

What We Decided Report

Towards 40 Wagner Road: 75 Street to 86 Street

June 2025
edmonton.ca/Towards40Projects

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

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PROJECT PROCESS AND DECISION MAKING

Vision Zero Towards 40 Program Process

The project process outlined in the roadmap below shows the project phases from start to finish for the Vision Zero Towards 40 program.

The project process outlined in the roadmap shows the project phases from start to finish.



Highlighted in yellow on the roadmap are public engagement opportunities. The public and/or stakeholders are encouraged to **ADVISE** the project team of their feedback in three project phases, **Gathering Information, Sharing Draft Designs** and **Evaluating the Changes**.

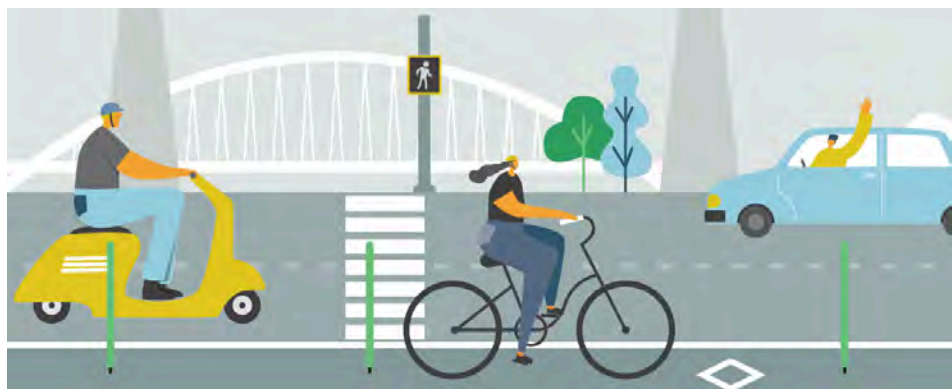
At the time of this **What We Decided Report**, the **Gathering Information** phase and the **Sharing Draft Designs** phase have been completed.

Feedback gathered through the public engagement phases, along with City policies and programs and technical considerations, provided the overall direction in determining 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 area. The information in this report guides the project team while developing draft designs.
- 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 area. It shows how speed limit compliance and behaviour has changed since installation of the adaptable measures.



CITY POLICIES, PROGRAMS AND TECHNICAL CONSIDERATIONS

VISION
ZERO



The following City of Edmonton standards, programs, policies and other best practices and guidelines set the direction and are considered in the final design. The following provides a list of relevant policies, plans, standards and best practices.

- [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](#)



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

PUBLIC ENGAGEMENT

The project team gathered input from the public, businesses, schools and those using Wagner Road. The public was encouraged to:

- Advise on their lived experiences and suggestions for improvements at the **Gathering Information phase**.
- Advise on their feedback on the draft designs and how it improves safety whether you walk, bike, roll or drive at the **Sharing Draft Design phase**.

Roadmap Stage	Public Engagement Opportunities	Timeline	Participants /Responses
Gathering Information	<ul style="list-style-type: none"> • Online Survey • Conversations 	May 29 - June 14, 2024	<ul style="list-style-type: none"> • 45 Respondents • 1 Virtual Conversation
Sharing Draft Design	<ul style="list-style-type: none"> • Online Survey • Conversations 	March 5 - 23, 2025	<ul style="list-style-type: none"> • 18 Respondents • 9 Conversations (in-person, phone or virtual)

COMMUNICATION METHODS

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:

- 128 letters to area businesses
- 14 yard signs
- Two web pages:
 - Edmonton.ca/Towards40Projects with 102 unique views during the public engagement period.
 - Edmonton.ca/Towards40 with 144 unique views during the public engagement period.

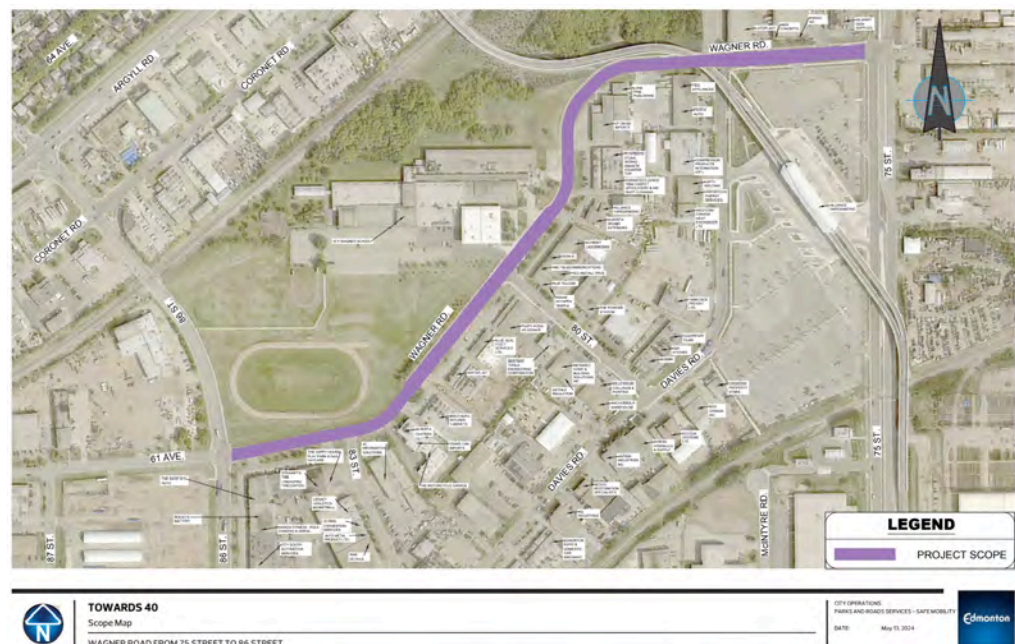
The project team communicated about public engagement opportunities in the **Sharing Draft Designs** phase of the project to stakeholders, residents and organizations via the following methods:

- 120 letters to area businesses
- 14 yard signs
- Two web pages:
 - Edmonton.ca/Towards40Projects with 66 unique views during the public engagement period.
 - Edmonton.ca/Towards40 with 97 unique views during the public engagement period

DRAFT DESIGN

This section outlines the draft design which businesses, schools and those who use Wagner Road provided their feedback on during the **Sharing Draft Design** phase. In the next sections, a summary of the feedback has been shared along with the final design.

Towards 40: Wagner Road Project Area Map

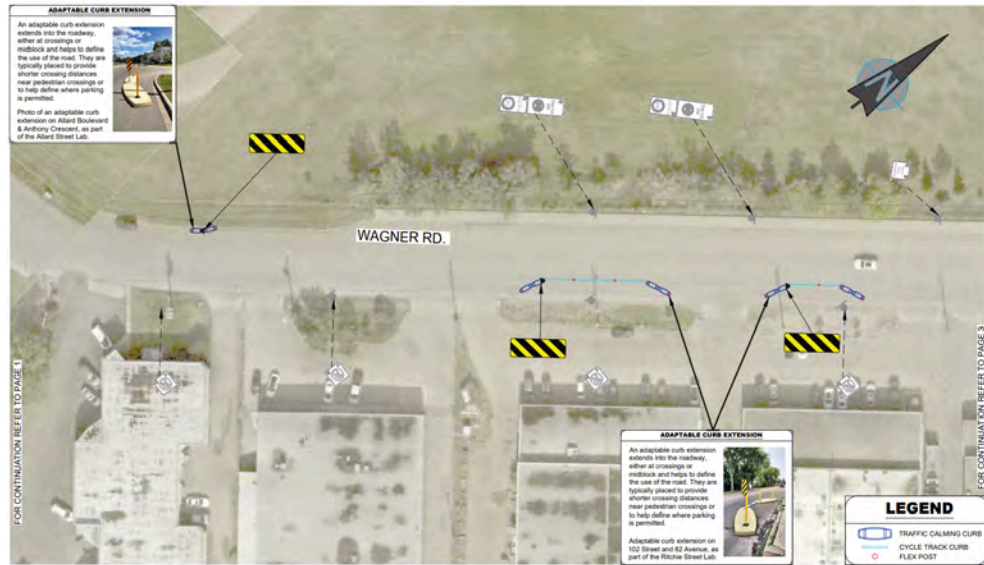


Wagner Road from 75 Street to 86 Street

To view a larger image of the draft design, click the image to the right, OR visit edmonton.ca/Towards40



Adaptable Curb Extension



To view a larger image of the draft design, click the image to the right, OR visit edmonton.ca/Towards40



Adaptable Curb Extension

To view a larger image of the draft design, click the image to the right, OR visit edmonton.ca/Towards40



Draft Design:

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

- Adaptable curb extensions.** An adaptable curb extension extends into the roadway, either at crossings or midblock and helps 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.



SHARING DRAFT DESIGN: WHAT WE HEARD

What We Heard

In March 2025, the public, businesses, schools and those using Wagner Road were invited to view the draft designs and share their feedback with the project team on how well they think the design improves safety for all road users, whether they walk, bike, roll or drive.

People were invited to share their feedback through an online survey and the project team met with representatives of W.P. Wagner School. The project team also called nearby businesses to confirm the type of delivery trucks used and how deliveries occur on their site. The project team met with one business at their request.

The feedback shown below includes both the online survey and conversations with businesses and W.P. Wagner School.

Wagner Road from 75 Street to 86 Street

What We Heard:

There was mixed feedback on the draft design. Some respondents shared that they were comfortable or uncomfortable with the draft design, others were neutral or selected not applicable.

The themes below are an overview of some of the reasons that respondents gave for their chosen comfort ratings on the draft design.

Rationale for Draft Design Rating:

- Respondents who rated being 'uncomfortable' with the design indicated the following themes:
 - Desire for photo radar or adding speed bumps to the road
 - Concerns about snow clearing
 - Concerns about heavy trucks making deliveries to area businesses
 - Lack of sidewalk in front of businesses and people who walk, cut through parking lots
 - Measures look ugly/unsightly

"Should have photo radar or laser radar in the area to help catch people that are going 80-100km/hr in the area" - Towards 40 participant

- Respondents who rated being *'comfortable'* with the design indicated the following themes:
 - Curb extensions and shared path improves safety while walking and biking
 - People who drive should go slower
 - Like the defined no parking areas
 - The ETS bus relocation will help with pedestrian safety near the school

- Some respondents shared additional suggestions:
 - Extend the curb extensions in the no parking area west of the school parking lot
 - Move the shared path further from the parking lane
 - Add a drop off/pick up zone
 - Add a sign that displays speed for drivers

The project team asked businesses near the adaptable measures their delivery requirements. The project team conducted turning movements based on delivery requirements and made some small adjustments to the plans to ensure that deliveries could access the businesses.

"Curb extensions and permanent shared pathway will greatly improve walking and cycling on the north side of Wagner Road." - Towards 40 participant

While asking nearby businesses about their delivery requirements we heard the following themes

- The no stopping zones are not being followed
- Like the shared pathway
- Something needs to be done to slow drivers

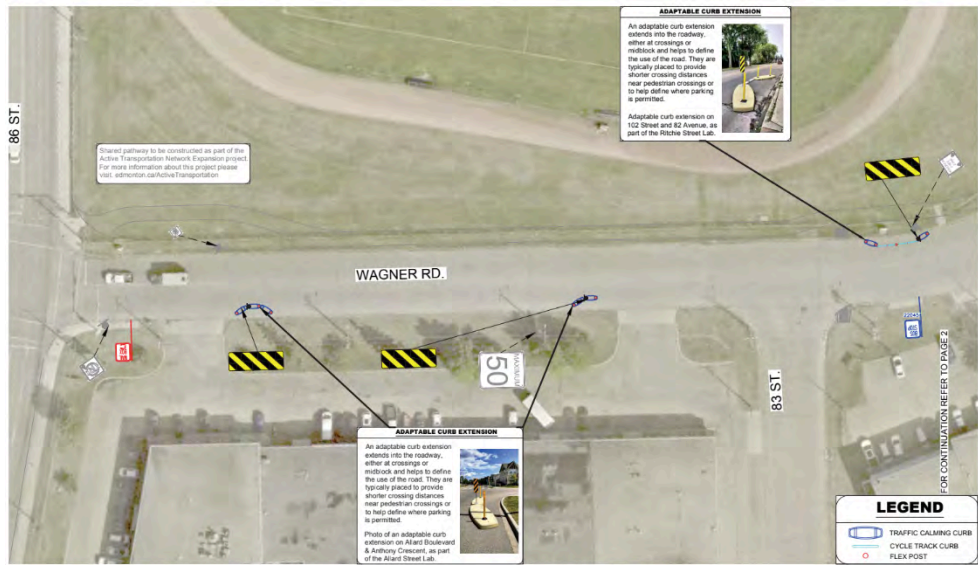
"If road speed reduction is your goal, why not add a sign that displays vehicle speed as cars approach." - Towards 40 participant

FINAL DESIGN: WHAT WE DECIDED

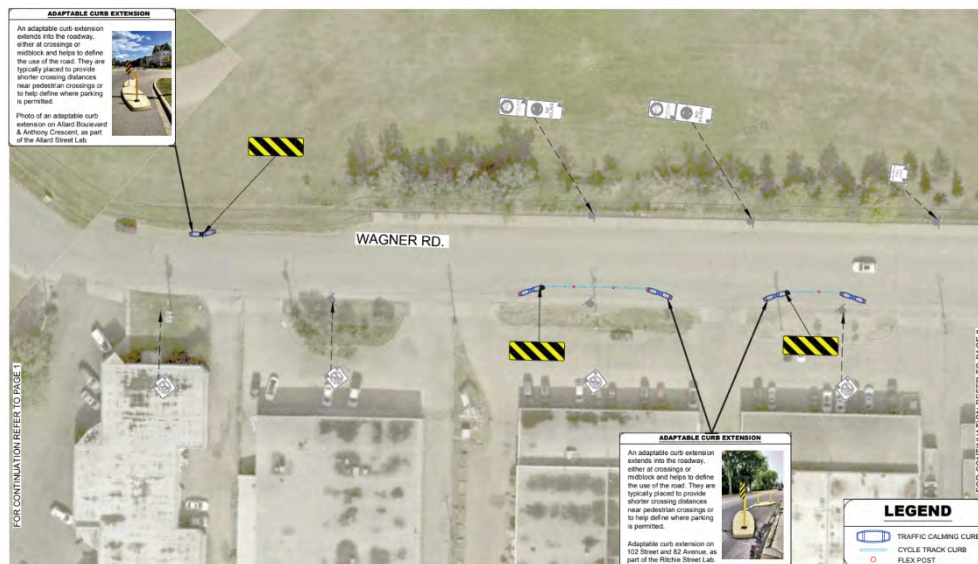
The final design and project decisions were informed by key City policies, programs, technical considerations and public engagement for the Wagner Road from 75 Street to 86 Street project area:

Wagner Road from 75 Street to 86 Street

Final Design:



To view a larger image of the final design, click the image to the right, OR visit edmonton.ca/Towards40





Adaptable Curb Extension



TOWARDS 40
SAFE MOBILITY IMPROVEMENTS
FINAL DESIGN - SUBJECT TO SITE CONDITIONS
WAGNER ROAD 75 STREET TO 86 STREET PAGE 3 OF 5

CITY OPERATIONS
PARKS AND RECREATION SERVICES - SAFE MOBILITY
DATE: June 16, 2025



TOWARDS 40
SAFE MOBILITY IMPROVEMENTS
FINAL DESIGN - SUBJECT TO SITE CONDITIONS
WAGNER ROAD 75 STREET TO 86 STREET PAGE 4 OF 5

CITY OPERATIONS
PARKS AND RECREATION SERVICES - SAFE MOBILITY
DATE: June 16, 2025

To view a larger image of the final design, click the image to the right, OR visit edmonton.ca/Towards40

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What We Decided

The final design includes:

- Adaptable curb extensions. An adaptable curb extension extends into the roadway, either at crossings or midblock and helps 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.
- A driving lane in each direction that accommodates passenger vehicles, ETS buses, emergency vehicles and industrial vehicles.
- Alignment with the Active Transportation Network Expansion Project

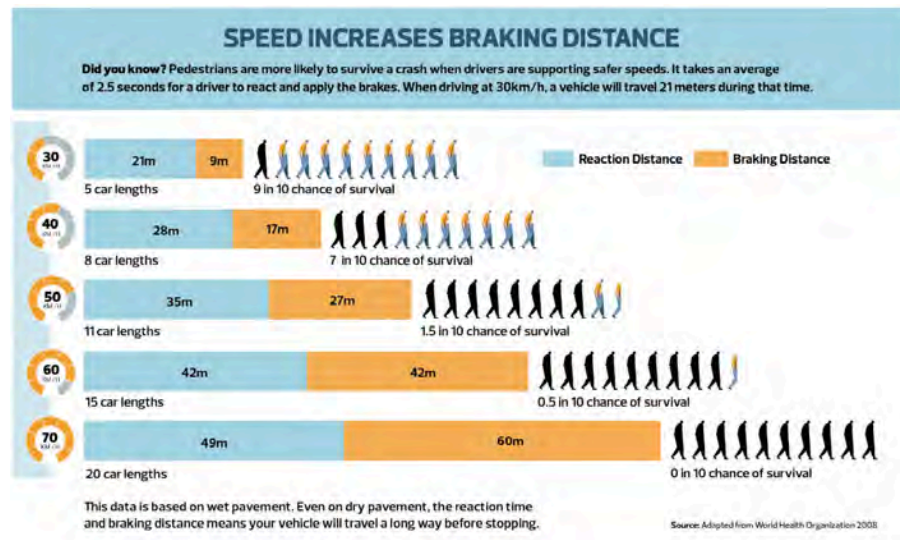
For more information on what we heard during the **Gathering Information** phase of the project, please view the **Background Report** at edmonton.ca/Towards40

What We Considered:

- Public Input - We Heard:
 - In the Gathering Information phase, we heard that there are speeding issues and unsafe driving behaviours, safety issues near crossings, as well as missing bike and sidewalk connections along Wagner Road.
 - In the Sharing Draft Design phase, we heard that the curb extensions and shared path improves safety while walking and biking and that there is a desire for photo radar and adding speed bumps to the road.

The Towards 40 Program is focused on improving safety in areas where speeding and road safety issues have been identified. The program encourages safe driving habits and increases speed limit compliance using adaptable measures to improve safety, regardless of how one travels, moving Edmonton closer to our Vision Zero goal.

- City Policies and Programs:
 - Towards 40, City Plan, Vision Zero, Safe Mobility Strategy, Speed Limit Reduction, Snow and Ice Policy and others. For links to these policies and programs, please see Page 7.
- Technical Requirements
 - The Final Design follows the Complete Streets Design and Construction Standards which provides direction on design elements.
 - The Final Design encourages more appropriate speeds



WHAT IS NEXT

Adaptable measures, as shown in the final design, will be installed on Wagner Road from 75 Street to 86 Street. The installations will occur in the 2025 construction season, weather permitting, after the [Active Transportation Network Expansion](#) project is constructed along Wagner Road.

After the adaptable measures are installed residents can inform the City about any operational challenges or maintenance needs by calling 311.

The City will evaluate the project area in spring/summer 2026, through both traffic data collection and public feedback, to see how speed-limit compliance and safety has changed for people who walk, bike, roll or drive after the installation of the adaptable measures.