

PLEASANTVIEW – PROPOSED DESIGN OPTIONS

Driving and street crossings



What We Heard about driving and street crossings in Pleasantview

People told us that roads are in poor condition and filled with potholes. They would like to see a reduction in traffic volumes and speeding, and improvements to roads and intersections where congestion or user confusion for both people who walk and drive often occurs.



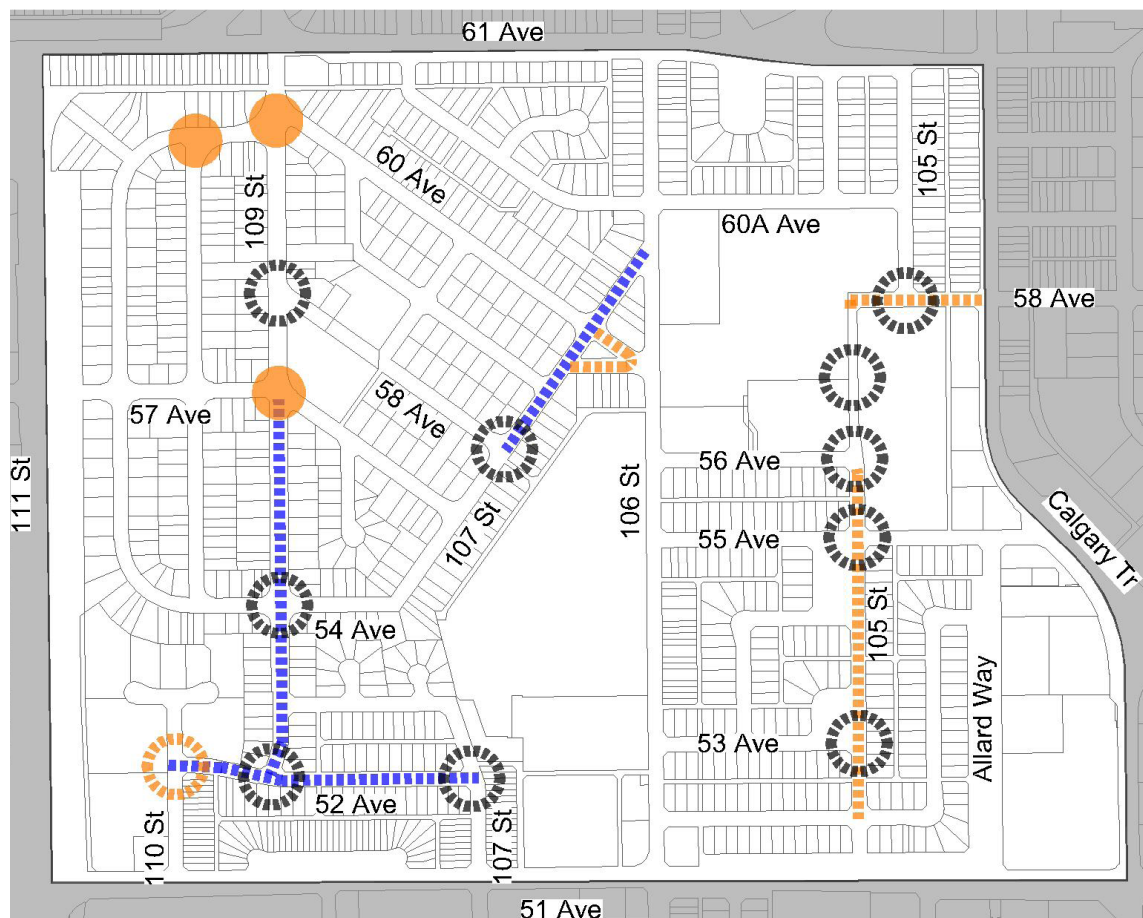
LOCATION	DESIGN OPTIONS
Changes to your Streets*	See map
109 Street*	<ul style="list-style-type: none"> + Traffic Calming*: Raised crosswalks with curb extensions, narrowed roadway, speed humps + At 60 Avenue*: Option 1: Roundabout, narrowed intersection Option 2: Intersection squared and narrowed + At 57 Avenue*: Option 1: Island reshaped, crosswalks enhanced, SW corner realigned Option 2: Island removed, crosswalks enhanced, SW corner realigned
109A Street / 60 Avenue*	<p>Option 1: Island removed, intersection realigned Option 2: Island remains, right turn lane narrowed</p>
52 Avenue between 107 and 110 Street*	<p>Option 1: Narrowed roadway Option 2: Raised crosswalks with curb extensions</p>
58 Avenue between Calgary Trail and 105 Street*	<p>Option 1: Chicanes near alley, narrowed roadway on 58 Avenue Option 2: Curb extensions at alley, narrowed roadway on 58 Avenue Option 3: Raised crosswalk with curb extensions at 105 Street, narrowed roadway on 58 Avenue</p>
107 Street between 106 Street and 58 Avenue*	<p>Option 1: Narrowed roadway Option 2: Raised crosswalk with curb extensions</p>
105 Street between 51 and 58 Avenue*	<p>Option: Raised crosswalk with curb extensions, treed boulevard</p>
60 Avenue (west of 107 Street)*	<p>Option 1: Park space and partial road closure Option 2: Green space and shared-use, one-way roadway Option 3: Green space and narrowed roadway</p>
110 Street / 52 Avenue*	Curb extensions






*Click to go directly to details



Changes on your Streets

For this phase of engagement we will focus on design options that will change how you experience traffic, driving and street crossings in Pleasantview. The map below indicates areas where changes are being considered.

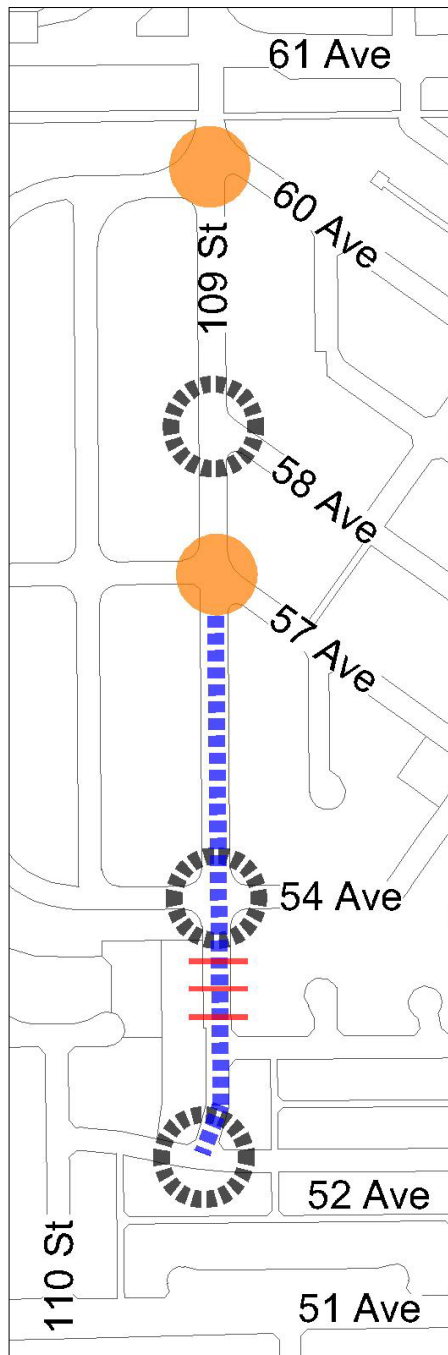


-  Roadway changes
-  Intersection changes
-  Curb extensions
-  Roadway narrowing
-  Raised crosswalks with curb extensions

Watch for our next engagement where we will focus on design options for biking and walking connections, and parks.

109 Street

The public has told us that there are some concerns regarding speeding and shortcutting, and awkward, wide intersections along 109 Street.



Proposed design options focus on three areas of 109 Street:

Traffic Calming Measures

- + Raised crosswalks with curb extensions added
- + Roadway narrowed
- + Speed humps

60 Avenue Intersection

- + Option 1: Roundabout added, intersection narrowed
- + Option 2: Intersection squared and narrowed

57 Avenue Intersection

- + **Option 1:** Island reshaped, crosswalks enhanced, SW corner realigned
- + **Option 2:** Island removed, crosswalks enhanced, SW corner realigned

-  Raised crosswalks with curb extensions
-  Intersection changes
-  Roadway narrowing
-  Speed humps

109 Street Traffic Calming

There are several options for traffic calming measures being considered to help slow traffic along 109 Street. These measures can work on their own or in combination with each other.

Raised crosswalks with curb extensions

Possible on 109 Street at: 52 Avenue, 54 Avenue, 58 Avenue



Raised crosswalk with curb extensions

Benefits:

- + Slows traffic
- + Improves visibility of people crossing the street
- + Discourages shortcutting
- + Opportunity for landscaping
- + Improves sight lines by preventing parking too close to the intersection
- + Shortens crossing distances for people who walk

Tradeoffs:

- + Raised crosswalks may cause discomfort for people who drive and bike
- + Increase in signage
- + Potential diversion of traffic to other roads
- + People who bike must join the driving lane to navigate around the curb extensions

Speed humps

Option to reduce or leave as is. Currently three located between 53 and 54 Avenues



Speed hump

Benefits:

- + Slows traffic
- + Discourages shortcutting

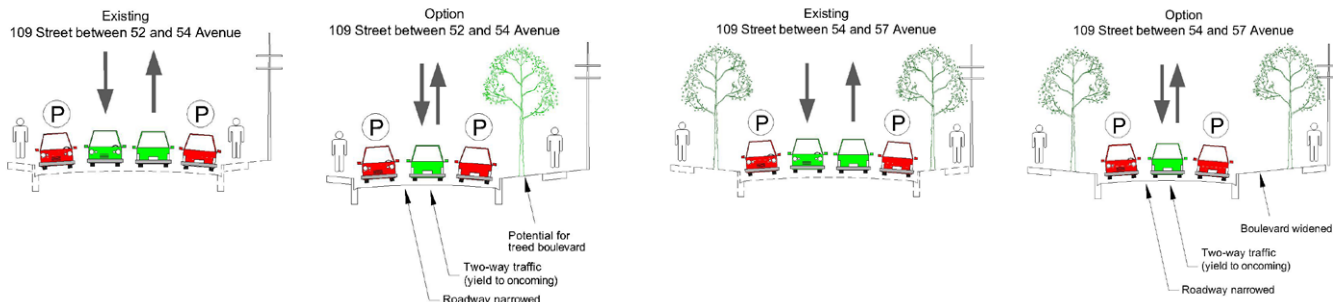
Tradeoffs:

- + May cause discomfort for people on buses and those who bike
- + Potential diversion of traffic to other roads

109 Street Traffic Calming

Narrowed roadway

Possible on 109 Street between 52 and 57 Avenue



Benefits

- + Slows traffic
- + Discourages shortcutting
- + Shortens crossing distances for people who walk
- + Opportunity for grassed boulevards
- + Opportunity for trees (east side between 52 – 54 Avenues)
- + Space for wider sidewalk (south of 54 Avenue)

Tradeoffs:

- + One vehicle may need to yield for safe passing of approaching vehicle
- + Increases maintenance for residents (boulevard mowing)

Traffic Calming 101

It is important to understand traffic calming measures overall have benefits and tradeoffs:

Benefits

- + Traffic calming measures slow traffic in their immediate vicinity
- + Combinations of measures can slow traffic on an area-wide basis and discourage shortcutting
- + Some measures can also enhance pedestrian safety by shortening crossing distances and improving visibility

Tradeoffs

- + Some measures can result in slightly longer trip times for those who drive
- + Access changes may require drivers to alter their routes within the neighbourhood
- + Some measures may reduce parking
- + Potential for diversion of traffic to other roads

Note: The intersections of 60 Avenue and 57 Avenue have separate options and are therefore not identified here.



Input Opportunity:

Which of the proposed traffic calming measure or combinations of measures on 109 Street would best meet the needs of all users and area residents?

109 Street / 60 Avenue Intersection

Review the proposed design options to square this intersection, help slow vehicle speeds and enhance pedestrian crossings.

OPTION 1: Roundabout added, intersection narrowed

OPTION 2: Intersection squared and narrowed

OPTION 1: Add a roundabout and narrow the intersection



Roundabout

 New sidewalk

Benefits

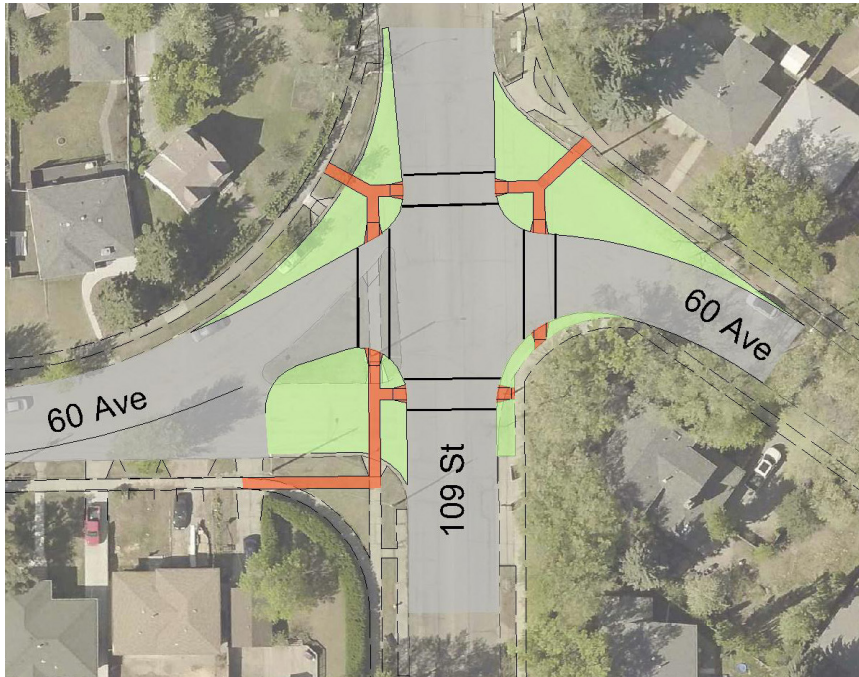
- + Slows traffic through intersection
- + Shortens crossing distances for people who walk
- + Clearly defines routes for all users and minimizes confusion about who has right of way
- + Opportunity for an enhanced entry into neighbourhood (landscaping in center and curbs)

Tradeoffs

- + Possible loss of public parking
- + Possible alterations to driveway accesses
- + Potential for minor relocation of bus stops
- + Potential diversion of traffic to other roads
- + People who bike must join the driving lane to navigate

109 Street / 60 Avenue Intersection

OPTION 2: Square and narrow the intersection



Benefits

- + Reduces driver and pedestrian confusion
- + Shortens crossing distances for people who walk
- + Opportunity for enhanced entry into neighbourhood (landscaping in curbs)
- + Opportunity for enhanced crosswalks

Tradeoffs

- + May not slow traffic travelling straight through the intersection or discourage shortcutting
- + Increases maintenance for residents (boulevard mowing, sidewalk shovelling)



Input Opportunity:

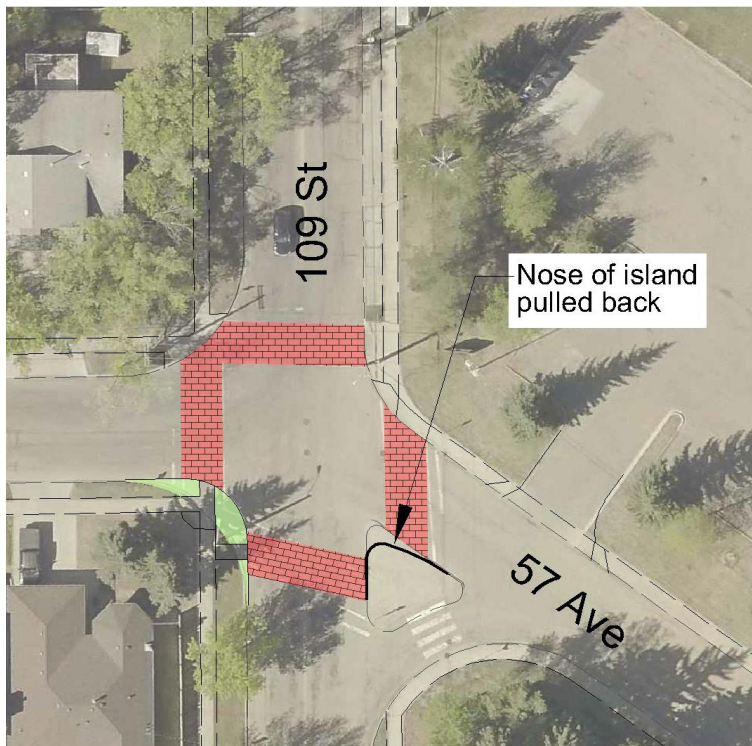
Which of the proposed design options for the 109 Street / 60 Avenue intersection best meets the needs of all users and area residents?

109 Street / 57 Avenue Intersection

Review the proposed design options to enhance turning movements and help alleviate both driver and pedestrian confusion at this intersection.

- OPTION 1:** Island reshaped, crosswalks enhanced, SW corner realigned
- OPTION 2:** Island removed, crosswalks enhanced, SW corner realigned

OPTION 1: Reshape island, enhance the crosswalks and realign the turning radius on southwest corner



 New sidewalk

Benefits

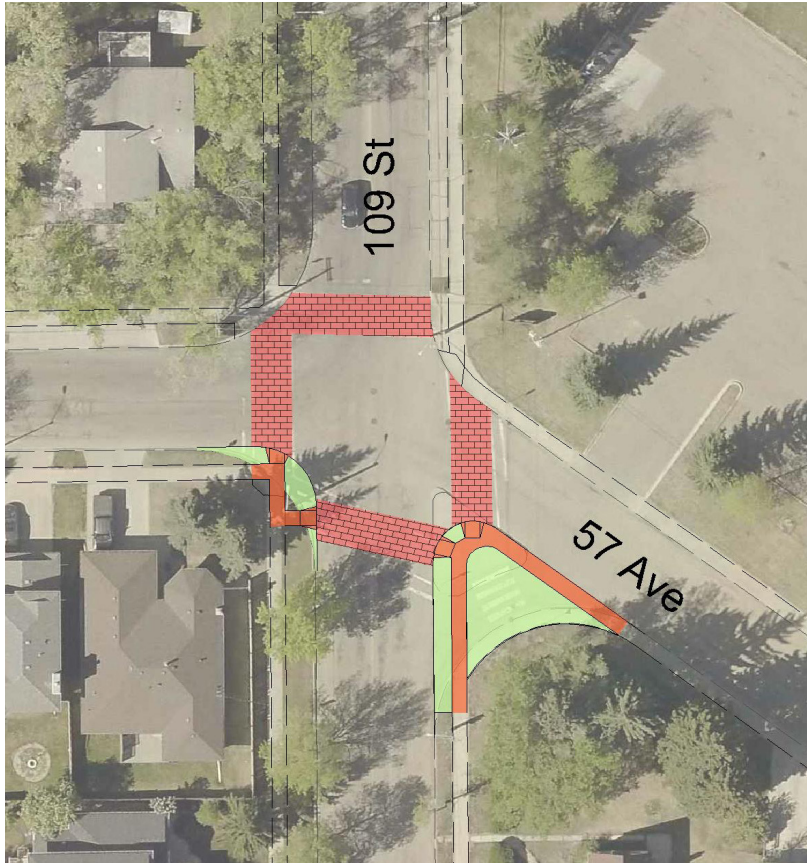
- + Curb alignment allows for less driver confusion
- + Improves awareness of crossings and stop signs for people who drive
- + Shortens crossing distances for people who walk

Tradeoffs

- + May not slow traffic

109 Street / 57 Avenue Intersection

OPTION 2: Remove the island, enhance the crosswalks and realign the turning radius on southwest corner



 New sidewalk

Benefits

- + Curb alignment allows for less driver confusion
- + Improves awareness of crossings and stop signs for people who drive
- + Shortens crossing distances for people who walk

Tradeoffs

- + Right turn may be difficult for larger vehicles (or trucks pulling holiday trailers) to make from 109 Street northbound onto 57 Avenue eastbound
- + May not slow traffic



Input Opportunity:

Which proposed design option for 109 Street / 57 Avenue intersection best meets the needs of all users and area residents?


109A Street / 60 Avenue Intersection

Review the proposed design options to narrow this intersection and improve navigation for people who drive and walk.

- OPTION 1: Island removed, intersection realigned**
- OPTION 2: Island remains, right turn lane narrowed**

OPTION 1: Remove the island, realign the intersection



 New sidewalk

Benefits

- + Reduces driver confusion
- + Adds missing sidewalk connection
- + Adds green space
- + Public parking is retained
- + Shortens crossing distances for people who walk

Tradeoffs

- + Increases maintenance for residents (boulevard mowing, sidewalk shovelling)

109A Street / 60 Avenue Intersection

OPTION 2: Island remains and right turn lane is narrowed



 New sidewalk

Benefits

- + Reduces westbound driver confusion
- + Adds missing sidewalk connection
- + Current vehicle movements remain
- + Some green space added

Tradeoffs

- + Public parking is reduced in right turn lane



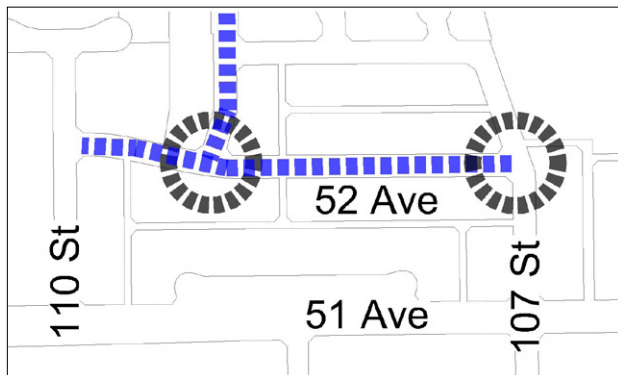
Input Opportunity:



Which proposed design option for the 109A Street / 60 Avenue intersection best meets the needs of all users and area residents?

52 Avenue between 107 and 110 Streets

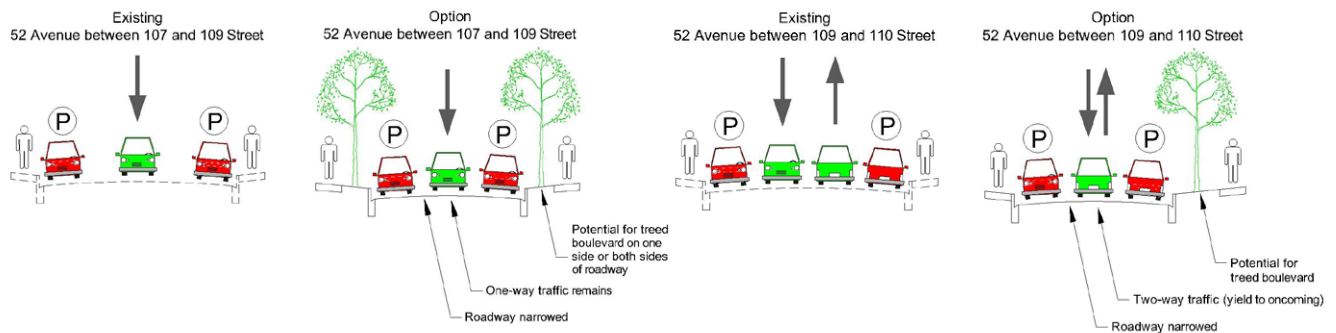
Review the proposed design options to help reduce speed and one-way violations along this section of 52 Avenue.

- OPTION 1: Narrowed roadway**
- OPTION 2: Raised crosswalks and curb extensions**



-  Option 1: Narrowed roadway
-  Option 2: Raised crosswalks with curb extensions

OPTION 1: Narrow the roadway



Benefits

- + Reinforces the use as a one-way road
- + Slows traffic through narrowed roadway
- + Opportunity for landscaping, treed boulevard
- + Shortens crossing distances for people who walk

Tradeoffs

- + Possible impacts to private landscaping need to be addressed
- + Increases maintenance for residents (boulevard mowing)

52 Avenue between 107 and 110 Streets

OPTION 2: Add raised crosswalks with curb extensions on 52 Avenue at 107 and 109 Streets



Raised crosswalk with curb extensions

Benefits

- + Allows for prominent one-way signage placement
- + Slows speed of traffic and turning vehicles
- + Improves visibility of people crossing the street
- + Improves sight lines by preventing parking too close to the intersection
- + Shortens crossing distances for people who walk
- + Discourages shortcutting
- + Opportunity for landscaping

Tradeoffs

- + May cause discomfort for people who drive and bike
- + Increase in signage
- + Potential diversion of traffic to other roads
- + People who bike must join the driving lane to navigate



Input Opportunity:

Which of the proposed design option(s) for 52 Avenue between 107 and 110 Streets would best meet the needs of all users and area residents?



58 Avenue between Calgary Trail and 105 Street

Review the proposed design options to help slow speeds and discourage shortcutting along this portion of 58 Avenue.

OPTION 1: Chicanes near alley, narrowed roadway on 58 Avenue

OPTION 2: Curb extensions at alley and narrowed roadway

OPTION 3: Raised crosswalk with curb extensions and narrowed roadway

OPTION 1: Add chicanes near alley and narrow the roadway



Benefits

- + Slows traffic
- + Discourages shortcutting
- + Opportunity for treed boulevard west of 105 Street intersection
- + Shortens crossing distances for people who walk

Tradeoffs

- + One vehicle may need to yield for safe passing of approaching vehicle while maneuvering around chicanes and through narrowed roadway
- + Loss of some public parking in chicane area
- + Potential diversion of traffic to other roads
- + People who bike must join the driving lane to navigate

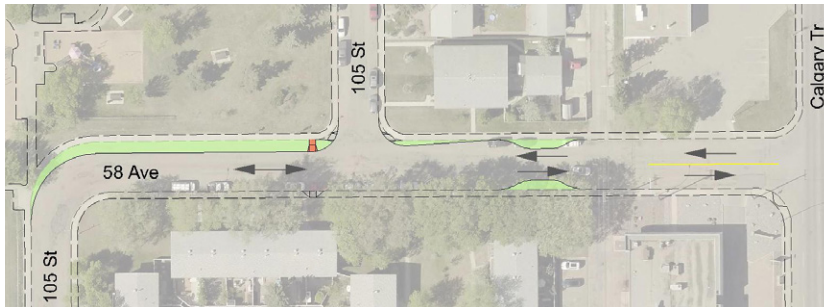


Input Opportunity:

Which of the proposed design options for 58 Avenue between Calgary Trail and 105 Street best meets the needs of all users and area residents?

58 Avenue between Calgary Trail and 105 Street

OPTION 2: Add curb extensions at alley and narrow the roadway



Benefits

- + Slows traffic
- + Discourages shortcutting
- + Improves sight lines by preventing parking too close to the intersections
- + Narrowed roadway slows traffic
- + Opportunity for treed boulevard west of 105 Street intersection
- + Shortened crossing distances for people who walk

Tradeoffs

- + One vehicle may need to yield for safe passing of approaching vehicle through narrowed roadway
- + Some loss of public parking near curb extensions
- + People who bike must join the driving lane to navigate

OPTION 3: Add a raised crosswalk with curb extensions at 105 Street and narrow the roadway



Benefits

Raised crosswalk with curb extensions:

- + Slows traffic
- + Improves visibility of people crossing the street
- + Improves sight lines by preventing parking too close to the crosswalk
- + Shortens crossing distances for people who walk
- + Discourages shortcutting
- + Opportunity for landscaping

Narrowed roadway

- + Slows traffic
- + Opportunity for treed boulevard
- + Shortens crossing distances for people who walk

Tradeoffs

- + May cause discomfort for people who drive and bike
- + Increase in signage
- + Potential diversion of traffic to other roads
- + Some loss of public parking near curb extensions
- + People who bike must join the driving lane to navigate

107 Street between 106 Street and 58 Avenue

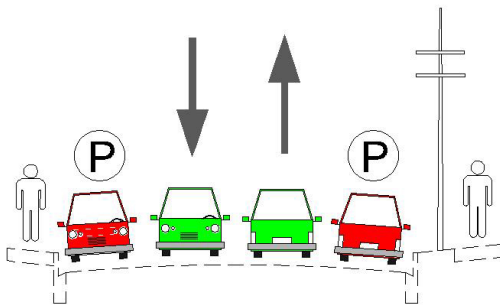
Review the proposed design options to help reduce speeding along this section of 107 Street.

OPTION 1: Narrowed roadway

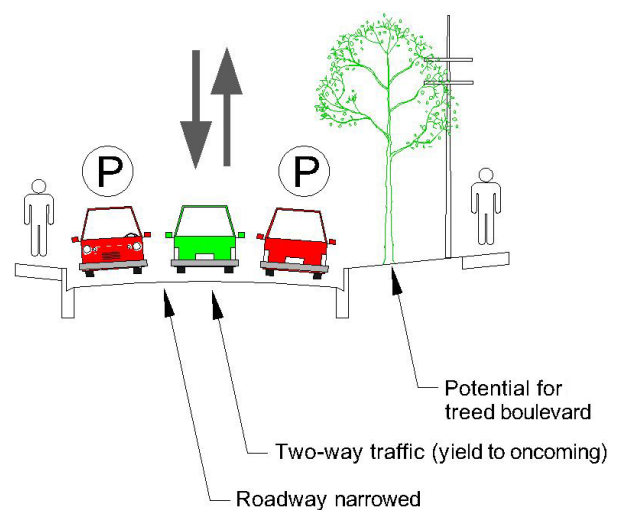
OPTION 2: Raised crosswalk with curb extension

OPTION 1: Narrow the roadway

Existing
107 Street between 58 Avenue and 106 Street



Option
107 Street between 58 Avenue and 106 Street



Benefits

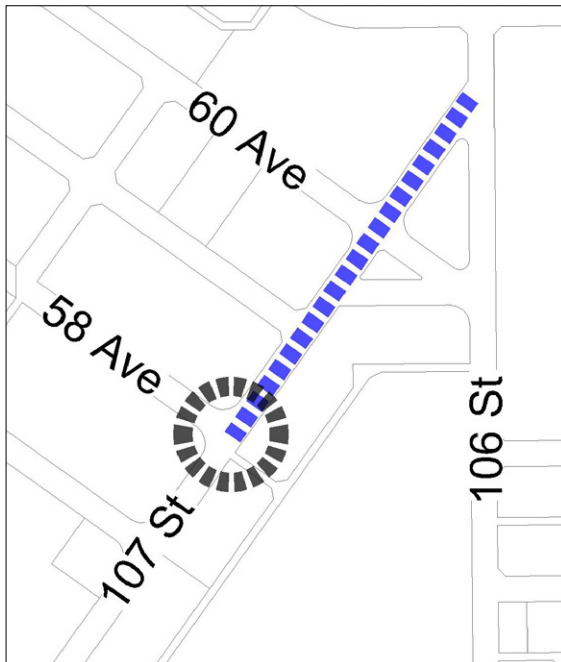
- + Slows traffic
- + Opportunity for treed boulevard
- + Shortens crossing distances for people who walk



Tradeoffs

- + One vehicle may need to yield for safe passing of approaching vehicle
- + Increases boulevard maintenance for residents

107 Street between 106 Street and 58 Avenue

OPTION 2: Add a raised crosswalk with curb extension on 107 Street at 58 Avenue



-  Option 1: Roadway narrowing
-  Option 2: Raised crosswalk with curb extensions

Benefits

- + Slows traffic through intersection
- + Improves sight lines by preventing parking too close to the intersection
- + Shortens crossing distances for people who walk
- + Opportunity for landscaping

Tradeoffs

- + Some loss of public parking
- + People who bike must join the driving lane to navigate around the curb extension
- + Raised crosswalks may cause discomfort to people who drive or bike
- + Increase in signage



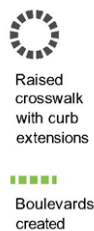
Input Opportunity:

Which of the proposed design option(s) for 107 Street between 106 Street and 58 Avenue would best meet the needs of all users and area residents?

105 Street between 51 and 58 Avenues

Review the 105 Street design options proposed to slow the speed of vehicles entering / exiting at 51 Avenue and to help with sight line concerns at the 56 Avenue intersection.

Raised crosswalks with curb extensions on 105 Street at 53, 55, 56 Avenues and mid-block south of 58 Avenue



Benefits

- + Slows traffic
- + Improves visibility of stop signs at 55 Avenue
- + Improves visibility of people crossing the street
- + Improves sight lines by preventing parking too close to the intersection
- + Shortens crossing distances for people who walk
- + Discourages shortcutting
- + Opportunity for additional landscaping

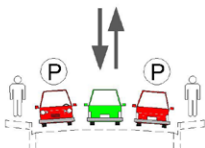
Tradeoffs

- + Raised crosswalks may cause discomfort for people who drive and bike
- + Increase in signage
- + Potential diversion of traffic to other roads

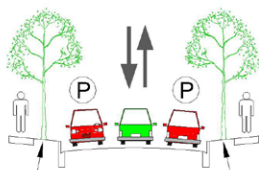
105 Street between 51 and 58 Avenues

Treed boulevard

Existing
105 Street between 52 and 53 Avenue

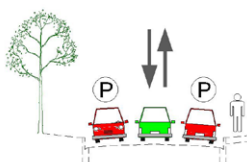


Option
105 Street between 52 and 53 Avenue

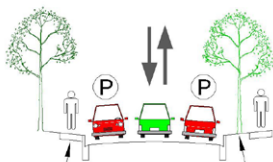


Move sidewalk back to create treed boulevard Move sidewalk back to create treed boulevard

Existing
105 Street between 53 and 53A Avenue

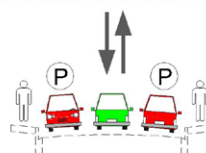


Option
105 Street between 53 and 53A Avenue

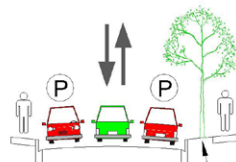


Construct new sidewalk Move sidewalk back to create treed boulevard

Existing
105 Street between 53A and 54 Avenue

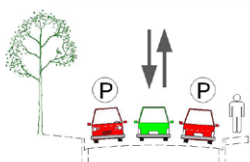


Option
105 Street between 53A and 54 Avenue

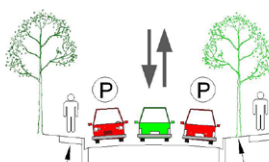


Move sidewalk back to create treed boulevard

Existing
105 Street between 54 and 55 Avenue

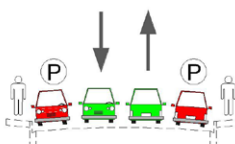


Option
105 Street between 54 and 55 Avenue

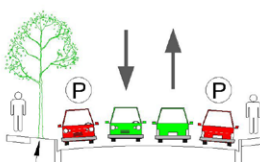


Construct new sidewalk Move sidewalk back to create treed boulevard

Existing
105 Street between 55 and 56 Avenue



Option
105 Street between 55 and 56 Avenue



Move sidewalk back to create treed boulevard

Benefits

- + Addition of boulevards and trees will make road feel narrower / create more of a neighbourhood feel – may slow traffic
- + Adds greenery
- + No loss of parking

Tradeoffs

- + Existing private landscaping features within road right-of-way may be impacted
- + Increases boulevard maintenance for residents



Input Opportunity:

Which of these proposed design options for 105 Street between 51 and 58 Avenues meet the needs of all users and area residents?

60 Avenue (west of 107 Street)

We heard that Pleasantview residents desired additional green spaces in their neighbourhood. Review the design options to increase the amount of green and / or gathering space in Pleasantview as well as address the traffic concerns we heard in this area.

- OPTION 1: Park space and partial road closure**
- OPTION 2: Green space and shared-use, one-way roadway**
- OPTION 3: Green space and narrow the roadway**

OPTION 1: Add park space and partially close the road



Benefits

- + Adds park space
- + Adds new sidewalk
- + Increases planting, trees, gathering space
- + May discourage non-residential traffic

Tradeoffs

- + Loss of public parking
- + Vehicles cannot circulate around the whole loop





Input Opportunity:

Which of the proposed design options for adding green and / or gathering spaces and address traffic concerns would best meet the needs of all users and area residents?

60 Avenue (west of 107 Street)

OPTION 2: Add green space, roadway changes to shared-use, one-way roadway



-  New landscaping area
-  Enhanced paving materials

Benefits



- + Vehicles can circulate around the whole loop
- + Adds some green space, plantings and trees

Tradeoffs

- + Loss of public parking

OPTION 3: Add some green space and narrow the roadway



-  New landscaping area
-  New sidewalk

Benefits

- + Vehicles can circulate around the whole loop
- + Adds new sidewalk

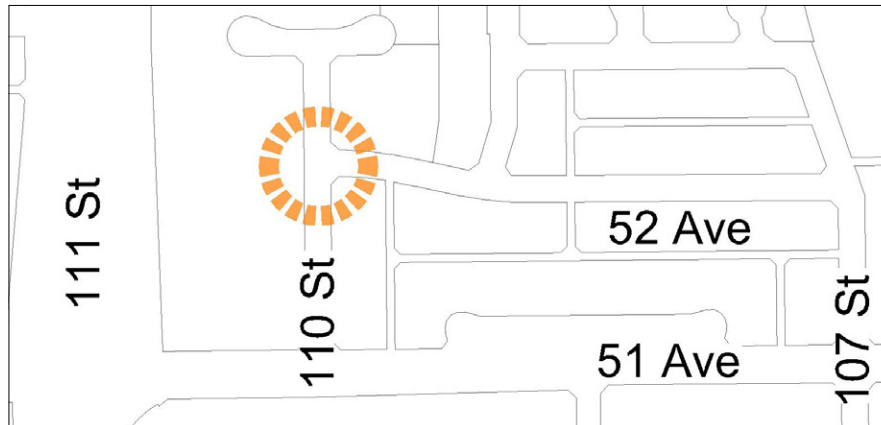
Tradeoffs

- + Green space added is minimal

110 Street / 52 Avenue Intersection

Review the proposed design option to help with sight line concerns at this intersection.

Add curb extensions on both sides of 110 Street



Curb extensions

Benefits

- + Slows traffic
- + Improves sight lines by preventing parking too close to the intersection
- + Shortens crossing distances for people who walk
- + Opportunity for additional landscaping

Tradeoffs

- + People who bike must join the driving lane to navigate



Input Opportunity:

Will this proposed design option for the 110 Street / 52 Avenue intersection meet the needs of all users and area residents?