

Pleasantview Community Traffic Management Plan
106 Street and Area

Thursday November 19, 2015
Pleasantview Community League Hall
10860-57 Street

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
 - Data Collected to date

- 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)

And post *

November 26, 2015 -Community Wide Meeting at 6:30 Ramada Inn 5359 Calgary Trail (similar purpose as 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 2016 -Community Wide Meeting to share and seek feedback on proposed measures

*www.edmonton.ca/pleasantviewtraffic

Question 1: What level of comfort do have for the proposed short term change of closing 105 St at 51 Ave.? 1-5 (being high)

1 (low)	2	3	4	5(high)
43		2	3	2

Comments:

- Quit spending our money. If you would have listened in the first place. Like have called more than the 12 people who volunteered to be on the committee was not the Pleasantview Community
- Enforce school zone
- That does not change the increased traffic on 56 avenue
- None
- How much is this costing tax payers
- How much is this costing tax payers
- None no comfort with the change
- No change
- Absolutely (no comfort)
- Not at all
- Absolutely absurd did not work on 109 street (same issues)
- No, not a good idea!
- 105 street stinks as a solution
- Go back to original or wait for next election
- Stupid idea
- Stinks, no no no!
- If you close at 51 Ave. you must close off 55 south to divert traffic to Allard Way
- Not comfortable at all! How is adding a roadblock on 105 street going to solve unsafe road conditions in our area? A roadblock was implemented on 109 street and removed because of dangerous driving (U-turns, etc.). Why would this plan, which has clearly not worked on 109 street now be used on 105 street?
- No way
- I live right on 105 street between 55 and 56 avenue and this has greatly affected me (no comfort)
- Please go back to the way it was and please monitor 106 street. Idea stinks!
- There is not the solution (no comfort)
- Actually -5 if you can register negative numbers
- Do not close 105 street at 51 avenue
- Stupid!!!
- Stinks, how will I get home?

Ranked 3

- If you do close off 51 avenue/105 street you must address 55 avenue and 105 street as well

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Ranked 4

- Concerns about traffic just turning onto 52 avenue and taking 106 street to 51 avenue- need a solution to that before the installation
- I am willing to give it a shot. Do the 105 street road closure please

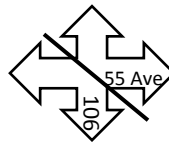
Question 2: Do you have any alternative solutions that should be considered for the short term to deal with the concerns raised by data presented?

Comments:

- Must get drivers on to Allard Way. Widen 105 St between 56 Ave. and 55 Ave.
- Re-open 106 street and decrease the speed limit to 30-40km/h
- Re-open 106 street
- Remove the traffic control measures on 106 street. Put photo radar on 106 street near the school (or speed trucks)
- Take it back to where it was- return to 106 street and lower speed limit
- Change back to main road is 106 street two way road
- 1. Remove bike lanes 2. Remove/stop the barriers on 106 street
- Begin the one way after 55 avenue instead of 56 avenue and also block off 51 avenue/105 street as recommended
- The bike lanes should be closed from November to March as a possible start
- Delete bike lane x2 for lack of use on 106 street , 51-61 avenue
- Speed bumps on 105 street
- Change it back
- Abolish one way on 106 street. Install speed bumps on 105 street by parks and delete bike lanes (111 street)
- Photo radar van on 106 street school zone. 30km/h limit throughout the neighborhood (see Lendrum)
- Cancel all the traffic changes and leave us alone in Pleasantview!
- 106 street back to the original configuration with lower speeds
- Return 106 street to two way traffic
- Change back 106 street
- Change 106 street back to the original two way
- Reverse it back to how it was
- Revert to old 106 street. Use 2 x14' speed tables below 56 avenue above 51 avenue. Leave 51 avenue/ 106 as it is now
- Pull out all changes on 106 street. Go back
- Change it back when to happen
- Establish Allard way
- Go back to original
- Diverter on 105 street and 55 avenue to follow bus route
- Reopen 106 street, reduce speed limit! 30-40km/hr. Enforce speed limits

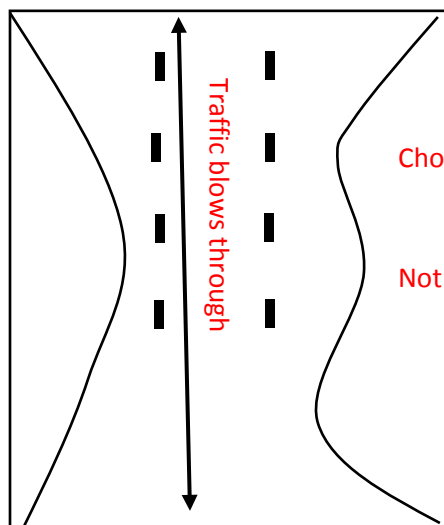
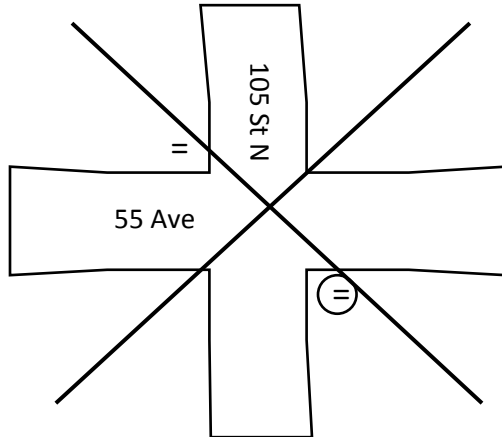
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- Put it back to the way it was or go back to the drawing board
- Change 106 street back to what it was
- Change 106 street back to the way it was and reduce speed and enforce photo radar
- Revert to original 106 street. Permanent photo radar
- How much is this costing tax payers
- Speed bumps/humps along 105 street between 56 avenue to 51 avenue
- Revert traffic patterns back to the traffic flow as it existed June 30, 2015
- Put it back to the way it was, two way traffic 51- 56 avenue on 106 street
- I know the city wants commuters to use Calgary Trail or 111 street instead but people won't 111 street because of the LRT headache. 106 street needs to reopen for North and South
- Reopen 106 street
- Diverter on 105 street and 55 avenue
- None at all!
- Open 106 street again
- More police presence on 105 street (and without Pleasantview). Speeding/dangerous driving
- It needs to go back to the way it was
- Pick 106 street back to the way it was and not change any other streets
- Southbound left turning light at 106 street and 51 avenue
- Intersection 106 street and 51 avenue= this intersection needs drastic alterations
 - A longer light for North and South
 - A lane for right turns- Southbound
 - A light for left turns- Southbound
- Intersection 60A avenue and 106 street for Southbound traffic including left turn light
- Intersection 105 street and 55 avenue= this should be a four way stop
- Remove 106 street from Whitemud signs
- Reverse 106 street back to what it was
- Take out all changes to 106 street and lower speed
- Make 106 street a one way Northbound all the way from 51 avenue to 61 avenue
- Reverse the process back to 106 street
- Intersection 106 street and 56 avenue. Possibly have a light here, it would decrease speed and increase security
- Reopen 106 street. Build a bike path on the Graveside Blvd. along 106 street
- Lower the speed limit on 106 street
- No, only solution is to reopen 106 street
- Change it back, reduce Whitemud access both ways to 106 street
- How much money has been spent on this nonsense? I am a taxpayer and should have answers
- Lower the speed and put speed cameras
- Reverse this process it is not working
- Diverter on 105 street and 55 avenue to follow bus route
- 15 residents are affected by the change on 106 street. The people in the cemetery are not complaining. Reverse this process



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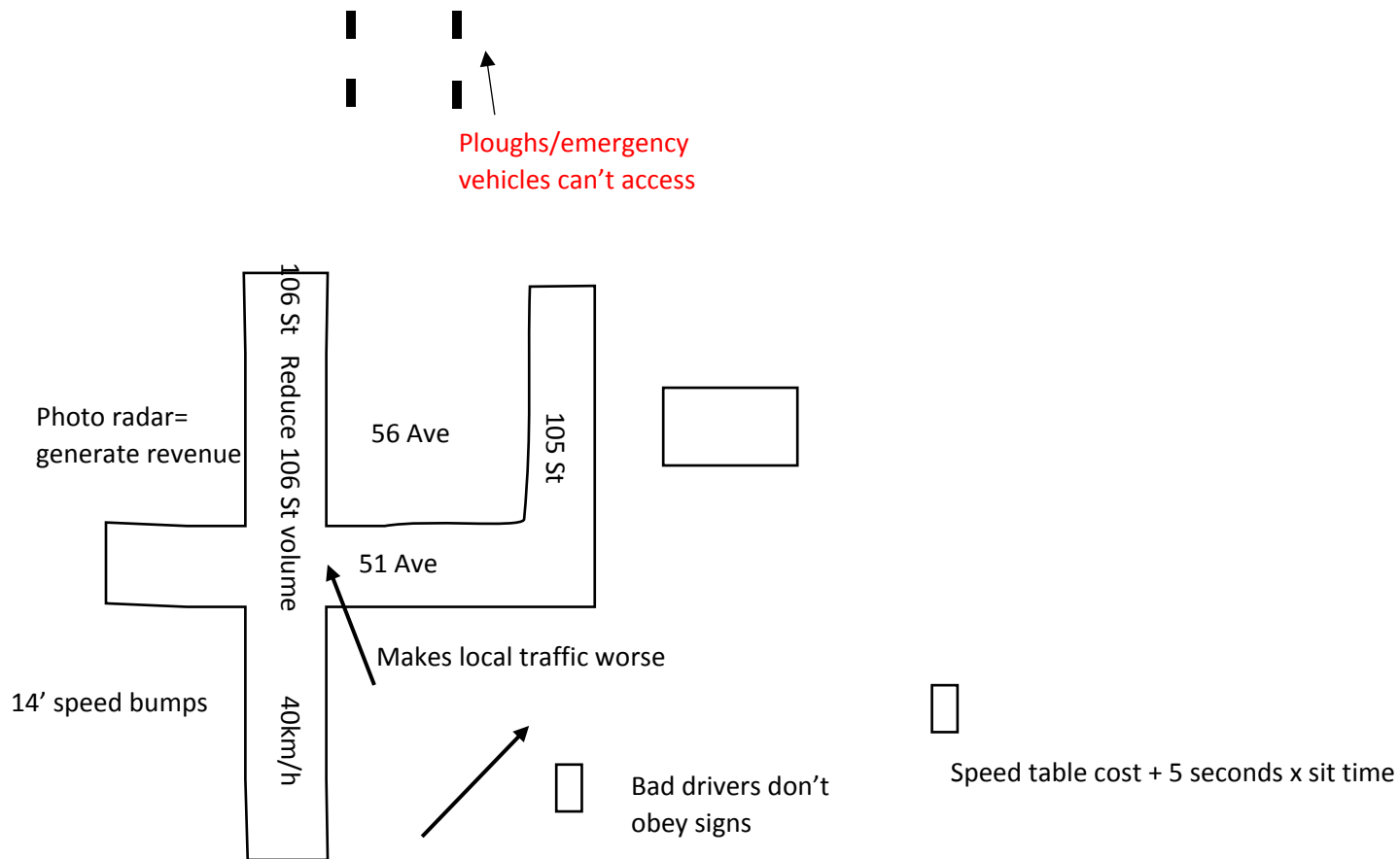
- Fixed photo radar in the school zone, 30km/h limit down 106 street
- Return 106 street back to what it was. Reduce speed and enforce
- Please have Mr. Walters attend the next meeting November 26, 2015.
- Reverse back to 106 street
- Put back 106 street to original with no detour
- No alternative, reopen 106 street
- It is good that 1 term Walters was not here. He has zero credibility with this neighborhood
- Mayor Iveson should be advised of 106 street
- How much is this costing the tax payers
- Mr. Walters should show his face
- Reopen 106 street
- How much is this costing tax payers
- Put it back to way it was
- Go back to original 106 street, wait for next election
- Get rid of bike lanes!
- The new reality is too many cars and inadequate roads. This does not fix that
 - 10 bikes per day on 106 street
 - =No bike lane
 - =Don't care
- The problem is bad drivers (speed, ignore signage) and politics not volume. 106 street is good for 10,000/ day not bike lanes



1 hour x 10= ROU (daily)

AADT= ???

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Questions 3: Considering your experience using roadways in the 106 Street area, what actions would you suggest that could address your concerns?

Comments:

- Speed bumps in school zone
- Put it back to pre-test configurations
- Reopen 106 street and reduce speed limit. 30-40km/hr and enforce speed limits
- Change 106 street back to the way it was
- Put 106 street back to original two way
- Change 106 street back to the way it was, reduce the speed and enforce photo radar
- Can the 106 street access to Whitemud be removed?
- Can speed bumps be put along 105 street and 56 avenue?
- Can the yield sign on 56 avenue and 105 street be changed to a stop sign?
- Why doesn't cyclist use the same side of the road, too much emphasis on bike lanes
- Return to previous
- Return 106 street to two way traffic

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- 106 street returned to normal with lower speeds and speed traps
- Change 106 street back to the two way road it was before!
- Increase frequency of speed traps/photo radar on 106 street
- Put it back the way it was
- Reopen 106 street
- 106 street back at what it was
- Please go back to how it was, please monitor on 106 street
- Get rid of bike lanes
- Return 106 street to the way it was; however, decrease the speed limit on 106 street to 40km/h
- Please make sure everyone is safe this winter because of City of Edmonton's traffic management stupid decision of these changes
- Put it back how it was
- Please go back to the way it was but improve it. Permanent radar on 106 street
- Close 105 street just North of 51 avenue
- Please go back to the way it was but city can improve monitoring traffic using radar, speed bumps, etc.
- Please go back to the way it was, please monitor on 106 street
- Put 106 street back!
- Make 106 street one way 51-61 avenue South or North
- How do we reverse this process? How did 109 street get reversed, we wanted to be treated the same
- Speed bumps or humps along 105 street between 51 avenue to 56 avenue
- Open 106 street, leave it as it is
- Please go back to the way it was have speed bumps, radar on 106 street to monitor traffic
- Please have mercy on people living on 105 street and 56 avenue
- Make 106 street one way to 107 street
- Make no left turn onto 56 avenue when going South
- Put speed bumps on 106 street going downhill to reduce speed
- Remove exit sign to 106 street on Whitemud
- Listen to the survey results showing people were against this to begin with
- Consider the changes in residents and opinions since this was brought up as a concern 20 years ago
- How much is this costing tax payers
- Do not close 105 street
- 106 street back to the way it was!!
- How do I get out of alley on 51 avenue after closure?
- 1. Put 106 street back to the way it was
 - 2. Increase photo radar
 - 3. Decrease the speed limit
- Traffic management plan
 - Create controls against traffic issues city wide
 - Removing 106 street access to Whitemud freeway is 'an excellent solution' using suggestion against the pro-traffic side. Pass cards for neighborhoods

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- Speed bumps should be installed between 51 avenue and 56 avenue on 106 street
- Can there be any better changes to the LRT on 111 street so that more commuters would take that route instead?
- Speed humps or mild bump would slow the traffic down I think
- Speed bumps on 106 street between 51 and 56 avenue
- Keep intersection modification on 106 street/ 51 avenue
 - Delete one way on 106 street
 - Speed bumps on 105 street
- Get rid of the bike lanes on 106 street. Put traffic back to the way it was then put bike lanes on 105 street. I like to bike ride
- Go back to original
- Go back to how it was
- Leave all roads the same, enforce speed limits and infractions
- Reopen 106 street to North/South traffic and increase police presence
- Back to the way it was
- Increased safety hasn't occurred and in fact has decreased
- How many residents are being impacted on 106 street? The cemetery takes up 40% of the space
- Go back to original
- Make 106 street both North and South bound so resident road ways are not congested
- Reopen 106 street
- Cancel all the traffic changes implemented in Pleasantview!
- No change, please go back to how it was
- Remove bike lanes!
- Reopen 106 street
- Get rid of bike lanes
 - Change it back
 - Reopen 106 street
- Can it go to 106 street and then they have to turn at 55 avenue and then just head straight downhill to Calgary Trail or Allard way?
- Reopen 106 street
- Go back to the way it was
- I am super happy with 2,800 cars on 106 street instead of 10,000!!! Woo! Hoo!
- It's fantastic that traffic has been decreased to below 5,000 cars per day on 106 street
- Take it back to 106 street
- Quit pretending that this isn't about bike lanes!! Being shoved down our throats
- Return 106 street to what it was
- Stop forcing the bike plan initiative on our community. The issue is the traffic on 106 street and we need it back to the way it was
- Keep 106 street open to both directions of traffic
- Bike riding on 105 street is scary now. We can't go on the sidewalk because too many pedestrians and the street is so busy with traffic now
- How did 109 street get reversed so fast?
- Add photo radar to 106 street North/South bound and revert to old 106 street

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- 'Operations lie' is traffic responsible? The master plan will 'enhance' traffic alterations on 106 street
- Put back the road open on 106 street but keep the lights the same on 51 avenue/ 106 street
- 79 tax payers on a 106/107 street versus 10 bikers