

Background Report

Towards 40 Watt Common & 54 Street / 4 Avenue

December 2024

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Edmonton

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INTRODUCTION

Report Purpose

The purpose of this report is to share information collected during the **Gathering Information** phase of the Watt Common and 54 Street / 4 Avenue Towards 40 project areas. This report includes information collected by the project team and what we heard from residents during the public engagement phase that occurred in October 2024.

Data shared in this report includes area statistics, relevant City policies and programs as well as technical standards that apply to these roadways. This report also shares information and opportunities including traffic volumes, vehicle speeds and a summary of residents' lived experiences prior to the Towards 40 program.

Reporting on the public engagement activities for this **Gathering Information** phase includes what we heard from residents, as well as how we communicated and engaged with Edmontonians to gather their feedback.

The specific project areas that this report covers are **Watt Common from 50 Street to Ellerslie Road and 54 Street / 4 Avenue from Ellerslie Road to 50 Street**.



ABOUT TOWARDS 40 PROGRAM

The Towards 40 program is focused on improving safety in areas where speeding and safety issues have been identified on low compliance and exception roads. The program uses adaptable measures that encourage speed compliance and safer behaviours to create safe and livable streets for all, moving Edmonton closer to our Vision Zero goal.

Low compliance roads have a default speed limit of 40 km/h. They are locations where speed limits are regularly violated and where safer behaviours can be encouraged. Exception roads are those that did not transition to 40km/h when default speed limits were reduced in 2021, but are in need of improvements to lower speeds and prioritize safety and accessibility. The default speed on exception roads will become 40 km/h once the roadway is permanently reconstructed.

Improving these areas will ensure all Edmontonians using these roadways, regardless of how they travel, will get to where they're going safely.



Improving Watt Common and 54 Street / 4 Avenue will ensure that all Edmontonians using these roadways, regardless of how they travel, will get to where they're going safely

PROJECT PROCESS AND DECISION MAKING

Towards 40 Program Process



The project process outlined in the roadmap shows the project phases from start to finish.

The public has three opportunities within this process (shown in yellow on the roadmap) to share feedback that will ADVISE the project team. The public engagement opportunities take place in the **Gathering Information, Sharing Draft Design and Evaluating the Changes** phases.

ADVISE is a step on the City's Public Engagement Spectrum



At the time of this **Background Report**, the **Gathering Information** phase has been completed. The public shared their lived experience and suggestions for improvement in the project areas. This feedback is outlined in the public engagement summary section of this report.

Feedback gathered through the public engagement phases, along with City policies and programs and technical considerations will provide the overall direction in developing appropriate adaptable measures to be applied to the project areas.

Shown in blue on the roadmap are reporting phases. There are three reports generated through the process:

- A **Background Report** is created by the City to show what we heard from the public and the data collected in the **Gathering Information** phase for the project areas. The information in this report guides the project team while developing the draft design.
- A **What We Decided Report** is created by the City to show what was decided for the final design.
- An **Evaluation Report** outlines what we heard from the public and shares data collected for the project areas. It shows how speed limit compliance and behaviour has changed since installation of the adaptable measures.

BACKGROUND REPORT - AT A GLANCE

The following pages summarize the **Background Report** created for Watt Common and 54 Street / 4 Avenue and provides an overview of the information that was collected by the project team during the **Gathering Information** phase.

Towards 40 Program

The Towards 40 program is focused on improving safety in areas where speeding and safety issues have been identified. The program uses adaptable measures that encourage speed compliance and safer behaviours to create safe and livable streets for all, moving Edmonton closer to its Vision Zero goal.

City Policies, Programs and Technical Considerations

The following are some of the City of Edmonton standards, programs, policies and best practices that set the direction for Towards 40 projects. These include, (but are not limited to) the City Plan, Vision Zero, Safe Mobility Strategy, Speed Limit Reduction, Bike Plan and Complete Streets Design and Construction Standards.

Existing Conditions, Observations and Opportunities

The Background Report outlines area statistics, existing conditions, observations and opportunities related to driving, traffic safety, biking, walking, parking, truck routes and previous feedback. Some highlights include:

- In the 2023 - 2024 school year, there were approximately 2,943 students attending the schools in the Walker and Charlesworth neighbourhoods.
- The primary mode of travel in the Walker and Charlesworth neighbourhoods is by car, truck or van as a driver and is higher than the city average.
- In 2022, the average speed compliance rate on 4th Avenue, west of 50 Street, was 25.9%.
- In 2019, on 54 Street, northbound vehicles' compliance rate to the speed limit was 49%, while southbound vehicles' compliance rate to the speed limit was 85%.
- In 2019, on Watt Boulevard, northbound vehicles' compliance rate to the speed limit was 35%, while southbound vehicles' compliance rate to the speed limit was 94%.

Collector Roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads. They often connect to local amenities that can include schools, recreational facilities, local commercial areas and park spaces.

The majority of students attending the schools in Walker and Charlesworth are from within these neighbourhoods.

- Between 2019 and 2023, there were 128 reported crashes in the project area.

Public Engagement

In September/October 2024, residents and stakeholders were invited to **ADVISE** the project team on their lived experience and suggestions for improvements travelling on Watt Common and 54 Street / 4 Avenue.

Both online and in-person public engagement opportunities were provided. An online survey was available on the project website from September 25 to October 11, 2024. An in-person engagement event was held at Corpus Christi Catholic Elementary and Junior High School on October 3, 2024.

Respondents shared their feedback on their lived experience, observations and opportunities for improvements whether they drive, bike, walk or roll through the project areas. The following is a summary of some common concerns we heard:

- Speeding issues
- Visibility issues due to parked cars
- Improvements to crosswalks - signage, flashing lights or raised crossings

“Even at stop signs, people do not stop, they roll right through and do not look for pedestrians.” - Towards 40 participant

BACKGROUND INFORMATION & DATA COLLECTION

Project Area

Watt Common from 50 Street to Ellerslie Road and 54 Street / 4 Avenue from Ellerslie Road to 50 Street are residential collector roadways which connect residents to their community amenities, such as schools, places of worship, community leagues and local commercial areas. Collector roadways also enable residents to connect to arterial roadways, which serve as the main network to connect to other areas of the city.

Watt Common SW from 50 Street to Ellerslie Road is a low compliance road where speed limits are regularly violated and where safer driving behaviours can be encouraged. The project area (shown in blue in the map below) is in the Walker neighbourhood.

54 Street SW / 4 Avenue SW from Ellerslie Road to 50 Street is a low compliance road where speed limits are regularly violated and where safer driving behaviours can be encouraged. The project area (shown in yellow in the map below) is in the Charlesworth neighbourhood.



Watt Common SW and 54 Street / 4 Avenue SW are low compliance roads where speed limits are regularly violated.

Area Statistics

Data in this report references the 2021 Federal Census and uses student attendance data provided by the Edmonton Public School Board and the Edmonton Catholic School District.

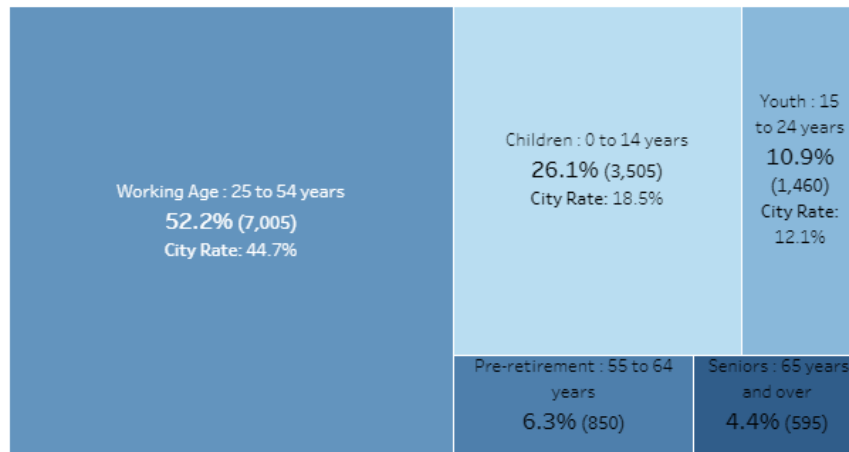
Highlights

- Most of the residents in the Walker and Charlesworth neighbourhoods are between 25 to 54 years of age and 0-14 years of age.
- The primary mode of travel in the Walker and Charlesworth neighbourhoods is by car, truck or van as a driver and is higher than the city average.
- There is a higher number of semi-detached houses and row houses than the city average in the Walker and Charlesworth neighbourhoods
- In both Walker and Charlesworth, most development occurred between 2006 and 2021. There is still some development occurring in both neighbourhoods
- In the 2023 - 2024 school year, there were approximately 2,943 students attending the schools in the Walker and Charlesworth neighbourhoods. The majority of students attending these schools are from within these neighbourhoods.

Age Distribution

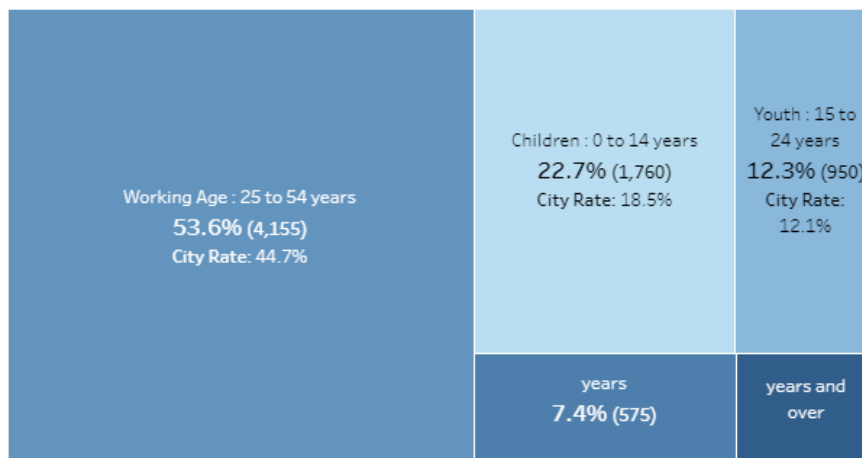
1. Walker

In the Walker neighbourhood, there is a higher number of residents of working age (52.2%) than the city average (44.7%), and a higher number of children ages 0 to 14 years old (26.1%) than the city average (18.5%). The number of youth aged 15-24 (10.9%) is lower than the city average (12.1%). The number of residents that are pre-retirement (6.3%) is lower than the city average (11.7%), and the number of residents 65 years and over (4.4%) are much lower than the city average (13%).



2. Charlesworth

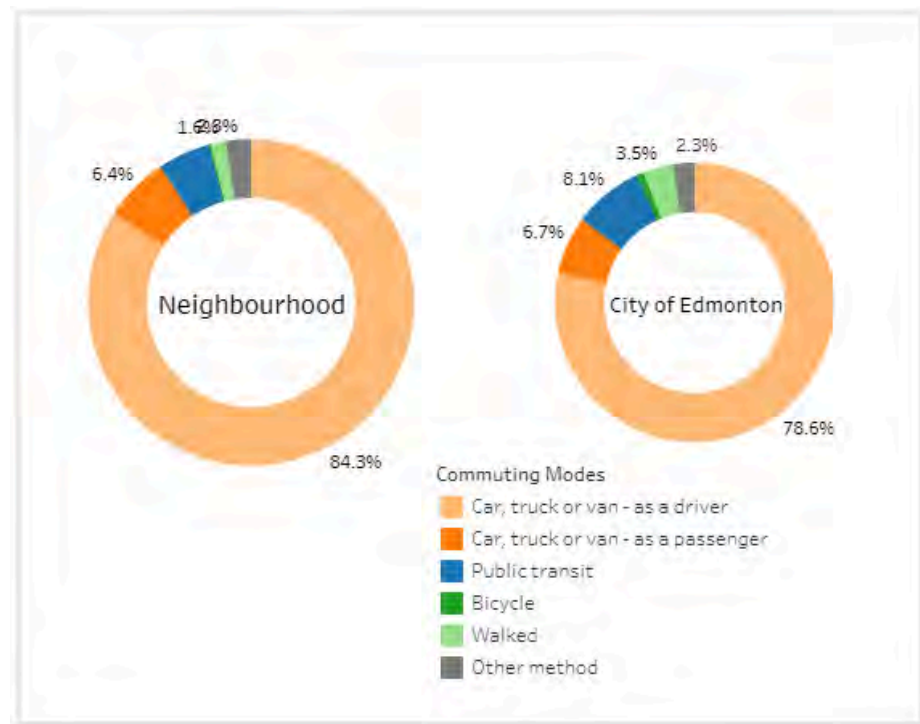
In the Charlesworth neighbourhood, there is a higher number of residents of working age (53.6%) than the city average (44.7%), and a higher number of children ages 0 to 14 years old (22.7%) than the city average (18.5%). The number of youth aged 15-24 (12.3%) is similar to the city average (12.1%). The number of residents that are pre-retirement (7.4%) is lower than the city average (11.7%) and the number of residents 65 years and over (4%) are much lower than the city average (13%).



Journey to Work

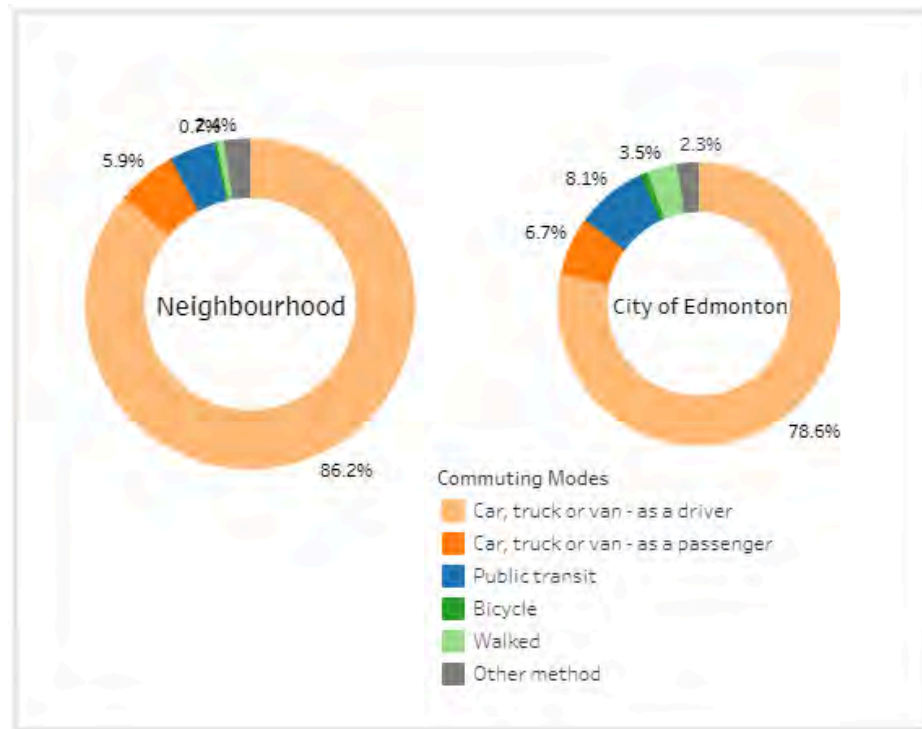
1. Walker

In the Walker neighbourhood, the primary mode of travel is by car, truck or van, as a driver (84.3%) and is higher than the city average (78.6%). Travel by car, truck or van as a passenger (6.4%) is slightly lower than the city average (6.7%). Travel by public transit (5.2%) is lower than the city average (8.1%), and travel by using other methods (2.3%) is the same as the city average (2.3%). Travel by bicycle (0.3%) is lower than the city average (0.8%) and travel by walking (1.6%) is lower than the city average (3.5%).



2. Charlesworth

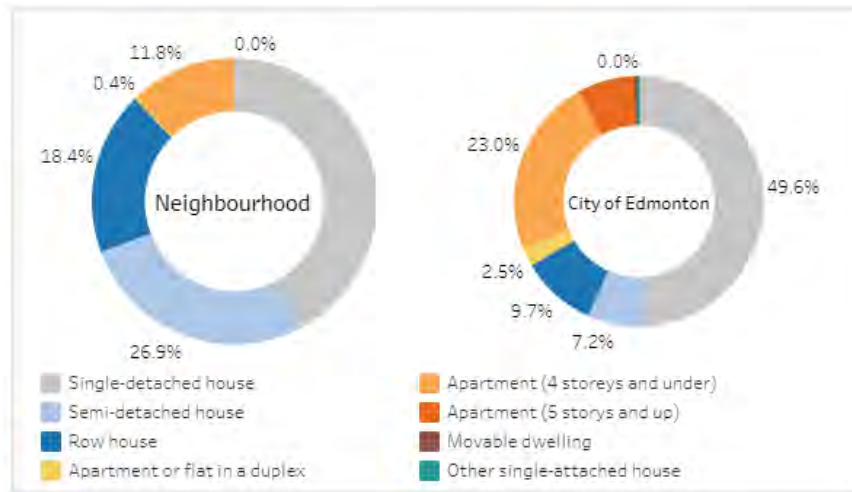
In the Charlesworth neighbourhood, the primary mode of travel is by car, truck or van, as a driver (86.2%) and is higher than the city average (78.6%). Travel by car, truck or van as a passenger (5.9%) is on par with city average (6.7%). Travel by public transit (4.4%) is lower than the city average (8.1%), and travel by using other methods (2.5%) is similar to the city average (2.3%). Travel by bicycle (0.3%) is lower than the city average (0.8%) and travel by walking (0.7%) is lower than the city average (3.5%).



Private Dwellings by Structure Type

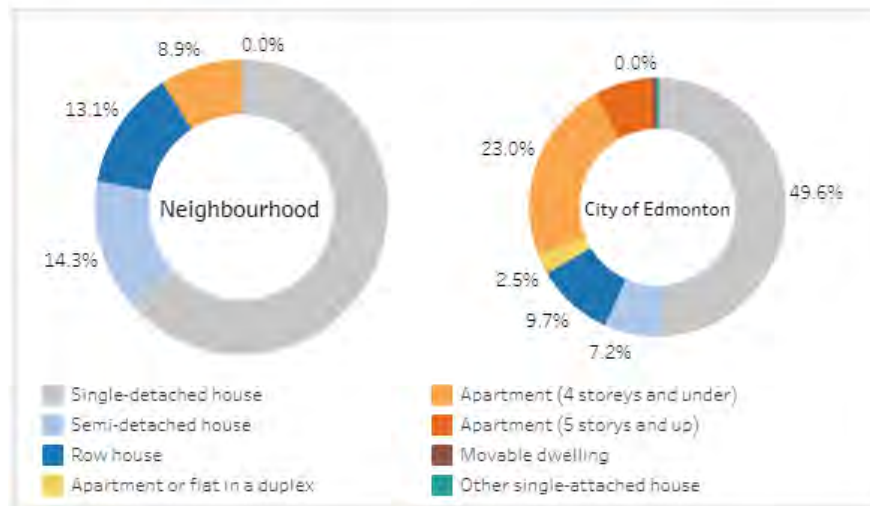
1. Walker

In Walker, there is a lower number of single-detached houses (42.5%) than the city average (49.6%). There are a higher number of semi-detached houses (26.9%) than the city average (7.2%) and row houses (18.4%) than the city average (9.7%). Walker also has a lower number of apartments in a duplex (1.8% vs 2.5%) and apartments that are four stories or under (0.4%) than the city average (23.0%).



2. Charlesworth

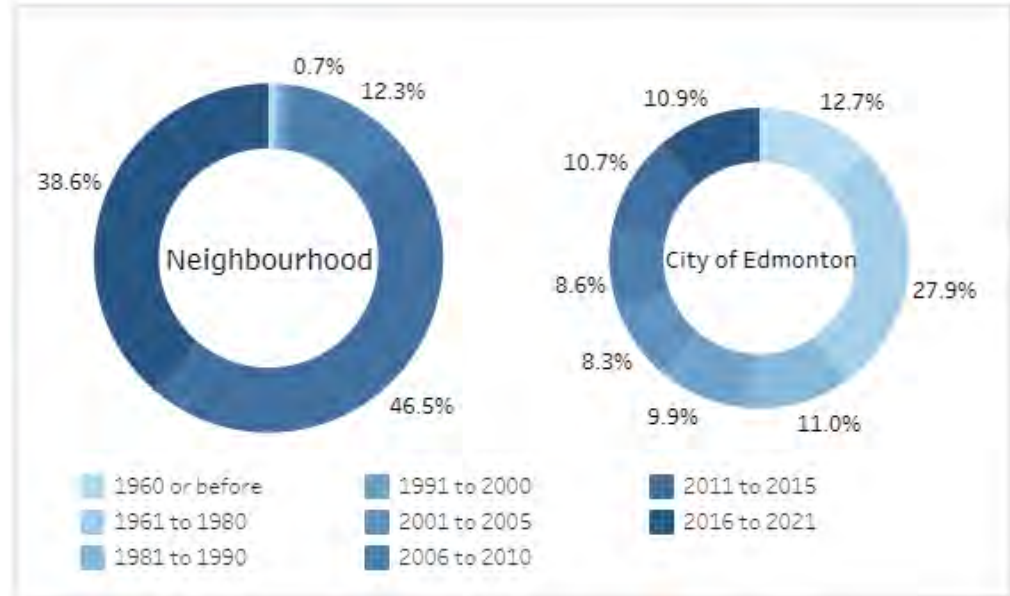
In Charlesworth, there is a higher number of single-detached houses (63.7%) than the city average (49.6%). There are a higher number of semi-detached houses (14.3%) than the city average (7.2%) and row houses (13.1%) than the city average (9.7%). Charlesworth also has a lower number of apartments in a duplex (8.9% vs 2.5%) and apartments that are four stories or under (8.9%) than the city average (23.0%).



Private Dwellings by Period of Construction

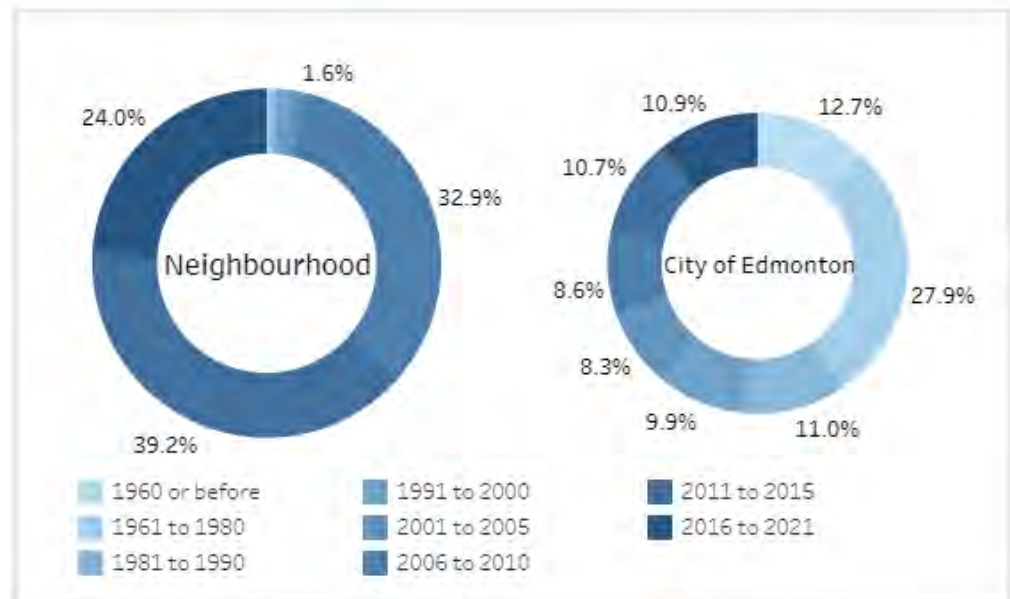
1. Walker

In Walker, the majority of development or construction of dwellings occurred between 2006 and 2021.



2. Charlesworth

In Charlesworth, the majority of development or construction of dwellings occurred between 2006 and 2021.



Schools

There are two schools in the Walker neighbourhood, Corpus Christi Catholic Elementary and Junior High School and Shauna May Seneca School. There are also two schools in the Charlesworth neighbourhood, Ellerslie Primary School and Ellerslie Campus School.

While these schools are all outside of the project limits, people travel through the project area to get to and from the schools.

Corpus Christi Catholic Elementary/Junior High School (Grades K-9):

About 885 students attend Corpus Christi Catholic Elementary/Junior High School.

About 67% of these students live in the Walker neighbourhood, 26% live in the Charlesworth neighbourhood and 7% are from other neighbourhoods.

Shauna May Seneca School (Grades K-9):

In the 2023 - 2024 school year, 1035 students were enrolled at Shauna May Seneca School. The school has a small attendance area that allows students to attend from a portion of the Walker neighbourhood.

Ellerslie Campus School (K-9):

In the 2023 - 2024 school year, 1023 students were enrolled at Ellerslie Campus School (this includes Ellerslie Primary School). The school has closed boundaries, which means that only resident students who live in the attendance area and siblings of current students returning to the school can enroll. Most students attending this school are primarily from the Walker, Charlesworth, Summerside and Ellerslie Station neighbourhoods.

City Policies, Programs and Technical Considerations

The following City of Edmonton standards, programs, policies and best practices set the direction for the project team to consider in the Watt Common and 54 Street / 4 Avenue project areas. The following provides an overview of relevant policies, plans, standards and best practices.

City Plan

Edmonton's City Plan, Charter Bylaw 20,000, was approved by City Council on December 7, 2020, and charts out the path to a future city, a city that has the benefits enjoyed today with new opportunities for the future.

For more information on City Plan, please visit edmonton.ca/CityPlan

The City Plan is about spaces and places and how people move around the city. It is about community and what is needed to grow, adapt and succeed. The City Plan envisions a city where 50% of all trips are made by transit or active transportation.

The City Plan combines a Municipal Development Plan and Transportation Master Plan, and includes strategic direction in environmental planning, social planning and economic development.

It comprehensively replaces 'The Ways' documents by setting strategic direction for the way Edmonton grows, its mobility systems, open spaces, employment and social networks, generally touching on most aspects of life in Edmonton.

Vision Zero

Edmonton's streets are for everyone, whether walking, rolling, biking, driving or taking transit. Vision Zero is the long term goal of zero traffic-related serious injuries and fatalities through safer and more livable streets for all by 2032.

Since Vision Zero was adopted in 2015, traffic-related fatalities have decreased by 50%, serious injuries have decreased by 32% and pedestrian fatalities and serious injuries have decreased by 27%.

Vision Zero Principles:

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are all physically vulnerable when involved in motor vehicle crashes

For more information on Vision Zero, please visit edmonton.ca/VisionZero

**VISION
ZERO**



- Eliminating fatalities and serious injuries requires Edmontonians and the City to prioritize safety

Safe Mobility Strategy

The Safe Mobility Strategy 2021-2025 will help Edmonton reach Vision Zero through safe and livable streets.

For more information on the Safe Mobility Strategy, please visit edmonton.ca/SafeStreets

This strategy will help to shape how Edmonton's streets are planned, designed, built, activated and maintained. The strategy outlines what has been learned, with the goal to make Edmonton's streets safer and more livable.

Speed Limit Reduction

The speed limit is now 40 km/h on most residential and downtown streets.



Reducing speed limits on residential streets, downtown and high pedestrian areas makes city streets safer, calmer and quieter for everyone. Slowing down gives people more time to react to the unexpected to prevent crashes and reduce the severity of crashes that do happen. The [Estimated Time of Arrival Tool](#) shows how little impact there is to driving times with this change.

For more information on the Speed Limit Reduction, please visit edmonton.ca/SafeSpeeds

Reducing the default speed limit is one important action within the Safe Mobility Strategy 2021-2025, Edmonton's approach to advancing Vision Zero. It is a key component of the City's strategic goals for the next ten years and it supports ConnectEdmonton in creating a safe, healthy, urban and climate-resilient city for all residents.

Bike Plan

The Bike Plan provides strategic direction for how the City plans, designs, implements, operates and maintains bike infrastructure and programs. The Bike Plan and The Bike Plan Implementation Guide lay the foundation for a network that is accessible and predictable for people of all ages and abilities and where people can choose to bike for any reason and in any season.

For more information on the Bike Plan, visit edmonton.ca/BikePlan

The plans support active transportation and safe and direct routes for people commuting to work, running errands, accessing the river valley for recreational trips and improving neighbourhood networks to connect people to local destinations.

The Bike Plan and the Implementation Guide are based on knowledge gained over the past 10 years, including recent changes to Edmonton's bike network and the rapid evolution of bike planning best practices. The plan was informed by extensive engagement with Edmontonians, who shared their rich experiences, their ideas and their vision for the future.

Complete Streets Design and Construction Standards

The Complete Streets Design and Construction Standards (CSDCS) document provides a single point of reference that supports the planning, design and construction of Complete Streets in Edmonton. It integrates the best practices in Complete Streets design philosophy and guidance introduced in the City's 2013 Complete Streets Guidelines with the City of Edmonton's former Roadway Design Standards and Construction Specifications.

For more information on the Complete Streets Design and Construction Standards, please visit edmonton.ca and [search Complete Streets Design and Construction Standards](#)

The intent of these Complete Streets Design & Construction Standards is to encourage a holistic approach to street design that will develop a network of streets that are safe, attractive, comfortable and welcoming to all users in all seasons, while considering operational and maintenance challenges. The document introduces the 'Design Domain' approach which allows flexibility in design through variance in street element design values based on the modal priorities and context of a specific corridor.

Snow and Ice Control Policy

The City of Edmonton, through its planning, decision-making and leadership, will ensure that it provides a safe and reliable winter mobility network for people walking, rolling, biking, using transit and driving. The purpose of this policy is to set snow and ice control guidelines that support the following outcomes for Edmontonians:

For more information on Snow Clearing Service Levels, please visit edmonton.ca/SafeTravels

- **Safety:** To prevent or reduce crashes, slips, falls and injury to people, and to ensure that emergency responders can reach those that need help.
- **Reliability:** Edmontonians understand when active pathways and roadways are to be cleared and to what standard they are cleared to.
- **Connectivity:** Edmonton's snow clearing approach enables Edmontonians to move safely, whether walking, rolling, biking, using transit or driving, through a mobility network of active pathways and roadways.

Public Engagement Policy

Public Engagement is a process that creates opportunities for residents to contribute to decision-making by City Council and Administration about the City's policies, programs, projects and services, and communicates how public input is collected and used. The City of Edmonton values public engagement processes and activities that contribute to policy, program, service and project decisions by providing City Council and Administration with the best possible information to support decision-making. The purpose of this policy is to ensure that the City of Edmonton:

For more information about the Public Engagement Policy, please visit edmonton.ca/PublicEngagement

- Achieves a consistent, coordinated and outcomes-driven approach to public engagement.
- Facilitates public input to decision-making through effective and efficient consultation, involvement, collaboration and empowerment processes.
- Adheres to the public engagement requirements within the Municipal Government Act and other applicable legislation.

Public engagement is one factor in the decision-making process.

Transportation Association of Canada (TAC) Guidelines

The Transportation Association of Canada (TAC) is a not-for-profit, national technical association that focuses on road and highway infrastructure and urban transportation. TAC develops publications identifying best practices in the industry. It is a principal source of guidelines for planning, design, construction, management, operation and maintenance of road, highway and urban transportation infrastructure systems. It also covers subjects like geometric design, traffic calming, pavement markings and signage.

For more information about TAC please visit www.tac-atc.ca

NACTO Guidelines

National Association of City Transportation Officials (NACTO) has developed a series of publications looking at designing cities from a global perspective. It is an association of 100 major North American cities and transit agencies, and the publications include many modes of travel. NACTO's mission is to build cities as places for people, with safe, sustainable, accessible and equitable transportation choices that support a strong economy and vibrant quality of life.

For more information about NACTO, please visit www.nacto.org

For more information on the CROW Manual for Bicycle Traffic, please visit www.crowplatform.com

CROW Design Manual for Bicycle Traffic

The CROW Design Manual for Bicycle Traffic is published in the Netherlands and is regarded as one of the most comprehensive bicycle facility design manuals in the world. It is based on decades of practical knowledge and observed operation and design of bicycle facilities in the Netherlands.

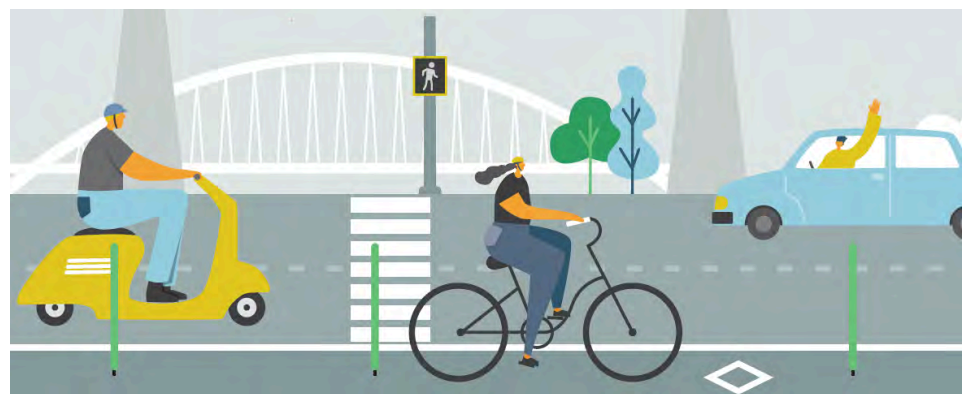
Gender Based Analysis Plus (GBA+)

GBA+ is a Government of Canada process where policies, programs, initiatives or services are evaluated for their diverse impacts on various groups of individuals. A GBA+ approach recognizes that people are influenced by intersecting identity factors that are either marginalized or privileged, and that change over time. Applying GBA+ requires ongoing research, reflection, sharing and evaluation. The project team will monitor progress or gaps when evaluating and engaging stakeholders to include diverse perspectives for design considerations.

Accessibility for People with Disabilities Policy C602

For more information on the Accessibility for People with Disabilities Policy, please visit edmonton.ca and search [Policy C602](#)

The City of Edmonton is committed to the internationally recognized principles of universal design. This means the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of age, size or ability. The purpose of the Accessibility for People with Disabilities policy is to guide the development and implementation of City policies, programs, services and infrastructure that considers individual needs and diverse abilities.



EXISTING CONDITIONS AND OBSERVATIONS

The following section is an overview of existing conditions and observations that includes an overview of the existing roadway with information about driving, biking, walking, transit, parking, truck routes, traffic safety and utilities as well as opportunities to align with city policy, programs and current standards.

Watt Common from 50 Street to Ellerslie Road

Watt Common has one lane in each direction for vehicle traffic with parking permitted on both sides of the roadway throughout the project area. Near major intersections connecting to arterial roads, such as 50 Street and Ellerslie Road, there is no parking permitted and additional turning lanes. Additional turning lanes also exist near collector roadway intersections at Watt Boulevard and 52 Street. These additional turning lanes increase the width of the roadway at these locations.



54 Street / 4 Avenue from Ellerslie Road to 50 Street

The roadway width changes along the project area; however, the use remains consistent throughout, with one lane in each direction for vehicle traffic with parking permitted on both sides of the roadway. In some sections there is a painted or concrete median that separates direction of travel. Near major intersections connecting to arterial roads, such as 50 Street and Ellerslie Road, there is no parking permitted and additional turning lanes. Additional turning lanes also exist near commercial and apartment accesses along 4 Avenue closer to 50 Street. A concrete or centre median also exists along 4th Avenue.



Driving

Road Classification

There are mainly three categories of roadways in the City of Edmonton: Arterial Roadways, Collector Roadways and Local Roadways.

Arterial Roads carry the highest traffic volume and give vehicles the ability to travel longer distances at higher speeds. Arterial roads near the project area include:

- 50 Street
- Ellerslie Road

Collector Roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads. They often connect to local amenities that can include schools, recreational facilities, local commercial areas and park spaces.

Collector roads are shown in medium yellow in the map below and include:

- Watt Common
- 54 Street / 4 Avenue
- Watt Blvd
- 62 Street / 3 Avenue
- Welsh Drive
- 2 Avenue

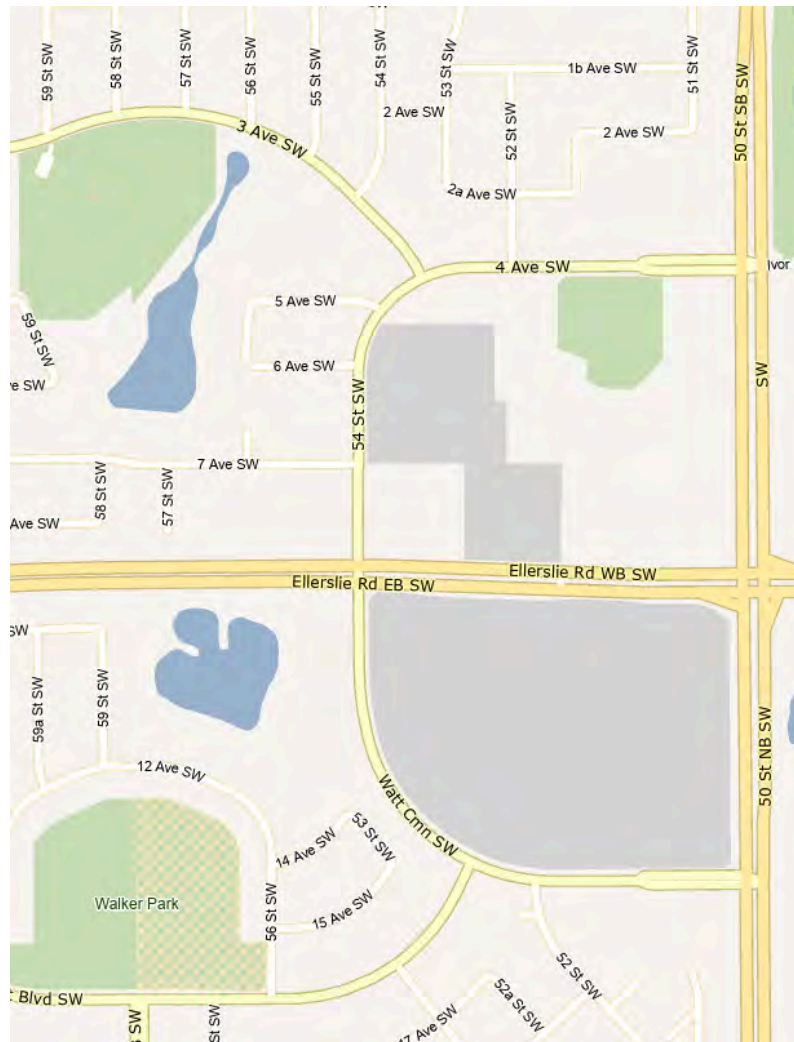
Watt Common from 50 Street to Ellerslie Road functions as a typical collector road in the Walker neighbourhood. There is access from Watt Common to commercial areas, and it has connections to other collector roadways that lead to schools and park spaces. The roadway is wider than what is needed to

accommodate one driving lane in each direction with parking, and is wide enough in most areas that make it appear that there is more than one lane in each direction, especially in sections where vehicles are not parked.

54 Street from Ellerslie Road to 50 Street functions as a typical collector road in the Charlesworth neighbourhood. There is access from 54 Street / 4 Avenue to commercial areas, and has connections to other collector roadways that lead to park or green spaces.

Local roads are low-volume roads which typically provide access to local properties. There are multiple local roads that connect to both Watt Common and 54 Street / 4 Avenue.

Collector Roads are moderate capacity corridors that carry traffic from local roads to arterial roads. They often connect to local amenities that can include schools, recreational facilities, local commercial areas and park spaces.



Map legend: Arterial roads are dark yellow, collector roads are medium yellow and local roads are pale yellow.

Traffic Volumes

The City of Edmonton regularly conducts traffic counts throughout the City to understand how traffic patterns evolve over time. Traffic volumes along 4 Avenue west of 50 Street have been relatively consistent since 2017. At the time of this report, there are only volumes collected during peak hours for the Watt Common section of roadway.

- 54 Street / 4 Avenue has generally around 5,500 vehicles per day
- During peak hours, 54 Street / 4 Avenue has generally 550 to 600 vehicles per hour
- During peak hours, Watt Common has generally 250 to 400 vehicles per hour
- Based on peak hour data, traffic volumes on Watt Common are lower than along 54 Street / 4 Avenue

Collector roads in Edmonton typically carry 5,000 to 10,000 vehicles per day with one driving lane in each direction.

- The measured volumes along 54 Street / 4 Avenue from Ellerslie Road to 50 Street are consistent with what is expected along a collector road with one lane in each direction, and volumes are comparable to other collector roads in the City.
- Based on peak hour counts, the volumes appear to be lower along Watt Common than what is typical for a collector roadway.

Development

Along the north/east side of Watt Common and south/east of 54 Street / 4 Avenue is a large commercial area. There are several development permits that have been submitted for this commercial area.



Opportunities for design

Opportunities for safety improvements along Watt Common and 54 Street / 4 Avenue include:

- Plan for all modes of travel and connections to commercial areas and other collector roads
- Ensure that passenger vehicles, ETS buses, school buses and emergency vehicles have the appropriate driving space, while reducing roadway width to align with design standards
- Define the driving lanes to avoid confusion, especially in areas where cars are not parked

Traffic Safety

Speed Limit

Current speed limits can be found using the [Speed Limit Map](#) on the Vision Zero webpage at edmonton.ca/VisionZero. In 2021, the speed limit was changed from 50 km/h to 40 km/h.



More information, including an estimated time of arrival tool and frequently asked questions, about Edmonton's speed limits can be found at edmonton.ca/SafeSpeeds

Watt Common from 50 Street to Ellerslie Road and 54 Street / 4 Avenue from Ellerslie Road to 50 Street have been identified as low compliance roads where speed limits are regularly violated and where safer behaviours can be encouraged.

Speed Studies

Speed data was collected at two locations along 54 Street / 4 Avenue and one location along Watt Common between 2017 and 2019 (prior to the change in the speed limit). Speed data was also collected on 4 Avenue west of 50 Street in 2022 after the speed limit change had been implemented.

54 Street / 4 Avenue

Speed data was collected on 4 Avenue west of 50 Street in 2017 and in 2022. The average compliance in 2017 was 23.5% (with a speed limit of 50 km/h). While speeds did reduce after the speed limit reduction in 2021, the average compliance rate in 2022 was only 25.9%.

In 2022, the average compliance to the speed limit on 4th Avenue was 25.9%.

Along 54 Street, speed data was collected north of 7 Avenue in 2019. There were significant differences between the northbound and southbound vehicles. Northbound traffic had an average compliance rate of 49% whereas southbound

traffic had a compliance rate of 85%. The southbound compliance rate could be due to the proximity to the full signal located just south of the data collected at Ellerslie Road and 54 Street and queue lengths at the light.

Watt Common

On Watt Common, a speed survey was conducted north of Watt Boulevard in 2019. As with the location on 54 Street, there were significant differences between north and southbound traffic. Northbound vehicles had a compliance rate of 35%, whereas southbound traffic had a compliance rate of 94%. The southbound compliance rate could be due to the proximity to the cross walk at 52 Street and the full signal at Watt Common & 50 Street.

In 2019, on Watt Common, northbound vehicles' compliance rate to the speed limit was 35%.

Pedestrian Crossings

Data was collected at three pedestrian crossings between 2021 and 2022, including the crossings at Watt Common south of Ellerslie Road, Watt Common and Watt Boulevard, and 4 Avenue and 52 Street.

- At the crossing on Watt Common south of Ellerslie Road (connecting a shared use path with the commercial development), an average of 27 pedestrians crossed during the morning peak hour and 34 pedestrians crossed in the afternoon peak hour.
- At the crossing on Watt Common at Watt Boulevard, an average of 7 pedestrians crossed Watt Common during the morning peak hour and 41 pedestrians crossed during the afternoon peak hour. The majority of pedestrians used the marked crosswalk on the east side of the intersection; however, 25% of pedestrians crossed along the west side of the intersection where there is no painted crosswalk.
- At the crossing on 4 Avenue at 52 Street, an average of 9 pedestrians crossed 4 Avenue during the morning peak hour and 12 pedestrians crossed during the afternoon peak hour. The majority of pedestrians used the marked crosswalk on the west side of the intersection; however, 19% of pedestrians crossed along the east side of the intersection where there is no painted crosswalk.

Crash History

Between 2019 and 2023, there were 128 reported crashes. 65 crashes (51 per cent of the crashes within the project area) occurred at the signalized intersections at 4 Avenue and 50 Street, Ellerslie Road and 54 Street, and Watt Common and 50 Street. 29 crashes (23 per cent) occurred at non-signalized intersections, and the remaining 34 crashes or 27 per cent of crashes occurred at mid-block locations. Of the 34 crashes that occurred at midblock locations, 29 were near the signalized intersections.

Signalized Intersections

The intersection at 4 Avenue and 50 Street had the highest number of crashes at 41. The intersection at Watt Common and 50 Street had 10 crashes and at Ellerslie Road and 54 Street, there were 14 crashes. None of the crashes at the signalized intersections resulted in major injuries.

The main causes of crashes at signalized intersections included following too closely, failing to observe the traffic signals, changing lanes improperly, and improper turns.

Other Intersections

Among non-signalized intersections, Watt Common and Watt Boulevard had the highest number of crashes. The remaining crashes were concentrated at the intersections of 3 Avenue and 54 Street, 4 Avenue and 52 Street, and Watt Common and 52 Street. None of the crashes at non-signalized intersections resulted in major injuries.

Among non-signalized intersections, Watt Common and Watt Boulevard had the highest number of crashes in the neighbourhood.

The main causes of crashes at non-signalized intersections included traffic sign violations (failing to observe stop signs or yield signs), running off the road, following too closely, and driving left of centre.

Mid-block Crashes

The peak locations for mid-block crashes were on 4 Avenue west of 50 Street, and on Watt Common west of 50 Street. Between 2019 and 2023, there was one mid-block crash that resulted in major injury.

The main causes of mid-block crashes included failing to yield right-of-way, stop sign violations, changing lanes improperly, and striking parked vehicles.

Opportunities for design

Opportunities for safety improvements along Watt Common and 54 Street / 4 Avenue include:

- Educate residents about the default speed limit.
- Encourage lower speeds by ensuring that the driving and parking lanes are designed to current standards and to the 40 km/hr default speed limit.
- Use traffic calming measures to create visual awareness for drivers, especially at pedestrian crossings.
- Review all crossing locations for potential improvements and ensure visible sightlines.

Biking

Existing and Planned Bike Routes

District connector routes are bike routes that serve as cycling arteries extending across multiple neighbourhoods. Nearby existing district connector routes include the following shared pathways:

- A north/south route on 50 Street SW on both the east side of the road, with a portion along the west side of the road
- A east/west route along Ellerslie Road on the north side of the road

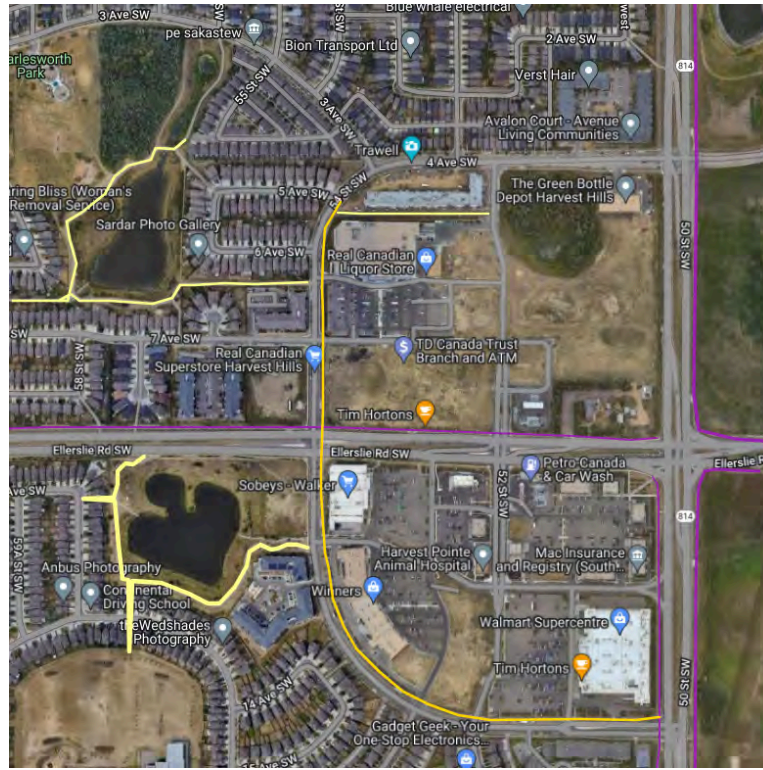


Green dotted lines show current off-street bike routes.

Neighbourhood routes provide local access, opportunities for recreational cycling and connections to destinations outside of the district connector network. These routes are focused on local connections and are planned and designed at a local neighbourhood level. Existing neighbourhood routes include shared pathways on:

- Watt Common from 50 Street to Ellerslie Road on the north/east side of the road
- 54 Street from Ellerslie Road to 5 Avenue on the north/east side of the road
- There is an east/west connection through the commercial area from 5 Avenue east into the development.
- Other pathway connections adjacent to the project areas include:
 - East/west connection between 6 Avenue and 7 Avenue through green spaces

- Connection south of Ellerslie Road and west of Watt Common though green spaces



Opportunities for design

Opportunities for safety improvements along Watt Common and 54 Street / 4 Avenue include:

- Use traffic calming measures to create visual awareness for drivers near shared pathway crossings

Walking

Crossings

There are traffic signals at the following intersections in the project areas:

- Watt Common and 50 Street (full signal)
- Watt Common and 52 Street (half signal)
- Watt Common/54 Street and Ellerslie Road (full signal)
- 4 Avenue and 50 Street (full signal)



Full signal at 4 Avenue and 50 Street

There are marked crossings at the following locations without traffic signals:

- Watt Common and Watt Boulevard
- Mid-block on Watt Common by the Sobey's



Marked crossing mid-block on Watt Common by the Sobeys

- Mid-block on 54 Street by the Superstore
- 54 Street and 3 Avenue at the all-way stop
- 4 Avenue and 52 Street

Opportunities

Opportunities for safety improvements along Watt Common and 54 Street / 4 Avenue include:

- Reduce crossing distance for those crossing the roadway
- Consider visual cues that help identify upcoming crossings
- Consider adding measures that slow people who drive prior the crossing
- Review all crosswalks for potential improvements

Transit and School Bus Routes

Edmonton Transit Service

Edmonton Transit Service (ETS) adjusts service five times per year in response to ridership patterns, rider feedback, equity considerations and quantitative performance metrics related to the Transit Service Standards. The most up to date information can be found at edmonton.ca/ets

At the time of report writing, Route 519 travels along a portion of Watt Common in the Walker neighbourhood. Route 518 travels along a portion of 4th Avenue and connects to other routes including Mill Woods Transit Centre and LRT Station and Century Park Transit Centre and LRT Station. A school special route 665 travels in the project area also. The images to the left are the Route 518, 519 and 665 maps. To view most up to date routes and schedules, visit: edmonton.ca/ets



Along Watt Common from 50 Street to Ellerslie Road and 54 Street / 4 Avenue from Ellerslie Road to 50 Street, there are 4 east/northbound bus stops and 4 west/southbound bus stops.

East/northbound bus stops on Watt Common from 50 Street to Ellerslie Road and 54 Street / 4 Avenue from Ellerslie Road to 50 Street include numbers 9320, 9304, 9289, 9290. West/southbound bus stops on Watt Common from 50 Street to Ellerslie Road and 54 Street / 4 Avenue from Ellerslie Road to 50 Street include numbers 9287, 9288, 9303, 9795.



Collector roadways in Edmonton are typically designed to allow ETS buses to stop in the traffic lane at most stops, which may briefly stop the flow of traffic to allow bus loading and unloading. This reduces delay as there is no wait to re-enter the stream of traffic and also helps to reduce traffic speeds on the roadways. At ETS bus stops that are also timing points, there is usually a bus bay or space for buses to pull over while they wait for their transit timing.

The current bus stop operation along the project areas of Watt Common and 54 Street/4 Avenue is that buses pull over from the drive lane to the curb.

School Bus Routes

There are no schools located in the project area, however, school buses use Watt Common and 54 Street/4 Avenue to access Corpus Christi Catholic Elementary Junior High School, which is located on Watt Boulevard.

Opportunities

Opportunities for safety improvements along Watt Common and 54 Street / 4 Avenue include:

- Design the roadway that allows for transit operations that are consistent to other residential and collector roadways in Edmonton

Parking

Parking is located along both Watt Common and along 54 Street / 4 Avenue in most areas. Exceptions include ETS bus stop zones, near fire hydrants, near intersections, stop signs and accesses. Some of these locations have signage and some do not.



As part of Bylaw 5590, a vehicle should not be parked:

- On a crosswalk or within five meters of a marked crosswalk
- Within five metres of a stop or yield sign
- Within five metres of an intersection
- Within five metres of a fire hydrant
- Within 1.5 metres of any access, i.e. to a driveway

The parking areas along Watt Common and 54 Street / 4 Avenue are part of a seasonal restriction, where a parking ban can be declared during the winter season with eight hours notice and remain in effect until the road has been cleared.



From a review of the project area, it is observed that parking is permitted in most areas and is highly used near apartment buildings and commercial areas. It is observed that in areas where parking is permitted but where cars are not parked, the roadway appears very wide and could be confused as two travel lanes, when it is meant for one travel lane with parking. This perception can contribute to speeding along the roadway.

Opportunities

Opportunities for safety improvements along Watt Common and 54 Street / 4 Avenue include:

- Make the driving and parking lanes clear to reduce confusion.
- Physically define where parking is not permitted per Bylaw 5590 and enhance safety near marked crosswalks.

Truck Routes

Neither Watt Common or 54 Street / 4 Avenue are designated truck routes. The nearest truck routes are along 50 Street and along Ellerslie Road.

In the project area, there are commercial areas. If these commercial areas are a destination for deliveries and the destinations are not along a truck route, trucks are to take the shortest distance from their truck route to and from their destination. This means that for deliveries to the commercial area on Watt Common and along 54 Street / 4 Avenue, delivery trucks should access the commercial site to and from 50 Street or Ellerslie Road, which could include using a portion of Watt Common and 54 Street / 4 Avenue to gain access to the area.

Utilities

A review of surface level utilities within the project areas include communications infrastructure, power and streetlights, drainage and water. Any updates to the roadway should consider proximity to surface level utilities and work with the utility companies if required.

Previous Feedback

The Safe Mobility section of City Operations keeps a record of inquiries that are emailed to them or forwarded from 311 that are directly related to safe mobility. These inquiries were reviewed during the **Gathering Information** phase of this project.

Within the neighbourhoods of Walker and Charlesworth, Safe Mobility received a number of inquiries between 2012 and 2024. The themes of these inquiries include:

- Issues with speeding
- Poor driver behavior
- A need for traffic calming
- Issues crossing the roadway

PUBLIC ENGAGEMENT SUMMARY AND RESULTS

What We Talked About

***ADVISE:** The public is consulted by the City to share feedback and perspectives that are considered for projects.*

In September/October 2024, residents and stakeholders were invited to advise the project team to share their lived experiences and suggestions for improvements travelling on Watt Common from 50 Street to Ellerslie Road and on 54 Street / 4 Avenue from Ellerslie Road to 50 Street while you drive, walk, bike or roll.

How We Communicated

The project team communicated about public engagement opportunities in the **Gathering Information** phase of the project to stakeholders, residents and organizations via the following methods:

- 9,142 letters to residents and businesses
- Emails to 5 area stakeholder organizations
- 16 yard signs
- Two informational web pages: edmonton.ca/Towards40Projects with 128 unique views, and edmonton.ca/Towards40 with 27 unique views.

How We Engaged

Both online and in-person engagement opportunities were provided to the public to ensure a broad reach and diversity of voices in the engagement process.

An online survey was available on the project website between September 25, 2024 through to October 11, 2024. Over 80 participants provided their feedback through the online survey.

In-person public engagement event was held at Corpus Christi Catholic Elementary/Junior High School on October 3, 2024 attended by 26 participants.

There were 9,142 letters mailed to residents and businesses.

What We Heard

The following is a summary of some common themes we heard in both project areas:

- Speeding issues
- Visibility issues due to parked cars
- Improvements to crosswalks - signage, flashing lights or raised crossings

The tables and summaries below reflect further on the common themes identified for each of the following modes of travel (driving, walking/rolling and biking) along Watt Common and 54 Street / 4 Avenue. Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

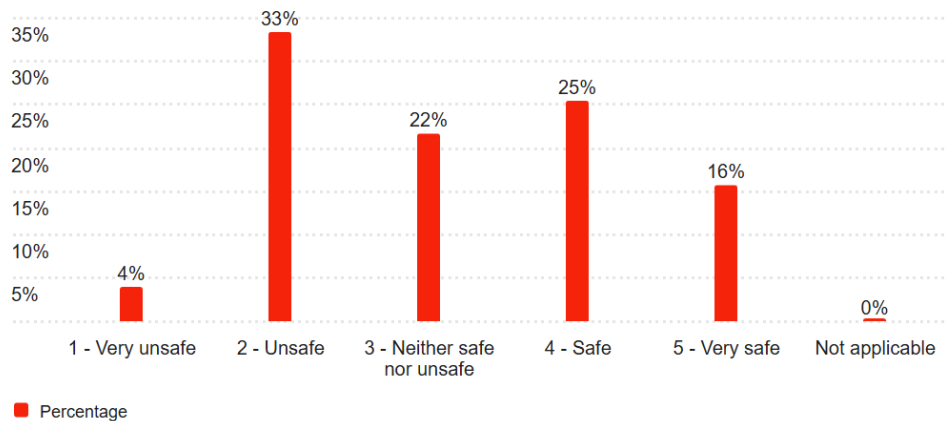
Watt Common from 50 Street to Ellerslie Road

Safety rating:

When travelling along Watt Common (driving, walking/rolling and biking) how safe do you feel?

51 respondents shared their safety rating as follows: 16% very safe, 25% safe, 22% neutral, 33% unsafe, 4% very unsafe, 0% not applicable.

51 Responses



“Even at stop signs, people do not stop, they roll right through and do not look for pedestrians.” - Towards 40 participant

What improvements could you suggest to make Driving, Walking or Rolling, Biking along Watt Common more comfortable?

Driving	Walking/ Rolling	Biking
❖ Additional enforcement to slow drivers	❖ Speed and traffic enforcement	❖ Add a separate bike lane
❖ Increase sightlines at intersections	❖ Add crossing lights or stop signs at all intersections	❖ Add measures to reduce speeding along the roadway
❖ Additional traffic lights	❖ Enhance crossing at Watt Common and Watt Boulevard	❖ Additional speed enforcement
❖ Additional parking restrictions	❖ Increase visibility at the crossing near the stormwater facility and the Sobey's	
❖ Lights or a 4-way stop at the Watt Boulevard Intersection		

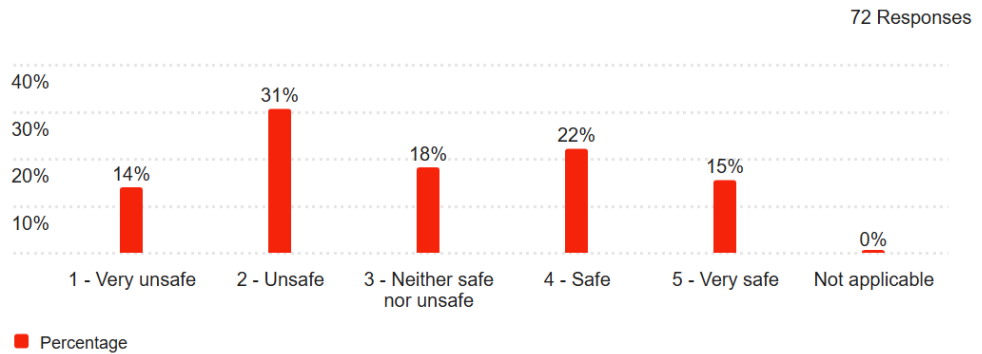
"A light to control traffic at the intersection of Watt Blvd and Watt Common ... or even a all-way stop sign"
– Towards 40 participant

54 Street / 4 Avenue from Ellerslie Road to 50 Street

Safety rating:

When travelling along 54 Street / 4 Avenue (driving, walking/rolling and biking) how safe do you feel?

A total of 72 respondents shared their safety rating as follows: 15% very safe, 22% safe, 18% neutral, 31% unsafe, 14% very unsafe, 0% not applicable.



What improvements could you suggest to make Driving, Walking or Rolling, Biking along 54 Street / 4 Avenue more comfortable?

“Increase speed signage along the whole stretch of the road as there are not enough signs, and many drivers speed along this stretch.” - Towards 40 participant

Driving	Walking/ Rolling	Biking
❖ No parking near intersections	❖ Improve visibility near the intersections	❖ Create a shared use path
❖ Additional speeding enforcement	❖ Slow down traffic	❖ Add bike lanes and ban parking
❖ Add something to slow down traffic like cement barriers, speed bumps and more	❖ Speed enforcement	❖ Improve visibility around intersections
❖ Add pedestrian crossings with lights	❖ Increase awareness there is an all-way stop at 54 Street and 3	❖ Address speeding issues

	Avenue	
❖ Add an all-way stop improve the intersection at 54 Street and 7 Avenue	❖ Increase safety at the crosswalk near the Superstore	
❖ Add more 40 km/h signage	❖ Improve pedestrian visibility at 52 Street & 4 Avenue	
❖ Enforcement of u-turns on 4 Avenue near the bottle depot		
❖ Increase sightlines at 52 Street & 4 Avenue or add an all-way stop		

"The all-way stop at 3 Avenue needs enforcement due to many drivers not stopping or rolling through the stop sign."
 – Towards 40 participant

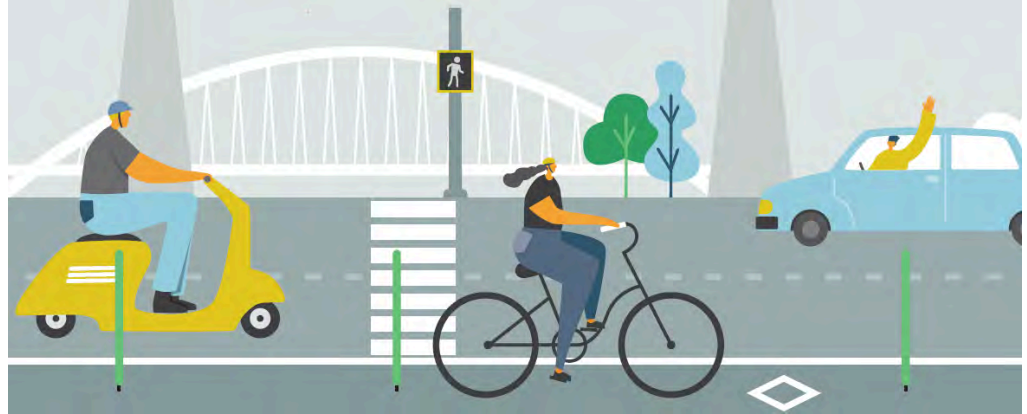
OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN

Several design opportunities were considered when reviewing all of the information contained in this report and will be considered in the draft design.

These opportunities include:

- Plan for all modes of travel and connections to commercial areas and other collector roads
- Ensure that passenger vehicles, ETS buses, school buses and emergency vehicles have the appropriate driving space, while reducing roadway width to align with design standards
- Define the driving lanes to avoid confusion, especially in areas where cars are not parked
- Educate residents about the default speed limit.
- Encourage lower speeds by ensuring that the driving and parking lanes are designed to current standards and to the 40 km/hr default speed limit.
- Use traffic calming measures to create visual awareness for drivers, especially at pedestrian crossings.
- Review all crossing locations for potential improvements and ensure visible sightlines.
- Use traffic calming measures to create visual awareness for drivers near shared pathway crossings
- Reduce crossing distance for those crossing the roadway
- Consider visual cues that help identify upcoming crossings
- Consider adding measures that slow people who drive prior the crossing
- Review all crosswalks for potential improvements
- Design the roadway that allows for transit operations that are consistent to other residential and collector roadways in Edmonton
- Make the driving and parking lanes clear to reduce confusion.
- Physically define where parking is not permitted per Bylaw 5590 and enhance safety near marked crosswalks.

Improving these areas will ensure that all Edmontonians using these roadways, regardless of how they travel, will get to where they're going safely.



WHAT IS NEXT

Based on the information provided in the Background Report, which includes what the project team collected on the project areas and what we heard during public engagement, the project team will be **Creating Draft Design** using adaptable measures for the project area.

The project team will share the draft design for the project areas through public engagement opportunities in the **Sharing Draft Design** project phase, where the public can **ADVISE** the project team of their feedback.