

95 Avenue Renewal

Edmonton

August 2022

PROJECT OBJECTIVES

This project's purpose is to renew the deteriorating road infrastructure to ensure safety and enhance the area. In addition, it will include a shared pathway (see definition below) along 95 Avenue, which has been identified as a district connector route (also defined below).

DEFINITIONS



Bike Network: Provides a safe and comfortable transportation experience, enabling people of all ages and abilities to get where they want to go.



District Connector: District connector routes prioritize directness and serve as cycling arteries, connecting multiple neighbourhoods and providing access to major city-wide and regional destinations. District connector routes are often separated from vehicle traffic.



Shared Pathway: Active mode off-street infrastructure that supports multiple recreation and transportation modes, such as walking, bicycling, wheeling, and wheelchair use. They are separated from vehicle traffic by a boulevard, median or buffer.



Protected Bike Lanes: Exclusive on-street bike lanes typically positioned directly next to a curb and separated from motor vehicle travel lanes by a physical barrier.



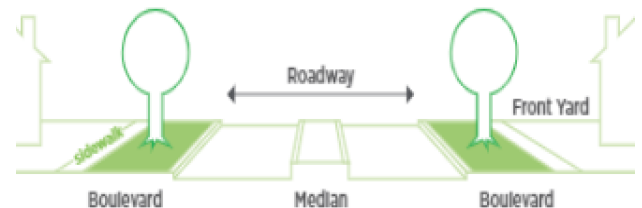
Shared Roadways: Streets shared by people cycling and driving, identified using signage and pavement markings. They are designed for low motor vehicle speeds and may incorporate traffic calming measures.



Painted Bike Lanes: Semi-exclusive on-street bike lanes positioned adjacent to a curb and delineated from adjacent motor vehicle travel lanes by paint lines only.



Parking Bay: A recess in the roadway curbline at the side of a road that dedicates the lane for vehicle parking.



Boulevard: A landscaped area at the sides or centre of a roadway for grass, trees and/or flowers.

Roadway Median: A space that separates roads to allow for traffic to travel in opposite directions or it separates two different roads to allow for traffic in opposite or the same direction but on different roads, for example a service road.

FREQUENTLY ASKED QUESTIONS:

What is the status of the project?

Stakeholder engagement is underway with affected property owners and residents. After engagement, we will assess priorities identified by stakeholders, assess trade-offs, review technical and policy requirements and determine whether further investigation is required. Please note, a boulevard shared pathway will be included along the south side of 95 Avenue as part of this project.

Why does this project need to include active mode infrastructure?

The City's policies (City Plan and Bike Plan) identify the need for an active mode network in areas through the city. Missing links in these plans are considered when roadways are up for renewal. Renewal projects provide cost-effective ways to meet City policies and incorporate appropriate, safe and comfortable active mode infrastructure.

Who will use active mode infrastructure?

Active transportation describes all human-powered forms of travel, such as walking, cycling, and wheeling. Active infrastructure is vital for sustainable, healthy, inclusive and vibrant communities and supports Edmontonians that may not be able drive, or choose not to drive.

Why does the active mode infrastructure need to be on 95 Avenue?

When the City Plan and Bike Plan were developed, there was public engagement to assess the need for an active mode network. Using the outcomes of this engagement, 95 Avenue was identified as a future route. 95 Avenue was identified as a district connector to:

- Provide a direct route connecting major destinations within West and Central Edmonton.
- Meet the Bike Plan's requirements for route spacing in West Edmonton.
- Avoid inconvenient alignments with increased travel times. Alternative routes away from this corridor will not support as many users.
- Enables active mode users to visit local businesses, schools, parks, religious institutions and other community amenities.

The previous painted bike lanes were not used. Why is the City adding more active mode infrastructure?

We understand that the previous painted bike lanes on 95 Avenue did not meet the expectations of drivers and cyclists. We have learned from that experience that we need to engage with all stakeholders so we can develop a suitable design for all roadway users. Since 95 Avenue is up for renewal between 163 Street and 189 Street, this presents an opportunity to better support users of all ages and abilities and provide improvements for the long term.

Why was a shared pathway chosen over other active mode infrastructure?

The entire 95 Avenue corridor was reviewed on a technical and budget perspective to determine the most suitable and consistent facility that can be incorporated into the renewal project without changing the project's objective for infrastructure renewal.

Will the shared pathway be on both sides of 95 Avenue?

No, the entire 95 Avenue corridor was reviewed to determine which side would be best suited for it. The review included constraints such as access to commercial lots, tree and utility conflicts, availability of space for this infrastructure as well as tie-ins to adjacent properties. Based on these assessments, it was determined that the south side would be most appropriate for the district connector.

Who will maintain the shared pathway?

Shared pathways are maintained by the City beginning at the end of a snowfall and completed within 48 hours.

Will we lose parking and access to the front of our property?

No, on-street parking and access to your property will be maintained. Private walks will be extended through the boulevard to the roadway. On-street parking will be available for owners, residents, visitors, deliveries, emergency vehicles, etc.

After engagement, the design will progress while considering public and other feedback from internal stakeholders (such as emergency services, waste management, traffic operations and maintenance) to ensure operational requirements are met.

How will we access our back alley if the lane connection to the service road adjacent to 170 Street and south side of 95 Avenue is removed?

Access will still be available from 165 Street, 167 Street, as well as just south of 94 Avenue off 169 Street. The closure of the service road was only one of the options explored by the project team. The final design is subject to feedback received during the engagement process.

Through communications with stakeholders, the project team became aware of the condition of the back alley. Back alley renewal is not part of this

project. The City's Infrastructure Maintenance team has been made aware of the concerns raised; the typical process to address these concerns is by contacting 311 via phone or through the Edmonton 311 app.

Will trees be impacted?

It is too early in the project to determine the extent of the impacts to the trees. Through engagement we will determine priorities of the roadway elements. Impacts to existing mature trees will be minimized if possible, and new tree plantings will be considered in the boulevard space adjacent to the proposed shared pathway.

What is the timeline for this project?

Design is planned to be completed in late 2022 with construction planned for summer of 2023.

EXAMPLES OF BOULEVARD SHARED PATHWAYS

102 Avenue, between Churchill Crescent and 136 Street



109 Avenue, between 106 Street and 109 Street



For more information please visit edmonton.ca/95avenue

