

Evaluation Report

Towards 40 40 Street & Hermitage Road

September 2025

edmonton.ca/Towards40

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SHAPE OUR CITY

Edmonton

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INTRODUCTION

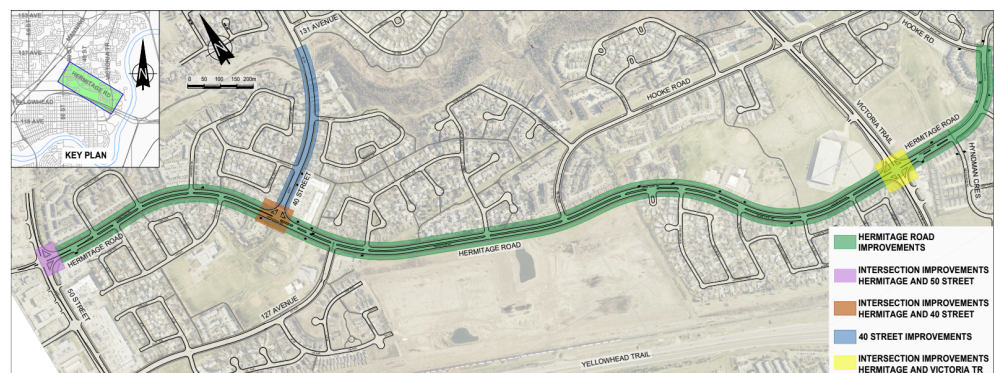
Report Purpose

The purpose of this report is to share information collected during the **Evaluation** 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 public engagement phase that occurred in June 2025.

Data shared in this report includes relevant City policies and programs as well as technical standards that apply to these roadways. This report also shares information including traffic volumes, vehicle speeds and information on modes of travel.

Reporting on the public engagement activities for the **Evaluation** phase includes how we communicated and engaged with Edmontonians and a summary of public engagement feedback. This summary includes what we heard about lived experiences after the installation of adaptable measures and where additional improvements can be made to increase safety and speed compliance.

The specific project areas that this report covers are **40 Street from Hermitage Road to south of 131 Avenue** and **Hermitage Road from 50 Street to west of Hermitage Park Road**.

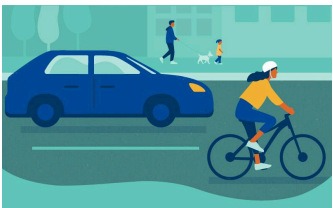


ABOUT TOWARDS 40 PROGRAM

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 its 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 enhance the safety of Edmontonians using this roadway, regardless of how they travel.



PROJECT PROCESS AND HISTORY

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 **Evaluation Report**, the **Evaluation** phase has been completed. The public shared their lived-experience with the adaptable measures and where additional improvements can be made to increase safety and speed compliance. This feedback is outlined in the public engagement summary section of this report.

Feedback shared in the evaluation phase will be used in combination with City policies, programs and technical considerations to determine if any adjustments need to be made to the adaptable measures to further improve safety and speed compliance.

Project History

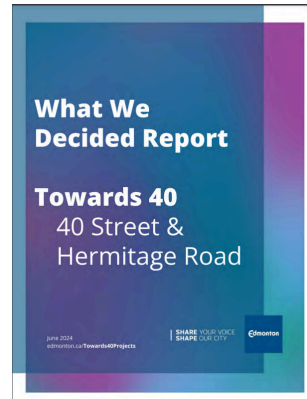
In November and December 2023, the project team collected data as well as feedback through public engagement opportunities. The [Background Report](#) shares information gathered from the **Gathering Information** phase of the project. This includes information such as speed and crash data, area statistics, overview of information while walking/rolling, biking and driving, as well as transit and parking information. The information in the **Gathering Information** phase was used to inform the creation of the draft designs.

In April 2024, the project team shared the draft design options and collected feedback through public engagement opportunities in the **Sharing Draft Design** phase of the project.

In June 2024, the project team shared the **Final Design** that reflects City policies, technical considerations and what we heard in the **Sharing Draft Design** phase

of the project. The **What We Decided Report** shows how the project team arrived at the Final Design.

For more information on project history, visit edmonton.ca/Towards40.



CITY POLICIES, PROGRAMS AND TECHNICAL CONSIDERATIONS

The following City of Edmonton standards, programs, policies and other best practices and guidelines were considered in the 40 Street and Hermitage Road Towards 40 project. The following provides a list of relevant policies, plans, standards and best practices. To view a description of how these relate to the project, please refer to Page 18 of the [Background Report](#) for 40 Street and Hermitage Road or click on the titles below.

VISION
ZERO

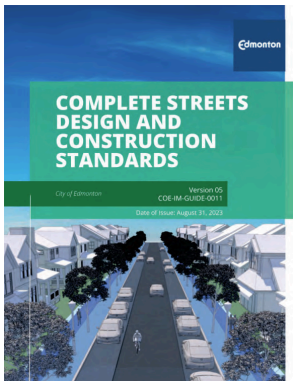


- [City Plan](#)
- [Vision Zero](#)

Vision Zero Principles:

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are all physically vulnerable when involved in motor vehicle crashes
- Eliminating fatalities and serious injuries requires Edmontonians and the City to prioritize safety
- [Safe Mobility Strategy](#)
- [Bike Plan](#)
- Adjacent Projects
 - [Building Great Neighbourhoods - Overlanders/Homesteader Neighbourhood Renewal](#)

- [CornerStore Grant Program](#)
- [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](#)



The Complete Streets Design and Construction Standards document provides a single point of reference that supports the planning, design and construction of Complete Streets in Edmonton.

40 STREET

40 Street after installation of adaptable measures:



Click [here](#) or on the image to the right to view the video.

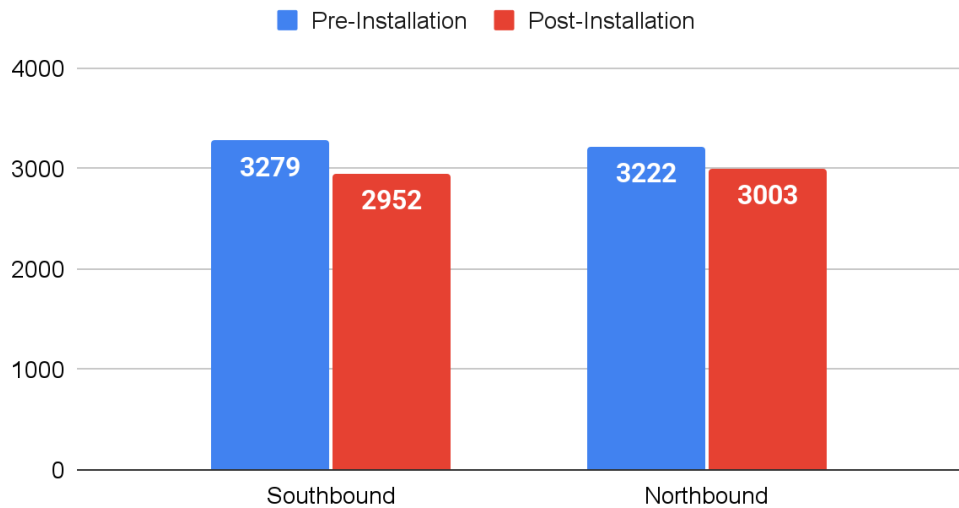
For more information, including conditions and observations before installation, please review the **Background Report** at edmonton.ca/Towards40.

For more information, including the final design and final design features, please review the **What We Decided Report** at: edmonton.ca/Towards40.

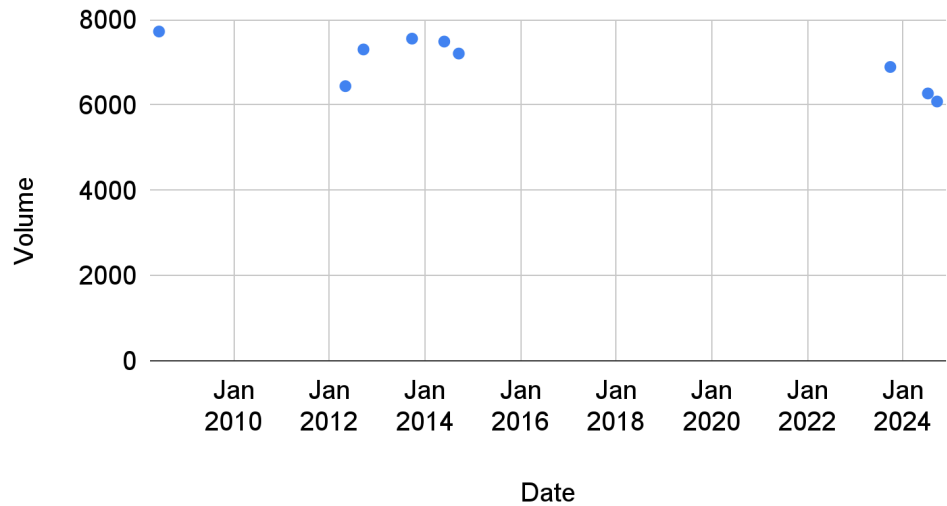
Driving/Traffic Volume

Traffic volumes along 40 Street are typical for a collector road. As a comparison, collector roads in Edmonton generally carry between 5,000 to 10,000 vehicles a day.

A 24 hour count was collected in September 2023 and in July 2024 prior to installation of the adaptable measures. A 24 hour count was also collected after the installation of the adaptable measures in September 2024.

Traffic volumes remained consistent in the project area.**Traffic Volume on 40 Street Before and After Installation**

Volume counts tend to fluctuate on a daily and seasonal basis. The below chart illustrates typical fluctuations in volume and shows how traffic on 40 Street has remained relatively consistent over the last 16 years.

Vehicle Volumes on 40 Street North of Harrow Circle

Blue dots show data collected on 40 Street north of Harrow Circle between 2008 and 2025.

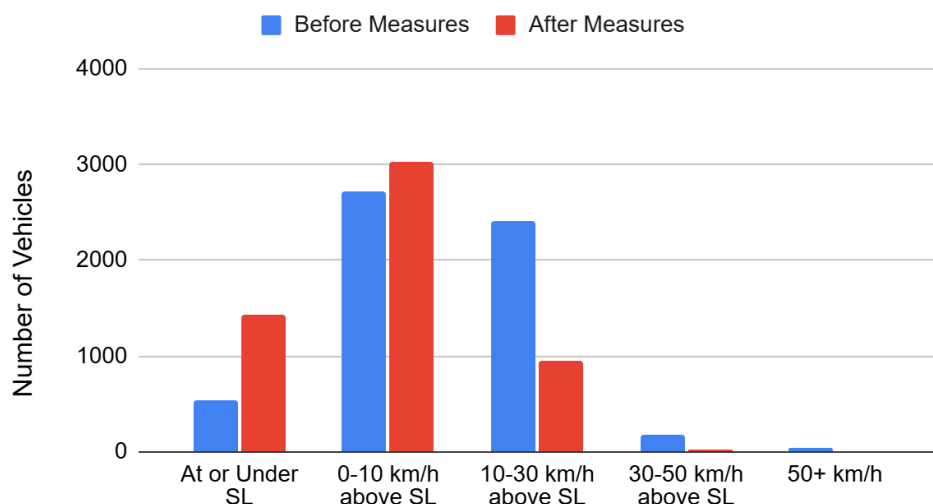
Driving/Speed Data

Speed data was collected before the installation of adaptable measures in September 2023, north of Harrow Circle and after the installation of adaptable measures in May/June 2025, north of Harvest Road.

The results showed about three times more people driving at or under the speed limit after the installation of adaptable measures as compared to prior to the installation of adaptable measures.

Average speeds dropped by 6 km/h and 85 percentile speeds dropped by 7 km/h. 63% fewer drivers exceeded the speed limit by 10+ km/h.

Number of Vehicles (Daily) on 40 Street



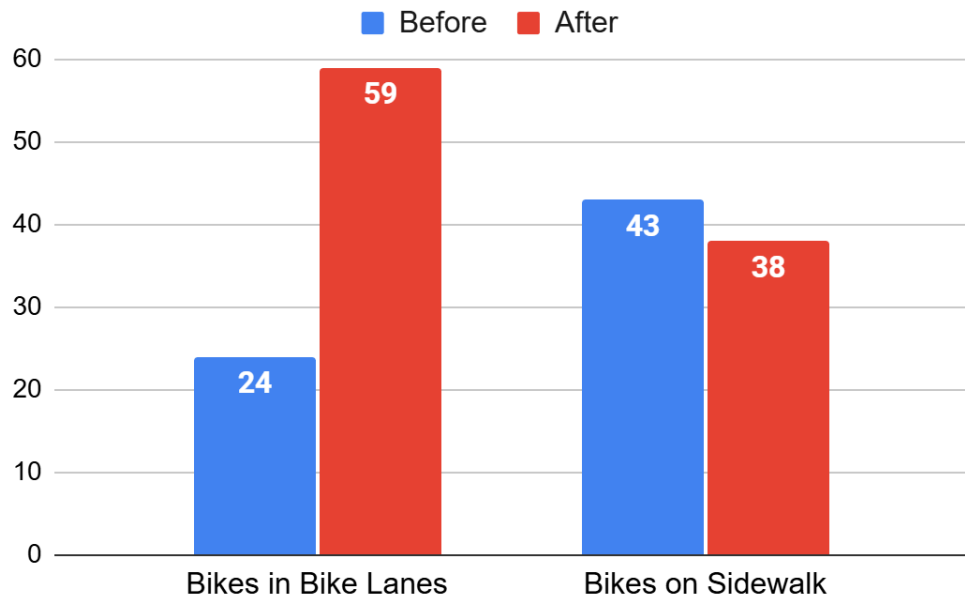
Approximately three times more people are driving at or under the speed limit after the installation of adaptable measures as compared to prior to the installation of adaptable measures.

Biking Data

Data was collected in September 2023 and July 2024 prior to the installation of adaptable measures for a 24 hour time period. Data was also collected in September 2024 after the installation of adaptable measures for a 24 hour time period.

There is an increase of people using bikes/scooters in the bike lanes along 40 Street. There is a decrease of people using bikes/scooters on the sidewalks.

Number of Bikes on 40 St: Before and After Measures



Cyclist volumes increased by 45%.

Data Summary

Driving:

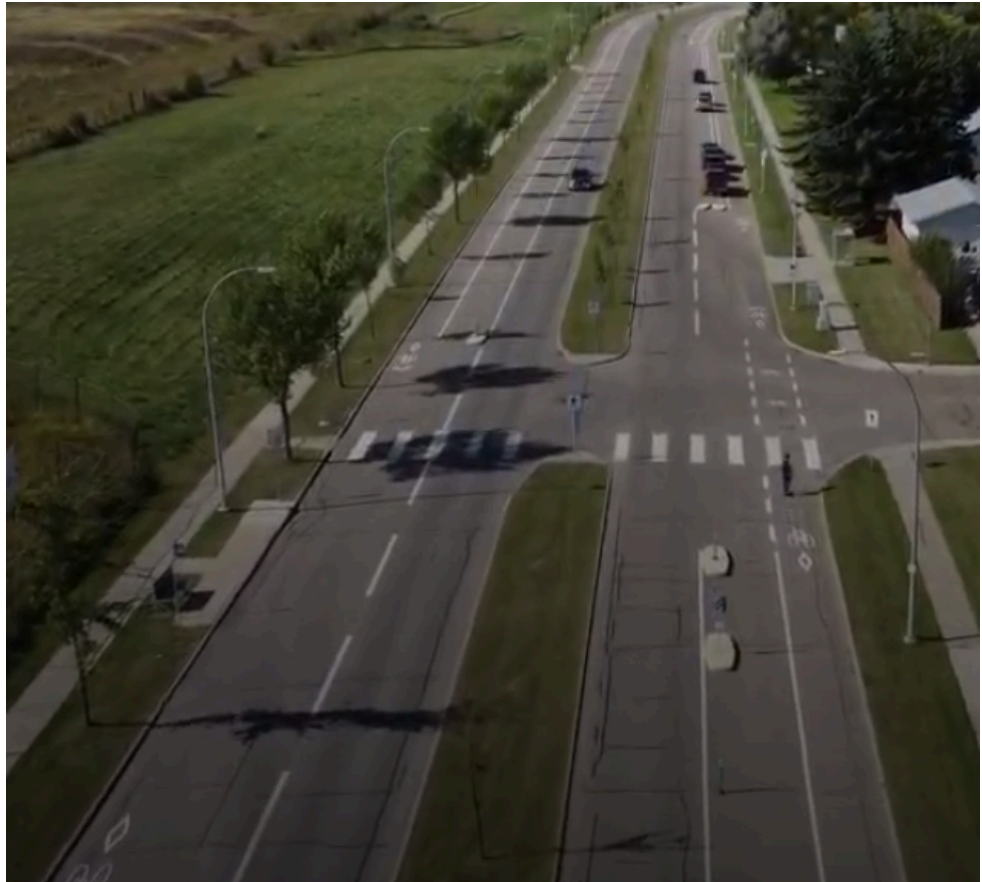
- Traffic volumes remained consistent.
- Average speeds dropped by 6 km/h and 85 percentile speeds dropped by 7 km/h. 63% fewer drivers exceeded the speed limit by 10+ km/h.

Biking:

- Cyclist volumes increased by 45%.
- The proportion of cyclists using the sidewalks dropped from 64% prior to the project to 39% after the project.

HERMITAGE ROAD

Hermitage Road after installation of adaptable measures:



Click [here](#), or the image to the right to view the video.

For more information, including conditions and observations before installation, please review the **Background Report** at edmonton.ca/Towards40.

For more information, including the final design and final design features, please review the **What We Decided Report** at edmonton.ca/Towards40.

Driving/Traffic Volume

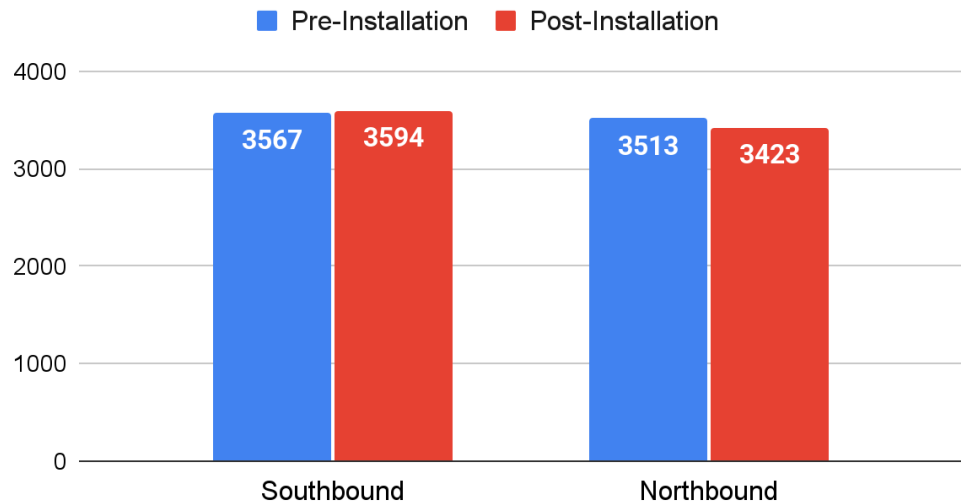
Traffic volumes along Hermitage Road are typical for a collector road. As a comparison, collector roads in Edmonton generally carry between 5,000 to 10,000 vehicles a day in both directions.

A 24 hour count was collected in September 2023 and in July 2024 prior to installation of the adaptable measures. A 24 hour count was also collected after

the installation of the adaptable measures in September 2024. The data was collected on Hermitage Road at 127 Avenue.

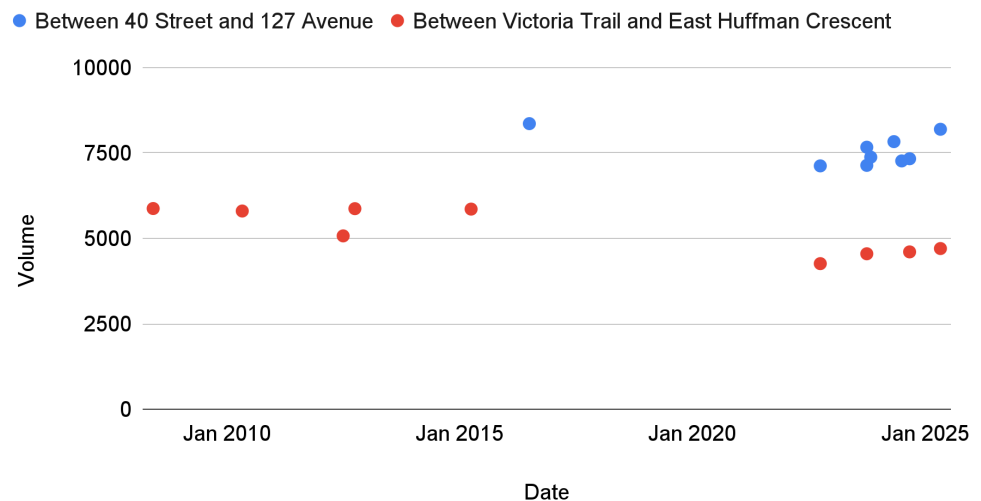
Traffic volumes on Hermitage Road remained consistent.

Traffic Volume on Hermitage Road: Before and After Measures



Volume counts tend to fluctuate on a daily and seasonal basis. The below chart illustrates typical fluctuations in volume and shows how traffic on Hermitage Road (both directions of travel) has remained relatively consistent over the last 10-17 years.

Vehicle Volumes on Hermitage Road



Blue dots show data collected on Hermitage Road between 40 Street and 127 Avenue between 2016 and 2025.

Red dots show data collected on Hermitage Road between Victoria Trail and East Huffman Crescent between 2008 and 2025.

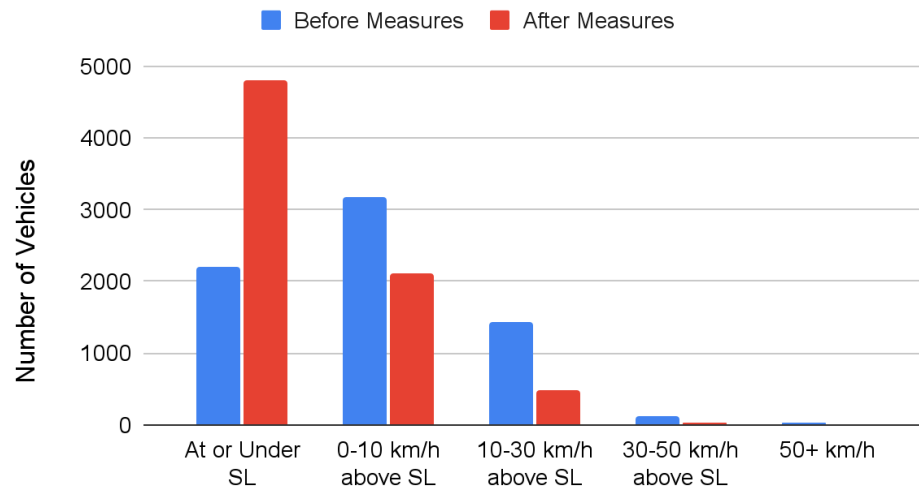
Driving/Speed Data

Speed data was collected before the installation of adaptable measures in November 2023 and in July 2024 and after the installation of adaptable measures in September 2024, on Hermitage Road at 127 Avenue.

More than double the number of people drove at or under the speed limit after the installation of adaptable measures as compared to prior to the installation of adaptable measures.

Average speeds dropped by 6km/h and 85 percentile speeds decreased by 7 km/h. 68% fewer drivers are exceeding the speed limit by 10+ km/h.

Number of Vehicles (Daily) on Hermitage Road



More than double the number of people drove at or under the speed limit after the installation of adaptable measures as compared to prior to the installation of adaptable measures.

There was also an automated enforcement site (photo radar) at Overlanders School on Hermitage Road. After the installation of adaptable measures, 83.1% of drivers were travelling at or below the speed limit based on the data gathered between December 2024 and May 2025. This site is no longer active following service changes made in response to the updated Automated Traffic Enforcement Guideline implemented by the Government of Alberta.

Biking Data

Data was collected in November 2023 and July 2024 prior to the installation of adaptable measures for a 24 hour time period. Data was also collected in

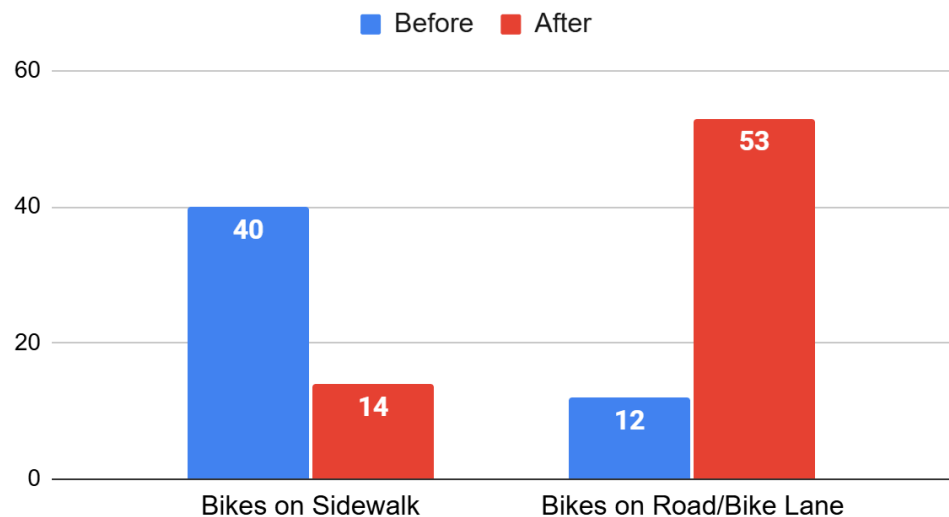
September 2024 after the installation of adaptable measures for a 24 hour time period.

Data was collected a month after installation. In other areas where the City has added bike routes, the City has typically seen that growth takes place over time.

Prior to installation, people who biked on the road used either the driving lane or parking lane. After the installation of adaptable measures, there is an increase in people who bike/scooters along Hermitage Road. There is a decrease of people using bikes/scooters on the sidewalks.

Cyclist volumes increased by 29%. 77% of people were biking on the sidewalk prior to the project. This dropped to 21% after the measures were installed.

Number of Bikes on Hermitage Rd: Before and After Measures



Data Summary

Driving:

- Traffic volumes remained consistent.
- Average speeds dropped by 6km/h and 85 percentile speeds decreased by 7 km/h. 68% fewer drivers are exceeding the speed limit by 10+ km/h.
- Near Overlanders School, there is an overall increase in speed compliance.

Biking:

- Cyclist volumes increased by 29%.
- 77% of people were biking on the sidewalk prior to the project. This dropped to 21% after the measures were installed

INTERSECTION OBSERVATIONS

There have been no reports of crashes that have resulted in serious injury or fatality at Hermitage Road and 50 Street, Hermitage Road and 40 Street and Hermitage Road and Victoria Trail intersections since the implementation of adaptable measures in August 2024 to July 2025. The City of Edmonton monitors crash data on an ongoing basis and uses this information to prioritize safety improvements.

Hermitage Road & 50 Street Intersection

Between 2018 and 2022, Hermitage Road and 50 Street was one of the peak locations for crashes in the project area. The main causes of crashes included following too closely, turning left across the path of oncoming vehicles and failing to observe traffic signs.

Through the installation of adaptable measures, the dual left turn lanes were converted to a single left turn lane. In addition, signal timing for the east-west green light phase was extended.

The project observed operations at this intersection on Oct 22, 2024 during the morning and afternoon peak hours and found:

- Travelling westbound in the left lane, the highest queue observed was between 7-10 vehicles. During each signal cycle, the westbound left-turn queue fully cleared the intersection.

Hermitage Road & 40 Street Intersection

Between 2018 and 2022, among non-signalized intersections in the project area, Hermitage Road and 40 Street had the highest number of crashes. The main causes of crashes included following too closely, failing to observe traffic signs and running off the road.

*For more information, including conditions and observations before installation of the measures, please review the **Background Report** at edmonton.ca/Towards40.*

Through the installation of adaptable measures, the channelized right turns were closed and re-purposed for other modes of travel, making the all-way stop at the intersection more straight-forward. At the all-way stop, people who drive proceed after coming to a complete stop. This is a consistent operation at the majority of all way stops in the city.

The project observed operations at this intersection on Oct 22, 2024 during the morning and afternoon peak hours and found:

- Queues for all directions in the morning peak hour were generally 2-4 vehicles.
 - Travelling southbound, there is a 5 minute period between 8:15 a.m. and 8:30 a.m. where vehicle queue length was observed to be between 7 to 14 vehicles. This is due to a 5 minute surge in traffic during the morning peak period that aligns with the drop-off time associated with nearby schools.
- Queues for all directions in the afternoon peak hour were generally 2-7 vehicles.

*For more information, including the final design and final design features, please review the **What We Decided Report** at: edmonton.ca/Towards40.*

Hermitage Road and Victoria Trail

Between 2018 and 2022, Hermitage Road and Victoria Trail was one of the peak locations for crashes in the project area. The main causes of crashes included following too closely, turning left across the path of oncoming vehicles and failing to observe traffic signs. Adaptable measures and pavement markings at the intersection were installed to define the left turning lane, right turning lane and the through lane.

As this portion of Hermitage Road provides local access only to the Canon Ridge neighbourhood and Hermitage River Valley Park, traffic observations did not take place for eastbound and westbound through traffic as the intersection changes that were implemented were minimal in terms of decreasing intersection capacity.

PUBLIC ENGAGEMENT SUMMARY AND RESULTS

What We Talked About

In June 2025, residents and people using the project area were invited to share their lived experiences with the adaptable measures and where they think additional improvements can be made to increase safety and speed compliance while travelling on 40 Street and Hermitage Road while they drive, walk, bike or roll.

In the Evaluation Survey, we asked:

- How safe/comfortable do you feel walking/rolling, biking and driving along 40 Street?
- How safe/comfortable do you feel walking/rolling, biking and driving along Hermitage Road?
- How safe/comfortable do you feel walking/rolling, biking and driving through the intersections of Hermitage Road and 50 Street, Hermitage Road and 40 Street and Hermitage Road and Victoria Trail?

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

Feedback shared in the evaluation phase will be used in combination with City policies, programs and technical considerations to determine if any adjustments need to be made to the adaptable measures to further improve safety and speed compliance.



How We Communicated

The project team communicated about public engagement opportunities in the **Evaluation** phase of the project to residents, businesses and those who use the project area via the following methods:

- 7,109 letters to residents and businesses
- Emails to 91 stakeholders
- 22 yard signs
- An informational web page, edmonton.ca/Towards40 with 1,105 unique views.

How We Engaged

An online survey was available on the project website between June 9, 2025 through to June 23, 2025. Over 570 participants provided their feedback through the online survey.

What We Heard

All feedback from the **Evaluation Survey** was analyzed, categorized and reviewed by the project team. Data gathered from this engagement helps the project team understand the experiences of different road-users with the adaptable safety measures. Responses were sorted and categorized into ten key themes for all of the following road segments:

- 40 Street
- Hermitage Road between 50 Street and Hermitage Park Road
- Hermitage Road and 50 Street Intersection
- Hermitage Road and 40 Street Intersection
- Hermitage Road and Victoria Trail Intersection

The key themes from survey responses are outlined below.

Bike Lane Use

- Bike lanes are underused, many people who bike continue to use the sidewalks
- Suggestion to add separated bike lanes in

Speed Regulation

- Reduced lane widths have improved safety and decreased speeding

more areas where there are no designated bike lanes

- Suggestion to remove existing bike lanes and widen sidewalk for shared pathways

- Increase of traffic congestion during peak hours

Current Traffic Installations

- Change adaptable measures to permanent structures to prevent damage and recurrent repairs
- People who drive found the adaptable measures and road markings confusing, further awareness requested on road use and rules

Intersection Safety

- People who drive are not yielding to those who walk or bike
- Some difficulty navigating intersection changes; right of way confusion, and oncoming traffic turning into the wrong lane
- Increased congestion, requests to have turning lanes reinstated and barriers removed
- Improve traffic light timings

Snow and Ice Management

- Difficulty maneuvering vehicles due to snow buildup
- Snow accumulating in bike lanes restricts access
- Snow removal damages measures
- Windrows limit accessibility to sidewalks
- Windrows make cars park further away from the sidewalk, creating hazards for

Maintenance

- Maintenance required for broken barriers, damaged sidewalks and potholes
- Some drivers ignoring the traffic lights at crosswalks, timing of these lights may need to be adjusted

those getting out of their vehicles	
<p><i>New Road Design and Infrastructure</i></p> <ul style="list-style-type: none"> ○ Limited space to pull over in case of emergency ○ Roads too narrow, reducing the space on the road for driving ○ Remove barriers in favor of speed bumps to prevent speeding ○ Redesign bike lane by expanding sidewalk for a shared pathway ○ Excessive signage that is distracting and confusing for people who drive 	<p><i>Additional Measures</i></p> <ul style="list-style-type: none"> ○ Install additional safety measures such as flashing crosswalks and visibility markers ○ Extend safety measures to new locations ○ Additional painted crosswalks requested at busy unmarked crossing locations ○ Additional refuge areas for people who walk or bike when crossing
<p><i>Overall Safety</i></p> <ul style="list-style-type: none"> ○ Overall safety/comfort level for people who walk or bike was reported to have improved ○ Overall safety/comfort level for people who drive was reported to have decreased 	<p><i>Enforcement</i></p> <ul style="list-style-type: none"> ○ Requests for increased police presence in the area to ticket speeding

We also asked if there were locations that could benefit from additional safety measures to make walking, rolling/biking and driving safer. The additional locations and safety suggestions by survey respondents below will be considered for prioritization through existing and future programs:

- Extend the bike lane by adding a protected bike lane between the ravine and 137 Avenue.
- Improve parking and safety near the church on 40 Street
- Add crosswalk/flashing lights at 40 Street/Kennedale Ravine crossing
- Add crosswalk at 131 Avenue across 40 Street
- Add additional bike safety measures at 126 Avenue and 127 Avenue
- Add speed bumps/measures from Hermitage Road from 131 Avenue to 137 Avenue

WHAT IS NEXT

The adaptable measures will remain in place along 40 Street and Hermitage Road until the road is up for permanent renewal.

Some adjustments of the adaptable measures are identified in the project area due to the review that occurred in the **Evaluation** phase of the project. This included project team observations, feedback from other city partners and public feedback.

- Adjustments along 40 Street:
 - Re-alignment of curbs and flex posts to better accommodate snow clearing and windrows in winter.
 - Repair broken curbs. The project team is looking into a likely quality issue with the batch of curbs used at this location, which has led to increased maintenance issues.
 - Explore different materials for curbs/posts to determine how it holds up, and if it can be used for other areas/projects.
 - Explore potential permanent installation for centre medians and two-stage crossings using slab-on medians on existing road base.
 - Assess additional crossing location on 40 Street near 131 Avenue.

- Adjustments along Hermitage Road:
 - Return the dual left turning lane at Hermitage Road and 50 Street.
 - Update signal timing at Hermitage Road and 50 Street to include an advance left phase.
 - Explore enhanced winter maintenance options, especially near Overlanders School and Clareview Head Start.
 - Assess additional crossing locations on Hermitage Road near Hyndman Crescent.

Planned adjustments will be implemented in the 2025 and 2026 construction seasons. While these adjustments are being made, please anticipate some impacts, such as noise due to construction and some temporary delays when there are work crews on site. Please follow any signage or site instructions, such as no parking signage and directions from work crews in the area.

Other considerations along 40 Street and Hermitage Road include:

- Enhanced snow removal options are being explored and some new equipment for snow removal/street sweeping is being procured.
- Continuing to address maintenance concerns in the project area from 311 inquiries and/or project inspections as per regular operations.
- Explore the Towards 40 program north of the ravine crossing to 137 Avenue in the future.
- Other permanent design solutions, such as raised bike lanes or shared pathways could be considered when the roadway undergoes full renewal.

If you should experience any maintenance concerns along the project area, please report this by calling 311 or using the 311 app.

To view project history please visit edmonton.ca/Towards40 or scan the QR code:

