



Frequently Asked Questions

132 Avenue Renewal

Stage 5
Community Feedback on Final Design – Q&A
September – October, 2022

BUILDING GREAT
NEIGHBOURHOODS

Edmonton

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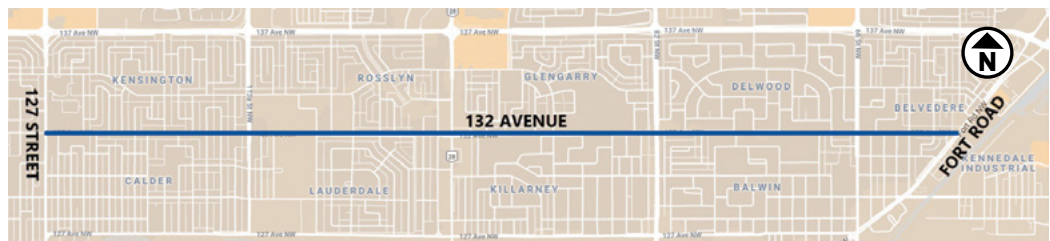
Project overview

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.

132 Avenue between Fort Road and 127 Street has been chosen for Collector Renewal, with construction anticipated to start in 2023. Collector Renewal will rehabilitate the road, add missing sidewalk links, replace street lights, sidewalks, curbs and gutters, improving how people walk, roll, drive and gather in and around 132 Avenue. 132 Avenue is next to the neighbourhoods of Belvedere, Delwood, Balwin, Glengarry, Killarney, Rosslyn, Lauderdale, Kensington and Calder.

The 132 Avenue Renewal Project will also align with other City strategies, projects and programs, such as the [Speed Limit Reduction](#), [Vision Zero](#) and the [Edmonton Bike Plan](#).

The [What We Decided](#) report can be found at edmonton.ca/132Avenue and shares how the 132 Avenue Collector Renewal Project Team arrived at the final design for 132 Avenue. It describes how the City used policy and program information, public engagement input and technical requirements to make design decisions.








Project vision and guiding principles

The *Project Vision* summarizes the values and future that residents see for 132 Avenue and *Guiding Principles* help to guide the design of 132 Avenue to meet that Vision. The Vision and *Guiding Principles* were co-created with the public in the **Building a Vision and Exploring Opportunities** stage in November 2020.

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

Questions & Answers

The following is a summary of the questions and answers heard during the **Community Feedback on Final Design** stage. While all comments and questions have been reviewed, the following captures what questions we heard most often across all roadway sections along 132 Avenue from Fort Road to 127 Street. Questions are grouped by theme and an answer for each question is provided explaining the Project Team's rationale behind each decision. Area-specific comments were received during the public engagement opportunities. These are not detailed in this report, but will be reviewed internally by the Project Team. There are seven themes the Project Team heard most often:

- + Road Design
- + Snow
- + Transit
- + Parking
- + Biking
- + Landscape
- + General





Road Design

Q: Why are you reducing the number of lanes and how will traffic capacity be affected? Why is the speed being reduced to 40 km/h?

A: The City has recently made a significant commitment to traffic safety by reducing the speed limit to 40 km/h on most residential roads. At the time the speed limit reduction was implemented, 21 roadway corridors were identified as "exceptions," including 132 Avenue. These exception roadways continue to have a 50 km/h posted speed limit. Due to the nature of these roadways, with multiple, wider lanes, speeds around 60 km/h or more are often recorded. The City's intent is to rebuild these exception roads to reflect their residential context and encourage safer driving behaviours. Once rebuilt the speed limit will be lowered accordingly to 40 km/h.

132 Avenue is currently built to serve larger amounts of traffic volumes than it experiences. Future traffic volumes are anticipated to remain consistent as the local neighbourhoods in the area are established and mature. By reconfiguring the lanes on 132 Avenue to fit a more residential feel, space is freed up to support other road users, including people who walk, roll and bike, and for additional tree plantings and snow storage

The existing roadway configuration changes multiple times along 132 Avenue between Fort Road and 127 Street. Primarily, 132 Avenue currently has a minimum of two lanes of traffic with one lane in each direction, and in some sections, four lanes of traffic with two lanes in each direction. At major road intersections, there are up to five lanes of traffic, including turning lanes. During the early stages of engagement, we heard from residents that there are too many speed limit changes along 132 Avenue, that there are speeding concerns and that the road is wide and confusing to navigate.

Taking all of the above into consideration, the final design has a consistent number of driving lanes by ensuring one lane of traffic in each direction at minimum, with consideration to keep turning lanes near major intersections similar to what they are today. This retains existing driving and traffic capacity along 132 Avenue, while encouraging more appropriate speeds along this corridor.

Q: Will the change in driving lanes and reduced speed limit divert traffic to alternate routes (e.g. 127 Avenue and 137 Avenue)?

A: The intent of the 132 Avenue project is not to divert traffic as the final design will accommodate traffic capacity. Other nearby roads such as 127 Avenue and 137 Avenue are arterial roadways with a speed limit of 60 km/hr and people may choose alternate roads like these for many reasons.

Q: How will emergency services be accommodated in the design and provide service along 132 Avenue? How will they access homes?

A: The designs for 132 Avenue meet the City's Design and Construction Standards (CDSCS) which were developed to accommodate emergency services requirements. All designs are circulated to Edmonton Fire Rescue Services to ensure it meets its needs and allows crews to provide the same level of service to the area.

Q: How will school drop off and pick up be affected by the design changes?

A: A parking or loading lane is maintained next to the schools along 132 Avenue to support pick up and drop off. Parking is defined by curb extensions near intersections to improve sightlines for students crossing.

The Project Team has been working directly with the school boards to understand school's drop off and bus loading needs to ensure they are accommodated.

Q: Why was the roundabout chosen at 90 Street?

A: The roundabout at 90 Street includes a separate space for each mode of travel (driving, walking, biking). One driving lane makes it easier to navigate and assists with moving traffic as there is a yield condition through the area. There are no signals and therefore, no need to stop at a signal light when there are low levels of traffic. The roundabout is also located by many schools and allows those who pick up and drop off at the school to make a legal loop at the roundabout.

This design reflects the residential context and encourages slower driving behaviour near schools and park spaces.





Snow

Q: How will snow clearing work in the winter? Where will the snow go?

A: Currently, the City stores snow at the edge of the driving lane as the sidewalks are next to the driving lane along 132 Avenue. In the final design, boulevards, medians and buffer spaces are added and will be used to store snow. This keeps driving lanes, parking lanes, bike lanes and sidewalks clear of snow.

In the final design:

- The main roadway along 132 Avenue will continue to be cleared as part of Priority 2 snow removal. This means City crews will clear the road to bare pavement within 48 hours following the end of a snowfall event.
- Bike paths and shared pathways are cleared within 48 hours of the end of a snowfall event by City crews.
- Sidewalks and connector walks in front of homes are cleared by residents, which is existing practice.

For more information visit [Snow Clearing Service Levels](#)



Transit

Q: Will people have to wait behind stopped buses?

A: Buses stop in the traffic lane at most stops, which may briefly stop the flow of traffic to allow bus loading and unloading. This is similar to other residential roads and reduces delay to transit as they do not need to wait to re-enter the stream of traffic.

At timing points and busier stops, a bus bay has been provided so that transit vehicles do not block the flow of traffic.



Parking

Q: How will parking be impacted? How will people with accessibility challenges use their parking?

A: We heard that parking is important and parking areas are provided as much as possible in the final design. Residents will still have parking options near their homes. Connector sidewalks shown in the final design allow people to get out of their vehicles and connect to the sidewalk and to their homes.

For people with specific accessibility needs, they can apply for a dedicated accessible parking area through the accessible parking program to protect a parking space.



Biking

Q: Why does 132 Avenue need bike paths?

A: 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. The location of this bike route is also highlighted in the [City Plan](#) as a required link for district connectors in the area. The bike lanes also provide improved connectivity to the many destinations along 132 Avenue – including district parks, schools, recreation facilities and neighbourhood commercial areas.

For more information about the bike plan visit [Edmonton Bike Plan](#)

Q: Why do the bike paths need to be on both sides of the roadway?

A: The final design for 132 Avenue includes two bike lanes, however they are one-way on each side of the road, similar to an additional lane of traffic on each side of the road. 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 lanes on one side of a roadway can create some operational and safety concerns because of the difficulty people driving have in tracking people on bikes coming from multiple directions. Typically with two-way bike lanes on one side of the road, full signalization at all intersections or changing 132 Avenue to a one-way road would be required, which would create delays and access issues in the area.



Landscaping

Q: What is naturalized turf? How will the landscaping be maintained?

A: Naturalized turf is a seed blend of native and adaptive grasses installed similar to sod. There are many ecological benefits to installing this type of product and it reduces maintenance as it does not need mowing.

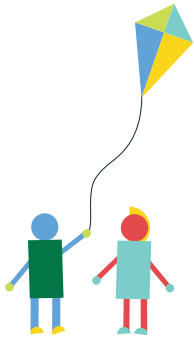
City operations will maintain the landscaping between the bike path and the roadway. Landscaping will be maintained once per season according to the current level of service the collector road has. Residents are responsible to maintain landscaping on and next to their property up to the bike path. This includes landscaping on private property and on both sides of the sidewalk.

Q: Will trees be removed? Will new trees be given enough soil volume to be healthy?

A: As part of the 132 Avenue Renewal project, some trees will need to be removed and/or relocated as they are in bad condition, located under current power lines or in an alignment that conflicts with the design. In all cases, the Project Team has identified the trees required to be removed and has reached out to the City's Urban Forester.

As part of the project, trees will be planted to replace any trees that are removed and many additional trees, shrubs, and grasses will be planted.





General

Q: How did the Project Team communicate information about the project?

A: The Project Team communicated through mailed postcards, letters and newsletters. These went to each home in the 11 neighbourhoods next to 132 Avenue. Many yard signs, A-frame signs and a road sign were distributed throughout the project area. At the start of the project and throughout, emails were sent through project subscriptions, schools, Neighbourhood Resource Coordinators and community leagues. Project information also is available on the project website which outlines where the project is currently at, as well as sharing all project history. Digital materials were also created which include digital information packages and final design videos. Social media was also a tool used to communicate information about the project as well as phone calls and/or meetings with project stakeholders.

These methods were used at each public engagement stage from September 2020 through to October 2022. More detail about communication methods on each public engagement stage can be found in the corresponding What we Heard report for those stages on edmonton.ca/132Avenue.

Q: How is the 132 Avenue project funded?

A: The 132 Avenue Renewal project has been identified for renewal through the Neighbourhood Renewal Program. While condition is the primary criteria in the prioritization of neighbourhoods and road corridors for renewal, other criteria related to integration of other programs and funding opportunities play a role in this prioritization.

Approximately three to five neighbourhoods are identified for renewal each year. Funding for the Neighbourhood Renewal Program comes through a dedicated tax levy, collected over 10 years, starting in 2009. This dedicated funding source has resulted in a cost-effective, long-term, strategic approach to addressing infrastructure needs in Edmonton's 300+ neighbourhoods.

When reconstructing 132 Avenue or other mature neighbourhoods, the infrastructure is anticipated to last approximately 50 years. To ensure the design will support the city as it changes and grows, the Project Team makes decisions based on City programs and policies (including funding), public engagement and technical constraints. Including these changes, reconstruction has been recognized as being the most cost effective way to add infrastructure into an area as significant construction work is already underway.

Q: When will construction begin?

A: Construction is anticipated to begin in 2023, but will depend on the section of roadway. Proposed construction staging can be found on the project website at edmonton.ca/132Avenue and is subject to change. Residents will receive communication prior to the start of construction through construction bulletins.