



**THE WAY WE MOVE**

# Buena Vista Road Planning Study Public Open House

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



**June 10, 2014**

# Welcome

## Agenda

- Introduction
- About the Project
- Public Involvement Process
- Roadway Elements
- Concept Plan Options
- Questions

# About the Project

## ➤ Meeting Purpose

- To provide information and gather feedback about the Buena Vista Road Planning Study

## ➤ Project Background

- Scope: Buena Vista Road between 142 St and 132 St
- Collector road serving Parkview, Laurier Heights, the Zoo and the Parks

## ➤ Project History

- 2000: speed hump to reduce speed and stunting
- 2009-2010: speed cushions and a Buena Vista Road Focus Group
- 2013: Concept Plan as part of the Neighbourhood Renewal process

# Public Involvement Process

## ➤ Spring 2014

- Stakeholder Interviews
- Focus Group meetings
- Data collection: Traffic Volumes, Collision Data, Speed Data
- Design options: roundabouts, raised crosswalks, curb extensions etc.

## ➤ Most important factors we heard:

- balance current and future needs of users
- flexible design that accommodates different users
- Safety for vehicles and pedestrians
- Access for larger vehicles
- Traffic Calming measures for traffic speed and flow

# Roadway Elements

A number of roadway elements are being considered for Buena Vista Road. The existing road right-of-way cannot accommodate all of the elements so some will need to take priority over others.

Element
Intersection Improvements
Curb Extensions
Raised Crosswalks
Sidewalk Boulevard
Parking
Median
Roadway Lanes (4 lanes)
Bike Lanes



# Intersection Improvements

The intersections along Buena Vista Road at 87 Ave and Valleyview Crescent will be realigned to improve safety at these locations.



# Curb Extensions & Raised Crosswalks

A curb extension extends the sidewalk into the roadway reducing crossing distance and improving visibility for pedestrians and slowing traffic by “pinching” the roadway.



**Curb Extension (Example, Shown Above)**

Less intrusive than a raised crosswalk. Will result in narrowing the intersection which will slow traffic through the crosswalk. Improved visibility for pedestrians.

Raised Crosswalks are similar to speed humps but have a flat top for pedestrian crossing. They act as a vertical deflection and are not as harsh as a speed bump.



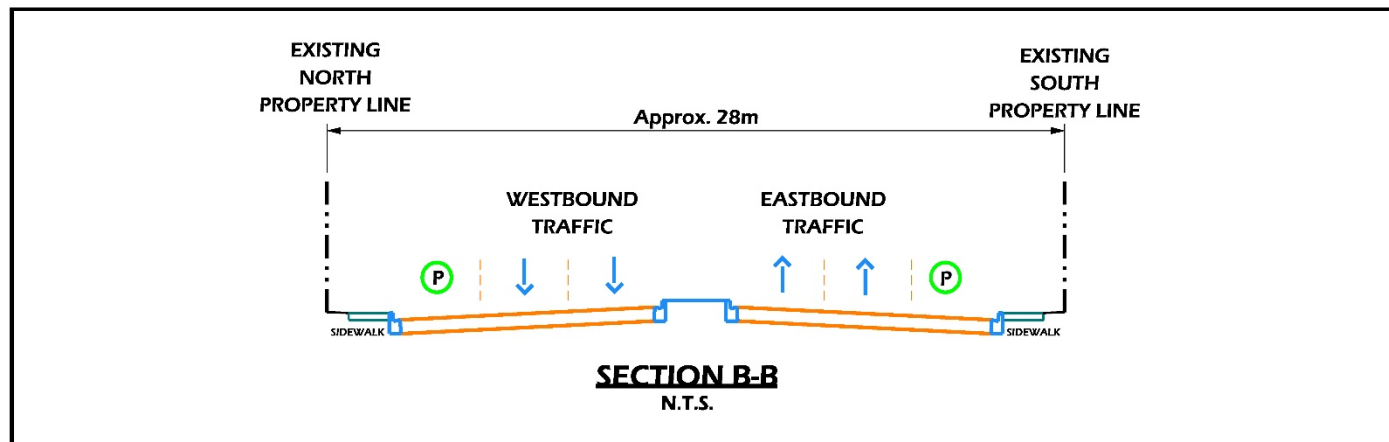
**Raised Crosswalk (Example, Shown Above)**

Acts as a vertical deflection. Not as harsh as a speed bump. Can be designed for a 40 km/h travel speed.

## Option A (Typical Block)

### Highlights:

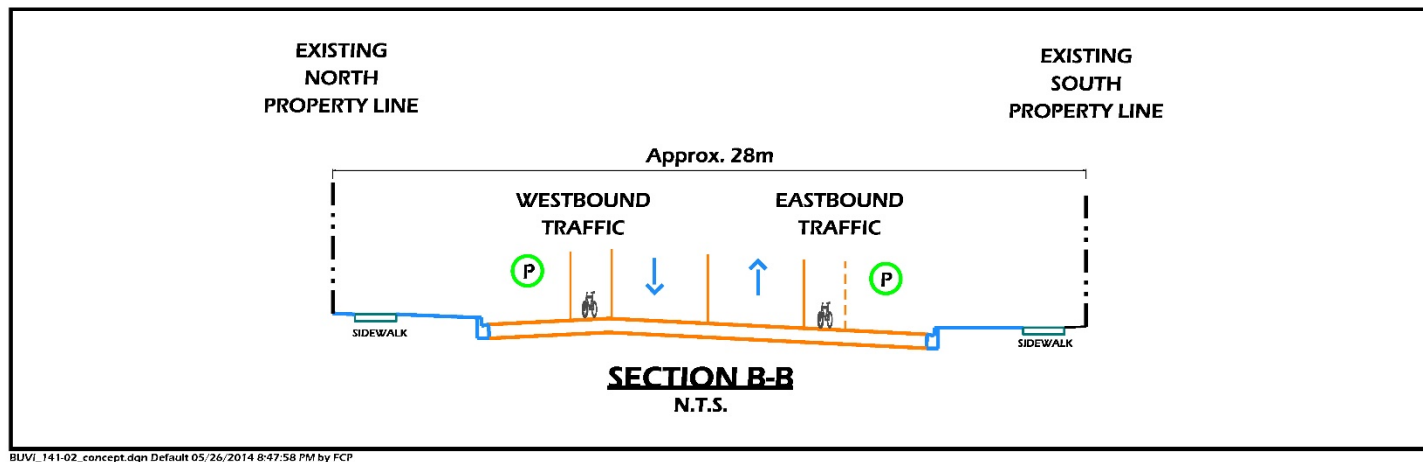
- Parking
- Narrow Median
- 4-lanes



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## Option B (Typical Block)



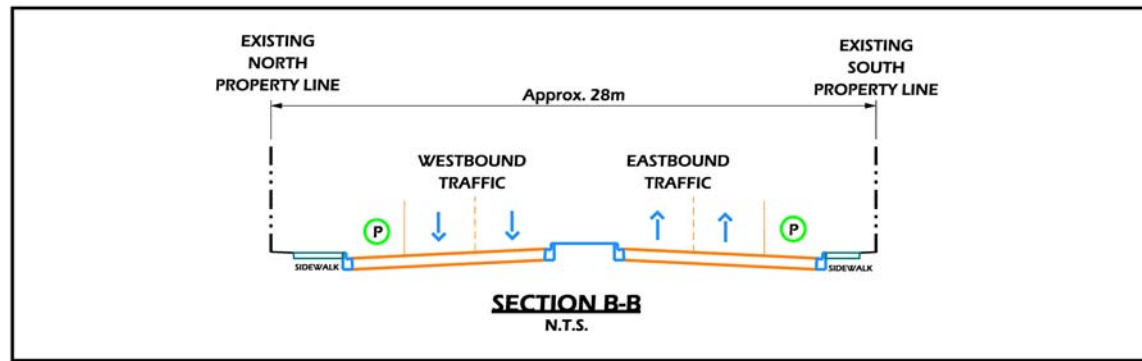
### Highlights:

- No median
- 2-lanes
- Parking
- Bike lanes
- Boulevard sidewalk

## Option C (Typical Block)

### Highlights:

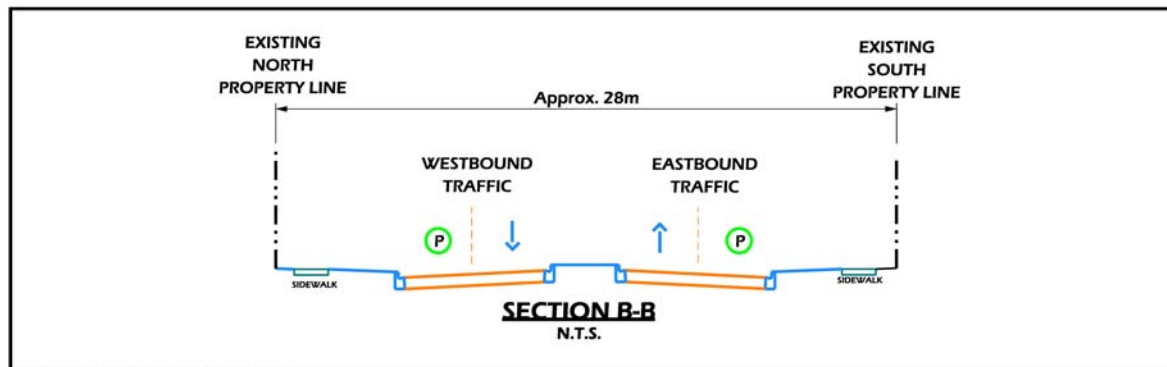
- Parking with some restrictions
- Wider median
- 4-lanes



## Option D (Typical Block)

### Highlights:

- Parking
- Wider median
- 2-lanes
- Sidewalk Boulevard



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## Question and Answer Session

- 15 minute period for questions & clarifications on the presentation
- Facilitator recognizes 5 commenters
- Raise your hand if you have a question
- Wait to be recognized by facilitator
- 1-2 minute question (maximum)
- Captured by scribes
- Clarification response



## Next Steps

- Today: Public Open House – Feedback on elements and options
- Future: Public Open House (Fall 2014)