

BUENA VISTA ROAD CONCEPT PLAN

What We Heard Report – External Engagement
Phase 3: Concept Plan Options Review

September 17, 2014



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EXECUTIVE SUMMARY

The City of Edmonton is developing a concept plan for Buena Vista Road between 142 Street and 132 Street. The concept plan options review phase of this project included consultation with representatives of multiple City departments, external stakeholder groups and the general public.

An external stakeholder meeting was held with three participants representing interests from the Parkview and Laurier Heights community leagues and the Edmonton Valley Zoo Development Society. The meeting objective was to gather feedback on roadway elements and three concept plan options prior to taking them out to the broader public for review. As a result of the feedback from stakeholder representatives, a fourth concept plan option was prepared that added a wide sidewalk boulevard. All four concept plan options were presented at a public open house in June 2014.

Several common themes emerged from the external stakeholder meeting, public open house and online feedback received. The themes include the desire for a center median, preferably a narrow median; a preference to maintain four lanes of traffic, although there was some support for the two-lane option; the desire for a wide sidewalk boulevard with trees and shrubs added to improve roadway aesthetics; and the need for parking, which is wanted by most respondents, especially for residents on Buena Vista Drive.

There was very little support for a dedicated bike lane. Respondents indicated that bikes could and do use other routes to access the neighbourhood, parks and the Valley Zoo. Improvements to crosswalks were desired at several key intersections along Buena Vista Road, although there were differing views as to whether these should take the form of raised crosswalks or curb extensions. There was a slight preference towards raised crosswalks from the public open house and online feedback. Both forms of crosswalks were desired for pedestrian safety and for traffic calming, as speed is a key concern amongst respondents.

Participants at the external stakeholder meeting did not have any concerns regarding proposed intersection improvements. Fifty per cent of the combined open house and online respondents indicated that they were satisfied or very satisfied with the options presented. A few comments indicated that the intersections of both Valleyview Crescent and 87 Avenue with Buena Vista Road are functional as they are and do not require upgrading.

INTRODUCTION

The City of Edmonton is developing a Concept Plan for Buena Vista Road between 142 Street and 132 Street. Buena Vista Road is a collector road serving the neighbourhoods of Parkview and Laurier Heights. It also provides access to the Edmonton Valley Zoo, the Edmonton Rowing Club, Sir Wilfrid Laurier Park, Buena Vista Park, and other river valley parks. Primary users of the road include neighbourhood residents and Edmontonians accessing the amenities and events in the river valley.

The tasks in Phase 3: Concept Plan Options Review of this project included:

- A meeting with external community stakeholders
- A public open house
- Post open house – contact with cycling groups

The purpose of the external stakeholder meeting was to get feedback on the roadway elements and three concept plan options prior to taking them out to the public for review. The meeting was held with community stakeholders on May 27, 2014 at the Laurier Heights Community League Hall. The stakeholder meeting's three participants represented interests from the Parkview and Laurier Heights community leagues and the Edmonton Valley Zoo Development Society.

A public open house was held to get feedback on the roadway elements, as well as four concept plan options (the fourth option was added following input received from City departments and external stakeholders). The open house was held on June 10, 2014 from 5-8 p.m. at St. Rose School, which featured a presentation and question and answer session at 5:30 p.m., which was repeated at 7:00 p.m. Approximately 87 people attended the open house. A total of 71 feedback forms were received at the open house and online.

Several attempts were made to contact cycling user groups. Contact was made with two groups, but neither of them utilized Buena Vista Road for training.

THEMES AND ISSUES

External Stakeholder Meeting

Total participants: 3

An external stakeholder meeting was held with three community stakeholder representatives on May 27, 2014 at the Laurier Heights Community League Hall. The stakeholder meeting's participants represented interests from the Parkview and Laurier Heights community leagues and the Edmonton Valley Zoo Development Society.

Participants of the external stakeholder meeting were asked to rank roadway elements Parking, Median, 4 Roadway Lanes, Bike Lanes and Sidewalk Boulevard in order of preference. They ranked them as follows:

- | | |
|-----------|------------------------------------|
| Choice #1 | Sidewalk Boulevard |
| Choice #2 | Median |
| Choice #3 | Parking and 4 Roadway Lanes (tied) |
| Choice #4 | Bike Lanes |

The participants were also asked to review concept plan options, assessing them against the various combinations of roadway elements in each, as well as the overall layout and location of elements and to provide comments. The following is a brief summary of the meeting discussion:

The participants did not indicate any concerns about the intersection improvements other than one comment suggesting at least two entrances to service roads off of Buena Vista Road are maintained. There is general support for curb extensions and raised crosswalks as they would provide increased safety for pedestrians and function as a traffic-calming measure. Raised crosswalks are preferred at the bottom of Buena Vista Road and the thought was that curb extensions could be more obtrusive.

A boulevard is as a desired element for beautification and a narrower median and wider boulevard should be considered. Participants would like parking to be kept for residents and overflow from the parks and zoo.

There are mixed views on how many lanes are needed for this roadway with participants indicating that they prefer four lanes but were 'warming up' to the idea of two lanes.

Participants indicated that a dedicated bike lane on this roadway is unnecessary and felt that bikes could use other routes to access the neighbourhood, parks and zoo.

Public Open House

Total participants: 87

71 Feedback Forms were received.

A public open house was held on June 10, 2014 to get feedback on the roadway elements and four concept plan options.

Participants were asked to indicate their level of satisfaction with three roadway elements (Intersection Improvements, Curb Extensions, Raised Crosswalks) that do not factor into the discussion about tradeoffs within the width of the roadway. Sixty-six (93%) of respondents answered this question. Of these, the majority 45(68%) of respondents are Satisfied or Very Satisfied with Raised Crosswalks and 37(57%) with Curb Extensions. Thirty-three (50%) are Satisfied or Very Satisfied with the Intersection Improvements. While there is satisfaction with these elements, it should be noted there is also strong Dissatisfaction for both Curb Extensions 27(42%) and Intersection Improvements 26(39%). Only 17(26%) of respondents indicated dissatisfaction with Raised Crosswalks.

As stated above, both Curb Extensions and Raised Crosswalks are desired forms of pedestrian access enhancements with a slight preference for Raised Crosswalks. Some respondents indicated that Raised Crosswalks might also contribute to traffic calming. Several respondents indicated a desire for flashing crosswalk signals as both curves in the roadway and vehicle parking obstruct the views of drivers, while others expressed concerns over the safety of a crosswalk in a traffic circle.

While respondents' comments indicate a desire for pedestrian access enhancements at all possible locations, the locations cited most often are 85 Avenue, 81 Avenue, the Valley Zoo and 140 Street. The 87 Avenue location was chosen by several respondents in the comment section, but because this location was mistakenly labeled as 87 Street in the feedback form the results for this location may not be accurate.

With the understanding that all five roadway elements cannot be accommodated within the existing road right-of-way, respondents ranked them in order of priority from most important to least important as follows: Median, 4-Lane Roadway, Sidewalk Boulevard, Parking, Bike Lanes. It should be noted there is only a slight separation between the top four most important elements as all were given nearly equal ranking. It is clear however, that Bike Lanes are not as important to respondents as this element ranked far below the other four.

Feedback from the external stakeholder meeting indicated a desire to include a sidewalk boulevard as one of the elements to be considered in the options and therefore a fourth option was developed for public review at the open house.

Participants were asked to review the four options, assessing them against the various combinations of roadway elements in each, as well as the overall layout and location of elements and provide their

comments. In a direct comparison of the Likes and Dislikes of the roadway elements presented in each of the four concept plan options, respondents indicated the elements they Like most in each option are:

- Option A – Parking, 4-Lanes, Narrow Median
- Option B – Parking, 2-Lanes (nearly equal Likes and Dislikes of 2-Lanes)
- Option C - 4-Lanes, Parking - some restrictions (nearly equal Likes and Dislikes of 4-Lanes)
- Option D - Sidewalk Boulevard, Parking

The elements they Dislike most are:

- Option A – No significant Dislikes indicated
- Option B - No Median, Bike Lanes, 2-Lanes (nearly equal Likes and Dislikes of 2-Lanes)
- Option C – 4-Lanes, Wide Median (nearly equal Likes and Dislikes of 4-Lanes)
- Option D - 2-Lanes and Wide Median

Overall, the roadway elements that respondents prefer are: a Median (with slight preference to a Narrow Median), Parking and a Sidewalk Boulevard. Responses show a preference to having a 4-lane roadway, although there is also notable support for a 2-lane roadway. Respondents clearly indicated that Bike Lanes and No Median are not desired elements for the roadway; a few respondents indicated that if speeds were controlled, a median may not be necessary. Respondents also indicate concern about the speed of traffic and expressed the desire for additional traffic calming measures. Some indicated raised crosswalks may assist with traffic calming, in addition to an increased police presence. It should be noted that not all respondents answered the question about Likes and Dislikes of the individual roadway elements.

Respondents indicated a desire to add to the aesthetics of the roadway with the addition of trees and shrubs, especially within a sidewalk boulevard although questions were raised about the responsibility of maintenance on the boulevards.

Option assessment details are as follows:

Option A:

Forty-six (46) respondents indicated elements they Like about Option A and 32 indicated elements they Dislike. Of these responses, there is a clear preference for 4-Lanes (32 Like/24 Dislike), Narrow Median (30 Like/19 Dislike) and Parking (37 Like/7 Dislike). No significant Dislike of elements was indicated.

Option B:

Forty-three (43) respondents indicated elements they Like about Option B and 50 indicated elements they Dislike. Of these responses, there is a clear preference for Parking (31 Like/9 Dislike). Respondents clearly Dislike No Median (12 Like/43 Dislike) and Bike Lanes (24 Like/38 Dislike). There was only slightly more Dislikes of 2-Lanes (27 Like/32 Dislike).

Option C:

Fifty-two (52) respondents indicated elements they Like about Option C and 54 indicated elements they Dislike. Of these responses, there is a preference for Parking - some restrictions (25 Like/19 Dislike). Respondents Dislike the Wide Median element (19 Like/30 Dislike). There was only one respondent more who Dislikes 4-Lanes (27 Like/28 Dislike). It should be noted that the Sidewalk Boulevard option was mistakenly added as an element for Option C on the feedback form and despite it not being on the Option C concept plan it received many Likes and Dislikes (27 Like/21 Dislike).

Option D:

Forty-seven respondents indicated elements they Like about Option D and 48 indicated elements they Dislike. Of these responses, there is a preference for a Sidewalk Boulevard (33 Like/23 Dislike) and Parking (29 Like/10 Dislike). A majority of respondents indicated they Dislike 2-Lanes (26 Like/32 Dislike) and the Wide Median (21 Like/33 Dislike).

Respondents were asked if they had any additional comments about the project; the following themes emerged from those comments:

Speeding: Seventeen (17) respondents expressed their concern about speeding and a desire for traffic calming measures.

4-Lanes vs. 2-Lanes: Nine (9) respondents supported four lanes and four (4) expressed their support of 2-Lanes.

Bike Lanes: Eight (8) out of 10 respondents do not desire bike lanes.

Parking: Seven (7) respondents said that parking is desired and necessary in some cases while one respondent questioned how much parking is actually needed.

Aesthetics/Sidewalk Boulevard: Desire for enhanced tree plantings especially on the sidewalk boulevard in all five (5) comments received.

Crosswalks: Enhanced crosswalks are desired and respondents indicated they support raised crosswalks with a few more respondents preferring curb extensions. Flashing lights at crosswalks where the road curves and parked cars obstruct views was also mentioned. Specific locations mentioned for crosswalk enhancements were 81 Avenue, 85 Avenue, 87 Avenue and 142 Streets.

Median: Five (5) comments were in support of a median while three (3) indicated a preference for no median.

Road Access/Usage: No common themes emerged from road access and usage. Individual comments included issues with the merge lane and corner access being removed from Valleyview Crescent and how it would affect access to their homes. Other comments expressed concern with the addition of a traffic circle, winter safety, speeding and safety with the 87 Avenue intersection improvements. There was a suggestion to avoid the problems seen on 95 Avenue in Crestwood with snow removal affecting bus and fire truck access.

No Change Needed: Four (4) comments indicated the road was functional as it is and only required new paving and specifically to leave the intersections at Valleyview Crescent and 87 Avenue as they are.

Others Comments: Other comments varied from being concerned about the traffic noise to not wanting a traffic circle at the bottom of Buena Vista Drive to issues with snow removal and a suggestion to improve bus service to Laurier Park and the Valley Zoo.

POST OPEN HOUSE – CONTACT WITH CYCLING GROUPS

Following the open house event several attempts were made to engage with cycling user groups. Attempts to reach the following groups were made by phone and email on several occasions over the course of several weeks:

- Juventus
- Edmonton Road & Track Club
- Pedalhead Road Works
- Pedalheads

A contact was reached at Pedalhead Road Works but it was discovered that their group does not utilize Buena Vista Road to train. Another group, Pedalheads was reached but they also do not utilize the road for their group. One of the contacts did provide comments about his own personal use of the roadway as he is a cycling commuter who uses Buena Vista Road almost daily. He felt the road was in desperate need of repair and felt that a dedicated bike lane was unnecessary as groups training on the road would not be able to be contained in the bike lane anyway.

Appendix A –External Stakeholder Meeting Notes

Participants were asked to rank the roadway elements where 1 is the Most Important and 4 is the Least Important. The four elements that were ranked were: Parking, Median, 4 Roadway Lanes and Bike Lanes.

Choice #1	Boulevard & Sidewalk
Choice #2	Median
Choice #3	Parking and 4 Roadway Lanes (<i>tied</i>)
Choice #4	Bike Lanes

Following are the participant and facilitator notes from the meeting discussion:

Raised Crosswalks

- Maintenance/snow clearing an issue
- Think they would be effective
- Also impacts emergency service and transit
- Also potentially large trucks?
- Use only at key locations
- Psychological roadway narrowing is better for Emergency than physical barriers
- Vertical barriers impact response time and maintenance issue
- T-Ops study with CEMA+/- ranked low negative for Emergency & T-Ops
- Raised crosswalk good for accessibility
- Paving stone top for the raised crosswalk
- Raised at zoo
- Add crosswalk at 81 Avenue
- Keep at 140 Street – raised
- Needed at 85 Avenue
- Are raised crosswalks needed for two lanes?
- Consider design and style of crosswalk - possible paving stones
- Like raised
- May not need raised if it is only two lanes
- Raised at 140 Street and bottom of BVR if roadway is flared with Option B
- Tried on 96 Avenue in the past
- Good in an urban area
- Bus clearance is a concern
- Not good, for pedestrians doesn't make a difference
- Ensure signage is good

- Could be good to stop speed
- Do people actually cross?
- Raised sidewalk may be good at the bottom of BVR
- People walk across at the very bottom of BVR
- Doesn't support raised crosswalk
- Not enough people to warrant a raised crosswalk – only at the bottom of BVR

Hybrid Option

- Option D: Two-lane but without bike lanes, with boulevard (for snow) walks and perhaps S.U.P. (conflict with driveways)
- Perhaps two lane with or without median
- Option A with no parking and wider boulevard

Bike Lanes

- May be resistance to bike lanes adjacent to parking
- Unnecessary in this corridor
- Use service road as a bike lane
- Bikes are getting where they need to via other routes
- Causes more congestion and very few bikes use the lanes
- In future will need four lane roadway
- No bike lanes x2
- Don't provide infrastructure for underutilized routes

- Bike lanes not meeting needs of bike target, only reaching a small segment of riders
- Cyclists can get down through Laurier
- May not be used by amateur riders
- Trying to put in only high quality bike routes. Shared use lanes primarily used with neighbourhood renewal
- Could consider one bike lane in one direction (uphill)
- Could put a sharrow in a four lane roadway
- Middle of Buena Vista Road could use a bike lane
- Doesn't know how this falls into other bike plans
- There are other ways to address bikes. The value for bike lanes may be low.
- Look at doing three lanes and a cycle track, struggling to determine if it is needed
- Could plan for a cycle track but don't build it – use it as a grass median for now
- Could you do a shared-use path?
- Driveways would make the shared-use path dangerous
- Four lanes could be turned into a cycle track later

Curb Extensions

- No concerns about curb extensions re: parking, but concern about precedent: Intent? Pedestrian safety not traffic calming
- Confine to main crossings
- Precedent
- Pedestrian safety versus speed mitigation
- Locations – for example: why choke 81 Ave?
- Like an unobtrusive curb extension
- The ones in Crestwood Avenue not nice
- Don't like large curb extensions in Crestwood because they are too large
- Like curb extensions with parking
- 45m – from curb extension for bus lane

- One lane option 81 Avenue good, really narrowing – ensure turning options are okay
- 85 Avenue good because it provides connection to school
- 85 Avenue – no parking within intersection on opposite side of street
- Try to keep driveways away from intersections

Boulevard

- Median vs. Boulevard – One or the other is needed for beautification; my preference is boulevard
- Boulevard walk -Trees in boulevard
- Prefers small median, prefers sidewalks or boulevard

Median

- Landscaping – not necessarily trees (sightlines)
- Median provides snow storage (but boulevards do too)
- No concerns
- Benefit: Safety and controls access (backing on)
- Noted: no median may reduce speed because opposing traffic closer together (but might encourage stunting)
- Wider median & two lanes/
- Very little street oriented development
- Working around or over median isn't a huge issue for Emergency Services. Median breaks are important
- Fire staging is 6m
- Keep the median
- Narrow median – trade for boulevard space
- Like the trees. Doesn't matter if it is on the boulevard or the median
- Likes the median. Keep it
- Likes the median
- No median – gives ETS flexibility

- Centre median can be a good place to store snow
- Bad to store snow on boulevards – kills trees
- No median but boulevards is better

Parking

- Parking should be provided for residents along Buena Vista Road
- Parking closer to zoo required as many people will be staying longer
- Parking is not highly utilized
- Just use it as an additional lane
- Remove parking with added median
- Where does overflow parking go?
- People park on the service road
- Option C – people park on the road
- Zoo parking lot is limited but the turn over at the zoo will become a longer time
- People park on street south of 81 Avenue the most
- Like parking & curb extensions
- Restricted parking may not be ideal. Residents would want to park when zoo doesn't want them too
- Parking lot and zoo is limited but current time spent is two to three hours length of visit may increase to four hours
- People would not want parking removed at all
- Keep parking if you can
- Parking all the way down helps with speed
- If nobody parks there it doesn't help with speed
- Could do parking of restricted times
- No need for parking bays, allow the curb lane to be a restricted lane and make the boulevard larger
- Use curb lane as a flexible space

2-Lanes/4-Lanes

- I'm warming up to the idea of a two lane road

- Scalable and growth projections for the zoo, will require four lanes for winter as well
- Maintain four lanes (zoo) & for emergency vehicles
- Can the volume be handled via two lanes?
- Interested in thinking about two lanes
- What about two lanes/median/bike lanes
- Doesn't require four lanes, willing to discuss the two lanes. Two lane with median and bike lane = good
- Concerned about so many changes all at once. Unsure about how the final changes will impact traffic
- Like two lanes, median and boulevard walk
- Prefer four lanes, but don't hate two lanes. Concerned about growth
- Traffic volumes show two lanes is adequate
- Only a few days when the four lanes are required
- Peak day isn't enough to warrant four lanes
- Restrict parking on busy days
- Look at three lanes again

Intersection Improvements

- No concerns; intent is good
- May eliminate 'cars for sale'
- Consider landscaping
- Could consider closing 87 Avenue access entirely
- Happy for the cul-de-sac
- Happy about cul-de-sac
- Intersection improvements: No concerns
- Maintain at least two entrances to service roads off of Buena Vista Road
- Like intersections as drawn

Other

- Trees in median help with traffic calming
- Trees in median are good
- Shrubs and trees

- Trees are better than shrubs, easier to see around
- Residents don't like change
- Closing off 87 Avenue
- Lots of cars park on service road
- Residents along service road would be upset. May increase/create congestion at

the intersection. What about closing 81 Avenue altogether?

- Cause problems at 142 Street intersection
- Not safe for pedestrian
- Residents along service road unhappy
- No supports

Assessing the options

Participants were asked to review the three options, assessing them against the various combinations of elements in each, as well as the overall layout and location of elements and provide their comments.

Option A

What do you like about Option A?

4-Lanes

- Like it with two lanes

Median

- Like small median

Other

- Street lights could go down center if median is large enough, has enough room to use

What do you dislike about Option A?

Median

- Why have the median if it is just concrete?
- Trees and shrubs are hard to keep up with in the median

Parking

- Don't need parking, use curb lane and manage parking

Boulevard

- No boulevard walk
- Would prefer a larger boulevard

4 Lanes

- Four lanes x2

- Could use curb lane as parking then bike lane
- No? need for parking bays, allow the curb lane to be a restricted lane and make the boulevard larger
- Use curb lane as a flexible space

Other

- No good snow storage space (median width limited)
- Similar speed issues expected
- No trees / landscaping
- Lack of greenery along median
- Dedicated bulb-out is too much for the residential roadway

Option B

What do you like about Option B?

2-Lanes

- Two lanes
- *Flair out to four lanes near the traffic circles
- *Look at the transitions from four to two lanes

Other

- Like this option with no bike lanes and added median
- Likes four lanes down to two lanes with a forced right turn at 140 St.
- Possibly look at flaring street into four lanes at 142 and 132 Streets

What do you dislike about Option B?

2-Lanes

- Two lanes
- Zoo expansion may require more lanes in the future
- Bikes can take the curb lane if the roadway is four lanes
- Possible to use curb lane as shared use lane

Bike Lane

- Bike lanes
- Bike lanes – exchange for boulevard

Median

- No median

Option C

What do you like about Option C?

Median

- Wide median
- With trees

What do you dislike about Option C?

Hybrid

- Hybrid small median, two lanes, boulevard, parking

- Use space on the boulevard instead, safer for staff to work on trees

Median

- Wide median
- What is the benefit of the wide median?

Other

- Nowhere to put snow (if trees in median)
- Safety with traffic right up to property line

Wrap Up

What other type of information, if any, should be provided at the Public Meeting?

Hybrid Option

- Hybrid Two-lane option in addition to the bike lane option
- Consider two lanes with parking and boulevard walks – median pros and cons similar as other options
- Flair out to four lanes going into the traffic circles

Data

- Less detail on speed/collision maps with more explanation (example 85% ILE)
- Snow collisions over 3 years
- Any collision trends? (up or down)
- Craig noted that collision history (handout) represented an atypically long time frame (13 yrs.)
- Noted most collisions appear speed related (but perhaps not a huge issue – less than 1 collision per year)

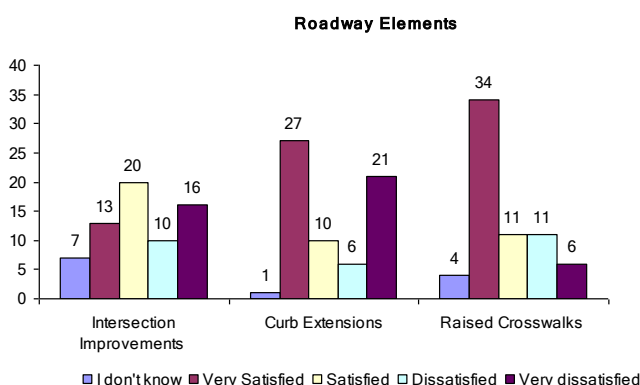
Other

- More labeling on plans; colours
- Construction/Maintenance costs?
- Major cost differences between the options
- Plan for snow removal?
- Pedestrian Crossings:
 - Important by school on 85 Ave
 - by 81 Ave and 140 St.
 - down by zoo
- Question: Can two lanes handle traffic?
Answer: Yes, except for special event days – but do we design for those days?
- Question: Why wide mediansnow clearing, safety?
- Question: Why narrower parking (lower priority for residents).....wider median (space for snow and landscaping)

Please provide any other comments or suggestions you may have regarding the Buena Vista Road Concept Plan project and Public Involvement Process. Will people attending the public event understand the concept plan and the process for getting there? Do we need any other information?

- Please provide numbers for 106 Street (2 lanes)
- Photos of existing
- Photos of the elements
- How many people park on the road and where?
- No trees in median, but yes in boulevard
- Find out how many parking spots would be affected
- Photos of current roadway to get bearings
- Photos of elements
- Don't show trees in the median
- Could be good to show a planting in the boulevard

Appendix B – Summary of Input – Public Open House



Roadway Elements – Intersection Improvements, Curb Extensions, Raised Crosswalks

Participants were asked to indicate their level of satisfaction with the first three elements that do not factor in to the discussion about tradeoffs within the existing road right-of-way width.. Sixty-Six (93%) respondents answered this question.

For the **Intersection Improvements**, 33 (50%) of respondents are Satisfied or Very Satisfied and 26 (39%) of respondents were Dissatisfied or Very Dissatisfied. A further 7 (11%) of respondents do not know how they feel about the Intersection Improvements. For the **Curb Extensions**, 37 (57%) respondents are Satisfied or Very Satisfied and 27 (42%) respondents are Dissatisfied or Very Dissatisfied. One (2%) respondent does not know how they feel about the Curb Extensions. For the **Raised Crosswalks**, 45 (68%) respondents are Satisfied or Very Satisfied and 17 (26%) respondents are Dissatisfied or Very

Roadway Elements					
Answer Options	Very dissatisfied	Dissatisfied	Satisfied	Very Satisfied	I don't know
Intersection Improvements	16	10	20	13	7
Curb Extensions	21	6	10	27	1
Raised Crosswalks	6	11	11	34	4
<i>answered question</i>					66
<i>skipped question</i>					5

Dissatisfied. Four (6%) respondents do not know how they feel about the Raised Crosswalks.

Areas of Enhanced Pedestrian Access

51 (72%) of respondents answered this question. Respondents were asked to identify locations where they thought pedestrian access could be enhanced. The locations of 85 Avenue (25 /49%) and 81 Avenue (24/47%) followed by 140 Street (20 /39%) and at the Zoo (22 / 43%) are identified as the locations that most need enhanced pedestrian access. It should be noted that 87 Street was mistakenly placed on the comment form when it should have read 87 Avenue. Several respondents requested 87 Avenue in their written comments.



Please indicate the locations where you think pedestrian access could be enhanced:

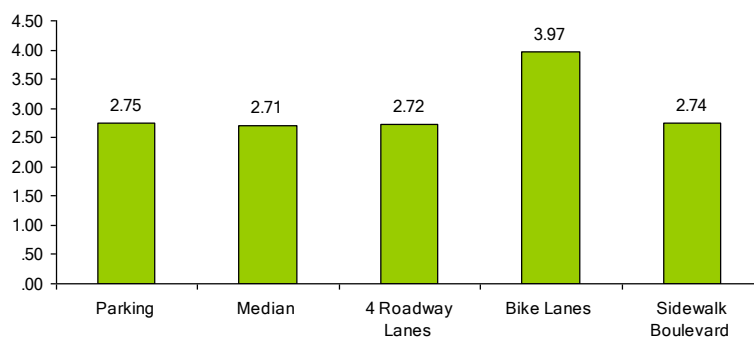
Answer Options	Response Percent	Response Count
140 Street	39.2%	20
87 Street	9.8%	5
85 Avenue	49.0%	25
Valleyview Crescent	25.5%	13
81 Avenue	47.1%	24
At the Zoo	43.1%	22
132 Street	13.7%	7
Other (please specify)		17
answered question		51
skipped question		20

Other Comments regarding locations requiring enhanced pedestrian access:

- 140 Street Lights?
- 87 Avenue x8
- 87 Avenue - raised as per picture
- 87 Avenue, Every crosswalk - need to slow down speed of vehicles.
- Anywhere possible - all should be addressed the same
- Connection between service road and traffic circle
- No idea
- Sidewalks or Multi-use paved wide paths on Buena Vista
- SWANN corners of 142 Street & 85 Avenue interesting that all options for Buena Vista have curb extensions included (for low pedestrian use) while this very high use intersection does not qualify!
- Not sure

Roadway Elements – Ranking

Participants were asked to rank the elements where 1 is the most important element to include and 5 is the least important element to include since the existing road right-of-way cannot accommodate all of the elements and some will need to take priority over others. Participants rank the elements in the following order: Median, 4 Roadway Lanes, Sidewalk Boulevard, Parking, Bike Lanes. The numbers indicated in the chart reflect the response average where a higher number indicates that more people rank it as a 5 (least important) and a lower number indicates that more people rank it as a 1 (most important). Not all respondents indicated their preference using 1 to 5. Some respondents for example may have used 5,5,5,2,1 rather than 1,2,3,4,5. Sixty-eight (96%) respondents answered this question.

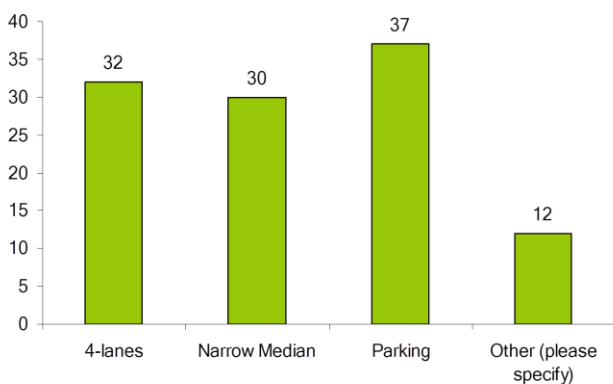


Assessing the Options

Participants were asked to review four options, assessing them against the various elements in each, as well as the overall layout and location of elements and provide their comments.

Option A: What Respondents Like

Out of 71 total comment form respondents, 46 (65%) answered the question about what they Like about Option A. Of these respondents, 37 Like Parking, 32 Like 4-lanes and 30 Like the Narrow Median.



Option A: What do you like

Answer Options	Response Percent	Response Count
4-lanes	69.6%	32
Narrow Median	65.2%	30
Parking	80.4%	37
Other (please specify)		12
answered question		46
skipped question		25

Other Comments regarding what respondents Like about Option A:

Keep as is

- #1 Option
- Like as is, repave and redo sidewalks
- Like it as is just repave
- Save money and keep as is
- I like Buena Vista as is, 4 lanes - with a median and access from Valleyview Cr. with the access road as is.

Pedestrian Access

- Marked Crosswalks
- Flashing pedestrian lights because intersections on curve does not always allow driver to slow for pedestrians.

Parking

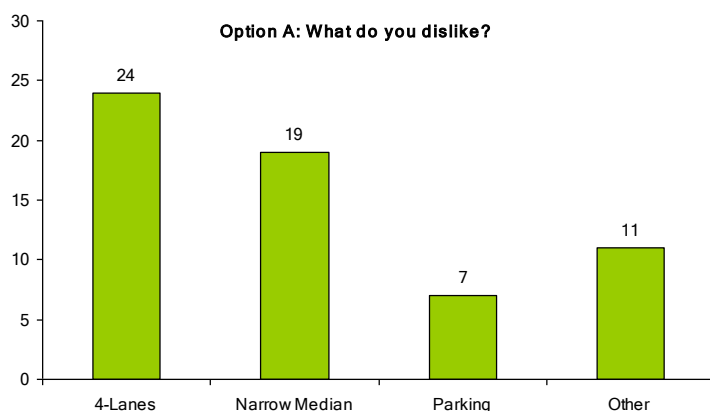
- Go two lanes/No parking without permit for residents
- There is parking and room for traffic.
- Parking is important for the homes on the bottom of the road as you go to the zoo. These homes have no access to an alley.

Other

- This is our 2nd option choice

Option A: What Respondents Dislike

Out of the 71 total comment form respondents, 32 (45%) answered the question about what they Dislike about Option A. Of these respondents, 24 Dislike 4-lanes and 19 Dislike the Narrow Median.



Option A: What do you dislike?

Answer Options	Response Percent	Response Count
4-Lanes	75.0%	24
Narrow Median	59.4%	19
Parking	21.9%	7
Other		11
answered question		32
skipped question		39

Other Comments regarding what respondents Dislike about Option A:

Don't like it

- Didn't like same as old road
- Don't Like

Intersection Improvements

- Changes to Boulevards at 87 Avenue & Valleyview Crescent *DO NOT LIKE
- Changes to boulevards at 87 Avenue and Valleyview Crescent Do Not Like
- In this option it is proposed to remove the side road off of Valleyview Crescent that enters on to Buena Vista. I do not see this as an improvement to traffic flow or safety. In this scenario a merge to a roadway on an incline is safer than a hard stop and then proceed on a right run into traffic on an incline. It will also force homeowners and visitor on other side of Buena Vista in vicinity to Valleyview Crescent to make a u-turn at this intersection to go back up Buena Vista to exit or enter their driveways instead of going through the intersection

and using the merge lane. With a large boulevard median it will become a dumping ground for snow in the winter (further reducing visibility on the roadway) and force the homeowner at XXX (address removed for privacy) to maintain this property as it is adjacent to the property.

Bike Lanes

- Bike Lanes
- Bike Lanes

Median

- Don't like the median as it a snow collector and hazard in the winter. \$-lanes will only encourage speeding.

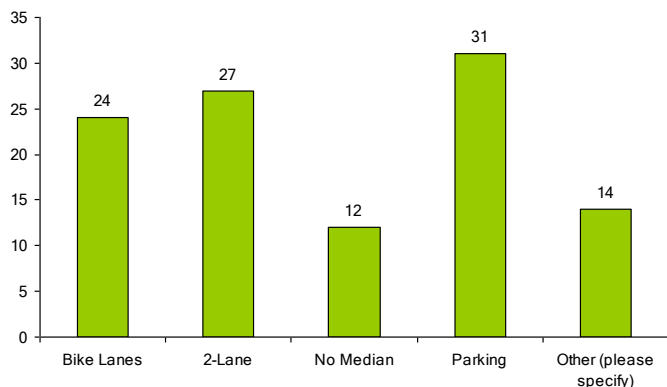
Speed

- Speed
- No speed control

Option B: What Respondents Like

Out of the 71 total comment form respondents 43 (61%) answered the question about what they Like about Option B. Of these respondents, 31 Like Parking, 27 Like 2-Lanes and 24 Like Bike Lanes.

Option B: What do you like?



Option B: What do you like?

Answer Options	Response Percent	Response Count
Bike Lanes	55.8%	24
2-Lane	62.8%	27
No Median	27.9%	12
Parking	72.1%	31
Other (please specify)		14
answered question		43
skipped question		28

Other Comments regarding what respondents Like about Option B:

I like it a lot

- *Best Option. Bike/Walk lane please.
- I like all the elements here. No median means no snow piles in winter. 2-lanes means slower traffic. Also the bike lane will prevent people from driving in the parking lane. I thought this option had grass boulevards as well.

Boulevard

- Sidewalk Boulevard
- Boulevard and trees
- Boulevard

- Sidewalk Boulevard (Plant Trees)
- Trees and shrubs on boulevard

Pedestrian Access

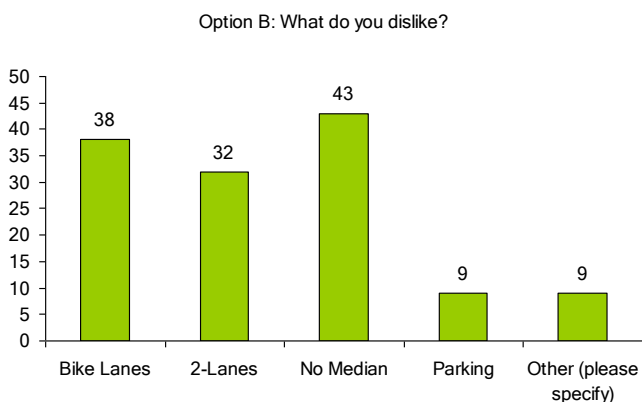
- Sidewalk Crossings

Other

- #3 Option
- The best option to "slow" traffic, but tradeoffs are too great
- extra lane for upcoming traffic

Option B: What Respondents Dislike

Out of the 71 total comment form respondents, 50 (70%) answered the question about what they Dislike about Option B. Of these respondents, 43 Dislike No Median, 38 Dislike Bike Lanes and 32 Dislike 2-Lanes.



Option B: What do you dislike?

Answer Options	Response Percent	Response Count
Bike Lanes	76.0%	38
2-Lanes	64.0%	32
No Median	86.0%	43
Parking	18.0%	9
Other (please specify)		9
answered question		50
skipped question		21

Other Comments regarding what respondents Dislike about Option B:

Don't like it

- Don't Like
- Don't like
- Liked nothing about this design
- Did not like anything on this one

Other

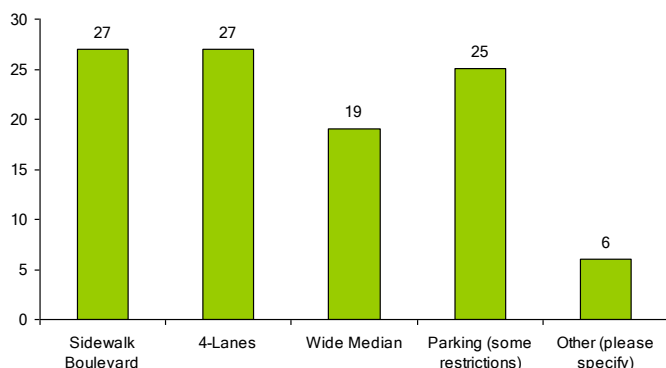
- Parking for residence only
- With 2 lanes, there will be an increase in vehicle usage by reducing 4 lanes to 2.
- Grass boulevards?
- No speed controls

- In this option it is proposed to remove the side road off of Valleyview Crescent that enters on to Buena Vista. I do not see this as an improvement to traffic flow or safety. In this scenario a merge to a roadway on an incline is safer than a hard stop and then proceed on a right run into traffic on an incline. It will also force homeowners and visitor on other side of Buena Vista in vicinity to Valleyview Crescent to make a u-turn at this intersection to go back up Buena Vista to exit or enter their driveways instead of going through the intersection and using the merge lane. With a large boulevard median it will become a dumping ground for snow in the winter (further reducing visibility on the roadway) and force the homeowner at XXX (address removed for privacy) to maintain this property as it is adjacent to the property.

Option C: What Respondents Like

Out of 71 total comment form respondents, 52 (73%) answered the question about what they Like about Option C. Of these respondents, 27 Like 4-lanes, 25 Like the Parking-some restrictions and 19 Like the Wide Median. The Sidewalk Boulevard was mistakenly included in the elements for this option even though it was not included in the roll plan. Despite this, 27 respondents indicated they Like Sidewalk Boulevards which may indicate their preference for that element but not necessarily in this option.

Option C: What do you like?



Option C: What do you like?

Answer Options	Response Percent	Response Count
Sidewalk Boulevard	51.9%	27
4-Lanes	51.9%	27
Wide Median	36.5%	19
Parking (some restrictions)	48.1%	25
Other (please specify)		6
answered question		52
skipped question		19

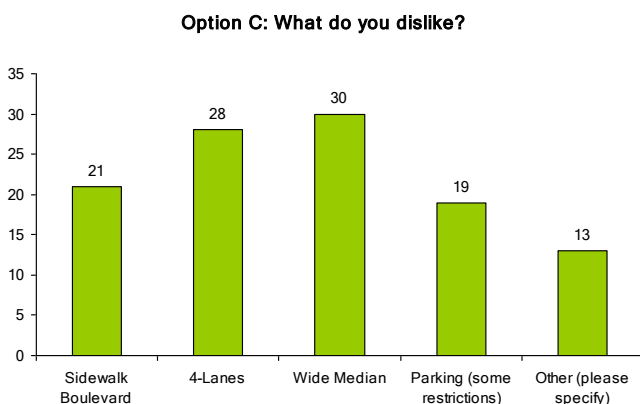
Other Comments regarding what respondents

Like about Option C:

- This is our preferred option without curb extensions
- Median (not wide), parking with no restrictions, Worst Option #4
- Yes
- These are aesthetically pleasing.
- Trees and shrubs on boulevard

Option C: What Respondents Dislike

Out of the 71 total comment form respondents, 54 (76%) answered the question about what they Dislike about Option C. Of these, 30 Dislike the Wide Median, 28 Dislike 4-Lanes and 21 Dislike the Sidewalk Boulevard.



Option c: What do you dislike?

Answer Options	Response Percent	Response Count
Sidewalk Boulevard	38.9%	21
4-Lanes	51.9%	28
Wide Median	55.6%	30
Parking (some restrictions)	35.2%	19
Other (please specify)		13
<i>answered question</i>		54
<i>skipped question</i>		17

Other Comments regarding what respondents Dislike about Option C:

Don't like

- Didn't like
- Don't Like
- Don't like

- Need parking in Section C West side of road. No alley access for some homes there.
- Restricted parking for bottom right near zoo employee entrance

Parking

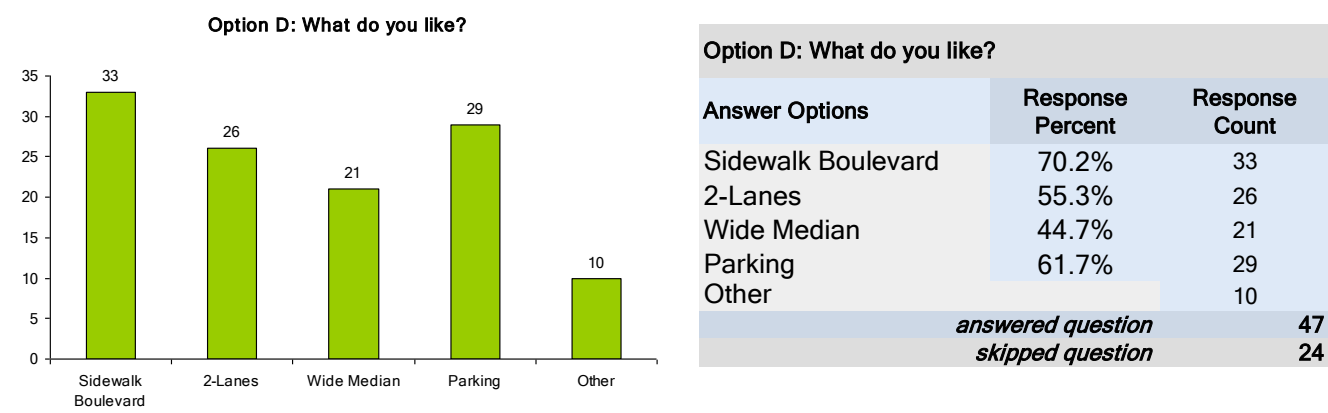
- Dislike Restricted Parking, Worst Option
- Parking for residence only
- Need parking in Section C west side of road - no alley access for some homes

Other

- Curb extensions are a traffic hazard - they create problems for vehicles trying to pass
- Bike Lanes
- Speed
- No speed controls

Option D: What Respondents Like

Out of the 71 total comment form respondents, 47 (66%) answered the question about what they Like about Option D. Of these respondents, 33 Like the Sidewalk Boulevard, 29 Like the Parking, 26 Like 2-Lanes and 21 Like the Wide Median.



Other Comments regarding what respondents Like about Option D:

Median

- Median can be narrow
- Median (not wide), #2 Option

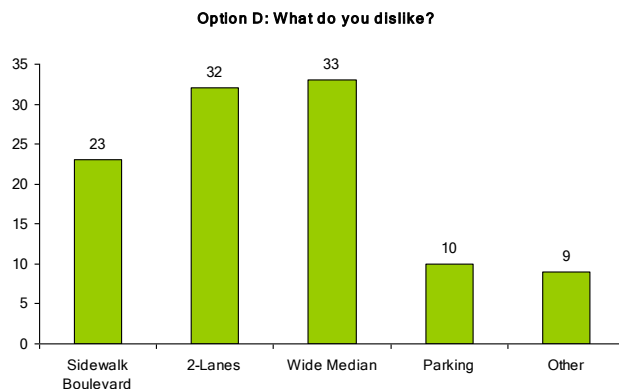
Other

- Parking for residence only
- Raised crosswalk
- Trees in boulevard
- Everything; this is the best option
- Plant trees
- Trees and shrubs on boulevard



Option D: What Respondents Dislike

Out of 71 total comment form respondents, 48 (68%) answered the question about what they Dislike about Option D. Of these respondents, 33 Dislike the Wide Median, 32 Dislike 2-lanes and 23 Dislike the Sidewalk Boulevard.



Option D: What do you dislike?

Answer Options	Response Percent	Response Count
Sidewalk Boulevard	47.9%	23
2-Lanes	66.7%	32
Wide Median	68.8%	33
Parking	20.8%	10
Other		9
answered question		48
skipped question		23

Other Comments regarding what respondents Dislike about Option D:

Don't Like

- Don't Like
- Don't like

Other

- Parking for residence only
- No curb extensions
- The road should flare to four lanes at the zoo to accommodate a two-lane traffic circle.
- Bike Lanes
- Who would maintain sidewalk boulevard? Plant trees?
- No speed controls
- In this option it is proposed to remove the side road off of Valleyview Crescent that enters on to Buena Vista. I do not see this as an improvement to traffic flow or safety. In this scenario a merge to a roadway on an incline is safer than a hard stop and then proceed on a right run into traffic on an incline. It will also force homeowners and visitor on other side of Buena Vista in vicinity to Valleyview Crescent to make a u-turn at this intersection to go back up Buena Vista to exit or enter their driveways instead of going through the intersection and using the merge lane. With a large boulevard median it will become a dumping ground for snow in the winter (further reducing visibility on the roadway) and force the homeowner at XXX (address removed for privacy) to maintain this property as it is adjacent to the property.

About the Public Open House

Of the 71 comment form respondents, 65 attended the public open house on June 7, 2014 and 6 did not.

The majority of those attending the open house Agree or Strongly Agree that the information presented was useful and informative, the visual displays were easy to understand, the representatives were helpful, friendly and available and they had a better understanding of the project because of their attendance.

Please indicate your level of agreement with the following statements by placing a "check" in the appropriate box.

Answer Options	Strong Disagree	Disagree	Agree	Strongly Agree	Don't Know	Response Count
The information presented was useful and informative	1	5	37	15	0	58
The visual displays in the room were easy to understand	1	4	41	14	0	60
The project representatives were helpful, friendly, and available to	1	2	30	25	1	59
I was able to find satisfactory answers to my questions	3	11	32	11	0	57
I have a better understanding of the project because of my attendance	1	2	41	15	0	59
<i>answered question</i>						60
<i>skipped question</i>						11

The aspect they found most valuable at the event were the display boards followed by the interaction with the representatives.

Which aspects of the meeting did you find most valuable? (Check all that apply)

Answer Options	Response Percent	Response Count
Presentation	30.4%	17
Display boards	87.5%	49
Question and answer session	32.1%	18
Interaction with representatives	57.1%	32
Other (please specify)		8
<i>answered question</i>		56
<i>skipped question</i>		15

In their comments about the open house, respondents feel the question and answer period was rushed and should have allowed for more time to ensure attendee questions were answered to their satisfaction by knowledgeable presenters. Other suggestions included a better sound system, larger maps, options included in handouts.

Comments

- Overall - well done
- Not enough time allocated - poorly done
- Q & A not long enough
- Q and A was too short
- All was very well done
- Useless, they didn't answer anything

- Feedback survey!
- I found that during the question and answer session - questions were not answered and that presenters were not comfortable taking questions

The majority of respondents said they heard about the open house from the road side signs.

Please tell us how you heard about today's session (Choose all that apply)

Answer Options	Response Percent	Response Count
City Website	3.5%	2
E-mail	0.0%	0
Roadside Signs	84.2%	48
Flyer	49.1%	28
Community League/Other Organization	24.6%	14
Other (please specify)		7
answered question		57
skipped question		14

Verbatim Comments About the Project – themed

Speeding	Less noise/racing for animals at the zoo and resident. Protect all bikers and walkers/runners.
	Please slow traffic down (1 lane each way).
	Speed reduction.
	No one spoke about speed traps usage for speeders.
	The road needs to be enhanced esthetically to promote the feeling of neighbourhood rather than speedway - especially for those dog owners who use it daily and speed down with no consideration for the people who live in the neighbourhood, most particularly on Buena Vista Drive. This road is NOT a racetrack!!!
	Add as many raised crosswalk as possible to slow down the speed of vehicles. Speeds on the weekends are significantly higher than what is shown on the information display boards.
	Slow traffic please.
	Slow traffic down.
	Could unmanned photo radar be installed as well on the road? I know that average speeds were given at the presentation, but I would like to know what some of the outlier (maximum speeds were.)
	No median would probably lead to lower speeds.
	If speed is controlled we don't need a median.
	If speed is better controlled on the road there is no need for a median.
	The options provided do not address the largest concern voiced over the last 5 years- speed control.
	The facilitators at the presentation did not address the issues. Some further options need to be presented that speak to speed control problems.
	Why can't we have a speed limit of 40km/h or 30km/h? This would include bikes. Have the police monitor with speed traps. Bike on the road are going faster then 50km/hour down the hill. Easiest fix.
	Speeders are not a large percentage of vehicle traffic so the vocal minority in this neighborhood should not destroy the primary access to all of our surrounding community roads, nor to the tourist traffic to the Valley Zoo. Once the zoo expands, traffic will increase because the zoo will become a better destination (although it's cute already), and the main

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	access road into it should not look like a narrow side street.
	Police could visit at 11:00 p.m. occasionally, catch up on book work and wait for those noisy racing motorcyclists. Slow policeman bump at south end of Buena Vista Road to discourage motorcycle racing.
Aesthetics	Make road more park-like.
	Street trees.
	Please plant rows of trees in boulevards from 142 Street to the zoo (very important).
	Keep greenery and beautification in mind.
	Please add plant material to the boulevards.
Crosswalks/Raised	Raised crosswalk please at zoo and Buena Vista and at 143 Street & Buena Vista Road.
	Raised sidewalk - worried about noise.
	Like raised crosswalks.
	I like the raised crosswalks.
Crosswalks/Curb Extensions	Curb extensions (especially at 85 Avenue) will make crossing the street safer and make parking on the street a reality.
	Curb extensions are a definite "NO" - they create traffic problems when vehicles try to pass - the traffic lane is dangerously narrowed e.g. 95 Avenue Our preferred option is Plan "C" without curb extensions.
	Like curb extensions.
	Bump outs.
	Curb extensions good.
	Curb extensions - nice. Include more and plant in them.
	I would like to see as many curb extensions and speed bumps as possible.
	As well, when the cars cut the corner and drive in the parking lane, they are often just inches from the sidewalk. Curb extensions and side walk boulevards would make this safer and more pleasant.
	The curb extensions would also make crossing the road much safer.
	Curb extensions even in the parking zone with shrubs planted i.e. 95 Avenue between 142 and 149 Streets.
Crosswalks/General	I would really like to see flashing pedestrian activated lights at all intersections that are obstructed by a curve in the road. A flashing light will cause drivers to brake long before they will see kids crossing. Crossing is currently risky at 81 Avenue, 85 Avenue & 87 Avenue because of curves and parking.
	*NB - no crosswalk on the circle on 87 Avenue & 142 Street.
	Need lighted crosswalk at 81 Avenue and 85 Street.
	Do not put a crosswalk by the circle - very dangerous to stop in a circle.
	Add crosswalks at 81 Avenue.
	Curb extensions and raised crosswalks would improve crossings. I cross the road everyday walking home from the bus stop and walking the dog.
Median	Keep median.
	No median.
	We need the median for snow removal.
	No median.

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	Retain median for snow; easy for COE to remove snow also and cost effective to remain as is.
	Removing the median would also remove a psychological barrier between the lanes, encouraging more drivers to follow the speed limit (Similar to what has happened on 95th street between 142 Street and 149 Street).
	Some median is necessary for snow piles.
	Like narrow median.
Lanes - 4	Keep four lanes - NOT 2. Front exit driveways also require the four lane plan. A bicycle team also trains on Buena Vista Road. Buena Vista Road is the only access and exit for the area east of Buena Vista Road which could be serious safety concern if emergency vehicles are obstructed. I believe that the two lane plans would create an obstacle course and traffic jam on a daily basis. As improvements at zoo and Buena Vista park & Laurier Park are completed traffic will increase. As population of Edmonton increases traffic will increase. We need to maintain four lanes
	The existing four lanes are necessary to accommodate emergency vehicles to zoo, both parks and river; service trucks to zoo; construction trucks to zoo; buses and garbage trucks; in addition to residential traffic and traffic to zoo and both parks
	Road is already unintentionally reduced to two lanes, we need 4 lanes.
	We need our parking, we need 4 lanes.
	We need 4 lanes.
	Four lanes.
	I do not support 4 lanes because right now it encourages speeding and unsafe passing.
	4 lanes, of equal width, as present I support. I do not support a narrowing of existing lanes (since the concept plans leave out that nuanced detail which I would hope is a fact not deliberately left out to mislead).
	I am not in favour of two lanes.
Lanes - 2	Two lanes.
	Live on Buena Vista Road. One lane each way would be adequate with either a wide planted median or wide sidewalk boulevards. Four lanes are excessive for the amount of traffic on this road.
	Like 2 lanes.
	Two lanes of traffic.
No Change Needed	Buena Vista Road is highly functional as it is - it needs paving.
	Leave road as is. New asphalt. Leave intersections at 87 Avenue & Valleyview Road as is.
	No Change to intersection @ Buena Vista and Valleyview.
	No changes to Valleyview Drive exit and entry.
Bike Lanes	Leave merge lane from Valley View Crescent onto Buena Vista as is.
	I go down 95 Avenue six times per week and this year I saw only 1 bike - get rid of BIKE lanes.
	Bike lanes are a definite "NO" - they create safety and traffic issues.
	No bike lanes.
	Location of bike lanes should be selected in context of an overall system of bike lanes - not as an add-on to every collector road. E.g. use of 85 Avenue as part of E/N system. Pay attention to the existing and future degree of use I suggest putting bike lanes in boulevard on asphalt ribbons - not on high cost concrete roadbeds
	I am not in favour of bike lanes.
	Strongly feel bike lanes are necessary to create access to all users.

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	No bike lanes.
	Since this road leads to our river valley, zoo and park it must include a bike lane.
	Bike lanes aren't needed in this neighborhood - not safe and get very few bikes either on weekends or during the week.
	The cyclists use existing service roads - don't need separate bike lanes. Group cyclists take up one lane - so is not a collision issue!
	I was reviewing this document: http://www.edmonton.ca/transportation/RoadsTraffic/BUVI_141_concept-options-Web.pdf I would like to voice support for any of Options A,B,C. I am strong opposed to Option D. Option D forces cyclists to fight with vehicles for access to the same strip of pavement as vehicles. Buena vista road is an important strip of road for cyclists making a north-south connection across the Quesnell bridge and using Laurier Park. It is also an important piece of road for cyclists making an east-west connection from the bike friendly piece of 84th ave heading down to cross the Hawrelak park bridge. To a lesser extent, I have also used it when heading across the bridge to the 95th ave bike lane to go east. Providing no safe space for cyclists is dangerous. The two-lane situation as it exists currently is safe in this regard but I am very concerned about this route becoming the site of future dangerous situations. This is precisely the cause of death in the Isaac Kornelson incident on Whyte Ave two years ago.
Sidewalk Boulevard	Sidewalk boulevard with trees to increase "distance" from road.
	Additionally, the impact of having a large boulevard at this intersection has not considered the impacts of the homeowner in that location of having to maintain this additional property. Even if it is low maintenance landscaping it cannot be expected to have the homeowner be responsible for this space. There are also additional concerns with visibility if this piece of land is used for snow removal storage during the winter.
	The sidewalk boulevards would provide greater separation from the street. It is not a pleasant experience to walk down the sidewalk.
	Sidewalk boulevards and no median would make the street look more like a residential street. This would make it easier to enforce 50 km/h speed limit. It would also create more distance between the road and the houses along certain sections of Buena Vista Road.
	Sidewalk with boulevard with trees and shrubs.
Road Usage/Access and Intersections	Need restriction on heavy vehicles usage - hr. restrictions.
	My property is directly affected by taking away the corner access from Valley Crescent to Buena Vista. I need this access to make a u turn going down Buena Vista to go up and into my driveway. To take this away will cause a big problem for me to get into my house.
	Must implement shuttle service (from Meadowlark Mall for example) to greatly reduce traffic during peak days at the zoo.
	Both of the proposed intersection improvements (87 Avenue & Valleyview Crescent) may cause more safety issues in the winter.
	Seems to be lots of money spent on very low use - pedestrian bicycle and auto!
	Most people don't know how to adequately drive a traffic circle and to add a traffic circle at the end of Buena Vista Road is going to back traffic up even further on event days; it will confuse people and make it harder to get in and out. Also, to reverse the entrance to the park won't make a difference to traffic. The feed off lane to the zoo is smart - then you won't need a traffic circle. Why change 87 Avenue and Buena Vista Road intersection if there has never been a problem.
	No roundabout at bottom of road.

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	<p>I understand that the City of Edmonton Planning department is trying to make the Buena Vista roadway more accessible and safer for the community and for those who use the roadway, which I am appreciative of the consideration. I feel that the concepts are not just concepts considering that in each of the options they have included the removal of the merge lane off of Valleyview Crescent on to Buena Vista Road. In discussion with the Project Manager / General Supervisor about this it was stated that this change to the intersection is for safety reasons - that a hard stop intersection is safer than a merge lane. When a number of parties brought this up for discussion with the PM and other city staff, considerations brought forward about how the intersection was used by homeowners in the area (that no one uses the stop sign currently as the merge lane provides easier and safer access to Buena Vista), the visibility of the intersection, the incline / decline of the intersection, the traffic patterns and usage, etc. - that these elements were discounted beyond saying that studies show that this type of intersection is safer than what is currently there (a merge lane). When asked if the PM or the city staff had visited the intersection to view these patterns - the answer was they had not and still were steadfast that the proposal would be much safer.</p> <p>At certain intersections, it can be quite dangerous to cross Buena Vista Road (85 Avenue for example--If cars are speeding, they can be extremely close to you before they can see you).</p> <p>I live at XXX (<i>address removed for privacy</i>) Buena Vista Road is an eyesore right now and riddled with pot holes. It is extremely unsafe for cyclists and pedestrians. This road is heavily used by cyclists for training (because of the hill) and for access to the parks and trails. This use is increasing rapidly and should be the main focus of improvements. The car traffic should be restricted to force drivers to keep cyclists and pedestrians safe.</p> <p>Avoid problems of 95 Avenue in Crestwood, namely hard for buses and fire trucks and snow removal.</p>
Parking	<p>Parking is important for our guests who come to visit, since there is no place for this in the keyhole where we have 5 houses with driveways side by side.</p> <p>For some residences on Buena Vista, they have no back alley access so eliminating front parking is problematic.</p> <p>Like some parking.</p> <p>How much on-street parking is actually needed? No point building the width unless there is good demand.</p> <p>We live at XXX (<i>address removed for privacy</i>) and need parking in front of our home. Any option with that missing is unacceptable as only one house on our side has a garage on the alley and two houses have no alley access at all.</p> <p>Parking as is.</p> <p>Adequate parking for houses facing Buena Vista</p> <p>Presently drivers cut the corner and consistently drive in the "parking lane".</p>
Other Comments/Option Choice	<p>I want to see low-impact development principles incorporated to road section design top to bottom – e.g., channel & infiltrate water.</p> <p>Sidewalk to the zoo.</p> <p>Plan A = the best so far.</p> <p>Traffic circle reversal at bottom of Buena Vista would be problematic.</p> <p>My biggest concern is "noise".</p> <p>Snow removal especially at Junction of Buena Vista and Valleyview Crescent is just as important as the speeding in summer - especially for those of us living at that junction - can't leave driveway in winter for weeks at a time! Plus exacerbates road condition issues especially regarding poor drainage.</p>

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	As a house owner on Buena Vista, are you permitted to back out across opposing lane when no median is in place? What is the statistical information for both the dog park use and the zoo use? What is the forecast increase in use of both of them over the next 5, 10, 20 years and beyond? Is a sidewalk considered on the North side of Buena Vista Road adjacent to the zoo parking lot? With the no median options, where will snow removal be stored?
	Option B is first choice with grass, trees & shrubs on the boulevard. Option D is second choice with grass, trees & shrubs on the boulevard. They will reduce speed and noise.
	Oh yes, one additional detail - how about bus service!? I see so many people forced to walk all the way down from 142 Street to the zoo. As an expanding destination, this poorly acknowledges that, despite being in a more affluent neighborhood, all economic brackets enjoy this facility and the adjacent Laurier Park and off-leash area. Plus, how does this support keeping seniors in their homes who may eventually be unable to drive (and shouldn't assume all can afford taxis or other vehicle service).
About the Meeting/Consultation	Presentation too short. More Q & A time. Sound system poor. Not enough advertising about event.
	Although the Q & A was informative, I felt that more time could have been provided. The representatives at the front were extremely concerned about the time and insisted on sticking to the originally planned format. That 1/2 hour could have gone on for another 1/2 hour without having an impact on the second session. Too bad!
	Q/A Session is too brief. Limiting to 15 minutes is somewhat baffling as the purpose was to solicit input.
	As a resident along Buena Vista we believe we are a critical stakeholder and need to be considered.
	Community League is not representative of the people who have to live on a road that is unsafe. Please continue to dialogue us people who live and use it.
	Thank you for the opportunity to provide input!
	Maps should've been double the size at least (hard to see changes). Should've included 3D renderings of all four options in static form.
	The options should have been included in the handout rather than just on the boards.
	Feel that advertising should have been more precise -was not aware there would be a presentation. Surely this could have been included in printed matter as well. Mic and PA system was inadequate. Felt everything was rushed.
	Plans should include enlargements of plan at each section - with clear indication of present situation and what is proposed for the option. 'Comparison option summary' was best panel for understanding the difference between options. As a rule of thumb, when you show something NEW - unless you show at the same time what exists NOW - people have a hard time understanding what is being proposed and how it differs, so all sections should have NOW illustrated and - you should have had a plan of roadway NOW in addition to the options.
	I really appreciate the city's efforts to engage with residents and area organizations. Thank you!
	As a resident of Buena Vista Road - are we not stakeholders that should be consulted at the same time as the other stakeholders?
	I felt the reps presentation did not have a good knowledge of the project. The presenter did not really answer the questions during the Q & A. Why would the facilitator throw out the questions the community provided after the session? You would think they would be kept for reference - not everything discussed will be addressed on these forms/Poor Judgment.
	Thank you for considering public feedback.
	Thank you for your consideration in evaluating the feedback presented.
	Lack of knowledge about this area. Presentation Q & A were vague.

Appendix C – Open House Feedback Form

FEEDBACK FORM

Buena Vista Road Planning Study
June 10, 2014

Thank you for your time and participation. This meeting is an opportunity to get your feedback on Concept Plan Options for Buena Vista Road between 142 Street and 132 Street. By completing this Feedback Form, you will help us better make decisions for this project.

Please drop off your Feedback Form before you leave, or fax it to 780-496-4287 by Tuesday, June 24, 2014. You can also complete the survey online at www.edmonton.ca/buenavistaroad.

Roadway Elements

A number of roadway elements are being considered for Buena Vista Road. The first three elements do not factor in to the discussion about tradeoffs within the width of the roadway. Please place a check in the box to indicate your level of satisfaction with these changes.

Element	Description	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	I don't know
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	A curb extension extends the sidewalk into the roadway reducing crossing distance and improving visibility for pedestrians.					
Raised Crosswalks	Raised Crosswalks are similar to speed humps but have a flat top for pedestrian crossing.					

Please indicate the locations where you think pedestrian access could be enhanced:

- ☐ 140 Street
 ☐ 85 Avenue
 ☐ At the Zoo
- ☐ 87 Avenue
 ☐ Valleyview Crescent
 ☐ 132 Street
- ☐ 81 Avenue
- ☐ Other (Please specify) _____

The existing road right-of-way cannot accommodate all of the elements so some will need to take priority over others. Please rank the elements where 1 is the most important element to include and 5 is the least important element to include.

Element	Description	Ranking
Parking	Curbside parking is proposed in all three Options	
Median	A median is a narrow area of land that separates the two sides of a road in order to keep traffic travelling in different directions apart.	
4 Roadway Lanes	A 4-lane roadway allows for 2 lanes of travel in each direction (if you support 2 roadway lanes, rank this element lower)	
Bike Lanes	Bike Lanes are a buffered zone that creates added space between the cyclist and motor vehicles and are dedicated exclusively to cyclists.	
Sidewalk Boulevard	A boulevard is a narrow area of land, usually grass, that separates the sidewalk from the roadway	

Assessing the Options

Four Options have been prepared for Buena Vista Road. Each option shows a different combination of roadway elements. Please review the four Options, assessing them against the various elements in each, as well as the overall layout and location of elements and provide your comments.

Option	What do you like?	What do you dislike?
A	<input type="checkbox"/> 4-Lanes <input type="checkbox"/> Narrow Median <input type="checkbox"/> Parking <input type="checkbox"/> Other (please specify)	<input type="checkbox"/> 4-Lanes <input type="checkbox"/> Narrow Median <input type="checkbox"/> Parking <input type="checkbox"/> Other (please specify)
B	<input type="checkbox"/> Bike Lanes	<input type="checkbox"/> Bike Lanes

	<input type="checkbox"/> 2-Lanes <input type="checkbox"/> No Median <input type="checkbox"/> Parking <input type="checkbox"/> Other (please specify)	<input type="checkbox"/> 2-Lanes <input type="checkbox"/> No Median <input type="checkbox"/> Parking <input type="checkbox"/> Other (please specify)
C	<input type="checkbox"/> Sidewalk Boulevard <input type="checkbox"/> 4-Lanes <input type="checkbox"/> Wide Median <input type="checkbox"/> Parking (some restrictions) <input type="checkbox"/> Other (please specify)	<input type="checkbox"/> Sidewalk Boulevard <input type="checkbox"/> 4-Lanes <input type="checkbox"/> Wide Median <input type="checkbox"/> Parking (some restrictions) <input type="checkbox"/> Other (please specify)
D	<input type="checkbox"/> Sidewalk Boulevard <input type="checkbox"/> 2-Lanes <input type="checkbox"/> Wide Median <input type="checkbox"/> Parking <input type="checkbox"/> Other (please specify)	<input type="checkbox"/> Sidewalk Boulevard <input type="checkbox"/> 2-Lanes <input type="checkbox"/> Wide Median <input type="checkbox"/> Parking <input type="checkbox"/> Other (please specify)

About the Meeting

Please help us prepare for future meetings by answering the following questions about your experience tonight. Please indicate your level of agreement with the following statements by placing a “check” in the appropriate box.

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't Know
The information presented was useful and informative					
The visual displays in the room were easy to understand					
The project representatives were helpful, friendly, and available to talk to me					
I was able to find satisfactory answers to my questions					
I have a better understanding of the project because of my attendance					

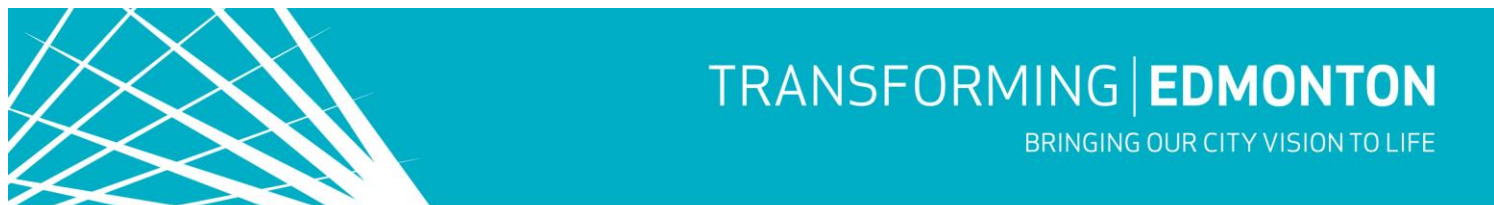
Which aspects of the meeting did you find most valuable? (check all that apply)

- ☐ Presentation
 ☐ Display boards
 ☐ Question and answer session
- ☐ Interaction with representatives
 ☐ Other (please specify) _____

Please tell us how you heard about the today's session. (Choose all that apply)

- ☐ City Website
 ☐ E-mail
 ☐ Roadside Signs
- ☐ Flyer
 ☐ Community League/ Other Organization
 ☐ Other _____

Thank you. If you have any other comments about the project, please provide them:



Appendix D – Open House Presentation



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.



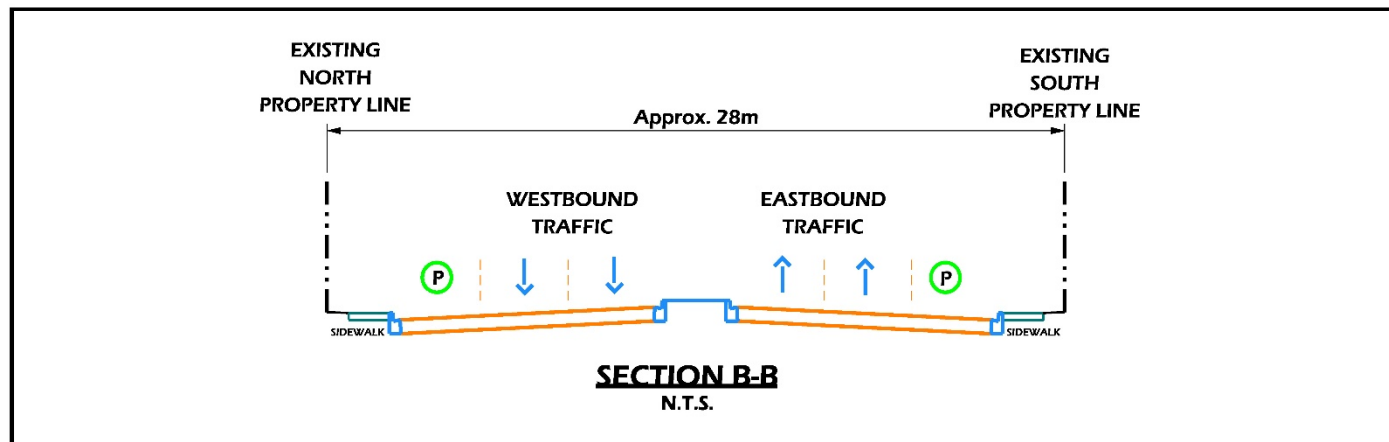
Raised Crosswalk (Example, Shown Above)

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)

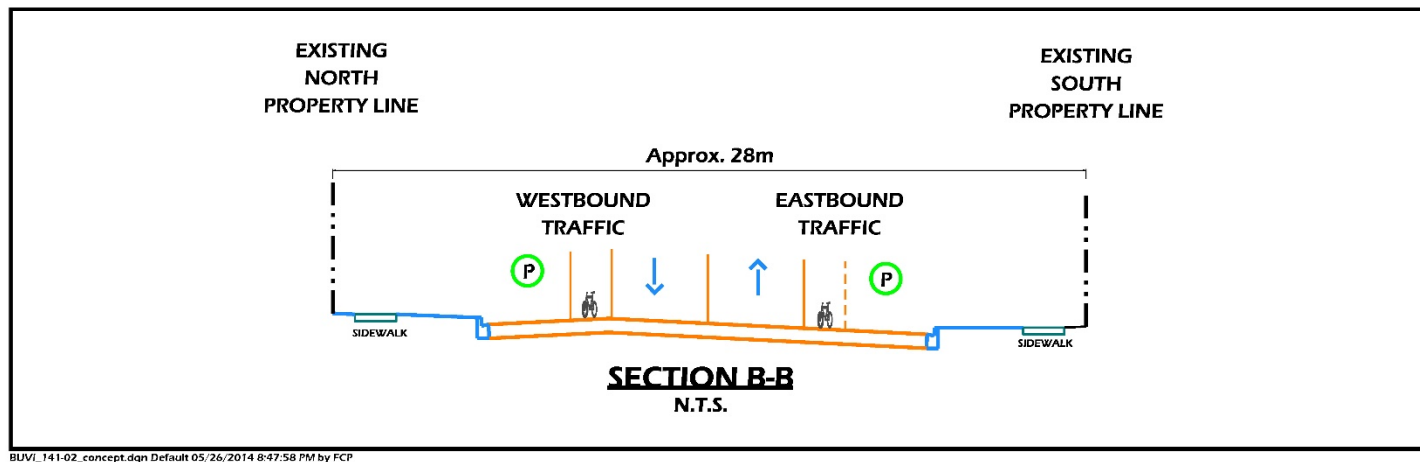
Highlights:

- Parking
- Narrow Median
- 4-lanes



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Option B (Typical Block)



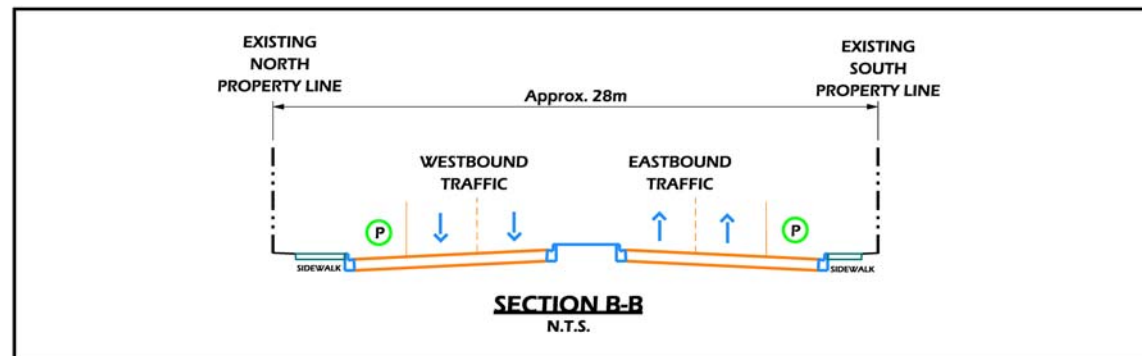
Highlights:

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

Option C (Typical Block)

Highlights:

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

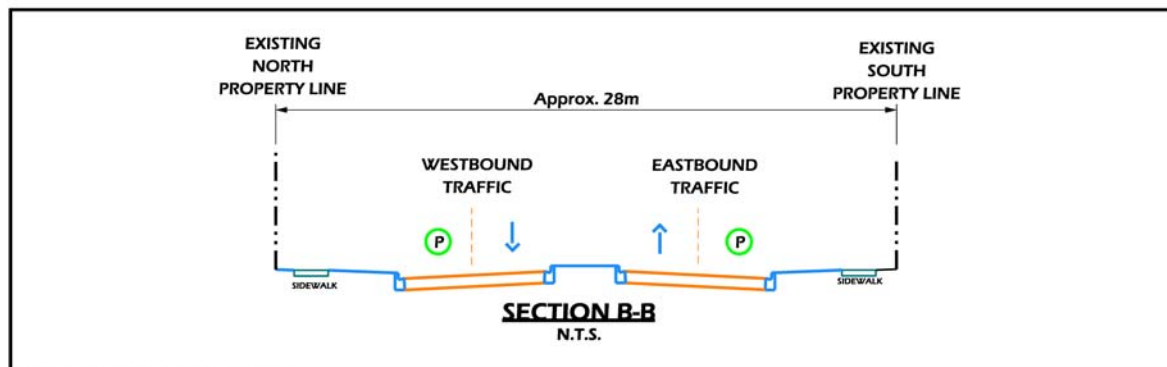


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Option D (Typical Block)

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)



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Appendix E – Display Boards

Welcome

Buena Vista Road Concept Study

Please take a feedback form, visit the display boards around the room to view the road elements and Concept Plan Options and talk to members of the Project Team.

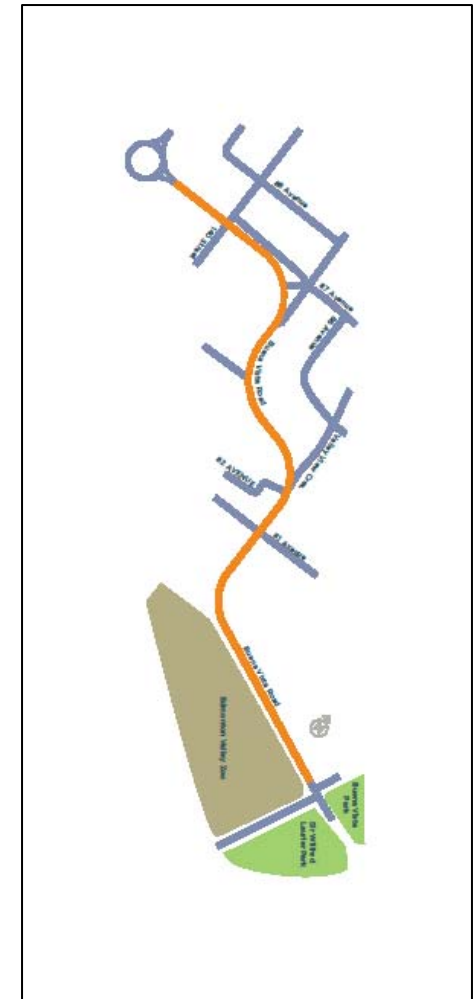
There will be a presentation at 5:30 pm that will be repeated again at 7 pm.

Meeting purpose

To provide information on the Buena Vista Road Planning Study. This is an opportunity for area residents, businesses and community stakeholders to learn more about the project and to provide feedback on the roadway elements and the Concept Options.

Project Background

- Buena Vista Road between 142 St and 132 St:
 - collector road serving the neighbourhoods of Parkview and Laurier Heights.
 - provides access to the Edmonton Valley Zoo, the Edmonton Rowing Club, Sir Wilfred Laurier Park, Buena Vista Park
 - 4 lanes (2 in each direction) with parking in some sections
 - 50 km/h speed limit



Project History

- Since 2000, there have been a number of interactions with the community about traffic safety concerns and potential modifications to Buena Vista Road. This includes:
 - 2000: To address concerns raised about motorbike stunting and vehicle speeds, enforcement efforts were increased and speed humps were installed.
 - 2009-2010: A pilot program was initiated with the implementation of speed cushions. This program included a public consultation component, including a Buena Vista Road Focus Group.
 - 2013: As part of the Roads Design and Construction renewal process, a concept plan was developed and shared with the community which showed reducing the roadway from 4 lanes to 2 lanes. Due to public reaction to this plan, it did not progress.

What We Did

- Since March of 2014 we have:
 - Conducted Stakeholder Interviews and held two rounds of focus group meetings with internal City stakeholders and external community stakeholders
 - Collected Data: Traffic Volumes, Collision Data, Speed Data
 - Looked at design options: roundabouts, raised crosswalks, 4-way stops, curb extensions etc.
- Overall, the input revealed that the most important factors to consider include:
 - The need to balance current and future needs of the roadway users
 - The need for a flexible design that accommodates different users
 - Safety for vehicles and pedestrians
 - Access for larger vehicles
 - Traffic Calming measures for traffic speed and flow

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



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

Raised Crosswalks



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.

Boulevards



Land used to separate a pedestrian walkway from the vehicle roadway. Trees and shrubs may or may not be planted within the boulevard.

Parking



On-street parking

Bike Lanes



Lanes dedicated to the exclusive use of cyclists.

Median



A narrow area of land that separates the two sides of a road in order to keep traffic travelling in different directions apart.

4 roadway lanes



2 lanes of traffic in each direction.

Option Comparisons

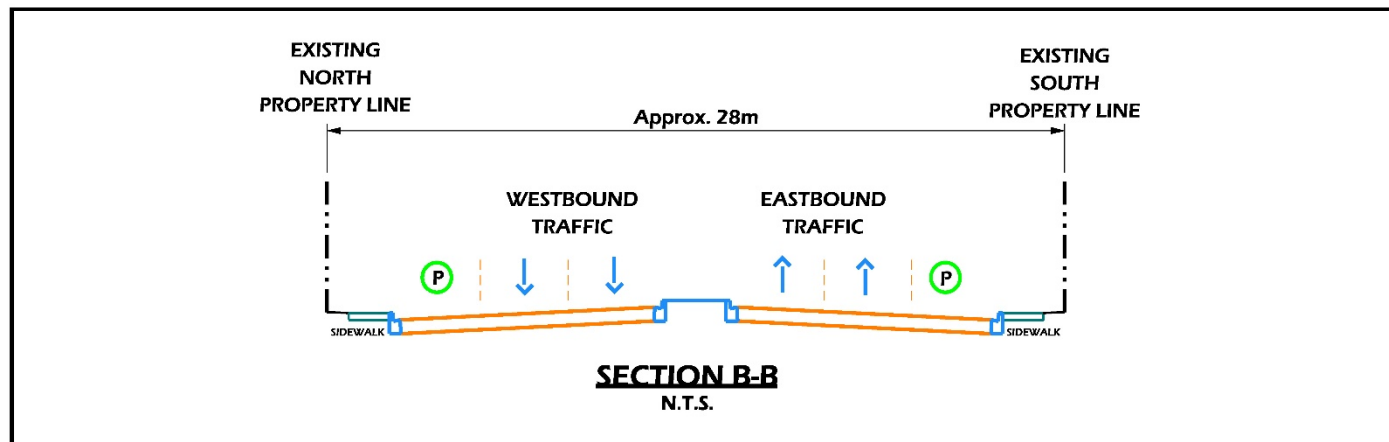
Four options have been prepared for Buena Vista Road. Each option shows a different combination of roadway elements.

Element	Option A	Option B	Option C	Option D
Intersection Improvements	✓	✓	✓	✓
Curb Extensions	✓	✓	✓	✓
Raised Crosswalks	✓	✓	✓	✓
Parking	✓	✓	✓	✓
Median	✓	X	✓	✓
Roadway lanes(4)	✓	X	✓	X
Bike Lanes	X	✓	X	X

Option A (Typical Block)

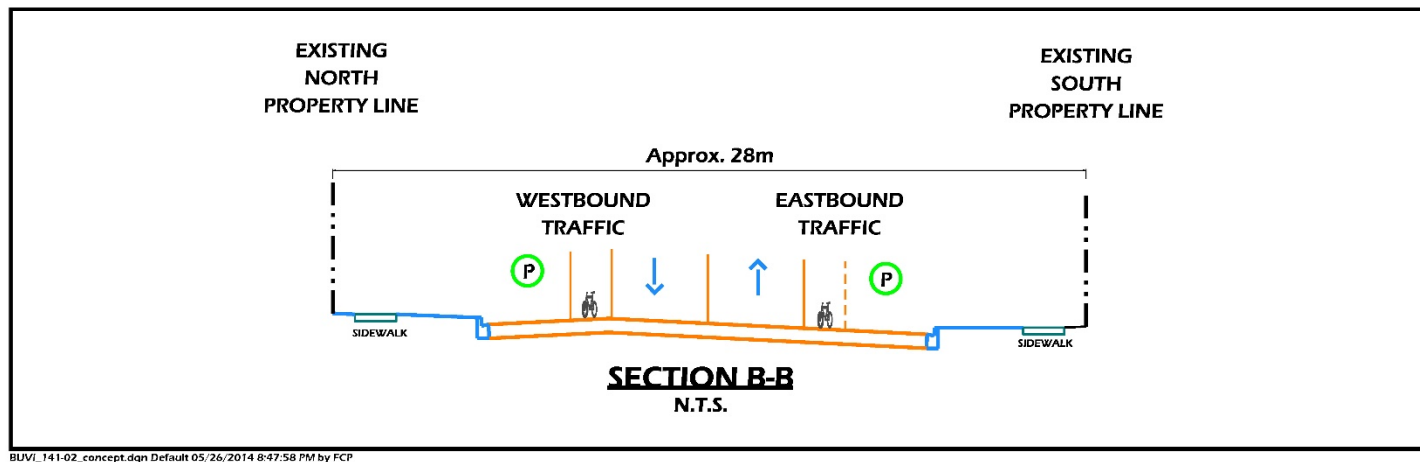
Highlights:

- Parking
- Narrow Median
- 4-lanes



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Option B (Typical Block)



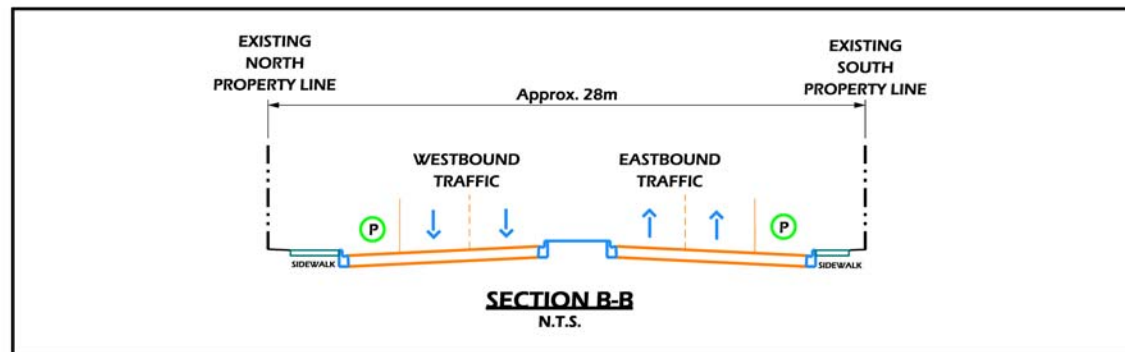
Highlights:

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

Option C (Typical Block)

Highlights:

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

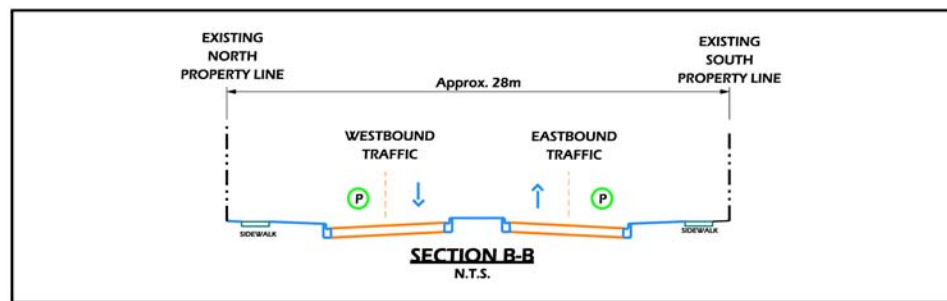


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Option D (Typical Block)

Highlights:

- Parking with some restrictions
- Wider median
- 2-lanes
- Boulevard sidewalk



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Next Steps

- A recommended concept plan will be designed over the summer and a second public meeting will be held in September 2014
- Detailed design will occur over the Fall of 2014 and Winter of 2015
- Construction will occur in 2015

Thank you for coming! Please visit our website at www.edmonton.ca/BuenaVistaRoad for more information.