

What We Heard

132 Avenue Renewal June 2021

REFINE

**BUILDING GREAT
NEIGHBOURHOODS**

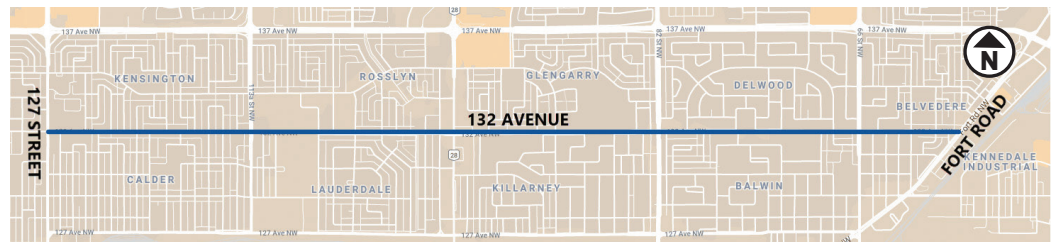
Edmonton

TABLE OF CONTENTS

Project overview	3
Public engagement roadmap	4
Public engagement spectrum	5
Decision-making process	6
What we asked and how we asked	7
Online survey	7
In-depth interviews with area stakeholders	7
Email Feedback to the Project Manager or Phone Calls Online	8
Online Events	8
Digital Engagement	8
What we heard	9
Project Vision	9
Guiding Principles	10
Project Themes	12
Driving	13
Traffic Calming	16
Service Roads	20
Biking	23
Walking	26
Parking	27
Gathering Spaces and Community Features	29
Next steps	32

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, curbs and gutters. Improving how people walk, bike, drive and gather in and around 132 Avenue will also be explored. Over the next three years, the City will be working on a plan to renew 132 Avenue, which is next to the neighbourhoods of Belvedere, Delwood, Balwin, Glengarry, Killarney, Rosslyn, Lauderdale, Kensington and Calder.

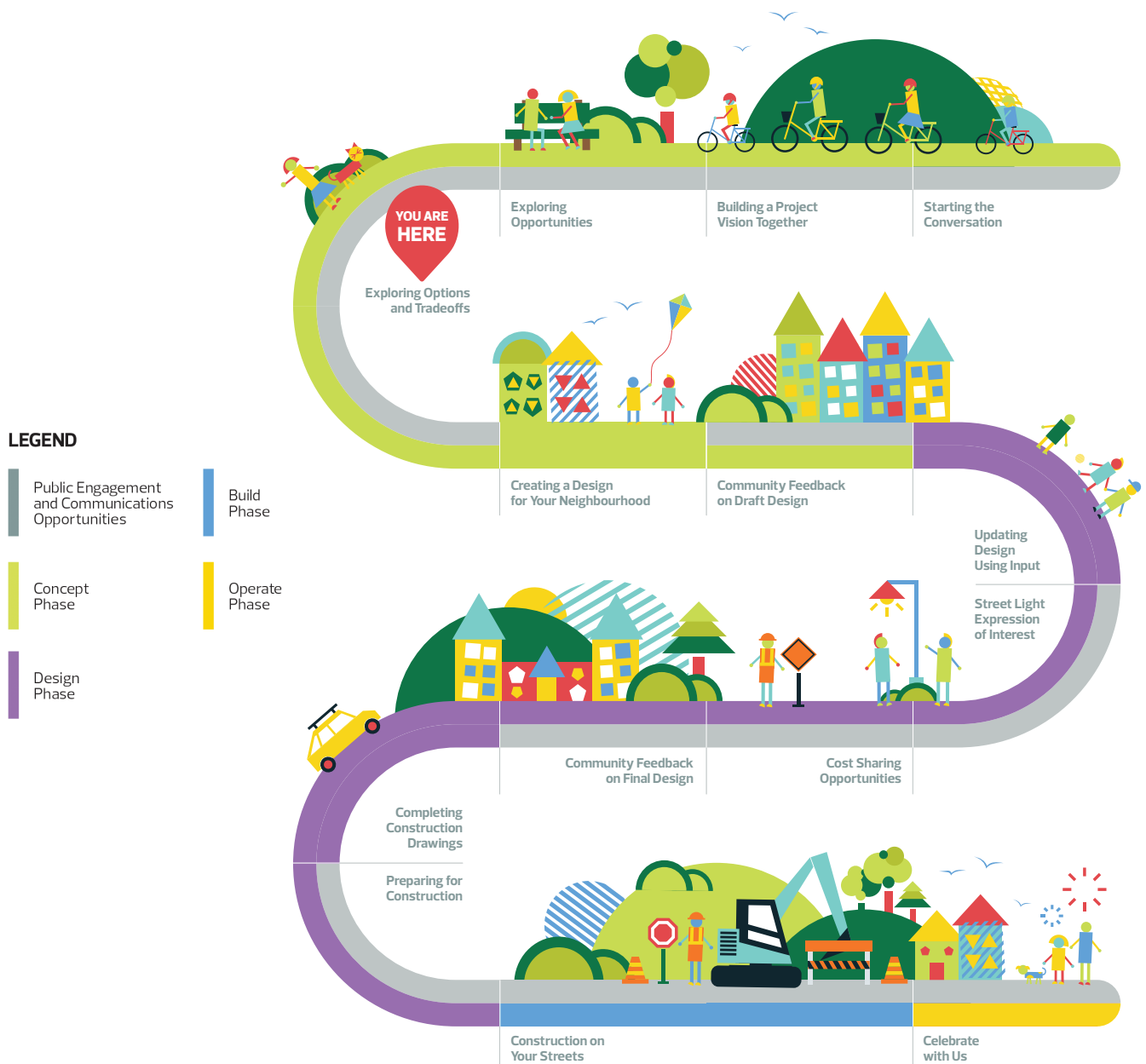


Impact to engagement due to COVID-19

The COVID-19 pandemic has impacted nearly every aspect of daily life, including how we are able to connect with you. Thank you to everyone who engaged with us virtually during the Exploring Options and Tradeoffs phase of the project as we adjusted our engagement activities. Neighbourhood Renewal ensures that neighbourhood infrastructure is safe, maintained and serves the people who live in the community and depend upon it. Although in-person public events are paused, the Project Team remains committed to delivering project information and meaningful public engagement opportunities as efficiently and safely as possible.

Public engagement roadmap

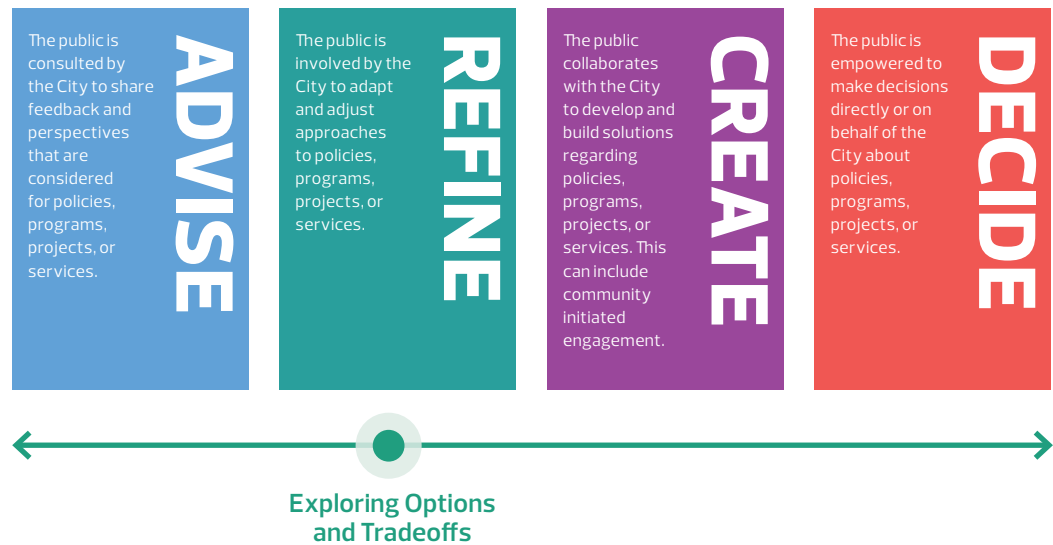
We have created a roadmap to help you and your neighbours understand the various opportunities to provide feedback and how you can participate throughout the different stages of the project. At each step, we will tell you what the purpose is and how your input will inform the decisions being made. We commit to reporting back on how we used your input. Through April and May 2021, we were **Exploring Options and Tradeoffs**.



Public engagement spectrum

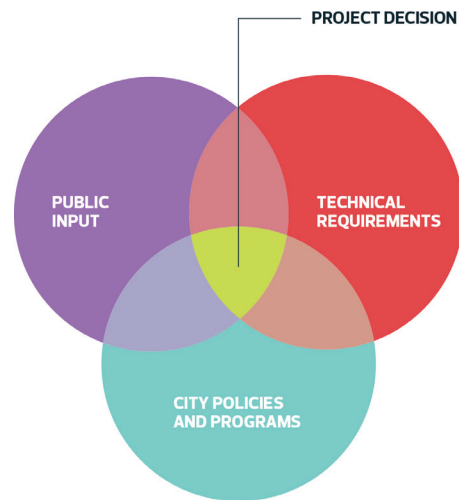
The City of Edmonton is committed to seeking diverse opinions, experiences and perspectives from Edmontonians, ensuring a wide range of input is available to make decisions. The City's public engagement spectrum defines the public's level of influence in engagement processes. Engagement activities during this phase 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 decision-making process takes into consideration technical requirements, City policies and programs as well as public input. Technical requirements may include elements like roadway widths and constraints such as mature trees. City policy may include road design standards such as the Complete Streets Design and Construction Standards which support the City as a whole. The 132 Avenue Renewal project will also align with other City strategies, projects and programs, such as the Edmonton Bike Plan and Speed Limit Reduction. Public input includes local knowledge, concerns and desires.



Input from the public is one aspect considered to make decisions.

What we asked and how we asked

The 132 Avenue Renewal project team built on the work done in the **Exploring Opportunities**, **Building a Project Vision Together** and **Starting the Conversation** phases 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 options for 132 Avenue Renewal.

Information for this engagement phase was communicated via mailed postcards and newsletters, emails to those who signed up for more information on the project website, a road-sign on a well-travelled location on 132 Avenue, yard signs and A-frame signs. A digital newsletter lived on the project website along with a video detailing the project to date and the current engagement phase. Information packages detailing the options being considered were also hosted on the project website.

In total 19,676 postcards and 19,676 newsletters were mailed to communities along 132 Avenue. 94 emails were sent to subscribers to the project email list. The website received 768 page views and the video was viewed 149 times. 70 yard signs and 7 A-Frame signs were deployed as well, that include 25 yard signs placed along service roads.

Online survey



109 participants

- + An online survey was available from **April 13 to May 20, 2021**.
- + The survey asked participants to share their comfort level on several options, considering the benefits and tradeoffs of each option being proposed for 132 Avenue Renewal.
- + 109 participants filled out the online survey.

In-depth interviews with area stakeholders



7 participants

- + An email invitation was sent to the Stakeholder Engagement list our team developed over the course of the Starting the Conversation and Exploring Opportunities phases.
- + A total of 7 in-depth Interviews were conducted between **April 13 and May 20, 2021**.



9 participants

Email Feedback to the Project Manager or project email

- + Email addresses for both the Project Manager and the Renewal project team were provided on Edmonton.ca, which some respondents used to provide feedback about the project. A phone number was also provided for respondents to leave their feedback.
- + Nine respondents used the phone option to leave feedback for the project team and six respondents emailed their feedback to the project team.



25 participants

Online Events

- + Community members were invited to participate in facilitated online events to share their experience of the corridor and ideas for improvements and changes. This invitation was circulated using mailed postcards and signage in high visibility locations in the community.
- + Four online sessions were held on the following dates:
April 27, April 29, May 4 & May 6.
- + 25 participants attended an online session.



234 participants

Digital Engagement

- + Community members were invited to share and discuss their ideas relating to 132 Avenue renewal on [Engaged Edmonton](#). This invitation was promoted via mailed postcards and the previously distributed newsletter sent out to the community.
- + Digital engagement activities were open between April 13 and May 20. The Engaged Edmonton site for 132 Avenue received 234 visitors and information documents hosted there were downloaded 49 times.

What we heard

The following is a summary of what we heard during the **Exploring Options and Tradeoffs phase**. While all comments have been reviewed and considered, the following is a brief summary of what we heard most often.

Project Vision

A vision is a short description that sets the direction for the future of the 132 Avenue Corridor. Guiding principles are ideas which inform how the vision is applied to the road design.

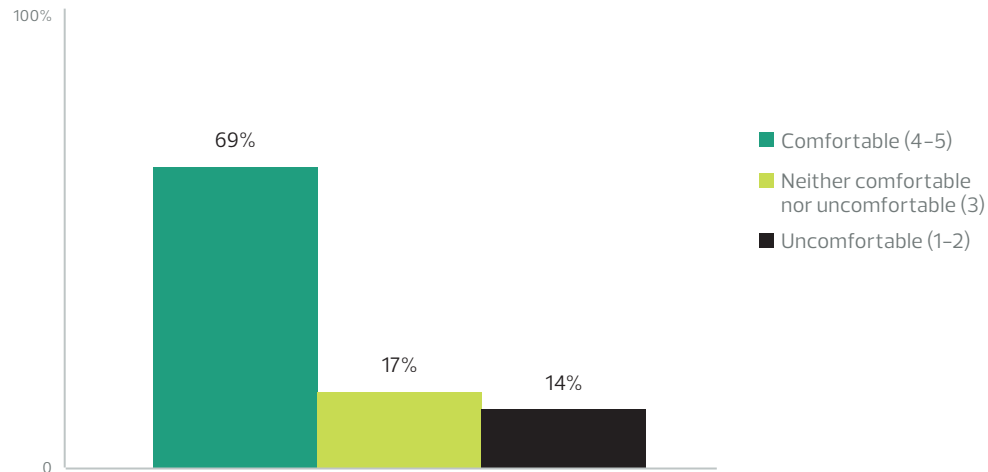
In the preceding engagement phases the following Vision statement was developed:

"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."

"I really love this vision's focus on being people-oriented, connecting neighbourhoods and safety for all people, travelling in whichever way suits them."

What is your comfort level with proposed Project Vision



We asked respondents how comfortable they were with this Project Vision statement. The majority of respondents (69%) expressed comfort with the Project Vision, particularly in supporting multiple modes of travel and 132 Avenue's role within the community. These respondents felt comfortable with the Vision Statement's focus on connecting the communities via 132 Avenue. Other respondents noted the need to maintain the roadway for vehicular traffic and the feasibility of using other modes of transportation.

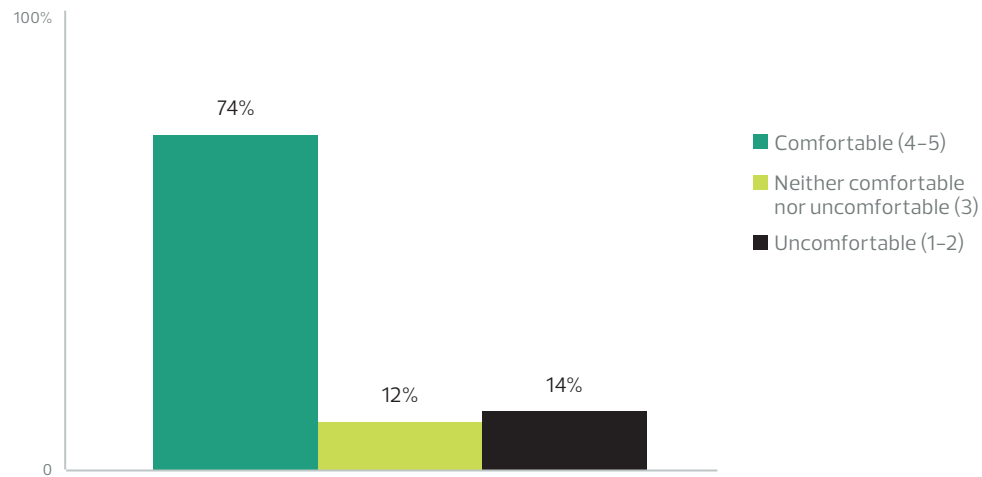
Guiding Principles

The following Guiding Principles were developed from public feedback during the previous engagement stages: **Building a Project Vision Together** and **Exploring Opportunities**:

- + *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*

"Creating an inviting street for people, will in turn create an inviting place for business."

What is your comfort level with proposed Project Guiding Principles



Similar to the project vision, we asked respondents to tell us their comfort levels with these guiding principles. The majority of survey respondents (74%) reported comfort with the guiding principles. The first principle, "Ensure the roadway remains convenient and easy to use while promoting safety and clarity for others", drew conflicting responses. Some respondents felt that this principle prioritized the experience of drivers on 132 Avenue, while others felt that the inclusion of other modes of transportation would distract from the overall experience of the roadway as a collector road.

"I love the idea of the street being more people focused including walking, cycling and rolling."

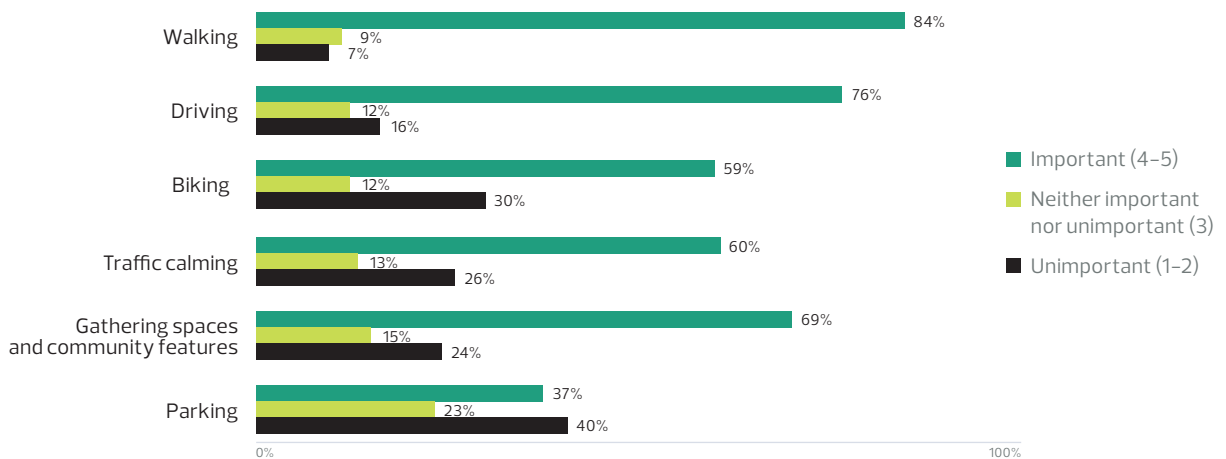
Project Themes

In the previous stages of engagement, **Building a Project Vision Together** and **Exploring Opportunities**, a number of themes were identified for the project team to consider for 132 Avenue:

- + Driving
- + Traffic calming
- + Biking
- + Walking
- + Parking
- + Gathering spaces and community features

We asked respondents how important each of these themes are to them. Walking was the most important theme, with 84% of respondents rating a high level of importance. Driving was considered similarly important by respondents, although not as strongly as walking. Biking, traffic calming and gathering spaces and community features were rated as important by the majority of respondents, but with approximately a quarter of respondents rating them as unimportant. Parking was the only theme to be rated as more unimportant than important.

What is the level of importance of each theme being considered for 132 Avenue?



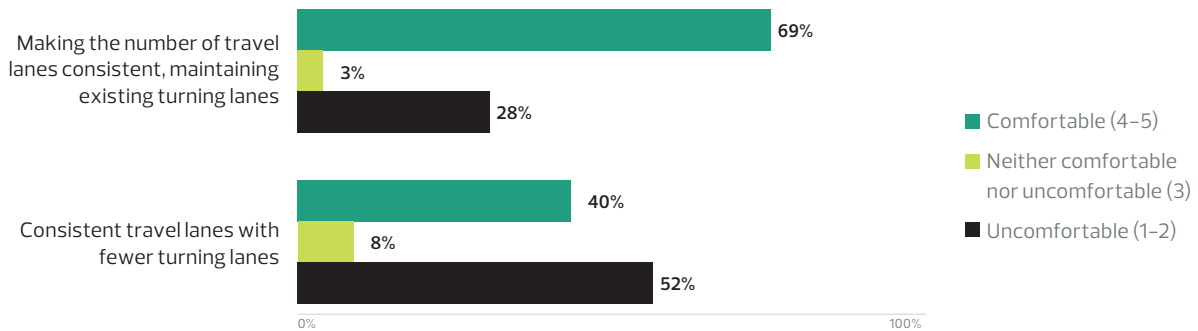
For each of these themes, a number of options being considered by the project team were presented to respondents. For each option a list of benefits and tradeoffs were provided.

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 large traffic volumes that are more than 132 Avenue currently 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 stages 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. Several measures were proposed to address speed and lane consistency issues.

What is your comfort level the following driving options...?



“There’s currently too many lanes, people speed and it is confusing at intersections.”

Proposed Options

What We Heard

- + 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.
- + 69% of survey respondents reported being comfortable with this option. These respondents commented that lane inconsistency creates confusion and contributes to speeding on 132 Avenue. We also heard that the current roadway configuration discourages other modes of transportation. We also heard that the roadway is too wide and often under-utilized by cars.
- + Those who expressed less comfort with this idea were concerned with a reduction in driving capacity along 132 Avenue. We heard that in peak hours, two lanes in each direction are necessary to move traffic, particularly around schools, to accommodate student pick-up and drop-off. These respondents expressed concern that a reduction in the number of lanes would force them to use other roadways. Some respondents also feared that a reduction in lanes might divert traffic into the communities that border 132 Avenue.
- + Respondents also noted a need for clearer lane markings, better signage and safer pedestrian crossings.

“Worried traffic will get backed up on 132 Avenue trying to turn on busy streets during rush hour (after school, etc.)”

Proposed Options

What We Heard

-
- + Make the number of driving lanes throughout 132 Avenue consistent by ensuring one lane of traffic in each direction at minimum, while reducing the number of turning lanes at each intersection
 - + 40% of survey respondents reported being comfortable with this option. These respondents mentioned the desire for narrower and safer crossings at major intersections. Others felt the change was important in order to leave more room for beautification, and to make improvements to walking and/or cycling infrastructure.

+ Most respondents noted the need for turning lanes to accommodate connections to other roadways and vehicle traffic. One common concern was traffic backups at intersections during peak hours. Turning lanes were also considered important to ensure safer turning onto larger arterials such as 82 Street. Some respondents feared that this change might encourage short-cutting into communities to avoid the potential bottlenecks at intersections. Some respondents noted that if traffic diverts to other roads, then their congestion concerns might be alleviated.
-
- + 40 km/h Speed Limit Change
 - + Respondents that were concerned about speeding and shortcutting on 132 Avenue were supportive of the 40 km/h speed change. These respondents highlighted the need for slower speeds to protect pedestrians and children at crossings, with a minimal impact on drivers.

+ Conversely, other respondents expressed concern that 40 km/h was too slow for vehicular traffic and would be difficult to enforce. Some also noted that with school zones there would still be speed limit inconsistency, as speeds would switch between 30 and 40 km/h. However, many noted that this smaller shift in speeds was a positive.

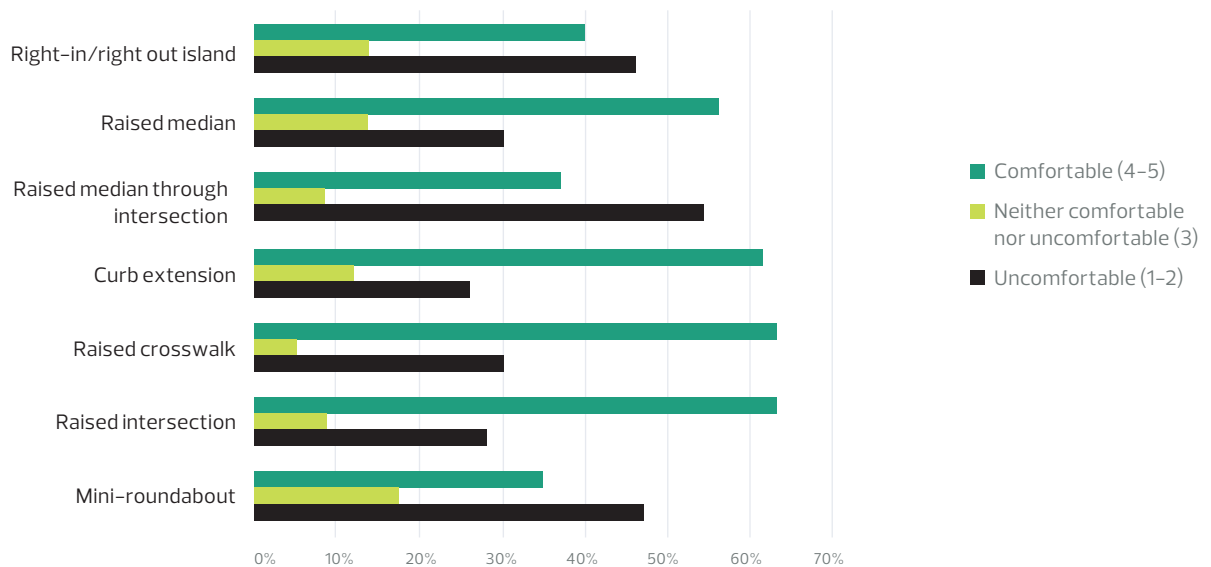
+ We also heard that this change would likely shift traffic to 137 Avenue or 127 Avenue. Opinion was divided on this issue, with some seeing this as a benefit (less traffic noise and speeding) and others as a tradeoff (discourages vehicle use on 132 Avenue). Respondents also noted that the design of the road was important, and that if the road was designed for 40 km/h it would be more comfortable for drivers despite the slower speed.

Traffic Calming

In the **Building a Project Vision Together** and **Exploring Opportunities** stages, we heard concerns about speeding, shortcutting and flow of traffic along the entirety of 132 Avenue. We also heard that many parts of 132 Avenue are too wide and confusing or unclear from a driver’s perspective, specifically in terms of speed limit changes and unclear lane markings.

We also heard about the need to make pedestrian crossings safer and more accessible. Crossing 132 Avenue currently requires pedestrians to cross the equivalent distance of up to five lanes without a refuge, which is outside the standards established by the City of Edmonton. As part of the renewal, a number of traffic calming measures and road design elements could be implemented to make pedestrian crossings shorter.

What is your comfort level with the following Traffic Calming options?



Proposed Options

What We Heard

<ul style="list-style-type: none"> + Right-in/right out island 	<ul style="list-style-type: none"> + 40% of respondents were comfortable with this option, compared to 46% who expressed discomfort with this option. + Respondents were concerned about the negative impact of this option on vehicles accessing 132 Avenue and the bordering communities. Concerns were also raised about the impact of snow removal and the movement of emergency vehicles with this option. We also heard that this option could create more confusion for drivers. + Others liked this option for being more pedestrian friendly.
<ul style="list-style-type: none"> + Raised median 	<ul style="list-style-type: none"> + A slight majority of respondents (56%) were comfortable with raised medians. These respondents noted that raised medians created a refuge for pedestrians crossing 132 Avenue. + We also heard that raised medians were an opportunity to add beautification elements such as trees or decorative plants. These respondents also noted that without these beautification elements, this option was less desirable. + Other respondents were concerned that raised medians would encourage j-walking and hinder snow removal on 132 Avenue. We also heard that this option would do less to deter speeding or encourage active transportation users.
<ul style="list-style-type: none"> + Raised median through intersection 	<ul style="list-style-type: none"> + A majority of respondents (54%) were not comfortable with this option. + We heard that this option would prevent those who drive from conveniently accessing 132 Avenue and that they would turn connecting streets into one-ways, which could be confusing for drivers.

"I have seen children peeking around large, parked trucks trying to cross 132 Avenue."

Proposed Options**What We Heard**

+ Curb extension

- + 61% of respondents were comfortable with curb extensions being used on 132 Avenue.
- + Those who expressed comfort with curb extensions commented that they were an effective means of calming traffic and providing safer crossings for pedestrians. We also heard that they are an effective tool to stop cars from parking too close to crossings or intersections.
- + Some respondents noted that curb extensions with additional greenery might result in pedestrians being harder for drivers to see. Others noted concerns with drivers hitting curbs and the challenge curb extensions posed during snow removal.

+ Raised crosswalk

- + A majority of respondents (63%) were comfortable with raised crosswalks.
- + We heard that this option was more desired around schools and other areas with a high number of pedestrians crossing, to slow down traffic.
- + Respondents were concerned about the visibility of raised crosswalks, and noted that they must be well signed to forewarn drivers. Snow removal concerns were also mentioned. Respondents worried that maintenance of raised crosswalks could be costly.

"I am excited to see all these changes happen in the area, makes me feel more secure in raising children in the community."

Proposed Options

What We Heard

+ Raised intersection

- + 65% of respondents were comfortable with raised intersections. We heard that raised intersections sent a message that the area is meant for all modes of transportation.
- + This option solicited similar comments as the raised crosswalk option. However, unique concerns over effective drainage were raised by respondents. Others noted that there are few locations on 132 Avenue with enough pedestrians to justify a raised intersection.

+ Mini-roundabout

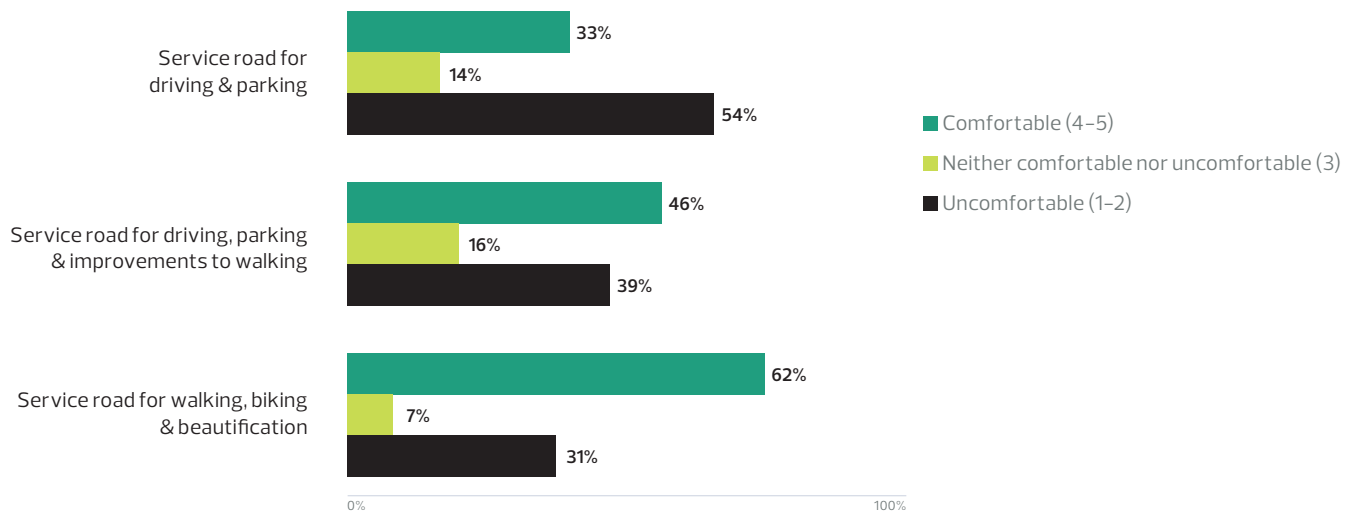
- + 47% of respondents were not comfortable with mini-roundabouts, compared to 35% who expressed comfort with this option.
- + Respondents expressed the concern that this is a confusing option that is difficult for drivers to navigate. Some respondents also noted that they felt unsafe using mini-roundabouts as a pedestrian. Others noted that there were few areas along 132 Avenue where a mini-roundabout made sense.
- + Some respondents noted that mini-roundabouts were desirable as they present opportunities for continuous traffic flow and additional beautification. Others noted that beautification on mini-roundabouts could impede visibility.

Service Roads

Service roads currently run parallel to 132 Avenue in some areas from 66 Street to 127 Avenue, but not along the entire avenue. Where they are located, the service roads currently provide parking and two-way driving lanes, with either missing sidewalks or having sidewalks and driving lanes that are narrower than current design standards.

There is an opportunity to change how the service roads are used, while maintaining parking, driving, biking and walking along 132 Avenue and exploring how these modes can be accommodated. The following options maintain parking, driving, biking and walking in different ways along the service roads and have various benefits and tradeoffs.

What is your comfort level with the following Service Road options?



Proposed Options

What We Heard

- + Service road for driving and parking (maintain current use)

- + The majority of respondents (54%) were uncomfortable with keeping service roads in their current form.
- + We heard the current service road configuration is very car-centric, under-utilized due to the only use being for vehicle traffic and parking. Respondents noted that, currently, some service roads are too large. Some respondents noted that they were currently being used by cyclists and pedestrians and would prefer the space be modified to formally accommodate these uses either in the form of a bike lane or a widened sidewalk. We also heard that service roads were used by drivers to shortcut.
- + Those who expressed comfort with maintaining current use were generally satisfied with their current use of the service road. Some of these respondents noted that existing service roads currently accommodate cyclists, vehicles and pedestrians with few conflicts. We also heard that some residences can only be accessed via service roads.

- + Service roads for driving, parking and improvements to walking

- + Opinion on this option was mixed, with 46% expressing more comfort (ratings of 4-5) versus 39% expressing less comfort (ratings of 1-2). Some respondents noted a need for more information, telling us that their opinion of this option might change depending on the placement of parking, green spaces and bike facilities.
- + We heard that in many areas of 132 Avenue, the driving and parking lanes are poorly marked, leading to essentially one large driving lane and parking lane. As such, these respondents noted this change would have little impact for current users while making better use of available space. Respondents also expressed an interest in this option leading to a reduction in speed in the neighborhood and the potential for additional greenery.
- + Those who expressed less comfort were concerned about the inconvenience of service roads becoming one way and one lane. Respondents were also worried that one-ways would be too confusing to navigate. We also heard that residents on service roads should receive extra notice and information about any changes to the service roads adjacent to their homes.

"Maintaining service roads as they are is a lost opportunity."

Proposed Options

What We Heard

- + Service road for walking, biking and beautification

- + This service road option had the highest level of comfort among respondents, with 62% expressing comfort. Those comfortable with this option commonly expressed that those on service roads will have strong opinions on repurposing the service road and will need more details on specifics on the potential impacts to their driveway access.
- + This option was popular for providing more space for pedestrians and cyclists, along with additional greenery and place-making amenities.
- + The main concern on this option was that residences use the service road for driving access and accessible parking. Without service roads, more parking would be pushed onto 132 Avenue which could impact traffic flow. We heard that service roads were a desired feature for some residences and that without these service roads we would be detracting from the desirability of adjacent residences. There were also concerns that repurposing the service road would present maintenance issues and costs, particularly in relation to green spaces and snow removal.
- + We heard mixed opinions of the increased buffer between 132 Avenue and residences. Some respondents believed this was a benefit, as it reduces noise from the Avenue and provides safer space for pedestrians. Others saw this as a trade-off, particularly if required to cross multiple sidewalks and bike facilities to reach their parked vehicle.

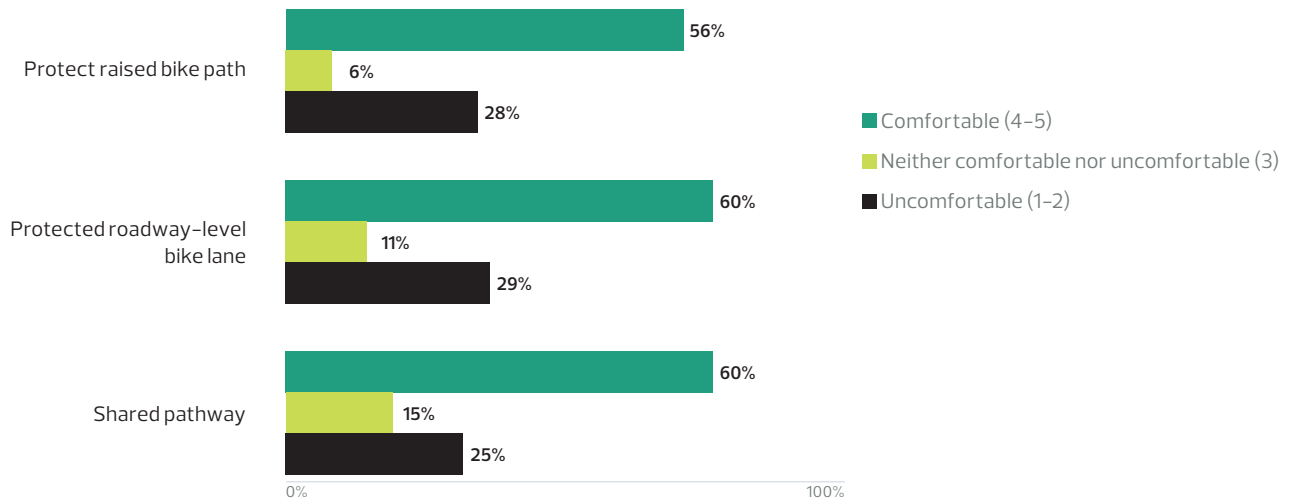
"I would be concerned for those few people who have designated handicap parking in front of their houses. That makes it a long walk, or wheelchair ride from 132 across the service road and to the front door."

"Hopefully it would address the issue of people parking every which way on the service road."

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. Three biking facility options are possible for 132 Avenue.

What is your level of comfort with the following biking options?



Proposed Options

What We Heard

<ul style="list-style-type: none"> + Protected raised bike path 	<ul style="list-style-type: none"> + 56% of respondents reported being comfortable with this bike facility. + As with all three options, some respondents were highly enthusiastic to see 132 Avenue redesigned with any type of bike facility. These respondents highlighted the lack of bike connections in the area and the lack of bike infrastructure in the north side of Edmonton. + Those who expressed less comfort with this option included those skeptical about the need or demand for bike lanes entirely. Others expressed concern with how the protected raised bike path would interact with vehicles and pedestrians at intersections. We also heard concerns about the cost of winter maintenance for bike lanes. Some respondents indicated that their objections to bike facilities could be mitigated if parking in front of residences is not impacted or if less space is used to accommodate biking facilities.
<ul style="list-style-type: none"> + Protected roadway-level bike lane 	<ul style="list-style-type: none"> + 60% of respondents were comfortable with this option for biking. Those who expressed comfort noted a greater degree of safety with a physical barrier between cyclists and vehicle traffic, along with full separation from pedestrians. + We did hear that roadway level bike lanes can become hazardous if debris like sand and gravel are allowed to build up. As with the previous option, we also heard that losing parking was an unacceptable tradeoff for many people.

"I much prefer raised bike paths and raised intersections to on road bike paths. It's safer, less maintenance, and cleaner."

Proposed Options

What We Heard

-
- | | |
|------------------|---|
| + Shared pathway | + As with the protected roadway-level bike lane, this option was comfortable for 60% of respondents. For these respondents, the shared pathway was a suitable compromise that makes an efficient use of space.

+ We heard that shared pathways create discomfort for both cyclists and pedestrians trying to use the same space at different speeds. Although some respondents noted that potential conflicts would be rare.

+ Respondents who support fully separated bike facilities noted less comfort with the shared pathway, but acknowledged they were better than having cyclists on the roadway. |
|------------------|---|

“Additional landscaping on both sides of the bike lane would provide further comfort for pedestrians and cyclists.”

Walking

In the Building a **Project Vision Together** and **Exploring Opportunities** stages, we heard that improved sidewalks and safer pedestrian crossings were highly important to consider in the 132 Renewal project. Many of the sidewalks along 132 Avenue are significantly narrower than City standards for sidewalks or are only located on one side of 132 Avenue.

Proposed Options	What We Heard
<ul style="list-style-type: none"> + Adding sidewalks where there are no sidewalks currently 	<ul style="list-style-type: none"> + Adding sidewalks was a popular option among respondents. We heard that in many areas people walked on side roads or created their own "desire paths" to travel by foot along 132 Avenue. Adding sidewalks was considered especially important for seniors and those with mobility challenges. + Some respondents were concerned about snow removal, and that residents without a sidewalk currently would have to begin removing snow.
<ul style="list-style-type: none"> + Widening sidewalks throughout 132 Avenue 	<ul style="list-style-type: none"> + Widening sidewalks was also popular among respondents. Widening was considered essential to accommodate strollers and wheelchairs, along with added growth in pedestrian use. We also heard that some sidewalks have signs and utility poles located in them, which makes them narrower and harder to navigate. + Some respondents felt that existing sidewalks were sufficiently wide and were not interested in widening sidewalks at the expense of existing greenery or parking. Respondents were also concerned about sidewalk widening encroaching upon private property.

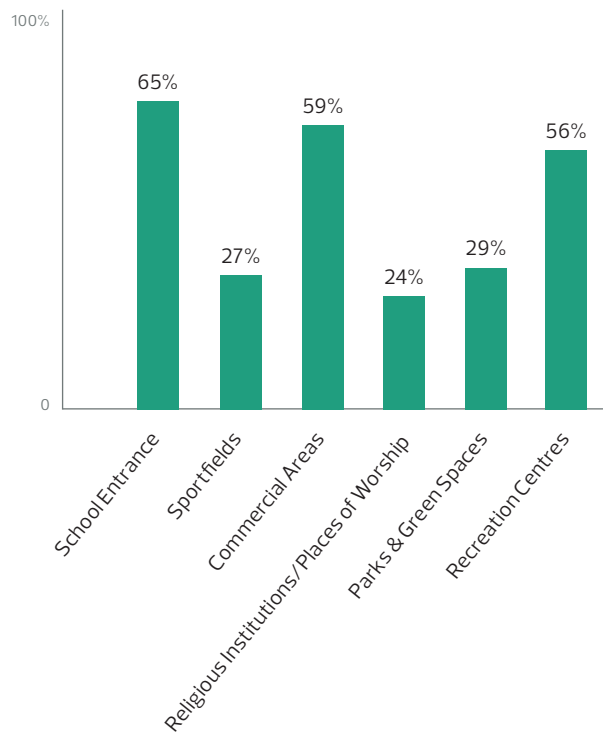
*"Yes, yes, yes!
Add sidewalks everywhere!"*

"Sidewalks on the north side should conform to those elsewhere in the city for safety. Please prioritize this."

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. We asked respondents to identify locations along 132 Avenue where maintaining existing parking is a priority.

Please select the top three locations where maintaining existing parking is a priority



*Respondents were asked to provide their top 3 preferred locations to maintain parking. Percentages refer to number of times a location was selected as a top three preferred location and accordingly do not add up to 100%.

Maintaining parking was more often a priority around school entrances, commercial areas and recreation centres. However, some respondents noted that many of these locations had sufficient dedicated parking spaces on their property or there was access to parking lots off 132 Avenue. Clear pick-up and drop-off zones for schools were also identified as important. Religious institutions/places of worship were considered less important to maintain parking, with many noting that parking near these institutions was largely under-utilized throughout the week. We heard that users of recreation facilities and sports fields often used local roads in adjacent communities for parking, which limits parking and convenient road access for residents. Rather than make more parking available on 132 Avenue for these locations, we heard a preference for more dedicated parking options off 132 Avenue.

Maintaining parking spaces outside residences was a common concern among respondents as well. Another concern with parking for residences was the distance between homes and parking spots; with some residents concerned that new bike facilities, green spaces and sidewalks would make parking too far away. We also heard that parking lanes and spots are generally unclear across 132 Avenue and need to be better communicated. Concerns were also raised about the proximity of parking spots to some crossings, which can impact the visibility of those attempting to cross 132 Avenue.

“Keep as much resident parking space available as there is now!”

“There is tons of public on-street parking a block or two from every destination.”

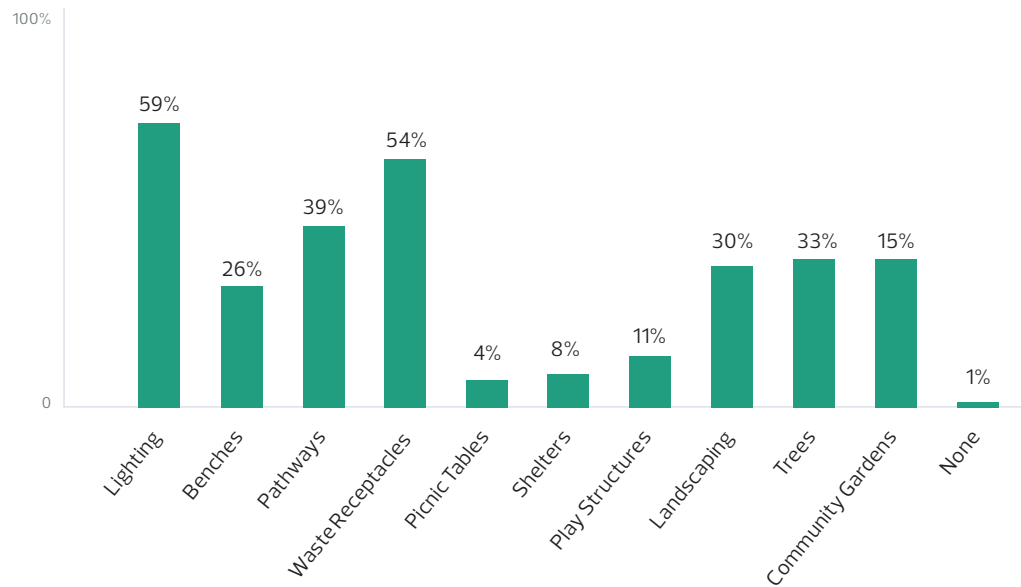
Gathering Spaces and Community Features

In the **Starting the Conversation, Building a Project Vision Together** and **Exploring Opportunities** stages we heard a clear desire for more greenery and community gathering spaces along 132 Avenue. 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.

We asked respondents to consider what community features and improvements they would prefer to see along 132 Avenue. Lighting and waste receptacles were the most popular amenities, with many respondents noting that 132 Avenue is currently not well lit. Some respondents disagreed with the idea that 132 Avenue should act as a community space – preferring the Avenue as a thoroughfare to support traffic – but did support more or better lighting to improve visibility. Benches, pathways, landscaping and trees were also frequently mentioned by respondents, with many noting the potential for general beautification. We also heard that overhead power lines were interfering with the growth of existing trees, to the point of making existing greenery look ugly. Some respondents also noted the desire to see naturalized green spaces with low-maintenance indigenous plant species. We heard concerns that additional greenery and trees may decrease visibility.

Other amenities such as picnic tables, shelters and play structures were not popular options among respondents. Many felt that these amenities were more appropriately located within existing green spaces and community locations adjacent to 132 Avenue. We also heard the importance of making space for dynamic community events such as markets or pop-up gathering spots.

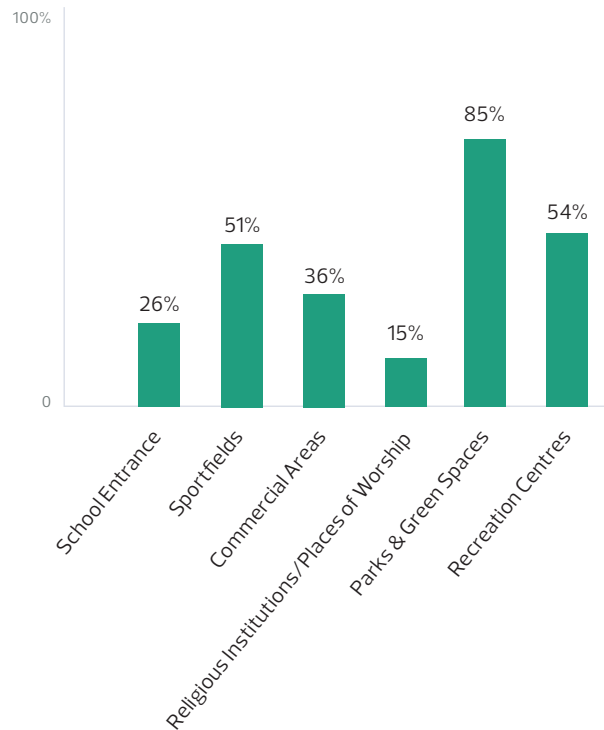
What are your top three preferred community features?



*Respondents were asked to provide their top 3 preferred amenities. Percentages refer to number of times an amenity was selected as a top three preferred amenities or community features and accordingly do not add up to 100%

"Lighting is a priority! Shrubs and ornamental grasses are nice, however they can block driver's sightlines of pedestrians, cyclists and other vehicles."

When thinking about gathering spaces amenities or community features what are your top three preferred locations?



*Respondents were asked to provide their top 3 preferred locations to site amenities. Percentages refer to number of times a location was selected as a top three preferred location and accordingly do not add up to 100%

We also asked respondents to tell us about what locations along 132 Avenue they would like to see community features and amenities. Parks and green spaces were the most popular location to site amenities, with respondents noting a desire to improve spaces that were already acting as gathering spaces. Conversely, some respondents stressed the need to space out amenities throughout 132 Avenue so all users have some access to an amenity.

Sports fields and recreation centres were also popular areas suggested for site amenities, with respondents noting that amenities would help add character to community locations and make them more appealing to spend time around. School entrances, religious institutions and commercial areas were not considered a priority for community features and amenities. For commercial areas we heard that it should be the responsibility of the proprietors and developers to build appropriate amenities.

Next steps

The project team is reviewing all the feedback provided during the **Exploring Options and Tradeoffs** phase. This feedback will be considered, along with City policies and programs and technical considerations, to develop a draft design for 132 Avenue. The **Community Feedback on Draft Design** phase will take place in late fall of 2021.

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

"I would like to see more green and placemaking items closer to my home to add character to the neighbourhood."

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton