

Background Report

Towards 40 McConachie Boulevard: 174 Avenue to 66 Street

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Edmonton

May 2025

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TABLE OF CONTENTS

TABLE OF CONTENTS.....	2
INTRODUCTION.....	3
ABOUT TOWARDS 40 PROGRAM.....	3
PROJECT PROCESS AND DECISION MAKING.....	4
BACKGROUND INFORMATION & DATA COLLECTION.....	6
Project Area.....	6
Area Statistics.....	7
City Policies, Programs and Technical Considerations.....	10
EXISTING CONDITIONS AND OBSERVATIONS.....	11
Driving.....	11
Traffic Data.....	12
Biking.....	15
Walking.....	16
Transit and School Bus Routes.....	17
Parking.....	18
Truck Routes.....	19
Utilities.....	20
Previous Feedback.....	20
PUBLIC ENGAGEMENT SUMMARY AND RESULTS.....	21
What We Talked About.....	21
How We Communicated.....	21
How We Engaged.....	21
What We Heard.....	21
OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN.....	24
WHAT IS NEXT.....	24

INTRODUCTION

Report Purpose

The purpose of this report is to share information collected during the **Gathering Information** phase for the McConachie Boulevard from 174 Avenue to 66 Street Towards 40 project area. This report includes information collected by the project team.

This report covers the project area of McConachie Boulevard from 174 Avenue to 66 Street.



Improving McConachie Boulevard from 174 Avenue to 66 Street will enhance the safety of Edmontonians using this roadway, regardless of how they travel.

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 40 km/h when the default speed limit was 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 road is permanently reconstructed.

Improving this area will enhance the safety of Edmontonians using this roadway, regardless of how they travel.

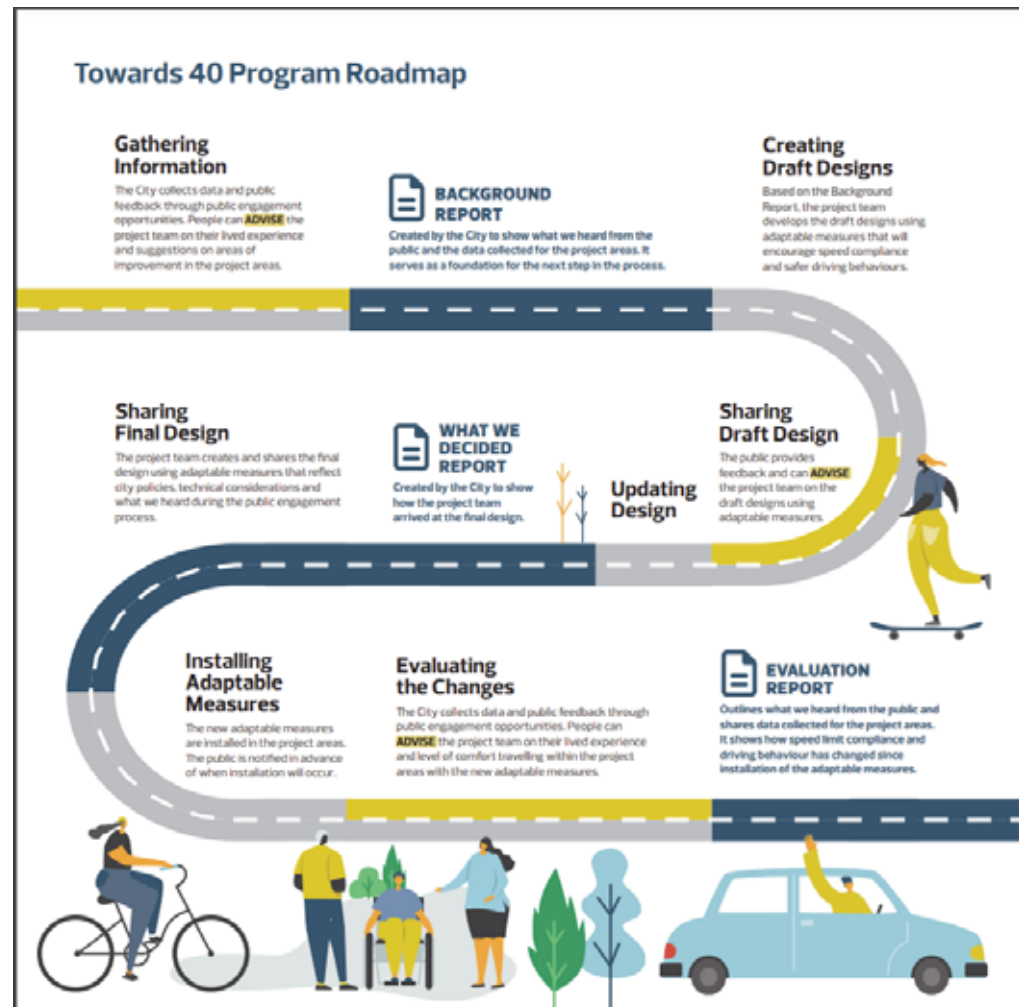
PROJECT PROCESS AND DECISION MAKING

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.

At the time of this Background Report, the Gathering Information phase has been completed.

[For a larger version of the roadmap, click here.](#)



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 area. 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 area.



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

McConachie Boulevard is a two-way collector roadway that is primarily used by those who live, work or play in the McConachie neighbourhood. McConachie Boulevard connects to schools on nearby roadways, residences, park spaces and to commercial areas.

McConachie Boulevard has some existing adaptable measures put in place by other programs that include Vision Zero Street Labs and Safe Routes to School. These measures are located along McConachie Boulevard between 167 Avenue and McConachie Drive.

McConachie Boulevard from 174 Avenue to 66 Street is a roadway where safer driving behaviors can be encouraged. The project area (shown in purple in the map below) is in the McConachie neighbourhood.

[For a larger version of the map, click here.](#)



[Neighbourhood Profiles](#) -
Federal Census 2021

Area Statistics

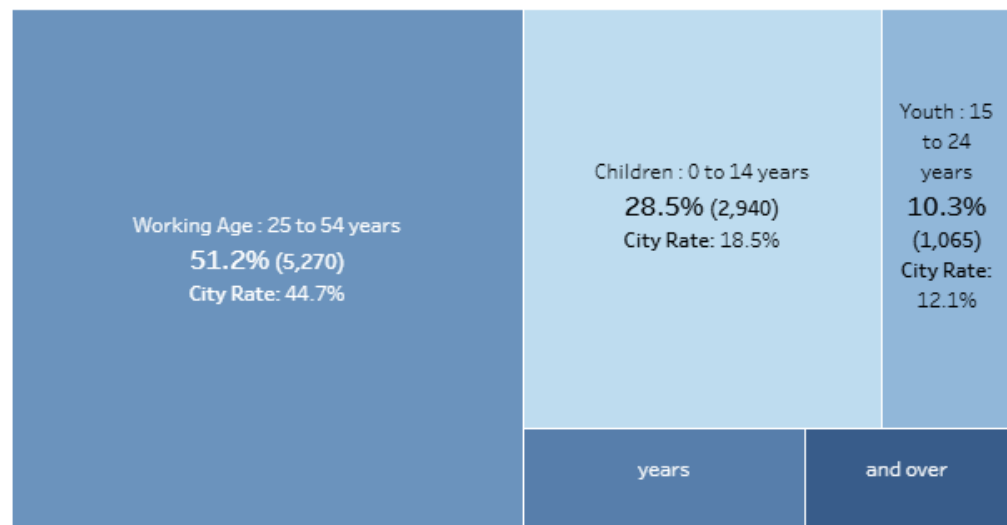
Data in this report references the 2021 Federal Census from Statistics Canada.

Highlights

- There is a higher number of residents that are working age and a higher number of children in the McConachie neighbourhood than the city average.
- The primary mode of travel is by car, truck or van as a driver. This mode of travel is higher in the McConachie neighbourhood than the city average.
- There is a higher number of single and semi-detached houses in the McConachie neighbourhood than the city average.
- Most of the development in the McConachie neighbourhood occurred between 2011 and 2021.

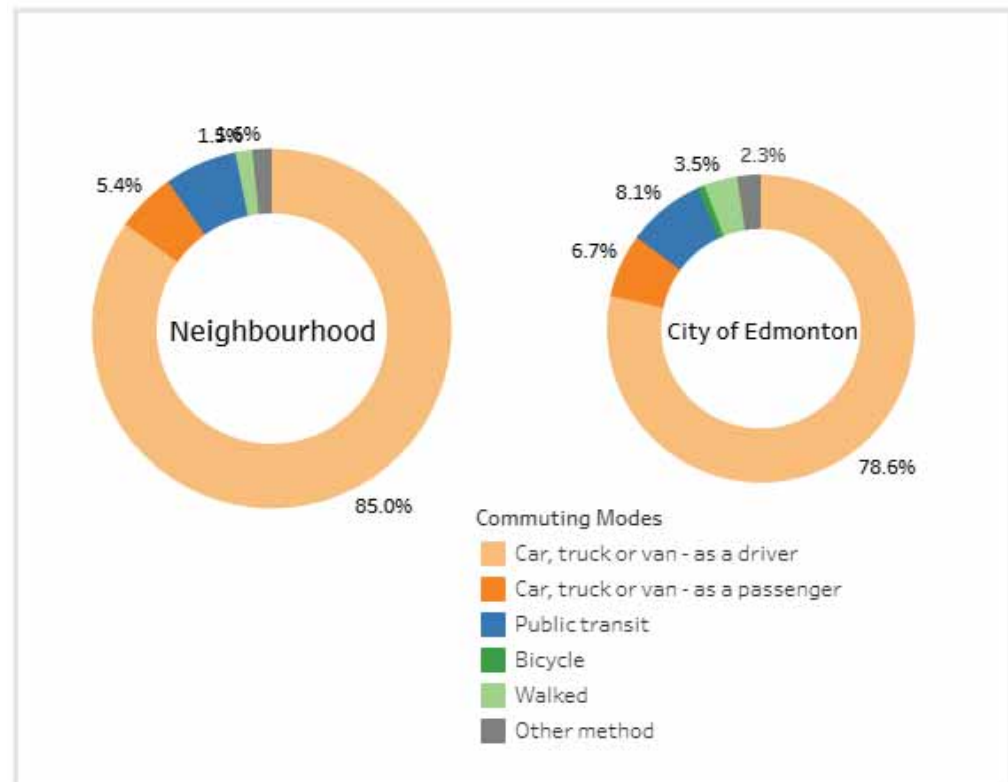
Age Distribution

In the McConachie neighbourhood, there is a higher number of residents of working age (51.2%) than the city average (44.7%), and a higher number of children ages 0-14 (28.5%) than the city average (18.5%). The number of youth ages 15 to 24 years old (10.3%) is lower than the city average (12.1%). The number of residents that are pre-retirement (5.7%) is lower than the city average (11.7%), and the number of residents 65 years and over (4.2%) is much lower than the city average (13%).



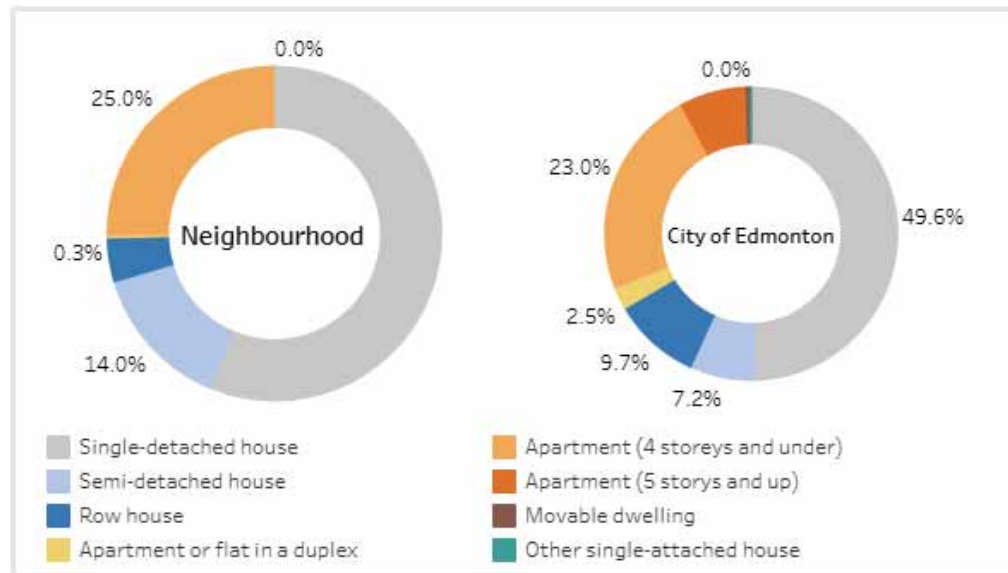
Journey to Work

In the McConachie neighbourhood, the primary mode of travel is by car, truck or van, as a driver (85.0%) and is higher than the city average (78.6%). Travel by car, truck or van as a passenger (5.4%) is lower than the city average (6.7%). Travel by public transit (1.5%) is lower than the city average (3.5%), and travel by using other methods (1.6%) is slightly higher than the city average (2.3%). Travel by bicycle (0.0%) is lower than the city average (0.8%) and travel by walking (1.5%) is also lower than the city average (3.5%).



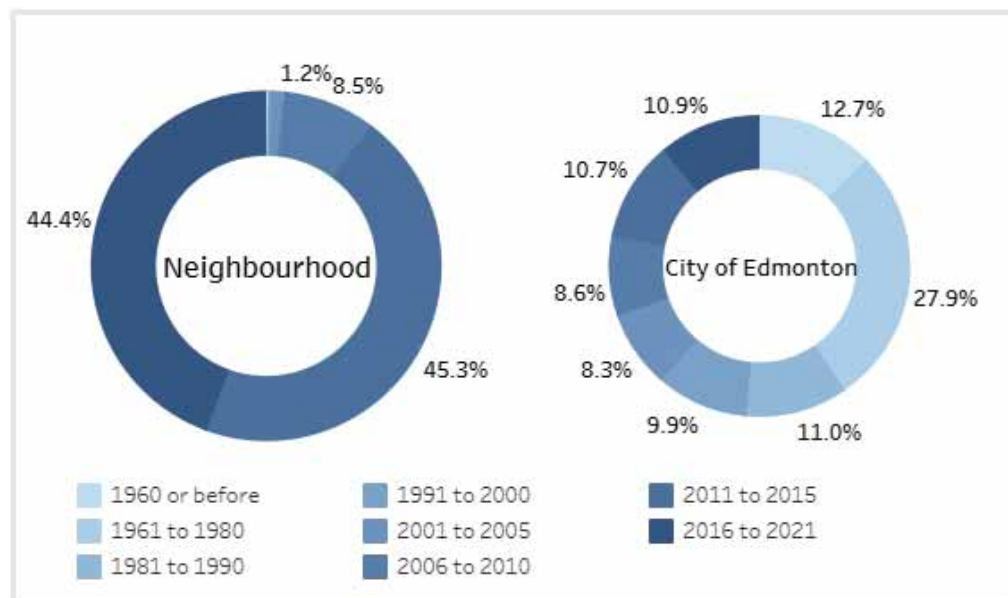
Private Dwellings by Structure Type

In the McConachie neighbourhood, there are a higher number of single-detached houses (56.4%) compared to the city average (49.6%). There are also a higher number of semi-detached houses (14.0%) compared to the city average (7.2%). There is a smaller number of row houses (4.2%) than the city average (9.7%) and very few apartments in a duplex (0.3%) compared to the city average (2.5%). The McConachie neighbourhood has a similar number of apartments that are four stories or under (25.0%) compared to the city average (23.0%).



Private Dwellings by Period of Construction

In the McConachie neighbourhood, the majority of development or construction of dwellings occurred between 2011 and 2015 (44.4%) and is much higher than the city average (10.7%) and between 2016 and 2021 (44.4%), also much higher than the city average (10.9%).



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 Towards 40 project team to include and consider in the McConachie Boulevard project from 174 Avenue to 66 Street. For more detailed information on these policies, programs and standards, click on the titles below.

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

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

- [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](#)



EXISTING CONDITIONS AND OBSERVATIONS

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

McConachie Boulevard from 174 Avenue to 66 Street

McConachie Boulevard from 174 Avenue to 66 Street is a collector roadway in the McConachie neighbourhood. It mostly operates with one driving lane in each direction with parking. There are single family homes that front the roadway, and some with front driveways and corner lots have fences that flank the road. There are also some higher density apartments. McConachie Boulevard connects to a ravine, park and green spaces, as well as commercial areas. ETS has stops along this project area. The sidewalk is separated by a boulevard with trees in most locations.



Driving

Road Classification

There are mainly three categories of roadways in the City of Edmonton: arterial roadways, collector roadways and local roadways.

McConachie Boulevard from 174 Avenue to 66 Street is a collector roadway that connects directly to nearby arterial, collector and local roads.

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:

- 167 Avenue
- 66 Street
- 50 Street

Collector roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads.

- 170 Avenue
- McConachie Drive
- McConachie Way

- 55 Street

Local roads are low volume roads which typically provide access to local properties.



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

Traffic Data

Traffic Speed Data

On McConachie, a speed survey was conducted on McConachie Boulevard west of 64 Street where the speed limit is 40 km/h (i.e. not in playground zones). The most recent data collection occurred in 2022.

The highest compliance rate (24.5%) was for eastbound traffic leaving McConachie and approaching a signalized intersection. In contrast, compliance for westbound traffic at this location was 17.2%, suggesting high speeds entering McConachie boulevard.

Additional speed and volume data has been requested to inform this project.

Traffic Volume Data

The City of Edmonton regularly monitors traffic flow across the city to track changes over time. However, for the McConachie area, current data is only available for peak-hour traffic.

So far, six turning movement counts have been recorded for this section of the road. At the time of this report, only traffic volume data has been collected for McConachie Boulevard.

- A turning movement count was conducted at the intersection of McConachie Boulevard NW and 65 Street NW. The intersection was monitored for 4 hours during peak hours (7 - 9 AM and 3 - 5 PM) on September 24, 2024. During this time, 2,717 vehicles traveled along McConachie Boulevard NW east of 65 Street NW, including 30 heavy vehicles.

Additionally, 125 pedestrians used the crosswalks at the intersection, with 26 crossing from the north, 49 from the south, 29 from the west, and 21 from the east. There was also one cyclist on the road and five cyclists using the crosswalks.

- A turning movement count was conducted at the intersection of McConachie Boulevard NW and 64 Street NW. The intersection was monitored for 4 hours during peak hours (7 - 9 AM and 3 - 5 PM) on June 12, 2024. During this time, 2,500 vehicles traveled along McConachie Boulevard NW east of 64 Street NW, including five heavy vehicles.

Additionally, 68 pedestrians used the crosswalks, with 48 crossing from the west and 20 from the south. No cyclists were seen on the roads, and one cyclist used the crosswalk.

- A turning movement count was conducted at the intersection of McConachie Boulevard NW and 62A Street NW. The intersection was monitored for 4 hours during peak hours (7 - 9 AM and 3 - 5 PM) on August 22, 2023. During this time, 1,610 vehicles traveled along McConachie Boulevard NW east of 62A Street NW, including six heavy vehicles. Volume is lower because schools are not in session.

A total of 21 pedestrians used the crosswalks, with 17 crossing from the north and four from the east. Additionally, five cyclists were seen riding on the road, while four used the crosswalks.

- A turning movement count was conducted at the intersection of McConachie Boulevard NW and 60 Street NW. The intersection was monitored for 4 hours during peak hours (7 - 9 AM and 3 - 5 PM) on June 12, 2024. During this time, 1,524 vehicles traveled along McConachie Boulevard NW east of 60 Street NW, including 17 heavy vehicles.

A total of 65 pedestrians used the crosswalks, with 24 crossing from the north, two from the east, and 39 from the west. No cyclists were seen riding on the road, but nine were observed using the crosswalks.

- A turning movement count was conducted at the intersection of 176 Avenue NW and McConachie Boulevard NW. The intersection was monitored for 4 hours during peak hours (7 - 9 AM and 3 - 5 PM) on August 3, 2023. During this time, 996 vehicles traveled along McConachie Boulevard NW north of 176 Avenue NW, including 19 heavy vehicles. Volume is lower because schools are not in session.

A total of 38 pedestrians used the crosswalks, with 10 crossing from the north, 21 from the west, and seven from the south. No cyclists were seen riding on the road, but four were observed using the crosswalks.

- Traffic at the intersection of 175 Avenue NW and McConachie Boulevard NW was monitored during peak hours on August 22, 2023. During this time, 1,192 vehicles traveled along McConachie Boulevard NW north of 175 Avenue NW, including 52 heavy vehicles. Volume is lower because schools are not in session.

A total of 45 pedestrians used the crosswalks, with two crossing from the north, five from the south, 14 from the west, and 24 from the east. Additionally, six cyclists were seen riding on the road, while five used the crosswalks.

Intersection Controls

There are fully signalized intersections along **McConachie Boulevard** at:

- 167 Avenue
- 66 Street

Crash History

In the five years between 2019 and 2023, 40 crashes were recorded on McConachie Blvd NW between 66 Street and 174 Avenue. Of these, seven resulted in minor injuries occurring at intersections, while the remaining involved property damage only.

Intersections accounted for 22 crashes, with the highest concentration (7 crashes) occurring at 65 Street. The primary contributing factors for these intersection crashes included following too closely, striking parked vehicles, and failing to observe traffic signals.

The remaining 18 crashes took place along midblock segments, all of which resulted in property damage only. The leading causes of midblock crashes were running off the road, striking parked vehicles, and following too closely. Midblock crashes were either speed-related or not driving at speed appropriate for the weather and roadway conditions and took place between January and December.

Opportunities

- Use traffic calming measures to create visual awareness for drivers near intersections and crossings

Biking

Existing and Planned Bike Routes

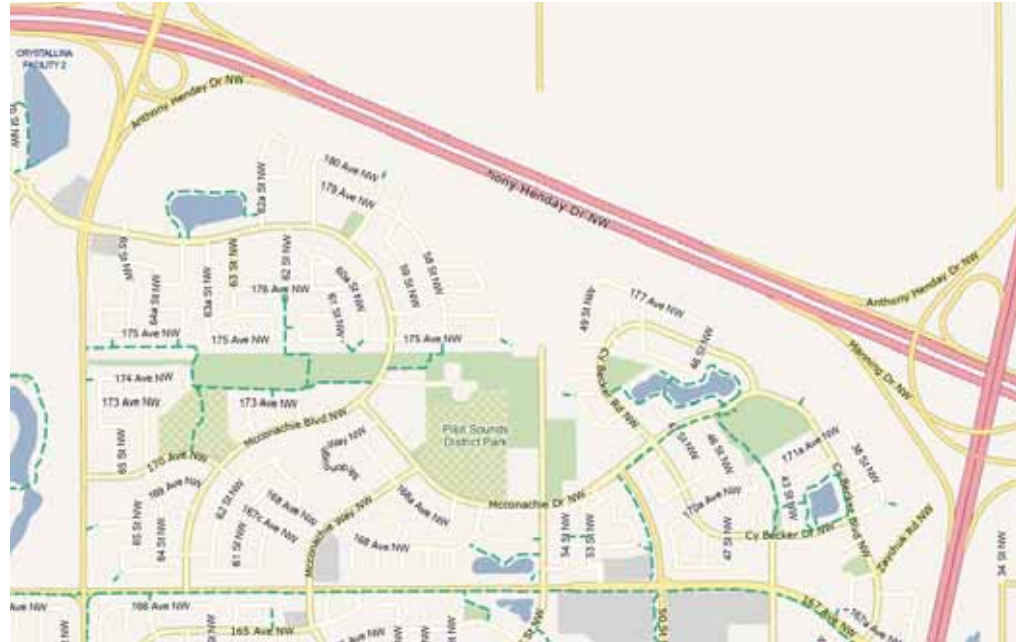
There are some existing bike routes in and near the project area.

On-street routes:

- There are no existing on-street routes in the McConachie neighbourhood

Existing off-street routes include:

- Pathways north of McConachie Boulevard, north of 64 Street
- Pathways near and through the ravine, south of 175 Avenue
- Pathways on the west side of 50 Street from McConachie Drive south
- Pathways west of 50 Street on McConachie Drive, through park spaces
- Pathways on the south side of 167 Avenue



Legend: Solid green lines are on-street bike routes; Dotted green lines are off-street bike routes

Opportunities

- Enhance bike route connections along McConachie Boulevard where shared pathway access currently exists. For example: near 174 Avenue and near 64 Street

Walking

Crossings

There are three marked crossings along McConachie Boulevard between 174 Avenue and 66 Street at:

- McConachie Boulevard and 66 Street, which includes a full signal
- McConachie Boulevard and 60 Street, which includes a marked crossing with pedestrian crossing signs



The remainder of the crossings occur at corners and are unmarked



Opportunities

- Reduce crossing distance for those crossing the roadway

- Consider visual cues that help identify upcoming crossings
- Consider adding measures to slow vehicles down prior to the crossings
- Improve sightlines near crosswalks

Transit and School Bus Routes



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 107 travels along a portion of McConachie Boulevard, north of McConachie Drive to 66 Street and connects to other routes and/or the LRT system. School Special route 626 also travels along a portion of McConachie Boulevard. The images to the left are the route maps.



There are some ETS timing points located along McConachie Boulevard at 65 Street and 63 A Street.

North/west bus stops include numbers 77182, 77435, 77670, 77667, 77669.

South/east bus stops include numbers 77851, 7018, 77870, 77839, 77871, 7719



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 McConachie Boulevard is that buses pull over from the drive lane to the curb.

School Bus Routes

There are two schools in the McConachie neighbourhood:

- Soraya Hafez School
- Christ the King Elementary/Junior High School

School buses use McConachie Boulevard 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.

Opportunities

- Design the roadway that allows for transit operations that are consistent to other residential and collector roadways in Edmonton
- ETS can review for any additional route or bus stop changes

Parking

Parking is located along McConachie Boulevard between 174 Avenue and 66 Street in most areas along the east and west sides of the roadway. McConachie Boulevard is part of a seasonal parking ban.

- There are locations where parking is permitted and is underutilized where:
 - homes flank McConachie Boulevard
 - near the ravine
 - near the pond
 - near undeveloped land
- Parking is moderately used in areas where homes have front driveways
- Parking is most utilized where homes front onto McConachie Boulevard and near apartments.

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

- On a crosswalk or within five metres 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

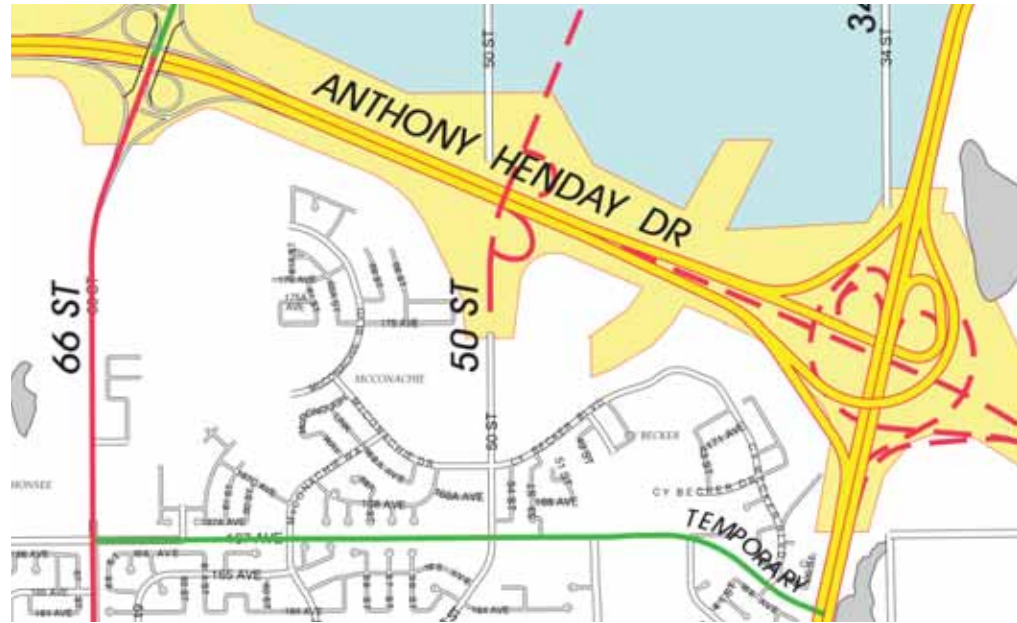
Opportunities

- Remove parking where it is underutilized to better define the driving lane
- Place measures in areas that vehicles should not park as part of Bylaw 5590

Truck Routes

The Edmonton Truck Route map shows that the project area is not a designated truck route. However, trucks and deliveries can travel on roadways not marked as a truck route to get to/from their destinations.

There are some commercial/businesses along the roadway. If these commercial areas are a destination for deliveries and if 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 deliveries to the businesses should access the area to/from 66 Street or from 167 Avenue. This means large trucks would not be travelling along McConachie Boulevard past the commercial areas.



Note: base map last revised 2015, The Anthony Henday has been completed since then.

Red indicates a restricted truck route (truck route during 07:00 - 22:00 hours Monday through Saturday); Green indicates a 24 Hour truck route

Utilities

A review of surface level utilities within the project area includes 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 City of Edmonton keeps a record of inquiries received through email, councillor offices and 311. These relevant inquiries were reviewed during the **Gathering Information** phase of this project.

From a review of past inquiries, below are the following themes in the project area:

- Speeding issues along McConachie Boulevard
- Concerns about pedestrian safety and crossing the roadway
- Safety concerns near McConachie park/playground

PUBLIC ENGAGEMENT SUMMARY AND RESULTS

What We Talked About

In February 2025, residents and stakeholders were invited to advise the project team on their lived experiences and suggestions for improvements travelling on McConachie Boulevard from 174 Avenue to 66 Street while walking/rolling, biking or driving.

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:

- 2,218 letters to residents and businesses
- Emails to three area stakeholder organizations
- 13 yard signs
- Two informational web pages: edmonton.ca/Towards40Projects had 205 views, and edmonton.ca/Towards40 had 242 views between the survey period from February 5, 2025 to February 21, 2025.

How We Engaged

An online survey was available on the project website between February 5, 2025 through to February 21, 2025. An in-person public engagement event was held on February 13, 2025 at Soraya Hafez School. A total of 238 participants provided their feedback either through the online survey or at the in-person event.

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 walk, roll, bike or drive. The common themes in these responses were:

- Add measures to reduce speeding and to slow down cars
- Remove or restrict parking due to poor visibility near corners and crossings
- Improve pedestrian crossings along McConachie Boulevard by adding markings or lights
- Intersections most mentioned include: 60 Street, 61 Street, 62 Street,

"I have been passed for driving the speed limit on dark mornings when kids are out and about going to school"

- Towards 40 participant

64 Street and 175 Avenue

The tables and summaries below reflect further on the common themes identified for each mode of travel along McConachie Boulevard from 174 Avenue to 66 Street.

What improvements could you suggest to make Driving, Walking or Rolling, Biking along McConachie Boulevard from 174 Avenue to 66 Street more comfortable?

"There needs to be far less street parking ..., particularly near intersections"
- Towards 40 participant

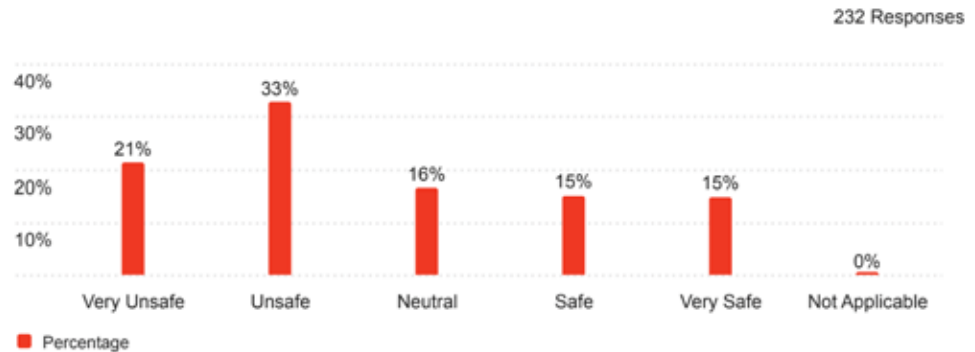
"Some bikers are afraid to ride their bikes on the street and they ride on sidewalks. How about installing a bike lane along the street. If all the cars were not parked on the street, it might be possible to mark a bike lane and share the road."
- Towards 40 participant

Driving	Walking/ Rolling	Biking
❖ Remove or restrict parking	❖ Add crosswalk lights	❖ Add a separate bike lane
❖ Add more crosswalks	❖ Increase sightlines at crossings	❖ Allow people who bike to ride on sidewalks
❖ Add lights to crosswalks	❖ Add no parking too close to the intersections	❖ Add crossing lights
❖ More speed enforcement	❖ Add a crossing between the walking paths	❖ Add "share the road signs" or road markings
❖ Add measures to slow traffic, like signs, speedbump, crosswalk islands, all way stops	❖ Remove parking	❖ Remove or restrict parking
		❖ Slow down vehicle traffic

Safety rating:

When travelling along McConachie Boulevard from 174 Avenue to 66 Street (driving, walking/rolling and biking) how safe do you feel?

A total of 232 respondents shared their safety rating as follows: 30% very safe and safe, 16% neutral, 54% unsafe and very unsafe, 0% not applicable.

**Safety rating reason:**

"There are nearly 10 spots where pedestrians can cross but are unmarked. It is incredibly hard to see pedestrians waiting to cross"
- Towards 40 participant

While travelling along McConachie Boulevard...	
...respondents felt <i>unsafe</i> due to:	...respondents felt <i>safe</i> due to:
<ul style="list-style-type: none"> ❖ Speeding ❖ Poor sightlines and visibility due to parked cars ❖ People who drive not following the rules of the road ❖ Lack of enforcement 	<ul style="list-style-type: none"> ❖ The road is well lit ❖ The speed limit ❖ When travelling in non peak hours



OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN

Several design opportunities will be considered in the draft design. These opportunities include:

- Use traffic calming measures to create visual awareness for drivers near intersections and crossings
- Enhance bike route connections along McConachie Boulevard where shared pathway access currently exists. For example: near 174 Avenue and near 64 Street
- Reduce crossing distance for those crossing the roadway
- Consider visual cues that help identify upcoming crossings
- Consider adding measures to slow vehicles down prior to the crossings
- Improve sightlines near crosswalks
- Design the roadway that allows for transit operations that are consistent to other residential and collector roadways in Edmonton
- ETS can review for any additional route or bus stop changes
- Remove parking where it is underutilized to better define the driving lane
- Place measures in areas that vehicles should not park as part of Bylaw 5590

Improving these areas will enhance the safety of Edmontonians using these roadways, regardless of how they travel.

WHAT IS NEXT

Based on the information provided in this report, the project team will **Create a Draft Design** using adaptable measures for the project area.

The project team will share the draft design with area stakeholders in the **Sharing Draft Design** project phase anticipated in summer 2025.

For more information, please visit edmonton.ca/Towards40