

Background Report

Towards 40

29A Avenue/109
Street and
29 Avenue/105
Street

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

June 2026
edmonton.ca/Towards40

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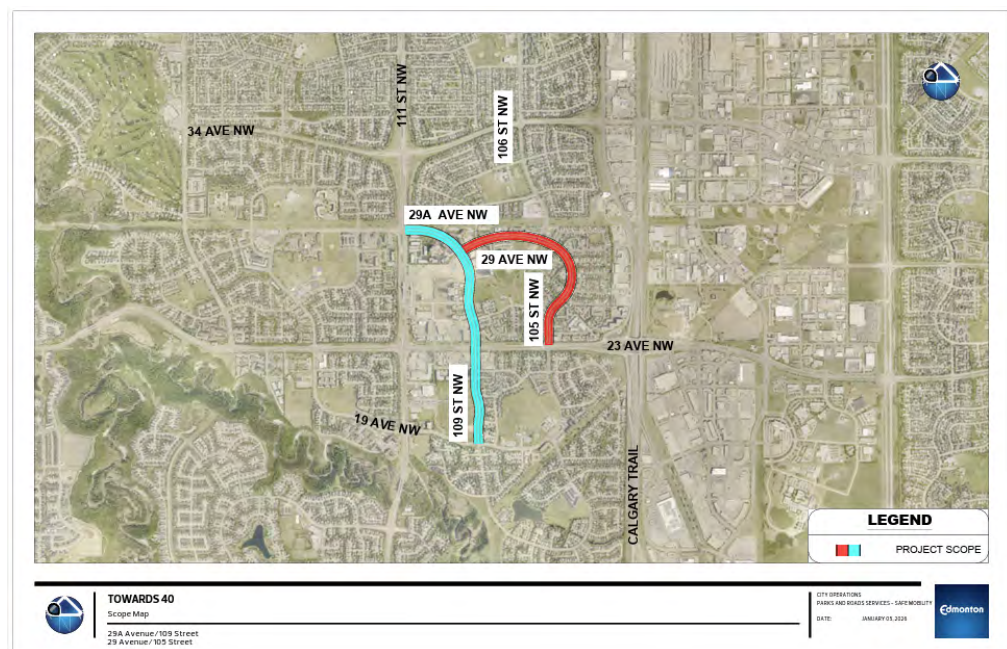
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INTRODUCTION

Report Purpose

The purpose of this report is to share information collected during the Gathering Information phase for the 29A Avenue/109 Street and 29 Avenue/105 Street Towards 40 project area. 29A Avenue/109 Street from 111 Avenue to 19 Avenue is shown below in light blue and 29 Avenue/105 Street from 29A Avenue to 23 Avenue is shown below in red.

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



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 our Vision Zero goal.

29A Avenue/109 Street from 111 Street to 23 Avenue is an exception road. Exception roads are those that did not transition to 40 km/h when the default speed limit was 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 road is permanently reconstructed.

29 Avenue/105 Street and 109 Street between 23 Avenue and 19 Avenue are low compliance roads. 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.

Improving this area will enhance the safety of Edmontonians using this roadway, regardless of how they travel.



Improving 29A Avenue/109 Street and 29 Avenue/105 Street will enhance the safety of Edmontonians using this roadway, regardless of how they travel.

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.

At the time of this Background Report, the **Gathering Information** phase has been completed.

[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. These public engagement opportunities are: **Gathering Information** and **Sharing Draft Design**.

At the time of this Background Report, the Gathering Information phase has been completed. The public shared their lived-experience and suggestions for improvement in the project area. This feedback is outlined in the public engagement summary section of this report.

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 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 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 feedback gathered by the project team and shares data collected for the project areas. It shows how speed limit compliance and behaviour has changed since installation of the adaptable measures.

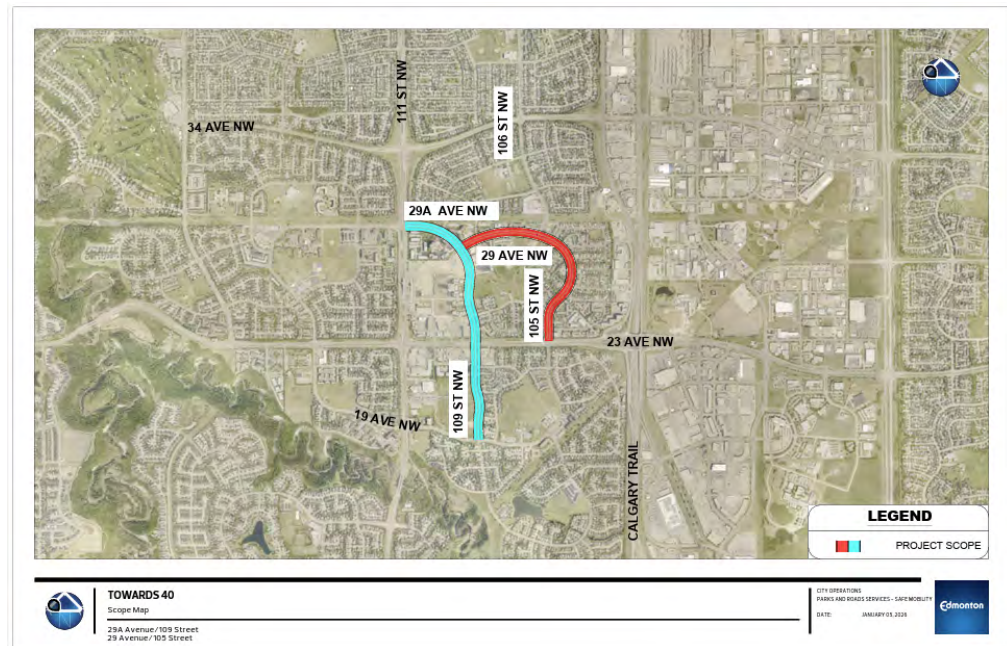
BACKGROUND INFORMATION & DATA COLLECTION

Project Area

There are two road sections that make up this project area. These include:

- 29A Avenue/109 Street from 111 Street to 19 Avenue
- 29 Avenue/105 Street from 109 Street to 23 Avenue

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



These are collector roads that are primarily used by those who live, work or play in the neighbourhoods of Ermineskin and Keheewin. These roads connect those who live in these neighborhoods to schools, residences, park spaces and commercial areas.

Area Statistics

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

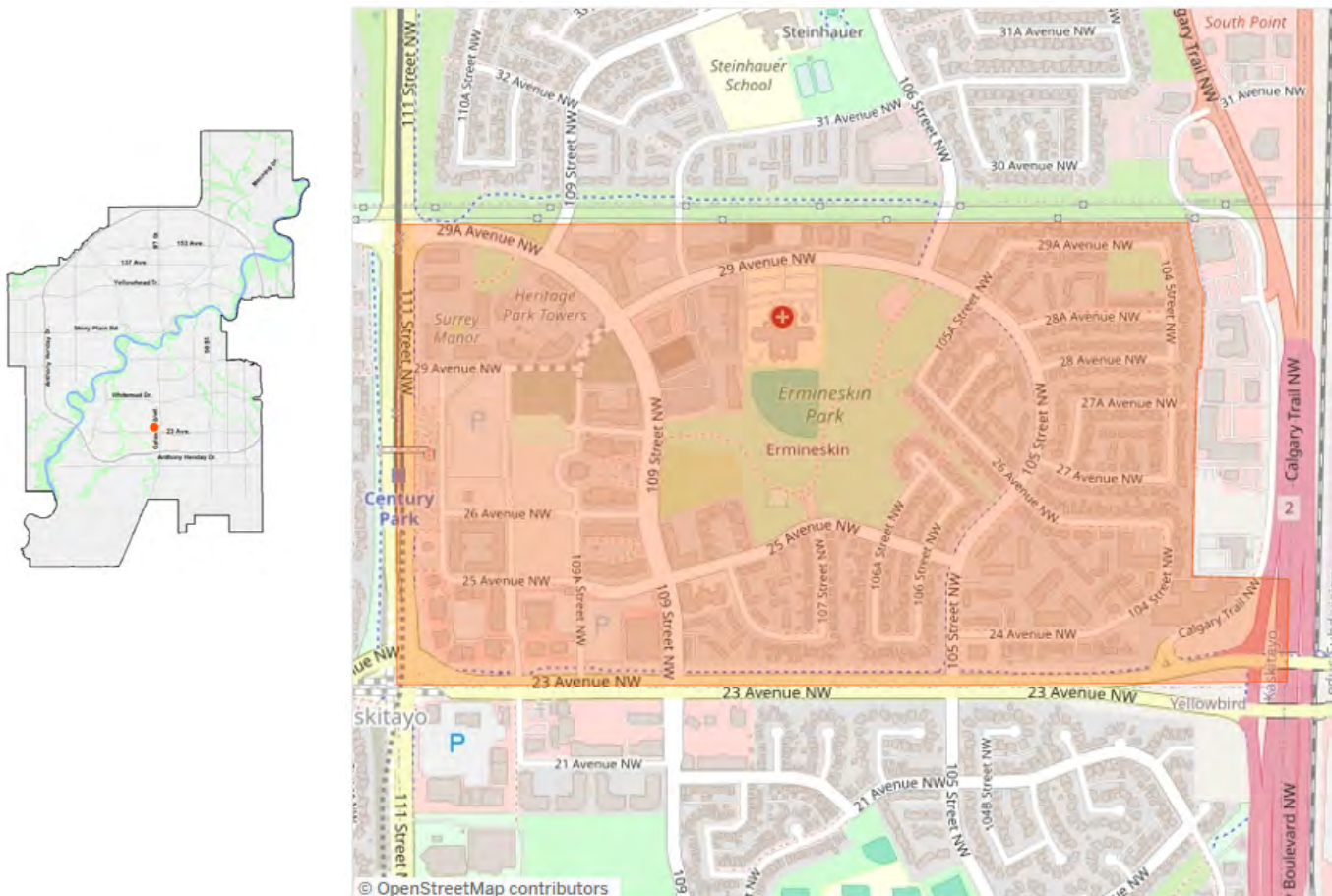
Highlights

- Travel by car, truck, or van as a driver is the primary mode of travel in Ermineskin and Keheewin; however, travel by car, truck or van as a driver is lower than the city average in Ermineskin. In Keheewin, travel by car, truck or van as a driver was higher than the city average.

[Neighbourhood Profiles - Federal Census 2021](#)

- Travel by public transit is the second highest mode of travel in the Ermineskin and Keheewin neighbourhoods and is significantly higher than the city average.
- Travel by walking is higher than the city average in Ermineskin. In Keheewin, travel by walking is lower than the city average.
- Travel by bike is similar to the city average in Ermineskin and lower than the city average in Keheewin.
- The majority of private dwellings in Ermineskin were constructed between 1961 and 1980 where the majority of private dwellings in Keheewin was between 1981 and 1990.
- There is one school near, but not in, the project area in Keheewin.

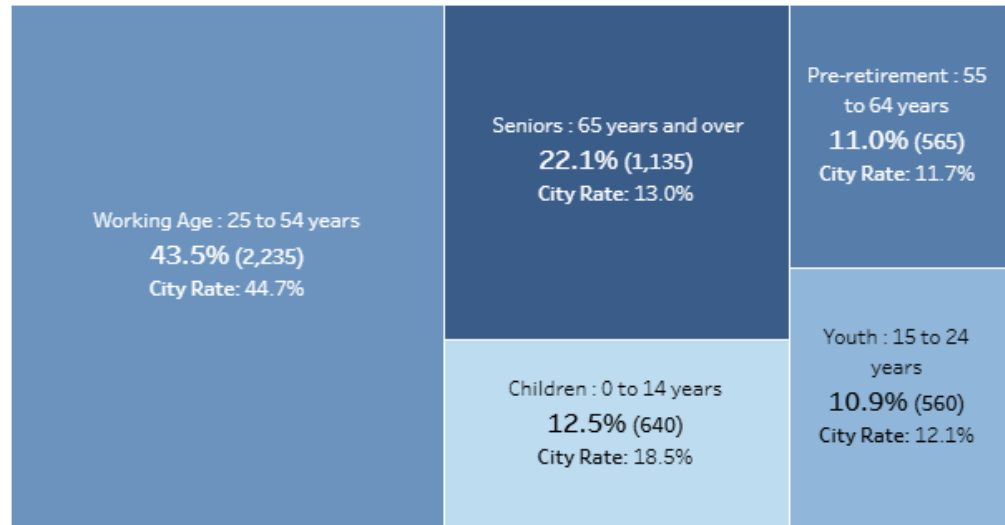
Ermineskin



Age Distribution

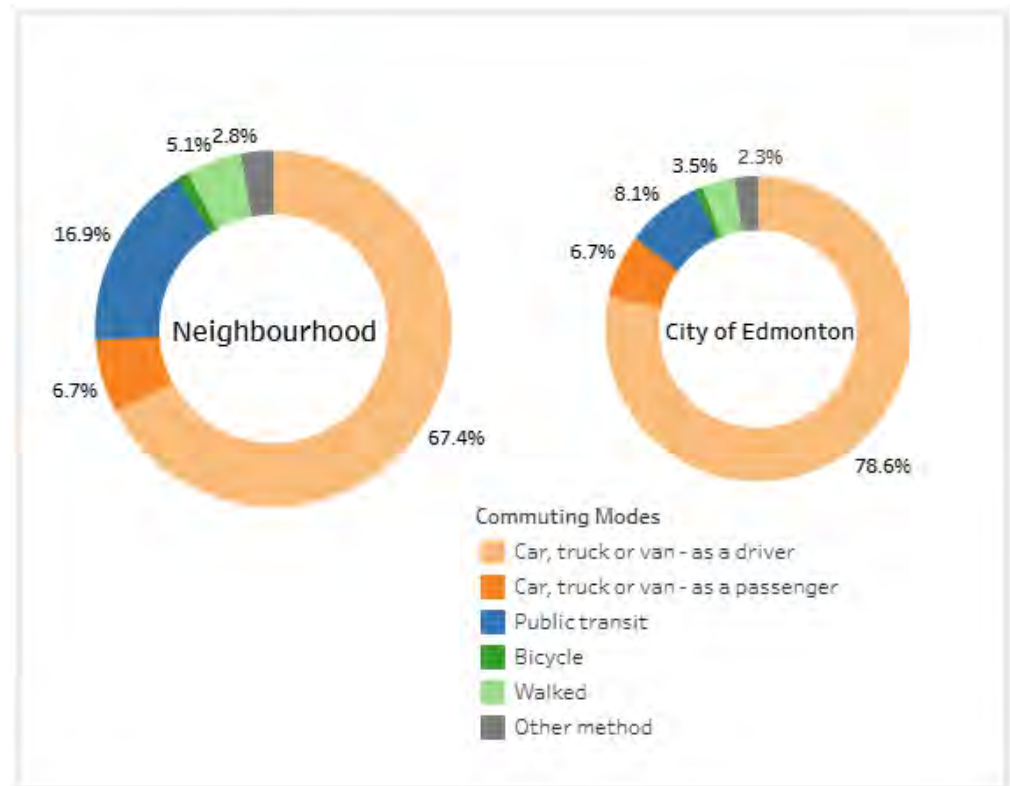
In the Ermineskin neighbourhood, the number of residents of working age (43.5%) is slightly lower than the city average (44.7%), and the number of

residents 65 years of age and over (22.1%) is higher than the city average (13%). The number of residents that are between 55 and 64 years (11.0%) is similar to the city average (11.7%). The number of children ages 0-14 (12.5%) is lower than the city average (18.5%) and the number of youth ages 15 to 24 years old (10.9%) is also lower than the city average (12.1%).



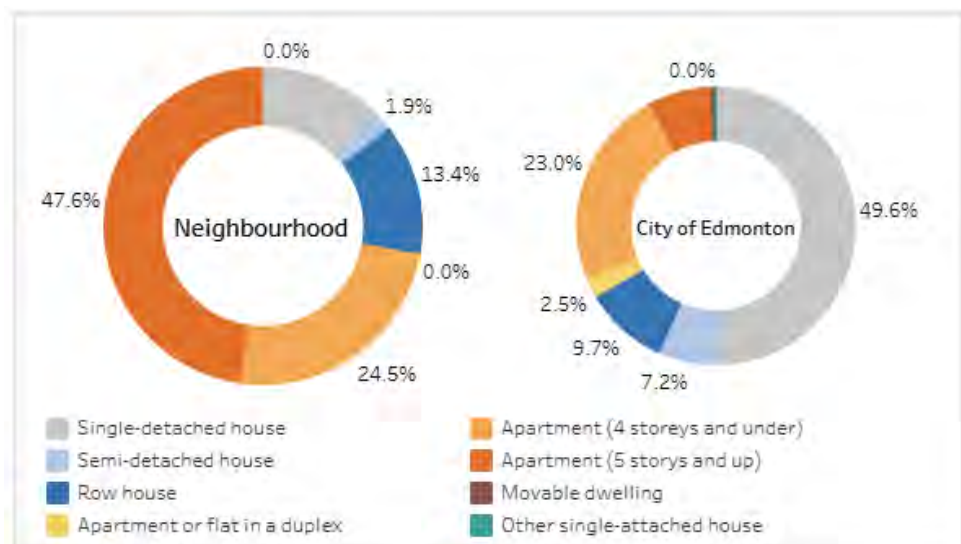
Journey to Work

In the Ermineskin neighbourhood, the primary mode of travel is by car, truck, or van as a driver (67.4%) and is lower than the city average (78.6%). Travel by public transit (16.9%) is the next highest mode of travel and is higher than the city average (8.1%). Travel by car, truck, or van as a passenger (6.7%) is the same as the city average (6.7%). Travel by walking (5.1%) is higher than the city average (3.5%). Travel by bicycle (1.0%) is similar to the city average (0.8%) and travel by using other methods (2.8%) is similar to the city average (2.3%).



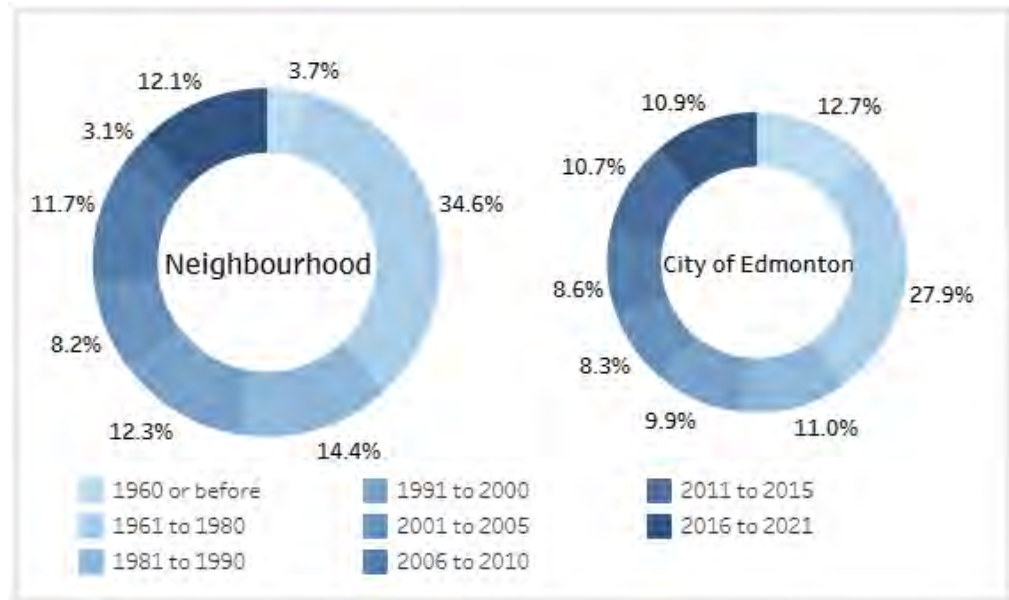
Private Dwellings by Structure Type

In the Ermineskin neighbourhood, the proportion of apartments five storeys and up (47.6%) is higher than the city average (7.4%). The proportion of apartments that are four storeys and under (24.5%) is similar to the city average (23.0%). The proportion of single-detached houses (12.6%) is lower than the city average (49.6%). The proportion of semi-detached houses (1.9%) is lower than the city average (7.2%). The proportion of row houses (13.4%) is higher than the city average (9.7%). The proportion of row houses (13.4%) is higher than the city average (9.7%).

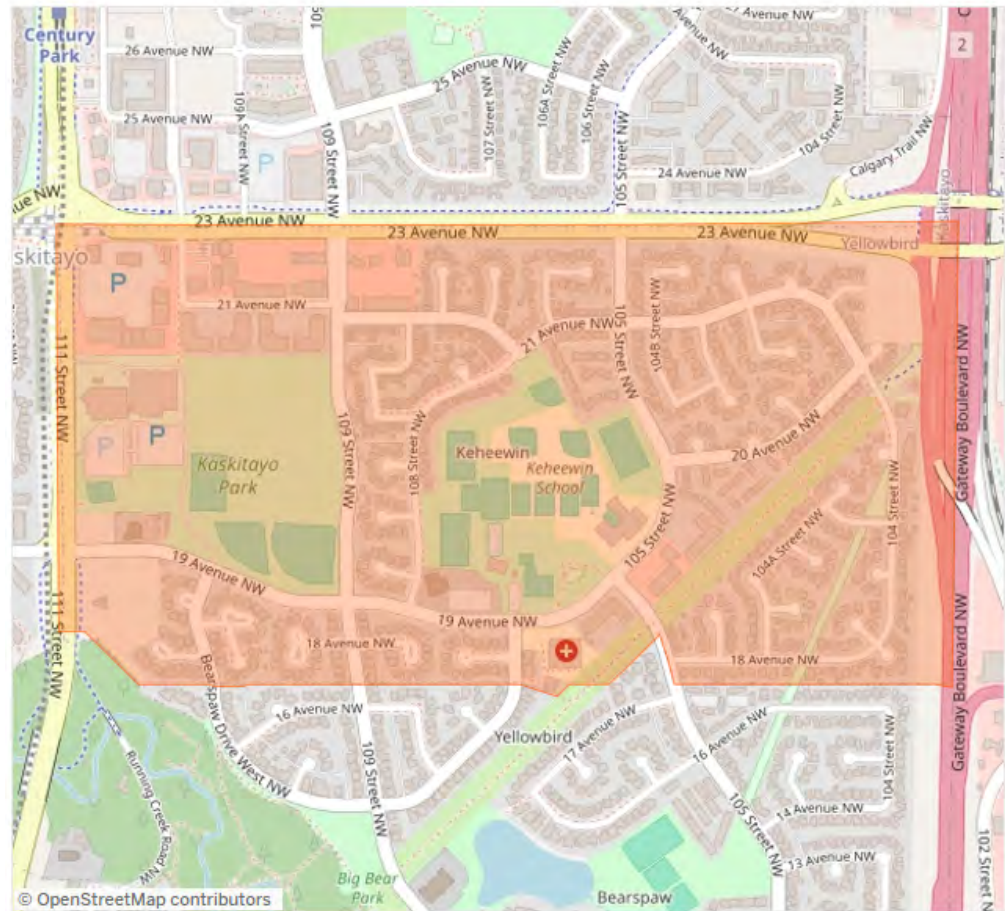


Private Dwellings by Period of Construction

In the Ermineskin neighbourhood, the majority of construction of dwellings occurred between 1961 and 1980 (34.6%) and is higher than the city average (27.9%). Construction of dwellings in other years seems to be similar to the city averages.

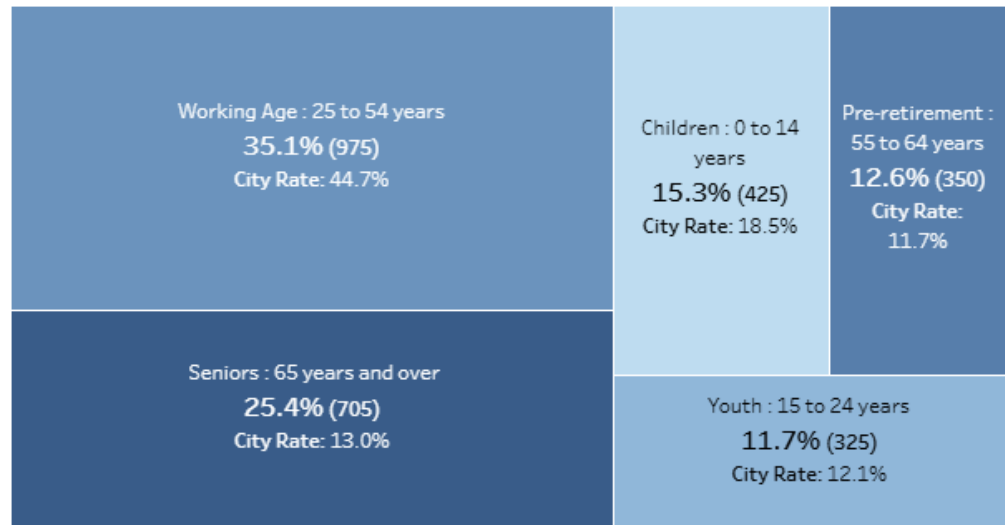


Keheewin



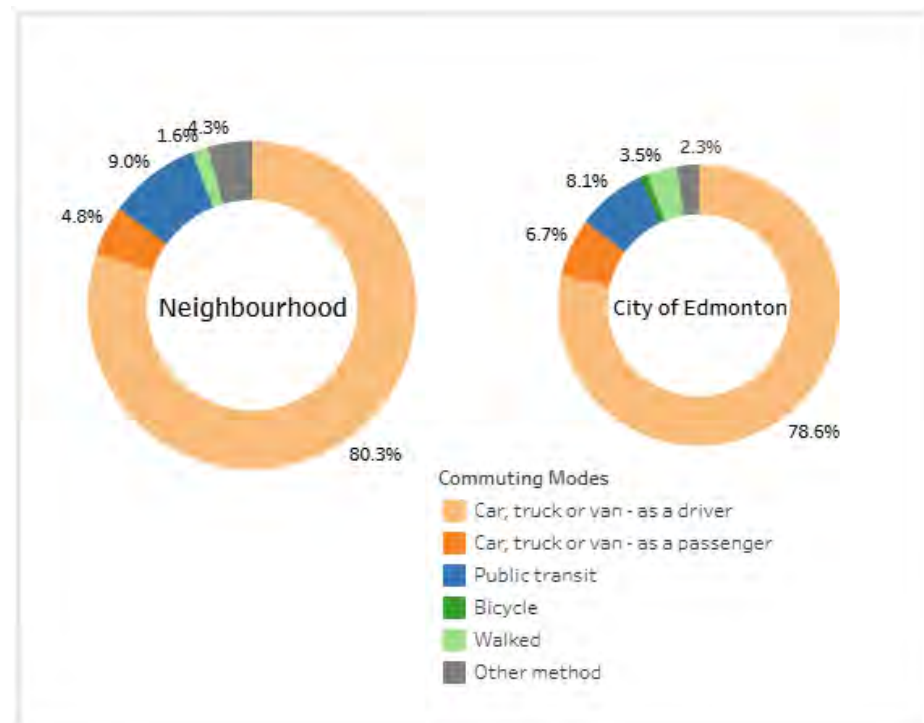
Age Distribution

In the Keheewin neighbourhood, the number of residents of working age (35.1%) is lower than the city average (44.7%), and the number of residents 65 years of age and over (25.4%) is higher than the city average (13%). The number of residents that are between 55 and 64 years (12.6%) is higher than the city average (11.7%). The number of children ages 0-14 (15.3%) is lower than the city average (18.5%) and the number of youth ages 15 to 24 years old (11.7%) is also lower than the city average (12.1%).



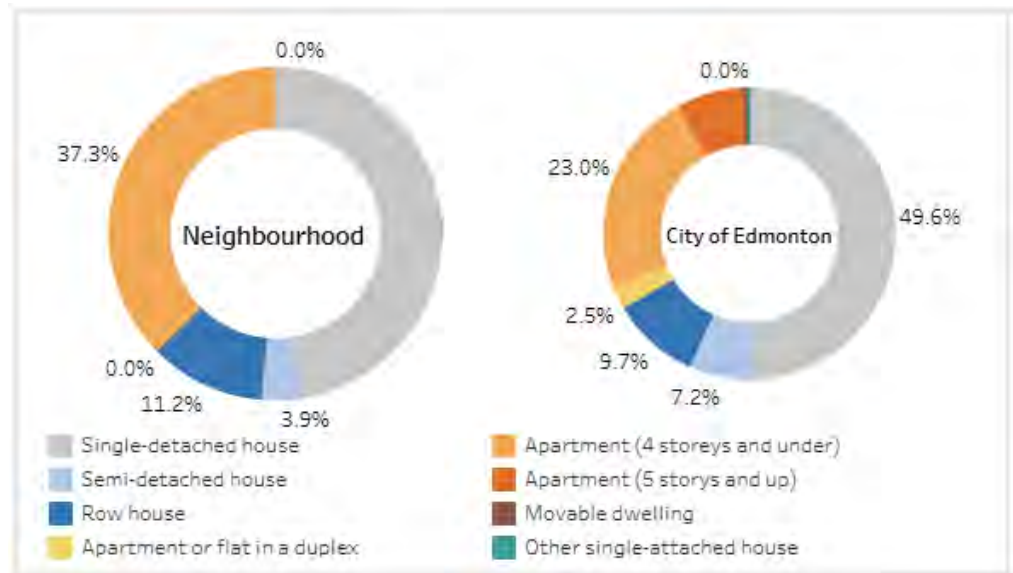
Journey to Work

In the Keheewin neighbourhood, the primary mode of travel is by car, truck, or van as a driver (80.3%) and is slightly higher than the city average (78.6%). Travel by public transit (9.0%) is the next highest mode of travel and is slightly higher than the city average (8.1%). Travel by car, truck, or van as a passenger (4.8%) is lower than the city average (6.7%). Travel by walking (1.6%) is lower than the city average (3.5%) and travel by using other methods (4.3%) is higher than the city average (2.3%). Travel by bike is not reported.



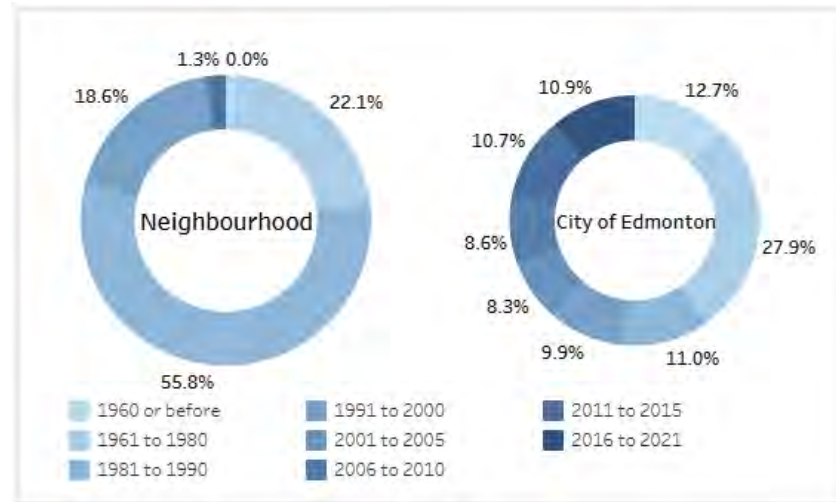
Private Dwellings by Structure Type

In the Keheewin neighbourhood, the proportion of single-detached houses (47.6%) is similar to the city average (49.6%). The proportion of apartments four storeys and under (37.3%) is higher than the city average (23.0%). The proportion of semi-detached houses (3.9%) is lower than the city average (7.2%) and the proportion of row houses (11.2%) is higher than the city average (9.7%). There are no apartments or flats in a duplex (0.0%) compared to the city average (2.5%) or apartments five storeys and up (0.0%) compared to the city average (7.4%).



Private Dwellings by Period of Construction

In the Keheewin neighbourhood, the majority of construction of dwellings occurred between 1981 and 1990 (55.8%) and is higher than the city average (11.0%). Construction between 1961 and 1980 (22.1%) is lower than the city average (27.9%). Construction of dwellings between 1991 and 2000 (18.6%) is higher than the city average (9.9%).



Schools

There is one Edmonton Public School (EPSB) near the project area.

- Keheewin Elementary School
 - Kindergarten to Grade 6
 - Located in the Keheewin neighbourhood

City Policies, Programs and Technical Considerations

The following City of Edmonton standards, programs, policies and best practices set the direction and are applicable to the project team to include and consider in the project area. The following provides an overview of relevant policies, plans, standards and best practices.

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, a city that has the benefits enjoyed today with new opportunities for the future.

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.

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

**VISION
ZERO**


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.
- Eliminating fatalities and serious injuries requires Edmontonians and the City to prioritize safety.

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

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

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.

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

For more information on the Bike Plan, visit edmonton.ca/BikePlan

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

For more information on the Capital line South LRT extension, please visit edmonton.ca/capitalsw

Capital Line South LRT Extension (Phase 1)

Phase 1 is a 4.5-kilometre high-floor LRT extension from Century Park station to just north of Ellerslie Road. Ledcor, the Design-Build contractor for Phase 1, began major construction along 111 Street in 2025. Major construction is anticipated to take 4-5 years to complete, followed by testing and commissioning.

For more information on Bus Rapid Transit Planning, please visit edmonton.ca/BusRapidTransit

Bus Rapid Transit Planning

Bus Rapid Transit planning as part of the Mass Transit Implementation project (BRT Routes B1 and B2) is underway. Funding for this concept planning work was approved by Council as part of the 2023-2026 Capital Budget. Funding for future phases of design will be put forward as part of the next Capital Budget cycle. If approved, the B1 BRT route will create a key north-south connection between Castle Downs and Century Park via Downtown, Whyte Avenue and the University.

Century Gardens Apartments (Phase 2)

For more information, please visit majorprojects.alberta.ca

Phase two of the Century Gardens Apartments will see a 293 units, eight storey residential building constructed over a 291 stall underground parkade located at 2831-109A Street. Century Gardens is the first building of a nine phase master-planned mixed-use community in South Edmonton.

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

For more information on the Complete Streets Design and Construction Standards, please visit [edmonton.ca and search Complete Streets Design and Construction Standards](https://edmonton.ca/search/CompleteStreetsDesignandConstructionStandards)

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.

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

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

The City of Edmonton is committed to providing 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.

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 Towards 40 project 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 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

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

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 is an overview of existing conditions and observations that includes an overview of the existing roadway with information about driving, biking, walking, traffic safety, transit and parking as well as opportunities to align with city policy, programs and current standards.

As the project area is made up of two road sections, each road section will have a description under each category below.

Description:

29A Avenue/109 Street from 111 Street to 19 Avenue

29A Avenue/109 Street from 111 Street to 19 Avenue is a collector roadway in the Ermineskin and Keheewin neighbourhoods. The majority of this road segment is considered an exception road, which are areas that did not transition to 40 km/h when the default speed limit was reduced in 2021. The default speed on exception roads will become 40 km/h once the road is permanently reconstructed. South of 23 Avenue is considered a low compliance road, where the posted speed limit is 40 km/h and speed limits are regularly violated. Permanent and/or adaptable measures will be used through this project to increase speed compliance and encourage safer road use.

The road functions change along 29A Avenue/109 Street from 111 Street to 19 Avenue and are described below:

- 111 Street to 23 Avenue in the southbound direction, the road mainly operates with two travel lanes with no parking. The travel lanes in each direction are separated by medians. In the northbound direction, the road mainly operates with one travel lane with parking. There is a commercial area, church, apartments and park spaces in this road section.





- 23 Avenue to 19 Avenue the road mainly operates with one lane in each direction with parking. Where parking is not used, the roadway is very wide. There are commercial areas, park spaces and homes that back onto the road.

29 Avenue/105 Street from 109 Street to 23 Avenue

29 Avenue/105 Street from 109 Street to 23 Avenue is a collector roadway in the Ermineskin neighbourhood. This road segment is considered a low compliance road where the posted speed limit is 40 km/h and the speed limit is regularly violated. Measures including adaptable and permanent will be used through this project to increase speed compliance and encourage safer road use.

The road functions change along 29 Avenue/105 Street from 109 Street to 23 Avenue and are described below:



- On 29 Avenue/105 Street from 109 Street to 106 Street, the road mainly operates with one travel lane in each direction with parking. There is a commercial area, church, an auxiliary hospital and park spaces in this road section.
- On 29 Avenue/105 Street from 106 Street to 23 Avenue, the road mainly operates with one travel lane in each direction with a painted bike lane in each direction and parking. There is a fire station and homes that back onto this road section.



Driving

Road Classification

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

The roads in the project area are collector roads that connect directly to nearby arterial, other collector and local roads. Collector roads in Edmonton generally carry 5,000 to 10,000 vehicles a day with one driving lane in each direction.

29A Avenue/109 Street from 111 Street to 19 Avenue

Arterial roads carry the highest traffic volume and give vehicles the ability to travel longer distances at higher speeds. Arterial and major roads near the 29A Avenue/109 Street from 111 Street to 19 Avenue road section include:

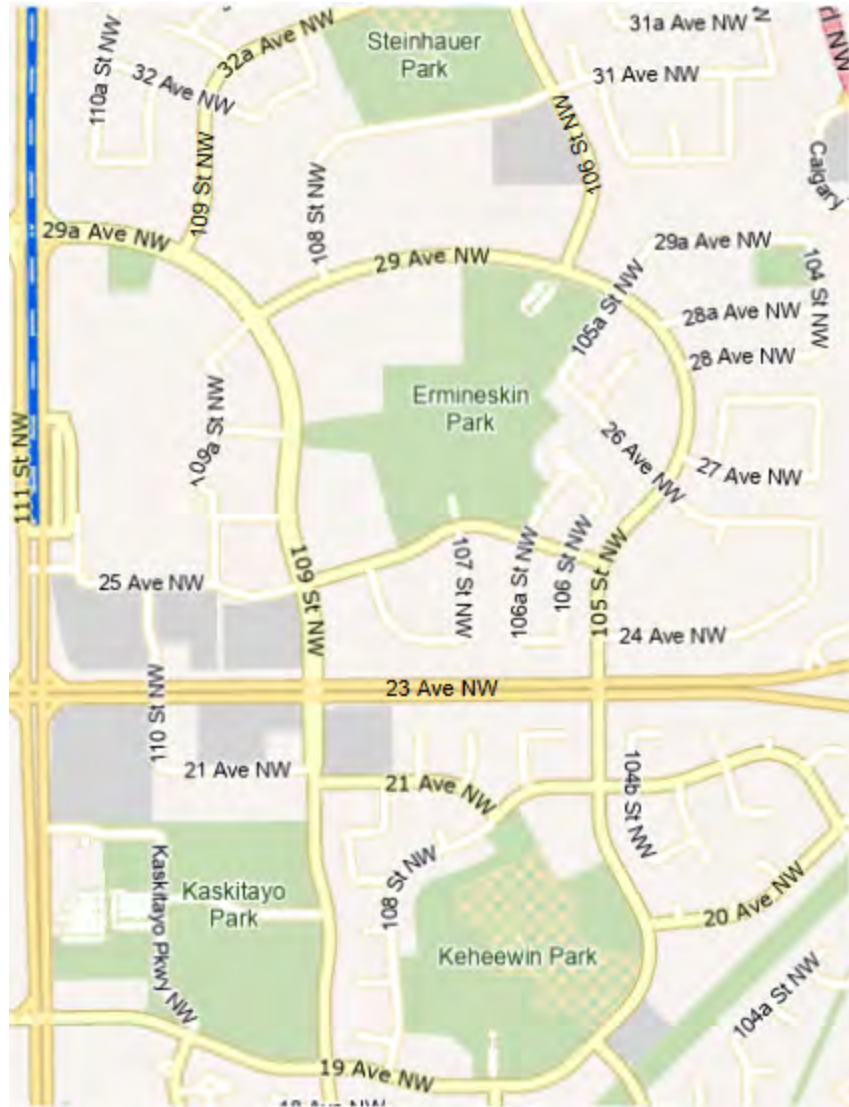
- 111 Street
- 23 Avenue

Collector roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads. Collector roads near the 29A Avenue/109 Street from 111 Street to 19 Avenue road section include:

- 29A Avenue
- 109 Street
- 29 Avenue east of 109 Street
- 25 Avenue east of 109 Street
- 21 Avenue east of 109 Street
- 19 Avenue

Local roads are low volume roads which typically provide access to local properties. Local roads near the 29A Avenue/109 Street from 111 Street to 19 Avenue road section include:

- 29 Avenue west of 109 Street
- 28 Avenue
- 26 Avenue
- 25 Avenue west of 109 Street
- 21 Avenue west of 109 Street



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

29 Avenue/105 Street from 109 Street to 23 Avenue

Arterial roads carry the highest traffic volume and give vehicles the ability to travel longer distances at higher speeds. Arterial and major roads near the 29 Avenue/105 Street from 109 Street to 23 Avenue road section include:

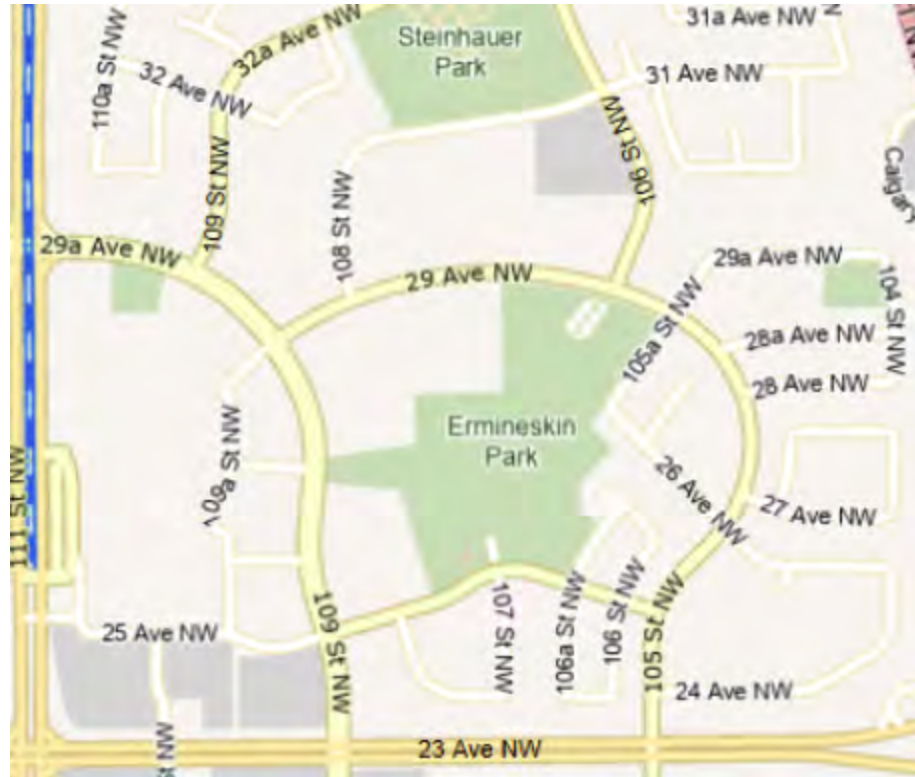
- 23 Avenue

Collector roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads. Collector roads near the 29 Avenue/105 Street from 109 Street to 23 Avenue road section include:

- 29A Avenue
- 109 Street
- 106 Street
- 29 Avenue
- 25 Avenue

Local roads are low volume roads which typically provide access to local properties. Local roads near the 29 Avenue/105 Street from 109 Street to 23 Avenue road section include:

- 108 Street
- 105a Street
- 28a Avenue
- 28 Avenue
- 27 Avenue
- 26 Avenue
- 24 Avenue



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

Traffic Data

Traffic Speed Data

Between 2022 and 2025, speed data was collected at five locations along 29A Avenue (one location), 29 Avenue NW/105 Street (two locations), and 109 Street (two locations).

29A Avenue/109 Street from 111 Street to 19 Avenue

A speed survey was conducted on 29A Avenue NW west of 109 Street NW North where the speed limit is 50 km/h (i.e. not in a playground zone). The most recent data collection occurred in 2025.

23% - 33% of vehicles are travelling over the speed limit on 29A Avenue west of 109 Street.

Westbound traffic showed the highest compliance at 76.4% as vehicles are approaching a signalized intersection. Similarly, eastbound traffic showed a high compliance rate at 67.2%.

Similarly, a speed survey was conducted on 109 Street NW North of 26 Avenue NW where the speed limit is 50 km/h (i.e. not in a playground zone). The most recent data collection was in 2025.

3% - 10% of vehicles are travelling over the speed limit on 109 Street north of 26 Avenue.

Northbound traffic showed the highest compliance rate at 96.6% as vehicles were driving along this corridor, whereas southbound traffic equally recorded a high compliance rate at 89.4%. This suggests a high level of compliance in both directions indicating generally safe travel speeds along this segment.

Finally, a speed survey was conducted on 109 St NW North of 19 Ave NW, where the speed limit is 40 km/h (i.e not in a playground zone). The most recent data collection occurred in 2025.

82% - 87% of vehicles are travelling over the speed limit on 109 Street north of 19 Avenue

Southbound traffic compliance was at 17.8%, while northbound compliance was similarly low at 12.6%, indicating consistently high travel speeds along this corridor.

29 Avenue/105 Street from 109 Street to 23 Avenue

A speed survey was conducted on 29 Avenue NW West of 106 Street NW North where the speed limit is 40 km/h (i.e. not in a playground zone). The most recent data collection occurred in 2025.

70%-72% of vehicles are travelling over the speed limit on 29 Avenue, west of 106 Street.

Westbound traffic showed a compliance rate of 29.5%, while eastbound traffic showed 28.0%. This indicates high speeds recorded along this road segment resulting in poor compliance.

Similarly, a speed survey was conducted on 105 Street NW North of 27 Avenue NW where the speed limit is 40 km/h (i.e. not a playground zone). The most recent data collection occurred in 2025.

66%-67% of vehicles are travelling over the speed limit on 105 Street, north of 27 Avenue.

Southbound traffic showed the most compliance rate at 34.1%, while northbound traffic showed 32.9%. This indicates high speeds recorded along this road segment resulting in poor compliance.

Traffic Volume Data

The City of Edmonton regularly monitors traffic flow across the city to track changes over time. However, for this road segment, current data is only available for peak-hour traffic.

Between 2022 and 2025, three intersection turning movement counts have been recorded for this section of the road.

29A Avenue/109 Street from 111 Street to 19 Avenue

A comprehensive turning movement count was conducted at the intersection of 109 Street NW and 26 Avenue NW. This location was monitored for 24 hours on May 21, 2025. 109 Street had an average daily traffic of 7,727 vehicles/day, of which 422 were heavy vehicles.

A total of 296 pedestrians used the crosswalks, with 76 pedestrians crossing on the north leg, 7 pedestrians crossing on the south leg and 213 pedestrians crossing on the west leg. Additionally, 4 cyclists were captured riding on the road, and 8 cyclists used the crosswalks.

Additionally, a comprehensive turning movement count was conducted at the intersection of 21 Avenue NW and 109 Street NW. This location was monitored for four hours on Oct 4, 2022. The estimated average daily traffic is 4,720 vehicles/day, of which 100 were heavy vehicles.

Over the four hours, a total of 64 pedestrians used the crosswalks, with 50 pedestrians crossing on the north leg and 14 pedestrians crossing on the east leg. Additionally, 17 cyclists were captured riding on the road, and 11 cyclists used the crosswalks.

29 Avenue/105 Street from 109 Street to 23 Avenue

A comprehensive turning movement count was conducted at the signalized intersection of 23 Avenue NW and 105 Street NW. This location was monitored for 24 hours on August 4, 2022. The average daily traffic on 105 Street was 5,647 vehicles/day, of which 58 were heavy vehicles.

A total of 288 pedestrians used the crosswalks, with 113 pedestrians crossing on the north leg, 30 pedestrians crossing on the south leg, 79 pedestrians crossing

on the west leg, and 66 pedestrians crossing on the east leg. Additionally, 27 cyclists were captured riding on the road, and 126 cyclists used the crosswalks. 70 of the 126 cyclists were using the north crosswalk, which is a shared path crossing.

Crash History

29A Avenue/109 Street from 111 Street to 19 Avenue

Between 2019 and 2023, 109 crashes were recorded on 29A Avenue between 111 Street and 19 Avenue NW. Of these, five resulted in major injuries (all at intersections), 18 resulted in minor injuries (one midblock, 14 at intersections), while 86 involved property damage only (16 midblock, 55 at intersections). There were 8 vulnerable road user crashes along this road segment.

Intersections accounted for 88 crashes, with the highest concentration (67 crashes) occurring at 23 Avenue. The primary contributing factors for these intersection crashes included following too closely, failing to observe traffic signals and running off road.

The remaining 21 crashes took place along midblock segments, one resulted in minor injury and 20 property damage only. The leading causes of midblock crashes were striking parked vehicles, running off the road, and following too closely. Midblock crashes were either speed-related or not driving at speed appropriate for the weather and roadway conditions which took place between January and December.

29 Avenue/105 Street from 109 Street to 23 Avenue

Between 2019 and 2023, 33 crashes were recorded on 29 Avenue/105 Street between 109 Street to 23 Avenue NW. Of these, five resulted in minor injuries (four midblock, one at an intersection), while 28 involved property damage only (11 midblock, 17 at intersections). There was 1 (pedestrian) vulnerable road user crash along this road segment.

Intersections accounted for 18 crashes, with the highest concentration (five crashes) occurring at 29 Avenue and 106 street. The primary contributing factors for these intersection crashes included following too closely, struck parked vehicles and yield sign violations.

The remaining 15 crashes took place along midblock segments, four resulted in minor injury and 11 property damage only. The leading causes of midblock crashes were striking parked vehicles, and changing lanes improperly. Midblock crashes were either speed-related or not driving at speed appropriate for the weather and roadway conditions which took place between January and December.

Opportunities

- Consider all modes of travel with connections to commercial areas and schools.
- Review the number of driving lanes and road configuration
- Add traffic calming measures to slow vehicles and increase speed compliance through the project area, especially near intersections and at mid block crossings.
- Ensure that passenger vehicles, ETS buses, school buses and emergency vehicles have the appropriate driving space.
- Look at options to increase intersection safety at 109 Street/23 Avenue and at 29 Avenue/106 Street.

Biking

Existing and Planned Bike Routes

There are some existing bike routes in and near the project area.

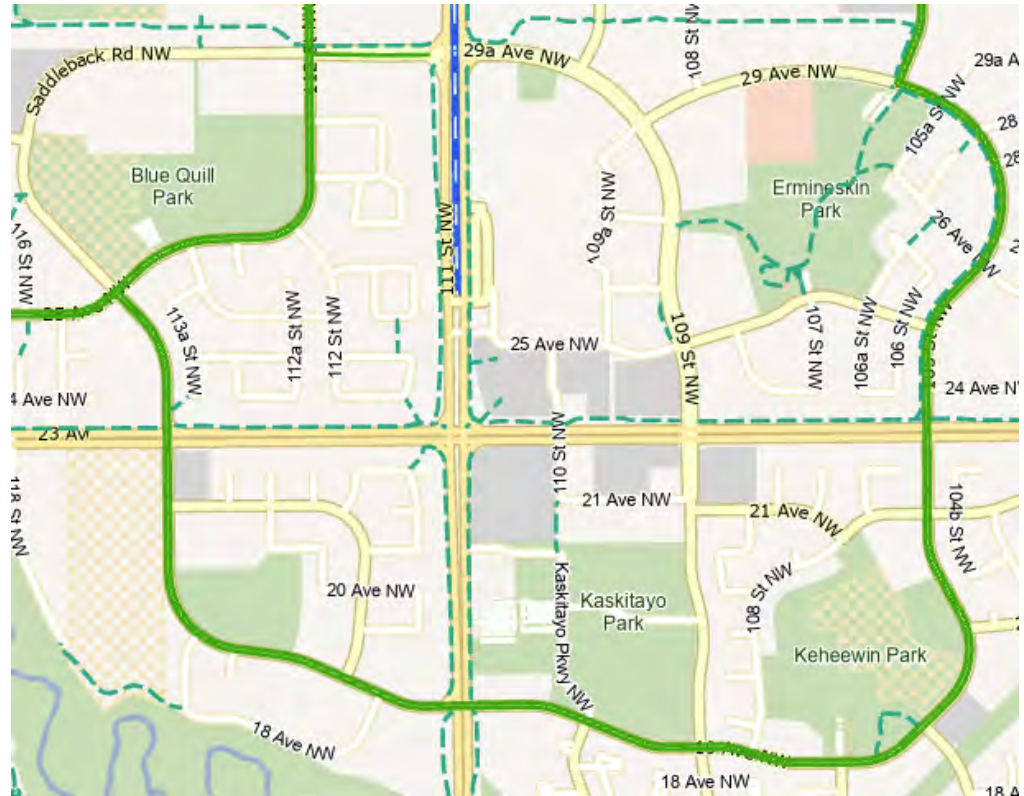
29A Avenue/109 Street from 111 Street to 19 Avenue

Existing on-street routes:

- There are existing on-street routes east-west along 19 Avenue, which is near the project area.

Existing off-street routes include:

- North-South pathways on 111 Street, north and south of 29A Avenue
- East-west pathway on Saddleback Road west of the project area
- Pathways through Ermineskin Park
- East-West pathways along the north side of 23 Avenue
- North-south pathway on the west side of 109 Street between 28 Avenue and 25 Avenue



Legend: Solid green lines are on-street bike routes; dotted green lines are off-street bike routes

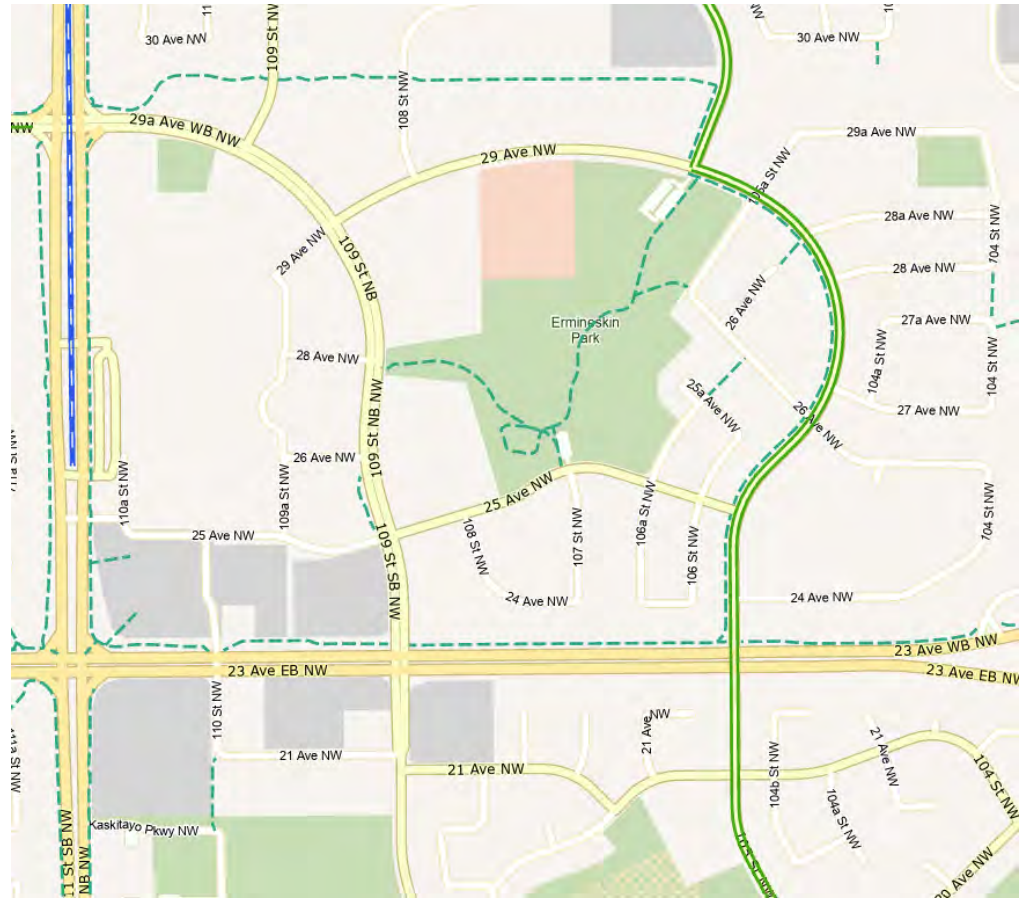
29 Avenue/105 Street from from 109 Street to 23 Avenue

Existing on-street routes:

- There are existing on-street routes on 29 Avenue/105 Street from 106 Street to 23 Avenue on both sides of the road.
- This route continues south of the project area along 105 Street and 19 Avenue on both sides of the road.

Existing off-street routes include:

- Pathway on the south/west side of 29 Avenue/105 Street from 106 Street to 23 Avenue.
- Pathways through Ermineskin Park
- East-West pathways along the north side of 23 Avenue



Legend: Solid green lines are on-street bike routes; dotted green lines are off-street bike routes

Opportunities

- Review crossings and connections in the project area where the existing bike routes intersect with the project area. For example, near Ermieskin Park.
- There are both on-street and off-street facility types in the same road section along 29 Avenue/105 Street. Review the bike infrastructure to determine continued on-street or off-street facility types.
- Review for any bike infrastructure missing links.

Walking

Intersection Controls

There are fully signalized intersections along **29A Avenue/109 Street from 111 Street to 19 Avenue** at:

- 29A Avenue and 111 Street

- 109 Street and 23 Avenue

Crossings

There are marked crossings along **29A Avenue/109 Street from 111 Street to 19 Avenue** at:

- Along 29A Avenue, east of 111 Street, midblock, there is a rapid flasher with a marked crosswalk
- 29A Avenue and 109 Street there is a rapid flasher and a zebra marked crosswalk on the east side of the intersection
- 109 Street and 29 Avenue, there is an all-way stop
- 109 Street and 28 Avenue there is an overhead pedestrian flasher with a zebra marked crosswalk on the south side of the intersection
- 109 Street at 26 Avenue there is a zebra marked crosswalk on the north side of the intersection
- 109 Street at 25 Avenue there is an overhead pedestrian flasher with a zebra marked crosswalk on both the north and south side of the intersection
- 109 Street and 21 Avenue there is a rapid flasher with a zebra marked crosswalk
- 109 Street and 19 Avenue there is an all-way stop

The remainder of the crossings occur at corners and are unmarked.

29 Avenue/105 Street from 109 Street to 23 Avenue

Intersection Controls

There are fully signalized intersections along **29 Avenue/105 Street from 109 Street to 23 Avenue** at:

- 105 Street and 23 Avenue

Crossings

There are marked crossings along **29 Avenue/105 Street from 109 Street to 23 Avenue** at:

- 29 Avenue and 109 Street, there is an all-way stop
- 29 Avenue and 108 Street, there is a zebra marked crosswalk on the east side of the intersection
- 29 Avenue midblock near Covenant Health, there is a zebra marked crosswalk

- 29 Avenue and 106 Street, there is an all-way stop
- 105 Street and 28 Avenue there is a marked crosswalk
- 105 Street and 26 Avenue there is a rapid flasher with a zebra marked crosswalk on the southwest side of the intersection
- 105 Street and 25 Avenue there is a pedestrian marked crosswalk on the south side of the intersection

The remainder of the crossings occur at corners and are unmarked.

Opportunities

- Explore opportunities to reduce crossing distances for those crossing the roadway.
- Consider visual cues that help identify upcoming crossings
- Consider adding measures that slow people who drive prior to the crossings.
- Improve sightlines near crossings.

Transit and School Bus Routes

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

Typically during renewal of residential and collector roadways in Edmonton, roads are re-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.

The current bus stop operation in the project area is that buses pull over from the drive lane to the curb.

29A Avenue/109 Street from 111 Street to 19 Avenue

At the time of report writing the following routes travel on 29A Avenue/109 Street from 111 Avenue to 25 Avenue.

- 56 Mill Woods - Leger - West Edmonton Mall
- 518 Mill Woods - Century Park

- 519 Mill Woods - Century Park
- 660 Century Park - Harry Ainlay
- 705 Century Park - Southgate
- 709 Century Park - Southgate
- 712 Century Park - Yellowbird
- 721 Century Park - Rutherford - Desrochers
- 722 Century Park - Rutherford - Allard
- 729 Leger - Century Park
- 747 Century Park - Edmonton International Airport
- L1 Leduc - Nisku - Edmonton

The following routes above continue travel on 109 Street from 25 Avenue to 23 Avenue except for routes 660 Century Park - Harry Ainlay:

- Route 712 Century Park to Yellowbird continues south on 109 Street to 19 Avenue

The following are the current bus stops:

- North/west bound bus stops include numbers 4081, 4338
- South/east bound bus stops include numbers 4582, 4565, 4131, 4294, 4236

Due to LRT construction, many bus routes are currently using this road section to detour around 111 Street and 23 Avenue. The number of buses and routes after LRT construction will be determined by ETS.



29 Avenue/105 Street from 109 Street to 23 Avenue

At the time of report writing, no routes travel on 29 Avenue from 109 Street to 106 Street.

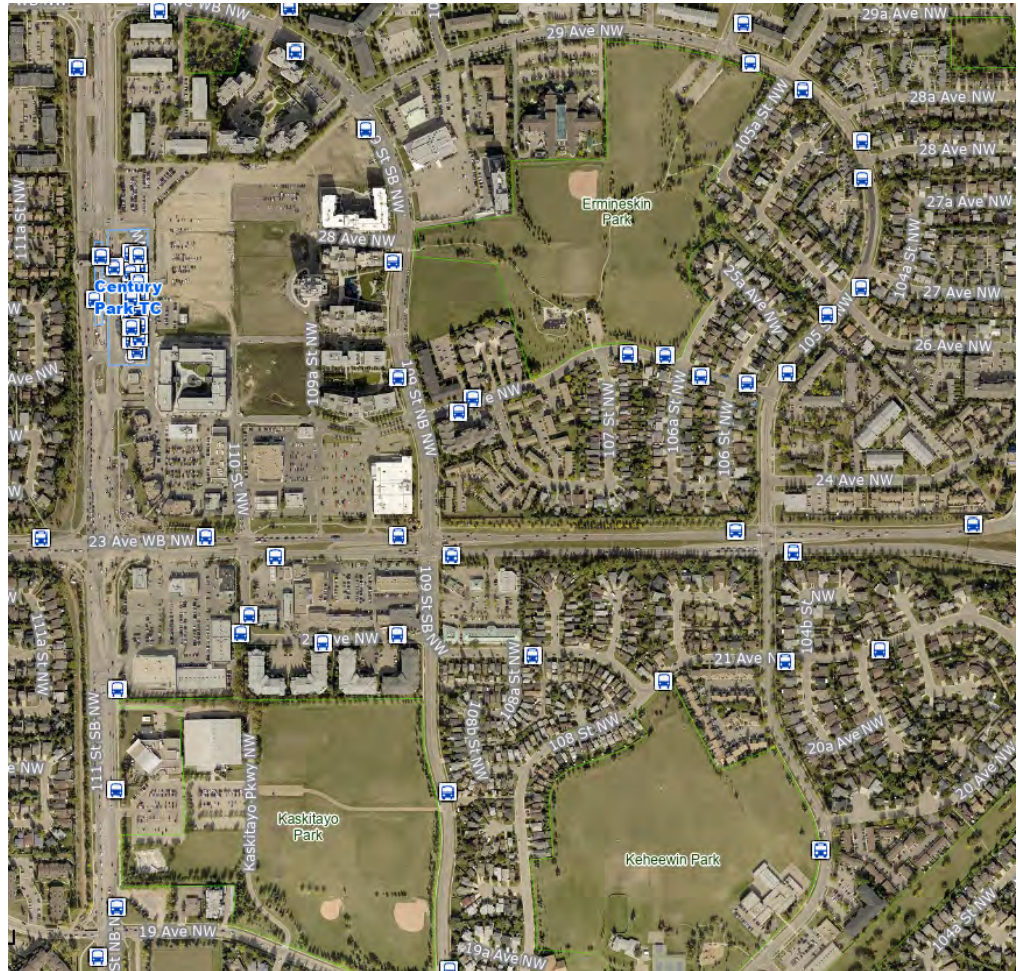
Two routes travel along 29 Avenue/105 Street from 106 Street to 25 Avenue:

- 660 Century Park - Harry Ainlay
- 709 Century Park - Southgate

There are no routes on 105 Street from 25 Avenue to 23 Avenue.

The following are the current bus stops:

- North/West bound bus stops include numbers 4079, 4576, 4185.
- South/East bound bus stops include numbers 4583, 4171, 4276, 4241.



School Bus Routes

School buses use the project area to either pick up or drop off students at one of the schools, or to pick up and drop off students who live in nearby neighbourhoods to other schools outside of the neighbourhood. In this case, school buses often will pick up and drop off students at existing transit stops.

29A Avenue/109 Street from 111 Street to 19 Avenue

- Keheewin Elementary School

29 Avenue/105 Street from 109 Street to 23 Avenue

- None

Opportunities

- Design the roadway that allows for transit operations that are consistent to other residential and collector roadways in Edmonton

Parking

Parking is located in some areas as listed below. The project area is part of a seasonal parking ban.

- There are locations where parking is permitted and is underutilized where:
 - Homes flank the roadway
 - Near park spaces
- Parking is moderately used in areas where homes have front driveways.
- Parking is most utilized where homes front onto the road and near apartments.



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

- On a crosswalk or within five metres 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

29A Avenue/109 Street from 111 Street to 19 Avenue

- From 111 Street to 23 Avenue in the southbound direction, there is no parking
- From 111 Street to 23 Avenue in the northbound direction, there is parking on the east side of the road
- From 23 Avenue to 19 Avenue, there is available parking on both sides of the road
 - When parking is not used, the road appears very wide

29 Avenue/105 Street from 109 Street to 23 Avenue

- There is parking in most areas along this road section.

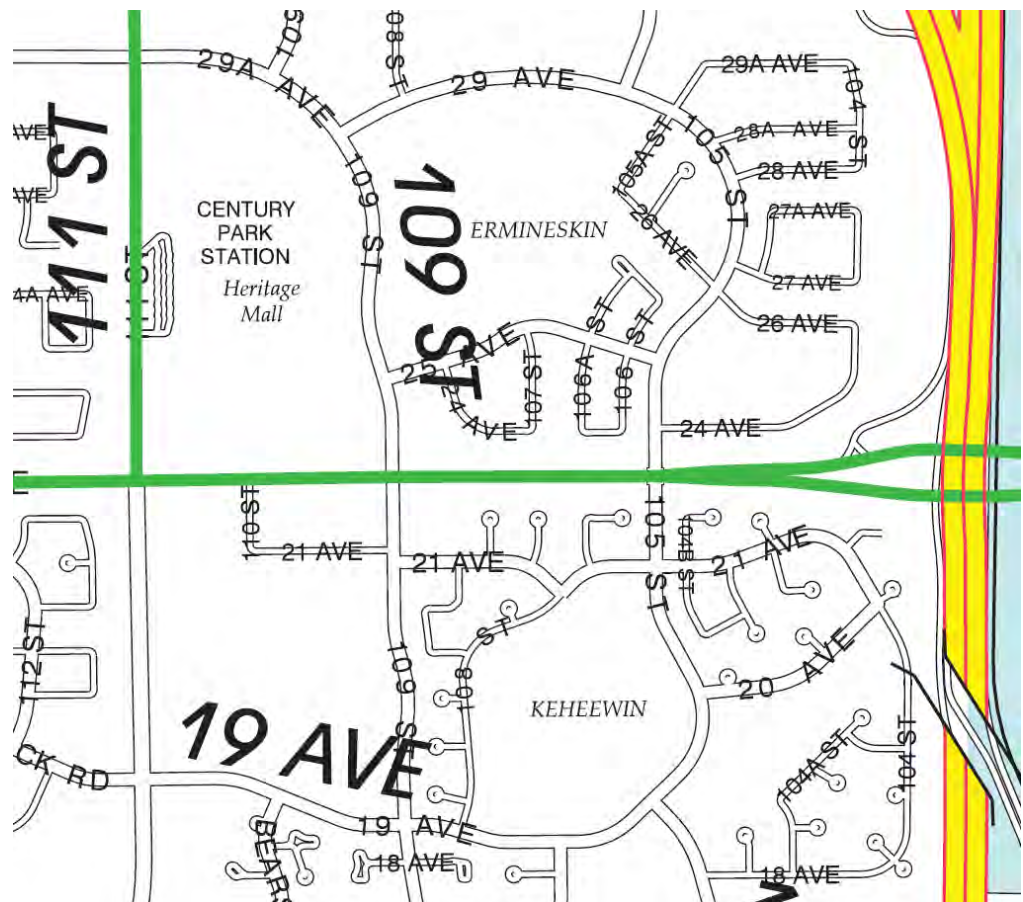
Opportunities

- Update curbside layouts where parking demand is low to improve visibility and roadway function.
- Place physical traffic materials in parking restricted areas as per Bylaw 5590.

Truck Routes

The Edmonton Truck Route map shows that the project area is not a designated truck route. However, trucks and deliveries can travel on roadways not marked as a truck route to get to/from their destinations.

There are some commercial/businesses along the roadway. If these commercial areas are a destination for deliveries and if the destinations are not along a truck route, trucks are to take the shortest distance from their truck route to and from their destination.



Utilities

A review of surface level utilities within the project area includes 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 of Edmonton keeps a record of inquiries received through email, councillor offices and 311. These relevant inquiries were reviewed during the

Gathering Information phase of this project.

From a review of past inquiries, below are the following themes in the project area:

- Speeding, including playground zones
- Drivers not stopping for pedestrians at marked crossings
- A need for pedestrian safety measures
- Poor driver behaviour such as running through lights/signs and U-turns

PUBLIC ENGAGEMENT SUMMARY AND RESULTS

What We Talked About

In September 2025, residents, organizations and those travelling in the project area were invited to advise the project team on their lived experiences and suggestions for improvements travelling on in the project area while walking/rolling, biking or driving.

How We Communicated

The project team communicated about public engagement opportunities in the **Gathering Information** phase of the project to residents, organizations and those travelling in the project area via the following methods:

- 12,327 letters to residents and businesses
- Emails to 15 interested parties, including schools and community leagues
- 41 yard signs
- The survey available at edmonton.ca/Towards40 had 1,468 views during the survey period from September 8 to 21, 2025.

- Please note the Towards 40 program had another survey in-market during this period, so web traffic data reflects viewership for all concurrent campaigns.

How We Engaged

An online survey was available on the project website between September 8, 2025 through to September 21, 2025 at edmonton.ca/Towards40. 218 participants provided their feedback through the online survey.

What We Heard

Through the **Gathering Information** public engagement phase, respondents shared their observations and feedback on their lived experience and opportunities for improvements within the project areas whether they walk, roll, bike or drive.

29A Avenue/109 Street from 111 Street to 19 Avenue

Common themes heard were:

- Consistent speed limits to reduce confusion
- Installing traffic control measures, including lights, to increase awareness for people crossing and improve traffic flow.
- Improve safety at crossings

The tables and summaries below reflect further on the common themes identified for each mode of travel along 29A Avenue/109 Street from 111 Street to 19 Avenue.

What improvements could you suggest to make Driving, Walking or Rolling, Biking along 29A Avenue/109 Street from 111 Street to 19 Avenue more comfortable?

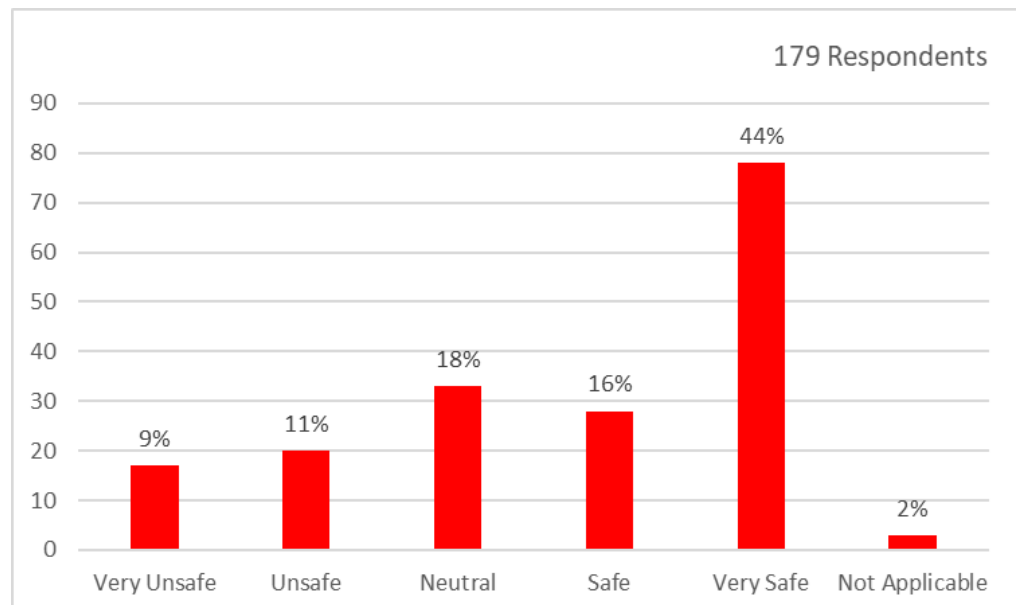
Driving	Walking/ Rolling	Biking
❖ Add traffic lights	❖ Add crosswalks on 109 Street near Kaskitayo Park	❖ Install bike lanes particularly between 23 Avenue and 19 Avenue
❖ Add 4 way stop/stop	❖ Improve signage	❖ Improve pedestrian

signs particularly, on 109 Street and 29 Avenue		infrastructure
❖ Speed consistency	❖ Add traffic lights	❖ Add speed bumps for drivers
❖ Improve signage	❖ Make crossings more visible and add flashing crosswalks	❖ Introduce traffic calming measures
❖ Improve Road maintenance	❖ Enforce speed limit compliance near crossings	❖ Improve road maintenance

Safety rating:

When travelling along 29A Avenue/109 Street from 111 Street to 19 Avenue (driving, walking/rolling and biking) how safe do you feel?

A total of 179 respondents shared their safety rating as follows: 60% very safe and safe, 18% neutral, 20% unsafe and very unsafe, 2% not applicable.



Safety rating reason:

While travelling along 29A Avenue/109 Street from 111 Street to 19 Avenue...	
...respondents felt <i>unsafe</i> due to:	...respondents felt <i>safe</i> due to:
❖ Speeding ❖ Drivers not yielding to pedestrians ❖ Complications due to construction	❖ Low traffic volume ❖ Wide and well-maintained roads ❖ People adhering to the traffic rules

29 Avenue/105 Street from 109 Street to 23 Avenue

Common themes heard were:

- Improved safety measures to increase driver awareness, especially on 109 Street and 29 Avenue and near Ermineskin Park.
- Road and sidewalk maintenance to support the use of space for people who drive, bike and walk.
- Improvements to active transportation infrastructure.
- More consistent speed limits.

The tables and summaries below reflect further on the common themes identified for each mode of travel along 29 Avenue/105 Street from 109 Street to 23 Avenue.

What improvements could you suggest to make Driving, Walking or Rolling, Biking along 29 Avenue/105 Street from 109 Street to 23 Avenue more comfortable?

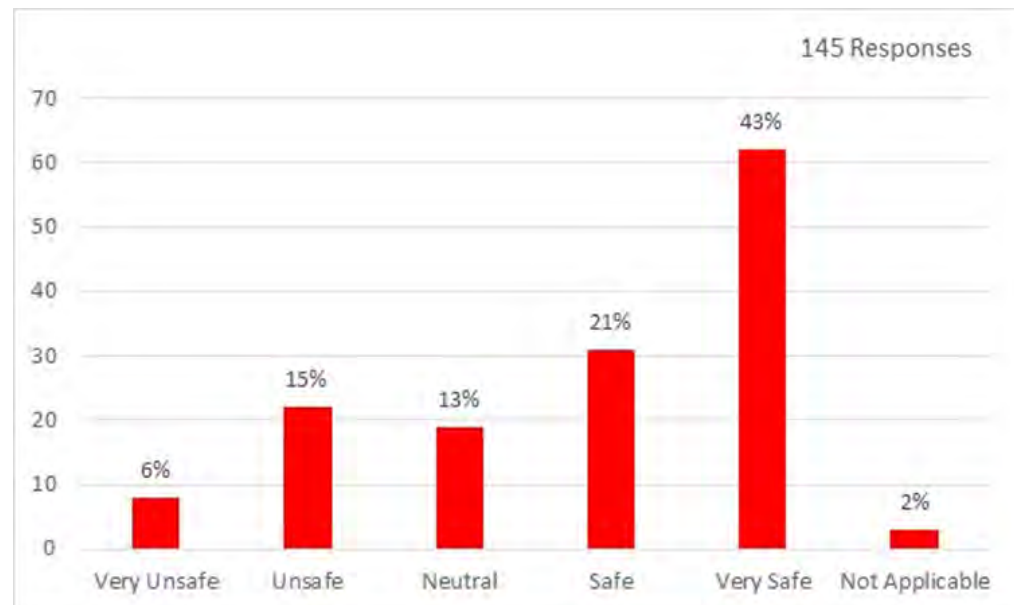
Driving	Walking/ Rolling	Biking
❖ Add crosswalks lights	❖ Add flashing crosswalks especially on 105 Street	❖ Install protected bike lanes

❖ Traffic signals for turning, especially at the intersection of 105 Street and 23 Avenue	❖ Add traffic safety measures at crossings including lights	❖ Improve bike network connections
❖ Increase speed	❖ Traffic signals for turning	❖ Add flashing crosswalks
❖ Improve signage	❖ Introduce traffic calming measures.	❖ Introduce traffic calming measures
❖ Road maintenance	❖ Improve signage	❖ Increase visibility for people who bike and at crossings

Safety rating:

When travelling along 29 Avenue/105 Street from 109 Street to 23 Avenue (driving, walking/rolling and biking) how safe do you feel?

A total of 145 respondents shared their safety rating as follows: 64% very safe and safe, 13% neutral, 21% unsafe and very unsafe, 2% not applicable.



Safety rating reason:

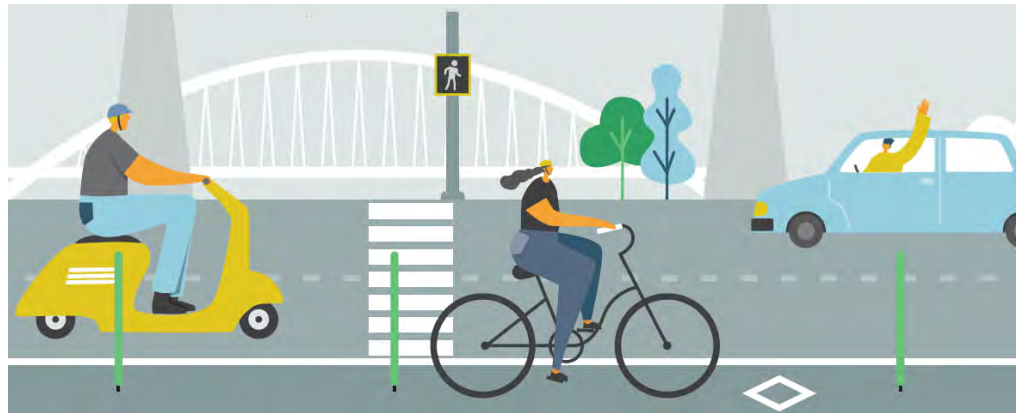
While travelling along 29 Avenue/105 Street from 109 Street to 23 Avenue...	
...respondents felt <i>unsafe</i> due to:	...respondents felt <i>safe</i> due to:
❖ Speeding vehicles ❖ Drivers not completing full stops near crosswalks. ❖ Poor signage	❖ Road quality ❖ Volume of crosswalks and cross lights ❖ Wide road with good visibility ❖ Separate shared pathway

OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN

Several design opportunities will be considered in the draft design for the 29A Avenue/109 Street from 111 Street to 19 Avenue and 29 Avenue/105 Street from 109 Street to 23 Avenue project area. These opportunities include:

- Consider all modes of travel with connections to commercial areas and schools and review the road configuration.
- Add traffic calming measures to slow vehicles and increase speed compliance through the project area, especially near intersections and at mid block crossings.
- Ensure that passenger vehicles, ETS buses, school buses and emergency vehicles have the appropriate driving space.
- Look at options to increase intersection safety at 109 Street/23 Avenue and at 29 Avenue/106 Street.
- Review crossings and connections in the project area where the existing bike routes intersect with the project area. For example, near Ermineskin Park.
- There are both on-street and off- street facility types in the same road section along 29 Avenue/105 Street. Review the bike infrastructure to determine continued on-street or off-street facility types.
- Review for any bike infrastructure missing links.

- Explore opportunities to reduce crossing distances for those crossing the roadway and improve sightlines near crossings.
- Design the roadway that allows for transit operations that are consistent to other residential and collector roadways in Edmonton.
- Update curbside layouts where parking demand is low to improve visibility and roadway function.
- Place physical traffic materials in parking restricted areas as per Bylaw 5590.



WHAT IS NEXT

Based on the information provided in this report, the project team will **Create a Draft Design** using adaptable measures for the project area.

The project team will share the draft design with the public in the **Sharing Draft Design** project phase anticipated in spring/summer 2026.

For more information, please visit edmonton.ca/Towards40.