



BUENA VISTA ROAD CONCEPT PLAN

QUESTION and ANSWER

The responses below are to the written questions received at the September 2014 Open House.

WHAT IS THE BUENA VISTA ROAD CONCEPT PLAN?

The City of Edmonton is completing a concept plan for Buena Vista Road between 142 Street and 132 Street. As a collector road, Buena Vista Road serves the neighbourhoods of Parkview and Laurier Heights, and provides access to the Edmonton Valley Zoo, Edmonton Rowing Club, Sir Wilfred Laurier Park, Buena Vista Park, and other river valley amenities.

WHAT IS THE RATIONALE FOR A FOUR-LANE VERSUS TWO-LANE CONFIGURATION FOR BUENA VISTA ROAD?

The Concept Plan includes four lanes along Buena Vista Road. This was determined by technical review, stakeholder input and review of park and amenity expansion plans.

As part of the planning process, four options were proposed including both two and four-lane configurations. Feedback on these options was received from local residents, the general public, stakeholders including the Edmonton Valley Zoo and City of Edmonton Parks, as well as other City departments.

From a purely technical perspective, during normal operation, Buena Vista Road traffic volumes can be accommodated by two lanes. However, this roadway is the only route to destinations such as the Edmonton Valley Zoo, the off-leash dog park and Buena Vista and Laurier parks. A four-lane configuration will address the demands on Buena Vista Road during peak Park and Zoo operations, as well as accommodate future growth at these facilities and required flexibility for events and special days.

THE FOUR-LANE ROADWAY CONFIGURATION IN THE CONCEPT PLAN INCLUDES NARROWED TRAFFIC LANES. HOW MUCH NARROWER ARE THE LANES?

The new lanes will be 3.2 meters of driving surface. This is approximately 0.2 m (approximately ½ foot) narrower per lane.

WHAT IS THE PLAN FOR TRAFFIC FLOW DURING LARGE EVENTS AT THE EDMONTON VALLEY ZOO OR BUENA VISTA PARK?

Buena Vista Road is currently four lanes and, during large events, overflow parking is allowed in the park across from the zoo. Experience shows there is heavy congestion during peak events but that access to the zoo and park are maintained. This practice is expected to continue in the future once the road is reconstructed.

WHY DOES THE CONCEPT PLAN NOT INCLUDE A RAISED CROSSWALK AT 140 STREET?

The City of Edmonton's Traffic Operations group has evaluated this crosswalk location based on a number of criteria, including pedestrian and vehicle volumes, vehicle speeds and pedestrian related collisions. The results indicate that the crosswalk control upgrade, such as pedestrian amber flasher and raised crosswalk, is not warranted. However, to address pedestrian safety concerns, the Concept Plan has included a curb extension on the south side of the crosswalk which narrows crossing distance (by narrowing the lanes) and improves visibility for pedestrians by drivers.

WILL THE CITY'S PROPOSED 80MM RAISED CROSSWALK SLOW TRAFFIC? WHAT EVIDENCE IS THERE THAT RAISED CROSSWALKS ARE A PROVEN TRAFFIC CALMING MEASURE?

Various studies indicate there is a potential 6-12 km/hour reduction in vehicle speed in the vicinity of raised crosswalks. The Concept Plan includes three raised crosswalks located at the 85 Avenue and the 81 Avenue intersections, as well as the mid-block crossing near 132 Street. These raised crosswalks provide a gentle vertical deflection. In addition to influencing vehicle speeds, raised crosswalks are placed in conjunction with curb extensions to provide a shorter crossing distance for pedestrians and, at the same time, enhance the visibility of pedestrians.



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BY NATURE OF THEIR EXTENSION INTO THE TRAFFIC FLOW, CURB EXTENSIONS APPEAR TO CREATE MORE OF A HAZARD THAN A TRAFFIC CALMING MECHANISM. HOW USEFUL ARE THEY?

In the Concept Plan, curb extensions are suggested at key pedestrian crossings along Buena Vista Road as a traffic calming measure. They have been used throughout Edmonton (the closest location would be the 95 Avenue and 146 Street intersection) to reduce crossing distance and improve visibility for pedestrians by drivers.

THE PROPOSED CURB EXTENSION ONTO 81 AVENUE MAY CREATE A DANGEROUS ENVIRONMENT BY RESTRICTING BOTH TRAFFIC FLOW AND VISIBILITY. COULD THE CITY CONSIDER REMOVING THE CURB EXTENSION AT THIS LOCATION?

Due to public feedback, the proposed curb extension at this location has been removed from the Concept Plan.

IS ADDITIONAL TRAFFIC NOISE CREATED AS A RESULT OF VEHICLES SPEEDING UP AFTER SPEED HUMPS AND RAISED CROSSWALKS?

The City of Edmonton completed a noise study at existing speed hump locations along 109 Street between 52 and 54 Avenue in Pleasantview. The results of this study show that there is no increase in noise level at the speed hump locations.

WHY ISN'T A LOWER SPEED LIMIT (FOR EXAMPLE 40 KM/HR) RECOMMENDED AS A TRAFFIC CALMING MEASURE?

Evidence in Edmonton suggests that a speed limit reduction without any physical changes to the character of a road has little impact on actual speeds. As well, a lower speed limit is only effective with continuous enforcement.

COULD A RAISED INTERSECTION BE USED TO SLOW TRAFFIC ALONG BUENA VISTA ROAD, AS THIS TECHNIQUE IS PROVING SUCCESSFUL IN OTHER MUNICIPALITIES?

Experience in Edmonton (along 96 Street in Ritchie) has shown that raised intersections have not been effective in speed reduction. For a road like Buena Vista Road that requires the need to accommodate transit, truck delivery to/from the zoo and emergency response it would be difficult to install a raised intersection of sufficient height to deter speeds.

WHY ARE NO CROSSWALK ENHANCEMENTS CONSIDERED AT THE TRAFFIC CIRCLE AT BUENA VISTA ROAD AND 142 STREET?

The traffic circle at Buena Vista Road and 142 Street is out of the Buena Vista Road Reconstruction project area and therefore no enhancements or changes are suggested.

WHAT IS THE RATIONALE FOR A SIDEWALK ALONG THE SERVICE ROAD?

As required by The Way We Move, the Active Transportation Policy (C544) and the Sidewalk Strategy, the Concept Plan includes sidewalks along the service road. This is to provide additional option for travel and enhance accessibility, safety and convenience for pedestrians and people with compromised mobility.

Visit www.edmonton.ca/transportation/PDF/C544.pdf for more information on the Active Transportation Policy and www.edmonton.ca/transportation/RoadsTraffic/COE_Sidewalk_Strategy_Summary_Rpt.pdf for the Sidewalk Strategy.

ARE INDIVIDUAL RESIDENTS, WHOSE PROPERTY IS ADJACENT TO THE PROPOSED NEW SIDEWALK ALONG THE NEW SERVICE ROAD, EXPECTED TO PAY FOR AND MAINTAIN (CLEAR SNOW) IT?

Property owners adjacent to the proposed new sidewalk along the service road would not pay for the construction of sidewalk. However, they are responsible to maintain the sidewalk according to City Bylaw (C14600). More information can be found at www.edmonton.ca/transportation/RoadsTraffic/COE_Sidewalk_Strategy_Summary_Rpt.pdf.

The City also has a Snow Angels program to assist seniors and people with disabilities with snow shoveling. Visit www.edmonton.ca/for_residents/awards_certificates/snow-angels.aspx for more information on the Snow Angels program.

WHAT IS THE TIMELINE FOR THE BUENA VISTA ROAD RECONSTRUCTION?

The reconstruction of Buena Vista Road is expected to begin in 2015 and be completed by 2017.



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HOW WILL CONSTRUCTION AFFECT THE OFF-LEASH DOG PARK?

While there will be no direct impacts to the off-leash dog park, the reconstruction of Buena Vista Road includes a roundabout at the entrance to the off-leash dog park. During construction, measures will be taken to efficiently detour vehicles and pedestrians around the construction to their destination.

WHAT IS THE SNOW REMOVAL PLAN FOR BUENA VISTA ROAD?

Snow removal along Buena Vista Road will follow the City of Edmonton's snow removal guidelines. More information can be found at www.edmonton.ca/transportation/on_your_streets/road-maintenance.aspx.

WHAT PUBLIC TRANSIT ROUTES ARE PLANNED FOR BUENA VISTA ROAD?

Transit routes are out of the project scope. Additional public transit routes, if any, are planned by ETS. The existing bus service (Route 596), which is seasonal to the zoo, would remain.

IS IT POSSIBLE TO RESTRICT LARGE TRUCK TRAFFIC ALONG BUENA VISTA ROAD?

Buena Vista Road is not a designated truck route. However, to accommodate truck delivery to/from the zoo, the pavement structure for the new road will be designed based on anticipated truck volumes and weights.

WHAT INPUT WAS RECEIVED FROM THE PUBLIC/STAKEHOLDERS DURING PHASE 3 PUBLIC INVOLVEMENT: CONCEPT PLAN OPTIONS REVIEW (MAY/JUNE 2014)?

The following strategies have been completed during Phase 3 Public Involvement:

- A meeting with external community stakeholders on May 27, 2014
- A public open house on June 10, 2014
- Post open house - contact with cycling groups

The public engagement report from Phase 3 Public Involvement can be found at www.edmonton.ca/transportation/RoadsTraffic/BuenaVistaRoad_WhatWeHeard_26092014.pdf.

WHAT RESEARCH HAS THE CITY CONDUCTED REGARDING BICYCLE USE ALONG BUENA VISTA ROAD? WHO WAS CONSULTED WITH AND PROVIDED INPUT INTO THE BIKE LANE ISSUE?

Public feedback, along with City policy in the Bicycle Transportation Plan helped inform the design of bicycle accommodation along Buena Vista Road.

During Phase 3 Public Involvement: Concept Plan Options Review, participants were asked to provide input about the possibility of including a bike lane along Buena Vista Road. The general public, local residents, area stakeholders including representatives of area community leagues and the Edmonton Valley Zoo, as well as cyclists and bicycle commuters provided input which was considered as part of the decision-making process. Cycling groups were contacted directly including Juventus, Edmonton Road & Track Club, Pedalhead Road Works and Pedalheads.

HOW WIDE WILL THE BOULEVARD BE? IF IT IS SMALLER THAN A METRE, IS IT NECESSARY?

The typical boulevard width along Buena Vista road is 1.2 metres.

FOR MORE INFORMATION

Please visit the project webpage at edmonton.ca/buenavistaroad