



Pleasantview Workshop Summary

Options Development

Summary of Workshop Outcomes

- A total of 318 people attended the Pleasantview public workshops, 147 people attended on the March 11 and 171 people attended on March 19.
- Overall, workshop participants found the display boards to be the most valuable part of the workshop. However, some commented that the amount of information presented at the workshops made it difficult to process.
- The primary traffic measures that received the **most support** from workshops participants were:
 - 106 Street Corridor
 - **D1** – Channelize the intersection of 106 Street and 51 Avenue so that northbound and southbound traffic on 106 Street cannot travel through the intersection. (33% support, 2% support with conditions)
 - 109 Street Local Road Corridor
 - **G1** – Convert portions of 52 Avenue and 109 Street south of 53 Avenue into a series of one-way roadways. (39% support, 5% support with conditions)
 - 109 Street/57 Avenue Collector Road Corridors
 - **A1** – Install curb extensions at the intersections of 57 Avenue and 109A Street, 57 Avenue and 110 Street, and 109 Street and 60 Avenue. (46% support, 5% support with conditions)
- The primary traffic measures that received the **least support** from workshops participants were:
 - 106 Street Corridor
 - **B1** – Widen existing curb extensions and existing median on 106 Street, which would further narrow the road at those locations. (81% don’t support)
 - 109 Street Local Road Corridor
 - **C1b** – Install a raised diagonal diverter at 109 Street and 54 Avenue. (65% don’t support)
 - 109 Street/57 Avenue Collector Road Corridors
 - **A3** – Realign intersections at 109 Street and 60 Avenue as well as 109A Street and 60 Avenue. (52% don’t support)
 - **A2** – Install curb extensions at the intersection of 109 Street and 58 Avenue. (52% don’t support)
- The potential contingency traffic measures received mixed levels of support from workshop participants. Support for contingency measures may have been affected by levels of support for the primary traffic measures that they were tied to.
- One suggestion that was made multiple times was the creation of a school drop-off area on school grounds. Although Mount Pleasant School traffic only accounts for approximately 200 to 400 motor vehicle trips out of the 8,000 to 9,000 motor vehicle trips that occur on 106 Street in this area on an average weekday, workshop attendees commented that a school drop-off area would improve traffic flow on 106 Street during the morning drop-off and afternoon pick-up times and would significantly improve student safety.
- Workshop participants raised traffic issues that are not within scope of this initiative, such as the bike lanes on 106 Street, the length of the stoplight at 57 Avenue and 111 Street due to the LRT, and the back-up of traffic on arterial routes (111 Street, Calgary Trail, 51 Avenue and 61 Avenue.)
- Some workshop participants suggested the installation of speed bumps, stop signs, and/or traffic lights at various locations throughout the neighbourhood instead of the proposed measures.

- Some workshop participants suggested strategies that would improve the traffic situation on neighbourhood streets even if no new measures are put in place, such as police enforcement of speed limits and other traffic laws., and the use of smaller ETS buses that make less noise.

Summary of Feedback Form Responses

Total attendance: 318
Total feedback forms completed: 114 (39%)

Numbers in red, bold, underlined are median response.

1. The information presented was useful and informative.



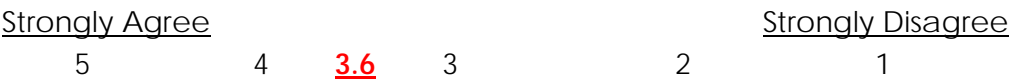
2. The Visual displays in the room were easy to understand.



3. The project representatives were helpful, friendly, and available to talk to me.



4. I was able to find satisfactory answers to my questions.



5. I have a better understanding of the project because of my attendance



6. Which aspects of the meeting did you find most valuable? (Check all that apply)

- 97
- Display Boards
- 65
- Providing feedback on the plan options via post-it comments and dots -- (Written-in comments: *"not at all, people answer/comment based on own concerns, not as a community", "saw people were putting all their dots on one item – was that even allowed?"*)
- 63
- Interaction with Representatives – (One written in comment: *"Not available"*)
- 39
- Discussion with neighbours
- Other:
- 1
- Voice is always good before implementation
- 1
- I think you are going to make a mess of things. Leave them as is. Thank you
- 1
- No one from my area – 110 Street – speeding, 52 Avenue – speeding, not stopping. I guess a few seniors have to die before we are noticing.
- 1
- Coffee was a bonus!
- 1
- Closing off 106 coming south does not seem like a good idea. It is important to change driver behavior
- 1
- no comment

7. Please tell us how you heard about the today’s session. (Choose all that apply)

- 50
- Roadside Signs
- 39
- Flyer
- 35
- Community League – (Written-in comment: *"Signs"*)
- 34
- Pleasantview Traffic Committee
- 15
- Other: 6-Mt. Pleasant School, 3-door to door, 2-Global TV, 2-Examiner newspaper, 1-community member, and 1 on Twitter
- 13
- From Someone Else - (Written-in comment: *"door to door"*)
- 12
- E-mail
- 7
- City Website
- 3
- Other Organization – Mt. Pleasant School, School Council

8. Do you live, work, own a business, or send children to school in the Pleasantview neighbourhood?

- 89%
- Yes (85) – (Written-in comment: *"live on 106th between 60A and 61 Avenue"*)
- 11%
- No (10) – (Written in comment: *"retired"*)

9. If you don’t live in Pleasantview, which neighbourhood do you live in?





- 11
- Other: Blue Quill, 3- Duggan, Aspen Gardens (*"adults drive, kids bike"*), McEwan, Erminskin, Malmo, Bissett, 2 from Sherwood Park
- 3
- Allendale
- 1
- Empire Park
- 1
- Queen Alexandra
- 1
- Lendrum Place


10. If you don’t live in Pleasantview, do you regularly travel through the Pleasantview neighbourhood?

- 100%
- Yes (21)
- 0%
- No (0)

Breakdown of Workshop Outcomes

Pleasantview Map 1

Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
<div>A1</div> <div></div>	<div><u>Curb Extensions</u></div> <div><ul style="list-style-type: none">57 Avenue at 109A Street and 110* Street109 Street at 60 Avenue</div> <div>* 110 Street was minsprinted as 109 Street on the original materials.</div>	<ul style="list-style-type: none">Improves pedestrian visibilityReduces pedestrian crossing distanceReduces vehicle speeds	<ul style="list-style-type: none">Localized loss of on-street parkingCreates an obstacle for cyclistsMay impact turns for large vehicles	45% Local (69) 1 % non (2) 46% total 71 of 153	3% local (5) 2% non (3) 5% total 8 of 153	42% local (65) 6% non (9) 48% total 74 of 153	<ul style="list-style-type: none">Will curb extensions slow traffic on both 57 Ave and each cross street (109 Street and 109A Street)?Good! This area has pedestrian problems!
<div>A2</div> <div></div>	<div><u>Curb Extensions</u></div> <div><ul style="list-style-type: none">109 Street and 58 Avenue</div>	<ul style="list-style-type: none">Improves pedestrian visibilityReduces pedestrian crossing distanceReduces vehicle speeds	<ul style="list-style-type: none">Requires on-street parking ban on west side of road for two adjacent propertiesLocalized loss of on-street parking on east side of roadCreates an obstacle for cyclists	42% local (57) 1% non (2) 43% total 59 of 137	4% local (5) 1% non (2) 5% total 7 of 137	45% local (62) 7% non (9) 52% Total 71 of 137	<ul style="list-style-type: none">Really affects business accessWill curb extensions slow traffic on both 57 Ave and each cross street (109 Street and 109A Street)?More visible crosswalk here. Seems to have been lost since 58th cut-off. No ramp down from curb on west side.
<div>A3</div>	<div><u>Intersection Realignments</u></div> <div><ul style="list-style-type: none">Roadway curbs moved out into existing roadway and filled in with grass</div>	<ul style="list-style-type: none">Improves pedestrian visibilityReduces the number of roads pedestrian must crossReduces vehicle speeds	<ul style="list-style-type: none">Relocates on-street parking farther away from adjacent properties	42% local (42) 2% non (2) 44% total 44 of 99	4% local (4) 0% non 4% total 4 of 99	44% local (44) 7% non (7) 52% total 51 of 99	<ul style="list-style-type: none">Good! This area has pedestrian problems!
<div>B1</div> <div></div>	<ul style="list-style-type: none">Widen existing <u>curb extensions</u> and existing <u>median</u> on 106 Street which would further narrow the road at those locations	<ul style="list-style-type: none">Improves pedestrian visibilityReduces pedestrian crossing distanceReduces vehicle speeds	<ul style="list-style-type: none">Minimal narrowing possible from existing widths, therefore speed reduction benefits will likely be minimalDoes not enhance the on-street bike route and maintains the obstacles for cyclistsMay impact turns for large vehicles	10% local (15) 0% non 10% total 15 of 144	8% local (12) 1% non (1) 9% total 13 of 144	62% local (89) 19% non (27) 81% total 116 of 144	<ul style="list-style-type: none">Foolish! This will create added congestion and backup. It's a dumb idea! (4 stars to support)I think it's a good idea! (1 star to support)Build valet drop-off area on North side of school, St. Monica's has one.Why waste money to rebuild existing curb extensions?Problem for bikesWhy not better dedicated (barrier) bike infrastructure on 106th Street?Why not install speed bumps to slow traffic?No further curb extensions at school crosswalk.Construct a bike bypass through curb extension so cyclists don't have to swing into traffic.Remove curb extensions, these are dangerous, someone is going to get killed.
<div>B2</div>	<div><u>Curb Extension</u></div> <div><ul style="list-style-type: none">Southwest corner of 106 Street at 60A Avenue</div>	<ul style="list-style-type: none">Improves pedestrian visibilityReduces pedestrian crossing distanceReduces vehicle speeds	<ul style="list-style-type: none">Creates an obstacle for cyclistsMay impact turns for large vehicles	11% local (13) 0% non 11% total	9% local (11) 3% non (3) 12% total	58% local (70) 19% non (23) 78% total	<ul style="list-style-type: none">School buses will have a difficult time turning the corner.Remove curb extensions, these are dangerous, someone is going to get killed.




				13 of 120	14 of 120	93 of 120	
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Map #1 Additional Comments from Workshop Participants:

- We like the ideas as pedestrians but they will make our cycling more dangerous.
- Parking bans in front of properties is not acceptable for residents.
 - I agree.
- Making 57 Avenue narrower is problematic – already winter driving is scary due to narrowness.
- Curb extensions on 106 Street make the bike lanes useless – bikes then dodge out into traffic.
- No parking in front of residences on 106 Street (50 Avenue to 60 Avenue) NOT acceptable.
- 106 Street is already too narrow.
- I agree.
- Please maintain / improve bike lanes on 106 Street – critical north-south city route!
 - BAD IDEA. AGREED (3 stars to support)
- Curb extensions on 57 Avenue at 109 Street and 109A Street will help with traffic speed for pedestrian crossing – most concerning is #9 articulated bus traffic in residential neighbourhood
 - Please don’t take away my amazing bus service, one of the reasons we chose Pleasantview.
 - Big issue with the articulated buses. Small, newer buses are fine. (2 stars to support)
- Cycling students and other drivers (e.g. local seniors) need a safe corridor north – south, like 106 Street.
- We are residents and we highly request as residents more speed bumps on 109 Street instead of the curb extension.
- Curb extension of 57 Avenue and 109 Street is important as it is a dangerous corner for pedestrians. Cars speed turning right off 109 Street.
- Shortcuts 109A Street plus speeding.
- Curb extension on northwest corner needed to slow shortcutting – 57 Avenue and 110 Street.
- Narrow north end of 109A Street connecting to 60A Avenue. Angle parking on one side only.
- Shortcutting 57 Avenue no matter what street! (1 star to support)
- 1A condition – snow removal!
- There is no place for me to say “please leave the roads alone.” Pleasantview is not an island. We (other citizens) need to pass through on 106 Street, 109 Street etc. to get to our homes. Please do not reduce the capacity of these roads to carry traffic.
 - I agree! I need to get to work!
- Intersection of 56 Avenue and 105 Street has sightline issues.
- Speeding on 105 Street!
 - Agreed. (1 star to support)
- Narrowing 106 Street at 60A Avenue is necessary (one star to support). Also need to put crosswalk light. My daughter had near misses while crossing the street because of speeding vehicle.
- Obviously it’s not your kids and grandkids at risk!! Sorry to inconvenience you!! (1 star to support)
- Curb extensions – not just an obstacle for cyclists – also increases risk of accident / injury.
- Pedestrian-friendly sidewalks especially during winter months.
- LRT lights on 57 Avenue – big problems.
- Crosswalk at 106 Street and 52 Avenue is not adhered to. Drivers do not stop!
- Add curb extension 57 Avenue, 54 Avenue, 55 Avenue at 107 Street to avoid shortcutting and speeding. (1 star to support)
 - Do not add.
- Shortcutting down 55 Avenue from 106 Street to Calgary Trail dangerous and even more so now that cars back up going South on 106 Street.
- Traffic circle on 109 Street and 57 Avenue

- Move buses to 111 Street and use small blue buses. (5 stars to support)
 - Agree.
- Make crosswalk at 106 Street and 52 Avenue safer. Lights maybe?
- Shortcutting through 57 Avenue. (1 star to support) Please add speed bumps. (1 star to support)
- Speed bumps on 52 Avenue and along 110 Street north of 52 Avenue.
- Speeding, not stopping at stop sign.
- Traffic circle at 109 St and 57 Ave (one person highlighted that they disagreed with this)
- Speed limit back to 50kph on 61 Ave
- Crossing lights at 108 St and 61 Ave
- Most traffic problems in neighbourhood are ‘enforcement’ issues
- Have police support speed limits
- One way north on 109St (only between 52 Ave &54 Ave) (where there are speed bumps). One person noted agreement with this comment.
- Hard to evaluate curb extensions without a detailed plan.
- Concerned that curb extensions will force cyclists into traffic and also increase traffic congestion.
- Not sure that curb extensions will deter traffic on 109 St. It will only make it more difficult to park in an area that does not have back alleys.
- Valet drop off on north side of school.





Pleasantview Map 2


Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
<div>C1a</div> <div></div>	<div>Raised Median Barrier</div> <ul style="list-style-type: none">• North/south traffic on 109 Street cannot travel through nor turn left on to 54 Avenue, but can turn right• Northbound traffic is diverted east off 109 Street onto 54 Avenue• Southbound traffic is diverted west off 109 Street onto 54 Avenue• East/west traffic on 54 Avenue cannot turn left onto 109 Street, but can travel through or turn right onto 109 Street	<ul style="list-style-type: none">• Reduces traffic volumes• Maintains all-direction pedestrian and bicycle access• Self-enforcing	<ul style="list-style-type: none">• May increase travel time for Emergency Services and Waste Management• May increase travel time for road users• Limits access to local destinations• Localized loss of on-street parking	34% local (58) 1% non (1) 35% total 59 of 170	4% local (6) 0% non 4% total 6 of 170	54% local (91) 8% non (14) 62% total 105 of 170	<ul style="list-style-type: none">• This forces transit traffic down residential streets. Strongly oppose.• Traffic will ‘shortcut’ along 57Ave.• Big problem for 109 Ave and 110 St because of more shortcutting.• This is a big problem for sure, speed bump 109 between 57 and 54 instead.• Southern egress from 109 St to 51 Ave is critical and this plan may block egress. Note that neighbourhood exits are confounded by train crossings, construction and traffic often blocking exists.
<div>C1b</div> <div></div>	<div>Raised Diagonal Diverter</div> <ul style="list-style-type: none">• North/south traffic on 109 Street cannot travel through nor turn right on to 54 Avenue, but can turn left onto 54 Avenue• East/west traffic on 54 Avenue cannot turn left nor travel through intersection, but can turn right onto 109 Street• Northbound and southbound traffic wishing to travel through the neighbourhood could redirect to areas west of 109 Street	<ul style="list-style-type: none">• Reduces traffic volumes• Maintains all-direction pedestrian and bicycle access• Self-enforcing• Reduces collision potential• Opportunities for landscaping	<ul style="list-style-type: none">• May increase travel time for Emergency Services and Waste Management• May increase travel time for road users• Limits access to local destinations	27% local (31) 1% non (1) 28% total 32 of 113	6% local (7) 0% non 6% total 7 of 113	56% local (63) 10% non (11) 65% total 74 of 113	<ul style="list-style-type: none">• Southern egress from 109 St to 51 Ave is critical and this plan may block egress. Note that neighbourhood exits are confounded by train crossings, construction and traffic often blocking exists.
<div>D1</div> <div></div>	<div>Intersection Channelization / Prohibited Turns</div> <ul style="list-style-type: none">• Southbound motor vehicle traffic on 106 Street cannot travel through the intersection, but can turn right or left onto 51 Avenue• Northbound motor vehicle traffic on 106 Street cannot travel through the intersection, but can turn right or left onto 51 Avenue• All access from 51 Avenue remains the same.	<ul style="list-style-type: none">• Reduces traffic volumes• Reduces shortcutting traffic• Maintains all-direction pedestrian and bicycle access	<ul style="list-style-type: none">• May increase travel time for road users• Limits access to local destinations• Less effective without physical barriers	32% local (68) 1% non (3) 33% total 71 of 212	1% local (3) 1% non (2) 2% total 5 of 212	49% local(103) 16% non (33) 64% total 136 of 212	<ul style="list-style-type: none">• No!• Strongly disagree with eliminating southbound traffic access on 106 Street at 51 Avenue. Too convenient for neighbourhood to gain access across Whitemud Drive without becoming entangled within Calgary Trail / Gateway Boulevard traffic flows.• Major safety issue with bikes between 2 lanes of traffic.• Removal of through lanes seems reasonable but having cyclists between the two lanes of vehicles seems dangerous.• Absolutely strongly disagree with removal of northbound and southbound through lanes.• How do emergency vehicles get through? (They use sirens and

	<ul style="list-style-type: none">• Cyclists and pedestrians can travel through the intersection• Prevents through access into and out of Pleasantview						<p>lights.)</p> <ul style="list-style-type: none">• We are already boxed into our neighbourhood. No.• I very strongly disagree with eliminating northbound or southbound traffic on 106 Street. I don't believe it will decrease shortcutting, but it will increase shortcutting on other residential streets through neighbourhood.• How can you justify not allowing traffic to travel through this area on 106 St? each community may ask for the same justification (e.g. Duggan) (2 stars stuck next to this comment)• D1 – This merely switches the problem to others. Pleasantview residents and school users will now create excess traffic elsewhere. (4 checks to support)• Restricts my ability to get to work!• Like D1 for people cutting through, but inhibits my access for community services.• What are you people thinking? I will have to drive the area to get to my home.• Do this at Whitemud and 106 Street, not 51 Avenue and 106 Street. (3 stars to support)
<div><div>D2</div><div></div></div>	<p><u>Raised Diagonal Diverter</u></p> <ul style="list-style-type: none">• North/south traffic on 105 Street cannot travel through the intersection nor turn left onto 52 Avenue, but can turn right onto 52 Avenue• East/west traffic cannot travel through the intersection nor turn right onto 105 Street, but can turn left onto 105 Street• May be considered with D1 to address any southbound traffic that could redirect from 106 Street to this area	<ul style="list-style-type: none">• Reduces traffic volumes• Maintains all-direction pedestrian and bicycle access• Self-enforcing• Reduces collision potential• Opportunities for landscaping	<ul style="list-style-type: none">• May increase travel time for Emergency Services and Waste Management• May increase travel time for road users• Limits access to local destinations	<div>21% local (19)</div> <div>6% non (5)</div> <div>27% total</div> <div>24 of 89</div>	<div>6% local (5)</div> <div>0% non</div> <div>6% total</div> <div>5 of 89</div>	<div>55% local (49)</div> <div>12% non (11)</div> <div>67% total</div> <div>60 of 89</div>	<ul style="list-style-type: none">• D2 – More traffic through neighbourhood!• What are you people thinking? I will have to drive the area to get to my home

Map #2 Additional Comments from Workshop Participants:





- 40 km/hr. throughout Pleasantview! (4 stars to support)
- Raised concrete diverters will be a nightmare for winter snow clearing and spring cleanup. This was done once on 106 Street and it was terrible! (11 checkmarks and 1 star to support)
- Poor road maintenance 54 Avenue already, will deteriorate more with increased traffic.
- Narrow roadway when parking in place.
- Change in nature on 54 Avenue – influx of new families – small children, increased traffic – safety concern.
- On 109 Street, traffic volume is NOT so much a problem, but speed is a problem. There are speed bumps on one block only, maybe put them on other blocks.
- Limiting access through Pleasantview on 106 Street will increase traffic congestion elsewhere. Does not address safety concerns for other school zones.
- We live on 106 Street and need to get home and get to work. Don't make it harder than it already is.
- This initiative was spearheaded by the Pleasantview Community League. We cannot address the problem traffic in other communities, only our own!
- Speed bumps 110 Street north and 52 Avenue west – speeding, NO STOPPING AT SIGN.
- Proposals to close off some streets (54 Ave, 106 St) will divert traffic to other shortcut routes like 57 Ave which is already overburdened. (1 star to support).




Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
<div>E1</div> <div></div>	<p><u>Intersection Channelization / Prohibited Turns</u></p> <ul style="list-style-type: none">• Southbound motor vehicle traffic on 106 Street cannot travel through the intersection nor turn left onto 51 Avenue, but can turn right onto 51 Avenue• Northbound motor vehicle traffic on 106 Street cannot travel through the intersection, but can turn right or left onto 51 Avenue• All access from 51 Avenue remains the same.• Cyclists and pedestrians can travel through the intersection• Prevents through access into and out of Pleasantview	<ul style="list-style-type: none">• Reduces traffic volumes• Reduces shortcutting traffic• Maintains all-direction pedestrian and bicycle access	<ul style="list-style-type: none">• May increase travel time for road users• Limits access to local destinations• Less effective without physical barriers	<div>22% local (40)</div> <div>2% non (4)</div> <div>24% total</div> <div>44 of 186</div>	<div>1% local (2)</div> <div>0% non</div> <div>1% total</div> <div>2 of 186</div>	<div>60% local(112)</div> <div>15% non (28)</div> <div>75% total</div> <div>140 of 186</div>	<ul style="list-style-type: none">• Want to turn left on 51 Avenue when going south.• Where and how do bikes cross over and how is that controlled?• Through movements must be allowed.• Put it back to what it was. Problem solved.• Instead of solving the problem of speeding, shortcutting, dangerous driving on a larger scale and solutions such as this simply divert traffic through other communities and cause issues elsewhere. Communities where residents do not step up for change face dangerous traffic, but change is unsupported to avoid traffic congestion.<ul style="list-style-type: none">◦ Agree.◦ Disagree.◦ Disagree. We all should share the misery of shortcutting and speeding.• Restricts my ability to get to and from work! But results in a quieter community for people, not cars.• Probably least expensive, least inconvenience to masses and diverts traffic where it should be.• Makes a better community, diverts traffic to main routes where it should be – not in a residential area• Creates problems for Pleasantview residents with children attending Rideau Park School. We could not travel to and from school. 106 Street is a direct and safer route.
<div>E2</div> <div></div>	<p><u>Raised Diagonal Diverter</u></p> <ul style="list-style-type: none">• North/south traffic on 105 Street cannot travel through the intersection nor turn left onto 52 Avenue, but can turn right onto 52 Avenue• East/west traffic cannot travel through the intersection nor turn right onto 105 Street, but can turn left onto 105 Street• May be considered with E1 to address any southbound traffic that could redirect from 106 Street to this area	<ul style="list-style-type: none">• Reduces traffic volumes• Maintains all-direction pedestrian and bicycle access• Self-enforcing• Reduces collision potential• Opportunities for landscaping	<ul style="list-style-type: none">• May increase travel time for Emergency Services and Waste Management• May increase travel time for road users• Limits access to local destinations	<div>16% local (15)</div> <div>2% non (2)</div> <div>18% total</div> <div>17 of 93</div>	<div>11% local (10)</div> <div>0% non (0)</div> <div>11% total</div> <div>10 of 93</div>	<div>57% local (53)</div> <div>14% non (13)</div> <div>71% total</div> <div>66 of 93</div>	<ul style="list-style-type: none">• E2 to be a primary measure.• As taxpayer we should not have to make a large diversion.• Will cause traffic congestion in neighbourhood.
<div>E3</div> <div></div>	<p><u>Raised Diagonal Diverter</u></p> <ul style="list-style-type: none">• North/south traffic on 105 Street cannot travel through the intersection nor turn right onto 55 Avenue, but can turn left onto 55 Avenue• East/west traffic on 55 Avenue cannot travel through nor turn left onto 105 Street, but can	<ul style="list-style-type: none">• Encourages traffic to use Collector roads to travel to Allard Way and not Local roads• Reduces traffic volumes• Maintains all-direction pedestrian and bicycle access	<ul style="list-style-type: none">• May increase travel time for Emergency Services and Waste Management• May increase travel time for road users• Limits access to local destinations	<div>20% local (20)</div> <div>3% non (3)</div> <div>23% total</div> <div>23 of 99</div>	<div>8% local (8)</div> <div>0% non</div> <div>8% total</div> <div>8 of 99</div>	<div>55% local (54)</div> <div>14% non (14)</div> <div>69% total</div> <div>68 of 99</div>	<ul style="list-style-type: none">• Would like 4-way stop at 105 Street and 55 Avenue.• Make 3E a primary measure.• Will cause traffic congestion in neighbourhood.

	turn right onto 105 Street <ul style="list-style-type: none"> May be considered with E1 to address any southbound traffic that could redirect from 106 Street to this area 	<ul style="list-style-type: none"> Self-enforcing Reduces collision potential Opportunities for landscaping 					
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Map #3 Additional Comments from Workshop Participants:

- Traffic shortcutting along 52 Avenue, speeding through 109 Street intersection. Need stop at 52 Avenue and 109 Street going west.
- Road closure at 55 Avenue and Calgary Trail – open it to two-way traffic and use diverters on 52 Avenue and 53 Avenue to fix access to Calgary Trail.
- Support closure at 55 Avenue and Calgary Trail. (1 star to support)
- Diverting traffic only diverts the problem, it does not solve it.
- I’d rather have to drive slower than be diverted out of my way and add to travel time.
- Alley between 57 Avenue and 58 Avenue is not a road. Children playing 5 feet from speeders.
- Open 60 Avenue to 106 Street.
- Agree with road closure for west access on 55 Avenue (or put in tire traps). Will limit road infractions for cars using access illegally currently.
- Something must be done to deal with the unsafe roads, as a resident I could live with E3 or E2, but there are some residents it would greatly inhibit of coupled with E1. The road closure onto Calgary Trail poses problems when trying to get out of the neighbourhood.
- Close access between 55 Avenue and Calgary Trail.
- Speed bumps on 56 Ave, 55 Ave, 53 Ave and 52 Ave. (They don’t plow worth a damn anyway.)
 - Yahoo! Common sense!
- Speed bumps on 55 Ave and 56 Ave.
- Stop signs on 55 Ave east-west.
- Too much speeding 110 Street – speed bumps.
- We live in Pleasantview but are told that 61 Ave traffic is not being considered as an issue even though 61 Ave is now like a freeway and has many accidents every year at 61 Ave and Allendale Rd intersection.
- The issue of convenience for ‘short cutters’. If it’s a bigger hassle to take a short cut than stay on the main road then it’s not a short cut.
- Yield signs needed on 57 and 59 Ave where 107 St
- Get rid of bike lanes
- Get rid of bike lanes for sure (this had support in the form of check marks and stars).
- Yield signs needed on 55 Ave west and eastbound, so many accidents N/S bound at stop signs, no people stop. I was standing at that corner and saw an accident, I was almost hit.
- What does self-enforcing really mean?
- Remove the 106 St sign from the Whitemud – stop telling people about it.


Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
<div>F1</div> <div></div>	<p><u>One-Way Northbound – 1 Block</u></p> <ul style="list-style-type: none">Motor vehicle traffic cannot travel south on 106 Street between 55 Avenue and 56 AvenueNorthbound and southbound cyclist traffic can travel in reserved bike lanes <p>with</p> <p><u>Intersection Channelization / Prohibited Turns (D1)</u></p> <ul style="list-style-type: none">Southbound motor vehicle traffic on 106 Street cannot travel through the intersection, but can turn right or left onto 51 AvenueNorthbound motor vehicle traffic on 106 Street cannot travel through the intersection, but can turn right or left onto 51 AvenueAll access from 51 Avenue remains the same.Cyclists and pedestrians can travel through the intersectionPrevents through access into and out of Pleasantview	<ul style="list-style-type: none">Reduces traffic volumesReduces shortcutting trafficMaintains all-direction pedestrian and bicycle access	<ul style="list-style-type: none">May increase travel time for Emergency Services and Waste ManagementMay increase travel time for road usersLimits access to local destinationsMay encourage higher speedsMay require enforcement	17% local (29) 1% non (2) 18% total 31 of 175	6% local (10) 0% non 6% total 10 of 175	62% local(108) 15% non (26) 77% total 134 of 175	<ul style="list-style-type: none">Half-way measures will not work with the traffic volumes and shortcutting we have in Pleasantview. You have to tackle the problems head-on.If it's only one block, drivers will go the wrong way.If you support F1 you will have people trapped within the neighbourhood and travel all the way through to Allard Way.Business on 106 Street and 53 Avenue – big impact for parents because it is a daycare that accommodates children 0 months to 6 years old!Inconveniences parents for 6 years – what about those who live here for 20 years?If that's the case, should have a special left turn green light to ease traffic on making left turns on 61 Avenue.F1 closure prevents residents of Pleasantview (60A Avenue area) from taking children to school at Rideau Park (40 Avenue and 106 Street). 106 Street is the only direct and safe route to travel.D1 – Place green advance 106 Street and 51 Avenue south to east long at night, short in the morning. Change intersection back. Would end shortcutting. Cheapest option. (1 star to support)<ul style="list-style-type: none">Totally agree.F2 and D1 – Make peak hour restriction from northbound on 51 Avenue. So, 106 Street southbound make one-way traffic flow.
<div>F2</div> <div></div>	<p><u>One-Way Northbound – 3 Blocks</u></p> <ul style="list-style-type: none">Motor vehicle traffic cannot travel south on 106 Street between 53 Avenue and 56 AvenueNorthbound and southbound cyclist traffic can travel in reserved bike lanesNorthbound parking may be permitted except near intersections where a localized parking ban may be in place <p><u>Intersection Channelization / Prohibited Turns (D1)</u></p> <ul style="list-style-type: none">Southbound motor vehicle traffic on 106 Street cannot travel through the intersection, but can turn right or left onto 51 AvenueNorthbound motor vehicle traffic on 106 Street cannot travel through the intersection, but can turn right or left on to 51 AvenueAll access from 51 Avenue remains the	<ul style="list-style-type: none">Reduces traffic volumesReduces shortcutting trafficMaintains all-direction pedestrian and bicycle access	<ul style="list-style-type: none">May increase travel time for Emergency Services and Waste ManagementMay increase travel time for road usersLimits access to local destinationsMay encourage higher speedsMay require enforcement	19% local (32) 3% non (5) 22% total 37 of 172	3% local (5) 1% non (2) 4% total 7 of 170	62% local(107) 12% non (21) 74% total 128 of 172	<ul style="list-style-type: none">Restricts my ability to get to and from work!Business on 106 Street and 53 Avenue – big impact for parents because it is a daycare that accommodates children 0 months to 6 years old!Inconveniences parents for 6 years – what about those who live here for 20 years?If that's the case, should have a special left turn green light to ease traffic on making left turns on 61 Avenue.No one-way – residents of Pleasantview need access both ways.Restricting 106 Street southbound traffic will make very hard for residents of 106 Street – 109 Street blocks to go south, as turning south onto 111 Street is very time-consuming because of LRT crossing.

Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
	<p>same.</p> <ul style="list-style-type: none"> Cyclists and pedestrians can travel through the intersection Prevents through access into and out of Pleasantview 						
F3 	<p><u>Raised Diagonal Diverter</u></p> <ul style="list-style-type: none"> North/south traffic on 105 Street cannot travel through the intersection nor turn right onto 55 Avenue, but can turn left onto 55 Avenue East/west traffic on 55 Avenue cannot travel through nor turn left onto 105 Street, but can turn right onto 105 Street May be considered with E1 to address any southbound traffic that could redirect from 106 Street to this area 	<ul style="list-style-type: none"> Encourages traffic to use Collector roads to travel to Allard Way and not Local roads Reduces traffic volumes Maintains all-direction pedestrian and bicycle access Self-enforcing Reduces collision potential Opportunities for landscaping 	<ul style="list-style-type: none"> May increase travel time for Emergency Services and Waste Management May increase travel time for road users Limits access to local destinations 	<p>14% local (13) 4% non (4) 19% total</p> <p>17 of 90</p>	<p>10% local (9) 0% non 10% total</p> <p>9 of 90</p>	<p>58% local (52) 13% non (12) 71% total</p> <p>64 of 90</p>	<ul style="list-style-type: none"> 55 Avenue access to 104 Street allows local traffic a path out of the community. Why remove it? Traffic has already been restricted westbound. Suggest 4-way stop at intersection. (3 stars to support)
F4 	<p><u>Road Closure</u></p> <ul style="list-style-type: none"> Close all access to 104 Street (Calgary Trail) from 55 Avenue May be considered with F1 or F2 to address southbound traffic that could redirect from 106 Street to this area 	<ul style="list-style-type: none"> Reduces traffic volumes Maintains all-direction pedestrian access Self-enforcing Opportunities for landscaping 	<ul style="list-style-type: none"> May increase travel time for road users Limits access from Pleasantview 	<p>29% local (34) 1% non (1) 30% total</p> <p>35 of 115</p>	<p>4% local (5) 2% non (2) 6% total</p> <p>7 of 115</p>	<p>51% local (59) 12% non (14) 63% total</p> <p>73 of 115</p>	<ul style="list-style-type: none"> A one way exit out of Pleasant view to 104 St – no traffic coming in but still allows escape. Make a parking lot exit onto Allard so that traffic isn't tempted to go the wrong way. Is a great idea! Please do it!
G1 	<p><u>One-Ways</u></p> <ul style="list-style-type: none"> Traffic cannot travel south on 109 Street between 52 Avenue and 53 Avenue Traffic cannot travel east on 52 Avenue between 110 Street and the alley east of 110 Street Road is narrowed at the beginning of each one-way portion 	<ul style="list-style-type: none"> Reduces traffic volumes Reduces shortcutting traffic Maintains all-direction pedestrian and bicycle access 	<ul style="list-style-type: none"> May increase travel time for Emergency Services and Waste Management May increase travel time for road users Limits access to local destinations May encourage higher speeds May require enforcement Requires localized on-street parking bans on one side of the road for the narrowed portions 	<p>38% local (53) 1% non (2) 39% total</p> <p>55 of 140</p>	<p>4% local (6) 1% non (1) 5% total</p> <p>7 of 140</p>	<p>46% local (65) 9% non (13) 56% total</p> <p>78 of 140</p>	<ul style="list-style-type: none"> Narrow the road, but keep traffic both ways, keep the parking ban. Has its merits

Map #4 Additional Comments from Workshop Participants:

- Open F4 up completely and do F3.
 - It would create problems in other places.
 - It will make other places more crowded.
- One way south 51 Avenue to 56 Avenue on 106 Street, one way northbound below 51 Avenue on 106 Street.
- Access to daycare? No now I have to go through more residential? This helps nobody.
- Access to daycare needs to stay. Already problematic due to bike lanes.
- People will have to go through the residential areas and it might cause even more problems.

- I would like to see the school drop-off issues decided in the same decision-making schedule as the Pleasantview transportation planning.
- Remove changes made to 106 Street and 51 Avenue southbound. It seems worse since that was done.
- Move bike routes OFF of the road (106 Street) and physically separated so adjacent to sidewalks.
- Keep bike lanes on 106 Street operating during the no snow season only, as they are not maintained in winter to make them safe. Or maintain them better in winter to justify their existence. Most cyclists choose 111 Street bike lanes during snow season anyways.
- Bike lanes – I hear about short cutters in vehicles – how many bike short cutters are there? Don’t we want to treat all short cutters equally the same? No bike lane on 106 Street.
- This kind of diversion is overkill. Residents to the north do not want to be inconvenienced. (Of course they don’t!) Please leave the road system the way it is.
- No “out of box” thinking on any of options shown. Start new idea section!
 - Drop kids off at Southgate and shuttle to school – no parent drop-offs.
 - Elevated crossings for pedestrians.
 - Other?
- Won’t be able to get out of area without major detours.
- Consider diagonal diverter OR road closure on 55 Avenue. NOT BOTH as homeowners will have difficulty getting into area when travelling south – have to back track.
- 105 St at 51 Ave remove L/H turn by creating a continuous meridian on 51 Ave.
- Cul-de-sac at 52 Ave / 106 St to prevent short cut and LH turn at 106 St.
- End road no access to 52 Ave from 106 St.
- Put alternating one-way on 106 St. South 1 way morning 7am-9am, north one-way 15:30-17:30. Use traffic lights to regulate it like they do with bridge closures.

Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support	Comments from Workshop Participants
H1	<p><u>Remove Existing Curb Extensions and Center Median Island on 106 Street</u></p> <ul style="list-style-type: none">Done in coordination with other proposed calming measures which would reduce traffic volumes on 106 Street	<ul style="list-style-type: none">Improves the existing on-street bike route facility	<ul style="list-style-type: none">Reduces pedestrian visibilityIncreases pedestrian crossing distance	49% local (64) 11% non (14) 60% total 78 of 130	5% local (6) 2% non (3) 7% total 9 of 130	25% local (33) 8% non (10) 33% total 43 of 130	<ul style="list-style-type: none">Parking and bulbing on 106 Street stops cars from passing on the inside or outside of lane. They were put in 10 years ago to stop dangerous passing.
H2	<p><u>Parking Ban</u></p> <ul style="list-style-type: none">Prohibit parking on 106 Street between 56 Avenue and 61 AvenueEncourage Mount Pleasant School drop-off/pick-up activity to move to 60A Avenue east of 106 Street	<ul style="list-style-type: none">Improves the existing on-street bike route facilityShifts school drop-off/pick-up activity to a less busy roadwayReduces U-turns at 106 Street and 107 Street	<ul style="list-style-type: none">May require enforcementEliminates parking on one side of the school for drop-off/pick-upMore school traffic on 60A Avenue east of 106 Street	39% local (93) 4% non (10) 43% total 103 of 238	4% local (9) 1% non (2) 5% total 11 of 238	39% local (93) 13% non (31) 52% total 124 of 238	<ul style="list-style-type: none">Removing possibility for student drop-off on 106 Street means increased congestion on side streets surrounding school and a bottle neck on 106 Street and 60A Avenue as parents try to find space to drop off students.Increase school parking lot size to allow for student drop-off. No parking on 106 Street, no drop-off on 60A Avenue.Increase parking lot for school parents drop off and pick up, not the other way around.Limiting pick-up and drop off space will cause more problems.Not encouraged to have parking ban along 106 Street between 56 Avenue and 60A Avenue.Prohibit parking during certain hours (school pick-up and drop-off) at 107 Street and 60A Avenue.Add turn-around for school traffic on 670A Avenue.Removing parking along 106 St will cause huge trouble for parents pick up or dropping off students. Parking on 60 A Ave is not enough.H2 will be a big problem for all the parents from Mount Pleasant School because this is a school with an excellent program and most of the children are not from boundaries so the parents must drop them off and pick them up.H2 – What about student drop-off?
H3	 <p><u>Northbound and Southbound Reserved Bike Lanes</u></p> <ul style="list-style-type: none">Install Reserved Bike Lanes both northbound and southbound on 106 Street from 56 Avenue to 61 Avenue	<ul style="list-style-type: none">Improves the existing on-street bike route facility	<ul style="list-style-type: none">Eliminates parking on one side of the school for drop-off/pick-up	26% local (38) 3% non (4) 29% total 42 of 145	3% local (4) 2% non (3) 5% total 7 of 145	50% local (73) 16% non (23) 66% total 96 of 145	<ul style="list-style-type: none">106 Street not good for bikes: traffic volume too high, hill is bad. 109 Street would be better.H3 – How many bikes per day (am and pm) use 106 Street? (Look at usage) before (you make) any changes.H3 – Bike lanes separated from road. (1 star to support)Northbound reserved bike lane is not recommended. Reserved bike lane will take away parent parking space. Recommend reserved bike lane on southbound which discourages parent parking.Removing parking along 106 St will cause huge trouble for parents pick up or dropping off students. Parking on 60 A Ave is not enough.

Map #5 Additional Comments from Workshop Participants:

- Close 107 Street to 106 Street
- Put 106 Street and 51 Avenue intersection back to what it was before. Useless bike lanes were installed last year.
- Bike lane – take out and put in wider sidewalks with lane. Put space back on road while making cycling safe.
- Being able to drop off kids safely should be a priority objective.
 - I support this.
- Not enough is done to actually reduce the 10 blocks of freeway. We need lights or stop signs on 106 Street. Otherwise it will always be a freeway.
- Parking for pick up and drop off could be made available on some of the school grounds.
- In reference to the reduction of drop-off / pick-up activity on 106 Street, where would you move that activity to? 60A is already utilized as well.
- 106 Street is far from being a freeway.
- I agree! 106 Street is used as a freeway!
- Solutions for parking for school:
 - Drop-off / pick-up zone (1 star to support)
 - Traffic cops enforcing speed.
 - On-the-spot fines for dangerous driving (1 star to support)
 - Widen streets
 - Traffic restriction and relaxation 8-8:30am and 3-3:30pm
- School vehicles = 300 (x2 = 600) 106 Street overage = 4,000 vehicles. This is not a traffic problem caused by the school. (1 star to support)
 - 10,000 vehicles, not 4,000.
- Make bike lanes seasonable use only.
- There are too many cars stopping to drop off kids in front of the school. It causes traffic congestion on 106 Street. The way to reduce that congestion is to not allow parents to stop and park on 106 Street where it impedes all the other traffic. I support redirecting that congestion.
- 20 Mount Pleasant kids live in Pleasantview. Residents of Pleasantview have to cross 111 Street to go to school! (2 stars to support)
- It will block the bus zone! It’s not Mount Pleasant’s fault!
- It will move the problem to the front door! It’ll make the matter worse!
- There will now be two crowded streets. The neighbours would not like that either.
- This will just move the problem to the front of the school. Also, Mount Pleasant only has around 200 families. That doesn’t equal the 4,000 extra people.
- Mount Pleasant has less than 200 families. Most of Mount Pleasant Students are in families and on the yellow bus. 200 does not equal 4,000.
- Take part of the west field to make a separate turn / park lane for school:
 - Safer for kids
 - Traffic impendence
- If you close down 106 Street, all the traffic will move to the front of the school and the problem will get worse.
- Best solution is to make all of 106 Street one way northbound from 51 Ave to 61 Ave. Make all avenues like 60A eastbound.
 - No! Closes off access for residents / users east of 106 Street, 51 Avenue to 61 Avenue.
- Mount Pleasant has patrollers. It will affect them greatly. They usually patrol on 106 Street. They have to be trained differently.
- Create a parking area north of Mount Pleasant School for parental drop-offs. Strict parking for buses only.
- Create sidewalk on 106 Street southbound to prevent pedestrians crossing the street. (2 stars to support)
- Where will Mount Pleasant parents be able to park when 60A Avenue is really full? What happens in the winter when they blade the street and leave rows?
- Should widen 106 Street from 51 Ave to 61 Ave.
- Build a flowing drop-off zone for Mount Pleasant School. Then parents don’t have to drive into the residential area! (5 stars for support)
 - Perfect solution!
- Forcing Mount Pleasant parents to park in front of the school will cause congestion there with angry neighbours, and there will still be too many commuters on 106 Street. Mount Pleasant parents aren’t responsible for the number (4,000) of extra commuters currently using 106 Street.
- The traffic around Mount Pleasant is generally congested only for ½ hour in am and ½ hour in pm. The rest is other traffic.

- Use green space south of Mount Pleasant School to create a drop-off zone. One less soccer field will alleviate a ton of the problems on 106 Street during school drop-off and pick-up.
- Create a parking lot at Mt Pleasant School – both accesses – to eliminate drop off and pick up of children mid-street and weaving around busses (star stuck in support).
- Pull out lane for school
- Encourage kids to walk to school, not drive.
- 30km/hr school zone enforced
- Reduce traffic speed around school
- Yes to above comment.
- Make school responsible for alternate ‘drop area’ on their own parcel- remove it from 106 St.
- In response to above comment: this is hard, if you want a viable school in the community you have to have reasonable access, remember little kids K-6. Just a thought.
- A loss of parking on 106 Ave would solve no issue in respect to school drop-off.

Other General Comments:

- 109 Street – Vancouver has curb extensions with a gap in them allowing bikes to flow through. The gap is between the sidewalk and edge of curb extension. Otherwise, they would be dangerous for cyclists and 109 Street is a bike lane.
- 111 Street and 57 Avenue – Coordinate traffic lights with railway crossing to improve the intersection throughput.
- 57 Avenue – Add curb extension at northwest corner on both sides of 57 Avenue and 110 Street.
- 109 Street and 58 Avenue – Crosswalk lights, they’re needed! (3 stars to support)
- 109 Street and 57 Avenue – Add curb extensions here. Very dangerous for pedestrians. (1 star to support)
- Better enforcement of the four-way stop at 57 Avenue and 109 Street as vehicles rarely stop and it is unsafe.
- Southern part of 109 Street – Need more speed bumps to slow traffic and not allow northbound traffic to accelerate hard from eastbound to northbound.
- 109 Street and 52 Avenue – Put concrete island on 109 Street just north of 52 Avenue. Forces traffic to make a 90 degree corner rather than cutting it short at high speed.
- 57 Avenue – Shortcutting / speeding on 57 Avenue. Speed bumps would be a solution. (3 stars to support)
- Add curb extension at 107 Street and 57 Avenue.
- 106 Street and 60A Avenue – Need to narrow 106 Street and 60A Avenue. Also flashing amber crosswalk signal is required. Had quite a few near misses. It is a SAFETY issue.
- Open up 60 Avenue to 106 Street. (same person, 4 times)
- Support speed bumps on 109 Street, 54 Avenue to 52 Avenue. (1 star to support)
- Need either crosswalk or flashing light at either 55 Avenue or 56 Avenue and 106 Street (blind corner) to help traffic flow.
- Please don’t close through traffic at 51 Avenue and 106 Street. Pleasantview kids can’t go to Rideau Park School (106 Street and 40 Avenue). (1 star to support)
- Curb extension needed on northwest corner of 57 Avenue and 110 Street.
- 55 Avenue and Calgary Trail – Keep this open, otherwise it’s a pain to get out of Pleasantview.
- 106 Street and 51 Avenue – How many vehicles per day access 106 Street egress from Whitemud? Close access to and from Whitemud to 106 Street. There’s enough access via 111 Street and Gateway Boulevard.
- 107 Street to 57 Avenue is a big problem. Speed humps?
- 109A Street and 57 Avenue – shortcutting north
- 109A Street north end put block on it. Make angle street going north narrower.
- Living south of 51 Avenue but still on 106 Street DOES NOT mean using 106 Street to travel north is “shortcutting.” This is a direct route for many.
- 106 Street down 55 Avenue (shortcut to Calgary Trail) BLOCK of one-way tire traps.
- Ticket offending car drivers.
- Need a proper crosswalk, lights, curb easements, etc. for access to Pleasantview Community League.
- Shortcutting 109A Street and 57 Avenue north. (twice)
- Why does the walk light on the east side of 106 Street and 51 Avenue start after the southbound traffic can turn left?
- 51 Avenue pedestrian light too short – Yes, as someone who crosses there often, I was wondering the same thing!
- Complaining about LRT passengers parking here is like a beautiful woman complaining people compliment her on her looks – you live very close to the LRT HOW LUCKY 4 U!!!
- Agree with bike lanes – very disruptive, total misuse of a road, especially 106 Street. If you want to keep them, route them residential – quieter!

- Create safe designated bike lanes to encourage bike use by making it safer for cyclists. Try cycling beside the curb – cars further out.
- Concerns about parking and bike lanes on 106 Street (Allendale Resident)
- The traffic slow down bumps from the curbs out take away parking. You want more parking get rid of them.
- Speed humps – love them, need more!
- Bike lanes on 106 Street should stay. Maybe make 106 Street a one-way street.
- U-turns on 51 Avenue and 110 Street going east to access Tim Hortons.
- Crossing 111 Street at 57 Avenue or to make left turns takes forever.
- Make one sided parking on 110 Street in NW corner of neighbourhood.
- Agree that there are loud buses on 109 Street.
- Drivers ignore 4-way stop at 57 Avenue and 109 Street.
- More than half of traffic on 109 Street shortcuts to Southgate.
- Want speed bumps on 107 Street.
- Speeding, shortcutting 107 Street to 57 Avenue, 109 Street to 57 Avenue, also 106 Street down 55 Avenue to Calgary Trail
- 55 Avenue needs more sidewalks and pavement – middle of road higher backing spring runoff and cars u-turning in middle of road onto sidewalks and lawns.
- Shortcutting in back alley between 106 Street and 107 Street.
- I think if City does 106 Street parking ban then they will have solved all problems.
- Shortcutting down 55 Avenue to Calgary Trail. (More now than 1 lane south on 106 Street.)
- Daycare on 106 Street has no parking for pick-up and drop-off. Vehicles travelling north have to go into southbound lanes to get around parked vehicles.
- Backed up traffic in the morning – there is none so those in the know cut through community.
- 56 Avenue and Calgary Trail – Have a one-way tire trap!
- 57 Avenue and Calgary Trail cars going the wrong way – not just cars, but police, fire and ambulance – if you stop this, you increase response times!
- It takes a really long time for the light to change at the crosswalk at 105 Street and 51 Avenue when as a pedestrian you push the button to cross.
- Travelling through Pleasantview the last few years the only option I can truly believe will work is making 106St from 51Ave to 61Ave one-way. All intersect avenues such as 60A, 56 etc. should be made eastbound (or alternating east and west bound). The problem is compounded by traffic for Allendale and Scona; not just MP traffic. It is made colossal by bad winter roads and city inefficiency in clearing them. All winter 60A Ave was a single lane death trap because of improper road cleanup. That road should definitely be one-way.
- I think there needs to be more effort put into the northbound flow rather than locking in the local community. Adding more barriers does not solve any problems.
- Closing roads/barriers are not the answer... pushing traffic to other areas is selfish and bad for business. Look at how the city centre airport closed everything off and hindered development for years and years.
- Changes will cause more frustrations with drivers.
 - Harder to travel from one community to another.
 - More Police enforcement to deal with reoccurring traffic violations.
 - 61 Ave is not a truck route (sign is eastbound on 61Ave @ 109St)
 - No left turns on 61Ave north on 106St, except ETS.
 - No left turn (Mon-Fri 3:30-6pm) west on 61 Ave to south on 106 St.
 - 106St, 109St, 51Ave, and 61Ave and all major roads. /cutting off access will cause high levels of frustration, more traffic violations, more speeding. Without more and consistent law enforcement people will always be doing illegal maneuvers.
 - Putting in no-left-turns, one-way traffic and road diverters are only going to punish the citizens who live in the neighbourhoods (Queen Alexandra, Pleasantview, Allendale, Empire Park, Rideau Park, Duggan and Steinhaven).
 - Completely opposed to the ‘no straight through traffic’ on 106St @51Ave.
- None of the proposed changes seem to help but only creates more problems. Both north and south bound traffic on 106St and 51Ave is now poorly impacted by the ‘new’ arrangement. A left turn light and lane should have been built on both ways and widen that intersection. Edmonton’s population has been growing significantly and city should well plan the roads to ease traffic, not create more congestion and problems like the bike lanes affected so many schools and neighbourhoods. I drive from 23Ave 106St to VB then to Mount Pleasant in peak hours.
- We need a safe cycle route north-south through here.
- Many ‘solutions’ will be difficult to enforce (i.e. one block of one-way road).
- Set up a sidewalk on 106St southbound. Decrease the jay-walking.
- Remove three speed bumps on 109St and place just one near the stop sign.
 - Remove obstacle on 45Ave – traffic must merge from 2 lanes into one. This impedes traffic.

- Remove bicycle lanes on 106St, it's a very confusing situation. Cyclists travel within 1m of the curb without having signs –read operators manual; cyclists have always travels along the curb.
- I am frustrated that it only about traffic calming, barriers, turn possibilities etc. I'm concerned mostly about traffic around Mt. Pleasant and Allendale Schools. For safety there needs to be traffic enforcement of illegal parking (too close to stop signs, intersections, blocking driveways etc.). Also illegal U-turns, backing up into major roadways, speeding etc. Also existing city infrastructure could help deal with the traffic congestion around the 2 schools. Windrows needs to be removed on 106St, 60A Ave and 107St for safety of children. It really reduces the parking and when cars are sticking out into the driving lanes, makes the road unsafe. Some extensions of crosswalks might make is a bit safer.
 - Enforcement and existing city departments can help solve this problem!
- Evidence based decision making.
 - Have to trial. That's OK.
 - Keep in mind the seasons (winter). Will it maker harder to manage? Narrowed lanes, windrows...
 - How easy is it to navigate?
 - Don't penalize residents too much. Its why live here. Very convenient to get around. Short cutters ruin it for us who live here.
- Lose the bike lanes. Here and south.
- Make bike paths by curb and cars do not park on street.
 - The same with basement suites have parking on driveway. This makes it safer for kids. I am not against basements suites as such. Makes snow plowing easier with no cars on streets.
- I live in Pleasantview and our community is deteriorating due to the traffic. These measures don't go far enough. On the website some options including ending streets –McKernan was the example. Any chance of using some of these? Need to appropriately direct cars and collector routes.
- There was a lot that I don't agree with because it would make it difficult to get into and out of our residence without going all the houses. 105St between 56Ave and 60Ave is of major concern to me.
- I don't feel anything needs to change. I live right on 109St and 57 Ave and have no issues with the amount of traffic. I feel all suggestions would be a costly inconvenience to the residents and would create more problems including the noise and mess of road construction. Also PLEASE don't redirect my amazing #9 bus service!! I will be heartbroken if it has to be rerouted.
- Put more stop lights or stop signs on 109st. even with your ideas, there is nothing to slow down traffic.
 - Makes it clear that you are entering Pleasantview, put a median with plants to look nice on 51Ave.
 - Also have a median with plants on 61Ave for people going south. That will let people know that we are a separate community.
- Please don't close access to Calgary Trail from 55Ave (14). That would make it a pain to get out of my own neighbourhood, especially if I can't drive south on 106St anymore.
 - I don't support F3 either, how do I get from Calgary Trail from 10553 55Ave where I live??? Only option with F3 and /f4 would be to turn left at 105St and 51Ave with no lights.
- Lots of great ideas. Very well presented.
- Great presentation of the issues at hand. Nice to see community involvement/interaction.
- Unfortunately I don't think most of these will provide a solution to any of the problems that are real or perceived. The residents of Pleasantview seem to be forgetting that they themselves need to get in and out of the area.
 - One solution I saw by a resident on the comments board would go a long way to solving the traffic back-up on 106St. Make the lights on 51Ave have a turning light.
 - Another comment I read that I disagree with – take out the soccer field at Mount Pleasant to put a drop off zone and parking. I think that would be wrong.
 - I think having the photo speed cars there randomly are doing fine, I think they are controlling the speed.
- Old road has narrow. Now population is big. Narrow road and road parking as big problems. If people get there they park their own vehicle on his parking, they don't have a big issue.
 - Train route bridge is a big problem. Only the city liked a railroad crossing bridge. Both ways we waste a long time – gas and time.
- It's a shame that most people didn't catch the spirit of what this was planning to do. Create a safer quieter neighbourhood. Too many people said 'no' to everything instead of looking at what would be feasible and the best for the neighbourhood. They should have put their 'inconveniences aside' and looked at the greater good.
 - One idea not shown was the use of stop signs and speed bumps, especially table-like speed bumps.
- It would be helpful to have more diagrams showing proposed A's, especially when 3 are in one proposal.
- There needed to be a proposed change to restrict thru traffic to the northbound lanes of 106st past 51ave which gives people access through the community. Many of the options only restricted thru traffic southbound on 106st past 51ave which still allows others through our community but makes it more difficult for us in the community to gain access to Whitemud or Southgate.
 - I also live on 60A ave and it is very well utilized by parents dropping off children for school. Restricting parking on 106St from 56-61ave would be very detrimental as our avenue is very congested in the mornings and people do not respect our property and drive on our lawns to do U-turns.
- Although I don't drive on 105st between 58ave and 56ave there is still a bottleneck with parked cars on both the east and west sides of the street, especially beside the four-story condo (east side of the street). I never drive on that street but simply observe the traffic when I walk along the street.
- It was truly demoralizing having so many non-Pleasantview residents speaking so strongly against traffic calming measures in OUR community. We shouldn't be a throughway and should be able to agree on ways to make our roads safer for our kids.
- It is impossible to please everyone but thanks to all for at least trying. Keep in mind that those that use notes to say it is a dumb idea is simply counterproductive and completely unhelpful.
- I live in Pleasantview. The proposed traffic management options are very disturbing to me. 106st needs to be accessible and putting concrete obstructions in the middle of streets will prevent snow clearing and street cleaning.

- Not allowing people or their guests to park in front of their homes is silly negative idea.
- Many of the recommendations took maintaining the bike lanes as more important than the big issues (i.e. traffic, congestion, speed).
 - I live on 106st and with the dual bike lanes narrowing the road so no centre lines can be installed I have witnessed numerous near accidents from motorists not understanding where to drive. Narrowing the roads does help with the bigger issues.
- Curb extensions very necessary at 109A St and 60A ave. Need to also ban parking on south side of 60A ave.
 - Don't close 106st –everybody else in Pleasantview would get more speeding problems.
 - Try 40km/hr in whole neighbourhood including 106st with curb extensions. Have police enforce rigidly the speed on 106st.
- Cutting off 106st will cause more shortcutting off 111st on 57ave and proceeding north on 110st and 109A St.
 - 109A St 60ave curb extensions necessary.
 - Need to ban south side of street 60ave from 109A St to 109st.
- More enforcement, slower speed limits.
 - Better snow removal.
- It is extremely important that the crosswalk at 106st and 60A ave be narrowed. Furthermore we need to put flashing amber cross-walk light at the same intersection.
 - The traffic that is northbound on 106st is coming downhill and there has been a couple of near misses for our daughter. We now have to drive our daughter from school to avoid her crossing the street. That affects our work schedule. It's a SAFETY issue please.
- My comments are on the board paper and hopefully will be respected. Not sure of the answers as it is hard to please everybody. I sincerely hope that they don't make decisions that cause Pleasantview neighbourhood 51ave – 61ave and east to Calgary Trail to not be accessible north or south to their own homes. Lived in the area 40+ years and many traffic decisions not on the positive side.
- Close access to Calgary Trail off of 55ave
 - Speed bumps on 56, 55, 53 and 52 ave
- Not all problems are identified or properly addressed: 57 ave and 60 ave shortcutting and speeding problems are not emphasized as needed.
 - There are many schools through 106st; parents drop off and pick up times are similar. Different possible routes should be clear for them.
- Evidenced based decision making! Measure before/after and report back on effectiveness of temporary changes and to revisit.
 - Need to favour residents over the shortcutting to the mall.
- All the diversion proposed will only upset more community members. We will be dealing with the same traffic only it will be travelling all through a variety of different streets and avenues and creating more noise and pollution. You are going to have three times as many people upset than you have now. Just provide parent parking in the school yard and bus parking as well. There is plenty of room. This would greatly reduce the traffic problem on 106st.
- I think most of the proposals will cause traffic congestion and speeding problems into the neighbourhood. You are not solving the 106st problems just moving them. You are also preventing any traffic flow from happening. I believe with these proposals it will now take me double the time to get to work. If these are the best ideas you have I say to leave 106st alone.
- Allow for easy flow of traffic rather than restrictions.
- Consider safe designated cycling routes.
- Slow traffic on 55ave with speed bumps, 4-way stop and /or one-way traffic only eastbound from 106 to 105st.
 - Slow traffic with speed bumps on 106st
 - Flow through drop off at school.
- Has the community decided what the guiding principles are? As an example do we agree that we want to reduce non-resident traffic and reduce speed? If we can agree on something like this decisions become easier to make. Thanks so much!
- The number of options is a bit overwhelming.
- Concerned how many people are against proposed changes. How effective will work being done be in the end if the community isn't in support?
- Thank you.
- I think that a business that offers care for 39 children and jobs for 9 people should have more input in these decisions.
- Please look seriously at G1
- Thanks for all the hard work.
- This is a very densely populated neighbourhood – needs to be accessible for residents as well as children/visitors.
- Challenge with already narrow streets, snow, schools and bikes. Not a fan of barriers/extensions.
- Could see potential for a few lights/flashing/full intersections on 106st.
- Area by school is particularly hazardous in rush hour.
- Wherever possible bike lanes should be paralleling main and collector roads NOT ON THEM. They are safer on side streets and more considerate and fair to residents on busy narrow roads like 106st and other areas as well.

- Curb extensions should be less extended than the ones on 106st which are set out a bit too far and trees and shrubs in the middle of the roads OBSTRUCT VIEW FOR AND OF DRIVERS AND PREDESTRANS.
- Shortcutting could be reduced if main intersections were more efficient i.e. twin lanes, not bike lanes, advanced phases/widened intersections.
- 106st and 51ave cancellation creates other shortcutting,
- Pedestrian intersection to connect 111 Street directly into 109 Street.
- Fix light at 111 Street and 57 Avenue.
- Give more time to cross 111 Street at 57 Avenue during rush hour.
- Consider partial priority for LRT on 111 Street as opposed to full priority.
- Remove bus lane on 109 Street northbound.
- Will this be a park / green space? (Area west of 109 Street)
- Install speed bumps on 109 Street between 54 Ave and 57 Ave.
- So how will I get to my house in the 108 Street crescent when I'm coming from the north? Go all the way to 51 Ave on 111 Street or 106 Street then back north? No!
- 109 Street 52 Ave to 54 Ave should be one-way heading north.
- Widen 106 Street for bike lane.
- Get rid of bike lanes on 106 Street.
- Dedicated physical bike infrastructure down 106 Street. No curb extensions. Limited parking.
- Lower the speed limit on 61 Avenue to 5km/hr., just like 109 Ave.
- 105 Street behind school - restrict parking. The road is too tight to park on both sides.
- Install speed bumps on 105 Street.
- Traffic using 105 Street as a shortcut to 51 Avenue off Calgary Trail rush hour.
- Close all access to 52 Avenue from 106 Street.
- Speed bumps and light timing if anything – 110 Street
- Stop sign on 52 Avenue and 109 Street for West traffic. Shortcutting and speed are pedestrian hazards.
- End the street at 52 Avenue and 106 Street – cul de sac.
- 3- way stop sign 107 Street and 106 Street.
- Remove left hand turn for 105 Street to 51 Avenue. This will limit shortcutting.
- A 4-way stop at 106 Street and 60A Avenue would discourage through traffic and allow easier access to 106 Street for residents.
- 3-way stop sign 55 Avenue and 106 Street.
- I agree with the 4-way stop sign. If you take away the straight away it will slow people down and it won't be a shortcut anymore.
- Remove median on 61 Avenue between 109 Street and 106 Street.
- No north or south travel on 106 Street and 61 Avenue.
- Consider making 111 Street more efficient by adjusting the light timings so that during the north and south rush hours lights and LRT traffic favor travel along the 111 Street corridor.
- Remove bike lane on 106 Street.
- Redesign the traffic signals at 51 Avenue and 61 Avenue and 106 Street to have a bit more green time.
- Put speed bumps on 105 Street and 104A Street.
- Close the road entrance at 51 Avenue and 105 Street to traffic.
- 55 Avenue and 104 Street – what is rationale for measure?
- 52 Ave and 53 Ave – Cars may cut through alleyway or speed down street and around block.
- The one-way could possibly reduce traffic in front of the school and perhaps an advance green arrow could be placed going north and turning west on 61 Avenue.
- Consider building an off-road drop-off for vehicles bringing students to the school. (E.g. McKernan School on 76 Avenue.)
- I drive through Pleasantview on 106 Street from Queen Alex. I don't mind going slower but don't want it to be forbidden.
- No left hand-turn at 105 Street / 106 Street to 51 Avenue.
- Parking ban on 105 Street by the school.
- Install turnaround for school traffic on school grounds.

- Traffic speed by school should be reduced to at least 40km/hr. I am used to 40km/hr. in BC around schools and parks. Will deter traffic for sure!
- 30km/hr. school zone needs to be enforced!
- Solutions to solve congestion on main roads to avoid shortcutting.
- Comments from the flip sheets, specific comments should be included with the tool as shown above.
- Traffic flow from 109 Street to 111 Street on 51 Avenue needs to be addressed, lots of accidents and delays. This causes people to shortcut on 106 Street.
- All these measures are not addressing the root cause of the problem; traffic needs to flow better on 111 Street. (1 star to support)
- 57 Avenue and 111 Street – Terrible light as long as slightly less than 5 minutes. (1 star to support)
- Real issue is the signal timing on 111 Street. Ok northbound and southbound if you’re running with LRT. If not, you’re stopping. (1 star to support)
- For east – west traffic, stop sign needed on 52 Avenue and 109 Street for west traffic.
- 109 Street – Buses often drive too fast. Remove this bus route. Use 111 Street and 61 Avenue.
- Long stop light at 111 Street and 57 Avenue is a problem as is speeding, particularly in the west to east direction. (1 star to support)
- Remove speed bumps on 109 Street. (Wouldn’t this increase traffic?)
- Pedestrian crossing light at 110 Street and 51 Avenue is too slow. Always defaults to crossing 110 Street, too short for crossing 51 Avenue.
- Create a barrier to traffic on 110 Street and 52 Avenue. Traffic would then rely on 111 Street to go down to 63 Avenue instead of shortcutting down 109 Street.
- 109 Street 52 Avenue to 54 Avenue should be one-way going north.
- Put more speed bumps on 109 Street.
- I like back alley shortcut!
- Permit for street parking.
- Better, more visible crosswalk at 109 Street and 57 Avenue.
- No enough, actually, not any speed limit signs posted by school. (1 star to support)
- Light at 106 Street and 61 Avenue – I believe this was done to deter people from using 106 Street. Making it inconvenient to use 106 Street.
- 61 Avenue – This is now a freeway, which is unacceptable in a residential area! Need a wall or dense trees.
- Bike lanes are a problem – not safe! Multi-use trail on sidewalk safer for all!
 - Then you still have room for cars.
- Traffic using 106 Street as a shortcut to 51 Avenue from Calgary Trail. Crossing light too long to turn green.
- U-turns are a concern for residents that live near the school.
- Too much LRT parking here along 51 Avenue.
- High traffic speeds on 57 Avenue is a concern, particularly the west to east direction.
- Shortcutting on 52 Avenue as well.
- What is the definition of “shortcutting?”
- Policing issue.
- I have timed the 111 Street and 57 Avenue light at a max of 4 min 30 seconds. Too long! (5 stars to support)
- It is too long for crossing 110 Street, but much too short for crossing the longer distance of 51 Avenue.
- Bike lanes at 51 Avenue and 106 Street have made traffic an issue at lights. One lane south not enough for rush hour. (One star to support)
- Provide park and ride at Southgate. (2 stars to support)
- Loud buses down 109 Street.
- Pressing walk button will lengthen walk light.
- Put camera surveillance for driving wrong way.
- Well-designed bike lanes are an excellent idea. Must be coordinated with larger system and snow removal.
- Bike lanes added to 106 Street. I have yet to see a significant number of bikes on the road.
- 110 St between 51 and 52 Ave: very hard to pass oncoming traffic. Should only allow parking on one side of the street. Residents should have parking stickers as cars are LRT passengers.
- 109St south of 57Ave: difficult to pass oncoming traffic. Should only allow parking on one side of the street as everyone has a driveway; most are double or sufficient for 4 cars.
- 57/54/53/52 Avenues: almost impassable due to little or no plowing during the winter.

- 52 Ave east of 109 St: Handicap school bus stops to let young lady care giver out. The wheelchair had to manoeuver over ruts and iced up snow. We watched this happen. The young lady was about 10 years old give or take a year or two. Can you imagine how you would feel having to take this as your only route to your house on the south side of the avenue?
- 57 Ave and 109 St: traffic volume is quite extensive on 109 St south of 57 Ave. Cars use this to get to South Gate to avoid LRT at 111st. Many cars do not stop at 4-way stop signs. Some just slow down a bit and roll right through. Cars see this part of 109st as a speedway and travel at excessive speeds both south and north.
- 52 Ave and 110St: cars park too close to the corner on the north side of 52 Ave and the east side of 110 St. Very hard to see oncoming traffic.
- Walking across 111St and 57Ave: The walk light is hardly long enough to get across. Try pushing a wheelchair or stroller and when you get to the gates at the track you cannot get any further as traffic resumes. You have no way to reactivate the walk light from the centre. I complained to the city traffic and was told that there is plenty of time to get across.
- Strongly opposed to curb extensions. Concerns about restriction of flow vs. volume.
- Appreciate ability to give feedback but feel that status quo is preferable to changes (except for optimizing timing of LRT crossing at 111 Street and 57 Avenue)
- Good ideas but there is still more work to be done in regards to a suitable plan
- The scope of this project needs to be broader to include effects of short-cutting traffic through Pleasantview on surrounding arterials. Specifically traffic going north on 109 Street at 51 Avenue creates undue congestion combined with heavy westbound traffic on 51 Avenue and traffic effecting Safeway/Southgate onto 51 Avenue opposite 109 Street. Almost all north and south bound traffic at this point is making a turn.
- Failure of pedestrians to stop crossing at a late point make matters worse.
- 4-way stops along 106 Street seem to be a likely effective way to reduce shortcutting
- Playground zone 30Km/hr. dawn to dusk would also slow down and reduce traffic.
- On the presentation of the material, I found it hard to comment on which options should be put in place as the construction of one of the options effects the flow of the traffic and therefore changes my support for the various other opinions the coloured legend at the bottom of the maps should have been larger. (Primary measures, secondary measures).
- Set 106 Street one way south bound from 51 to 61 Avenue and allow left to right and straight thru traffic at 51 Avenue.
- No easy fixes here, Edmonton’s roads can’t meet the volume of traffic of a growing city. I would like to see 109 Street, 52-54 Avenue become one way heading north to prevent speeding and short-cutting on my street. People drive over the speed bumps at crazy speeds. Often I am left with fallen motor vehicle parts on my lawn and drive due to impacts with these speed bumps!!
- In my experience diverting/limiting traffic will just re-direct that volume to another road – just moves the problem. From what I see/understand speed (not volume) is the #1 issue – so I would support limiting speed (e.g. 30 Km/40 Km) and zero tolerance (even if it remains at 50Km). Speed causes more noise which makes volume seem higher. I’m not sure why people use 106 Street as a short-cut, but 109 Street is definitely used to avoid LRT on 111 Street. People coming from the west on 61 Avenue avoid 111 Street to use 109 Street to get to Southgate.
- I live in Pleasantview and am concerned about getting to and from my home to north on 109 Street (downtown) 51 Avenue. I am concerned about a further increase in traffic along 53 Avenue between 109 and 107 Streets as a result and the proposal to make 109 Street south and 53 Avenue one-way northbound
- Would be nice to have more time to go over the options. Are they available on a website?
- I am surprised speed bumps were not mentioned. I believe they cut down on short-cutting.
- *D1 is really important and will solve many problems
- Speed limit in school zone must be cut to at least 40 – will require some enforcement early, but well worth it. In BC it is 30Km/hr. and it seems to work.
- Start again – multiple variables that need seeing to. Try smaller more subtle solutions. Signs are cheaper than cement.
- Would like to see all the display boards on a website to re-visit with other neighbors
- Blocking north and south progression at 51 Avenue and 106 Street - bad idea!
- Perhaps speed bump or 3-way stop at 106 Street and 55 Avenue would help slow traffic for increased safety and perhaps discourage some from using the route.
- I am very concerned with limiting access north/south bound on 106 Street. I believe many of these limiting measures will increase short-cutting through the residential neighbourhood. I am also very concerned about limiting access to the school by parents, and taking away parking options. It doesn’t make sense to eliminate parking on 106 Street to force parents to park on side streets, in front of residents even more. Our school is an important part of the community too!
- The school is an integral, vibrant part of the community. Parents who drive their children to Mount Pleasant need a reasonable and effective place to drop off children. 106 Street works well for this. Forcing parents off 106 Street will create new problems.
- I strongly believe a 4-way stop is WARRANTED at 106 Street and 60A Avenue.
- What is so special about Pleasantview? And how many times do we have to revisit 106 Street? Leave it alone – take the bike lanes off. Put school drop-off on 60A Avenue. LRT with full priority and southwest arterial network are the problems.
- Eliminating through traffic on 106 Street and 51 Avenue is a bad idea (D1 and E1). What is the justification for this project?
- Worst idea: removing the north/south bound through movements on 106 Street!!!
- In my opinion the major culprit contributing to short-cutting (50, 60 Avenue and 107 Street) in area is the school. It is also the major safety concern on 106 Street and on 107 Street (106 Street – 60 Avenue)
- Suggestion – consider a drop-off for school “kiss and ride” drop-offs.

- Suggestion – consider giving more green time to the north/south on 106 Street at both 51 and 61 Avenues.
- Suggestion – 106 Street has too many functions – consider removing the bike lanes.
- Regarding the curbs and grassy area – I’m living on 109 Street and 60 Avenue on the corner lot – huge property with proposed grass, is it my responsibility to mow all that will be put in – or is it the City’s?
- Hopefully residents are willing to put up with a couple of minutes of inconvenience to allow their neighbours to have some peace and quiet and a safe neighbourhood to live on.
- It is my opinion that these problems exist because the main collector roads are not doing their job. Putting a “Do not turn” sign up to prevent cars from turning at certain intersections only moves the problem to another location (drivers can be very creative). The objective should be to find out why turning is being done and address the issue. If turning lanes are needed, do it. Properties may have to be purchased. So do it. Closing streets, or marking one-ways only drives the traffic to other areas, so the problem just shifts. All this is just bandage solution. Get more traffic moving on the roads they should be using.
- We only travel to Pleasantview area to drop off our child and visit relatives in the Lendrum area.