

Background Report

Towards 40 40 Street & Hermitage Road

February 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.....	4
BACKGROUND REPORT - AT A GLANCE.....	7
BACKGROUND INFORMATION & DATA COLLECTION.....	9
Project Area.....	9
Area Statistics.....	10
City Policies, Programs and Technical Considerations.....	18
EXISTING CONDITIONS AND OBSERVATIONS.....	24
Driving.....	25
Traffic Safety.....	28
Biking.....	31
Walking.....	33
Transit and School Bus Routes.....	34
Parking.....	36
Truck Routes.....	37
Utilities.....	38
Previous Feedback.....	38
PUBLIC ENGAGEMENT SUMMARY AND RESULTS.....	39
What We Talked About.....	39
How We Communicated.....	39
How We Engaged.....	39
What We Heard.....	40
OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN.....	45
WHAT IS NEXT.....	47

INTRODUCTION

Report Purpose

The purpose of this report is to share information collected during the **Gathering Information** phase of the 40 Street and Hermitage Road Towards 40 project areas. This report includes information collected by the project team and what we heard from residents during the first public engagement phase that occurred in November and December, 2023.

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 40 Street from Hermitage Road to south of 131 Avenue, Hermitage Road from 50 Street to Hyndman Crescent and the intersection of 40 Street and Hermitage Road.



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 Hermitage Road and 40 Street 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 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 has 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 REPORT - *ATA GLANCE*

Did you know....

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 following pages summarize the **Background Report** created for 40 Street between Hermitage Road and south of 131 Avenue and Hermitage Road between 50 Street and Hyndman Crescent. The **Background Report - at a Glance** includes information that was collected by the project team and what we heard during public engagement at the **Gathering Information** phase.

At A Glance - 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 its Vision Zero goal.

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

At A Glance - 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, Homesteader and Overlanders Neighbourhood Renewal Project and Complete Streets Design and Construction Standards.

At A Glance - Existing Conditions, Observations and Opportunities

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

- In 2023, the average compliance to the speed limit on Hermitage Road was 31 per cent. Speed limit violations in the two playground zones along Hermitage Road are greater than 80 per cent of all playground zones in the City of Edmonton.

There are seven existing and planned bike routes that connect to Hermitage Road and 40 Street is an existing neighbourhood route between Hermitage Road and 137 Avenue.

There are four schools along Hermitage Road with a total student enrollment of about 1,395.

"Speed indicator (is needed) closer to the ravine going south to remind drivers to keep going 40 km/h. I experience lots of tailgating and overtaking on this road."

– Towards 40 participant

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

- In 2023, the average speed limit compliance along 40 Street was 9 per cent. Among non-signalized intersections, Hermitage Road and 40 Street have the highest number of crashes in the neighbourhood. The main causes of crashes at non-signalized intersections included following too closely, traffic sign violations (failing to observe stop signs or yield signs) and running off the road.

At A Glance - Public Engagement

In November 2023, residents and stakeholders were invited to **ADVISE** the project team on their lived-experience and suggestions for improvements travelling on 40 Street, Hermitage Road and the intersection of 40 Street and Hermitage Road while they drive, walk, bike or roll.

Both online and in-person public engagement opportunities were provided. An online survey was available on the project website from November 22 to December 13, 2023. An in-person engagement event was held at St. Maria Goretti School on November 29, 2023.

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 and dangerous driving
- Tailgating and honking if one drives the speed limit
- People who bike using sidewalks instead of bike lanes
- People who drive do not observe the all-way stop or playground zones
- People who walk feeling unsafe to cross 40 Street and Hermitage Road with children

What's Next

Based on the information provided in this Background Report, the project team will develop a draft design using adaptable measures for the project areas.

BACKGROUND INFORMATION & DATA COLLECTION

Project Area

Both 40 Street and Hermitage Road are collector roadways which serve all surrounding neighbourhoods to 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.

40 Street (between Hermitage Road and south of 131 Avenue) is a low compliance road where speed limits are regularly violated and where safer driving behaviours can be encouraged.

40 Street is a low compliance road where speed limits are regularly violated.

The neighbourhoods within the project area (shown in blue and orange in the map below) are Overlanders and Homesteader. Neighbourhoods located just north of the project area include Sifton Park and Belmont. These neighbourhoods are included in some sections of this report as residents in these areas are likely to use the project area.

Hermitage Road is an Exception road and didn't transition to 40 km/h in 2021. After permanent renewal, Hermitage Road will be at 40 km/h.

Hermitage Road (between 50 Street and Hyndman Crescent) is an exception road. It did not transition to 40 km/h when default speed limits were reduced in 2021 due to its existing design and it is in need of improvements to lower speeds and prioritize safety and accessibility. Once this roadway is permanently reconstructed, the speed limit on Hermitage Road will be 40 km/h.

The neighbourhoods within the project area (shown in green and orange in the map below) include Overlanders, Homesteader and Canon Ridge.



Area Statistics

*Neighbourhood Profiles -
Federal Census 2021*

[Click Here](#)

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

Highlights and Opportunities

- The number of youth aged 15 to 24 is higher than the city average in the Homesteader and Overlanders neighbourhoods.
- Travel by car, truck or van as a passenger, travel by public transit and travel by bicycle is higher than the city average in the Homesteader neighbourhood, while travel by car, truck or van as a driver is slightly lower than the city average.
- In Overlanders, travel by public transit and travel using other methods are higher than the City average while travel by bicycle and walking is lower than the city average.
- In Canon Ridge travel by car, truck or van as a driver is higher than the city average.
- There is a higher number of row houses in the neighbourhoods of Homesteader, Overlanders and Canon Ridge than the city average. Row houses make up the highest percentage of styles of homes in these neighbourhoods.
- Most of the development in Homesteader and Overlanders occurred between 1961 and 1980, while most of the development in Canon Ridge occurred between 2001 and 2005.
- There are four schools along Hermitage Road in the Homesteader and Overlanders neighbourhoods with a total student enrollment of about 1,395.

For the Hermitage Road and 40 Street project areas, it is important to consider neighbourhood statistics. The information in this report section provides the project team insight on design opportunities. The opportunities include:

- Improving accessibility in the project area for all ages and abilities
- Providing a safe and protected experience for all modes of travel for those who walk, roll, bike and drive
- Supporting the student and school population that both live in the neighbourhoods and/or attend the schools in the neighbourhoods

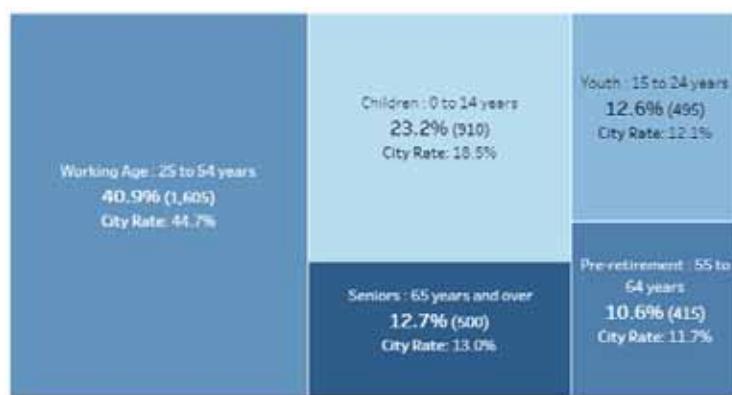
Statistics provide the project team insights on design opportunities.

- Providing safe crossings for all demographics

Age Distribution

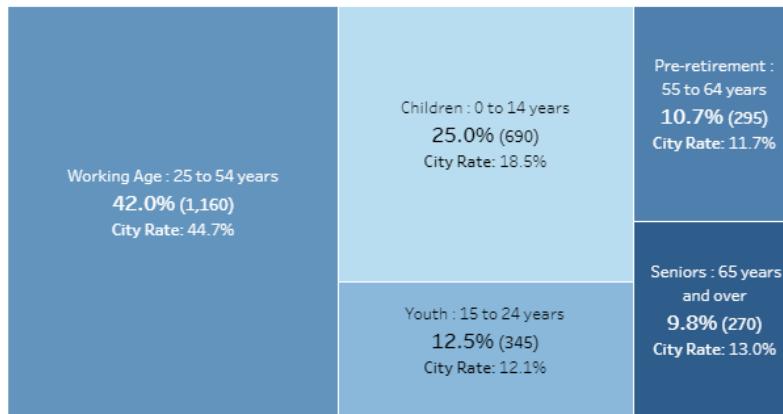
1. Homesteader

In the Homesteader neighbourhood, there is a higher number of children aged 0-14 (23.2% vs 18.5%) than the city average. The number of youth aged 15-24 (12.6% vs 12.1%), seniors aged 65 years and over (12.7% vs 13.0%) and number of pre-retirement aged 55 to 64 years (10.6% vs 11.7%) is similar to the city average. The number of residents of working age 25-54 years (40.9% vs 44.7%) is lower than the city average.



2. Overlanders

In the Overlanders neighbourhood, there is a higher number of children aged 0-14 (25.0% vs 18.5%) than the city average. The number of youth aged 15-24 (12.5% vs 12.1%) and number of pre-retirement aged 55 to 64 years (10.7% vs 11.7%) is similar to the city average. The number of working age 25-54 years (42.0% vs 44.7%) and seniors aged 65 years and over (9.8% vs 13.0%) is lower than the city average.



3. Canon Ridge

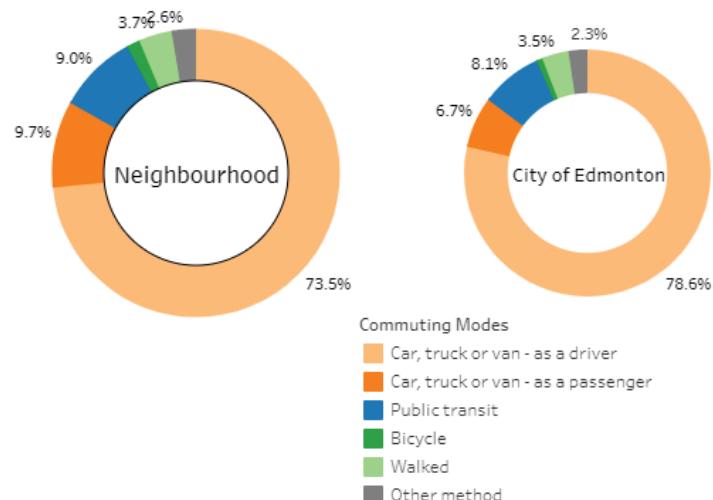
In the Canon Ridge neighbourhood the number of children aged 0-14 (18.7% vs 18.5%), pre-retirement aged 55-64 (12.0% vs 11.7%) and seniors aged 65 years and older (12.9% vs 13.0%) is very similar to the city average. The number of youth aged 15-24 years (10.5% vs 12.1%) in this neighbourhood is slightly lower than the city average, while the working age 25-54 years (45.9% vs 44.7%) is slightly higher than the city average.



Journey to Work

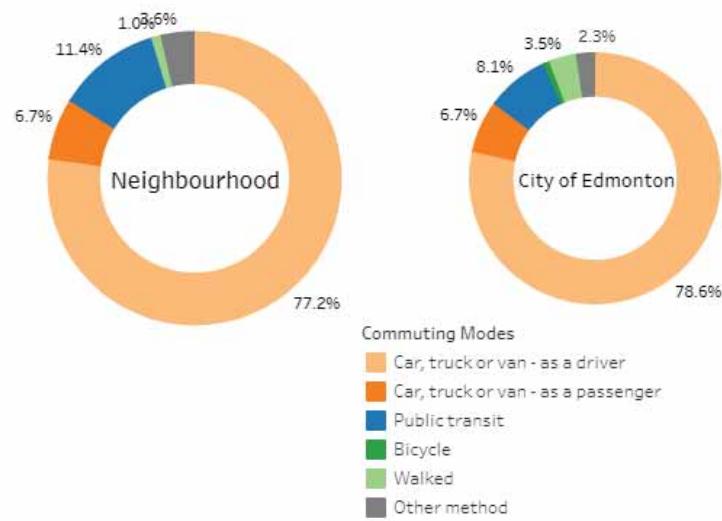
1. Homesteader

In the Homesteader neighbourhood, the primary mode of travel is by car, truck or van, as a driver (73.5%) and compared to the city average (78.6%) is slightly lower. Travel by car, truck or van as a passenger (9.7% vs 6.7%), public transit (9.0% vs 8.1%) and by bicycle (1.5% vs 0.8%) is higher than the city average. Travel by walking (3.7% vs 3.5%) and by using other methods (2.6% vs 2.3%) are similar to the city average.



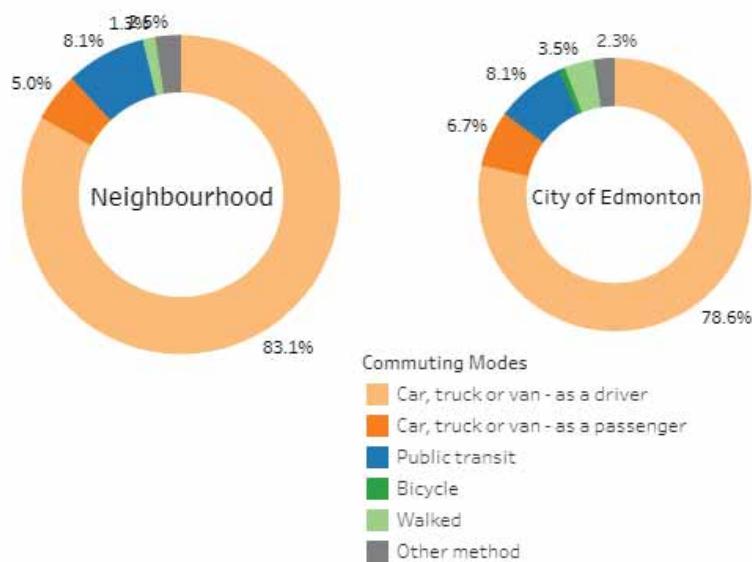
2. Overlanders

In the Overlanders neighbourhood, the primary mode of travel is by car, truck or van, as a driver (77.2% vs 78.6%) and compared to the city average is similar. Travel by car, truck or van as a passenger (6.7% vs 6.7%) is the same as the city average. Travel by public transit (11.4% vs 8.1%) and travel by using other methods (3.6% vs 2.3%) is higher than the city average. Travel by bicycle (0% vs 0.8%) and by walking (1.0% vs 3.5%) is lower than the city average.



3. Canon Ridge

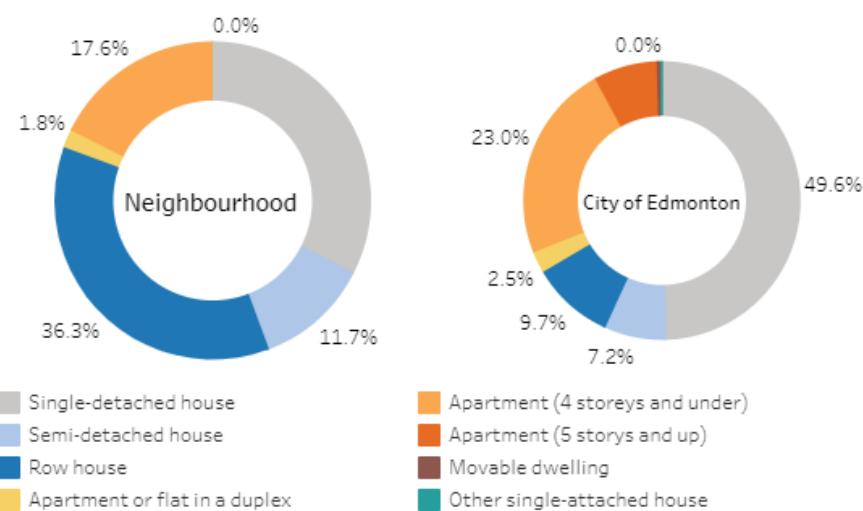
In the Canon Ridge neighbourhood, the primary mode of travel is by car, truck or van as a driver (83.1% vs 78.6%) and is higher than the city average. Travel by car, truck or van as a passenger (5.0% vs 6.7%) is lower than the city average. Travel by public transit (8.1% vs 8.1%) and travel by using other methods (2.5% vs 2.3%) is the same or similar as the city average. Travel by bicycle (0% vs 0.8%) and by walking (1.3% vs 3.5%) is lower than the city average.



Private Dwellings by Structure Type

1. Homesteader

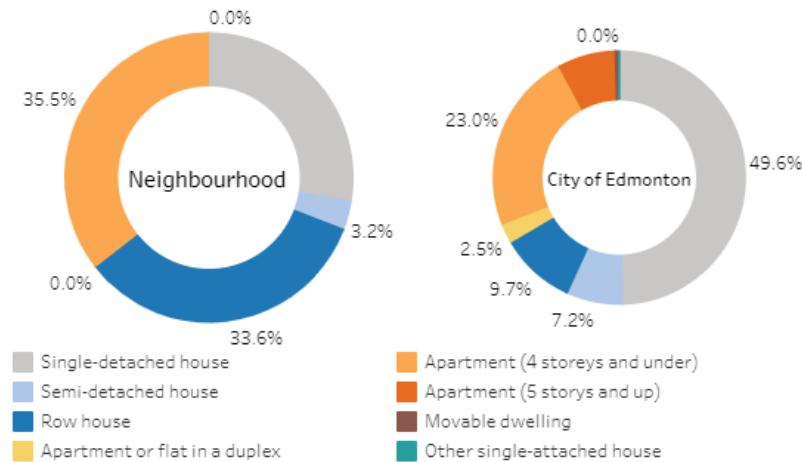
In Homesteader, there is a lower number of single-detached houses (32.6% vs 49.6%) than the city average. There are a higher number of semi-detached houses (11.7% vs 7.2%) and row houses (36.3% vs 9.7%) than the city average. Homesteader also has a lower number of apartments in a duplex (1.8% vs 2.5%) and apartments that are four stories or under (17.6% vs 23.0%) than the city average.



2. Overlanders

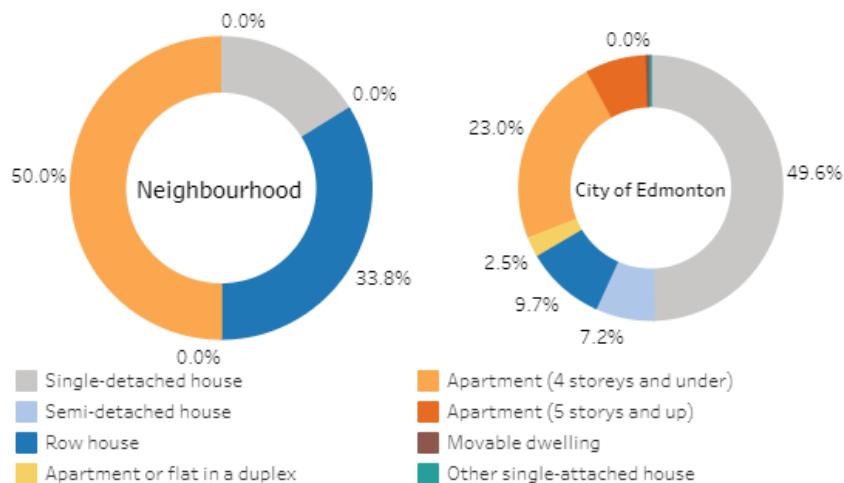
In Overlanders, there is a significantly lower number of single-detached houses (27.6% vs 49.6%) than the city average. There is a higher number of row houses

(33.6% vs 9.7%) and a higher number of apartments (35.5% vs 23.0%) than the city average. There is a lower number of semi-detached houses (3.2% vs 7.2%) and there are no apartments in a duplex (0.0% vs 2.5%).



3. Canon Ridge

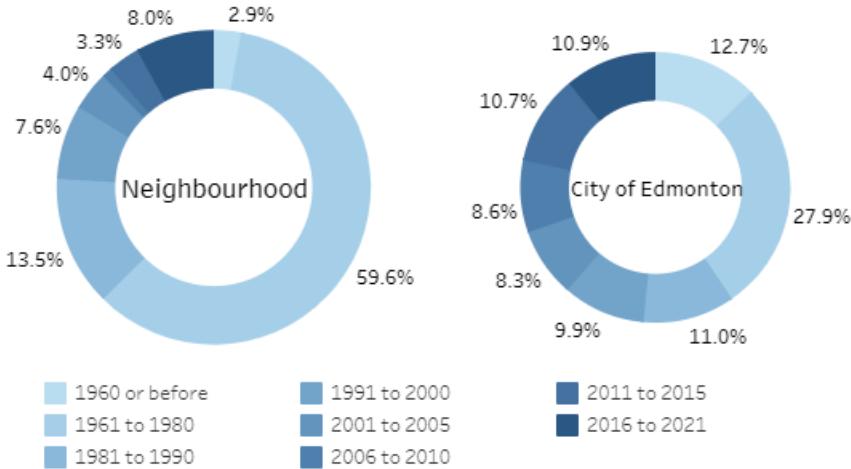
In Canon Ridge, there is a significantly lower number of single-detached houses (27.6% vs 49.6%) than the city average. There is a much higher number of row houses (33.8% vs 9.7%) and number of apartments that are four stories and under (50% vs 23.0%) than the city average. There are no semi-detached houses (0% vs 7.2%) and there are no apartments or flats in a duplex (0.0% vs 2.5%).



Private Dwellings by Period of Construction

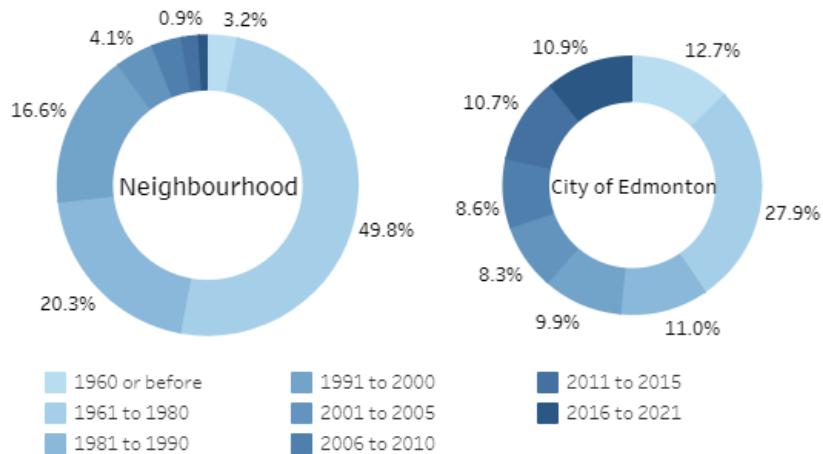
1. Homesteader

In Homesteader, the majority of development or construction of dwellings (59.6%) occurred between 1961 and 1980. Some development or construction of homes (13.5%) occurred from 1981 to 1990 and (8%) between 2016 and 2021.



2. Overlanders

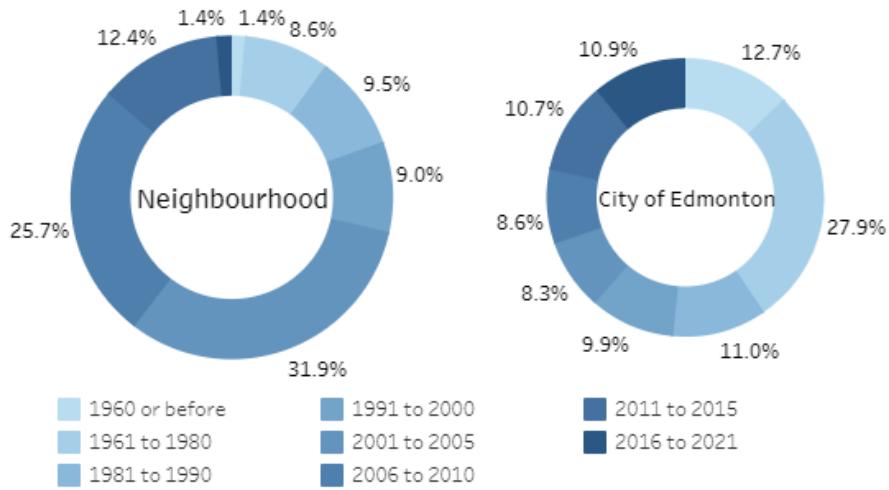
In Overlanders, the majority of development or construction of dwellings (49.8% vs 27.9%) occurred between 1961 and 1980. Some development or construction of homes (20.3%) occurred from 1981 to 1990 and (16.6%) between 1991 to 2000.



3. Canon Ridge

In Canon Ridge, the majority of development or construction of dwellings (31.9%) occurred from 2001 to 2005 and (25.7%) from 2006 to 2010. Some development

or construction of dwellings occurred (12.4%) from 2011 to 2015. Between 8.6% and 9.5% of development or construction of dwellings occurred in the years of 1961 to 1980, 1981 to 1990 and 1991 to 2000.



Schools

Within the Homesteader neighbourhood, there are two schools: Homesteader Elementary School (EPSB) and St. Maria Goretti Catholic Elementary School (ECSD). Within the Overlanders neighbourhood, there is Overlanders School (EPSB) and Clareview Head Start (EPSB). There are no schools located in Canon Ridge.

There are about 557 students attending Edmonton Public Schools (EPSB) and about 600 students attending Edmonton Catholic Schools (ECSD) that live in the neighbourhoods of Homesteader, Overlanders and Canon Ridge.

Homesteader School (Grades K-6):

About 203 students that attend Homesteader School come from within the Homesteader neighbourhood boundaries. There are approximately 100 students that attend St. Maria Goretti School that also live in the Homesteader neighbourhood.

Overlanders School (Grades K-6):

About 211 students that attend Overlanders School come from within the Overlanders Neighbourhood boundaries. About four students attend Overlanders School come from the Homesteader neighbourhood.

St .Maria Goretti School (Grades K-6):

About 100 students that attend St. Maria Goretti School live in the Homesteader Neighbourhood. About 60 students live in the Overlanders Neighbourhood and about 40 students are from the Canon Ridge Neighbourhood

Clareview Head Start (Pre-school):

About 118 preschoolers aged 2.8 - 5 years of age attend morning and afternoon classes at Clareview Head Start. The majority of students live in Homesteader and Overlanders or in nearby neighbourhoods.

City Policies, Programs and Technical Considerations

The following City of Edmonton standards, programs, policies and best practices set the direction and are applicable to the project team to include and consider in the Hermitage Road and 40 Street project. 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:

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

- 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

Safe Mobility Strategy

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

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

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

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.

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 ten 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.

Adjacent Projects

Building Great Neighbourhoods - Overlanders/Homesteader

For more information on the Overlanders/Homesteader Renewal Project, please visit edmonton.ca/BuildingOverlandersHomesteader

Overlanders and Homesteader are in the planning stages for Neighbourhood Renewal. Neighbourhood Renewal rehabilitates residential roads, replaces street lights, sidewalks, curbs and gutters and adds missing sidewalk links, where possible. Other opportunities to improve how people walk, bike, roll, drive and gather in the neighbourhood, and how they enjoy City-owned parks and open spaces are also explored.

Corner Store Grant Program

For more information on the Corner Store Program, please visit edmonton.ca/CornerStore

The City of Edmonton supports the revitalization of neighbourhood commercial areas in mature and established neighbourhoods by encouraging property owners to invest in existing commercial buildings and business owners to invest in their capacity and competitiveness through financial incentives. Supporting local economic development through investment in existing neighbourhood commercial buildings and the businesses located within them will support the revitalization of Edmonton's mature and established communities.

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:

- 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.

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 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.

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

Accessibility for People with Disabilities 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, traffic safety, biking, walking, transit, parking, truck routes and utilities as well as opportunities to align with city policy, programs and current standards.

40 Street

40 Street has one lane in each direction for vehicle traffic, with painted bike lanes and painted center median. There is a boulevard on both sides of the roadway with separated sidewalks. There is no parking on this section of 40 Street.



Hermitage Road

The existing configuration, or travel use, along Hermitage Road changes depending on the land use next to the roadway. In the photo below, there is parking permitted where houses front the street on the north side of the road. The driving lane is wide and can accommodate one vehicle in each direction in this configuration, with parking. A median exists with some trees along most of Hermitage road. There is a boulevard and a separate sidewalk on both sides of the road. There are areas along Hermitage Road where parking is not permitted or where it is permitted but where houses flank or back onto the roadway. In this case, it has been observed that cars sometimes travel using the parking lane, at times where there are no parked cars.



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
- Victoria Trail
- 137 Avenue

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 red in the map below and include:

- 40 Street
- Hermitage Road
- 127 Avenue
- Hooke Road

Hermitage Road from 50 Street to west of Hermitage Park Road functions as a typical collector road in its location as it goes through Homesteader, Overlanders and Canon Ridge neighbourhoods. There is access from Hermitage Road to three commercial areas, and it has connections to four schools, two park spaces and a

soccer centre. 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.

40 Street is one of Edmonton's unique collector roads as it forms the boundary between Sifton Park and Belmont in the section north of the ravine, instead of crossing through a neighbourhood as is typical for most collector roads. 40 Street also goes through the Homesteader neighbourhood and functions in the section south of the ravine as a typical collector road. There are commercial areas at Hermitage Road and north of 137 Avenue.

Local roads are low volume roads which typically provide access to local properties. There are multiple local roads that connect to both Hermitage Road and 40 Street.

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.



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

Traffic Volumes

The City of Edmonton regularly conducts traffic counts throughout the City to understand how traffic patterns evolve over time. Within these neighbourhoods, traffic volumes have been relatively consistent for more than ten years. Traffic volumes are anticipated to remain similar in the future, unless larger scale development occurs along the corridor.

- 40 Street has generally around 7,000 vehicles per day
- Hermitage Road east of Victoria Trail has estimated volumes of between 2,000 and 7,000 vehicles per day

- Hermitage Road between Victoria Trail and 40 Street has volumes of 5,500 to 8,000 vehicles per day
- Between 40 Street and 50 Street, volumes along Hermitage Road are higher and are generally around 10,000 to 14,000 vehicles per day

Volumes collected on 40 Street and Hermitage Road have been consistent over the years. Volumes are higher Monday through Friday at the evening peak times between 4 and 6 p.m.

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 40 Street and Hermitage Road from 40 Street to Victoria Trail 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. Volumes along Hermitage Road between 40 Street and 50 Street are higher than most collector roads in the City.

Development



There is an area on the south side of Hermitage Road that is identified for future development. Stage 1 of this development was approved in 2014 and has already been built out. There are future stages identified and, at this time, timing for this development is currently unknown. The developer would need to apply for rezoning and development permits and as a best guess at the time of this report, any development for this area is estimated at least two to three years out. Based on previous plans, Stage 2 could see between an estimated 650-700 units and an increase in population, using an estimate of 2.2 people per unit, of approximately 1,500.

This means that future volumes between Victoria Trail and 40 Street are anticipated to be between 7,000 and 9,500 when development is fully built out, which is comparable to other collector roads in the City.

Opportunities

Hermitage Road & 40 Street

- Plan for all modes of travel and connections to commercial areas and schools
- Ensure that passenger vehicles, ETS buses, school buses and emergency vehicles have the appropriate driving space

- Better define the driving lane to avoid confusion, especially in areas where cars are not parked
- To use adaptable measures and re-assess when future development occurs
- To extend the project limit on Hermitage Road from 50 Street to west of Hermitage Park Road

Traffic Safety



Speed Limit

Current speed limits can be found using the [Speed Limit Map](#) on the Vision Zero webpage at edmonton.ca/VisionZero

Hermitage Road is a collector roadway and most collector roadways have a default speed limit of 40 km/hr. Hermitage Road is also an exception road, which means that when the speed limit default of 40 km/h was implemented, some collector roads became labeled an exception and remained at 50 km/hr due to their existing design that does not support a lower speed. These exception roads will move to the default 40 km/h speed limit once the roadway is permanently reconstructed. Hermitage Road, once permanently constructed, will be at the default 40 km/h speed limit.

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

40 Street is also a collector roadway and the speed limit changed to 40 km/h in 2021 when the default speed limit for Edmonton as a whole was implemented.

Speed Studies

Between 2016 and 2023, speed data was collected at five locations along Hermitage Road and four locations along 40 Street.

Hermitage Road

On Hermitage Road, speed surveys were conducted at locations where the speed limit is 50 km/h (i.e. not in playground zones). The most recent data collection occurred in 2023. Compliance to the speed limit ranged from 21% to 72%, with an average compliance of 39%.

The highest compliance rate (72%) was for westbound traffic leaving the playground zone past Overlanders School (west of Huffman Crescent). In

In 2023, the average compliance to the speed limit on Hermitage Road was 31%.

Speed violations in the two playground zones along Hermitage Road are greater than 80% of all playground zones in the city.

In 2023, the average speed limit compliance along 40 Street was 9%.

contrast, compliance for eastbound traffic at this location was 37%, suggesting high speeds entering into the playground zone.

There was no marked improvement in compliance over time; average compliance in 2016 was 39%, whereas average compliance in 2023 was 31%.

In addition to the speed surveys, data was collected at the two playground zones along Hermitage Road (at St. Maria Goretti School and Overlanders School) through automated enforcement. Compared to other playground zones within the city, these two locations are within the top 25% based on violation rate (i.e. the violation rate in these playground zones is higher than 80% of playground zones). The violation rate for traffic near St. Maria Goretti School is within the top 5% compared to other playground zones in Edmonton.

40 Street

On 40 Street, speed surveys were conducted at three locations between 2016-2021 when the speed limit on the road was 50 km/h. Compliance during that time ranged from 7% to 86%, with an average compliance rate of 38%. Two additional speed surveys were conducted in 2022 and 2023 after the speed limit was lowered to 40 km/h. Compliance after the speed limit change ranged from 7% to 11% with an average compliance rate of 10%.

Compliance was higher for northbound vehicles, with an overall average compliance rate of 38% (including speed surveys conducted before and after the speed limit reduction). In contrast, the average compliance rate for southbound vehicles was 15%.

Intersection Controls

There are fully signalized intersections along **Hermitage Road** at:

- 50 Street
- Victoria Trail

There are fully signalized intersections along **40 Street** at:

- 137 Avenue

There currently is an all-way stop at the intersection of 40 Street and Hermitage Road.

Crash History

Between 2018 and 2022, 56 per cent of the crashes within the project area occurred at the signalized intersections at Hermitage Road & 50 Street and at Hermitage Road & Victoria Trail. 28 per cent of crashes occurred at non-signalized intersections, and the remaining 16 per cent of crashes occurred at mid-block locations.

Signalized Intersections

As noted above, the majority of crashes occurred at signalized intersections. Hermitage Road and 50 Street had the highest number of crashes, including three crashes which resulted in major injuries. No crashes resulted in major injuries at the intersection of Hermitage Road and Victoria Trail between 2018 and 2022. Five crashes at signalized intersections resulted in injuries to pedestrians or cyclists.

The main causes of crashes at signalized intersections included following too closely, turning left across the path of oncoming vehicles, and failing to observe the traffic signals.

Other Intersections

Among non-signalized intersections, Hermitage Road and 40 Street had the highest number of crashes in the neighbourhood.

Among non-signalized intersections, Hermitage Road and 40 Street had the highest number of crashes. The remaining crashes were spread out fairly evenly throughout the neighbourhood's intersections. None of the crashes at non-signalized intersections resulted in major injuries; however, approximately 19 per cent of crashes resulted in minor injuries and four crashes resulted in injuries to pedestrians or cyclists.

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

Mid-block Crashes

The peak locations for mid-block crashes were along 40 Street approaching the intersection with Hermitage Road, and along Hermitage Road between Hyndman Crescent and Victoria Trail. Between 2018 and 2022, there were two mid-block crashes that resulted in major injury, including one which involved a pedestrian.

The main causes of mid-block crashes included striking parked vehicles, following too closely and changing lanes improperly.

Opportunities

40 Street and Hermitage Road

- There is an opportunity to educate residents about the default speed limit.
- Encourage lower speeds by ensuring that the driving and parking lanes are designed to current standards to the 40 km/hr default speed limit.
- Review measures and signage to highlight when people are entering and are within playground zones.
- Use traffic calming measures to create visual awareness for drivers, especially at pedestrian crossings and playground zones.
- Review the signalized intersections and non signalized intersections (at Hermitage Road and 50 Street, 40 Street and Victoria Trail) to simplify and streamline movement through the intersection for people who walk, bike or drive.
- Review mid-block crossings to ensure visible sightlines.
- 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 existing district connector routes include shared pathways on:

- A north/south route on 50 Street
- A north/south route on Victoria Trail
- 137 Avenue



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. There is other bike infrastructure at the time of report writing that are proposed/planned in the Overlanders and Homesteader Neighbourhood Renewal Project that



consider accommodation for all modes of travel for all ages and abilities.

These include proposed shared pathways along roadways that connect to Hermitage Road:

- 127 Avenue
- Hooke Road
- Habitat Crescent
- Through some open spaces

Hermitage Road is not currently identified as a district or neighbourhood connector route in the bike plan. Neighbourhood routes are planned through local planning and they serve a more localized role in the bike network. It is important to ensure that neighbourhood routes connect to other routes. Along Hermitage Road, there is opportunity to consider accommodation for all modes of travel for all ages and abilities. Considering this, a bike facility along Hermitage Road could connect to:

- 50 Street (District connector route)
- Victoria Trail (District connector route)
- 127 Avenue
- Hooke Road
- Habitat Crescent
- Open spaces
- Schools
- Commercial areas
- Hermitage Park (River Valley Park)
- 40 Street

40 Street is currently identified as an existing neighbourhood route between Hermitage Road and 137 Avenue. The bike facility currently includes a painted line on the roadway to identify the area where bikes can travel.

Opportunities

40 Street & Hermitage Road

- Include a space for bikes along Hermitage Road connecting to all the other established and planned bike routes that connect to Hermitage Road
- Consider bike infrastructure for all ages and abilities

- Consider separation for bikes from cars to the existing bike route along 40 Street

Walking

Crossings

There are marked crossings along Hermitage Road, some with rapid flashers or overhead lights, stop or pedestrian signage at:



- Habitat Crescent (zebra crosswalk with rapid flashers)
- Habitat Crescent (zebra crosswalk with rapid flashers)
- 128 Avenue (painted crosswalk with overhead amber flashers)
- 40 Street (painted crosswalks with all-way stop signs)
- Midblock east of 40 Street (zebra crosswalk with overhead amber flashers)
- Henry Avenue (painted crosswalk with pedestrian signs)
- Midblock east of Hooke Road (zebra crosswalk with pedestrian signs)
- Huffman Crescent (zebra crosswalk with rapid flashers)
- Huffman Crescent (zebra crosswalk with overhead amber flashers)
- Hunt Road (zebra crosswalk with pedestrian signs)

There are marked crossings along 40 Street between Hermitage Road and the Kennedale Ravine, some with stop or pedestrian signage at:

- Hermitage Road (painted crosswalk with stop signs)
- Harvest Road (painted crosswalk with pedestrian signs)
- Kennedale Ravine (zebra crossing with pedestrian signs)



Further north of the current project area, there are marked crossings along 40 Street between Kennedale Ravine and 137 Avenue, some with rapid flashers or overhead lights, stop or pedestrian signage at:

- 132 Avenue (painted crosswalk with rapid flashers)
- 134 Avenue (painted crosswalk with overhead amber flashers)

Opportunities

- 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

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 108 travels along Hermitage Road between 50 Street and Hooke Road and connects to other routes and/or the LRT system. The image to the left is the Route 108 map. Route 108 also has late-night service which runs from approximately 10 p.m. to midnight on weekdays.

Along Hermitage Road, bus stops are located between 50 Street and Hooke Road. There are seven eastbound bus stops and eight westbound bus stops.

Eastbound bus stops from 50 Street to Hooke Road include numbers 7641, 7890, 7742, 7758, 7724, 7996 and 7776. Westbound bus stops from Hooke Road to 50 Street include numbers 7639, 7876, 7764, 7640, 7686, 7859, 7930 and 7960.

The portion of Hermitage Road from Hooke Road to Victoria Trail does not have active ETS bus stops.





The image to the left is the Route 116 map. Route 116 also has late night service which runs from approximately 10 p.m. to midnight on weekdays.

On Hermitage Road from Victoria Trail to west of Hermitage Park Road, there are two eastbound bus stops and two westbound bus stops. Additional bus stops continue east outside of this project area.

Eastbound bus stops from Victoria Trail to west of Hermitage Park Road include bus stop numbers 7634 and 7798. Westbound bus stops from Victoria Trail to west of Hermitage Park Road include numbers 7771 and 7633.



On 40 Street from Hermitage Road to south of 131 Avenue there are currently no ETS stops.

There are no transit timing points located along Hermitage Road along Route 108 or route 116 in the project area on Hermitage Road from 50 Street to west of Hermitage Park Road.

Typically during renewal of residential and collector roadways in Edmonton, roads are re-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 Hermitage Road is that buses pull over from the drive lane to the curb.

Opportunities

- Design the roadway that allows for 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

School Bus Routes



There are four schools along Hermitage Road:

- Homesteader School
- Overlanders School
- St. Maria Goretti School
- Clareview Head Start



School buses use Hermitage Road throughout the project area to either pick up or drop students at one of the schools, or to pick up and drop off students who live in nearby neighbourhoods to other schools outside of the neighbourhood. In this case, school buses often will pick up and drop off students at existing transit stops.

There are no schools located along 40 Street.

Parking

Hermitage Road

Parking is located along Hermitage Road in most areas along the north and south sides of Hermitage Road. Exceptions include in ETS or school bus stop zones, near fire hydrants, near intersections and 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 Hermitage Road 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 Hermitage Road, it is observed that there is low parking usage along areas where homes flank or back onto Hermitage Road and do not have direct access (i.e. are fenced), as parking for these residences is located along local roads in front of the residences. Other areas that may have low parking usage are areas that have on site parking such as commercial areas and the Soccer Centre. Areas that see high parking usage include areas where homes face Hermitage Road as well as areas near school during drop off and pick up hours.

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.

40 Street

Parking is not permitted along 40 Street in the current project area from Hermitage Road to south of 131 Avenue.

Opportunities

- To retain parking areas where they are most utilized i.e. where homes face the roadway.
- To remove parking areas where parking usage is low i.e. where homes back onto the roadway.
- To make the driving and parking lanes clear to reduce confusion.
- Repurpose parking areas where parking usage is low for other modes of travel i.e. walking, rolling, biking or for beautification.
- To physically define where parking is not permitted per Bylaw 5590 and enhance safety near marked crosswalks.

Truck Routes

Both Hermitage Road and 40 Street are not designated truck routes. The nearest truck routes exist along 50 Street and along Yellowhead Trail.

Along Hermitage Road and 40 Street there are some 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 Hermitage Road and 40 Street a delivery truck should access the commercial site to and from 50 Street.

Utilities

A review of surface level utilities within the project areas include communications infrastructure (purple), power and streetlights (red), drainage (green) and water (blue). 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 Homesteader, Overlanders and Canon Ridge, Safe Mobility received about 90 inquiries between 2009 and 2023. The themes of these inquiries include:

- Speeding issues along Hermitage Road
- Speeding issues along 40 Street
- Questions as to why the speed limit is 40 km/hr
- Crossing issues and speeding along both Hermitage Road and 40 Street including locations near Hooke Road, Habitat Crescent, Hermitage Road and 40 Street intersection, Huffman Crescent and Hooper Crescent

- Speeding and safety issues in playground zones at St. Maria Goretti School, Overlanders School and Clareview Head Start
- People not observing the all-way stop
- Observing poor driver behaviour
- Issues with biking on the sidewalk

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 November 2023, residents and stakeholders were invited to advise the project team to share their lived experiences and suggestions for improvements travelling on 40 Street, Hermitage Road and the intersection of 40 Street and Hermitage Road 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:

- 7,536 letters to residents and businesses
- 4,064 copies of a newsletter to residents and businesses that was combined with the Overlanders and Homesteader Neighbourhood Renewal Project
- Emails to 26 stakeholders
- 40 yard signs
- Two informational web pages including edmonton.ca/Towards40Projects with 284 unique views, and edmonton.ca/Towards40 with 221 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 November 22, 2023 through to December 13, 2023. Over 200 participants provided their feedback through the online survey.

There were 284 unique views to the project website.

In-person public engagement event was held at St. Maria Goretti School on November 29, 2023 in coordination with the Overlanders and Homesteader Neighbourhood Renewal Project attended by 53 participants.

What We Heard

Through the **Gathering Information** public engagement phase, respondents shared their feedback on their lived experience, observations and opportunities for improvements within the project areas whether they drive, bike, walk or roll. The following is a summary of some common themes we heard:

- Speeding and dangerous driving
- People who drive are tailgating and honking behind vehicles driving the speed limit
- People who bike are using sidewalks instead of bike lanes
- People who drive are not observing the all-way stop or playground zones
- People who walk are feeling unsafe to cross 40 Street and Hermitage Road with children

"I have almost been hit twice crossing the street in a marked crosswalk with the pedestrian lights flashing."
- Towards 40 participant

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 40 Street, Hermitage Road and through the 40 Street and Hermitage Road intersection. Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

40 Street

What improvements could you suggest to make Driving, Walking or Rolling, Biking along 40 Street more comfortable?

Driving	Walking/ Rolling	Biking
❖ Increase speed limit	❖ Flashing crosswalk	❖ Shared pathway
❖ Flashing stop sign	❖ Widen sidewalks	❖ Remove bike lane
❖ Remove bike lanes	❖ Curb extension	❖ Protected bike lane
❖ Enforcement	❖ Wayfinding	
❖ Remove street parking		

❖ Visibility of all way stop		
------------------------------	--	--

Safety rating:

When travelling along 40 Street (driving, walking/rolling and biking) how safe do you feel?

204 respondents shared their safety rating as follows: 46% very safe, 26% safe, 15% neutral, 8% unsafe, 4% very unsafe, 1% not applicable.

Safety rating reason:

Respondents shared that the wide roads and sidewalks make them feel safe. They also noted that encampments along Kennedale Ravine make them feel unsafe to hike or cycle to Hermitage Park. Respondents also highlighted that obscured sightlines make it difficult to make left turns onto 40 Street especially on event days when lots of pedestrians are crossing.

While travelling along 40 Street...	
...respondents felt <i>unsafe</i> due to:	...respondents felt <i>safe</i> due to:
<ul style="list-style-type: none"> ❖ Speeding ❖ Sign always flashing 50 km/h ❖ Street parking along the church causing blindspots ❖ People who bike using sidewalks instead of bike lanes ❖ Bike lanes not maintained ❖ Ravine crossing not well marked, posing a safety risk for children ❖ People who drive tailgating and honking if one drives at 40 km/h ❖ Missing 40 km/h sign south of Harrow Road 	<ul style="list-style-type: none"> ❖ Wide roads ❖ Wide sidewalks

*"Return speed limit to original 50km/h.
- Towards 40 participant*

<ul style="list-style-type: none"> ❖ Traffic congestion- Walmart-bound traffic on 40 street increases volumes ❖ Painted center median is not followed 	
---	--

Hermitage Road

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

Driving	Walking/ Rolling	Biking
❖ Enforcement	❖ Crosswalk/ flashlights	❖ Shared pathway
❖ Maintain speed limit	❖ No need for improvements	❖ Protected bike lane
❖ Flashing crosswalk	❖ Marked crosswalk	❖ No need for improvements
❖ Repaint lanes		
❖ Photo radar		
❖ Speed limit signs		

"I mostly drive it. Main concern is excessive speed and its effect on pedestrians, which include school age children...."
- Towards 40 participant

Safety rating:

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

199 respondents shared their safety rating as follows: 45% very safe, 30% safe, 14% neutral, 8% unsafe, 4% very unsafe, 1% not applicable.

Safety rating reason:

Wide streets with sidewalks, marked crosswalks and the new all-way stop sign were the main reasons given by respondents for the *very safe* and *safe* ratings for Hermitage Drive. Another safety rating reason given by the respondents was that the road is good as is and it makes them feel safe.

While travelling along Hermitage Road...	
...respondents felt <i>unsafe</i> due to:	...respondents felt <i>safe or very safe</i> due to:
<ul style="list-style-type: none"> ❖ Speeding close to playground ❖ Photo radar does not work ❖ People who drive not following the rules of the road by ignoring the school zones speed limit ❖ Tailgating ❖ Encampments ❖ Poor sightlines; <ul style="list-style-type: none"> ➤ People who drive eastbound turning left at Victoria Trail and Hermitage (poor sightlines) ➤ People who drive westbound goes up the hill and you can't see them 	<ul style="list-style-type: none"> ❖ Wide streets with sidewalks ❖ Marked crosswalks ❖ All-way stop sign

"Paint lane lines where the road widens, as it sometimes is used as a two lane road with vehicles travelling side by side in the same direction."

- Towards 40 participant

40 Street and Hermitage Road

What improvements could you suggest to make Driving, Walking or Rolling, Biking through the intersection at 40 Street and Hermitage Road more comfortable?

Driving	Walking/ Rolling	Biking
❖ Traffic lights	❖ Crosswalk flash/lights	❖ Traffic lights
❖ Lighting/ flashing stop signs	❖ No improvement needed	❖ No improvements needed
❖ Awareness campaigns	❖ Traffic lights	❖ Crosswalk flash/lights
❖ Remove stop sign		❖ Shared pathway

❖ Roundabout		❖ Painted bike lane
--------------	--	---------------------

Safety rating:

When travelling along 40 Street and Hermitage Road (driving, walking/rolling and biking) how safe do you feel?

194 respondents shared their safety rating as follows: 42% very safe, 22% safe, 17% neutral, 13% unsafe, 5% very unsafe, 1% not applicable

Safety rating reason:

We heard that the main reasons why respondents feel unsafe when travelling through the intersection at 40 Street and Hermitage Road were due to:

- ❖ Lack of awareness by people who drive on how to navigate the all way stop
- ❖ Lack of traffic lights
- ❖ People who drive are not coming to a complete stop
- ❖ Speeding and dangerous driving; people who drive westbound on 40 Street do not stop at the intersection and go the wrong direction to enter the townhouse parking
- ❖ Dangerous intersection for crossing with children
- ❖ Congestion
- ❖ U-turns: Residents of townhouses west of the intersection take U-turns to go northbound on Hermitage

Stakeholder Engagement

Stakeholder engagements were carried out on January 25, 2024, December 8 and 12, 2023 respectively, with school and transportation planners at Clareview Head Start, ESCD, St. Maria Goretti School and EPSB, Homesteader School to understand their traffic safety concerns around 40 Street and Hermitage Road.

St. Maria Goretti School and transportation planners expressed their interest in seeing future Towards 40 measures that accommodate the yellow school buses along Hermitage Road.

The Clareview Head Start and Homesteader School planners highlighted the following traffic safety concerns for 40 Street and Hermitage road:

"Traffic tends to speed through these areas and not follow traffic signs such as stop signs and crosswalks."

- Towards 40 participant

"Needs flashing cross lights to ensure drivers are aware they are at a crossing, not just a traffic stop sign. Plus there is a playground, a school, and retail—much foot traffic."

- Towards 40 participant

"A three-way stop sign was implemented last year and people continuously disobey it and proceed without stopping. I've seen near collisions as a result."

- Towards 40 participant

Traffic safety concerns	Suggestions for improvement
<ul style="list-style-type: none"> ❖ Speeding ❖ People who drive making u-turns during pick up/drop off ❖ People who drive cutting through traffic ❖ Unclear signage at intersections 	<ul style="list-style-type: none"> ❖ Enforcement of speed limit, to slow down people who drive because the intersection is near a park and daycare ❖ Installation of traffic lights ❖ Raised crosswalk along Hermitage Road

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:

- Extending the project limit on Hermitage Road from 50 Street to west of Hermitage Park Road
- Providing a safe and protected experience for all modes of travel for those who walk, roll, bike and drive to area destinations that include commercial areas and schools
- Creating a driving environment that supports slow speeds
- Supporting the student and school population that both live in the neighbourhoods and/or attend the schools in the neighbourhoods
- Providing safe crossings for all demographics using measures that create visual awareness for drivers at pedestrian crossings and playground zones
- Ensuring that passenger vehicles, ETS buses, school buses and emergency vehicles have the appropriate driving space designed to current standards
- Defining the driving lane to avoid confusion, especially in areas where cars are not parked
- Reviewing the signalized intersections and non signalized intersections (at Hermitage Road and 50 Street, 40 Street and Victoria Trail) to simplify and

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

streamline movement through the intersection for people who walk, bike or drive.

- Reviewing mid-block crossings to ensure visible sightlines
- Including a space for bikes along Hermitage Road that connects to all the other established and planned bike routes that connect to Hermitage Road and consider bike facilities for all ages and abilities
- Considering separation for bikes from cars to the existing bike route along 40 Street
- Reducing crossing distance for those crossing the roadway
- Designing the roadway that allows for transit operations that are consistent to other residential and collector roadways in Edmonton
- Retaining parking areas where they are most utilized, remove parking areas where parking usage is low and repurpose these areas for other things i.e. walking, rolling, biking or for beautification



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.

