

132 Avenue Renewal

Exploring Options & Tradeoffs

Information Package
April-May 2021

The Edmonton logo is located in the bottom right corner of the page. It consists of the word "Edmonton" in white, sans-serif font, centered within a dark blue rectangular box. The background of the entire page is a vibrant green with various geometric shapes and icons representing urban infrastructure, such as houses, trees, a bicycle, a person, a truck, and a bus. A vertical white line is positioned on the left side of the page.

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

132 Avenue Collector Renewal Project



Find out more by going to: 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.

In the previous stages: **Building a Project Vision Together** and **Exploring Opportunities** we asked the public to create a Vision and Guiding Principles for the 132 Avenue Renewal project. We also asked members of the public for their experience using the avenue and their input on what could be done to make 132 Avenue better. The full results of what we heard can be found [here](#).

Find out more by going to: edmonton.ca/132Avenue

132 Avenue Collector Renewal Project

We are now in the **Exploring Options & Tradeoffs** phase.

We have reviewed and considered what you shared with us about 132 Avenue, including where you would like to see changes and improvements. During this stage of the Collector Renewal, you are invited to give us feedback on the benefits and tradeoffs of various design options including:

- Driving
- Traffic Calming
- Biking
- Walking
- Parking
- Gathering Spaces & Community Features

Find out more by going to: edmonton.ca/132Avenue

We are Here



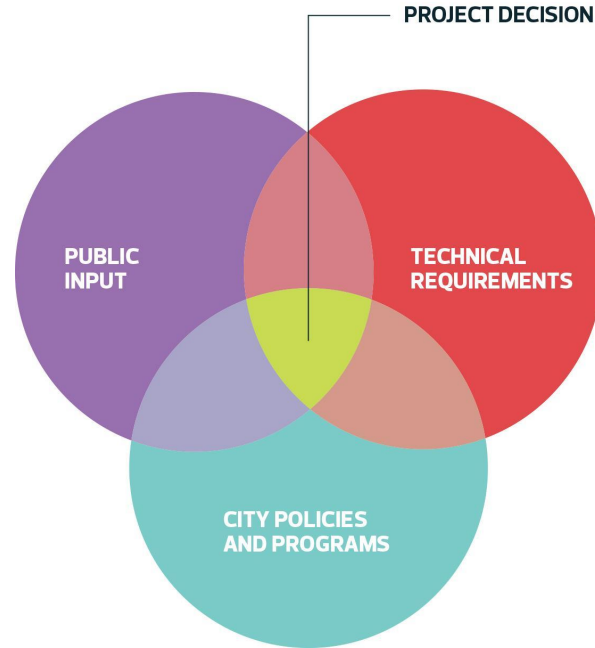
LEGEND

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

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

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

Project Themes

The following themes were identified as important to consider during the renewal of 132 Avenue

- Driving
- Traffic Calming
- Biking
- Walking
- Parking
- Gathering Spaces & Community Features

Find out more by going to: edmonton.ca/132Avenue



Driving

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Driving

132 Avenue is a collector road that connects the neighbourhoods of Belvedere, Delwood, Balwin, Glengarry, Killarney, Rosslyn, Lauderdale, Kensington and Calder. The existing roadway configuration changes multiple times between Fort Road and 127 Street. Primarily 132 Avenue 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 arterial intersections, there are up to five lanes of traffic, which include turning lanes. The roadway is currently built to serve larger amounts of traffic volumes than 132 Avenue experiences. Traffic volumes in the future are anticipated to remain consistent as the nine neighbourhoods are established and mature. We heard in the **Creating a Vision and Exploring Opportunities** public engagement stage that along 132 Avenue there are too many speed limit changes, that there is speeding and that the road is wide and confusing to navigate.

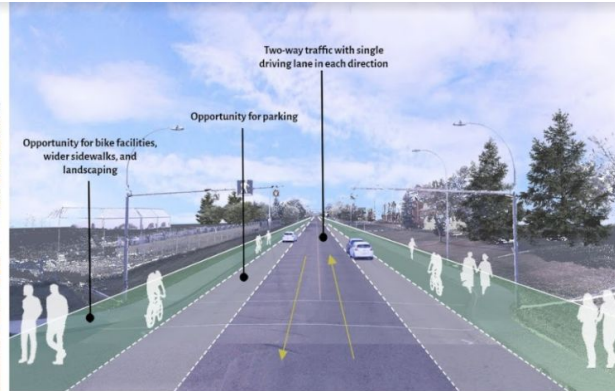
Find out more by going to: edmonton.ca/132Avenue

Driving Lane Consistency

There is an option to make the number of driving lanes throughout 132 Avenue consistent by ensuring one lane of traffic in each direction at minimum, with consideration to keeping turn lanes near major intersections similar to what they are today. This retains existing driving and traffic capacity along 132 Avenue.



Existing conditions at 132 Avenue near 86 Street. One lane of traffic in each direction with a parking lane in each direction



Future one way driving lane in each direction with parking on each side of the road. Opportunity for bike facility, wider sidewalk and landscaping.

Driving Lane Consistency



Existing condition at 132 Avenue near 122 Street. Two lanes of traffic in each direction, with a parking lane on the south side.



Future one way driving lane in each direction with parking on each side of the road. Opportunity for bike facility, wider sidewalk and landscaping.

Driving Lane Consistency

Benefits

Consistency of driving lanes on 132 Avenue for people who drive

Traffic lanes and turning movements stay the same at the following intersections of 132 Avenue and:

- 127 Street
- 113A Street
- 97 Street
- 82 Street
- 66 Street
- Fort Road

Reduction of vehicle shortcutting

Potentially lower traffic volumes

Creates space to add potential landscaping and/or placemaking features,

Allows for the addition of missing and wider walking connections

Creates shorter crossing distances at corners for people who walk

Creates space to add new bike lanes for people on bikes.

Tradeoffs

Reduction of driving lanes in some sections of 132 Avenue in the following locations:

For westbound traffic:

- 72 Street to 85 Street
- 90 Street to 97 Street
- 118 Street to 120 Street
- 123 Street to 126 Street

For eastbound traffic:

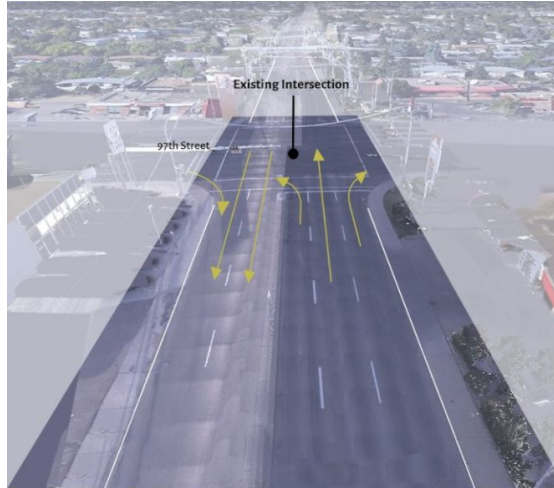
- 126 Street to 116 Street
- 109 Street to 102A Street
- 97 Street to 95A Street
- 91 Street to 88 Street
- 86 Street to 72 Street
- 69 Street to 66 Street

Potential diversion of traffic to other roads

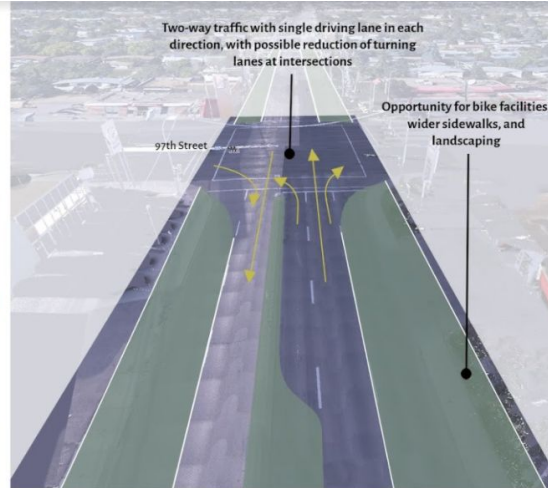
Driving Lane Consistency

There is also the option to reduce the number of turning lanes at each major intersection. This would encourage lower speeds and discourage shortcutting. In this option, 132 Avenue from Fort Road to 127 Street would retain two lanes of traffic, with one lane in each direction. The turning lanes at major intersections could change and turning lanes might be removed. This option would decrease the traffic capacity of 132 Avenue, with possible diversion of traffic to 127 Avenue or 137 Avenue.

Driving Lane Consistency



Existing condition at 132 Avenue and 97 Street. Eastbound there are two through driving lanes and westbound, there is one through driving lane, with designated left and right turn lanes.



Future one way travel lane through the intersection both eastbound and westbound. Designated left turn lane remains. The right turn lane is removed and right turns are accommodated using the straight through driving lane.

Driving Lane Consistency

Benefits

Consistency of driving lanes on 132 Avenue for people who drive

Traffic lanes and turning movements stay the same at the following intersections of 132 Avenue and:

- 127 Street
- 113A Street
- 97 Street
- 82 Street
- 66 Street
- Fort Road

Reduction of vehicle shortcutting

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Creates space to add potential landscaping and/or placemaking features,

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Tradeoffs

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For eastbound traffic:

- 126 Street to 116 Street
- 109 Street to 102A Street
- 97 Street to 95A Street
- 91 Street to 88 Street
- 86 Street to 72 Street
- 69 Street to 66 Street

Potential diversion of traffic to other roads

40 km/h Speed Change

In November 2020 City council passed a bylaw which reduces the city-wide default speed limit from 50 km/h to 40 km/h. More information can be found on the [Speed Limit Reduction Webpage](#).

We heard in the **Building a Project Vision Together** and **Exploring Opportunities** public engagement stages that there are too many speed limit changes along 132 Avenue and participants noted there were issues with speeding. After the construction of 132 Avenue, which is anticipated from 2023-2025, the speed limit throughout 132 Avenue will be at the default 40 km/h speed, with the exception of school and playground zones which will remain at 30 km/h. During the 132 Avenue Renewal construction process, 132 Avenue will be designed to be a 40 km/h speed limit roadway in areas that are outside the designated school zones.

40 km/h Speed Change

Benefits

Speed consistency

A reduction of speed change along 132 Avenue to 30 km/h - 40 km/h, instead of the current 30 km/h to 50 km/h, which results in a smaller difference in speed along 132 Avenue

A slower speed limit gives people more time to react to the unexpected to prevent crashes and reduce severity of collisions

Tradeoffs

Perception that a lower speed limit adds driving time. (to see the impact, try the [Estimated time of arrival tool](#) to see how your trip time may change)



Service Roads

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Service Road for Driving and Parking

Maintain current use

Current service road use could be maintained, with two-way traffic and parking. This option would limit potential improvements to sidewalks, bike lanes or additional landscaping.



Option for service road to be used for 2 way driving and parking. Sidewalks are less than standard width in most locations or missing. Future bike facilities on 132 Avenue are located beside the driving lane.

Service Road for Driving and Parking

Maintain current use

Benefits

Parking and driving access closer to houses

Tradeoffs

Limited options for new landscaping or greenery

Limited options for new bike lanes

Bike lanes would have minimal separation from vehicles

Longer pedestrian crossings across multiple traffic lanes

Narrower sidewalks

More pavement

Less direct access to main road

Service Road for Driving, Parking, and Improvements to Walking

Service roads could become one-way, which could accommodate some improvements such as wider sidewalks, while maintaining parking and driving access.



Option for service road to be used for 1 way driving and parking. Sidewalks can be built to standard width and missing sidewalks can be added. Future bike facilities on 132 Avenue are located beside the driving lane.

Service Road for Driving, Parking, and Improvements to Walking

Benefits

Parking and driving access closer to houses

Wider sidewalks and sidewalks that are built to existing standards

Tradeoffs

Limited options for new landscaping or greenery

Limited options for new bike lanes

Bike Facilities would have minimal separation from vehicles

Longer larger pedestrian crossings across multiple traffic lanes

More pavement

Change to one-way traffic on service roads

Service Road for Walking, Biking, and Beautification

Service roads could be repurposed to accommodate different transportation modes, allowing a significant buffer between residences and 132 Avenue with additional room for sidewalks, bike lanes and landscaping to other aesthetic features.



Option for service road to be repurposed to be used for walking, biking and beautification. Sidewalks can be built to standard width and missing sidewalks can be added. Future bike facilities can be located further away from driving lanes. There is room to add landscaping features. Parking is accommodated along 132 Avenue beside the driving lanes.

Service Road for Walking, Biking, and Beautification

Benefits

Wider sidewalks

Increased separation of people walking or biking from people driving

Opportunities for new landscaping and tree planting

Shorter pedestrian crossings

Driving lanes further from residences which could reduce traffic noise in residences

Direct access to main road

Snow clearing for bike lanes is done by City maintenance.

Tradeoffs

Longer walkways

Driving access shifted further away from houses.

Parking could be maintained on 132 Avenue, which is further away from houses.



Traffic Calming

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Right-in/right-out Island

A right-in/right-out island is a raised island that forces the right-turn movement in and out of a street. This could be used on side street local road intersections where there are concerns related to left turning movement to/from 132 Avenue.



Right-in/right-out Island

Benefits

Traffic volumes/shortcutting reduction on local cross-streets

Fewer conflicting traffic movements (no left turns) potentially result in fewer/less severe collisions

Creates a refuge at crossings for people who walk

May have potential for landscaping

Tradeoffs

Potential loss of some on-street parking

Less convenient access for residents and visitors who drive

Potential diversion of traffic to other roads

Raised Median

A raised median is a raised island located along the centerline of a street that provides a refuge for pedestrians and cyclists to cross, improves sight lines and encourages slower speeds. These could be used on 132 Avenue to provide refuge for people crossing the avenue.



Raised Median

Benefits

Localized speed reduction

Acts as a refuge at crossings for people walking, wheeling and biking

Tradeoffs

May result in loss of on-street parking along the length of the median

Raised Median through an Intersection

A raised median through an intersection blocks the left-turn movement from all intersection approaches and the through movement from the cross street. This is similar to a right-in/right-out island and could be used along 132 Avenue where there may be issues with left-turning traffic to/from side streets.



Raised Median through an Intersection

Benefits

Traffic volume and shortcutting reduction

Creates a refuge at the intersection for people who walk

Fewer conflicting traffic movements

Maintains access for people who walk, wheel, and bike.

Tradeoffs

Potential loss of on-street parking along the length of the median

Less convenient access for residents and visitors who drive

Potential diversion of traffic to other roads

Loss of left turn and straight through traffic on the side-streets for people who drive

Curb Extension

A curb extension extends the sidewalk into the parking lane to narrow the roadway and provide additional space for people who walk at key locations either at the corners of a street or at a mid-block crossing.

These could be used at many local street intersections to provide shorter crossing distances and improved visibility for people walking across 132 Avenue.



Curb Extension

Benefits

Shorter crossing distances for people who walk

Improves sightlines by preventing parking too close to the intersections

Slows traffic through the intersections

Opportunity for aesthetic improvements/landscaping

Defines parking lanes

Tradeoffs

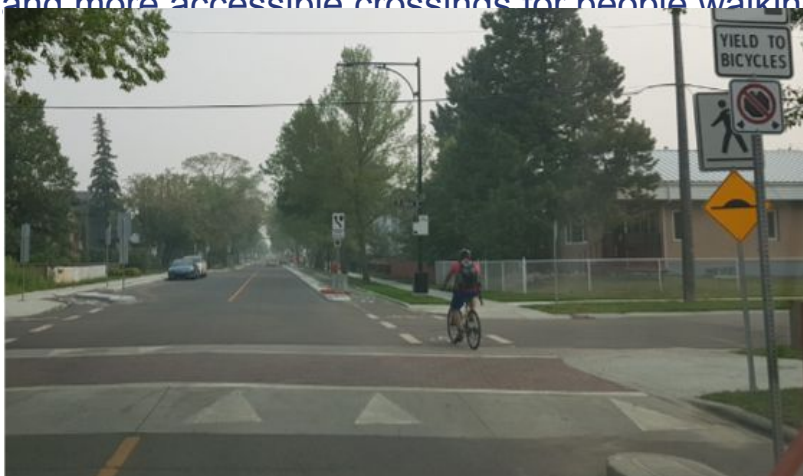
Potential loss of some on-street parking

Additional maintenance (snow clearing, landscaping) may be required

Raised Crosswalk

A raised crosswalk is a marked crosswalk at an intersection which is constructed higher than the roadway surface.

This could be used on 132 Avenue to provide more visible and more accessible crossings for people walking.



Raised Crosswalk

Benefits

Localized speed reduction

Improved awareness of crossings for people drive

People who walk using mobility aids may be able to cross more easily

May also reduce traffic volumes

Continuous walking and biking surface makes right of way more clear

Tradeoffs

May cause discomfort for people on buses and those who bike on the roadway when crossing

May cause braking and accelerating traffic noise

May impact ability to clear snow in the vicinity of the crosswalk

Potential diversion of traffic to other roads

Raised Intersection

A raised intersection is a flat raised area covering an entire intersection with ramps on all approaches and may include brick or other textured materials on the flat section and ramps.

These could be used at intersections on 132 Avenue where there are larger numbers of pedestrians.



Raised Intersection

Benefits

Localized speed reduction

May also reduce traffic volumes

Improved awareness of crossings for people who drive

People using mobility aids may be able to cross more easily

Tradeoffs

Discomfort for transit passengers

May cause braking and accelerating traffic noise

Potential diversion of traffic to other roads

Mini-Roundabouts

A mini roundabout is a raised island placed in the centre of an intersection around which traffic circulates in one direction. These could be used at intersections on 132 Avenue where there is a desire to slow traffic down while still allowing vehicles to turn.



Mini-Roundabouts

Benefits

Reduces vehicle speed

Reduces the number and severity of collisions

Potential for landscaping in the center (depending on size of the roundabout)

Tradeoffs

Could restrict some on-street parking near the intersection

Not as friendly for people who walk

Challenging for larger vehicles to make the turn

Potential diversion of traffic to other roads

Potential impact to trees in road right-of-way



Biking

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Biking

In the previous stage, we heard that additional biking infrastructure is needed across the entirety of 132 Avenue. The City of Edmonton [Bike Plan](#) has also identified 132 Avenue as a district bike route. The facility-type considerations for a particular route are subject to technical analysis and input from the community and stakeholders. Separation from cars and pedestrians are key considerations.

Protected Raised Bike Path

One-way protected raised bike paths are protected from moving and parked cars by a physical barrier such as a curb. These lanes make driving and biking more comfortable by creating a designated space for people to bike.



Protected Raised Bike Path

Benefits

People on bikes have their own space, separating them from people who drive and walk

People on bikes would be at a higher level and possibly more visible to drivers

Bike lanes are snow cleared to bare pavement within 48 hours of the end of a snowfall event by the City

Comfortable speed for cyclists

Gravel & debris is less likely to collect on the bike lane

Less traffic signage & barriers needed to separate from traffic

Feels less constrained while biking

Tradeoffs

Ramps at roadway and driveway crossings may impact cyclist comfort and speed

May result in loss of parking on one side or both sides of a street depending on the width of the street and where along city road right of way the raised bike path is located

May impact private landscaping

Protected Roadway-level Bike Lane

Protected roadway-level bike lanes make driving and biking more comfortable by creating a designated space for people to bike. This one-way protected bike lane would be on both sides of 132 Avenue and at road level, with a curb or median providing a physical barrier and separation between vehicles and people on bikes.



Protected Roadway-level Bike Lane

Benefits

People who bike have their own space, separating them from people who drive and walk

Bike lanes are snow cleared to bare pavement within 48 hours of the end of a snowfall event by the City

Highest comfortable speed for cyclists

Tradeoffs

People on bikes would be at road level, which could make them harder to see for some drivers at intersections

Median and bike lane may collect gravel & debris

May result in loss of parking on one side or both sides of a street depending on the width of the street and where along city road right of way the bike lane is located

May impact private landscaping

People on bikes may feel more constrained

Shared Pathway

Shared pathways are for many activities. You can bike, walk, run and more. A shared pathway along 132 Avenue would be a two-way bike facility that would also accommodate people walking and wheeling.



Shared Pathway

Benefits

People who bike can use the path in both directions

Snow cleared to bare pavement within 48 hours of the end of a snowfall event by the City

Typically does not result in major changes to the operation of the road

Tradeoffs

Slower comfortable cyclist speeds

People who walk and people who bike share the same space

May result in loss of parking on one side or both sides of a street depending on the width of the street and where along city road right of way where the shared pathway is located

May impact private landscaping

The shared pathway would only be located along one side of the road

Two-way use of the shared pathway by people who bike and walk results in more conflicting movements



Walking

Edmonton

Adding Sidewalks

Many of the sidewalks along 132 Avenue are only located on one side of the avenue. Adding new sidewalks will be considered in the 132 Avenue Renewal project.



Adding Sidewalks

Benefits

New sidewalks enhance accessibility for people of all ages and abilities

Enhances connections to different places and spaces

Sidewalks provide a space separate from traffic which improves safety for people who walk

Tradeoffs

New sidewalks may result in the narrowing of roads and may impact parking (parking restrictions will be reviewed).

Driving lanes may become one-way

Nearby property owners will be responsible for clearing new sidewalks of snow and ice

Residents' landscaping in City right-of-way may be impacted

Widening Sidewalks Throughout 132 Avenue

Many of the sidewalks along 132 Avenue are significantly more narrow than City standards for sidewalks. Increasing sidewalk widths will be considered in the 132 Avenue Renewal project.

Benefits

Enhances connections to different places and spaces

Wider sidewalks provide more space in areas where many people walk

Tradeoffs

Wider sidewalks may result in the narrowing of roads and may impact parking (parking restrictions will be reviewed).

In some situations, driving lanes may become one-way

Resident's landscaping in City right-of-way may be impacted



Parking

Edmonton

Parking

In the Building a Project Vision Together and Exploring Opportunities stages, we heard that maintaining parking along 132 Avenue is a priority. We also heard about specific locations that require either clearer parking signage or additional parking capacity. With changes to 132 Avenue, changes to parking may be required.

Find out more by going to: edmonton.ca/132Avenue

Parking

There are a variety of different places that border 132 Avenue where maintaining parking may be a priority.

- a. School entrances
- b. Sportsfields
- c. Commercial areas
- d. Religious Institutions/Places of Religious Assembly
- e. Parks & green spaces
- f. Recreation centres

Find out more by going to: edmonton.ca/132Avenue



Gathering Spaces & Community Features

Edmonton

Gathering Spaces & Community Features

With changes to 132 Avenue, there is the potential to create additional spontaneous-use gathering spaces and add landscaping features and other features that promote a community feel in particular locations.

A number of community features improvements and amenities are possible along 132 Avenue.

1. Lighting
2. Benches
3. Pathways
4. Waste receptacles
5. Picnic tables
6. Shelters
7. Play structures
8. Landscaping (shrubs, decorative grasses etc.)
9. Trees
10. Community gardens
11. Other (please specify)
12. None of the above

Gathering Spaces & Community Features

Community features improvements and amenities are being considered at a number locations along 132 Avenue:

- a. School entrances
- b. Sportsfields
- c. Commercial areas
- d. Religious institutions/places of religious assembly
- e. Parks & green places
- f. Recreation centres

Find out more by going to: edmonton.ca/132Avenue

Ways to provide feedback during this phase

When Participating on edmonton.ca/132avenue, you can:

- **Watch** a video on the 132 Avenue Renewal Project to date and the options and tradeoffs being explored
- **Attend** one of four session with the Project Team - Four (live) online sessions happening
 - Tuesday, April 27 - 6:00-8:00 p.m.
 - Thursday, April 29 - 2:00-4:00 p.m.
 - Tuesday, May 4 - 2:00-4:00 p.m.
 - Thursday, May 6 - 6:00-8:00 p.m.
- **Provide feedback** - respond to the online survey, open April 13 to May 20, 2021

Ways to provide feedback during this phase

No online access?

If you do not have internet access, or if you prefer to engage in a different manner, 132 Avenue's Project Team is open and willing to schedule one-on-one phone calls with interested participants to share information, answer questions and gather input. Please contact Y Station, the consultant supporting the 132 Avenue Renewal Project Team, if you would like to share your feedback via phone: (780) 451-4444

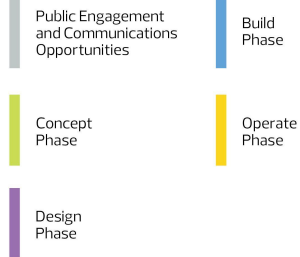
Next Steps

- The next phase of engagement for this project will be [Community Feedback on Draft Design](#)
 - Fall 2021
- The engagement opportunities for the Exploring Options and Tradeoffs stage will remain open until May 20, 2021. Please visit edmonton.ca/132Avenue to participate.

We are Here



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For project updates and more information,
please visit edmonton.ca/132Avenue

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