

# 132 Avenue Renewal

Community Feedback on Draft Design

Information Package  
January-February 2022

Edmonton

# 132 Avenue Collector Renewal Project

- 132 Avenue between Fort Road and 127 Street has been chosen for collector renewal – construction anticipated in 2023
- Collector renewal will rehabilitate the road, add missing sidewalk links, replace streetlights, sidewalks and curb and gutters. Improving how people walk, bike, drive and gather in and around 132 Avenue will also be explored
- The 132 Avenue Renewal Project will also align with other City strategies, projects and programs, such as the [Edmonton Bike Plan](#) and the [Speed Limit Reduction](#)

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# 132 Avenue Collector Renewal Project



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# 132 Avenue Collector Renewal Project

Over the next three years, the City will be working on a plan to renew the section of 132 Avenue, including a variety of public engagement opportunities. We are now in the Community Feedback on Draft Design phase.






Based on what we heard during the last phase of engagement held in March - April 2021 (Exploring Opportunities and Tradeoffs) as well as a technical review by the City's Project Team, we have prepared a draft design for 132 Avenue Renewal. This is a major milestone and your input and review are critical for the Project Team.

From the previous engagement phase, we heard a considerable amount of feedback. The results of that feedback can be found [here](#).

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# We are Here

## LEGEND

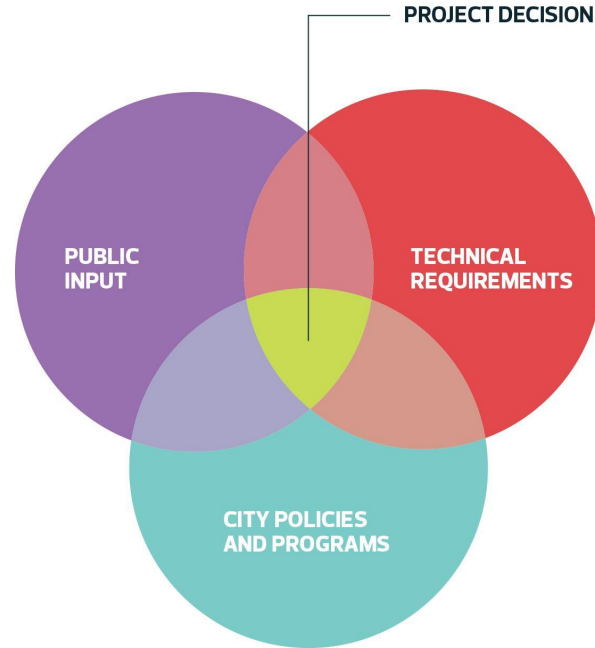
	Public Engagement and Communications Opportunities		Build Phase
	Concept Phase		Operate Phase
	Design Phase		



# Decision-making

Project decisions consider the following:

- Public engagement input
- City policies and programs
- Technical requirements



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# Project Vision and Guiding Principles

The 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. Input gathered from public input helped to draft the following Vision and 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 travelling 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."*

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# Project Vision and Guiding Principles

## 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

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# Draft Design

The Project Team has prepared a Draft Design for 132 Avenue, noting that some sections have two design options that we would like your feedback on.

The areas with two options are colour coded throughout the info package - Design Option Orange & Design Option Purple, with some elements common to all of 132 Avenue. To best show the design for 132 Avenue, we will show you the draft design and each design option for five sections of 132 Avenue, divided along the borders of the adjacent neighbourhoods. You can jump to the section of 132 Avenue you are most interested via the links below:

- [127 Street to 113A Street \(Kensington, Calder\)](#)
- [113A Street to 97 Street \(Rosslyn, Lauderdale\)](#)
- [97 Street to 82 Street \(Glengarry, Killarney\)](#)
- [82 Street to 66 Street \(Delwood, Balwin\)](#)
- [66 Street to Fort Road \(Belvedere\)](#)

The 132 Avenue and 90 Street Intersection has also been identified as an area that could be designed for two options. You can jump to the description of the design options for this intersection [here](#)

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# **Draft Design Features - All of 132 Avenue**



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# Draft Design Features Common to all of 132 Avenue

A consistent number of travel lanes along 132 Avenue from Fort Road to 127 Street, with one driving lane in each direction and turning lanes near major intersections remaining similar to what they are today

Design of the roadway for 40 km/h, with 30 km/h playground zones near schools and park spaces

Traffic calming and safety measures including the use of:

- raised medians dividing the two directions of traffic, used to create a refuge for people crossing 132 Avenue
- curb extensions that are used to create visibility for people crossing the road and to prevent parking too close to intersections
- raised crosswalks to reinforce the speed limit and raise awareness in areas with a higher number of pedestrians crossing

New and improved pedestrian crossings, including marked crosswalks, rapid flashers or pedestrian signals at some intersections

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# Draft Design Features Common to all of 132 Avenue

Changes to the design and use of service roads to accommodate improvements (see Design Option Orange and Design Option Purple)

The addition of bike paths, which include both off-street protected raised bike paths and shared pathways for people who walk, roll and bike

The addition of continuous crossings (to see an image click [here](#)) that provide an uninterrupted crossing surface and visual priority for people who walk or bike across intersections with local roads

- For people walking, rolling and biking, the sidewalk and bike path will continue across the local road and drivers must yield to pedestrians and cyclists
- For people driving, the road surface will change and be raised, and drivers must slow down and yield to people crossing

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# Draft Design Features Common to all of 132 Avenue

The addition or widening of sidewalks to create a continuous walking network

Maintaining parking where possible along 132 Avenue; some changes to parking locations and parking impacts are shown in the design plans

Drop off areas, including wider sidewalks in front of schools

Improvements around neighbourhood commercial areas including landscaping and changes to accesses

Improvements and changes to bus stops along 132 Avenue from Fort Road to 127 Street include:

- Larger bus pads and waiting areas
- Creation of bus loading bays (Bus Stops 6138, 6129)
- Relocation of some bus stops (Bus Stops 7020, 7062)
- Removal of some bus stops (Bus Stops 6353, 6163, 7266, 7299, 7368, 7136, 7389, 7357, 7369)

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# Draft Design Features Common to all of 132 Avenue

Areas for Low Impact Development (LID) features (features that manage stormwater and reduce the risk of flooding); more information on LID can be found [here](#)

Removal of some trees with relocation and/or addition of tree planting and landscaping in gathering areas

Power poles located in green buffer space and not obstructing sidewalks or bike paths

Continued maintenance of front yards and sidewalk snow clearing by property owners

City maintenance to clear bike paths and shared pathways of snow, and maintain landscaping between the bike path and 132 Avenue

Some alley and access closures to reduce conflicts points and enhance safety

Replacement of the street lights with standard light poles and LED fixtures or a decorative street light pole option through a Decorative Light Local Improvement

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# Draft Design Option Orange

The following Design Option Orange features are common to all of 132 Avenue

All the elements described in the Draft Design and

All existing service roads are repurposed

- Area reconfigured to accommodate improved walking, biking, and beautification
- Parking is provided directly on 132 Avenue, like other collector roadways in the city
- Snow clearing is prioritized on collector roadways and bus routes and is subject to a seasonal parking ban to facilitate snow clearing, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# Draft Design Option Purple

All the elements described in the Draft Design and

All service roads are reconfigured

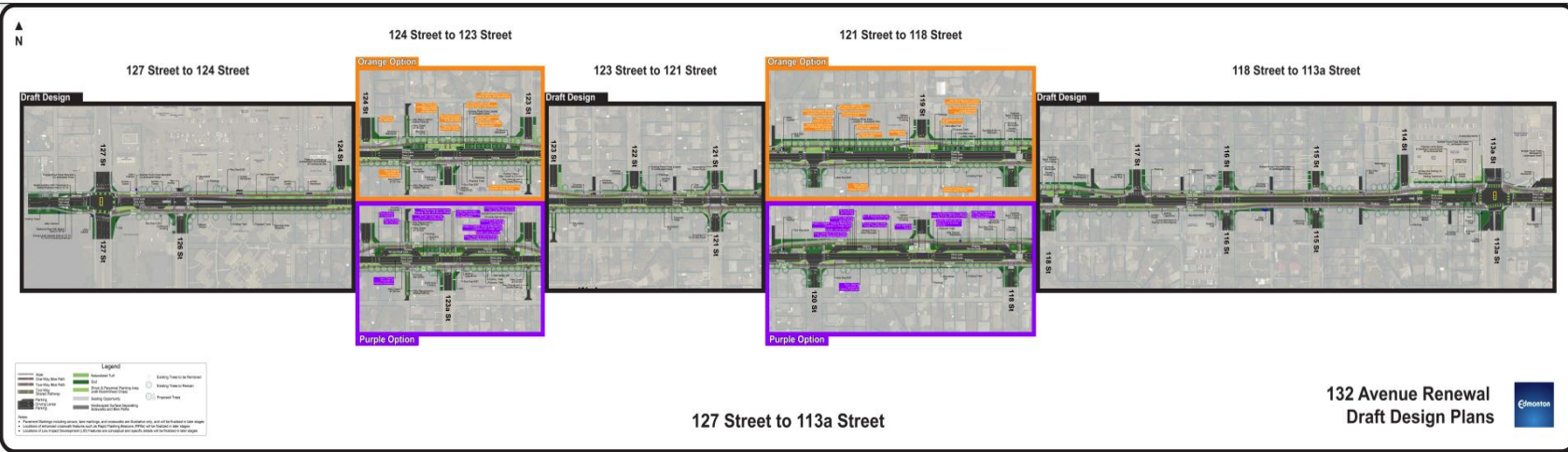
- Service road sections are one-way only
- Entrances and exits to service roads are on 132 Avenue only and access to local roads is removed to reduce the number of conflict points and enhance safety
- Parking is provided along service roads
- Space is reallocated to accommodate new and improved sidewalks and paths for walking and biking and to improve the look and feel of the area
- Snow clearing along service roads follow a residential schedule and service roads will not be cleared at the same time as the collector road, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# **Draft Design Features - 127 Street to 113A Street (Kensington, Calder)**

# 127 Street to 113A Street (Kensington, Calder)



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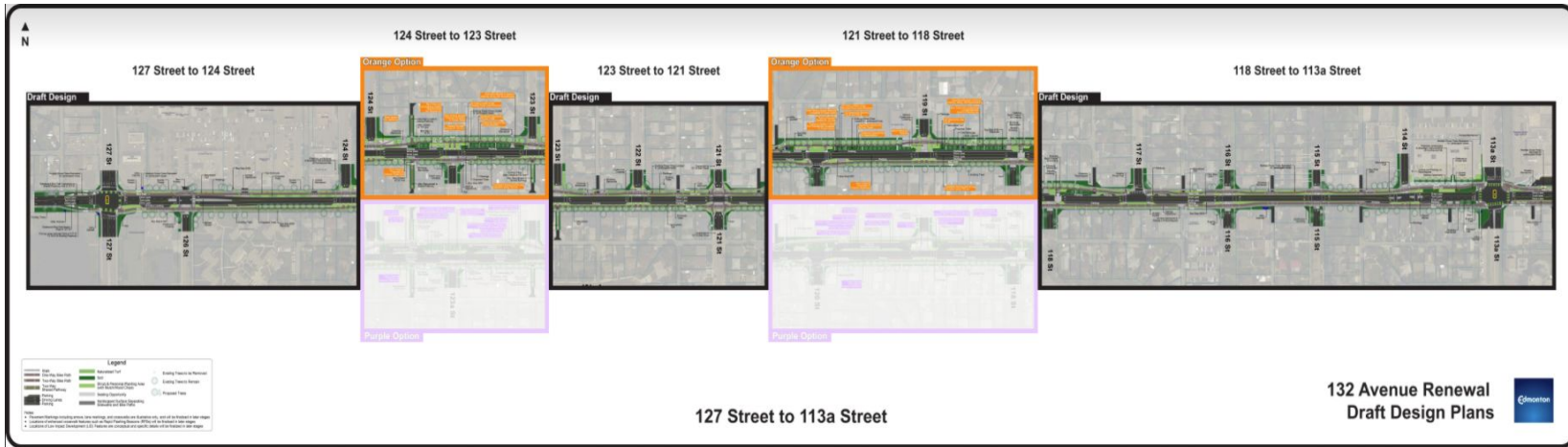
[Overall Draft Design](#) description

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

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# 127 Street to 113A Street (Kensington, Calder) – Design Option Orange

Watch a [Video](#) description of option orange



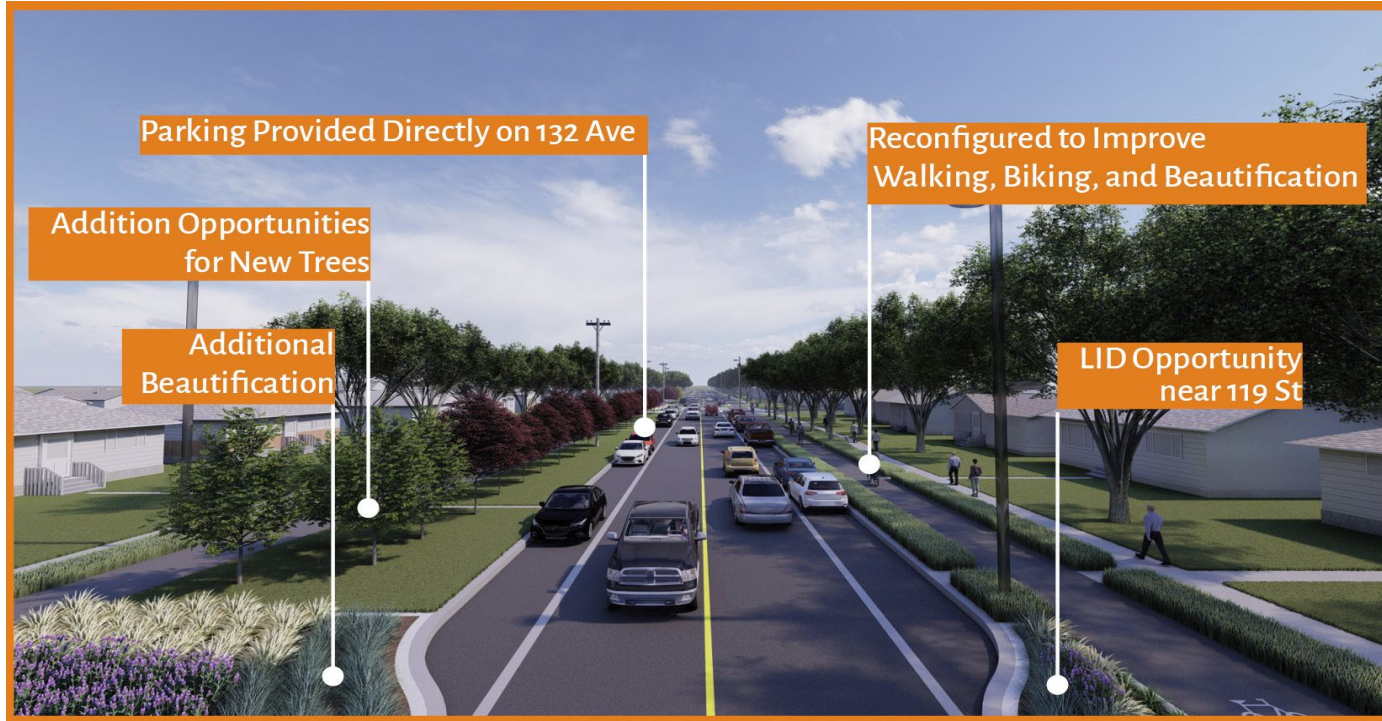
[PDF version of the above image here](#)

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)





# 127 Street to 113A Street (Kensington, Calder) – Design Option Orange



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# 127 Street to 113A Street (Kensington, Calder) – Design Option Orange

All the elements described in the [Draft Design](#) and

All existing service roads are repurposed

- Area reconfigured to accommodate improved walking, biking and beautification
- Parking is provided directly on 132 Avenue, like other collectors roadways in the city
- Snow clearing is prioritized on collector roadways and bus routes and is subject to a seasonal parking ban to facilitate snow clearing, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 127 Street to 113A Street (Kensington, Calder) – Design Option Orange

## Benefits

- Consistent operation of 132 Avenue from Fort Road to 127 Street including the location of driving lanes, parking, and sidewalks and/or paths for walking and biking
- More parking spaces available along 132 Avenue than in the Purple option
- Retains more trees
- Provides additional opportunities for beautification i.e. the Orange option provides more space for tree planting and greening than the Purple option
- The Orange option provides more spaces for gathering compared to the Purple option
- Trees and/or landscaping are located between the road and residences
- LID opportunity (managing stormwater) between 119 Street and 120 Street

## Tradeoffs

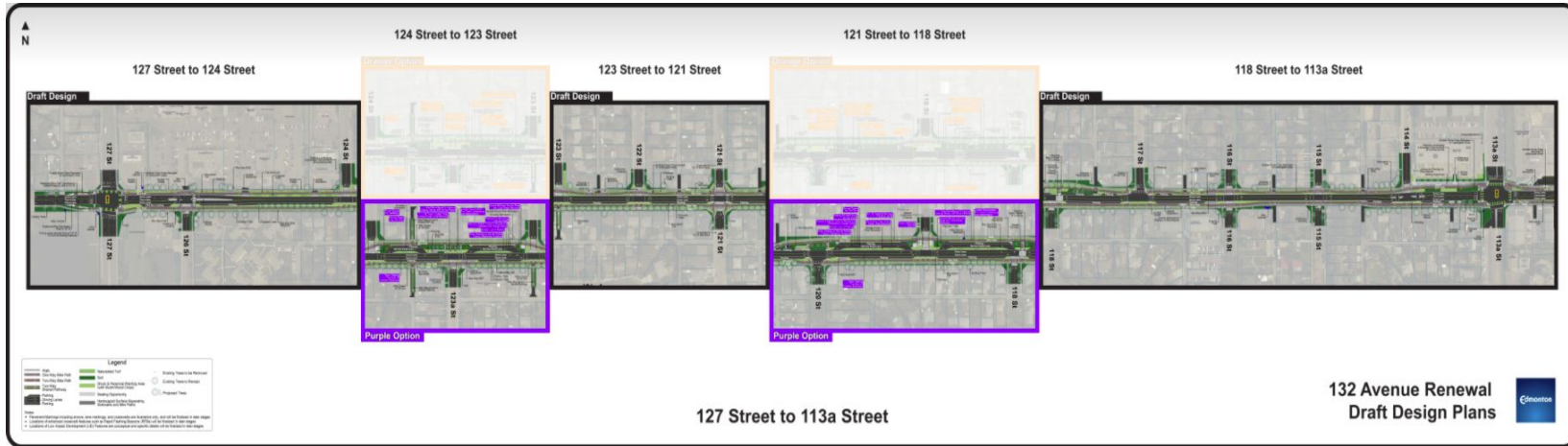
- Location of parking changes from the existing location and is provided directly on 132 Avenue
- Parking is located slightly further from residences as compared to the Purple option
- Some trees will need to be removed or relocated
- All trees located under the existing power poles will be removed

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# 127 Street to 113A Street (Kensington, Calder) – Design Option Purple

Watch a [Video](#) description of option purple

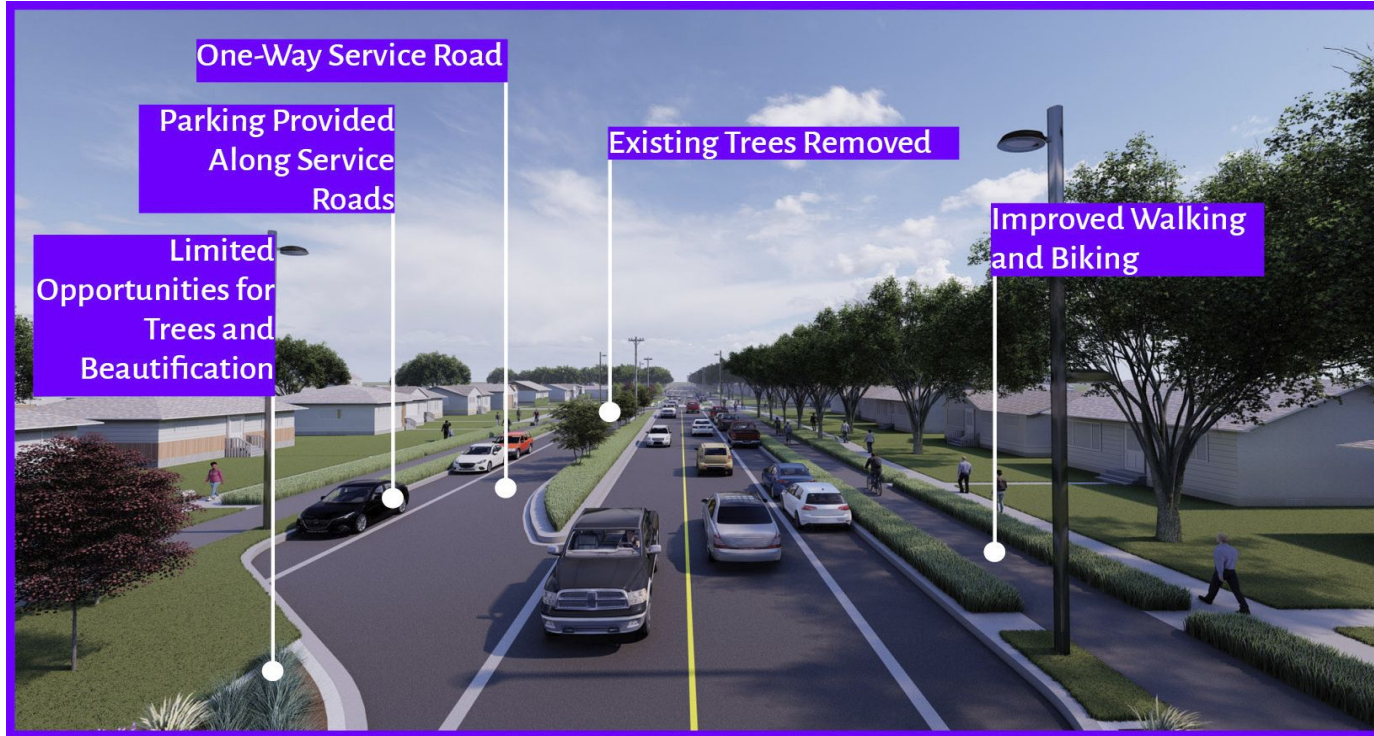


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Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



# 127 Street to 113A Street (Kensington, Calder) – Design Option Purple



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# 127 Street to 113A Street (Kensington, Calder) – Design Option Purple

All the elements described in the [Draft Design](#) and

Service roads are reconfigured

- Service road sections are one-way only
- Entrances and exits to service roads are on 132 Avenue only and access to local roads is removed to reduce the number of conflict points and enhance safety
- Parking is provided along service roads
- Space is reallocated to accommodate new and improved sidewalks and paths for walking and biking and to improve the look and feel of the area
- Snow clearing along service roads follow a residential schedule and service roads will not be cleared at the same time as the collector road, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 127 Street to 113A Street (Kensington, Calder) – Design Option Purple

## Benefits

- Removal of traffic conflicts between service roads and local roads to enhance safety
- Parking is located slightly closer to residences as compared to the Orange option
- Raised bike paths and shared pathways keep people walking and biking separated from traffic

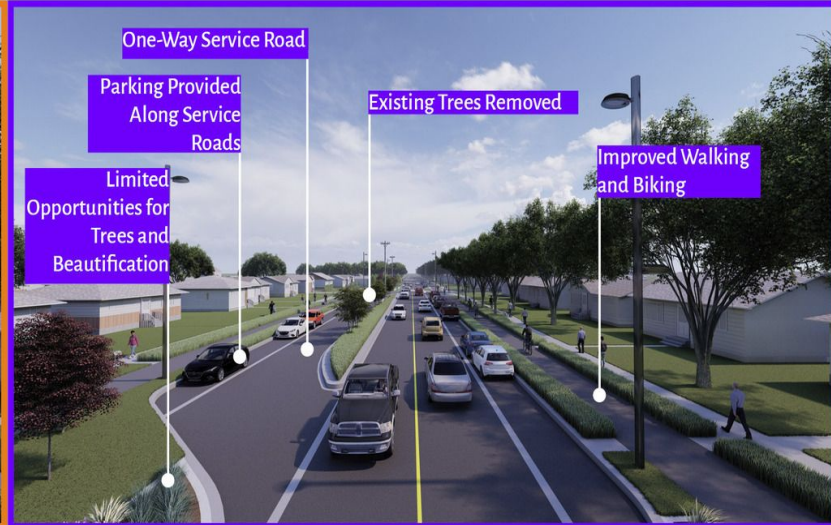
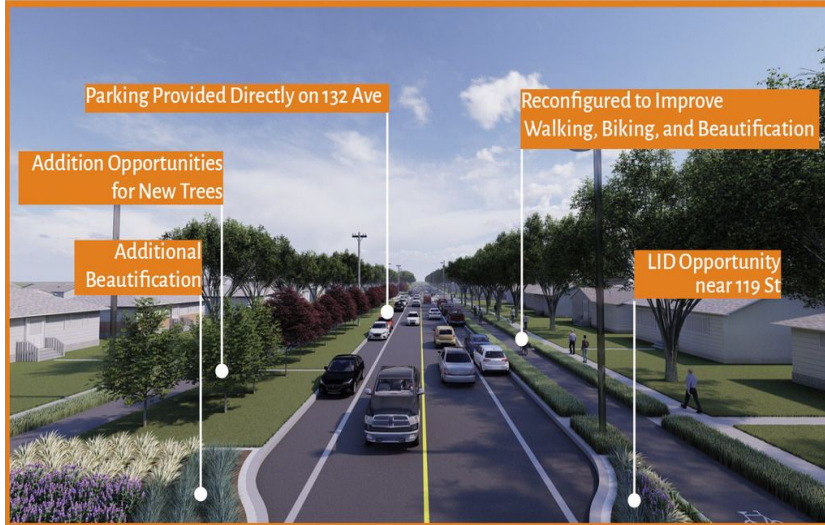
## Tradeoffs

- More hard surfacing than the Orange design option
- The placement of the various road design elements (driving lanes, sidewalks, bike paths and landscaping) varies from block to block
- There is a greater loss of parking in the Purple option as compared to the Orange option
- People who live next to 132 Avenue will have to cross the bike path and sidewalk to get to parked vehicles
- All existing trees will need to be removed and/or relocated to accommodate service road lanes
- Opportunities for tree planting and greening are limited
- There are no LID opportunities (managing stormwater) in the Purple option

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# 132 Avenue and 119 Street Comparison



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



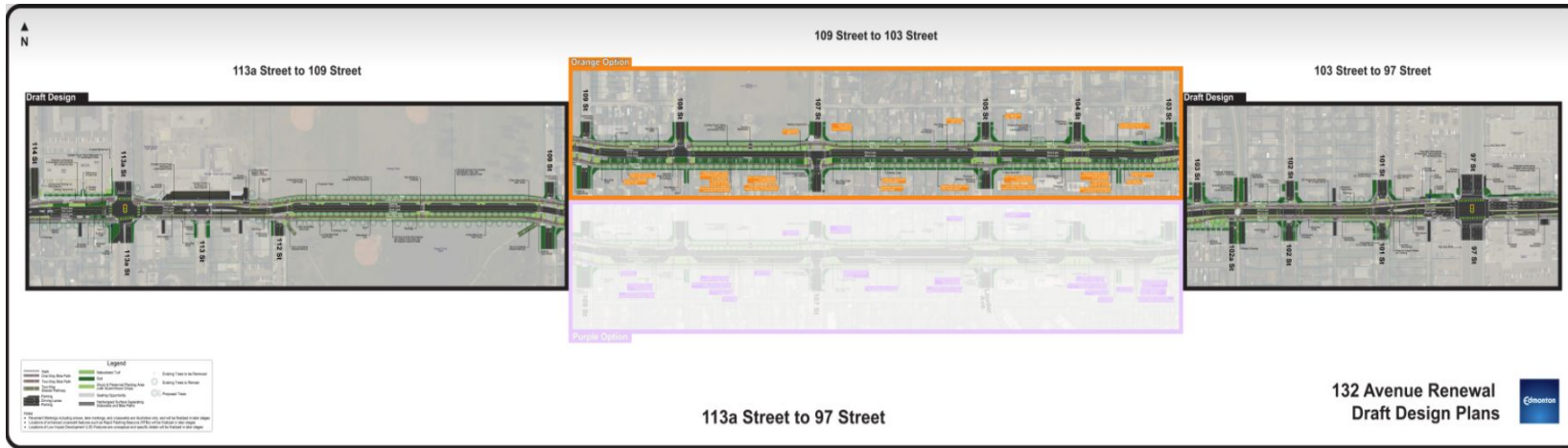
**Draft Design  
Features -  
113A Street to 97  
Street (Rosslyn,  
Lauderdale)**





# 113A Street to 97 Street (Rosslyn, Lauderdale) – Design Option Orange

Watch a [Video](#) description of option orange



[PDF version of the above image here](#)

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 113A Street to 97 Street (Rosslyn, Lauderdale) – Design Option Orange



Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



# 113A Street to 97 Street (Rosslyn, Lauderdale) – Design Option Orange

All the elements described in the [Draft Design](#) and

All existing service roads are repurposed

- Area reconfigured to accommodate improved walking, biking and beautification
- Parking is provided directly on 132 Avenue, like other collectors roadways in the city
- Snow clearing is prioritized on collector roadways and bus routes and is subject to a seasonal parking ban to facilitate snow clearing, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 113A Street to 97 Street (Rosslyn, Lauderdale) – Design Option Orange

## Benefits

- Consistent operation of 132 Avenue from Fort Road to 127 Street including the location of driving lanes, parking, and sidewalks and/or paths for walking and biking
- More parking spaces available along 132 Avenue than in the Purple option
- Retains more trees
- Provides additional opportunities for beautification i.e. the Orange option provides more space for tree planting and greening than the Purple option
- The Orange design option provides more spaces for gathering compared to the Purple option
- Trees and/or landscaping are located between the road and residences
- LID opportunity (managing stormwater) near 107 Street and 105 Street
- Opportunity for a significant number of new trees to be planted on the south side of 132 Avenue

## Tradeoffs

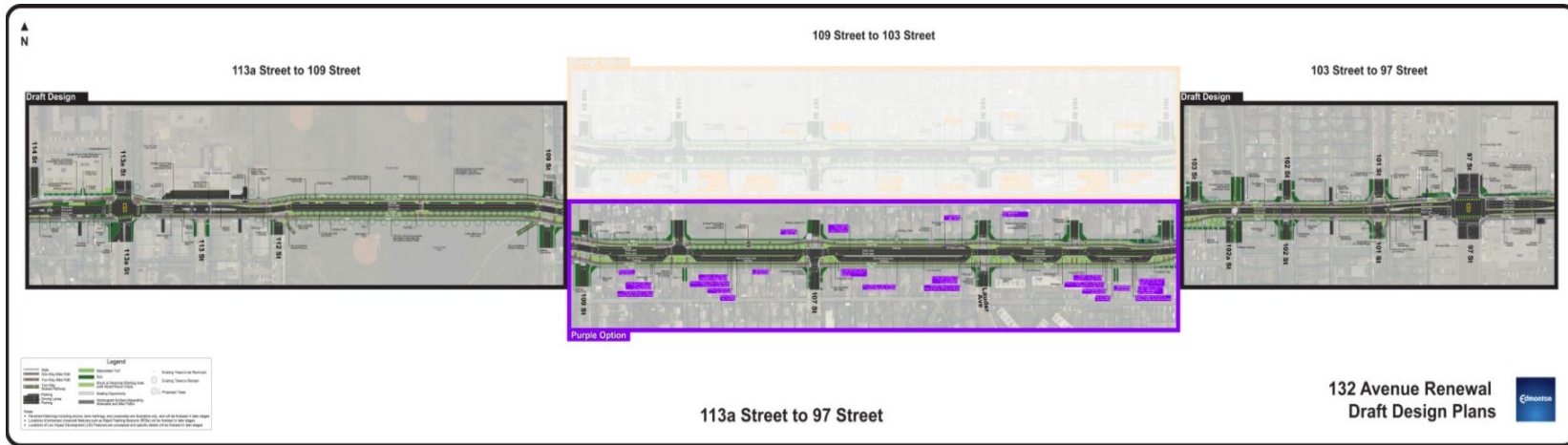
- Location of parking changes from the existing location and is provided directly on 132 Avenue
- Parking is located slightly further from residences as compared to the Purple option
- Some trees will need to be removed or relocated

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



# 113A Street to 97 Street (Rosslyn, Lauderdale) – Design Option Purple

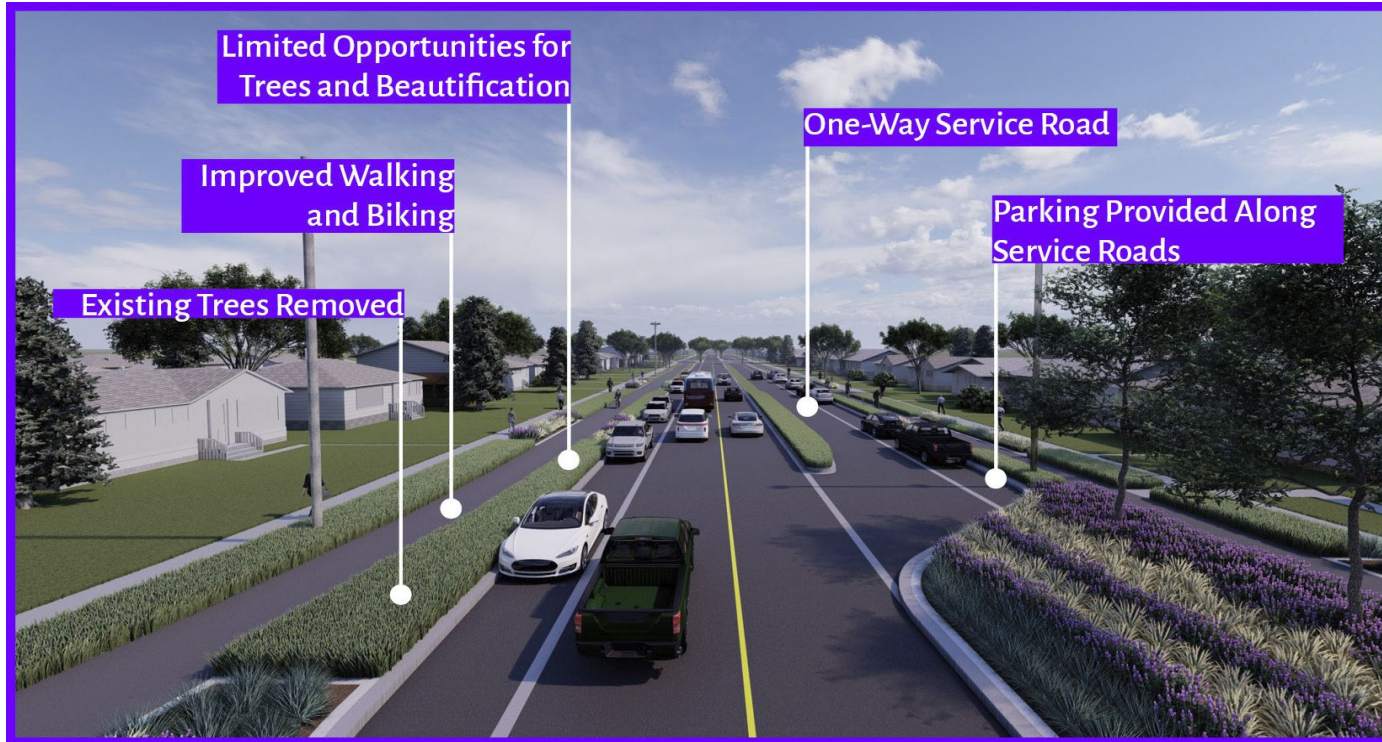
Watch a [Video](#) description of option purple



[PDF version of the above image here](#)

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 113A Street to 97 Street (Rosslyn, Lauderdale) – Design Option Purple



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# 113A Street to 97 Street (Rosslyn, Lauderdale) – Design Option Purple

All the elements described in the [Draft Design](#) and

Service roads are reconfigured

- Service road sections are one-way only
- Entrances and exits to service roads are on 132 Avenue only and access to local roads is removed to reduce the number of conflict points and enhance safety
- Parking is provided along service roads
- Space is reallocated to accommodate new and improved sidewalks and paths for walking and biking and to improve the look and feel of the area
- Snow clearing along service roads follow a residential schedule and service roads will not be cleared at the same time as the collector road, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 113A Street to 97 Street (Rosslyn, Lauderdale) – Design Option Purple

## Benefits

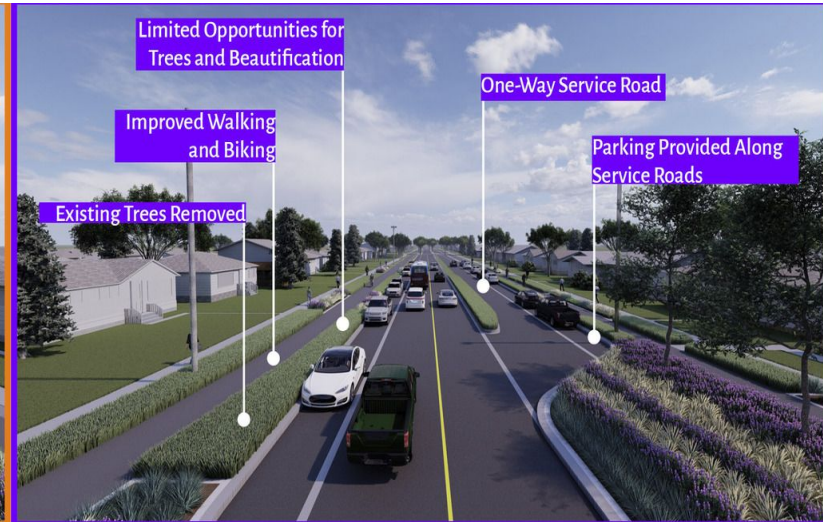
- Removal of traffic conflicts between service roads and local roads
- Parking is located slightly closer to residences as compared to the Orange option
- Raised bike paths and shared pathways keep people walking and biking separated from traffic
- Some opportunities for new tree planting and greening in medians

## Tradeoffs

- More hard surfacing than the Orange design option
- The placement of the various road design elements (driving lanes, sidewalks, bike paths and landscaping) varies from block to block
- There is a greater loss of parking in the Purple option as compared to the Orange option
- People who live next to 132 Avenue will have to cross the bike path and sidewalk to get to parked vehicles
- Most existing trees will need to be removed and/or relocated to accommodate the service roads
- There is a smaller LID opportunity (managing stormwater) than in Option orange
- Opportunities for tree planting and greening are limited; very few trees are able to be planted on the south side of the road from 109 Street to 103 Street
- Some medians will be concrete instead of green, as the planting area is limited

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 132 Avenue and 107 Street Comparison



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

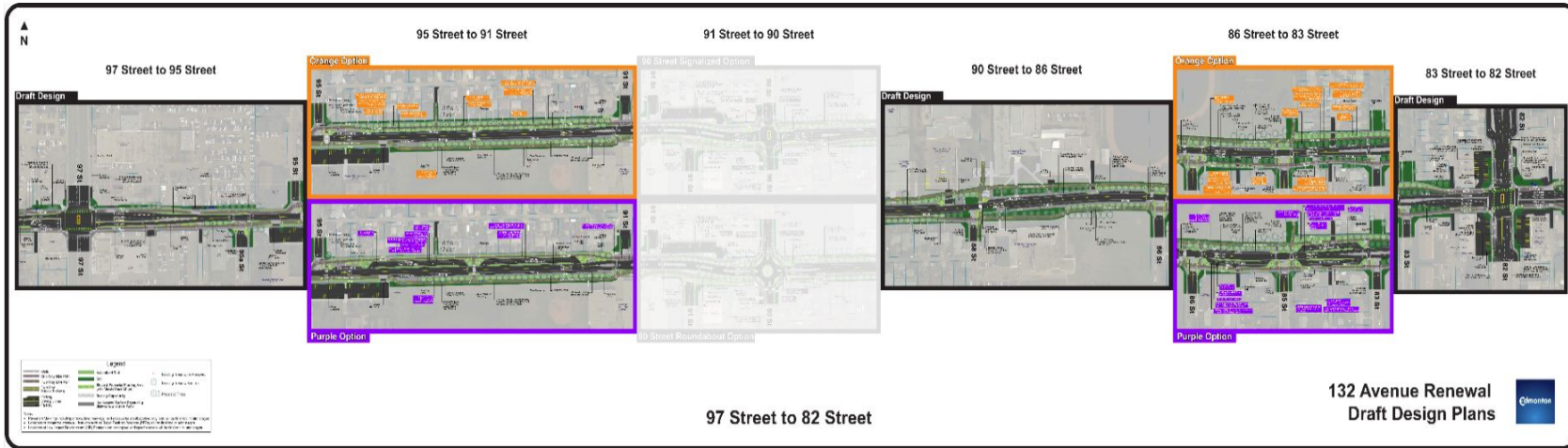


# **Draft Design Features - 97 Street to 82 Street (Glengarry, Killarney)**



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# 97 Street to 82 Street (Glengarry, Killarney)



[PDF version of the above image here](#)

[Overall Draft Design description](#)

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)





# 97 Street to 82 Street (Glengarry, Killarney) – Design Option Orange

Watch a [Video](#) description of option orange



[PDF version of the above image here](#)

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



# 97 Street to 82 Street (Glengarry, Killarney) – Design Option Orange



Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 97 Street to 82 Street (Glengarry, Killarney) – Design Option Orange

All the elements described in the [Draft Design](#) and

All existing service roads are repurposed

- Area reconfigured to accommodate improved walking, biking and beautification
- Parking is provided directly on 132 Avenue, like other collectors roadways in the city
- Snow clearing is prioritized on collector roadways and bus routes and is subject to a seasonal parking ban to facilitate snow clearing, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# 97 Street to 82 Street (Glengarry, Killarney) – Design Option Orange

## Benefits

- Consistent operation of 132 Avenue from Fort Road to 127 Street that includes the location of driving lanes, parking, and sidewalks and/or paths for walking and biking
- More parking spaces available along 132 Avenue than in the Purple option
- Retains more trees
- Provides additional opportunities for beautification i.e. the Orange option provides more space for tree planting and greening than the Purple option
- The Orange option provides more spaces for gathering compared to the Purple option
- Trees and/or landscaping are located between the road and residences
- LID opportunity (managing stormwater) between 82 Street and 85 Street
- Opportunity for a significant number of trees to be planted on the north and south sides of 132 Avenue from 95 Street to 91 Street
- Opportunity for a significant number of trees to be planted on the south and north sides of 132 Avenue from 86 Street to 85 Street

## Tradeoffs

- Location of parking changes from the existing location and is provided directly on 132 Avenue
- Parking is located slightly further from residences as compared to the Purple option
- Some trees will need to be removed or relocated

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 97 Street to 82 Street (Glengarry, Killarney) – Design Option Purple

Watch a [Video](#) description of option purple

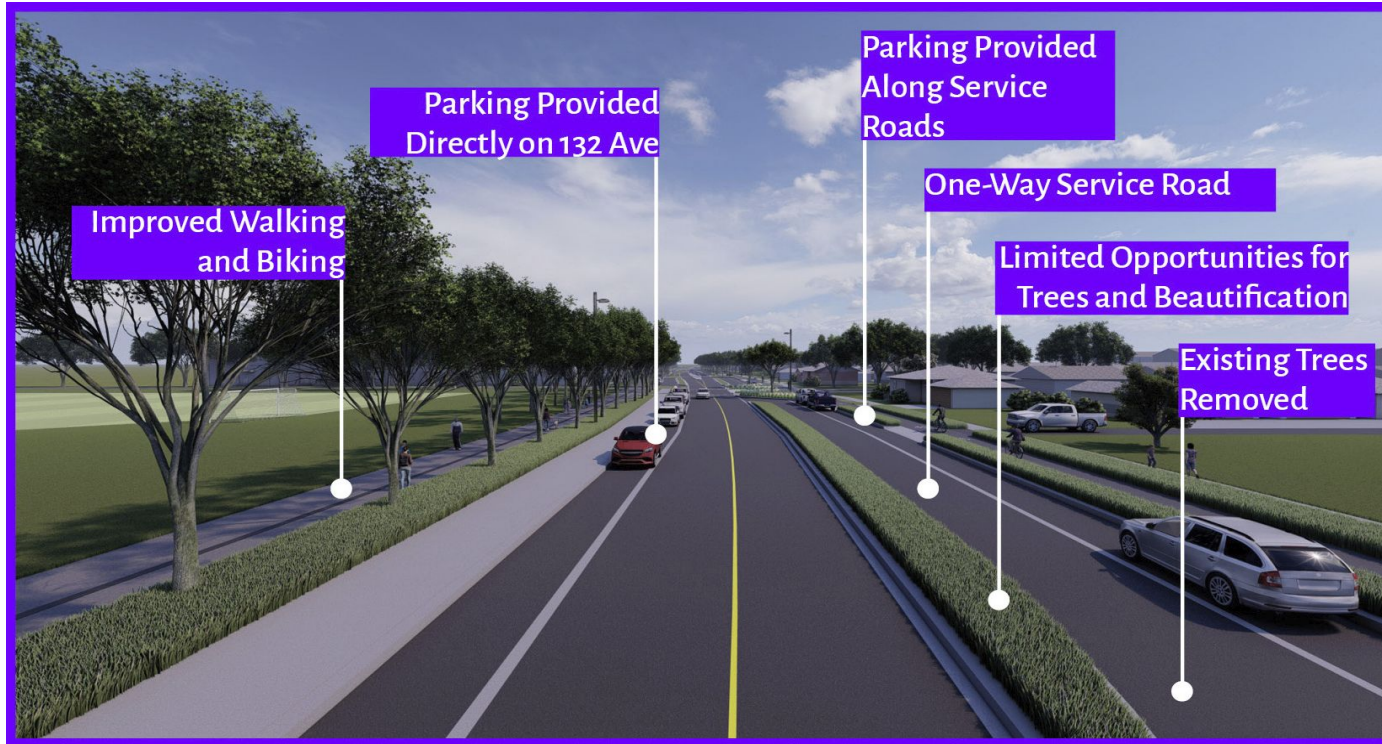


[PDF version of the above image here](#)

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



# 97 Street to 82 Street (Glengarry, Killarney) – Design Option Purple



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



# 97 Street to 82 Street (Glengarry, Killarney) – Design Option Purple

All the elements described in the [Draft Design](#) and

Service roads are reconfigured

- Service road sections are one-way only
- Entrances and exits to service roads are on 132 Avenue only and access to local roads is removed to reduce the number of conflict points and enhance safety
- Parking is provided along service roads
- Space is reallocated to accommodate new and improved sidewalks and paths for walking and biking and to improve the look and feel of the area
- Snow clearing along service roads follow a residential schedule and service roads will not be cleared at the same time as the collector road, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



# 97 Street to 82 Street (Glengarry, Killarney) – Design Option Purple

## Benefits

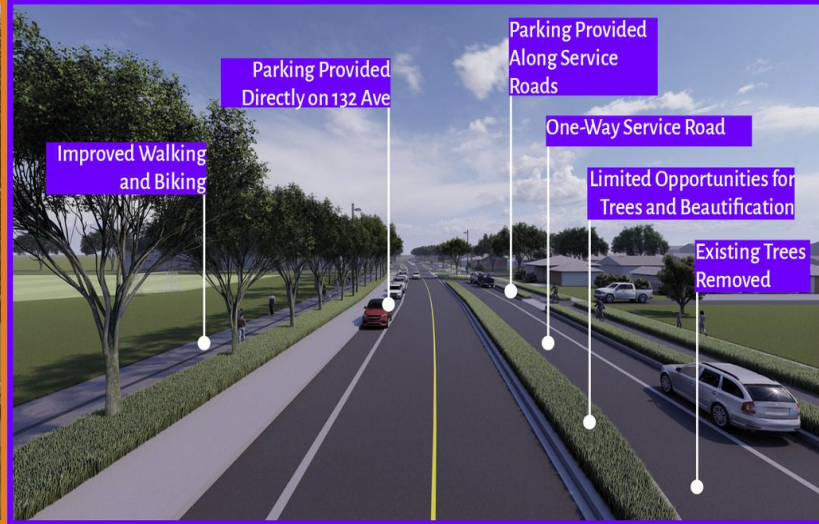
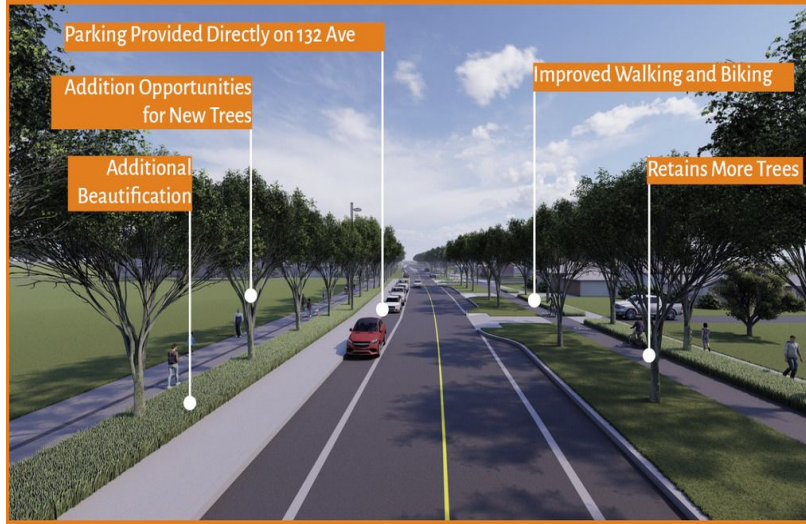
- Removal of traffic conflicts between service roads and local roads
- Parking is located slightly closer to residences as compared to the Orange option
- Raised bike paths and shared pathways keep people walking and biking separated from traffic
- Some opportunities for new tree planting and greening in medians
- There are LID opportunities (managing stormwater) between 82 Street and 85 Street but the area dedicated to LID is smaller than in the Orange option

## Tradeoffs

- More hard surfacing than the Orange option
- The placement of the various road design elements (driving lanes, sidewalks, bike paths and landscaping) varies from block to block
- There is a greater loss of parking in the Purple option as compared to the Orange option
- People who live next to 132 Avenue will have to cross the bike path and sidewalk to get to parked vehicles
- Most existing trees will need to be removed and/or relocated to accommodate service road lanes
- Opportunities for tree planting and greening are limited
- Very few trees are able to be planted on the north side of 132 Avenue from 95 street to 91 street where service roads are located
- Very few trees are able to be planted on the south side of 132 Avenue from 86 Street to 83 Street or on the north side of 132 Avenue from 85 Street to 83 Street where service roads are located

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 132 Avenue and 85 Street Comparison

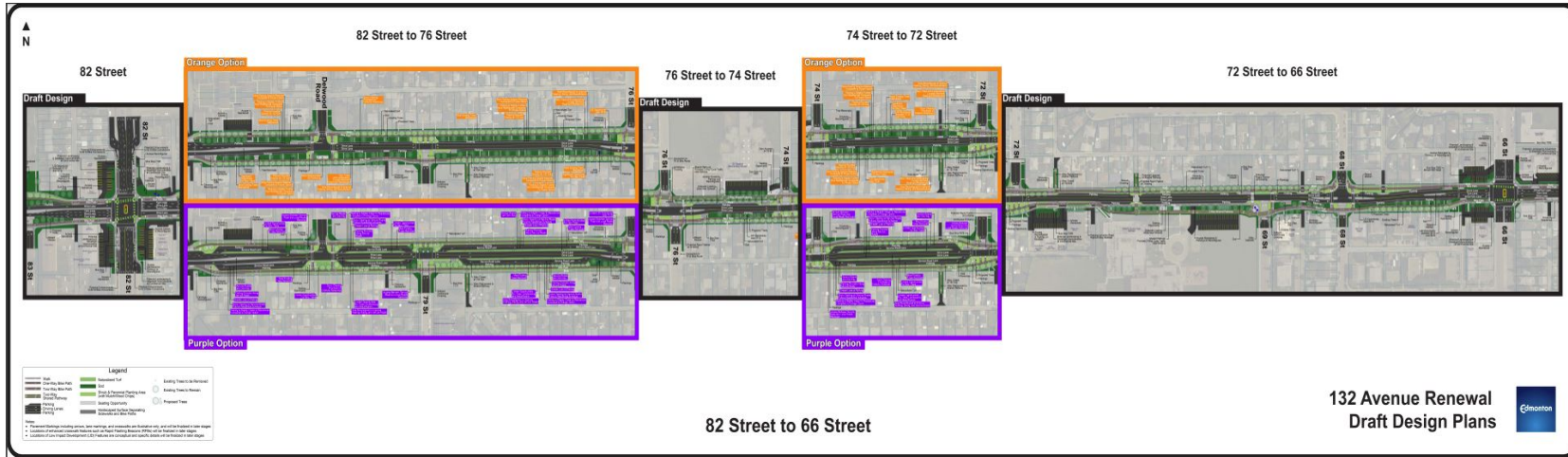


Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



**Draft Design  
Features -  
82 Street to 66 Street  
(Delwood, Balwin)**

# Draft Design Features – 82 Street to 66 Street (Delwood, Balwin)



[PDF version of the above image here](#)

[Overall Draft Design description](#)

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



# 82 Street to 66 Street (Delwood, Balwin)

Watch a [Video](#) description of option orange



[PDF version of the above image here](#)

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)





# 82 Street to 66 Street (Delwood, Balwin) – Design Option Orange



Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



# 82 Street to 66 Street (Delwood, Balwin) – Design Option Orange

All the elements described in the [Draft Design](#) and

All existing service roads are repurposed

- Area reconfigured to accommodate improved walking, biking and beautification
- Parking is provided directly on 132 Avenue, like other collectors roadways in the city
- Snow clearing is prioritized on collector roadways and bus routes and is subject to a seasonal parking ban to facilitate snow clearing, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 82 Street to 66 Street (Delwood, Balwin) – Design Option Orange

## Benefits

- Consistent operation of 132 Avenue from Fort Road to 127 Street including the location of driving lanes, parking, and sidewalks and/or paths for walking and biking
- More parking spaces available along 132 Avenue than in the Purple option
- Retains more trees, though some trees will need to be removed or relocated
- Provides additional opportunities for beautification i.e. the Orange option provides more space for tree planting and greening than the Purple option
- The Orange option provides more spaces for gathering compared to the Purple option
- There are LID opportunities (managing stormwater) near 76 Street, between 74 Street and 72 Street, and between 66 and 68 Street

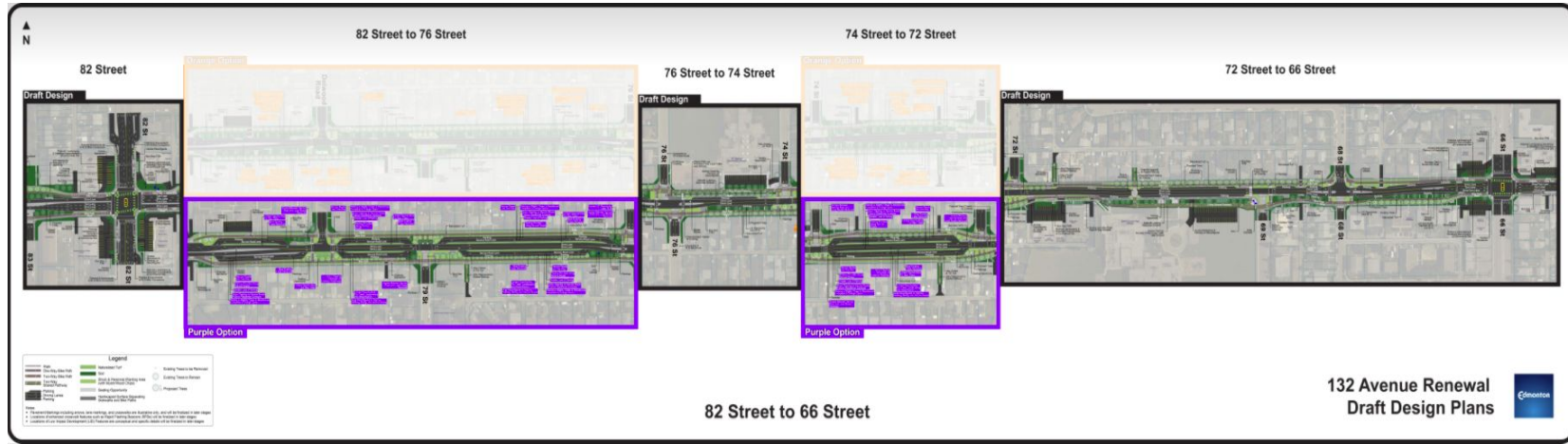
## Tradeoffs

- Location of parking changes from the existing location and is provided directly on 132 Avenue
- Parking is located slightly further from residences as compared to the Purple option
- Some trees will need to be removed or relocated

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# 82 Street to 66 Street (Delwood, Balwin) – Design Option Purple

Watch a [Video](#) description of option purple



[PDF version of the above image here](#)

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)





# 82 Street to 66 Street (Delwood, Balwin) – Design Option Purple



Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



# 82 Street to 66 Street (Delwood, Balwin) – Design Option Purple

All the elements described in the [Draft Design](#) and

Service roads are reconfigured

- Service road sections are one-way only
- Entrances and exits to service roads are on 132 Avenue only and access to local roads is removed to reduce the number of conflict points and enhance safety
- Parking is provided along service roads
- Space is reallocated to accommodate new and improved sidewalks and paths for walking and biking and to improve the look and feel of the area
- Snow clearing along service roads follow a residential schedule and service roads will not be cleared at the same time as the collector road, which remains consistent with existing practice

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# 82 Street to 66 Street (Delwood, Balwin) – Design Option Purple

## Benefits

- Removal of traffic conflicts between service roads and local roads
- Parking is located slightly closer to residences as compared to the Orange option
- Raised bike paths and shared pathways keep people walking and biking separated from traffic

## Tradeoffs

- More hard surfacing than the Orange option
- The placement of the various road design elements (driving lanes, sidewalks, bike paths and landscaping) varies from block to block
- There is a greater loss of parking in the Purple option as compared to the Orange option
- People who live next to 132 Avenue will have to cross the bike path and sidewalk to get to parked vehicles
- Most existing trees will need to be removed and/or relocated to accommodate service road lanes
- Opportunities for tree planting and greening are limited
- There are very limited LID opportunities (managing stormwater)

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# 132 Avenue and 79 Street Comparison



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



**Draft Design  
Features –  
66 Street to Fort  
Road (Belvedere)**





# 66 Street to Fort Road (Belvedere)



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# 66 Street to Fort Road (Belvedere)



Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



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# **Draft Design Option - 132 Avenue and 90 Street intersection**



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# Draft Design Option - 132 Avenue and 90 Street intersection

The 132 Avenue and 90 Street intersection has been identified as an area that could be designed with one of two options:

- A signalized intersection
- A roundabout

In both the roundabout and signalized intersections, changes to the existing roadway design include:

- Removal of the service road near the 90 Street intersection to reduce intersection conflicts and enhance safety
- Enhancing the pedestrian and bike crossings at the intersection
- Enhancing vehicle movements in both options to make the intersection easy to navigate
- Removal and/or relocation of existing trees near the intersection to accommodate roadway improvements

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

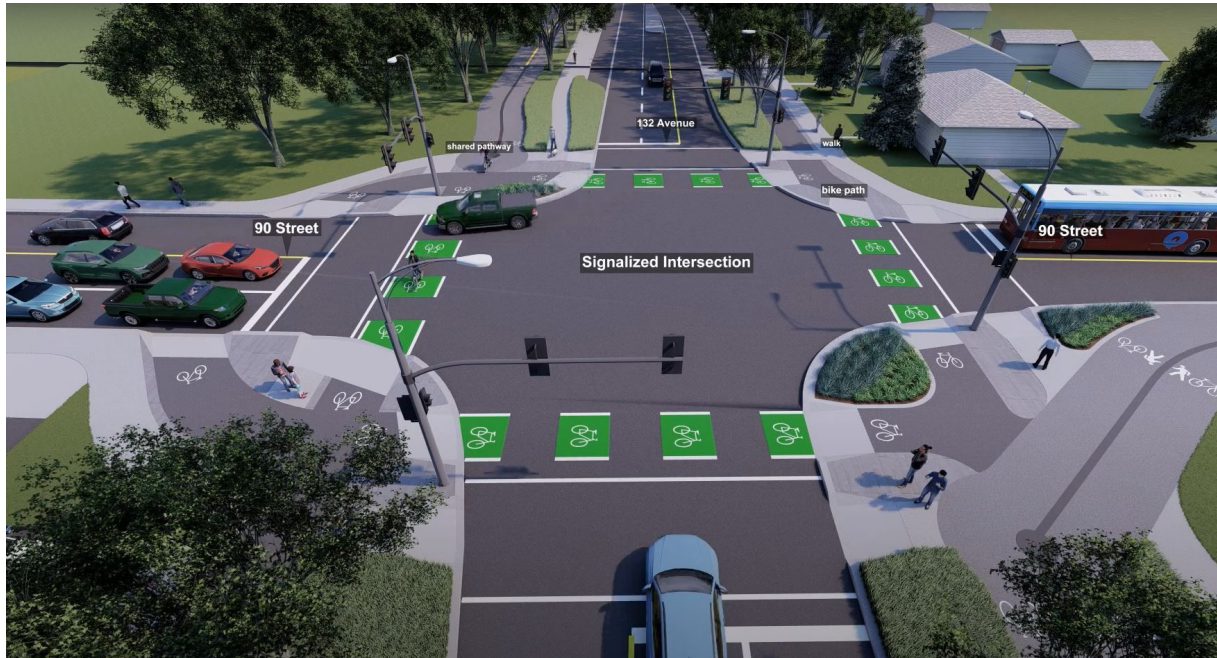






# Draft Design Option - Signalized Intersection Option

A Signalized Intersection at 90 Street: [Video](#)



Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)



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# Draft Design Option - Signalized Intersection Option

Protected signalized intersection replaces existing intersection

- Each mode is given a separate path through the intersection
- People walking and cycling have right of way over turning drivers, which may be supported by additional signal phases.

Operations remain similar to existing, with possible signal timing changes and bike-specific lights

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# Draft Design Option - 90 Street: Signalized Intersection Option

## Benefits

- Intersection remains signalized with changes to signal timings to improve clarity and safety
- Redesigned corners provides separation and a greater waiting space for people who walk or bike and encourages vehicles to make slower turns
- Increased setback improves visibility of people who walk or bike to turning drivers and creates a space or waiting zone for vehicles so they don't block crossings or through traffic
- Shortened and more direct crossing for people who walk and bike
- Access maintained with current operation from commercial site (Cedar Glen Plaza) onto 90 Street
- Left turn movements for people who bike are separated from traffic [image]

## Tradeoffs

- Signalized intersections typically require road users (people who drive, bike or walk) to wait longer than at roundabout intersections as they are required to wait for their light phase
- Access changed to right-in/right out from the commercial site (Cedar Glen Plaza) onto 132 Avenue
- More conflicting movements for left and right turns than in the Roundabout option

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)







# Draft Design Option - Roundabout Intersection Option

Roundabout Intersection at 90 Street: [Video](#)



Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)





# Draft Design Option - Roundabout Option

Roundabout replaces the current signalized intersection

Accommodates people who drive, walk and bike differently than the existing intersection

A roundabout allows continuous flow through the intersection

- People who walk and bike do not need to wait for signal changes
- Drivers do not need to stop at the intersection if there are no approaching pedestrians, cyclists or motor vehicles
- Each mode has a separate path through the intersection

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)

# Draft Design Option - 90 Street: Roundabout Intersection Option

## Benefits

- Reduces wait times at the intersection for people who drive as they yield through the intersection instead of waiting for their light phase in a signalized intersection
- Reduces or eliminates wait times at the intersection for people who walk or bike in the roundabout intersection instead of having to wait for their light phase in a signalized intersection
- Buffers provide designated waiting space for vehicles so they don't block pedestrian or bike crossings
- Reduces conflict points and reduces the severity of collisions
- Eliminates head-on and right-angle collisions
- Median separates crossings into two stages providing a refuge between lanes so that people walking and biking only have to cross one leg of traffic at a time
- Access is maintained from the commercial site (Cedar Glen Plaza) onto 132 Avenue
- People driving or biking can use the roundabout to make legal U-turn movements at 90 Street which may make it easier for parents dropping off or picking up students at the nearby schools
- Left turn movements for people who bike are separated from traffic [\[image\]](#)
- Increased areas for landscaping

Find out more by going to: [edmonton.ca/132Avenue](http://edmonton.ca/132Avenue)

# Draft Design Option - 90 Street: Roundabout Intersection Option

## Tradeoffs

- Walking path is less direct
- Access is changed to Right-In/Right-Out from the commercial site (Cedar Glen Plaza) onto 90 Street

Find out more by going to: [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



For project updates and more information,  
please visit [edmonton.ca/132Avenue](https://edmonton.ca/132Avenue)



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