



PLEASANTVIEW COMMUNITY TRAFFIC MANAGEMENT PLAN

Public Engagement Report
April 30, 2015 Information Session

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1. INTRODUCTION

The City of Edmonton has developed a Community Traffic Management Plan (CTMP) to address safety concerns as a result of speeding, higher than expected traffic volumes and non-local shortcutting in the community of Pleasantview in southwest Edmonton.

A volunteer-based Traffic Committee, made up of representatives of various stakeholders within the Pleasantview community, began a traffic management planning process with the City of Edmonton (City) in Fall 2013.

Input received from the Traffic Committee, a community survey (January 2014) and two March 2014 open houses was used in consultation with the City to develop a plan for traffic calming measures that will be tested for a trial period of up to two years beginning in Summer 2015. The recommended trial measures were presented at a Public Information Session on April 30, 2015 in an effort to inform the community and gauge their level of comfort with the traffic measures before installation of the trial phase. Level of comfort was gathered through a comment form. Subsequent survey(s) will be implemented to measure comfort levels after the traffic measures have been installed.

This report provides an overview of what was heard from the comment form as well as email and phone inquiries received by City administration during the time the survey was open to the public. The comment form was available at the April 30, 2015 Information Session and online at www.edmonton.ca/pleasantviewtraffic until May 18, 2015. The online comment form was also sent to Mount Pleasant School, Mount Pleasant Daycare and Pleasantview CTMP e-newsletter subscribers. The report also provides an overview of the inquiries received by the Ward Councilor's Office as well as a Statement of Concern received by both the Ward Councilor's Office and City Administration around the time of the April 30, 2015 Public Information Session and the time the survey was open to the public.

The overall results and themed verbatim from the comment form are included in Appendix A of this report and the comment form is included in Appendix B. The verbatim comments from phone and email responses are included in Appendix C. The summary notes from email inquiries received by the Ward Councilor's Office are included in Appendix D. Phrasing from the Statement of Concern signature page is included in Appendix E.

2. Public Information Session – April 30, 2015

On April 30, 2015 a public information session was held at Pleasantview Community League Hall (10860 – 57 Avenue). Two sessions were available, one from 5:30 pm to 7:00 pm and the other from 7:30 pm to 9:00 pm. Both sessions included a presentation along with a question and answer period. Both sessions

were moderated and the speakers included the Ward 10 Councillor, a representative from the Pleasantview Traffic Committee and the project manager from the City of Edmonton. Overall the sessions had a total attendance of 194 individuals. The 5:30 pm session had an attendance of 105 individuals while the 7:30 pm session had an attendance of 89 individuals.

The public information session was advertised through the use of a community newsletter article, hand delivered bulletins and street signs along 106 Street, 109 Street, 51 Avenue and 61 Avenue. The public information session advertising and material are included in Appendix D.

3. WHAT WE HEARD - KEY THEMES

Overall, respondents are not supportive of the traffic calming plan and indicate they do not expect to be comfortable with the trial measures presented, do not think the measures will be effective in decreasing traffic safety issues and are concerned about the impact of the measures in their community. The most common themes emerging from the participants' comments are: 1) safety, noise and congestion concerns due to the increase of traffic they feel will be diverted onto the community's residential streets 2) concern about access being limited for residents trying to get to their homes, nearby businesses, schools and daycare, or to simply get in and out of Pleasantview. Respondents feel the trial measures will divert traffic onto residential streets causing safety and noise concerns—105 Street and 56 Avenue were mentioned most often. They are also concerned about the increased travel times they will experience within their own neighbourhood as a result of new, indirect routes.

Respondents are split in their opinions about what has occurred with traffic volumes and safety conditions in the past three years, with the number of respondents feeling traffic volumes have increased being nearly equal to those who feel the traffic volumes have stayed the same or decreased. The majority of residents feel their comfort level in using Pleasantview sidewalks has remained about the same over the last three years.

In regard to respondents' comfort level with the trial measures, a significant majority expect to feel Uncomfortable or Very Uncomfortable with three of the trial measures: intersection modification at 106 Street and 51 Avenue, the change of 106 Street from 53 Avenue to 56 Avenue to one-way northbound and the addition of a median on 109 Street at 54 Avenue. A slight majority expect to feel More Comfortable with the curb extensions on 109 Street at 58 Avenue and 60 Avenue.

Respondents do not expect any of the trial measures to be effective in addressing traffic safety issues with the significant majority responding negatively to the effectiveness of the one-way street on 106 Street and the intersection modification on 51 Avenue. A slight majority believe the 109 Street curb extensions and median will not be effective, however the remaining respondents are split between thinking the curb extensions and median will be effective and not knowing or having no opinion on these measures.

Those not supportive of the trial measures feel there are solutions that could be implemented that would have less impact to the community, and suggest: crosswalk lights, speed bumps, radar, lower speed limits and more controls or alternate drop-off zones at the school.

Comments were also provided questioning the need for bike lanes on 106 Street and the safety of bikes manoeuvring around curb extensions on 109 Street. There was also some concern for the potential negative impact the measures will have on local businesses once the traffic is rerouted.

Comments also indicate the majority are dissatisfied with the public engagement process, feeling that they would have liked more say at this stage of the process and question the recommended trial measures wondering if they meet the desires expressed by the majority of the community.

The few general positive comments received suggest those pleased with the plan feel the modifications are necessary or are willing to support the recommended trial measures even if they are not sure they are the correct ones.

4. WHAT WE HEARD – DETAILS

In total, 170 respondents filled out the comment form either at the Information Session or online. Fourteen respondents contacted City Administration with comments via email and one person left their comments via a phone call. Six respondents contacted the Ward Councilor's Office by email. One Statement of Concern was received by both City Administration and the Ward Councilor's Office.

Comment Form

Respondents were asked to think about the past three years and offer their opinion on traffic volumes, traffic safety conditions and their comfort level using sidewalks in the Pleasantview community.

Traffic Volumes


The slight majority of respondents (51%) feel that traffic volumes have increased over the past three years and 46% feel traffic has remained about the same. Three percent (3%) of respondents feel it has decreased.

Traffic Safety Conditions

The majority of respondents (50%) feel that traffic safety conditions remained about the same over the past three years while 30% feel there has been an increase and 20% feel there has been a decrease.

Sidewalk Comfort

The majority of respondents (73%) feel their comfort level in using Pleasantview community sidewalks over the past three years has remained about the same while 17% of respondents feel their comfort level has decreased and 10% feel it has increased.



Respondents were asked to indicate what they expect their comfort levels to be with several of the traffic measures being implemented.

Intersection Modification

The majority of respondents (71%) indicate they expect to be Uncomfortable or Not at All Comfortable with the intersection modification at 106 Street and 51 Avenue. Twenty-four (24%) feel they expect to be Comfortable or Very Comfortable with the changes, while four percent (4%) Do Not Know or have No Opinion.

One-way 106 Street

The majority of respondents (75%) indicate they expect to be Uncomfortable or Not at All Comfortable with the changing of 106 Street to a one-way northbound corridor with a parking lane between 53 Avenue and 56 Avenue. Twenty-one (21%) expect to be Comfortable or Very Comfortable with this traffic change and 4% Do Not Know or have No Opinion.

Curb Extensions

The slight majority of respondents (44%) expect to be Comfortable or Very Comfortable with the addition of curb extensions on 109 Street at the 58 Avenue and 60 Avenue intersections. Thirty-five (35%) expect to be Uncomfortable or Not at All Comfortable with the curb extensions and 22% Do Not Know or have No Opinion.

Center Median

The majority of respondents (56%) expect they will be Uncomfortable or Very Uncomfortable with the addition of a center median at the 109 Street and 54 Avenue intersection. Twenty-three (23%) indicate they expect to be Comfortable or Very Comfortable with the changes and 21% Do Not Know or have No Opinion.

Respondents were asked to indicate how effective they feel the traffic measures will be in addressing traffic safety issues.

Intersection Modification

The majority of respondents (62%) feel the intersection modification at 106 Street and 51 Avenue will be Not Effective or Not at All Effective in addressing traffic safety issues. Twenty-six (26%) indicate the intersection modification will be Effective or Very Effective while 12% Do Not Know or have No Opinion.

One-way 106 Street

The majority of respondents (67%) feel the one-way northbound modification on 106 Street with a northbound parking lane between 53 Avenue and 56 Avenue will be Not Effective or Not at All Effective in addressing traffic safety issues. Twenty-four (24%) feel the modification will be Effective or Very Effective and 8% Do Not Know or have No Opinion.

Curb Extensions

The slight majority of respondents (40%) feel the curb extensions on 109 Street at the 58 Avenue and 60 Avenue intersections will be Not Effective or Not at All Effective in addressing traffic safety issues. Thirty-two (32%) feel the curb extension modification will be Effective or Very Effective and 28% Do Not Know or have No Opinion.

Center Median

The majority of respondents (52%) feel the addition of a centre median at the 109 Street and 54 Avenue intersection will be Not Effective or Not at All Effective in addressing traffic safety issues. Twenty-four percent (24%) feel the center median modification will be Effective or Very Effective while 24% Do Not Know or have No Opinion.

Comment Form, Email and Phone Comments Received

On the comment form, respondents were asked to leave comments about the trial measures in general as well as to respond to a separate question asking if they had any additional comments to share. One hundred and seventeen (117) people left comments about the trial measures and 85 responded with additional comments. Both of these questions evoked comments similar in nature therefore all of the comments have been combined for the purpose of this summary. Where applicable, each comment was subsequently broken apart into specific themes; there are 358 themed comments and these can be viewed in Appendix A of this report. The following provides an overall summary of the comments received from the comment form, including those received via email and phone, which can be reviewed in Appendix C and Appendix D of this document.

The majority of comments indicate the community's biggest concern is with the additional traffic they expect may be diverted onto the residential streets of Pleasantview once the trial measures are in place. Respondents indicate the locations of greatest concern for increased traffic are 105 Street and 56 Avenue. Other concerns indicate 109A Street, 109 Street, 54 Avenue, 53 Avenue and Allard Way may also experience additional traffic. Participants are also concerned for the safety of residents, especially the children, living on the residential roads that may experience increased traffic.

The next major concern respondents indicate is the limited access residents will have to local destinations and increased travel times they may experience due to the new and less direct routes. Access to the schools and daycare was also mentioned as a concern from respondents from local and neighbouring communities.

Several respondents question the safety and necessity of the bike lanes on 106 Street, as well as the impact curb extensions may have on the safety of cyclists on 109 Street.

Several respondents indicate the issues with traffic in the area include: the volume of parents dropping off their children at school and lack of a school drop off zone, the poor planning on arterial roads such as 111 Street and Calgary Trail, the installation of the LRT causing additional wait times, and the building of condos in the community adding to traffic volumes. Others who are not supportive of the trial measures

feel that the volume and safety issues could be controlled with additional traffic enforcement such as radar, speed bumps, lowering of the speed limit and cross walk lights along 106 Street.

Of all comments received and themed (358 themed comments and 21 email/phone comments), 25 can be categorized as generally positive comments about the plan. These comments suggest respondents are pleased with the modifications and are willing to test the trial measures despite any inconvenience for community members.

About the Comment Form Respondents

- 170 respondents answered the survey.
- Fifty-five percent (55%) of respondents attended the information session.
- Forty-five percent (45%) of respondents did not attend the information session but answered the survey online.
- The majority of respondents live in Pleasantview (70%) but only 63% of respondents chose to indicate they travel the roadways/sidewalks within or through Pleasantview.
- Forty-four percent (44%) own a property or business in Pleasantview.
- Eighty-one percent (81%) live in a single family dwelling and 94% own their own homes.
- Thirty-eight percent (38%) visit residents, businesses, or other organizations in Pleasantview; 18% live in a neighbouring community, 12% are a resident of another community and 9% work at a business, school or other organization in Pleasantview.
- 14 comments were received via email.
- 1 comment was received via phone.


Statement of Concern

On June 01, 2015, City Administration and the Ward Councilor's Office received a Statement of Concern. The Statement of Concern indicated the belief that the proposed trial measures on 106 Street will not be effective in reducing traffic in Pleasantview but will only shift traffic from 106 Street to the eastern part of Pleasantview south of 56 Avenue. The Statement of Concern contained over 260 signatures.

Public Engagement

Respondents who attended the event were asked to indicate their level of agreement with various public engagement statements.

The majority of respondents (68%) feel they were encouraged to share their views at the information session and 84% feel they understood why they were there. Seventy-six percent (76%) feel the meeting materials were clear and easy to understand and 61% feel the project representatives were helpful, friendly and easy to talk to. Eighty-two percent (82%) of respondents feel they have a better understanding of the project because of their attendance, 66% feel that attending the meeting was a good use of their time. Sixty-two (62%) feel the format of the event made sense for what it was trying to accomplish and 59% feel the meeting was well run.



Respondents were asked what aspects of the meeting they felt were most valuable. The majority of respondents felt the Presentation (44%) and the Question and Answer session (42%) were the most valuable. The majority of respondents heard about the meeting either from the Roadside Signs (50%) or the Mailed Out Flyer (42%).

Respondents who did not attend the event but completed the survey online were asked to rate the information presented on the City of Edmonton website. The majority of respondents feel the information presented on the website was useful, informative and easy to understand.

Comments specific to public engagement show a small percentage praise the session and the work of the committee. The majority of responses question the public engagement process and the actual influence of the public on the determination of the recommended trial measures. Several respondents question how the input was used from previous engagement and others indicate they would have liked more say on the measures presented before they were implemented. A small percentage of comments were looking for clarification on exactly how the trial period will be evaluated.

Appendix A – Comment Form Results and Themed Comments

Report #1(Survey: Pleasantview CTMP Consolidated April 2015)

Exported: 3:32PM May 19, 2015

TrafficVolume (Single Choice Buttons)

Current ConditionsIn your opinion, over the past 3 years, has the traffic volume in the Pleasantview community:

Total	
Total	170
1 Decreased	3%
2 Remained about the same	46%
3 Increased	51%

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

Statistics		Total
Mean		2.5
Median		3.0

TrafficSafety (Single Choice Buttons)

In your opinion, over the past 3 years, have traffic safety conditions in the Pleasantview community:

Total	
Total	169
1 Decreased	20%
2 Remained about the same	50%
3 Increased	30%

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

Statistics		Total
Mean		2.1
Median		2.0

UsingSidewalks (Single Choice Buttons)

In your opinion, over the past 3 years, has your comfort using the sidewalks in the Pleasantview community:

Total	
Total	168
1 Decreased	17%
2 Remained about the same	73%
3 Increased	10%

COMMENTS:

Pedestrians must also learn wha is in their best interest.

Decreased: Not due to road traffic but very bad sidewalks.

Remained about the same: And I am comfortable on 106 Street with my three year old even.

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

Statistics		Total
Mean		1.9
Median		2.0

TrafficMeasureRate (Scale Slider Grid)

For each of the following traffic measures, please indicate how comfortable you expect to be with the changes.Detailed MapIntersection Modification One-wayCurb Extensions Center Median

	Intersection	On 106 St b	Add curb ex	Add center
1 Not at all comfortable	61%	64%	22%	43%
2 Uncomfortable	10%	11%	13%	13%
3 Don't Know/No Opinion	4%	4%	22%	21%
4 Comfortable	10%	9%	22%	9%
5 Very Comfortable	14%	12%	22%	14%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

TrafficMeasureRate - Intersection modification: north/south motor vehicle traffic cannot travel straight through the intersection at 106 St and 51 Ave. (Scale Slider Grid)

	Total
Total	162
1 1 Not at all comfortable	61%
2 2 Uncomfortable	10%
3 3 Don't Know/No Opinion	4%
4 4 Comfortable	10%
5 5 Very Comfortable	14%

COMMENTS

Not at all comfortable: Not thought out enough. Where do you think traffic will go..105 Street.

Not at all comfortable: To get to 51 Avenue.

Uncomfortable: I live right on 106 Street. Sometimes going home I go to 106 Street from Whitemud. I need to go straight through.

Not at all comfortable: These changes make it extremely difficult to use 106 Street travelling to the EPL.

Not at all comfortable: This seems like an incredible disruption for people like me who live on 106!

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	2.0
Median	1.0

TrafficMeasureRate - On 106 St between 53 Ave to 56 Ave change to one-way northbound for motor vehicles and add northbound parking lane. Bike traffic can travel north and south. (Scale Slider Grid)

	Total
Total	162
1 1 Not at all comfortable	64%
2 2 Uncomfortable	11%
3 3 Don't Know/No Opinion	4%
4 4 Comfortable	9%
5 5 Very Comfortable	12%

COMMENTS:

Not at all Comfortable: All vehicles will come to 56 Avenue

Not at all comfortable: Not thought out enough. Where do you think traffic will go..105 Street.

Comfortable: Will curb extensions be removed?

Not at all Comfortable: People living on 56 Avenue will have to go to 51 Avenue and turn left ot go South. Bike lanes are rarely used. This is a winter city.

Uncomfortable: Problem for eastern part of community to drive north.

Not at all comfortable: Again, as a 106 Street resident this significantly hampers access to our house and increases traffic on 56, 105, 55 and 54.

Not at all Comfortable: If your trying to stop shortcutting, why are you causing more?

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	2.0
Median	1.0

TrafficMeasureRate - Add curb extensions at the 109 St and 58 Ave and 109 St and 60 Ave intersections to narrow the road and encourage lower traffic speeds. (Scale Slider Grid)

		Total
Total		157
1	1 Not at all comfortable	22%
2	2 Uncomfortable	13%
3	3 Don't Know/No Opinion	22%
4	4 Comfortable	22%
5	5 Very Comfortable	22%

COMMENTS

Uncomfortable: Ill advised.
Not at all Comfortable: For bikes.
Don't know: With having reduced parking, impact will be felt on 51 Avenue.
Uncomfortable: It will be dangerous for cyclists if they have to move into lane.
Not at all Comfortable: Seems good.
Not at all Comfortable: To narrow for bikes and even two vehicles, especially in the winter when snow is not cleared up.
Comfortable: Slowing traffic, if it works, is fine.

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	3.1
Median	3.0

TrafficMeasureRate - Add center median at 109 St and 54 Ave intersection: North/south auto traffic cannot drive straight through or turn left and east/west traffic cannot turn left. (Scale Slider Grid)

		Total
Total		157
1	1 Not at all comfortable	43%
2	2 Uncomfortable	13%
3	3 Don't Know/No Opinion	21%
4	4 Comfortable	9%
5	5 Very Comfortable	14%

COMMENTS

Not at all Comfortable - All northbound vehicles will turn right on 54 Avenue to cut over to 106 Street

Not at all Comfortable - However now more cars will travel east on 107 Street and zip/speed through to get to Pleasantveiw School or back to 51 Avenue on107 from the School.

Uncomfortable - Just diverting traffic to other streets.
Not at all Comfortable: Go through the neighbourhoods 109A Street.
Comfortable: I assume bicycles can travel north/south all the way down 109 Street.
Don't Know/No Opinion: It will impact my family's route to Southgate, but it might be worth it to reduce speeding and volume.
Uncomfortable: This seems very distruptive to residents.
Not at all Comfortable: If you live south of 54 Avenue how do you get to your home what about the extended care?

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	2.4
Median	2.0

TrafficSafetyIssues (Scale Slider Grid)

For each of the following traffic measures, please indicate how effective you feel the changes will be in addressing traffic safety issues. Detailed MapIntersection Modification One-wayCurb Extensions Center Median

	Intersection	On 106 St L	Add curb ex	Add center
1 Not at all Effective	49%	54%	24%	39%
2 Not Effective	13%	13%	16%	13%
3 Don't Know/No Opinion	12%	8%	28%	24%
4 Effective	11%	10%	22%	11%
5 Very Effective	15%	14%	10%	13%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

TrafficSafetyIssues - Intersection modification: north/south motor vehicle traffic cannot travel straight through the intersection at 106 St and 51 Ave. (Scale Slider Grid)

	Total
Total	158
1 1 Not at all Effective	49%
2 2 Not Effective	13%
3 3 Don't Know/No Opinion	12%
4 4 Effective	11%
5 5 Very Effective	15%

COMMENTS:
Not at all Effective: People will find a way to shortcut. They won't go all the way back to 111 Street.
Not at all Effective: Will just cause shortcutting.

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	2.3
Median	2.0

TrafficSafetyIssues - On 106 St between 53 Ave to 56 Ave change to one-way northbound for motor vehicles and add northbound parking lane. Bike traffic can travel north and south. (Scale Slider Grid)

	Total
Total	156
1 1 Not at all Effective	54%
2 2 Not Effective	13%
3 3 Don't Know/No Opinion	8%
4 4 Effective	10%
5 5 Very Effective	14%

COMMENTS:
Not at all Effective: It will shift the traffic to 56 Avenue and 105 Street.
Not at all Effective: It will just displace traffic to 107 Street east to the school coming in from 51 Avenue and 110 Street. Drop off kids north on 106 Street and nowhere to go turning west on 107 Street to get back to 51 Avenue.

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	2.2
Median	1.0

TrafficSafetyIssues - Add curb extensions at the 109 St and 58 Ave and 109 St and 60 Ave intersections to narrow the road and encourage lower traffic speeds. (Scale Slider Grid)

		Total
Total		152
1	1 Not at all Effective	24%
2	2 Not Effective	16%
3	3 Don't Know/No Opinion	28%
4	4 Effective	22%
5	5 Very Effective	10%

COMMENTS:

Not Effective: It will make it easier to cross the street, but it will make it more dangerous for cyclists. Motorists will speed once they get past the extensions.

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics		Total
Mean		2.8
Median		3.0

TrafficSafetyIssues - Add center median at 109 St and 54 Ave intersection: North/south auto traffic cannot drive straight through or turn left and east/west traffic cannot turn left. (Scale Slider Grid)

		Total
Total		152
1	1 Not at all Effective	39%
2	2 Not Effective	13%
3	3 Don't Know/No Opinion	24%
4	4 Effective	11%
5	5 Very Effective	13%

COMMENTS:

Not at all Effective: People will shortcut 54 Avenue and 107 Street to 106 from 109.
Not at all Effective: Why? Howe will you get home if you live south of 54 Avenue and 109 Street?

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics		Total
Mean		2.5
Median		2.0

AdditionalCommentsTrialMeasures (Open End)

Do you have any additional comments about the trial measures?

		Total
Total		117
	Answered	100%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Attend_Mtg (Single Choice)

Did you attend the meeting on April 30, 2015?

		Total
Total		103
1	Yes	55%
2	No	45%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics		Total
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Mean	1.4
Median	1.0

About_PICopy1 (Scale Slider Grid)

Using the following scale from 1 to 5 (where 1 means Strongly Disagree and 5 means Strongly Agree). Please circle the appropriate number to indicate the extent to which you agree with each of the following statements:

	The information presented on the City's website was useful and informative.	The information was easy to understand.
1 Strongly Disagree	4%	2%
2	15%	11%
3	33%	29%
4	26%	29%
5 Strongly Agree	22%	29%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

About_PICopy1 - The information presented on the City's website was useful and informative. (Scale Slider Grid)

	Total
Total	46
1 Strongly Disagree	4%
2	15%
3	33%
4	26%
5 Strongly Agree	22%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	3.5
Median	3.0

About_PICopy1 - The information was easy to understand. (Scale Slider Grid)

	Total
Total	45
1 Strongly Disagree	2%
2	11%
3	29%
4	29%
5 Strongly Agree	29%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	3.7
Median	4.0

About_PI (Scale Slider Grid)

Please indicate your level of agreement with the following statements.

	I felt welcomed	I understood	The meeting	The project	I have a better understanding	Attending the event	The event was	The format
1 Strongly Disagree	7%	3%	6%	5%	4%	7%	6%	11%
2 Disagree	16%	6%	7%	19%	8%	16%	22%	15%
3 Don't Know/No Opinion	10%	7%	10%	15%	6%	11%	13%	12%
4 Agree	47%	45%	48%	34%	51%	45%	36%	42%
5 Strongly Agree	21%	39%	28%	27%	31%	21%	23%	20%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

About_PI - I felt welcome and encouraged to share my views (Scale Slider Grid)

	Total
Total	105
1 Strongly Disagree	7%
2 Disagree	16%
3 Don't Know/No Opinion	10%
4 Agree	47%
5 Strongly Agree	21%

COMMENTS:

Disagree - Too big to have decent conversation
Strongly Agree: From the presenters yes.

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	3.6
Median	4.0

About_PI - I understood why I was there (Scale Slider Grid)

	Total
Total	107
1 Strongly Disagree	3%
2 Disagree	6%
3 Don't Know/No Opinion	7%
4 Agree	45%
5 Strongly Agree	39%

COMMENTS:

Disagree - Was clear at the beginning but got lost as it continued

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics	Total
Mean	4.1
Median	4.0

About_PI - The meeting materials were clear and easy to understand (Scale Slider Grid)

		Total
Total		109
1	1 Strongly Disagree	6%
2	2 Disagree	7%
3	3 Don't Know/No Opinion	10%
4	4 Agree	48%
5	5 Strongly Agree	28%

COMMENTS:

Strongly Disagree: Learn how to use multiple sensory when discussing numbers and directions and locations.

Agree: But I didn't like.

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

Statistics		Total
Mean		3.8
Median		4.0

About_PI - The project representatives were helpful, friendly, and available to talk to me (Scale Slider Grid)

		Total
Total		103
1	1 Strongly Disagree	5%
2	2 Disagree	19%
3	3 Don't Know/No Opinion	15%
4	4 Agree	34%
5	5 Strongly Agree	27%

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

Statistics		Total
Mean		3.6
Median		4.0

About_PI - I have a better understanding of the project because of my attendance (Scale Slider Grid)

		Total
Total		107
1	1 Strongly Disagree	4%
2	2 Disagree	8%
3	3 Don't Know/No Opinion	6%
4	4 Agree	51%
5	5 Strongly Agree	31%

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

Statistics		Total
Mean		4.0
Median		4.0

About_PI - Attending this meeting was a good use of my time (Scale Slider Grid)

		Total
Total		105
1	1 Strongly Disagree	7%
2	2 Disagree	16%
3	3 Don't Know/No Opinion	11%
4	4 Agree	45%
5	5 Strongly Agree	21%

COMMENTS:

Not if nothing changed.

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics		Total
Mean		3.6
Median		4.0

About_PI - The event was well run (Scale Slider Grid)

		Total
Total		104
1	1 Strongly Disagree	6%
2	2 Disagree	22%
3	3 Don't Know/No Opinion	13%
4	4 Agree	36%
5	5 Strongly Agree	23%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics		Total
Mean		3.5
Median		4.0

About_PI - The format of the event made sense for what it was trying to accomplish (Scale Slider Grid)

		Total
Total		104
1	1 Strongly Disagree	11%
2	2 Disagree	15%
3	3 Don't Know/No Opinion	12%
4	4 Agree	42%
5	5 Strongly Agree	20%

COMMENTS

Agree: Even if I didn't like the ideas, glad for no speed bumps, thank you.

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics		Total
Mean		3.5
Median		4.0

Mtg_ValuableAspectsCopy1 (Multi Choice Buttons)

Which aspects of the meeting did you find most valuable?

	Total
Total	125
Presentation	44%
Question and Answer session	42%
Interaction with representatives	21%
Discussions at the display boards	8%
Other (please specify)	12%
Did not answer	30%

Q&A - Although many questions were brushed off

Interaction with representatives - This was not valuable at all.

Other: Opportunity for community to present and councillor to state his support

Seemed all just for appearances sake. Nothing attendees could achieve by being here.

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

Mtg_NotificationCopy1 (Multi Choice Buttons)

How did you hear about this meeting?

	Total
Total	125
Road signs	50%
Mailed out Flyer	42%
Word of mouth	12%
Community League/Other organization	37%
Other (please specify)	7%
Did not answer	10%

COMMENTS

Road signs: Saw it but didn't provide the info that the flyer did.

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

CommunityAssociation (Multiple Choice)

What is your association with the community of Pleasantview?

	Total
Total	169
I live in Pleasantview.	70%
I own property or a business in Pleasantview.	44%
I work at a business, school or other organization in Pleasantview.	9%
I visit residents, businesses, or other organizations in Pleasantview	38%
I live in a neighbouring community.	18%
I travel roadways/sidewalks within or through Pleasantview.	63%
Resident of another community.	12%
Not applicable	0%
Did not answer	3%

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

TypeofResidence (Single Choice Buttons)

Please indicate the type of residence you live in?

		Total
Total		162
1	Single family dwelling	81%
2	Multi-family dwelling (townhouse or duplex)	7%
3	Secondary suite in a single family residence	1%
4	Apartment/ condo	10%
5	Other (please specify)	1%

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

Statistics		Total
Mean		1.4
Median		1.0

OwnRent (Single Choice Buttons)

Do you own or rent your residence?

		Total
Total		160
1	Own	94%
2	Rent	6%

Data: Including participants who completed primary survey only (Live data)

Display: Showing % of column

Statistics		Total
Mean		1.1
Median		1.0

PeoplePerHousehold (Allocation Grid)

Including yourself, how many people in each of the following age groups live in your household? How many are:

		Total
Total		169
Answered		100%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Statistics		Total
Mean	Under 13 years old	0.7
	Between 13 and 18 years old	0.1
	Between 19 and 44 years old	0.7
	Between 45 and 64 years old	0.8
	65 years of age or older	0.4
Median	Under 13 years old	0.0
	Between 13 and 18 years old	0.0
	Between 19 and 44 years old	0.0
	Between 45 and 64 years old	0.0
	65 years of age or older	0.0

AdditionalCommentsDemographic (Open End)

Please share any additional comments you have:

		Total
Total		85
Answered		100%

Data: Including participants who completed primary survey only (Live data)
Display: Showing % of column

Pleasantview Community Traffic Management Plan

April - May 2015

Survey Comments Received - THEMED

COMMENTS ON TRIAL MEASURES/ADDITIONAL COMMENTS (COMBINED/THEMED)	
Do you have any additional comments about the trial measures? Please share any additional comments you have:	
Access - Other Communities	Closing 106 Street to people who live south of 51 Avenue is unreasonable. 111 Street, Calgary Trail and Gateway are already very busy and turning off 111 Street takes a long time - ask ET, who now sends buses down 106 Street and around to reach the transit centre rather than deal with the lights at 51 Avenue & 111 Street.
	As someone who needs to travel through to drop off my kids at a day home in the area (I live on 106 Street and 36A Avenue), my main concern is with north/southbound traffic on 106 Street at 51 Avenue and the timing of the lights. If priority is given to northbound in the morning and then southbound traffic in the afternoon, traffic would be able to move through the area easily and reducing congestion. Understanding the City and community would like to have everyone use 111 Street and Calgary Trail, those areas are just as congested. As we were told in a community league meeting with then councilman Don Iveson, living on 106 Street comes with traffic, deal with it.
	We have traveled that road north and south for years and do not find it busier than usual. We have family that lives in Pleasantview and also travel that road to go to church. What you are doing is making us and all the residents go out of their way to get to 51 Avenue. Calgary trail and 111 Street are already very busy and trying to turn from 111 Street onto 51 Avenue is horrendous during busy times with the LRT crossing there.
	This is not just about the residents of Pleasantview Community. I live in Duggan. We do not have enough routes taking us north and south. We have a new school zone speed limit of 30 mph which is helping. Most of the drive home traffic build up is after 4:30 pm when children have left school. I'm not sure how I can even get to the gas station I regularly use. If you give Mount Pleasant a one way street, maybe you should do the same for Steinhauer, Duggan, St. Augustine, D.S. MacKenzie, Rideau Park, Allendale, etc!
Access - General	There needs to be a turning light on 51 Avenue to allow turns onto 106 Street heading north. If you use the Petro-Canada station, the one way plan is going to cause some traffic congestion within the Petro Canada lot itself. The one way plan makes it difficult to visit the cemetery and exit. I use 51 Avenue and so after my visit I will have to either travel down that steep hill (icy in winter) to the east, or go all the way north to 63rd or zig zag my way through Pleasantview to find my way back into Lendrum.
	To exit out of the Duggan and Pleasantview areas will be a nightmare.
	I am concerned about the impact the one way portion will have on cemetery visitation.
	Very saddened that you are reducing vehicle access as the city densities make no sense. Very short-sighted; will contribute to further gridlock.
Access - Local	As for blocking off thru traffic, on 109 Street, it will ADD at least 10-15mins to commute both to & from work.
	From a personal perspective, as a 106 Street resident, I find these measures incredibly disruptive. For example, now to drive to the library at Whitemud I will have to drive to 51 Avenue, then go south on 105B, 107 or 108 then back onto 106, increasing traffic on other residential streets both north and south of 51st. 106 Street is a collector. Let it be a collector - lets travel along the road.
	Access to 51 Avenue from 110 Street without going to 111 Street is paramount for the community. The people affected by this move are the people in the community.
	This is ridiculous! 111 Street is now an LRT nightmare, 109 is already challenging, and now you want to make it almost impossible for 106 Street to serve the needs of those of us who live here. I regularly go between 51 Avenue and the Parkallen area. Do you want to make it impossible for us to get to 51 Avenue?
	I live on 109A Street so the change to 109 and 54 Avenue will mean I cannot get to my home from the south without driving around a large detour. other options should be explored.
	To get to Petro Canada on 51 Avenue and 106 Street, we have to go all the way to Gateway or 111 Street to get there? Ridiculous!
	As a community driver, it will be made very difficult to exit the community if I am southbound, or enter from the south. (LRT another factor that has added to the problem) This forces me to cross the LRT twice just to go to Southgate mall.
	I am not happy with the suggested changes. I have lived here 20 years and enjoy the ease of accessing my own community via walking, biking and driving. I have never felt uncomfortable with the current situation and am frustrated by proposed changes. I also believe it negatively impacts access to the many schools in neighbouring communities. I cant go see my friends easily living nearby.
	Problem for eastern part of community to drive north.
	Will cause some difficulty getting out of community towards the south for residents (especially 111 Street due to train impacts).
	I am concerned about grocery shopping without going to 111 Street (LRT to be avoided at all costs!) or Calgary Trail.
	Will be unable to freely move through our own community. Median at 109 Street and 54 Avenue. Already can't turn left at 61 Avenue and 106 Street at peak hours; if unable to use 109 Street to go to Safeway at Southgate from Scona High, will be forced to use Calgary Trail to 51 Avenue.
	I live at 107 Street and 58 Avenue. How do I get to Southgate? 111 Street is not an option, during rush hour. I've waited up to 4 trains to pass and the 111 Street is crawling with traffic. Whatever happened to improving the traffic flow on 111 Street?

To exit my community southbound or enter from the south will be made very difficult. (the LRT has already impacted our use 111 Street, Lendrum and the Shell station) To proceed to Southgate Mall, the airport or businesses south or east will require 2 crossing of the LRT, a slow process. Most of the plan is ridiculous and penalizes the residents and not transient traffic. The eastside of the community will see an increase in traffic and on the westside the line up to cross through the lights and the LRT to go south on 111 Street will be very impressive. These measures mostly affecting residents not transient traffic. Trying to explain to a visitor how best

	<p>to enter our community and then the different directions to exit becomes quite the puzzle.</p> <p>This plan seems to disrupt traffic leaving the community i.e. The community and not the traffic through necessarily.</p> <p>Part 1: The 109 Street median is a solution flawed beyond redemption because it will only shift the traffic to adjacent streets. Anyone who uses 109 Street as a shortcut will continue to do so because the extra time costs will be less than alternative routes by-passing Pleasantview.</p> <p>Part 2: Consider first southbound traffic. On entering Pleasantview on 109 Street the shortcutter will turn west on either 60 Avenue or 57 Avenue, then turn south on 109A Street and then east on 54 Avenue to pick up 109 Street at the median. The total extra distance compared to a straight run south down 109 Street is 0.2km. To cover 0.2km at a conservative speed of 30 kph takes 0.4 minutes. To get to the corner of 51 Avenue and 110 Street (the exit point out of Pleasantview for the shortcutter) by any other route such as Calgary Trail or 111 Street is going to add more than 0.4 minutes to the total travel time. A similar analysis for northbound traffic shows that turning east on 54 Avenue to pick up 107 Street followed by a left at 57 Avenue back to 109 Street will add 0.55km to total travel distance. At 30 kph this adds 1.1 minutes to total travel time. I do not see any routes to 61 Avenue and 109 Street that use less time. (Distances were estimated using Google maps so there will be an unknown margin of</p> <p>I am concerned too about the changes on 106 Street at 51 Avenue going south. What we were told was that the change going northbound on 106 would slow northbound on 106. Southbound traffic was to be dealt with by the one way. Given this, it seems the intersection change will only affect local traffic trying to go south. In other words, this change is a local punishment only.</p> <p>All they are going to do is create more cutting through other areas of the neighbourhood. I use 109 and 106 every day to go to and from work and 106 to get in and out of the neighbourhood. One way and the median on 109 and 54 means I have to cut through the neighbourhood or down 111 Street or Calgary Trail as I'm on 51 and 108 - Calgary Trail is out of my way and more gas and time. 111 Street I have to wait for LRT. Should have made the median a traffic circle trial before blockage.</p> <p>People living on 56 Avenue will have to go to 51 Avenue and turn left to go south.</p> <p>I will go down 109A Street, turn around in someone's driveway south on 109 Street.</p>
Access - School	<p>School needs drop-off area built on school grounds; school has to take ownership</p> <p>The changes to traffic on 106 Street are not useful to parents who transport children to schools. The designated junior high school for Mt. Pleasant and Rideau Park (German) schools is in Allendale. The designated High School for Rideau Park is Scona. 111 Street is not an effective arterial because of the many traffic lights. It feels like the residents of Mt. Pleasant want a gated community.</p> <p>I feel that the drop off point for students at Mt Pleasant school should be on the NORTH side of the school, not on the WEST side. The congestion and increase in traffic is caused by parents lining up to drop off children and then waiting to pull out back into traffic.</p> <p>Changes along 106 Street will choke off the traffic to area schools that rely on students from other neighbourhoods.</p> <p>This essentially allows 106 Street traffic to go faster as the cars head toward the school! In addition, because most of the students at Pleasantview are not local, the parents will have to drive through regular residential streets - 56, 105, 58, 53, 52 - streets that, unlike 106, have housing on both sides, have residential children and have street parking that hide pedestrians, especially children, who have reasons to cross these streets (again, unlike 106 Street that has no sidewalk on west side between 52 and 107).</p> <p>Changes along 106 Street will choke off the traffic to area schools that rely on students from other neighbourhoods. 111 Street doesn't reach its potential/capacity because of the traffic lights and the LRT.</p> <p>Closing the intersection at 106 Street and 51 Avenue is just plain stupid. There are 4 schools on 106 Street and people from all over the southside have children in these schools. The LRT on 111 Street has increased congestion 106 Street is a viable alternative for traveling north/south. Mount Pleasant is not an island and should not be treated as such. Traffic calming measures were tried years ago and made it difficult for school buses to get to the schools on 76 Avenue.</p>
Alternate Solutions	<p>For me I think its a waste of time and money for a trial experiment that I feel will not be beneficial and accidents can occur. I think in my personal opinion would be to widen 106 Street so traffic can go both ways and have the traffic lights on 63rd staying green for a lot longer than it has been.</p> <p>Improve flow on 111 St = source of 106 St volumes</p> <p>The roadways need to widened, especially along 106 street.</p> <p>106 north and south is a nice low volume route to 76 Avenue and 63 Avenue that I prefer over 109 Street or Calgary trail as I travel to and from 40 Avenue and 106 Street. I reside near the LRT line as well. We all have had to adjust to the traffic delays and congestion due to the LRT line. I feel strongly that residing in Pleasantview should not be an exception. In fact, I would prefer the north and south lanes of 106 Street should be enhanced to accept more traffic. Other routes are already past their capacity.</p> <p>Establish LRT parking at Southgate to increase ridership/access; it's not too late to fix this</p> <p>Local traffic only signs on 109A and 110 Street to 60 Avenue from 54 Avenue. or 30 Speed signs and throughout Pleasantview community "Children live in the area" signs.</p> <p>More 4 way stops</p> <p>Traffic on 106 St. could be discouraged by use of one or two stop signs, i.e. at 56 Ave. & 53 Ave.</p> <p>Leave 106 two way and make 51 Avenue and 106 Street a definite barrier to north-south travel. And if you insist on one way, why not south bound with north closed? What is magical about north bound travel?</p> <p>Try changing the signal phases during rush hour at 50 Avenue and 61 Avenue to encourage commuters to use alternates. Also, please keep in mind that 106 Street is, in fact, considered a throughway. These comments are not made just because "some people don't like change." Change is terrific if it results in improvement. The proposed changes will have only a negative net impact on speed, volumes and safety as traffic re-routes through residential streets, not to mention irate residents.</p> <p>If you want to control entry into Pleasantview Community why not make some changes at the 61 Avenue and 106 Street intersection.</p>
Bike Lane	<p>Parking was taken away from 106 Street residents when bike lanes were installed. Reverse this decision and provide SAFER bike lanes in lower traffic volume areas. Cyclists appear to use roads such as 105 Street AND 55 or 56 Avenue with its lower traffic volume and avoid 106 Street due to high risk factor.</p>

	What's with Pleasantview? You are in the middle of city. There's traffic. Do what you want on streets in the middle of the community but if you want to make changes to 106 Street, remove the ridiculous bike lanes that nobody uses except for parking. 106 Street feeds many communities North and South.
	Why the bicycle routes still there?
	106 Street is two lanes of traffic. Used to be much better at major intersections too, before some other twit decided to put in bike lanes (that frankly, are barely used). HINT - just because you put in bike lanes, people aren't going to rush out and buy bikes for the 4 months a year they can safely use them.
	Bike lane on narrow 106 Street is absurd - 111 Street has wide green areas on sides, more suited!
	Bike lanes are rarely used. This is a winter city.
	In MY experience, there are MORE problems with UNLAWFUL bicycle usage, than that of motor vehicles.
	I am concerned about bikes driving beside me, heading straight, while I am turning. I don't want to squeeze a bike against the curb because they are sneaking beside me. I don't know if there is a law that bikes can't pull up beside a car that has its right signal on, but there should be... not that a law will prevent someone from getting hurt.
	Probably too late but move bikes off 106 Street either east or west; follow Vancouver model or other cities
	Get some REAL numbers on how many cyclists there are in the city using asinine bike lanes vs. drivers vs. transit users. And since you wish to encourage cyclists to use city streets, license them. Test them. And then enforce traffic bylaws on cyclists. Use the license fees and fines to pay for the accidents caused by bad cyclists and for maintaining "bike routes".
	This will negatively impact stores in the area as well. I will shop elsewhere (north or east of my home instead of south on 51 Avenue.)
Business Impacts	Have you thought about the impact on businesses?
	Any businesses may experience lower attendance due to difficulty travelling.
	What you are doing is hurting business that are on 51 Avenue that have customers coming to them from the pleasant view community. Are you going to compensate for their decrease in business?
	Also I work at a business on 51 Avenue and 105 Street which will effect the traffic there a lot. Are you willing to compensate for the loss of business in those stores? Do you even care about the businesses in that area? It seems you do not if you are cutting the customers off to them.
	How about interested in compensating business affected?
	I don't like idea of a median stopping traffic from going straight because I am concerned about emergency vehicles being slowed down.
Center Median	Not being able to travel through the intersection at 106 Street & 51 Avenue northbound when vehicles can travel northbound on the north AND south side of 106 Street is poor planning.
	However, now more cars will travel east on 107 Street and zip/speed through to get to Pleasantview School or back to 51 Avenue on 107 Street from the school.
	Just diverting traffic to other streets.
	Go through the neighbourhoods 109A Street.
	I assume bicycles can still travel north/south all the way down 109 Street?
	It will impact my family's route to Southgate Mall, but it might be worth it to reduce speeding and volume.
	This seems very disruptive to residents.
	If you leave south of 54 Avenue, how do you get to your home? What about the extended care?
	People will shortcut 54 Avenue and 107 Street to 106 from 109.
	Why? How will you get home if you live of 54 Avenue and 109 Street.
	All northbound vehicles will turn right on 54 Avenue to cut over to 106 Street.
	Voted down by League several years ago.
	The 109 Street median does nothing, but to impede local residents from travelling within their own neighbourhood. (Again the City presenter stated that traffic numbers on 109 Street at this location were at acceptable levels.)
Cost	Will Pleasantview residents pay for this with their property taxes?
	I am concerned that they had no idea what the costs would be. Surely that should be included in any plan. Are the people of Edmonton supposed to write blank checks?
	I don't care about the costs!
	I would like to know the full cost of what is being planned including the trial run and IF it is implemented what that will cost.
	I really do object to my tax dollars being used to amuse a fringe, if vocal, percentage of road users.
Cross Walk	I think that there should be a crosswalk light on 52 Avenue and 106 Street, it is unsafe to cross otherwise.
	A cross walk light needs to be put up. I live in a building where it is mainly seniors that use walkers. I've nearly been hit crossing the road.
	Will there be any changes to the crosswalk on 106 Street? I feel it is very unsafe crossing as I do everyday, constantly there are people running red lights.
Curb Extensions – 109 & 106 Street	I love the idea of expanding the curbs to narrow down the road. I think that would do a lot and is a great compromise.
	Ill advised.
	Not at all comfortable: For bikes.
	It will be dangerous for cyclists if they have to move into lane.
	Seems good.
	Too narrow for bikes and event two vehicles, especially in the winter when snow is not cleared up.
	Slowing traffic, if it works, is fine.
	It will make it easier to cross the street, but it will make it more dangerous for cyclists. Motorists will speed up once they get past the extensions.
	I don't like the curb extension on 106 Street and 52 Avenue. It will make cyclists merge with motor vehicles and that is dangerous. Please put cut throughs in the curb extensions.

	Curb extensions by the City presenters own admission, do absolutely nothing to reduce traffic speeds; as demonstrated by the extensions on 106 Street.
Don't Want Change	Leave things alone.
	Silly, not necessary. If the city did a better job of having traffic flow on 111 Street & Calgary Trail , it would not be a problem ! Traffic must flow, NOT stop at every set of lights. Put up toll booths at all exits and charge drivers to get OUT of Pleasantview. It is not that bad as it is !
	106 Street at 51 Avenue makes no sense to block southbound traffic when studies show volumes and compliance ok south of 54 Avenue.
	Information about this change does not clearly address the need identified. I travel 106 every day and never see accidents, speeding, etc. I think the "safety issue" is a misrepresentation of facts.
	106 Street is a through street from 23 Avenue north to 82(Whyte) Avenue and to Saskatchewan Drive. As such it should remain a 2 way street allowing traffic to flow & access the various destinations that its headed for --- instead of forcing traffic to zig zag thru residential neighbourhoods creating traffic havoc and safety concerns.
	I am happy with the status quo. I didn't participate in previous surveys because I had no issues with the traffic. In hindsight I regret not participating.
	I know everyone is going to like but sometimes if it isn't broken don't fix it. I can't see less traffic on 57 Avenue.
	Looking at the solution on 106 Street right away does not look right and further investigation into traffic volumes, traffic flow, bus service and non-vehicle activity show that a lot more people will be affected than the 14 residences on 106 Street. Increased traffic flow into residential from collector routes should not happen. Also, currently there are problems with street parking and people cutting through non-public zones to get to where they are going. The change will only add to the problems.
Evaluation	Will there be ongoing surveys regarding the unintended consequences of the trial measures during the trial period?
	Please let the trial measures run for the full 2 years, with input from "community members" on increased traffic flow on these streets and tweak as necessary. I also think its brilliant the idea for 51 Avenue and 106 Street.
	A two year Trial Period is far to long for fiasco to continue.
	Traffic volume measures should be done on 105 Street at peak times i.e.. 8am-9am and between 4pm-6pm during the trial, not during summer months. 105 Street will suffer the biggest impact for both south and northbound traffic.
	This is being rammed through with poor regard for the voices of opposition. You need to have clear criteria for success/failure and be willing to revert to the original traffic setup if it fails.
	How will evaluation of measures occur, how will community be able to provide feedback? Seems to divert from major roads to roads NEVER intended for high volume traffic.
	Since the whole dissolution of school boundaries, many parents drive their little darlings to one of these school. Traffic is heavy on 106 Stet from SEPTEMBER TO JUNE. Testing idiotic traffic control measures in July and August is about as stupid as it gets - there is a totally different amount of traffic. Those parents, come September, will still be driving.
	Don't do it. Don't test it at a time of year when traffic volumes/users/patterns are significantly different than the other 10 months of the year.
	Going forward without clear cut criteria for success or failure is a farce. How can you pilot a project if you are uncertain what your measures of success will be? Will it be a "gut" decision? It doesn't inspire any confidence that it will be fair and valid.
	Why implement these changes during the summer months when school is out?? The traffic to the school is the MAIN reason for the congestion. The first few days back in fall will probably need police intervention, too bad the school principle and above him don't see this.
General Comment - Negative	None of these take into account the city's expectation to increase density due to infill. Nor does it take into account traffic pattern changes due to the installation of mailboxes vs. home delivery.
	It is NEVER A GOOD IDEA TO PURSUE A BAD IDEA, regardless of the embarrassment factor that must be accepted. The residents I have spoken with are extremely annoyed with the City and its intent to push this forward regardless of the complaints and objections of the neighbourhood. They want to RECLAIM THEIR NEIGHBOURHOOD NOW. The community has identified traffic volumes (related in part to) shortcutting, speeding as major concerns. The reroute plan makes these issues far more severe and significantly reduces the livability. As provided in the presentation material on a flow chart the indicated "WE ARE HERE", the slide stated "Identify level of support with traffic measures BEFORE INSTALLATION OF TRIAL PHASE". I contend that you do NOT HAVE the support of the community and therefore the TRIAL PHASE should NOT PROCEED...at least as it relates to the 106 Street corridor.
	Are you out of your ever loving minds? I live at 5705 105 Street. I've been here 21 years. 106 Street is a major city road, whether some twits on the Pleasantview Community League Board want to believe it or not. Why? Because it serves TEN schools between 38 Avenue and 76 Avenue.
	SOME OF THESE 'SOLUTIONS' ARE WORSE THAN THE CONCERNS THEMSELVES. SOME PREVIOUS WORKSHOPS WERE UNKNOWN TO OUR HOUSEHOLD.
	I don't think that your trial measure will work.
	Bad for city traffic, good only for a vocal minority.
	The solution is to improve traffic flow and reduce congestion. The whole plan does the opposite.
	This seems to further penalize Pleasantview residents and not address where the intergoers are originating from. Not sure why bother with the meeting when we were told this is going ahead as planned. The one way on 106 Street is the dumbest thing I have heard to date..good planning!!!
	As a 54 year resident of the area I am very angry at having this "2 year trial" rammed down my throat. Traffic needs to be reduced on 106 Street, there are much better ways of doing that without making Pleasantview a prison. I would really expect better of "Professional Engineers" Ronald Innes
	Stop the insanity. Do not install these ridiculous measures.
	I think the proposed changes will have very negative impacts on the community.
	The overwhelming sentiment of people in my area of the neighbourhood is of anger and disgust. There are better solutions that would serve the majority or our neighbourhood better.

	<p>More one ways a solution??</p> <p>This plan will create consternation on the while, this is already a well engineered traffic community. Unfortunately it is bordered by heavy traffic, Gateway, 61 Avenue, 51 Avenue and 109 Street. We have a quiet neighbourhood including a school and a cemetery. 109 Street is already a wide street (quite). It is one of those things I feel that if one wants more of a good thing than what we already have then maybe. I think instead of blocking traffic flow you should improve it.</p>
General Comment - Positive	<p>Good plan! I'm hopeful that these measures will lead to better safety for pedestrians bicyclists and us residents living here!</p> <p>I apologize for the many members of the community who have lost perspective! A few extra minutes added to our journeys is worth the increase in safety.</p> <p>I am fine with the trial measures. It is worth trying.</p> <p>I think the trial measures are very reasonable given the extent of the traffic issue in Pleasantview. I am happy that there will be a lot of monitoring to see how traffic changes.</p> <p>I think people need to give the changes a chance.</p> <p>Thank you to the Pleasantview volunteers for your work on this. I don't live in Pleasantview, but value the work you are doing to make this collector road safer for all road users, including the most vulnerable (peds, cycle). Don't be too quick to change the measures. They seem very reasonable.</p> <p>I think it will be very important to remind residents that these changes will be difficult for us all at first (to get used to a new route and while other drivers try to pass and get frustrated), but they will so greatly improve our neighbourhood in the long run and improve property values too. These seem to me like all very good changes. Thank you to those of you who worked out these great solutions!</p> <p>I'm excited to see less traffic in my neighbourhood regardless if I have to spend a few more minutes getting out of my neighbourhood! So happy!!</p> <p>As a Queen Alexandra resident I applaud your work, this will help address traffic concerns for us too.</p> <p>I love them! I am concerned about speeding and excessive traffic.</p> <p>Maintaining the status quo is not an option; safety dictates change.</p> <p>Right issues identified. Willing to give measures a try. Some inconvenience for community residents (but as resident I think solutions needed).</p> <p>Very happy with the proposed changes especially on 106 Street- through traffic a major problem and safety concern.</p> <p>Thanks for this initiative, as complex as it is.</p> <p>I am fine with the trial measures. It is worth trying.</p> <p>I think people need to give the changes a chance.</p> <p>This is a good start . I have high hopes it will meet the objectives of lowering traffic in the collectors and the neighborhood streets too.</p> <p>Now I have lived on 106 Street and 60 Avenue for close to 16 years now, the traffic has increased a huge amount, with cars and bikes hitting at least 70 km per hour off the lights at 61 and 106 as they head south...they dont slow down till the top of hill on 106 Street, I think the options put forth are for the better of the community and will hopefully stop a majority of short cutters in the neighborhood, on another note maybe 111 Street and Calgary Trail need to be looked at too as to speeding the flow of traffic for commuters , eg traffic light syncing so it makes good sense to use these routes. Also at the previous presentation at Pleasantview school, I chatted with a fellow who lived south of 23 Avenue and was at the meeting as it will affect his route of using 105 Street and 106 Street for his daily commute north to the core, I realize as a city we all are stake holders, but I'm quite surprised at the amount of outside influence that will try to affect the quality of life in our community. P.S.....plea</p> <p>Yes, some trips will be longer. That's the way she goes. If you know your neighbourhood, you'll know the new trial measures, and will adjust to them. Non residents will become discouraged with attempted short cuts.</p> <p>In favour of changes. Especially 109 Street. Well done!</p> <p>If this is successful, it will significantly improve the quality of life of residents not only in Pleasantview but also Allendale, Queen Alexandra, because 106 Street will be a safer place. Volume on 106 Street was great a few years ago when 51 Avenue pipeline replacement blocked 106 Street north/south due to construction (began July 1st). Blocking north/south on 106 Street from 51 Avenue in any way possible is a great idea for all these communities, including Queen Alexandra.</p>
	<p>Traffic to be controlled at the intersection of 106 Street and 51 Avenue is confusing and may impede smooth traffic flow. There a couple of left hand turns involved in the new design that may pose problems. Left hand turns are statistically known to be where traffic accidents occur more frequently.</p>
	<p>Not thought out enough. Where do you think traffic will go...105 Street?</p>
	<p>Not at all comfortable: To get to 51 Avenue.</p>
	<p>People will find a way to shortcut. They won't go all the back or to 111 Street.</p>
	<p>Will just cause shortcutting.</p>
	<p>I live right on 106 Street. Sometimes going home I go to 106 Street from Whitemud. I need to go straight through.</p>
	<p>These changes make it extremely difficult to use 106 Street travelling to the EPL.</p>
	<p>106 Street and 51 Avenue is an important intersection for access to Empire Park from points north, and for Empire Park residents to access Petro Canada on the NE corner. I don't think limiting movements at this intersection is wise.</p>
Issue Contributing - Arterial Roads	<p>Trial measures virtually eliminate majority of traffic on 106 Street. Where is that traffic going to go? Question was asked and not answered.</p>
	<p>111 Street doesn't reach its potential/capacity because of the traffic lights and the LRT.</p>
	<p>All of these measures are based on blocking and restricting instead of making other routes Calgary Trail/Gateway and 111 Avenue more attractive. You have to stop at every set of lights on 111 Avenue either north or south that is why more people have moved in 106 Street.</p>
Issue Contributing - School	<p>The City Presenter (in a side discussion after the meeting), when asked the reason for the one-way, stated that it was for the safety of the school. Previous traffic info sessions addressed the ongoing problem of student drop-off and the poor driving habits of the parents. The school could simply address this issue by building a drop-off zone within the school property. But their unwillingness to</p>

	take any responsibility means that a neighbourhood is now effectively split in half, with residents forced to leave their own community (travel around it rather than thru it) due to all the impediments being installed.
	Most issues arise due to parents dropping children off at Mount Pleasant. They need regulating, not the community.
Other Comments General	Of course there is more traffic - there is a large new residential complex on 105 & 56 Avenue where the Good Samaritan extended care type facility was.. And if you expect less traffic with more density your expectations are misguided guided The Blatchford area should be used as a development area DESIGNED from the start to accommodate high density, i.e.; roads, sewers etc.. NOT changing the character of existing neighbourhoods because of densification agendas
	I have sent additional questions via email to the email address: pleasantviewtraffic@edmonton.ca as recommended by the speaker at the April 30 community meeting.
	Do you have traffic data for 105, 56, 53 and 106?
	A reality check needed. Many people used 106 Street due to lengthy construction on 111 Street and 61/63 Avenue. Trying to get to Whitemud Crossing is going to be a hard drive.
	Do you expect 109 Street north of 60 Avenue to increase in traffic? Long slow traffic increasing from north end of high level bridge all the way down to 109 Street to Southgate. More left turns are being made going left both travelling north and south. I must leave down before 3:30pm. If leaving Whyte Avenue, if I go south on 106 Street I must turn right to get to 109 Street on 76 Avenue or heaving forbid pot holed 72 Avenue. I have learned what the city wants the city gets through the past few years. I left downtown after 40 years. I can foresee not wishing to do there in a few years.
	My primary concern is congestion on 109 Street.
	Has 51 Avenue light on 106 Street got longer E/W time to frustrate N/S 106 Street drivers? i.e. never seems to be backup E/W but lots N/S! Guess your new measures will "fix" this, yes?
	No specific changes to limit shortcutting and speeding on 60 Ave; because of volumes now full of potholes at ~ 108St !
	I have sent additional questions via email to the email address: pleasantviewtraffic@edmonton.ca as recommended by the speaker at the April 30 community meeting.
	Please consider measures to decrease traffic volumes and speed on 60 Avenue. Many drivers try to turn left onto 60 Avenue when going south on 109 Street.
	Change direction on this...and do something worthy like...fixing the circa 1945 roads in Allendale. Its like driving in Syria.
	Refer to my previous comments.
	I live on 102 Street and 67 Avenue. I drive this route 3 time a day. The traffic south needs to get down town.
	Will curb extensions be removed on 106 Street?
	It appears that certain communities feel entitled to special privileges - no in fill, no duplexes, no traffic. This decision affects residents living south and north of Pleasantview.
	City of Edmonton statistics on traffic flow between 51 and 61 Ave on 106 St clearly shows NO INCREASE in traffic volume, and infact there could be a modest decrease. The survey used to collect information regarding traffic related concerns a number of months (or year+) ago is of questionable value at best for a number of reasons: The number of participants was very low at ~200 with OVER 60 RESPONDENTS FROM OUTSIDE THE PLEASANTVIEW community Residents of Pleasantview East were not aware of the survey and related workshops that may have been held(for whatever reasons), The accuracy of the survey data distilled from the responses is not defensible from either a mathematical or common-sense position, (see also below re: split of interests) and The issues that need to be addressed are very distinct and different between Pleasantview EAST AND WEST (106 Street forming the demarcation line). West has higher inappropriate parking and matters related to the LRT and shopping center. EAST is issues related to liveabli
Parking	If a parking lane is allowed to accommodate the Daycare, I'd rather have the Daycare give up some of their frontage to allow for a car to drive more off the roadway to drop off the children. OR have them drop off the kids in the back lane instead.
Public Engagement	Does "all that traffic" on 106 Street disturb the graveyard? Or is this all because of five houses that complain?
	In the survey intro (on-line) it states the pilot project will be installed for the summer, while at the meeting it was stated that it would be in place for a 2-year period (someone needs to get the story straight).
	Not satisfied that committee represented wider view of community. Certainly shows no regard for interests of residents outside community.
	The residents of Pleasantview have been short changed by not having more opportunity to have a say and to hear of the changes that are to be imposed on them. The Pleasantview Traffic Committee could have disseminated more info. Not everyone uses computers.
	The website states that "if the community supports the proposed traffic management trial", the plan would be implemented on a trial basis. We were advised at the info session that the changes will be implemented, no matter what concerns we have. I think residents of the community should have had the opportunity to debate the proposed changes and give our input.
	I'm also concerned that the right to vote on the changes was stripped away. No reason is given on the city website discussing these changes.
	Speakers talked as if this was already happening without consideration of the community/views of the people in the community.
	It looks as though the 15 or so houses on 106 Street between 53 and 56 Avenue are more important than the many more taxpayers who need to use 106 Street as both a north and south bound street
	The #1 response in the previous survey - "do not alter any of the existing roads into or out of the neighborhood". These trial measures ignore what people (residents and commuters) wanted.
	Learn how to do better community engagement BEFORE you present things as a done deal. Don't assume that the few "active" community members speak for the people who have jobs and lives and actually use the routes you are "proposing" to change.
	Moderator was very condescending!
	I'm concerned that the city engineers and representatives did not take in what was said at the original public hearing. I am concerned that there wasn't enough thought given to the residents on the east side of 106 Street. I am also concerned that they didn't make enough room for public input. The two meetings should have been on two separate nights. Many people I think felt rushed and that they weren't really being listened to.

I along with other people in our community are extremely disappointed in the information evening on April 30. Our questions were not all addressed and some people did not get a chance to be heard or not be given the opportunity to even ask questions. The moderator was rude, cut people off, wrote down concerns from people but not all the points were addressed. This was very disrespectful to the community members as well as the seniors in this community. Most times we could not even hear the questions nor did the moderator read them back in the microphone to be heard by all. The moderator just pushed the first group through so that they would be on time for the second group. Perhaps they should have allotted more time for these sessions or had them on two different evenings. It is extremely disappointing when we find out this pilot project is going ahead even though our concerns have been bypassed. Very poorly done! I also would liked to have known how the committee members were chosen as I am sure we would ha
I did not understand the purpose of my attendance can/would benefit the info session?
No problems with how session was run, very frustrated with proposed solutions.
It is disappointing that we were told changes would only be made is the percentage of support for certain changes was gained. You couldn't get the support needed so changed the rules. I was lied to and told my opinion mattered, and you did whatever you wanted without the "needed support". Why bother pretending public input matters?
THESE WORKSHOPS COULD HAVE BEEN BETTER ADVERTISED TO THE COMMUNITY.
Also, please review the latest research about one-way streets, in which studies have proven them to actually decrease safety and increase speed.
One way on 106 Street between 56 Avenue and 53 Avenue is not a reasonable change for the people who live in Pleasantview. You are creating a traffic problem (accident concern) for people driving southbound on 106 Street being required to turn across northbound traffic coming over the hill at 56 Avenue and 106 Street. This being especially so during the winter. This is going to be a gong show!
I don't believe that any of the proposed measures will affect traffic safety. They will definitely divert traffic and may lead to less traffic in the target areas. Less traffic does not necessarily lead to increased traffic safety. Northbound traffic on 106 Street forced to turn onto 51 Avenue will likely divert to 107 Street or to 105 Street and through those respective neighbourhoods. Those drivers are not likely to travel all the way to 111 Street or to Gateway Boulevard to continue their northward journey.
These are creating safety and convenience concerns.
Yes. Many. I am very worried about the effect of outside of the community and the safety of people on the residential streets. Neighbouring community must be involved (or rather should have been). Track accidents in and around the community to see if they increase.
I believe the proposed measures will move more traffic from collector roads to residential roads making a more dangerous situation. The intersections will be less intuitive and will increase incidents of driver error. In the last three years I also believe the increased traffic myself included through 109 Street is due to the LRT and none of these options will fix that.
As a paramedic viewing the proposed measures my only comment is: I hope all the people living in Pleasantview are healthy.
10. appreciate steps being taken and meeting 11. Peter, facilitator,: good job, v very necessary here where people talk too much about minor issues with no creative ideas 12. Andrew - good! 13. M Walters - added nothing 14. why a time limit = bigger venue and only one meeting
The facilitator and presenters did a great job at this challenging meeting. Kudos to the traffic committee for their work on this.
I was at the open house when these suggestions were presented and a dotmocracy exercise let people indicate their least preferred interventions. The one way was the least popular, why?? Don't you listen to your public consultation?
Peter and Andrew did a great job!!
1. The meeting was not well-run & the best format would have been 1 meeting in a larger venue, rather than 2. This would have allowed for more discussion. The facilitator, during the 1st session, kept saying "we have to wrap up the questions quickly & move on because we have to clear the room for the 7:30 session". This approach was not acceptable
The City transportation representative was not particularly strong or organized during his presentation. Also, there were too many interruptions from the citizens during his presentation leaving his presentation rather spotty.
There were an awful lot of people who seem to have decided this isn't going to work which I'm sorry to see. We had big problems with volume speeding on 76 Avenue. It took two seriously injured children and the death of a senior citizen to get a lighted crosswalk at 105A Street. I hope Pleasantview doesn't have to get to this point to manage this.
Well done Andrew and Peter!
Also, you might want to follow up with residents, as to the notifications of your meetings. Personally, we've missed 3. 1 of which, we weren't notified you mail until AFTER the meetings. Nothing but excuses from our letter carrier.
Well run session. All did well managing questions, frustration and comments. Thank you for trying to make our community safer. May have been more effective to ask people to record their questions and take all at end (questions were often unrelated to stage in presentation.)
there should have been a meeting with all the interested parties about the options being considered prior to any "announcement" about the future "measures" to be installed. The survey asked us what we wanted - then there was no consultation with the residents or commuters about what the options could be to solve some of the traffic issues and what options were being considered by the city - just straight to the announcement of what was decided by the city.
I was at the first meeting on April 30th, I felt the presentation went well, but was hi- jacked by a few non residents on issues like..."how come I'm finding out now what's planned?" or non issues like..."stars route follows 106 Street now", these people were rude, talked out of turn and interrupted the presenterr....I think he did a great job at running the meeting. Now I have lived on 106 Street and 60 Avenue for close to 16 years now, the traffic has increased a huge amount, with cars and bikes hitting at least 70 km per hour off the lights at 61 and 106 as they head south...they don't slow down till the top of hill on 106 Street, I think the options put forth are for the better of the community and will hopefully stop a majority of short cutters in the neighborhood, on another note maybe 111 Street and Calgary Trail need to be looked at too as to speeding the flow of traffic for commuters , e.g. traffic light syncing so it makes good sense to use these routes. Also at the previous presentation at Pleasant
Felt the whole thing was very patronizing.
Phone call to 311 regarding the project was not satisfactory. I was told my call would go into a no action box? Why would there not

	be a voting procedure in this type of application.
	The presenters and moderator did a good job of dealing with the people who just wanted to rant during question period.
	Also I would like the input of residents taken more seriously.
	This form seems designed to reinforce the plan rather than really consult for my input. Pointed and Mickey Mouse questions.
	I think you should have inquired with the community instead of making changes now that will affect the community and result in the same traffic volume as you are trying to deter in a residential area.
	Thank you for the survey. I believe city management is very good and so I keep an open mind about this experiment.
	Very good presentation. People needed to come to previous meetings, they needed to participate then, not now!!
	Too many of the community residents are angry and frustrated by the meeting that took place at the hall and the plan. Surely this needs revisiting.
	The moderator of the presentation was singular in focus, in that the City was going to have its say. Negativity or objections to the project were either not accepted, trivialized or made a joke of. The expectation that concerns could be voiced by the attendees was quickly put down. Questions as to the soon to be implemented plan were all that he was willing to entertain. The moderator was very dictatorial in addressing / responding to the residents and their concerns. Absolutely no statements of concern were entertained by the moderator. To say that the majority of attendees were put off at being treated this way would be an understatement.
	I just wanted to say that the only reason I felt I couldn't express my views at the meeting was that I am in support of the measures and felt that several people who opposed the project dominated the questions. I didn't really have any questions so I stayed quiet but also would have felt awkward standing up and supporting. I didn't recognize any of the people with strong feelings from the community.
	Don't pretend public input matters if you aren't even going to follow the rules you set in place. I don't appreciate my time being wasted by going to input meetings and then having my voice be completely ignored when you change the rules to do whatever you want.
	By the way, I find the powerpoint slide titles "Reclaiming Our Community" offensive. It assumes that the proposal is the "best way" and those of us unconvinced or opposed to the proposal as being anti-community. Especially for the City Traffic Engineer the slides make him not an impartial expert but an advocate! this is a serious image problem.
	The whole meeting was offensive. It is ignorant to force us to drive down 105 Street and 110 Streets. The Engineer said the traffic department does not know why 111 Street is not flowing more traffic. This shows the depth of ignorance in the department. Please give him my number and I will share the secret with him. [REDACTED]
	I was unaware of the Apr 30 meeting so did not attend. You should have asked those being re routed, not just those who live on 106 Street. This is the tail wagging the dog.
	Wasted one hour of my life, can't wait until the next civic election. Our Alderman doesn't listen.
	I applaud the community committee for all the work they have done, however, when seeing what percentage of the community responded on the 2014 survey it should have suggested the majority of the community doesn't think there is a traffic problem. I have lived here for 23 years, I walk, bike and drive through it every day and have never had a concern. 2 years is too long.
	If you buy a home by a school, you should expect heavier traffic during certain times of day. I asked to attend a previous meeting on this matter and was denied.
	thanks to the efforts of the committee for all their work on this. Though I am not certain of the outcome I am willing to give the measures a try.
	Too big to have a decent conversation.
	(Felt welcome and encouraged to share views?) From presenters, yes.
	(Understood why I was there?) Was clear at the beginning but got lost as it continued.
	(Meeting materials were clear?) Learn how to use multiple sensory when discussing numbers and directions and locations.
	(Attending meeting was good use of my time?) Not if nothing changed.
	(Format of event made sense?) Agree: Even if I didn't like the ideas, glad for no speed bumps, thank you.
	(Meeting materials were clear?) Agree, but didn't like.
	(Valued Q&A?) Although many questions for brushed off.
	(Valued Interaction with Representatives?) This was not valuable at all.
	Opportunity for community to present and councillor to state his support.
	Seemed all just for appearances sake. Nothing attendees could achieve by being there.
	The City person was weak in answering questions. He didn't seem sure of himself. The first presenter and Councillor Walters were good and informative. They should have outlined all the changes first and then taken questions.
Safety	No man is an island! But it looks like you are working towards having one! Good luck! I sincerely hope that n one person gets hurt or worse because of this trial. :-{
	You allowed a huge condo complex to be built on the corner of 56th and 105, exacerbating already tight street parking. And in the summer, there's a sports field that lots of folks come and park along the street to use. There's a playground on the corner of 105 and 58. It's already a blind corner, with a single through lane. When Calgary Trail is backed up, as it often is in the summer, we already have impatient drivers recklessly speeding South on 105. Now you want to filter in all the traffic from 106th. Someone is going to die. Once again, a bonehead City Planning move with limited public consultation or information that is going to have serious problems, endangering not only motorists, but pedestrians as well. If anything, 106 should be widened - at least the bike lanes should go.
	Please don't let the members of neighbouring communities influence this and impact our safety.
	Will the city be somehow responsible for the accidents resulting at 51 Avenue and 106 Street?
	I feel proposed plans are more detrimental to residents convenience and safety than to divert traffic from other areas.
	I am very worried about more accidents, vehicular and pedestrian, at the intersection of 56 Avenue and 105 Street.
	My concerns are two fold. From a general community perspective, the changes on 106 Street in particular will force drivers into the area east of 106 Street from 53 to 55 Avenue. Because these avenues and streets have sidewalks and houses on both sides and have a variety of housing with children, greater traffic these streets and avenues will significantly increase safety hazards for the entire

	community.
Speed - Bumps	Consideration of speed bumps (temporary to start) on 107 Street especially where the bend/curve is. Lots of vehicles park along 107 Street, cars speed down 107 Street, no straight sight line down 107 Street due to the curve. Safety issue! Lots of young children in the neighbourhood living on 107 Street.
	I think the change at 51 and 106 will cause a lot of traffic in the residential areas which may then cause other problems. Putting speed bumps down 106 may limit the amount of traffic to only those who live in the area or work and go to the school on 106th. It would also slow traffic down significantly. Has this been thought of.
	The 53 Avenue to 56 Avenue section of 106 Street is the only place where speed bumps (which have been effective on 109 Street) could be installed, as there is no bus traffic there. This is the most open/widest portion of 106 Street and therefore, safest for cyclists already.
	The lady mentioned that you can't put speed bumps on a route that has transit. I've seen it!! On 106 Street there is not transit so why not put speed bumps? Speed bumps will slow down speeders!! Drivers have tunnel vision.
	City studies for traffic on 109 Street south of 54 Avenue show median unnecessary as speed bumps slow and reduce traffic.
	Consideration of speed bumps (temporary to start) on 107 Street especially where the bend/curve is. Lots of vehicles park along 107 Street, cars speed down 107 Street, no straight sight line down 107 Street due to the curve. Safety issue! Lots of young children in the neighbourhood living on 107 Street.
	Put speed limits, bumps forget about 1 way streets. Consider this is a winter city, snow.
	Safety issue speed bumps should be put in place on 107 Street.
	107 Street speed bumps! Speeders love 107 Street!
	Since adding the 30 km school zone, speeds have decreased on 106 Street and increased safety in the area greatly. The proposed trial measures are heavy handed and will create more problems than they solve. If speed needs to be further decreased at the south end of 106 Street, install speed bumps, which have been very effective on 109 street. Re-route any ETS busses to the regular bus route so they don't need to navigate speed bumps.
	Why not more speed bumps to slow speeders?
	Only lived there for 1 year - worked at Veterans Villa for 5 years. School charters are only 2 times a day - to school leaving school. Speed bumps are needed.
	Speed bumps on 109 Street were rejected by the league and we still got them, why?
Speed - Enforcement	Most of the plan is ridiculous. Why not add curb extensions, change timing of the lights, add speed bumps and enforcement near the elementary to discourage speeding and the dangerous illegal practices that take place now. The transient traffic will find faster routes all on their own.
	These measures are ridiculous. Why not: more speed bumps, intersection traffic light changes and enforcement with the illegal and dangerous driving associated with the elementary school. All transient traffic would be discouraged by enforcement measures and the speed slow down. The residents of the area won't have to deal with the puzzle on how to get to and from their homes. Just imagine the directions that you would have to give visitors to find your home and then different ones to exit the area. What a nightmare.
	If you want to discourage speeding through streets, set up photo radar for 2 weeks solid and you will get all the regular violators
	If you want to discourage speeding through streets, set up photo radar for 2 weeks solid and you will get all the regular violators
	City could pave the streets in gold with photo radar on 106 Street constantly. Do that instead.
	NO matter what methods you choose, people will ALWAYS find a way to speed, & volume of traffic. What is needed is, MORE Enforcement, NOT drastic road changes!! Even along 51 Ave, is NOT safe for pedestrians crossing in a clearly marked crossing!! GET WITH THE PROGRAM!!!
	Request increased monitoring of playground zone (109 Street, 57 Avenue as concerned about cut throughs.
	I think the wrong measures are being applied to the Pleasantview scenario. I maintain that the place to start is to reduce the speed limit and install monitoring devices such as "automatic speed indicators," photo radar cameras, and occasional enforcement by Edmonton Police or bylaw officers (as the budget permits). The proposed trial measures provide a very complex solution to the problem. In contrast, lowering the speed limit through School Zone has proven effective around Mount Pleasant School. Why not extend this practice to all of 106 Street? It's a place to start and aligns with expert advice.
	These trial measures should not be implemented. Photo radar and speed traps should be used to slow traffic that is driving faster than they should be. Enforcement is required, not these trial measures. And if speed is the issue, lower the posted speed limit from 50 kmh to 40 kmh and enforce this new lower speed.
	Perhaps increased enforcement by way of speed traps would be more effective in reducing speeding. Please keep in mind that your studies were conducted BEFORE school zones were reinstated. Every community has traffic shortcutting through it.
	Increased enforcement of existing speed limits, stop signs, etc. General traffic ?? would still help!
	Why are we not enforcing the current speed limits on 106 St. and 109 St., and on our residential streets?
	PHOTO RADAR IS AWESOME.
	More radar for speeders - pays for itself plus
	I understand that as well as volume, there is major concern about speeding in Pleasantview. Has photo radar ever been placed anywhere on the street? If not, why not? I have lived in this area since 1969 and know that there are more cars than ever on the roads. That will only continue to increase - infill projects are duplexes or condos, with potential for multiple vehicles.
Speed - Lower Limit	To reduce speeding and slow down traffic, why not reduce speeds along the school zones
	I am in favour of lowering the speed limits in Pleasantview and monitoring closely the effect of the changes on 109 Street to 109A Street.. Diversion to 109A Street. will still get south bound traffic to Southgate. Traffic will find a way.
	Will there be a lower speed limit posted for 106th Street between 53 and 56 Avenue? Although the one-way will help greatly with the volume of traffic, the vehicles still drive at excessive speeds through this area.
	You have chosen a highly complex solution. I don't believe you have properly considered the option of lowering the speed limit on 106 Street and enforcing it through various means. Sometimes the simple solution is the best solution.

	<p>THOUGH NOT A FIRST CHOICE, LOWERING THE SPEED LIMIT WOULD BE BETTER THAN REDUCING ACCESS - ESPECIALLY THE ONE WAY SECTION OF 106 ST SPEED LIMITS WERE RECENTLY LOWERED THROUGH ELEMENTARY SCHOOL ZONES - THIS WOULD AFFECT SOME DRIVERS, CAUSING SOME TO AVOID THE AREA. THE REST MUST NEED TO BE IN THE AREA.</p> <p>4) Has a general speed limit reduction been considered (i.e. to 40 km/h)?</p> <p>Rather than making structural changes why not just reduce speed limit on 109 Street to 30 km/hr and install a permanent photo radar camera or enforce more strongly. That will reduce traffic more than introducing structural barriers that just inconvenience residents as well as non residents.</p> <p>The new lower school zone speed limits would/should reduce non necessary traffic .. Give it time. If you're going to be slowed to 30 K speed limits and you're still using the school zone roadway then it must be a best route not a quick short cut.</p> <p>Traffic seems to have increased but traffic on 106 Street seems a bit better behaved with the 30km zone.</p>
Traffic Congestion - LRT	<p>Totally opposed to trial measures. Traffic on 106 Street is a direct result of congestion on 111 Street (which is caused by LRT).</p> <p>The underlying issues of traffic planning (or lack of it), the impact of the LRT are the real concerns not being addressed.</p> <p>111 Street is avoided because of LRT very slow light changes. One has to idle the car for too long a time.</p> <p>In the last three years I also believe the increased traffic myself included through 109 Street is due to the LRT and none of these options will fix that.</p>
Traffic diversion - Arterial Roads	<p>Unfortunately as the city has grown, so has the volume of traffic. There are many neighbourhoods who have seen an increase in traffic, it's the price of being an ever growing city. Also, forcing current traffic out of Pleasantview will put a greater strain on already congested roads like Calgary Trail and 111th St.</p>
Traffic Diversion - Community	<p>I assume the planning committee was aware that extra traffic would flow to 109A Street but I wonder if they realized that 109A Street is only 9.2m wide whereas 109 Street is 11.5 m wide. This means that on 109A Street there is no room for two way traffic when cars are parked on each side of the street. This is an obvious safety issue that does not arise on 109 Street.</p> <p>The City's policy of not improving arterial roads within inner ring road is badly flawed. Congested arterials will result in increased traffic on collectors. Measures proposed will only divert traffic onto other residential roads within the community. The bigger issue is the lack of capacity on arterials. Perceived speeding and safety issues will be transferred to other residential roads.</p> <p>Blocking traffic in these ways will only lead to drivers diverting their driving to side roads. It forces myself, driving a scooter, to travel on very busy roads during rush hour traffic. That makes me angry. I feel I have no control over these measure whatsoever, and it will influence my voting decisions and where I live in the future.</p> <p>traffic will instead travel on 109A St and along 54 Ave eastbound, to continue their journey southward. This would just be a diversion from the folks on 109 St to those of us living on 109A or 54 Ave.</p> <p>This will mess up flow at the elementary school and download traffic onto 103 Street . People have to move in the growing city. Blocking lanes is not the answer! 103 Street residents chose to live on a busy street. This is like buying next to the railway tracks and complaining about noise. Bad idea!!</p> <p>Traffic is going to short cut off 51 Avenue and 106 Street to 105 Street or through our crescent at 53 Avenue and 105 Street. It is not going to solve traffic problems through our neighbourhood.</p> <p>I think the one way measure will just divert traffic one block to the east.</p> <p>You are redirecting traffic down 105 Street. Residents park on both sides of the road. There's about a lane and a half in the middle of the street, from 56 Avenue to 51 Avenue. But from 58 to 56, there's a single lane at the best of times. The road is significantly narrower there.</p> <p>I will go down 109A Street, turn around in someone's driveway south on 109 Street.</p> <p>106 street has always been a collector road. Its utility as such will be negated with this pilot. The creation of a one-way part way through a neighbourhood only succeeds in confusing traffic as it is now trapped with no where to go but onto residential streets.</p> <p>1.It appears that no thought was given to what consequences would result to traffic flow when forcing south bound traffic on 106 Street to turn east on 56 Avenue and then south on 105 Street not allowing north bound traffic on 106 Street to go thru the intersection at 51 Avenue. This will have traffic turning north on 105 Street. 2. This will result in heavy, speeding traffic along 105 Street going both south & north between 51 Avenue and 56 Avenue creating high traffic volume and safety concerns.</p> <p>1. Does not address spin-off traffic issues created. a) Southbound traffic will just divert off 106 Street at 56 Avenue, then south on 105 Street. Require speed bumps by Green Parks on 105 Street.) b)Many people already ignore N-S stop sign at 105 Street and 55 Avenue - will get worse.</p> <p>Just pushing traffic from one street 106 Street on to 105 Street that is not built to handle the amount of cars.</p> <p>This is going to be a big problem. When traffic is going southbound to 106 to 56 Avenue, traffic will be like 106 Street when cars turn down that way to 105 Street and the Charleswood Homes will be a throughway for these vehicles. We had mentioned this once before the new condos were built with no prevail and now the entrance of Charleswood Homes has been just that a throughway to the back alley and to Calgary Trail on Private Property. When there is an accident on Calgary Trail going southbound, traffic is rerouted to 105 Street and there will be as many cars on this road like 106 Street which has not fixed the problem. Kids, parents cross 105 Street to go to Mount Pleasant school and with cars parked on either side of the road of 105 Street, kids, parents and any other vehicles will get hit since there is a big obstruction at the intersection of 105 Street and 56 Avenue. Perhaps you should of looked a little bit closer at this area before making traffic chances that will still affect our residential streets</p> <p>The traffic increase on 105 Street from 51 Avenue to 58 Avenue has not been addressed! If anything the traffic on this street will increase that much more which brings more speeders on a street with families on both sides of this street as well as higher possibilities of accidents. We already get traffic overflow from Calgary Trail North when there are traffic bottlenecks on Calgary Trail. With the upcoming changes we will get more traffic cutting through on 105 Street because of the one way north on 106 Street as traffic driving north will divert over to 105 Street using it as their shortcut. Also with the traffic not being able to go north at 51 Avenue and 106 Street again this extra traffic will divert to 105 Street up to 56 Avenue to cut back on 106 Street enabling them to continue going north on 106 Street.</p> <p>You are creating more traffic on 105 Street and Allard way to get to 51 Avenue so we can turn south on 51 Avenue or go to Southgate. No respect for us locals.</p>

When you are rerouting the traffic from 106 Street down 56 Avenue you are sending fast flowing traffic into a neighborhood where children are present (especially when walking to & from the park). The T junction at the bottom of 56 Avenue is dangerous already with not being able to see round the corner or past the parked cars & the parking lot from Charleswood Condominiums comes into that junction also. There are cars parked on both sides of 105 Street on the north side of that junction & cars cutting through from Calgary Trail at high speeds already make it unsafe.
Those of us who live on 56 Avenue have enough traffic passing our buildings. Noise from ETS and noise from 51 Avenue. With southbound traffic being rerouted onto 56 Avenue it will create more noise. You are creating more traffic on 105 Street and Allard way to get to 51 Avenue so we can turn south on 51 Avenue or go to Southgate. No respect for us locals.
Traffic study on 56 Avenue, 106 Street to 105 Street after condo's were built where are the numbers when was it done and bus route. Not wanting additional traffic on 56 Avenue noise volumes are bad now due to Calgary Trail - bus route and increased traffic will make our destination an unpleasant place to live. With increased traffic on 56 Avenue, property values will decline.
Those of us who live on 56 Avenue have enough traffic passing our buildings. Noise from ETS and noise from 51 Avenue. With southbound traffic being rerouted onto 56 Avenue it will create more noise.
Concerned for avenues/streets that will likely see increased traffic 110 Street, 57 Avenue, 105(?) Street, 107 Street (maybe?), 54 Avenue, 56 Avenue.
Since the info session laying out the plans, I have been taking the alternate routes that this will force up us residents in the area. The centre median forcing a right hand turn going north is going to create an interesting adventure in winter at the corner of 54th and 107th. It can be challenging even in summer driving conditions. The one way on 106 is just plan ridiculous. The increase on 56th to Allard Way is going to be excessive for a road that can't support it.
There is a danger of shifting the volume of traffic to quieter residential streets that have dense street parking.
All it will do is to reroute traffic through the residential subdivision along 56 Avenue then 105 Street then 53 Avenue. Then it will be only a matter of time before small children are hurt or killed on 53 Avenue (we have about 18 little ones on our avenue alone.) We already have double the traffic since the condo development opened.
There will probably be an increase in traffic cutting through the neighbourhood because of the changes, which is what the community was trying to avoid. The schools are located on 106 St and parents will still need to drop of their children. They will do what they need to.
Blocking traffic on 106 St between 53 & 56 Ave will only drive motorists further into the neighbourhood.
Concerned that northbound traffic on 106 Street when diverted at 51 Avenue will move to 105 Street and 109 Street rather than go to 111 Street or Gateway Boulevard. I do not believe that the proposed measures will improve traffic safety in the neighbourhood.
I feel traffic will be shunted into narrower residential streets from collector streets and cause more problems than we have now. "safe, quiet and accessible" may not be achieved! (especially in neighbouring areas)
I'm very concerned about the proposed changes to 106 Street. I strongly believe this will impact traffic on 105 Street negatively. With the constructing of condos on 56 Avenue we have already seen increased traffic on 56 Avenue and 105 Street. We kept hearing that people will not go down 105 Street as a result of the changes to 106 Street because its requires too many turns. Already, people travel down 105 Street when traffic is backed up.
The measures being implemented will just move traffic to different areas, creating problems in those areas. The fact remains that the city has grown considerable and increase traffic density has resulted. It is something that must be accepted.
The trial measures are ill-conceived and heavy-handed, and will only push traffic onto non commuter residential streets, plus create traffic jams for residents as they come and go and are squeezed into limited exits/ entrances.
All this does is move traffic from one part of neighborhood to another.
The proposed deign which attempts to change peoples driving behaviors will be at the expense of a larger community of residents east of 106 Street. The reason being, people will take driving routes that will get to their destination sooner and not necessarily shorter. 106 Street commuters will not go to Calgary Trail or 111 Street. They will instead drive 2 or 3 extra blocks, i.e.. 105 Street to get to their destination. This route will still be quicker than being in traffic in the thoroughfares. The diversion of traffic at 56 Avenue and 106 Street and the 3 blocks of one way traffic on 106 Street will impede smoother flow of traffic. The change does not make any sense. Overall increased traffic flow into residential roadways will increase safety risks for pedestrian and vehicular traffic.
These changes will benefit some of the residents in the community(106St and 109St),but redirected traffic will have a huge impact on 105 St and 109 St. I also have concerns about traffic shortcutting through the graveyard to get around the one way.
I'm worried about the increase in traffic on 56 Avenue going east from 106 Street that will result from eliminating southbound traffic on 106 Street beginning at 56 Avenue.
You redirect the problems to other areas in the community at what costs?
As we stated at the Open House in the fall of 2014, the ideas for 106 St. [i.e. (1)solid median at 51 Ave. to eliminate all north/south traffic, and (2)the one-way northbound on 106 St. between 53 Ave. & 56 Ave.] will INCREASE the shortcutting on the residential local streets. The same can be said for the east/west median on 54 Ave. at 109 St.
It is beyond all logic to think that forcing a large amount of traffic into the heart of the residential area of Pleasantview East, would solve the issues raised by the community. Southbound 106th diverted traffic represents 11 times the volume currently measured in the area ...on narrower roads, with more children, seniors, families, cyclists. MAKES NO SENSE WHATSOEVER. It increases noise, frustrates drivers, lowers property values and is without understanding of a diverse and healthy community. 56th Avenue 105 Street and connecting roadways are NOT A THOROUGHFARE for the community.
I Think these changes have not been thought out that well. I live on 107 street and see these measures diverting traffic further into the neighborhood with 105 Street and 107 Street taking a lot of the load as well as 60 Avenue. You are taking the traffic off 106 Street (collector road) and re routing through the neighborhoods. I can't see that as being safer. The lowering of the speed limit by Pleasantview school has helped increase safety. Further measures like this will not only increase safety but will divert some of the traffic to 104 Street and 111 Street
Simply trying to stop the traffic flow will only result in the people who are driving their children to school to find alternate routes THROUGH the residential areas. Stopping the flow of traffic through the intersection at 106 and 51 will do the same thing, I am glad I do not own a business that relies on traffic flowing through there, also glad I don't live on 105B street, they will take the brunt of this move. WHY NOT SIMPLY PUT A PARKING LOT/CHILD DROP OFF LOOP ON THE NORTH SIDE OF PLEASANTVIEW SCHOOL OFF OF 60A AVE??

The closure of 106 Street to southbound traffic will likely lead to more shortcutting using 109A Street because on reaching 51 Avenue and 110 Street one can easily pick up 106 Street southbound by driving east on 51 Avenue perhaps even avoiding one set of lights by travelling down the east side of Southgate Mall to 47 Avenue. I find it remarkable that the committee would mention that traffic on 56th Avenue.
The east side of Pleasantview will not be happy with the increase in traffic through their area, nor the west with the big lineups to cross the LRT to go southbound.
I could see people turning left at 109 Street and 54 Avenue by entering the oncoming lane, traffic volume is low there. I also think north-south traffic at 109/54 will simply turn right, then U-turn back so they can continue with their original plan to go down 109 Street. I believe this plan will not make the roads safer, but it will do an amazing job of annoying motorists, from both inside and outside Pleasantview.
(Median/One-way) Both together penalize residents versus through traffic. Unsafe to go down 105 Street - narrow roads, poor snow removal, parked cars and children.
I am concerned about diverted traffic using 105 Street, past the Mount Pleasant Park playground. It is now effectively a one way street with cars parked on both sides.
How is someone supposed to come from EPL Whitemud to 106 Street/60 Avenue - everyone will go up 105 Street!
Vocal concerns at the 5:30 pm meeting came largely from 106 Street concerns. Addressing those concerns in the manner proposed will likely result in traffic being diverted from 106 Street to 109 Street and 105 Street.
I attended the 5:30 pm session on April 30 and I observed that most vocal concerns addressed the 106 Street area. I am concerned that in addressing 106 Street by closing it off north of 51 Avenue there is going to be an increase of traffic in the 105 and 109 Street areas as a result of the proposed 106 Street closure. I use 106 Street frequently between 51 Avenue and 76 Avenue. Speeding is not an issue. Heavy traffic is an issue at School start and dismissal times. That is to be expected.
16. your measures will move traffic to other quieter streets e.g. 105 St = unintended consequences
Diverting traffic off of 106 St. will simply boost traffic in the residential areas. As for installing a median on 109 St. the result will be that people will drive around it, much like the one on 110 St. and University Ave.
Unfortunately when changes are made it changes the traffic flow to other areas of the community. No one ever likes an increase in traffic in their area.
Once the city is successful with their infill initiative, the traffic in these mature neighbourhoods will skyrocket making these little changes worthless. Unless the city is prepared to stop all vehicular traffic inside the Henday, your goals of reducing congestion will never succeed.
What about short cut through back alley by cemetery on 106 Street?
I believe these measures should be reexamined to determine where the traffic will be diverted to. I was on counsel the last time you examined the problem of traffic on 106 Street and you didn't take our recommendation back then. The measures you are introducing seem to be motivated by several special interest groups. I don't see a traffic problem on 109 street. Putting parking in for the day care on 106 Street doesn't warrant rerouting the traffic on to 105 Street. I know for a fact that I will enter Pleasantview coming from the East on 105 Street and driving thru the residential area vs. driving down the collector road 106 Street. Doesn't make sense to me????
We need more roadways, not fewer. Please address this need. You want to take 4000 to 5000 cars off these roads. Is there enough capacity on the arterial roads - especially Calgary Trail? Where are these cars expected to go? This is a growing city. This has negative impacts on the locals - makes lives harder. Less of a nice neighbourhood, more like a walled city (my city!)
The plan clearly identifies that traffic will be forced to turn (L) on 56 Avenue then to 105 Street. Is the problem of high volumes being changed NO just diverted to 105 Street. What have we accomplished? Not enough time for questions and answers. School buses are using 105 Street at increasing numbers; this will only get worse.
All vehicles will come to 56 Avenue.
Not thought out enough. Where to you think traffic will go...105 Street.
Again, as a 106 Street resident this significantly hampers access to our house and increases traffic on 56, 105, 55 and 54.
(One way) will just shift traffic to 56 Avenue and 105 Street
(One way) will just displace traffic to 107 Street east to the school coming from 51 Avenue and 110 Street. Drop off kids north on 106 Street and nowhere to go turning west on 107 Street to get back to 51 Avenue.

QUESTION SPECIFIC COMMENTS:

Which aspects of the meeting did you find most valuable? Other:

Of marginal benefit
Handouts
It was a presentation of ' this is what we're doing - like it or not and not a meeting asking the attendees their opinion of the proposed changes that create more issues while supposedly solving traffic volume without bringing un safe inconveniences to the majority of residents
time waster
Seems all just for appearances sake. Notting attendants could acheive by being here.
None! No, there was not enough time allocated to answer questions. Faciliator pushed for moving forward - eliminating time to answer questions and ignored members of audience who had their hands raised. Questions asked were not answered with sound rationales for trial measures.
Nothing. Presentor had no answers.
printed materials delivered in advance
This was was poorly ran!
none
Interaction with other frustrated property owners at the table.
Great moderator
none
Opportunity for community to present; counccilllor to state his support
printed maps and descriptions

How did you hear about this meeting? Other: Specify

Community League
Newsletter
Pleasantview
PCL
Mount Pleasant school
Newsletter
Newsletter
Pleasantview
Newsletter
Newsletter
Twitter
Community League
Pleasantview
Flyer
Newsletter
City web site
Pleasantview
Community League
Sign
Newsletter
Condo emails
PCL email
Community League
Pleasantview
Our condo website
Parents relayed info
Community League
Pleasantview
Sign at the hall
Newsletter
Email
Pleasantview newsletter

Which aspects of the meeting did you find most valuable? Other: Specify

Of marginal benefit
Handouts
It was a presentation of ' this is what we're doing - like it or not and not a meeting asking the attendees their opinion of the proposed changes that create more issues while supposedly solving traffic volume without bringing un safe inconveniences to the majority of residents
Time waster
Seems all just for appearances sake. Notting attendants could acheive by being here.

	None! No, there was not enough time allocated to answer questions. Faciliator pushed for moving forward - eliminating time to answer questions and ignored members of audience who had their hands raised. Questions asked were not answered with sound rationales for trial measures.
	Nothing. Presentor had no answers.
	Printed materials delivered in advance
	This was was poorly ran!
	None
	Interaction with other frustrated property owners at the table.
	Great moderator
	None
	Opportunity for community to present; councilllor to state his support
	Printed maps and descriptions
What is your association with the community of Pleasantview? Other:	CommunityAssociation - Resident of another community.
	Empire Park
	Lendrum
	This will cause more congestion on 109 street
	Duggan
	Allendale
	Duggan
	Allendale
	Allendale
	Allendale
	Empire Park
	Duggan
	Duggan
	Erminskin
	Yellowbird
	But use their avenues
	Queen Alexandra
	Duggan
	Duggan
	Steinhauer
Duggan	
Please indicate the type of residence you live in? Other:	Work
	Daycare owner

Appendix B – Comment Form

PLEASANTVIEW COMMUNITY TRAFFIC MANAGEMENT PLAN

April 30, 2015 Information Session

COMMENT FORM

To submit your comments online, please visit
www.edmonton.ca/pleasantviewtraffic

Background

The Pleasantview community began a traffic management planning process with the City of Edmonton in the fall of 2013. A volunteer Traffic Committee, representing various stakeholders within Pleasantview, has been reviewing different ways to address traffic concerns in the neighbourhood.

Using information from a January 2014 community survey and a March 2014 open house, the traffic committee, in consultation with the City, has developed a trial traffic calming measures plan that will be tested for a trial period.

This trial plan includes:

- An intersection modification that will not allow north/south motor vehicle traffic to travel straight through the intersection at 106 Street and 51 Avenue. Bicycle traffic can still travel straight through the intersection.
- Changing 106 Street between 53 Avenue and 56 Avenue to one-way northbound for motor vehicles. Adding a northbound parking lane on 106 Street between 53 Avenue and 56 Avenue. Bicycle traffic can still travel north and south.
- Adding curb extensions at the 109 Street and 58 Avenue as well as 109 Street and 60 Avenue intersections to narrow the road and encourage lower traffic speeds.
- A center median at the 109 Street and 54 Avenue intersection. The center median will not allow north/south motor vehicles to drive straight through the intersection or turn left. It will also prevent east/west traffic from turning left.

The trial will test if the intersection modification, one-way road and center median will reduce traffic volumes on 106 Street and 109 Street. It will also test whether

the narrower lanes at the curb extensions have an impact on reducing traffic speeds.

Next steps

The trial measures are planned be installed this summer to allow people to experience the measures and provide feedback while they are in place. This feedback, and data from observations, will allow the Traffic Committee to assess how effective the measures have been.

Today's survey

The purpose of this survey is to gather your feedback to gauge your level of comfort with the traffic measures before the installation of the trial phase. Subsequent survey(s) will be available to gather your feedback to gauge your level of comfort with the traffic measures after they have been installed.

Current Conditions

- 1) In your opinion, over the past 3 years, has the traffic volume in the Pleasantview community:

- ☐ Decreased
☐ Remained about the same
☐ Increased

- 2) In your opinion, over the past 3 years, have traffic safety conditions in the Pleasantview community:

- ☐ Decreased
☐ Remained about the same
☐ Increased

- 3) In your opinion, over the past 3 years, has your comfort using the sidewalks in the Pleasantview community:

- ☐ Decreased
☐ Remained about the same
☐ Increased

PLEASANTVIEW COMMUNITY TRAFFIC MANAGEMENT PLAN

April 30, 2015 Information Session

Trial measures

4) For each of the following traffic measures, please indicate how comfortable you expect to be with the changes.

	Not at all Comfortable	Uncomfortable	Don't know/ no opinion	Comfortable	Very Comfortable
An intersection modification that will not allow north/south motor vehicle traffic to travel straight through the intersection at 106 Street and 51 Avenue.					
Changing 106 Street between 53 Avenue and 56 Avenue to one-way northbound for motor vehicles and adding a northbound parking lane on 106 Street between 53 Avenue and 56 Avenue. Bicycle traffic can still travel north and south.					
Adding curb extensions at the 109 Street and 58 Avenue as well as the 109 Street and 60 Avenue intersections to narrow the road and encourage lower traffic speeds.					
A center median at the 109 Street and 54 Avenue intersection. The center median will not allow north/south motor vehicles to drive straight through the intersection or turn left onto 54 Avenue. It will also prevent east/west traffic from turning left onto 109 Street.					

PLEASANTVIEW COMMUNITY TRAFFIC MANAGEMENT PLAN

April 30, 2015 Information Session

- 5) For each of the following traffic measures, please indicate how effective you feel the changes will be in addressing traffic safety issues.

	Not at all Effective	Not Effective	Don't know/ no opinion	Effective	Very Effective
An intersection modification that will not allow north/south motor vehicle traffic to travel straight through the intersection at 106 Street and 51 Avenue.					
Changing 106 Street between 53 Avenue and 56 Avenue to one-way northbound for motor vehicles and adding a northbound parking lane on 106 Street between 53 Avenue and 56 Avenue. Bicycle traffic can still travel north and south.					
Adding curb extensions at the 109 Street and 58 Avenue as well as the 109 Street and 60 Avenue intersections to narrow the road and encourage lower traffic speeds.					
A center median at the 109 Street and 54 Avenue intersection. The center median will not allow north/south motor vehicles to drive straight through the intersection or turn left onto 54 Avenue. It will also prevent east/west traffic from turning left onto 109 Street.					

PLEASANTVIEW COMMUNITY TRAFFIC MANAGEMENT PLAN

April 30, 2015 Information Session

6) Do you have any additional comments about the trial measures?

Meeting Feedback

Please help us prepare for future meetings by answering the following questions about your experience tonight.

- 7) Which aspects of the meeting did you find valuable? (check all that apply)
- ☐ Presentation
 - ☐ Question and Answer session
 - ☐ Interaction with representatives
 - ☐ Discussions at the display boards
 - ☐ Other (please specify) _____

- 8) Please tell us how you heard about the today's session. (Choose all that apply)
- ☐ Roadside Signs
 - ☐ Mailed out flyer
 - ☐ Word of Mouth
 - ☐ Community League/Other organization (please specify) _____
 - ☐ Other: (please specify) _____

PLEASANTVIEW COMMUNITY TRAFFIC MANAGEMENT PLAN

April 30, 2015 Information Session

9) Please indicate your level of agreement with the following statements by placing a “check” in the appropriate box.

	Strongly Disagree	Disagree	Don't know/ no opinion	Agree	Strongly Agree
I felt welcome and encouraged to share my views					
I understood why I was here					
The meeting materials were clear and easy to understand					
The project representatives were helpful, friendly, and available to talk to me					
I have a better understanding of the project because of my attendance					
Attending this meeting was a good use of my time					
The event was well run					
The format of the event made sense for what it was trying to accomplish					

PLEASANTVIEW COMMUNITY TRAFFIC MANAGEMENT PLAN

April 30, 2015 Information Session

- 10) What is your association with the community of Pleasantview? (check all that apply)
- ☐ I live in Pleasantview.
 - ☐ I own property or a business in Pleasantview.
 - ☐ I work at a business, school or other organization in Pleasantview.
 - ☐ I visit residents, businesses, or other organizations in Pleasantview.
 - ☐ I live in a neighbouring community.
 - ☐ I travel roadways/sidewalks within or through Pleasantview.
 - ☐ Resident of another community (please specify) _____
 - ☐ Not applicable
- 11) Please indicate the type of residence you live in?
- ☐ Single family dwelling
 - ☐ Multi-family dwelling (townhouse or duplex)
 - ☐ Secondary suite in a single family residence
 - ☐ Apartment/ condo
 - ☐ Other (please specify) _____
- 12) Do you own or rent your residence?
- ☐ Own
 - ☐ Rent
- 13) Including yourself, how many people in each of the following age groups live in your household? How many are:
- ____ Under 13 years old
 - ____ Between 13 and 18 years old
 - ____ Between 19 and 44 years old
 - ____ Between 45 and 64 years old
 - ____ 65 years of age or older

Please share any additional comments you have:

Appendix C – Verbatim Comments (phone, email)

Pleasantview Community Traffic Management Plan
May 2015
Email (14) and Phone Comments (1) Received

Method	Comments
Email	<p>I recently noticed that signs have been erected on 106 Street advising motorists that a new traffic plan for Pleasantview has been developed. Upon reviewing the plan on the City's web site I was appalled to see that the City is proposing that 106 Street be converted to one way northbound. As a long time resident of Allendale, 106 Street is my access to and from Southgate and the commercial strip on 51 Avenue. I obviously opposed to this proposal.</p> <p>How many times has the City implemented changes to 106 Street. Over the last ten years, I can recall several: the installation of bulbing at intersections (to reduce the length of pedestrian crossing), the implementation of bike lanes on 106 Street, the changing of operations at 51 Avenue and 106 Street, speed reductions through school zones and now the even more drastic measure of reducing 106 Street to one way northbound. What is going to happen next ? Residents on 105 Street will complain about traffic increases and safety on their street. How much more time and money will be spent on addressing Pleasantview traffic issues?</p> <p>The issues on 106 Street are two fold. The first issue is tied specifically to the school. Parents dropping off and picking up their kids cause parking and circulation issues only at the start and end of the school day. There is a solution to this problem that was not identified at the open house I attended. Access, drop off and school parking should be relocated to the east of the school. In conjunction with this, 60a Avenue should be a cul de sac immediately east of 106 Street. Access to the new parking/drop off would be from 60a Avenue and through an extension of 58 Avenue from 105 Street to the new parking lot. No parking signs should then be erected on 106 Street through the school zone.</p> <p>The second issue is a much bigger problem. Southwest Edmonton has a serious deficiency in north/south arterial roadway continuity. 111 Street is now congested as a result of the increased number of traffic signals and their timings which are directly related to the LRT. 111 Street terminates at 61Avenue where commuters choose between 114 Street or 109 Street. 114 Street caters to the heaviest traffic volume on a 4 lane road in Edmonton and is extremely congested. 109 Street is an undivided 6 lane arterial, however in the northbound direction there is a bus lane in operation and with left turning traffic the 3 lanes northbound are often reduced to one lane. I have also noted that the bus lane on Walterdale Hill has been removed, so I would ask what is the benefit of retaining the bus lane on 109 Street now? In the afternoon peak, 72 Avenue (a collector) is backed up from 114 Street to 109 Street and I have observed that the queue spill out on 109 Street southbound. 119 Street initiates at 23 Avenue in the south and to the north connects directly into Belgravia Road adding to the congestion on 114 Street. Finally Terwillegar Drive, planned to be a freeway for over 30 years however nothing has been done to upgrade the current road to a higher freeway standard. With more and more development occurring in southwest Edmonton, Terwillegar Drive is now just like all other arterials in the area.....severely congested. North/south commuters will find the quickest route for their specific trip. With the deficiencies in arterial network and associated congestion created through the LRT, collector roads such as 106 Street become attractive and with more traffic on collectors, neighbourhoods become concerned about traffic issues. We have to realize that Edmonton continues to grow and with that growth (without roadway upgrades) the City will be facing a severe transportation problem.</p>
Email	<p>Last evening I attended the meeting at the Hall in Pleasantview. It was a rewarding experience and I learned a lot. The presenters and the MC were uniformly excellent!! In particular the young engineer from the City Traffic Department knew his stuff. He communicated well, was patience with ignorant opinionated people, and was respectful and sympathetic when appropriate. He was a credit to the City and the Pleasantview Traffic Committee. (Please send me the name and email address of the woman who was a presenter and chair of the Traffic Committee, Thanks)</p>

	<p>In principle we are well pleased with the plan. Councillor Walters assured the audience that traffic on the collectors and in the neighborhoods would be reduced. He is likely right about the collectors and some neighborhood streets, like those south of 54 Avenue and 109 Street. But I can see a potential problem with 109 Street traffic going south turning west to 109A Street either on 60 Avenue, which is the first opportunity to do so or on 57 Avenue. Then the traffic could proceed south to 54 Avenue using 109A Street, turn left which is east and gaining access to 109 Street south to Southgate Shopping Centre. They would avoid having to make a left turn off of 111 Street and the LRT related delays in trying to do so.</p> <p>Our request is that you carefully monitor traffic volumes on 109A Street and report your findings to the residents of 109A Street after a reasonable trial period. You will have before and after numbers to compare.</p> <p>My opinion is that reducing the speed limit to 30KPH in all of Pleasantview would be a very helpful traffic calming measure. It works on 57 Avenue west of 111 Street to 51 Avenue.</p> <p>Minimally a 40KMH in Pleasantview like it is in Hollyrood-Capilano would be the next best step. These measures as you well know could have a very positive effect with intermittent enforcement. It works in Lendrum and in Hollyrood-Capilano. It would work in Pleasantview. too</p> <p>It has taken a long time to get a positive response from the City to tackle the Pleasantview Traffic problem. Hopefully positive results will trigger similar actions in other neighborhoods.</p>
Email	<p>Many thanks to you and your staff for the very hard work carried out in addressing the traffic speeding and safety concerns in our neighborhood. As a resident in this area (specifically 109A Street) of more than 15 years, we have been extremely concerned at the increased volume and speed of short cutters through our area. I feel the changes to come into effect in July will be helpful indeed.</p> <p>Some on our street do have one concern, however; and that is the likelihood that short cutters driving south on 109 Street will still get to 51st Avenue by turning right at 60th Avenue, proceeding south down 109A street, and then through the new 54 Avenue - 109 Street median back on to 109 Street to get to 51 Avenue. Those of us living on this street ask that you please try to find the appropriate way to prevent this from happening.</p> <p>In addition, we would so like to see the speed limit reduced to 40 or 30kph, as is the case in our neighbouring Lendrum.</p>
Email	<p>Before forwarding comments on the planned changes to the Pleasantview Traffic flow, I would like to know who is the recipient of e-mails forwarded to 'pleasantviewtraffic@edmonton.ca' and what process is in place to handle submissions received.</p>
Email	<p>Hello,</p> <p>Access to the survey on proposed changes to roadways in Pleasantview is offline, please advise when it is back online and extend the deadline if necessary. I live in Empire Park and feel the loss of 106 Street south bound combined with modifications to the intersection of 106 Street/51 Avenue will greatly hinder access to our neighbourhood, and specifically eliminate our convenient access to Petro Canada on the NE corner of 106/51.</p> <p>Finally, most of the houses along 106 Street have back alley parking, why do they need additional parking on the street too? Surely a traffic lane is a better use of that space.</p> <p>Contrary to the framework the Pleasantview community group has presented, I don't feel like they truly "remember the voices of those not in the room." Their language "reclaiming our community" speaks to an inclusive mindset and it is borne out in their plan.</p> <p>I will admit that I "shortcut" on 106 Street southbound (turning right from 61 Avenue), simply because it is the most efficient way of reaching Empire Park from points north of Pleasantview, such as the University or Groat Road. I consider 106 Street through Pleasantview a collector for Empire Park as well. Why do I take 106 Street instead of 111 Street or Calgary Trail?</p> <p>111 Street: Left turns across the LRT line take too long at 51 Avenue. With the high traffic on 111 Street, sometimes you have to wait through 2 or 3 light cycles when the LRT is running at peak frequency.</p> <p>Calgary Trail: This route is congested during commute times, and is really designed to get people</p>

	<p>out of the city or down to South Common. There are often accidents at Calgary Trail/Whitemud that back up traffic all the way to 63 Avenue. Avoiding the LRT left turn by sidetracking all the way to Calgary Trail is a waste of time and further adds to congestion on Calgary Trail.</p> <p>In short, I feel like diverting up to 8000 vehicles a day back to the arterial roads will only increase congestion in the larger Southgate area, the only “winners” will be the residents of Pleasantview, even though their neighbourhood would become fragmented and confusing to navigate.</p> <p>As a compromise, I believe a speed limit of 30-40 km/h could be established on 106 Street between 61 Street and 51 Avenue without altering anything else (like they have in Lendrum). I feel the hill of Mount Pleasant Cemetery poses the greatest risk in the area, as well as the mish-mash of different bike-lane varieties (from dedicated to sharrows, then pinched by curb-extensions by the school, back to sharrows, etc.)</p> <p>Traffic going up the hill cannot see opposing traffic soon enough to stop in time, or safely turn left at 56 Avenue at the current speed limit. This is a problem further compounded by the unprotected bike lanes - if there is a cyclist in the lane drivers tend to veer left slightly - I have never heard about a head-on collision between 2 cars happening here, but I fear it every time I go up the hill. The best thing that can happen on 106 Street is a simplified and separated bike lane, since the current lane is always full of gravel and dicey to ride on, forcing the cyclist closer to high-speed traffic. If the bike lanes are separated and the traffic is slowed, I feel like the residents of Pleasantview can have their pleasant community collector without shutting out neighbouring communities.</p> <p>Thanks for your time, Kurt Bauschardt</p> <p>P.S. If the proposed trial of traffic modifications takes place, I think my new route will be as follows: Right from 61 Avenue onto 106 Street, left onto 56 Avenue, right onto 105 Street, then right back onto 51 Avenue. People will take the most reliably expeditious route to their destination, and for Empire Park residents that does not mean 111 Street or Calgary Trail, sorry.</p>
Email	<p>We attended the info session at the community hall on April 30th. At that time, we were told there would be a comment form which we could complete online. I have not been able to access this form by searching www.edmonton.ca/pleasantviewtraffic which is where we were told we could find and complete it.</p> <p>Would you please advise exactly where and how I access this form?</p>
Email	<p>I was unable to attend the information session on April 30. How do you plan to monitor traffic changes on my street?</p>
Email	<p>I was at the Pleasantview traffic information meeting. I am sorry that 201 people from the “Community Traffic Management Plan” have that much clout to change 106 Street traffic. I have written Mr. Michael Walters and expressed my concerns'</p> <p>106 Street is not Pleasantview’s Street, it just goes through their neighbourhood. You say the traffic speeds down 106 Street. From 53 Avenue you have four blocks you want to divert the traffic. Just how fast can the traffic travel in the four blocks, then you have the School zone. Now you say there is no parking - get rid of the bike lane, then you’d have parking. I am strongly against the proposed change, and I will fight to the bitter end. I have lived in Allendale Community League all my married life and use 106 Street all the time I do not want the inconvenience. I have accepted the increased traffic, for the city has grown.</p> <p>There are cars from 106 Street cutting through our neighbourhood to 109 Street. It is a short cut for them. The people need to get around. I have accepted it.</p> <p>I do not like the changes and I will fight the whole plan! Please keep me informed of any changes.</p>
Phone	<p>Concerned that all of the Traffic from 106 Street will go into east Pleasantview. She will be sending a package with signatures and concerns.</p>
Email	<p>I was amazed to learn that the closure of 106 Street to southbound traffic was considered the best action to solving its over utilization. This is the best the PLANNING department could come up with? As a long term resident who uses this and other local roads extensively, it will make a minor difference to my driving patterns. We will likely still support the London Drugs, Italian Centre and</p>

	<p>Lemongrass but in order to do so, we will shift our flow on to 56 Avenue, 105 street and Allard Way to the lights on 51 Avenue. A couple of extra minutes at most. But it will increase the traffic on these streets which are already saying the local traffic is excessive, let alone the rest of the neighbourhood who will now travel there. I believe this is a serious mistake. Surely better control at 51 Avenue and 106 Street would stop travel from the south to the north of 51 Avenue. It's unlikely the extra traffic is diverting from Gateway or 111 Street. Just to cut up 106 Street. Perhaps they are, but you don't have the information to know where they are coming from and don't seem motivated to find out.</p> <p>The other interesting change was the centre median on 109 Street. Again we personally utilize this a number of times per DAY. We have family in the senior centre on 110 Street and 53 Avenue. So we are constantly going there. Diverting to 109A or 110 Street is of little inconvenience but retuning northbound is going to push us onto 54 Avenue and then 107 Street and if you listen to the residents on that corner, they will be going nuts about ANY increase in local traffic.</p> <p>You seem to be willing to aid the 106 Street residents at the expense of the greater neighbourhood. But I guess this is what Councillor Loken refers to as acceptable collateral damage.</p>
Email	<p>I am a resident of the community of Pleasantview and I attended a meeting at the Pleasantview community hall on April 30 where the proposed "Trial Measures" associated with the Pleasantview Traffic Management Plan were presented and discussed.</p> <p>There were a number of questions from the members of the community in attendance regarding impacts of the proposed Trial Measures. The speaker termed some of these "unintended consequences" of the changes, and encouraged community members to forward those questions to the email address on the information pamphlets provided at the meeting (pleasantviewtraffic@edmonton.ca).</p> <p>My Question:</p> <p>What plans does the city have to mitigate the unintended consequence of southbound motorists on 106 Street, in order to continue southbound and avoid the one-way northbound section of 106 Street, turning down the alley that runs along the northern, then western perimeter of Mount Pleasant Cemetery, exiting the alley on 107 Street, turning south on 107 Street to 57 Avenue, turning westbound on 57 Avenue to 111 Street, then continuing southbound?</p>
Email	<p>I was unable to make the meeting on April 30 but I have heard from several people who went that the tone was very negative towards the measures being implemented. As a resident that live on 109 Street, I am writing to express my gratitude that the city is moving forward with the proposal. Every school day I walk my 3 children to the bus stop near the community hall. It is a daily occurrence that people are driving through the crosswalk as we are crossing either ahead or behind us. Numerous cars are failing to come to a complete stop, and others do not even slow down for the stop sign. I am afraid to allow my kids to walk to the park or the bus stop alone. I know that the Pleasantview school was recruiting parents to come to the meeting to complain about the proposed changes, and my neighbours who are renters and not home owners were probably two of the most vocal opponents at the meeting. I hope you have not been dissuaded by the complaints of individuals that do not live or own property that is directly affected. I have spoken to a lot of residents that live along 109 Street and none are against the proposal (I own the house that the curb extension for the crosswalk).</p> <p>Thank you for the effort to make our street safer ,</p>
Email	<p>Thank you for the feedback, Andrew – although I would be more appreciative of the City's actions if they were "proactive," rather than "reactive." You give no indication that the City will monitor these "unintended consequences" – that does not give me confidence in the management of the impacts of this Plan.</p> <p>An additional question, please – I assume that the plans presented for "traffic calming" have the support of the community in which these measures intend to be implemented.</p> <p>My question is:</p> <p>What methodology did the City use, what processes were followed, to demonstrate the members of the Pleasantview Community supported the proposed changes? One would anticipate a survey,</p>

	<p>door-to-door polling, etc., would be undertaken, yet as a long-time resident of this community, I was never asked to provide an opinion or input regarding this plan. I did attend the traffic presentation at Mount Pleasant School last spring and provided input. Had it not been for the efforts of a neighbor, I would not have known about the presentation on April 30, as I received no notice, no community bulletin, no community newsletter.</p> <p>How much support, from the members of the community, is the City able to state definitively exists for the "Traffic Calming" plan that has been presented?</p> <p>Thank you for your attention to my enquiry, and I look forward to your response...</p>
Email	<p>It has been brought to my attention that the traffic on 106 Street between 53 Avenue and 56 Avenue will be changing to one lane north bound for motor vehicles and bike lanes north and south bound.</p> <p>The reasoning being that it will reduce the traffic flow.</p> <p>The reasoning I see in this is that the road way has been clogged up with a bike lane and now the parking on that stretch has been done away with.</p> <p>Also the school zone at the school is now enforced and there is an influx of vehicles at the school. This school is for advanced learners and children are being driven by parents to attend and there is no parking on 106 Street to drop off.</p> <p>It seems like this could be changed with a few simple things being returned to pre-bike lane configurations.</p> <ol style="list-style-type: none"> 1. Put a controlled left turning lane back at 106 Street and 51 Avenue going north so that vehicles can move west to 111 Street and are not forced north on 106 Street. 2. Reinstate the parking on 106 Street between 53 to 56 Avenues and remove the bike only lane from 106 north and make it "shared" like everywhere else along that stretch of road. 3. Put a new parent drop off at the front of the Pleasantview School on 58 Avenue with a pull through area to promote a safer environment for the children. <p>The challenges to the community to the east of the changes will be an increased traffic flow through a very quite neighbourhood.</p> <p>Road congestion and increased flow will cause issues with roadways to deteriorate more than they already are.</p> <p>People are people and they will use alternate paths to get where they are going -like our street 105 Street.</p> <p>What has been proposed for 106 Street is going to ruin our quite neighbourhood.</p> <p>The increased flow and noise is also going to disturb our daughter who is handicapped and doesn't sleep well and her room sits on the front of the house.</p> <p>105 Street is also too narrow to accommodate two way traffic. If you are traveling north and someone is coming south you have to move over because with cars parked on the street there isn't room for two vehicles to travel together safely at the same time.</p> <p>With the changes that are being made you create the same problem that exists on 109 Street.</p> <p>So what's next more speed bumps and road closures.</p> <p>Let's just think about that and just not close the road for the sake of some bikers that don't pay for roads because they don't by gas, licenses, or pay tire tax.</p> <p>If they had to pay for the improvements so they can ride their bikes they would just drive or take Public transit.</p> <p>Bikers don't or choose not to follow traffic rules. They change their colors from vehicle to pedestrian whenever it suites them. The most part of their culture don't know or understand the hazards they present. They don't even use the bike lanes.</p> <p>Any road will do. Had one traveling on the Groat Road yesterday.</p> <p>If I acted like they do, with their bikes, with my vehicle I would be written up by EPS so fast that it wouldn't be funny.</p> <p>I.e. Going down say 112 Street south past the UofA hospital and the light changes to red. What do I do? If I'm on a bike I just scoot across the cross walk and continue on my way. In a car I stop!!!!!!</p> <p>Could you imagine it? I come to the red light; I jump on the sidewalk with my car and race across</p>

	<p>the street in the crosswalk and continue on my way. Running over pedestrians and small dogs. You see it isn't that I don't like those who choose to ride a bike. I don't like the way they represent themselves expect others to pay the tab.</p> <p>To me it seems like you are treating the symptoms and not the disease.</p>
Email	<p>We have just received our notice of proposed traffic changes to 106 Street and 109 Street through Pleasantview Community. We will surely be attending the presentation on April 30.</p> <p>However we wished to express our unhappiness with this process and decision.</p> <p>This traffic change will severely restrict adjacent communities (ie. Allendale) from accessing our friends in Pleasantview and our closest community facilities. We will have to travel much further to Pleasantview shopping center or 51 Avenue stores (ie. London Drugs); adding time and driving time and frustration with major arterial traffic and the disastrous LRT crossing at Southgate and Lendrum shopping centers.</p> <p>We think it is time that Pleasantview accepts that they are a part of a city; and as such; like many other communities in Edmonton they are going to have traffic run through. They are not an island they are part of Edmonton's fabric. Perhaps they should just build a wall around them and be done with it.</p>

Appendix D – Summary of Comments received by Ward Councilor's Office

Pleasantview Community Traffic Management Plan Ward 10 Email Correspondence Summaries

April 26, 2015

- Expressed unhappiness with process and decision
- Believes traffic change will severely restrict adjacent communities such as Allendale
- Concerned that they will have to travel much further to Pleasantview shopping centre or 51 Avenue stores

May 1, 2015

- Writing to express “disgust” with traffic measures brought into the neighbourhood.
- Suggests that instead of implementing the traffic measures, the following measures be implemented:
 - School take responsibility about bad driving habits from parents
 - Install speed bumps on 107 Street as it curves into 54 Avenue
 - Change signal phase of lights at 51 Avenue and 61 Avenue to address traffic volumes

May 2, 2015

- Resident of Pleasantview connected with the office of Councillor Michael Walters to express appreciation for the April 30th open house.
- For the past 15 years, this resident has been concerned at the increase in volume and speed of short cutters, and feels as though the changes coming into effect will be helpful in addressing the issues
- There is concern of the likelihood that short cutters driving south on 109 Street will still get to 51st Avenue by turning right at 60th Avenue, proceeding down 109 A Street and then through the new 54 Avenue-109 Street median back on to 109 Street to get to 51st Avenue.

May 13, 2015

- Attended the April 30th meeting
- Disappointed and opposed to the limiting of 106 Street to northbound traffic

May 19, 2015

- Was wondering about the justification for the trial plan when the summary of the April 30th meeting indicates that all items were opposed by more than 60%
- City streets are not property of the communities
- Uses 106 Street to travel to Whitemud Crossing library, and is concerned that they will have to travel a further distance
- Feels as though the survey should also be extended to residents who use 106 Street and 109 Street that reside outside of Pleasantview

May 28, 2015

- Concerned about limiting traffic to northbound only on 106 Street from 51 Avenue

Appendix E - Phrasing from Statement of Concern Signature Page

Statement of Concern About the
Pleasantview Traffic Management Proposal
April 30, 2015

Concerns About the Pleasantview Traffic Management Plan

I/We (the undersigned) are **against** the implementation of the proposed changes and trial traffic management measures specifically related to:

- The rerouting of traffic from 106th St into the residential section of Pleasantview, shown in the plan as occurring on 56th Ave.
- The change to the lane control at the intersection of 106th St and 51st Ave, planned to force northbound and southbound traffic east or west on 51st Ave.

THIS MEANS:

**KEEP 106th STREET TWO-WAY TRAFFIC
AND TRAFFIC CONTROLS AS IS.**

If you support this Statement of Concern, please sign below.

In addition, you can register your concerns
by phoning 780-944-5600 (hotline) and/or
e-mailing your comments to pleasantviewtraffic@edmonton.ca

Name (print)	Address	Signature	Date
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Appendix F - Advertising and Public Information Session Material



PLEASANTVIEW
Community League



RECLAIMING OUR COMMUNITY.

FIND OUT MORE:

Information Session

Thursday, April 30, 2015

5:30pm - 7:00pm or 7:30pm to 9:00pm

Pleasantview Community League Hall

10860 - 57 Avenue

Changes are coming to 106 Street and 109 Street. The Pleasantview Traffic Committee has been carefully deliberating and working in consultation with the City of Edmonton to address our neighbourhood's traffic challenges. We are building a community where residents feel safe walking, cycling and driving.

The Traffic Committee has developed a trial traffic management plan to respond to concerns about high traffic volumes, speeding, and shortcutting in the Pleasantview community. The trial traffic management measures will be installed beginning this summer. We encourage you to participate. Come to either the 5:30 pm or 7:30 pm presentation and question/answer period. Representatives from the Pleasantview Traffic Committee and the City of Edmonton will be on hand to answer questions.

To sign up for e-newsletter updates on the project or for more information, please visit the website at:
edmonton.ca/pleasantviewtraffic.

For questions or comments, please email pleasantviewtraffic@edmonton.ca or phone 780-944-5600.



LEGEND

● Curb Extensions

■ Centre Median

✱ Intersection Modification

/// One-way Northbound
(Two-way Cycle Route)
Parking Lane Addition



Street Signage Samples



Themes We Heard

from the community and stakeholders

High Traffic Volumes and/or Shortcutting:

- Shortcutting on 106St, 109St, 57Ave, 55Ave and 105St
- Overflow from arterial routes to collector routes to residential streets
- Shortcutting through private property and alleys

Speeding:

- Speeding on 106St and 109St
- Particular concerns by school and day care

Driving Behaviour:

- Illegal U-turns by school
- Driving the wrong way on 52Ave, 53Ave and 55 Ave

Crosswalks:

- Across 106st at 60A Ave, 107St, 52Ave and 51Ave
- Not well-marked, poor visibility
- 51ave pedestrian light is too short

Bike Lanes:

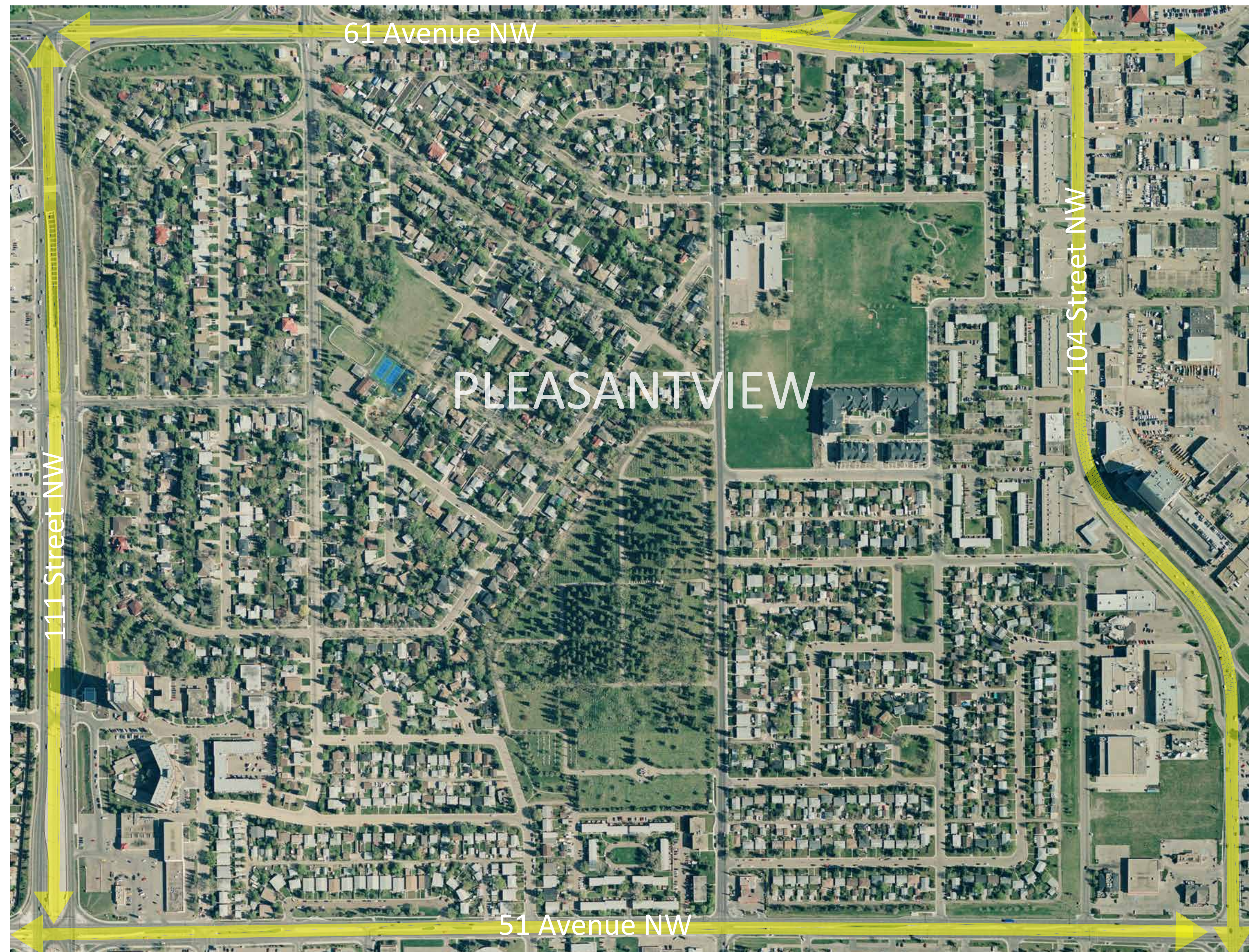
- Concerns about use
- Concerns about impacts in winter when snow reduces road width

Parking:

- Inadequate parking along 106St
- Southgate and public transit clients park in neighbourhood

Speed Humps:

- Some love them, others hate them



Values We Heard

from the community and stakeholders

Sense of Community:

- Urban oasis
- A destination, not a corridor
- Urban village

Community

Demographics:

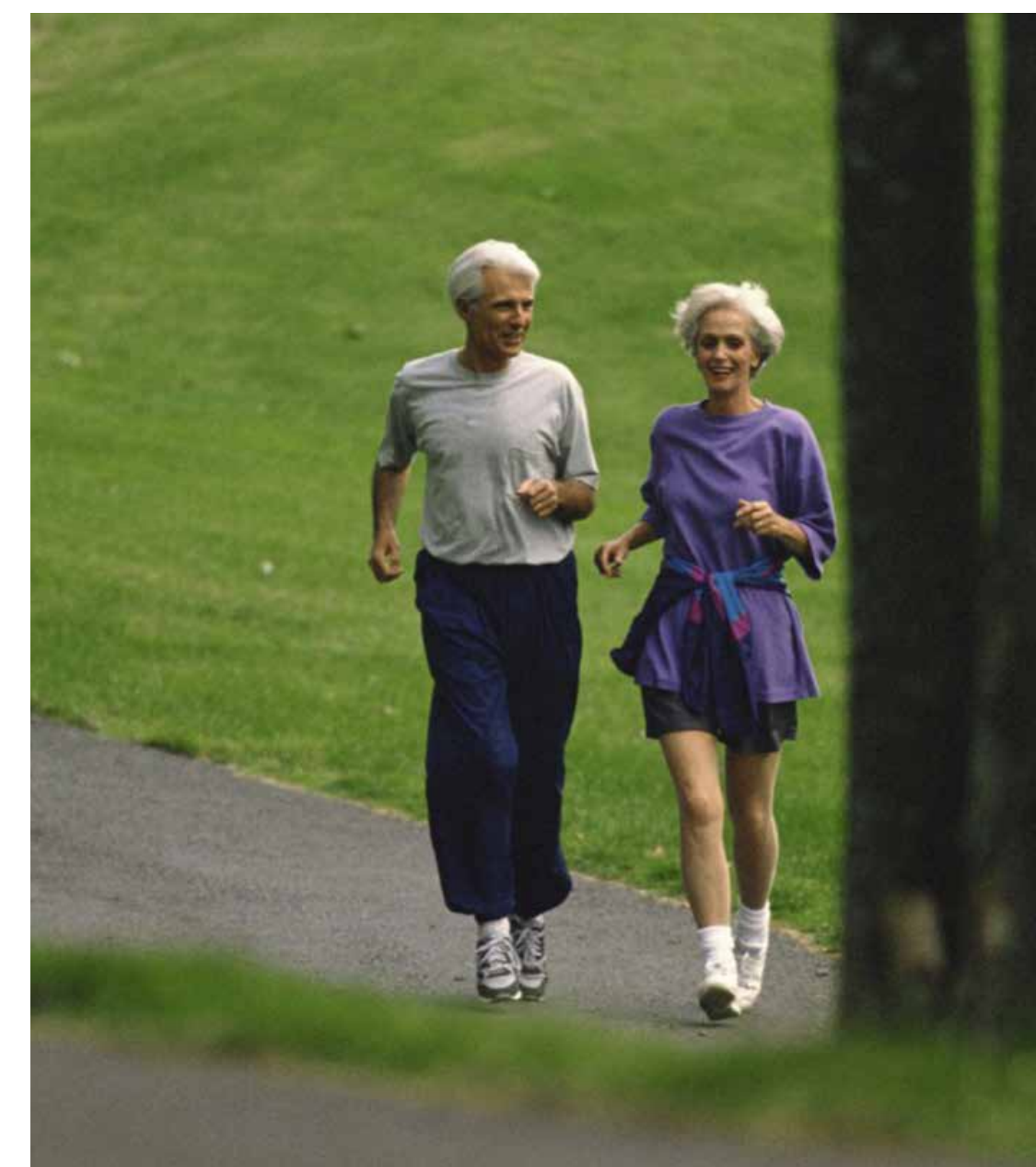
- Broad and varied
- Multi-generational

Better Traffic Flow:

- Decrease traffic volumes
- Decrease amount of shortcutting
- Local traffic only

Active Modes of Transportation

- Pedestrian-friendly
- Walkable neighbourhood
- Street crossings improved
- Effective bicycle infrastructure



Public Transit:

- Convenient
- Non-disruptive

Less Pollution:

- Less noise
- Better air quality

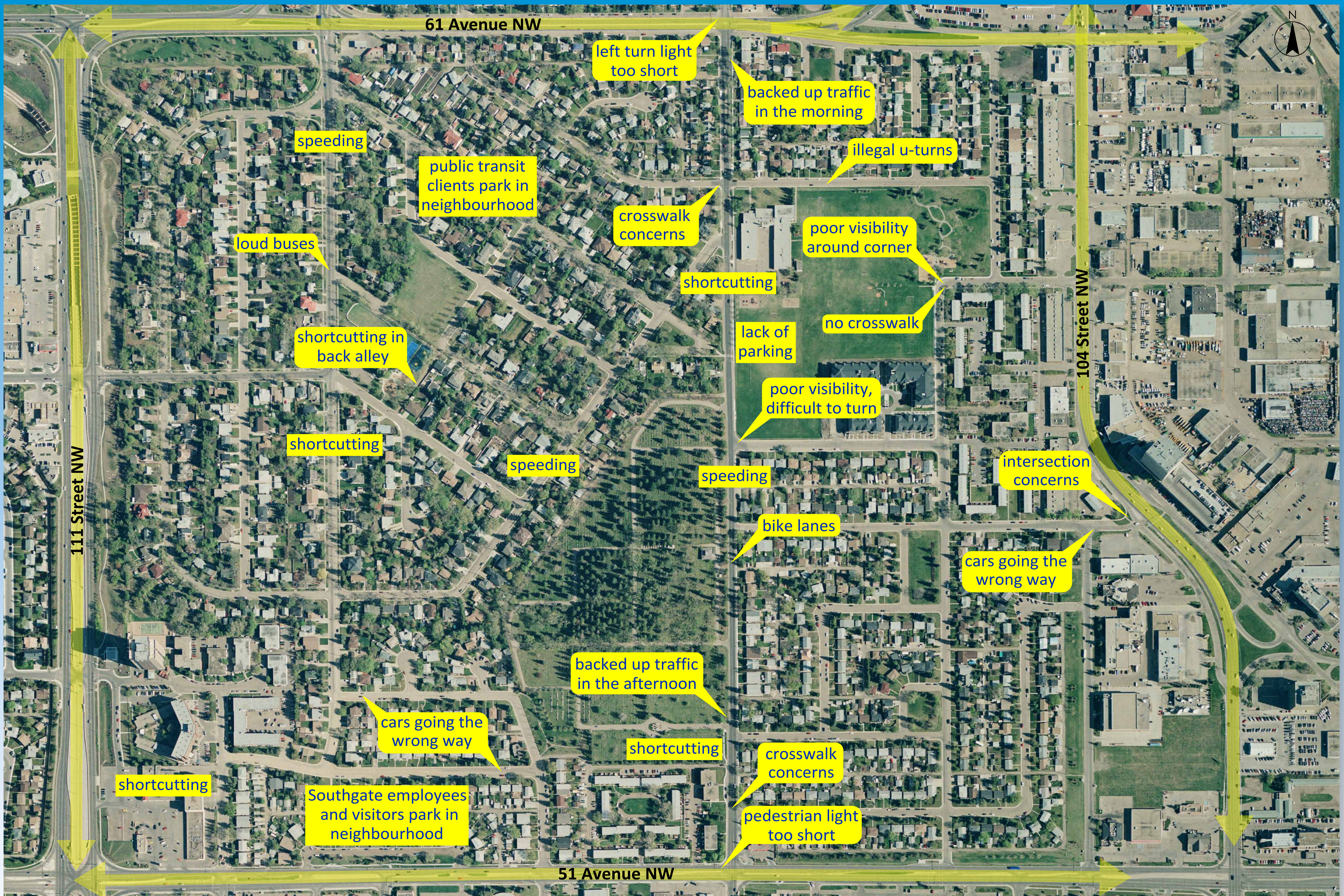
Safety:

- Vehicle safety
- Pedestrian safety
- Bicycle safety

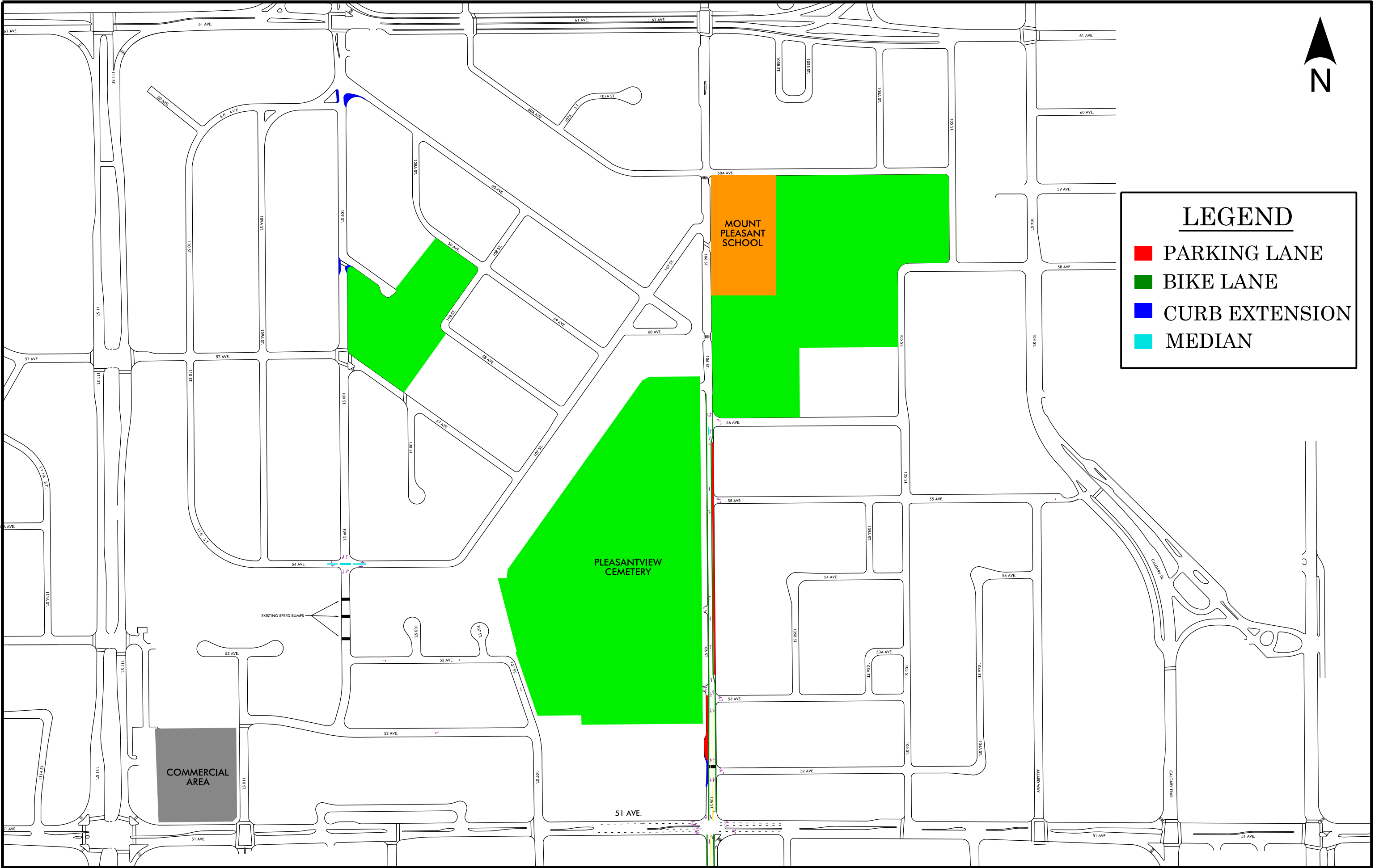


Themes from Pleasantview Stakeholder Interviews





Pleasantview Community Traffic Concerns



Intersection Modification



106 Street North of 51 Avenue (Facing South)

Intersection Modification



106 Street South of 51 Avenue (Facing North)

One Way



106 Street North of 53 Avenue (Facing North)

One Way



106 Street South of 56 Avenue (Facing North)

One Way



106 Street North of 56 Avenue (Facing South)

One Way



56 Avenue East of 106 Street (Facing West)

Curb Extensions



109 Street South of 58 Avenue (Facing North)

Curb Extensions



109 Street South of 60 Avenue (Facing North)

Centre Median



109 Street South of 54 Avenue (Facing North)



Reclaiming our Community

Pleasantview Traffic Management Plan



Reclaiming our Community

Purpose of Session

- To provide info on the trial traffic measures to reduce traffic issues in Pleasantview.
- To explain the rationale for these changes.
- To answer your questions regarding the trial measures and the process for implementing and evaluating these changes.



Reclaiming our Community

Structure of Session

- Background and rationale for measures
- Remarks from Councillor Walters
- Overview of measures (City of Edmonton)
- Complete survey
- Gallery Walk and Q and A
- Transition to next session (7:15 PM)



Reclaiming our Community

Rules of Engagement

- Everyone has valuable perspectives.
- Everyone will listen and be heard.
- Respect yourself and others.
- Remember the voices of those not in the room.
- Share all relevant information.
- Explain reasoning and intent.



Reclaiming our Community



1

History & Background

2

Strategy

3

Measures

4

Trial



Reclaiming our Community

History

- Persistent traffic problems
- 2012 & 2014 Community survey
- 2014 Open Houses



Reclaiming our Community

History

1



Pleasantview Community Traffic Concerns



Reclaiming our Community

History

1





Reclaiming our Community

History

- Traffic monitoring
- Previous traffic calming measures



Reclaiming our Community

Arterial Roads

1





Reclaiming our Community

Collector Roads

1





Reclaiming our Community

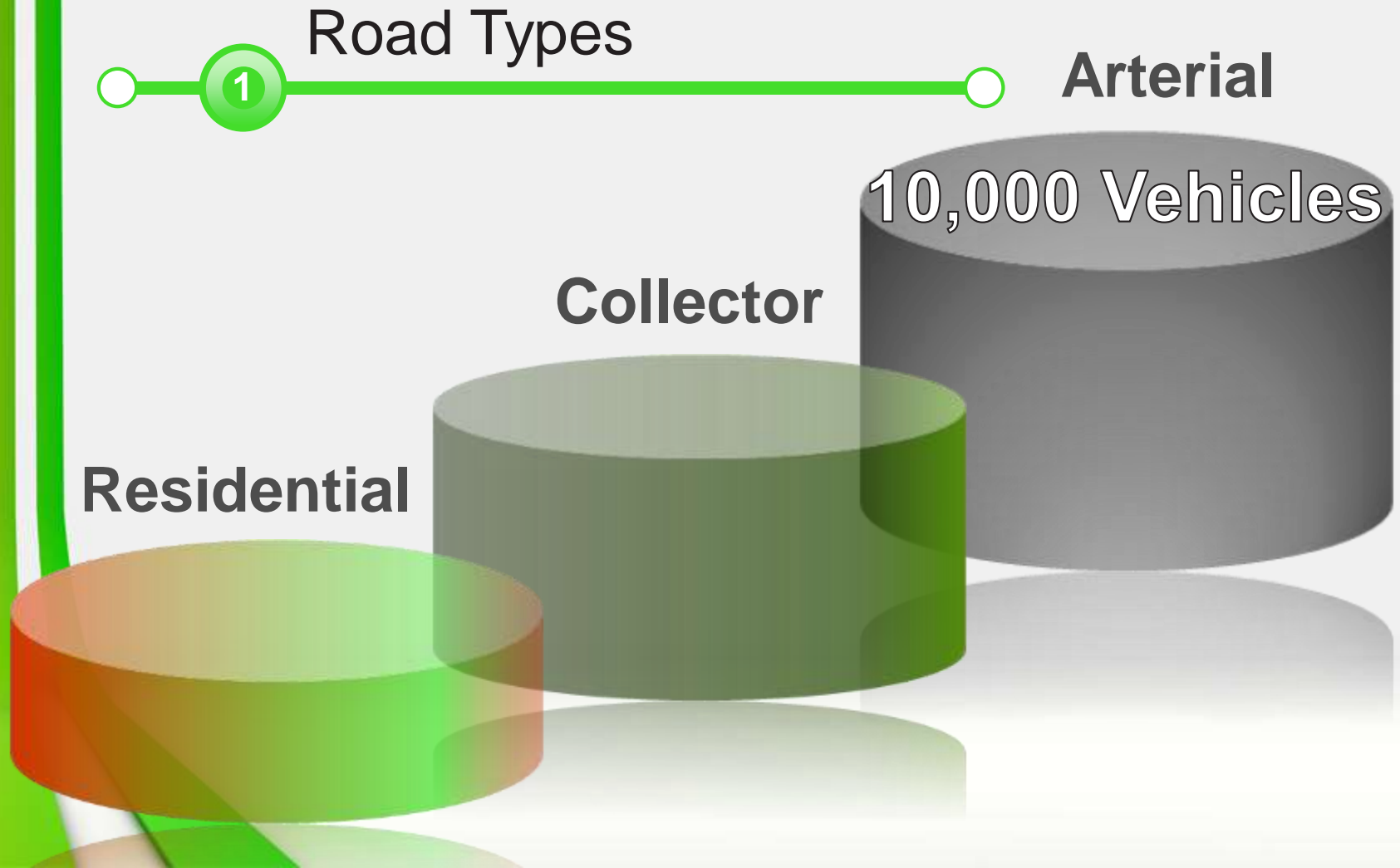
Residential Streets

1





Reclaiming our Community





Reclaiming our Community

Road Types

1

Collector

5,000 Vehicles

Actual: 8,000 – 9,000

41% Compliance

Actual: 2,900

28% Compliance

Residential



Reclaiming our Community

Road Types

1

Collector

5,000 Vehicles

Actual: 8,000 – 9,000

41% Compliance

Actual: 2,900

28% Compliance

Residential

2,000 Vehicles

Actual: 2,300



Reclaiming our Community

Strategy

2

Original Community Traffic Management Plan Process

Project Initiation

- Fall of 2013



Visioning

- Stakeholder Survey
- January 2014



Options Development

- Public Workshop to gather feedback
- March 2014



Reclaiming our Community

Strategy

2

- Development of traffic calming plan
- Consult with experts to determine what traffic calming measures can be implemented and where
- Pros & cons of each measure and their potential effect on traffic volume & speed.



Reclaiming our Community

Strategy

2

- Potential measures assessed:
 - Curb extensions
 - Traffic signs
 - Speed bumps
 - One-way streets
 - Traffic circles
 - Intersection changes
 - Raised crosswalks
 - Speed limits
 - Policing
 - Medians
 - Traffic light patterns



Reclaiming our Community

Strategy

2

- Impact of measures
- City's support for positive change in neighbourhoods.



Reclaiming our Community

Councillor Walters

2

- Fair process
- Community oriented
- Designed for action and results



Reclaiming our Community

Measures

3





Reclaiming our Community

Measures

3

109th Street Measures

- Curb Extensions





Reclaiming our Community



109th Street south of 60th Avenue

Benefits:

- Improves pedestrian visibility
- Reduces pedestrian crossing distance
- Reduces vehicle speeds

Challenges:

- Localized loss of on-street parking

109th St. Measures

- Curb Extensions



109th Street south of 58th Avenue



Reclaiming our Community

Measures

3

109th Street Measures

- Centre Median





Reclaiming our Community



109th Street south of 54th Avenue

Benefits:

- Reduces traffic volume on 109 Street
- Pedestrians and bikes can still travel through

Challenges:

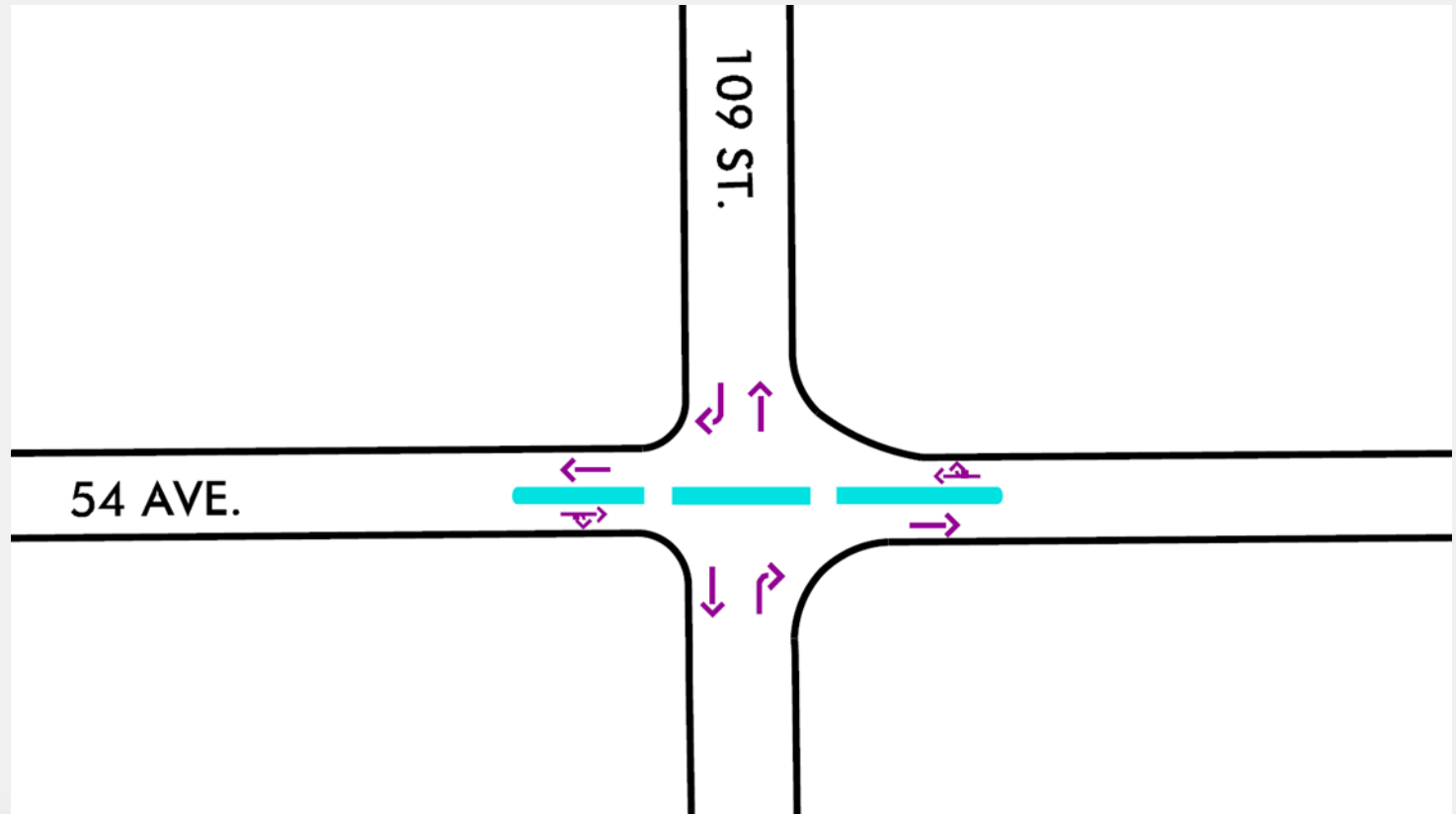
- May increase travel time for road users including emergency services
- Localized loss of on-street parking

109th Street Measures

- Centre Median



Reclaiming our Community



109th Street Measures

- Centre Median



Reclaiming our Community

Measures



106th Street Measures

- Intersection Modification



Reclaiming our Community



106th Street north of 51st Avenue

Benefits:

- Reduces traffic volumes
- Reduces short-cutting traffic
- Maintains all direction pedestrian and bicycle access

Challenges:

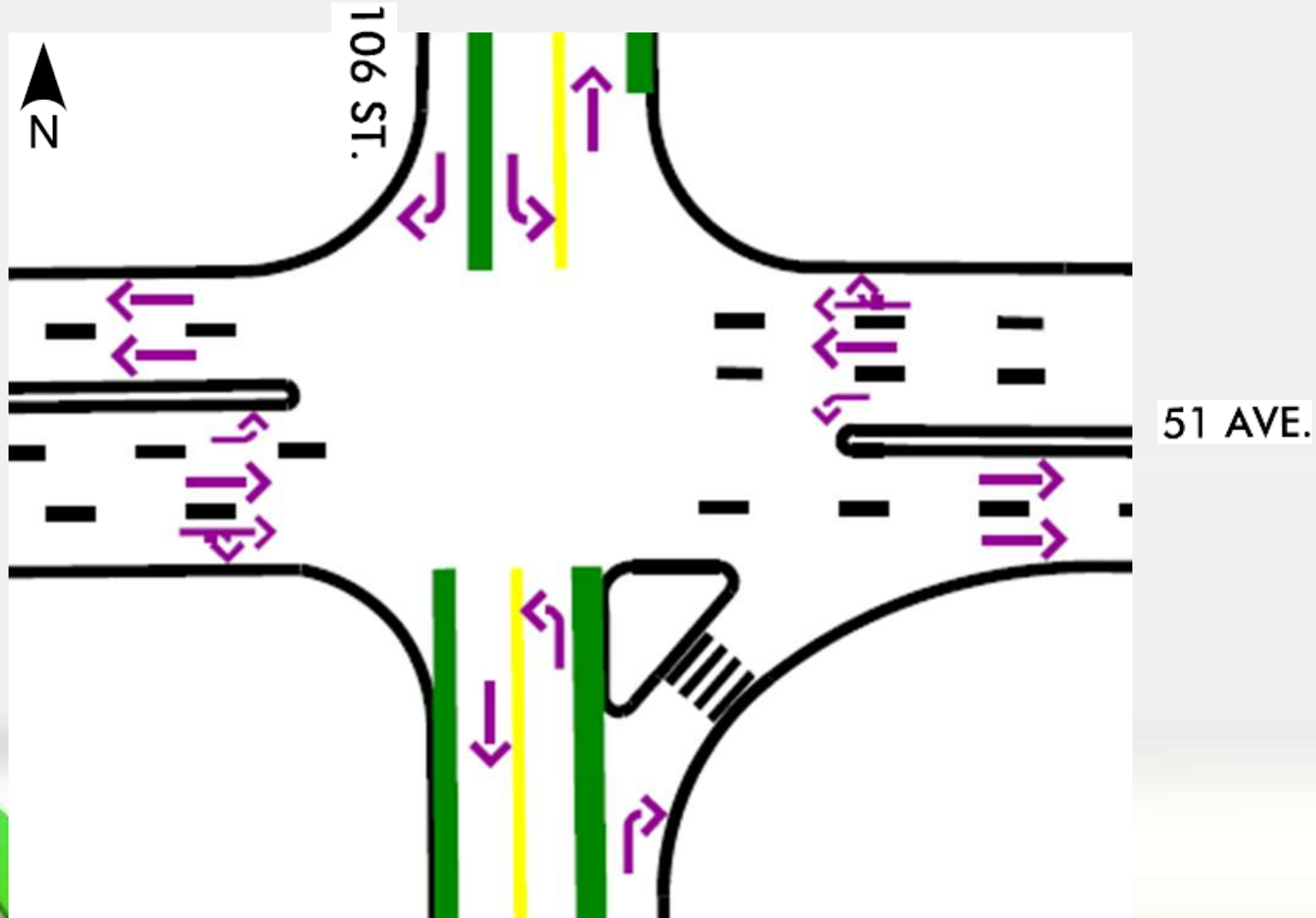
- May increase travel time for road users
- Limits access to local destinations

106th Street Measures

- Intersection Modification



Reclaiming our Community





Reclaiming our Community



106th Street Measures

- One-Way Northbound Parking Lane Addition



Reclaiming our Community



106th Street north of 53rd Avenue

Benefits:

- Reduces traffic volumes
- Addresses southbound short-cutting traffic
- Maintains all direction bicycle access
- Addition of northbound parking lane between 53 Avenue and 56 Avenue

Challenges:

- May increase travel time for road users
- Limits access to local destinations

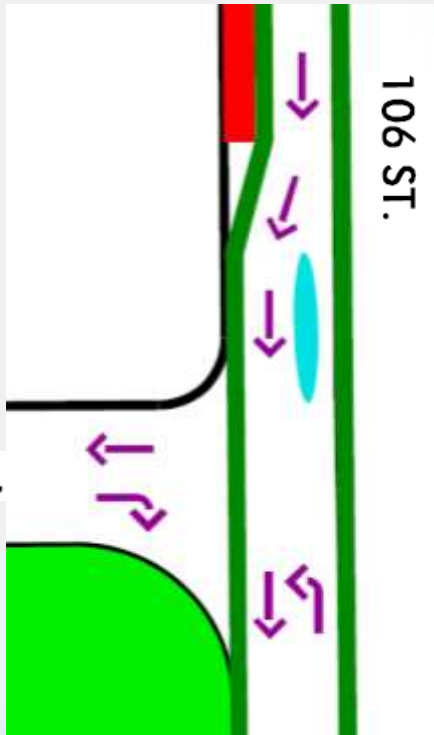
106th Street Measures

- One-Way Northbound; Parking Lane Addition



Reclaiming our Community

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S



106th Street Measures

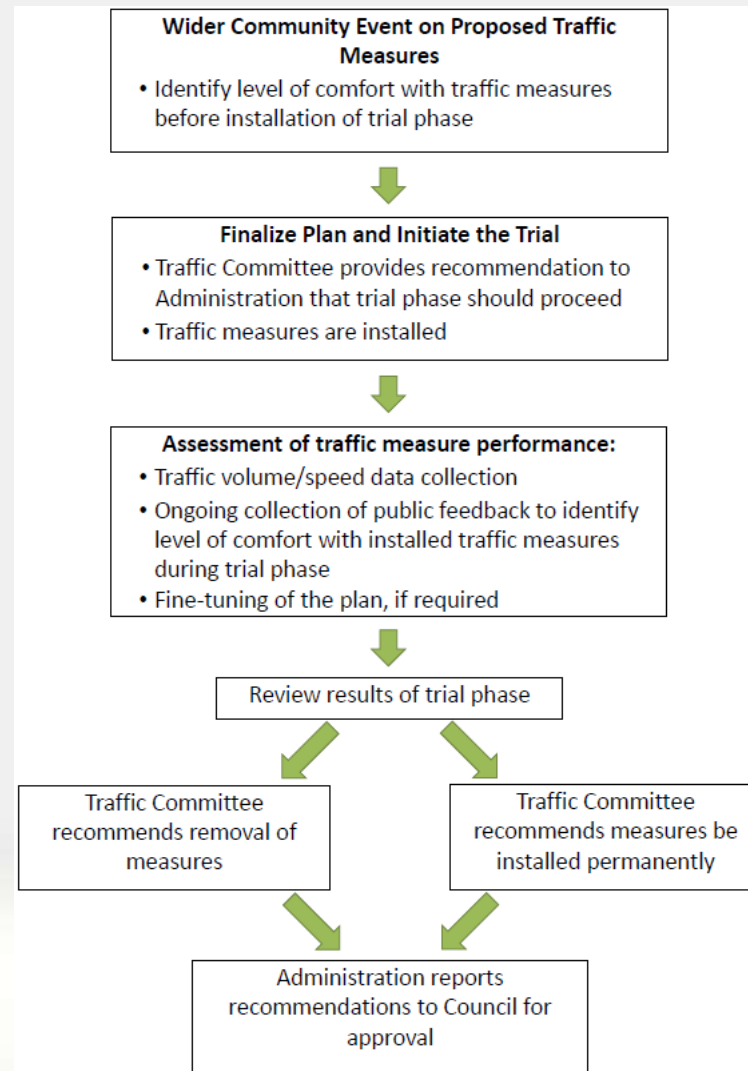
- One-Way Northbound Parking Lane Addition



106th Street north of 56th Avenue



Reclaiming our Community





Reclaiming our Community

Trial Phase

3

Trial Install **July 2015** for up to two years





Reclaiming our Community

Trial Phase

3

- Traffic volume/speed data collection
- Ongoing collection of public feedback to identify level of comfort with installed traffic measures during trial phase
- Fine-tuning of the plan, if required



Reclaiming our Community

Trial Phase

3

Ongoing Opportunities for Feedback

- **Email:** pleasantviewtraffic@edmonton.ca
- **Hotline:** 780-944-5600
- **E-newsletter** sign up at www.edmonton.ca/pleasantviewtraffic
- **Online** information available at www.edmonton.ca/pleasantviewtraffic

Future Opportunities for Feedback

- **Online survey**
- **Public event**

Three thick, curved lines originate from the bottom left and curve upwards and to the right. The leftmost line is yellow, the middle line is green, and the rightmost line is red. They are set against a white background with a dark gray rectangular area on the right side.

Thank You!
Questions