

Pleasantview Community Traffic Management Plan Community Workshop Transcript

Thursday November 26, 2015
Ramada Edmonton South
6:30 – 8:30pm

Purpose

1. To share information on:
 - background and context of the project
 - results of trial data collection
2. To gather your thoughts on both:
 - Issues
 - Solutions

Agenda

Welcome and introductions

Sharing information

Background and Context
Data Collection – Results

“Public Forum” – added as a request by participants

Gathering Input

Wrap –Up

Go Forward

Transcribe all information collected tonight and post*

Second Week in December 2015 – Consolidate information from all 3 meetings and post*

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

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

*www.edmonton.ca/pleasantviewtraffic

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Question 1 – What has your experience been with the trial measures?

- a) What has worked well?
- b) What have been the issues?

a) What has worked well?

- Trial has failed! 105 St traffic up 300%
- Not much; unsafe on 105 Street
- Only intersection median reduced from outside community
- Less traffic on 106 St is great
- Very poor experience. Too much traffic on 105 St and too noisy
- Nothing worked well
- Sorry but I don't think any of these work well!
- Overall, I do not find traffic has changed. There has definitely been an increase in traffic on 56 Ave, 55 Ave and 105 St.
- Keep stop sign on 53 Ave and 109 St.
- Traffic volumes on 106 St. are down and I am very happy with this
- Why do you want our input now? You never listened when we said "do not change 106 St. Now you want our suggestions. We do not want this
- For residents on 53 Ave between 105 and 106 St. this trial has been good. No more late night airborne cars at 100 miles an hour coming down 106.
- Drug dealing on 53 Ave is also down because there are less escape routes left.
- Nothing works if you really want to know
- Nothing has worked well with this trial. It has created danger.
- The stop sign at 109 St and 54 Ave is an excellent idea- it works well to slow traffic- it should be a 4 way.
- Safety for the daycare on 106 St between 55 and 54 Ave has improved. They have parking for parents back and do not need to cross 106 St from cemetery anymore
- The numbers collected on 53 Ave to 106 St are totally incorrect. The traffic is now a ¼ of what it was before the trial. U-turns from the gas station no longer happen on 53 Ave because they can now enter 106 St to go south and the traffic from 120+ condo units on 56 Ave now goes down 105 St to 51 Ave instead of shortcutting on 53 Ave to 106 St now that they can go south across 51 Ave anymore
- I live on 78 Ave and 106 St. I don't feel there is any benefit from this other than to a few people. It now takes me longer to get to Southgate or London Drugs. As I travel on 106 St I have rarely driven behind someone that drove 50km. They usually travel 35-45km. Where do you get your stats pm speed?
- Increased speed compliance on 109 St.
- Taking out the 109 St barriers
- The trial measures have been a complete disaster
- Significant volume reduction 109 St before removal of barrier
- Nothing
- 109 St. traffic slowed down

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- The city's grand plan for a bike & unicorn lane down 106 St is not going to work so please put 106 St back to the way it was with lower speed limits
- Nothing
- Decrease of overall traffic flow
- 106 Street traffic was reduced a lot
- Like the "local traffic only" signs. Not sure if its helping
- 109 St traffic was reduced
- I believe in these traffic calming measures. But 105 St needed the "tweak". Right away to avoid these angry people. Please do the tweak
- My experience was very bad. This has interfered with my use of 106 St and 109 St. I pay my taxes like all the rest of Edmontonians
- Not a thing has worked. Too dangerous for this trial measure
- One way on 106 St has worked well. Need to address 105 St.
- Traffic is definitely quieter on 106 St. through Queen Alex community
- Bump out by hall is great. Previously a "lost" crosswalk now safer for kids to go to park/rink
- Traffic calming on 109 St and 106th slowed
- Speed bumps on 109 St.
- Works a bit- 1 ways on 52 and 53 Ave but people drive wrong way
- Angered residents
- Less traffic on 106 St
- Can be solved with happy residents and traffic lights on 106St
- 106 St is safer for the school children
- Nothing
- Another waste of taxpayer's time and money. Change 106 St back.

1b what have been the issues?

- I am very concerned about the intersection of 106 Street and 56 Avenue. This is a poorly designed intersection for all traffic on 106 Street that wishes to travel south. As an intersection for occasional drivers who wish to access the neighborhood east of 106 Street, it is fine, but it has now turned into a major intersection since everyone who wants to travel south **must** turn east there.
- Why is it a poor intersection
 - It's on a hill.
 - It's slippery in winter.
 - It's a hazard for pedestrians who wish to cross 56 Avenue.
 - It's hard for people who travel from the south, going north-bound, to see vehicles turning onto 56 Avenue, in time to safely stop.
 - It encourages people to make u-turns, further north (around the school), in order not to have to turn east on 56 Avenue.

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- 60 A Avenue has become an incredibly busy road at dismissal time. It is not safe for children or adults. The issues caused by making 106 Street one-way only, south of the school, has resulted in more people using 60A Avenue. With winter and snow approaching, there are many traffic snarls on this avenue, causing long line-ups. It's also difficult for the bus to depart (going east-bound) after school due to the increased traffic on this street.
- Finally, I think it's unfortunate that the Traffic Measures have caused rifts among many of the long-term residents in the area. The people living on 105 Street have seen a large increase in an area that should not be used as a thoroughfare. 105 Street is no longer a calm, neighbourhood street.
- It has made me a short cutter in my own neighborhood
- Bike lanes not cleared or well-kept in winter
- Some people are even going wrong way on 106St.
- Signage is not clear for occasional visitors to the area 106 St.
- I must drive further to access my own house.
- 105 St & 55 Ave many fail to recognize and stop at stop signs
- Traffic line up south bound on 105 St and 51 Ave.
- Many vehicles coming up the one way off of Calgary trail (illegal flow of traffic)
- Vehicles are not using Allard Way
- 106 Ave traffic reduced
- 55 Ave traffic increase east and west bound
- Shortcutting increased significantly
- 105 St very busy, lined up at stop signs crossing 55 Ave.
- Have you monitored increased volumes on: 80 Ave, 76 Ave, 72 ave all because you can't use 106St.
- Traffic has been reduced on 106 St to accommodate a very few people but traffic has been increased a lot for many more people
- Traffic on 106St has increased, but that is not any different than on any other road in an older neighborhood. We are a growing city – increase is to be expected
- According to your calculation only 15% of cars are shortcutting. 85% are not
- 106 St. is one of the few streets than can take you in a straight line from most of the south to the bridge for north side.
- We were on 106St looking for 55 Ave we missed it and turned around to go back to 55 Ave. now we are facing signs telling us the traffic is one way. We should not be out in the dark (I guess)
- You stated that the current #'s on 105St. were between 2000 and 3000. When I add the current numbers on the sheet it is $3031+2386+2783=8200$
- Bus speeds on 109 St. and driving in the middle of the curb extensions
- Near miss on Sept 19
- Where are the short cutters going to/coming from? Are there any significant volumes to and from Whitemud Freeway? If so, why not block north bound access to 106 St and southbound access from Whitemud?
- How does any of this information affect the safety in the community? People turning the wrong way on 55 Ave. Traffic being diverted through residential areas and turning left across traffic on 56 Ave.
- The city buses get tied up (3) at a time on 51 Ave. by Safeway at Southgate Crossing. Crossing 111 St. again to go south for 1 block and then crossing 111St again to go to bus station. This is not safe. This was mentioned a year ago and nothing has occurred to fix it.
- Speed on 106 St increased it is now a race track

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- More problems for garbage trucks now in our alley 105-56 Ave.
- Drivers ignore the must turn left & right on 106 St and 51 Ave and go straight. As a parent of Mount Pleasant school kid I almost got hit by giant brick delivery truck! More traffic hazards are caused from the trial
- The curb extensions on 109 St are dangerous. There is not enough room for bus and cars together. My large van and a car don't fit. God help us with snow and ice packs and there is absolutely no room for cyclists
- Vehicles going straight through on 106 St 51 Ave northbound or southbound
- What times were taken for numbers & speed
- Cutting through on 105St. around playground
- Trying to cross 105 St to catch bus on 51 Ave is almost impossible, cars, on 105 St turning right and left will not let you in.
- High volume of traffic also speed increased drastically on 56 Ave
- People blow through 56 Ave turn and go straight through the wrong way
- Reduce the speed on 106 St.
- Traffic data slower? Confused drivers, angry drivers intersection mayhem
- People broke the law on 106 St and 109 St. to spite the measures
- Traffic increases to unacceptable amount –night time.-can't sleep etc. solution is to stop trial put 106 St. back to its original state
- Experience is one of amazement at the silliness. Issue is blocking a road that ties onto Whitemud is needed. No problems leaving 106 St as it was after rush hour it is fine.
- Rerouting through the community to get home in the community. Parked cars both sides of road and two lane traffic – unsafe. Using streets have cars parked on both side of the road. The expectations placed on residents for their patience is uncalled for
- Public input excuses decision making. It seems public input doesn't count
- 105 St. cars are getting impatient and turning into ongoing traffic
- Take volume/speed measures before removing trial measures
- The traffic is backed up so bad on 105 St. that I can't get out of my back alley. 51 Ave. & 105 ST.
- Cars are still going south and north on 106 St crossing 51 Ave.
- Remove all concrete barriers on 109 St between 51 Ave & 61 Ave very dangerous
- On 106 St, was the primary objective to reduce volumes? Shouldn't it have been to increase safety?
- We are told that the solution to high volumes is to close the facility. Is this going to be the general approach to high volumes?
- A left turn "uphill" in front of oncoming (traffic on 106 St) northbound traffic is unsafe
- The one way northbound traffic in danger of traffic going southbound – head on traffic accident is a concern
- Traffic barriers *dangerous*
- What were the measures supposed to accomplish? Was cutting traffic for 14 homes on 106 St. worth disregard of other area residents
- The left turn onto 56 Ave from 106 St-highly dangerous
- Have you see the number of vehicles lined up heading south on 55 Ave & 51 Ave at rush hour in the afternoon? It's just awful
- The numbers provided for speed and volume look "better" than what was described as a problem in April. Why? Have injuries, fines or near-misses increased or decreased after the measures have been implemented.

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- 109 St stop signs are not being obeyed-this is not safe (51 Ave.)
- 105 St. is now unsafe
- Extremely disappointing. Our community has come together to address all the issues with no changes to date! Safety, speed, sense of liveability has decreased, socializing with neighbours, much more traffic, 105 St is now a commuter road, house value decrease due to these changes, and property taxed increased \$400.00 last year.
- All you did was move the problem from 106St to 105 St. 106St has a large cemetery but 56 Ave and 105 St is all residential
- There does not appear to be any statistics for 105 St between 61Ave and 58 Ave. why? Traffic has increased.
- There will be more accidents on 105 St. this street is not meant to handle this amount of traffic. This cannot remain as is.
- Speeding on 106 St major problem. Reduce limit to 40km (enforced) and 30km in school zone.
- 106 St modifications are not working. The changes have created safety issues. A few weeks ago a van came south on 106St through the "do not enter" while we were travelling north. It was dark out-and scary to have this happen. Very dangerous
- Yesterday – I saw a car go north through intersection on 51/106St –not obeying signs...creating more chaos
- I have been forced to use 106St. for I live down 106St.
- Closing down 106St.
- I disagree with what has been done. it is, simply inefficient and ineffective for so many reasons
- 105 St needs immediate attention for safety reasons to residents on that street
- Diverting traffic off 106St. makes no sense ...that is a neighbourhood street. Not meant for this amount of traffic. More congestion and safety issues for residents.
- 109St and 60 Ave curb restrictions are not working-the road is too narrow- if you meet a DAT bus –you both cannot go through. Will be a nightmare once the snow builds up. I find it hard to check for traffic when on 60 Ave.-turning onto 109St all the cement barricades are very distracting to look through when you quickly check for oncoming traffic
- Complexes, school grounds, any highly used bus (school & ETS) Areas.
- Do not try to route 106 St traffic to Allard way that forces all traffic past multi family
- Have 106 St go both north and south bound but reduce speed limit from 76 Ave to 51 Ave to reduce or discourage shortcutting
- 105St. in Pleasantview is problem from 61to 51 Ave. with snow and parking on both side of the street, is essentially a one way street and leads to many delays and frustration now and in winter. Parking could be restricted to one side only to ease movement.
- If short cutting is reduced, but speeding is still a problem, does this mean it's the locals that are a speed problem?
- Curb extensions on 109 St. narrows road too much. Meeting trucks and bus traffic dangerous-will be worse with snow.
- We are a nation of drivers. Closing roads doesn't work
- Closing a through road just moves the problem. Let traffic move through the community
- Unsafe for kids on 105 St. speeding on 105 St. Many blow thru intersection at 105/55
- Many still go wrong way south on 106 St into top of one way and 56 Ave.
- Issue is: Are you listening to people?
- The issue on 106ST is speed which became worse when the parking was eliminated and the bike lanes were put in
- The traffic on 106St was fine before. Now it is spilling east for no good gain. Change it back

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- Increased traffic on 105St –can't get out of my driveway
- Pull curb extensions on 109 St before there is a major accident with a city bus and a family vehicle. There will be a huge liability suit.
- This is a larger issue. I live in Duggan and all my routes all jammed. 11 St, 10, 114 & Calgary Trail 106 is inaccessible.
- I am very afraid that this will happen in my area (106St and 78 Ave) and we will to subjected to this
- Are you measuring impact on businesses on 51 Ave.
- Traffic being diverted into residential area where large number of children live
- Lived 106 St for 33 years open 106 St before someone gets killed. The traffic numbers are a lie.
- Speed limit works.
- Unsafe turns at 56St going south (crest of hill going north while vehicles going south are turning left.
- What is the impact on air pollution when the only way to get to 51 Ave is to wait and idle at 111 Street while LRT slowly progresses (15 minutes)
- Data should be comparative – what's the norm for the city- was there ever a real problem/ what about access at 76th and 80th Ave.
- What was the reasoning of making 106To 56 Ave to 53 Ave a one way – cemetery on one side?
- Rerouting 106St traffic thru the 105St neighborhood was a poor idea and compromised safety
- Speeders on 105St when no traffic – increased noise
- Why do we shortcut- because the main roads are super lousy during rush out and going through the community cuts 10-20 min off commuter time. Sync lights on 111St. expand Calgary trail and Gateway (the bigger problem)
- Remove all concrete barriers, bike lanes on 106 St. Period. Very Dangerous make it 2 way again
- Traffic going to 105 is a danger zone
- Close calls on 106St-56 Ave with cars south bound failing to turn
- Return to original south with reduced speed on 106 St.
- Southbound left turn -106St -56 Ave Dangerous.
- Increased traffic on 105St causing – safety issue, sleep disturbances, increased stress, question impact on property values.
- Vehicles backed up for 3 blocks result in dangerous traffic manoeuvres, semi's trying to turn onto 105St from 53 Ave.
- These are public roads paid by all taxpayers. A small group should not have the right to make such drastic changes that affect so many. The city has grown and the community needs to accept that change is inevitable all over, not just un-pleasantries
- Nothing has worked well
- First issue is the secretive meetings that were and have been held for only invited, not for all who would be affected.
- How come measures were implemented when majority vote against these measures and they clearly not wanted.
- I live on 105St-58 Ave and pretty much avoid 106 St as I can access 105St to 63Ave. I do feel that blocking 106 is unsafe. Lower speed limit. Try something similar to King Edward Park as I notice photo radar along there on a regular basis
- Since 106St closed its feeling awful should open 106St again
- Is this just subtle form of "Nimbyism"? Creating a defacto gated community
- I do not think the curb extensions are safe, particularly in winter conditions

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- I no longer buy gas at Petrocan
- I have to detour 2 blocks from my home in order to get home
- This is not working for the following: safety issue of left turn at crest of a hill(54 Ave)
- Speed limits and enforcement of such are the answer on 106St. a sign for no U-turns on 53 Ave will then be needed.
- I want to see numbers for 109 St and 52/53 Ave.
- The bike lanes are used by cars(dropping off kids) and cars line up to 56Ave/ they are creating problems and bikers almost getting hit
- Inconvenience to most people in neighborhood and unsafe for residents
- Open 106St right away it's a horrible mess and dangerous
- Verbal and physical threats to volunteer committee members
- Low compliance with school zone speed limits by Mt. Pleasant
- Curb extensions on 109 St : dangerous- buses use full road and speed
- 109 St- collect data bus speeds
- Need data on near-misses & injuries
- Unsafe to have a left turn at the bottom of a blind hill
- Poorly thought out. I'd remove everything.
- I believe that if you took traffic data on 109St if had increased due to restrictions on 106St.
- Why change direction of the traffic for 14 homes on 106St between closure signs
- The 109St "solution" transferred the excess traffic to adjacent streets
- For many of us who have not had a school zone for many years- better notification of school zones – bigger signs- flashing lights – painted pavement at beginning
- I live on 106St, south of 51 Ave. I'm no longer able to drive north or south on 106St to get in and out-yet people coming east bound and westbound on 51 Ave are able turn north onto 106St. and drive through
- The 54Ave 109 St barricade was a disaster – I appreciate that it was removed relatively quickly
- Despite signage directing southbound traffic on 106St to turn left at 56 Ave, some people continue southbound, going the wrong way on the one way portion of 106St.
- High volume of traffic since the change
- Speed has increased drastically on 56 Ave
- People blow through stop sign 105 St -55Ave.
- Still cars ignoring 56 Ave turn and going straight through the wrong way on 106 St
- Major problem for garbage trucks now in our alley 105-56Ave
- We definitely want 106St reversed back to original
- Who is this so called committee that was formed as residents who be affected were never advised via news letter
- Traffic is coming northbound from 104 St. -51Ave north and south bound thus creating back log from 51 Ave and onto 55 Ave
- We also have difficulty as residents trying to enter our back alley from 53 Ave
- I had a very close call due to a vehicle going 106st (wrong way). I had to jump the curb to avoid a head on collision
- It's been hell
- I don't enjoy my front yard anymore because of the traffic noise
- The two goals 1) reducing traffic volume 2) reducing short cutting are at cross-purposes, both cannot be simultaneously achieved. 106 street is an important corridor for those of us in Duggan who patronise businesses and schools in Allendale

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- The neighborhood was designed with 106 street as a corridor, it really doesn't work if 106 street is closed. It's a corridor route between Whitemud and Whyte avenue, and it really should stay that way
- Roundabouts are the way of the future
- Traffic measures on 106 street have pushed more traffic onto 109 street. Two way stop on 109 street is dangerous, I have witnessed many near misses, both with vehicles and pedestrians
- Speeding on 109 street is a real problem. Vehicles still launch over the speed bumps, especially when the stop sign is ignored
- People in neighborhood diverted to go to businesses like Southgate, Pleasantview Medical Centre, Petro Canada and London Drugs
- Solution: reopen road and reduce speed
- Solution for 105 street is to force traffic to Allard way instead
- Suggestion for improvement: Ban parking on 106 street, remove the curb extensions, put in an over the street pedestrian bridge for the kids and relocate school pickup to 60A avenue
- What solution would you suggest to endless issues? Stop ignoring all the communities nearby for the sake of those damn whiners in Pleasantview especially when (by your own admission) "short-cutters" make up only 15% of the traffic
- The current traffic measures block access for residents living North and South of Pleasantview, taking students to Rideau Park, Mt Pleasant, Allendale and Strathcona high school
- A left turn on 106 street is not a problem. I drive it every day!
- Concrete barriers on 109 street were a bad idea
- The traffic reduction plan has failed. As a resident, I was willing to go out of my way to incur inconvenience of not being able to drive in my neighborhood to see a positive change, slower traffic, less traffic and more pedestrian safety
- Issue: pedestrian by Pleasantview School. It is so dangerous crossing the street in all seasons/ spring, summer and winter with the attempt to reduce speed. I have not seen a reduction in traffic. *speed bumps*
- Drivers who broke the law got 109 street measures removed. Equate to harassed employee gets let go and harasser keeps job
- Original issues have only been distributed to residential streets which are less able to cope with volumes
- As a resident who walks in the neighborhood often I wonder why there are curb extenders at the cross walk on 109 street when I never see it being used!
- Sure, put a traffic measure control speed on 109 street but make sure it works. The speed measures are not accurate. Vehicles are stopping to let busses or one another pass through safely. This stops vehicles completely, does not reduce speed!
- The curb extenders have made the road on 109 street into one lane!
- A biker going down the sidewalk on 109 street nearly rode over an elderly gentleman who regularly takes walks in the neighborhood. Biker on sidewalk because of curb extenders
- Curb extenders have complicated snow removal, postal delivery, garbage pickup at the home where curb extenders have been placed on 109 street
- Awful, what a waste of tax money! There is no process
- Pure hell
- There is a reason that forward planners built an off ramp at 106 street. To shut down South bound traffic is strange and rerouting traffic into a neighborhood with houses on both sides and young children while 106 street (one way) has only 28 houses and a grave yard lining it. Redirect traffic into neighborhoods is ridiculous!

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- 1. More traffic on 105 street from 61 avenue to 51 avenue from the trial initiative. Not family friendly!! Would rather see more traffic on 106 street
 - 2. I would like the original traffic blueprint to be re-instated on 106 street, no bike lanes. I rarely see them used. We live in a vehicle community society. I don't like being bottlenecked for bikes
 - 3. Introduce 30km/hr 24 hr/day, speed limit on 106 street from 82 avenue to Whitemud or 61 avenue to Whitemud
- Solutions: available parking at Southgate/users access to LRT
 - Solution- speed bumps prior to Pleasantview school and located within/after the school
 - Speed limit 30km all the way
- A few elite want a gated community
- Safety- something smells wrong with this????
- What/when is traffic monitoring happening in West Pleasantview area (54-57 avenue)?
- Why did they build 106 street overpass over Whitemud freeway in the first place, to get traffic through at 111 via 106 street
- Speed collection data is done between the barriers on 109 street. This data is completely misleading! Vehicles are slowing down because you have made it impossible to have more than one vehicle pass through barriers at a time
- Remove barriers on 109 street at 57/60 avenue
- Remember that the first two workshops in 2014/2015 had 70% opposed to the 5 trial measures that were implemented
- Previous public input was totally ignored (the 5 locations were opposed by 65% to 79% of attendees)
- The 106 street industrial high pressure gas pipeline will soon become an issue. It is more than 55 years old and the traffic vibrations will affect it. In fill is the main problem and will get worse. Better access to and across Calgary Trail/Gateway could help
- Speed, noise, volume
- No comparison data for volume along 109 street (before only)
- Issue: increased volume on 105 street both dangerous and unfair to people who bought into what was a quiet residential area (those who bought on 106 street knew they were on a collector road)
- Blocking access to Pleasantview not only blocks access for short-cutters but also access for emergency vehicles
- Narrowing of 106 street by school means cyclists are having to merge into vehicular traffic and as drivers not courteous, this causes a safety issue for cyclists
- with lower speeds on 106 street, I will tell you how that myself and my neighbors will revolt and shut down the road 105 street
- issues:
 - 1. People ignoring one way and proceeding South beyond 56 avenue-dangerous
 - Left turn at 56 avenue below crest of hill also dangerous
- In collecting data- half the people tonight were already at a previous meeting- screwed
- By city definition every person who travels in our city is a short-cutter
- 109 street 106 street traffic diverted to 109 street
- Rude people
- Travelling Southbound in Pleasantview used to be easy—it is now a big hassle
- Safety- met
 - Traffic turning South on a one way street. Happened in our family 7 times

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- Back to original design and lower the speed limit on 106 street
- All neighborhoods suffer because strategic “measures”
- Your short at percentage numbers do not make sense at 105 street and 55 avenue. Volume went from 1243 to 3031= 150% increase yet we were told short cut volume is 18-30%. Our experience is:
 - More noise
 - Very difficult to back out of driveway
 - More stress
 - Higher incidents of not stopping at 105 street and 55 avenue
 - Near misses
- You’re creating traffic constipation in this city
- Safety is an important issue and traffic flow
- 109 street increased traffic since removal of barrier more than pre trial
- I used 111 street until LRT went in, now I don’t have a choice and 106 street was a viable alternative
- Volume and speed are an issue for the “whole” city- not a solution to close all the roads!
- 106 street has same problem all the way- not just Pleasantview. What about Duggan, Empire Park, etc. we pay taxes as well!
- As a taxpaying citizen I am restricted from my travel as the neighboring community Pleasantview is closed!
- To address concerns by the “whole community” what about the city as a whole?
- As a long-time community league member in the City of Edmonton, I’m appalled at this self-centered community. Does Pleasantview contribute its property taxes to the city or do they keep them “separated” as well?
- It is upsetting that as the homeowner of the property where the trial curb extension was placed we were not involved in the decision to place it there
- Infill housing will only increase traffic volume within the community
- Implementing (assuming) these measures cost money...a lot of money. There may be a tax revolt in the winds
- 1. Difficult and time consuming to get from my neighborhood in Queen Alex heading North on 106 street
 - 2. Dangerous having a left turn on the crest of a hill
 - 3. Why can’t vehicles head straight North on 106 street from 51 avenue? –frustrating
 - 4. Present system is frustrating to deal with when dropping off children at the school on 106 street
- 109 street has been a thoroughfare for at least 49 years- the length of time we have lived in Pleasantview
- We attended the 109 street meeting and save my “sticky” notes then and now I have to do this again!! Seriously a waste of time and duplication!! Our entire table feels this way
- Where did you/they think the 106 street traffic would go? Can’t just move the problem to 105 street
- The traffic management plan has been a total disaster. People’s safety has been compromised. Change it back!
- Two grown men were almost run over at the curb extension 57 avenue and 109 street because people are more focused on getting through the narrowed passage way than looking for pedestrians
- Way to much traffic down 105 street and the speed

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- The numbers the city has shown this evening is not what it looks like in the neighborhood. The community is really quickly distrusting this council and the city. The trial measures have been a failure from the beginning. The majority did not and does not want the 106 street the way it is now. It's just ridiculous. The traffic on 105 street is very dangerous and a pain in the ass. If there is not any changes made back to the way it was
- A small number of people (15 houses) are being accommodated at the cost of the majority
- There was only a perception of a traffic problem not a REAL problem- this perception was of only a small number of people
- Dangerous medians due to difficulty or removing snow
- 105 street and 51 avenue is not usable to residents of area during rush hour
- Stop sign at 105 street and 55 avenue is now dangerous
- Why was 105 street North of 56 avenue not measured- it is being used as a shortcut also
- I have adjusted to the changes because I believe safety is very important for all residents
- The crosswalk at 109 street where the barriers are placed is rarely used. We should not have a measure there it should be at the four way stop at 57 avenue and 109 street!
- Cyclists on 109 street are not able to use the street safely. They are now using the sidewalk which is extremely dangerous as have front driveways we back out of
- Blocking 105 street is not a solution
- Experience:
 - 1. Dangerous to turn left after Mount Pleasant School. Cannot see traffic on hill
- Experience:
 - Much more difficult to access Whitemud causing harassers Petro Canada and cemetery
- Make a kiss and drop off at Mt. Pleasant school 106 street green space. Last time I was suggested this Andrew said it was too expensive of an option. Really!? But wasting all this money and no solutions is?
- Trial has been a disaster!
- Return 106 street to two way, enforce lower speed
- 106 street and 56 avenue will have many serious accidents this winter
- Most trial measures have created many high risk spots
- People are not observing stop signs, yield signs on 56 avenue/105 street and 105 street/55 avenue
- Dangerous situation created by increased traffic in a very residential area on roads not built for high volume traffic
- For other neighborhoods interested in these trial measures, don't do it. This is colossal waste of tax payer dollars. The number of people in our city is constantly increasing, these measures only move the problem over to your neighbors
- What happened to the promised (verbal) removal of the left turning ban on East B 61 avenue at 106 street (North B)
- Children cannot safely ride their bikes down 109 street anymore due to the barriers-curb extenders!
- Too many school buses down 105 street from 4 a day to 24 a day- this needs to stop
- How much time, resources and money has the city spent (i.e. wasted) on their incompetence to deal with this "traffic calming measure"?
- I do not live on 105 street but the measures are not fair to 105 street residents
- Emergency vehicles are being delayed with these measures

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Question 2. What solutions would you suggest to address these issues?

- Realign intersection @ 109 St & To Ave to get rid of triangle island
- Diagonal median on 56 avenue 105 street to divert traffic on bus route
- Reduce speed limits, enforce and enforce stop signs
- The solution to speed is to normalize the street by reinstating the parking (both sides) and eliminate the bike lanes
- Reverse the decision and set a speed camera to reinforce the speed limit!
- Reverse 106 street back to original
- Make sure the flow on 111 and Calgary Trail/Gateway moves well than you get less “short cutting”
- My solution will be to convince as many people as possible to vote for a city council member who will remove these measures
- Remove the curb extension on 109 street
- Change- two way on 106 street. No one way for three blocks
- Solution: divert North/ South bound traffic on 106 street at Whitemud or remove 106 street overpass over Whitemud. Why is there an overpass on a collector road??
- Do not close off 109 street like Belgravia- traffic there is awful
- I propose that the land South of Mount Pleasant School up to 56 Avenue and going East to Serenity Gardens is turned in to a drop off zone to accommodate safe drop off of students. Traffic lights would put this traffic safely back on 106 street
- 1.Speed limits on 106 street
 - 2. Speed limits on 106 street need to be monitored by Police in the evenings, on weekends when there turn outs from the bars on Whyte Avenue
 - 3. Property development needs to reconsidered on 106 street- too much infill
- Reopen 106 street with measures to decrease speed may deter short cutting. We have suffered enough
- Solution ideas: speed bumps on 106 street or reduced speed limits
- Change: slow speed-need to monitor and ticket
- Address volume and speed as a city not segregating each community
- Middle median with trees/shrubs down 109 street (like 106 street North of 63 South of 76)
- Design is irrelevant. 106 street is a through road due to its geography and freeway access. There is no better alternative for the neighborhood. Reopen the street
- Reduce the speed limit to 30km/hr in Mount Pleasant
- Make a right turn indentation on 106 street Northbound at 61 avenue so vehicles can turn right. There's only one lane now to accommodate straight and right turn traffic
- Change: move Mount Pleasant drop off to front of school
- Cut off 109 street completely
- Safety should be the first priority
- Install permanent speed cameras and if needed lower the speed limit to 40km/hr
- Return 106 street to two way traffic North and South
- Please block all access between 55 avenue and Calgary Trail
- Somehow divert shortcut traffic onto Allard Way
- Lower speed limit to 30km/hr
- Keep bump-outs, they reduce speed (especially busses!)
- Reduced speed limit with radar or Police monitoring
- Save the taxes and stop project now! Change back to previous road system

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- Diagonal median 52 avenue and 105 street
- Solution: lower speed limit to 40km/hr, install something to make it accountable. Diverting traffic is not the solution
- Trial volume data for 109 street to if 106 street measures have diverted there
- Put a raised crosswalk at 109 street where the curb extenders are
 - Asphalt raised approximately 80mm
 - It has a twofold purpose to reduce vehicle speed much like a speed table
 - To create a safer crossing environment for pedestrians by improving the visibility of the crosswalk
- Close 105 street at 51/52 avenue
- Barrier across 54 avenue and 109 street
- The length of lights on 111 street for LRT onto 51 avenue is a big factor influencing traffic in Pleasantview
- Roundabouts on residential streets allow traffic to flow whilst forcing a reduction in speed
- Stop North flow on 106 street at 51 avenue a revised barricade. Go two way on 106 street slower (enforced speed)
- Do not shut off 105 street and 51 avenue
- Install an all-day turning light at 61 avenue and 106 street
- Need South route on 106 street to Whitemud crossing library
- Reduce and enforce speed limit on 105 street- add speed bumps?
- For safety of Mount Pleasant school kids, a drop off loop should build close to school too
- Put speed signs that show your actual speed on 106 street and 109 street and reduce the neighborhood speed to 40km/hr. Remove all modifications
- Open 106 street and make the speed limit 30km/hr the whole way
- Bikes should use sidewalks. Share like other cities of the world!
- 1. Reopen 106 street
 - 2. Perhaps speed bumps would be a deterrent
 - 3. Take away cement blocks on 109 street
 - 4. Replace with speed bumps
- Speed bumps on 105 street
- Make 60A Avenue from 106 street to 108 street no thru traffic to reduce short cutting. Traffic problem that has not been looked at for over 40 years
- Do not change back to the way it was. Over 40 years during rush hour, I can only turn right onto 106 street. Remove bicycle lane on 106 street. What is wrong with bicycle lane on 109 street?
- Close one street like they did in Belgravia and University that will cut the thoroughfare traffic
- What percent of traffic increase on 105 street
- Take out lights on 111 street
- Return 106 street to the previous two way traffic
- Did speed bumps improve speed on 109? If yes, put them in on 106 street
- Fix the traffic problem on 111 street
- Consider implementing cutting speed controls along 106 street to reduce speed and potentially volumes
- Speed bumps is the answer. 109 street and 60 avenue is a disaster
- Speed bumps on 109 street between 57 avenue and 54 avenue would be acceptable and possibly helpful
- I think that speed reductions on 109 street would be worth considering

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- The stop sign on 109 street and 53 avenue needs to be a four way stop. Now it is dangerous because North/South cars sometimes miss it (though it helps reduce speed)
- The best solution for traffic volume and speed is to make the neighborhood no longer a through neighborhood. Have a few entry points, but no straight through street
- The final decisions about the Pleasantview traffic solutions should come from a vote of consensus only of Pleasantview residents
- Trial measures: curb extensions on 109 street are dangerous especially with busses and garbage trucks. They do not reduce speed on 109 street
- Fix Gateway and 111 street as a viable options for North and South traffic to encourage use.
 - We should be looking at encouraging transit use or alternate transportation for older neighborhoods or maybe accept our new reality of busy city.
 - Higher traffic is a problem with all neighborhoods. Pushing traffic elsewhere just causes grief elsewhere. Not convinced 106 street is the solution
- Please reverse 106 street back to original
- Nothing- put it all back the way it was especially 106 street
- If you want to put a speed control measure on 109 street, put a raised crosswalk there. It would be much more effective at controlling speed and be safer for all of us!
- City busses on 109 street causing problems- can they be trained to go slower?
- Block 105 street at 55 avenue to direct them only to Allard Way (NW and SE diverter)
- More Police presence on 106 street to enforce speed laws
- Solution:
 - start one way at 106 and Argyll forcing traffic to use Argyll East to Calgary Trail
 - Reduce speed limit on 106 and all resident roads to 40km or 30km
- Place a speed hump on 109 street
- Nothing but to reopen 106 street
- Place a raised crosswalk where the barriers are on 109 street
- Reduce speed limit on 109 street to 30km/hr and enforce it... along the whole street
- We need some data on traffic volumes and speed on 109 street near the speed bumps
- Install a measure on 109 street to stop volume issues- and take measurements before removal
- 1. Blockages don't work
 - 2. Speed bumps will discourage through traffic
 - Remove cement barriers- it's dangerous
- Four stop light at 56 avenue and 106 street
- Four way stop at 54 avenue and 109 street
- Remove traffic calming medians
- Open up 106 street to what it was
- For attention planning department
 - You have expertise
 - Residents have real world experience
 - Both sides need to listen to each other and come up with a win/win situation and collaboration!!
- Look at speed bumps between 51 avenue and 56 avenue
- Look at reducing speed limit 51 avenue to 56 avenue
- Return 106 street back to original
- Reduce the speed limit on 106 street to 40km/hr between 51 avenue and 76 avenue and return it to two way

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- Put speed bumps on 106 street between 51 avenue and 63 avenue and return it to two way
- 109 street/54 avenue should be a four way stop! (not two way on the major i.e. 109 street)
- Lower speed limit on 106 street between 51-61 avenue and then Allendale
- Enforcement! Enforcement! Enforcement!
- Do not forget the requirements of emergency vehicles
- Return 106 street to two way operation!
- Add speed cameras to support reduced speed limits
- Seems local includes our neighboring communities. I use their communities at times as well. We are community neighbors. Not a problem
- Put 106 street back the way it was. There was no problem
- LRT should have been built above or below so as not to compete with vehicle traffic
- Longer green lights at 106 street and 51 avenue and 106 street and 61 avenue, turning lights from school let out time to end of rush hour
- Look at reducing speed limit on 106 street to 40 km
- Lower speed limit. Try something similar to King Edward Park as I notice photo radar along there on a regular basis!
- 51 to 56 avenue on 106 street
 - 1. Eliminate bike lanes
 - 2. Reduce speed limits
 - An absolute must: traffic on 105 street (51-56 avenue) way too high- must be reduced for safety reasons
- Reduce speed limits in neighborhood
- Photo radar on 106 street and other local roads
- 30km/hr is distracting. Suggest local traffic only and school zone ahead
- 106 street is a main street. It has businesses on it. It has lights in and out of it, have it used for what it was meant for traffic
- Do an in-depth review of the SW arterial network (i.e. 111 street/111 street/Hwy 2)
- Return 106 street/ 51 avenue to previous intersection configuration
- 1. None worked well
 - 2. Return 106 street to two way- reduce speed limit on 106 and/or put stop sign between 51 avenue and 56 avenue to slow traffic
- Put 106 street back to original *enforce the speed limit. Turning left as someone is cresting or about to come over the hill could cause a terrible accident
- Close off access to Calgary Trail North off Allard Way
- If the issue of bicycle transportation routes were taken off the table would the changes to 106 street have taken place? Return 106 street traffic to what it was before including light changes on 51 avenue to accommodate bicycle traffic flow
- Return 106 street to the way it was pre-bike lanes
- Remove bike lanes and open 106 street to two way traffic and at 51 avenue
- Divert traffic 106 at 60A avenue
- Cancel current measures and return 106 street back to two way from 57 avenue – 56 avenue
- This trial has been a complete failure- reopen 106 street
- For 106 street put it back the way it was. For speeders use photo radar. For 109 street, it's fine the way it is right now
- I think re-routing traffic through neighborhoods is dangerous. Stop signs along 106 or speed bumps

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- End trial!
- Block 105 street at 55 avenue
- Return our 106 street back to original
- When are the safety concerns going to be addressed, when someone is killed?
- Bad experience- put 106 street back to original state- stop trial now
- Remove the separate bike lanes on 106 street and have shared bike lanes
- I shake my head daily at how the city has inconvenienced so many to serve so few by changing 106 street. Change it back
- I wish people could see beyond themselves and be concerned with the future of our community
- Suggestion: close one side of Pleasantview like Belgravia
- Put 106 street back the way it was. Accept the fact that city volumes have increased. Reduce speed by adding stop signs on 106 street ad 56 avenue
- Informed decision making! Where is comparative data??!!
- How many cars counted going wrong way on the one way portion?
- Enforcement #1 Enforcement #2 Enforcement #3
- 1. My experience with 109 street measures is terrible
 - 2. Improvement with a stop sign on 54 avenue. Maybe put a four way stop
- My stress have increased majorly
- Calgary Trail is backed up. How can traffic be diverted there? Reopen our roads. 111 is busy backed up with LRT
- Change 106 street back and reduce speed, enforce photo radar
- Near head-on collisions on 106 street and 51 avenue. Return lights to pretrial state
- Put barriers at end of 105 street and 51 avenue in as soon as possible! See what happens
- If winter worsens conditions and increases safety concerns on 105 street move action timeline up. January/February is not soon enough for residents on 105 street
- Back to two way on 106 street. Speed bumps on 105 street local ptn
- Tell the whiners that heavy traffic is part of living in a growing city and 106 street will be a throughway
- Go back to square one, address safety first. Impose and enforce a 30km/hr limit throughout Pleasantview. Evaluate after a year
- Southbound block at 105 street/55 avenue, not 105 street/51 avenue (will just use 52/53 avenue to access 106 street)
- Proposed block of 105 street/51 Avenue, insane! Will not solve 105 street traffic
- Block on 109 street removed, yet try same failed solution on 105 street. Idiot traffic department
- Open up 106 street as before, reduce speed limit if possible needed
- Lower speed limit on 106 street
- Reduce speed limits
 - Listen to the people
 - The trial measures are BS!
- Open 106 street Northbound
 - Reduce and monitor speed limits
- Community sign at 61 avenue and 109 street
- Move bike route from 106 to 111 street-wider/more room
- Take out bike lanes and remove barriers
- Build an overpass (over the LRT) on 111 street and 51 avenue
- Reverse 106 street. Reduce speed limit

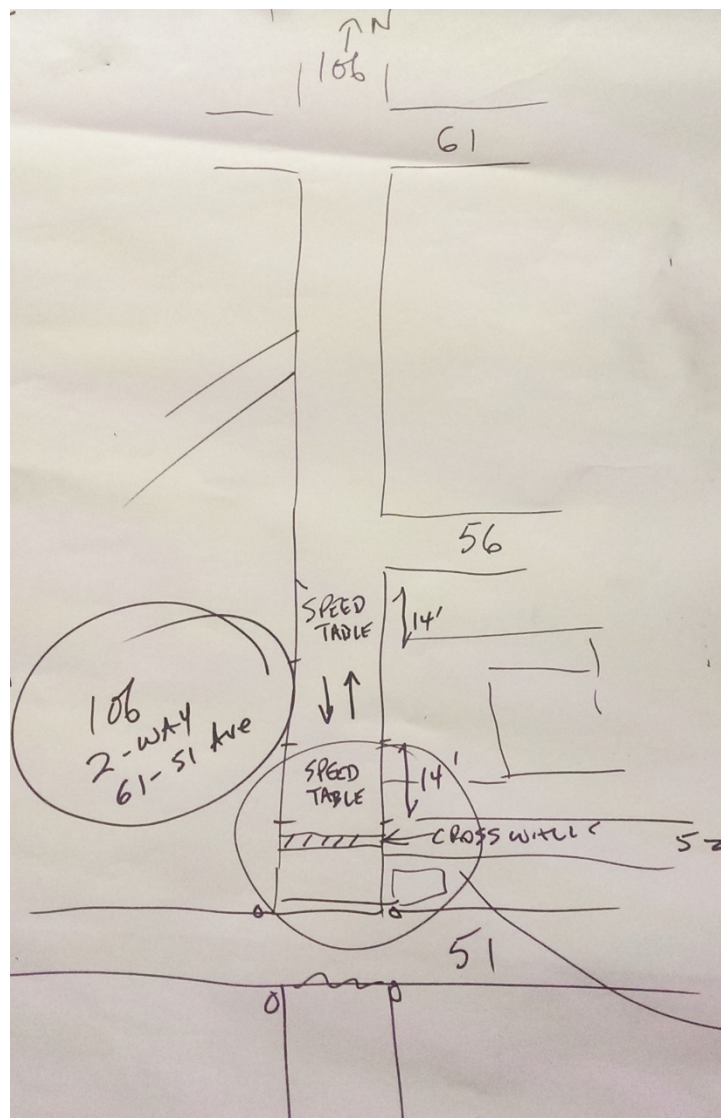
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- 106 street two way North and South. Lower speed rate (enforce it)
- Remove bike lanes on 106 street
- Monitor speeds on 51 avenue East and Westbound
- No bike lanes
- Reverse 106 street. There was never a problem
- Do it now (ASAP) end trial and traffic mayhem!!!
- Lower the speed limit on 106 street from 51 avenue all the way up
- Please change it back to the way it was!
- Go back to the way it was
- Return lights at 106 and 51 to pre-trial state- too dangerous
- Change 106 street back to two way- ridiculous now
- Return 106 to pre-trial state-make 106 street 40 or 30km/hr
- Block 109 street anywhere
- Get rid of bike lane on 106 street
- If keeping bike lane, should be a physical barrier
- Gated community
- Speed bumps 107 street
- 105 street block at 52 avenue
- Empower engineers to tweak immediately
- Make turning lanes better to allow traffic better access to 109, 111, Gateway North and South and 99 street to take away congestions on 106 street
- Give the barriers a proper chance on 109 street and collect data! (not fair)
- Add barriers to 109 reduce volumes and therefore less safety problems
- Need to let drivers adjust to changes on 109 with barriers- fair time
- Fix it! Please return 106 street traffic measures to pre-trial status and return light at 106 street to suit vehicular traffic not bicycles
- Vote for the way it was
- Go back to way it was. Get rid of bike lanes. Make 106 street slower i.e. 40km with speed bumps
- Are you really going to listen to the statements of the people?
- Two way stop signs on 53 avenue and 109 street- good idea! Make it better by making it a four way stop
- Re-evaluate the flow of 111 street North and South. Much of these problems stem from the LRT on 111 street. Figure out a way to increase driver flow to create incentive to use 111 street otherwise 109 street and 106 street will still be an issue
- Vote for longer lights with turning light at school times
- Reduce speed limit on 106 street to 40km
- Leave as it was! Restore to two lanes
- Reset and start from scratch
 - Take out all barriers
 - Remove bike lanes
 - 30km zone only during peak school times
 - Stop being nimby's
- Block 106 Street at 61 avenue. Make Pleasantview a gated or closed community
- Block 106 street
- Remove the LRT from 111 street that will help

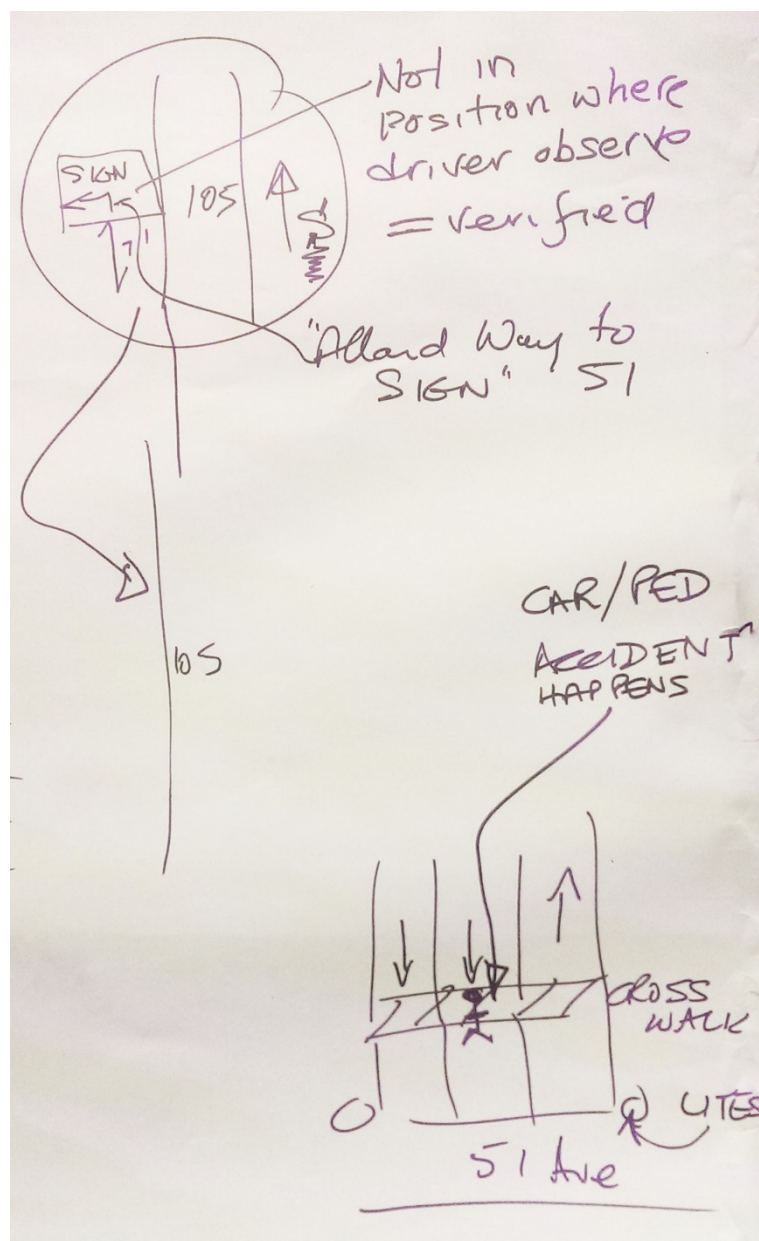
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- 106 street in Duggan has three elementary schools and a junior high. Pleasantview has one school and closed the road. Return it to normal
- If you want bicycle lanes, why not move them from 106 street to 105 street than more traffic back to 106 street
- If the locals and the people using the school are speeding, there is no value to these measures. Return 106 to the way it was
- Immediately cancel this project!
- Has consideration been given to simply installing one or two stop lights (or signs) on 106 street to slow traffic and reduce traffic (drivers will go elsewhere). I know for a fact that people use 106 street in lieu of 111 street because it is quicker so a convenience!
 - 1. Reverse the changes
 - 2. Install one or two “timed” stop lights on 106 street!!
- Block 106 street at 60A avenue
- Waste of time as per usual. Reverse 106 street
- Change 106 street to the way it used to be
- If you want people to connect to Calgary Trail or Allard Way, why not have people come down 56 avenue?
- Ground level LRT on 111 street is a bust, now we need overpasses. Send traffic engineer back to school. No finger painting allowed
- Circle at 57 avenue or 54 avenue 109 street
- Bury LRT (tunnel to Southgate)
- Andrew ET AL “we don’t believe your #’s”
- Bad drivers
 - Speed
 - Ignore signage
 - Make unsafe
 - Cannot mandate good drivers
 - Fines have short duration effect
 - Short cutting is a term
 - Bad drivers are the problem
 - Traffic volume will increase “you cannot 35% bike it” Copenhagen is not Edmonton (Wx, N.A Psyche)
 - Most effective measures:
 - 1. Speed table
 - 2. Paris solution
 - See Paris, France Solution

Pleasantview Community Traffic Management Plan
Community Workshop Transcript



Pleasantview Community Traffic Management Plan
Community Workshop Transcript



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Pleasantview Community Traffic Management Plan Community Workshop Transcript

Wrap – Up

- Reminder to complete evaluation and be sure to leave either your mailing address or email if you want to be added to the contact list
- All the input you provided tonight will be transcribed and posted on the web site by next Friday Dec 4. 2015 www.edmonton.ca/pleasantviewtraffic
- Reminder that we will be hosting another community workshop in January/February

Evaluations

Pleasantview Community Traffic Management Plan
Thursday, November 26, 2015
Community Workshop 1
Ramada Edmonton South

Results

Meeting attendance: 173

Evaluation Forms Received: 87

**not all questions were answered on all forms*

(n= 87)

Using the following scale (where 1=strongly disagree and 5=strongly agree) please circle the number that indicates how much you agree with the following statements:

	1	2	3	4	5
The information presented at the event was useful and informative	25	18	16	15	9
	29%	21%	18%	17%	10%
The meeting location was appropriate	2	2	15	35	27
	2%	2%	17%	40%	31%
I have a better understanding of the project because of my attendance.	20	19	13	16	11
	23%	22%	15%	18%	13%
Participating in this session was a good use of	21	11	19	13	16

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my time.	24%	13%	22%	15%	18%
I had opportunity to provide my input at the session.	11	7	16	29	17
	13%	8%	18%	33%	20%

About You

Please identify which neighborhood you live in?

Allendale 11
 Empire Park 1
 Pleasantview 58
 Queen Alexander 4

Other: Duggan -4; Erminskin-2; Belgravia-1; McKernan-1; Ritchie-1; Rideau Park-1; Parent of Mt. Pleasant School

Are you representing an association/organization? **Yes** 1 (Duggan Community League) **No** 83

How did you hear about this meeting? (Please check all that apply)

Road Signs 54
 Word of Mouth 12
 Website 6
 Email 15
 Flyer in mailbox 35
 Other (please specify) Engage 106

Do you have any other feedback about the project?

- Public forms are important, but meetings also need to be controlled to get many voices heard, better this week than at 106th/105th, but still room for improvement
- I spent a lot of time writing letters to stop this project before it started. Very discouraging- as it has been a gong show since the installation. A waste tax payers money- and not effective
- I feel that this got pushed ahead without thinking of all the traffic issues that would come about. Please listen to the people who live in our community
- Why is this taking seven months to one year for anything to happen? Just meetings after meetings and no one is listening to us
- I think all traffic measures that have been implemented have made the safety and efficiency of the road system worse. I'd remove them all, if that is not possible I'd re-evaluate every option with better alternatives
- Improve 106 street measure, fix problems of 105 street residents. Implement measure to reduce traffic on 109 street

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- The concerns of others has made me drive slower (30km/hr) everywhere. I love the fact it is no longer as much as three lights to get from 107 street N (106 street) to 61 avenue to turn right, going to work in the morning
- Time to fix the problem. Drop speed limit to 40km/hr
- Two way stop on 109 street and 54 avenue is dangerous, for the mean time it must be at least a four way stop
- Needs more statistics on traffic flow on 106 street- is there a problem of shortcutting from other communities to both South and North? Perhaps restoring traffic both ways and reducing speed will decrease volume and shortcutting plus let the residents of Pleasantview get out to go to Southgate shopping centre or North or South properly as the roads available. The experiment has created havoc since
- We need to know what the city has planned for the future of 106 street in regards to Q/A crossroads/106 street engagement. Where does vehicle traffic fit into the thrust for bicycle transportation route? How many of these sessions need to take place before the city listens. I thought our councillor was put in place to help the community??? He is not doing this!
- Waste of time and money- not hearing what the community is saying and said prior to the trail
- It must be cancelled ASAP
- Stop. Listen. Digest. Understand. Then act
- Repetition, duplication, repetition, duplication, repetition, duplication, etc., etc., etc. Redundant!!! What happened to common sense?
- This has been duplication and a waste of our time. Common sense please!
 - 1. Put 106 street the way it was, if needed put speed bumps or cameras and ticket speeders
 - 2. Put 109 street back the way it was and put more speed bumps
- Same thing as three weeks ago. Waste of time
- Repetitive meeting information not helpful. Focus on 106/105 street not relevant to entire community. Waste of time attending
- I believe people in this community have limited visions for the future of our community
- Please restore 106 street- remove every change, leave us alone in Pleasantview!
- In general- poorly thought through- ignoring past history –prone to suggesting things rejected years ago. Have little hope of an adequate solution being obtained!!!
- Stop this project and put back 106 street the way it was before the trial
- Maybe a survey on who wants 106 street back to the way it was would be useful
- I did not receive any notification of any kind for two previous meetings. The town hall meeting held over a year ago- where is the data from that- the response was overwhelming to remove the bike lanes. What happened why are they still on 106 street. Put things back the way they were- no bike lanes, two way traffic all along 106 street. Put speed bumps and reduce speed to 40km/hr.
- Stupid decision. Created havoc for all residents of Pleasantview
- This traffic reduction plan was/is disappointing other traffic coming from other parts of the city have learned the short cuts. No real reduction in traffic *still hopeful a new plan can work
- Remove all obstructions-diversify traffic movements. I am a resident 52 years-roads were built to travel without obstruction
- Was not notified of previous meeting. Don't have a computer. Need info in mail
- City is still not listening
- We never received info prior to anything done. Who is this secret so called committee? Just please change 106 Street back to two way (original)

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- This meeting as well as the previous ones have been a waste of time. The city has a plan and it seems that no matter what the community has to say it's going to do it. The overwhelming majority did not and does not want the 106 street debacle. Another project totally ruined by the ineffectual city councillor. Thank you for wasting our time and money
- I have said a lot of the responses. I can't imagine not being listened; but it has happened before
- Hard to believe the traffic department can be so blind and deaf
- We are satisfied with your effort in trying to resolve our problems
- Open 106 street to both directions, open 51 avenue and allow North and South traffic and for speed problems use radar or speed control. Remove bike lanes from 51 avenue Northbound to at least 61 avenue North or farther
- Why are these sessions being held- the community volunteers have gone through thousand hours of work for the past three years- public meetings
- Undo 106 street
- Think it is obvious from the speakers that the trial measures are not working as intended, and creating more issues than they solved. Please reopen 106 street to North and Southbound traffic
- It serves whole project as a failure. Too much effort and making everything worse. Only exception is our area has a stop sign on 54 avenue. Possibly four way stop would be better. What about speed bumps on 109 street between 57 and 54 avenue?
- The city needs to stop wasting tax payers money and just listen and act to the requests of the majority
- Not happy with project or process
- As per my letter sent to Michael Walters on October 30, 2015. Finding the workshops to be the same each time. Now it's time for changes!
- No not at this time
- Failed trial- without community support
- Please open 106 street as last year!
- This is a small part of the bigger picture. Improve flow of traffic on the main streets (111 street and Calgary Trail/Gateway) and people will cut through less
- Need to increase flow of traffic on 111 street i.e. have less lights on 111 street. Also create a drop off zone for Mount Pleasant school
- Do not like the grandstanding microphone session. It was not constructive. I'd prefer to not have this on the agenda of a meeting like this
- Please advertise ALL meetings on City of Edmonton website. Only November 26 meeting was listed BUT not last week's meeting
- Big fail- people who thought this was a good idea have no sense of the bigger picture
- This whole project has been ill-advised poorly executed and a staggering waste of time and money. The city has sown discord between neighbors. What a disaster. Change it back and move on
- Total failure!
- Information presented was disjointed
 - Paying for a hotel room to meet is inappropriate use of funds
 - Having paid consultants who couldn't control the meeting and paid staff is inappropriate use of funds
 - From everything I have read on the website or from emails indicates the majority of people disagree with the project but still it goes on
- 106 street is a nightmare-change it back

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- Let's see if democracy works?
- I appreciate the meeting. Would like to know about more of them. Can notice please be sent to. I would very much like to see 106 street restored to two lanes. People already travel 35-45km/hr. In 23 years that I have lived in this area, I have rarely travelled behind someone going faster than 50km/hr. where is the city getting their speed data from??
- Revert 106 street. Photo radar on 106 street
- We need to address traffic in Edmonton, not move it out of Pleasantview to somewhere else
- It should not have gone forward in the first place with such low approval and secretive meetings. My only solution would be to lower the speed limit (to a reasonable rate 40-45km/hr)
- Please open 106 street, the traffic numbers are not true. A speed limit would work. It's a terrible dangerous mess as it is. Something don't add up with this
- This is the most dangerous thing I have ever saw. Open 106 street. Speed limit would work!
- Moderator was good. Good to approve, need to have a public forum to hear what others had to say
- It sucks!
- I have yet to be convinced that community input results in more effective traffic planning. The meeting facilitator was very brave about the open mic portion and did manage the boundaries of it well
- The almost rowdy crowd was handled well tonight. It really needs to be reiterated at any meeting like this that the city doesn't try to be antagonistic, that they are trying to work for the public good and that we are all in this together
- Safety issues for Pleasantview residents and children were serious enough before this, now which only increases the risk. The left hand turn just below crest of a hill is just waiting for serious injury or death