

Background Report

Towards 40 Wagner Road

August 2024

edmonton.ca/Towards40Projects

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

TABLE OF CONTENTS

INTRODUCTION.....	3
ABOUT TOWARDS 40 PROGRAM.....	4
PROJECT PROCESS AND DECISION MAKING.....	5
BACKGROUND INFORMATION & DATA COLLECTION.....	7
Project Area.....	7
Area Information.....	7
City Policies, Programs and Technical Considerations.....	9
EXISTING CONDITIONS AND OBSERVATIONS.....	14
Driving.....	14
Traffic Data.....	16
Biking.....	19
Walking.....	20
Transit and School Bus Routes.....	21
Parking.....	22
Truck Routes.....	22
Utilities.....	23
Previous Feedback.....	23
PUBLIC ENGAGEMENT SUMMARY AND RESULTS.....	24
What We Talked About.....	24
How We Communicated.....	24
How We Engaged.....	25
What We Heard.....	25
OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN.....	28
WHAT IS NEXT.....	30

INTRODUCTION

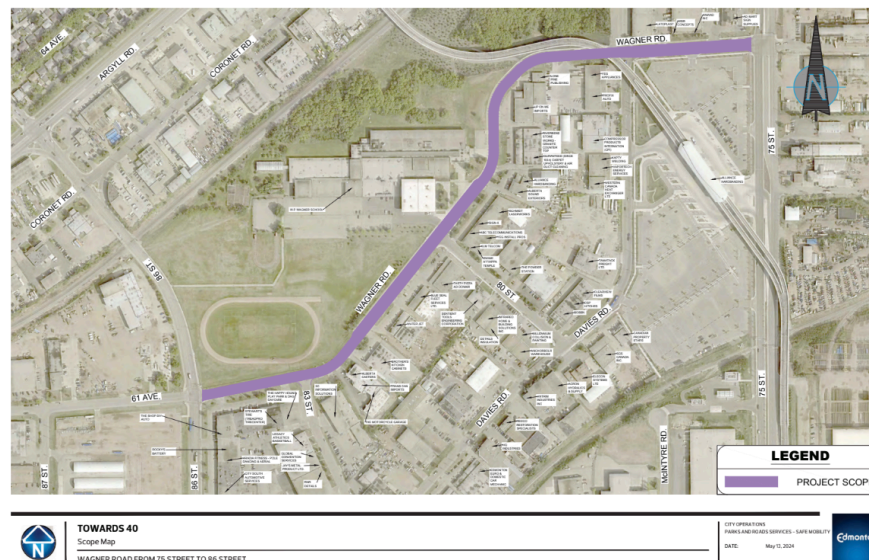
Report Purpose

The purpose of this report is to share information collected during the **Gathering Information** phase of the Wagner Road Towards 40 project area. This report includes information collected by the project team and what we heard from area stakeholders during the first public engagement phase that occurred in May and June, 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 area stakeholders' lived experiences prior to the Towards 40 program.

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

The specific project area that this report covers is Wagner Road from 75 Street to 86 Street.

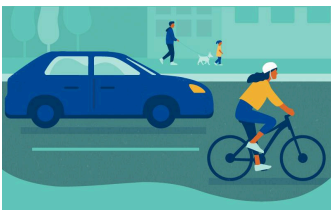


ABOUT TOWARDS 40 PROGRAM

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, can get to where they're going safely.

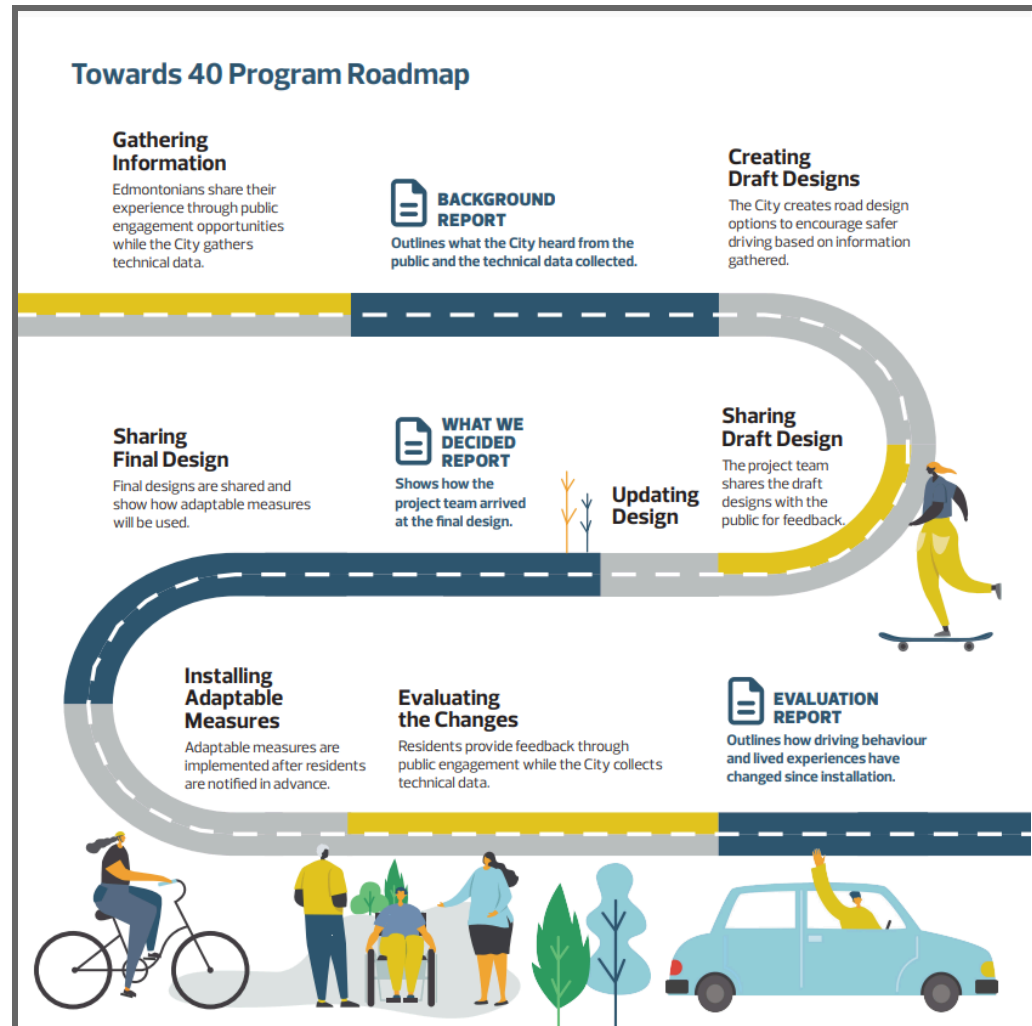


Improving Wagner Road will ensure that all Edmontonians using these roadways, regardless of how they travel, can get to where they're going safely

PROJECT PROCESS AND DECISION MAKING

Towards 40 Program Process

The project process outlined in the roadmap below shows the project phases from start to finish for the Towards 40 program.



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

The public and key stakeholders have three opportunities within this process (shown in yellow on the roadmap) to share feedback that will ADVISE the project team. These three public engagement opportunities are: **Gathering Information, Sharing Draft Design and Evaluating the Changes.**

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:

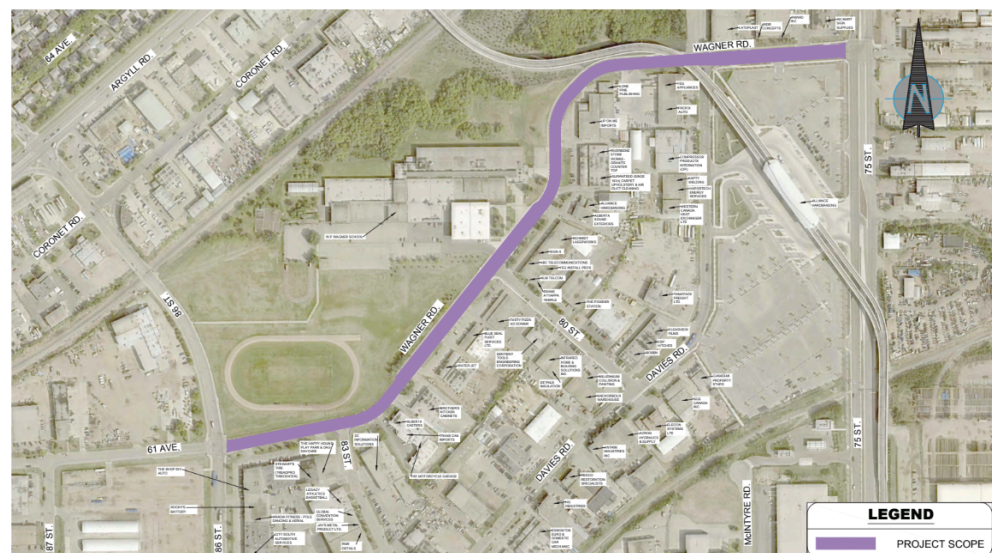
- A **Background Report** is created by the City to show what we heard from the public and the data collected in the **Gathering Information** phase for the project areas. The information in this report guides the project team while developing the draft design.
- A **What We Decided Report** is created 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 INFORMATION & DATA COLLECTION

Project Area

Wagner Road from 75 Street to 86 Street is a collector roadway within the Davies Industrial West neighbourhood. This area connects Edmontonians to amenities, such as schools, places of worship and commercial businesses.

Wagner Road from 75 Street and 86 Street is a low compliance road where speed limits are regularly violated and where safer driving behaviours can be encouraged. It is a unique collector-industrial road where a school and sports fields are also located. The speed limit is currently 50 km/hr and due to its existing design and surrounding land use, this road is in need of improvements to lower speeds and prioritize safety and accessibility.



TOWARDS 40
Scope Map

WAGNER ROAD FROM 75 STREET TO 86 STREET

CITY OPERATIONS
PARKS AND RECREATION SERVICES - SAFE MOBILITY
DATE: May 12, 2024



Area Information

The Wagner Road project area is in Davis Industrial West, where you will find mostly businesses and commercial areas. In addition, there are some non-profits, Davis Transit Centre and W.P. Wagner High School in the area.

As of September 2024, there are 1624 students enrolled at W.P. Wagner School. The majority of the students that attend W.P. Wagner School live in neighbourhoods within Mill Woods.

School hours typically 8:15 a.m. to 3:15 p.m., with the exception of a late start (11:10 a.m.) on Wednesdays.

School administration observed the following about modes of travel for their students and staff: most of the students take transit or LRT, drive or are dropped off or picked up from the school. Few students walk or bike to school. The majority of staff drive to and from the school. Some staff live close by and may walk, run or bike, and a few might take the LRT.



City Policies, Programs and Technical Considerations

The following City of Edmonton standards, programs, policies and best practices set the direction for and are considered while planning this project.

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 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.

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**



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

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

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.

Adjacent Projects

Active Transportation Network Expansion

For more information on the *Active Transportation Network Expansion*, please visit edmonton.ca/activetransportation

An expanded active transportation network will provide safe, direct options for commuting to work or running errands, cycling to a local park, or accessing the river valley for recreational trips. Active transportation (walking, cycling and rolling) improves access, reduces vehicle trips and traffic congestion, and supports healthy minds and bodies.

For more information on this project, please visit edmonton.ca/neighbourhood-renewal

Davies Industrial West Overlay Project

The City's Building Great Neighbourhoods Branch started and completed the Davies Industrial West Overlay project in 2023. Work included: isolated repair of concrete curbs, sidewalks and accesses where required, road base repairs, street lighting upgrades, minor landscaping restoration, as well as the rehabilitation and repaving of the roadways.

For more information on this project, please visit edmonton.ca/neighbourhood-renewal

Neighbourhood Renewal - Overlay

In 2014, the City's Building Great Neighbourhoods Branch completed an overlay project along Wagner Road. During overlay, roads are repaved and sidewalk panels treated to eliminate safety hazards.

Signal Rehabilitation Program

The City of Edmonton maintains approximately 1,100 traffic signals which includes full signals, lane controls, pedestrian signals and pedestrian flashers. The pedestrian crossing signals were reconstructed at the intersection of Wagner Road and 80 Street in Spring 2022.

For more information on Street Labs, visit edmonton.ca/streetlabs

Wagner Road Street Lab

In 2022, a street lab was installed using adaptable measures along Wagner Road at 80 Street. Street labs improve traffic safety using adaptable measures.

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.

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.

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

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 safety, reliability, and connectivity for Edmontonians.

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

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

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 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 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. Although there is no City of Edmonton policy for applying GBA+ to projects, there are best practices that project teams can follow. 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 provides information about driving, traffic safety, biking, walking, transit, parking, truck routes and utilities as well as opportunities to align with City policy, programs and current standards.

Wagner Road from 75 Street to 86 Street

Wagner Road from 75 Street to 86 Street accommodates one lane of traffic in one direction with a very wide travel lane with space for parking in some sections. There are transit routes along this road. Sidewalks are intermittent and do not connect through to ETS stops. There are no separated bike facilities on the roadway.



Driving

Road Classification

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

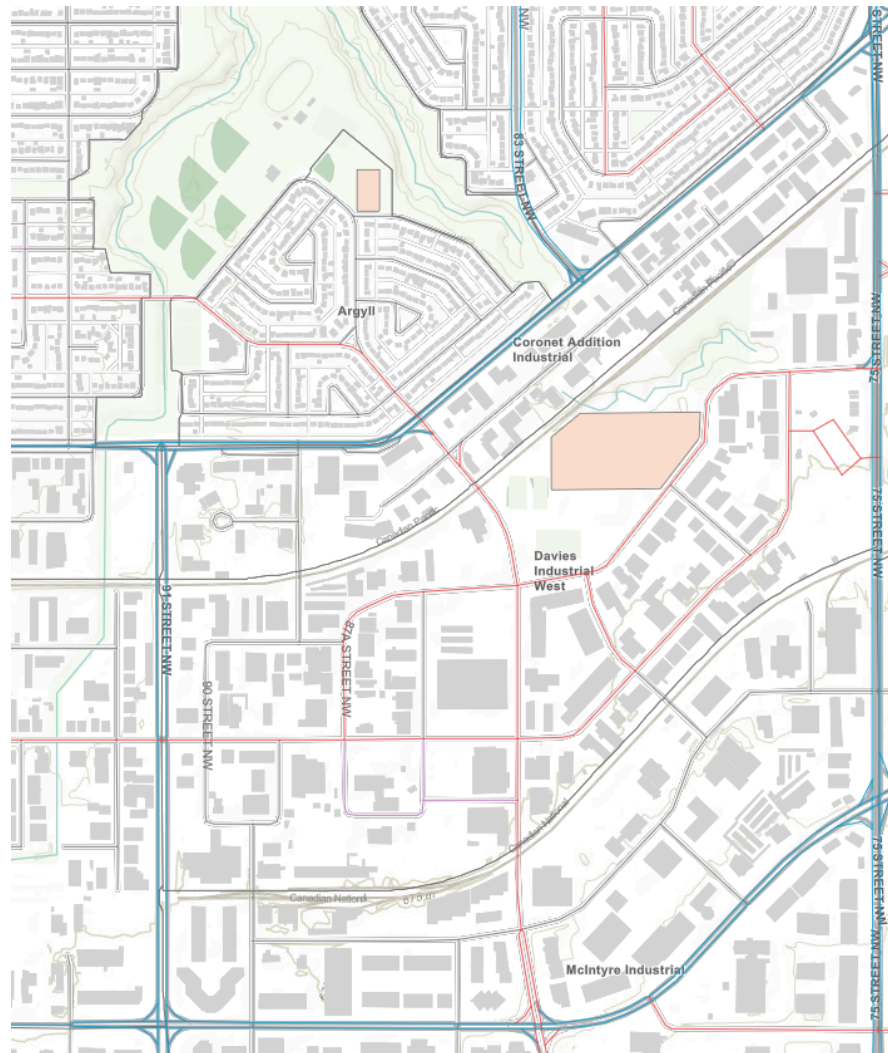
Arterial roads carry the highest traffic volume and give vehicles the ability to travel longer distances at higher speeds. The arterial road near the project area is 75 Street.

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

project area are collector-industrial roads and are shown in red in the map below. They include:

- Wagner Road
- 86 Street
- 83 Street
- Davies Road

Local roads are low volume roads which typically provide access to local properties. There is one local roadway near the project area on 80 Street.



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.

Blue are Arterial Roads, Red are Collector Roads and Grey are Local Roads

Opportunities

- Ensure that passenger vehicles, ETS buses, emergency vehicles and industrial vehicles have the appropriate driving space.
- Better define the driving lane to avoid confusion and design the driving lane to current standards considering the area's use.

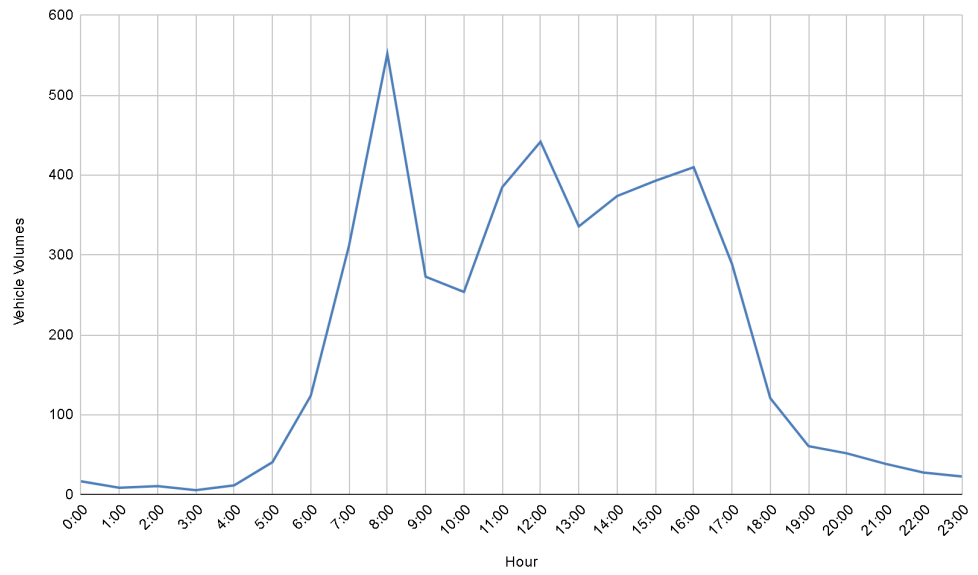
Traffic Data

To quantify the number of vehicles entering and exiting Wagner Road, and to understand the number of pedestrians and cyclists using the road, the city conducted a turning movement count study at the intersection of Wagner Road and Davies Road and two speed surveys along Wagner Road. The turning movement count (conducted on June 18, 2024) location is marked in brown, and the speed survey locations are marked in green.



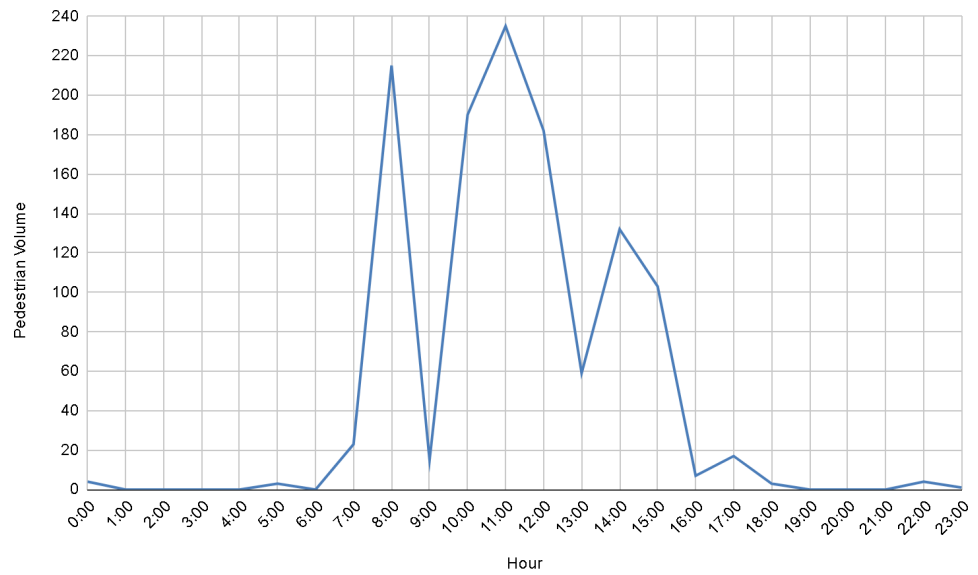
The turning movement count shows the following:

- On a typical weekday, Wagner Road west of Davies Road carries approximately 2590 vehicles/day. Wagner Road east of Davies Road carries approximately 4016 vehicles/day.
- There are 3 clear peaks for traffic volume at the intersection; 8am, 12pm, and 4pm



- Heavy vehicles include both buses and commercial trucks The following heavy vehicle activity on Wagner Road was collected:
 - 477 heavy vehicles (18% of all traffic) west of Davies Road
 - 402 heavy vehicles (10% of all traffic) east of Davies Road.

- Pedestrians presence is significant at the intersection of Wagner Road and Davies Road:
 - 1,193 pedestrians were counted using the crosswalks at the intersection
 - All crosswalks are used by pedestrians evenly, except for the west leg, which has slightly lower usage
 - Pedestrian peaks are more pronounced at 8am and 10am-12pm



- People who bike
 - 35 bicycles were counted
 - 17 bicycles were recorded on the road, while 18 used the crosswalks

Collector roads in Edmonton generally carry 5,000 to 10,000 vehicles per day with one driving lane in each direction. The measured volumes along Wagner Road are slightly lower with what is expected along a similar collector road.

Speed data was collected at 2 locations along Wagner Road. The first speed survey was collected along the straight segment west of 80 Street in June 2022, while the second one was collected along the curved portion at the north west of Davies Road in July 2024.

The average speed compliance rate with the 50 km/h speed limit was 61.9% at the straight segment, and 72.6% at the curved segment. The average 85th percentile speed, which is considered the operational speed of the road, was 58 km/h in both directions at the straight segment, and 53 km/h at the curved segment. The average 85th percentile speeds are considerably higher during weekends; it reached 60 km/h at the straight segment and 56 km/h at the curved segment.

Intersection Controls

There are fully signalized intersections along Wagner Road at both 75 Street and 86 Street. There is also an overhead flasher located on Wagner Road at 80 Street.

Crash History

In the five-year period between 2019 and 2023, 14 crashes occurred on Wagner Road. Of these, five occurred at intersections and nine occurred midblock. Only one of the 14 crashes resulted in a minor injury. Nine of these crashes (64 per cent) were due to causes associated with speeding. No vulnerable road users were involved in any of the crashes.

At intersections, the primary crash cause was following too closely, accounting for three crashes. On midblocks, running off the road was the main crash cause, also with three incidents. Also of note, four of these crashes occurred on the midblock between Davies Road and 75 Street.

It is worth noting that in this time period, Wagner Road may have seen some change in traffic due to LRT construction that may have impacted the collision statistics.

Opportunities

- Change the speed limit along Wagner Road to 40 km/hr due to nearby schools, sports fields and businesses.
- There is an opportunity to educate drivers about the 40 km/hr speed limit
- Encourage lower speeds by ensuring that the driving and parking lanes are designed to the current standards while continuing to accommodate heavy trucks and emergency vehicles.
- Use traffic calming measures to create visual awareness for drivers, especially at pedestrian crossings.
- Review signalized intersections and traffic movements to see if they can be improved.

Biking

Existing and Planned Bike Routes

District connector routes are bike routes that serve as cycling arteries extending across multiple neighbourhoods. Nearby district connector routes include a

shared north-south pathway on 75 Street and a local neighbourhood route also exists north-south on 86 Street.

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 level. There is additional bike infrastructure proposed/planned in the project area through the Active Transportation Network Expansion to complete missing links in the network. These include proposed bike facilities along Wagner Road that would connect to:

- W.P Wagner School
- School fields and recreational/sport green spaces
- Davies Transit Centre
- Commercial and local businesses
- An existing north-south route on 75 Street
- An existing north-south route on 86 Street

Opportunities

- Include a space for bikes along Wagner Road that connect to the other established and planned bike routes in the area.
- Consider bike infrastructure for all ages and abilities.
- Consider separation for bikes from cars along Wagner Road.

Walking

Crossings

There are some marked crossings along Wagner Road at:

- 86 Street (full signal)
- 80 Street (overhead flasher)
- 75 Street (full signal)

Opportunities

- Reduce crossing distance for those crossing the roadway.
- Consider visual cues that help identify upcoming crossings.
- Consider adding measures that would slow vehicles down before the crossing.
- Review a designated space for walking.

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 data. The most up to date information can be found at edmonton.ca/ets

At the time of report writing, Routes 6, 501, 502 and 503 travel along Wagner Road from 86 Street to 75 Street and connect to the Valley Line LRT at the Davies Transit Centre near 75 Street. There are also two school specials, 636 and 656 that use these bus stops during the school year.

Along Wagner Road, there are two eastbound bus stops (22045 and 2537) and two westbound bus stops (2353 and 2189) between 86 Street and 75 Street. There are no transit timing points located at these bus stops.



Currently on Wagner Road, buses pull over from the drive lane to the curb to let passengers on and off.

Opportunities

- Design the roadway consistent to other industrial and collector roadways in Edmonton that serve transit well.
- When the area is up for permanent renewal, ETS can review for any additional route or bus stop changes.

School Bus Routes

W.P. Wagner School has their own school buses that they use for extracurricular activities. The buses load and unload in the school parking lot. There are no school bus zones along Wagner Road in the project area.

Parking

Parking is located along Wagner Road in most areas along the north side of Wagner Road. Exceptions include in ETS bus stop zones, near fire hydrants, near intersections and stop signs and accesses. Some of these locations have signage and some do not.

On the south side of the road, parking is restricted in most locations and there is no parking signage.

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 or where there is no parking signage

The parking areas along Wagner Road are part of a seasonal restriction, where a parking ban can be declared and remain in effect until the road has been cleared.

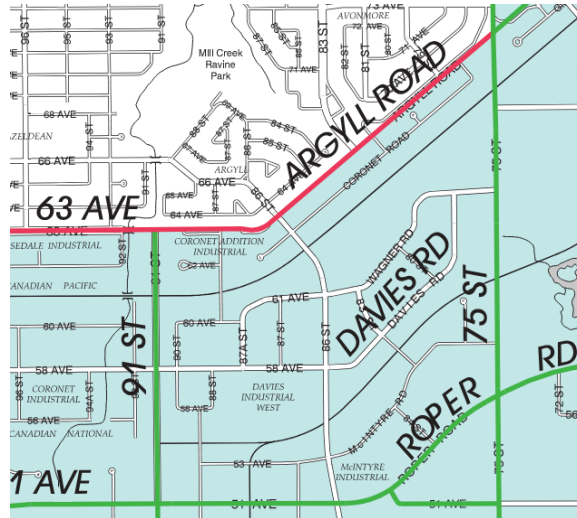
Opportunities

- Retain parking areas where possible where parking is permitted currently.
- Define where parking is not permitted per Bylaw 5590 and to enhance safety near marked crosswalks.

Truck Routes

All collector and local roadways in Davies Industrial West are designated truck routes as shown in blue in the image below.

Nearby arterial roadways that are designated as a 24 hour truck route are shown in green. Shown in red is a restricted truck route to operate only between 07:00 - 22:00 hours Monday through Saturday.



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 received via 311 and email. These were reviewed during the Gathering Information phase of the project. Safe Mobility received about 10 such inquiries between 2017 and 2023. The themes of these inquiries include:

- Speeding issues along Wagner Road
- Questions about speed limit signs
- Pedestrian safety
- Bike connections to/from the LRT station
- Parking

Other projects in the area have helped to address similar concerns from the nearby school. The Davies Industrial West Overlay project was completed in 2023. The project made improvements to the area that included:

- Addition of curb ramps to accommodate the new sidewalk along the west side of 80 Street from Wagner Road to Davies Road. This completed the sidewalk connection to the Davies LRT station and included crosswalk markings on Wagner Road.
- Widening the south side bus stop on Wagner Road east of 80 Street
- Sidewalk repairs on the north side of Wagner Road in front of the school
- Reconstruction of the school access to narrow it and address safety concerns

The Wagner Road Street Lab project installed adaptable curb extensions in 2022 at Wagner Road and 80 Street to improve safety and visibility at the intersection. Curb extensions visually narrow the street and prevent people from parking too close to the crossing which creates clearer sightlines for all road users and slows drivers down.

PUBLIC ENGAGEMENT SUMMARY AND RESULTS

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

What We Talked About

In May and June 2024, area stakeholders were invited to share their lived experiences and suggestions for improvements to the project area.

How We Communicated

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

- 128 letters to area businesses
- 14 yard signs
- Two informational web pages including edmonton.ca/Towards40Projects with 102 views, and edmonton.ca/Towards40 with 144 views between May 29 and June 14. Overall, a total of 148 users viewed the Towards 40 web pages during the engagement period.

There were 102 views to the project website.

How We Engaged

An online survey was shared with nearby residents and stakeholders to ensure a broad reach and diversity of voices in the engagement process. The survey was available on the project website between May 29, 2024 through to June 14, 2024 and it received 45 responses.

A meeting with the Edmonton Public School Board and representatives from W.P. Wagner School was held on June 12, 2024.

What We Heard

Through the **Gathering Information** public engagement phase, respondents shared their observations and feedback on their lived experience and opportunities for improvements within the project areas whether they drive, bike, walk or roll. The common themes in these responses were:

- Speeding issues and unsafe driving behaviors
- Missing bike connections
- Missing sidewalks
- Safety near crossings

The tables and summaries below reflect further on the common themes identified for each mode of travel along Wagner Road. Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

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

Driving	Walking/ Rolling	Biking
❖ Lower the speed limit	❖ Add sidewalks on both sides of the road	❖ Add bike infrastructure like a shared pathway or bike lane
❖ Narrow the driving lane	❖ Add traffic calming to the crossing near the school	❖ Lower the speed limit

"A bike lane along Wagner Road and a sidewalk on both sides of Wagner road would be good." - Towards 40 participant

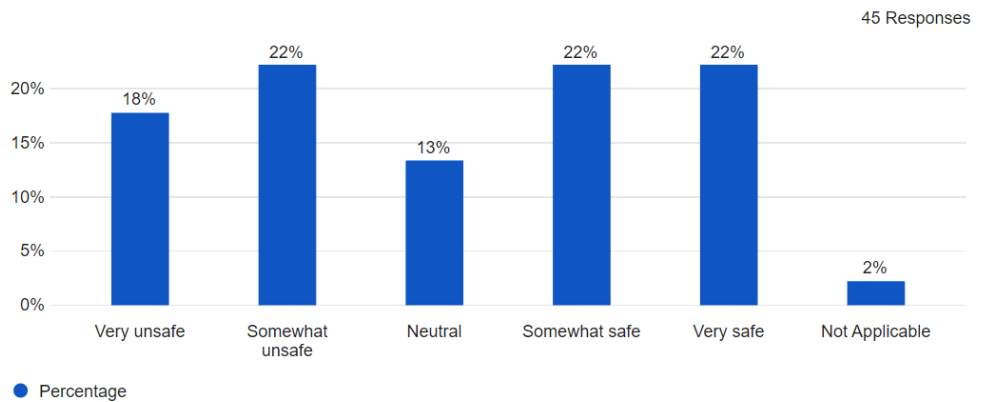
“Have a narrower driving lane and clear markings for traffic to follow. Lower speed limit.” Towards 40 participant

❖ Add clearer pavement markings	❖ Reduce the speed limit	
❖ Add speed bumps or raised crosswalks		
❖ Reduce parking and add parking controls for students at the school		
❖ More enforcement and monitoring		

Safety rating:

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

45 respondents shared their safety rating as follows: 22% very safe, 22% safe, 13% neutral, 22% unsafe, 18% very unsafe, 2% not applicable.



Safety rating reason:

“Biking is very hard. Cars are constantly pulling out and cutting other cars off. I ride my bike in the middle of the road and will still have cars that are dropping off students pull out and almost hit me. Cars are pulling out from the South curb lane and doing a U-turn.” - Towards 40 participant

While travelling along Wagner Road...	
...respondents felt <i>unsafe</i> due to:	...respondents felt <i>safe</i> due to:
<ul style="list-style-type: none"> ❖ Speeding ❖ Lack of sidewalks ❖ Lack of bike paths ❖ No physically protected infrastructure for bikes or pedestrians ❖ Students crossing the road where there are no crosswalks ❖ Lack of pedestrian level lighting 	<ul style="list-style-type: none"> ❖ The wide road ❖ Having used the road for a long time

Stakeholder Engagement

A meeting was held on June 12, 2024 with Edmonton Public School Board Planners and with W.P. Wagner School administration to understand their safety concerns around Wagner Road.

They highlighted the following:

Safety concerns	Suggestions for improvement
<ul style="list-style-type: none"> ❖ Issues crossing at the crossing at 80 Street connecting to the bus stop on the south side of the roadway ❖ Sidewalks are missing ❖ Observe high speed drivers ❖ Observe u-turns ❖ Drivers do not stop for pedestrians crossing ❖ Conflicts at Wagner Road and 80 Street between pedestrians and cars 	<ul style="list-style-type: none"> ❖ Suggestion to move the bus stop ❖ Add sidewalks where there are none currently ❖ Reduce the speed limit to 40 km/hr on Wagner Road and also 80 Street

OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN

Several design opportunities were considered when reviewing all of the information contained in this report and will be considered while developing the draft design. This section brings the opportunities and considerations throughout the report, into one summarized section.

These opportunities and considerations include:

- Ensure that passenger vehicles, ETS buses, emergency vehicles and industrial vehicles have appropriate driving space.
- Better define the driving lane to avoid confusion and design the driving lane to current standards considering the area's use.
- Change the speed limit along Wagner Road to 40 km/hr due to surrounding land use which includes schools, sports fields and businesses.
- There is an opportunity to educate users of the roadway about the 40 km/hr speed limit
- Encourage lower speeds by ensuring that the driving and parking lanes are designed to the current standards while accommodating heavy trucks and emergency vehicles.
- Use traffic calming measures to create visual awareness for drivers, especially at pedestrian crossings.
- Review signalized intersections and traffic movements to see if they can be improved.
- Include a space for bikes along Wagner Road that connect to the other established and planned bike routes in the area.
- Consider bike infrastructure for all ages and abilities.
- Consider separation for bikes from cars along Wagner Road.
- 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 to the crossing.
- Review a dedicated space for walking.

- Design the roadway to accommodate transit operations that are consistent to other residential and collector roadways in Edmonton.
- When the area is up for permanent renewal, ETS can review for any additional route or bus stop changes.
- Retain parking areas where possible where parking is permitted currently.
- Define where parking is not permitted per Bylaw 5590 to enhance safety near marked crosswalks.



WHAT IS NEXT

Using the information provided in the Background Report, the project team will be **Creating Draft Designs** using adaptable measures for the project area.

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