

132 Avenue design

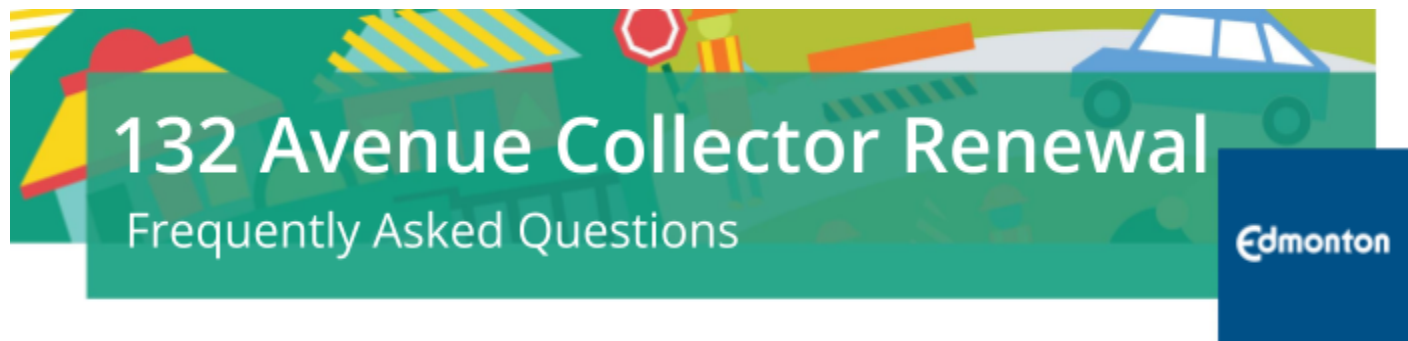
The final design for the 132 Avenue Collector Renewal aims to enhance accessibility, safety and the overall experience for all users, particularly those living and working in the area. The 132 Avenue corridor was originally designed with wide travel lanes and two lanes in each direction, both exceeding traffic requirements for this collector roadway. Its existing configuration contributed to speeding along the roadway. The new design includes standard lane widths for collector roads and incorporates traffic calming measures. This creates a safer and more inviting space for pedestrians and cyclists.

Safety was a key consideration in the 132 Avenue renewal design, especially given the residential nature of the corridor and the number of schools. The intent of the renewal project was to encourage safer driving behaviour.

A standard collector roadway design is one vehicle travel lane per direction. Even with the school traffic in the area, the traffic volumes along 132 Avenue are within the typical range for collector roadways. Reconfiguring 132 Avenue better supports the land use and neighbourhood feel. We heard many residents felt unsafe crossing the road due to excessive speeding. Reducing the width of the lanes creates an opportunity to improve safety and address speeding concerns. Additionally, space is freed up to support other uses, including creating space for new boulevard trees, unobstructed sidewalks and bike paths that provide options for people traveling along 132 Avenue.

The City Plan identifies that improving opportunities for active mobility is a tool to reduce traffic congestion and improve public health. Adding safe and comfortable walking and cycling facilities provides additional choice for students who cannot drive to safely walk and cycle to school independently. It also allows other users to choose other modes, reducing demand on the corridor. Over time, even a small number of users finding alternative routes or choosing active modes can reduce traffic congestion on the corridor.

For additional project information, please visit the [132 Avenue Renewal](#) project website.



Traffic congestion during school drop-off and pick-up times

Even with the school traffic in the area, the current road widths are built to serve larger amounts of traffic than the corridor experiences. Traffic in this area has dropped over time and is expected to stay consistent as the local neighbourhoods are established and mature. In the final design, turn lanes have been provided at major intersections to reduce impacts to traffic flow on the roadway.

The existing wide width of 132 Avenue contributes to safety issues during school drop-off and pick-up times, including illegal and unexpected U-turns, unsafe passing, double parking and blocking crosswalks. The 132 Avenue renewal design aims to address these.

Availability of parking for school events, such as open houses, sports tournaments and performances

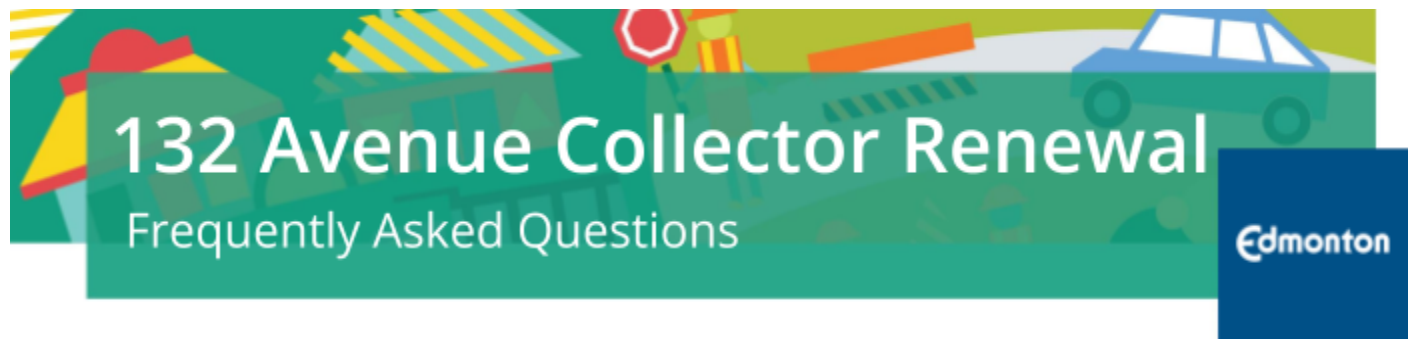
The project team heard concerns about parking and loading from the community and took this into consideration when planning for parking. Onstreet parking, ETS and yellow bus pick-up and drop-off zones remain in the final design.

Bus parking

Onstreet yellow bus pick-up and drop-off zones remain in the final design. The project team met with the schools several times throughout the design process to confirm needs, including the length and location of yellow school bus access and drop-off zones. Wider loading zones with larger sidewalk/waiting areas are part of the design to ensure school buses do not block traffic.

Bus options

In addition to the school boards, who manage the yellow bus parking, the project team met with Edmonton Transit Service to understand current and future transit needs along this corridor. The design of 132 Avenue provides bus loading bays for yellow school buses and



ETS buses in front of the schools. Currently, there are school special routes for St. Cecilia and Archbishop O'Leary schools. The creation, routing and frequency of school special service to these schools is not dependent on the physical design of 132 Avenue. ETS makes service changes 5 times per year and associated Transit Service Standards, and planned adjustments are communicated through the ETS Annual Service Plan. Decisions regarding transit service changes are prioritized within available budget and consider a variety of information such as ridership trends, on time performance and information from the school boards. ETS related questions can be directed to 311. Additional information can also be found online at www.edmonton.ca/ets/customer-service

Accessibility

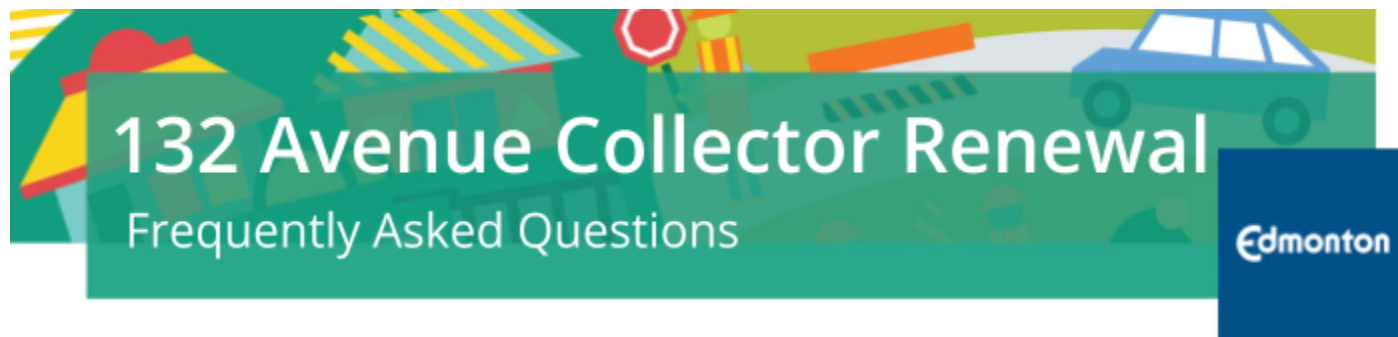
The project team met with each school to understand how to accommodate students with accessibility needs. In many cases, this type of drop off occurs within the schools' parking lots and access to these lots is retained in the design. Wider bus pick-up and drop-off areas with a larger sidewalk next to the schools allows all students to have an accessible connection to their school. If a school requires a designated accessible parking zone in front of their school, they can request it from the City and signage will be added.

During 132 Avenue Collector Renewal construction, staged road closures will be required. The project team will coordinate with school board planners, principals, ETS and yellow bus service providers to accommodate alternate access, detours and parking during the road closures. Access for those with accessibility needs will be maintained.

Roundabout functionality

The existing traffic signal at 132 Avenue and 90 Street is being replaced with a single lane roundabout. The design of this roundabout encourages slower speeds and includes features that allow both pedestrians and cyclists to travel through the roundabout safely, while maintaining the flow of vehicle traffic.

Pedestrians have the right-of-way at crossing points through the roundabout. With new infrastructure such as this, it takes time for all road users to adapt but the same



right-of-way applies at crossing points of the new roundabout as they do at crossing points of other intersections.

Neighbourhood shortcutting

Sections of 132 Avenue will be closed during construction. Access to the school will remain available via alternative routes during this time. We are coordinating with O'leary Fitness Centre to align their planned shutdown with our construction closure to reduce demand during the construction phase. We will review the expected traffic impacts and evaluate the use of adaptable traffic calming measures to address impacts of increased traffic along parallel routes.