

## 95 Avenue Renewal- Questions and Answers from Virtual Information Session (March 6, 2024)

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### Questions on the decision

#### **Why was the previous design, which maintained the service road along the south side of 95 Avenue, changed?**

Following the release of the previous design which retained the service road and added a shared pathway, the City received additional feedback from residents expressing significant concerns with the design. People who walk, bike and roll also expressed concerns with the design, preferring a safe and direct active transportation route. After final internal reviews and consideration of all feedback gathered on the proposed design, the City made the final decision to remove the service road.

#### **What analyses have the City performed concerning the impacts of the removal of the service road?**

The City had an external consultant perform a safety audit on the previous design which maintained the service road, completed a parking study, assessed traffic flow as part of the design, and considered accessibility concerns. This analysis, as well as public feedback and City plans and policies, informed the decision to ultimately remove the service road.

### Questions related to parking

#### **Will services be added along the parking bay to allow residents to plug in their vehicles in the winter? If not, how will this be addressed?**

Electrical services are not planned to be added as part of the design. These services were not planned as part of the previous design, nor are they provided elsewhere in the city.

#### **Are any parking restrictions planned for the new parking bay? (e.g. residents only, peak hours, commercial loading)**

Currently, no parking restrictions are planned. Residents may request the installation of an accessible parking stall in front of their residence to accommodate one vehicle displaying a valid Parking Placard for People with Disabilities. To request a stall, please call 311.

**Have any studies (e.g. parking availability) been completed to inform the changes to the number of parking stalls as well as to assess what the parking availability will be at various times of the day? What impact will this have on the distance between a free parking spot and the resident's property?**

A parking study was completed in 2022 to understand the parking demand along the service roads, from 165 Street to 170 Street. It was found that, on average, the utilization is 30% or about 18 stalls. With the current design, it is anticipated that a total of 44 stalls will still be available which will accommodate the observed demand.

The distance a resident would be required to walk between an available parking spot and their home will vary depending on parking availability. The distance may be slightly longer for those living near the intersections of 165, 167 or 170 Street where the current parking fronting the properties will be removed due to the changes in the roadway curbing required to define the parking bays. An analysis was not completed to further characterize walking distances at various times of the day. Alternative parking options are available throughout the neighbourhood and the private parking at the rear of the residential properties will not be impacted.

**Concerns were shared related to parking directly along the south side of 95 Avenue, as well as accessing private driveways from 95 Avenue. The concerns included:**

- Proximity to higher vehicle speeds and volumes on 95 Avenue**
- Entering and exiting the bays as well as private driveways**
- Space for larger vehicles**
- Access in all seasons**

The revised design follows the City of Edmonton's Design and Construction Standards. The presence of a parking bay along a collector roadway with a speed of 50 km/h is common across the city. Vehicles will enter and exit the parking bay and driveways when gaps in traffic are available, like elsewhere in the city. The parking bay is wide enough to provide adequate space and offset to moving vehicles. In winter, the parking bay will be maintained to a similar level of service as a residential street or alley, with snow stored in the boulevard south of the bay.

## Questions related to safety

### **What specific safety issues were present in the previous design that are addressed with the removal of the service road?**

The City engaged an external consultant to perform a safety audit on the previous design which maintained the service road. The safety audit on the previous design revealed several issues that could not be entirely mitigated through design, but which are addressed by the removal of the service road.

At 165 Street and 167 Street, the presence of the service road required that the shared pathway be set back from the main 95 Avenue intersections, posing the following issues that the City believes are best addressed by removing the service road:

- The presence of the service road led to additional conflict points between active transportation users
- Drivers going northbound on 165 Street and 167 Street and turning right would be required to drive across the shared pathway crossing before turning
- The setback caused poor sightlines for eastbound 95 Avenue drivers turning right across the shared pathway

### **How does the design compare to the limited isolated access points currently present (i.e. service road entrances or 167th Street) proposed under the previous design?**

The inclusion of a parking bay is preferred to maintaining the service road. Service roads without any setback to the adjacent roadway intersection, such as along 95 Avenue, do not align with current design standards due to the large number of vehicular and active modes user conflict points.

### **Has the City performed any similar safety audit to analyze the safety issues associated with the new "final" design presented here? Were any traffic impact assessments performed for this new design?**

The final design is common in the city and aligns with City of Edmonton design standards. Since this design is typical and well understood and safety is inherent in the design development process, an additional safety audit was not conducted.

## Questions related to snow removal

### **What is the approach to snow removal on the shared pathway, including the service level and timelines?**

As the shared pathway is wider than two meters, it will be cleared by the City. It is expected this will be a Priority 2 route, meaning that it will be cleared to a safe and passable surface within three days following the end of snowfall. This approach follows the City's Snow and Ice Control policy and aligns with practice on other Priority 2 routes across the city.

### **With residents responsible for maintaining connector walkways, who will clear any windrows left by the City's snow clearing of the shared pathway? Where can residents place snow from the connectors?**

Snow removal crews will work to minimize the height of snow blocking the connector walkways. Clearing of the connector walks including the removal of any windrows that still arise will be the responsibility of the property owners. Snow from the connectors can be placed in the boulevard as well.

## Questions related to the design

### **There is a fire hydrant on the berm between the service road and 95 Avenue, between my house and my next-door neighbour. How will this impact parking?**

Three hydrants on the south side of 95 Avenue will be relocated as part of this project, with the City working to relocate outside of the parking bay areas closer to the intersections. The City will work towards minimizing any further impacts to parking.

### **Some elements of the design have not yet been confirmed (i.e. lighting and transit stop amenities). When will the design items be resolved and will there be further engagement opportunities?**

The project is currently in the preliminary design phase. As part of this phase, the overall roadway design has been finalized. As the project advances to the detailed design phase, elements such as the lighting, landscaping and transit amenities will be confirmed.

Right now, we expect existing amenities at the transit stops will move to the new stops. The details regarding this will be confirmed as the design advances. The addition of other amenities may be considered in the future based on demand.

While the design is finalized, residents still can share feedback about construction impacts, such as access during construction or the tie-in to their connector walkway, by emailing the project team at [95avenue@edmonton.ca](mailto:95avenue@edmonton.ca).

### **Will trees and landscaping on private property be impacted?**

Impacts to private trees and landscaping are not expected, other than the need to tie into the existing grass landscape. This will be confirmed as the design advances. If any additional impacts are identified, the project team will reach out to individual properties to discuss the next steps.

### **With the alley connection east of 170 Street planned to be closed, how will residents living west of 167 Street access the parking bay from the back alley?**

Access from the back alley would be from the surrounding roadway network. There are several routes in the vicinity of the properties that can be used to provide this access.

### **How will drainage in the parking bay be accommodated?**

95 Avenue will be fully reconstructed. The roadway will be sloped to adequately drain water to the new curblines.

### **Will the connector walks be wide enough for a wheelchair?**

Connector walks will match the walk width on private property, which is typically 1.2m. This width allows for wheelchairs.

## **Questions related to active transportation**

### **It was shared that the observed bike ridership on the service road is low and that it is felt that the service road provides suitable conditions for cyclists.**

95 Avenue has been identified as a future district connector bike route in the Council Approved Bike Plan. Completing this route, along with other new routes and upgrades planned through other capital projects will provide people of all ages, and abilities more

choice in how they move around the City. This is expected to lead to an increase in ridership throughout the city, including along 95 Avenue.

**Will people using a bike, e-bike or similar device be expected to slow down and yield to a pedestrian on the shared pathway? What bylaws are in place to ensure this and how will they be enforced?**

The City's Traffic Bylaw 5590 provides rules for people cycling and using other devices, such as e-scooters on shared pathways. A person riding a bicycle must yield the right-of-way to pedestrians, alert anyone in their path by sounding a bell, use reasonable care when passing another person, and travel under a reasonable rate of speed having regard for the nature and condition of the shared pathway. People using other means of active transportation, such as an e-scooter or similar device, must follow similar rules.

In general, municipal enforcement officers, peace officers and police officers are responsible for enforcement of City bylaws. Enforcement can be done through investigation of public complaints or on the spot enforcement.

## **Questions related to construction**

**During construction how will mail be handled across the construction zone?**

It is anticipated that mail regular postal service will continue during construction. Residents will receive construction bulletins outlining construction sequencing and plan before work begins.