

What We Heard 132 Avenue Renewal

Community Feedback on Draft Design
February 2022

REFINE

BUILDING GREAT
NEIGHBOURHOODS

Edmonton

TABLE OF CONTENTS

Project overview	3
Public engagement roadmap	5
Public engagement spectrum	6
Decision-making process	7
What we asked and how we asked	8
What we heard	13
132 Avenue from 127 Street to 113A Street (Kensington, Calder)	23
132 Avenue from 113A Street to 97 Street (Rosslyn, Lauderdale)	28
132 Avenue from 97 Street to 82 Street (Glengarry, Killarney)	33
132 Avenue from 82 Street to 66 Street (Delwood, Balwin)	38
132 Avenue from 66 Street to Fort Road (Belvedere)	43
90 Street Intersection	44
Next steps	50

Project overview

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, and curbs and gutters. Improving how people walk, bike, drive and gather in and around 132 Avenue will also be explored. 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](#).








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 the public helped to create the following Vision and Guiding Principles.

Vision

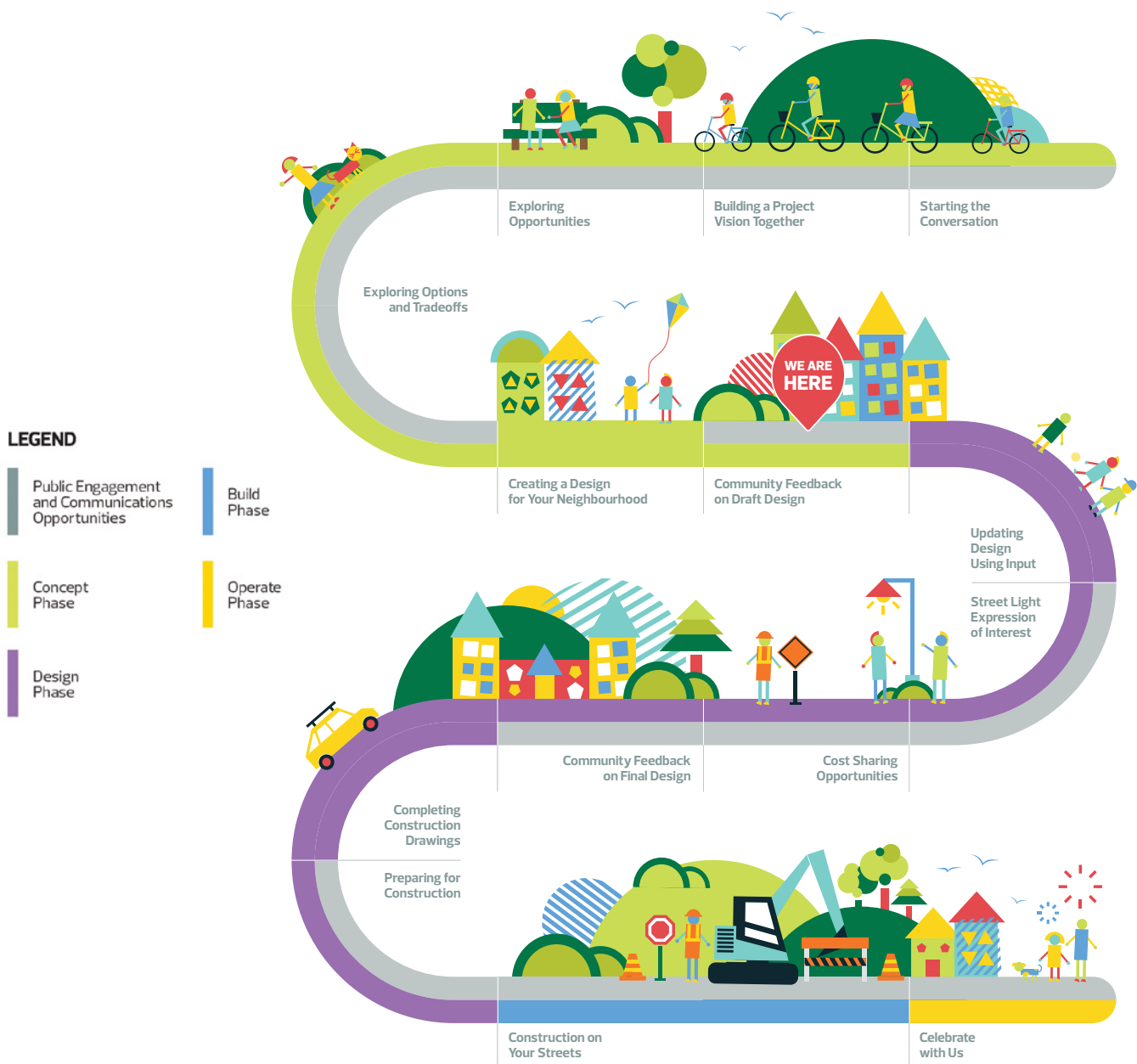
"132 Avenue is a vibrant, people-oriented street that offers a direct route to arterial roadways as well as great local destinations, whether you are traveling on foot, on bike, by car, on transit or any other mode. 132 Avenue feels welcoming and safe and the communities on either side feel united rather 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

Public engagement roadmap

We have created a roadmap to help you and your neighbours understand the various opportunities to provide feedback and how you can participate throughout the different stages of the project. At each step, we will tell you what the purpose is and how your input will inform the decisions being made. We commit to reporting back on how we used your input. Through January and February 2022, we were collecting **Community Feedback on Draft Design**.



Public engagement spectrum



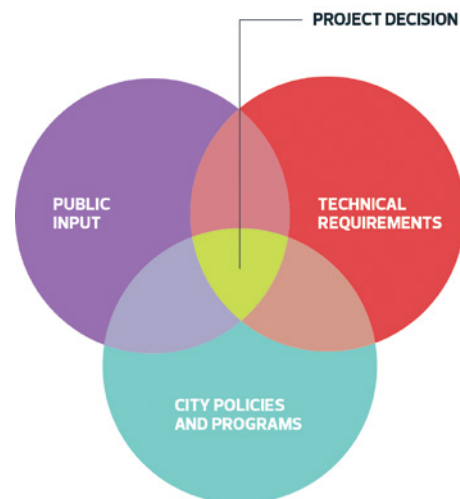
The City of Edmonton is committed to seeking diverse opinions, experiences and perspectives from Edmontonians, ensuring a wide range of input is available to make decisions. The City's public engagement spectrum defines the public's level of influence in engagement processes. Engagement activities during the **Community Feedback on Draft Design** stage were at the **REFINE** level on the City's Public Engagement Spectrum.

Visit edmonton.ca/PublicEngagement for more information on the City's public engagement process.

Decision-making process

The City makes decisions using a combination of policy and program information, public engagement input, technical requirements and available funding. This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the area and result in the best outcomes for our city.

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Renewal designs. As each project area is unique, the Project Team asks for input from residents who live, work and play in and around the project area and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the project design. The 132 Avenue Renewal project will also align with other City strategies, projects and programs, such as the Speed Limit Reduction and Edmonton Bike Plan. Public input includes local knowledge, concerns, and desires.



What we asked and how we asked

The 132 Avenue Renewal project team built on the work completed in the **Exploring Options and Tradeoffs, Exploring Opportunities, Building a Project Vision Together** and **Starting the Conversation** stages to invite stakeholders of the 132 Avenue area, including residents, community members, schools, local business owners and organizations, as well as anyone that uses the area, to share information and collect feedback on potential design options for 132 Avenue Renewal.

Information for the **Community Feedback on Draft Design** stage was communicated via:

- + 20,266 mailed postcards, letters, and newsletters
- + Over 130 emails (to subscribers, corner stores, school principals, and neighbourhood resource coordinators)
- + 515 decorative street light cost-sharing information and project letters sent to residents on 132 Avenue
- + 69 yard signs, 7 A-frame signs, and a road sign
- + Project website (3,400 page views) and a project overview video (417 views)
- + A digital newsletter, digital information packages, and draft design videos (each video with a minimum of 100 views)



What We Asked



Online Survey

From January 14 to February 18, 2022

90 participants



Email Feedback

Publicly available email addresses to contact the project manager or renewal project team

29 respondents



Phone Calls

Publicly available telephone number

20 phone calls



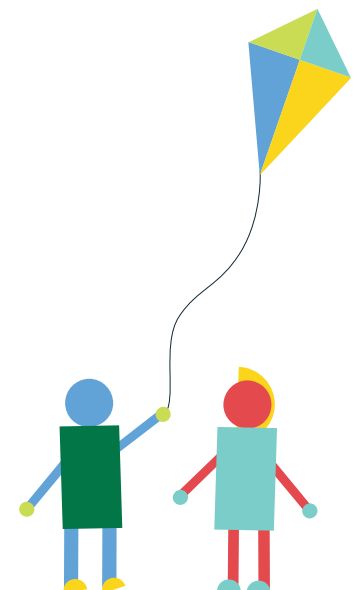
Online Events

- Invitation circulated via postcards and high visibility signage
- 7 public sessions (January 19 – February 3rd)
- Sessions with identified stakeholders (i.e. community leagues, schools, school boards, organizations, businesses)
- In depth interviews with stakeholders were completed

- 71 participants attended
- Delwood and Belvedere Community Leagues
- Neighbourhood Resource Coordinators contacted
- Catholic and Public School Divisions (principals, transportation coordinators and other key support representatives)

For each of the sections along 132 Avenue, we asked the following questions via the following methods. Not all sections had an orange/purple design option and therefore those questions were not asked for those particular sections.

What we asked	How we asked it
What elements work for you in the Draft Design for this section and why?	· Online Survey
What would you like to see improve in the Draft Design and why?	· Online Sessions
What additional comments would you like to provide?	· In-depth Interviews
What is your level of comfort with the Draft Design with Option Orange/Purple as it relates to... · Driving · Biking · Walking · Parking · Gathering Spaces and Community Features	
What elements work for you in the Draft Design with Option Orange/Purple and why?	
What would you like to see improved in the Draft Design with Option Orange/Purple and why?	
What additional comments would you like to provide with regards to the Draft Design with Option Orange/Purple?	



The draft design

Our objective in the **Community Feedback on Draft Design** stage of public engagement was to share the draft design with the public and collect feedback. The project team prepared a draft design for 132 Avenue, with a number of changes and improvements. A summary list of changes can be found [here](#).

Some highlights of the draft design include:

- + 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 (aligning with the speed reduction project)
- + Traffic calming and safety measures
- + New and improved pedestrian crossings
- + Added continuous crossings that provide an uninterrupted crossing surface and visual priority for people who walk or bike across intersections with local roads
- + Replacement of streetlights
- + Areas for Low Impact Development (LID), landscaping features that manage stormwater and reduce the risk of flooding
- + Improvements and changes to bus stops



From the previous stages of engagement, we also heard a great deal of feedback about service roads and how they would be configured through the renewal process. The project team prepared two different options within the draft design for many of the areas of 132 Avenue that currently have service roads:

- + Design **option orange**
- + Design **option purple**

Design **option orange** repurposes all service roads and reconfigures the area to improve walking, biking and beautification.

Design **option purple** reconfigures services roads to be one-way only and reallocates space for improvements to walking and biking.

Both options are feasible options for 132 Avenue, but have distinct benefits and tradeoffs for different users. For this reason, we wanted to hear from the public about their thoughts and comfort levels for both options.

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

- + A signalized intersection
- + A roundabout






We invited respondents to rate their comfort levels with both options and to share their feedback.



What we heard

The following is a summary of what we heard during the **Community Feedback on Draft Design**. While all comments have been reviewed and considered, the following is a brief summary of what we heard most often.

This section will first summarize non-location specific feedback on draft design, then overall non-location specific feedback on design option orange and design option purple. We will then summarize location specific feedback from the following five areas:

132 Avenue from 127 Street to 113A Street, Adjacent to the Kensington and Calder Neighbourhoods	 pg 23
132 Avenue from 113A Street to 97 Street, Adjacent to the Rosslyn and Lauderdale Neighbourhoods	 pg 28
132 Avenue from 97 Street to 82 Street, Adjacent to the Glengarry and Killarney Neighbourhoods	 pg 33
132 Avenue from 82 Street to 66 Street, Adjacent to the Delwood and Balwin Neighbourhoods	 pg 38
132 Avenue from 66 Street to Fort Road, Adjacent to the Belvedere Neighbourhood	 pg 43

Within each of these sections we asked the participants to provide feedback on the draft design, design option orange (where applicable) and design option purple (where applicable). We asked participants to tell us their comfort levels with the design options based on project themes from previous stages of engagement:

- + Driving + Biking + Walking + Parking
- + Gathering Spaces and Community Features

This report will also include a summary of the public's feedback on the 90 Street and 132 Avenue intersection.



The **Community Feedback on Draft Design** stage of public engagement occurred at a point in time where Edmonton had experienced winter weather patterns that included freezing rain and high volumes of snowfall, followed by significant freeze-thaw cycles. As such, there was heightened interest by participants in how the design would account for snowfall and how the City planned to address snow and ice control.

Overall feedback on the draft design

What We Asked

Based on all of the design elements and information presented, what is your overall comfort level with each of the two Design Options, where 1 is very uncomfortable and 5 is very comfortable?

How We Asked it

- Online Survey
- Online Sessions
- In-depth Interviews

The following is a summary of general feedback for the area of 132 Avenue within the draft design. The following does not consider feedback related to service roads, which is covered in greater detail in subsequent neighbourhood segment specific feedback. Click [here](#) to view the overall draft design information package or visit the project webpage: edmonton.ca/132avenue





Driving

The draft design includes 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 maximum speeds of 40 km/h, with 30 km/h playground zones near schools and park spaces, as per the approved [Vision Zero: Speed Limit Reduction](#). Traffic calming and safety measures include the use of:

- + raised medians dividing the two directions of traffic to create a refuge for people crossing 132 Avenue
- + curb extensions to increase 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

“Concerned with windrows and how it can affect the driving lane – often reducing the driving lane by one or leaving no parking on the road”

Many respondents were excited to see the draft design's changes to driving, seeing the benefit of reduced speed on 132 Avenue to encourage other modes of travel and increase overall safety for people who walk, bike and drive. We also heard the design would make the roadway quieter and safer to drive. There was support for reducing the number of driving lanes to allow for more space for enhanced greenery and other design options. As well, these changes to driving were mentioned to benefit pedestrians as they allow for easier and safer pedestrian crossings across 132 Avenue.

Other respondents were concerned about the reduction in driving lanes on 132 Avenue in the draft design. Comments included concerns that one driving lane in either direction may not be able to accommodate driving traffic on 132 Avenue including emergency vehicles and vehicles making deliveries. We heard concerns that one lane could create delays when buses stop in the driving lane at some of the bus stops. There were fears that snow storage could be worse with only one lane in each direction, as many respondents noted that existing windrows on 132 Avenue tend to either narrow or obstruct existing parking and driving lanes.

“This area is a bit difficult to determine “driving lanes” at times, having a clear single lane of driving will reduce confusion and should reduce attempts to pass that we see now.”

Some respondents were concerned that traffic calming measures and the new 40 km/h speed limit would slow vehicles too much. They felt that these changes could reduce 132 Avenue's attractiveness as a vehicle route. However, many respondents noted that the current configuration of 132 Avenue permits or even encourages vehicles to travel faster than the current posted speed limit.

Specifically regarding transit, some respondents had concerns about changes to bus stops, noting that some stops being removed might create longer walking distances for transit users.



Biking

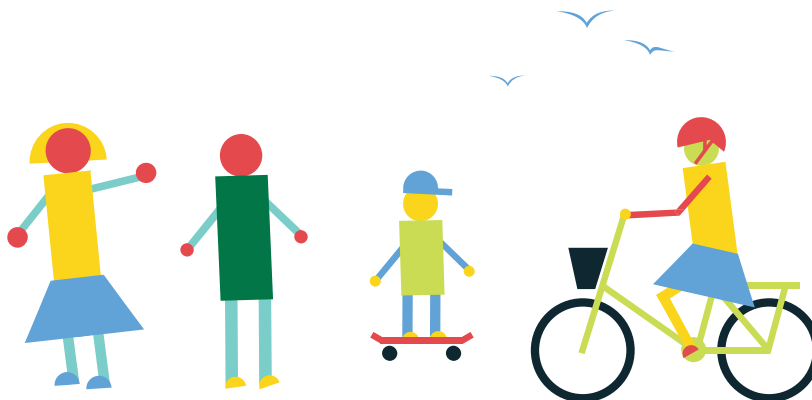
The draft design includes the addition of bike paths, which include both off-street protected one-way bike paths on both sides of the road for each direction of travel, and shared pathways for people who walk, roll and bike. The addition of continuous crossings that provide an uninterrupted crossing 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 at the same level as the walk and path, there would be no ramps, 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

We heard excitement that bike infrastructure would be included in the design, with respondents noting that 132 Avenue was currently not a safe place to bike through or along. Some respondents were pleased to see separate protected bike paths, with respondents noting these were safer and would reduce conflicts with both vehicles and pedestrians.

Some respondents questioned the need for bike paths on both sides of the road, as they believe bike paths on one side would be sufficient to meet the current demand for cyclist traffic on 132 Avenue.

"I am really excited by the proposed bike lanes, sidewalks, and landscaping. I think this will be a much-needed transformation for the north side."





Walking

The draft design includes the addition or widening of sidewalks to create a continuous walking network

- + New and improved pedestrian crossings, including marked crosswalks, rapid flashers or pedestrian signals at some intersections
- + Drop-off areas, including wider sidewalks in front of schools
- + The draft design also includes moving power poles to new locations in green buffer spaces and not obstructing sidewalks or bike paths as they do currently

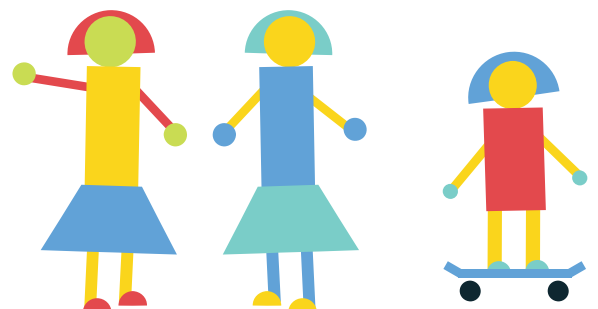
There was general agreement for new pedestrian crossings and traffic calming measures, with an overall attitude that these changes would make 132 Avenue more of a pedestrian oriented space. Some respondents noted that many aspects of the draft design would slow down vehicles and would accordingly make 132 Avenue significantly safer.

Support for crossing and traffic calming measures was particularly strong around 132 Avenue's many schools, with respondents noting that the current configuration is busy and confusing, particularly at peak periods during student pick-up and drop-off. Many respondents were particularly pleased to see raised crossings at busier intersections throughout 132 Avenue.

There was also a general appreciation for widening and improvements to sidewalks. Throughout the life of the project, we have heard that the existing sidewalks are not wide enough, are in poor condition and are blocked by power poles.

We did hear some concerns about the addition of sidewalks and bike paths, with some respondents noting that both people who bike and people who walk could use shared spaces. Other respondents were happy with the separate spaces, noting the potential for conflicts between faster moving people on bikes or scooters and slower pedestrian traffic.

"This looks like a place where I would want to go walking"





Parking

The draft design maintains parking where possible along 132 Avenue; some changes to parking locations and parking impacts are shown in the design plans.

From other stages of public engagement, we heard that maintaining parking was a priority. Respondents appreciated that the draft design continued to provide parking along 132 Avenue but expressed concern with the increased distance between parking and residences located directly along 132 Avenue. Respondents noted that there is now a greater distance from the front door of a 132 Avenue residence to the parking provided, in addition to having to cross a sidewalk and/or bike path. They felt this distance could be a barrier for seniors or those with mobility issues and that green spaces and boulevards could restrict access to parking.

Many respondents had questions about how snow removal would function and were concerned if snow windrows could lead to further impacts on parking availability along 132 Avenue during winter months.





Gathering spaces and community features

The draft design includes changes around neighbourhood commercial areas and includes:

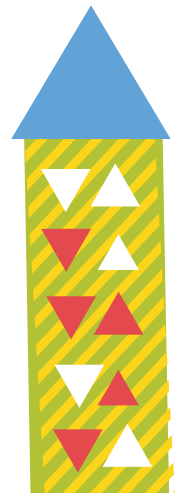
- + Changes to accesses to increase safe movements
- + Addition of areas for Low Impact Development (LID) features (features that manage stormwater and reduce the risk of flooding)
- + Removal/relocation of some trees
- + Addition of trees and other plantings
- + Addition of gathering areas

Respondents were generally excited about the increase in greenery and tree coverage, with some noting that it would make 132 Avenue more attractive and inviting. Respondents wanted to ensure that new landscaping would not negatively impact visibility or safety.

Many respondents were happy to see plans to replace trees which have been pruned and stunted by power lines. Some respondents were very interested in the type of new plantings and trees planned, with many noting the need for plantings to be continually maintained, drought-resistant, and hardy enough to handle salt from the roads.

Some respondents were concerned about losing trees as a result of the renewal process and expressed a desire to maintain as much of the existing tree canopy as possible.

"The incredible improvement to biking and foot traffic will not only make the place more appealing and lively, local businesses will see a boost while also improving safety for the local residents."



Overall feedback on design option orange

Design Option Orange includes areas of existing service roads that are repurposed and reconfigured to accommodate improved walking, biking, and beautification.

Parking is provided directly on 132 Avenue, like other collector roadways in the city. In option orange, there are more parking spaces available than in option purple, however, parking is located slightly further from residences as compared to the purple option.

There are additional opportunities for beautification that include:

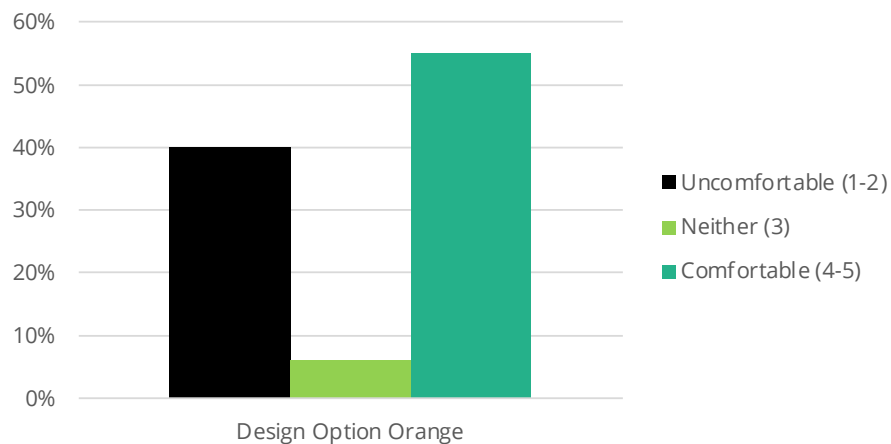
- + Additional space for tree planting and greening (more than the Purple option)
- + More spaces for gathering (compared to the Purple option)

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.

Option orange was popular among many respondents. We heard that they like the additional green spaces and seating areas, and the addition of more trees and greenery. We heard many positive comments on the sidewalks and bike paths that are separated from the parking and driving lanes. Respondents liked that the orange option retained more parking as compared to the purple option. We heard that the orange option made 132 Avenue a more inviting space for pedestrians.

Some respondents also like the additional boulevards for snow storage, but there was some concern that the areas for snow storage would be sufficient enough to handle large volumes of snow Edmonton can get. Many respondents expressed their frustration with windrows, especially given the winter weather patterns that occurred during the public engagement timeframe, and were concerned about windrows narrowing or obstructing the parking lane. Respondents were also concerned about the additional distance from homes to parking spaces on 132 Avenue.

Comfort Ratings, Design Option Orange



Overall feedback on design option purple

Design Option Purple reconfigures all service roads where 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.

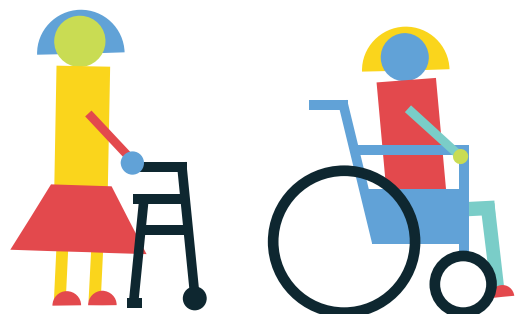
Parking is provided along service roads and space is reallocated to accommodate new and improved sidewalks and paths for walking and biking, and to improve the look and feel of the area.

- + There is some loss of parking in the Purple option (as compared to the Orange option)
- + Parking is located slightly closer to residences (as compared to the Orange option)

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.

Generally, we heard that this option felt less constrained for people who drive, with more comfort for those driving and parking. There was also a general sentiment from participants that they thought that the residents that lived directly on 132 Avenue would likely prefer the purple option due to the retention of the service road with a one-way direction. Overall, there were a greater number of respondents who were less comfortable with option purple compared to option orange.

"Disabled people need access to convenient parking for DATS or vans in front of their homes."

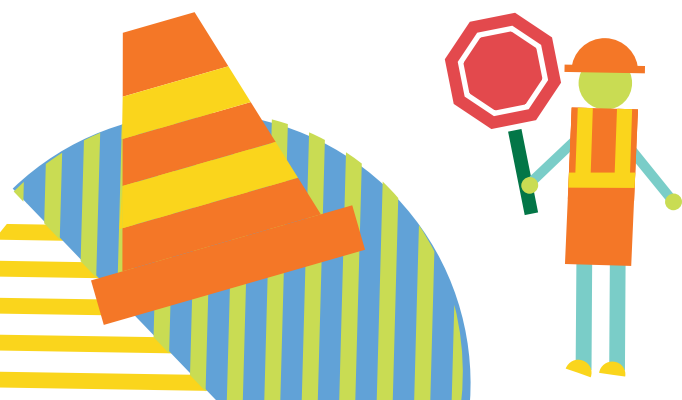
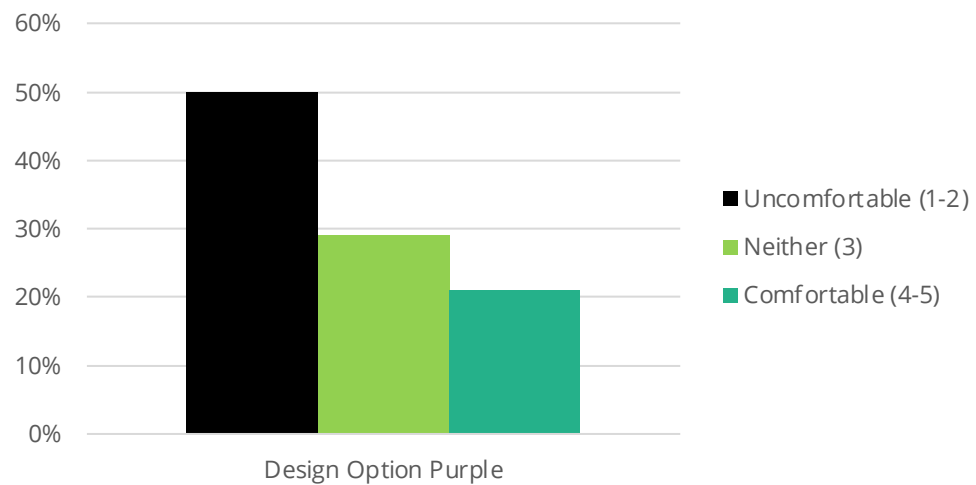


Across all areas of 132 Avenue, respondents were skeptical that one-way service roads as presented in the purple option would be used only in one direction. Respondents were concerned that users would use them in both directions and that in the narrower service roads this could create conflicts and congestion.

Respondents generally approved of removing access to local roads from the service roads, and instead access 132 Avenue directly, with many recognizing that this would reduce conflicts and confusion present in the current configuration of 132 Avenue.

Respondents were also generally disappointed in the lack of greenery options in option purple versus option orange. Other respondents considered less greenery to be an acceptable tradeoff to maintaining other elements of the design they liked.

Comfort Ratings, Design Option Purple



132 Avenue from 127 Street to 113A Street (Kensington, Calder)

For this area there are three segments with no service roads (127 Street to 124 Street, 123 Street to 121 Street and 118 Street to 113A Street). We invited respondents to give their overall feedback on the **draft design** as it applies to these areas. Please refer to the what we asked and how we asked section beginning on page 8 to review the questions and methods by which we collected this feedback. To access the PDF of the draft design for this section click [here](#). You can also view the draft design videos for option [orange](#) or [purple](#), or visit the project webpage: edmonton.ca/132avenue.

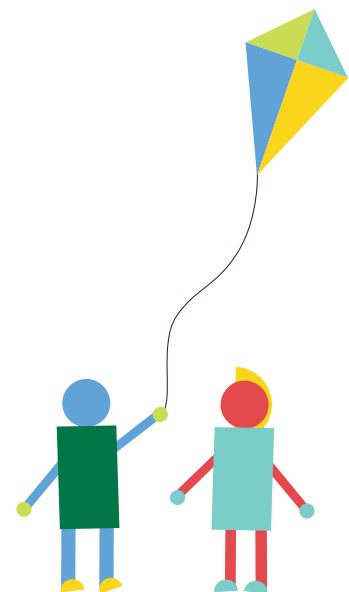
We heard positive feedback about the new naturalized spaces and improvements to crossings, with respondents noting the area felt more pedestrian friendly. Some respondents were also happy to see new bike infrastructure in this area but desired the bike paths to continue west of 127 Street to connect to those areas.

There were some concerns about the removal of bus stops in this area, and that buses would need to stop in the driving lane during pick-ups and drop offs. Some respondents also felt this area would feel more crowded for drivers.

For this section of 132 Avenue, there are two areas with service roads (from 124 Street to 123 Street and 121 Street to 118 Street). We invited respondents to look at how design option orange and design option purple would be applied to these areas and rate their level of comfort by five project themes: driving, biking, walking, parking and gathering spaces and community features. There was a higher degree of comfort expressed by respondents across the five project themes for option orange. Option purple had more mixed responses, with greater discomfort expressed, especially for the themes of driving, parking, and gathering spaces and community features.

"The raised medians and crosswalks should make it easier to see people cross, especially at the schools and near the commercial area at 127 street."

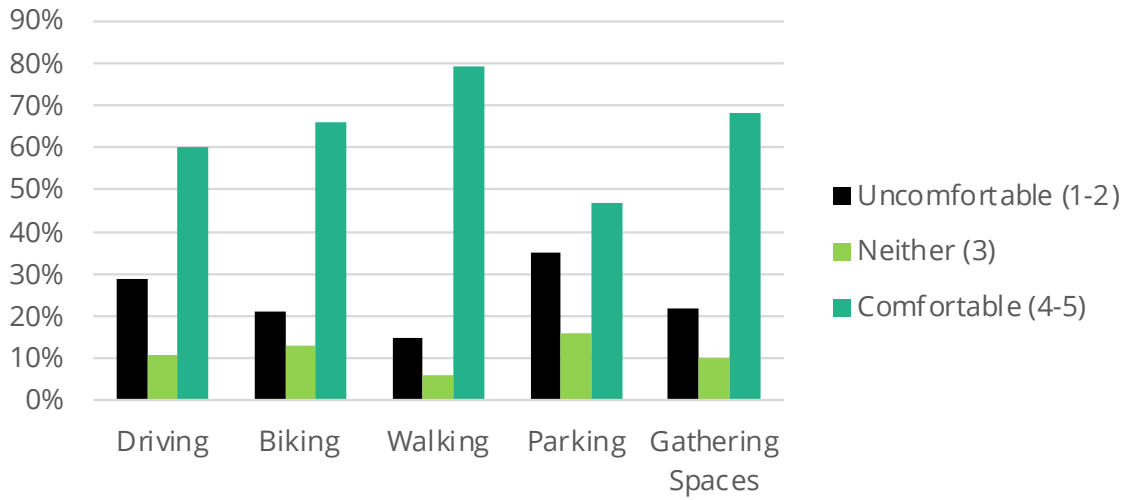
"Either purple or orange will be a huge improvement"



Option Orange

Project Theme	What We Heard
Driving	<ul style="list-style-type: none"> · Some respondents appreciated the raised medians and the overall consistency of the roadway being one lane in each direction. · Those with existing driveway accesses wondered how access would be maintained without service roads.
Biking	<ul style="list-style-type: none"> · Some respondents appreciated the separation of bike and walking lanes from driving lanes as it improved safety. · We heard some comments from respondents that they do not think that current biking demand needs this amount of bike infrastructure.
Walking	<ul style="list-style-type: none"> · Some respondents commented that they liked the sidewalk improvements especially regarding the continuous features of the design and the relocation of power poles outside of the sidewalk. · One respondent noted that this option would have more snow shoveling for residents.
Parking	<ul style="list-style-type: none"> · Some respondents noted a preference for the larger amount of parking provided in the orange option. · We heard concerns about current snow removal and the desire to maintain access to parking in front of Zion Baptist Church. · Some respondents expressed discomfort with parking directly on the roadway of 132 Avenue, as they would have to open their car doors and exit their vehicles carefully to not be hit by driving traffic.
Gathering Spaces and Community Features	<ul style="list-style-type: none"> · Many respondents considered beautification in the orange option to be a particularly attractive element. · We heard support for increased seating near the church and other destinations in this area. · Some respondents did not value additional greenery, preferring to see the space used for other purposes.

Comfort Ratings, Option Orange 132 Avenue from 127 Street to 113A Street



“Benches along the route would be good for the elderly. They need to think of the elderly as the population will continually become older as time goes by.”

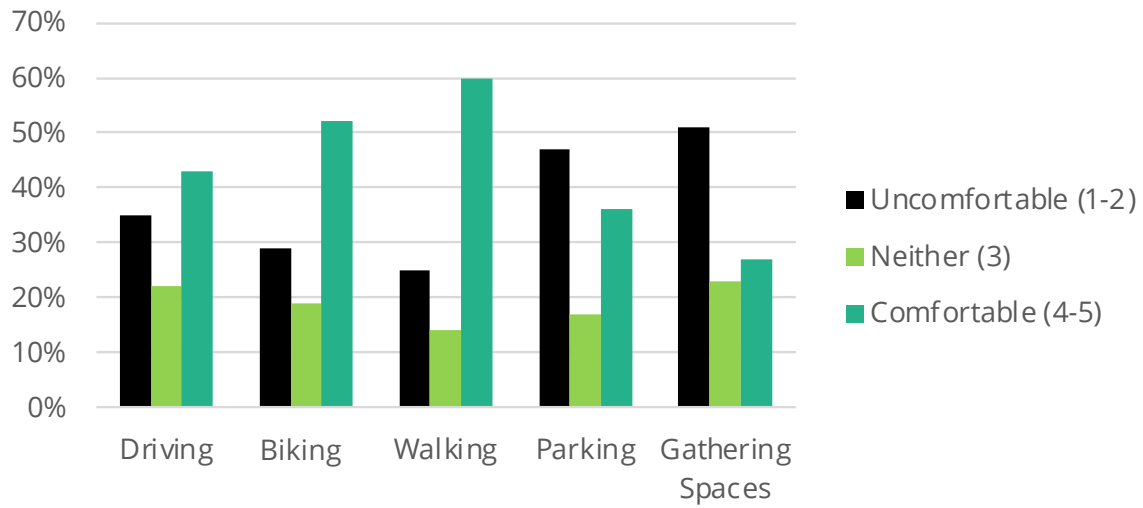
“Love the separation. Definitely a well thought-out design for bikers, walkers, handicap, and children. The extra green space is also very pleasant and I enjoy the safety this selection provides.”



Option Purple

Project Theme	What We Heard
Driving	<ul style="list-style-type: none"> · Some respondents noted that maintaining service roads would better support the use of 132 Avenue for drivers and commuters. We heard that service roads helped make the roadway feel more spacious. · Others noted that while service roads provide value to residents directly on 132 Avenue, they do not provide much value to those further inside the communities or those travelling along 132 Avenue. · We did hear consistent support for removing service road access to local roads, particularly around Zion Baptist Church. Respondents familiar with this area noted issues with inconsistency with how drivers intersected the local road and 132 Avenue from the service road.
Biking	<ul style="list-style-type: none"> · The continuous separation of the bike path from other modes of transportation was a highly mentioned benefit for some participants. · We heard some comments that questioned whether the current biking demand needs this amount of bike infrastructure.
Walking	<ul style="list-style-type: none"> · Improvements to sidewalks were a frequently mentioned benefit of this design. Few concerns were mentioned regarding walking.
Parking	<ul style="list-style-type: none"> · Some respondents preferred option purple on the basis that parking in front of 132 Avenue residences would be closer than in the orange option. Some respondents also noted a preference for parking on the service road, as they considered that safer than parking directly on the roadway. · Other respondents did not like the service roads and thought the design should be less influenced by maintaining parking spots where there are alternatives to parking.
Gathering Spaces and Community Features	<ul style="list-style-type: none"> · We heard that the purple option looked more barren compared to the orange option and therefore less attractive.

Comfort Ratings, Option Purple 132 Avenue from 127 Street to 113A Street



“While functional, this design encourages people to use the service roads to cut around traffic that may be moving slower than them, and could be unsafe for pedestrians and other motorists.”



132 Avenue from 113A Street to 97 Street (Rosslyn, Lauderdale)

This section of 132 Avenue has no service roads in two areas (113A to 109 Street and 103 Street to 97 Street). We invited respondents to give their overall impression and feedback on the draft design as it applies to these road sections. Please refer to the What we asked and how we asked section beginning on page 8 to review the questions and methods by which we collected this feedback. To access the PDF of the draft design for this section click [here](#); you can also view the draft design videos for option [orange](#) or [purple](#), or visit the project webpage: edmonton.ca/132avenue.

We heard support for bike paths that are separated from vehicles and pedestrians, with some respondents noting that this would encourage new modes of travel and future growth. Other respondents were more in favour of a shared pathway with this area, as they noted an extra wide path could accommodate both pedestrians and cyclists. We heard comments that the section near 103 Street could particularly benefit from new seating and greenery in the draft design.

Respondents were also positive about improved paths and connections to Grand Trunk Park and expressed encouragement for planting more appropriate trees near power lines to avoid "Y shaped" trees. We also heard a number of comments regarding the schools in this area and the local mosque, with a number of respondents expressing concern over student safety and efficient pick-up and drop-off spaces.

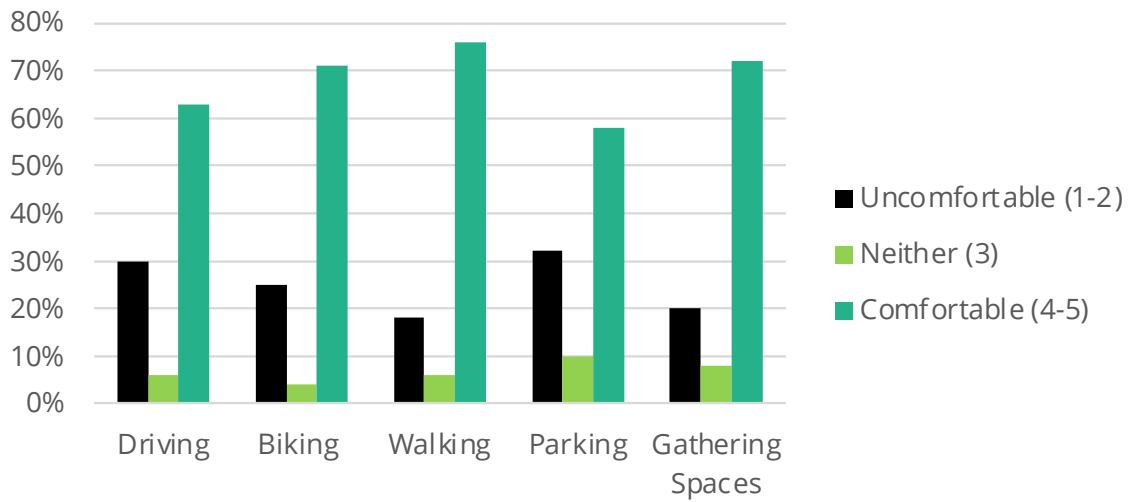
Some respondents had questions about how this design would work or be integrated into future LRT plans.

For this section, there is one area with service roads (from 109 Street to 103 Street). We invited respondents to look at how design option orange and design option purple would be applied to this area and to rate their comfort by five project themes: driving, biking, walking, parking and gathering spaces and community features. Similarly to the previous section, respondents generally expressed a higher degree of comfort with aspects of option orange compared to option purple.

Option Orange

Project Theme	What We Heard
Driving	<ul style="list-style-type: none"> · We heard positive comments about the changes to driving as they improve the safety of the roadway. · We heard positive comments on the addition of curb extensions in the design. · Some respondents were concerned about the efficient flow of vehicle traffic through this area with only one lane of traffic in either direction.
Biking	<ul style="list-style-type: none"> · Some respondents liked the buffer between the main roadway and the bike path. · We also heard that the bike paths would be great for families and seemed to prioritize the safety of children. · Some questions were asked regarding the consistency of the bike paths and how to coordinate the transition from a one-way bike path to a two-way shared pathway.
Walking	<ul style="list-style-type: none"> · We heard support for improved intersections in this area, with many respondents noting they would be safer and have greater visibility for both drivers and pedestrians.
Parking	<ul style="list-style-type: none"> · Respondents noted that there were fewer vehicles parked on this section of 132 Avenue currently, and that the repurposing of the service road would not impact parking. · Some respondents also noted that the new boulevards would help with snow storage in the winter. · Some respondents wondered if this option would accommodate the parking needs of existing and future higher density housing (between 107 Street and 103 Street). · As with other areas, some respondents were concerned that residents, particularly seniors and those with mobility issues would need to walk further to access parking in front of their homes. · It was shared that DATS buses frequently stop on this section of 132 Avenue, and that it is important for DATS users to be able to reach the stops safely.
Gathering Spaces and Community Features	<ul style="list-style-type: none"> · There was significant appreciation for the additional greenery in the orange option for this section.

Comfort Ratings, Option Orange 132 Avenue 113A Street to 97 Street



"I like the increased amount of trees and green spaces for a more enjoyable environment to walk/bike in."

"Overall, do not favor the orange option. Rather use more space for parking, snow dumping, than for mere beautification."

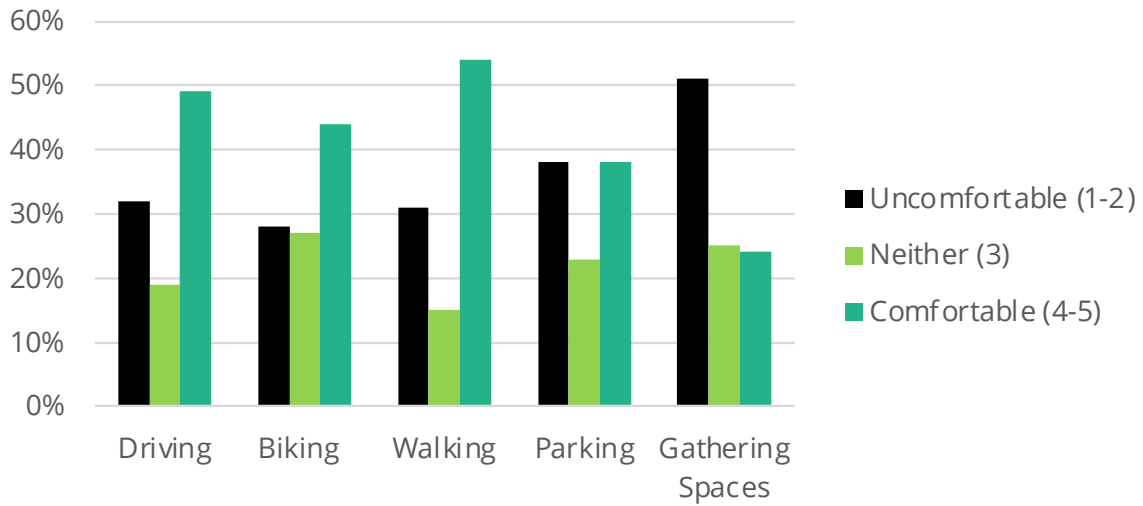


Option Purple

Project Theme	What We Heard
Driving	<ul style="list-style-type: none"> Some respondents thought that one way service roads are likely to be used in both directions and this would be dangerous.
Biking	<ul style="list-style-type: none"> Some respondents preferred the addition of bike lanes in all the design options and were concerned that the two-way bike paths would not be extended across the entirety of this area. At least one respondent was concerned that the design would force their children to cross the road unnecessarily to travel from their home to school which are currently on the same side of 132 Avenue.
Walking	<ul style="list-style-type: none"> Overall respondents did not comment too much on walking and one respondent mentioned how they thought this option may lead to greater collisions between drivers and pedestrians due to the retention of service roads.
Parking	<ul style="list-style-type: none"> Some respondents noted that maintaining the service road was worth some of the tradeoffs noted by the project team, particularly for those who live directly on the service road for this section. Some respondents noted that the purple option would not be as dramatic of a change as the orange option and provide more space for getting in/out of their vehicles. Others noted that the loss of parking in the purple option was a concern, stating that their priority was to preserve parking as much as possible.
Gathering Spaces and Community Features	<ul style="list-style-type: none"> Respondents noted a lack of seating options in the purple option for this section relative to the orange option. The same respondents noted that there would be less trees and shade for cyclists and pedestrians. There was particular concern that there would not be as much beautification between 103 Street and 97 Street. Some respondents preferred fewer seating options and less greenery in the purple option, as they think the purple option looks more open and visible.

"One-way service roads may cause confusion."

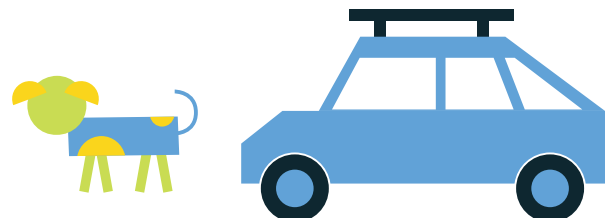
Comfort Ratings, Option Purple 132 Avenue 113A Street to 97 Street



“Nice to see numerous safety features from the orange option included in purple, but it is still a less attractive option.”

“I like the raised crossing for the existing bike/walk route by 102A St and the double bike lanes at the parks. And especially the power poles getting out of the sidewalks.”

“The purple option that provides parking off to the side and on service roads is much more appealing”



132 Avenue from 97 Street to 82 Street (Glengarry, Killarney)

For this section of 132 Avenue there are three areas with no existing service roads (97 Street to 95 Street, 88 Street to 86 Street and 83 to 82 Street). We asked the public to share their impression and feedback on the draft design as it applies to these sections. Please refer to the What we asked and how we asked section beginning on page 8 to review the questions and methods by which we collected this feedback. To access the PDF of the draft design for this section click [here](#); you can also view the draft design videos for option [orange](#) or [purple](#), or visit the project webpage: edmonton.ca/132avenue.

Some respondents expressed a preference to maintain existing driving lanes in this area, particularly along wide school fields with more available space for the design. There was a general attitude from many respondents that additional driving lanes would be needed to handle peak-hour traffic around the many schools in the area. We did hear specific concerns with 88 Street and challenging access on the one-way road during the winter.

However, we also heard that the reduction of driving lanes would be welcome as it would provide clarity in spaces with a number of respondents noting the current unpredictable movements regarding school pick-up and drop-off. Some respondents also identified that this area is currently very unsafe for biking and walking and these respondents were pleased to see traffic calming measures, improved crossings and more clarity on the roadway.

There were some concerns about bus stop relocation and access in this area, particularly given the number of schools. Some respondents noted that relocations would make bus stops too far to be accessible.

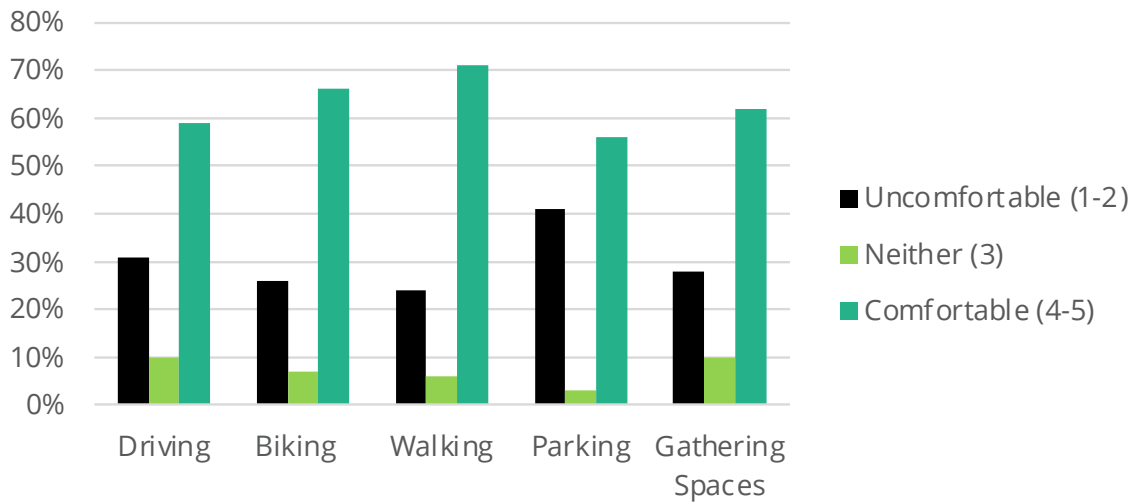
For this section, there are two areas with service roads (from 95 Street to 88 Street and 86 Street to 83 Street). We invited respondents to look at how design option orange and design option purple would be applied to these areas and to rate their comfort by five project themes: driving, biking, walking, parking and gathering spaces and community features. This area also includes the intersection at 132 Avenue and 90 Street; feedback on this intersection will be summarized in a specific section. Option orange was the design with the highest expressed levels of comfort. For option purple, there was a larger number of respondents indicating the design themes as being uncomfortable.

Option Orange

Project Theme	What We Heard
Driving	<ul style="list-style-type: none"> · Many noted that they appreciated the separated lanes for driving, biking and walking, leading to increased comfort and safety · Some were concerned about potential congestion that could occur during pick up and drop off times at the schools in this area · Respondents were in favour of the raised crossings would help to slow down drivers, making it easier to see and accommodate pedestrians · Some respondents liked that the roadway would become more consistent throughout
Biking	<ul style="list-style-type: none"> · We heard appreciation for new biking infrastructure in this area. · Some respondents were concerned that there would be conflicts between people who bike and children crossing bike paths.
Walking	<ul style="list-style-type: none"> · Improvements to the sidewalks were generally supported. · We also heard respondents liked the separation between pedestrians and cars. · We heard some concerns that additional lighting would be needed in this area to adequately cover the new pathways and wider sidewalks, particularly where they are further from the roadway.
Parking	<ul style="list-style-type: none"> · Several respondents expressed satisfaction with how the parking and parking curbs were designed, stating it would improve parking habits. · A noted concern was the ease and safety of parking during winter due to the amount of snow Edmonton can get during winter.
Gathering Spaces and Community Features	<ul style="list-style-type: none"> · As with a number of other areas, respondents were generally favourable to the increased green spaces in the orange option.

"Bike lanes look great. I love that there is more greenery, it means more shade!"

Comfort Ratings, Option Orange 132 Avenue 97 Street to 82 Street



"I like the raised crossing at the high school. And the bus loading zones by the schools since those are places they are more likely to stop for longer or have more than one bus stop at in a short time."

"I like the separation of walking traffic and automobile traffic. I also like the amount of parking retained."

"Yes! Love there are no service roads!"

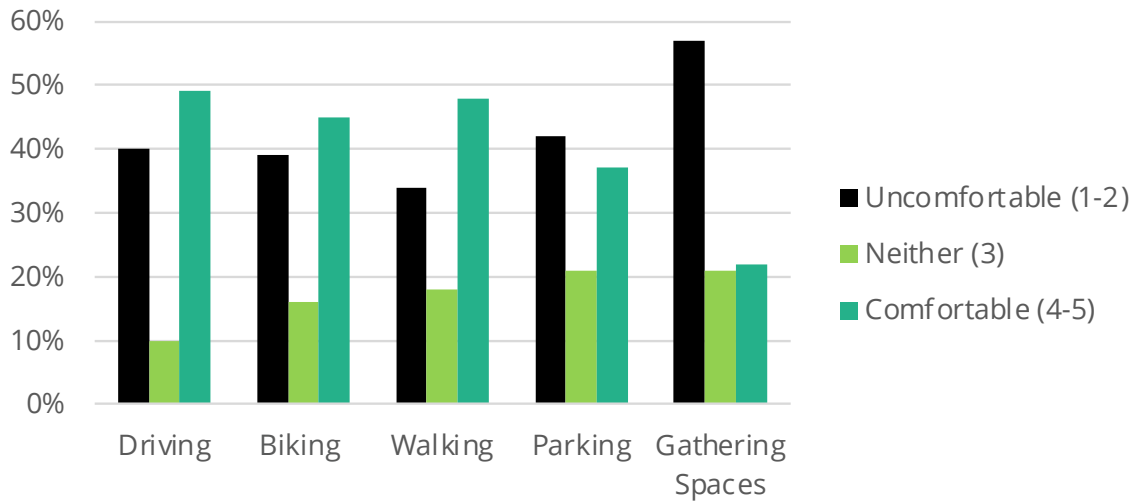


Option Purple

Project Theme	What We Heard
Driving	<ul style="list-style-type: none"> · Some respondents noted that the purple option was more similar to the existing status quo and would not be as confusing to longtime residents of bordering communities or users of 132 Avenue. · Other respondents noted concerns about keeping service roads as they could be used to go around other traffic along 132 Avenue and compromise on other elements
Biking	<ul style="list-style-type: none"> · We heard concerns that the purple option may lead to greater conflict between those who bike and those who drive. · Like other sections, we also heard that some respondents think that current biking demand does not need this amount of bike infrastructure.
Walking	<ul style="list-style-type: none"> · At least one respondent mentioned a preference for an increased number of raised crosswalks, especially near Killarney Junior High School to help students cross safely.
Parking	<ul style="list-style-type: none"> · We heard that parking at St. Matthew Church on Sundays was very busy and spilled out along 132 Avenue. · Some respondents also noted a greater number of basement suite conversions in this area, with a concern that higher density would lead to a lack of parking.
Gathering Spaces and Community Features	<ul style="list-style-type: none"> · Several respondents stated disappointment in the lack of trees for this option. · There were also concerns about the number of existing trees that would have to be removed.

"Extra-large pads and more shelters/seating by the bus stops near the schools is needed. These areas get very crowded."

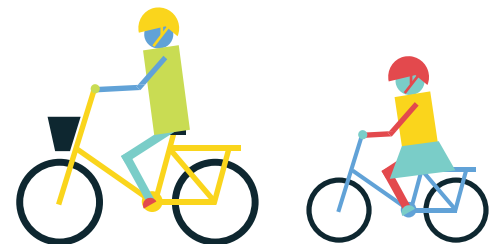
Comfort Ratings – Option Purple 132 Avenue 97 Street to 82 Street



“Similar to the orange option, the improved accessibility for bikers and pedestrians is a big plus, including the continuous access across car crossing.”

“The seating opportunities/gathering areas for people are nice, but would need improvement... some nicer landscaping, tree shade, and improved location would be better.”

“As a previous pedestrian who has lived in the Glengarry/Killarney area my entire life, I see the benefit of the central median, not only for pedestrian safety but removing U-Turn ability in the school zones.”



132 Avenue from 82 Street to 66 Street (Delwood, Balwin)

This section of 132 Avenue has two areas with no service roads (82 Street to 81 Street and 72 Street to 69 Street). Like the previous sections, we asked respondents to share their thoughts on the draft design for these sections. Please refer to the What we asked and how we asked section beginning on page 8 to review the questions and methods by which we collected this feedback. To access the PDF of the draft design for this section click [here](#); you can also view the draft design videos for option [orange](#) or [purple](#), or visit the project webpage: edmonton.ca/132avenue.

There was a general appreciation for the greenery and planting in this section, although we also heard concerns that new plantings might be too expensive to plant and maintain. Along Balwin School we heard a preference for maintaining trees where possible as they were among the tallest trees in the community.

A number of respondents were concerned about the reduction in driving lanes and the speed limit reduction for this section. They believe this will cause congestion in the neighbourhoods adjacent to 132 Avenue and be difficult to navigate in the winter. Other respondents liked the narrowed roadway and improved ability to cross 132 Avenue when biking or walking.

Respondents were also highly in favour of maintaining parking spaces, with some stating that parking was currently scarce in this area.

We did hear some area-specific feedback for 69 Street regarding access and visibility for turning vehicles.

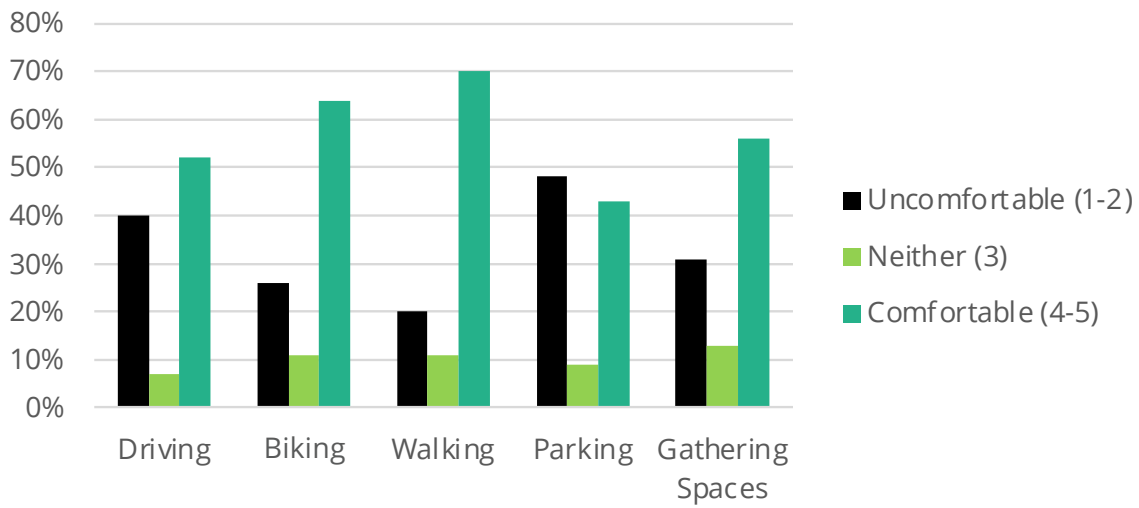
For this section, there are two areas with service roads (from 81 Street to 72 Street and 69 Street to 66 Street). We invited respondents to look at how design option orange and design option purple would be applied to these areas and to rate their comfort by five project themes: driving, biking, walking, parking and gathering spaces and community features. Option orange was preferred over option purple, with overall higher ratings of comfort, with the exception of parking, which has a slightly higher rating of discomfort versus comfort in both option orange and option purple.

“Why not make separate sidewalks and bike lanes along the whole route?”

Option Orange

Project Theme	What We Heard
Driving	<ul style="list-style-type: none"> · Respondents in this section considered many of the changes in design option orange attractive and an improvement, but questioned whether they were practical or worth the tradeoffs. · We heard from some respondents that some sacrifice in driving comfort was acceptable to make 132 Avenue more inviting for other modes of travel.
Biking	<ul style="list-style-type: none"> · We heard from some residents that they currently avoid biking on 132 Avenue and that they felt compelled to bike unsafely on the service road. These respondents were happy to see a dedicated space for people who bike and expressed that they would use the bike paths in this design. · We heard some comments that two-way bike paths in this area were not necessary for current bike volumes.
Walking	<ul style="list-style-type: none"> · We heard appreciation for improvement to the pedestrian crossings for this area. We also heard that the orange option was more pedestrian friendly.
Parking	<ul style="list-style-type: none"> · Some respondents were concerned with access to parked vehicles on 132 Avenue. These respondents considered the additional distance to walk to parking a burden, particularly for those with mobility issues. · We also heard some comments that the orange design might make it difficult for emergency services, contractors and deliveries to access resident homes. · We heard that this option might not accommodate parking from current and future multi-unit housing in this area. · Respondents were concerned that changes in option orange would push people to park on local roads instead.
Gathering Spaces and Community Features	<ul style="list-style-type: none"> · Most respondents were happy to see new benches and gathering spaces. These respondents believe the changes in option orange will get more people to use 132 Avenue. · As with other areas of 132 Avenue, the additional trees and green spaces were considered superior elements of option orange compared to option purple. · We heard some concerns that new gathering spaces might encourage loitering and antisocial behavior. Some respondents were also skeptical that new gathering spaces would be well used in this section of 132 Avenue.

Comfort Ratings, Option Orange 132 Avenue 82 Street to 66 Street



"The sidewalks and bike paths are acceptable for improved safety. The single lanes on 132 Avenue for motor-vehicle traffic is good for limiting speeders and reducing traffic noise."

"Where does all the snow go once the narrower street is cleared and the bike paths are cleared?"

"I don't see enough front parking for residents. Removing 2 lane traffic will cause traffic congestion especially during drop off and pick up at schools."



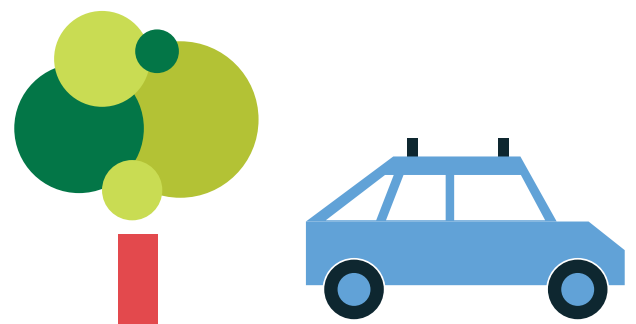
"I like the consistency from all the other areas, the connections are good."



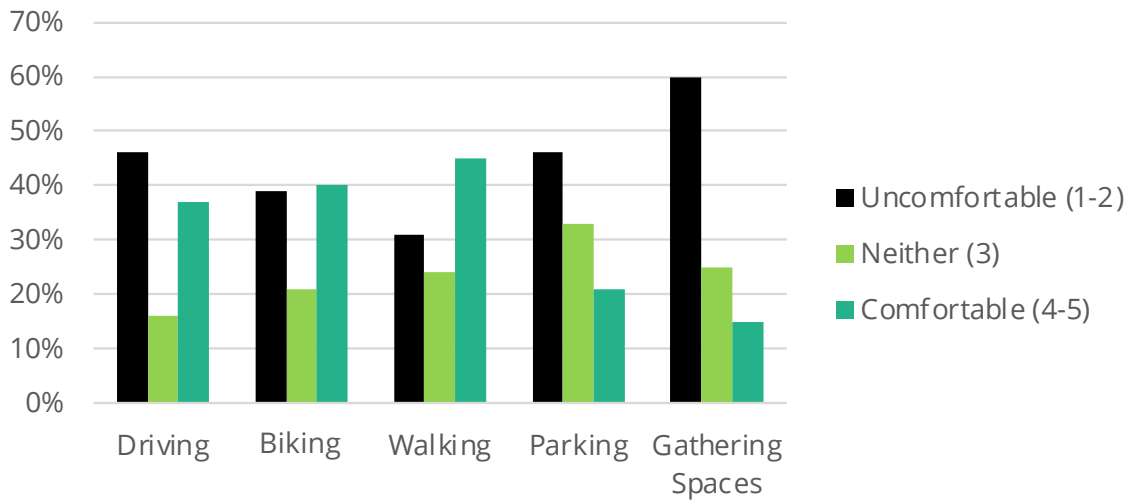
Option Purple

Project Theme	What We Heard
Driving	<ul style="list-style-type: none"> · Some respondents noted that the one-way service roads would be confusing. · We also heard that some preferred the purple option as it gave vehicles a place to divert in the instances of collisions/emergencies.
Biking	<ul style="list-style-type: none"> · Concerns related to biking were related to some respondents questioning whether bike paths along 132 Avenue were needed. · Other respondents shared that the bike paths are more user-friendly and better than what is currently there.
Walking	<ul style="list-style-type: none"> · We heard from some respondents that they liked the current service roads for walking, as they could accommodate large walking groups.
Parking	<ul style="list-style-type: none"> · We heard an overall preference for option purple when it came to parking, as respondents felt parking on the service road was easier and safer to access and that service roads were beneficial for deliveries. · There were concerns that a reduction in parking spaces in option purple could lead to residents vying for available spaces.
Gathering Spaces and Community Features	<ul style="list-style-type: none"> · As with other areas of 132 Avenue, respondents preferred the enhanced greenery of the orange option. However, there were some concerns that the additional areas for plantings would create problem areas for weeds. · There were some concerns that enhanced greenery and plantings would impact visibility at crossings in the area.

"Please find a way to keep the mature trees in the Purple Option."



Comfort Ratings – Option Purple 132 Avenue 82 Street to 66 Street

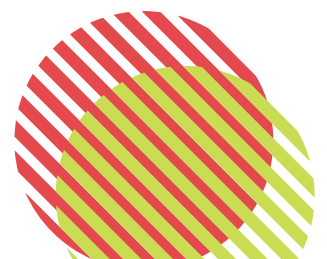


"I'm concerned with the loss of parking and trees and less opportunities for LID"



"The service roads take up far too much space, compromising the other enhancements"

"Having separate parking to reduce conflicts with flowing traffic is beneficial"



132 Avenue from 66 Street to Fort Road (Belvedere)

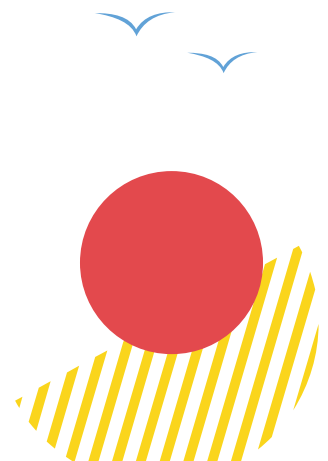
This section of 132 Avenue does not currently have service roads, and accordingly we did not present orange or purple options for this section. However, we did collect feedback from residents on the draft design for this area. Please refer to the what we asked and What we heard section beginning on page 8 to review the questions and methods by which we collected this feedback. To access the PDF of the draft design for this section click [here](#), you can also view the draft design [video](#), or visit the project webpage: edmonton.ca/132avenue.

We heard a number of concerns that reducing to one driving lane in either direction could create congestion. Many of the concerns were related to buses that would drop-off and pickup transit users in the driving lane. However, a number of respondents were happy to see traffic calming measures introduced in this area, as they currently experience a great deal of fast-moving vehicles through this area.

A number of respondents noted that the bike paths need to connect with something past Fort Road, but they were generally happy to see improved bike infrastructure in this area. We also heard location specific feedback around improving the intersection at 132 Avenue and 66 Street to include better protection at the intersection for people who walk and bike, and the addition of landscaping improvements.

Respondents in this area also had a number of questions and concerns regarding new plantings and greenery. The most common concern was how green spaces would be maintained going forward, with many expressing a fear that they would become overgrown.

"I would like to see the buses have their own pull-out spot so they don't block passing traffic"



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



What we asked**How we asked it**

What is your level of comfort with a Signalized Intersection/Roundabout at the 132 Avenue/90 Street intersection, where 1 is very uncomfortable and 5 is very comfortable?

.....

- Online Survey
- Online Sessions
- In-depth Interviews

What works for you in the Signalized Intersection/Roundabout design option and why?

.....

What would you like to see improved in the Signalized Intersection/Roundabout design option and why?

.....

What additional comments would you like to provide on the Signalized Intersection/Roundabout design option?

We invited respondents at all sessions and through the survey to share their comfort level with both options and to provide further feedback. To access the PDF of the draft design for this section click [here](#), you can also view the draft design videos for the [roundabout](#) or [signalized](#) option, or visit the project webpage: edmonton.ca/132avenue.



Roundabout option

A Roundabout replaces the current signalized intersection and accommodates people who drive, walk and bike differently than the existing intersection.

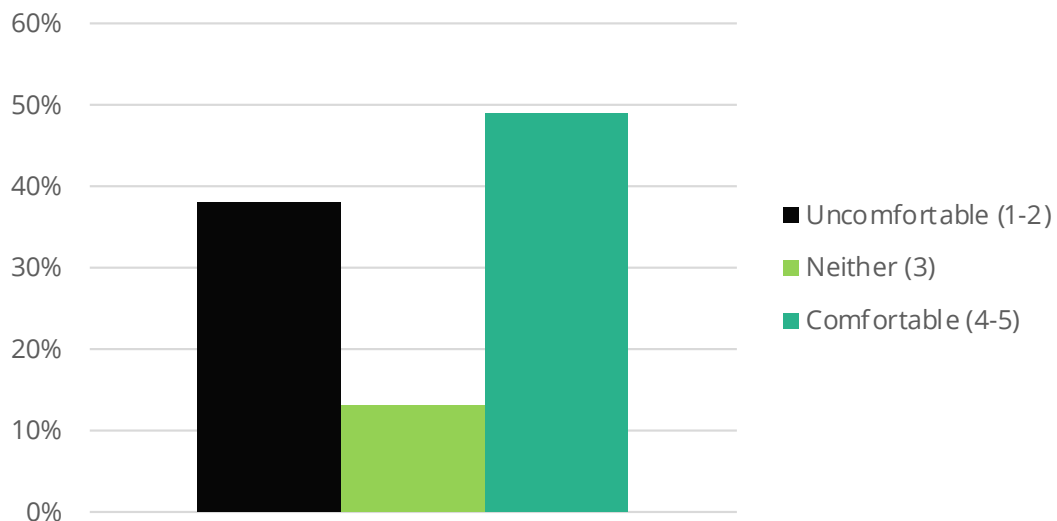
A roundabout allows continuous flow through the intersection where people who walk and bike do not need to wait for signal changes and people who drive do not need to stop at the intersection if there are no approaching pedestrians, cyclists or vehicles.

In the roundabout option, each mode has a separate path through the intersection.

The roundabout option:

- + Reduces or eliminates wait times at the intersection for people who drive, walk or bike as they yield through the intersection instead of waiting for their light phase in a signalized intersection
- + Has buffers that provide designated waiting space for vehicles so they do not block pedestrian or bike crossings
- + Reduces conflict points and reduces the severity of collisions
- + Eliminates head-on and right-angle collisions
- + Separates crossings into two stages providing a median/refuge between lanes so that people walking and biking only have to cross one traffic lane at a time
- + Permits people who drive or bike to make safe turnaround movements at 90 Street which may make it easier for parents dropping off or picking up students at the nearby schools and reduce illegal U-turn movements
- + Separates left turn movements for people who bike and drive
- + Has increased areas for landscaping

Comfort Ratings, Roundabout Option



We heard a wide range of perspectives regarding the roundabout option.

Many respondents were very enthusiastic about this design, as they believed it was an innovative solution to move and flow pedestrians, cyclists and vehicle traffic seamlessly and with greater safety. We heard that the roundabout looks beautiful, would be a unique landmark on 132 Avenue and has opportunities for more greenery.

The one driving lane in the design was appreciated as it made it easier and more simple to navigate than if there were multiple driving lanes. We also heard a great deal of interest in the fact that the roundabout would reduce the potential for side-impact collisions.

Some respondents really liked the roundabout near the schools as there would be opportunities to align bus routes more efficiently and allow for a seamless movement to turn around after pick-up and drop-off.

Some respondents believed that roundabouts were complicated and were concerned that people would not use the roundabout safely as they were not familiar and there are not many in Edmonton.

There were noted concerns that drivers from the nearby high schools and local seniors might not know how to interact with the roundabout safely as they have to navigate pedestrian and cyclist crossings.

We heard questions about the ability of the roundabout to handle traffic volume safely and efficiently and concerns that there would be congestion of vehicle traffic especially at peak periods and during periods of high pedestrian or cyclist traffic.

We heard a number of suggestions from respondents that some concerns could be mitigated with educational campaigns and enhanced driver education.

Many respondents, even those who were overall skeptical about the roundabout, appreciated the potential to not stop while travelling through the intersection when there were low levels of traffic.

"This makes so much sense. Creates a safer environment for peds, bikes, and drivers. The roundabout is a more versatile intersection too for people who miss their turn."

"Extremely confusing and dangerous for pedestrians, cyclists and drivers. Small islands are terrible for snow clearance and removal"

Signalized option

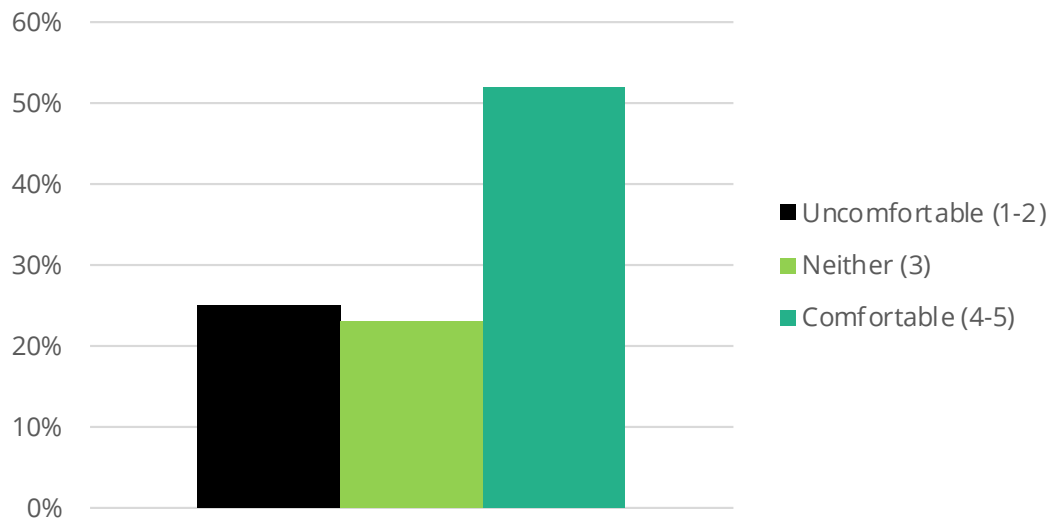
In this option, a protected signalized intersection replaces the existing signalized intersection. Each travel mode is given a separate path through the intersection. People who walk and bike have right of way over turning drivers, which may be supported by additional signal phases.

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 to occur and have more conflicting movements for left and right turns than in the Roundabout option.

The signalized option:

- + Keeps the intersection signalized but with changes to signal timings to improve clarity and safety
- + Has redesigned corners that provide separation and a waiting space for people who walk or bike while encouraging vehicles to make slower turns
- + Improves visibility of people who walk or bike to turning drivers by creating a space or waiting zone for vehicles so they do not block crossings or through traffic
- + Provides a shorter and more direct crossing for people who walk and bike
- + Separates left turn movements for people who bike from traffic

Comfort Ratings, Signalized Option



As the current intersection is signalized, we heard that the signalized option was a more familiar option to many respondents and therefore likely easier to navigate.

We heard agreement for improvements to the intersection, with respondents expressing comfort with improvements to the corners and sightlines for visibility. There was also broad support for improvement to pedestrian and cyclist safety, as compared to the current design of the intersection.

Other respondents were less enthusiastic about maintaining the signalized approach, noting that it does little to improve safety or accommodate other modes of travel.

Many respondents also believed the signalized intersection would be able to handle periods of high traffic better than the roundabout option.

"Signalized intersections provide a structured set of rules to be obeyed during heavy traffic volumes."

"It's easy for bad drivers to understand."



Next steps

The project team is reviewing all the feedback provided during the **Community Feedback on Draft Design** stage. This feedback will be considered, along with **City policies and programs and technical considerations**, to develop a final design for 132 Avenue.

The City makes decisions using a combination of policy and program information, public engagement input, technical requirements and available funding. This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the project area and result in the best outcomes for our city.

The **Community Feedback on Final Design** stage will take place in the fall of 2022.

For more information regarding the 132 Avenue Renewal project, upcoming public engagement opportunities and to subscribe for project updates, please visit edmonton.ca/132Avenue.



SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton