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Towards 40 Program

McConachie Boulevard: 174 Avenue to 66 Street

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 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

- **McConachie Boulevard** from 174 Avenue to 66 Street

This is a low compliance road where the default 40 km/h speed limit is regularly violated and safe driving behaviours can be further encouraged.

These roads need improvements to reduce speeding and prioritize safety and accessibility.



TOWARDS 40

Scope Map

McConachie Boulevard from 174 Avenue to 66 Street

CITY OPERATIONS
PLANS AND LAND SERVICES - SAFE MOBILITY
DATE: December 12, 2024



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Background Report Summary

Information Package
July 2025

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or call 311

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 **McConachie Boulevard 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.

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Background Report

Existing Conditions and Observations - Driving and Traffic Safety

McConachie Boulevard is a collector roadway and functions as one travel lane with parking.

| | |
|------------------------------|---|
| Volume (peak hour counts) | 1,000 - 2,700 depending on intersection |
| Speed Compliance (eastbound) | 24.5% in 2022 |
| Speed Compliance (westbound) | 17.2% in 2022 |



- Volumes are lower along McConachie Boulevard than what is typical for a collector roadway. Collector roads in Edmonton generally carry between 5,000 to 10,000 vehicles a day.

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Background Report

Existing Conditions and Observations - Driving and Traffic Safety

| Crash History 2019-2023 | Intersections | Mid-block locations |
|------------------------------------|---|--|
| 40 Crashes | 55% (22) | 45% (18) |
| Peak locations | 65 Street | |
| Main causes | Following too closely, striking parked vehicles and failing to observe traffic signals | Running off the road, striking parked vehicles and following too closely |

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

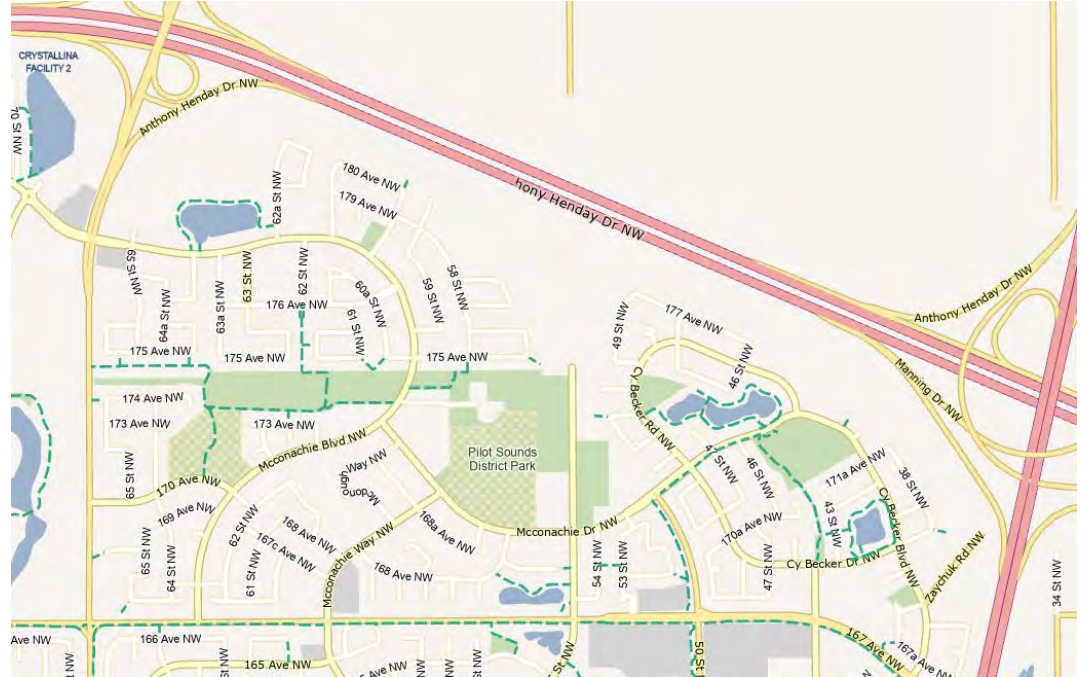
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Background Report

Existing Conditions and Observations - Biking

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



Background Report

Existing Conditions and Observations - Walking

- There are marked crossings along McConachie Boulevard between 174 Avenue and 66 Street:
 - McConachie Boulevard and 66 Street (full signal)
 - McConachie Boulevard and 60 Street (marked crossing with pedestrian signs)
- The remainder of the crossings occur at corners and are unmarked.



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Background Report

Existing Conditions and Observations - ETS and School Bus Routes

- In the project area, there are five north/west bus stops and six south/east bus stops.
 - ETS route 107 travels on a portion of McConachie Boulevard
 - A school special route 626 also travels in the project area
- Buses on McConachie Boulevard currently pull over from the driving lane to the curb.
- On most residential and collector roadways in Edmonton, roads are 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.
- There are no schools located in the project area. However, school buses use McConachie Boulevard to access Soraya Hafez School and Christ the King Elementary/Junior High School in the neighbourhood.

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Background Report

Existing Conditions and Observations - Parking

- Parking is available along the project area in most areas. Exceptions include in ETS or school bus stop zones, near fire hydrants, near intersections and stop signs and accesses (as part of Bylaw 5590).
- The roadway is 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.
- There is low parking usage along areas where:
 - Homes flank McConachie Boulevard
 - Near the ravine
 - Near the pond
 - Near undeveloped land
- Areas that are most used for parking include areas where homes face the roadway and near apartment or condo buildings.
- Parking is moderately used in areas where homes have front driveways.

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Background Report Public Engagement Summary and Results (Highlights)

In **February 2025**, over 235 participants provided their feedback on the online survey or at the in-person public engagement session on February 13, 2025.

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:

- Desire to add measures to reduce speeding and slow down cars
- Remove or restrict parking due to poor visibility near corners and crossings
- Improve pedestrian crossings along McConachie Boulevard

"I have been passed for driving the speed limit on dark mornings when kids are out and about going to school"
- Towards 40 participant

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

"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

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Background Report Considerations for Draft Design

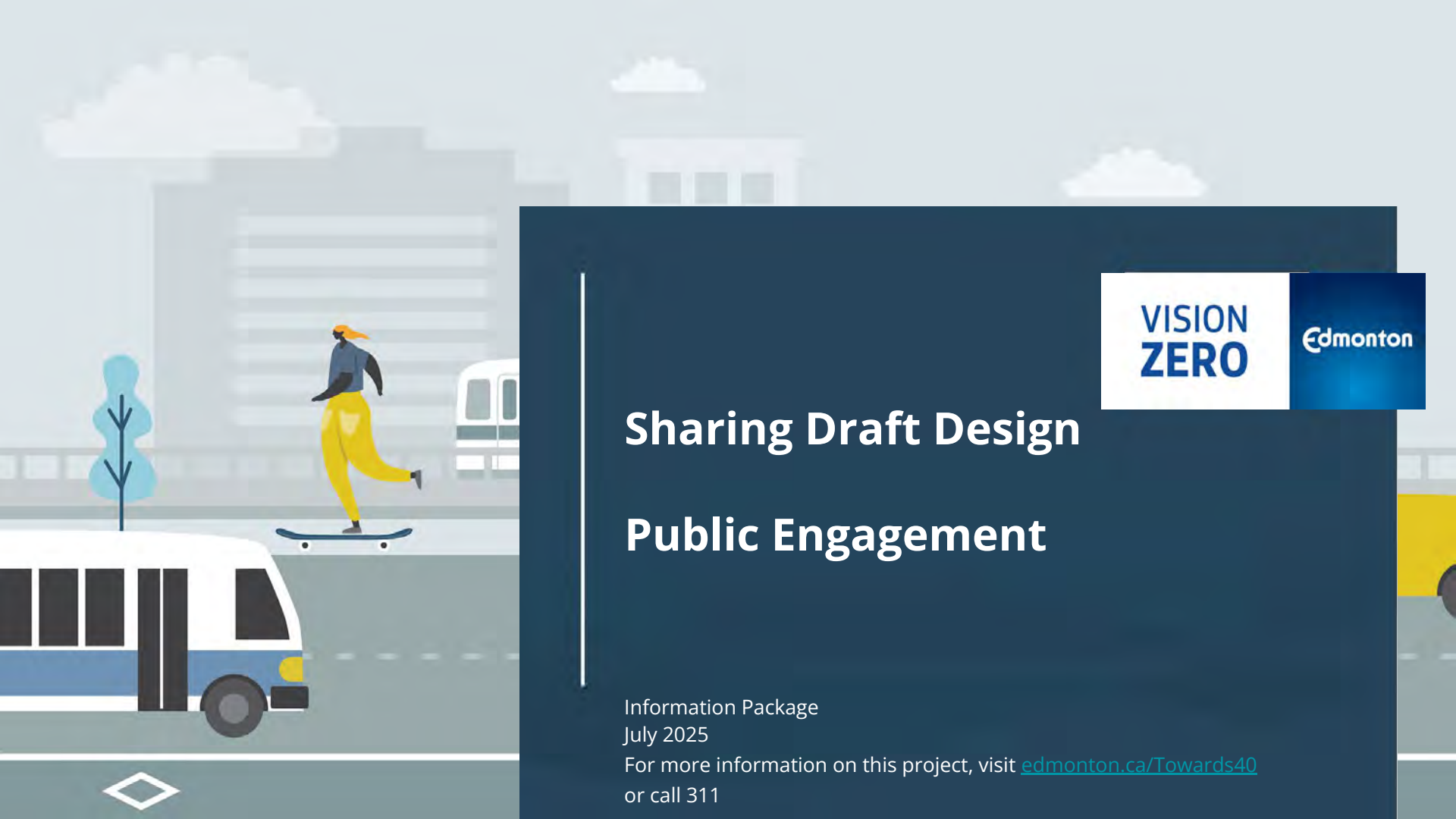
The following is a summary of the design considerations based on the information in the Background Report:

- 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 and consider visual cues that help identify upcoming crossings.
- Remove parking where it is underutilized to better define the driving lane.

View all the design considerations at edmonton.ca/Towards40

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Sharing Draft Design Public Engagement

Information Package
July 2025

For more information on this project, visit edmonton.ca/Towards40
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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 those who use McConachie Boulevard from 174 Avenue to 66 Street, 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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McConachie Boulevard from 174 Avenue to 66 Street Draft Design Features

The project team has prepared a draft design for McConachie Boulevard between 175 Avenue and 66 Street. There are two options presented for McConachie Boulevard between 174 Avenue and 175 Avenue.

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



- **Adaptable curb extensions** will be added in some locations. Adaptable curb extensions extend into the roadway, either at crossings or mid-block 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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McConachie Boulevard from 174 Avenue to 66 Street Draft Design Features

- **Asphalt Speed tables** will be added in select locations. Speed tables help to reduce speeds and encourage safer driving behaviours.



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McConachie Boulevard from 174 Avenue to 66 Street Draft Design Features

- **Adaptable centre medians** will be added. An adaptable centre median is a raised island along the centre of a street that improves visibility and encourages slower speeds.



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McConachie Boulevard from 174 Avenue to 175 Avenue Draft Design Features - Option 1 and Option 2

Option 1

- Between 174 Avenue and 175 Avenue, adaptable curb extensions and asphalt speed tables are used



Option 2

- Between 174 Avenue and 175 Avenue, adaptable centre medians are used



To view the draft design, please visit edmonton.ca/Towards40

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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/fall 2025.

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

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