



95 Avenue Renewal Questions and Answers

Edmonton

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How will access and traffic flow be maintained?

Direct front access will be maintained for most residential properties along the south side of 95 Avenue. Due to the changes in the roadway curbing required to define the parking bays, those living near the intersections of 165, 167 or 170 Street will be required to walk a short distance of up to about 40 metres to access the front of their properties, depending on the location of the home and parking availability.

Access to the parking bay will be from the eastbound direction of 95 Avenue only. The accommodation of on-street parking aligns with City design standards. The existing alley connection on the south side of 95 Avenue to the existing service road, immediately east of 170 Street, will be closed. Access will continue through the alley connections to 167 and 169 Street.

What will happen to parking when the service road is removed?

Parking will be accommodated in a new 2.5 metre-wide parking bay, aligning with City design standards. The estimated number of current and planned future parking spaces is shown in the table below. Parking will be reduced by 17 stalls, with reductions occurring near the intersections of 170 Street, 167 Street and 165 Street.

167 Street—170 Street	
Current (service road)	32 parking spaces
Future (parking bay)	24 parking spaces
165 Street—167 Street	
Current (service road)	29 parking spaces
Future (parking bay)	20 parking spaces

Will left turns be permitted at the 95 Avenue and 165 Street intersection?

With the removal of the south service road, the eastbound and westbound left turning bays at 165 Street will be retained.

Will access to emergency vehicles and other essential service vehicles be impacted?

The design follows applicable City of Edmonton design standards that meet the needs of Emergency Services. Fire Rescue Services further reviewed the design, which confirmed that it allows for emergency vehicle access.

How will delivery vehicles access my property?

Delivery vehicles can access the property by parking in the parking bay. Delivery drivers are familiar with this roadway design as it exists in many other parts of the city.

What materials (i.e. asphalt, concrete, etc.) are proposed for the shared pathway?

The new shared pathway will be constructed using asphalt, with concrete curb ramps at Intersections.

Who has the right-of-way on shared pathways?

Shared pathways allow for different users to share the same space, including those who walk, cycle and roll. A person riding a bicycle must yield the right-of-way to pedestrians, alert anyone in their path by sounding a bell, use reasonable care when passing another person, and travel under a reasonable rate of speed having regard for the nature and condition of the shared pathway. People using other means of active transportation, such as an e-scooter or similar device, must follow similar rules.

The City conducts a range of educational efforts to ensure people who use and interact with the active transportation network know how to do so safely and in alignment with applicable regulations. Educational efforts include sharing information online, awareness campaigns, community partnerships and other programs. The City currently has a team dedicated to leading these initiatives and is planning a broad-reaching educational and encouragement campaign as part of the Active Transportation Implementation Acceleration Project. For more information on how to use shared pathways, please visit: edmonton.ca/shared-pathways

Who will be responsible for snow and ice control on the shared pathway and parking bay? How frequently will they be cleared?

As the shared pathway is wider than 2 meters, it will be cleared as part of the City's Active Pathway clearing, as outlined in the Snow and Ice Control policy. The parking bay would be cleared by the City at the service level of a residential street or alley. When it snows, there's a priority clearing system designed to keep Edmontonians safe and traffic flowing smoothly. Priorities for both roadways and active pathways are outlined in the Snow and Ice Control Policy, and the service levels for these priorities can be found at edmonton.ca/safetravels

Residents will be responsible for maintaining connector walkways across the boulevard. In neighbourhoods, the City does not remove windrows, and crews will work to minimize the height of snow blocking the connector walkways.

Where will snow and ice be stored, and how will it impact access and visibility?

Snow and ice from 95 Avenue is anticipated to be placed along the north and south sides of the roadway. Snow and ice from the shared pathway will be stored in the south boulevard, along with snow from the roadway. The connector sidewalks will provide access across the boulevard in the winter. Snow and ice will be stored in alignment with City best practices, such as maintaining sightlines at the intersections and bus stops.

What are the plans for tree removals and replacements?

Tree removals are required in the existing median between the south service road and 95 Avenue, from 165 Street to 170 Street. The design reduces the number of trees impacted, compared to the previous design where the south service road was maintained. City-owned trees are a highly valued asset. The project team is assessing landscaping options which may include new trees or shrubs. It is expected the design will allow for tree planting in the new boulevard between the south side of 95 Avenue and the shared pathway.

What is the proposed lighting for the shared pathway, including frequency, height and type?

The street lighting design will be developed as the project advances. It is anticipated standard 9.8-metre-high light poles placed in the landscaped boulevard will provide sufficient lighting for the shared pathway and 95 Avenue.

Are amenities planned for the bus stops (e.g., garbage receptacles)?

The design is planned to include five standard-sized transit stops from 165 Street to 170 Street. The inclusion of standard-sized stops will allow for the placement of amenities potentially including transit shelters, benches and garbage receptacles at transit stop locations. Existing amenities are planned to be moved to the new stops, with

additional amenities anticipated to be added over time, based on need and availability. The amenities will be confirmed as the design advances.

How does the removal of the service road and adding a shared pathway fit into City Plans?

The addition of a safe and accessible shared pathway is reflected in several plans:

- [The City Plan](#)
- [Edmonton Bike Plan](#)
- [Community Energy Transition Strategy](#)