

What We Decided Report

132 Avenue Collector Renewal

September 2022

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Edmonton



TABLE OF CONTENTS

What We Decided Report	3
Design decisions	4
Decision making process	5
Public engagement roadmap	8
Final Vision & Guiding Principles	11
What we decided	12
132 Avenue from 127 Street to 113A Street (Kensington, Calder)	13
132 Avenue from 113A Street to 97 Street (Rosslyn, Lauderdale)	25
132 Avenue from 97 Street to 82 Street (Glengarry, Killarney)	37
132 Avenue from 82 Street to 66 Street (Delwood, Balwin)	50
132 Avenue from 66 Street to Fort Road (Belvedere)	62
Next steps	73

What We Decided Report: 132 Avenue Collector Renewal

What is Collector Renewal?

Collector roads fulfill a special function in our neighbourhoods. Although they may vary in size and appearance, they connect residents and local roads to the major arterial roads of the city. Small neighbourhood businesses form hubs of activity on them, and they connect people to other community gathering places such as schools, churches, community leagues, and recreational facilities. They are an important part of a neighbourhood and contribute to its quality of life.


Collector renewal rehabilitates the road, adds missing sidewalk links, replaces street lights, sidewalks, and curbs and gutters. It also explores other opportunities to improve how people walk, bike, drive, and gather.


Purpose


This report shares how the 132 Avenue Collector Renewal Project Team arrived at the final design for 132 Avenue's collector renewal. It describes how the City used policy and program information, public engagement input, and technical requirements to make design decisions.





132 Avenue's design decisions are presented through five sections of roadway:

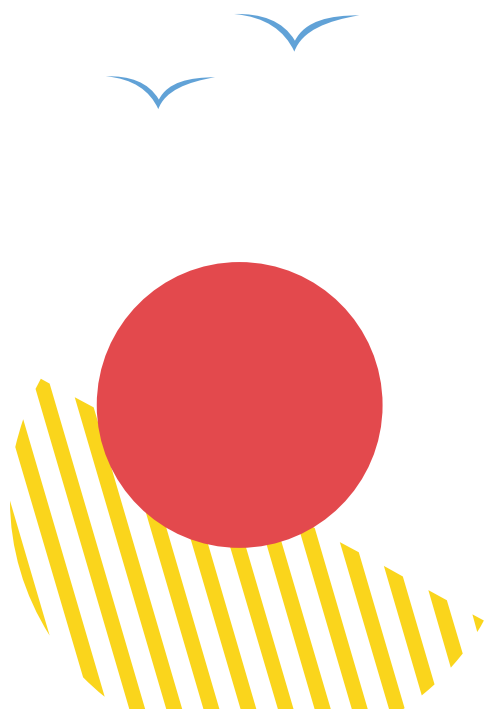
- 132 Avenue from 127 Street to 113A Street,**  **pg 13**
Adjacent to the Kensington and Calder Neighbourhoods

- 132 Avenue from 113A Street to 97 Street,**  **pg 25**
Adjacent to the Rosslyn and Lauderdale Neighbourhoods

- 132 Avenue from 97 Street to 82 Street,**  **pg 37**
Adjacent to the Glengarry and Killarney Neighbourhoods –
Including the 90 Street intersection (roundabout)

- 132 Avenue from 82 Street to 66 Street,**  **pg 50**
Adjacent to the Delwood and Balwin Neighbourhoods

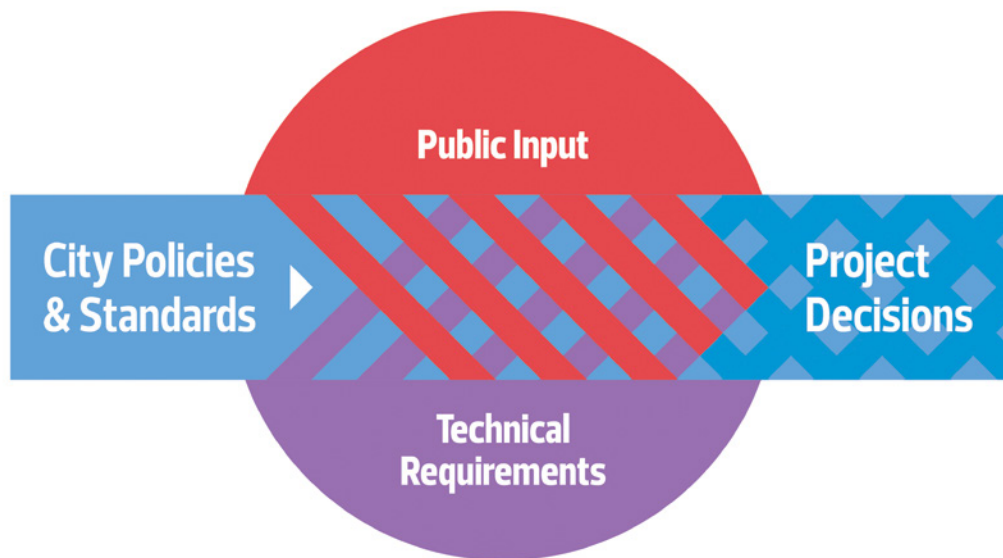
- 132 Avenue from 66 Street to Fort Road,**  **pg 62**
Adjacent to the Belvedere Neighbourhood



Decision making process

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy, and Winter City Strategy provide the overall direction for renewal designs. As each project area is unique, the Project Team asks for input from residents who live, work, and play in and around the project area and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the project design. Public input includes local knowledge, concerns, and desires for the roadway. Public engagement helps the City consider what is important to the public and various stakeholders associated with 132 Avenue. As well, to understand how collector renewal decisions will affect them.

This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the area, and result in the best outcomes for our city.



The City policies, technical requirements and public engagement input include:

City Policies and Programs

- + Connect Edmonton
- + Edmonton City Plan
- + Edmonton Zoning Bylaw 12800
(Main Streets Overlay & Fort Road Major Commercial Corridor Overlay)
- + Safe Mobility Strategy
- + Complete Streets Design and Construction Standards
- + GBA+
- + Edmonton Bike Plan
- + Local Improvement Policy
- + Public Engagement Policy
- + Breathe – Green Network Strategy
- + Winter Design Guidelines
- + Vision Zero
- + Speed Limit Reduction
- + Active Transportation Policy
- + Snow and Ice Control Policy
- + Corporate Tree Policy
- + PED Connections: a Sidewalk Strategy
- + Community Traffic Management Policy
- + Access Design Guide
- + Bus Network Redesign
- + Urban Tree Canopy Project
- + CornerStore Program
- + Residential Neighbourhood Street Lighting Policy
- + Light Efficient Community Policy

To view a description of how the City Policies and Programs relate to 132 Avenue, please refer to the [Urban Design Background Report](#) page 20.

Public Engagement Input

The City of Edmonton gathered input from residents, businesses, users, and other stakeholders who work, live, and play along 132 Avenue. The City's public engagement spectrum below shows the four levels of influence that the public could have on decisions made by the City throughout the project.



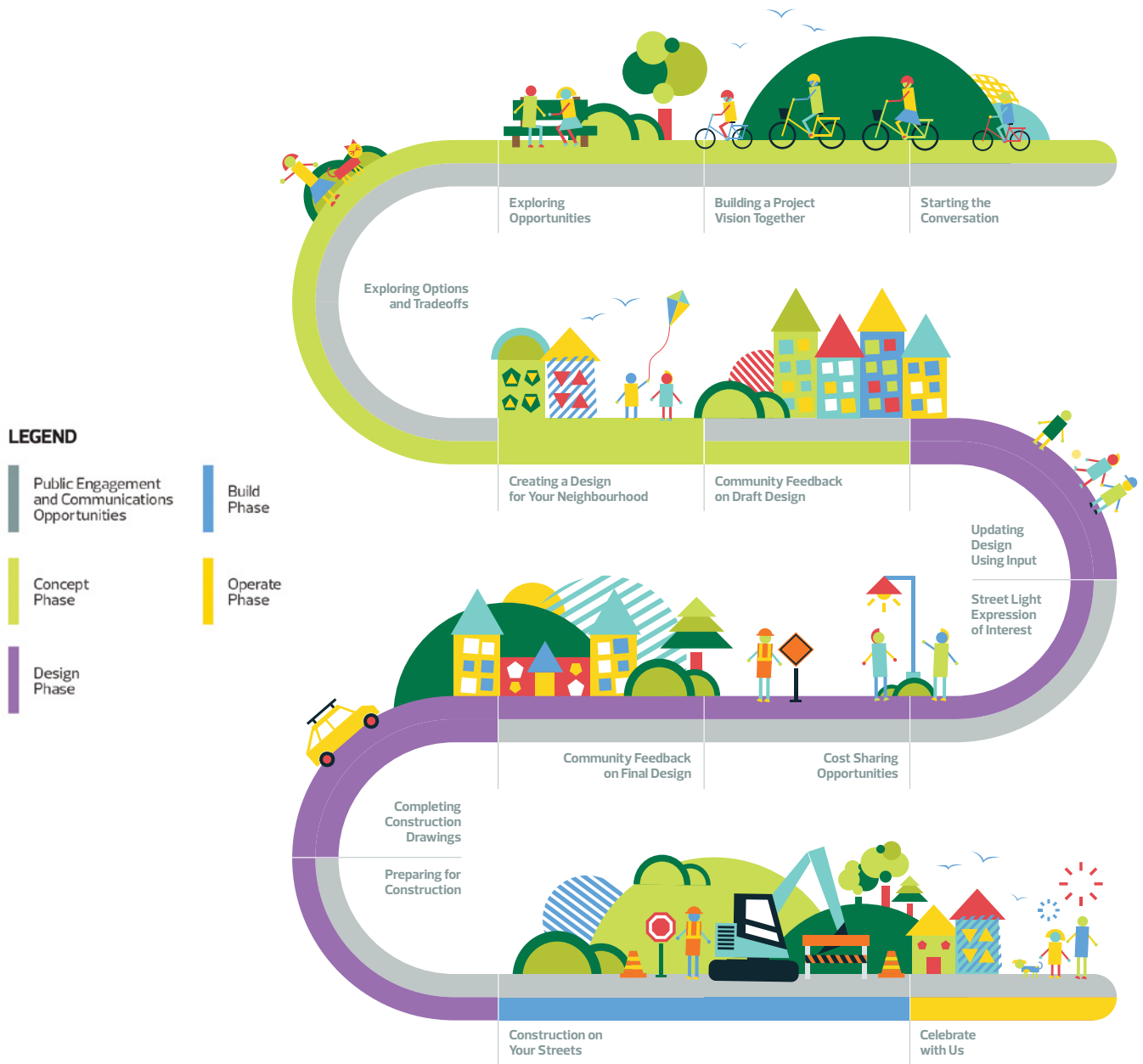
- + **Advise** on Starting The Conversation (preferences and barriers for communications & public engagement)
- + **Create** Project Vision and Guiding Principles
- + **Refine** Exploring Opportunities
- + **Refine** Exploring Options and Tradeoffs
- + **Refine** Community Feedback on Draft Design
- + **Advise** on Community Feedback on final design

Technical Requirements

- + Infrastructure Assessments
- + EPCOR Design and Construction Standards
- + LID Guidelines & Handbooks
- + Complete Streets Design and Construction Standards (CSDCS)
- + City Design and Construction Standards
- + Accessibility Design Guide
- + Crime Prevention through Environmental Design
- + Urban Design Framework
- + Road and Walkway Lighting Design Standards
- + Road and Walkway Construction and Material Standards

Building Great Neighbourhoods Roadmap

The following presents a roadmap detailing the various stages of the 132 Avenue Collector Renewal.



132 Avenue Collector Renewal Public Engagement Opportunities:

Road Map Stage	Engagement Opportunities	Timeline	Participation/ Responses
Starting the Conversation	Online Survey In-depth Interviews	July – September 2020	70 Respondents 11 Participants
Building a Project Vision Together & Exploring Opportunities	Online Survey In-depth Interviews Email Feedback Online Events Engaged Edmonton (Stories, questions, map pins) Self-Guided Walking Tours	October 2020	52 Respondents 7 Participants 2 Respondents 13 Participants 17 Participants No Participants
Exploring Options & Tradeoffs	Online Survey In-depth Interviews Email Feedback Telephone Online Events Engaged Edmonton Project Video	April – May 2021	109 Respondents 7 Participants 6 Respondents 9 Calls 25 Participants 234 Page Visits 149 Views
Community Feedback on Draft Design	Online Survey Email Feedback Telephone Online Events (public and stakeholder sessions) Project Overview Video Draft Design Videos	January – February 2022	90 Respondents 29 Respondents 20 Calls 71 Participants 417 views 100+ views/video
Community Feedback on Final Design	Online Survey Email Feedback Telephone Online Events (public and stakeholder sessions) Project Overview Video Final Design Videos	September – October 2022	TBD

Communication Methods

Please note: public engagement events were all held virtually due to COVID-19 restrictions and according to public health guidelines. We communicated these public engagement opportunities, during each project phase, to stakeholders, residents, and organizations via the following methods:

- + Mailed postcards, letters, and newsletters
- + Digital newsletters and information packages
- + Emails to subscribers and stakeholders
- + A-Frame, yard, and road signs
- + The project website








Final Vision & Guiding Principles

Vision

132 Avenue is a vibrant, people-oriented street that offers a direct route to arterial roadways as well as great local destinations, whether you are traveling on foot, on bike, by car, on transit, or any other mode. 132 Avenue feels welcoming and safe and the communities on either side feel united rather than divided by the roadway. The road is designed in a way that promotes safety, clarity for people who drive, bike, walk and use transit.

Guiding principles

-  + Ensure the roadway remains convenient and easy to use while promoting safety and clarity for others
-  + Create spaces along 132 Avenue that offer safe transportation pathways for all users
-  + Enhance the community by creating beautiful spaces along 132 Avenue
-  + Invest in infrastructure improvements that will create a more positive experience for all users of 132 Avenue and foster the maintenance and development of great local destinations, both businesses and recreational opportunities
-  + Prioritize the safety of children at the many schools along 132 Avenue and those living in the communities along 132 Avenue

The Vision and Guiding Principles for 132 Avenue Collector Renewal were co-created by the public and the City. They were used to guide decision making throughout the project and were used as benchmarks.

What We Decided

The following describes the final project decision for 132 Avenue Collector Renewal, including key City policies and programs, public engagement input and technical requirements that informed the City's decisions relating to each topic and section of roadway. To view the final design, related project videos and What We Heard reports from previous phases of engagement, please visit edmonton.ca/132Avenue.

Legend for “What we accounted for to make our decisions”

This report uses three coloured icons to illustrate which decision making criteria is a policy or program, public engagement input or a technical requirement. You will see these icons in the “what we accounted for to make our decisions” column in each table on the subsequent pages.

The decision making criteria are:



City Policies
and Programs



Technical
Requirements



Public Engagement
Input



132 Avenue from 127 Street to 113A Street (Kensington, Calder)

The following section describes the design decisions made and pinpoints specific locations where possible. To understand exactly what is changing and where, please review the final design plan. To see the final design plan as well as project history, including What We Heard reports shared at each engagement phase, please go to the project website at edmonton.ca/132Avenue.

The final design shows 132 Avenue reconfigured to create a more residential feel. Space is allocated to support all road users, including people who drive, walk, roll and bike, and for additional tree plantings and snow storage.

The final design aligns with the **Project Vision and Guiding Principles** developed at the beginning of the project (see page 11).

The final design as shown may change based on further coordination with major utilities, additional field-level design reviews and input on property specific design elements.



What we decided (roadway)

To provide a consistent number of travel lanes from 127 Street to Fort Road, with turning lanes near arterial roads.

The final design includes:

- One driving lane in each direction.
- Turning lanes at major intersections.
 - Similar to the turning lanes at 132 Avenue & 127 Street and 132 Avenue & 113A Street at present.
- Extending the Project scope to allow for improvements to the 127 Street intersection.

To maintain parking as much as possible.

The final design includes:

- Defined parking areas. This ensures parking does not impede sightlines near intersecting roadways.
- Parking located next to the driving lanes on 132 Avenue.
- Parking currently along service roads is moved next to the driving lanes, consistent with the rest of the corridor.

To accommodate transit stops along 132 Avenue.

The final design includes:

- Bus stops with no dedicated lane, meaning buses will stop in the traffic lane at most stops.
 - This may briefly stop the flow of traffic to allow bus loading and unloading, and 132 Avenue & 113A Street at present.
 - This is similar to other residential roads and reduces the delay to transit operations as well as other traffic, as there is no need to wait or merge to re-enter the driving lane.
- Added bus layby areas (a space for buses to pull over without impeding traffic) at transit timing points and busier stops (ex. Between 127 Street & 126 Street on the south side of the road).
- Enlarged bus pads and shelters, where possible.

What we accounted for to make the decisions

Public Input – We heard



- + There are currently too many speed limit changes along 132 Avenue, there are concerns with speeding, and the road is wide and confusing to navigate
- + 132 Avenue is often underutilized by cars
- + Reducing speeding along 132 Avenue is a priority
- + Overall consistency of the roadway being one lane in each direction is more comfortable for drivers despite the slower speed
- + Maintaining parking is a priority
- + Areas where parking should be prioritized are:
 - + Near school entrances
 - + Commercial areas
 - + Recreation Centres
- + Some concerns about the removal of bus stops

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Winter Design Guidelines
- + Access Design Guide

The City has recently made a significant commitment to traffic safety by reducing the speed limit to 40 km/hr on most residential roads. At the time this speed limit reduction was implemented, 21 roadway corridors were identified as "exceptions", including 132 Avenue. These exception roadways continue to have a 50 km/hr posted speed limit, and due to the nature of these roadways, with multiple, wider lanes, speeds around 60 km/hr or more are often recorded. The City's intent is to rebuild these exception roads to more appropriately reflect their residential context and encourage safer driving behaviours. Once rebuilt, an exception road will no longer be an exception, and the speed limit will be lowered accordingly to 40 km/hr.

Technical Requirements



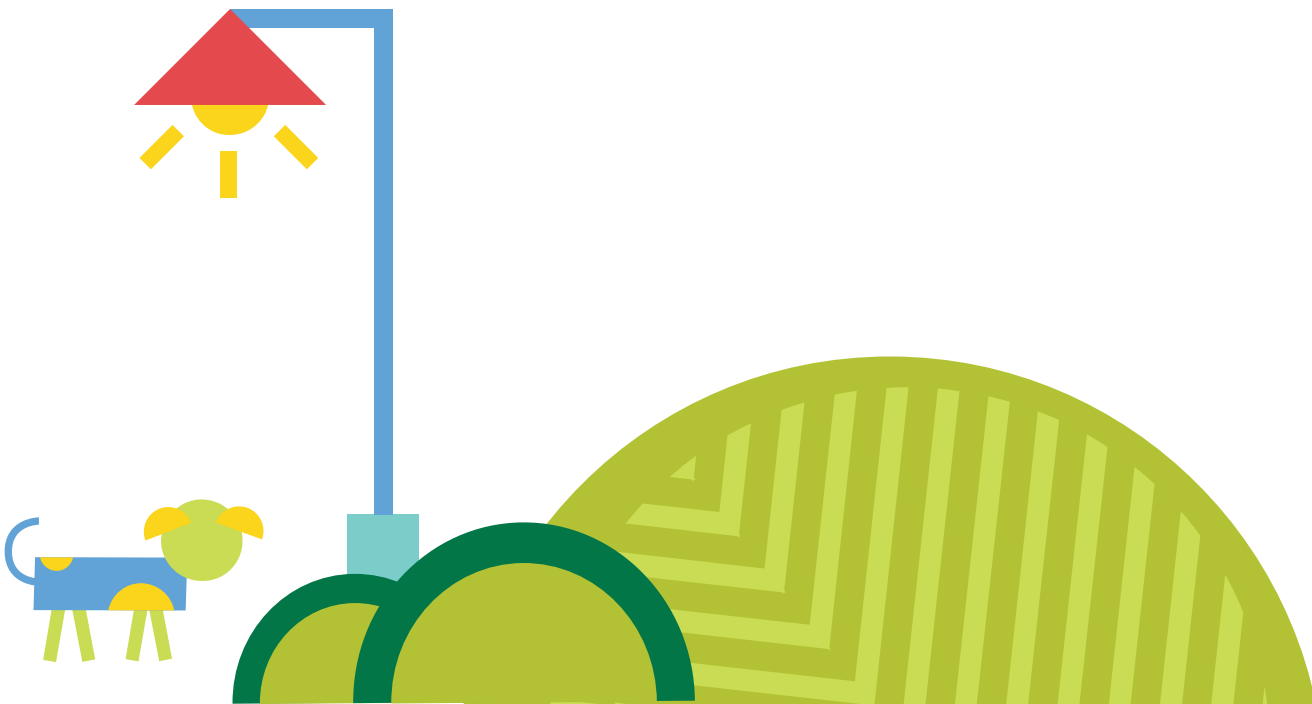
- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements, including the widths of travel and parking lanes, as well as emergency services requirements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On the 132 Avenue collector, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or as per the current Snow and Ice Policy

What we decided (traffic calming measures)

To include traffic calming measures such as curb extensions, raised medians and raised crossings. These measures define parking areas, help to reduce speed and increase visibility with new pavement markings and signage.

The final design includes:

- Curb extensions along 132 Avenue at local and collector streets.
- Curb extensions on local and collector roads intersecting 132 Avenue.
- Raised medians along 132 Avenue at:
 - 126 Street, 114 Street
- Raised crossings across in the north–south orientation 132 Avenue at 118 Street.
- Raised crossings on local roads in the east–west orientation intersecting across 132 Avenue at:
 - 120 Street, 119 Street, 118 Street
- Continuous crossings on local roads in the east–west orientation intersecting 132 Avenue at:
 - 126 Street, 124 Street, 123 Street, 122 Street, 121 Street, 117 Street, 116 Street, 115 Street, 114 Street



What we accounted for to make the decisions

Public Input – We heard



- + Concerns about speeding, shortcutting
- + There is a need to make pedestrian crossings safer and more accessible
- + There was a high comfort level with curb extensions when traffic calming options were presented. We also heard that curb extensions would calm traffic and provide safer crossings, and help prevent cars from parking too close to intersections
- + There was a moderate comfort level around raised medians. We also heard that raised medians provide a refuge for pedestrians crossing 132 Avenue
- + There was a high comfort level with raised crossings when traffic calming options were presented. We also heard that these would be ideal around schools and areas where there were a high number of pedestrian crossings

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Design of traffic calming includes a review of drainage infrastructure
- + Signage is to be finalized through further review
- + Signals are to be finalized through further review

What we decided (service roads)

To repurpose existing service roads and design them to improve the experience for those who walk, roll and bike and improve the look and feel of the area through landscaping.

The final design includes:

- Redesigned service roads from:
 - 124 Street to 123 Street
 - 121 Street to 118 Street
- Realigned driveway access for homes with current front driveways to a service road to connect to 132 Avenue or an adjacent alley.
- Extended alleys that connect to 132 Avenue.

What we accounted for to make the decisions

Public Input – We heard



- + Using the service road for walking, biking and beautification had the highest level of comfort, as compared to other options presented
- + We heard that repurposing service roads allowed for more space to be allocated to pedestrians and cyclists, and adding greenery and trees created a more inviting space
- + Positive comments that the sidewalks and bike paths are separated from parking and driving
- + Some concern over the increased space between residences and parking
- + The option to repurpose existing service roads had the most amount of parking along 132 Avenue
- + Liked the additional boulevard space for snow storage, while some expressed concern if there was enough space to store snow

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds, in alignment with the 40km residential speed bylaw
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Repurposing service roads creates a consistent roadway design for along 132 Avenue, which makes 132 Avenue predictable for all users
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On 132 Avenue, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or as per the current Snow and Ice Policy

What we decided (bike paths)

To design raised bike paths on both the north and south sides of 132 Avenue. These bike paths are continuous between Fort Road and 127 Street. Enhancements will also be made to local and collector road crossings to improve visibility and make bike paths continuous on a raised surface through intersections.

The final design includes:

- One-way bike paths that are one direction with the flow of traffic:
 - North side bike path travels west
 - South side bike path travels east
- Connections to existing north-south bike routes and where a higher amount of biking was identified:
 - 121 Street, 120 Street
- Closing alleys and converting them to a shared pathway:
 - Between 124 Street and 123A Street on both the north and south side of 132 Avenue
 - 123 Street on the south side of 132 Avenue
- Raised crossings across in the north-south orientation of 132 Avenue at 118 Street.
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at:
 - 120 Street, 119 Street, 118 Street
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 126 Street, 124 Street, 123 Street, 122 Street, 121 Street, 117 Street, 116 Street, 115 Street, 114 Street



What we accounted for to make the decisions

Public Input – We heard



- + Biking infrastructure is needed along the entirety of 132 Avenue as current bike infrastructure in north Edmonton is lacking
- + 132 Avenue is not currently a safe place for biking and that protected bike paths were safer and would reduce conflicts with vehicles and pedestrians
- + Enthusiasm that 132 Avenue was going to get a bike facility
- + Some doubt about the need for bike infrastructure
- + Preference for a separate bike facility that separates bikes and pedestrians and cars
- + A raised bike path is preferred as less debris can gather on it
- + Adding landscaping on both sides of the bike path would create a more comfortable space

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

The Bike Plan identifies 132 Avenue as a future bike route. Future bike routes identify a need for a connection in the area based on bike potential related to land use, existing network spacing and other factors. 132 Avenue connects to several neighbourhood amenities such as schools and local commercial areas.

Technical Requirements



- + One-way bike paths are easier to navigate and allow people to get to any destination along 132 Avenue on protected infrastructure
- + Having two-way bike paths on one side of a roadway can create some operational and safety concerns because of the difficulty people who drive have tracking people on bikes coming from multiple directions.
- + One way bike paths that travel in the same direction as traffic do not require signalization at every road crossing
- + The east-west bike paths create opportunities for future additional bike connections that build out the Edmonton Bike Plan
- + Bike paths and shared pathways are cleared within 48 hours of the end of a snowfall event by City crews

What we decided (sidewalks)

To add sidewalks on both the north and south side that are continuous along 132 Avenue and wider than existing sidewalks.

The final design includes:

- Enhancements to local and collector road crossings using raised crossings or continuous crossings so sidewalks are continuous.
- New sidewalks that will be aligned to avoid power poles. Power poles will be located to landscaped areas.
- Rapid flashers for pedestrians crossing 132 Avenue (to be confirmed through further design) at 118 Street.
- Addition of walking connections (connector walks to private property) through all boulevards that connect with parking lanes.
- Raised crossings in the north south orientation across 132 Avenue at 118 Street.
- Raised crossings on local roads in the east–west orientation intersecting across 132 Avenue at:
 - 120 Street, 119 Street, 118 Street
- Continuous crossings on local roads in the east–west orientation intersecting 132 Avenue at:
 - 126 Street, 124 Street, 123 Street, 122 Street, 121 Street, 117 Street, 116 Street, 115 Street, 114 Street



What we accounted for to make the decisions

Public Input – We heard



- + Adding and widening sidewalks was very popular among respondents to accommodate accessibility
- + Some sidewalks are too narrow, and may have signs or utility poles within them, creating less than ideal conditions that are difficult to navigate
- + New pedestrian crossings and traffic measures would make 132 Avenue more pedestrian friendly
- + Wider sidewalks and crossings with rapid flashers are a priority around schools and busier intersections

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Sidewalks along 132 Avenue are no longer directly adjacent to 132 Avenue. A buffer space/boulevard separates the sidewalk from other modes of travel
- + Improving sidewalks and making them wider accommodates accessibility and drop off areas at schools
- + Currently, the City stores snow at the edge of the driving lane as the sidewalks. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + Sidewalks and connector walks in front of homes are cleared by residents, which is the existing practice



What we decided (landscaping)

**To add tree planting, landscaped areas and seating areas along 132 Avenue.
There will be some removals of existing trees and replacement with new trees.**

The final design includes:

- New trees and landscaping between parking and residences.
 - New trees will replace trees and shrubs that need to be removed
 - Ornamental or naturalized grasses will also be planted
- Removing trees located under power lines and trees that are in poor condition and in some cases, trees that conflict with the design.

To add Low Impact Development (LID) features with EPCOR's programs to help reduce flooding through landscaping by increasing surface runoff capture capacity.

The final design includes:

- LID features at:
 - 120 Street on the north side
 - 119 Street on the northwest side
 - 119 Street on the northeast side

To design improvements to local commercial areas that include seating and landscaping.

The final design includes:

- Improvements to commercial areas along 132 Avenue (in coordination with the Corner Store program and property owners):
 - 127 Street, 124 Street, 113A Street
- Addition of seating areas and waste bins at most bus stops.
- Addition of seating areas at key locations along 132 Avenue:
 - 119 Street on the northwest side
 - Between 114 Street and 113A Street
- To plant some boulevard spaces with naturalized turf, a seed blend of native and adaptive grasses that are installed similar to sod.

To add lighting to improve roadway, walkways and bike paths.

The final design includes:

- Removal of existing street lights.
- Addition of new lighting (street lights, light poles and luminaires) along 132 Avenue.

What we accounted for to make the decisions

Public Input – We heard



- + A desire for more greenery and gathering spaces along 132 Avenue
- + Lighting and waste bins were the most desired amenities to include in the design of 132 Avenue
- + Benches, pathways, landscaping and trees were also noted as important for placemaking and to provide character along 132 Avenue
- + Excitement about the increase of greenery and trees that will make 132 Avenue more attractive
- + A desire to remove trees that are pruned and stunted by power lines
- + Some concern about losing existing trees
- + Desire for plantings to be hardy and drought resistant

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Urban Tree Canopy project
- + Corporate Tree Policy
- + CornerStore Program
- + Residential Neighbourhood Street Lighting Policy
- + Light Efficient Community Policy

Technical Requirements



- + EPCOR Design and Construction Standards
- + City Design and Construction Standards
 - + Volume 2: Complete Streets Design and Construction
 - + Volume 5: Landscaping
- + Road and Walkway Lighting Design Standards
- + Road and Walkway Construction and Material Standards
- + Improvements to lighting along 132 Avenue is designed to support all users
- + Safety zones/buffer spaces to nearby playing surfaces and sports fields are maintained

132 Avenue from 113A Street to 97 Street (Rosslyn, Lauderdale)

The following section describes the design decisions made and pinpoints specific locations where possible. To understand exactly what is changing and where, please review the final design plan. To see the final design plan as well as project history, including What We Heard reports shared at each engagement phase, please go to the project website at edmonton.ca/132Avenue

The final design shows 132 Avenue reconfigured to create a more residential feel. Space is allocated to support all road users, including people who drive, walk, roll and bike, and for additional tree plantings and snow storage.

The final design aligns with the Project Vision and Guiding Principles developed at the beginning of the project (see page 11).

The final design as shown may change based on further coordination with major utilities, additional field-level design reviews and input on property specific design elements.



What we decided (roadway)

To provide a consistent number of travel lanes from 127 Street to Fort Road, with turning lanes near arterial roads.

The final design includes:

- One driving lane in each direction
- Turning lanes near major intersections
 - Similar to the turning lanes at 132 Avenue & 113A Street and 132 Avenue & 97 Street are at present

To maintain parking as much as possible.

The final design includes:

- Defined parking areas. This ensures parking does not impede sightlines near intersecting roadways.
- Parking located next to the driving lanes on 132 Avenue.
- Parking currently along service roads is moved next to the driving lanes, consistent with the rest of the corridor.

To accommodate transit stops along 132 Avenue.

The final design includes:

- Bus stops with no dedicated lane, meaning buses will stop in the traffic lane at most stops.
 - This may briefly stop the flow of traffic to allow bus loading and unloading.
 - This is similar to other residential roads and reduces the delay to transit operations as well as other traffic, as there is no need to wait or merge to re-enter the driving lane
- Added bus layby areas (a space for buses to pull over without impeding traffic) at transit timing points and busier stops (ex. West of 105 Street on the north side of the road).
- Enlarged bus pads and shelters, where possible.

What we accounted for to make the decisions

Public Input – We heard



- + There are currently too many speed limit changes along 132 Avenue, there are concerns with speeding, and the road is wide and confusing to navigate
- + 132 Avenue is often underutilized by cars
- + Reducing speeding along 132 Avenue is a priority
- + Overall consistency of the roadway being one lane in each direction is more comfortable for drivers despite the slower speed
- + Maintaining parking is a priority
- + Areas where parking should be prioritized are:
 - + Near school entrances
 - + Commercial areas
 - + Recreation Centres
- + Positive comments about the changes to driving as they improve the safety of the roadway

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Winter Design Guidelines
- + Access Design Guide

The City has recently made a significant commitment to traffic safety by reducing the speed limit to 40 km/hr on most residential roads. At the time this speed limit reduction was implemented, 21 roadway corridors were identified as “exceptions”, including 132 Avenue. These exception roadways continue to have a 50 km/hr posted speed limit, and due to the nature of these roadways, with multiple, wider lanes, speeds around 60 km/hr or more are often recorded. The City’s intent is to rebuild these exception roads to more appropriately reflect their residential context and encourage safer driving behaviours. Once rebuilt, an exception road will no longer be an exception, and the speed limit will be lowered accordingly to 40 km/hr.

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements, including the widths of travel and parking lanes, as well as emergency services requirements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On the 132 Avenue collector, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or as per the current Snow and Ice Policy

What we decided (traffic calming measures)

To include traffic calming measures such as curb extensions, raised medians and raised crossings. These measures define parking areas, help to reduce speed and increase visibility with new pavement markings and signage.

The final design includes:

- Curb extensions along 132 Avenue at local and collector streets.
- Curb extensions on local and collector roads intersecting 132 Avenue.
- Raised medians along 132 Avenue:
 - 113 Street
 - between 101 Street and 97 Street
- Raised crossings in the north-south orientation across 132 Avenue between:
 - mid block between Rosslyn Park and Grand Trunk Park
 - 102A Street
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at:
 - 109 Street, 108 Street, 107 Street, 105 Street/Lauder Ave
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 113 Street, 112 Street, 109 Street, 104 Street, 103 Street, 102 Street, 101 Street

What we accounted for to make the decisions

Public Input – We heard



- + Concerns about speeding, shortcutting
- + There is a need to make pedestrian crossings safer and more accessible
- + There was a high comfort level with curb extensions when traffic calming options were presented. We also heard that curb extensions would calm traffic and provide safer crossings, and help prevent cars from parking too close to intersections
- + There was a moderate comfort level around raised medians. We also heard that raised medians provide a refuge for pedestrians crossing 132 Avenue
- + There was a high comfort level with raised crossings when traffic calming options were presented. We also heard that these would be ideal around schools and areas where there were a high number of pedestrian crossings

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Design of traffic calming includes a review of drainage infrastructure
- + Signage is to be finalized through further review
- + Signals are to be finalized through further review

What we decided (Service Roads)

To repurpose existing service roads and design them to improve the experience for those who walk, roll and bike and improve the look and feel of the area through landscaping.

The final design includes:

- Redesigned service roads from 109 Street to 103 Street.
- Realigned driveway access for homes with current front driveways to a service road to connect to 132 Avenue or an adjacent alley.
- Extended alleys that connect to 132 Avenue.

What we accounted for to make the decisions

Public Input – We heard



- + Using the service road for walking, biking and beautification had the highest level of comfort, as compared to other options presented
- + We heard that repurposing service roads allowed for more space to be allocated to pedestrians and cyclists, and adding greenery and trees created a more inviting space
- + Positive comments that the sidewalks and bike paths are separated from parking and driving
- + There are fewer vehicles parked on this section of 132 Avenue currently and that the repurposing of the service road would not impact parking
- + Some concern over having to walk further from their residences to access on-street parking
- + Liked the additional boulevard space and that the boulevards would help with snow storage in the winter for snow storage, while some expressed concern if there was enough space to store snow
- + DATS buses frequently stop on this section of 132 Avenue and it is important for DATS users to reach the stops safely

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



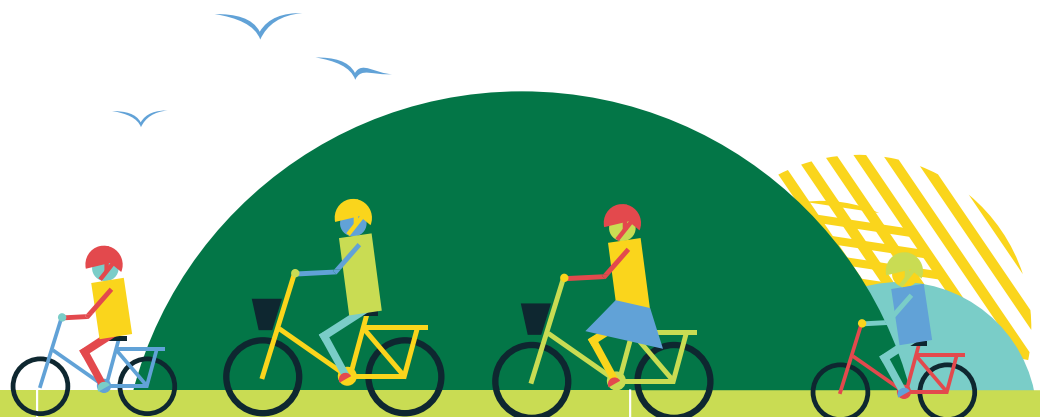
- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds, in alignment with the 40km residential speed bylaw
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Repurposing service roads creates a consistent roadway design for along 132 Avenue, which makes 132 Avenue predictable for all users
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On 132 Avenue, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or as per the current Snow and Ice Policy

What we decided (bike paths)

To design raised bike paths on both the north and south sides of 132 Avenue. These bike paths are continuous between Fort Road and 127 Street. Enhancements will also be made to local and collector road crossings to improve visibility and make bike paths continuous on a raised surface through intersections.

The final design includes:

- One-way bike paths that are one direction with the flow of traffic:
 - North side bike path travels west
 - South side bike path travels east
- One-way bike paths that are one direction with the flow of traffic:
 - On the north side of the road from Rosslyn School to 109 Street next to Rosslyn Park
 - On the south side of the road from 112 Street to 109 Street next to Grand Trunk Park
 - Bike path on 132 Avenue connects to the existing shared pathways in Grand Trunk Park
- Connections to existing north-south bike routes and where a higher amount of biking was identified:
 - Mid block between Rosslyn Park and Grand Trunk Park
 - 102A Street
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at:
 - 109 Street, 108 Street, 107 Street, 105 Street/Lauder Ave
 - Mid block between Rosslyn Park and Grand Trunk Park
 - 102A Street
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 113 Street, 112 Street, 109 Street, 107 Street, 105 Street, 104 Street, 103 Street, 102 Street, 101 Street



What we accounted for to make the decisions

Public Input – We heard



- + Biking infrastructure is needed along the entirety of 132 Avenue as current bike infrastructure in north Edmonton is lacking
- + 132 Avenue is not currently a safe place for biking and that protected bike paths were safer and would reduce conflicts with vehicles and pedestrians
- + Support for bike paths that are separated from vehicles and pedestrians, with some respondents noting that this would encourage new modes of travel and future growth
- + The buffer between the main roadway and the bike path was appreciated
- + Bike paths would be great for families and seemed to prioritize the safety of children

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

The Bike Plan identifies 132 Avenue as a future bike route. Future bike routes identify a need for a connection in the area based on bike potential related to land use, existing network spacing and other factors. 132 Avenue connects to several neighbourhood amenities such as schools and local commercial areas.

Technical Requirements



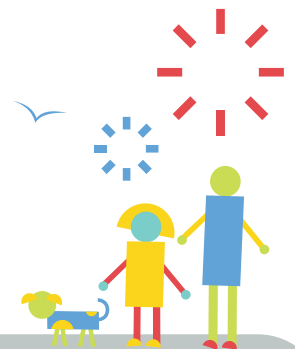
- + One-way bike paths are easier to navigate and allow people to get to any destination along 132 Avenue on protected infrastructure
- + Having two-way bike paths on one side of a roadway can create some operational and safety concerns because of the difficulty people who drive have in tracking people on bikes coming from multiple directions.
- + One-way bike paths that travel in the same direction as traffic do not require signalization at every road crossing
- + The east-west bike paths create opportunities for future additional bike connections that build out the Edmonton Bike Plan
- + Bike paths and shared pathways are cleared within 48 hours of the end of a snowfall event by City crews

What we decided (sidewalks)

To design raised bike paths on both the north and south sides of 132 Avenue. These bike paths are continuous between Fort Road and 127 Street. Enhancements will also be made to local and collector road crossings to improve visibility and make bike paths continuous on a raised surface through intersections.

The final design includes:

- Enhancements to local and collector road crossings using raised crossings or continuous crossings so sidewalks are continuous.
- New sidewalks that will be aligned to avoid power poles. Power poles will be located or relocated to landscaped areas.
- Rapid flashers for pedestrians crossing 132 Avenue (to be confirmed through further design) at:
 - 108 Street, 107 Street, 102A Street, 101 Street
- Addition of walking connections (connector walks to private property) through all boulevards that connect with parking lanes.
- Raised crossings in the north-south orientation across 132 Avenue at:
 - Mid block between Rosslyn Park and Grand Trunk Park
 - 102A Street
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at:
 - 109 Street, 108 Street, 107 Street, 105 Street/LauderAve
 - Mid block between Rosslyn Park and Grand Trunk Park
 - 102A Street
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 113 Street, 112 Street, 109 Street, 107 Street, 105 Street, 104 Street, 103 Street, 102 Street, 101 Street



What we accounted for to make the decisions

Public Input – We heard



- + Adding and widening sidewalks was very popular among respondents to accommodate accessibility
- + Some sidewalks are too narrow, and may have signs or utility poles within them, creating less than ideal conditions that are difficult to navigate
- + New pedestrian crossings and traffic measures would make 132 Avenue more pedestrian friendly
- + Wider sidewalks and crossings with rapid flashers are a priority around schools and busier intersections

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Sidewalks along 132 Avenue are no longer directly adjacent to 132 Avenue. A buffer space/boulevard separates the sidewalk from other modes of travel
- + Improving sidewalks and making them wider accommodates accessibility and drop off areas at schools
- + Currently, the City stores snow at the edge of the driving lane as the sidewalks. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + Sidewalks and connector walks in front of homes are cleared by residents, which is the existing practice

What we decided (landscaping)

**To add tree planting, landscaped areas and seating areas along 132 Avenue.
There will be some removals of existing trees and replacement of new trees.**

The final design includes:

- New trees and landscaping between parking and residences.
 - New trees will replace trees and shrubs that needed to be removed
 - Ornamental or naturalized grasses will also be planted
- Removing trees located under power lines and trees that are in poor condition and, in some cases, trees that conflict with the design.

To add Low Impact Development (LID) features with EPCOR's programs to help reduce flooding through landscaping by increasing surface runoff capture capacity.

The final design includes:

- LID features at:
 - East of 105 Street on the north side
 - East of 102 Street on the north side
 - East of 101 Street on the north side

To add seating and landscaping.

The final design includes:

- Improvements to commercial areas along 132 Avenue
 - 97 Street
- Addition of seating areas and waste bins at most bus stops
- Addition of seating areas at key locations along 132 Avenue:
 - 109 Street on the southwest side
 - 107 Street on the northwest side
 - 103 Street on the southeast side
- To plant some boulevard spaces with naturalized turf, a seed blend of native and adaptive grasses that are installed similar to sod.

To add lighting to improve roadway, walkways and bike paths.

The final design includes:

- Removal of existing street lights.
- Addition of new lighting (street lights, light poles and luminaires) along 132 Avenue.

What we accounted for to make the decisions

Public Input – We heard



- + A desire for more greenery and gathering spaces along 132 Avenue
- + Lighting and waste bins were the most desired amenities to include in the design of 132 Avenue
- + Benches, pathways, landscaping and trees were also noted as important for placemaking and to provide character along 132 Avenue
- + Excitement about the increase of greenery and trees that will make 132 Avenue more attractive
- + A desire to remove trees that are pruned and stunted by power lines
- + Some concern about losing existing trees
- + Desire for plantings to be hardy and drought resistant

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Urban Tree Canopy project
- + Corporate Tree Policy
- + CornerStore Program
- + Residential Neighbourhood Street Lighting Policy
- + Light Efficient Community Policy

Technical Requirements



- + EPCOR Design and Construction Standards
- + City Design and Construction Standards
 - + Volume 2: Complete Streets Design and Construction
 - + Volume 5: Landscaping
- + Road and Walkway Lighting Design Standards
- + Road and Walkway Construction and Material Standards
- + Improvements to lighting along 132 Avenue is designed to support all users
- + Safety zones/buffer spaces to nearby playing surfaces and sports fields are maintained

132 Avenue from 97 Street to 82 Street (Glengarry, Killarney)

The following section describes the design decisions made and pinpoints specific locations where possible. To understand exactly what is changing and where, please review the final design plan. To see the final design plan as well as project history, including What We Heard reports shared at each engagement phase, please go to the project website at edmonton.ca/132Avenue

The final design shows 132 Avenue reconfigured to create a more residential feel. Space is allocated to support all road users, including people who drive, walk, roll and bike, and for additional tree plantings and snow storage.

The final design aligns with the Project Vision and Guiding Principles developed at the beginning of the project (see page 11).

The final design as shown may change based on further coordination with major utilities, additional field-level design reviews and input on property specific design elements.



What we decided (roadway)

To provide a consistent number of travel lanes from 127 Street to Fort Road, with turning lanes near arterial roads.

The final design includes:

- One driving lane in each direction.
- Turning lanes at major intersections:
 - Similar to the turning lanes at 132 Avenue & 97 Street and 132 Avenue & 82 Street are at present.

To maintain parking as much as possible.

The final design includes:

- Defined parking areas. This ensures parking does not impede sightlines near intersecting roadways.
- Parking is located next to the driving lanes on 132 Avenue.
- Parking currently along service roads is moved next to the driving lanes, consistent with the rest of the corridor.
- Designated drop-off, loading, and parking zones near schools.

To accommodate transit stops along 132 Avenue.

The final design includes:

- Bus stops with no dedicated lane, meaning buses will stop in the traffic lane at most stops.
 - This may briefly stop the flow of traffic to allow bus loading and unloading.
 - This is similar to other residential roads and reduces the delay to transit operations as well as other traffic, as there is no need to wait or merge to re-enter the driving lane
- Added bus layby areas (a space for buses to pull over without impeding traffic) at transit timing points and busier stops.
 - East of 95 Street on the north side of the road, near the Northgate Baptist Church
 - East of 95 Street on the south side of the road, near Queen Elizabeth High School
 - East of 88 Street on the north side of the road, near Archbishop O'Leary High School
- Enlarged bus pads and shelters, where possible.

What we accounted for to make the decisions

Public Input – We heard



- + There are currently too many speed limit changes along 132 Avenue, there are concerns with speeding, and the road is wide and confusing to navigate
- + Positive comments about 132 Avenue becoming more consistent throughout in terms of speed
- + 132 Avenue is often underutilized by cars
- + Reducing speeding along 132 Avenue is a priority
- + There is a high volume of traffic around the many schools in the area and driving lanes are needed to handle peak levels of traffic during school pick up and drop off
- + A reduction of driving lanes would be welcome as it would provide clarity in spaces where currently there are unpredictable traffic movements around schools especially during pick up and drop off times
- + Satisfaction with how parking and parking curbs were designed as they would improve parking habits
- + Areas where parking should be prioritized are:
 - + Near school entrances
 - + Commercial areas
 - + Recreation Centres
- + Some concerns about bus stop relocations given the number of schools in the area
- + Some concern about parking ability during winter due to the amount of snow

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Winter Design Guidelines
- + Access Design Guide

The City has recently made a significant commitment to traffic safety by reducing the speed limit to 40 km/hr on most residential roads. At the time this speed limit reduction was implemented, 21 roadway corridors were identified as “exceptions”, including 132 Avenue. These exception roadways continue to have a 50 km/hr posted speed limit, and due to the nature of these roadways, with multiple, wider lanes, speeds around 60 km/hr or more are often recorded. The City’s intent is to rebuild these exception roads to more appropriately reflect their residential context and encourage safer driving behaviours. Once rebuilt, an exception road will no longer be an exception, and the speed limit will be lowered accordingly to 40 km/hr.

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements, including the widths of travel and parking lanes, as well as emergency services requirements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On the 132 Avenue collector, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or per the current Snow and Ice Policy

What we decided (traffic calming measures)

To include traffic calming measures such as curb extensions, raised medians and raised crossings. These measures define parking areas, help to reduce speed and increase visibility with new pavement markings and signage.

The final design includes:

- Curb extensions along 132 Avenue at local and collector streets.
- Curb extensions on local and collector roads intersecting 132 Avenue.
- Raised medians along 132 Avenue at:
 - Between 97 Street and the alley east of 97 Street
 - 91 Street
 - 90 Street
 - 83 Street
- Raised crossings in the north-south orientation across 132 Avenue at:
 - mid block between Rosslyn Park and Grand Trunk Park
 - 95 Street, 88 Street
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at:
 - 95 Street, 91 Street, 88 Street, 86 Street, 85 Street, 83 Street
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 95A Street, 91 Street



What we accounted for to make the decisions

Public Input – We heard



- + Concerns about speeding, shortcutting
- + There is a need to make pedestrian crossings safer and more accessible
- + There was a high comfort level with curb extensions when traffic calming options were presented. We also heard that curb extensions would calm traffic and provide safer crossings, and help prevent cars from parking too close to intersections
- + There was a moderate level of comfort with raised medians. We also heard that raised medians provide a refuge for pedestrians crossing 132 Avenue
- + There was a high comfort level with raised crossings when traffic calming options were presented. We also heard that these would be ideal around schools and areas where there were a high number of pedestrian crossings
- + Respondents were pleased to see traffic calming measures, improved crossings and more clarity between users on 132 Avenue
- + Raised crossings are favorable to help slow down drivers and make it easier to see and accommodate people who walk and roll

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Design of traffic calming includes a review of drainage infrastructure
- + Signage is to be finalized through further review
- + Signals are to be finalized through further review

What we decided (service roads)

To repurpose existing service roads and design them to improve the experience for those who walk and bike and improve the look and feel of the area through landscaping.

The final design includes:

- Redesigned service roads from:
 - 95 Street to 91 Street
 - 86 Street to 83 Street
- Realigned driveway access for homes with current front driveways to a service road to connect to 132 Avenue or an adjacent alley.
- Extended alleys that connect to 132 Avenue.

What we accounted for to make the decisions

Public Input – We heard



- + Using the service road for walking, biking and beautification had the highest level of comfort, as compared to other options presented
- + We heard that repurposing service roads allowed for more space to be allocated to pedestrians and cyclists, and adding greenery and trees created a more inviting space
- + Positive comments that the sidewalks and bike paths are separated from parking and driving
- + Some concern over the increased space between residences and parking
- + The option to repurpose existing service roads had the most amount of parking along 132 Avenue
- + Liked the additional boulevard space for snow storage, while some expressed concern if there was enough space to store snow

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds, in alignment with the 40km residential speed bylaw
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Repurposing service roads creates a consistent roadway design for along 132 Avenue, which makes 132 Avenue predictable for all users
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On 132 Avenue, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or per the current Snow and Ice Policy



What we decided (bike paths)

To design raised bike paths on both the north and south sides of 132 Avenue. These bike paths are continuous between Fort Road and 127 Street. Enhancements will also be made to local and collector road crossings to improve visibility and make bike paths continuous on a raised surface through intersections.

The final design includes:

- One-way bike paths that are one direction with the flow of traffic:
 - North side bike path travels west
 - South side bike path travels east
- A shared pathway or a two-way bike path replaces a one-way bike path next to schools and park spaces.
 - A two-way bike path on the south side of the road from 95A Street to Queen Elizabeth Park, in front of Queen Elizabeth School parking lot
 - A shared pathway, on the south side of the road next to Queen Elizabeth Park
 - A two-way bike path on the south side of the road from 91 Street to 90 Street
 - A shared pathway on the north side of the road from 90 Street to 85 Street, next to St. Cecilia Junior High School, O'Leary Fitness and Leisure Centre, Archbishop O'Leary High School and Glengarry Park
 - A shared pathway on the south side of the road from 88 Street to 86 Street, next to St. Matthew Elementary School
- Connections to existing north-south bike routes and where a higher amount of biking was identified:
 - 90 Street
 - 88 Street
 - The east side of Glengarry Park
 - 82 Street
- Closing alleys and converting them to a shared pathway:
 - East of 95 Street on the north side of the road
- Raised crossings in the north-south orientation across 132 Avenue at:
 - 95 Street, 88 Street
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at:
 - 95 Street, 91 Street, 88 Street, 86 Street, 85 Street, 83 Street
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 95A Street, 91 Street

What we accounted for to make the decisions

Public Input – We heard



- + Biking infrastructure is needed along the entirety of 132 Avenue as current bike infrastructure in north Edmonton is lacking
- + 132 Avenue is not currently a safe place for biking and that protected bike paths were safer and would reduce conflicts with vehicles and pedestrians
- + Participants in engagement felt unsafe walking and biking on 132 Avenue at the present time. The area is unsafe for walking and biking at present
- + Preference for a separate bike facility that separates bikes and pedestrians and cars
- + Bike paths are appreciated
- + Some concern that there could be conflicts between people who bike and children crossing bike paths
- + Adding landscaping on both sides of the bike path would create a more comfortable and pleasing space

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

The Bike Plan identifies 132 Avenue as a future bike route. Future bike routes identify a need for a connection in the area based on bike potential related to land use, existing network spacing and other factors. 132 Avenue connects to several neighbourhood amenities such as schools and local commercial areas.

Technical Requirements



- + One-way bike paths are easier to navigate and allow people to get to any destination along 132 Avenue on protected infrastructure
- + Having two-way bike paths on one side of a roadway can create some operational and safety concerns because of the difficulty people who drive have in tracking people on bikes coming from multiple directions.
- + One way bike paths that travel in the same direction as traffic do not require signalization at every road crossing
- + The east-west bike paths create opportunities for future additional bike connections that build out the Edmonton Bike Plan
- + Bike paths and shared pathways are cleared within 48 hours of the end of a snowfall event by City crews



What we decided (sidewalks)

To add sidewalks on both the north and south sides that are continuous along 132 Avenue and wider than existing sidewalks.

The final design includes:


- Enhancements to local and collector road crossings using raised crossings or continuous crossings so sidewalks are continuous.
- New sidewalks that will be aligned to avoid power poles. Power poles will be located or relocated to landscaped areas.
- Rapid flashers for pedestrians crossing 132 Avenue (to be confirmed through further design) at:
 - 95 Street, 91 Street, 88 Street, 86 Street
- Addition of walking connections (connector walks to private property) through all boulevards that connect with parking lanes.
- Raised crossings in the north–south orientation across 132 Avenue at:
 - 95 Street, 88 Street
- Raised crossings on local roads in the east–west orientation intersecting across 132 Avenue at:
 - 95 Street, 91 Street, 88 Street, 86 Street, 85 Street, 83 Street
- Continuous crossings on local roads in the east–west orientation intersecting 132 Avenue at:
 - 95A Street, 91 Street
- Wider sidewalks near school drop–off and pick–up parking areas
 - 95A Street, 91 Street

What we accounted for to make the decisions


Public Input – We heard

-  + Adding and widening sidewalks was very popular among respondents to accommodate accessibility
- + New pedestrian crossings and traffic measures would make 132 Avenue more pedestrian friendly
- + Wider sidewalks and crossings with rapid flashers are a priority around schools and busier intersections
- + Additional lighting would be appreciated for sidewalks and bike paths where they are located further from the road

City Policies and Programs (see page 6)

-  + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements

-  + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Sidewalks along 132 Avenue are no longer directly adjacent to 132 Avenue. A buffer space/boulevard separates the sidewalk from other modes of travel
- + Improving sidewalks and making them wider accommodates accessibility and drop-off areas at schools
- + Currently, the City stores snow at the edge of the driving lane as the sidewalks. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + Sidewalks and connector walks in front of homes are cleared by residents, which is the existing practice



What we decided (landscaping)

To add tree planting, landscaped areas and seating areas along 132 Avenue. There will be some removals of existing trees and replacement of new trees.

The final design includes:

- New trees and landscaping between parking and residences.
 - New trees will replace trees and shrubs that needed to be removed
 - Ornamental or naturalized grasses will also be planted
- Removing trees that are in poor condition and, in some cases, trees that conflict with the design.

To add Low Impact Development (LID) features with EPCOR's programs to help reduce flooding through landscaping by increasing surface runoff capture capacity.

The final design includes:

- LID features between:
 - 85 to 83 Street on the north side of the road

To design improvements to local commercial areas that include seating and landscaping.

The final design includes:

- Improvements to commercial areas along 132 Avenue (in coordination with property owners and/or the Corner Store program):
 - East of 97 Street
 - Between 91 and 90 Street
 - 82 Street
- Addition of seating areas and waste bins at most bus stops.
- Addition of seating areas at key locations along 132 Avenue:
 - East of 95A Street
 - 91 Street
 - 88 Street between O'Leary Fitness and Leisure Centre and Archbishop O'Leary High School
 - 85 Street
- To plant some boulevard spaces with naturalized turf, a seed blend of native and adaptive grasses that are installed similar to sod.

To add lighting to improve roadway, walkways and bike paths

The final design includes:

- Removal of existing street lights.
- Addition of new lighting (street lights, light poles and luminaires) along 132 Avenue.

What we accounted for to make the decisions

Public Input – We heard



- + A desire for more greenery and gathering spaces along 132 Avenue
- + Lighting and waste bins were the most desired amenities to include in the design of 132 Avenue
- + Benches, pathways, landscaping and trees were also noted as important for placemaking and to add character along 132 Avenue
- + Excitement about the increase of greenery and trees that will make 132 Avenue more attractive
- + A desire to remove trees that are pruned and stunted by power lines
- + Some concern about losing existing trees
- + Desire for plantings to be hardy and drought resistant

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Urban Tree Canopy project
- + Corporate Tree Policy
- + CornerStore Program
- + Residential Neighbourhood Street Lighting Policy
- + Light Efficient Community Policy

Technical Requirements



- + EPCOR Design and Construction Standards
- + City Design and Construction Standards
 - + Volume 2: Complete Streets Design and Construction
 - + Volume 5: Landscaping
- + Road and Walkway Lighting Design Standards
- + Road and Walkway Construction and Material Standards
- + Improvements to lighting along 132 Avenue is designed to support all users
- + Safety zones/buffer spaces to nearby playing surfaces and sports fields are maintained

What we decided (90 Street intersection)

To add a roundabout to the intersection at 132 Avenue and 90 Street with a separated space for each mode of travel (driving, biking, walking)

The final design includes:

- One lane in the roundabout for vehicle movements
- A protected bike path in the roundabout for people biking
- Enhanced pedestrian crossings
- Landscaping
- Buffer spaces used for snow storage

What we accounted for to make the decisions

Public Input – We heard



- + Enthusiasm about the roundabout design as it moves and flows pedestrians, cyclists and vehicle traffic seamlessly
- + The roundabout would be a unique landmark on 132 Avenue
- + The one driving lane was appreciated as it made it easier and less difficult to navigate than if there were multiple driving lanes
- + People liked that it would offer more opportunities for greenery
- + The continuous flow of traffic was very appealing for many respondents
- + Some respondents mentioned how the roundabout may be more efficient for buses to assist with seamless turnarounds
- + There were concerns that the roundabout can be confusing for people who drive and complicated to use, especially with inexperienced and senior drivers
- + Appreciation for the roundabout as it creates an ability to not have to stop at a signal light when there are low levels of traffic

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Winter Design Guidelines
- + Access Design Guide

The City has recently made a significant commitment to traffic safety by reducing the speed limit to 40 km/hr on most residential roads. At the time this speed limit reduction was implemented, 21 roadway corridors were identified as “exceptions”, including 132 Avenue. These exception roadways continue to have a 50 km/hr posted speed limit, and due to the nature of these roadways, with multiple, wider lanes, speeds around 60 km/hr or more are often recorded. The City’s intent is to rebuild these exception roads to more appropriately reflect their residential context and encourage safer driving behaviours. Once rebuilt, an exception road will no longer be an exception, and the speed limit will be lowered accordingly to 40 km/hr.

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements, including the widths of travel and parking lanes, as well as emergency services requirements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On the 132 Avenue collector, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or per the current Snow and Ice Policy

132 Avenue from 82 Street to 66 Street (Delwood, Balwin)

The following section describes the design decisions made and pinpoints specific locations where possible. To understand exactly what is changing and where, please review the final design plan. To see the final design plan as well as project history, including What We Heard reports shared at each engagement phase, please go to the project website at edmonton.ca/132Avenue

The final design shows 132 Avenue reconfigured to create a more residential feel. Space is allocated to support all road users, including people who drive, walk, roll and bike, and for additional tree plantings and snow storage.

The final design aligns with the Project Vision and Guiding Principles developed at the beginning of the project (see page 11).

The final design as shown may change based on further coordination with major utilities, additional field-level design reviews and input on property specific design elements.



What we decided (roadway)

To provide a consistent number of travel lanes from 127 Street to Fort Road, with turning lanes near arterial roads.

The final design includes:

- One driving lane in each direction.
- Turning lanes at major intersections.
 - Similar to the turning lanes at 132 Avenue & 82 Street and 132 Avenue & 66 Street are at present

To maintain parking as much as possible.

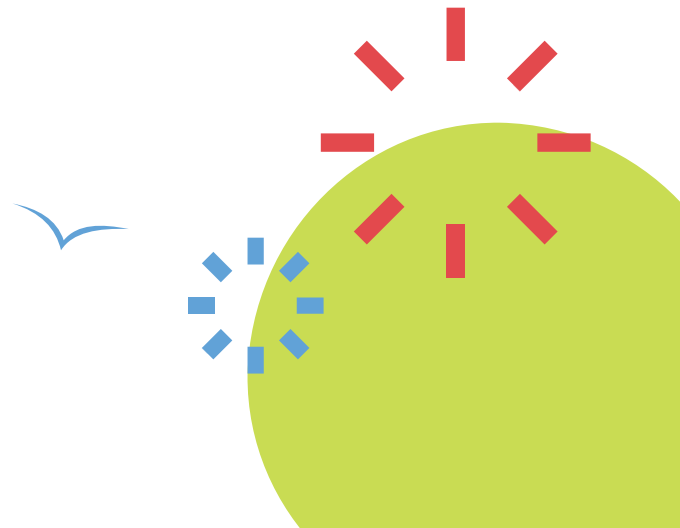
The final design includes:

- Defined parking areas. This ensures parking does not impede sightlines near intersecting roadways.
- Parking located next to the driving lanes on 132 Avenue.
- Parking currently along service roads is moved next to the driving lanes, consistent with the rest of the corridor.
- Designated drop-off, loading, and parking zones near schools.

To accommodate transit stops along 132 Avenue.

The final design includes:

- Bus stops with no dedicated lane, meaning buses will stop in the traffic lane at most stops.
 - This may briefly stop the flow of traffic to allow bus loading and unloading.
 - This is similar to other residential roads and reduces the delay to transit operations as well as other traffic, as there is no need to wait or merge to re-enter the driving lane
- Enlarged bus pads and shelters, where possible.



What we accounted for to make the decisions

Public Input – We heard



- + There are currently too many speed limit changes along 132 Avenue, there are concerns with speeding, and the road is wide and confusing to navigate
- + 132 Avenue is often underutilized by cars
- + Reducing speeding along 132 Avenue is a priority
- + Some concern about congestion in the neighbourhoods next to 132 Avenue
- + Changes to driving lanes was acceptable to make 132 Avenue more inviting for other modes of travel
- + Overall consistency of the roadway being one lane in each direction is more comfortable for drivers despite the slower speed
- + Maintaining parking is a priority
- + Concern that people will park on local roads instead
- + Areas where parking should be prioritized are:
 - + Near school entrances
 - + Commercial areas
 - + Recreation Centres

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Winter Design Guidelines
- + Access Design Guide

The City has recently made a significant commitment to traffic safety by reducing the speed limit to 40 km/hr on most residential roads. At the time this speed limit reduction was implemented, 21 roadway corridors were identified as “exceptions”, including 132 Avenue. These exception roadways continue to have a 50 km/hr posted speed limit, and due to the nature of these roadways, with multiple, wider lanes, speeds around 60 km/hr or more are often recorded. The City’s intent is to rebuild these exception roads to more appropriately reflect their residential context and encourage safer driving behaviours. Once rebuilt, an exception road will no longer be an exception, and the speed limit will be lowered accordingly to 40 km/hr.

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements, including the widths of travel and parking lanes, as well as emergency services requirements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On the 132 Avenue collector, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or per the current Snow and Ice Policy

What we decided (traffic calming measures)

To include traffic calming measures such as curb extensions, raised medians and raised crossings. These measures define parking areas, help to reduce speed and increase visibility with new pavement markings and signage.

The final design includes:

- Curb extensions along 132 Avenue at local and collector streets.
- Curb extensions on local and collector roads intersecting 132 Avenue.
- Raised medians along 132 Avenue at:
 - 82 Street, 76 Street, 68 Street, 66 Street
- Raised crossings in the north-south orientation across 132 Avenue at:
 - Balwin Junior High School (west of 69 Street)
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at:
 - Delwood Road, 79 Street, 76 Street, 74 Street, 69 Street, 68 Street
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 76 Street, 72 Street



What we accounted for to make the decisions

Public Input – We heard



- + Concerns about speeding, shortcutting
- + There is a need to make pedestrian crossings safer and more accessible
- + There was a high comfort level with curb extensions when traffic calming options were presented. We also heard that curb extensions would calm traffic and provide safer crossings, and help prevent cars from parking too close to intersections
- + There was a moderate comfort level around raised medians. We also heard that raised medians provide a refuge for pedestrians crossing 132 Avenue
- + There was a high comfort level with raised crossings when traffic calming options were presented. We also heard that these would be ideal around schools and areas where there were a high number of pedestrian crossings
- + Appreciated the improved ability to cross 132 Avenue when biking or walking

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Design of traffic calming includes a review of drainage infrastructure
- + Signage is to be finalized through further review
- + Signals are to be finalized through further review

What we decided (Service Roads)

To repurpose existing service roads and design them to improve the experience for those who walk and bike and improve the look and feel of the area through landscaping.

The final design includes:

- Redesigned service roads from:
 - 82 Street to 76 Street
 - 74 Street to 72 Street
- Realigned driveway access for homes with current front driveways to a service road to connect to 132 Avenue or an adjacent alley.
- Extended alleys that connect to 132 Avenue.

What we accounted for to make the decisions

Public Input – We heard



- + Using the service road for walking, biking and beautification had the highest level of comfort, as compared to other options presented
- + We heard that repurposing service roads allowed for more space to be allocated to pedestrians and cyclists, and adding greenery and trees created a more inviting space
- + Positive comments that the sidewalks and bike paths are separated from parking and driving
- + Some concern over the increased space between residences and parking
- + The option to repurpose existing service roads had the most amount of parking along 132 Avenue
- + Liked the additional boulevard space for snow storage, while some expressed concern if there was enough space to store snow

City Policies and Programs (see page 6)

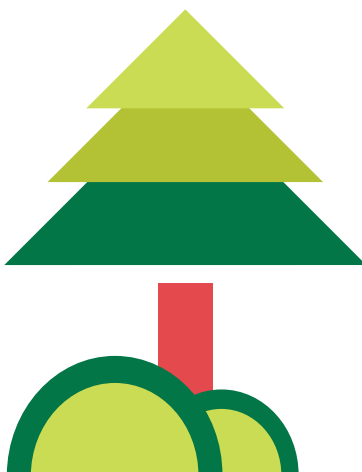


- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds, in alignment with the 40km/h residential speed bylaw
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Repurposing service roads creates a consistent roadway design for along 132 Avenue, which makes 132 Avenue predictable for all users
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On 132 Avenue, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or per the current Snow and Ice Policy



What we decided (bike paths)

To design raised bike paths on both the north and south sides of 132 Avenue. These bike paths are continuous between Fort Road and 127 Street. Enhancements will also be made to local and collector road crossings to improve visibility and make bike paths continuous on a raised surface through intersections.

The final design includes:

- One-way bike paths that are one direction with the flow of traffic:
 - North side bike path travels west
 - South side bike path travels east
- A shared pathway replaces a one-way bike path next to schools and park spaces.
 - 76 Street to 74 Street on the north side of the road next to St. Vladimir School
 - On the south side of the road from Balwin Junior High School to 69 Street
- Connections to existing north-south bike routes and where a higher amount of biking was identified:
 - 82 Street, 76 Street, 69 Street, 68 Street
- Closing alleys and converting them to a shared pathway:
 - East of 79 Street on the south side of the roadway
 - West of 72 Street on the south side of the roadway
 - East of 72 Street on the north side of the roadway
- Raised crossings in the north-south orientation across 132 Avenue at:
 - 72 Street near Balwin Junior High School
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at:
 - Delwood Road, 79 Street, 76 Street, 74 Street, 69 Street, 68 Street
- Raised crossings in the north-south orientation across 132 Avenue at:
 - 72 Street near Balwin Junior High School
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 79 Street, 76 Street, 74 Street, 72 Street, 69 Street, 68 Street

What we accounted for to make the decisions

Public Input – We heard



- + Biking infrastructure is needed along the entirety of 132 Avenue
- + Respondents currently avoid biking on 132 Avenue and that they felt compelled to bike unsafely on the service road
- + Pleased to see a dedicated space for people who bike and expressed they would use the bike paths in this design
- + Enthusiasm that 132 Avenue was going to get a bike facility
- + Some doubt about the need for bike infrastructure
- + Preference for a separate bike facility that separates people who bike, walk and drive
- + A raised bike path is preferred as less debris can gather on it
- + Adding landscaping on both sides of the bike path would create a more comfortable space

City Policies and Programs (see page 6)



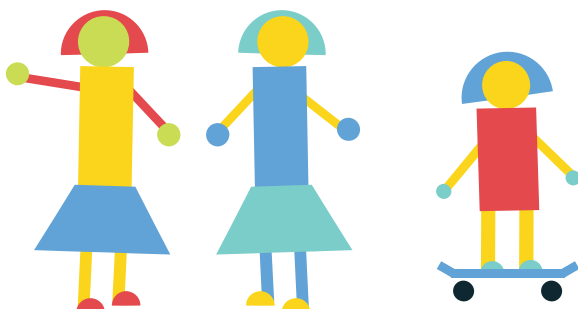
- + Edmonton City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

The Bike Plan identifies 132 Avenue as a future bike route. Future bike routes identify a need for a connection in the area based on bike potential related to land use, existing network spacing and other factors. 132 Avenue connects to several neighbourhood amenities such as schools and local commercial areas.

Technical Requirements



- + One-way bike paths are easier to navigate and allow people to get to any destination along 132 Avenue on protected infrastructure
- + Having two-way bike paths on one side of a roadway can create some operational and safety concerns because of the difficulty people who drive have in tracking people on bikes coming from multiple directions.
- + One-way bike paths that travel in the same direction as traffic do not require signalization at every road crossing
- + The east-west bike paths create opportunities for future additional bike connections that build out the Edmonton Bike Plan
- + Bike paths and shared pathways are cleared within 48 hours of the end of a snowfall event by City crews

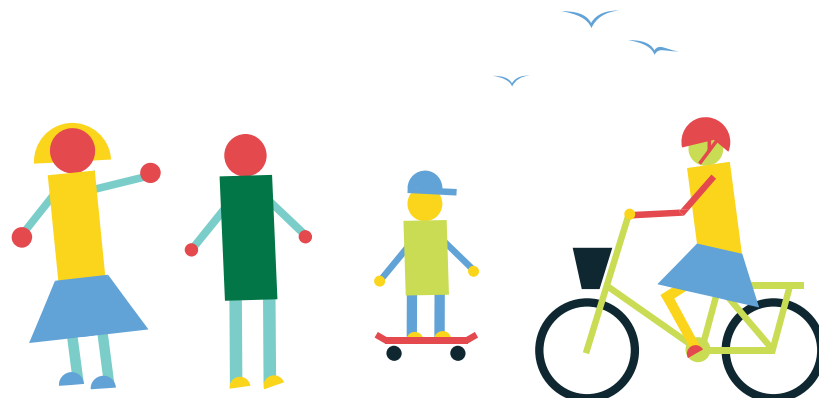


What we decided (sidewalks)

To add sidewalks on both the north and south side that are continuous along 132 Avenue and wider than existing sidewalks

The final design includes:

- Enhancements to local and collector road crossings using raised crossings or continuous crossings so sidewalks are continuous.
- Rapid flashers for pedestrians crossing 132 Avenue (to be confirmed through further design) at:
 - 76 Street, 72 Street, mid block by Balwin Junior High School
- Addition of walking connections (connector walks to private property) through all boulevards that connect with parking lanes.
- Raised crossings in the north–south orientation across 132 Avenue at:
 - 72 Street near Balwin Junior High School
- Raised crossings on local roads in the east–west orientation intersecting across 132 Avenue at:
 - Delwood Road, 79 Street, 76 Street, 74 Street, 69 Street, 68 Street 120 Street, 119 Street, 118 Street
- Continuous crossings on local roads in the east–west orientation intersecting 132 Avenue at:
 - 79 Street, 76 Street, 74 Street, 72 Street, 69 Street, 68 Street
- Wider sidewalks near school drop-off and pick-up parking areas.



What we accounted for to make the decisions

Public Input – We heard



- + Adding and widening sidewalks was very popular among respondents to accommodate accessibility
- + Some sidewalks are too narrow, and may have signs or utility poles within them, creating less than ideal conditions that are difficult to navigate
- + New pedestrian crossings and traffic measures would make 132 Avenue more pedestrian friendly
- + Wider sidewalks and crossings with rapid flashers are a priority around schools and busier intersections
- + Appreciation for the improvements to pedestrian crossings for the area

City Policies and Programs (see page 6)

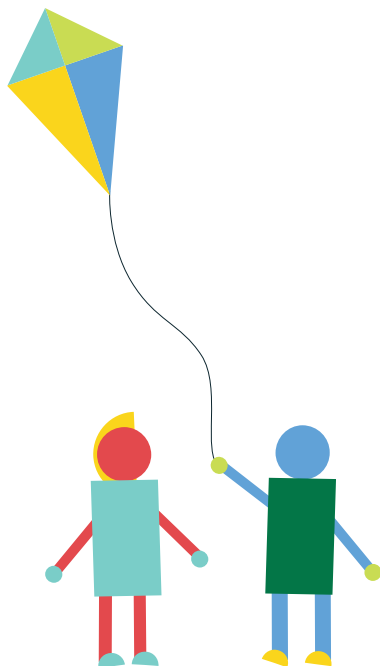


- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Sidewalks along 132 Avenue are no longer directly adjacent to 132 Avenue. A buffer space/boulevard separates the sidewalk from other modes of travel
- + Improving sidewalks and making them wider accommodates accessibility and drop off areas at schools
- + Currently, the City stores snow at the edge of the driving lane as the sidewalks. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + Sidewalks and connector walks in front of homes are cleared by residents, which is the existing practice



What we decided (landscaping)

To add tree planting, landscaped areas and seating areas along 132 Avenue. There will be some removals of existing trees and replacement of new trees.

The final design includes:

- New trees and landscaping between parking and residences.
 - New trees will replace trees and shrubs that needed to be removed
 - Ornamental or naturalized grasses will also be planted
- Removing trees that are in poor condition and, in some cases, trees that conflict with the design.

To add Low Impact Development (LID) features with EPCOR's programs to help reduce flooding through landscaping by increasing surface runoff capture capacity.

The final design includes:

- LID features at:
 - East of 76 Street on the north side of the roadway
 - Near 74 Street on the north and south sides of the roadway
 - East of 68 Street on the south side of the roadway
 - West of 66 Street on the south side of the roadway

To design improvements to local commercial areas that include seating and landscaping.

The final design includes:

- Improvements to commercial areas along 132 Avenue (in coordination with the Corner Store program and property owners):
 - 82 Street, 72 Street, 66 Street
- Addition of seating areas and waste bins at most bus stops.
- Addition of seating areas at key locations along 132 Avenue:
 - Delwood Road, 74 Street, 72 Street, Near Balwin Junior High School
- To plant some boulevard spaces with naturalized turf, a seed blend of native and adaptive grasses that are installed similar to sod.

To add lighting to improve roadway, walkways and bike paths

The final design includes:

- Removal of existing street lights.
- Addition of new lighting (street lights, light poles and luminaires) along 132 Avenue.

What we accounted for to make the decisions

Public Input – We heard



- + A desire for more greenery and gathering spaces along 132 Avenue
- + Lighting and waste bins were the most desired amenities to include in the design of 132 Avenue
- + Benches, pathways, landscaping and trees were also noted as important for placemaking and to provide character along 132 Avenue
- + Excitement about the increase of greenery and trees that will make 132 Avenue more attractive
- + Some concern about losing existing trees
- + Would like to keep the trees near Delwood School as they are among the tallest trees in the community
- + Some concern that gathering spaces might encourage loitering

City Policies and Programs (see page 6)

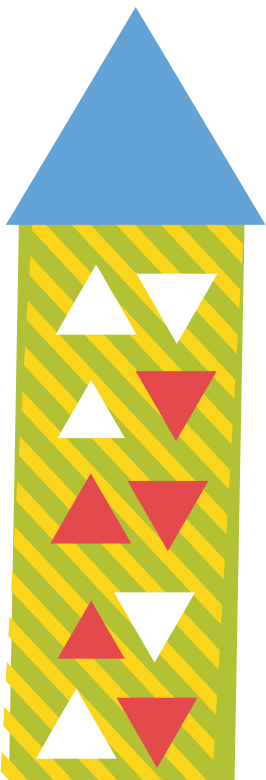


- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Urban Tree Canopy project
- + Corporate Tree Policy
- + CornerStore Program
- + Residential Neighbourhood Street Lighting Policy
- + Light Efficient Community Policy

Technical Requirements



- + EPCOR Design and Construction Standards
- + City Design and Construction Standards
 - + Volume 2: Complete Streets Design and Construction
 - + Volume 5: Landscaping
- + Road and Walkway Lighting Design Standards
- + Road and Walkway Construction and Material Standards
- + Improvements to lighting along 132 Avenue is designed to support all users
- + Safety zones/buffer spaces to nearby playing surfaces and sports fields are maintained



132 Avenue from 66 Street to Fort Road (Belvedere)

The following section describes the design decisions made and pinpoints specific locations where possible. To understand exactly what is changing and where, please review the final design plan. To see the final design plan as well as project history, including What We Heard reports shared at each engagement phase, please go to the project website at edmonton.ca/132Avenue

The final design shows 132 Avenue reconfigured to create a more residential feel. Space is allocated to support all road users, including people who drive, walk, roll and bike, and for additional tree plantings and snow storage.

The final design aligns with the **Project Vision and Guiding Principles** developed at the beginning of the project (see page 11).

The final design as shown may change based on further coordination with major utilities, additional field-level design reviews and input on property specific design elements.



What we decided (roadway)

To provide a consistent number of travel lanes from 127 Street to Fort Road, with turning lanes near arterial roads.

The final design includes:

- One driving lane in each direction.
- Turning lanes at major intersections.
 - Similar to the turning lanes at 132 Avenue & 66 Street and 132 Avenue & Fort Road are at present

To maintain parking as much as possible.

The final design includes:

- Defined parking areas. This ensures parking does not impede sightlines near intersecting roadways.
- Parking is located next to the driving lanes on 132 Avenue.
- Parking currently along service roads is moved next to the driving lanes, consistent with the rest of the corridor.

To accommodate transit stops along 132 Avenue.

The final design includes:

- Bus stops with no dedicated lane, meaning buses will stop in the traffic lane at most stops.
 - This may briefly stop the flow of traffic to allow bus loading and unloading.
 - This is similar to other residential roads and reduces the delay to transit operations as well as other traffic, as there is no need to wait or merge to re-enter the driving lane
- Enlarged bus pads and shelters, where possible.



What we accounted for to make the decisions

Public Input – We heard



- + There are currently too many speed limit changes along 132 Avenue, there are concerns with speeding, and the road is wide and confusing to navigate
- + 132 Avenue is often underutilized by cars
- + Reducing speeding along 132 Avenue is a priority
- + Some felt transit stops on single driving lane may cause congestion
- + Areas where parking should be prioritized are:
 - + Near school entrances
 - + Commercial areas
 - + Recreation Centres

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Winter Design Guidelines
- + Access Design Guide

The City has recently made a significant commitment to traffic safety by reducing the speed limit to 40 km/hr on most residential roads. At the time this speed limit reduction was implemented, 21 roadway corridors were identified as “exceptions”, including 132 Avenue. These exception roadways continue to have a 50 km/hr posted speed limit, and due to the nature of these roadways, with multiple, wider lanes, speeds around 60 km/hr or more are often recorded. The City’s intent is to rebuild these exception roads to more appropriately reflect their residential context and encourage safer driving behaviours. Once rebuilt, an exception road will no longer be an exception, and the speed limit will be lowered accordingly to 40 km/hr.

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements, including the widths of travel and parking lanes, as well as emergency services requirements
- + The final design retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds
- + The final design reflects the residential context and encourages slower driving behaviour while designing to reduce the speed limit to 40 km/hr along 132 Avenue and 30km/hr near schools and park spaces
- + Currently, the City stores snow at the edge of the driving lane. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + On the 132 Avenue collector, the City will clear the road to bare pavement within 48 hours following the end of a snowfall event or per the current Snow and Ice Policy

What we decided (traffic calming measures)

To include traffic calming measures such as curb extensions, raised medians and raised crossings. These measures define parking areas, help to reduce speed and increase visibility with new pavement markings and signage.

The final design includes:

- Curb extensions along 132 Avenue at local and collector streets.
- Curb extensions on local and collector roads intersecting 132 Avenue.
- Raised medians along 132 Avenue at 65 Street.
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at 62 Street.
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 65 Street, 64A Street, 64 Street, 63 Street, 62 Street, 60 Street, 59 Street



What we accounted for to make the decisions

Public Input – We heard



- + Concerns about speeding, shortcutting
- + There is a need to make pedestrian crossings safer and more accessible
- + There was a high comfort level with curb extensions when traffic calming options were presented. We also heard that curb extensions would calm traffic and provide safer crossings, and help prevent cars from parking too close to intersections
- + There was a moderate comfort level around raised medians. We also heard that raised medians provide a refuge for pedestrians crossing 132 Avenue
- + There was a high comfort level with raised crossings when traffic calming options were presented. We also heard that these would be ideal around schools and areas where there were a high number of pedestrian crossings
- + Respondents were pleased to see traffic calming measures introduced to this area, as they currently experience a great deal of fast moving vehicles in this area

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Design of traffic calming includes a review of drainage infrastructure
- + Signage is to be finalized through further review
- + Signals are to be finalized through further review

What we decided (bike paths)

To design raised bike paths on both the north and south sides of 132 Avenue. These bike paths are continuous between Fort Road and 127 Street. Enhancements will also be made to local and collector road crossings to improve visibility and make bike paths continuous on a raised surface through intersections.

The final design includes:

- One-way bike paths that travel one direction with the flow of traffic:
 - North side bike path travels west
 - South side bike path travels east
- Connections to existing north-south bike routes and where a higher amount of biking was identified:
 - 62 Street to Belvedere Station
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at 62 Street.
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 65 Street, 64A Street, 64 Street, 63 Street, 62 Street, 60 Street, 59 Street



What we accounted for to make the decisions

Public Input – We heard



- + Biking infrastructure is needed along the entirety of 132 Avenue as current bike infrastructure in north Edmonton is lacking
- + 132 Avenue is not currently a safe place for biking and that protected bike paths were safer and would reduce conflicts with vehicles and pedestrians
- + Bike paths need to connect with something past Fort Road
- + Pleased to see improved bike paths in this area
- + The intersection at 66 Street could use better protection for people who walk and bike
- + Preference for a separate bike facility that separates bikes and pedestrians and cars
- + A raised bike path is preferred as less debris can gather on it
- + Adding landscaping on both sides of the bike path would create a more comfortable space

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

The Bike Plan identifies 132 Avenue as a future bike route. Future bike routes identify a need for a connection in the area based on bike potential related to land use, existing network spacing and other factors. 132 Avenue connects to several neighbourhood amenities such as schools and local commercial areas.

Technical Requirements



- + One-way bike paths are easier to navigate and allow people to get to any destination along 132 Avenue on protected infrastructure
- + Having two-way bike paths on one side of a roadway can create some operational and safety concerns because of the difficulty people who drive have in tracking people on bikes coming from multiple directions.
- + One-way bike paths that travel in the same direction as traffic do not require signalization at every road crossing
- + The east-west bike paths create opportunities for future additional bike connections that build out the Edmonton Bike Plan
- + Bike paths and shared pathways are cleared within 48 hours of the end of a snowfall event by City crews

What we decided (sidewalks)

To add sidewalks on both the north and south side that are continuous along 132 Avenue and wider than existing sidewalks

The final design includes:

- Enhancements to local and collector road crossings using raised crossings or continuous crossings so sidewalks are continuous.
- New sidewalks that will be aligned to avoid power poles. Power poles will be located or relocated to landscaped areas.
- Addition of walking connections (connector walks to private property) through all boulevards that connect with parking lanes.
- Raised crossings on local roads in the east-west orientation intersecting across 132 Avenue at 62 Street.
- Continuous crossings on local roads in the east-west orientation intersecting 132 Avenue at:
 - 65 Street, 64A Street, 64 Street, 63 Street, 62 Street, 60 Street, 59 Street



What we accounted for to make the decisions

Public Input – We heard



- + Adding and widening sidewalks was very popular among respondents to accommodate accessibility
- + New pedestrian crossings and traffic measures would make 132 Avenue more pedestrian friendly

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign

Technical Requirements



- + Design follows the Complete Streets Design and Construction Standards (CSDCS) which provides direction on design elements
- + Sidewalks along 132 Avenue are no longer directly adjacent to 132 Avenue. A buffer space/boulevard separates the sidewalk from other modes of travel
- + Improving sidewalks and making them wider accommodates accessibility and drop off areas at schools
- + Currently, the City stores snow at the edge of the driving lane as the sidewalks. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This will keep driving lanes, parking lanes, bike paths and sidewalks clear of snow
- + Sidewalks and connector walks in front of homes are cleared by residents, which is the existing practice

What we decided (landscaping)

To add tree planting, landscaped areas and seating areas along 132 Avenue. There will be some removals of existing trees and replacement of new trees.

The final design includes:

- New trees and landscaping between parking and residences.
 - New trees will replace trees and shrubs that needed to be removed
 - Ornamental or naturalized grasses will also be planted
- Removing trees that are in poor condition and, in some cases, trees that conflict with the design.

To add Low Impact Development (LID) features with EPCOR's programs to help reduce flooding through landscaping by increasing surface runoff capture capacity.

The final design includes:

- LID features at:
 - West of 64 Street on the south side of the roadway
 - Between 64 Street and 63 Street on both the north and south side of the roadway
 - West of 62 Street on the south side of the roadway
 - Between 62 Street and 59 Street on the north side of the roadway

To design improvements to local commercial areas that include seating and landscaping.

The final design includes:

- Improvements to commercial areas along 132 Avenue (in coordination with the Corner Store program and property owners) at 66 Street.
- Addition of seating areas and waste bins at most bus stops.
- Addition of seating areas at key locations along 132 Avenue at 62 Street.
- To plant some boulevard spaces with naturalized turf, a seed blend of native and adaptive grasses that are installed similar to sod.

To add lighting to improve roadway, walkways and bike paths

The final design includes:

- Removal of existing street lights.
- Addition of new lighting (street lights, light poles and luminaires) along 132 Avenue.

What we accounted for to make the decisions

Public Input – We heard



- + A desire for more greenery and gathering spaces along 132 Avenue
- + Lighting and waste bins were the most desired amenities to include in the design of 132 Avenue
- + Benches, pathways, landscaping and trees were also noted as important for placemaking and to provide character along 132 Avenue
- + Excitement about the increase of greenery and trees that will make 132 Avenue more attractive
- + The intersection near 66 Street could use the addition of landscaping improvements
- + Desire for plantings to be hardy and drought resistant
- + Some concerns about the potential of green spaces becoming overgrown

City Policies and Programs (see page 6)



- + Edmonton City Plan
- + Safe Mobility Strategy
- + Vision Zero
- + Speed Limit Reduction
- + Community Traffic Management Policy
- + Bus Network Redesign
- + Urban Tree Canopy project
- + Corporate Tree Policy
- + CornerStore Program
- + Residential Neighbourhood Street Lighting Policy
- + Light Efficient Community Policy

Technical Requirements



- + EPCOR Design and Construction Standards
- + City Design and Construction Standards
 - + Volume 2: Complete Streets Design and Construction
 - + Volume 5: Landscaping
- + Road and Walkway/Lighting Design Standards
- + Road and Walkway Construction and Material Standards
- + Improvements to lighting along 132 Avenue is designed to support all users
- + Safety zones/buffer spaces to nearby playing surfaces and sports fields are maintained



Next Steps

132 Avenue Collector Renewal- Preparing for Construction

Construction is anticipated to begin in 2023. The proposed construction staging can be found on the project website at edmonton.ca/132Avenue

Information about the final design details and what you can expect during construction will be made available online and during public engagement opportunities in spring 2023. Final design details will include updates to construction timing and what to expect during construction.

For more details about the 132 Avenue Renewal project, please visit edmonton.ca/132Avenue.





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