PROJECT GOAL - IMPROVE ROAD SAFETY FOR ALL USERS

BASIS

- Collision Data
- Safety studies
- Public consultation
- Policy documents (OCP, Transportation Plan, Bike MPlan, CEEP, DSB, INSTPP)
- Council direction
COMPETING INTERESTS

MAJOR ARTERIAL

- High Traffic Volume
- Transit Route
- Pedestrian Route
- Bike Route

BUT

- Provides Property Access
Pedestrian safety
- New sidewalk to complete gaps
- Four new crosswalks
- Full traffic signal at William Avenue

Cycling safety
- Protected, two-way cycle track between Tempe Crescent and Royal Avenue (south side)
- Crossing with flashing beacons at Royal Avenue
- Buffered bike lanes — Royal Avenue to Lynn Valley Road

Driving safety
- New left turn bays
- Full traffic signal at William Avenue
- Lane narrowing

Transit safety
- New crosswalks — positioned closely to bus stops
- New sidewalk to complete gaps — for safety walking to and from bus stops
<table>
<thead>
<tr>
<th>Based on Collision Data</th>
<th>Buffer Zones Added</th>
<th>Drop off Zones Added</th>
<th>Warranted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce rear end collisions</td>
<td>Narrower lanes slow traffic</td>
<td>Two locations</td>
<td>Traffic Volumes</td>
</tr>
<tr>
<td>Reduce side impact collisions</td>
<td>Site specific details</td>
<td></td>
<td>Pedestrian Volumes</td>
</tr>
<tr>
<td>Space for waiting</td>
<td></td>
<td></td>
<td>Collisions</td>
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<tr>
<td>Better sight lines</td>
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</tbody>
</table>
HandyDART Loading/Unloading Zones Options:

FROMME RD

EAST 29TH AVE

REGENT AVE

EAST 29TH AVE
POSSIBLE FUTURE OPTIONS

OPTION A

Short loading zone pockets could be constructed along East 29th Street between driveways in a few select locations. This option may entail:

- impacts to the boulevard and property frontages
- removal of trees and hedges
- estimated cost of approximately $50,000 per zone
- increased risk of collisions, including collisions with cyclists, as drivers would be required to pull in and out of traffic and cross the bike lane to access the loading zone with this design.

OPTION B

Side-street loading zones could be created on select side streets, near the intersections of East 29th Street. This option may entail:

- required extension of sidewalks
- impacts to the boulevard and property frontages
- decreased on-street stalls available for longer-term parking
- estimated cost of $35,000 per zone
- This kind of facility may serve corner properties well, but would not be as convenient for mid-block properties
QUESTIONS?