

Background Report

Towards 40 114 Avenue from Tower Road to 119 Street

June 2026

edmonton.ca/Towards40

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Edmonton

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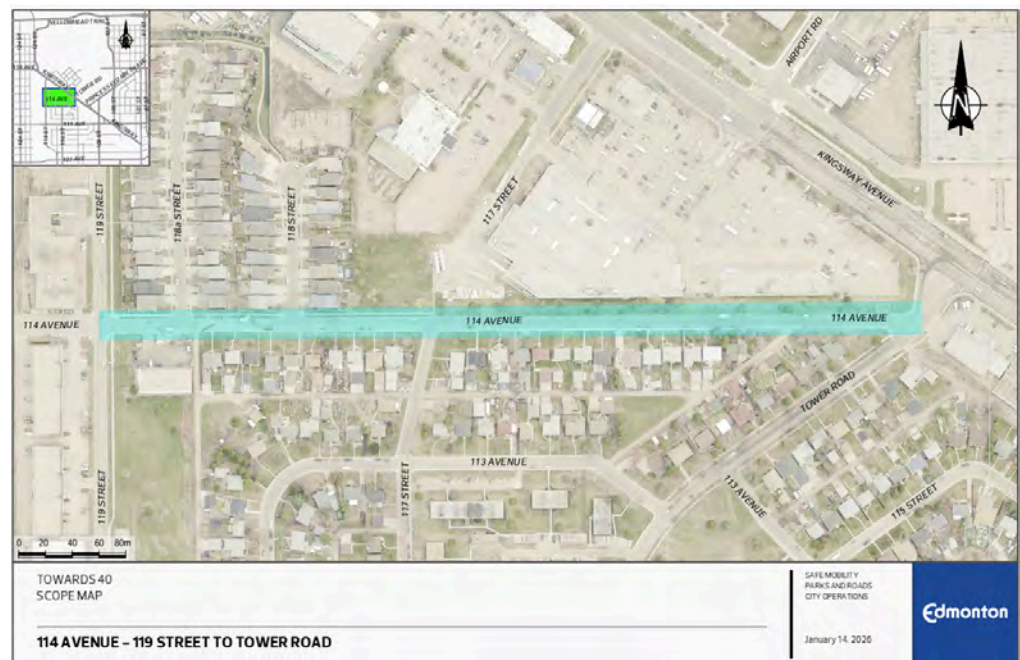
INTRODUCTION

Report Purpose

The purpose of this report is to share information collected during the **Gathering Information** phase of the 114 Avenue Towards 40 project area. This report includes information collected by the project team, which includes feedback through 311 inquiries and public engagement completed by other nearby projects.

The specific project area that this report covers is 114 Avenue from Tower Road to 119 Street.

To view a larger image of the project scope map, visit edmonton.ca/Towards40



Improving 114 Avenue from 119 Street to Tower road 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 and/or permanent measures that encourage speed compliance and safer behaviours to create safe and livable streets for all, moving Edmonton closer to our Vision Zero goal.

Improving these areas will ensure all Edmontonians using these roadways, regardless of how they travel, can get to where they're going safely.

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.



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

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

The public has two opportunities within this process (shown in yellow on the roadmap) to share feedback that will ADVISE the project team. They are:

Gathering Information and Sharing Draft Design.

At the time of this **Background Report**, the **Gathering Information** phase has been completed. The project used existing sources of community input and available data including 311 inquiries and feedback collected through nearby related projects to efficiently use City resources while building on public engagement that has already happened in the area. This feedback is outlined in

the public engagement summary section of this report. The public will also have an opportunity to provide feedback during the Sharing Draft Design Phase, where community input, together with technical data and considerations, will help the project team in developing the proposed measures for the project areas.

Feedback gathered through the public engagement phases, along with City policies, programs and technical considerations, will provide overall direction in developing appropriate measures to be applied to the project areas.



Shown in blue on the roadmap are reporting phases. There are three reports generated through the Towards 40 roadmap process:

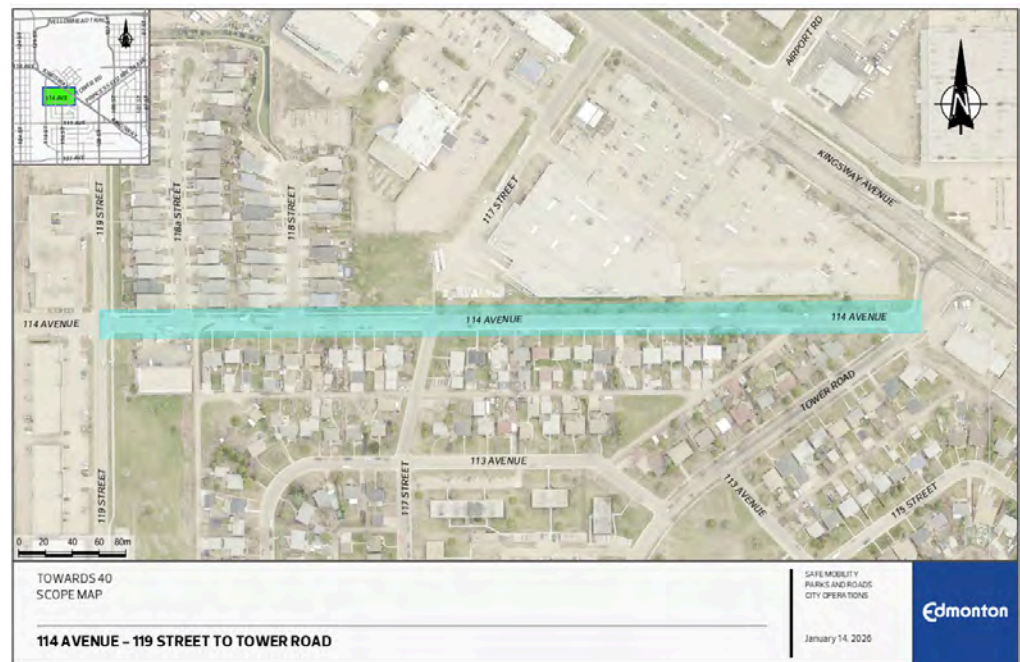
- A **Background Report** is created by the City to show what we heard from the public and the data collected in the **Gathering Information** phase for the project areas. The information in this report guides the project team while developing the draft design.
- A **What We Decided Report** is created 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 in the project areas. The report shows how speed limit compliance and behaviour has changed since installation of the measures.

BACKGROUND INFORMATION & DATA COLLECTION

Project Area

114 Avenue from 119 Street to Tower Road is a low compliance road where speed limits are frequently violated and safer driving behaviours can be encouraged. It is a unique local residential road in the Prince Rupert neighbourhood that connects to residences, commercial businesses, park spaces and nearby arterial roads. The speed limit is currently 40 km/hr and due to the surrounding land use, this road is in need of improvements to lower speeds and prioritize safety and accessibility.

To view a larger image of the project scope map, visit edmonton.ca/Towards40



[Neighbourhood Profiles - Federal Census 2021](#)

Area Statistics

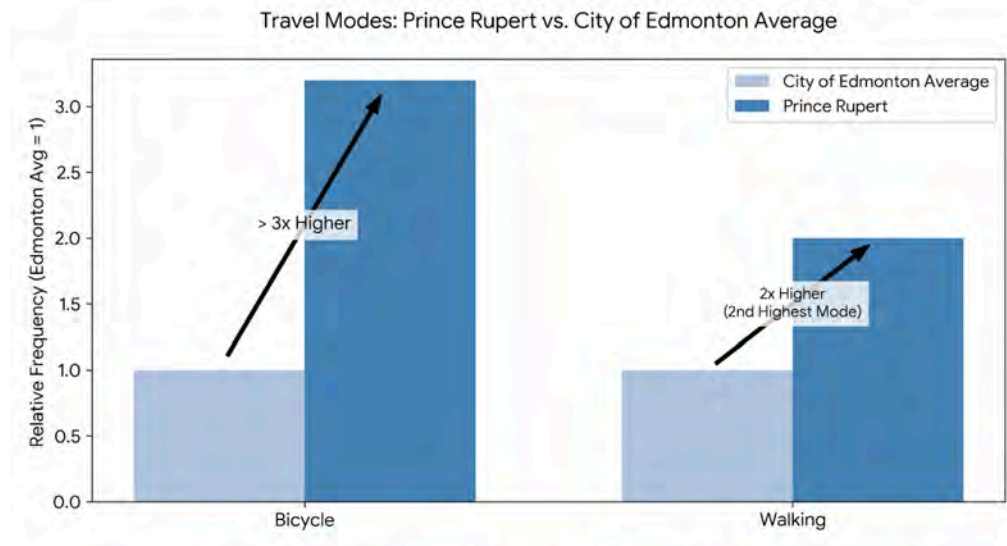
Data in this report references the 2021 Federal Census from Statistics Canada.

Highlights

Most of the dwellings in Prince Rupert were constructed in 1960 or before. The chart below shows travel modes within the neighborhood compared to the city average.

Travel by bicycle in Prince Rupert is over three times higher than the city average.

Travel by walking is the second highest mode of travel in Prince Rupert and is two times higher than the city average.

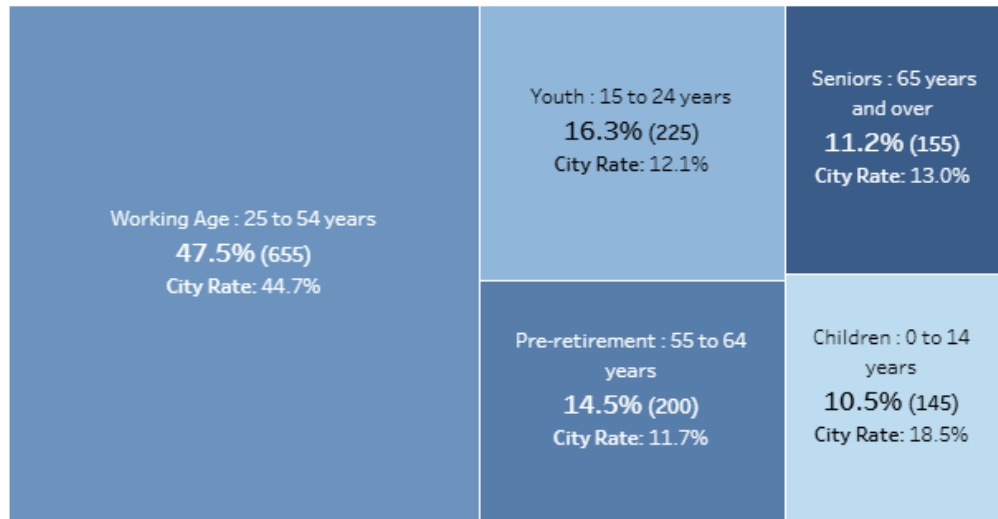


Prince Rupert



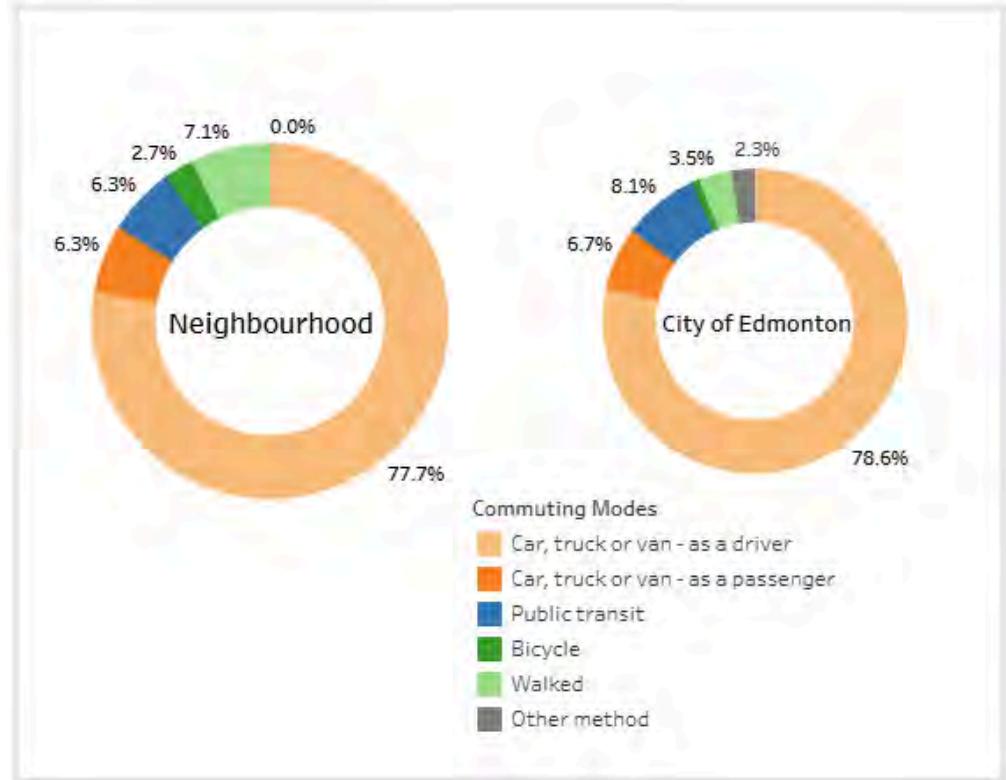
Age Distribution

In the Prince Rupert neighbourhood, the number of working age residents (47.5%) is slightly higher than the city average (44.7%). The number of residents aged 65 and older (11.2%) is lower than the city average (13%). The number of residents between 55 and 64 years (14.5%) is higher than the city average (11.7%). The number of children aged 0-14 (10.5%) is lower than the city average (18.5%), while the number of youth aged 15 to 24 (16.3%) is higher than the city average (12.1%).



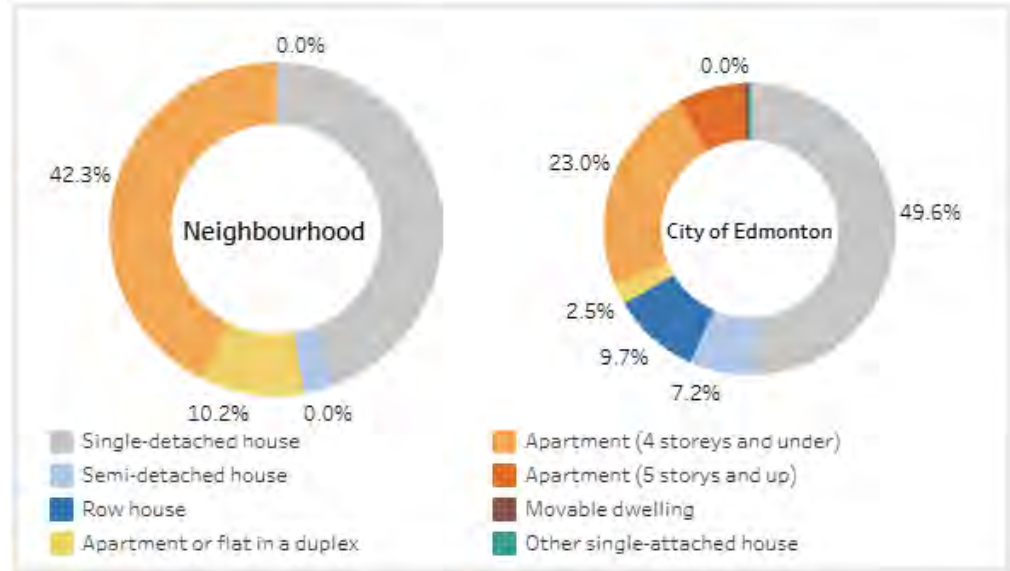
Journey to Work

In the Prince Rupert neighbourhood, the primary mode of travel is by car, truck, or van as a driver (77.7%) and is similar to the city average (78.6%). Travel by walking (7.1%) is the next highest mode of travel and is higher than the city average (3.5%). Travel by public transit (6.3%) is lower than the city average (8.1%). Travel by car, truck, or van as a passenger (6.3%) is slightly lower than the city average (6.7%). Travel by bicycle (2.7%) is higher than the city average (0.8%) and travel by using other methods (0%) is lower than the city average (2.3%).



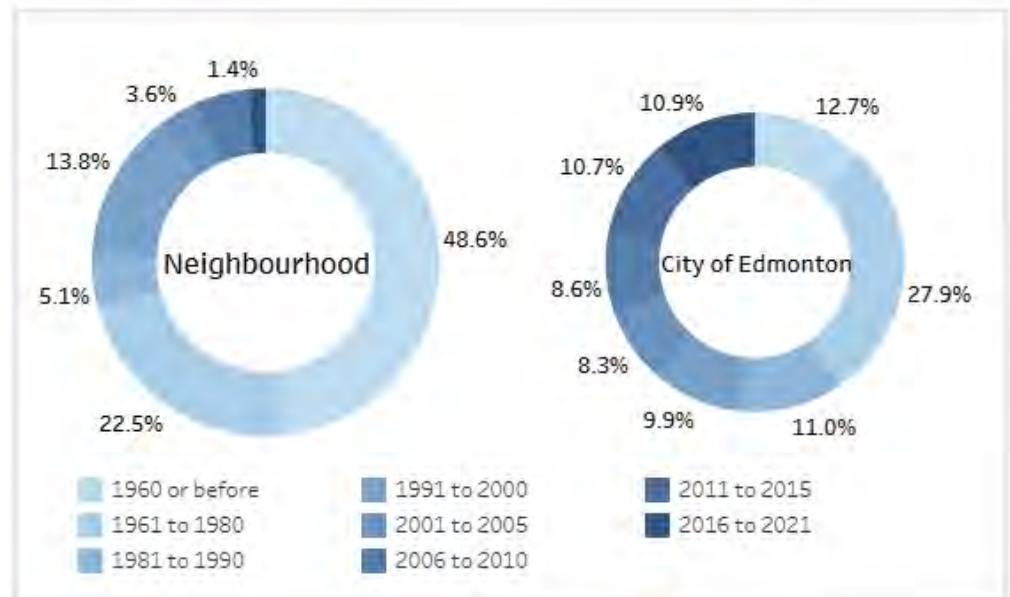
Private Dwellings by Structure Type

In the Prince Rupert neighbourhood, the proportion of single-detached houses (44.5%) is lower than the city average (49.6%). The proportion of apartments that are four storeys and under (42.3%) is much higher than the city average (23.0%). The proportion of an apartment or flat in a duplex (10.2%) is much higher than the city average (2.5%). The proportion of semi-detached houses (2.9%) is lower than the city average (7.2%). There are no apartments above five storeys (0%), which is lower than the city average (7.4%). There are no row houses (0%), which is lower than the city average (9.7%).



Private Dwellings by Period of Construction

In the Prince Rupert neighbourhood, the majority of dwellings were constructed in 1960 or earlier (48.6%), which is higher than the city average (12.7%). Fewer dwellings were constructed between 1961 and 1980 (22.5%) than the city average (27.9%). Dwellings constructed between 1991 and 2000 (13.8%) are higher than the city average (9.9%).



City Policies, Programs and Technical Considerations

The following City of Edmonton standards, programs, policies and best practices set the direction for and are considered while planning this project.

City Plan

Edmonton's City Plan, Charter Bylaw 20,000, was approved by City Council on December 7, 2020, and charts out the path to a future city that has the benefits enjoyed today with new opportunities for the future.

For more information on City Plan, please visit edmonton.ca/CityPlan

The City Plan is about spaces and places and how people move around the city. It is about community and what is needed to grow, adapt and succeed. The City Plan envisions a city where 50% of all trips are made by transit or active transportation.

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.

**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.

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

Safe Mobility Strategy

The Safe Mobility Strategy is the guiding document that the City uses in pursuit of Vision Zero through safe and livable streets. This strategy shapes how Edmonton's streets are planned, designed, built, activated and maintained. The strategy outlines what has been learned, with the goal to make Edmonton's streets safer and more livable for all.

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

40 km/h Default Speed Limit

Edmonton has a default speed limit of 40 km/h on most residential and downtown streets. Reducing speed limits on residential streets, downtown and in high pedestrian areas 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 that do happen.

In a pedestrian collision at 50 km/h, the pedestrian's survival rate is just 20%. Reducing the vehicle's speed to 40 km/h doubles the pedestrian's chances of survival.

Not sure about the speed limit of a road in Edmonton? Check the speed limit using the [online tool](#).



For more information on the 40 km/h default speed limit, please visit edmonton.ca/SafeSpeeds

Bike Plan

The Bike Plan provides strategic direction for how the City plans, designs, implements, operates and maintains bike infrastructure and programs. The Bike Plan and The Bike Plan Implementation Guide lay the foundation for a network that is accessible and predictable for people of all ages and abilities and where people can choose to bike for any reason and in any season.

The plans support active transportation and safe and direct routes for people commuting to work, running errands, accessing the river valley for recreational trips and improving neighbourhood networks to connect people to local destinations.

Adjacent Projects

Active Transportation Network Expansion

An expanded active transportation network will provide safe, direct options for commuting to work or running errands, cycling to a local park, or accessing the river valley for recreational trips. Active transportation (walking, cycling and rolling) improves access, reduces vehicle trips and traffic congestion and supports healthy minds and bodies.

Nearby routes that were completed in 2025 and are currently open for use are:

- 113 Street from 105 Avenue to Kingsway (protected two-way bike lane, shared pathway)

For more information on the Active Transportation Network Expansion, please visit edmonton.ca/activetransportation

- 111 Avenue from 106 Street to 121 Street (shared pathway, local street bikeway)

Nearby routes that are planned to be constructed in 2026 include:

- Kingsway from 113 Street to 122 Street (shared pathway)

Kingsway Business Improvement Area Alley Renewal and 114 Avenue Renewal

The Kingsway Business Improvement Area (BIA) has been prioritized for renewal. Through the Alley Renewal program, alleys in the Kingsway BIA will be renewed.

For more information on this project, please visit edmonton.ca/KingswayBIAAlleyRenewal

Alley renewal involves alley reconstruction and repaving, improvements to surface drainage where possible and upgrading of existing alley lighting to LED fixtures. Existing gravel alleys are also upgraded to the current paved standard.

114 Avenue from 119 Street to west of 120 Street, will also be renewed. This renewal work will include reconstructing the road, replacing curb and gutter, adding street lights and completing active transportation links.

Complete Streets Design and Construction Standards

The Complete Streets Design and Construction Standards (CSDCS) are essential guidelines that ensure Edmonton's streets are safe, accessible and designed to reflect the needs of all users in our growing city. Complete Streets are streets for everyone: people who walk, roll, bike, take transit or drive. They are designed to be safe, comfortable and welcoming to people of all ages and abilities. The Complete Streets approach moves away from traditional design by designing streets that reflect the surrounding area's context, land use and users.

For more information on the Complete Streets Design and Construction Standards, [click here](#).

In 2025, both the policy and standards were updated to align with current industry standards and practices. The 2025 Complete Streets Design and Construction Standards govern roadway design in Edmonton, while the Complete Streets Policy sets the direction for transportation infrastructure in Edmonton.

Snow and Ice Control Policy

The City of Edmonton, through its planning, decision-making and leadership, will ensure that it provides a safe and reliable winter mobility network for people walking, rolling, biking, using transit and driving. The purpose of this policy is to set snow and ice control guidelines that support safety, reliability, and connectivity for Edmontonians.

For more information on Snow Clearing Service Levels, please visit edmonton.ca/SafeTravels

Public Engagement Policy

For more information about the Public Engagement Policy, please visit edmonton.ca/PublicEngagement

Public Engagement is a process that creates opportunities for residents to contribute to decision-making by City Council and Administration about the City's policies, programs, projects and services, and communicates how public input is collected and used. The City of Edmonton values public engagement processes and activities that contribute to policy, program, service and project decisions by providing City Council and Administration with the best possible information to support decision-making. The purpose of this policy is to ensure that the City of Edmonton:

- Achieves a consistent, coordinated and outcomes-driven approach to public engagement.
- Facilitates public input to decision-making through effective and efficient consultation, involvement, collaboration and empowerment processes.
- Adheres to the public engagement requirements within the Municipal Government Act and other applicable legislation.

Public engagement is one factor in the decision-making process.

Transportation Association of Canada (TAC) Guidelines

For more information about TAC please visit www.tac-atc.ca

The Transportation Association of Canada (TAC) is a not-for-profit, national technical association that focuses on road and highway infrastructure and urban transportation. TAC develops publications identifying best practices in the industry. It is a principal source of guidelines for planning, design, construction, management, operation and maintenance of road, highway and urban transportation infrastructure systems. It also covers subjects like geometric design, traffic calming, pavement markings and signage.

NACTO Guidelines

For more information about NACTO, please visit www.nacto.org

National Association of City Transportation Officials (NACTO) has developed a series of publications looking at designing cities from a global perspective. It is an association of 100 major North American cities and transit agencies, and the publications include many modes of travel. NACTO's mission is to build cities as places for people, with safe, sustainable, accessible and equitable transportation choices that support a strong economy and vibrant quality of life.

For more information on the CROW Manual for Bicycle Traffic, please visit www.crowplatform.com

CROW Design Manual for Bicycle Traffic

The CROW Design Manual for Bicycle Traffic is published in the Netherlands and is regarded as one of the most comprehensive bicycle facility design manuals in the world. It is based on decades of practical knowledge and observed operation and design of bicycle facilities in the Netherlands.

Gender Based Analysis Plus (GBA+)

GBA+ is a process where policies, programs, initiatives or services are evaluated for their diverse impacts on various groups of individuals. A GBA+ approach recognizes that people are influenced by intersecting identity factors that are either marginalized or privileged, and that change over time. Although there is no City of Edmonton policy for applying GBA+ to projects, there are best practices that project teams can follow. Applying GBA+ requires ongoing research, reflection, sharing and evaluation. The project team will monitor progress or gaps when evaluating and engaging stakeholders to include diverse perspectives for design considerations.

Accessibility for People with Disabilities Policy

For more information on the Accessibility for People with Disabilities Policy, please visit edmonton.ca and search [Policy C602](#)

The City of Edmonton is committed to the internationally recognized principles of Universal Design. This means the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of age, size or ability. The purpose of the Accessibility for People with Disabilities policy is to guide the development and implementation of City policies, programs, services and infrastructure that considers individual needs and diverse abilities.

EXISTING CONDITIONS AND OBSERVATIONS

The following section provides information about driving, traffic safety, biking, walking, transit, parking, truck routes and utilities along 114 Avenue as well as opportunities to align with City policy, programs and current standards.

114 Avenue from 119 Street to Tower Road

114 Avenue from 119 Street to Tower Road accommodates one lane of traffic in each direction with signed parking restrictions. Parking is primarily available on the south side of the road with limited parking on the north side of the road. Some sections have parking allowed on both sides. In these sections, the travel lane is shared for both directions of travel. This is common on local roads.



Driving

Road Classification

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

Arterial roads carry the highest traffic volume and give vehicles the ability to travel longer distances at higher speeds. The arterial roads near the project area include:

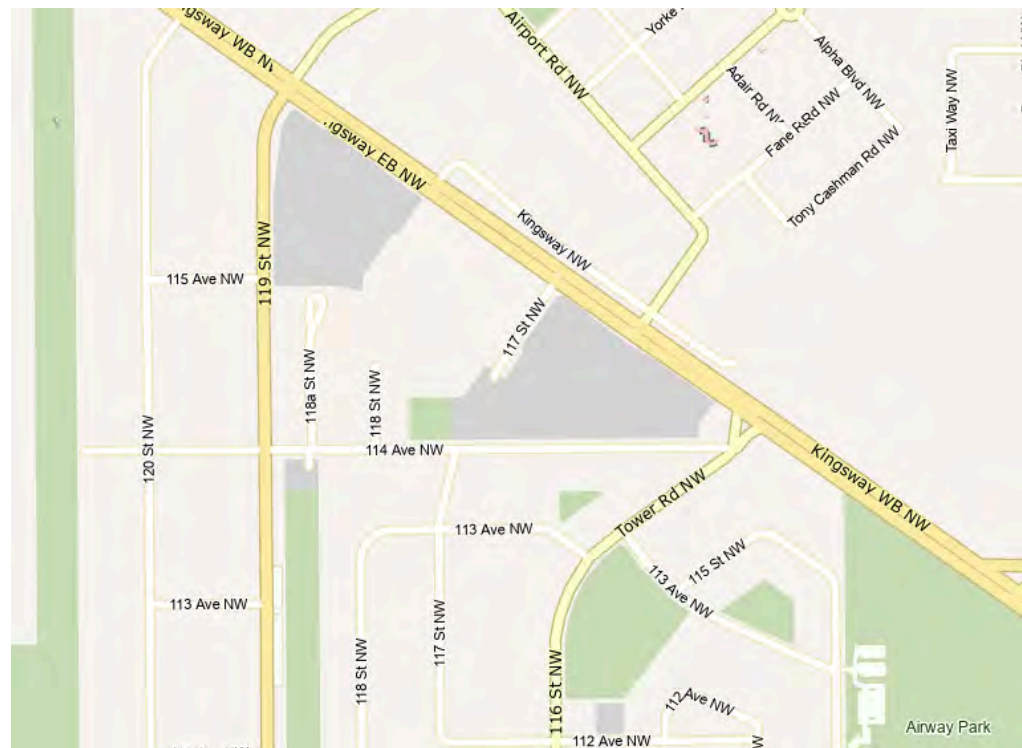
- 119 Street
- Kingsway

Collector roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads. They often connect to local amenities like schools, recreational facilities, local commercial areas and park spaces. Collector roads near the project area include:

- Tower Road

Local roads are low volume roads which typically provide access to local properties. Local roads in/near the project area include:

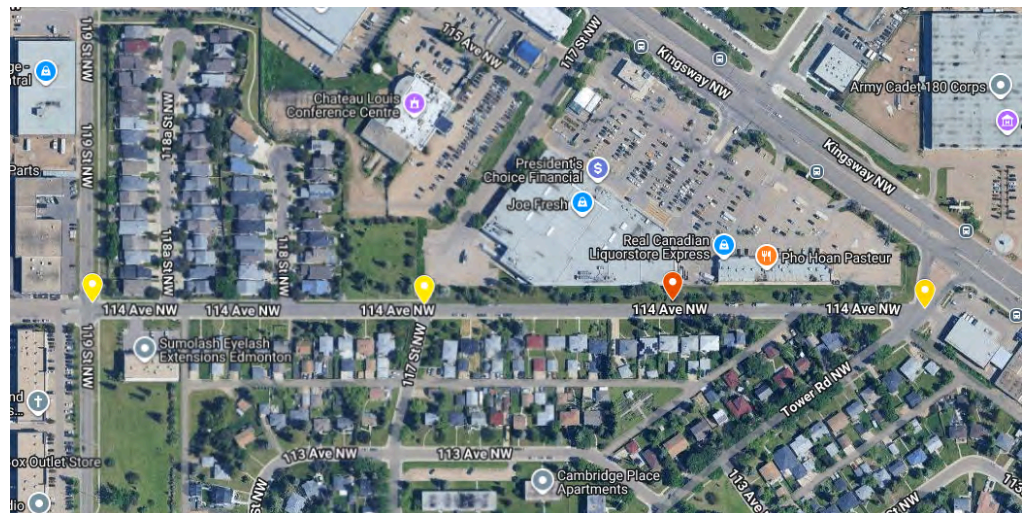
- 114 Avenue
- 118A Street
- 118 Street
- 117 Street



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

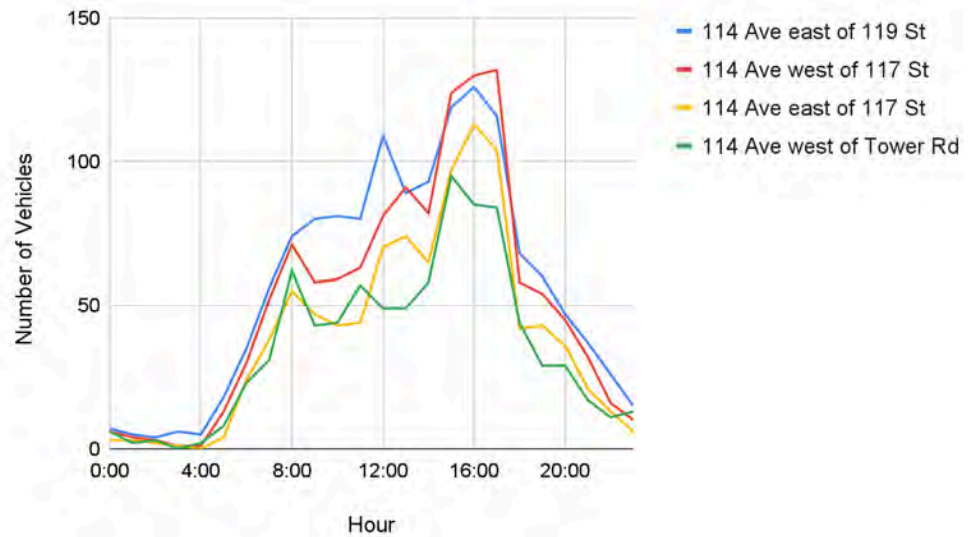
Traffic Data

To quantify the number of vehicles travelling on 114 Avenue between 119 Street and Tower Road, the city conducted three turning movement count studies at the intersections of 114 Avenue and 119 Street, 117 Street, and Tower Road. In addition, a speed survey was conducted between 117 Street and Tower Road to assess how fast vehicles are currently travelling. The turning movement count (conducted on December 2, 2025 and December 10, 2025) locations are marked in the figure below in yellow and the speed survey locations are marked in orange.



The turning movement count shows the following:

- On a typical weekday, 114 Avenue carries between 840 to 1360 vehicles per day. Volumes are higher on the western portion of the Avenue, closer to 119 Street.
- Traffic volume is highest in the late afternoon to evening (between 3 p.m. and 5 p.m.), with secondary peaks in the morning (8 a.m.) and at lunchtime (12 p.m.).



- Pedestrian volumes were highest on the eastern portion of 114 Avenue, closer to Tower Road.
 - There were 87 pedestrians that crossed at the intersection of 114 Avenue and 119 Street. 50 of those crossings occurred within the marked crosswalk across 119 Street on the north side of the intersection. An additional 18 pedestrians crossed 119 Street on the south side of the intersection where there is no marked crossing. 19 pedestrians crossed 114 Avenue, including 17 on the east side of the intersection and 2 on the west side of the intersection.
 - 93 pedestrians crossed the road at the intersection of 114 Avenue and 117 Street. Despite the marked crosswalk on the east leg of the intersection, most crossings (47) occurred on the west leg of the intersection. There is currently no sidewalk on the east side of 117 Street.
 - 127 pedestrians crossed the road at the intersection of 114 Avenue and Tower Road. There are no marked crosswalks at this intersection.

- In December, when the counts were conducted, there were 22 cyclists recorded on the road at 114 Avenue and 119 Street and an additional 10 cyclists recorded in the crosswalks at this intersection.

Collector roads in Edmonton generally carry 5,000 to 10,000 vehicles per day with one driving lane in each direction. Local roads that are 9m wide in Edmonton generally carry up to 1000 vehicles per day. If the local road is also a local street bikeway, below 1,000 vehicles per day is required. The measured volumes along 114 Avenue are between 840 to 1360 vehicles per day.

Speed data was collected on 114 Avenue between 117 Street and Tower Road. The data was collected between December 4 and December 8, 2025.

The average speed compliance rate with the 40 km/h speed limit was 67.7%. The average 85th percentile speed, which is considered the operational speed of the road, was 45 km/h.

Crash History

In the five-year period between 2020 and 2024, 19 crashes occurred on 114 Avenue between 119 Street and Tower Road, including the intersections at 119 Street and Tower Road. The majority of crashes occurred at the intersection of 114 Avenue and 119 Street (11 of the 19 crashes, 58%).

Of the 19 crashes, 16 occurred at intersections and three occurred midblock. Four of the 19 crashes resulted in minor injuries. One of the crashes involved a cyclist and resulted in a minor injury.

At intersections, the primary crash cause was stop sign violations, accounting for five crashes. These all occurred at the intersection of 114 Avenue and 119 Street. Other common causes of crashes at intersections included left turns across the path of oncoming vehicles (three crashes) and following too closely (three crashes).

On midblocks, striking parked vehicles was the main crash cause, with three incidents.

Opportunities

- Explore crossing and intersection improvements at 114 Avenue and 119 Street
- Explore crossing and intersection improvements at 114 Avenue and Tower Road

- Add traffic calming to 114 Avenue
- Explore measures to reduce speeds and non-local traffic to encourage local street bikeway travel

Biking

Existing and Planned Bike Routes

There are some existing bike routes near/around the project area

Existing on-street routes include:

- Protected two way bike lane on 113 Street, south of 111 Avenue
- Local street bikeway on the 111 Avenue service road between 119 Street and 113 Street on the north side of the road

Local Street Bikeways are streets where people who bike and people who drive share the street without separated bike infrastructure.

Modifications include traffic calming and diversion elements to reduce vehicle volumes and speeds, maximizing the safety and comfort for people who bike to appeal to users of all ages and abilities.

Existing off-street routes include:

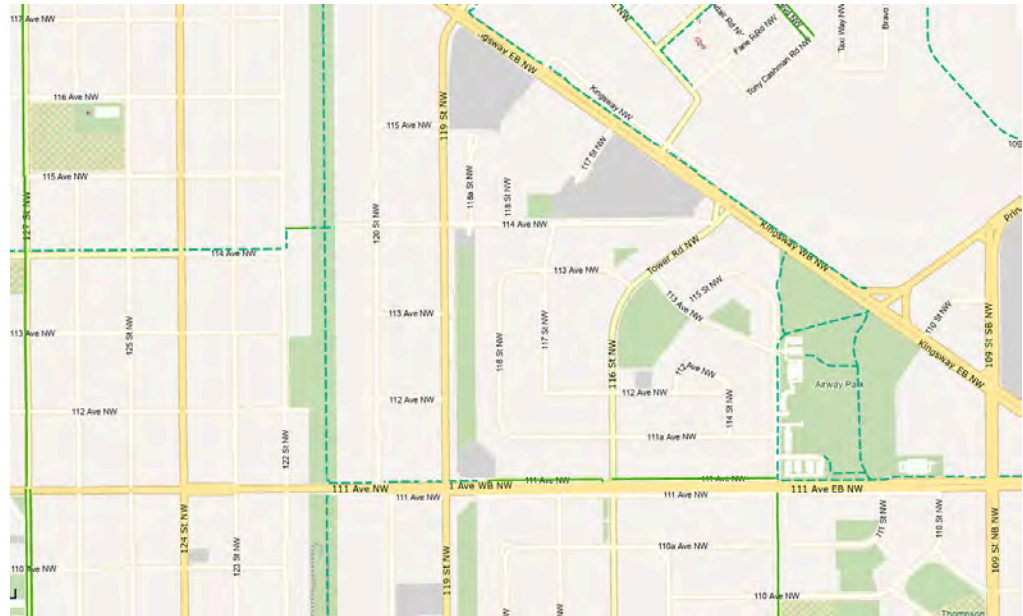
- Shared pathway along Kingsway from Linear Park to Princess Elizabeth Avenue on the north side of the road. At the time of this report, this shared pathway is in active construction.
- Shared pathway north/south in Linear Park from south of 111 Avenue to 118 Avenue
- Shared pathway west of Linear Park on 114 Avenue that continues west to Coronation Park
- Shared pathways in Airway Park connecting Kingsway, Princess Elizabeth Avenue to 111 Avenue and north of 111 Avenue from 113 Street to 106 Street

There is additional active transportation infrastructure planned in the project area through the Kingsway Business Improvement Area Alley Renewal and 114 Avenue Renewal. Active transportation connections include the following locations:

- 114 Avenue from Linear Park to 119 Street
- The alley south of Kingsway and east of Tower Road, connecting to the existing pathways in Airway Park

Neighbourhood routes provide local access, opportunities for recreational cycling and connections to destinations outside of the district connector network. These routes are focused on local connections and are planned and designed at a local level.

There is opportunity for the Towards 40 project to create an active transportation connection between 119 Street and Tower Road. This would complete a connection between Kingsway, Airway Park and Coronation Park and numerous north/south routes in the area.



Opportunities

- Create a neighbourhood-level bike route on 114 Avenue between 119 Street and Tower Road

Walking

Crossings

There is a marked crossing on 114 Avenue at:

- 119 Street on the north side of the road. The crossing is marked by signage and a painted crossing
- 117 Street on the east side of the road. The crossing is marked by signage and a painted crossing
- All other crossings occur at corners and are unmarked



Opportunities

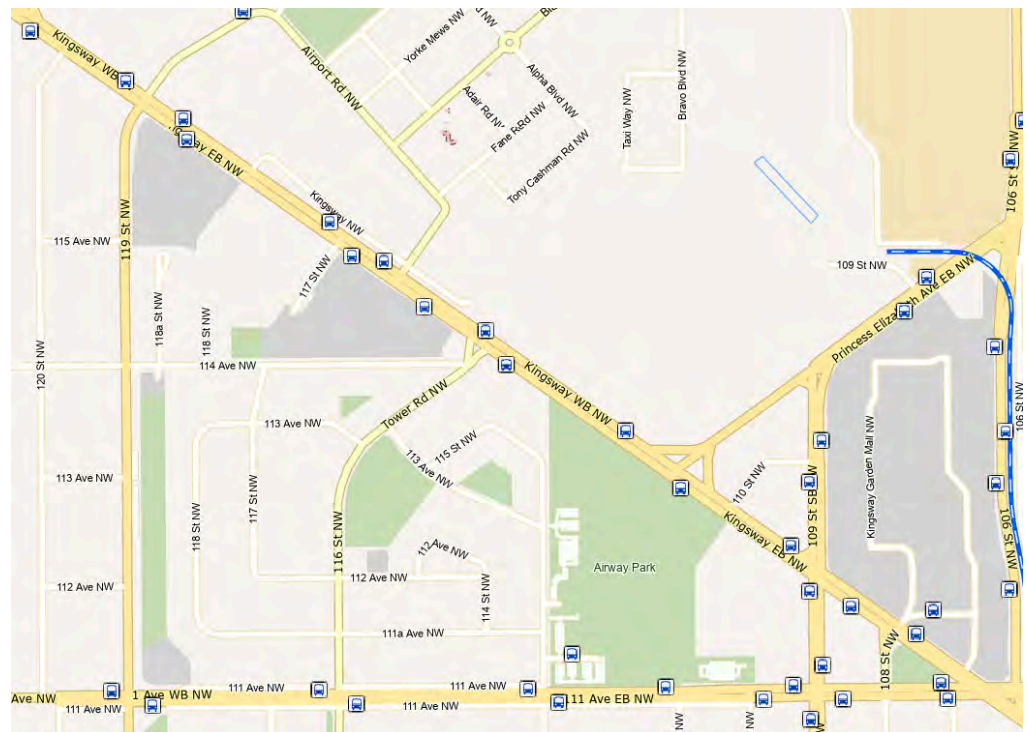
- Make improvements to the intersection crossing at 119 Street
- Review the crossing at 117 Street
- Explore crossing improvements at Tower Road

Transit and School Bus Routes

Edmonton Transit Service

Edmonton Transit Service (ETS) adjusts service five times per year in response to ridership patterns, rider feedback, equity considerations and quantitative data. The most up to date information can be found at edmonton.ca/ets.

At the time of report writing, there are no ETS buses that use 114 Avenue, 119 Street or Tower Road. There are several routes and bus stops located along both Kingsway Avenue and also along 111 Avenue.



Parking

Parking is located along 114 Avenue on both the north and the south side of the road with some signed restrictions.

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

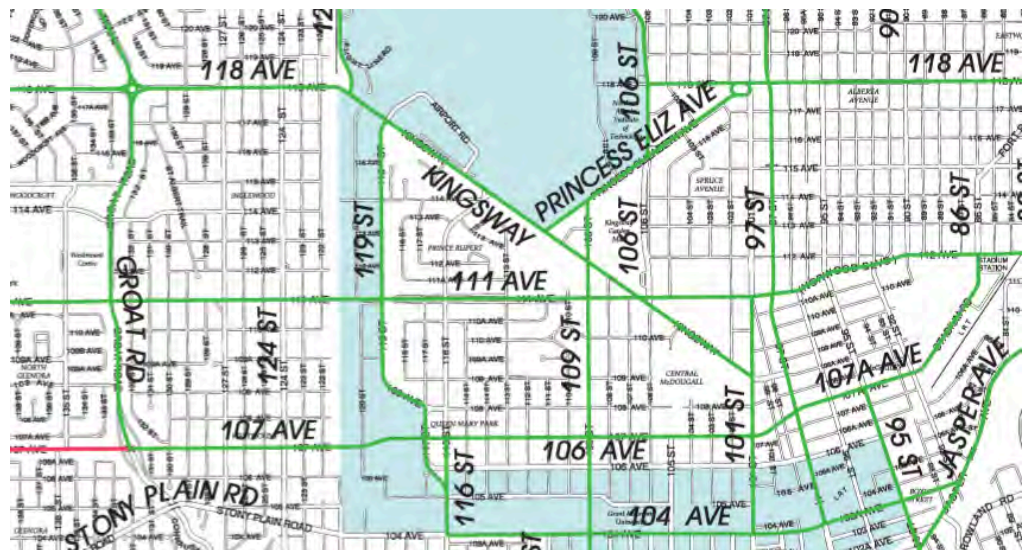
- On a crosswalk or within five meters of a marked crosswalk
- Within five metres of a stop or yield sign
- Within five metres of an intersection
- Within five metres of a fire hydrant
- Within 1.5 metres of any access, i.e to a driveway or where there is no parking signage

Opportunities

- Retain parking areas where possible where parking is permitted currently
- Define where parking is not permitted per Bylaw 5590 to enhance safety near marked crosswalks and intersections

Truck Routes

Nearby arterial roadways designated as a 24 hour truck route are shown in green. Roads shown within the blue shaded areas are within an industrial area where all roads are truck routes. Trucks and deliveries can travel on roadways not marked as a truck route to get to/from their destinations using the shortest route.



Utilities

A review of surface level utilities within the project areas include 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 closely monitors resident concerns and feedback received through 311 and email. These were reviewed during the **Gathering Information** phase of the project.

The themes of these inquiries include:

- Speeding
 - Along 114 Avenue
 - Along Tower road
- Improving pedestrian safety at 119 Street
- Requests for signals/lights at 119 Street

Feedback Gathered Through Other Projects

From April 15 to May 4, 2025, the Kingsway BIA Alley Renewal and 114 Avenue Renewal project completed public engagement in the Starting the Conversation stage of their project process. This phase is similar to the **Gathering Information** phase of the [Towards 40 roadmap](#). The feedback gathered related to the Towards 40 project area has been summarized below:

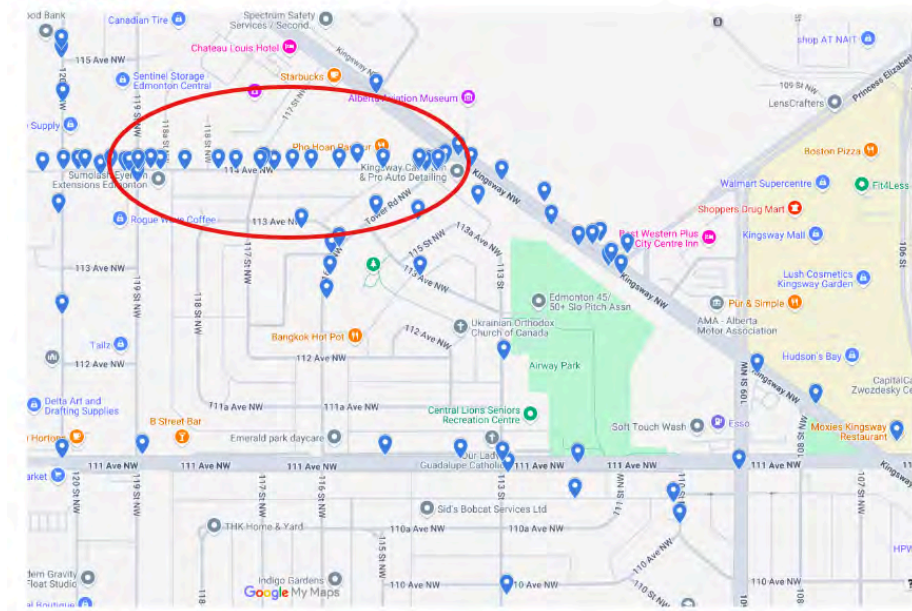
Where do you experience traffic safety or connection issues while walking, rolling or biking in the project area.

Participants used a mapping tool to signify areas of concerns on a neighbourhood map. While the question was asked as part of the Kingsway BIA Alley Renewal and 114 Avenue Renewal project (west of 119 Street), many of the pins participants shared were placed along 114 Avenue between 119 Street and Tower Road.

More information on the Kingsway BIA Alley Renewal and 114 Avenue Renewal project can be found in the City Policies, Programs and Technical considerations section of this report or visit edmonton.ca/KingswayBIAAlleyRenewal



Map pins



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

Themes collected through these pins included:

- Speeding and poor visibility on 114 Avenue at the intersection of 119 Street
- Speeding and shortcutting through traffic on 114 Avenue
- Pedestrian safety concerns along 114 Avenue and at the intersections
- Visibility and right of way issues at the intersection of 114 Avenue and Tower Road, that include concerns about unsafe driver behavior and past/potential collisions with vehicles and people who bike

Suggested changes collected through these pins included:

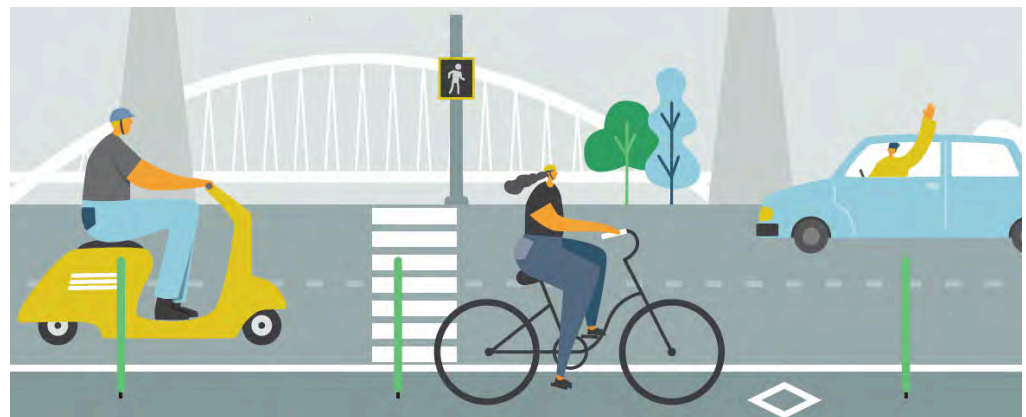
- Improve the pedestrian crossing and add lights at 119 Street and 114 Avenue
- Add marked crossings or redesign intersection to improve safety at the intersection at 114 Avenue and Tower Road
- Add speed bumps or other traffic calming measures along 114 Avenue to reduce speeds
- Add a bike connection and protected bike lanes along 114 Avenue

OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN

Several design opportunities were considered when reviewing all of the information contained in this report and will be considered while developing the draft design. This section brings the opportunities and considerations throughout the report, into one summarized section.

These opportunities and considerations include:

- Explore crossing and intersection improvements at 114 Avenue and 119 Street
- Explore crossing and intersection improvements at 114 Avenue and Tower Road
- Add traffic calming to 114 Avenue
- Explore measures that encourage local bikeway travel
- Create a neighbourhood-level bike route on 114 Avenue between 119 Street and Tower Road
- Review the crossing at 117 Street for improvements
- Retain parking areas where possible and currently permitted
- Define where parking is not permitted per Bylaw 5590 and enhance safety near marked crosswalks and intersections



WHAT IS NEXT

Using the information provided in the Background Report, the project team will be **Creating Draft Designs** using adaptable or permanent measures for the project area.

The project team will share the draft design in the **Sharing Draft Design** project phase, where we will invite the public to **ADVISE** the project team of their feedback.