



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Public Works and Transportation Committee **DATE:** December 15, 1999
FROM: Gordon Chan, P. Eng. **FILE:** 6450-01
 Manager, Transportation
RE: **ST. ALBANS AREA (JONES ROAD/GENERAL CURRIE ROAD) STREETScape**
 AND TRAFFIC SAFETY ENHANCEMENT PILOT PROGRAM - FOLLOW-UP
 REPORT

STAFF RECOMMENDATION

1. That the proposed revised design options of traffic safety and streetscape enhancements on Jones Road and General Currie Road (between No. 3 Road and St. Albans Road), as described in the attached report, be endorsed for implementation with the source of funding being the St. Albans Area Special Development Cost Charge Funds at a cost of \$300,000.
2. That staff be directed to report back to Council one year after the completion of the project on the effectiveness of the improvements in terms of enhancing pedestrian safety and streetscape on both Jones Road and General Currie Road.

Gordon Chan, P. Eng.
Manager, Transportation

Lauren Melville
Manager, Policy & Research

Att. 5

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Land Use.....	Y <input type="checkbox"/> N <input type="checkbox"/>	
Engineering.....	Y <input type="checkbox"/> N <input type="checkbox"/>	
Parks.....	Y <input type="checkbox"/> N <input type="checkbox"/>	

STAFF REPORTORIGIN

At the June 23, 1999 Public Works and Transportation Committee meeting, staff presented a report outlining two design options for enhancing traffic safety and streetscape on Jones Road and General Currie Road between No. 3 Road and St. Albans Road. In the report, staff recommended that the two design options be endorsed in principle by Council and sought direction from Council to obtain feedback from area residents on the proposed traffic safety and streetscape enhancements. At the June 28, 1999 Council meeting, staff were directed to report back on the following items.

- The result of the consultation with area residents;
- The on-street parking implications of the streetscape enhancement; and
- The final design concept and costs for the proposed improvements for approval to proceed with implementation.

This staff report presents the outcome of these further activities related to the St. Albans area improvement projects and recommends that approval be given to proceed with construction in Spring, 2000.

ANALYSIS**1. Public Consultation Process**

In August, 1999 letters describing the scope of this project were sent to all residents of Jones Road and General Currie Road between St. Albans Road and No. 3 Road. A questionnaire accompanying the letter also invited input on the following two design options:

- Option 1: Reducing the overall pavement width from 12 metres to 8.5 metres by the introduction of a continuous treed boulevard on one side of the street.
- Option 2: Introducing intermittent curb extensions on both sides of the street. This would reduce the pavement width to 7 metres at the curb extensions.

The letters requesting input together with sketches showing the two design options are shown in Attachment 1 (Jones Road) and Attachment 2 (General Currie Road). The following summarizes the response from area residents.

Project Site (between No. 3 Road and Jones Road)	Number of Residents Indicating Preference of			Total No. of Responses	No. of Letters Sent	% Response
	Option 1	Option 2	Do Nothing			
<i>Jones Road</i>	46 (42%)	46 (42%)	18 (16%)	110	858	13%
<i>General Currie Road</i>	16 (55%)	11 (38%)	2 (7%)	29	173	16%

The public input did not indicate a clear preference on the road design options. To identify the design options that could best address the concerns of area residents and to achieve traffic safety and streetscape enhancement objectives of the project, a further qualitative analysis of the public input was undertaken. This analysis took into account the comments received from

residents via questionnaires, e-mails, and letters. These comments are summarized in Attachment 3. The following is a summary of the key issues identified by the residents.

- Minimize the loss of on-street parking;
- Address traffic congestion at school start and end times (General Currie School);
- Introduce more trees and greenery;
- Retain a "straight" road;
- Consider driver training activities in the design;
- Deal with speeding; and
- Enhance pedestrian access.

Based on this analysis, staff developed revised design options for Jones Road and General Currie Road that would address the issues identified by area residents and achieve the design objectives of the project.

2. Revised Design Options for Jones Road and General Currie Road

The features of the revised design options for Jones Road and General Currie Road are illustrated in Attachments 4 and 5 respectively. The revised design options involve the introduction of curb extensions along both sides of General Currie Road and Jones Road in the vicinity of the park/school frontage. At the curb extensions, the pavement width will be reduced from 12 metres to 7.0 metres. The reclaimed pavement is proposed to be used to provide a significant area for tree planting and landscaping. One straight traffic lane in each direction will be retained and on-street parking will be permitted on both sides of the road, except at the curb extensions. Pedestrian access will be enhanced with the introduction of crosswalks at the east-end of the curb extensions on General Currie Road and at the west-end of the curb extensions on Jones Road.

This design addresses the concerns and issues identified by residents as follows:

- Reducing the Loss of On-Street Parking - To minimize on-street parking loss, the revised design attempts to locate the streetscape features along existing no parking and no stopping zones. The revised design will now result in a 27% reduction of on-street parking on Jones Road (from 67 spaces to 49 spaces) and a 30% reduction of parking on General Currie Road (from 47 spaces to 33 spaces). The reduction of on-street parking should not have any significant impact on the adjacent residents as all of the housing developments have sufficient on-site parking in compliance with the zoning bylaw.
- Addressing Traffic Congestion at School Start/End Times - The curb extensions near the school/park frontage on both Jones Road and General Currie Road will emphasize the existing school zone (No Parking/No Stopping) restrictions and are expected to have a traffic calming effect in terms of reinforcing the 30 km/hr school zone speed limit. The General Currie School principal has been consulted about the new proposal and has indicated his strong support of this project.
- Introducing More Trees and Greenery - This design will address the issue of lack of trees and greenery in the area. The streetscape enhancement in the form of trees and landscaping in the curb extension areas and along the park and school frontages will also support the directions given in the OCP which calls for "greening" the City Centre to provide a more "attractive and restful environment".

- Retaining a "Straight" Road and Considering Driver Training Activities - The recommended design takes into consideration the desire of area residents for the current "straight" road to be retained and the road be safe for training drivers.
- Dealing with Speeding -The streetscape improvements and the extended length of curb extensions are expected to contribute to the effectiveness of traffic calming. Experience gained from traffic calming projects implemented elsewhere has indicated that roadside landscaping combined with restriction of pavement width are effective measures in reducing speeding.
- Enhancing Pedestrian Access - The proposed crosswalks on Jones Road and General Currie Road will enhance the pedestrian connection between the school/park and the trail system in the area.

3. Further Notice to Area Residents

If this project is endorsed by Council, staff will send a further notice to residents of Jones Road and General Currie Road between No. 3 Road and St. Albans Road informing them regarding the details and timing of the proposed traffic safety and streetscape enhancements.

FINANCIAL IMPACT

The total cost of the St. Albans Area Improvement Projects for Jones Road and General Currie Road (between No. 3 Road and St. Albans Road) is estimated at \$300,000, with the source of funds being the St. Albans Area Development Cost Charge (DCC) Fund.

It is noted that Jones Road, General Currie Road and Bennett Road (between No. 3 Road and Garden City Road) are candidates for improvements through the St. Albans Area DCC Fund. The two traffic calming and streetscaping projects being put forward for Jones Road and General Currie Road represent 30% of the candidate roads in the area. The \$300,000 estimated project cost corresponds to about 30% of the total St. Albans Area DCC Fund.

CONCLUSION

Staff have consulted with area residents on the proposed traffic safety and streetscape improvements on Jones Road and General Currie Road (No. 3 Road to St. Albans Road). Based on the results of this public consultation process, staff have developed a revised traffic safety and streetscape enhancement plan that addresses various issues raised by residents in the area. These issues are related to the need to: minimize on-street parking loss, address traffic congestion during school start/end times, introduce more trees and greenery, retain a "straight" road, consider driver training activities, deal with speeding, and enhance pedestrian access in the area. Staff are recommending that the proposed design concepts be taken forward to the construction stage in early Spring of 2000 and that the St. Albans Area DCC Fund be the funding source for this project.

Victor Wei, P. Eng.
Transportation Engineer

Tegan Smith, M.C.P.
Transportation Planning Analyst

August 4, 1999

File: 6450-01

To all Residents on Jones Road between No. 3 Road and St. Albans Road

Dear Resident:

Re: Jones Road Improvement Project - Proposed Road Design Concepts

The City of Richmond is planning to improve Jones Road between No. 3 Road and St. Albans Road in 1999/2000 in order to enhance traffic safety as well as the environment for pedestrians in the area. The proposed improvements will require changes to the existing road geometry and parking regulations.

The purpose of this letter is to provide you with firstly, brief descriptions of two design options and secondly, the opportunity to give us your comments on these options.

Features of Jones Road Design Concepts (Please see centre fold-out page)

The design objective of improving Jones Road is to provide local residents and all users of this road, particularly pedestrians, a safe and attractive environment. The City has assessed the traffic and parking characteristics in the area and developed two preliminary design options for improving Jones Road based on this objective. These design options are illustrated on the centre fold-out page of this letter.

The key features of the two proposed design options are outlined below:

<i>Option 1: Continuous Boulevard on One Side</i>	<i>Option 2: Intermittent Curb Extensions ("Bulges" with Landscaping) on Both Sides</i>
<ul style="list-style-type: none">• Reduce the pavement width from 12 metres to 8.5 metres and provide a 3.5 metre wide treed boulevard and sidewalk on the south side.• One traffic lane retained in each direction.• On-street parking eliminated along the south side of the road.• Reduction of on-street parking: approximately 40%. (At present, the north side can facilitate more parking than the south side).	<ul style="list-style-type: none">• Introduce intermittent 2.0 metre wide curb extensions to reduce the pavement width to 8.0 metres at St. Albans Road and at mid-block on both sides of the road.• Tree boulevard to be provided at curb extensions.• One traffic lane retained in each direction.• On-street parking will be permitted on both sides of the road, except at curb extensions.• Reduction of on-street parking: approximately 20%.

Tentative Schedule

It is anticipated that the work will start sometime in the Fall of 1999 and will be completed within one to two months, depending on which option will be implemented.

Your Comments

We welcome your feedback on the above improvement options for Jones Road. Please fill out the short questionnaire below and return it by **Friday, August 27, 1999** to the City of Richmond in the postage paid, addressed envelope enclosed.

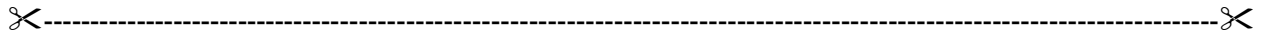
If you have any questions regarding this issue, please contact Tegan Smith, Transportation Planning Analyst, at 276-4035. You may also fax in your comments at 276-4177 or email at tsmith@city.richmond.bc.ca.

Thank you for helping us to improve your neighbourhood. We look forward to receiving your comments.

Yours truly,

Victor Wei, P. Eng.
Transportation Engineer

TS:lce



Questionnaire on Jones Road Improvement Options

My preference is: (please check one)

Option 1 - Continuous Boulevard on One Side
Features that I like about this option: _____

Changes I would like to see made to this option: _____

Option 2- Intermittent Curb Extensions on Both Sides
Features that I like about this option: _____

Changes I would like to see made to this option: _____

Other Comments:

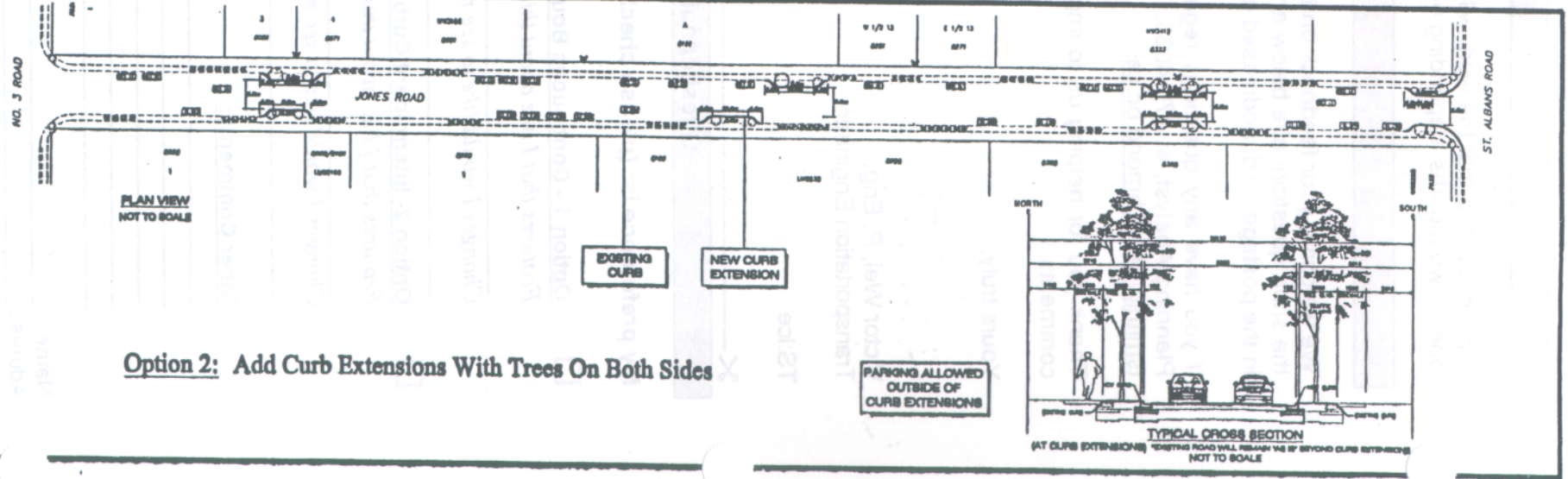
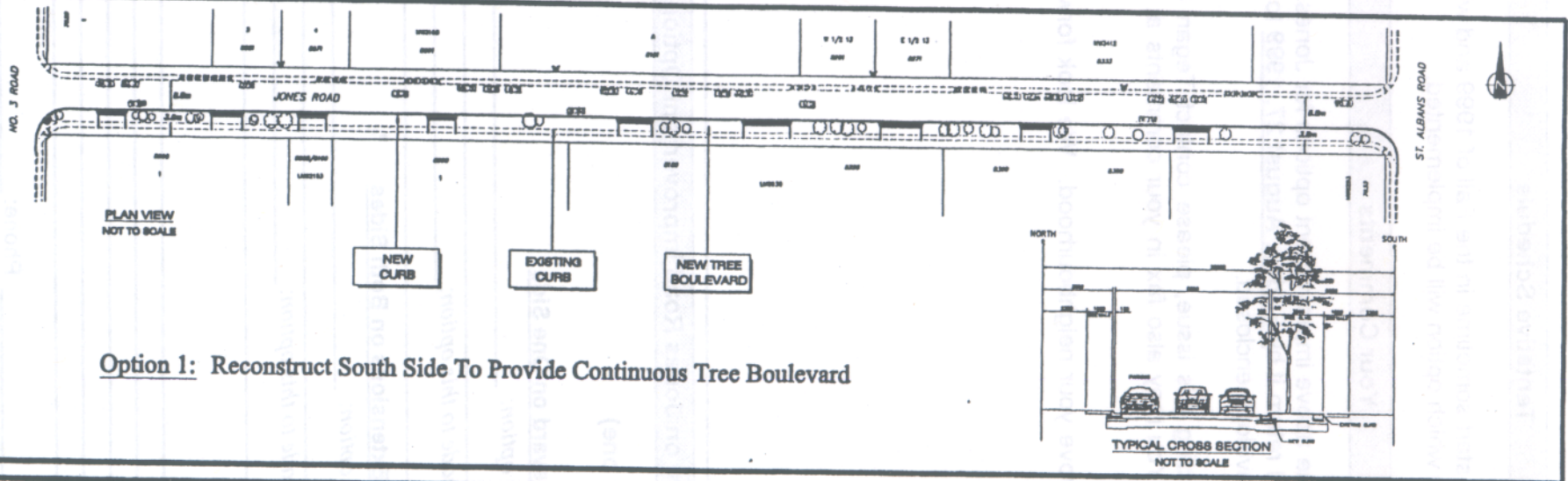
Name: _____ Phone: _____

Address: _____

Transportation Department
City of Richmond
August, 1999

Jones Road (No.3 Road to St.Albans Road) Road Improvement Project

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August 4, 1999

File: 6450-01

To all Residents on General Currie Road between No. 3 Road and St. Albans Road

Dear Resident:

Re: General Currie Road Improvement Project - Proposed Road Design Concepts

The City of Richmond is planning to improve General Currie Road between No. 3 Road and St. Albans Road in 1999/2000 in order to enhance traffic safety as well as the environment for pedestrians in the area. The proposed improvements will require changes to the existing road geometry and parking regulations.

The purpose of this letter is to provide you with firstly, brief descriptions of two design options and secondly, the opportunity to give us your comments on these options.

Features of General Currie Road Design Concepts (Please see centre fold-out page)

The design objective of improving General Currie Road is to provide local residents and all users of this road, particularly pedestrians, a safe and attractive environment. The City has assessed the traffic and parking characteristics in the area and developed two preliminary design options for improving General Currie Road based on this objective. These design options are illustrated on the centre fold-out page of this letter.

The key features of the two proposed design options are outlined below:

<i>Option 1: Continuous Boulevard on One Side</i>	<i>Option 2: Intermittent Curb Extensions ("Bulges" with Landscaping) on Both Sides</i>
<ul style="list-style-type: none">• Reduce the pavement width from 12 metres to 8.5 metres and provide a 3.5 metre wide treed boulevard and sidewalk on the south side.• One traffic lane retained in each direction.• On-street parking eliminated along the south side of the road.• Reduction of on-street parking: approximately 40%. (At present, the north side can facilitate more parking than the south side).	<ul style="list-style-type: none">• Introduce intermittent 2.0 metre wide curb extensions to reduce the pavement width to 8.0 metres at St. Albans Road and at mid-block on both sides of the road.• Tree boulevard to be provided at curb extensions.• One traffic lane retained in each direction.• On-street parking will be permitted on both sides of the road, except at curb extensions.• Reduction of on-street parking: approximately 20%.

Tentative Schedule

It is anticipated that the work will start sometime in the Fall of 1999 and will be completed within one to two months, depending on which option will be implemented.

Your Comments

We welcome your feedback on the above improvement options for General Currie Road. Please fill out the short questionnaire below and return it by **Friday, August 27, 1999** to the City of Richmond in the postage paid, addressed envelope enclosed.

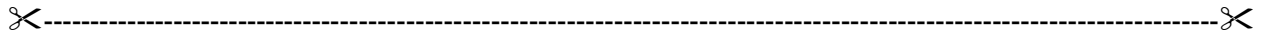
If you have any questions regarding this issue, please contact Tegan Smith, Transportation Planning Analyst, at 276-4035. You may also fax in your comments at 276-4177 or email at tsmith@city.richmond.bc.ca.

Thank you for helping us to improve your neighbourhood. We look forward to receiving your comments.

Yours truly,

Victor Wei, P. Eng.
Transportation Engineer

TS:lce



Questionnaire on General Currie Road Improvement Options

My preference is: (please check one)

Option 1 - Continuous Boulevard on One Side
Features that I like about this option: _____

Changes I would like to see made to this option: _____

Option 2- Intermittent Curb Extensions on Both Sides
Features that I like about this option: _____

Changes I would like to see made to this option: _____

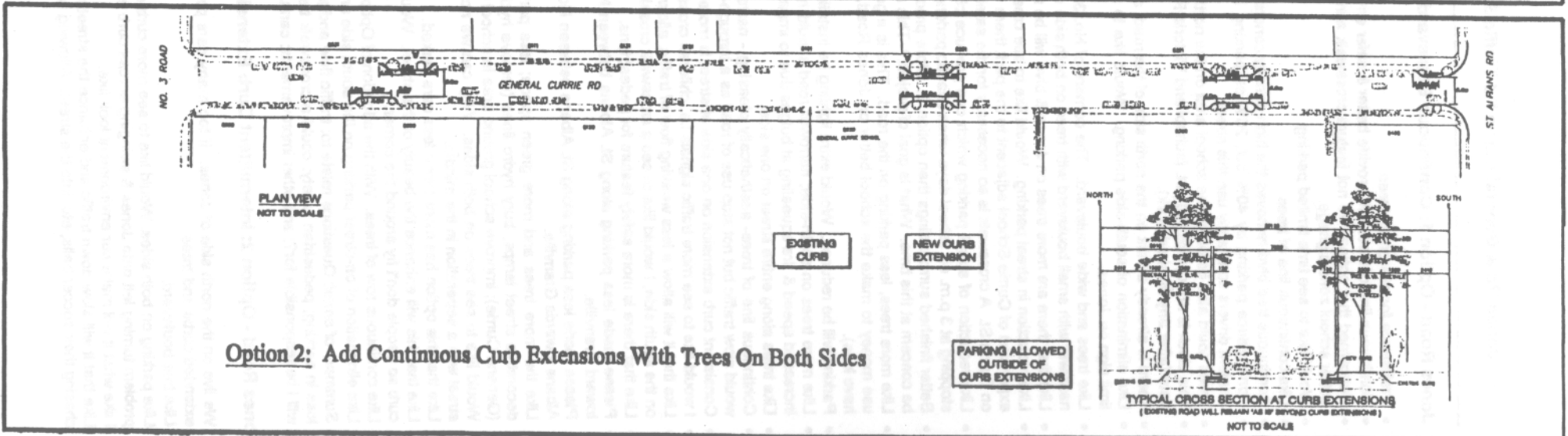
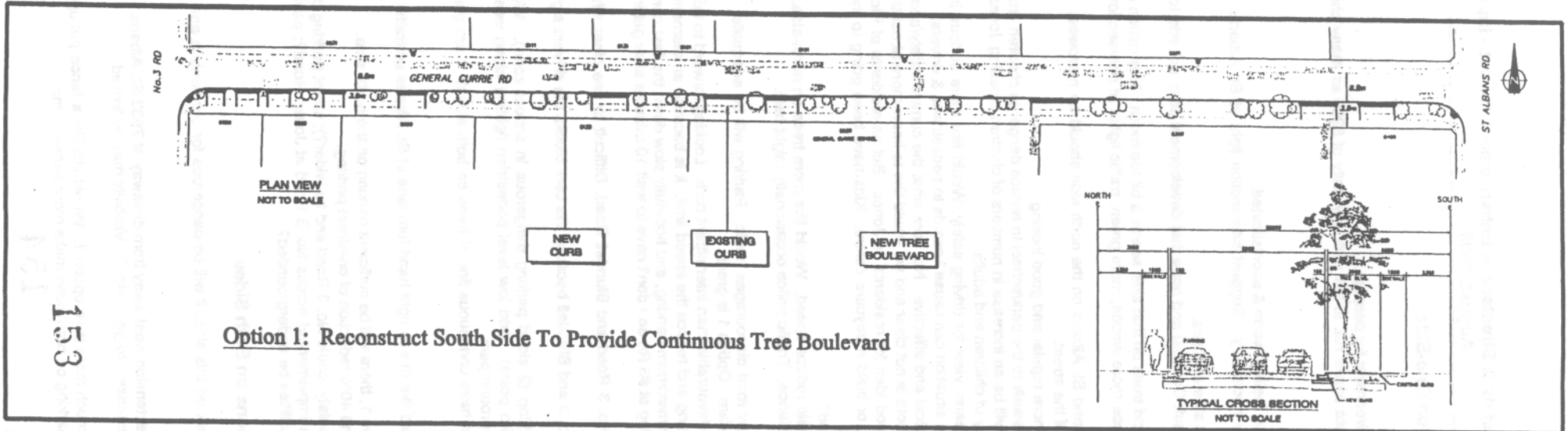
Other Comments:

Name: _____ Phone: _____

Address: _____

Transportation Department
City of Richmond
August, 1999

General Currie Road (No.3 Road to St.Albans Road) Road Improvement Project



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Jones Rd & General Currie Rd Traffic Safety & Streetscape Enhancement Project - Input from Area Residents
August, 1999

Jones Road - Option 1: Continuous Boulevard on One-Side

- Preference for evergreen trees.
- Continuous line of trees will provide better & safer environment for peoples.
- Concerned that options do not feature crosswalk across Jones Rd. to the park in vicinity of 8200 as many children/adults cross here. Also need better school zone signage.
- Would like to see time limited parking.
- Like continuous line of trees.
- Continuous tree blvd removes the high density concrete feeling; warm & sophisticated.
- Don't reduce parking by 40% but, 20% as parking is necessary. Suggest intersection light at St. Albans/Jones Road. Improve Jones Park. Student drivers constantly use this street.
- Trees could also be put in the school area on the north side of Jones.
- This block is not completed yet. (school and Victoria Park Condos) and hope that development does not add to costs of road improvement at later date (after any finished work).
- There is already a park on the north side of the road, add trees on that side seems a bit too much. This option gives me a neat impression.
- Like elimination of south-side parking. Would like to see more woods, more green, traffic lights at intersection of No. 3 Rd. & Jones Rd., speed limit sign on Jones.
- Like trees and wide boulevard. The corners of No. 3 and St. Albans on the north side should be narrowed. No. 3 Road intersection should be narrower with small boulevard with trees on both side of the street.
- Like that there are more trees on Jones & blvd will be more regular and good looking.
- Like reduction in street parking. Would like to see crosswalk to the park/school to reduce danger to children crossing to school and park. With the expansion of Currie School adjacent to the park there will be an increase in numbers of children crossing Jones through the park to Currie School on Currie St. A crosswalk is so necessary for the safety of children and adults.
- Like reduction of street parking which can produce clearer view for driving safely. Would like more serious implementation on illegal parking & stopping at 3 p.m. on school days when chaotic parking situation can cause hazards to pedestrians & drivers.
- Better finished surroundings than option 2. More practical and effective. Not sure what the current safety/accident rate is, but does not seem to be concern at this time. What is goal of project? This note is not clear and we would like to know more about the purpose of project.
- Like more trees, less parking on the road. This is a good idea for residents on Jones. But as residents of Richmond, we do think the City could use money to make the school better on Jones Road, or build a daycare centre. Kids have been going to the temp. school for years (we don't have kids).
- Parking will be reduced. Would extra lighting be installed?
- Like more trees on south-side; narrower road should help reduce speed. Would like more trees on north-side. If option 2 is chosen, we will see increased speed & tire squealing at bulges due to impatience. Traffic police occasionally might help.
- Like trees along entire street on one side.
- Continuous line of trees- aesthetically pleasing - narrow road discourages traffic. Parking will be adequate. Great idea and design. Option 2 would slow traffic but not stop use of road as a through-fare. Option 1 is great.
- Consistent curb extension on one side of street is more favourable than intermittent curb. Looking forward to this road improvement.
- I would like to see more traffic signals i.e. children crossing and reduce the speed limit. It is because an elementary school is near by.
- Like that it will allow a less weaving flow of traffic, allow maximum parking, and hopefully slow down the fast cars. At the west end of Jones Road on the south side, I would like to see a crosswalk crossing at #3 Rd so I don't have to wait 10 minutes after getting off the bus to cross the street.
- Like that there is more safety feature for pedestrians.
- Please made less parking along St. Albans between No. 3 Road and Blundell Road. Difficult to see clear when turn from Jones to St. Albans toward Granville.
- Please made less parking along St. Albans between No. 3 and Blundell because the cars blocks the drivers sight when we turn from Jones to St. Albans towards Granville.
- Like the more trees and more green space; less parking (2 sided parking dangerous in school zone). Would like to see more trees; add decorative street lamps, bury hydro lines (remove hydro poles). Add low level pedestrian lighting along west walkway of school ground park (General Currie); improve school ground area in school ground park.
- Would like to see trees on both sides. Why can we not have continuous line of trees on both sides? I am glad that we will now have a normal street with a separation in the middle.
- Like that this option has more trees; less cars parked.
- Like that this will enhance the beauty of the street. Would like to see right hand turn lane at St. Albans so traffic does not back up and a extended curb so people don't fly around the corner.
- Like continuous row of trees. With the adoption of Option 1, there will be sufficient parking on the north side.
- Like elimination of on-street parking on the south side and 40% reduction of on-street parking.
- *Summary of email:* Questions relate to: traffic flow and safety: could No. 3 Road end be wider?); street parking demand: can the street handle the loss in parking; pedestrian safety: could a crosswalk be implemented across No. 3 Road at Jones Road?; paying for improvements: what costs will I be responsible for?; and other improvements: can utilities be undergrounded?.

Jones Road - Option 2: Intermittent Curb Extensions on Both Sides

- We live on the north side of Jones. If too many cars park on this side, it will be dangerous for our seniors and children to cross the road. More extended curbs and trees.
- Like tree boulevard.
- Like parking on both sides. Would like to see more curb extension west away from driveway at 7633 St. Albans. Proposed extension will be traffic problem turning left onto Jones & swinging across curb extension to go to No. 3. Visibility may be limited.
- I like what it will make our environment look like.
- Like that it will slow down traffic and enhance the street much more than option 1. Would still like a fence put up along the park. Kids are always chasing their soccer balls, etc. into the street. Allowing parking on both sides make more sense to me.

Attachment 3 (cont'd)

- Is there a way of controlling the numerous driver training vehicles which seem to delight in practising parking on Jones next to/across from the heavily travelled driveways of Laguna Condos (LM5930).
- Like that more parking is allowed.
- Like that more parking can be allowed.
- Like that there is more parking on the road that Option 1.
- Nice street appeal with both sides planted.
- Like balanced & more unique look. Do not pair the bulges. Stagger the bulges so that each bulge is more intermittent when seen as a whole street.
- Like less parking elimination, more attractive, possible cut down of speeding. I live facing the street and there seems to be quite a bit of speeding, squealing tires, etc.
- I like this one best.
- Like that there is a balance of growing trees on both sides of the road. The yellow line near the entrance should be longer. There should be less parking. It may cause danger when cars parked near the entrance.
- Add more trees, make one way only.
- Like that more parking provided that option 1. To be more neat, improve the environment on Jones. Let people enjoy the living area here.
- I have been a Richmond resident since 1957. I am very impressed with all the improvements. Curb extensions may eliminate some speeding & passing. I live on the 1st floor facing the park and see & hear lot of squealing brakes & much excessive speeding. At times there is a non-stop flow of teenagers coming and going from the park. More trees on the park-side might help cut down the noise. It gets very bad at times & people facing the park have been forced to move away. Cars parked on the north side are always being hit by soccer-balls triggering alarms. Visitors prefer to park on the south-side as they do not want their cars to get damaged.
- Like that retains more on-street parking. It would slow traffic more than option 1. Restricting driving schools from using this road continually through the day would also help. Not uncommon to see 5 different schools parallel parking practise at same time, all hours of the day.
- Like that allows parking on both sides of the road. Will slow the traffic down considerably along this stretch of Jones. Suggest a few speed bumps to ensure traffic slows right down before the park area (i.e. driving eastbound). Don't really think option 1 will effectively reduce speeding past park/school area. Blvd. option 1 moves cars closer to that side. Not a wise idea. Option 2 - planters like along # 3 Rd., with nice flowers and Japanese cherry trees.
- Like this option because of more parking.
- Parking spots available for cars from both directions. Looks more balanced with parking spots on both sides and equal number of curb extensions on both sides.
- Would look better with trees on both sides of street. Eliminate driving schools from using our street because of danger to school children.
- Would slow traffic speed on roadway.
- Something needs to be done to address the speedway that Jones Rd. has become-it's worse by the day. Radar checks in 30 km playground zone would yield a windfall-everyone ignores it. Even with beautification, the only thing to slow people is speed bumps.
- My preference would be for option 2: more aesthetically pleasing, retains more parking space (street is lined with cars every night-not to mention if Victoria Park is ever complete), option 1 could become eyesore if maintenance is responsibility of complexes.
- My concern about the entire project is the impact on property taxes. I don't want to pay for something that is not going to work.
- Like no parking on campus entrance at least 3 cars length on left side and right side.
- Like both sides parking. Would like to see reduction in curb extension.
- The on-street parking now is o.k. It doesn't hinder traffic so why reduced it by 20%? The curb is good width kids can ride their bikes. I'll say if it ain't broken, why fix it?
- Like that tree boulevard to be provided at curb extension.
- Like that cars would be parked properly. A better look for the neighbourhood.
- Less reduction in parking spaces, less construction therefore lower cost, trees extensions look more unique. Would like extensions to be longer or more frequent.
- We agree that the more physically attractive option would be #1. However, with the increase in parking in the area, it will be more challenging and less safe on the street to park late at night.
- Like that Jones Rd. has two-way traffic. It's better to be able to park on both sides. The width of the street should not be made narrow to compromise adding of trees. Actually, I think we currently already have trees on both sides of the road that adding more trees is not essential especially when we need to narrow the pavement. The project is not necessary - save the money for improving the condition of the main roads in Richmond.
- Like the tree boulevard and parking for our residents.
- Like parking on both sides of street. Would like to see a traffic light or 4-way stop at St. Albans and Jones Road. Restrict hours that driving schools are allowed to use Jones and General Currie Roads (i.e. after school hours).
- Very attractive and streamlined to enhance beauty of street. Would like trees planted to be of average height, not too tall.
- Like that parking is still available on both sides of the street.
- *Summary of email:* Concerned that street trees will impact pedestrians and drivers sight lines, proposed project will contribute to congestion at school start and end times, driving school vehicles may be causing licensed drivers to lose their patience, pedestrian-actuated signal should be introduced at the intersection of Jones Road and St. Albans Road, walkway between Jones Road and Blundell Road should be completed, tax payers money should not be spent on this project as there are other projects that should take higher priority in the City, speed bumps should be integrated into the design, curb extensions should be placed with consideration of driveways at 8200 and 8220 Jones Road, and coniferous trees should be planted along this roadway.
- *Summary of letter:* Suggests: bulges be placed away from entrances to properties, should be a bulge at No. 3 Road and Jones Road intersection, "No Left Turn" sign should be placed at the No. 3 Road/Jones Road intersection, would like highly reflective yellow school zone signs on Jones Road, should be a school crossing with guards on Jones Road, timing of road work should be co-ordinated with timing of building of school extension. This is a good idea of cut speeding.
- *Summary of letter:* I agree that something should be done to eliminate the speedway that Jones Road has become. Suggests: speed bumps, radar checks. Concerned about impact on property tax. This option is aesthetically pleasing, retains more parking space. Complexes will not do maintenance.

Jones Road - "Do Nothing"

- Street is functional now. Street parking space will be needed in future.
- Don't do anything because development is not finished on the street and it will only get ruined.

- Both options make road look too narrow. Trees make driver confused.
- Trees limit parking during school hours at General Currie School. Would like green left-hand turn arrows at Blundell & St. Albans. Danger point for Palmer school children.
- Parking is limited in this area as is. Disagree with any changes. Also, the inconvenience of construction going in and out will be a nightmare.
- Like permitted parking on both sides and road to remain as it is now. What are the justifications for proposed design. City does not really make it clear in this letter. Objective too general. Would really appreciate if City can explain in detail.
- Please leave things as they are. Everything works well now.
- We feel this is a very unnecessary tax payers expense! Look to enforcement & speed enforcement of speed limits to solve most problems. Definitely not landscaping on just one side of street. If not fully prepared to maintain islands, do not waste tax \$.
- Concerned about reduction in parking as have 2 cars and need to park 1 on the street. Hard enough to find parking now and will be worse after "improvement". Question: "Is there a need?" If I had to chose a plan it would be option 2 because of parking.
- Frankly speaking, I like the appearance of current Jones Rd. Neither option 1 nor 2 is happy with me.
- Don't see why any improvements need to be made. There are sidewalk for pedestrians on both sides (The sidewalks are wide enough). How much is this going to cost? Would rather have money spent on improving public transit system. At times there are not enough street parking at night. Where do you expect people to park?
- Leave street as is. Create crosswalk to connect with cement walkway through park. Create wheelchair ramp to cement walkway. Complete walkway between Laguna and Victoria Park from Jones to Blundell. A 6 meter strip was given to the City by Laguna for this purpose four years ago.
- My first option is to leave Jones as is. Put a yellow dotted line down the centre and leave the rest alone!! If my money is burning a hole in your pocket that bad, fix Blundell Road between No. 4 and Shell Road!! If you've decided you're doing something to Jones Road no matter what, we say I prefer option 1 over option 2.
- If Jones Road remained to be the regular driving exam route, then there will still be lots of learning driving cars on the road. Narrower road will cause more accidents and inconvenience.
- I am not in favour of either option 1 or option 2. Particularly with lots of kids around it is not a good idea for safety reasons. As it is there are lots of kids in playground running across the road. So the playground also will be dangerous place for kids. The money spent on this project could be used for something else. As it is I am happy with the keeping of Jones Road and do not wish to pay more taxes.
- *Summary of letter:* This is poor use of City money, not safe for drivers or pedestrians. Believe that property tax will go up after this project. I enjoy the existing layout of the road.

General Currie Road - Option 1: Continuous Boulevard on One-Side

- Like maintaining the width of this road & beautiful sight as well.
- Landscape is more beautiful and enhance safety for pedestrians.
- Beautiful line of trees, better flow of traffic, safer for children and pedestrians. Stop lights for pedestrians for General Currie students. Change blinking lights to stop/go lights in No. 3/St. Albans.
- Do not place trees too near the driveway, especially exit so as not to block vision.
- I don't see the benefits of option 2 at all. Option 1 is much better option although it does reduce parking on General Curie Rd.
- Better view with no sight obstructions for motor drivers which would exist in Option 2 especially at corner at St. Albans from General Currie exit. Restrict learner driver use parking spaces practice parking during hour on and off school periods. General Currie School will soon to construct additional extension. Perhaps your department may discuss with school board in conjunction with their forthcoming construction project, prevent the road and pavements being dug-up twice for laying gas and water mains work, whether option 1 or two is decided.
- *Summary of email:* Would like to bring attention to: congestion around school at school start and end times, road in front of 8300 is routinely occupied by parked vehicles, driving schools use the roadway, proposed changes do not appear to be designed to improve or deal with existing problems and usage.

General Currie Road - Option 2: Intermittent Curb Extensions on Both Sides

- Be selective in choosing tree species. No fruit, leaves, etc which leave a mess on sidewalk.
- Like still more parking.
- Like that slows vehicles from speeding and still allows for parking. Need slow to 30 km playground signs and crosswalks on option 2.
- Like more trees, more attractive generally. But is it good idea to install curbs on a street that is very congested at school entering and leaving hours, and heavily used evening & weekends by driving training cars? Parking is sometimes difficult as well, especially in the evenings and on weekends mainly in the east half of the block.
- I would like this option very much also it would look very nice.
- Like that there is more parking than option 1.
- On-street parking on both sides is better and conveniently. Would like to see further on-street parking.
- Preserve more parking space for visitors. Curb extensions with trees should be placed intermittently on alternate sides.
- And for the student safe, please has flash lamp near the General Currie School.
- Balanced appearance.

General Currie Road - "Do Nothing"

- No landscaping on this section of General Currie is necessary. Please spend money on resurfacing bumpy roads, e.g. section of No. 3 Road b/n Park Rd. and Saba Rd., north-bound, and the section of Blundell Rd. between No. 4 Rd. and No. 5 Rd., east-bound, etc.
- Leave it as it is.
- If I had my choice, I would have chosen neither option. The first option might become a danger when a faster car tries to take over the car that obeys the school zone speed, and it may become a hazard to school children.
- Like road as is. Spend money on some other kind of road project.

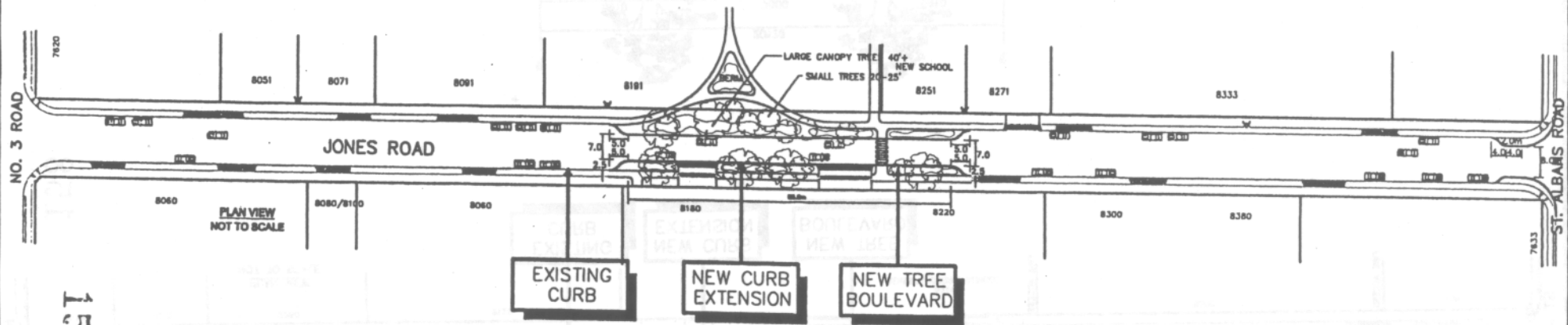


"HYBRID" DESIGN OPTION SCHOOL FRONTAGE CURB EXTENSIONS

Jones Road (No.3 Road to St.Albans Road)

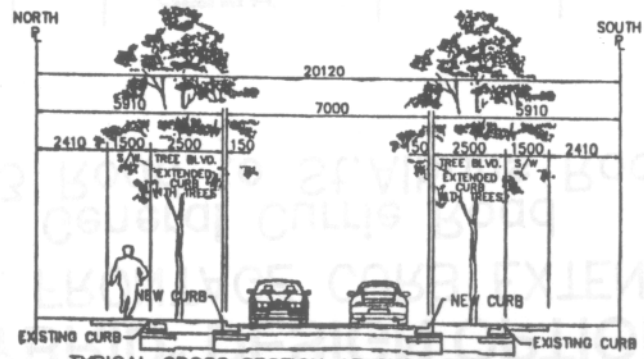
Estimated EXISTING Parking
 67 Spaces

Estimated PROPOSED Parking
 49 Spaces



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**PARKING ALLOWED
OUTSIDE OF
CURB EXTENSIONS**



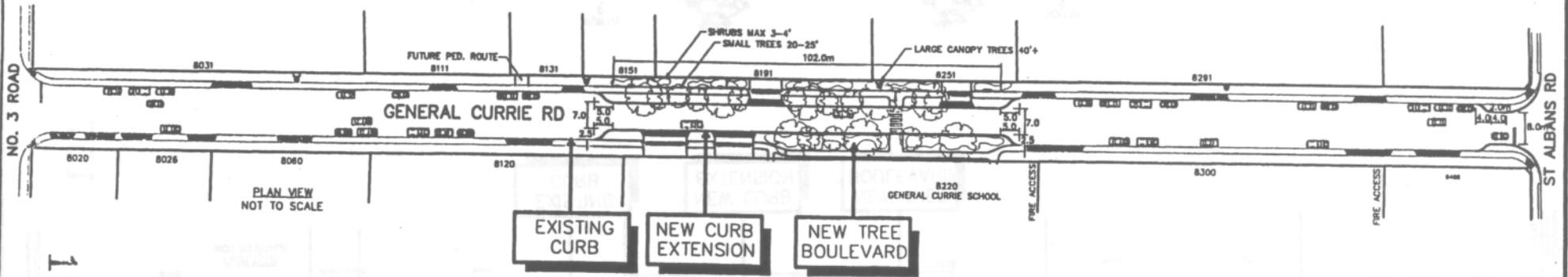
TYPICAL CROSS SECTION AT CURB EXTENSIONS
(EXISTING ROAD WILL REMAIN "AS IS" BEYOND CURB EXTENSIONS NOT TO SCALE

"HYBRID" DESIGN OPTION

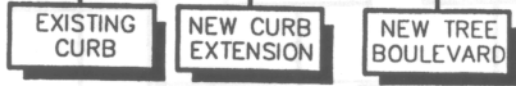
SCHOOL FRONTAGE CURB EXTENSIONS

General Currie Road (No.3 Road to St.Albans Road)

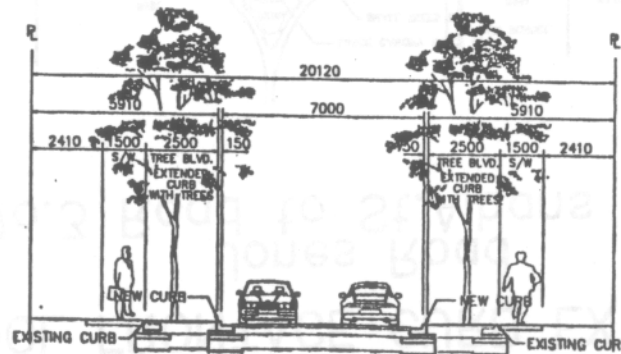
Estimated EXISTING Parking	417 Spaces
Estimated PROPOSED Parking	613 Spaces



PLAN VIEW
NOT TO SCALE



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TYPICAL CROSS SECTION AT CURB EXTENSIONS
(EXISTING ROAD WILL REMAIN "AS IS" BEYOND CURB EXTENSIONS) NOT TO SCALE

**PARKING ALLOWED
OUTSIDE OF
CURB EXTENSIONS**