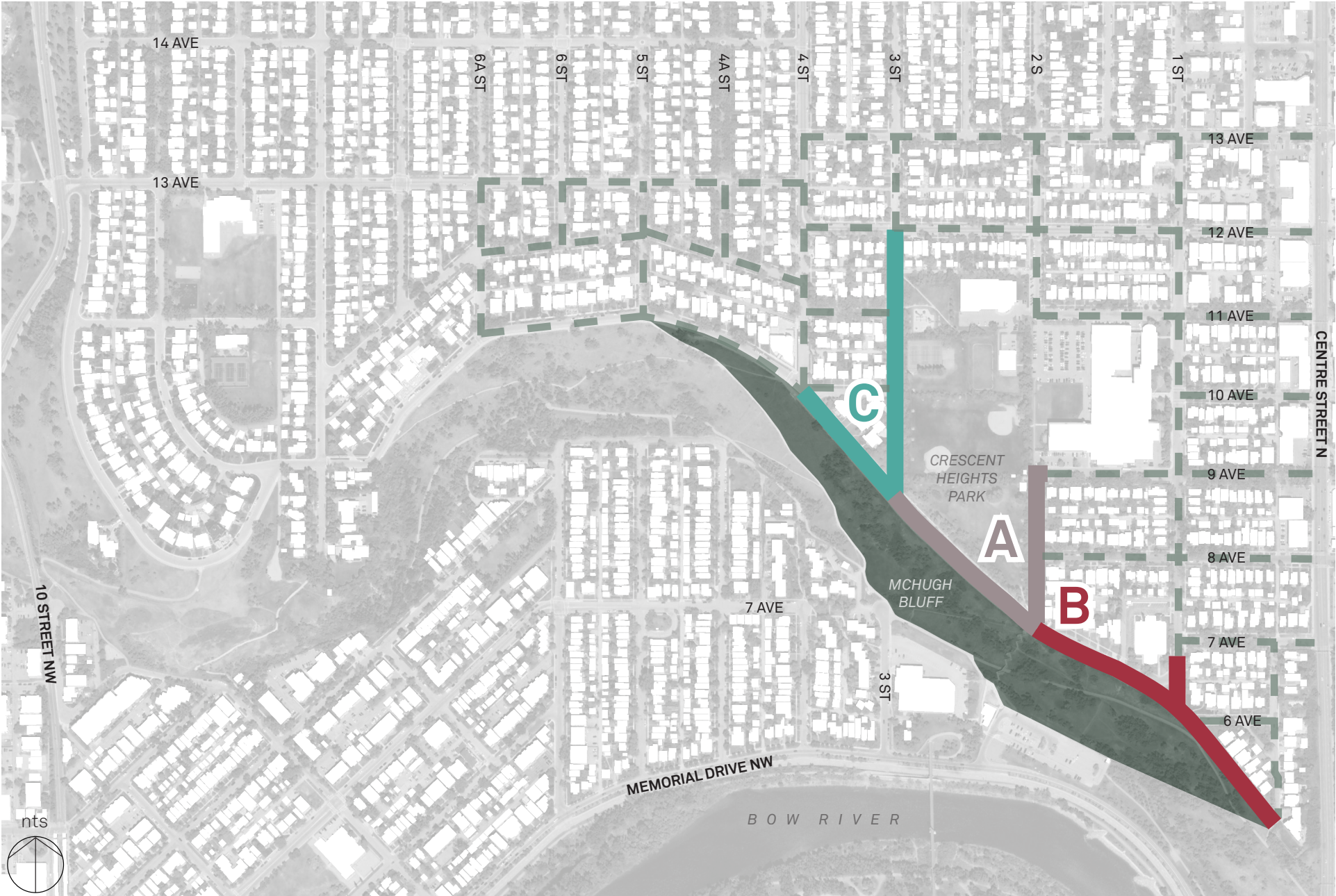


CRESCENT ROAD NW MASTER PLAN PROJECT FOCUS AREAS

OVERVIEW

1. The project team has developed three design options for the **core focus areas (A, B, and C) along Crescent Road NW.**
2. The options are packaged to **support predictable circulation for people walking, wheeling, and driving** while minimizing traffic diversions on other streets.
3. Depending on the final proposed option, the project team will **review if supportive traffic calming measures are needed** on adjacent neighborhood streets above what is already in place and going through planning exercises.
4. Area A Note: All proposed options for Area A include the **potential for gates to allow for road closures on an interim/flexible basis.** Additional planning is required with operational teams to explore approaches to closures.



LEGEND

- AREA A

Crescent Road Park Block (Crescent Road NW between 2 Street and 3 Street NW, & 2 Street NW)
- AREA B

Crescent Road East (Crescent Road NW between 2 Street and Centre A Street NW, including 1 Street NW Intersection)
- AREA C

Crescent Road West (Crescent Road NW between 4 Street and 3 Street, & 3 Street NW)
- Areas of Future Consideration / Areas of Supporting Traffic Calming

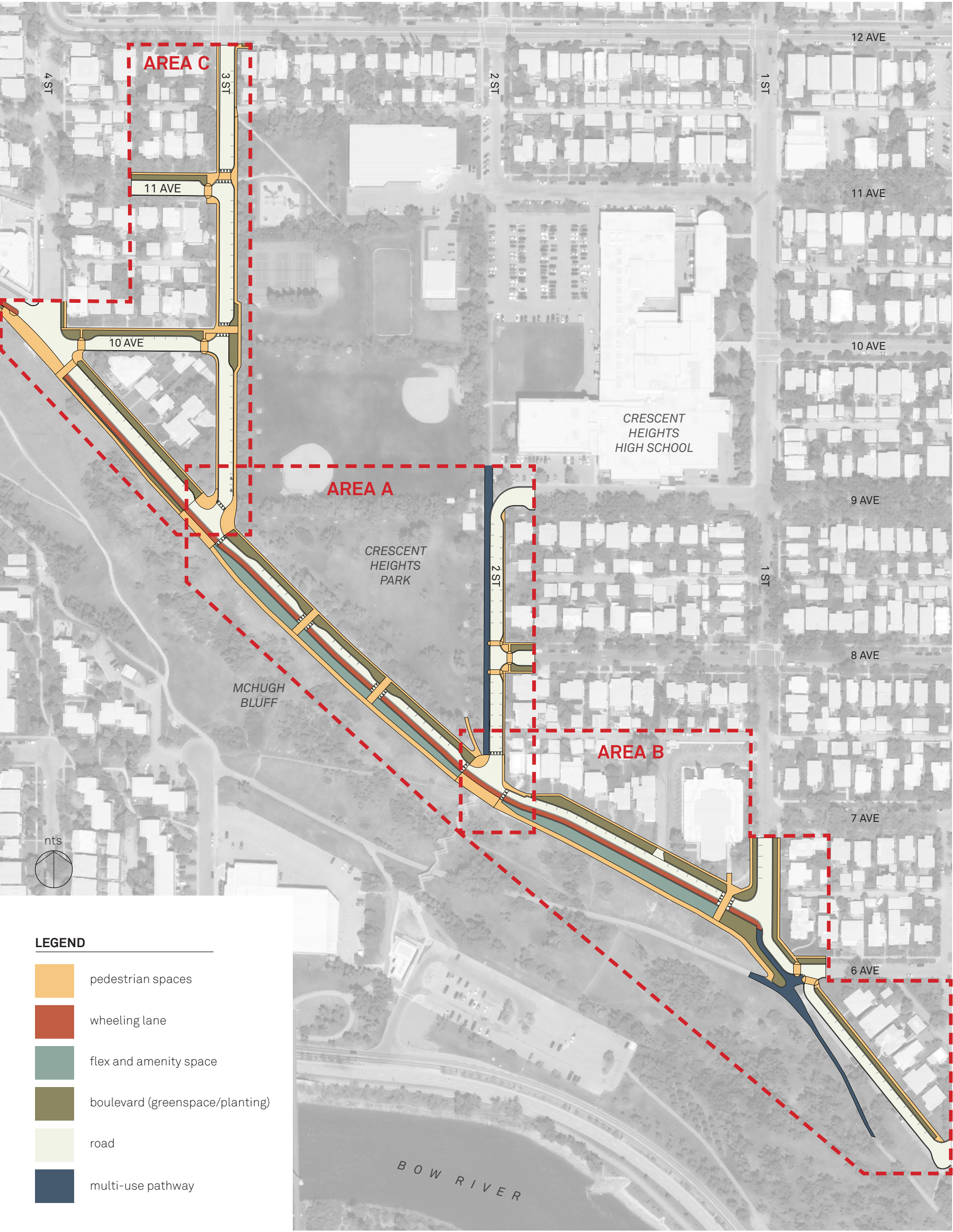
SUMMARY OF OPTIONS

		OPTION 1 (\$)	OPTION 2 (\$\$)	OPTION 3 (\$\$\$)
AREA A	Crescent Road (2 Street - 3 Street)	<ul style="list-style-type: none">Westbound travel for vehiclesParallel parking along North curbWheeling lane along travel laneTwo mid-block raised crossings	<ul style="list-style-type: none">Westbound travel for vehiclesParallel parking along North curbWheeling lane along bluffTwo mid-block raised crossings	<ul style="list-style-type: none">Two-way travel for vehiclesAngled parking along North curbWheeling lane along travel laneRaised block
	2 Street NW (Crescent Road - 9 Ave)	<ul style="list-style-type: none">Two-way travel for vehiclesMaintain parking along both curbsNew multi-use pathway		
		Flexible Road Closure Opportunity Included in All Options		
AREA B	Crescent Road (1 Street - 2 Street)	<ul style="list-style-type: none">Westbound travel for vehiclesParallel parking along North curbWheeling lane along travel laneRaised crossings at intersections	<ul style="list-style-type: none">Two-way travel for vehiclesParallel parking along North curbWheeling lane along bluffRaised crossings at intersections	<ul style="list-style-type: none">Two-way travel for vehiclesLimited parking (accessible/loading)Wheeling lane along travel laneRaised crossings at intersections
	Crescent Road 100 Block (1 Street - Centre A Street)	<ul style="list-style-type: none">Maintain existing Westbound travelMaintain parking along both curbsNarrowed travel lane widths		
AREA C	Crescent Road (3 Street - 4 Street)	<ul style="list-style-type: none">Two-way travel for vehiclesParallel parking along North curbWheeling lane along travel laneRaised crossings at intersections		
	3 Street NW (Crescent Road - 12 Ave)	<ul style="list-style-type: none">Two-way travel for vehiclesParallel parking along park side	Same as Option 1	<ul style="list-style-type: none">Southbound travel only after 10 AveAngled parking along park side

KEY MAP OPTION 1

OVERVIEW

- Option 1 focuses on 3 primary proposed changes:
- Crescent Road becomes Westbound only between 1 St NW and 3 St NW
 - The adaptive on-street bike lane is formalized into a raised wheeling lane along the street
 - The existing pathway along the bluff remains granular / unpaved



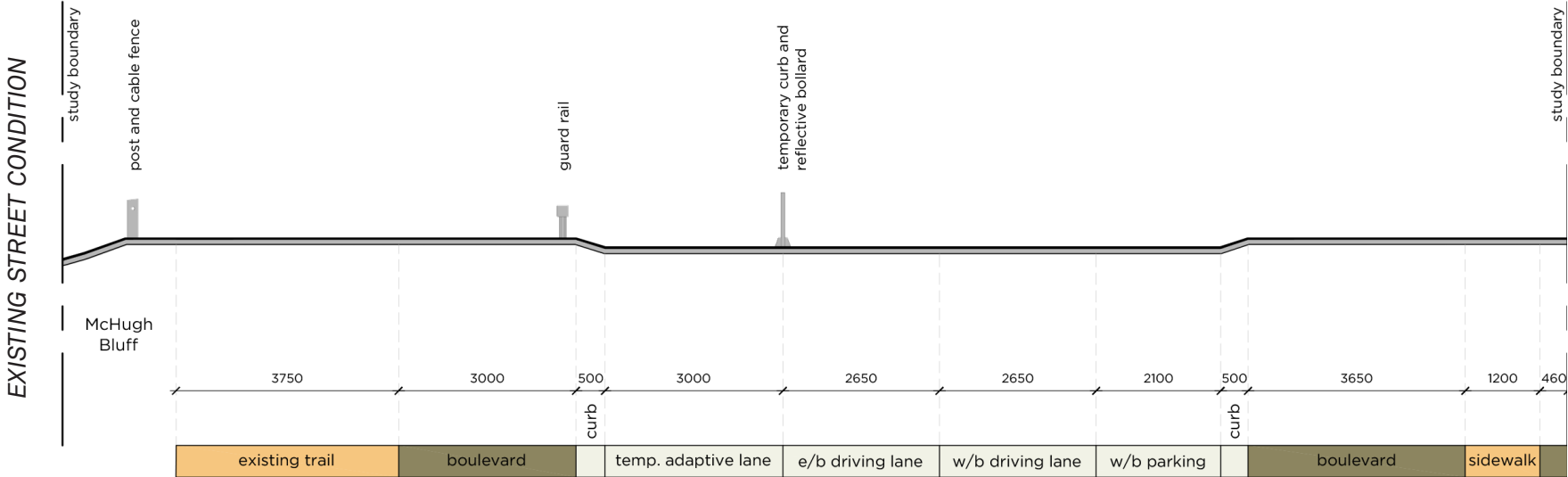
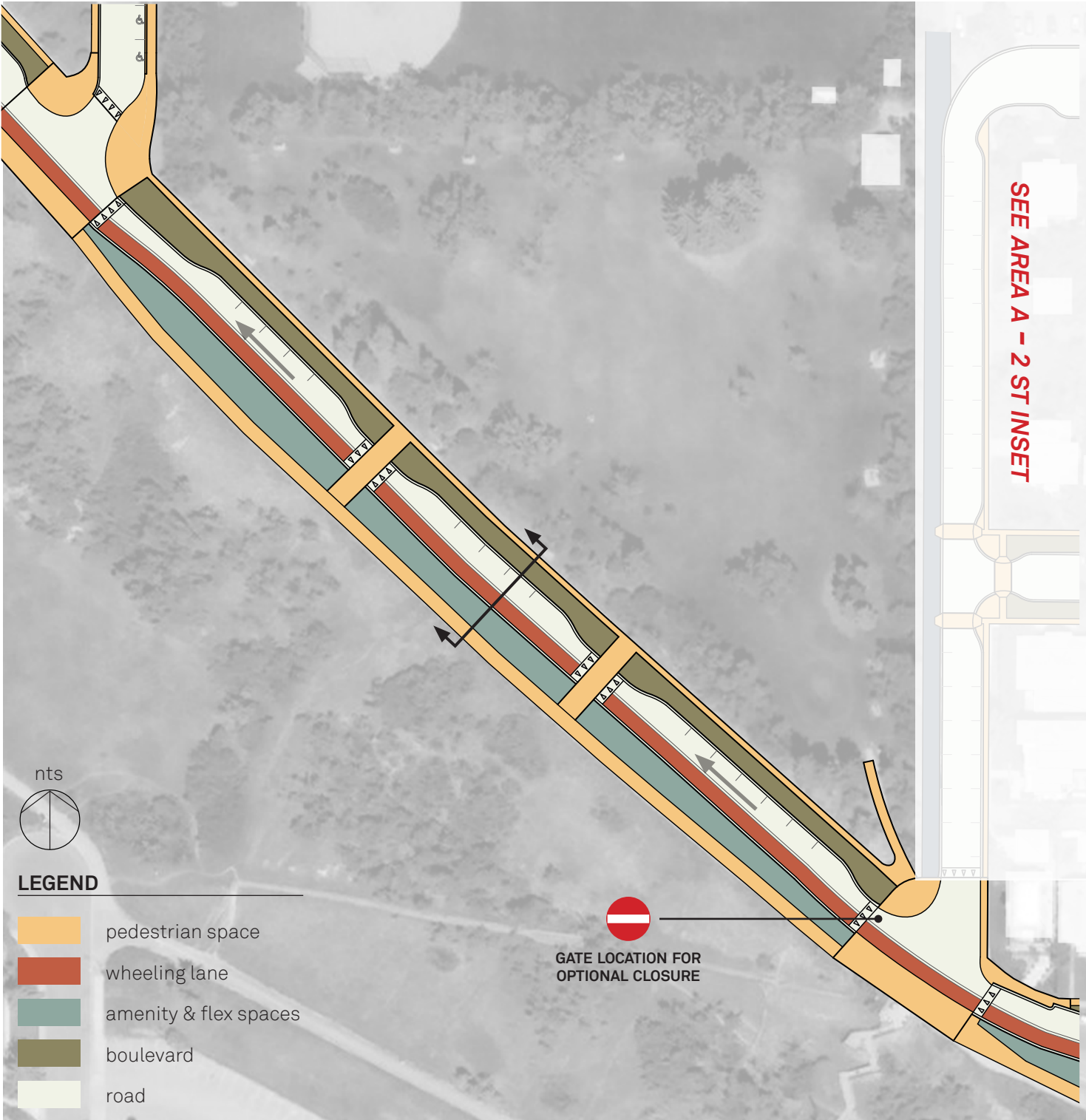
option 1

AREA A



NOTE
In Options 1 and 2, the roadway is narrowed & raised mid-block crossings have been added to encourage slower vehicle speeds on the roadway.

If the gates are closed in this block, all space between the curbs can be re-purposed for walking, seating, or events, and the parking spaces can be used by food trucks or other vendors for staging.



- + separation of uses
- + selective shrub clearing
- + maintain gravel path

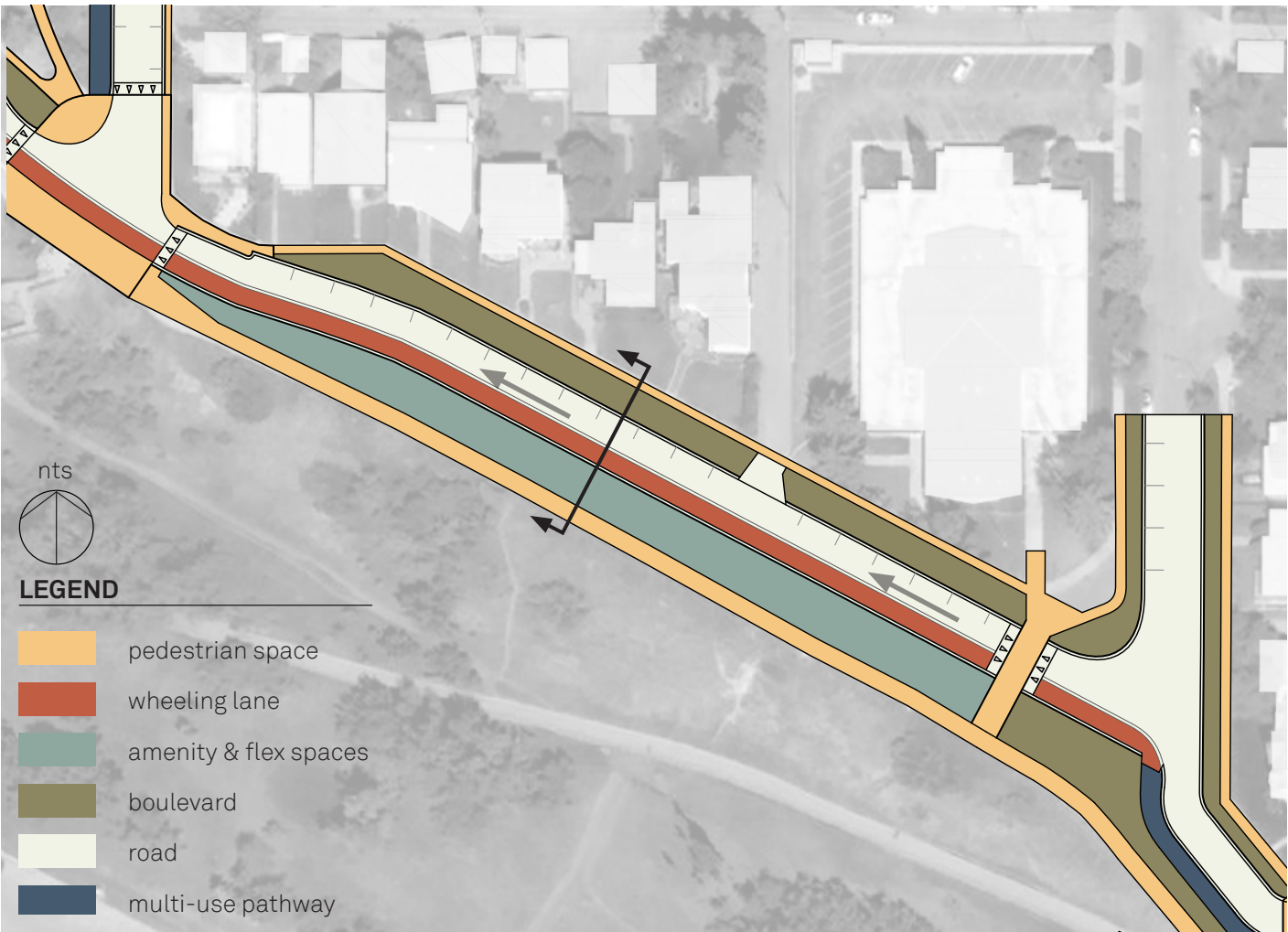
- + accessible amenities
- + enhanced lighting
- + variety of spaces including seating for views, places for celebration and activations

- + westbound (w/b) vehicle travel and overall narrower roadway
- + curb extensions and raised mid-block crossings
- + maintains parking on north side
- + provides option for road closure
- + minimizes conflicts between people walking and wheeling

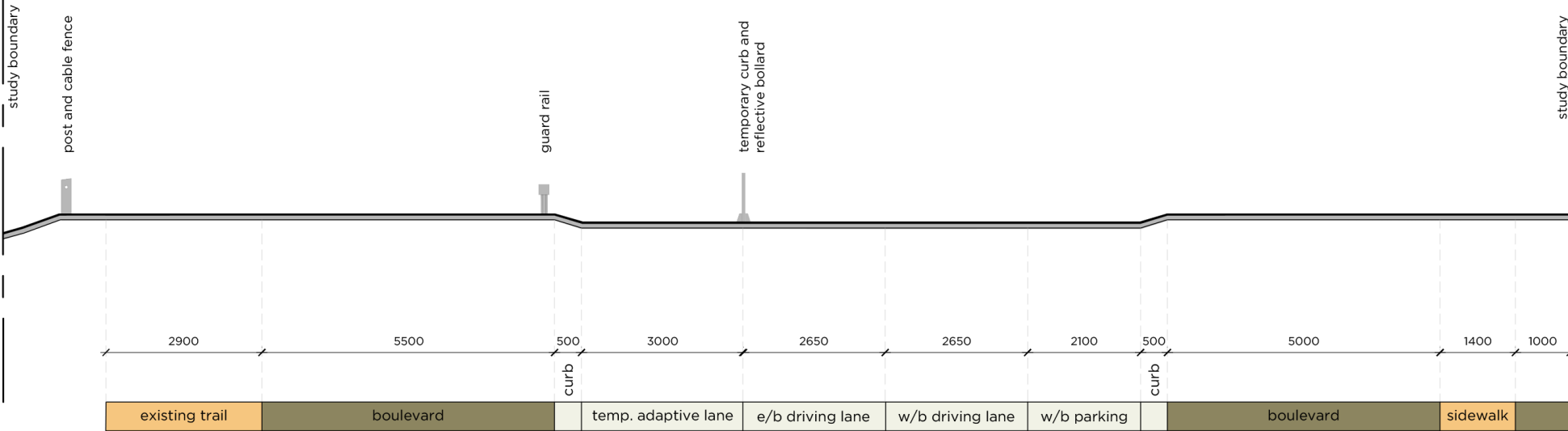
- + enhanced lighting
- + new accessible connections into the park

option 1

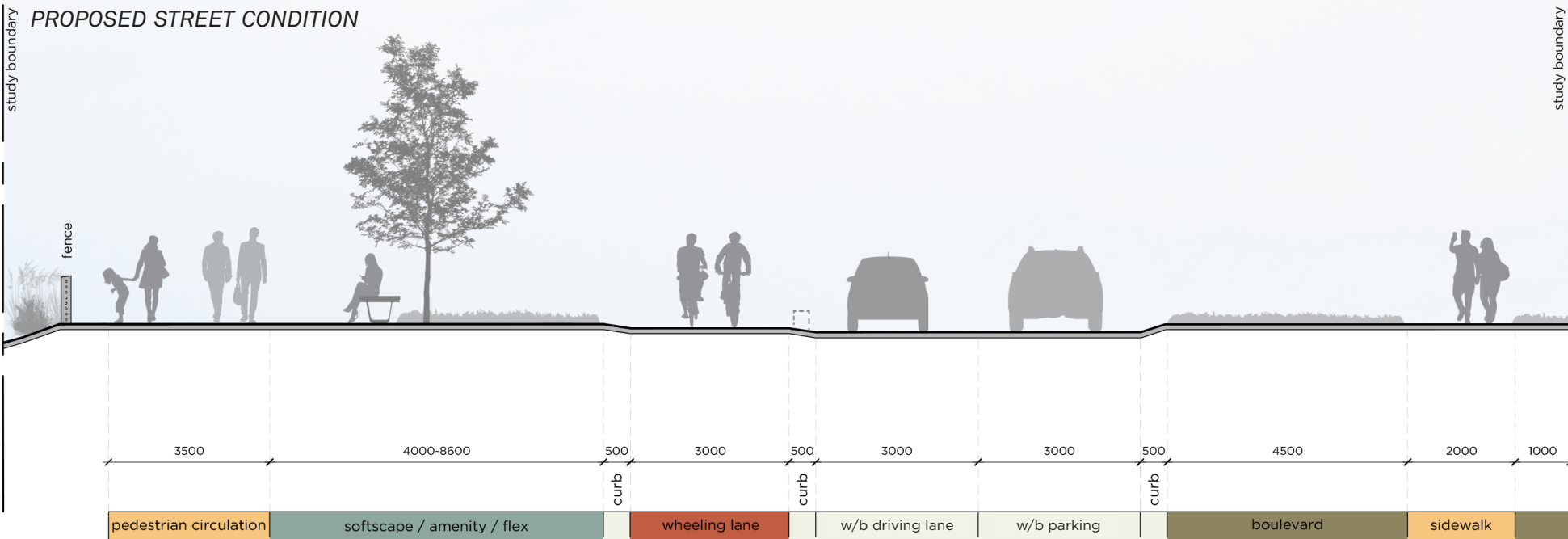
AREA B



EXISTING STREET CONDITION



PROPOSED STREET CONDITION



- + accessible amenities
- + enhanced lighting
- + variety of spaces including seating for views, places for celebration and activations
- + separation of uses
- + enhanced surface materials

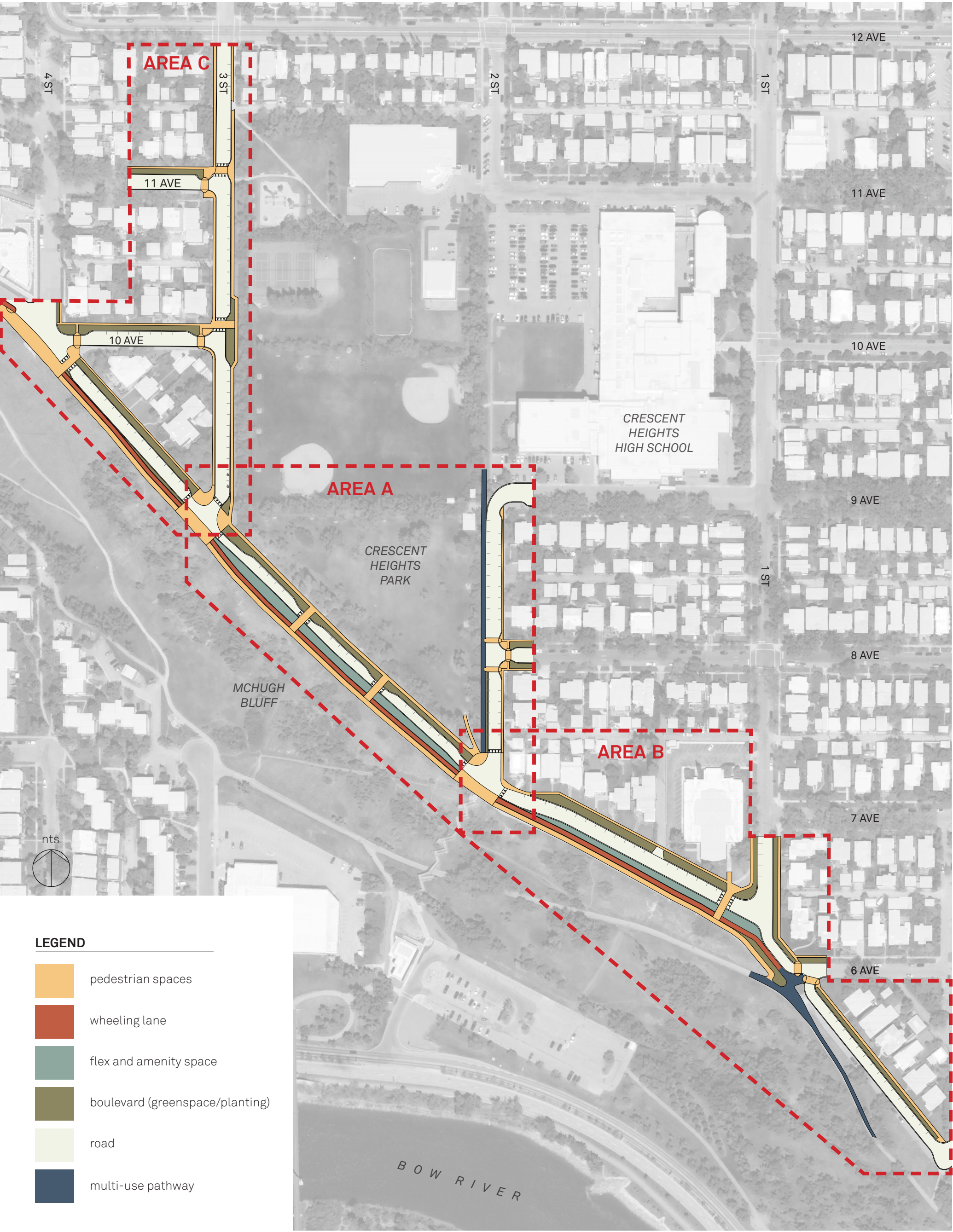
- + westbound (w/b) vehicle travel and overall narrower roadway
- + maintains parking on north side
- + minimizes conflicts between people walking and wheeling

- + wider sidewalk
- + narrowed boulevard along residences

KEY MAP OPTION 2

OVERVIEW

- Option 2 focuses on 3 primary proposed changes:
- Crescent Road becomes Westbound only between 2 St NW and 3 St NW
 - The adaptive on-street bike lane is formalized into a raised wheeling lane along the bluff
 - The existing trail along the bluff to be paved



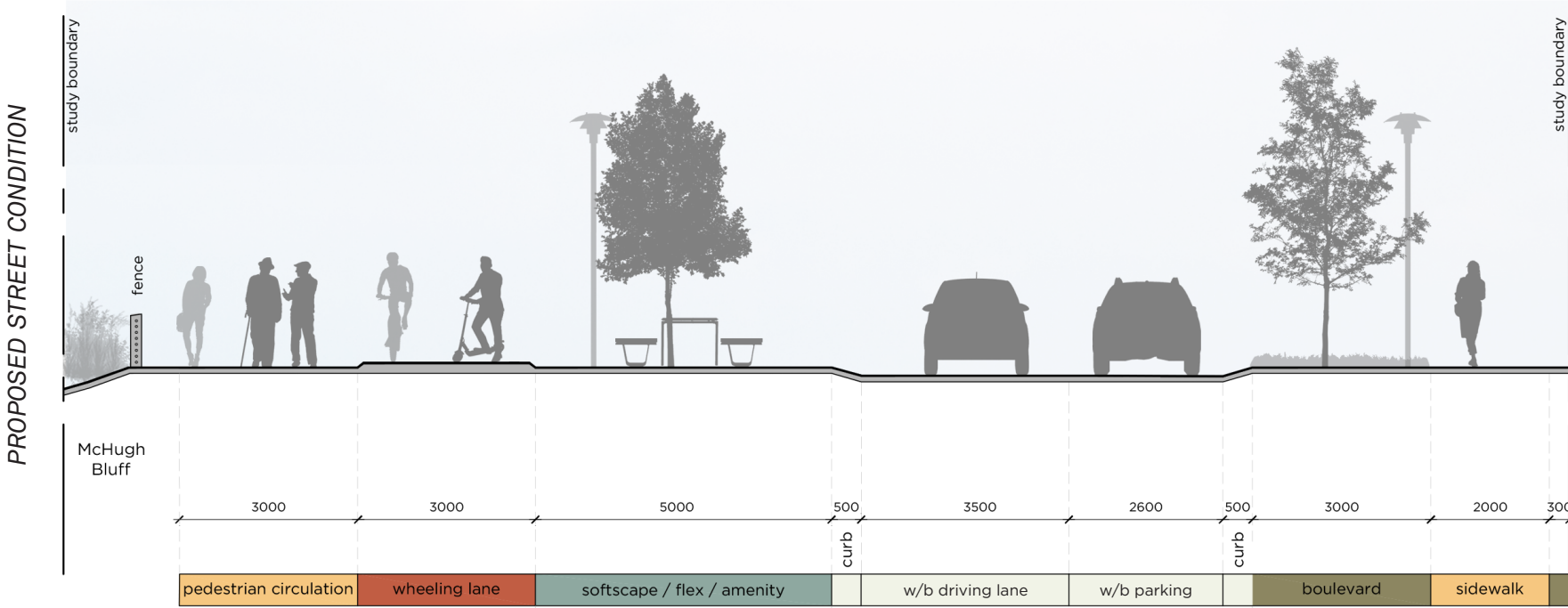
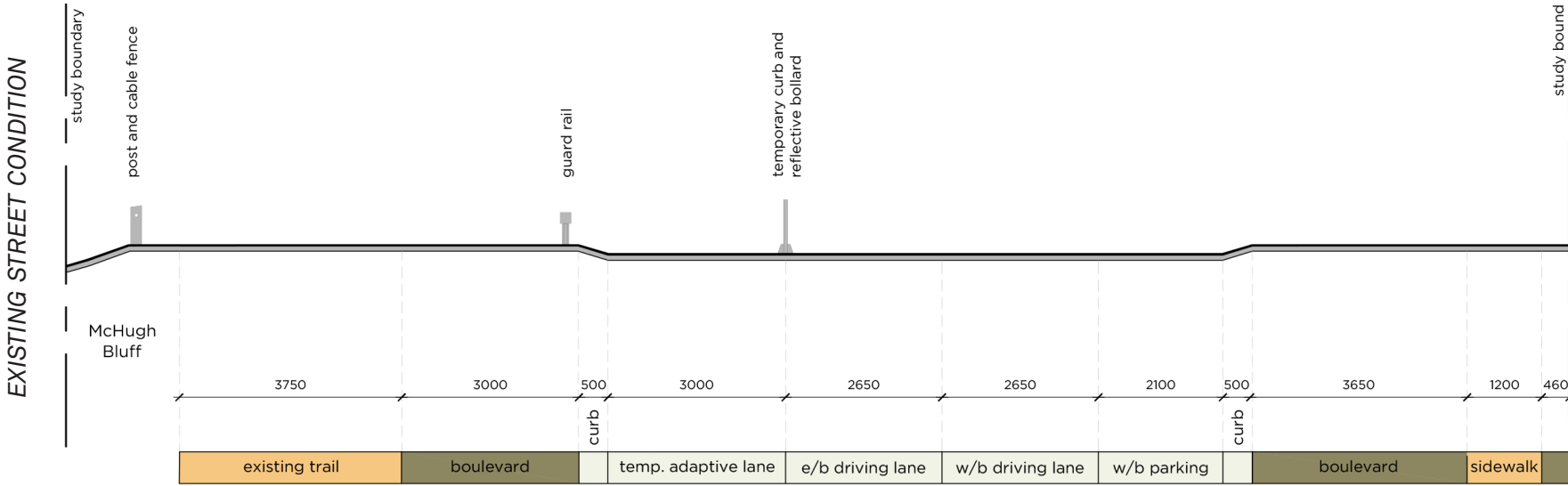
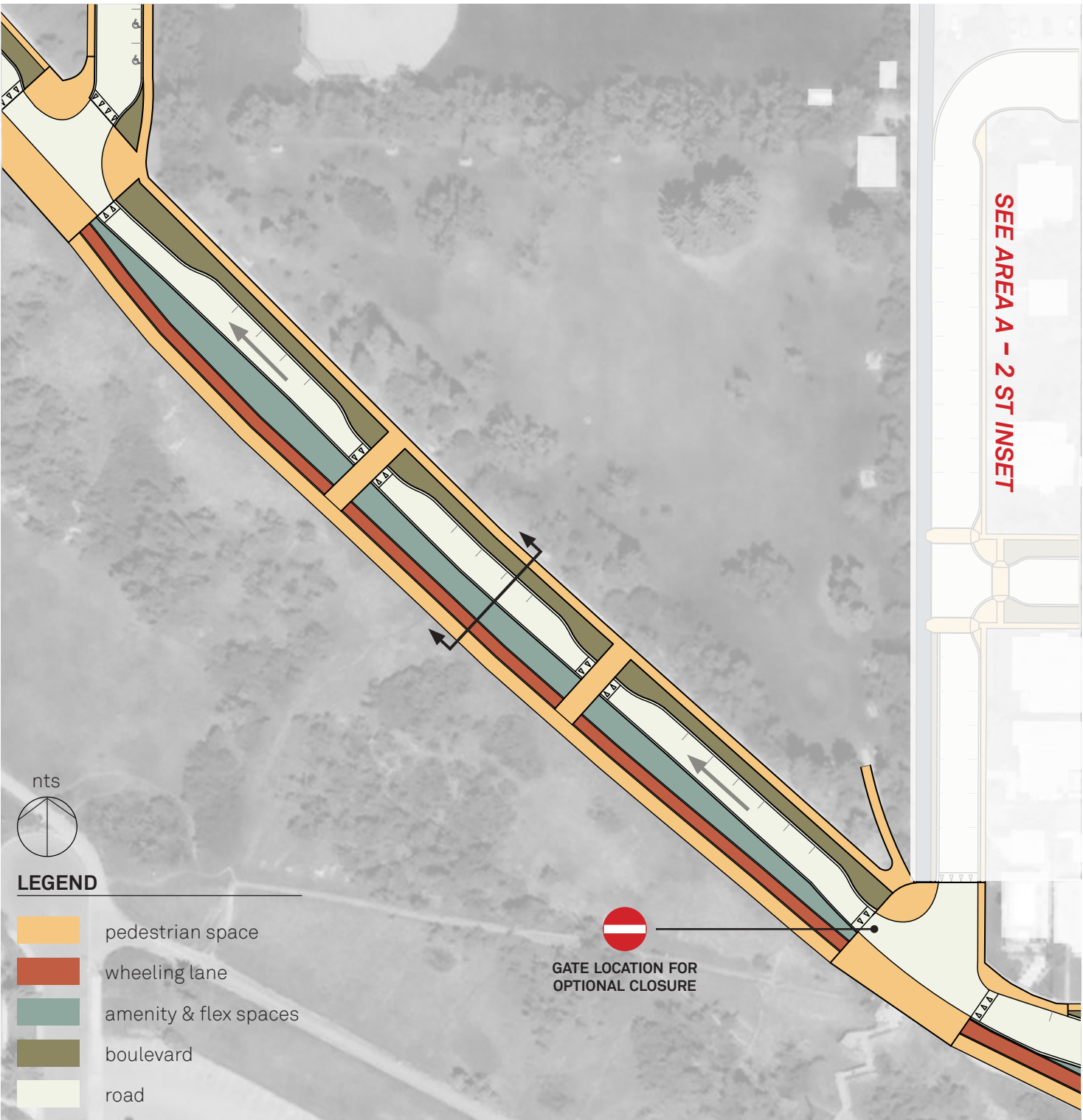
option 2

AREA A



NOTE
In Options 1 and 2, the roadway is narrowed & raised mid-block crossings have been added to encourage slower vehicle speeds on the roadway.

If the gates are closed in this block, all space between the curbs can be re-purposed for walking, seating, or events, and the parking spaces can be used by food trucks or other vendors for staging.



- + separation of walking and wheeling spaces
- + both walking and wheeling spaces are paved

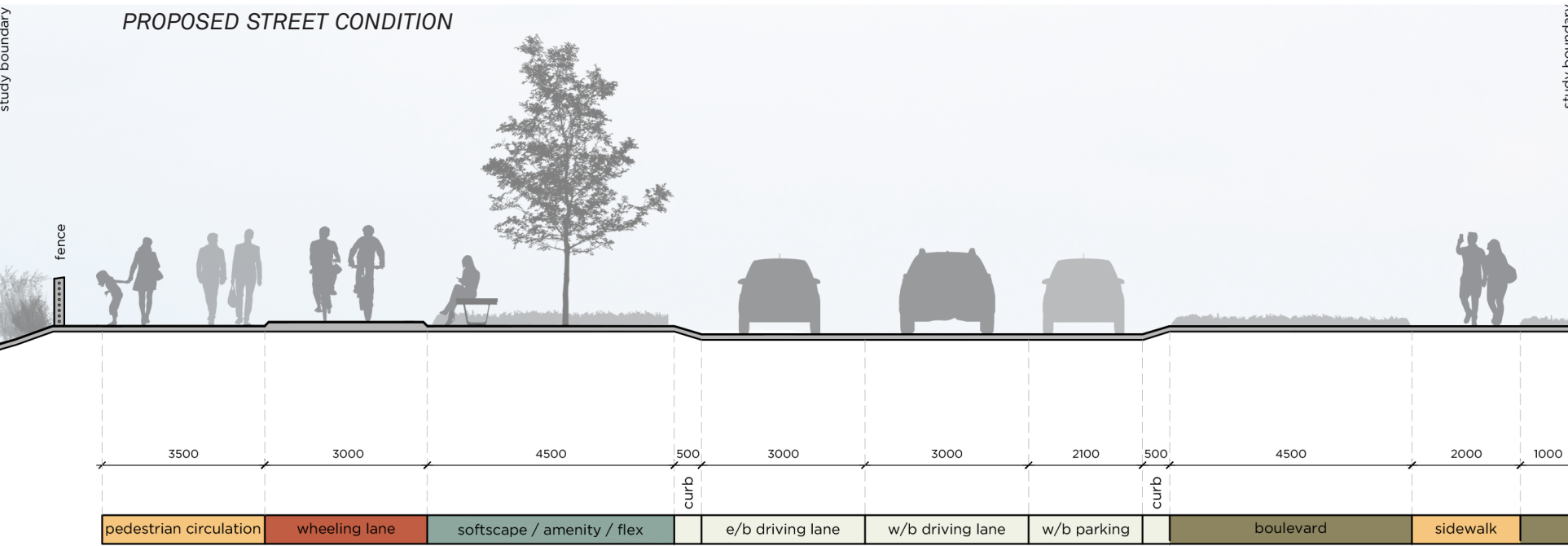
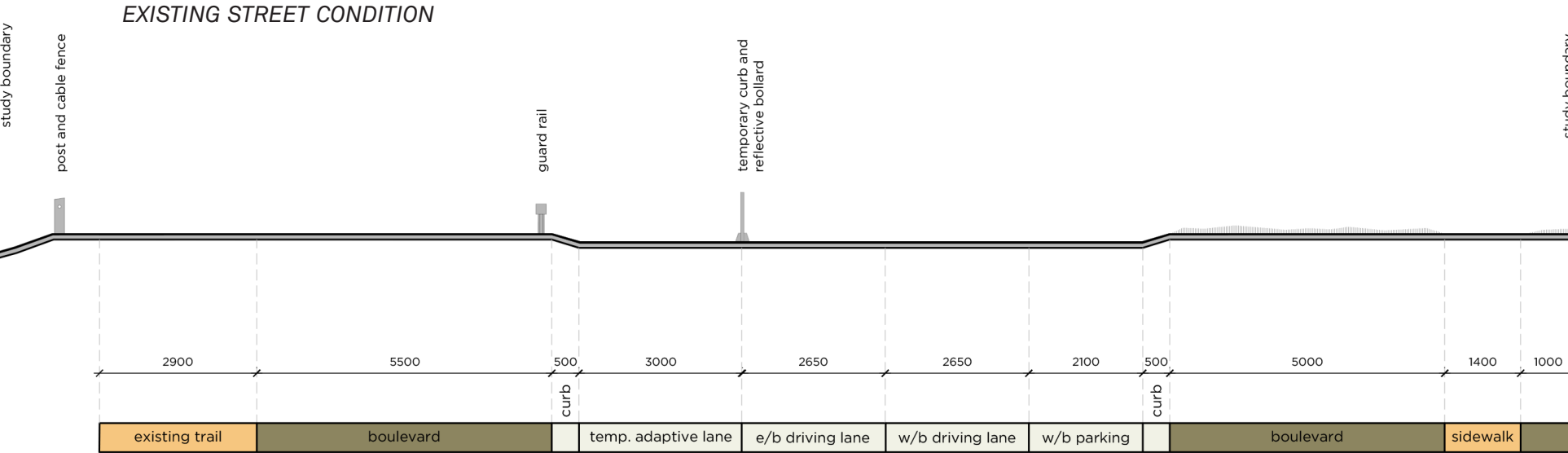
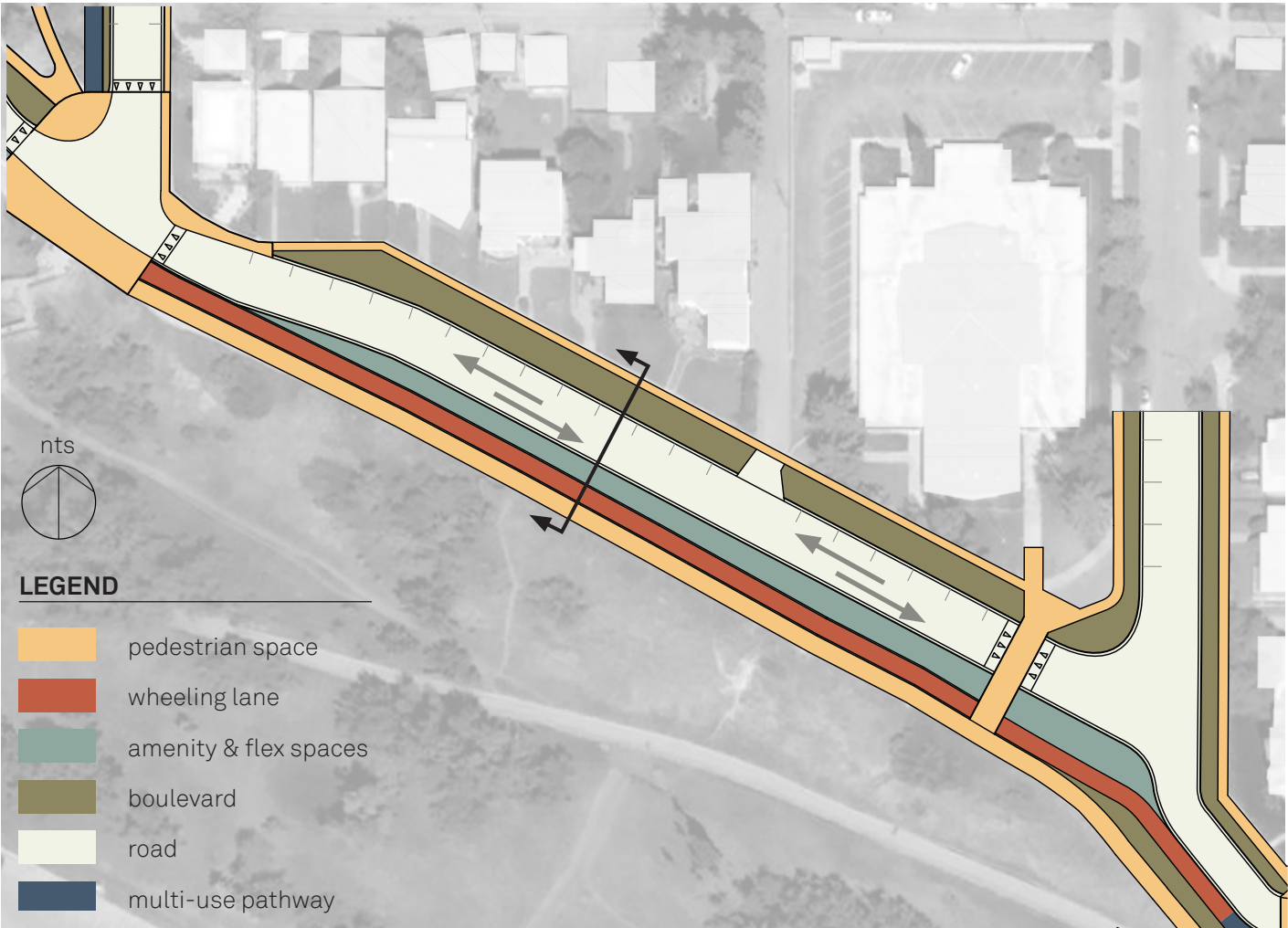
- + accessible amenities
- + enhanced lighting
- + enhanced softscape
- + variety of spaces including seating for views, places for celebration and activations

- + westbound (w/b) vehicle travel and overall narrower roadway
- + curb extensions and raised mid-block crossings
- + maintains parking on north side
- + provides option for road closure
- + minimizes conflicts between people walking and wheeling

- + enhanced lighting
- + new accessible connections into the park

option 2

AREA B



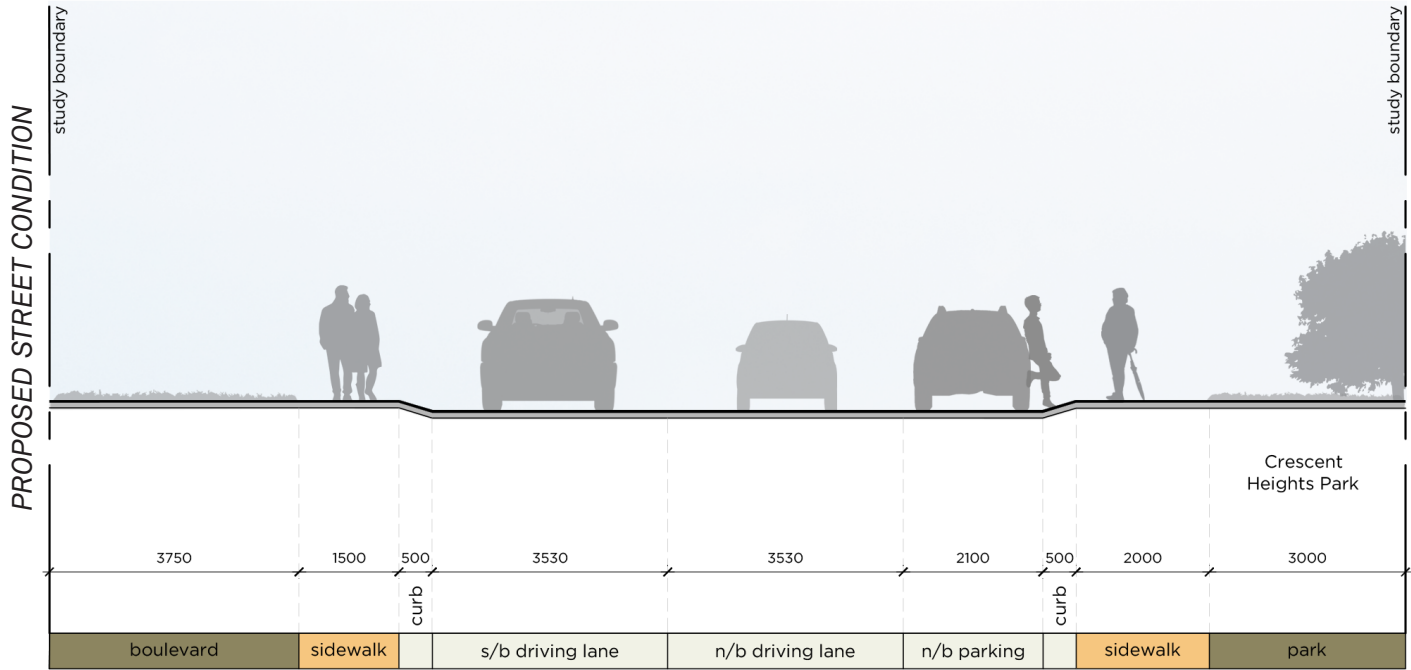
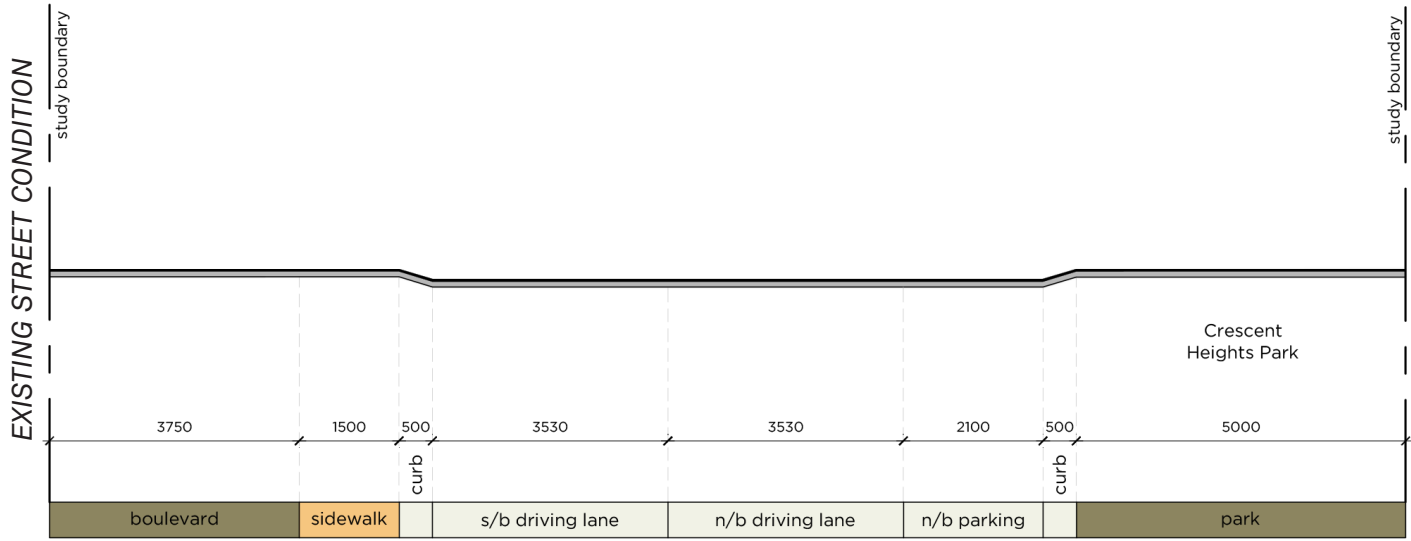
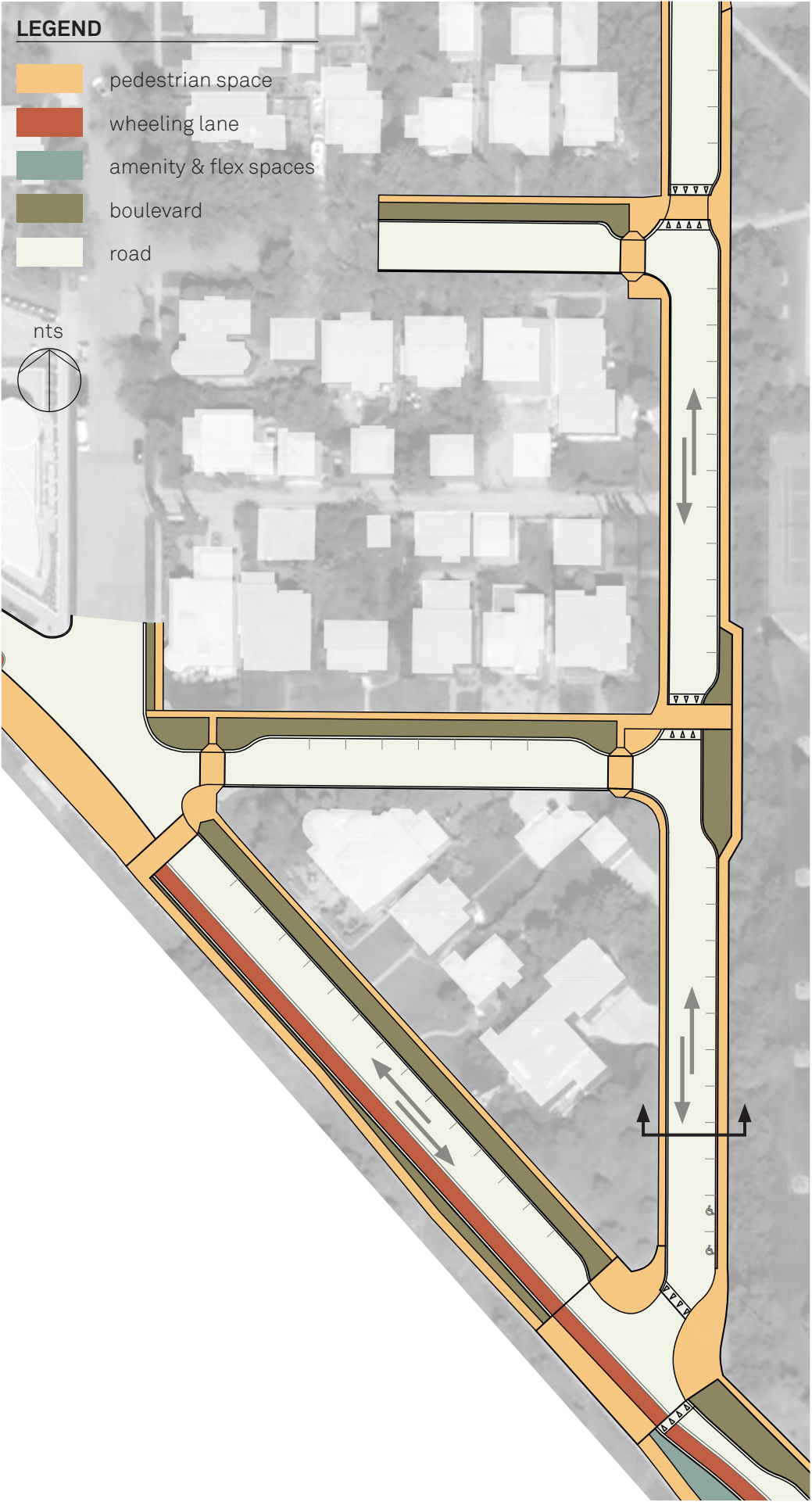
- + accessible amenities
- + enhanced lighting
- + variety of spaces including seating for views, places for celebration and activations
- + separation of uses
- + enhanced surface materials

- + overall narrower roadway
- + maintains parking on north side but limited (mix of permit & time restricted)
- + minimizes conflicts between people walking and wheeling

- + wider sidewalk
- + narrowed boulevard along residences

option 1 & option 2

AREA C



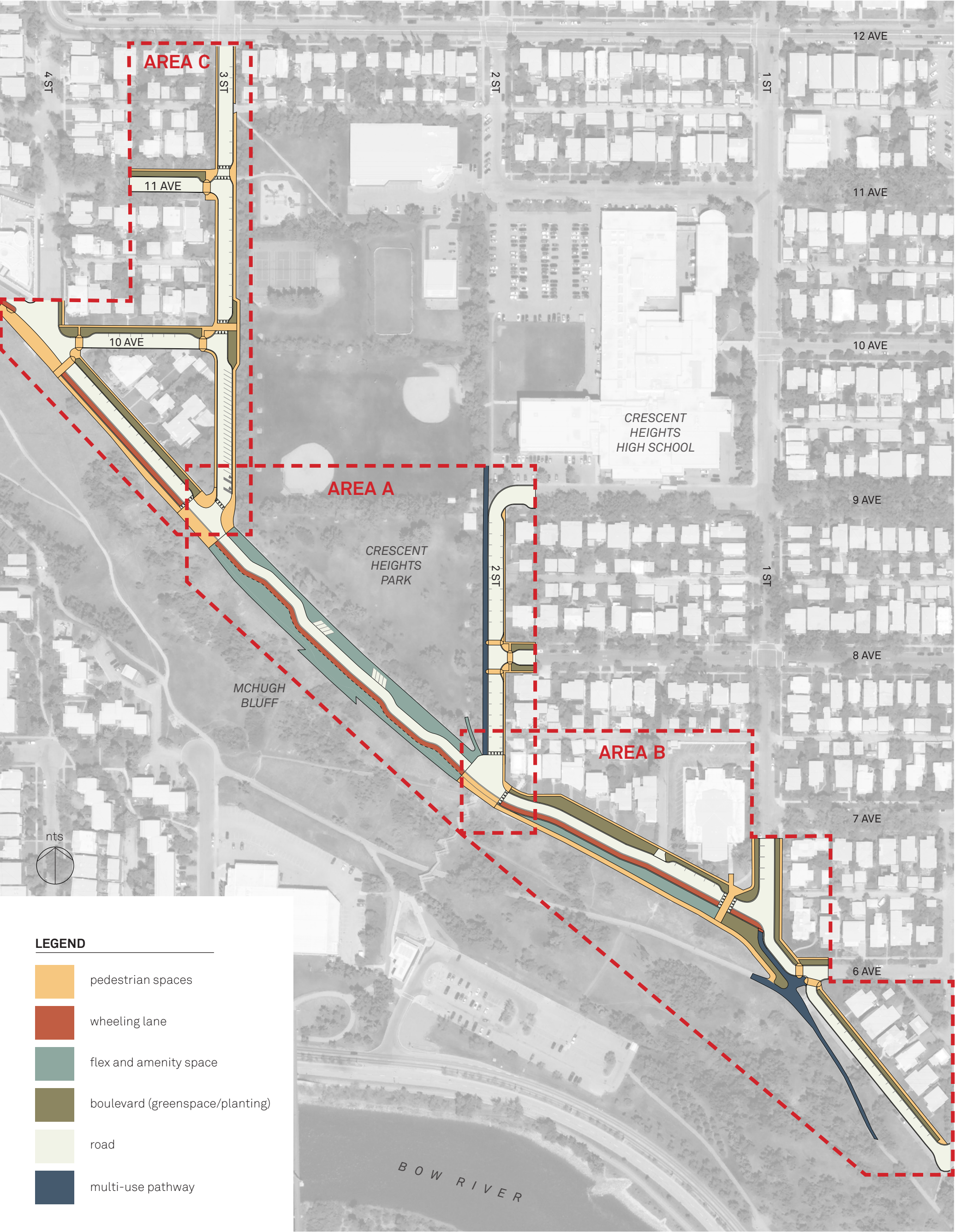
- + residential interface as-is
- + raised crossings to encourage slow travel speeds
- + provides curb extensions
- + maintains bidirectional travel
- + parking consolidated on east side
- + added sidewalk
- + connectivity to park
- + selective shrub clearing

KEY MAP OPTION 3

OVERVIEW

Option 2 focuses on 3 primary proposed changes:

- Crescent Road is tabled between 2 St NW and 3 St NW into a “shared street” condition
 - Mid-block is extended towards the bluff for lookout opportunities and the potential connection for a secondary staircase
- A few angled parking spaces are provided on the North side of Crescent Road between 1 St NW and 2 St NW, with additional angled parking added along 3 St NW
- 3 St NW becomes Southbound only between 10 Ave and Crescent Road



option 3

AREA A



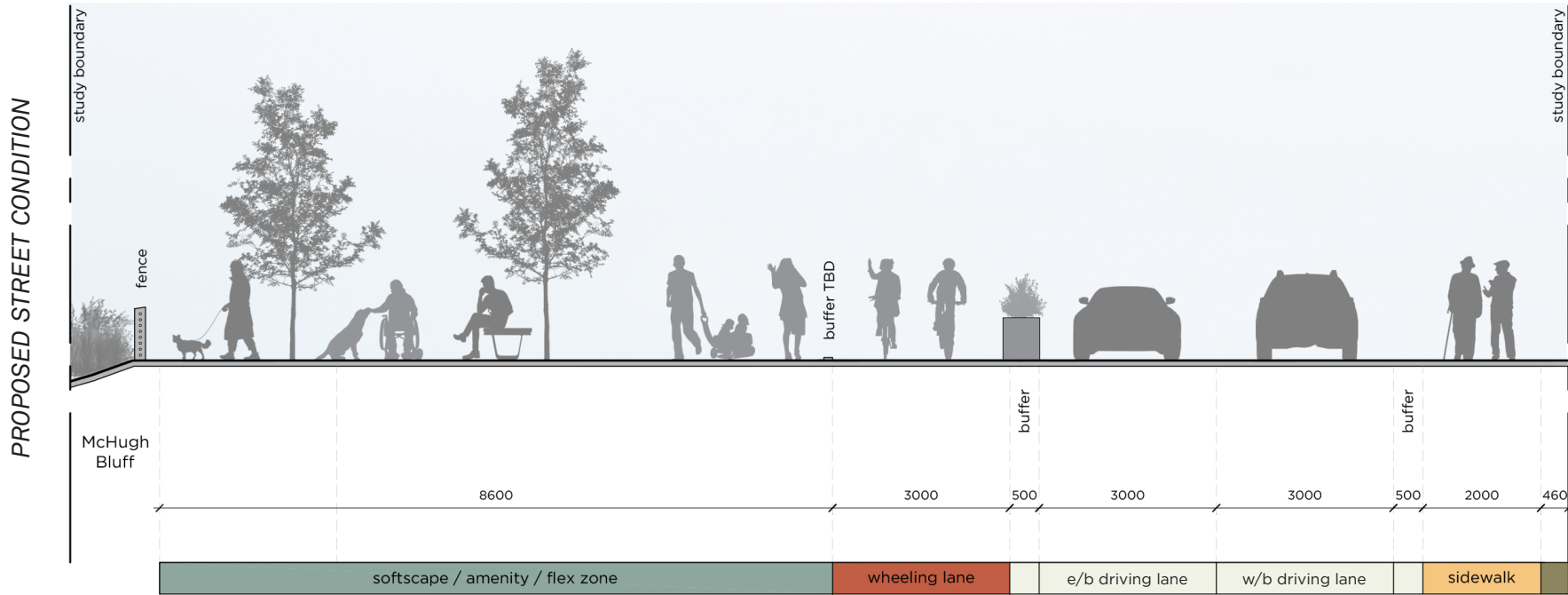
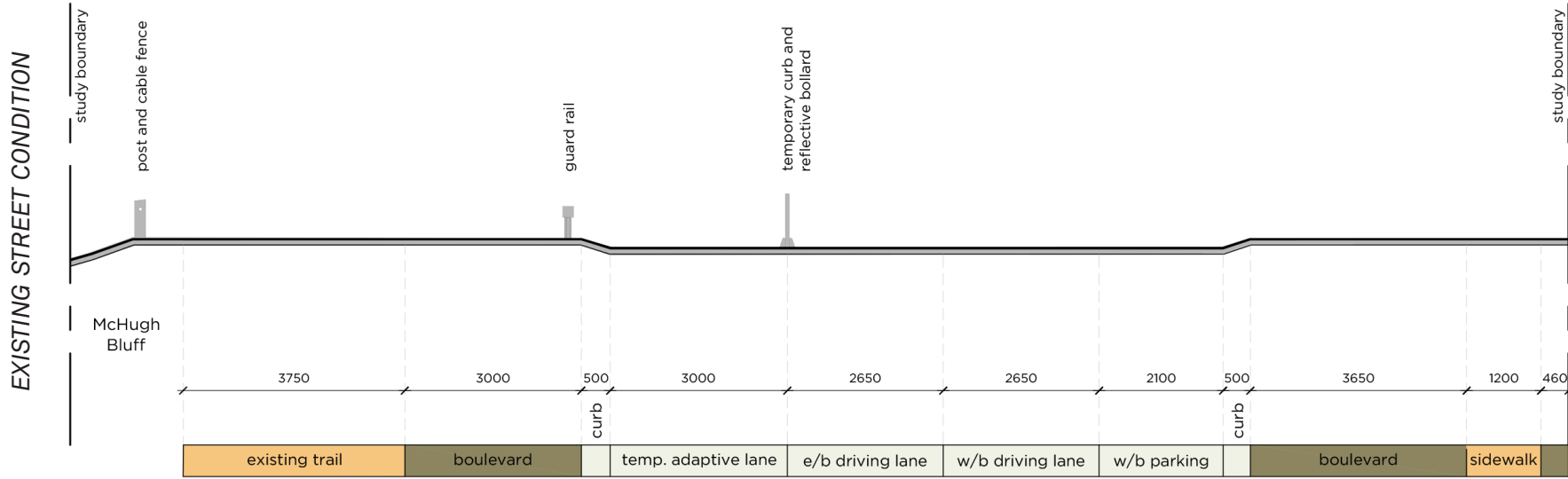
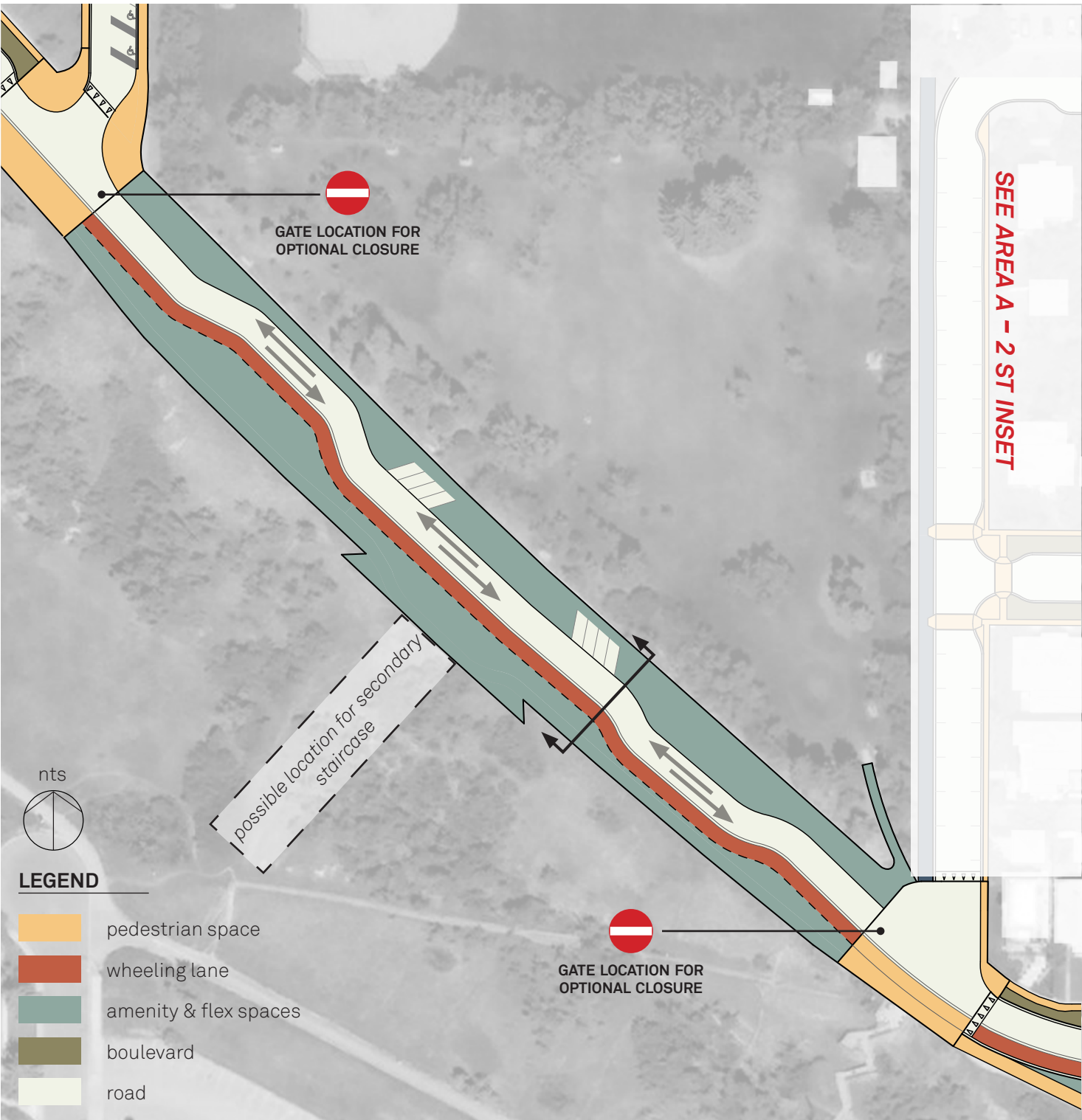
NOTE
In Option 3, the entire block is raised to match the curb height to encourage slow bidirectional vehicle travel.

Additionally, alternating chicanes narrow the roadway and create a curving travel path that discourages speeding.

Cars are considered guests in this space and some angled parking is provided mid-block.

Spaces for walking are minimally buffered to designate different uses but remain permeable for people walking.

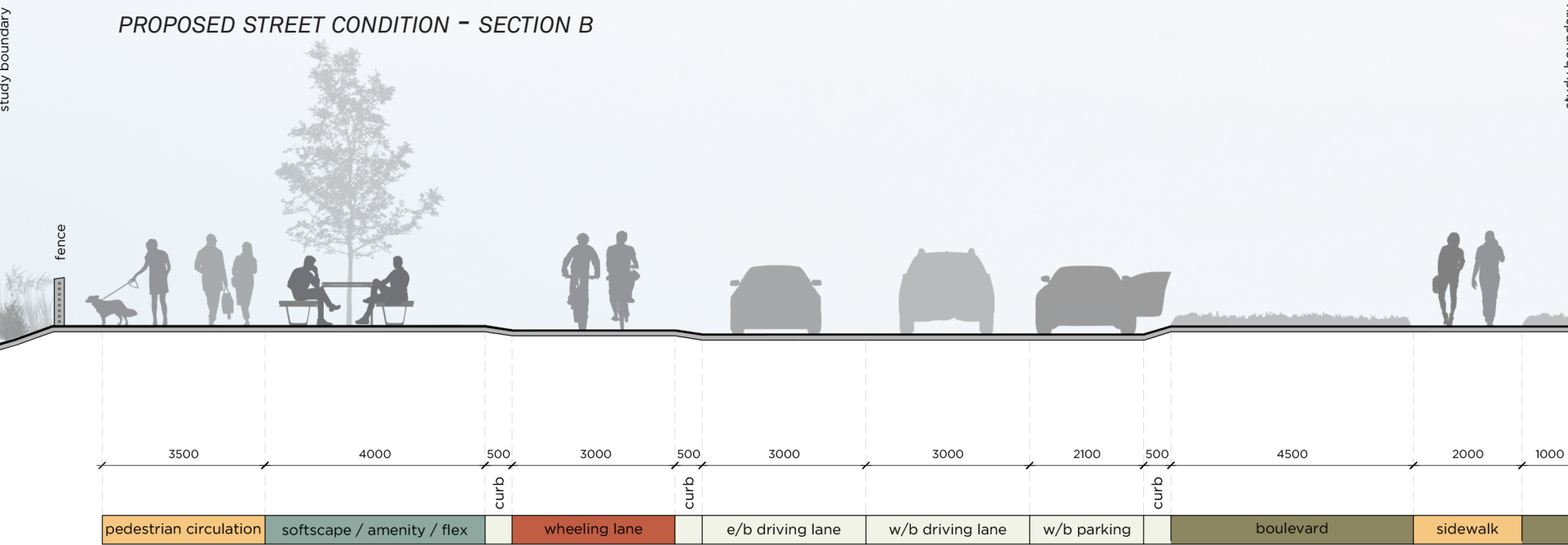
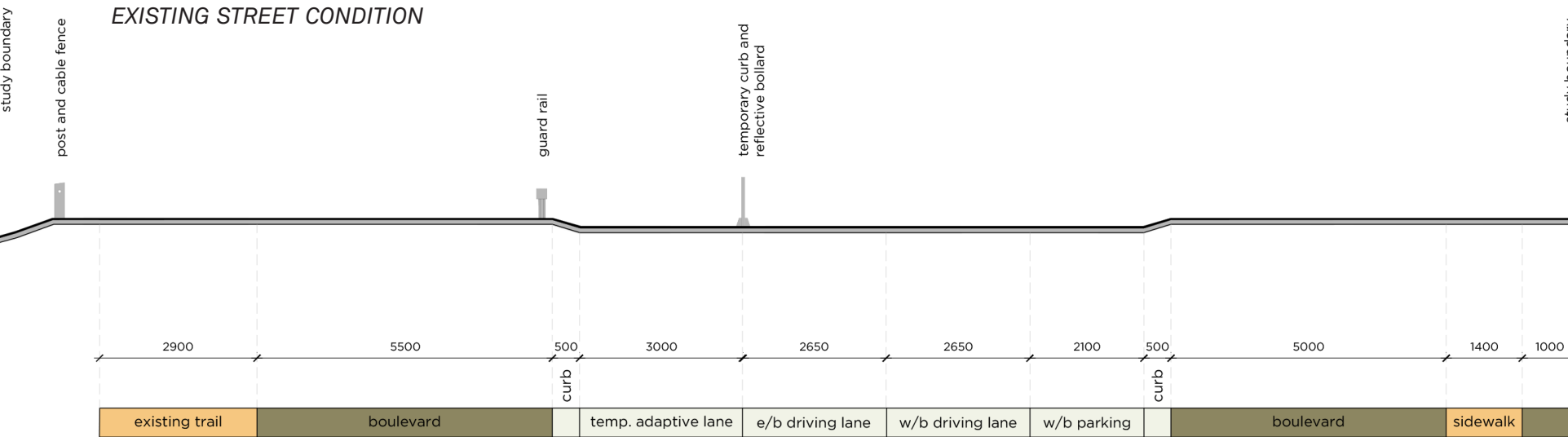
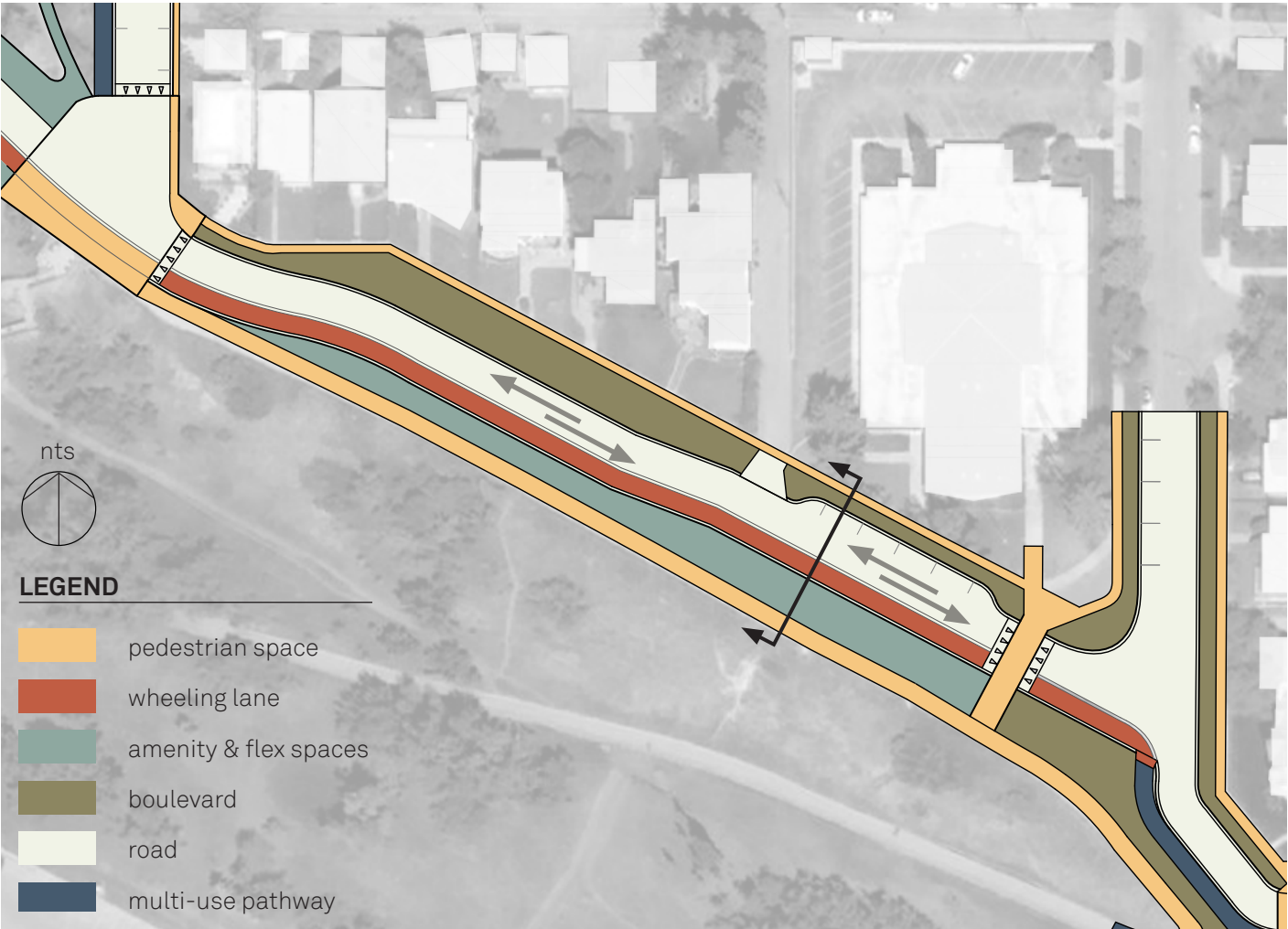
If the gates are closed, this space can be easily adapted as an accessible plaza street.



- + separation of uses
 - + enhanced surface materials
 - + semi-formal lane for wheeling
 - + seating for views & rest
 - + accessible amenities
 - + variety of spaces
 - + enhanced lighting
- + Tabled streetscape
 - + bidirectional lanes remain
 - + available parking reduced
 - + provides option for road closure
- + semi-formal sidewalk
 - + connectivity to park
 - + enhanced hardscape

option 3

AREA B



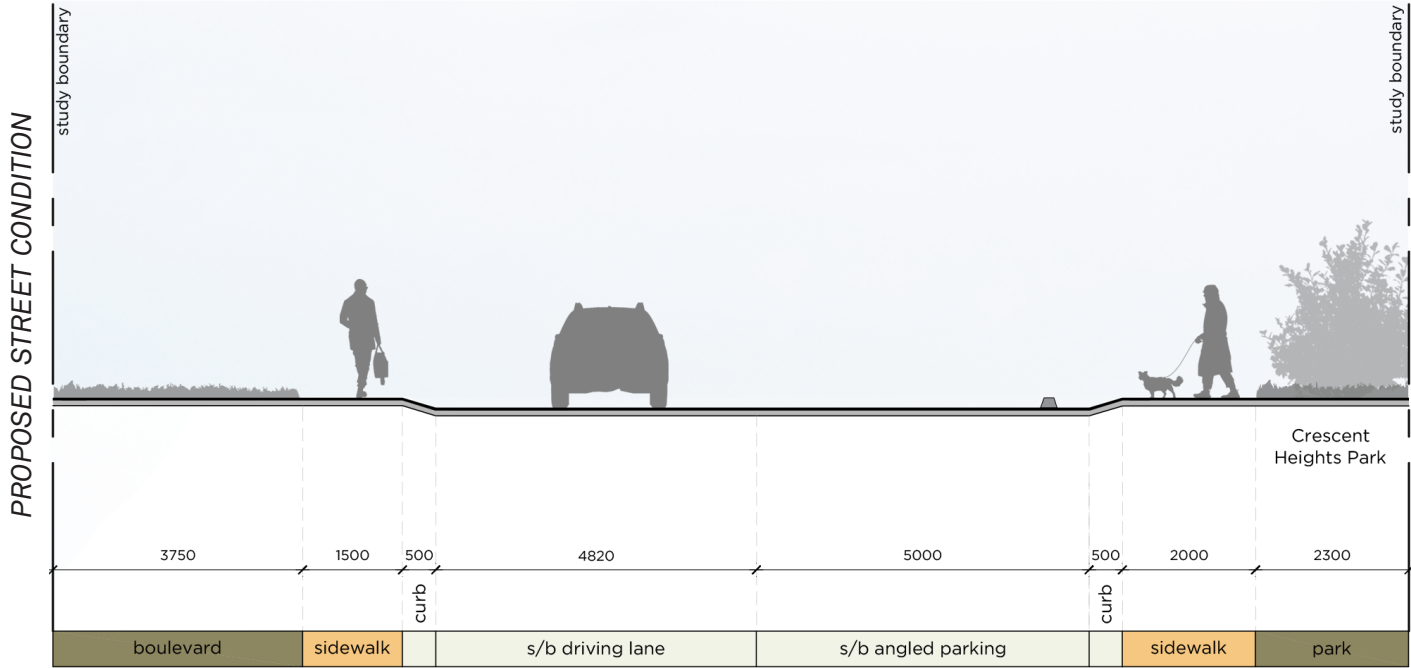
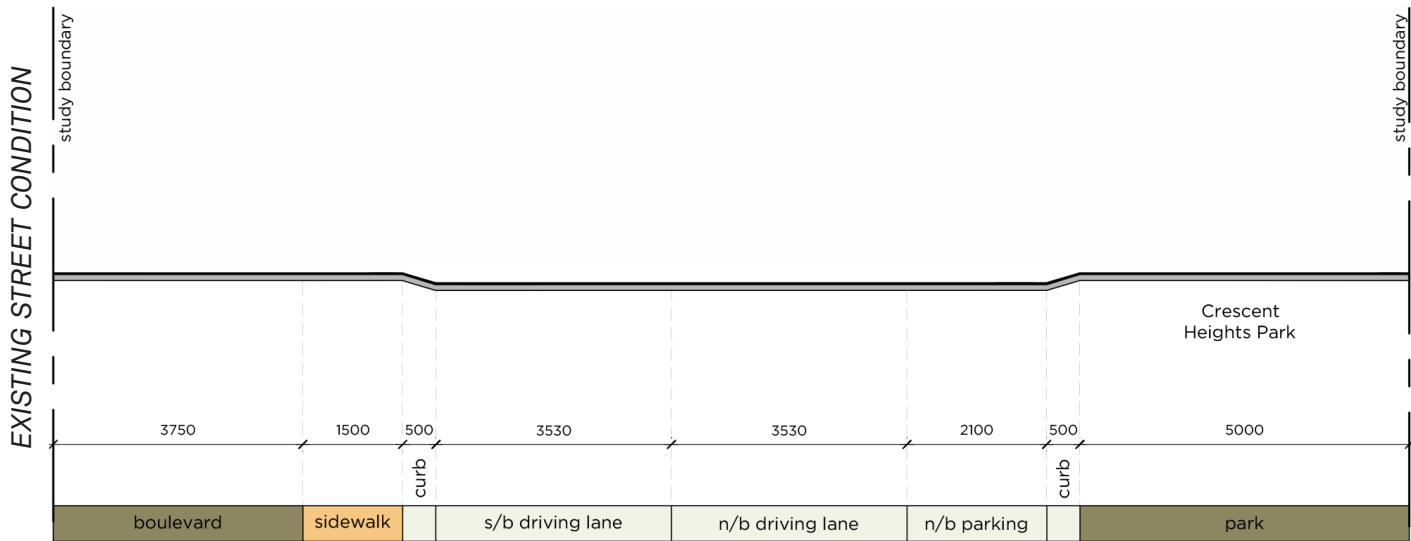
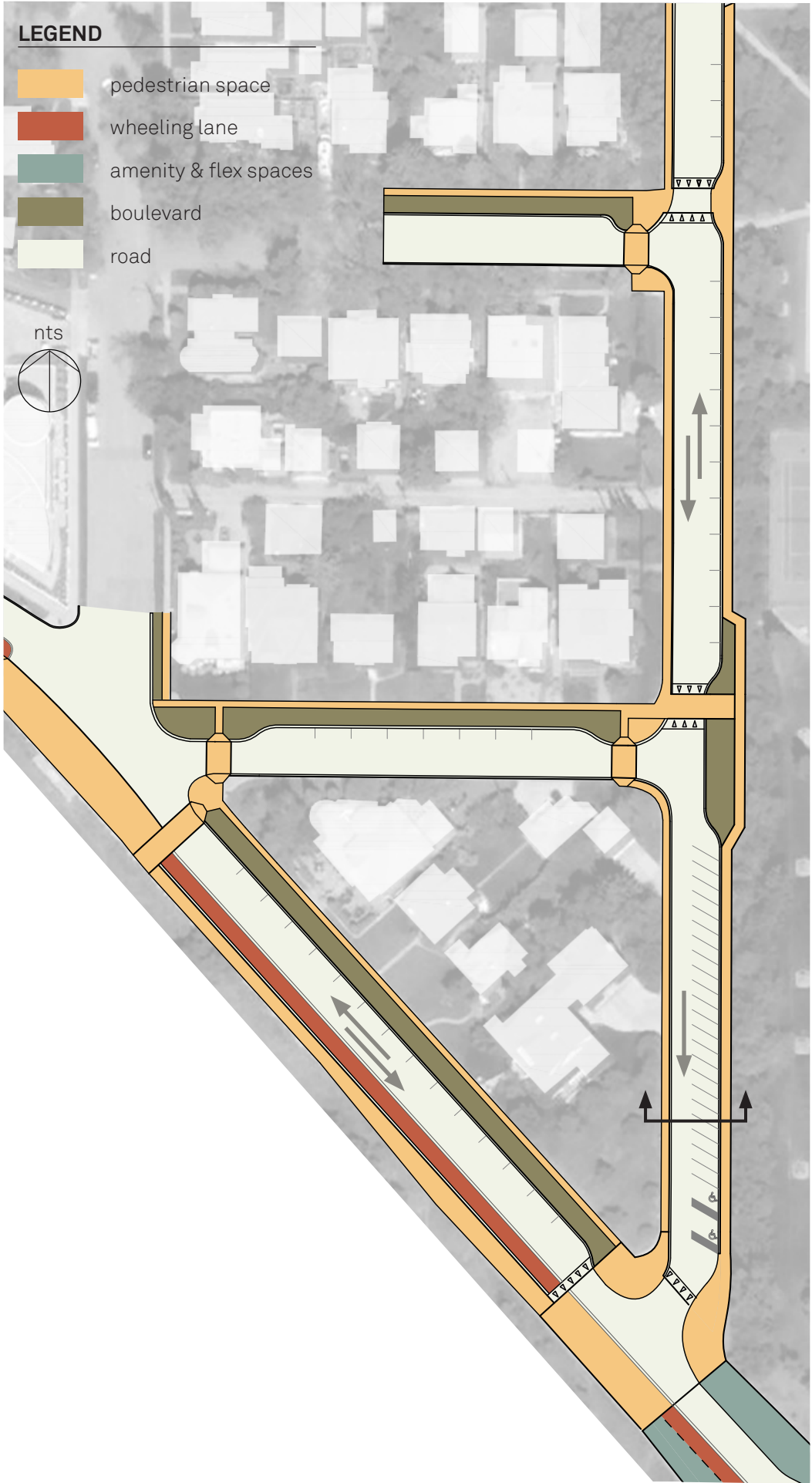
- + separation of uses
- + enhanced surface materials
- + formalized lane for wheeling
- + seating for views & rest
- + accessible amenities
- + variety of spaces
- + resilient materials
- + buffers pedestrian space

- + provides curb extensions
- + directional travel stays as-is
- + includes loading/accesible parking stalls only
- + provides option for road closure

- + wider sidewalk
- + enhanced softscape
- + narrowed boulevard along residences

option 3

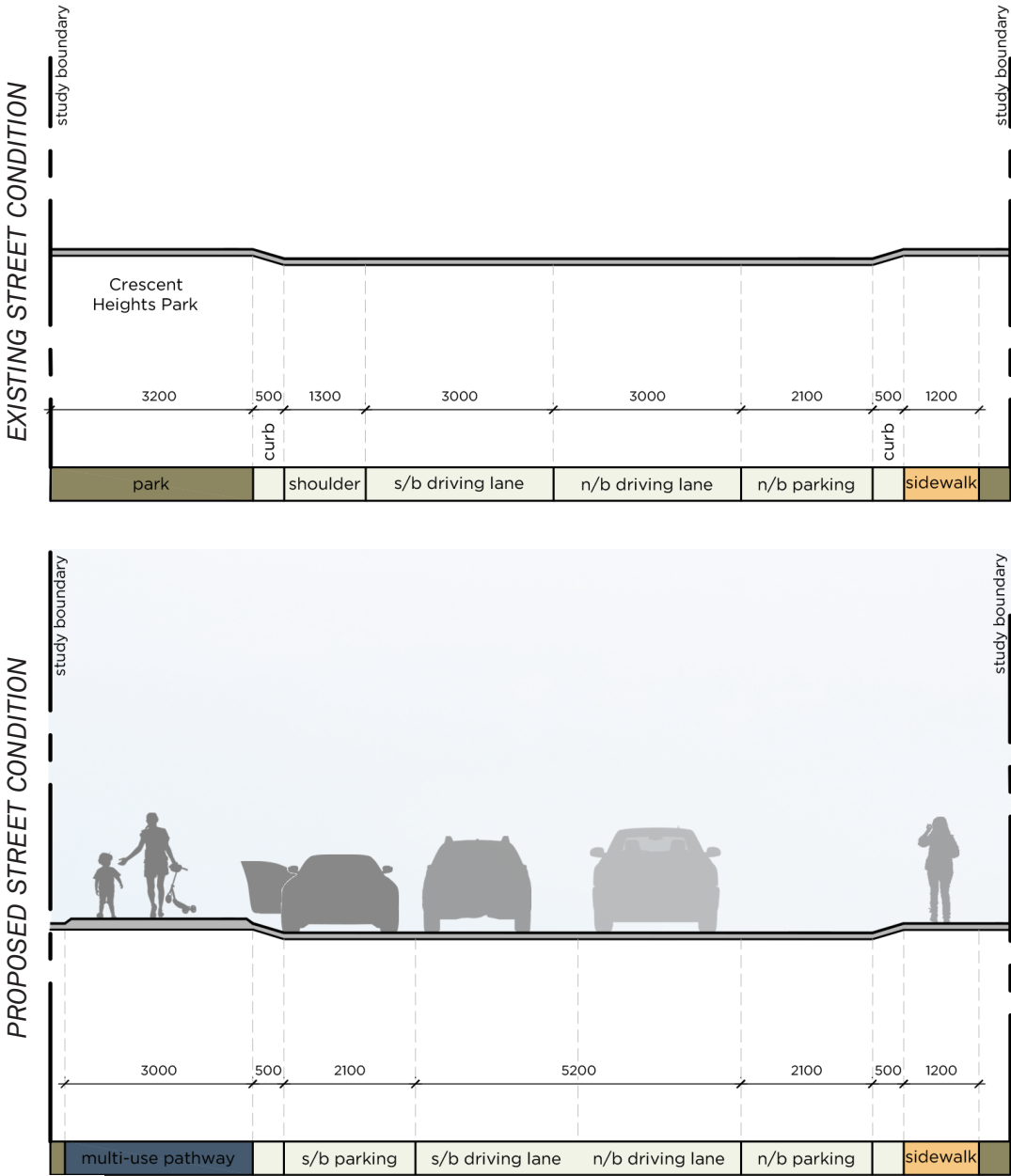
AREA C



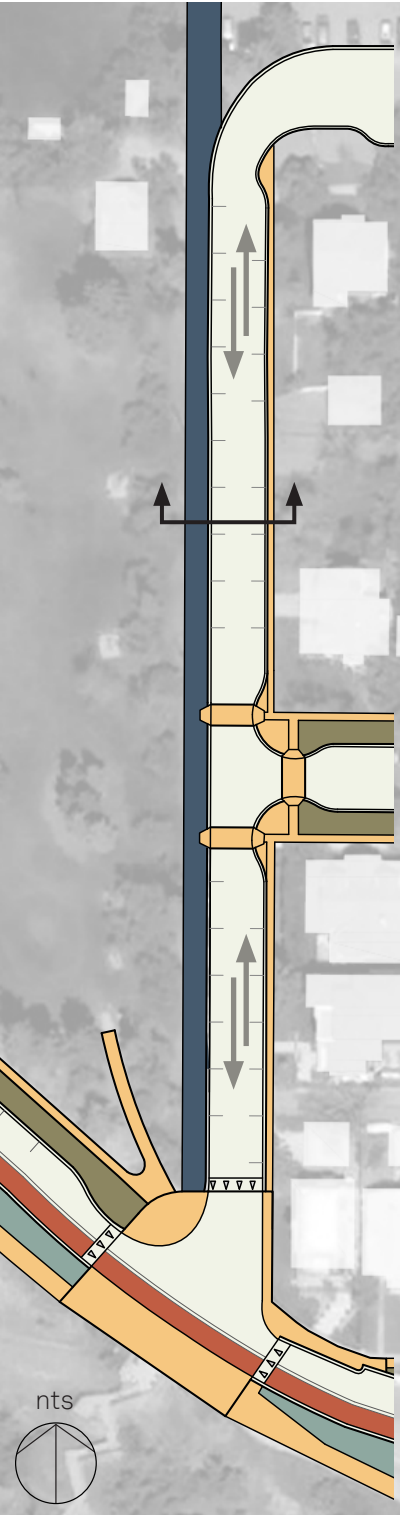
- + residential interface as-is
- + southbound (s/b) vehicle travel between 10 Ave and Crescent Road
- + angled parking provided on east side of 3 St N.W. south of 10 Ave
- + parking consolidated on east side
- + raised crossings and curb extensions to slow travel speeds
- + added sidewalk
- + connectivity to park

inset for all options

AREA A – 2 STREET



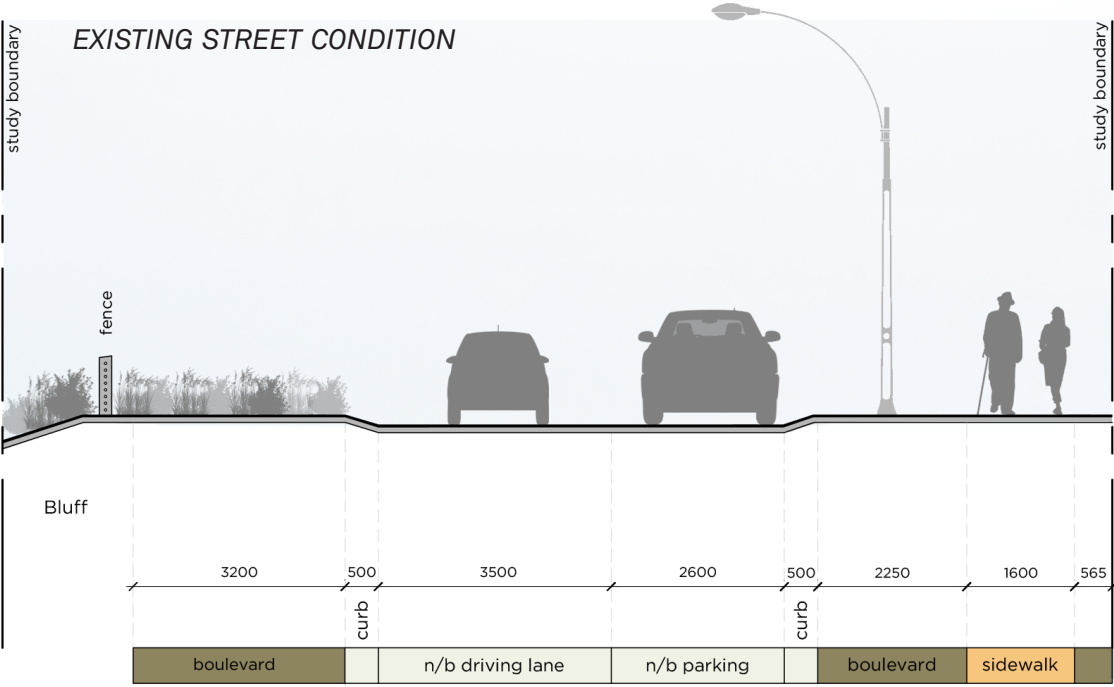
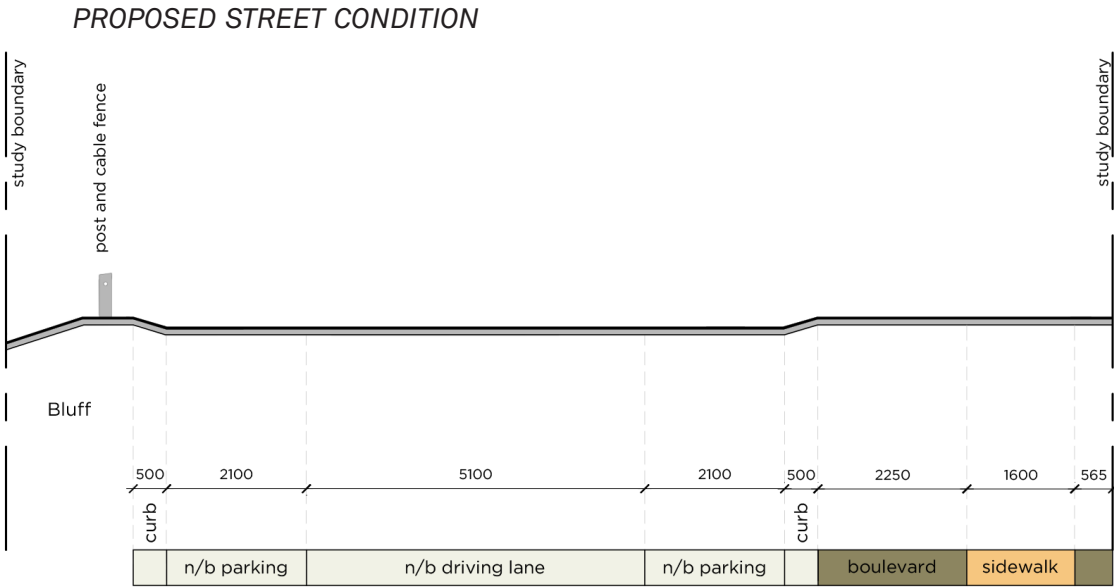
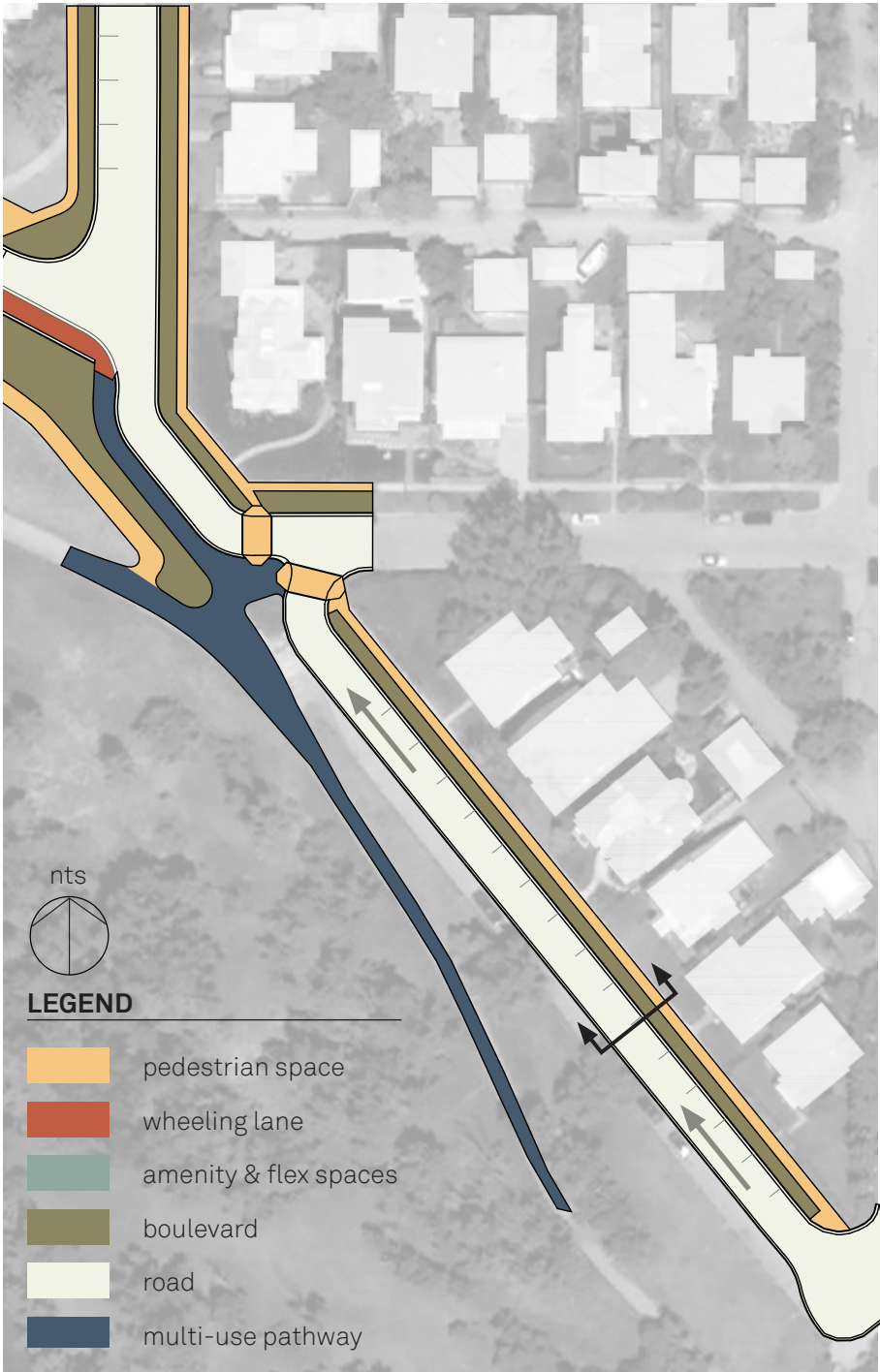
- + addition of multi-use pathway
- + selective tree & shrub clearing
- + provides an accessible walking and wheeling space
- + connects to pathway north of 9 Ave N.W.
- + provides curb extensions to shorten crossings
- + improves accessibility of parking along the park
- + no changes to sidewalk and boulevard



- LEGEND**
- pedestrian space
 - wheeling lane
 - amenity & flex spaces
 - boulevard
 - road
 - multi-use pathway

inset for all options

AREA B – 100 BLOCK



- + enhanced softscape
- + widened boulevard
- + narrowed roadway
- + reduces number of parking lanes
- + maintains one-way direction
- + no change to sidewalk and boulevard
- + lighting stays as-is