. to Granville St. Especially during the evening rush hours (4-6pm). Thanks
65	Please leave the Adera & W64th diverter in place beyond 2011. I believe it has helped a bit and it at least slows traffic down at corner.
66	It is proposed that the current #4 Right in Left out diverter at & W64th Ave be made permanent inexpensive of other proposed changes in the neighborhood. So far as traffic on W64th Ave between Adera & Granville Street goes, some improvements have been observed and ### the proposal & make #4 permanent even after 2011.
67	I need to drive a round going back home from W64th. It is not good for environment.
68	As a neighbour at the Adera St & W64th Ave diverter, I question how many drivers pay attention to the signage. It can be easily observed during any day (particularly in the morning) how many vehicles go straight to catch their morning coffee at Starbucks! Not only they do not obey the signage, but they go beyond allowable speed limit from Adera St to Granville along 64th- either to catch the light, or they feel like speeding up to avoid being " caught" by others. I look forward to seeing alternate solution (probably close the W-E direction off & leave if for bicycles only) to address the traffic calming issues at the intersection of Adera St and W64th Ave.
69	A) Enough of the major and all expensive plans for more bikes on the road. On Sunday when I go shopping, there is lots of bikes on marine drive with very few of them staying in their bike lane. It's a matter if when there will be fatalities. You people have effectively choked up Granville and it is a nightmare from 3-6pm (talk about pollution). Develop the arbutus corridor enough of the crème de la crème getting their way.
70	Please consider making 64th & angus a 4-way stop, traffic circle or light. I was seriously injured there because it's a 2-way stop now and someone ran the stop sign. In my opinion it is a very unsafe intersection because one street isn't required to stop and visibility is restricted. I would be surprised if nobody has died there yet.
71	As you can see from my address, I live on W64th, just east of Adera St. I've lived here for decades; in fact our family has been here for over 60 yrs! Over the last few years I've noticed that there is less traffic, for sure, going eastbound down W64th towards Granville. So, I believe the "no through" traffic sign has been working. Also, for some reason, I see less WB traffic going on 64th between Granville & Adera than I used to! So, my recommendations is to 'definitely' make the "no through" sign at 64th & Adera permanent. Thank you.
72	It is really important to reduce or limit the volume of cars on W64th and Adera. I'm a university student; I am always woken up by cars noise. It seems that some sport cars love to race on this avenue or this area. Sometimes strange cars drive through our back lane (our garage route), their speeds are about 50km/hr. therefore, this is really a hazard for kids playing in our garage route. As stated above, the traffic calming or traffic reduction devices is really important to the residents in Marpole. Thank you.
73	I believe the diverter at Adera & W64th is redundant and does not serve any purpose. There is a traffic light at 64th & Granville and provides easy & safe access to Granville heading north or south. To those of us living on 64th this is a big inconvenience since we have to go to 63rd or 65th to access Granville. Both of these intersections has no traffic light and is actually creating dangerous scenarios when the traffic is heavy on Granville.
74	#4- on west 64th, the sign is always ignored by some drivers.
75	The diverter at Adera & 64th is often ignored. The sign says bicycle only but cars EB on W64th (going towards Granville) frequently go straight thru. This renders the diverter non-effective. Either remove it entirely or design a better solution please.
76	#4- right in all out diverter at Adera & W64th - We agree to its removal if traffic stays "diverted" after the new signals are constructed in 2011.

77	#1. Adera & 57th- sends cars west to E Blvd. Lets get rid of it. The circle @ 59th & E Blvd is a no brainer because there is no through street and it messed up the front lawn & driveway. #4. Adera & W64th- many cars going east on 64th ignore this diverter and drive right through to Granville. Some close calls or minor accidents when drivers from south want to turn left (west) on to 64th. Not needed.
78	Living at the corner 64 & E Blvd I constantly see vehicles (cars + arbutus bus) no longer stop for the stop sign on 64th before the tracks. While there are no longer trains using these tracks there have been numerous "close calls" when cars are turning left E Blvd onto 64 & cars come through the intersection with out stopping. Also cyclists using the tracks assume the cars will stop & again I have witnessed numerous times when cyclists have almost been hit. I have mentioned the above at several neighbourhood meetings over the years but nothing changes. I have been told "speed bumps" or other methods of control are not an option due to ambulance & Fire truck using 64th interestingly these two actually stop at the tracks before proceeding.
79	a) Thanks for pursuing this; earlier calls seemed to be flicked away. B) Local safety-lots of kids; babies in stroller; and seniors in neighbourhood. C) W65th from Granville to Adera, traffic volume high (disproportionate to local population) and often at high speed; non-resident parking problematic. d) traffic east on 64th from blvd tracks demonstrated 2 problems: i) running stop sign @ tracks ii) ignoring/running through calming device @ Adera-even when pedestrian/other drivers try to warn/intervene very audibly/visibly. This is willfully dangerous. Please police! e) N-S traffic on lane west of Granville of concern.
80	#4-please remove this as it is routinely ignored by a large percentage of traffic and is utterly un-enforced anyway. Traffic simply cuts down the alley S of 64th or blasts down 65th instead. #2. - its annoying not being able to go straight through/turn left at Cornish & 70th instead, ignoring the utterly un-enforced no left turn 3-7pm sign at 70th in the process.
81	Concerned with school crossing @ West Blvd & 59th
82	To decrease traffic volume south of west 64th Ave, can you consider a signal/diverter "left turn only" from 64th Ave to Adera St? (except for local traffic)
83	64th & Adera diverter is a traffic hazard. The diverter is disregarded.
84	I work in Richmond at the south end of the Oak St Bridge. My route used to be south on Cornish and left on 70th. Trying to get on to Granville St is time-consuming. Most of the increased traffic on Cornish was in the afternoon and was caused by people from UBC or downtown trying to beat backups on SW Marine or Granville. If you have to put in restrictions at all why could it not be like it is at Adera & 70th with no left turns between 3pm and 7pm? The rest of the restrictions are out of our normal routes.
85	If the temporary diverter at Adera & W64th is removed, out in 4 way stop signs.
86	If the diverter @ 64th & Adera is taken out, will a 4 way stop sign replace it? Drivers not obeying existing system. Traffic calming works if only more drivers knew how to use them...
87	I support measures #1, #2, and #3. However, I would like to have #4 abolished immediately. Preventing cars from going E onto 64th does little to reduce neighbourhood traffic-those cars are already in our neighbourhood! The partial barrier gives a false impression that WB traffic on 64th should stop at Adera. Finally, the current barrier has an extremely high rate of non-compliance, which actually reduces safety at the intersection. (If you station an officer there on foot, you'll easily catch one violator per minute during peak periods. there is widespread disdain for that barrier.) Therefore, I vote yes on 1, 2, 3 and a resounding no on 4.
88	Please install lights at Angus & Marine ASAP. Possible for addition restricted access on Adera @ 64th? Adera South of 64th very busy with non-residential traffic. Thank you
89	The traffic roundabouts at 65, 66, and 68 on Adera have added a slight pedestrian hazard and the large tree in each circle could obstruct visibility. Many cars don't observe/know about roundabout etiquette. Many cars go left around the roundabout in making left turns.
90	You requested comments...When the current/ in place 'calming' was a proposal, the engineer then 'in charge' openly stated that there would be a 6 month trial then an evaluation. I know time moves in mysterious ways at 12th & Cambie, but this being several years later, impressive diligence indeed, even by COV standards. When the concrete traffic circles were first installed some intersections had 4 way stop signs (from the previous round of calming efforts) one such was @ 66 & Adera (on my block) With the stop signs and the concrete 'thing' in the centre, traffic did actually stop and proceed carefully. Then the stop signs were removed!? Via telephone the 'new' 'engineer in charge', stated that stop signs were redundant/unnecessary with circles...my ass. The traffic circles are now de facto 50 km/hr slalom courses. I've even seen COV trucks mount the curbs negotiating these calming efforts at (unreduced) legal road speed. The adjacent curbs are damaged from tires, wheels, and even undercarriages impacting them, nice work guys. Hardly ANY kind of a calming despite what you may

	<p>have read or been told. Frankly, it was MUCH calmer when only the 4 way stop signs were in place. PUT them back!!! Another light at SW marine would certainly help 'some', inserting SB traffic feeding in from Arbutus directly into either the Oak Bridge or Arthur Laing. However it will, as soon as commuters realize the choice (I'd guess 2 days), result in significant more traffic running along arbutus, through 2 school crossings and past a park which is quite popular with mums and preschool children. We need not talk of the impediment to traffic that 'yet another' traffic light on Marine will create...this one cleverly located on a blind corner. The traffic diverter @ 64th & Adera is largely useless, as by my observation, seemingly 1 out of 3 cars ignores the thing, aiming directly for Granville. Consequently traversing 64th @ Adera is a bit of Russian roulette. As an aside: your traffic counters are invariably located at the 'wrong' places...every time...why? Were you aware that a significant component of traffic flow down Adera into 68th and onto Granville (ped light access to Granville) diverts...through...the Safeway parking lot as an alternate 'cheat' entry to Granville? No counters there huh? In summary: Do what you will, its not like we (the locals) have ANY actual input...this I've learned from direct experiences on this same topic over the past 15+ years. 'Traffic dept' seemingly does what and where it pleases, god is clearly on your side. I suppose it never occurred that % lights in a 5 block stretch of lower Granville street is likely a major contributor to the Granville @ 70th traffic bottleneck and the resultant 'neighbourhood shortcutting'??? A heretical casual observer might opine that bungling begets bungling. But as placebo...at least...please?..Reinstall the 4 way stop signs at 66th & Adera. It will make me happy enough. I'm tired of watching my local version of the 'COV chicane'.</p>
91	<p>Diverter @ Cornish & 70th- the only closest access to Granville St with a non-pedestrian controlled light is at 59th (from my residence). Very difficult to access Granville. Traffic circles on Adera & 68, 66, & 65 - no traffic/pedestrian protocol exercised 98% of traffic does not stop for pedestrians - the "right of way" does not seem to apply for those heading N or S. Suggestion- install speed ramps at the 4 entries to all circles.</p>
92	<p>It's great to see that something is being done in this regard-thanks! What concerns me, though, are the way people react at the round-about: pedestrians are often ignored, and bicycles never slow down approaching them. It is a surprise to me that no one had an accident yet there- this was way better when we had the 4-way stop signs there.</p>
93	<p>The idea of a traffic light at Angus & southwest marine is a good one. I am hoping this will reduce traffic in residential side streets. However, the volume & speed of cars on W68th seems high. Cars seem to cut down Arbutus-W Blvd-64th-Adera-68th-Granville. I think there are additional traffic calming measures to be introduced on W68th (in addition to the traffic circle @) perhaps something at 68th & Adera (bike route) or at the end of 6th by Granville at the alleyway. I have also become aware that there are plans to renovate Safeway at 70th & Granville & I would like to know what the plans are for traffic calming/control here. Thanks</p>
94	<p>Good morning, The traffic on W68th between Granville and Adera is extremely busy. We need to keep all the traffic calming measures plus put up signs for local residents parking only on W68th between Granville and E blvd on both sides of the street. There are line ups getting on and off Granville St. In addition to constant vehicles driving on 68th Ave there is also a parking problem. There are vehicles parked in front of our house for ten hours per day from employees of neighbourhood businesses. Worst yet when someone park there for two weeks going on vacation because we are so close to the airport. Most houses here are old and with car ports for one vehicle only. There at least five families with young children on W68 between Adera and Granville, myself included. With the busy traffic, not being able to find parking in front of my house, keeping the kid safe and carrying bags of groceries, I find it difficult to get in and out of the house. I hate to imagine how bad traffic will get with the proposed development of the Safeway building on Granville between W68th and W70th. Anything the city could do to help would be greatly appreciated. Thank you.</p>
95	<p>While I happen to agree with all four traffic calming measures that you have lumped together in one question, wouldn't it be more democratic to ask about each one separately? And you haven't consulted us about the lights at SW Marine & Angus Dr. & Arbutus. These cause traffic along Marine & are of some concern to me.</p>
96	<p>Very good. Calm than before, but still a lot of traffic go through</p>

97	<p>RE: Marpole West Traffic Calming Trial Review/Survey</p> <p>Thank you so much for sending me the survey. I'm providing this letter on top of my response to the survey to elaborate my feedback.</p> <p>First of all, a bit of my background: my immediate family live on W68th Ave, which is on the City's bike route. My parents live near the corner of W64th and Adera St. My brother's family live one block from my house. My sister, aunts, uncles, and my grandmother all live within blocks away from me (I can provide their addresses upon request). We all have been living in the neighbourhood for many, many years.</p> <p>The traffic situation is a huge concern for us and I've a few points that I would like to make:</p> <p>#1: Closing off and diverting the traffic partially does NOT work. Unless the city is planning on closing off majority of the roads entering into the area, small number of the diverters did nothing to calm the traffic. In fact the situation is worse than before; it became frustrating for drivers forcing some to stay longer in the residential area in finding their way out and creating more congestion. After the diverter was put into W64th and Adera, the drivers coming from both upper Adera St. and Arbutus/W64th (passing through the railway), then heading straight down to W68th (where I live). There is a constant line up to get out to Granville St. because of the placement of the traffic light at W68th and Granville intersection. In fact, the line up started day one the diverter was installed.</p> <p>#2: Speed drivers are equally (if not more) concerning. Drivers seem to like speeding down Adera St and W68th Ave. We take extra caution when my 3 year old daughter or visitors with kids who are in the area. In fact, our friend had her bumper ripped out of her car by a speeder in front of our house. Her car was parked. Another more tragic accident will take place, if the problem is not addressed. I believe it'd help to install speed bumps and introduce alternate routes together with properly diverting the traffic. The traffic circles there now are not very affective as most drivers still speed and go the wrong way around the circle.</p> <p>#3: Solve the traffic problem on Granville St. Marpole West local traffic is caused by the busy traffic on Granville St heading to Richmond. Granville St is basically a highway, given how fast and how many cars are on it. Therefore, the local residents streets are like on and off-ramps. The fundamental cure is to decrease the traffic and drivers behavior on Granville. It would help to lower the speed of the drivers, to get more people to take public transit or to ride their bike; that is a long-term plan to decrease the number of drivers and aggressiveness on that road.</p> <p>I hope my feedback is useful to you and thank you for your attention. If you have any questions, please call me anytime.</p>
98	<p>The intersection of west 68th and Adera is extremely busy during morning and afternoon rush hours with much road rage occurring along with speeding and cutting the corner. Vehicles by-pass going around the traffic circle and simply cut across where oncoming traffic could be. The traffic circle along Adera are not enough to keep traffic calmed and people still cut through our residential area. Southbound Drivers from busy SW marine turn left onto W 64th then right onto Adera and left onto W68th to Granville to by-pass the SW Marine and Granville backups. They speed through our area and around all of the traffic circles so they are not slowed down. I would like to see more deterrents used in these areas or someone-especially bikers- will get hurt, as it is a bike route too.</p>
99	<p>Yes to 3, No to 1(people get onto Adera on another cross street-58th), NO 2(Access to 70th via Adera), NO 4 (people ignore the diverter).</p>