


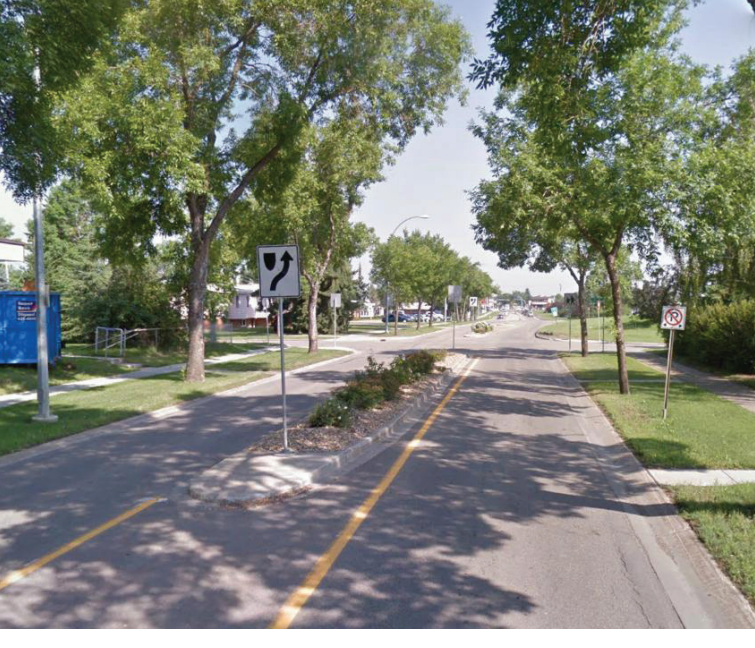

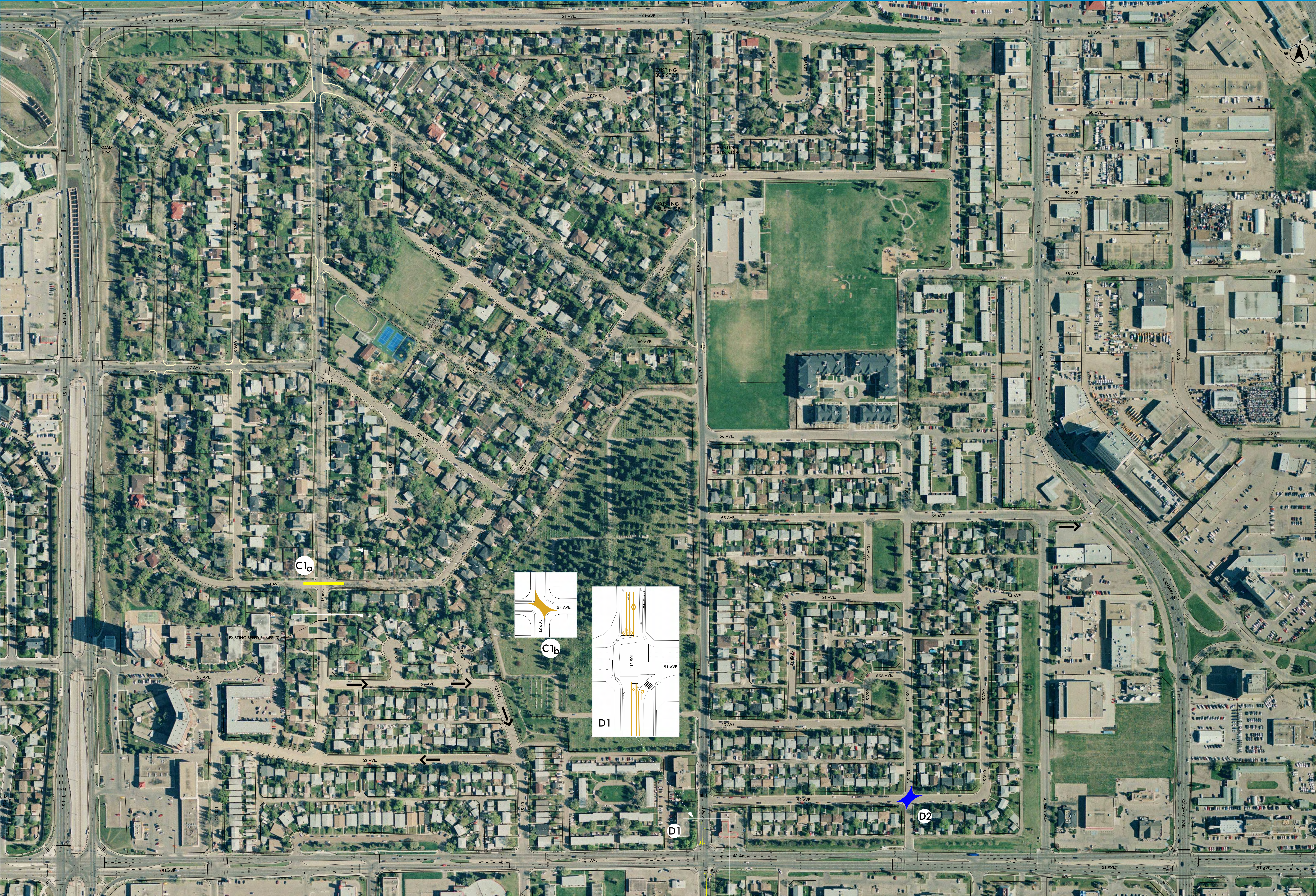




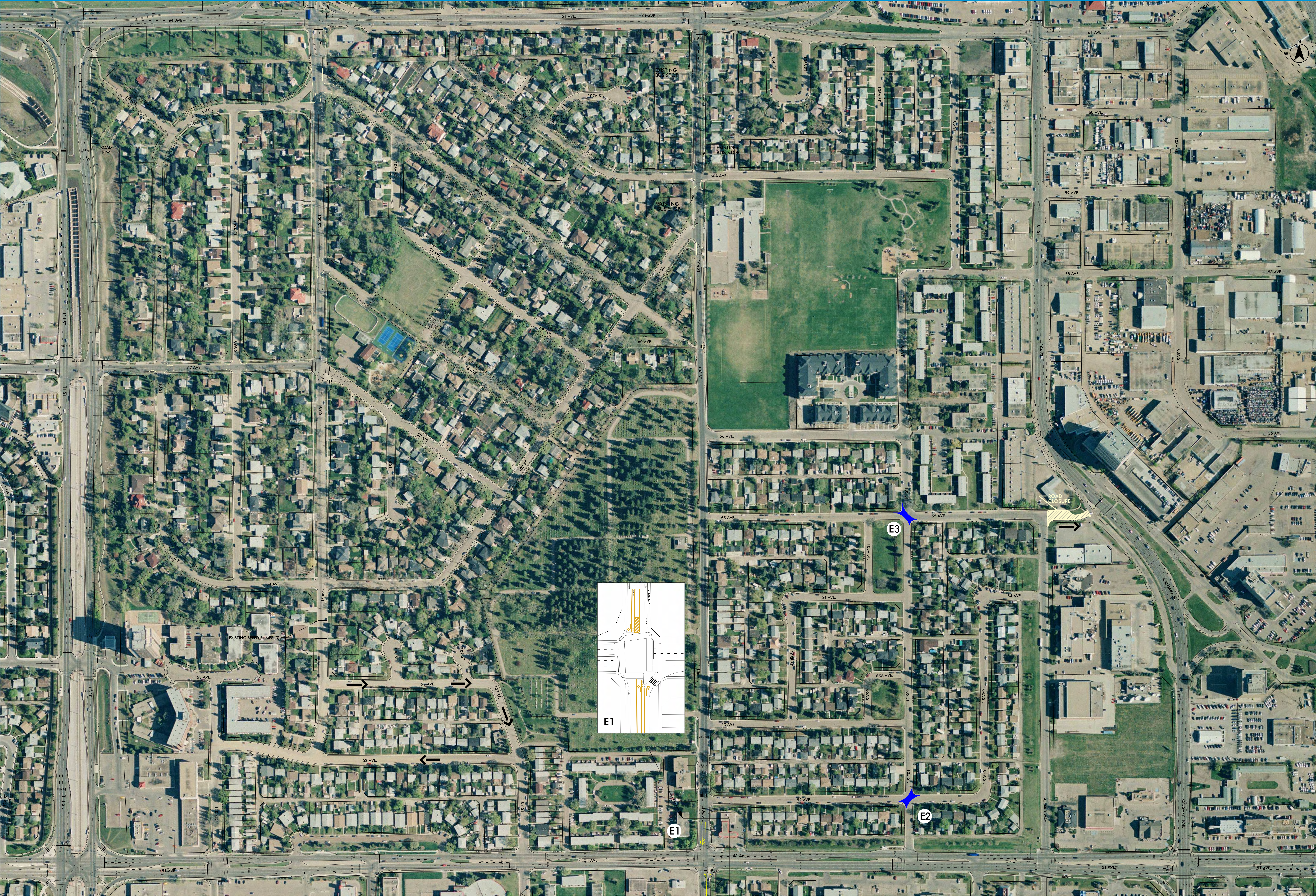







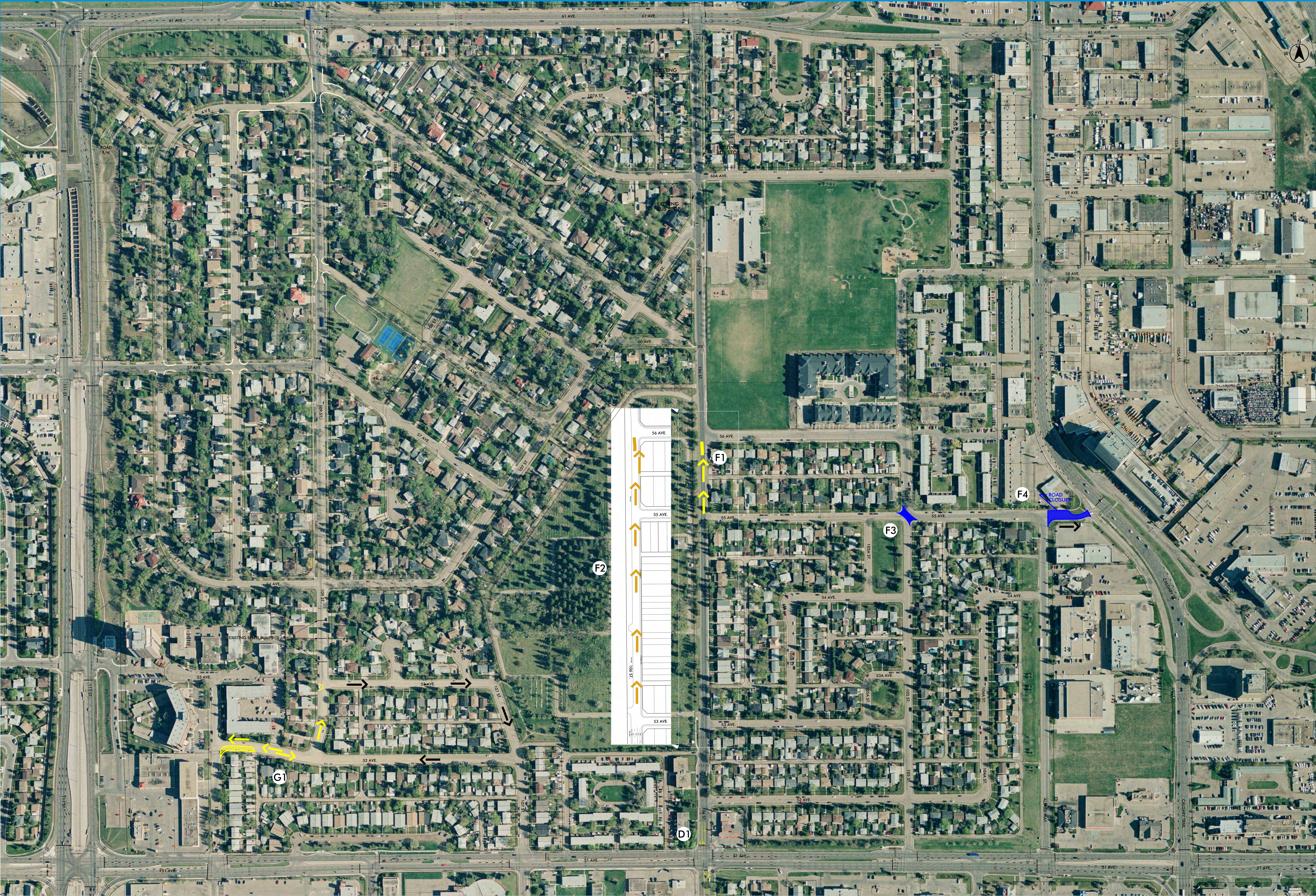
Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support
A1 	<u>Curb Extensions</u> <ul style="list-style-type: none"> • 57 Avenue at 109A Street and 109 Street • 109 Street at 60 Avenue 	<ul style="list-style-type: none"> • Improves pedestrian visibility • Reduces pedestrian crossing distance • Reduces vehicle speeds 	<ul style="list-style-type: none"> • Localized loss of on-street parking • Creates an obstacle for cyclists • May impact turns for large vehicles 			
A2 	<u>Curb Extensions</u> <ul style="list-style-type: none"> • 109 Street and 58 Avenue 	<ul style="list-style-type: none"> • Improves pedestrian visibility • Reduces pedestrian crossing distance • Reduces vehicle speeds 	<ul style="list-style-type: none"> • Requires on-street parking ban on west side of road for two adjacent properties • Localized loss of on-street parking on east side of road • Creates an obstacle for cyclists 			
A3	<u>Intersection Realignments</u> <ul style="list-style-type: none"> • Roadway curbs moved out into existing roadway and filled in with grass 	<ul style="list-style-type: none"> • Improves pedestrian visibility • Reduces the number of roads pedestrian must cross • Reduces vehicle speeds 	<ul style="list-style-type: none"> • Relocates on-street parking farther away from adjacent properties 			
B1  	<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 visibility • Reduces pedestrian crossing distance • Reduces vehicle speeds 	<ul style="list-style-type: none"> • Minimal narrowing possible from existing widths, therefore speed reduction benefits will likely be minimal • Does not enhance the on-street bike route and maintains the obstacles for cyclists • May impact turns for large vehicles 			
B2 	<u>Curb Extension</u> <ul style="list-style-type: none"> • Southwest corner of 106 Street at 60A Avenue 	<ul style="list-style-type: none"> • Improves pedestrian visibility • Reduces pedestrian crossing distance • Reduces vehicle speeds 	<ul style="list-style-type: none"> • Creates an obstacle for cyclists • May impact turns for large vehicles 			






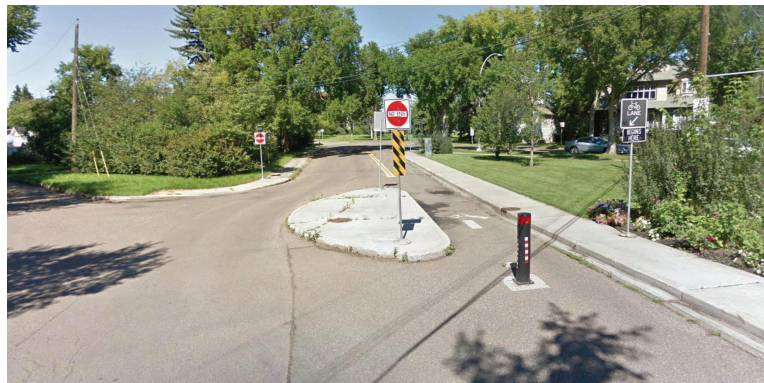
Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support
C1a 	<u>Raised Median Barrier</u> <ul style="list-style-type: none"> • North/south traffic on 109 Street cannot travel through nor turn left on to 54 Avenue, but can turn right • Northbound traffic is diverted 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 			
C1b 	<u>Raised Diagonal Diverter</u> <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 			
D1 	<u>Intersection Channelization / Prohibited Turns</u> <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 on to 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 			
D2 	<u>Raised Diagonal Diverter</u> <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 			


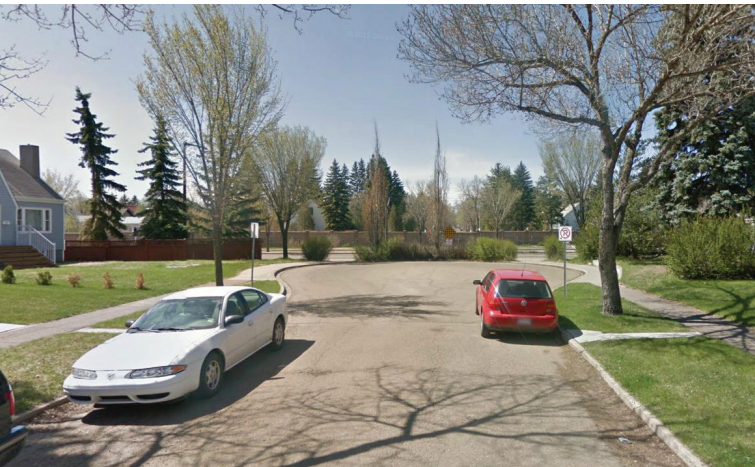
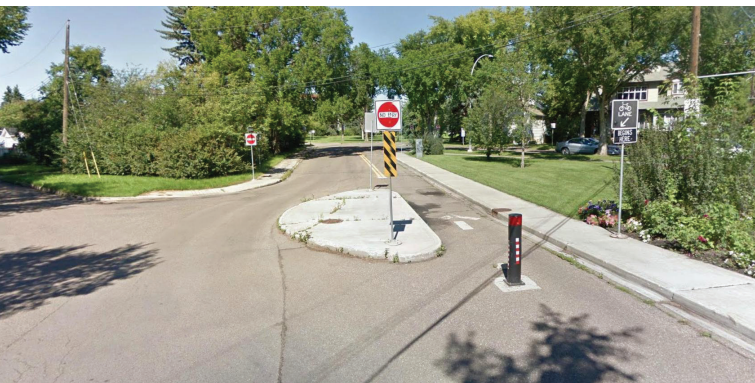


Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support
E1 	<u>Intersection Channelization / Prohibited Turns</u> <ul style="list-style-type: none">• Southbound motor vehicle traffic on 106 Street cannot travel through the intersection nor turn left onto 51 Avenue, 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			
E2 	<u>Raised Diagonal Diverter</u> <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			
E3 	<u>Raised Diagonal Diverter</u> <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			




Pleasantview Map 4

Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support
<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 Avenue• Northbound 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 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 Emergency Services and Waste Management• May increase travel time for road users• Limits access to local destinations• May encourage higher speeds• May require enforcement			
<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 Avenue• Northbound and southbound cyclist traffic can travel in reserved bike lanes• Northbound parking may be permitted except near intersections where a localized parking ban may be in place <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 Avenue• Northbound motor vehicle traffic on 106 Street cannot travel through the intersection, but can turn right or left on to 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 Emergency Services and Waste Management• May increase travel time for road users• Limits access to local destinations• May encourage higher speeds• May require enforcement			

Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support
<div>F3</div> <div></div>	<div><u>Raised Diagonal Diverter</u></div> <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			
<div>F4</div> <div></div>	<div><u>Road Closure</u></div> <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			
<div>G1</div> <div></div>	<div><u>One-Ways</u></div> <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			



Pleasantview Map 5

Measure	Description	Benefits	Challenges	Fully Support	Support with Conditions	Don't Support
H1	<u>Remove Existing Curb Extensions and Center Median Island on 106 Street</u> <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 visibility• Increases pedestrian crossing distance			
H2	<u>Parking Ban</u> <ul style="list-style-type: none">• Prohibit parking on 106 Street between 56 Avenue and 61 Avenue• Encourage 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 facility• Shifts school drop-off/pick-up activity to a less busy roadway• Reduces U-turns at 106 Street and 107 Street	<ul style="list-style-type: none">• May require enforcement• Eliminates parking on one side of the school for drop-off/pick-up• More school traffic on 60A Avenue east of 106 Street			
H3	 <u>Northbound and Southbound Reserved Bike Lanes</u> <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			