



Towards 40 Program

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106 Street: 97 Avenue to 100 Avenue

Sharing Draft Design

Information Package
July 2025

For more information on this project, visit edmonton.ca/Towards40
or call 311

Adaptable Measures

The Towards 40 Program is focused on improving safety in areas where speeding and safety issues have been identified. The program will encourage safe driving habits and increase speed limit compliance using adaptable measures

Adaptable measures allow the City to improve safety conditions on roads until permanent infrastructure can be installed



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Why 40 km/h?

The speed limit is now 40 km/h on most residential and downtown streets.

Reducing speed limits makes our streets safer, calmer and quieter for everyone.

Slowing down gives people more time to react to the unexpected, which helps to prevent crashes and reduce the severity of collisions.



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Towards 40 Roadmap

We are at the Sharing Draft Design phase of the roadmap.

- The project team shares the draft designs with the public for feedback



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Project Area

- **106 Street** from 97 Avenue to 100 Avenue

This is a one-way southbound roadway. It is primarily used by those who live, work or play nearby, as well as by commuters to access other arterial roads such as 97 Avenue.





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Background Report Summary

Information Package
July 2025

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Background Report

City Policies, Programs and Technical Considerations

The following are some of the City of Edmonton standards, programs, policies and best practices set the direction for the project team to consider in the **106 Street from 97 Avenue to 100 Avenue project area**:

- Vision Zero
- Safe Mobility Strategy
- Speed Limit Reduction
- Complete Streets Design and Construction Standards
- Snow and Ice Control Policy
- Transportation Association of Canada

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Background Report

City Policies, Programs and Technical Considerations - continued

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.

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

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.



Background Report

Existing Conditions and Observations - Driving and Traffic Safety

106 Street from 97 Avenue to 100 Avenue is an arterial road in the downtown neighbourhood and connects to other arterial, collector and local roads. Although it is an arterial road, it functions more like a collector roadway.

Volume (peak hour counts)	3,600 vehicles/day
Speed Compliance (north of 99 Avenue)	69.1% in 2024
Speed Compliance (north of 97 Avenue)	84.5% in 2024

- Volumes are lower along 106 Street than what is typical for an arterial or collector road. Collector roads in Edmonton generally carry between 5,000 to 10,000 vehicles a day.
- The higher compliance rate could be due to the traffic signal located at 106 Street and 97 Avenue

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Background Report

Existing Conditions and Observations - Driving and Traffic Safety

Crash History 2019-2023	Intersections	Mid-block locations
72 Crashes	68% (49)	32% (23)
Peak locations	97 Avenue	Between 98 Avenue and 97 Avenue
Main causes	Following too closely, improper lane changes and failure to observe traffic signals	Running off the road, striking parked vehicles and improper lane changes

For more information please refer to the Background report posted at edmonton.ca/Towards40

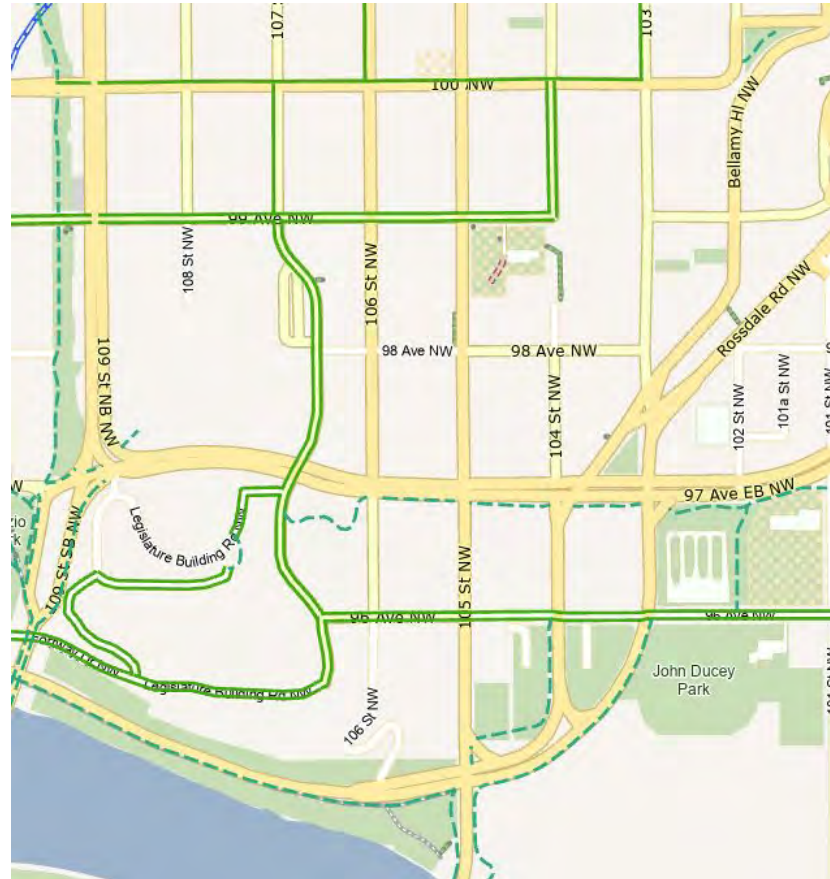
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Background Report

Existing Conditions and Observations - Biking

- Solid green lines show on-street bike routes
- Green dotted lines show current off-street bike routes/shared pathways in the project area



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Background Report

Existing Conditions and Observations - Walking

- There are four marked crossings along 106 Street between 97 Avenue and 100 Avenue:
 - 106 Street and 100 Avenue, which includes a full signal
 - 106 Street and 99 Avenue, which includes a full signal
 - 106 Street at 98 Avenue, painted only on the north side of the intersection
 - 106 Street at 97 Avenue, which includes a full signal



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Background Report

Existing Conditions and Observations - Parking

Parking is located along 106 Street from 100 Avenue to 97 Street in most areas along the east and west sides of the roadway.

- Some of the parking is an EPark zone with paid parking in effect
- There are both loading zones and accessible parking zones
- Areas where parking is not permitted are signed as “No parking”
- Other parking in the project area is accommodated on private property

Background Report

Public Engagement Summary and Results (Highlights)

In **December 2024 and January 2025**, over 85 participants provided their feedback on the online survey.

Through the **Gathering Information** public engagement phase, respondents shared their feedback on their lived experiences, 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:

- Travelling on the hill is hazardous in the winter, whether walking or driving
- People driving the wrong way on the one-way road is a dangerous concern
- Improving sidewalk conditions and crosswalks by adding lights or other measures to protect pedestrians

"Cars are driving the wrong way constantly. It's especially dangerous as the hill crests." - Towards 40 participant

"The bike lane just ends and needs to be continued" - Towards 40 participant

"... Something needs to be done to protect pedestrians ..." - Towards 40 participant

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Background Report

Considerations for Draft Design

The following is a summary of design considerations based on the information in the Background Report:

- Use traffic-calming measures to create visual awareness for drivers near intersections and accesses, and slow them as they approach the hill
- Explore the use of one lane only southbound, instead of the current two lanes and/or define the use of the roadway
- Review signal timings and phases at 97 Avenue
- Review intersection at 99 Avenue and 106 Street as the bike route crosses 106 Street at this location
- Reduce crossing distance for those crossing the roadway
- Define where on-street parking is permitted or prohibited

View all the design considerations at edmonton.ca/Towards40





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Sharing Draft Design Public Engagement

Information Package
July 2025

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Public Engagement

Your feedback along with City policies and technical considerations will provide the overall direction in developing appropriate safety measures to be applied to the project area.



Learn more about the City's public engagement process at edmonton.ca/engagement

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Share Your Feedback

We are at the **Sharing Draft Design** phase of the project. We encourage everyone who uses 106 Street from 97 Avenue to 100 Avenue, whether you walk, bike, roll or drive to share your feedback on the draft design for this project area.

How to Participate:

- Scan the QR code to take the survey or go to edmonton.ca/Towards40.



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106 Street from 97 Avenue to 100 Avenue

Draft Design

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

- **One defined driving lane** southbound only with **defined parking** on each side of the roadway, where feasible.
 - The design adds parking to the project area. The project team will explore the addition of an EPark zone, the City's paid on-street parking program and/or adding 24/7 loading zones in select areas.
 - The design removes the peak-hour tow-away zone between 97 Avenue and 98 Avenue.
- **Adaptable curb extensions** will be added in some locations. Adaptable curb extensions extend into the roadway, either at crossings or midblock and help to define the use of the road. They are typically placed to provide shorter crossing distances near pedestrian crossings or to help define where parking is permitted.



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106 Street from 97 Avenue to 100 Avenue

Draft Design Features

- **Asphalt speed table.** The use of a speed table north of the intersection at 106 Street and 98 Avenue to improve crosswalk safety and slow drivers prior to the intersection.



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106 Street from 97 Avenue to 100 Avenue

Draft Design Features

- Intersection at 106 Street and 100 Avenue southbound would operate with a designated right-turn-only lane and a straight through/left driving lane
- 106 Street and 97 Avenue intersection includes a designated left turn lane and the creation of a right turn bay that operates as a straight through/right turn lane.
- Adaptable curb extensions are also added on 97 Avenue after the bus stop to align with the curb on the northwest side of the intersection and to prevent vehicles from turning right and going the wrong direction on 106 Street.



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Next Steps

The project team will be reviewing your feedback and updating the draft design into a final design. 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.

A **What We Decided Report**, summarizing how the project team arrived at the final design using adaptable measures to encourage speed compliance and safer driving behaviours, will be posted on edmonton.ca/Towards40 in summer 2025.

For more information on the Towards 40 program, visit edmonton.ca/Towards40

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