

What We Decided Report

Towards 40

118 Avenue:
106 Street to 109
Street

September 2024
edmonton.ca/Towards40Projects

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

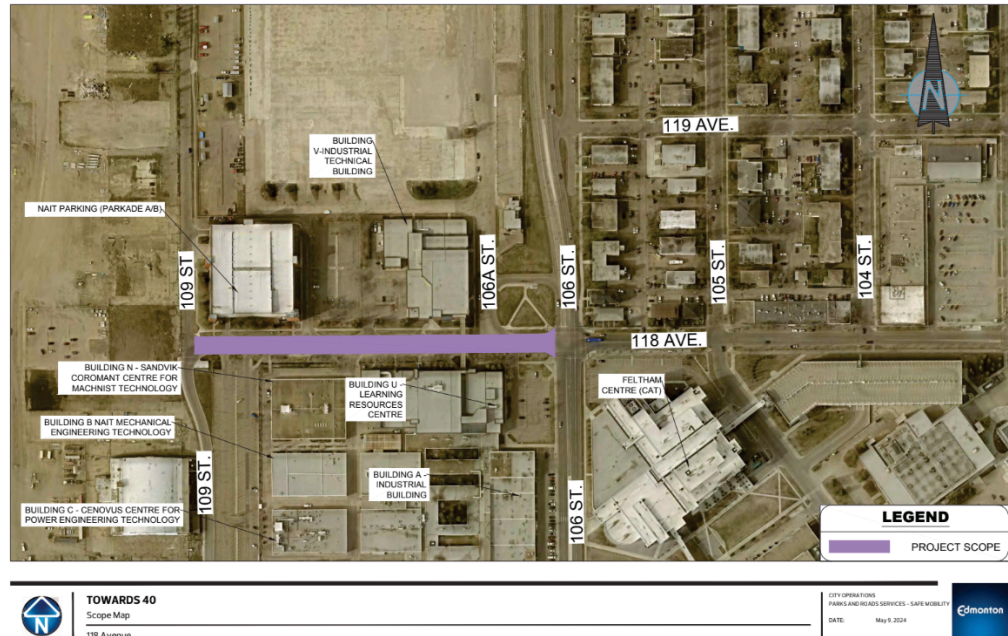
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INTRODUCTION

Report Purpose

The purpose of this report is to share the final design for the project area (118 Avenue from 106 Street to 109 Street), and show how the project team arrived at the final design.

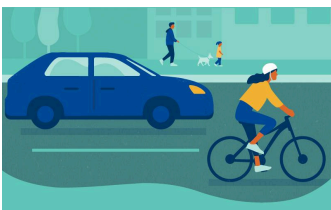


TOWARDS 40
Scope Map
118 Avenue

CITY OF EDMONTON
PLANNING AND SERVICES - SAFE MOBILITY
DATE: May 9, 2024



ABOUT TOWARDS 40 PROGRAM



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

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. It encourages safe driving habits and speed limit compliance using adaptable measures that improve safety, moving Edmonton closer to our Vision Zero goal.

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

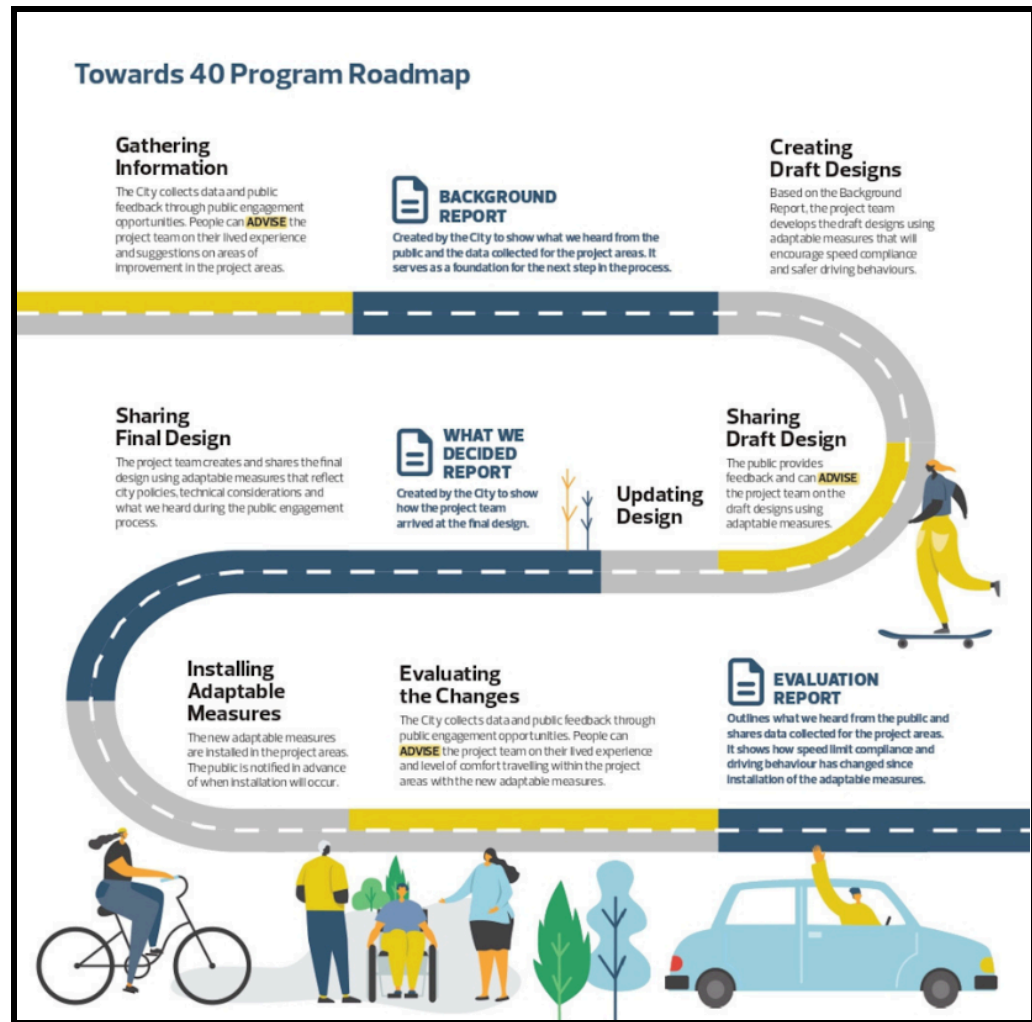
Improving these areas will ensure that everyone using these roadways, regardless of how they travel, can get to where they're going safely.

PROJECT PROCESS AND DECISION MAKING

Vision Zero Towards 40 Program Process

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

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



Highlighted in yellow on the roadmap are public engagement opportunities. The public and/or stakeholders are encouraged to ADVISE the project team of their feedback in three project phases, **Gathering Information, Sharing Draft Designs and Evaluating the Changes.**

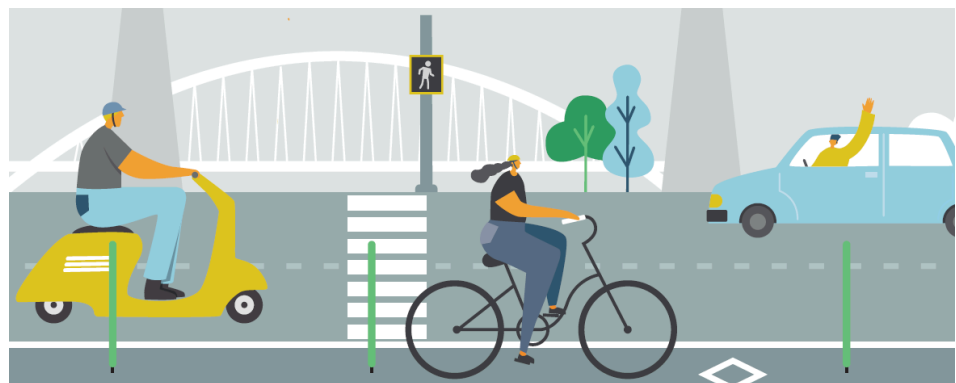
At the time of this **What We Decided Report**, the **Gathering Information** phase and the **Sharing Draft Designs** phase have been completed.

Feedback gathered through the public engagement phases, along with City policies and programs and technical considerations, provided the overall direction in determining 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 draft designs.
- 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.



CITY POLICIES, PROGRAMS AND TECHNICAL CONSIDERATIONS

The following City of Edmonton standards, programs, policies and other best practices and guidelines set the direction and are considered in the final design. The following provides a list of relevant policies, plans, standards and best practices. To view a description of how these relate to the project, please refer to the [Background Report](#) for 118 Avenue or click on the titles below.

VISION
ZERO

Edmonton

- [City Plan](#)
- [Vision Zero](#)
- [Safe Mobility Strategy](#)
- [Speed Limit Reduction](#)
- [Bike Plan](#)
- [Complete Streets Design and Construction Standards](#)
- [Snow and Ice Control Policy](#)
- [Public Engagement Policy](#)
- [Transportation Association of Canada \(TAC\) Guidelines](#)
- [NACTO Guidelines](#)
- [CROW Design Manual for Bicycle Traffic](#)
- [Gender Based Analysis Plus \(GBA Plus\)](#)
- [Accessibility for People with Disabilities Policy C602](#)



PUBLIC ENGAGEMENT

The project team gathered input from NAIT through a conversation at each project phase to date, as well as through a formal stakeholder survey. NAIT stakeholders were encouraged to:

ADVISE: Area stakeholders are consulted by the City to share feedback and perspectives that are considered for projects.

- Advise on their lived experiences and suggestions for improvements at the **Gathering Information** phase, which occurred on April 29, 2024.
- Advise on their feedback on the draft design and how it improves safety whether you walk, bike, roll or drive at the **Sharing Draft Design** phase which occurred between July 22, 2024 and August 13, 2024.

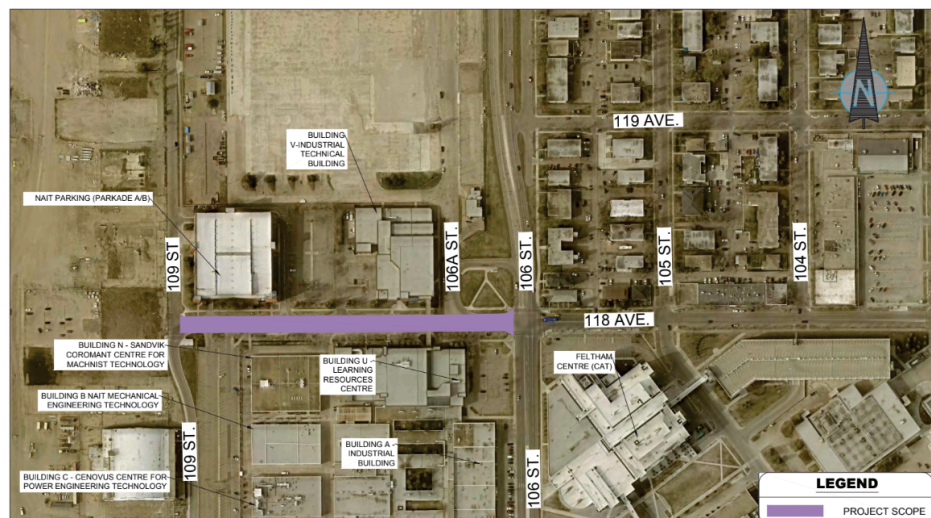
COMMUNICATION METHODS

The project team communicated about the project to NAIT stakeholders in the **Gathering Information** and the **Sharing Draft Design** phases of the project through email and virtual meetings.

DRAFT DESIGN

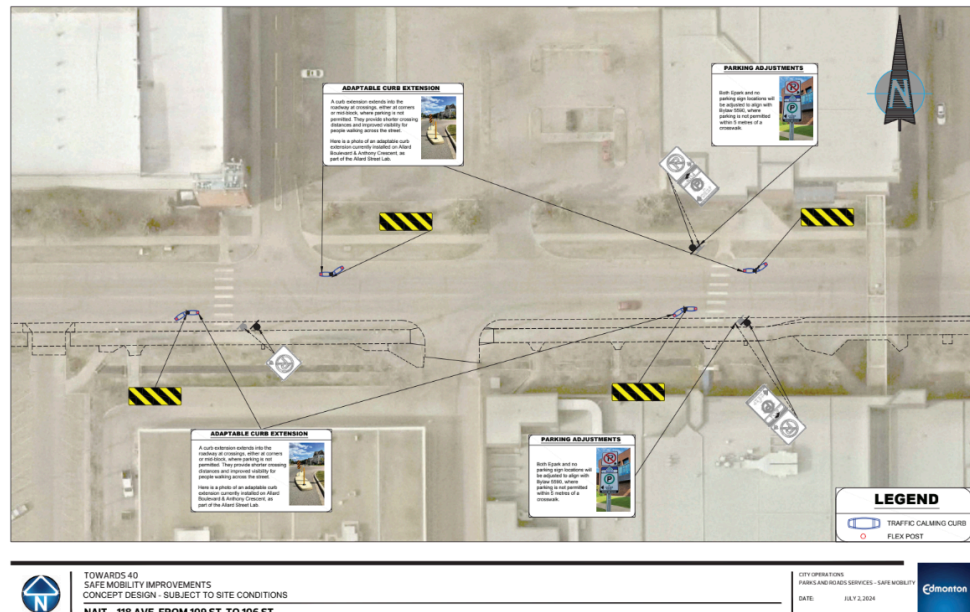
This section outlines the draft design which NAIT stakeholders provided their feedback on during the Sharing Draft Design phase. In the next sections, a summary of the feedback will be shared along with the final design.

Towards 40: 118 Avenue Project Area Map



118 Avenue from 106 Street to 109 Street

To view a larger image of the draft design, click the image to the right, OR visit edmonton.ca/Towards40



Adaptable Curb Extension

Draft Design:

The draft design includes the following features that improve safety as you walk, bike, roll or drive by encouraging safer speeds:

- **Adaptable curb extensions** provide shorter crossing distances and improved visibility for people walking across the street. A curb extension extends into the roadway at crossings, either at corners or mid-block, where parking is not permitted.
- **Parking Adjustments.** Both Epark and 'no parking' sign locations will be adjusted to align with Bylaw 5590, where parking is not permitted within 5 meters of a crosswalk.

SHARING DRAFT DESIGN: WHAT WE HEARD

What We Heard

In July - August 2024, NAIT administration were invited to view the draft designs and share their feedback with the project team about how well they think each proposed design improves safety for all road users, whether they walk, bike, roll or drive.

The summary table below shows the comfort ratings and reasons behind the ratings for each mode of travel (i.e., driving, walking/rolling and biking) along 118 Avenue from 106 Street to 109 Street.

118 Avenue from 106 Street to 109 Street

What We Heard:

Draft Design Comfort Ratings (n=7)

	% Comfortable	% Neutral	% Uncomfortable
Driving	71%	0%	29%
Biking	43%	43%	14%
Walking/Rolling	57%	14%	29%

Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

The majority of respondents shared that they were comfortable or neutral with the draft design.

The themes below are an overview of some of the reasons that respondents gave for their chosen comfort ratings on the draft design.

Rationale for Draft Design Rating:

- Many respondents shared the following themes:
 - The design prioritizes safety.
 - The design would make it easier to see pedestrians at the crossings.
 - The design helps to increase visibility.

- Some respondents shared:
 - A desire to see additional measures, such as increased lighting or new pedestrian signals.

- A few respondents shared the following thoughts:
 - The design might cause additional congestion.
 - The design might cause frustration for people who drive.

“The combination of these features makes me feel confident and at ease when driving, biking, walking, or rolling through this area.” - Towards 40 participant

“The proposed changes are welcome but additional measures could be added to ensure better safety for everyone.” - Towards 40 participant

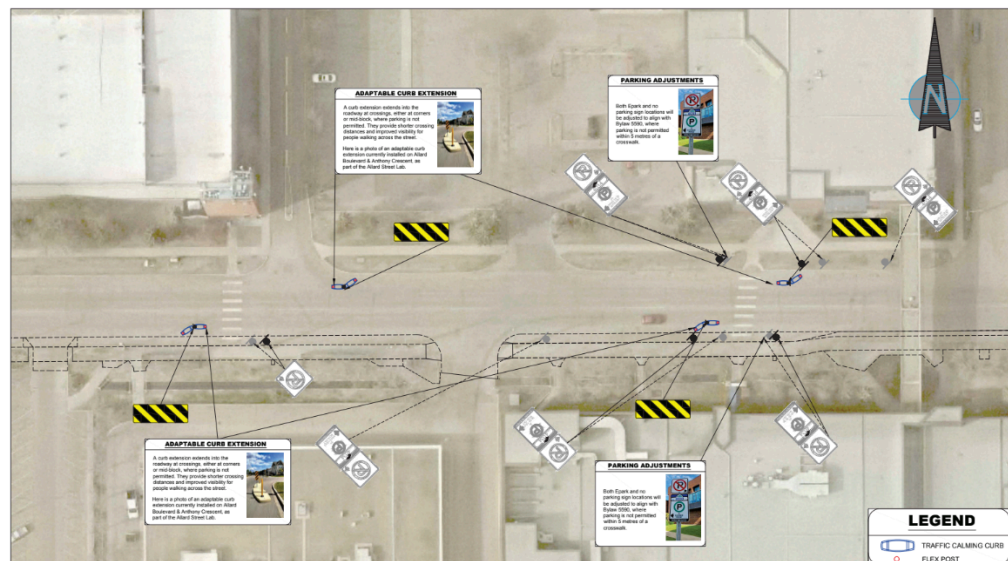
FINAL DESIGN: WHAT WE DECIDED

The final designs and project decisions were informed by key City policies, programs, technical considerations and stakeholder engagement for the 118 Avenue from 106 Street to 109 Street project area:

118 Avenue from 106 Street to 109 Street

Final Design:

To view a larger image of the draft design, click the image to the right, OR visit edmonton.ca/Towards40




TOWARDS 40
 SAFE MOBILITY IMPROVEMENTS
 FINAL DESIGN - SUBJECT TO SITE CONDITIONS
 NAIT - 118 AVE. FROM 109 ST. TO 106 ST.

CITY OPERATIONS
 PARKS AND RECREATION SERVICES - SAFE MOBILITY
 DATE: AUGUST 16, 2024




Adaptable Curb Extension

What We Decided

The final design includes:

- Adaptable curb extensions that extend into the roadway at two mid-block crossings.
- Parking adjustments near the crosswalks that include Epark and 'no parking' signs.

What We Considered:

- Public Input - We Heard:
 - In the Gathering Information phase, we heard that there are safety issues near the crosswalks.
 - In the Sharing Draft Design phase, the majority of respondents felt comfortable with the draft design. We heard that the changes

shown in the design would assist with visibility near the crossings and prioritize safety.

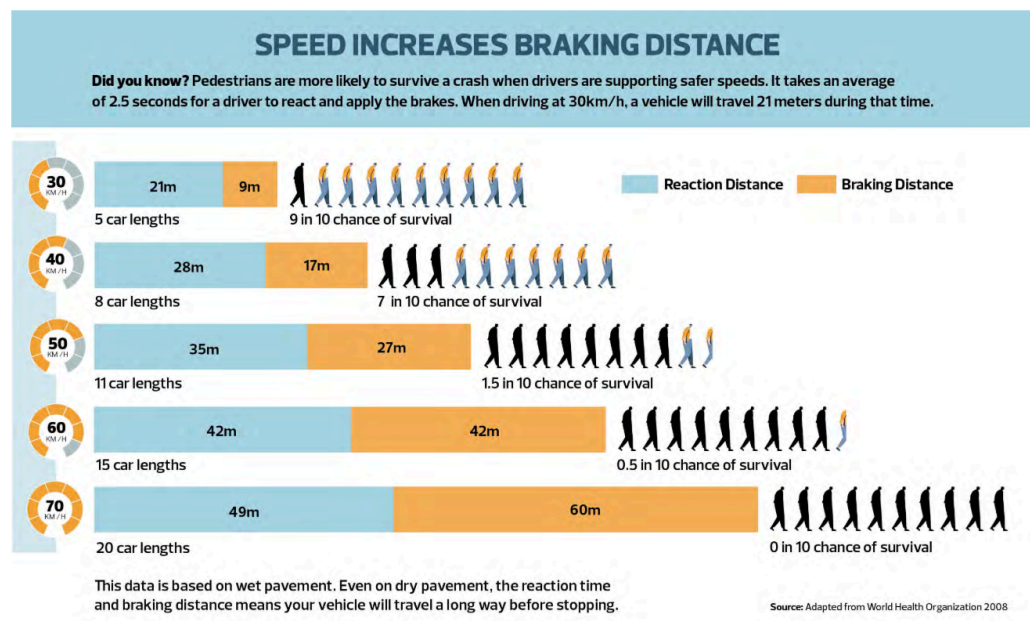
- City Policies and Programs:
 - Towards 40, City Plan, Vision Zero, Safe Mobility Strategy, Speed Limit Reduction, Snow and Ice Policy and others. For links to these policies and programs, please see Page 7.

- Technical Requirements

The Final Design follows the Complete Streets Design and Construction Standards which provides direction on design elements.

- The Final Design encourages more appropriate speeds in alignment with the 40 km/h Default Residential Speed Bylaw.

The Towards 40 Program is focused on improving safety in areas where speeding and road safety issues have been identified. The program encourages safe driving habits and increases speed limit compliance using adaptable measures to improve safety, regardless of how one travels, moving Edmonton closer to our Vision Zero goal.



WHAT IS NEXT

Adaptable measures, as shown in the final design, will be installed on 118 Avenue from 106 Street to 109 Street fall 2024, weather permitting.

The City will evaluate the project area to see how speed-limit compliance and safety has changed for people who walk, bike, roll or drive since the installation of the adaptable measures in spring 2025.