

95 AVENUE PRELIMINARY DESIGN (163 Street - 170 Street)

Edmonton

Introduction

This summary shares how public feedback was considered alongside City policies and technical requirements to arrive at the final design for renewal of 95 Avenue between 163 Street and 170 Street.

Renewal projects rehabilitate roads, replace streetlights, sidewalks, curbs and gutters, and add missing active transportation links where possible. These projects also provide an opportunity to consider improvements to better align the roadway design with City plans and policies.

The City's Bike Plan identifies 95 Avenue as a future district connector route in Edmonton's active mobility network infrastructure. As part of the 95 Avenue renewal project, a shared pathway will be added along the south side of the corridor to provide a safe and direct route for people on bikes and pedestrians.

In 2022, the City engaged with stakeholders, property owners and residents on 95 Avenue, between 163 Street and 170 Street. This section was prioritized due to the potential impact a shared pathway could have on the service roads in front of resident's homes. The City engaged with residents on 95 Avenue between 163 Street and 170 Avenue in the following ways:

- Information letters and regular update letters to property owners along the north and south sides of 95 Avenue.
- Letters and follow-up phone calls to the two community leagues in the area.
- Letters, follow up phone calls and meetings with other stakeholders in the area, such as Westgate Plaza and Annunciation Catholic Church.
- Phone interviews with property owners on both the north and south side of 95 Avenue.
- Individual in-person meetings with local residents to gather input and help confirm area-specific priorities. The residents, along with the project team, generated three potential options for the inclusion of the shared use path along the south of 95 Avenue while maintaining the service road.

Plan Highlights

Design is underway for the section between 163 Street and 170 Street, with construction planned for 2024. The design includes the following changes:

- Roadway reconstruction, including sidewalks, curbs and lighting
- Adding a shared pathway along the south side of 95 Avenue
- Widening sidewalks along the north side of 95 Avenue
- Removing the left-turning lanes at 165 Street
- Tree removals along 95 Avenue. Options for replacement landscaping, including trees and/or shrubs are under review.

What We Heard

The project team delivered letters to area residents along 95 Avenue (163 to 170 Street) in June 2022 describing the planned renewal, including potentially removing service road(s) on the south side to meet the requirement of including a shared pathway along the corridor.

Many residents living on the south side responded to the City expressing the need to retain the service road in front of their properties. In response to this feedback, the project team engaged with residents by phone and in small groups to understand their concerns and provide input into a design which would allow the shared pathway to be developed, while also retaining the service road.

Residents and property owners, guided by the City project team, generated three options for 95 Avenue, between 165 and 170 Street. All three options included retaining the service road and adding a new shared pathway along the south side of 95 Avenue. Based on this feedback, as well as recommendations from technical studies including a safety review, the project team has developed a design that incorporates the following themes:

Access considerations: The service roads are a high priority for residents to provide access to the fronts of their homes and to provide access to parking for people with mobility aids such as walkers, wheelchairs and canes.

What we did: To provide safe and clear access to homes and parking, the recommended design retains the service roads on the north and south sides of 95 Avenue.

Shared pathway: Residents expressed a priority for keeping the service road on the south side of 95 Avenue and were willing to explore options that would remove left-turning lanes along 95 Avenue at 165 Street and 167 Street. There was significant support for a safe and direct route by community members in the area and

cyclists across the city. Several people indicated that they would ride their bike more frequently once the shared pathway was built, noting 95 Avenue as particularly dangerous for people who ride bikes. Pedestrians also welcomed a shared use path, suggesting the wider path would benefit people walking with strollers, walkers or simply side by side with family members.

What we did: Residents and property owners, guided by the City project team, generated three options for including a shared pathway along the south side 95 Avenue, between 165 and 170 Street, while maintaining the service road. Two options included replacing the existing sidewalk with a shared pathway directly in front of properties. The third option included maintaining the existing sidewalk and constructing the new shared pathway within the median separating the service road and 95 Avenue. A safety review was conducted and identified that adding a new shared pathway along the service road median would increase the probability and severity of collisions between vehicle traffic and cyclists, result in winter maintenance issues and require the removal of a bus stop waiting area. To ensure safe separation between the shared pathway users and the vehicle traffic on 95 Avenue, the shared pathway will be in front of the residential properties, replacing the existing sidewalk. The design will also include a landscaped boulevard between the shared pathway and the service road.

Snow clearing: Residents were concerned about snow clearing and windrows created in the boulevard space between the shared pathway and the service road blocking access to their cars, causing safety and accessibility issues.

What we did: The boulevard space between the shared pathway and the service road will be used for snow storage. The design includes connector walks, extending the existing residential concrete access walks across the boulevard to the service road. Snow removal operators will do their best not to leave a windrow blocking connector walks and will return to clear any windrows that exceed 30 cm in height.

95 Avenue / 165 Street Intersection: Residents strongly favored the service road and understood that a trade-off in keeping it was the potential removal of eastbound and westbound left turning bays at 165 Street.

What we did: The recommended design removes the left turning bays on 95 Avenue at 165 Street. Pavement markings and signage will be updated to allow for left turning movement from the through lane, and signal design will evaluate the possibility of a protected left turn phase.

Tree removals: Residents adjacent to the service road expressed that tree removals are acceptable as a potential trade-off item to allow them to keep the service road and two lanes of travel each way.

What we did: The design requires the removal of trees in the existing median between the south service road and 95 Avenue from 165 Street to 170 Street, along the south side of 95 Avenue from 163 Street to 165 Street, and in the existing median between the eastbound and westbound travel lanes of 95 Avenue. City-owned

trees are a highly valued asset and the project team is assessing landscaping options which may include new trees or shrubs.

Next Steps

The project team is now finalizing the design. Once the design is completed, the project will enter into the delivery phase, with construction planned to begin in 2024. More information about construction will be shared closer to the start of the work.

For More Information

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