

Background Report

Towards 40

106 Street:

51 Avenue to 40

Avenue

40 Avenue to 29

Avenue

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

June 2026

edmonton.ca/Towards40

TABLE OF CONTENTS

TABLE OF CONTENTS.....	2
INTRODUCTION.....	3
ABOUT TOWARDS 40 PROGRAM.....	4
PROJECT PROCESS AND DECISION MAKING.....	5
BACKGROUND INFORMATION & DATA COLLECTION.....	7
Project Area.....	7
Area Statistics.....	7
Empire Park.....	8
Rideau Park.....	12
Duggan.....	15
Steinhauer.....	19
Ermineskin.....	22
Schools.....	25
City Policies, Programs and Technical Considerations.....	26
EXISTING CONDITIONS AND OBSERVATIONS.....	31
Driving.....	33
106 Street from 51 Avenue to 40 Avenue.....	33
106 Street from 40 Avenue to 29 Avenue.....	35
Traffic Data.....	36
106 Street from 51 Avenue to 40 Avenue.....	36
106 Street from 40 Avenue to 29 Avenue.....	37
Biking.....	40
106 Street from 51 Avenue to 40 Avenue.....	40
106 Street from 40 Avenue to 29 Avenue.....	41
Walking.....	43
106 Street from 51 Avenue to 40 Avenue.....	43
106 Street from 40 Avenue to 29 Avenue.....	44
Transit and School Bus Routes.....	44
106 Street from 51 Avenue to 40 Avenue.....	45
106 Street from 40 Avenue to 29 Avenue.....	47
Parking.....	50
Truck Routes.....	51
Utilities.....	52
Previous Feedback.....	52
PUBLIC ENGAGEMENT SUMMARY AND RESULTS.....	53
What We Talked About.....	53
How We Communicated.....	53
How We Engaged.....	53
What We Heard.....	53
106 Street from 51 Avenue to 40 Avenue.....	54
106 Street from 40 Avenue to 29 Avenue.....	56
OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN.....	59
WHAT IS NEXT.....	60

INTRODUCTION

Report Purpose

The purpose of this report is to share information collected during the **Gathering Information** phase for the 106 Street Towards 40 project area. 106 Street from 51 Avenue to 40 Avenue is shown below in purple and 106 Street from 40 Avenue to 29 Avenue is shown below in orange.

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.

106 Street from 51 Avenue to 47 Avenue is a low compliance road. 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.

106 Street from 47 Avenue to 29 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.

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



Improving 106 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:

- 106 Street from 51 Avenue to 40 Avenue
- 106 Street from 40 Avenue to 29 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 Empire Park, Rideau Park, Duggan, Steinhauer and a portion of Erminskin. These roads connect those who live in these neighborhoods to schools, residences, park spaces and commercial areas.

[Neighbourhood Profiles - Federal Census 2021](#)

Area Statistics

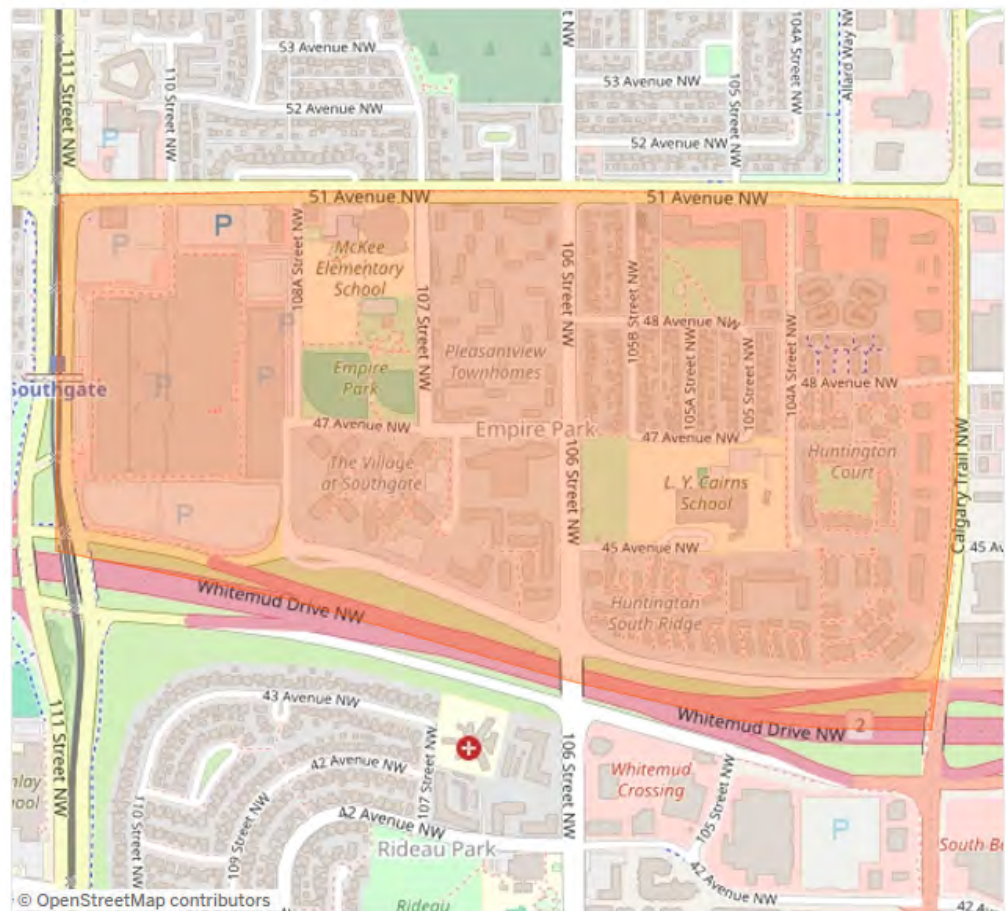
Data in this report references the 2021 Federal Census from Statistics Canada.

Highlights

- Travel by car, truck, or van as a driver is the primary mode of travel in Empire Park, Rideau Park, Duggan, Steinhauer and Ermineskin. However, travel by car, truck, or van as a driver is lower than the city average in Empire Park, Rideau Park, Duggan and Ermineskin. In Steinhauer, travel by car, truck, or van as a driver was higher than the city average.

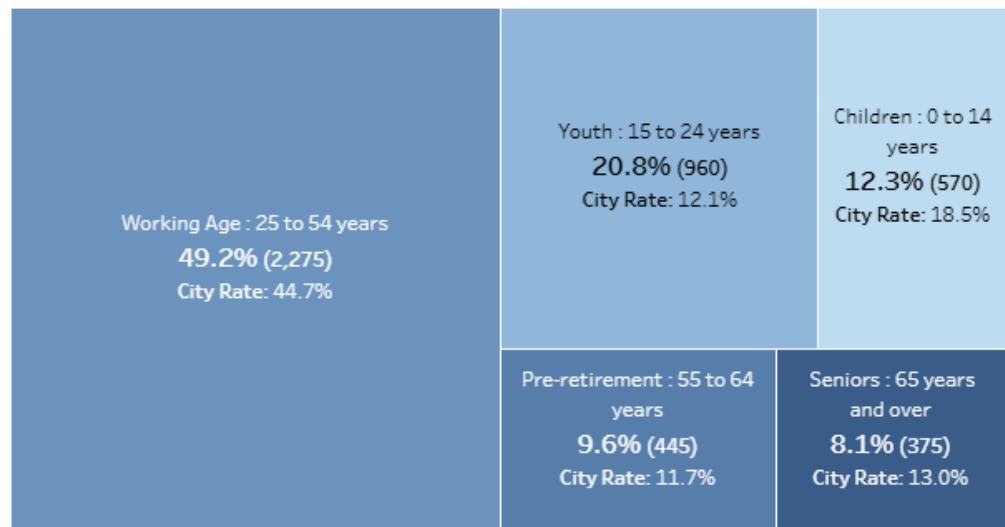
- Travel by public transit is the second highest mode of travel in the neighbourhoods of Empire Park, Rideau Park, Duggan and Ermineskin and the third highest mode of travel in the Steinhauer neighbourhood.
- Travel by public transit is significantly higher than the city average in Empire Park, Rideau Park and Ermineskin and the same as the city average in Duggan. In Steinhauer, travel by public transit was lower than the city average.
- Travel by walking is higher than the city average in Empire Park, Rideau Park, Duggan and Ermineskin. In Steinhauer, travel by walking is lower than the city average.
- Travel by bike is higher than the city average in Empire Park, Rideau Park, Duggan and Steinhauer. Travel by bike is similar to the city average in Ermineskin.
- The majority of private dwellings in Empire Park, Rideau Park, Duggan, Steinhauer and Ermineskin were constructed between 1961 and 1980.
- There are six schools in and near the project area.

Empire Park



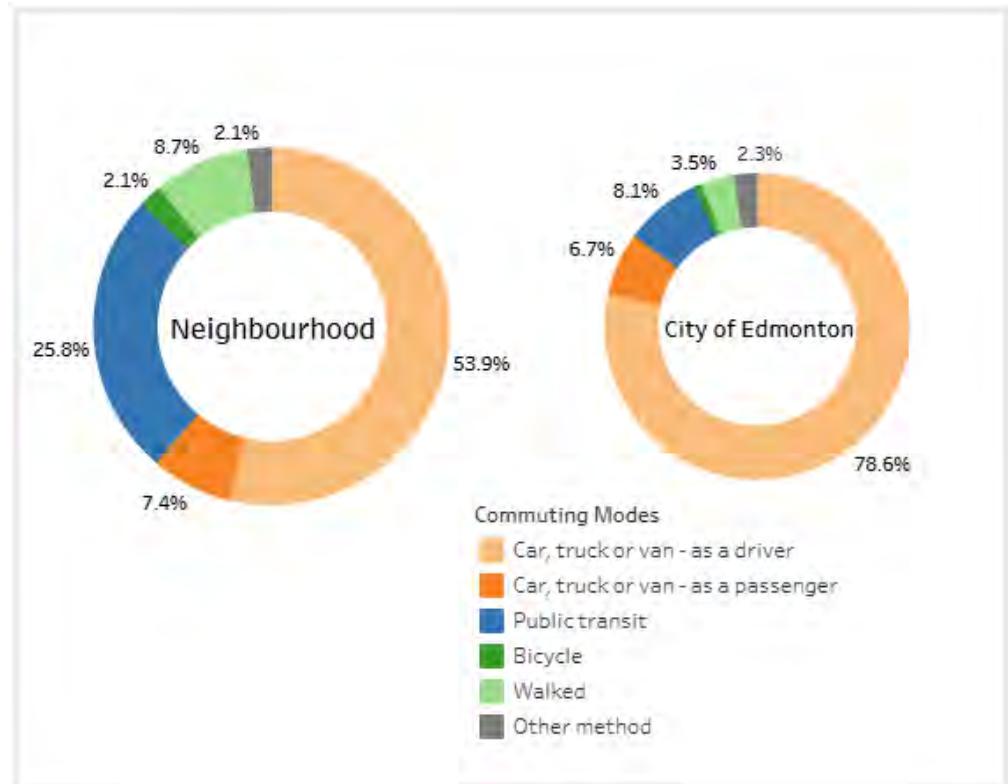
Age Distribution

In the Empire Park neighbourhood, the number of residents of working age (49.2%) is higher than the city average (44.7%). The number of youth ages 15 to 24 years old (20.8%) is higher than the city average (12.1%). The number of children ages 0-14 (12.3%) is lower than the city average (18.5%). The number of residents that are between 55 and 64 years (9.6%) is lower than the city average (11.7%) and the number of residents 65 years of age and over (8.1%) is also lower than the city average (13%).



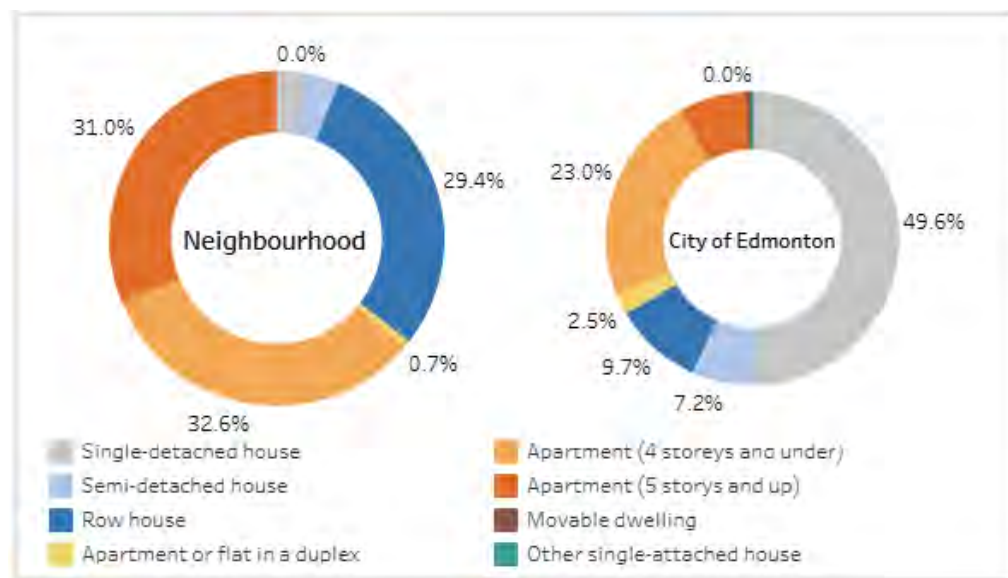
Journey to Work

In the Empire Park neighbourhood, the primary mode of travel is by car, truck or van as a driver (53.9%) and is lower than the city average (78.6%). Travel by public transit (25.8%) is the next highest mode of travel and is higher than the city average (8.1%). Travel by walking (8.7%) is the third highest mode of travel and is higher than the city average (3.5%). Travel by bicycle (2.1%) is also higher than the city average (0.8%). Travel by car, truck, or van as a passenger (7.4%) is higher than the city average (6.7%), and travel by using other methods (2.1%) is similar to the city average (2.3%).



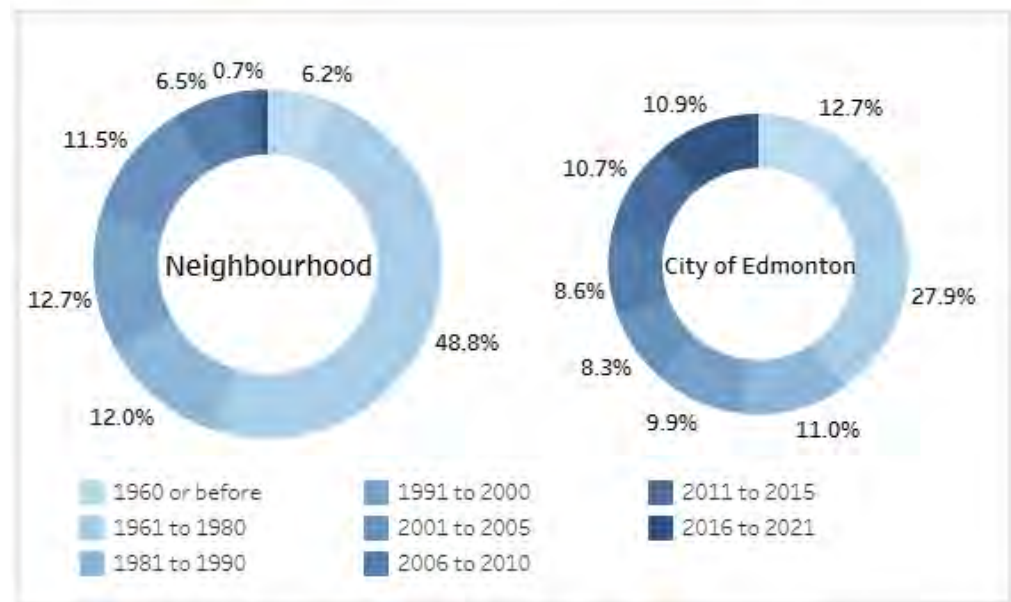
Private Dwellings by Structure Type

In the Empire Park neighbourhood, the proportion of apartments four storeys and under (32.6%) is higher than the city average (23.0%). The proportion of apartments five storeys and up (31.0%) is also higher than the city average (7.4%). The proportion of row houses (29.4%) is higher than the city average (9.7%). The proportion of semi-detached houses (3.4%) is lower than the city average (7.2%) and the proportion of single-detached houses (2.8%) are lower than the city average (49.6%).

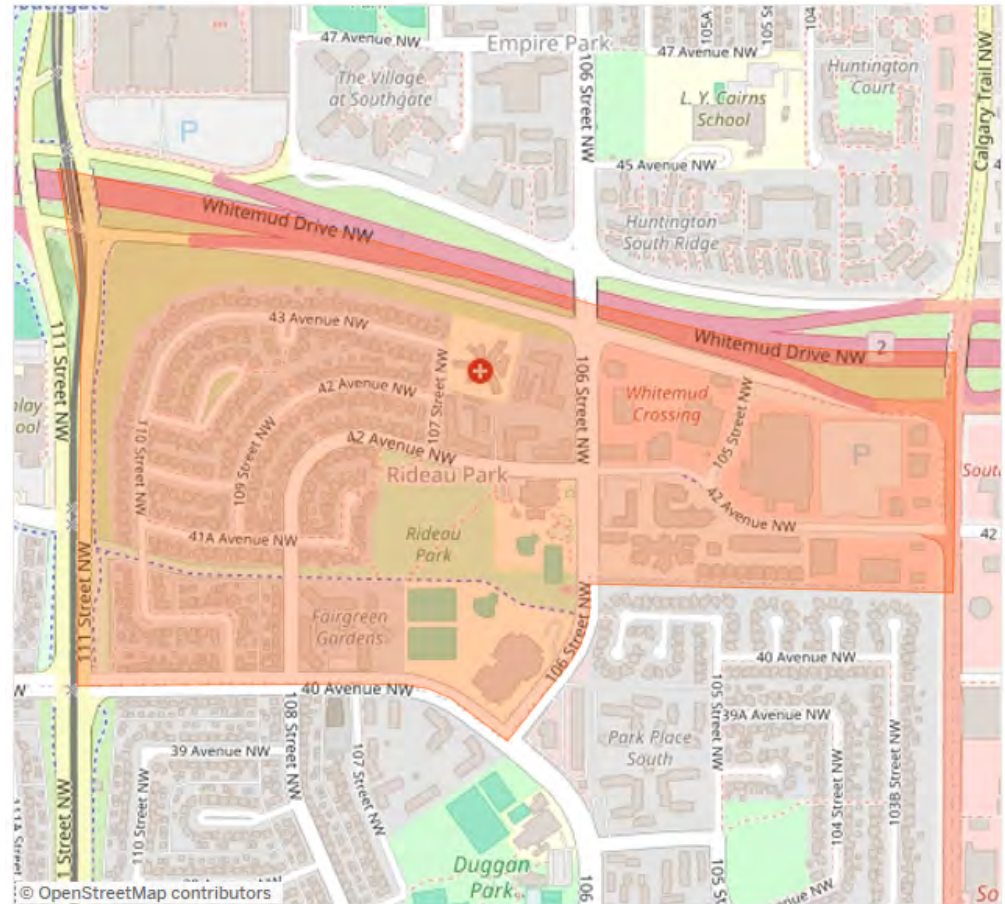


Private Dwellings by Period of Construction

In the Empire Park neighbourhood, the majority of construction of dwellings occurred between 1961 and 1980 (48.8%) and is much higher than the city average (27.9%). Construction of dwellings in other years are similar to the city averages between 1981 and 2005.

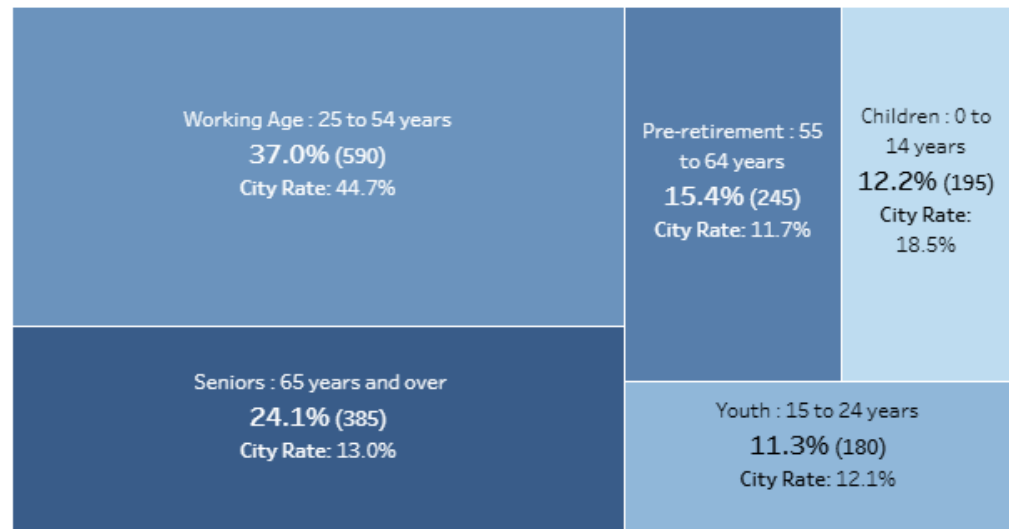


Rideau Park



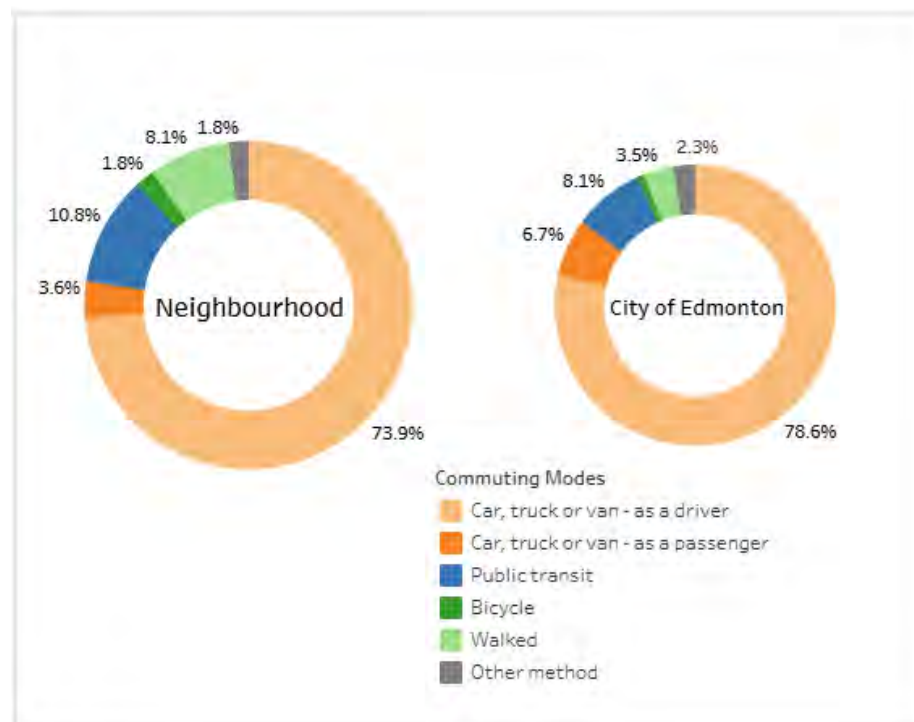
Age Distribution

In the Rideau Park neighbourhood, the number of residents of working age (37%) is lower than the city average (44.7%), and the number of residents 65 years of age and over (24.1%) is higher than the city average (13%). The number of residents that are between 55 and 64 years (15.4%) is higher than the city average (11.7%). The number of children ages 0-14 (12.2%) is lower than the city average (18.5%) and the number of youth ages 15 to 24 years old (11.3%) is also lower than the city average (12.1%).



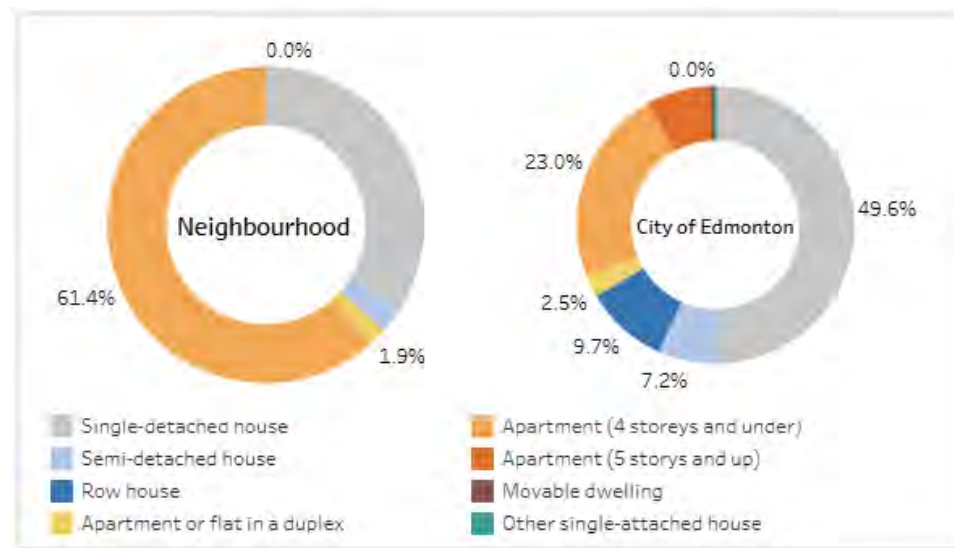
Journey to Work

In the Rideau Park neighbourhood, the primary mode of travel is by car, truck, or van as a driver (73.9%) and is lower than the city average (78.6%). Travel by public transit (10.8%) is the next highest mode of travel and is higher than the city average (8.1%). Travel by walking (8.1%) is the third highest mode of travel and is higher than the city average (3.5%). Travel by bicycle (1.8%) is also higher than the city average (0.8%). Travel by car, truck or van as a passenger (3.6%) is lower than the city average (6.7%), and travel by using other methods (1.8%) is also lower than the city average (2.3%).



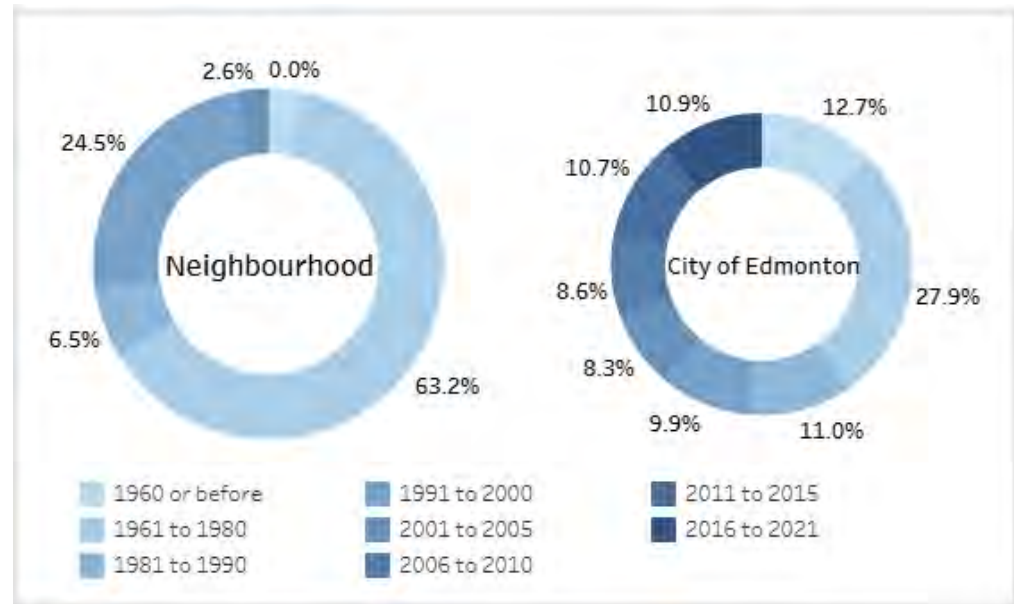
Private Dwellings by Structure Type

In the Rideau Park neighbourhood, the proportion of apartments four storeys and under (61.4%) is higher than the city average (23.0%). The proportion of single-detached houses (34.2%) is lower than the city average (49.6%). The proportion of semi-detached houses (2.5%) is lower than the city average (7.2%) and the proportion of apartments or flats in a duplex (1.9%) is lower than the city average (2.5%). There are no apartments five storeys and up (0.0%) compared to the city average (7.4%) or row houses (0.0%) as compared to the city average (9.7%).



Private Dwellings by Period of Construction

In the Rideau Park neighbourhood, the majority of construction of dwellings occurred between 1961 and 1980 (63.2%) and is much higher than the city average (27.9%). Construction of dwellings between 1991 and 2000 (24.5%) is also higher than the city average (9.9%).

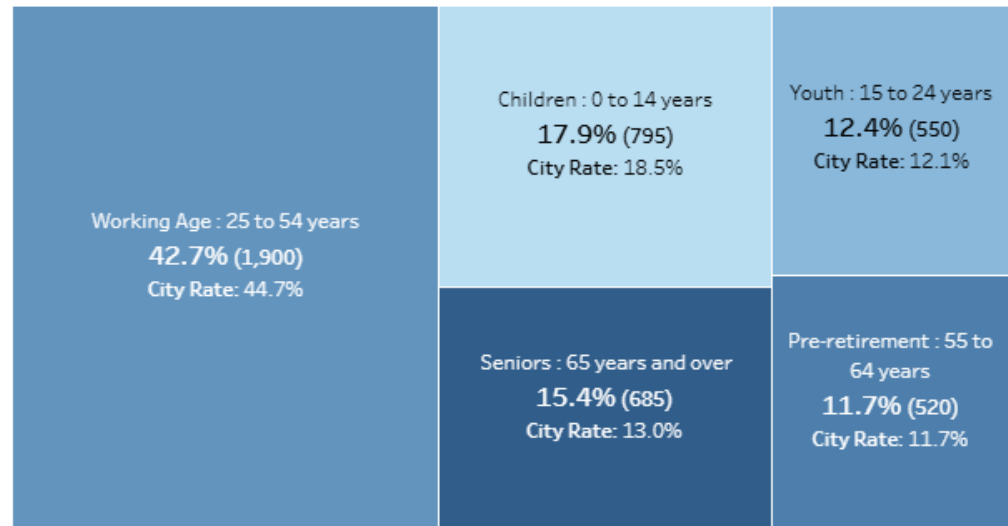


Duggan



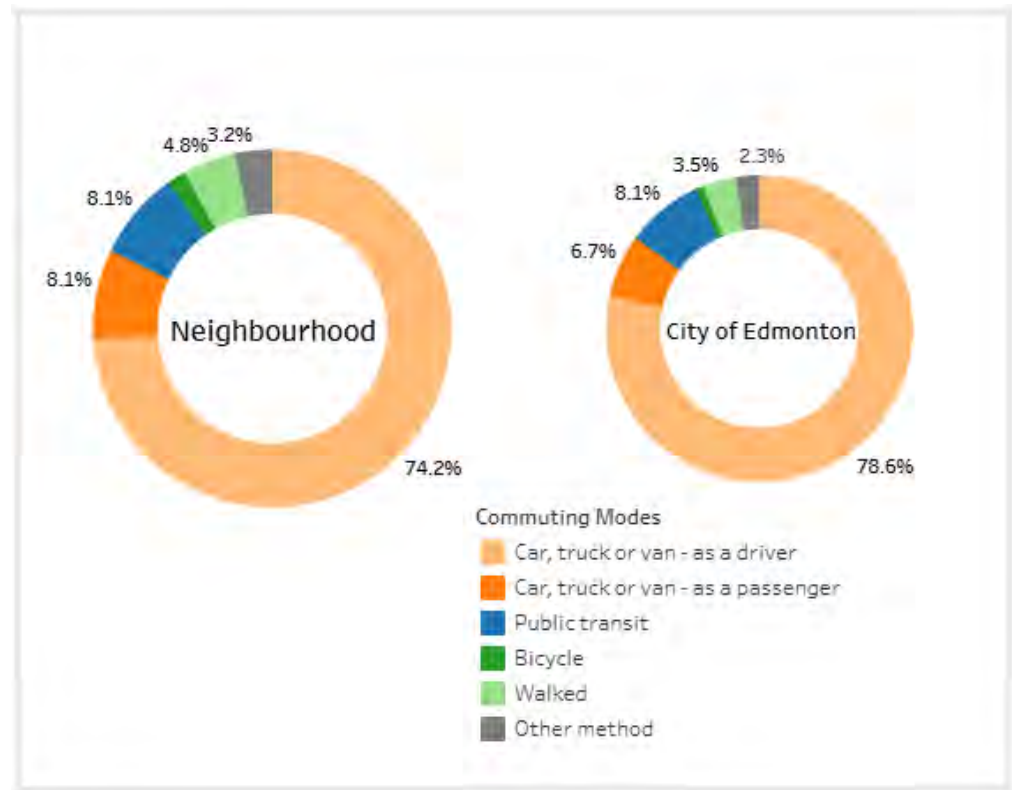
Age Distribution

In the Duggan neighbourhood, the number of residents of working age (42.7%) is lower than the city average (44.7%). The number of children aged 0-14 (17.9%) is slightly lower than the city average (18.5%). The number of residents 65 years and over (15.4%) is higher than the city average (13.0%). The number of youth aged 15 to 24 years (12.4%) is similar to the city average and the number of residents aged 55 to 64 years (11.7%) is the same as the city average (11.7%).



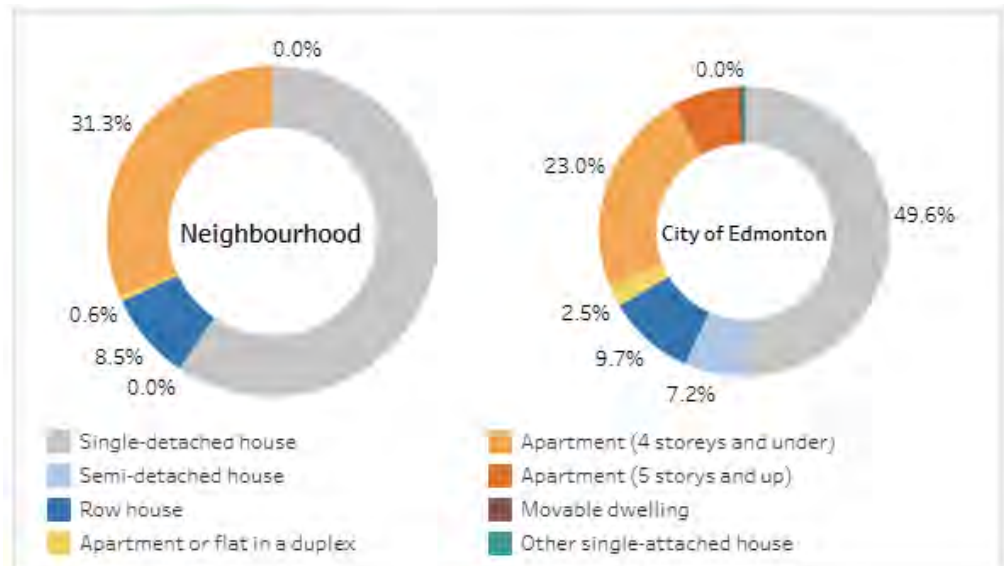
Journey to Work

In the Duggan neighbourhood, the primary mode of travel is by car, truck, or van as a driver (74.2%) and is lower than the city average (78.6%). Travel by car, truck, or van as a passenger (8.1%) is higher than the city average (6.7%). Travel by public transit (8.1%) is the same as the city average (8.1%). Travel by walking (4.8%) is higher than the city average (3.5%). Travel by bicycle (1.6%) is also higher than the city average (0.8%) and travel by using other methods (3.2%) is also higher than the city average (2.3%).



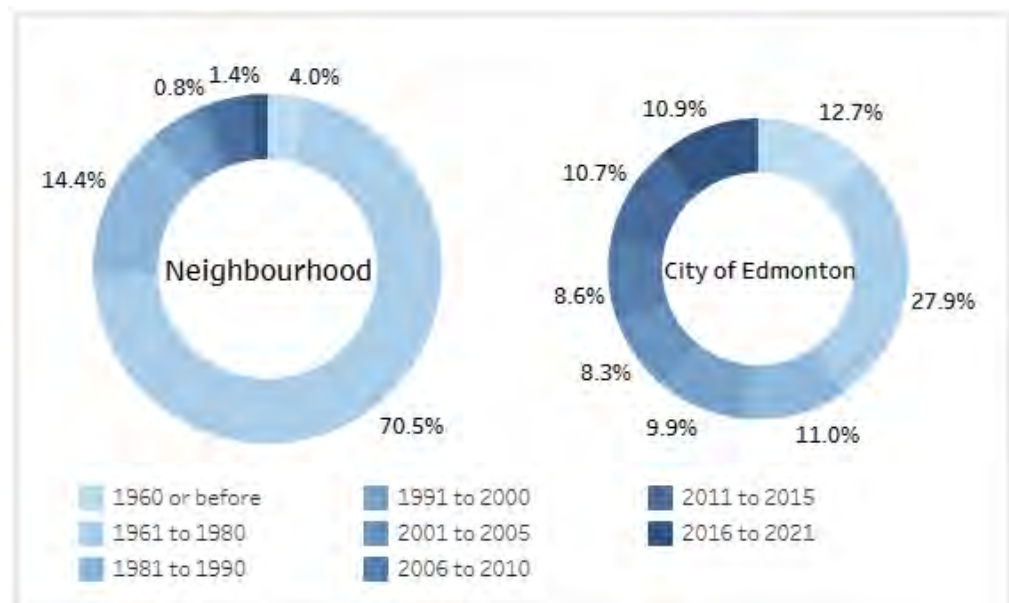
Private Dwellings by Structure Type

In the Duggan neighbourhood, the proportion of single-detached houses (59.7%) is higher than the city average (49.6%). The proportion of apartments four storeys and under (31.3%) is higher than the city average (23.0%). The proportion of row houses (8.5%) is slightly lower than the city average (9.7%). The proportion of apartments or flats in a duplex (0.6%) is also lower than the city average (2.5%). There are no semi-detached houses (0.0%) compared to the city average (7.2%) and there are no apartments five storeys and up (0.0%) compared to the city average (7.4%).



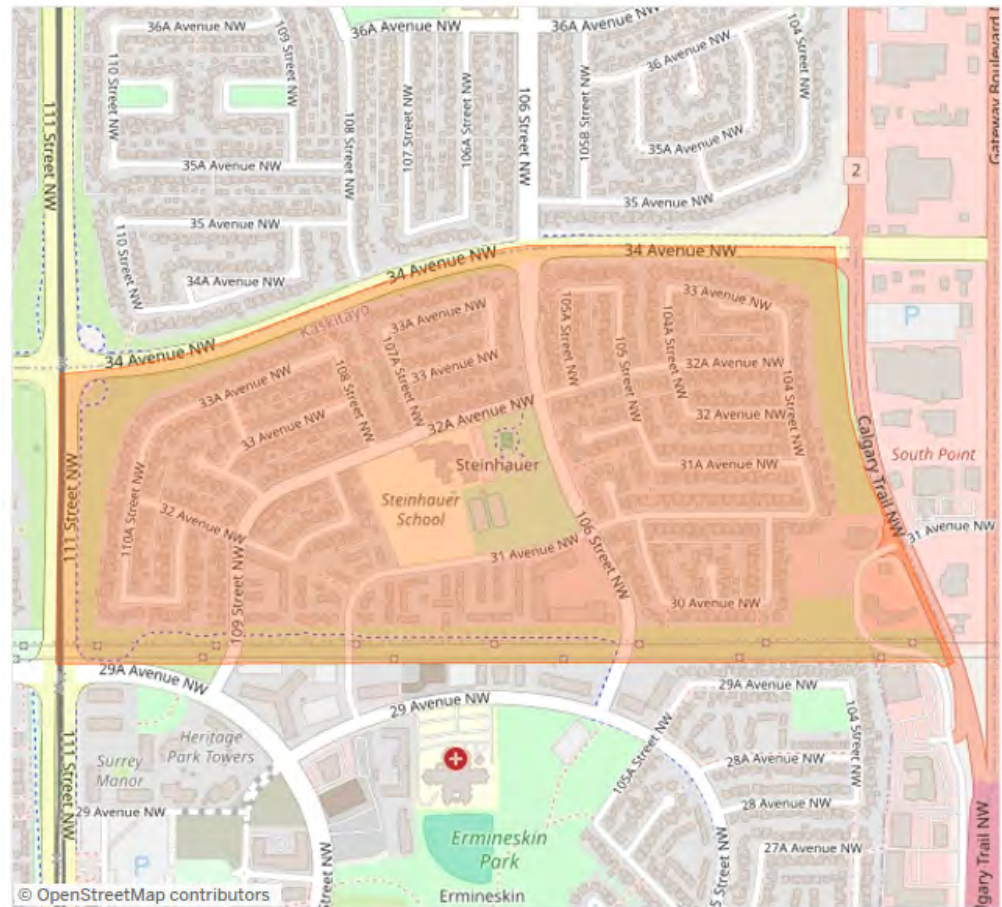
Private Dwellings by Period of Construction

In the Duggan neighbourhood, the majority of construction of dwellings occurred between 1961 and 1980 (70.5%) and is much higher than the city average (27.9%). Construction of dwellings between 1981 and 1990 (14.4%) is also higher than the city average (11.0%).



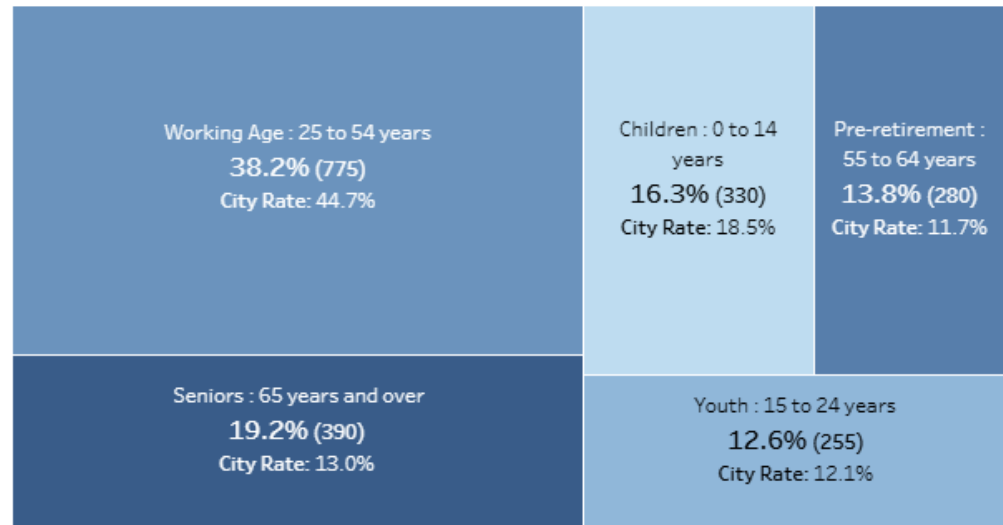


Steinhauer



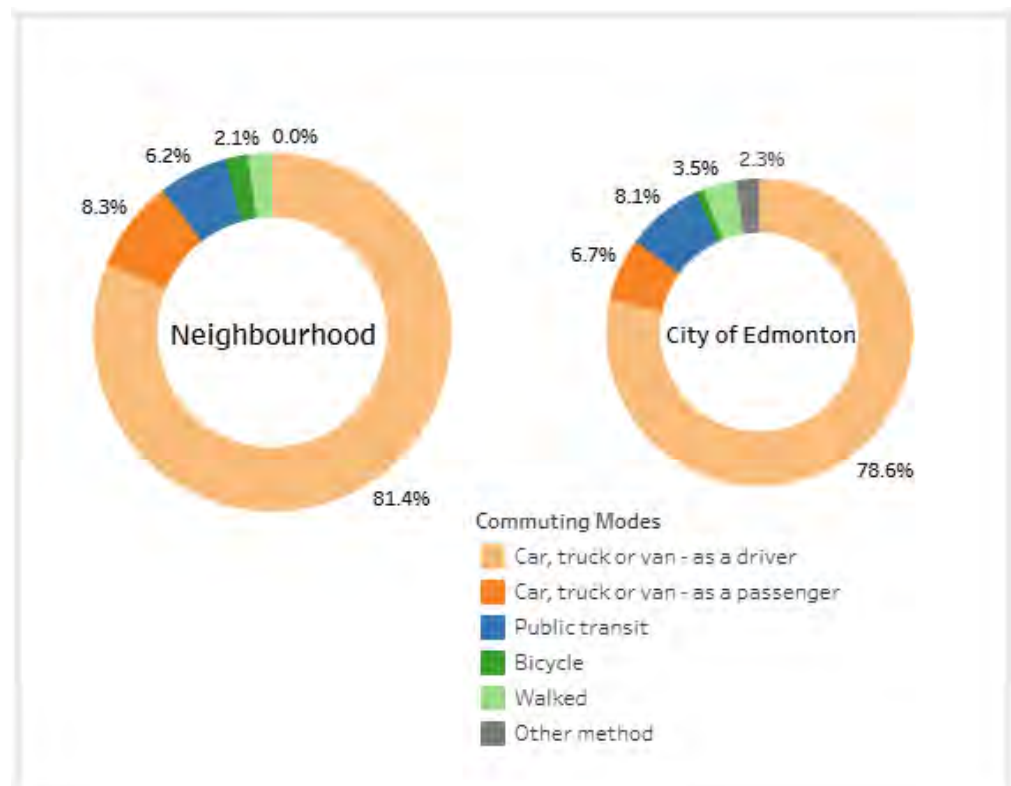
Age Distribution

In the Steinhauer neighbourhood, the number of residents of working age (38.2%) is lower than the city average (44.7%), and a higher number of residents 65 years of age and over (19.2%) is higher than the city average (13.0%). The number of residents that are between 55 and 64 years (13.8%) is higher than the city average (11.7%). The number of children ages 0-14 (16.3%) is lower than the city average (18.5%) and the number of youth ages 15 to 24 years old (12.6%) is similar to the city average (12.1%).



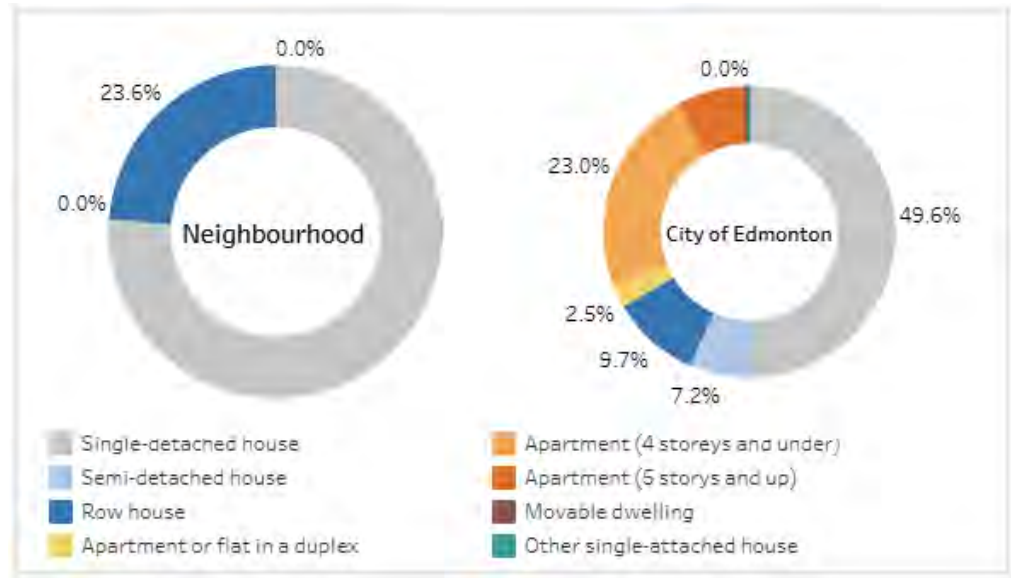
Journey to Work

In the Steinhauer neighbourhood, the primary mode of travel is by car, truck or van as a driver (81.4%) and is higher than the city average (78.6%). Travel by car, truck or van as a passenger (8.3%) is also higher than the city average (6.7%). Travel by public transit (6.2%) is lower than the city average (8.1%). Travel by walking (2.1%) is lower than the city average (3.5%). Travel by bicycle (2.1%) is higher than the city average (0.8%).



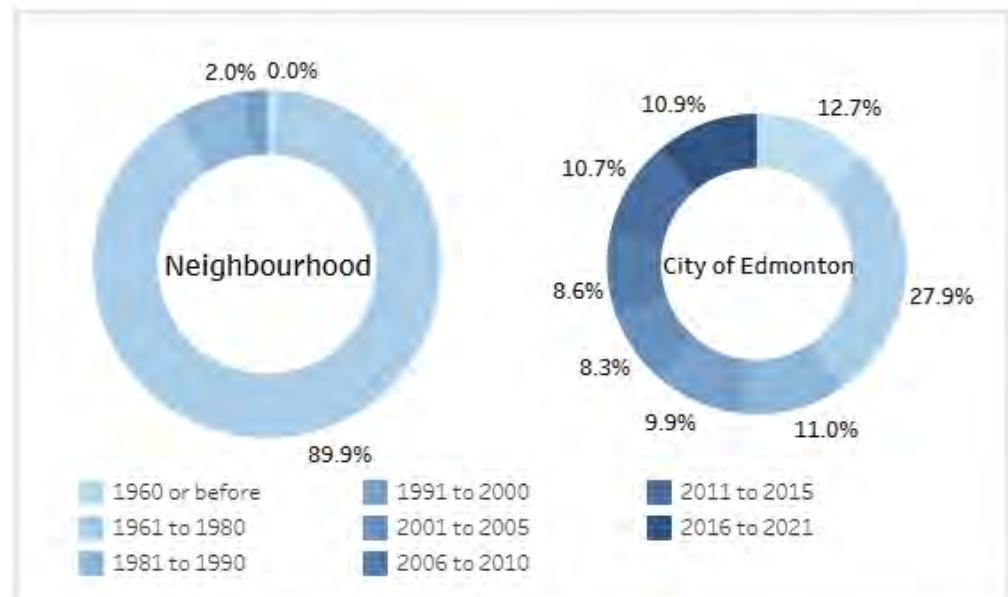
Private Dwellings by Structure Type

In the Steinhauer neighbourhood there are primarily single-detached houses and row houses. The proportion of single-detached houses (76.4%) is higher than the city average (49.6%). The proportion of row houses (23.6%) is also higher as compared to the city average (9.7%). There are no other structure types reported in this neighbourhood.

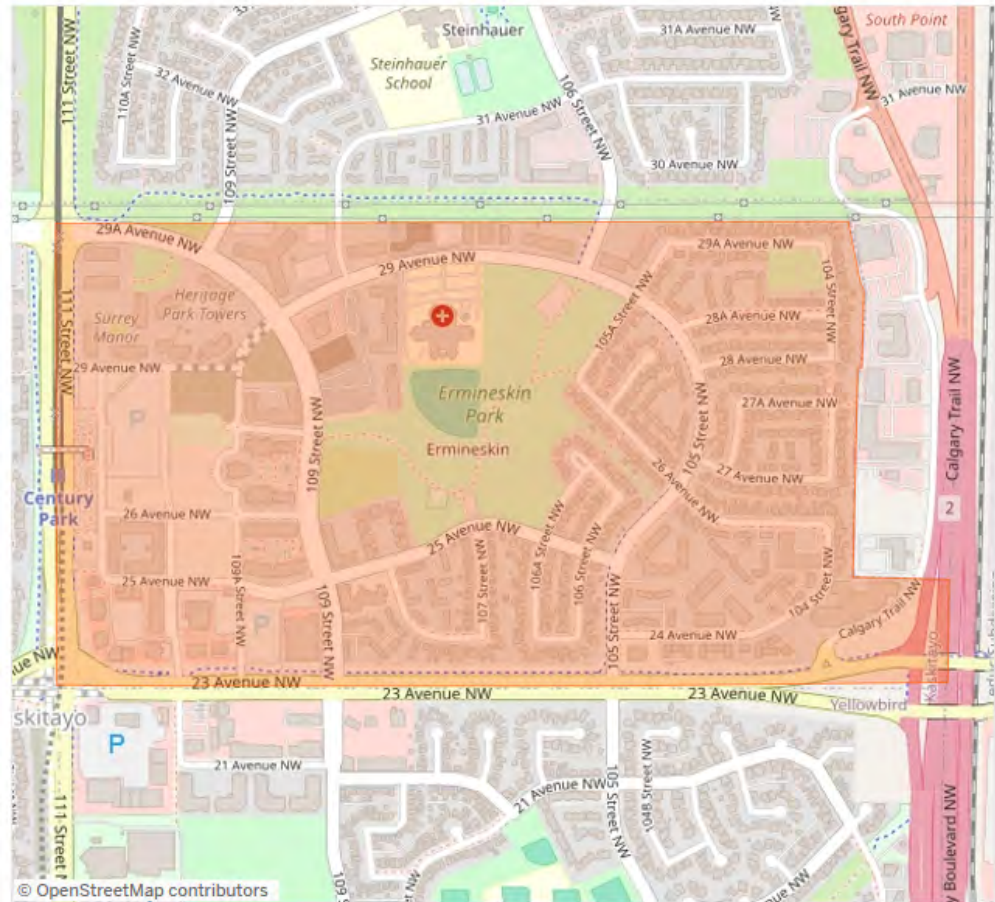


Private Dwellings by Period of Construction

In the Steinhauer neighbourhood, the majority of construction of dwellings occurred between 1961 and 1980 (89.9%) and is much higher than the city average (27.9%).

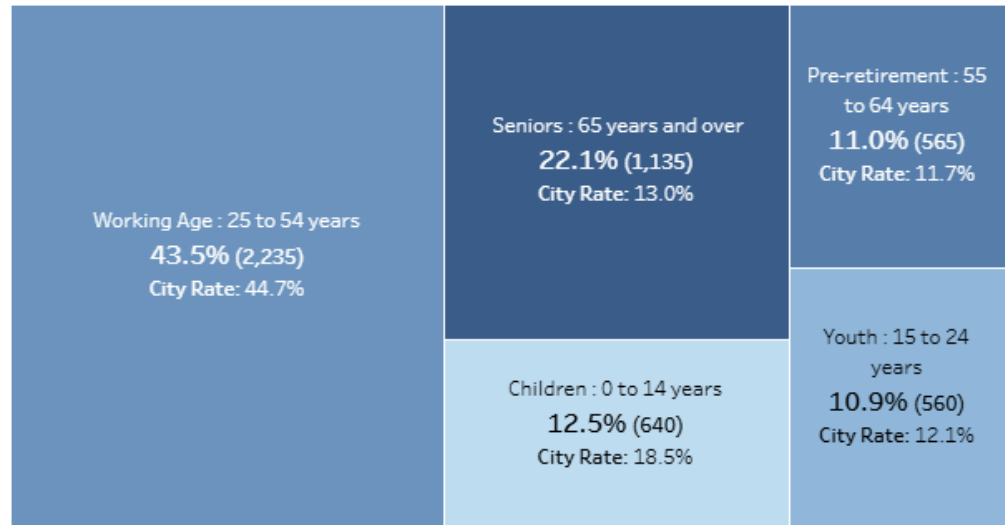


Ermineskin



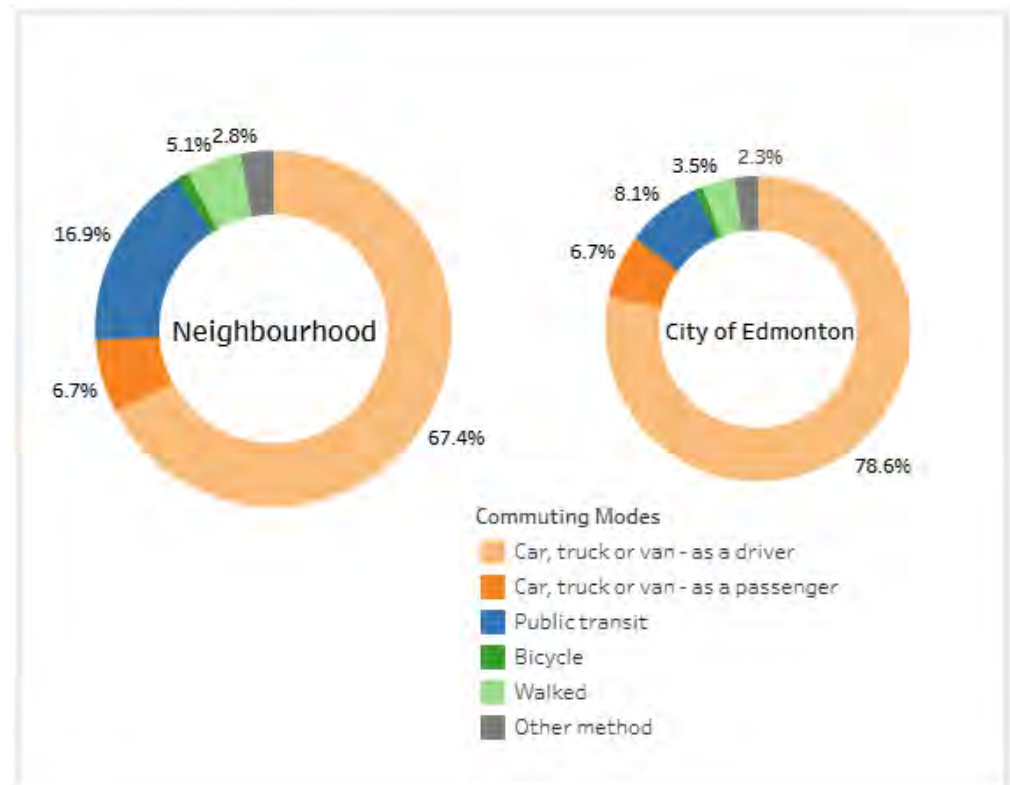
Age Distribution

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 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%).



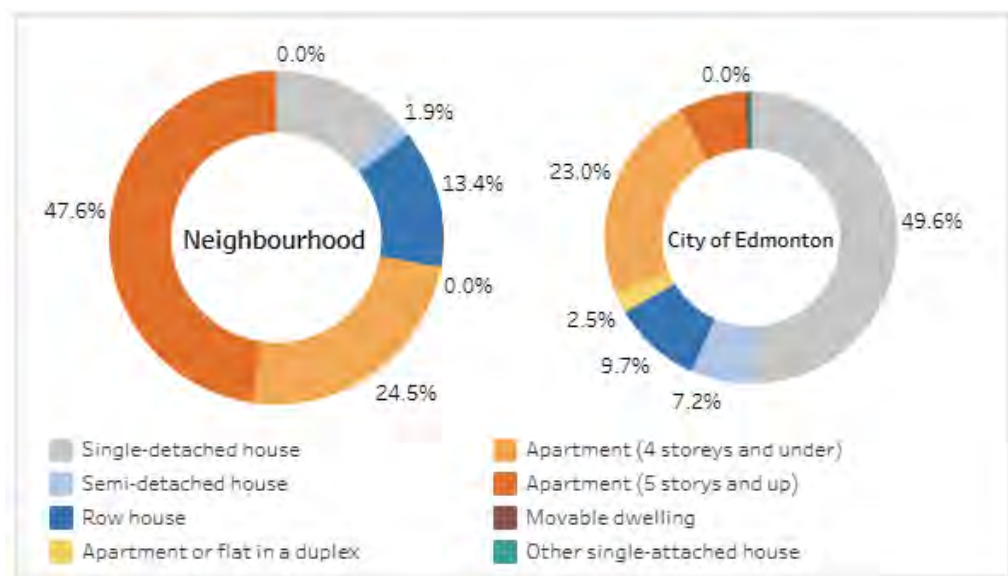
Journey to Work

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%).



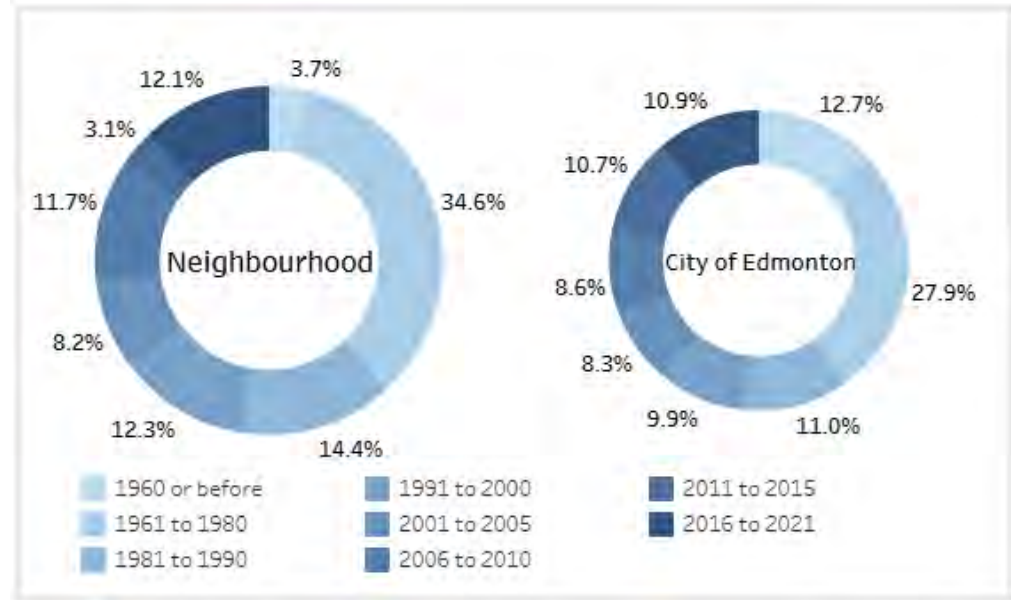
Private Dwellings by Structure Type

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%), and 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.



Schools

There are six schools in or near the project area. These include both Edmonton Public Schools (EPSB) or Edmonton Catholic Schools (ECSD)

- L.Y. Cairns School (EPSB)
 - Grades 7 to 12
 - Located in the Empire Park Neighbourhood
- Rideau Park School (EPSB)
 - Kindergarten to Grade 6
 - Located in the Rideau Park neighbourhood
- DS Mackenzie Junior High School (EPSB)
 - Grades 7-9
 - Located in the Rideau Park neighbourhood
- St. Augustine Edmonton Catholic Elementary School (ECSD)
 - Kindergarten to Grade 6
 - Located in the Duggan neighbourhood
- Duggan Elementary School (EPSB)
 - Kindergarten to Grade 6
- Steinhauer Elementary School (EPSB)
 - Kindergarten to Grade 6
 - Located in the Steinhauer 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.

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.

The City Plan combines a Municipal Development Plan and Transportation Master Plan, and includes strategic direction in environmental planning, social planning and economic development.

It comprehensively replaces The Ways documents by setting strategic direction for the way Edmonton grows, its mobility systems, open spaces, employment and social networks, generally touching on most aspects of life in Edmonton.

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

**VISION
ZERO**



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

Safe Mobility Strategy

The Safe Mobility Strategy helps Edmonton reach Vision Zero through safe and livable streets.

This strategy will help to shape 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.

Speed Limit Reduction

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

Reducing speed limits on residential streets, downtown and high pedestrian areas makes city 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 crashes that do happen.



For more information on the Speed Limit Reduction, please visit edmonton.ca/SafeSpeeds

Reducing the default speed limit is one important action within the Safe Mobility Strategy 2021-2025, Edmonton's approach to advancing Vision Zero. It is a key component of the City's strategic goals for the next ten years and it supports ConnectEdmonton in creating a safe, healthy, urban and climate-resilient city for all residents.

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.

The Bike Plan and the Implementation Guide are based on knowledge gained over the past ten years, including recent changes to Edmonton's bike network and the rapid evolution of bike planning best practices. The plan was informed

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

by extensive engagement with Edmontonians, who shared their rich experiences, their ideas and their vision for the future.

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

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 the following outcomes for Edmontonians:

- **Safety:** To prevent or reduce crashes, slips, falls and injury to people, and to ensure that emergency responders can reach those that need help.
- **Reliability:** Edmontonians understand when active pathways and roadways are to be cleared and to what standard they are cleared to.
- **Connectivity:** Edmonton's snow clearing approach enables Edmontonians to move safely, whether walking, rolling, biking, using transit or driving, through a mobility network of active pathways and roadways.

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

Public Engagement Policy

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

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

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.

CROW Design Manual for Bicycle Traffic

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

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 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.

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



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:

106 Street from 51 Avenue to 40 Avenue

106 Street from 51 Avenue to 40 Avenue is a collector roadway in the Empire Park and Rideau Park neighbourhoods. Most 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. Adaptable measures will be used through this project to increase speed compliance and encourage safer road use.

The road configuration changes along 106 Street from 51 Avenue to 40 Avenue are described below:



- From 51 Avenue to 47 Avenue, the road mainly operates with one lane in each direction for vehicle traffic, with a painted bike lane in each direction and parking on each side of the road. There are primarily homes that face 106 Street in this road section, with a commercial area closer to 51 Avenue. This segment of road is posted at 40 km/h.



- From 47 Avenue to Whitemud Drive, the roadway mainly operates with two travel lanes in each direction with a median separation, and a painted bike lane in each direction with parking. Homes front onto 106 Street in this road section and there is also a school and park space. The current posted speed limit is 50 km/h for this road segment.



- South of Whitemud Drive, there are generally two travel lanes in each direction with parking in the southbound direction. The southbound

painted bike lane ends at the south end of the Whitemud Drive bridge and the northbound painted bike lane starts around 50 m south of the Whitemud Drive bridge. In the northbound direction, there are two travel lanes with no stopping. There are schools, park spaces and commercial areas in this road section. The current posted speed limit outside of the playground zone is 50 km/h for this road segment.

106 Street from 40 Avenue to 29 Avenue

106 Street from 40 Avenue to 29 Avenue is a collector roadway in the Duggan, Steinhauer and Ermineskin neighbourhoods. 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. Adaptable measures will be used through this project to increase speed compliance and encourage safer road use.

- From 40 Avenue to 34 Avenue, the road mainly operates with two travel lanes in each direction with parking. The travel lanes in each direction are separated by medians. There are schools, park spaces and commercial areas along this road segment and homes front 106 Street. These homes have mainly alley access; however, there are some homes that have front driveways onto 106 Street. The current posted speed limit outside of playground zone time is 50 km/h for this road segment.



As part of historical bike network construction, painted bike lanes were installed on 106 street in 2013/2014. In 2015, City Council voted to remove the bike lanes over concerns regarding a lack of public engagement and feedback that users did not feel the bike lanes were safe and comfortable. When the lanes were removed, City Council expressed an expectation that they would be replaced with an improved design in the future. However, shifting priorities focused bike network expansions elsewhere, and the 106 Street route was not replaced.

- From 34 Avenue to 29 Avenue, the road mainly operates with two travel lanes in each direction with a painted bike lane in each direction. There is no parking on this road section. There are schools, park spaces and



commercial areas found along this road segment and homes generally back onto the roadway.

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, collector and local roads.

- **106 Street from 51 Avenue to 40 Avenue**
- **106 Street from 40 Avenue to 29 Avenue**

106 Street from 51 Avenue to 40 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 106 Street from 51 Avenue to 40 Avenue road section include:

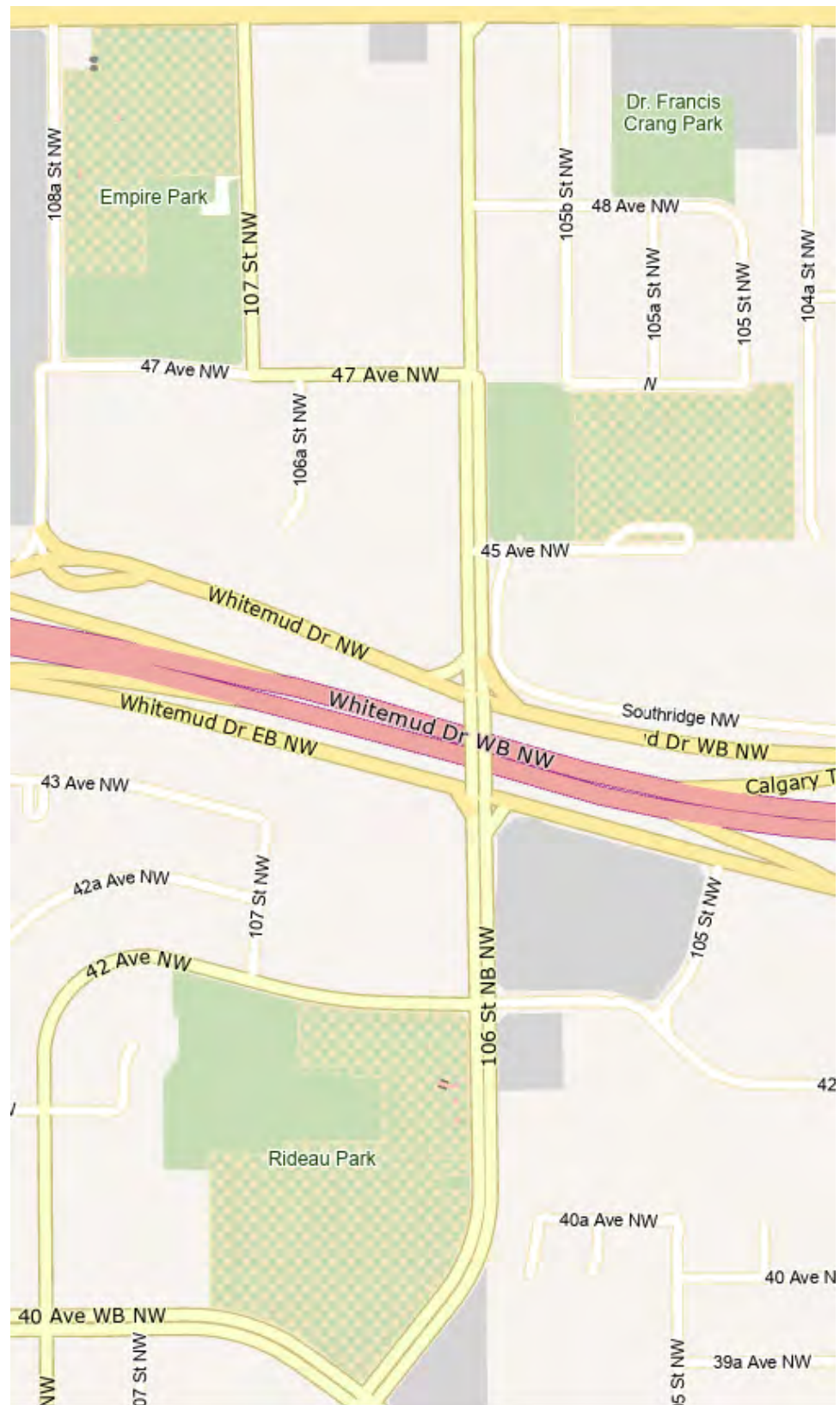
- 51 Avenue
- Whitemud Drive

Collector roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads. Collector roads near the 106 Street from 51 Avenue to 40 Avenue include:

- 47 Avenue
- 42 Avenue west of 106 Street
- 40 Avenue

Local roads are low volume roads which typically provide access to local properties. The local road near the 106 Street from 51 Avenue to 40 Avenue include:

- 45 Avenue
- 42 Avenue east of 106 Street



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

106 Street from 40 Avenue to 29 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 106 Street from 40 Avenue to 29 Avenue road section include:

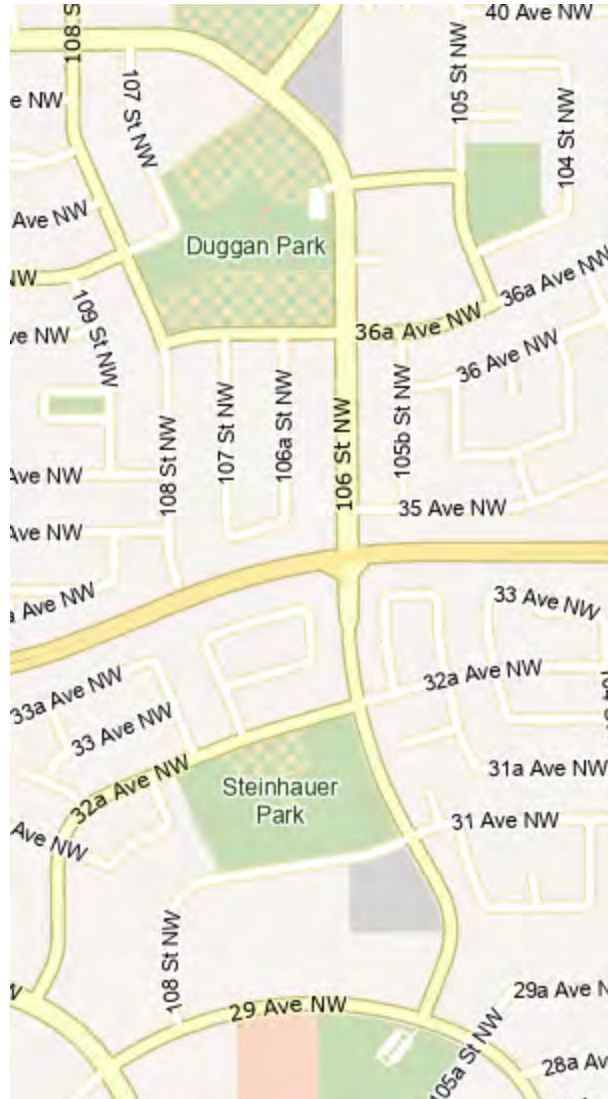
- 34 Avenue

Collector roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads. Collector roads near the 106 Street from 40 Avenue to 29 Avenue include:

- 40 Avenue
- 38 Avenue
- 36A Avenue
- 32A Avenue west of 106 Street
- 29 Avenue

Local roads are low volume roads which typically provide access to local properties. The local roads near the 106 Street from 51 Avenue to 40 Avenue include:

- 35 Avenue
- 32A Avenue east of 106 Street
- 31 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 four locations along 106 Street.

106 Street from 51 Avenue to 40 Avenue

A speed survey was conducted on 106 Street NW North of Whitemud Drive NW where the speed limit is 50 km/h (i.e. not in a playground zone). The most recent data collection occurred in 2025.

Southbound traffic showed compliance at 10.3% as vehicles approached an intersection, whereas northbound compliance was lower at just 4.4%.

Similarly, a speed survey was conducted on 106 Street NW North of 40 Avenue NW where the speed limit is 30 km/h (i.e. in a playground zone). The most recent data collection was in 2025.

Southbound traffic showed the highest compliance at 28.5% for vehicles in the playground zone area just after Rideau park school. In contrast, northbound traffic at the same location showed the lowest compliance at 19.8%, suggesting higher speeds on this corridor approaching a signalized intersection.

106 Street from 40 Avenue to 29 Avenue

A speed survey was conducted on 106 Street NW North of 35 Avenue NW where the speed limit is 50 km/h (i.e. not in a playground zone). The most recent data collection occurred in 2025.

Northbound traffic showed the highest compliance at 89.1% as vehicles are leaving a playground zone, whereas southbound traffic was equally high in compliance at 79.0% as vehicles are entering the playground zone. This suggests a high level of compliance in both directions indicating generally safe travel speeds along this segment. However, there were construction activities along the road section in 2025, which likely influenced speeds and speed limit compliance.

A speed survey was conducted on 106 Street NW North of 31 Avenue NW where the speed limit is 30 km/h (i.e. in playground zones). The most recent data collection occurred in 2022.

Approximately 86% of vehicles are travelling over the speed limit on 106 Street, north of 31 Avenue.

Northbound traffic compliance at 14.9% as vehicles approached a signalized intersection, while southbound compliance was similarly low at 13.4%, indicating consistently high travel speeds along this corridor.

Traffic Volume Data

The City of Edmonton regularly monitors traffic flow across the city to track changes over time. For this road segment, there are several 24 hour counts at intersections and midblock.

106 Street from 51 Avenue to 40 Avenue

A comprehensive traffic volume count was conducted at the midblock segment of 106 Street NW North of 40 Avenue NW. This location is within an established school zone and was monitored for 24 hours on September 10, 2024. 106 Street had an average daily traffic of 6,802 vehicles/day, of which 119 were heavy vehicles.

Additionally, a comprehensive turning movement count was conducted at the intersection of Whitemud Drive EB NW and 106 Avenue NW. This location was monitored for 24 hours on November 30, 2022. This location had an average daily traffic of 9,860 vehicles/day south of Whitemud Drive, of which 307 were heavy vehicles.

A total of 399 pedestrians used the crosswalks, with 6 pedestrians crossing on the north leg, 77 pedestrians crossing on the south leg, 143 pedestrians crossing on the east leg and 173 pedestrians crossing on the west leg. Additionally, 6 cyclists were captured riding on the road, and 8 cyclists used the crosswalks.

106 Street from 40 Avenue to 29 Avenue

A comprehensive traffic volume count was conducted at the midblock segment of 106 Street NW North of 36A Avenue NW. This location is within an established school zone and was monitored for 24 hours on September 10, 2024. The road segment had an average of 6,297 vehicles/day of which 257 were heavy vehicles.

Additionally, a comprehensive traffic volume count was conducted at the midblock segment of 106 Street NW North of 31 Avenue NW. This location is within an established school zone and was monitored for 24 hours on September 10, 2024. The road segment had an average of 7,355 vehicles/day of which 268 heavy vehicles.

A comprehensive turning movement count was conducted at the intersection of 34 Avenue NW and 106 Avenue NW. This location was monitored for 24 hours on August 18, 2022. This location had an average daily traffic of 7,690 vehicles/day, north of 34 Avenue, of which 271 were heavy vehicles.

A total of 352 pedestrians used the crosswalks, with 98 pedestrians crossing on the north leg, 54 pedestrians crossing on the south leg, 114 pedestrians crossing on the east leg and 86 pedestrians crossing on the west leg. Additionally, 97 cyclists were captured riding on the road, and 223 cyclists used the crosswalks.

Crash History

106 Street from 51 Avenue to 40 Avenue

Between 2019 and 2023, 89 crashes were recorded on 106 Street between 51 Avenue to 40 Avenue NW. Of these, three resulted in major injuries (all at intersections), 15 resulted in minor injuries (one midblock, 14 intersections), while 71 involved property damage only (16 midblock, 55 intersections). There were 4 vulnerable road user crashes (VRUs) along this road segment.

Intersections accounted for 72 crashes, with the highest concentration (35 crashes) occurring at Whitemud Drive. The primary contributing factors for these intersection crashes included following too closely, failing to observe traffic signals and left turn vehicles crossing the path of oncoming vehicles.

The remaining 17 crashes took place along midblock segments, one resulted in minor injury and 16 property damage only. The leading causes of midblock crashes were striking parked vehicles, running off the road 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.

106 Street from 40 Avenue to 29 Avenue

Between 2019 and 2023, 70 crashes were recorded on 106 Street between 40 Avenue to 29 Avenue NW. Of these, 2 resulted in major injuries (1 midblock, 1 intersection), 11 resulted in minor injuries (1 midblock, 10 intersections), while 57 involved property damage only (6 midblock, 51 intersection). There were 5 vulnerable road user crashes (VRUs) along this road segment.

Intersections accounted for 62 crashes, with the highest concentration (34 crashes) occurring at 34 Avenue NW. The primary contributing factors for these intersection crashes included following too closely, stop sign violation and left turn across path.

The remaining eight crashes took place along midblock segments, one resulted in major injury, one minor injury and six property damages only. The leading causes of midblock crashes were striking parked vehicles 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.

Opportunities

- Plan for all modes of travel with connections to commercial areas and schools.
- Review the number of driving lanes and road configuration.
- Ensure that passenger vehicles, ETS buses, school buses and emergency vehicles have the appropriate driving space.
- Add traffic calming measures to slow vehicles and increase speed compliance, including in playground zones.
- Look at options to increase intersection safety including at Whitemud Drive and at the 34 Avenue intersection.

Biking

Existing and Planned Bike Routes

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

106 Street from 51 Avenue to 40 Avenue

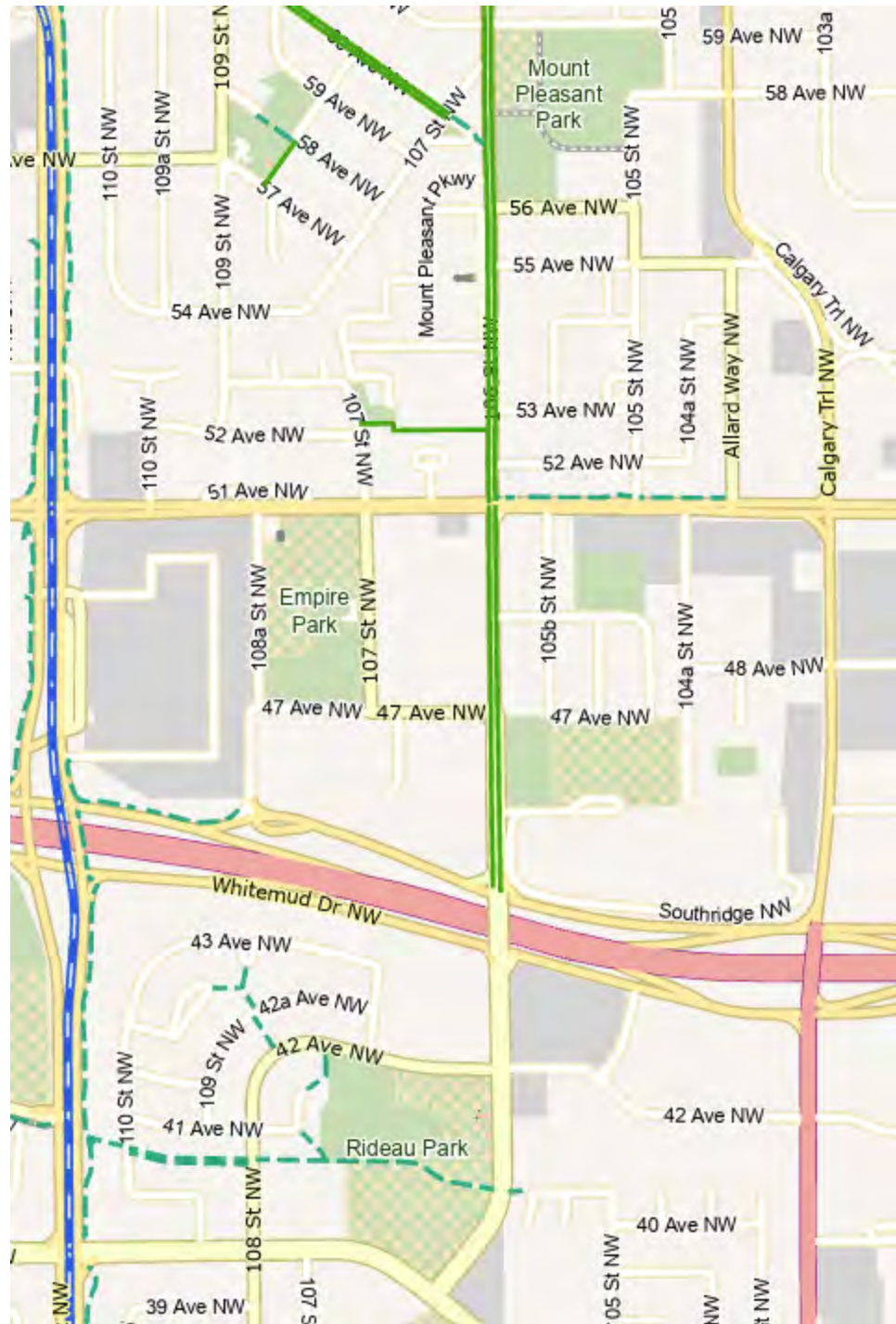
Existing on-street routes:

- There are existing painted bike lanes along 106 Street northbound and southbound from 51 Avenue to Whitemud Drive.
- There are existing raised bike paths and protected bike lanes from 51 Avenue to Saskatchewan Drive.

Existing off-street routes include:

- Pathways on the north side of 51 Avenue from 106 Street to Allard Way

- Pathways that run west of 106 Street through Rideau Park connecting to 111 Street pathways



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

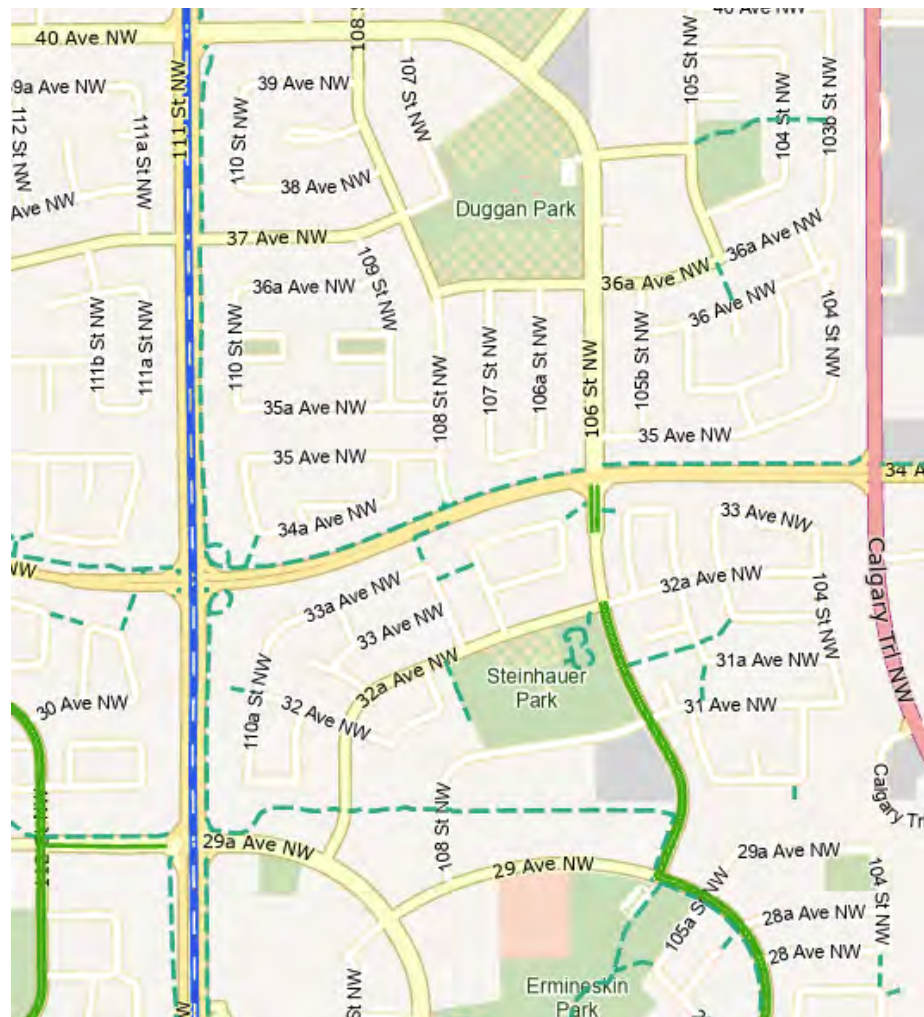
106 Street from 40 Avenue to 29 Avenue

Existing on-street routes:

- There are existing on-street routes along 106 Street northbound and southbound from 34 Avenue to 29 Avenue. They include a painted bike lane. Please note that the map below shows a gap in the on-street bike route south of 34 Avenue; however, this section has a painted lane throughout.

Existing off-street routes include:

- Pathways connecting to local roads near 33 Avenue
- Pathways within Steinhauer Park
- Pathways east of Steinhauer Park connecting to 32 Avenue
- North-south pathway on the west side of 106 Street between 29 Avenue and the greenway.
- East-west pathways in the greenway north of 29 Avenue that connect to 111 Avenue pathways.
- Pathways south of 29 Avenue through Ermineskin Park



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

Opportunities

- Consider adding missing connections to established bike routes between Whitemud Drive to Rideau Park/40 Avenue and between 40 Avenue and 34 Avenue.
- Consider bike infrastructure for all ages and abilities and physical separation for bikes from cars.

Walking

Intersection Controls

106 Street from 51 Avenue to 40 Avenue

There are fully signalized intersections along **106 Street from 51 Avenue to 40 Avenue** at:

- 106 Street and 51 Avenue
- 106 Street and Whitemud Drive
- 106 Street and 42 Avenue
- 106 Street and 40 Avenue

Crossings

There are marked crossings along **106 Street from 51 Avenue to 40 Avenue** at:

- 106 Street and 48 Avenue, which includes an overhead flashing beacon and a zebra marked crosswalk.
- 106 Street and 47 Avenue, which includes an overhead pedestrian signal and a marked crossing on the south side of the intersection.
- 106 Street between Whitemud Drive and 40 Avenue, there are two midblock marked crosswalks near DS Mackenzie Junior High School.
 - North of the school, there is an overhead pedestrian flasher and a marked zebra crosswalk with a center median.
 - Near the school entrance, there is a rapid flashing beacon and a marked zebra crosswalk with a center median.

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

106 Street from 40 Avenue to 29 Avenue

There are fully signalized intersections along **106 Street from 40 Avenue to 29 Avenue** at:

- 106 Street and 40 Avenue
- 106 Street and 34 Avenue

Crossings

There are marked crossings along **106 Street from 40 Avenue to 29 Avenue** at:

- 106 Street and 38 Avenue near Duggan School and Community League there is a half signal and a marked crosswalk with a center median.
- 106 Street and 36A Avenue there is a half signal with a marked crosswalk on the north side of the intersection.
- 106 Street and 35 Avenue there is a marked crosswalk. During construction activities there is a temporary rapid flasher in this location.
- 106 Street and 32A Avenue there is a half signal with a marked crosswalk on the south side of the intersection.
- 106 Street and 31 Avenue there is an overhead pedestrian flasher with a zebra marked crosswalk on the north side of the intersection.
- 106 Street and 29 Avenue there is an all-way stop.

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

Opportunities

- Reduce crossing distances.
- Visual cues that help identify upcoming crossings.
- 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.

Timing points are located at some bus stop locations, where ETS buses can wait to align their timing to the schedule.

During renewal of residential and collector roadways in Edmonton, roads are typically 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 helps to reduce traffic speeds. At ETS bus stops that are also timing points, there is usually a bus bay or space for buses to pull over while they wait for their transit timing.

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

106 Street from 51 Avenue to 40 Avenue

At the time of report writing the following seven routes travel on 106 Street from 51 Avenue to Whitmund Drive:

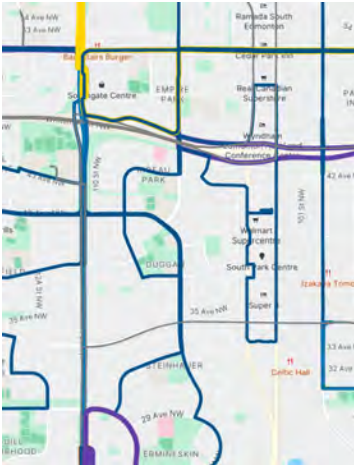
- 6 Davies - Southgate
- 55 Meadows - Southgate - West Edmonton
- 507 Tamarack - Southgate
- 652 Strathcona - Southgate
- 701 Southgate - Kingsway
- 704 Southgate - Southpark
- 705 Century Park - Southgate

Route 705 Century Park - Southgate continues on 106 Street from Whitemud Drive to 42 Avenue. There are no ETS bus routes on 106 Street from 42 Avenue to 40 Avenue.

Timing points are located at some bus stop locations, where ETS buses can wait to align their timing to the schedule. There are currently no timing points for buses in this road segment.

There is one northbound bus stop, number 4468.

There are 3 southbound bus stops, numbers 2888, 22723, and 4239.



106 Street from 40 Avenue to 29 Avenue

At the time of report writing the following two routes travel on 106 Street from 40 Street to 36A Avenue:

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

The following three routes travel on 106 Street from 36A Avenue to 32A Avenue:

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

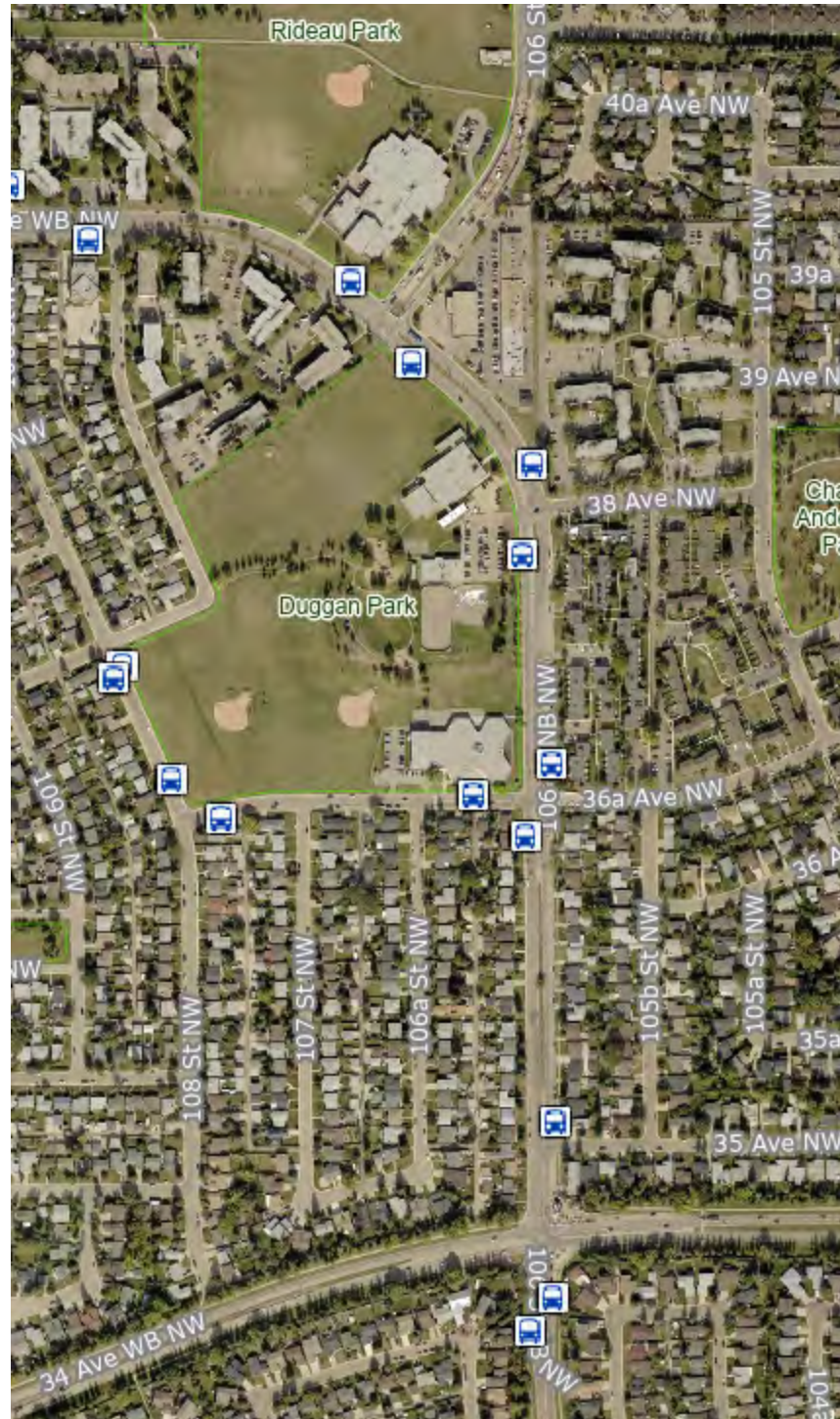
The following two routes travel on 106 Street from 32A Avenue to 29 Avenue:

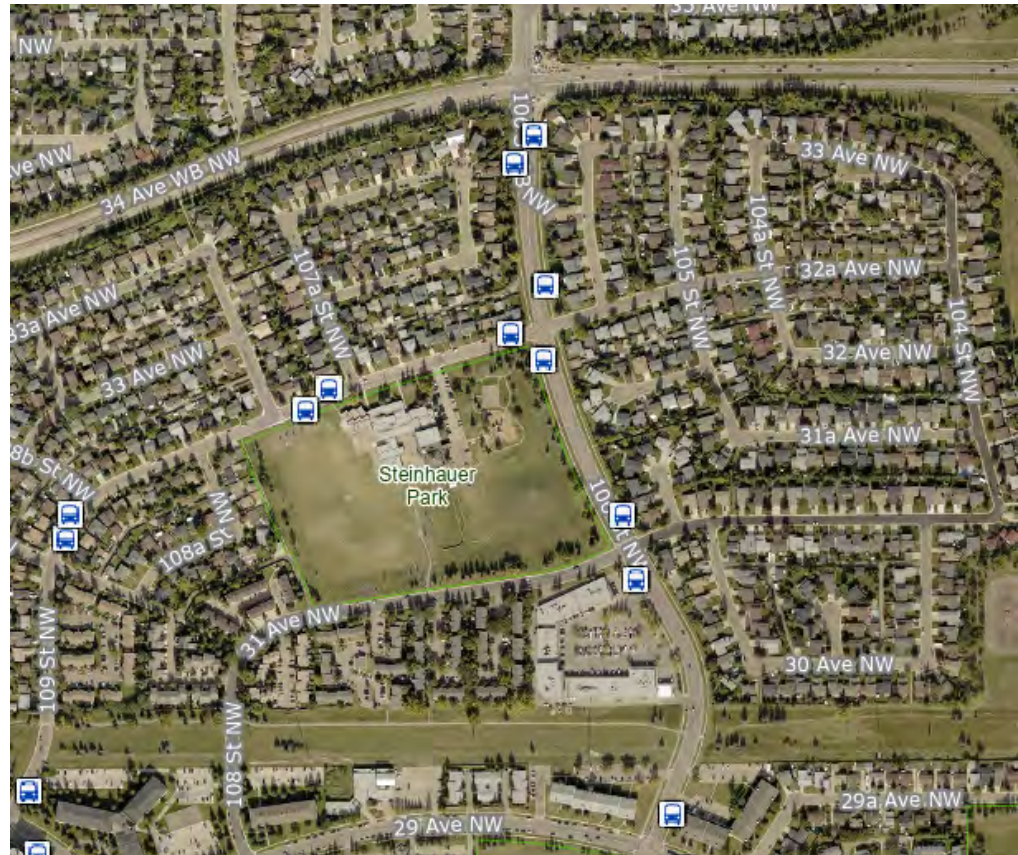
- 660 Century Park - Harry Ainlay
- 709 Century Park - Southgate

Timing points are located at some bus stop locations, where ETS buses can wait to align their timing to the schedule. There are three ETS timing points located in this project area section at:

- 106 Street and 40 Avenue at the southbound stop number 4143
- 106 Street and 36 A Avenue at the southbound stop number 4198
- 106 Street and 36A Avenue at the northbound stop number 4431

Northbound bus stops include numbers 4485, 4431, 4058, 4384, 4133, 4149, 4564. Southbound bus stops include numbers 4143, 4099, 4198, 4399, 4562, 4584.





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. School buses often will pick up and drop off students at existing transit stops.

106 Street from 51 Avenue to 40 Avenue

- L.Y. Cairns School
- Rideau Park School
- DS Mackenzie Junior High School

106 Street from 40 Avenue to 29 Avenue

- DS Mackenzie Junior High School
- Duggan Elementary School
- Steinhauer Elementary School

Opportunities

- Design the roadway to allow 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 some of the 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.



106 Street from 51 Avenue to 40 Avenue

- From 51 Avenue to Whitemud Drive, there is parking in most areas.
- From Whitemud Drive to 40 Avenue, there is parking in the southbound direction. Where parking is not used, the lane appears very wide.
- From Whitemud Drive to 40 Avenue, there is no parking in the northbound direction.

106 Street from 40 Avenue to 29 Avenue

- From 40 Avenue to 34 Avenue, there is parking in most areas.
- From 34 Avenue to 29 Avenue, there is no parking on the east or west sides of the road.

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.

106 Street from 51 Avenue to 40 Avenue



Note: Base map last revised 2015, The Anthony Henday has been completed since then.

Red indicates a restricted truck route (truck route during 07:00 - 22:00 hours Monday through Saturday); green indicates a 24 Hour truck route.

106 Street from 40 Avenue to 29 Avenue



Note: Base map last revised 2015, The Anthony Henday has been completed since then.

Red indicates a restricted truck route (truck route during 07:00 - 22:00 hours Monday through Saturday); green indicates a 24 Hour truck route.

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.

- 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 17 interested parties
- 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 edmonton.ca/Towards40 between September 8, 2025 through to September 21, 2025. 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.

106 Street from 51 Avenue to 40 Avenue

Common themes heard were:

- Limited infrastructure for people who bike contributes to safety concerns and reduces efficient use of street space, especially near Whitemud Drive.
- Absence of protected bike lanes affects a sense of safety and comfort for people who bike.
- Speeding concerns and inconsistent speed limits.
- People who drive not yielding to those who walk or bike through distracted driving.
- 106 Street and 47 Avenue is one of the most consistently mentioned locations requiring improved safety measures.

The tables and summaries below reflect further on the common themes identified for each mode of travel along 106 Street from 51 Avenue to 40 Avenue.

What improvements could you suggest to make Driving, Walking or Rolling, Biking along 106 Street from 51 Avenue to 40 Avenue more comfortable?

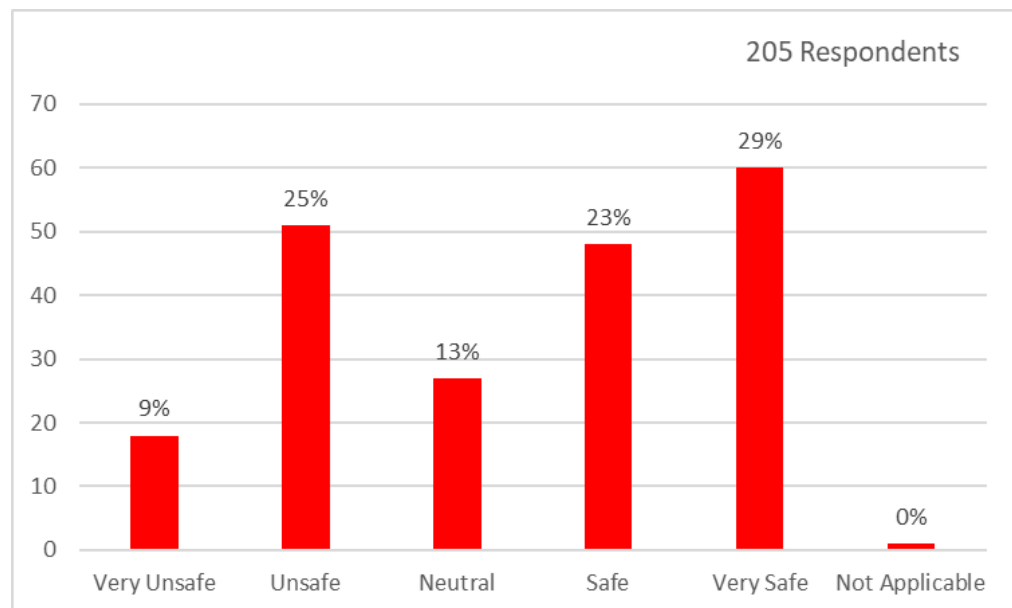
Driving	Walking/ Rolling	Biking
❖ Improve speed limit consistency.	❖ Sidewalk maintenance	❖ Install protected bike lanes and/or shared pathways.
❖ Improve signage, particularly north of Whitemud Drive near 45 Avenue.	❖ Consistent designated bike lane.	❖ Improve safety for people who bike.
❖ Increase enforcement	❖ Additional crosswalks	❖ Add protected bike lanes at 48 Avenue on 106 Street.
❖ Improve	❖ Improve	❖ Add safety

road conditions/ maintenance	signage	measures such as signage or traffic lights.
❖ Increase speed limit	❖ Wider sidewalks	

Safety rating:

When travelling along 106 Street from 51 Avenue to 40 Avenue (driving, walking/rolling and biking) how safe do you feel?

A total of 205 respondents shared their safety rating as follows: 52% very safe and safe, 13% neutral, 34% unsafe and very unsafe, 0% not applicable.

**Safety rating reason:**

While travelling along 106 Street from 51 Avenue to 40 Avenue...	
...respondents felt <i>unsafe</i> due to:	...respondents felt <i>safe</i> due to:
❖ Speeding cars ❖ Drivers failing to comply with traffic rules. ❖ Drivers not yielding to people who walk or bike.	❖ Good visibility and road conditions. ❖ Appropriate speed limits ❖ Clearly marked crosswalks ❖ Wide streets

❖ Lack of separated bike lanes or shared pathways in congested or high-conflict areas. ❖ Unprotected bike lanes ❖ Poor road conditions	
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106 Street from 40 Avenue to 29 Avenue

Common themes heard were:

- Improving drivers compliance with speed limits would improve safety.
- Review posted speeds due to road conditions especially near 34 Avenue and 29 Avenue.
- Many drivers do not comply with traffic rules and fail to yield to pedestrians.
- Introduction of traffic calming measures such as flashing crosswalks or crosswalk lights.
- Roads and sidewalks are in poor condition.

The tables and summaries below reflect further on the common themes identified for each mode of travel along 106 Street from 40 Avenue to 29 Avenue.

What improvements could you suggest to make Driving, Walking or Rolling, Biking along 106 Street from 40 Avenue to 29 Avenue more comfortable?

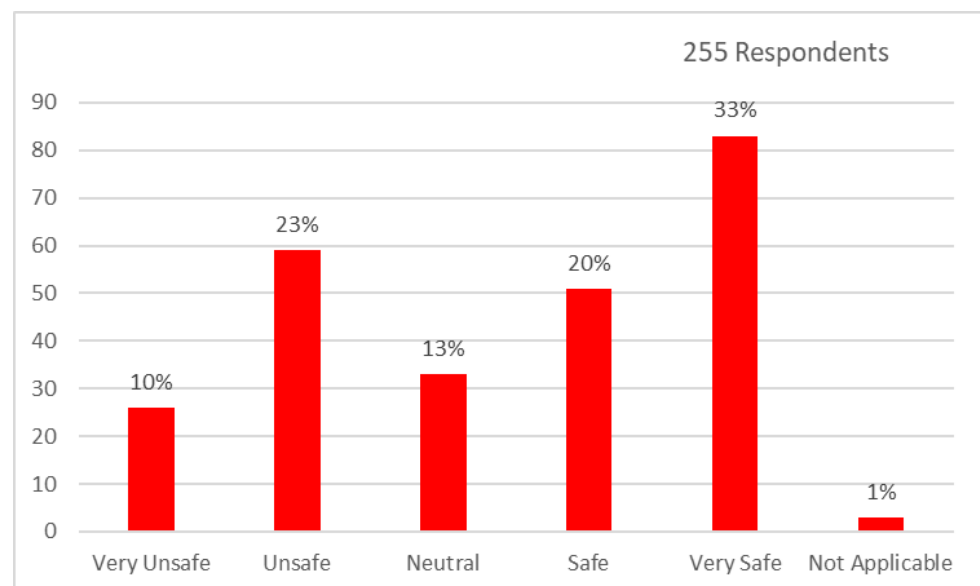
Driving	Walking/ Rolling	Biking
❖ Increase enforcement	❖ Sidewalk maintenance (by DS Mackenzie School and in Steinhauer).	❖ Improve the bike lane, particularly south of 34 Avenue.
❖ Increase speed limit	❖ Improve signage	❖ Road surface maintenance
❖ Improve	❖ Additional	❖ Additional

signage	speed enforcement	speed enforcement
❖ Road maintenance (especially between 34 Avenue and 29 Avenue).	❖ Widen sidewalk	❖ Improve signage
❖ Add speed reduction measures such as speed bumps.	❖ Speed regulation (Consistent speed limits and calming measures to decrease speeding).	❖ Add speed bumps
		❖ Introduce traffic calming measures.

Safety rating:

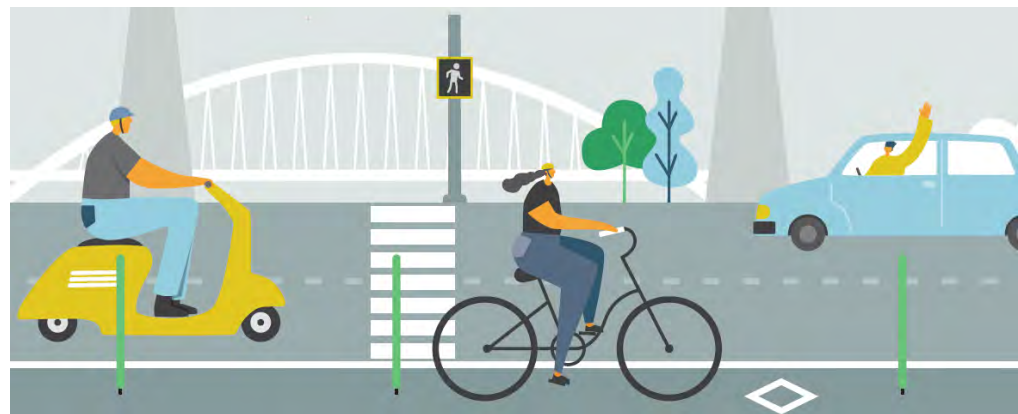
When travelling along 106 Street from 40 Avenue to 29 Avenue (driving, walking/rolling and biking) how safe do you feel?

A total of 255 respondents shared their safety rating as follows: 53% very safe and safe, 13% neutral, 33% unsafe and very unsafe, 1% not applicable.



Safety rating reason:

While travelling along 106 Street from 40 Avenue to 29 Avenue...	
...respondents felt <i>unsafe</i> due to:	...respondents felt <i>safe</i> due to:
❖ Speeding vehicles ❖ Drivers not yielding to pedestrians. ❖ Limited enforcement of traffic rules and speed limits. ❖ Poor road and sidewalk conditions. ❖ Insufficient infrastructure for people who bike.	❖ Slow traffic ❖ Wide roads ❖ Good visibility ❖ Well-marked school zones



OPPORTUNITIES & CONSIDERATIONS FOR DRAFT DESIGN

Several design opportunities will be considered in the draft design. These opportunities include:

- Plan for all modes of travel with connections to commercial areas and schools and review the road configuration.
- Ensure that passenger vehicles, ETS buses, school buses and emergency vehicles have the appropriate driving space.
- Add traffic calming measures to slow vehicles and increase speed compliance, including in playground zones.
- Look at options to increase intersection safety including at Whitemud Drive and at the 34 Avenue intersection.
- Consider adding missing connections to established bike routes between Whitemud Drive to Rideau Park/40 Avenue and between 40 Avenue and 34 Avenue.
- Consider bike infrastructure for all ages and abilities and physical separation for bikes from cars.
- Measures that slow people who drive prior to the crossings and improve sightlines near crossings.
- Design the roadway to allow 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 when it becomes available.

For more information, please visit edmonton.ca/Towards40