

Pleasantview Community Traffic Management Plan
109 Street and Area

Thursday October 29, 2015

ST. John Evangelist Anglican Church
11111 57 Ave.

Purpose

1. To share information about progress to date and go forward process
2. To gather your thoughts on both:
 - Process
 - Physical changes the City should take going forward.

Agenda

- Welcome & Supper
- Review
 - Purpose
 - Agenda
- Sharing
 - Recent Activities
 - Go Forward Process
- Gathering thoughts
 - Process (how) Descriptions
 - Mechanisms
- Evaluation

Go Forward Process

November 6, 2015 – Post all of tonight’s work on www.edmonton.ca/pleasantviewtraffic

November 6-19 – Meet with Pleasantview Traffic Committee

November 19, 2015 – 106 Street Area Meeting at 6:00 Pleasantview Hall (similar purpose as tonight)

November 26, 2015 -Community Wide Meeting at 6:30 Ramada Inn 5359 Calgary Trail (similar purpose as tonight)

Second Week in December 2015 – Consolidate information from all 3 meetings and post on www.edmonton.ca/pleasantviewtraffic

Between December and Mid-January 2016 – meet with Pleasantview Traffic Committee

Mid-January 2016 -Community Wide Meeting to share and seek feedback on proposed measures

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Issues Identified

- Only acknowledged complaints – 50 residents-2 complaints means 48 not angry
- Criteria for early removal of traffic measures –Clear criteria and process for the early removal of traffic measures with a clear timeline -jac
- There is no problem. This is a city so expect normal traffic. You know what normal (average traffic is (I hope)
- I live on 109 Street and was stopped coming by 2 guys with barricades
- A few residents want to make their street a private street. They put up “children playing” signs when there are no children that I have seen in 15 years (109A St) “Private” block parties
- Time the installation of traffic measures to end of August/beginning of September as traffic around University area increases around that time. Did double peak of traffic result in more grief experience U turns. –jac
- Rewarding bad behavior
- Through streets are getting overcrowded
- Define issues clearly with brief history
- Changes – LRT- elite school population traffic –increased population in outlying areas –Park n Ride
- From 106st/60 Ave down to 107 Street all the way to 109 St and 54 Ave is a straight away
- Cars do not need to stop at 109 St.
- I live on 109 S St. and was stopping from going down my street by 2 fellows with barricades
- The 2 houses that “Children at Play” where there are no children
- Speeding on 107 St; not making the corner and running into yards jj
- We can’t drive on 106 St even though 106 St Traffic was a through street since time began. Complainers should know this
- LRT on 111 St makes driving through Pleasantview easier. Try to fix 111 St. Lights. In the future, plan for above road lines or underground lines.
- 111 St is not user friendly
- Spare tires, large pieces of equipment, and parts of cars are constantly flying into our yard from vehicles speeding over speed bumps
- Closing both 106 St and 105 St access southbound out of the community
- 106 St barriers are diverting traffic into Pleasantview and the 105 St area
- Curb extensions force cyclists to dodge in and out of traffic lanes and are a hazard to both traffic and potential cyclists
- Set out Agenda –**community solution** not individual solutions – Goal is not to satisfy one group over the other
- New stop signs on 54 Ave is unintuitive. Stop signs should indicate moving onto a main road
- Calgary Trail doesn’t flow
- All residents of Pleasantview should be able to drive throughout the community. Do not inconvenience residents from driving on 109St
- Take time – be patient- trials take time
- Cement curb squeezers –bumps need to be taken off completely –Safety hazard BIG TIME before someone gets hurt- solution too

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- Bumps out on 60 Ave. make it very difficult to turn onto 60 Ave(east)from 109 St. southbound
- To get to the 51 Ave commercial destinations and the library at Whitemud Crossing residents of Pleasantview have to travel routes that are in some cases three to four times longer than the direct paths along 106 St and 54 Ave. – i.e. the heavier traffic routes on 111 Ave and Calgary Trail
- The process of blocking the flow of traffic (e.g. on 106 St and 109 St) forces traffic onto other streets and eventually on to much longer routes causing more traffic congestion and desire to find more short cuts.
- The Stop signs at 54 Ave. are dangerous because people don't obey them. Better to have a 4-way stop at that location
- Put the barricades back! Traffic volume and speed decreased since they put them up. Assessment period was too short. We need to assess over 1-2 years traffic patterns need a chance to change
- As a cyclist it is dangerous riding through the bump outs. It's better to be able to cycle in the curb lane
- You have rewarded bad behaviour and acknowledging the loudest complaint by removing the barricade and not assessing over a decent amount of time
- Vehicles shortcutting south on 107 St. jj
- The traffic along 109 St at the 58 Ave bump outs is noisier now because buses have to slow down to get past the bump outs
- Vehicles running stop signs on 109 St.
- Vehicles speeding on 109 St from 61 Ave to 52 Ave
- The one-way on 106 St is causing short cutting as well. ts
- Process is causing anger among neighbors/community
- Cars parking in the community and riding the LRT
- 54 Ave & 109 St stop sign
- Speed
- Representatives on committee (self-interest)
- Find out with empirical data who the short cutters are.
- 109 St has been the main thoroughfare from the high level to Southgate and should remain such. If necessary curtail the speed along 109 St. Diverting the 109 St to 109A St solved nothing and created a hopeless situation at 54 Ave with people making illegal turns and using residents driveways for doing U-turns to enable them to proceed to their destination
- The barricades north of 57 Ave are a problem – maybe not set right
- Diverting traffic to another street is **not** a solution
- We are satisfied with current arrangements on 109 St i.e. no barricade
- No traffic diverter on 109 St created multiple unsafe scenarios
- 109 St Curb extensions are dangerous –ETS/traffic needs to stop. What about snow clearance? Will 109 St go to 1 lane?
- Function of 52 Ave and 109 St one way going west, shortcutting & speeding is dangerous for pedestrians – no stop sign
- If City Transportation is not ready to do monitoring, enforcement & traffic counts why put in measures like barricades. Get organized first and then ACT.

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- Road narrowing barricades on 109 St (and approx. 58 Ave.) cause morning traffic back log. Traffic is backed up from Argyll Rd. all the way down 109 St towards 57 Ave
- School parking remains a problem
- Why has drop off area north side of school not been created- plenty of space for parking and drop off but EPS needs to be involved
- Diversion of traffic from 106 to 105 St. -105 was designed as residential not feeder street
- 106 St one way has only created problems by forcing diversions onto residential streets
- Unsafe intersection – Calgary Trail and 55 Ave. -2 stop signs at light but service lane short cutting heading south lead to near collisions
- Where is the traffic from- which area of the city is the short cutting traffic coming from?
- Vehicles speeding over speed bumps and trying to go around them (up onto sidewalk) on 109 St.
- Curb extensions do not help reduce speed on 109 St and they cause big problems for buses and garbage trucks
- Too much traffic on 109 St north and south
- At the south end of 109 St there are a lot of cars parking right up to 110 St and 51 Ave which congests the street during school hours. Has gotten worse since Malmo restricted day time parking
- Place stop signs east/west on 54 Ave and 109 St –too many near misses at that intersection
- 109 St shortcutting south then west on 60 Ave. jeb
- Vehicles speeding on 109 St. jeb
- Vehicles shortcutting south on 109 St. jeb
- When the centre barricades were taken out Stop signs appeared N & S but not a 4-way and there is not warning about the Stop signs
- Traffic not measured where it was diverted to (side streets) unsafe
- NO ISSUE WITH CURRENT STATE (BARRICADES WERE UNSAFE)
- Curb extensions not enough room for 2 vehicles to pass. (especially buses)
- Do not want centre median back –Neighbors were getting of hand provoking through drivers. (place own obstacles)
- Near accidents at stop sign on 109 St & 54 Ave
- Continued increased short cutting on 109 St. pp
- Southgate not having park & ride causes drivers to come into our neighborhood to park. Tg
- Curb extensions 57 Ave 109 St. Underground utilities will be inaccessible- Lead pipes' need to be replace by EPCOR
- Homeowner- we cannot park a vehicle in front of our house which has a 75 ft. wide lot
- Curb extension at 57 Ave and 109 St. home owner has 75 ft. lot – no access to backyard from front yard (RV access) – have complicated garbage and recycling removal and postal delivery – no ability to subdivide a property zoned for subdivision
- Do not want centre median back. –Tempers ran high –people came onto property to put obstacles behind vehicles in driveway. Tg
- Curb extension 57 Ave 109 St. bicyclists cannot ride on the road safely – children in bike trailers and on bicycles are endangered – bicyclists are now on the sidewalks-front driveways vehicles backing out almost running over bikers

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- License plates monitoring previously done
- Speeding
- Amount of vehicles (volume)
- Driving through Stop signs
- We rewarded bad behaviour
- People removed the barricades by a group of angry people
- Curb extensions 57 Ave – 109 St. City buses coming to abrupt stops at the curb extensions-bus drivers actually stopped to tell us curb extensions are endangering passengers
- Curb extension 57 Ave 109 St not slowing down motorists
- Stop signs on 109 St/54 Ave people are driving right through it. Because the stop sign was never there before. It makes no sense that east to west traffic has no stop sign
- Would not want to see barricades put back as before; since this significantly increased shortcutting from 54 Ave then on to 107 St. rr
- Continuing increase of shortcutting use on 54 Ave then onto 107 St. rr
- Curb extensions 57 Ave 109 St reduce roadway will complicate snow removal and create havoc when roads become icy- increased risk of head on collisions
- 109 St is a MAIN artery road. It is needed to be open period. You don't just close a MAIN street because it runs through the community. How many streets in the city of Edmonton will you have to close?
- Curb extensions at 57 Ave 109 St. motorists focused on fitting through the narrowed roadway without slowing down instead of looking for pedestrians
- Why is there no traffic measure at the 4 way stop at 57 Ave 109 Street where most people cross the street instead at a crosswalk that rarely gets used?
- Do not want centre median back. (Caused unsafe issues) curb jumping. tg
- Vehicles not stopping at the new stop sign on 109 St 54 Ave.

Solutions Identified

- Remove curb extensions
- Appropriate escalation of measures and criteria for early removal of traffic measures. Process for early removal jhc
- Time installation of traffic measures to late August. Jhc
- Create a drop off parking area on north side of school on school property
- Actual enforcement of traffic laws
- Speed bumps (as existing on 109 currently)
- Community speed limit (enforced) of 40kph
- Fix Calgary Trail doesn't flow
- The solution is to go back to the way it was set up at Pleasantview at its inception. Lower the speed limit if necessary and enforce it.
- If barricades are to be put up, they should be used to completely close off access to 54 Ave both east and west. In addition traffic between 60 Ave and 57 Ave on 109 St. should be one way south. This will prevent northbound traffic from 57 Ave on 109 st from continuing north. Stop

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signs at corner of 109 St and 54 Ave have created the perception that 107 St/54 Ave are actually primary routes over 109 St. rr

- Reduce speed limit on 109 St and enforce strictly
- Put in a 4 way stop sign 54 Ave 109 St
- Gradual speed bumps that buses can go over 109St
- Jersey barricade should block completely 109 St
- Traffic going wrong way down the one way street
- Remove curb extension from 109 St
- Enforce speed limits on 109 St
- Stop sign 109 & 52 Ave going west *
- Stop sign at junction of 55 Ave & Calgary Trail on Access road heading south ▲
- Speed limit of 40 Km/hr on 107 St.
- Fix 111 St. horrible not user friendly
- Make the stop signs North and South into a 4 Way stop at 54 Ave
- Close off 109 St at 57 Ave
- More on enforcement
- Speed bumps from 57 Ave to 52 Ave on 109 St
- Relocate the Bus route from 57 Ave. Patrons can walk to 111 St
- Block 109 St at 62 Ave to all traffic
- 4-way stop at 109/54th (slows traffic down) nc
- Close 109 St @ 52 Ave.
- Block 109 St @62 Ave to all vehicles except buses
- 57 Ave & 109 St. roundabout instead of 4 way stop (speeding and volume)
- Cut off access completely at 109 St-54 Ave
- Speed bumps and speed cameras all along 109 ST
- Ensure representation on committees from each of the affected areas
- Diagonal barrier at 109-54Ave.
- Reduce the speed limit in the entire neighbourhood
- Put a traffic light at 109 St and 107 St
- Traffic circle at 109 St and 54 Ave.
- Open up the green space south of Mt Pleasant School and make a drop off zone. Look how much green space there is. North of 106 St.
- 107 St. one way north jj
- Speed bumps on 107st/54 Ave on the bend. Cars rip down the street
- 4 way stop 109 St &54 Ave with flashing light jeb
- Speed bumps on 109 St. jeb
- Small circle on 109 St &54 Ave. jeb
- Consider putting in speed bumps like on 94 B Ave in Capilano
- Place stop signs on all residential intersections (they can be tolerated by local traffic but not the high speed short cutter driving longer distances)
- Gated community 109 St @61 Ave jeb

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- Provide more alternative routes for motorists to get to their destinations i.e. remove as many bottlenecks and barricades as possible (remove 106 St Barricade for one)
- 4 way stop at 54 & 109 St.
- Enforced speed limit of 30 km/hr with speed camera permanently set up
- Turn stop sign at 109 St & 54 Ave into a 4 way stop with pedestrian crosswalk lines and early notice of stop signs so drivers do not miss it.
- Make speed bumps larger so that vehicles cannot go around them on one side, maybe big individual metal lumps like in Mexico stretching across the street
- Close off 109 St at 54 Ave so vehicles can enter Pleasantview only from one side or the other (or at 109 St & 57 Ave.
- Remove curb extensions from 109 St
- Speed bumps on 107 St
- Leave 106 St, 109 St and 109 A St. etc. alone. Do not put any barriers of any kind
- Charge the complainer the money it costs to do all this traffic study if it is found this isn't a problem (that is worse than anywhere else)
- Put up more speed bumps (if there is a problem)
- Count cars, special cameras – are the results NORMAL? (people do drive fast and get tickets anyway not just Pleasantview)
- Cement curb squeezers – bumps need to be taken OFF completely – Safety hazard BIG TIME before someone gets hurt
- Reduce speed limit in Pleasantview to 40 K.P.H.
- Put a 4 way stop on 109 St and 54 Ave.
- Put speed bumps on 109 St between 54 Ave and 57 Ave.
- Make 109 St one Southbound from 57 Ave. and on
- Raised crosswalk at 57 Ave 109 St
- Asphalt raised approximately 80mm. reduces vehicle speed much like a speed table- creates a safer crossing environment for pedestrians- improving visibility of the crosswalk and pedestrians to motorists
- Provide permanent traffic cameras and issue tickets to speeders
- Close 109 St. completely at 54 Ave.
- Enforcement of any measures put in place
- Lower speed limit (ex 40)
- Remove bump-outs on 109 St. Put speed bumps only on 109 from 61 Ave to 54 Ave. (there are already speed bumps from 54 -52 Ave.
- Be ready to do traffic counts when new measures are put in
- Reduce speed limit on 109 St to 30 KPH in Pleasantview
- 4 way stop at 54 Ave and 109 St. (speeding and volume)
- Move speed bumps on 109 St to deal with speed and volume
- Move the road closed warning sign on 106 St to north 60! Ave so southbound traffic diverts onto 60 A Ave instead of 107 St
- Put no parking signs except for residents (maybe resident car stickers can be distributed to enforce)

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- Change stop signs from old median to 4 way stop
- Put barricade back up on 109 St and leave it for appropriate time. The volume was decreased dramatically (re: volume and speed problem)
- Put traffic circle on 54 Ave & 109 St.
- Allow residents to take photos/report drivers and illegal parkers
- Cut off 54 Ave completely on 109 St going south. Do not allow any cars through even residents
- Add traffic camera where speed bumps are
- Change speed limit to 40 km/hr (excluding bus 9 route)
- Revitalize committee

Results

Meeting attendance: 34 Evaluation Forms Received: 18

**not all questions were answered on all forms*

Where is your residence?

- Adjacent to 109 Street: 13 (72%)
- Within Pleasantview community: 5 (28%)

Please indicate your level of agreement with the following statements by placing a “check” in the appropriate box.
(n=17)

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't Know
I feel my concerns were understood	1	2	9		5
	18%		53%		28%
I feel my voice was heard	1	1	11		4
	12%		65%		24%
I feel attending this meeting was a good use of my time	1	1	7	6	2
	12%		76%		12%

Written comments:

- Live on 107 Street
- Thanks for having this
- We should know [written beside “don’t know” column]