

What We Decided Report

Towards 40 40 Street & Hermitage Road

June 2024
edmonton.ca/Towards40Projects

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INTRODUCTION

Report Purpose

The purpose of this report is to share the final design and how the project team arrived at the final design.

The specific project areas this report covers are 40 Street from Hermitage Road to south of 131 Avenue, Hermitage Road from 50 Street to west of Hermitage Park Road and the intersections of 50 Street and Hermitage Road, 40 Street and Hermitage Road, and Victoria Trail and Hermitage Road.



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. It encourages safe driving habits and increases speed limit compliance using adaptable measures that improve safety, moving Edmonton closer to our Vision Zero goal.



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

Low compliance roads are locations where speed limits are regularly violated and where safer behaviours can be encouraged. Exception roads are those that did not transition to 40 km/h when default speed limits were reduced in 2021 but are in need of improvements to lower speeds and prioritize safety and accessibility. Exception roads will become the default speed of 40 km/h once the roadway is permanently reconstructed.

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

PROJECT PROCESS AND DECISION MAKING

Vision Zero Towards 40 Program Process

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



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

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

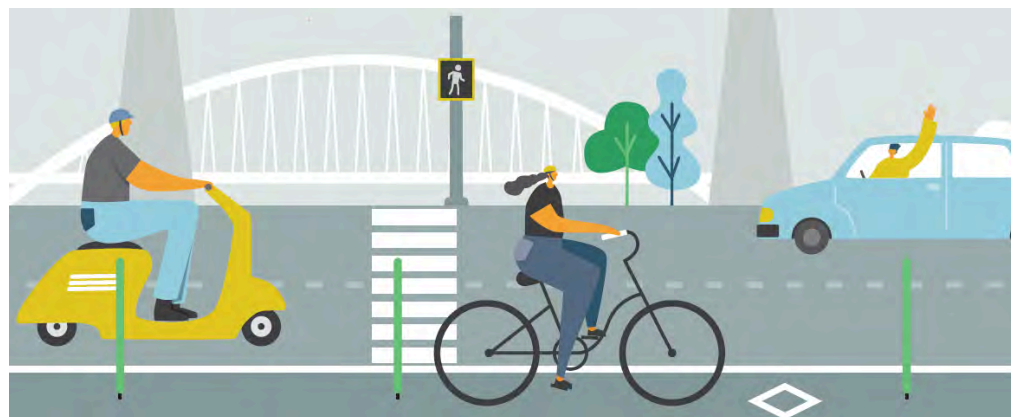
At the time of this **What We Decided Report**, the **Gathering Information** phase and the **Sharing Draft Designs** phase have been completed.

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



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 draft designs.
- A **What We Decided Report** is created by the City to show what was decided for the final design.
- An **Evaluation Report** outlines what we heard from the public and shares data collected for the project areas. It shows how speed limit compliance and behaviour has changed since installation of the adaptable measures.



CITY POLICIES, PROGRAMS AND TECHNICAL CONSIDERATIONS

The following City of Edmonton standards, programs, policies and other best practices and guidelines set the direction and are considered in the Hermitage Road and 40 Street final design. The following provides a list of relevant policies, plans, standards and best practices. To view a description of how these relate to the project, please refer to Page 18 of the [Background Report](#) for 40 Street and Hermitage Road or click on the titles below.

VISION
ZERO

Edmonton

- [City Plan](#)
- [Vision Zero](#)
- [Safe Mobility Strategy](#)
- [Speed Limit Reduction](#)
- [Bike Plan](#)
- Adjacent Projects
 - [Building Great Neighbourhoods - Overlanders/Homesteader Neighbourhood Renewal](#)
 - [CornerStore Grant Program](#)
- [Complete Streets Design and Construction Standards](#)
- [Snow and Ice Control Policy](#)
- [Public Engagement Policy](#)
- [Transportation Association of Canada \(TAC\) Guidelines](#)
- [NACTO Guidelines](#)
- [CROW Design Manual for Bicycle Traffic](#)
- [Gender Based Analysis Plus \(GBA Plus\)](#)
- [Accessibility for People with Disabilities Policy C602](#)



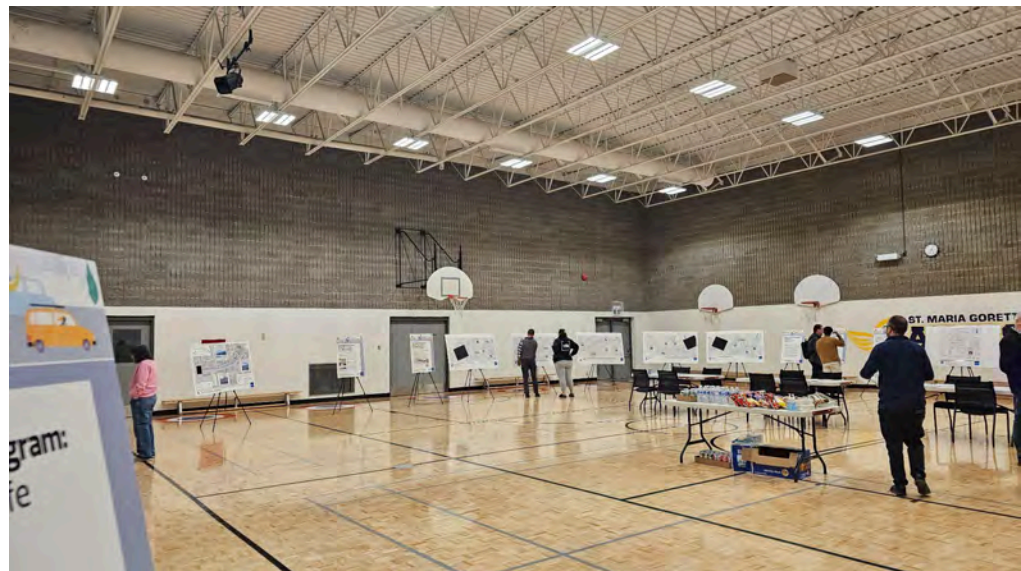
PUBLIC ENGAGEMENT

The project team gathered input from residents, businesses, users and other stakeholders who work, live and play along 40 Street and Hermitage Road. The public was encouraged to:

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

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

Roadmap Stage	Public Engagement Opportunities	Timeline	Participants /Responses
Gathering Information	<ul style="list-style-type: none"> • Online Survey • In-Person Session • Stakeholder Conversations 	November 22 - December 13, 2023	<ul style="list-style-type: none"> • Over 200 Respondents • 53 Participants • 3 Conversations
Sharing Draft Design	<ul style="list-style-type: none"> • Online Survey • In-Person Session • Stakeholder Conversations 	April 2 - 16, 2024	<ul style="list-style-type: none"> • 119 Respondents • 47 Participants • 2 Conversations



COMMUNICATION METHODS

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

- 7,536 letters to residents and businesses.
- 4,064 copies of a newsletter to residents and businesses that was combined with the Overlanders and Homesteader Neighbourhood Renewal Project.
- Emails to 26 stakeholders.
- 40 yard signs.
- Two web pages:
 - Edmonton.ca/Towards40Projects with 284 unique views.
 - Edmonton.ca/Towards40 with 221 unique views.

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

- 7,262 letters to residents and businesses.
- 44 yard signs.
- Two web pages:
 - Edmonton.ca/Towards40Projects with 412 unique views.
 - Edmonton.ca/Towards40 with 138 unique views.
- A post on the NextDoor app to residents in the Hermitage, Homesteader and Overlanders neighbourhoods.
- Four road signs.

412 unique website views

at:

Edmonton.ca/Towards40Projects



DRAFT DESIGNS

This section outlines the draft design which residents provided their feedback on during the Sharing Draft Design phase. In the next sections, a summary of the feedback will be shared along with the final design.

Towards 40: 40 Street and Hermitage Road Project Area Map

The map below shows the roads that are in need of improvements to prioritize safe speeds and encourage safer driving habits.

- 40 Street (between Hermitage Road and south of 131 Avenue) | highlighted in **blue**.
- Hermitage Road (between 50 Street and west of Hermitage Park Road) | highlighted in **green**.
- The intersection at Hermitage Road and 40 Street | highlighted in **orange**.
- The intersection at Hermitage Road and 50 Street | highlighted in **purple**.
- The intersection at Hermitage Road and Victoria Trail | highlighted in **yellow**.



40 Street from Hermitage Road to south of 131 Avenue

Draft Designs:

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

- **A designated driving lane.** A driving lane in each direction accommodates all vehicles, including emergency vehicles.
- **Adaptable centre medians.** Adaptable centre medians are islands along the centre of a street to improve visibility and encourage slower speeds.



Adaptable Centre Median



Adaptable Curb Extension



Above is a photo of a one-way protected bike lane where there is no parking - located on Silver Springs Boulevard in Calgary, AB

- **Adaptable curb extensions.** Adaptable curb extensions extend into the roadway at crossings, either at corners or mid-block, where parking is not permitted. They provide shorter crossing distances and improved visibility for people walking across the street.
- **Adaptable one-way protected bike lanes.** Adaptable one-way protected bike lanes create a designated space for people to bike. They are located on both sides of the road with a curb providing a physical barrier that separates people who drive and people who bike.
 - The one-way protected bike lanes along Hermitage Road connect to several existing and future bike routes, both within and outside the neighbourhood and accommodate all ages and abilities.
- **Parking and no-parking areas.** Parking and no-parking areas will be more clearly defined to show where vehicles can park to avoid confusion and enhance safety near crosswalks. The draft design maintains parking in areas that are most often used.
- **ETS bus stops.** Bus stops remain at the same locations as they are today. With adaptable measures along Hermitage Road, buses and people who bike share the space where bus stops are located. This means that buses will need to make sure that they are checking for people who bike before moving to the curb and people who bike will need to wait behind buses when they are loading and unloading passengers.
- **No U-turn signs.** No u-turn signs will be added in areas where U-turns are not permitted on Hermitage Road.



No U-turn Sign

Intersection of Hermitage Road and 50 Street

Draft Designs:

The project team prepared **two design options** using adaptable measures for the **intersection of Hermitage Road and 50 Street**.

Both draft design options include the following features that improve safety as you walk, bike, roll or drive by encouraging safer speeds:

- **A designated driving lane.** A driving lane in each direction accommodates all vehicles, including emergency vehicles.
- **A designated left-turn lane.** A left-turn lane at the intersection when travelling westbound. People who drive will yield to oncoming traffic and turn left at a green light.
 - Currently there is an existing dual left turn lane at the intersection of Hermitage Road and 50 Street. The draft design changes this to a single designated left turn lane to increase sightlines, reduce collision risk and to operate like similar intersections in the city.
- **Slip ramps.** Slip ramps allow people who bike to easily travel onto the sidewalk or shared pathway off of the road.
 - These will help people who bike to connect to the north-south shared pathway that currently exists on 50 Street.
- **Shared pathway.** The new shared pathway shown in the draft design is planned and will be installed through the Overlanders and Homesteader neighbourhood renewal project. The shared pathway will be located on the north side of Hermitage Road from Habitat Crescent to 50 Street.
- **Adaptable one-way protected bike lanes.** Adaptable one-way protected bike lanes create a designated space for people to bike. They are located on both sides of the road with a curb providing a physical barrier that separates people who drive and people who bike.
 - One-way protected bike lanes along Hermitage Road connect to several existing and future bike routes, both within and outside the neighbourhood and accommodate all ages and abilities.
- **Centre medians.** Centre medians are islands located along the centre of a street that improve visibility near pedestrian crossings.
 - The centre median at 50 street is widened using adaptable measures in the design due to the closure of the left-most turn lane. This will provide a larger space for people who walk, bike or

roll to pause and check for traffic as they cross the street, while improving safety and sightlines.



Above is a photo of a bus stop that is on a roadway with adaptable measures located on Silver Springs Boulevard in Calgary, AB

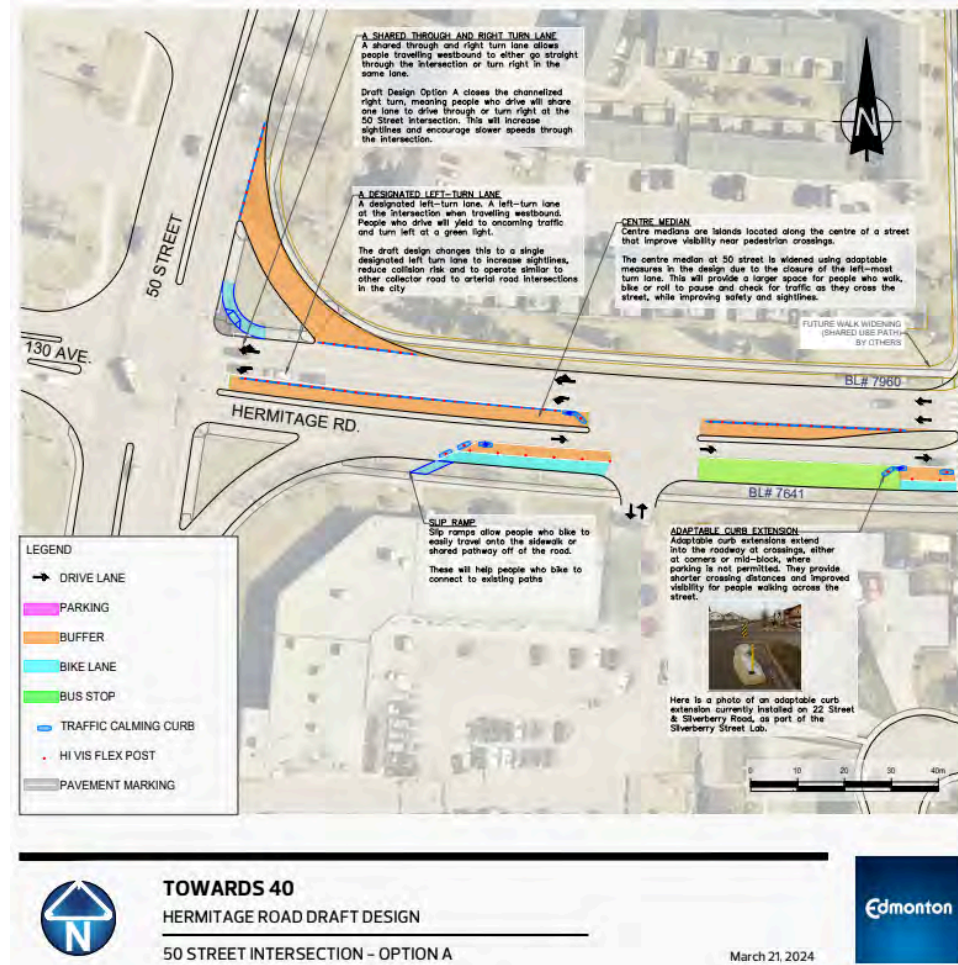
- **Adaptable curb extensions.** Adaptable curb extensions extend into the roadway at crossings, either at corners or mid-block, where parking is not permitted. They provide shorter crossing distances and improved visibility for people walking across the street.
- **ETS bus stops.** Bus stops will remain at the same locations as they are today. With adaptable measures along Hermitage Road, buses and people who bike share the space at bus stops. Buses will need to make sure that they are checking for people who bike before moving to the curb and people who bike will need to wait behind buses when they are loading and unloading passengers.

Draft Design Option A includes all of the design features listed above **and** the following features that improve safety as you walk, bike, roll or drive by encouraging safer speeds:

- **A shared through and right turn lane.** A shared through and right turn lane allows people travelling westbound to either go straight through the intersection or turn right in the same lane.
 - Currently, there is a separate straight through lane and a channelized right turn at the intersection when travelling westbound which currently allows people who are turning right to use a designated right turn lane.
 - **Draft Design Option A** closes the channelized right turn, meaning drivers will share one lane to drive through or turn right at the 50 Street intersection. This will increase sightlines and encourage slower speeds through the intersection.

To view a larger image of the draft design, click the images to the right, OR visit

edmonton.ca/Towards40

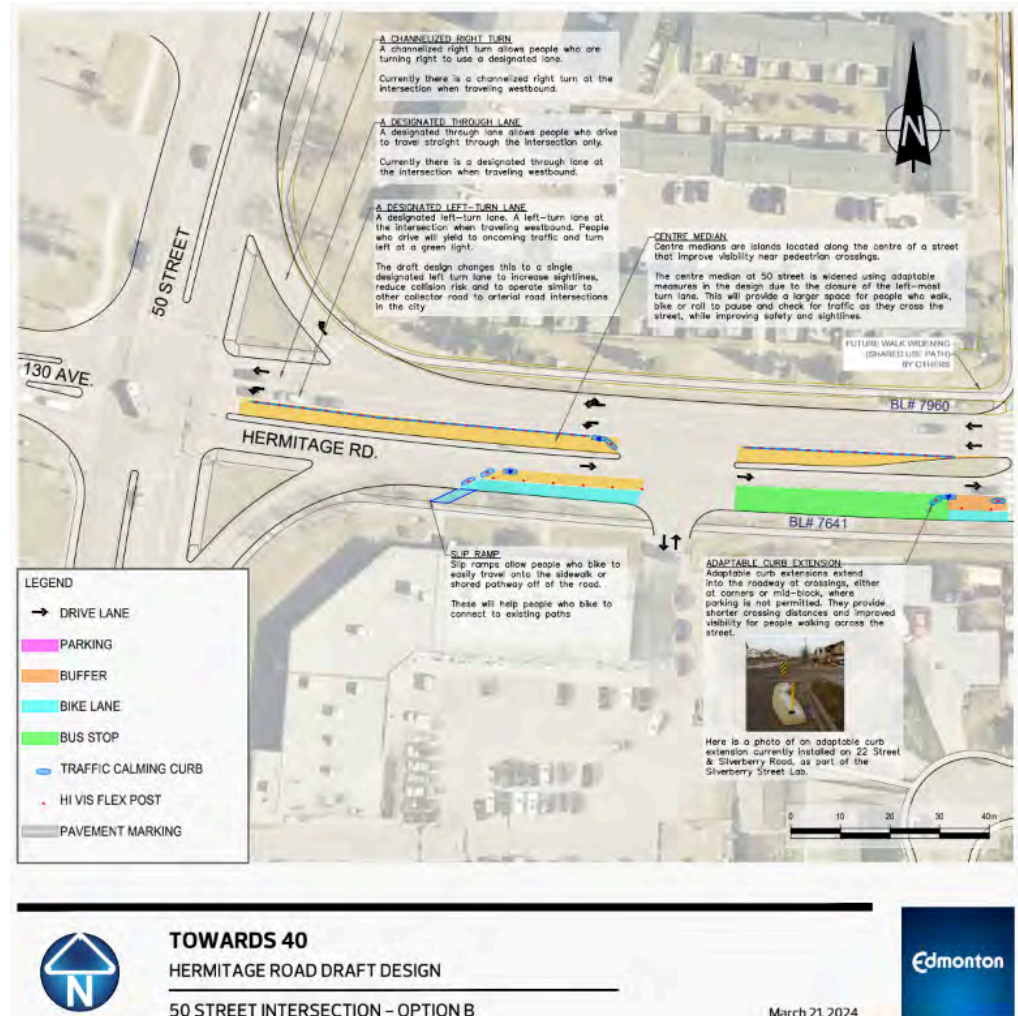


Draft design Option B includes all the design features listed at the beginning of this section **and** the following features that improves safety as you walk, bike, roll or drive by encouraging safer speeds.

- **A designated through lane.** A designated through lane allows people who drive to travel straight through the intersection only.
 - Currently there is a designated through lane at the intersection when travelling westbound. The designated through lane would remain similar to what is there today.
- **A channelized right turn.** A channelized right turn allows people who are turning right to use a designated lane.
 - Currently there is a channelized right turn at the intersection when travelling westbound. This would remain similar to what is there today.

To view a larger image of the draft design, click the images to the right, OR visit

edmonton.ca/Towards40



Intersection of Hermitage Road and 40 Street

Draft Designs:

The project team has prepared two design options using adaptable measures for the **intersection of Hermitage Road and 40 Street**

Both **Draft Design Option A** and **Draft Design Option B** include the following features that improve safety as you walk, bike, roll or drive by encouraging safer speeds:

- **A designated driving lane.** A driving lane in each direction accommodates all vehicles, including emergency vehicles.
- **An all-way stop.** An all-way stop allows people who drive to all stop at the intersection when travelling in all directions. The first vehicle that stops at the intersection proceeds first.

- Currently there is an all-way stop at the intersection. The draft design shows clearly defined driving lanes, one-way protected bike lanes, curb extensions near the crossings and parking areas.
- **Adaptable one-way protected bike lanes.** Adaptable one-way protected bike lanes create a designated space for people to bike. They are located on both sides of the road with a curb providing a physical barrier that separates people who drive and people who bike.
 - The one-way protected bike lanes along Hermitage Road connect to several existing and future bike routes, both within and outside the neighbourhood and accommodate all ages and abilities.
- **Adaptable curb extensions.** Adaptable curb extensions extend into the roadway at crossings, either at corners or mid-block, where parking is not permitted. They provide shorter crossing distances and improved visibility for people walking across the street.
- **Parking and no-parking areas.** Parking and no-parking areas are more clearly defined to show where vehicles can park to avoid confusion and enhance safety near crosswalks. The draft design maintains parking in areas that are most often used.

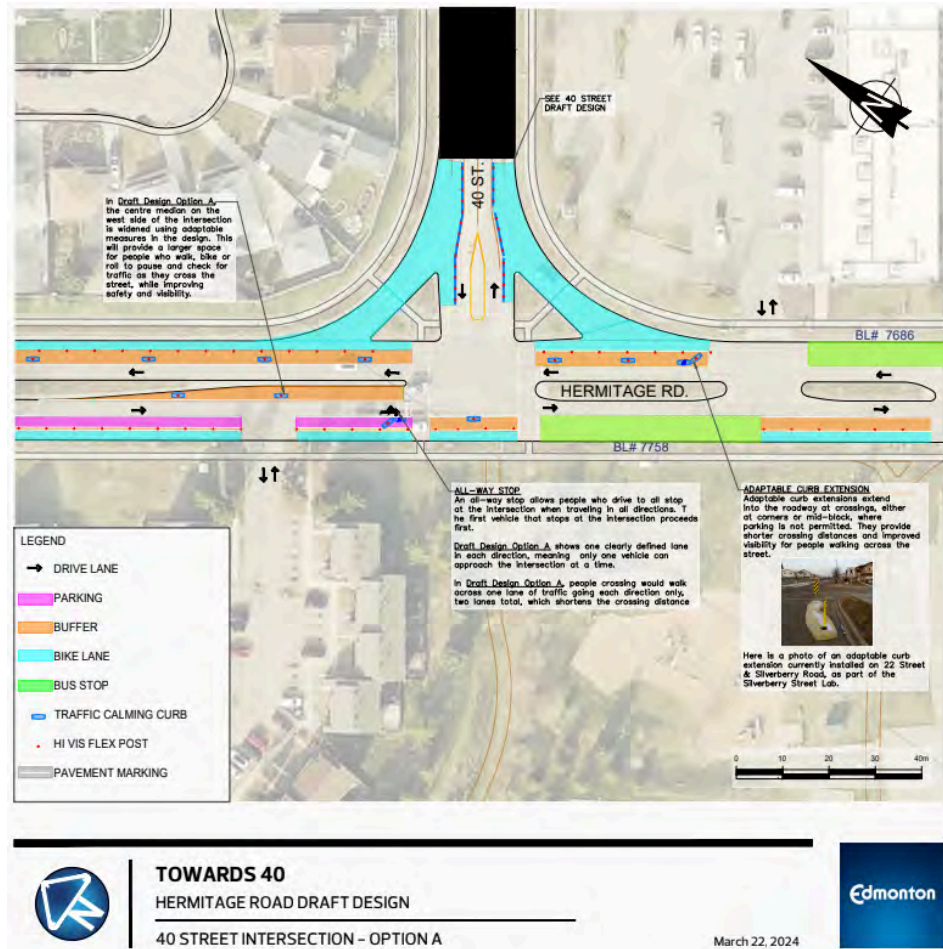


Adaptable Curb Extension

Draft Design Option A includes all the design features listed above **and** the following features that improve safety as you walk, bike, roll or drive by encouraging safer speeds.

- **An all-way stop.**
 - Currently there is an all-way stop at the intersection with no defined lanes.
 - **Draft Design Option A** shows one clearly defined lane in each direction, meaning only one vehicle can approach the intersection at a time.
 - In **Draft Design Option A**, people crossing would walk across one lane of traffic going each direction only, two lanes total, which shortens the crossing distance.
- **Centre medians.**
 - In **Draft Design Option A**, the centre median on the west side of the intersection is widened using adaptable measures in the design. This will provide a larger space for people who walk, bike or roll to pause and check for traffic as they cross the street, while improving safety and visibility.

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

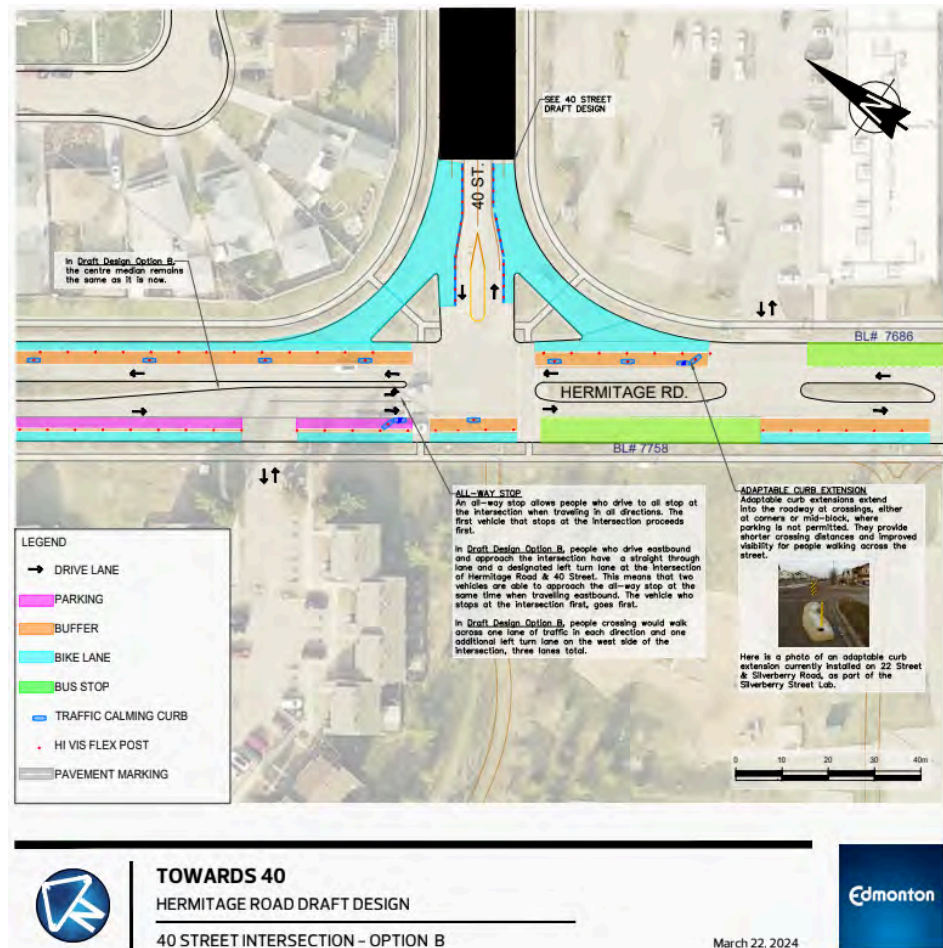


Draft design Option B includes all the design features listed at the beginning of this section **and** the following features that improve safety as you walk, bike, roll or drive by encouraging safer speeds:

- **An all-way stop.**
 - Currently there is an all-way stop at the intersection with no defined lanes.
 - **In Draft Design Option B**, people who drive eastbound and approach the intersection have **a straight through lane and a designated left turn lane** at the intersection of Hermitage Road and 40 Street. This means that two vehicles are able to approach the all-way stop at the same time when travelling eastbound. The vehicle who stops at the intersection first, goes first.
 - In **Draft Design Option B**, people crossing would walk across one lane of traffic in each direction and one additional left turn lane on the west side of the intersection, three lanes total.

- **Centre medians.**
 - In **Draft Design Option B**, the centre median remains the same as it is now.

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



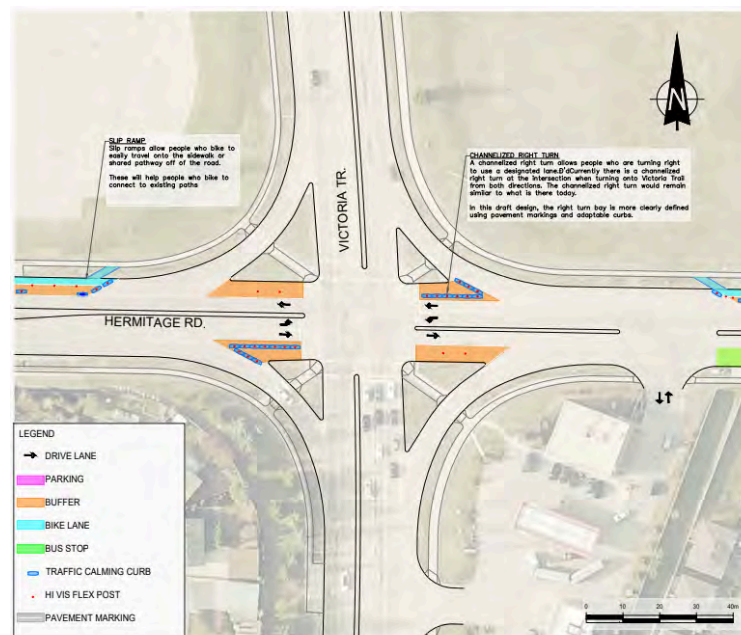
Intersection of Hermitage Road and Victoria Trail

Draft Designs:

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

- **A designated driving lane.** A driving lane in each direction accommodates all vehicles, including emergency vehicles.
- **A designated left-turn lane.** A left-turn lane at the intersection when travelling eastbound or westbound. People who drive will yield to oncoming traffic and turn left at a green light.
- **A straight-through lane.** A straight through lane allows people to travel straight through an intersection.
 - In this draft design, the existing straight through lane is more clearly defined using adaptable measures.

- **A channelized right turn.** A channelized right turn allows people who are turning right to use a designated lane.
 - Currently there is a channelized right turn at the intersection when turning onto Victoria Trail from both directions. The channelized right turn would remain similar to what is there today.
 - In this draft design, the right turn bay is more clearly defined using pavement markings and adaptable curbs.
- **Slip ramps.** Slip ramps allow people who bike to easily travel onto the sidewalk or shared pathway off of the road.
 - These will help people who bike to connect to the north-south shared pathway that currently exists on Victoria Trail and to cross Victoria Trail.
- **Adaptable one-way protected bike lanes.** Adaptable one-way protected bike lanes create a designated space for people to bike. They are located on both sides of the road with a curb providing a physical barrier that separates people who drive and people who bike.
 - One-way protected bike lanes along Hermitage Road connect to several existing and future bike routes, both within and outside the neighbourhood and accommodate all ages and abilities.



To view a larger image of the draft design, click the images to the right, OR visit

edmonton.ca/Towards40

SHARING DRAFT DESIGN: WHAT WE HEARD

What We Heard

In April 2024, residents and stakeholders were invited to view the draft designs and share their feedback with the project team about how well they think each proposed design improves safety for all road users, whether they walk, bike, roll or drive.

The tables and summaries below show the comfort ratings and reasons behind the ratings for each of the following modes of travel (driving, walking/rolling and biking) along 40 Street, Hermitage Road and through the 40 Street and Hermitage Road intersections.

40 Street from Hermitage Road to south of 131 Avenue

What We Heard:

Draft Design Comfort Ratings (n=99)

	% Comfortable	% Neutral	% Uncomfortable
Driving	49.5%	9.1%	41.4%
Biking	38.4%	29.3%	32.3%
Walking/Rolling	54.5%	20.2%	25.3%

Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

Half of the respondents shared that they were comfortable with the draft design, while others shared that their preference is for the road to be left as is. Participants also cited their concerns about the use of taxpayers money if changes are to be made.

The themes below are an overview of some of the reasons that respondents gave for their chosen comfort ratings on the draft design for driving, biking, walking and rolling on 40 Street between Hermitage Road and south of 131 Avenue.

Rationale for Draft Design Rating:

Driving

- Many respondents shared that the design looks good and is much safer.
- Some respondents shared:

- That they thought the physical separation allows everyone to travel safely.
- That traffic calming is needed on 40 Street.
- That they would like the roadway to be left as it is and to increase the speed limit.
- A few respondents shared:
 - Concerns that snow removal could be more complicated due to the addition of bike lanes and that windrows could impact the width of the driving lanes.
 - That street parking was not addressed by the church (out of scope for this project).

Biking

- Some respondents shared:
 - That they like the draft design.
 - That they hope people will be more encouraged to use the bike lanes if they are protected.
 - That they would like to see additional protection from the roadway than what is shown in the draft design.
 - That people ride their bikes on the sidewalk and that the volume of people who bike does not justify a designated bike lane.
 - Concerns about the use of taxpayers' money.
 - Concerns about vehicles driving in the bike lanes.
 - Suggestions to add curb extensions with the bike lanes.

"Everything looks very good. I am a bit concerned about making left turns onto or off of the bike lanes." - Towards 40 participant

Walking or Rolling

- Some respondents shared:
 - That crosswalk lights may be helpful because cars are not stopping for people at crossings.
 - The two-stage crossing may help people cross the road. Hermitage Road between 50 Street and west of Hermitage Park Road

Hermitage Road from 50 Street to west of Hermitage Park Road

What We Heard:

Draft Design Comfort Ratings (n=101)

	% Comfortable	% Neutral	% Uncomfortable
Driving	49.5%	7.9%	42.6%
Biking	31.7%	31.7%	36.6%
Walking/Rolling	46.5%	27.7%	25.7%

Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

Rationale for Draft Design Rating:

Driving

- Some respondents shared:
 - That they believe cars will slow down and it will be safer, as speeding is currently an issue.
 - Concerns about maintenance issues such as snow clearing.
 - The suggestion to add additional no parking signage.
 - Concerns about parking, especially near the sports fields.
 - Concerns about traffic congestion.

"Traffic calming is needed on this street. Slowing the vehicles will make biking and walking more comfortable." - Towards 40 Participant

Biking

- Some respondents shared:
 - That they do not think there is a need for bike lanes and to perhaps include a shared pathway instead.
 - That they would like the bike lane to be separate from the roadway.
 - Concerns about buses in the bike lane.
 - That it is nice to see a bike route on Hermitage Road, as it is currently a missing connection.

"All bike lanes need to be kept clear of sand and gravel, garbage, tree branches and snow. The picture in this proposal shows a bike lane cleared of snow. Our experience is the snow from the motor vehicle lanes is plowed into the bikes lanes (Clareview LRT to Hermitage Road)" - Towards 40 Participant

Walking or Rolling

- Some respondents suggested widening the sidewalks.

Intersection of Hermitage Road and 50 Street | Option A

What We Heard:

Draft Design Comfort Ratings (n=96)

	% Comfortable	% Neutral	% Uncomfortable
Driving	44.8%	6.3%	49.0%
Biking	27.1%	34.4%	38.5%
Walking/Rolling	44.8%	31.3%	24.0%

Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

Rationale for Draft Design Rating:

Driving

- Some respondents shared:
 - A concern about traffic congestion and the increase in wait times at the intersection.
 - The suggestion of keeping the right turning lane — some respondents referenced the potential increase in traffic volumes due to development in the area.
 - That they think the draft design is good — changing to a single turn lane may help to reduce driver speed when turning.
 - The suggestion of changing the traffic lights — respondents suggested changes to traffic lights to allow advance green or red lights preventing turning rather than reducing lanes.

Biking

- Some respondents:
 - Did not believe that bike lanes are needed.
 - Requested a separate bike lane from the roadway
 - Shared that they are comfortable if buses stop in the driving lane and not the bike lane.

*“Protected bike lanes are excellent! Could also do a raised crossing across Harvest Road.” - Towards
40 Participant*

Walking/Rolling

- Some respondents:
 - Would prefer to see cyclists sharing sidewalks with pedestrians and suggested a shared pathway.

- Shared that eliminating the channelized right turn would make it safer for pedestrians.

Intersection of Hermitage Road and 50 Street. Option B

What We Heard:

Draft Design Comfort Ratings (n=96)

	% Comfortable	%Neutral	%Uncomfortable
Driving	58.3%	11.5%	30.2%
Biking	32.3%	32.3%	35.4%
Walking/Rolling	40.6%	33.3%	26.0%

Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

Between the two draft designs presented, respondents are most comfortable with Option B, especially when driving.

Rationale for Draft Design Rating:

Driving

- Some respondents:
 - Shared that the draft design is good and would increase safety.
 - Shared a concern about traffic congestion and increased driver frustration.
 - Suggested adding a green left turning arrow.
 - Suggested considering keeping the two left lanes or changing the closure of the left lane to the centre.

Biking

- Some respondents shared:
 - That they don't think a bike lane is needed and to consider having bikes share the sidewalk.
 - Concerns about the use of taxpayers' money on the bike infrastructure.

“Walking: it is a wide road, so having meridians would allow pedestrians a place to cross in stages. However, additional signage and lights would do the same.” - Towards 40 Participant

Walking/Rolling

- Some respondents:
 - Suggested to add crosswalk lights.
 - Had concerns about pedestrian safety with keeping the existing right turn.

Intersection of Hermitage Road and 40 Street | Option A

What We Heard:

Draft Design Comfort Ratings (n=101)

	% Comfortable	% Neutral	% Uncomfortable
Driving	47.5%	9.9%	42.6%
Biking	32.7%	33.7%	33.7%
Walking/Rolling	40.6%	32.7%	26.7%

Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

Rationale for Draft Design Rating:

Driving

- Some respondents:
 - Indicated that the design looks good and is an improvement to safety.
 - Suggested to keep all lanes and the intersection as is.
 - Shared a concern that the intersection is busy already and that retaining one lane could cause traffic congestion, especially during school drop-offs and pick-ups.
 - Referenced that one lane in each direction helps with less confusion at the intersection and that clear marked lanes were important.
 - Shared that reallocating the channelized right turn lanes will make the area much safer.

“Approach to 50th (Street) from the west is on a curve, it will still be difficult to see speeding vehicles coming along the through lane when there is a vehicle in the opposing left-turn lane” - Towards 40 Participant

Biking

- Many respondents who were uncomfortable with the design shared that allowing transit in the bike lane at bus stops was a major reason for their rating and that they would prefer the bike lane to be separated from the bus stop.

- Some respondents shared:
 - That the one-way protected bike lanes are great and that they make biking feel a lot safer as there is a clear barrier between the bikes and vehicles.
 - Concerns about the use of taxpayers’ money and questioned the need for bike lanes.

Walking or Rolling

- Some respondents:
 - Were in favour of the focus on pedestrian safety.
 - Liked the increased visibility for those crossing the road.
 - Shared that the existing sidewalks could be used for biking and walking or to add a shared pathway.
- Respondents that were comfortable with this draft design option pointed out that reducing the number of traffic lanes will increase driver attention to walking or rolling users.
- A few respondents suggested to improve street lighting.

Intersection of Hermitage Road and 40 Street | Option B

What We Heard:

Draft Design Comfort Ratings (n=101)

	% Comfortable	% Neutral	% Uncomfortable
Driving	52.5%	14.9%	32.7%
Biking	31.7%	39.6%	28.7%
Walking/Rolling	38.6%	35.6%	25.7%

Some totals may exceed 100% due to rounding and respondents’ ability to select multiple answers.

When compared with design Option A, most respondents preferred Option B. Respondents who said they wanted the intersection to be left as is, mostly opted for Option B, as it was the option that was closest to the existing intersection design.

“More comfortable with this design (Option B - Intersection of Hermitage Road and 40 Street) for crossing on foot. Currently I find the area to be high risk and avoid” - Towards 40 Participant

Rationale for Draft Design Rating:

Driving

“People don't know how to use the all-way stop and will either cut off others or not go when it is their turn, many don't yield to pedestrians crossing. That is the biggest problem with this intersection!” - Towards 40 Participant

- Some respondents shared:
 - That the design looks good -- as it separates bikes and vehicles at the intersection.
 - That they like the left turn lane at this intersection as it would help with traffic flow at peak times.
 - That more education on the use of the all way stop use was needed.
 - That they preferred to leave the intersection as it is.
- A few respondents suggested to add traffic lights.

Biking

- Some respondents:
 - Are comfortable with using the existing channelized right lanes for bike lanes.
 - Shared concerns on the use of taxpayers' money.

Walking/Rolling

- Some respondents:
 - Shared that defining the lanes will help with pedestrian safety.
 - Suggested to widen the sidewalks.
 - Suggested adding a shared pathway.

Intersection of Hermitage Road and Victoria Trail

What We Heard:

Draft Design Comfort Ratings (n=89)

	% Comfortable	% Neutral	% Uncomfortable
Driving	57.3%	15.7%	27.0%
Biking	39.3%	30.3%	30.3%
Walking/Rolling	47.2%	30.3%	22.5%

Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

Rationale for Draft Design Rating:Driving

“Reducing vehicle travel to one lane east on Hermitage Road could cause back-ups as people enter the gas station and Tim Hortons.”-Towards 40 Participant

- Some respondents:
 - Shared that the design looks good and defining the lane could improve safety.
 - Shared concerns about congestion, especially by the businesses.
 - Suggested to mark the lanes clearly with paint.
- A few respondents shared that there are obscured sight lines caused by a hill.

Biking

- Some respondents shared:
 - A desire for protected bike lanes, noting that curbs separating the bike and driving lanes should be continuous and that slip lanes (channelized rights) encourage speeding, putting people who walk or bike at risk.
 - Concerns on the use of taxpayers' money.

Walking or Rolling

- Some respondents suggested:
 - Making the sidewalks wider.
 - Removing the channelized right turns as they are tricky for people who walk or bike to navigate.
- Several respondents shared that many people cross at this intersection.

FINAL DESIGN: WHAT WE DECIDED

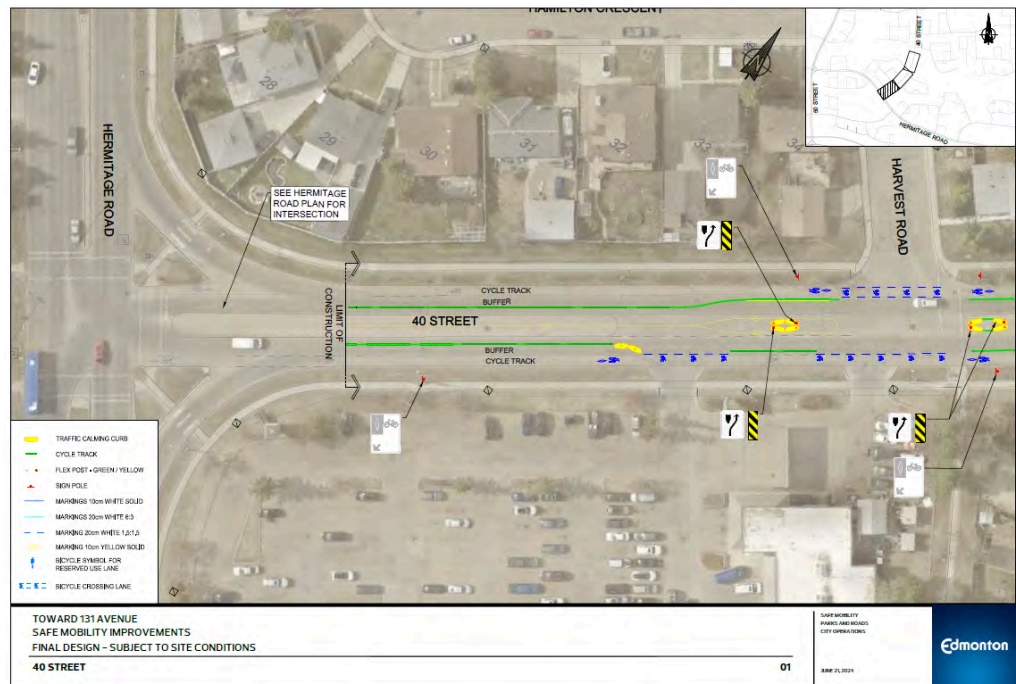
The final designs and project decisions were informed by key City policies and programs, technical considerations and public engagement for the 40 Street and Hermitage Road project areas:

- 40 Street from Hermitage Road to south of 131 Avenue
- Hermitage Road from 50 Street to west of Hermitage Park Road
- Intersection of Hermitage Road and 50 Street
- Intersection of Hermitage Road and 40 Street
- Intersection of Hermitage Road and Victoria Trail

To view project history, please visit edmonton.ca/Towards40Projects

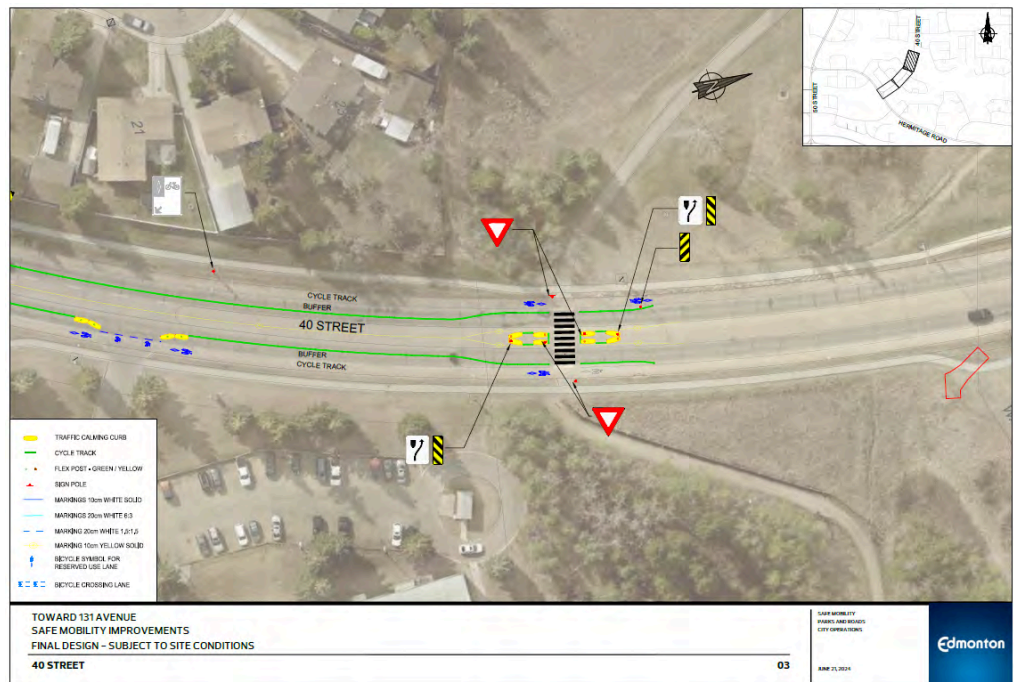
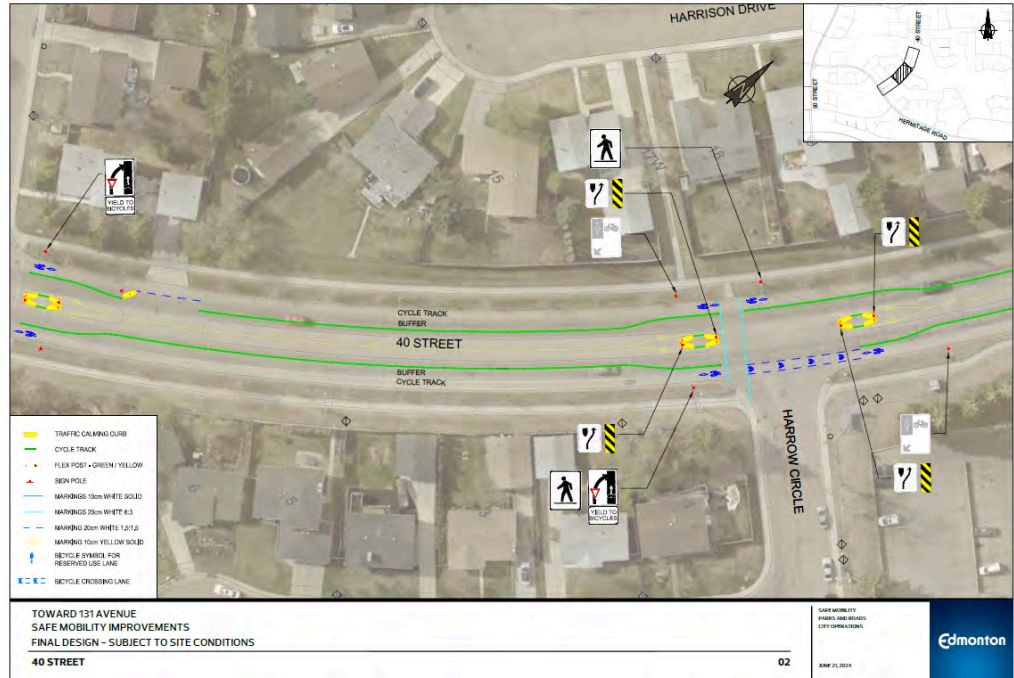
40 Street from Hermitage Road to south of 131 Avenue

Final Design:



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

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



Example of an adaptable centre median

What We Decided

The final design includes:

- A defined driving lane in each direction that accommodates all vehicles, including emergency vehicles
- Adaptable measures such as centre medians and two-stage crossings to reduce speed and increase visibility at these crossings:
 - 40 Street and Harvest Road



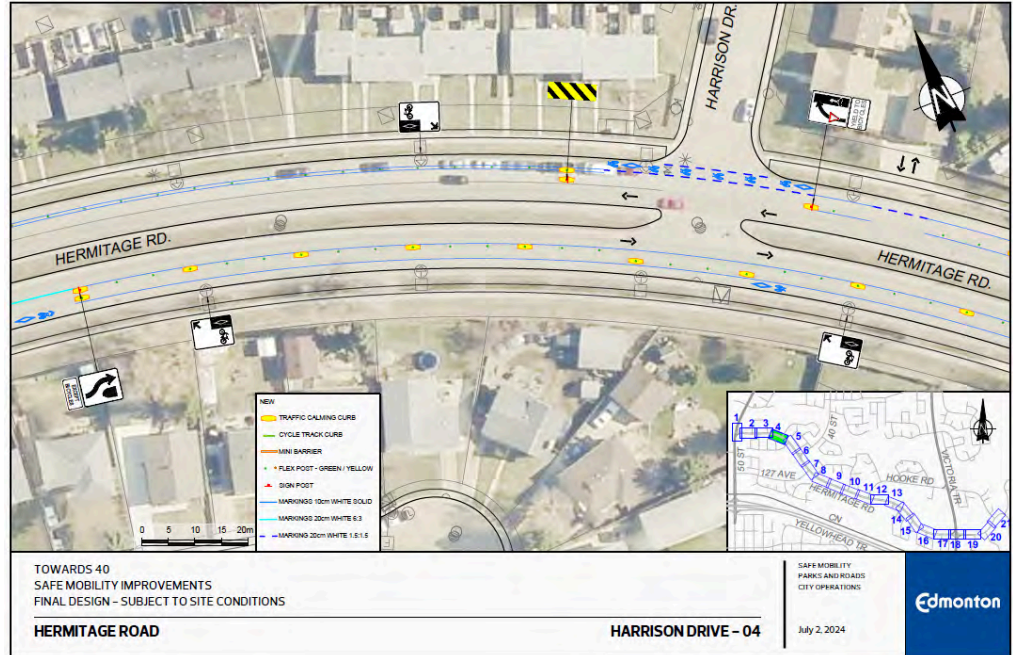
Example of an adaptable two-stage crossing

- 40 Street and Harrow Circle
- 40 Street and Ravine mid-block crossing
- Adaptable one-way protected bike lanes to separate people who drive and people who bike, replacing the painted only bike lane
- Signage and pavement markings along 40 Street to support the new configuration

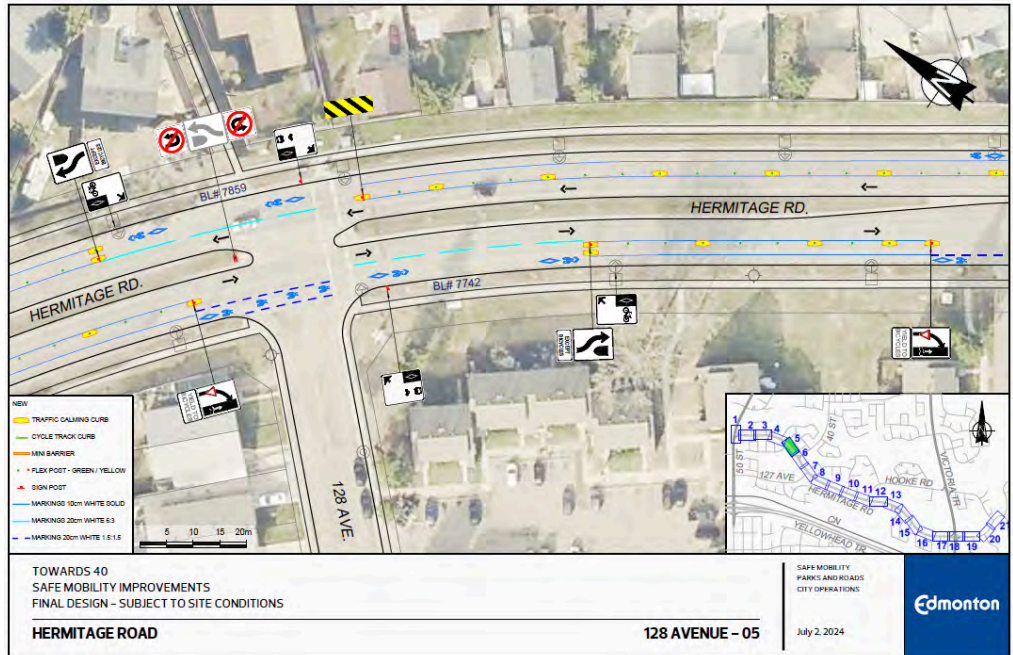
What We Considered:

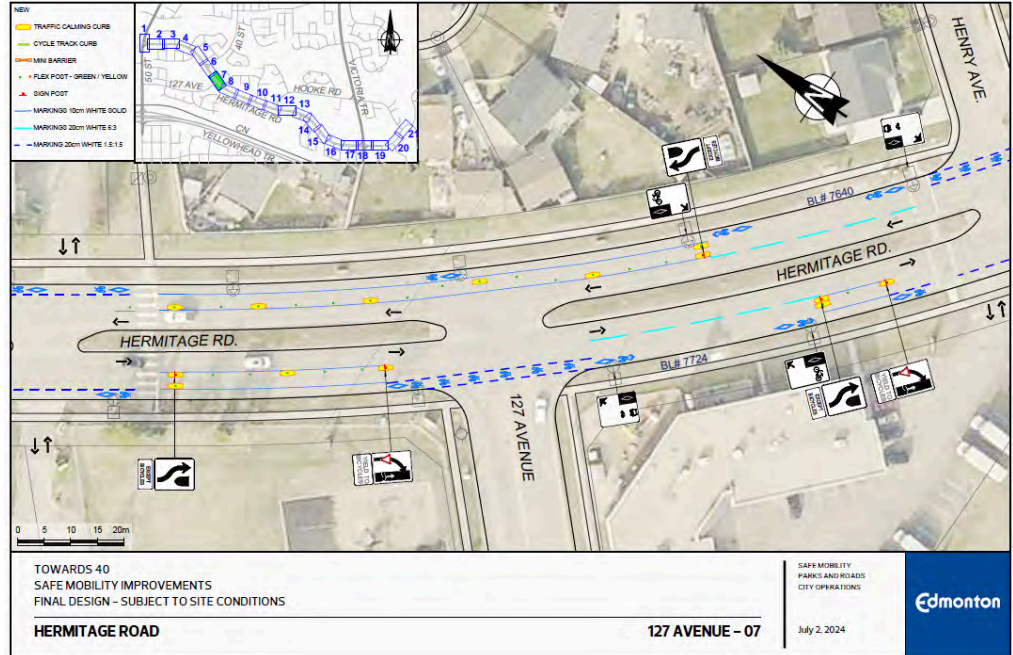
- Public Input - We Heard:
 - In the Gathering Information phase, those who felt unsafe on 40 Street indicated this was due to speeding, people using sidewalks instead of bike lanes, the ravine crossing not being well marked and people tailgating those who were driving the speed limit.
 - In the Sharing Draft Design Phase, the majority of the respondents shared they were comfortable with the draft design. From those respondents, we heard that physical separation lets everyone travel safely, traffic calming is needed and the design looks much safer
- City Policies and Programs:
 - Towards 40, City Plan, Vision Zero, Safe Mobility Strategy, Speed Limit Reduction, Bike Plan and other projects in the area such as Overlanders/Homesteader Neighbourhood Renewal, Snow and Ice Policy. For links to these policies and programs, please see Page 6.
- Technical Requirements
 - The final design follows the Complete Streets Design and Construction Standards which provides direction on design elements
 - The final design encourages more appropriate speeds in alignment with the 40 km/h residential speed bylaw.
 - In the final design, buffer spaces and boulevards are used to store snow from the roadway and bike lanes. Roads like 40 Street will be cleared as per the current Snow and Ice Policy.

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

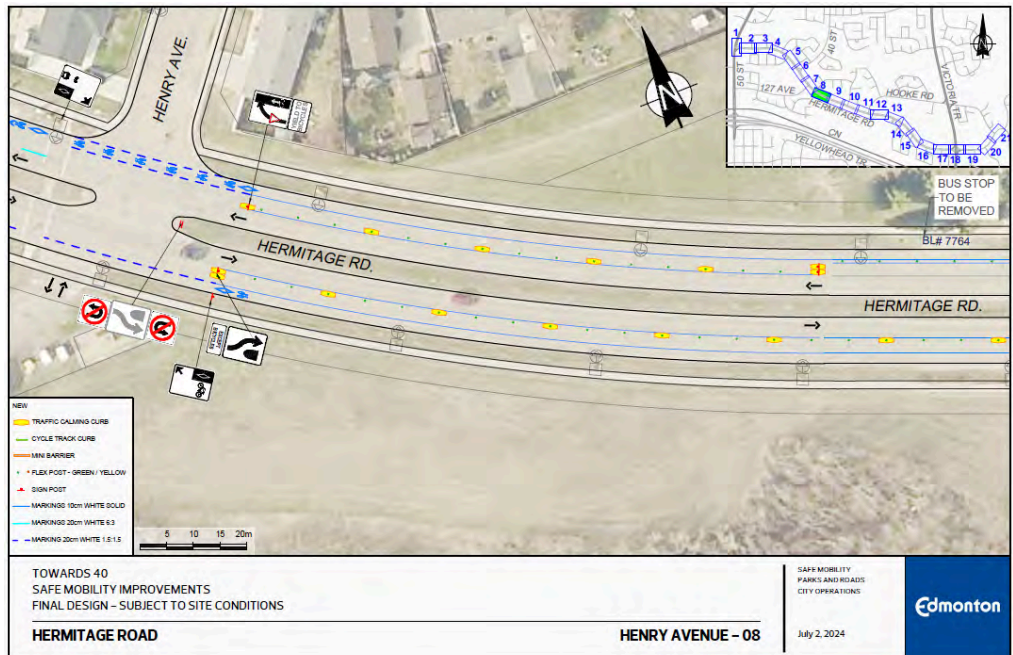


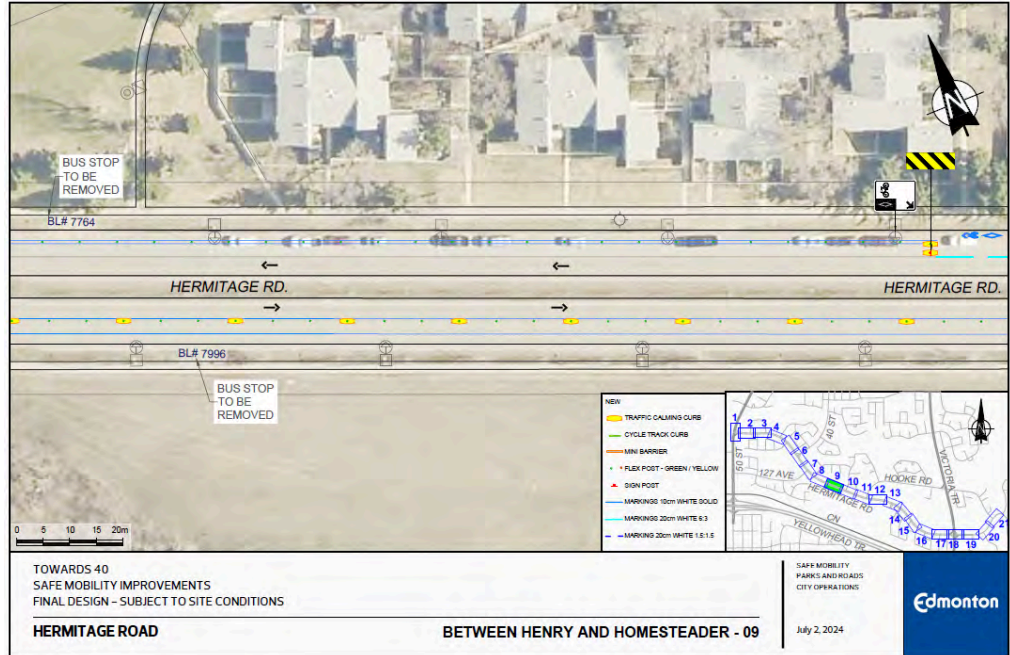
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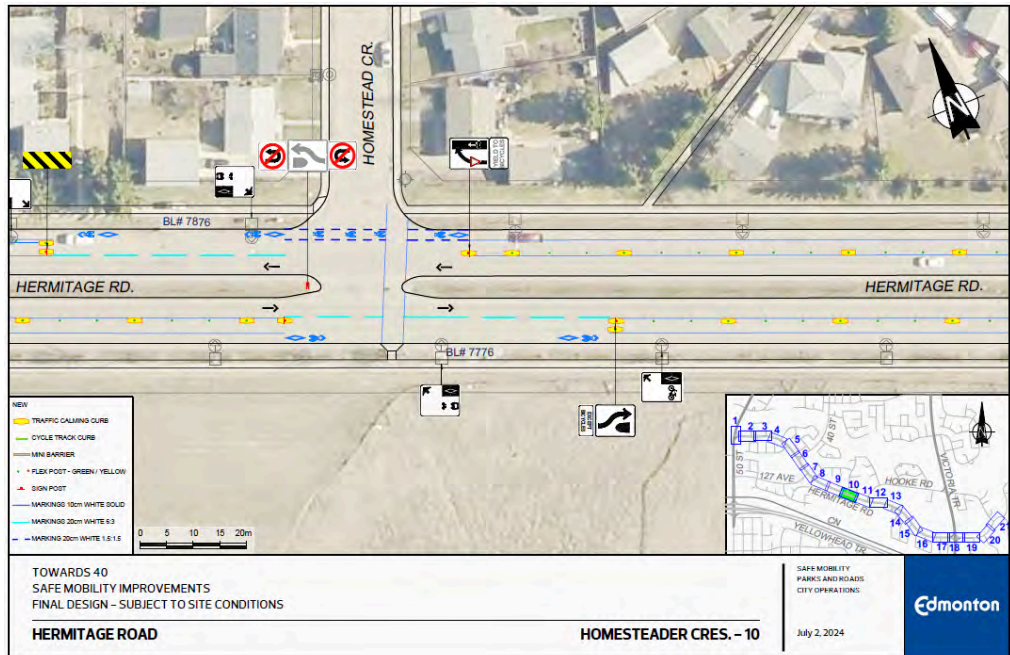


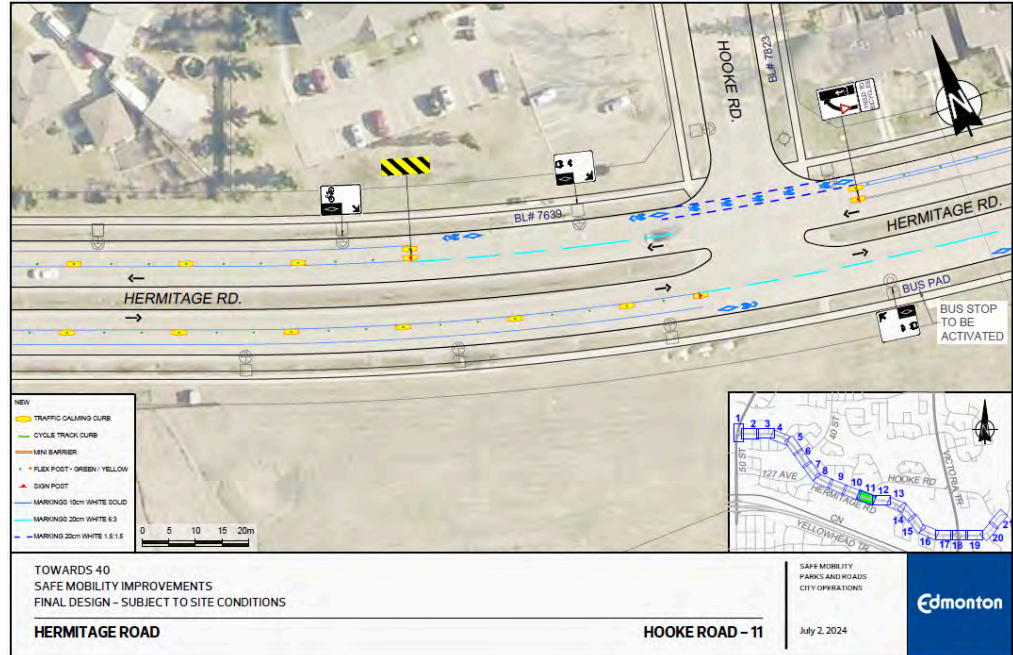
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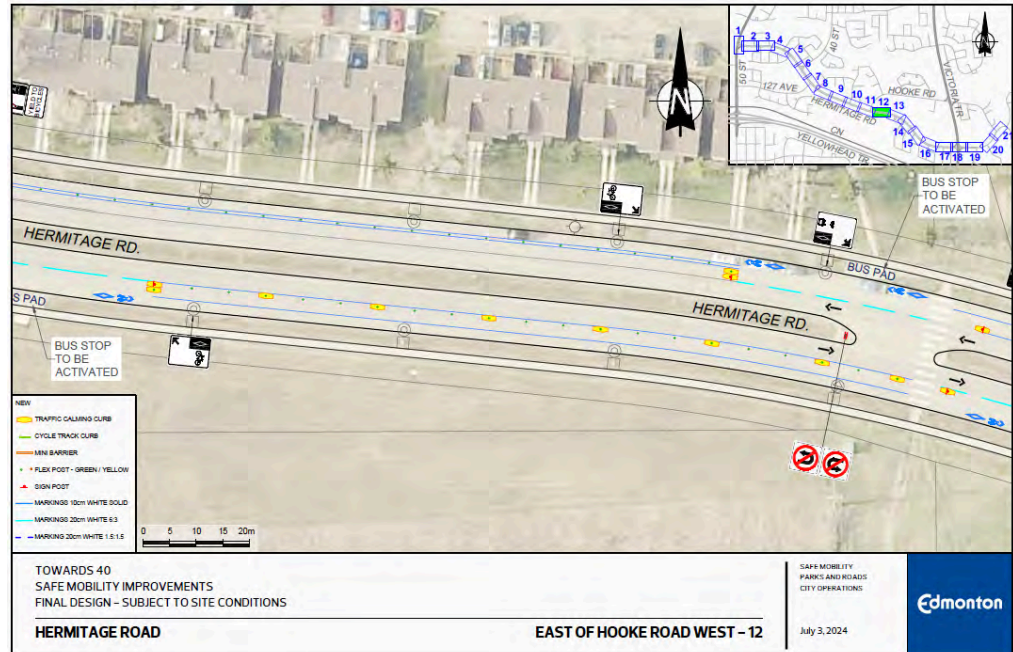


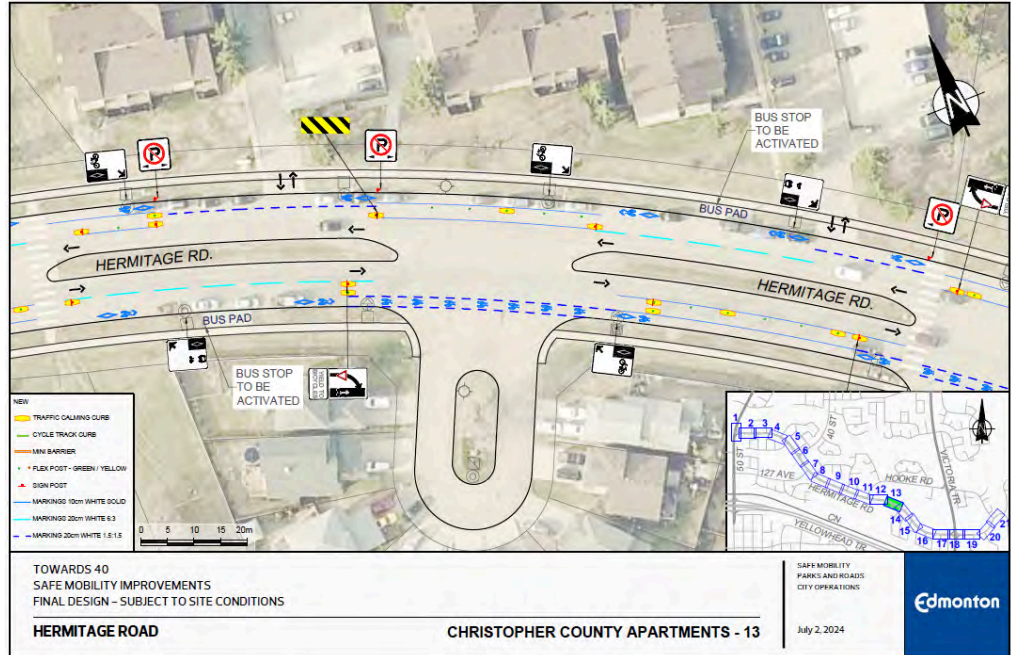
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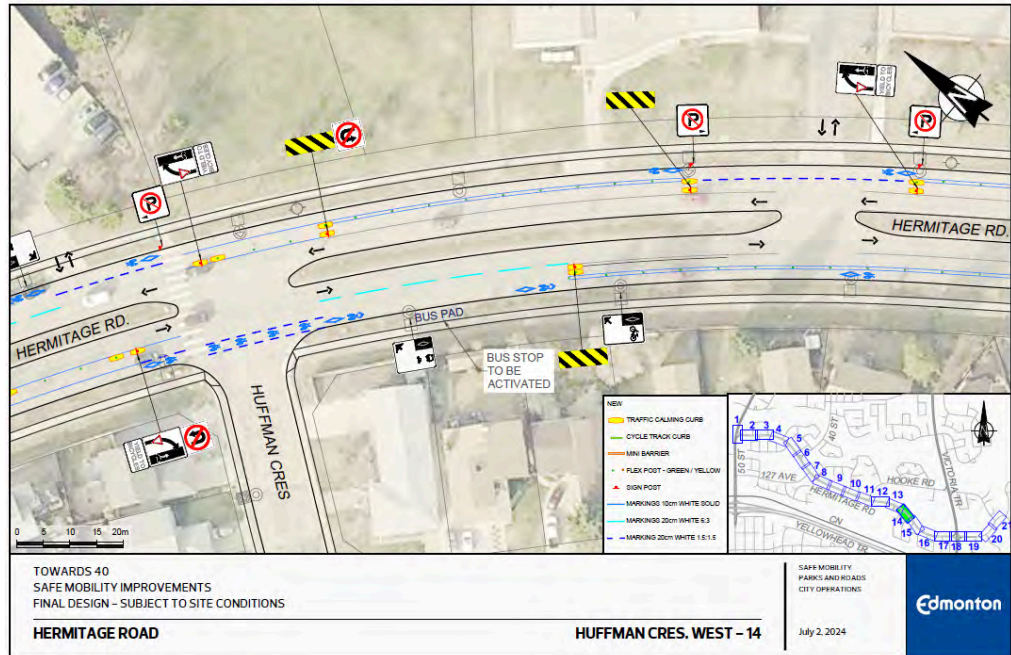


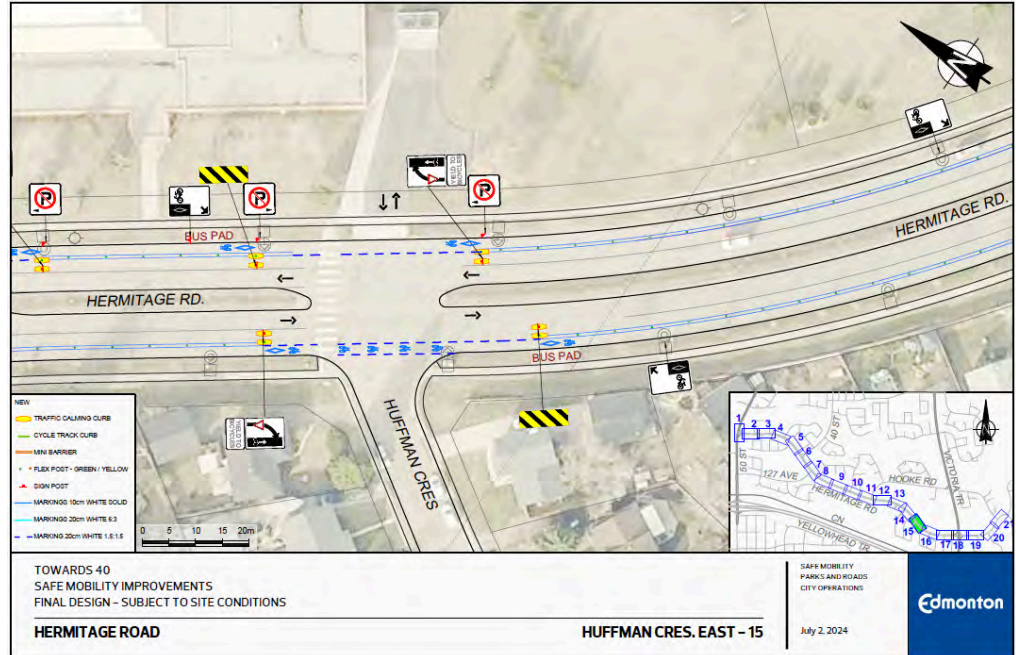
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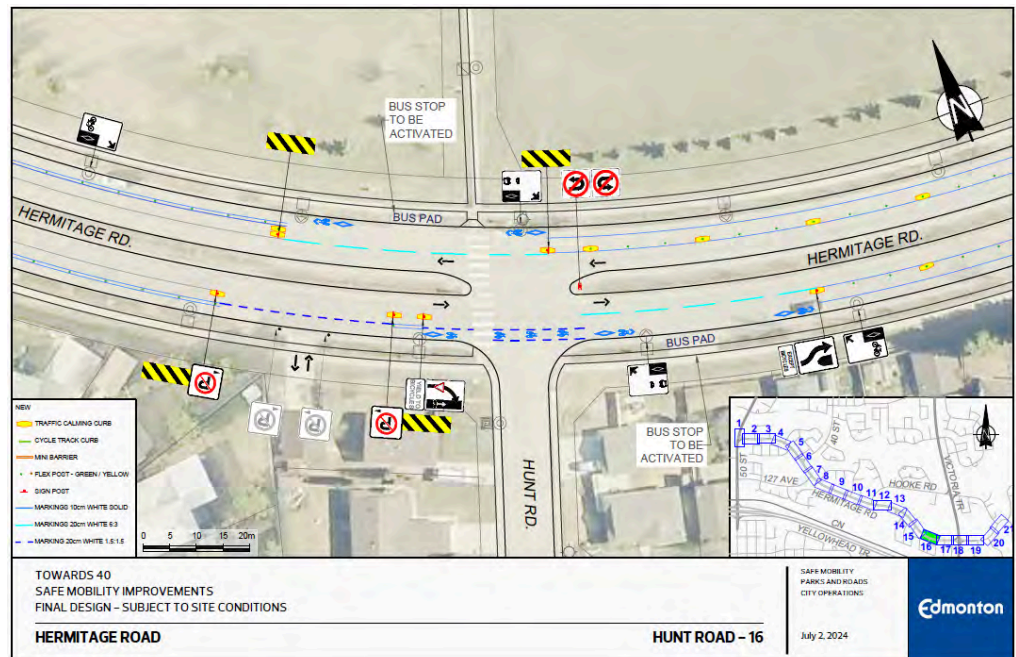


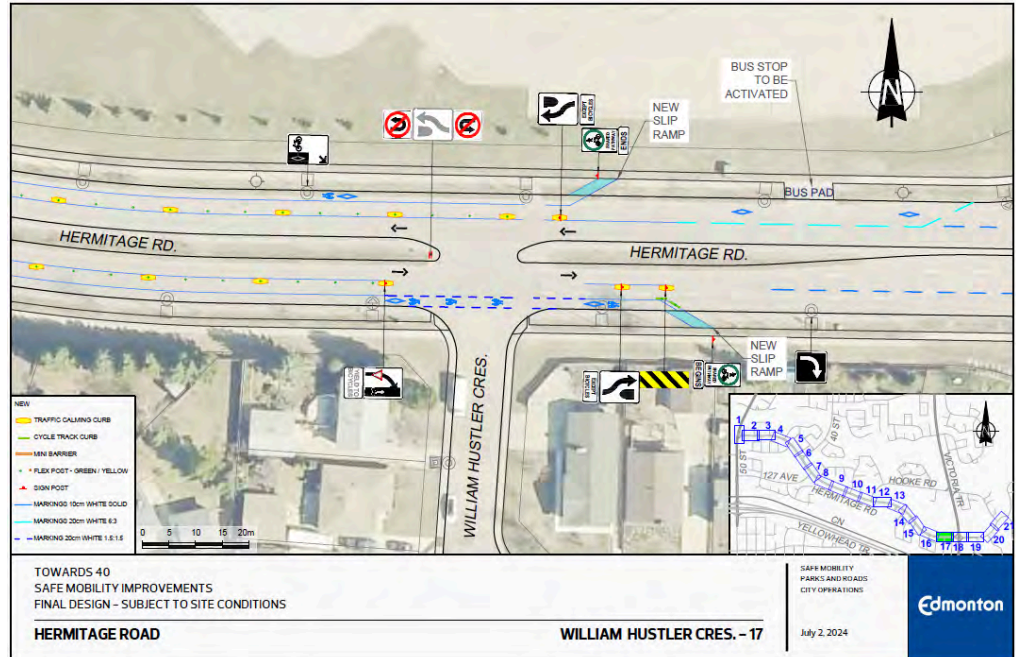
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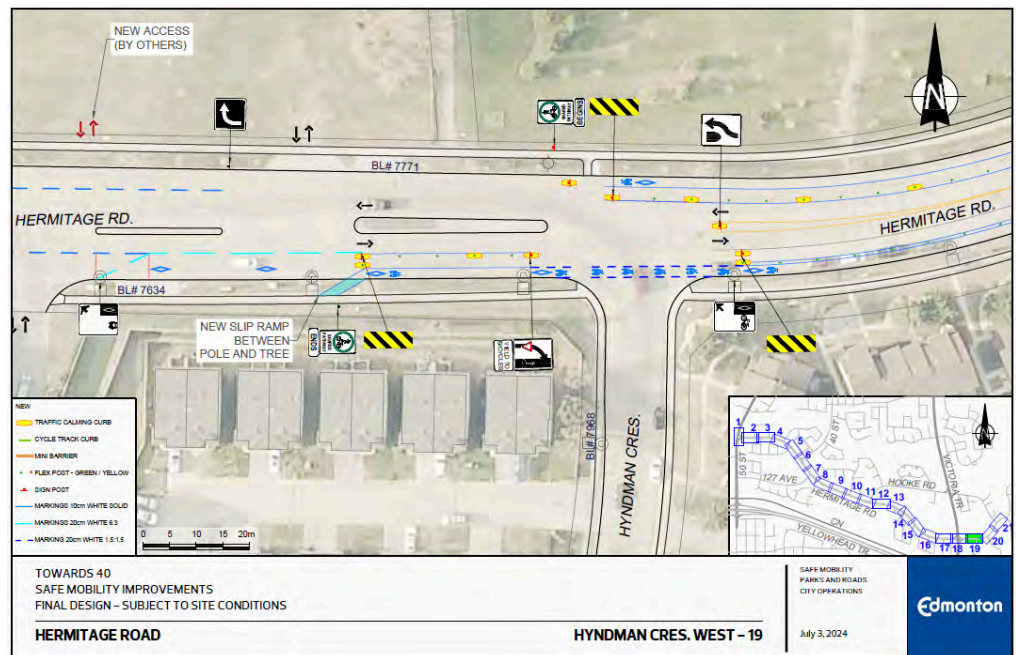


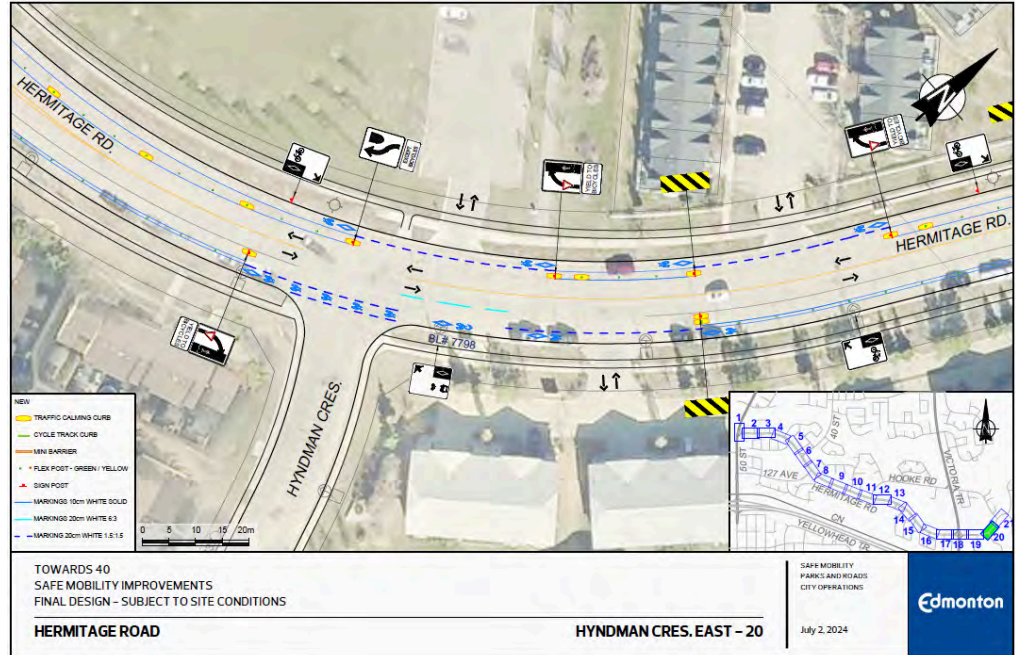
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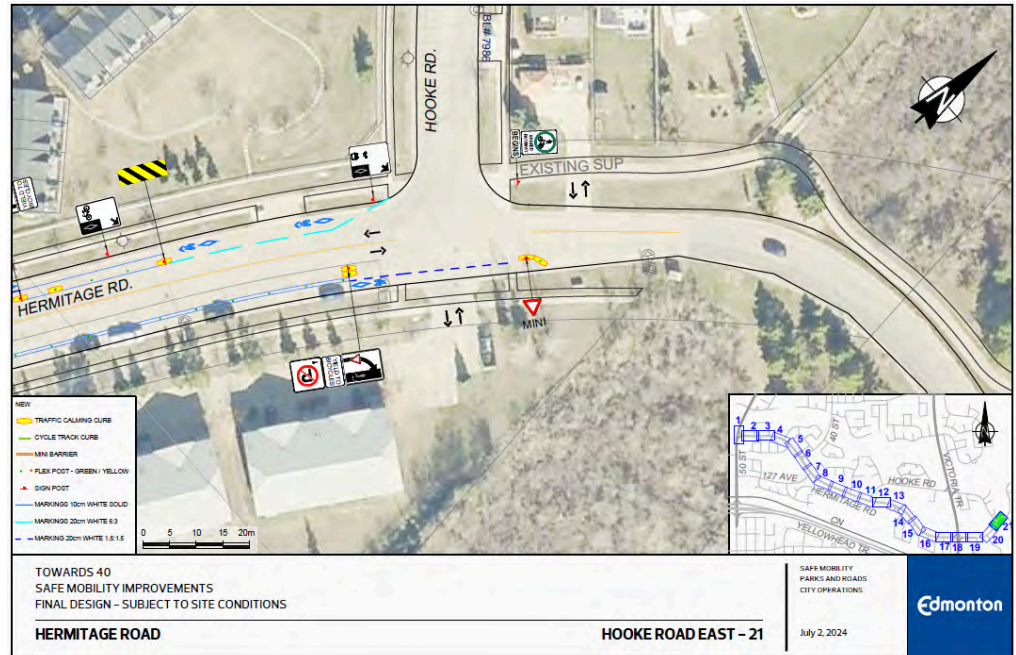


To view a larger image of the final design, click the images to the right, OR visit edmonton.ca/Towards40





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



What We Decided

The final design includes:

- A defined driving lane in each direction that accommodates all vehicles, including emergency vehicles
- Adaptable curb extensions at crossings and where parking is not permitted to provide shorter crossing distances for people who walk and to improve visibility
- Adaptable one-way bike lanes to separate people who drive and people who bike that accommodates all ages and abilities. This connects to several existing and planned bike routes.
- Defined parking and no-parking zones. This helps to enhance safety near crosswalks and define the driving and parking areas. Some locations in the final design were updated based on feedback on the draft design.
- Two in-lane bus stops which will be trialed along Hermitage Road near 40 Street to separate the ETS buses from those who bike and walk.
- Shared spaces between buses and those who bike for the remainder of the ETS bus stops. Additional pavement markings and signage will be added to clearly define that this is a shared zone
- 'No U-turn' signs will be added as well as additional signage and pavement markings along Hermitage Road.



Example of an adaptable curb extension



Example of an adaptable one-way bike lane - with parking



Example of an adaptable one-way bike lane - with no parking

What We Considered:

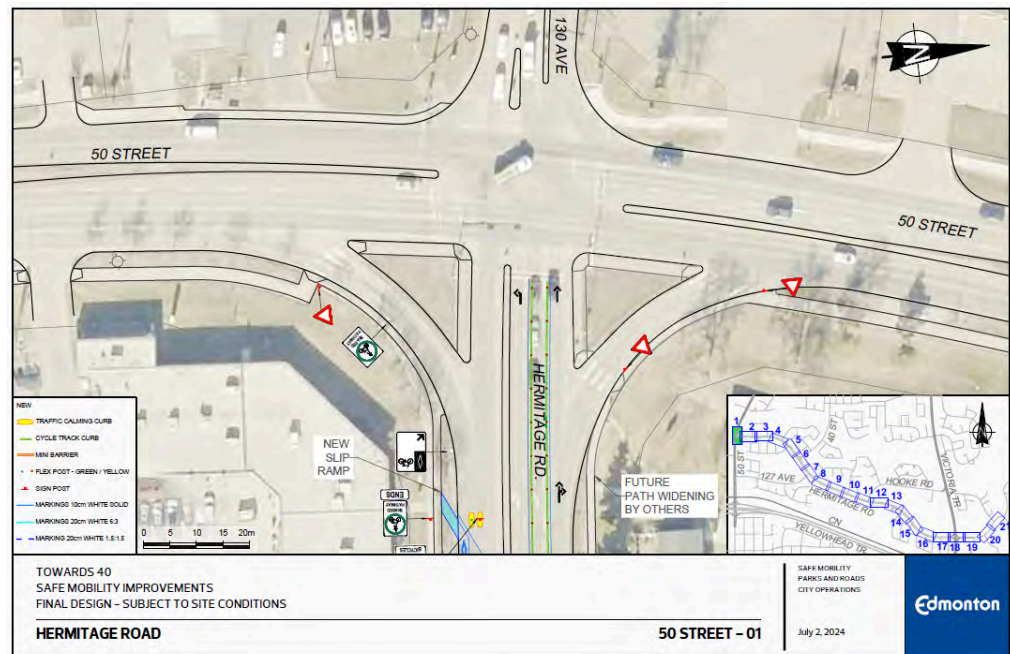
- Public Input - We Heard:
 - In the Gathering Information phase, those who felt unsafe on Hermitage Road indicated this was due to speeding (especially speeding close to playgrounds), people who drive not following the rules of the road, tailgating and poor sightlines
 - In the Sharing Draft Design phase, the majority of respondents were comfortable with the draft design when driving or walking and a slightly higher number of respondents were uncomfortable when biking. We heard that the traffic calming measures will slow vehicles, and make walking and biking more comfortable as speeding is currently an issue. We heard concerns about bike lanes in general and more specifically, concerns about buses in the bike lanes. We also heard that it is nice to see a route here as it is a missing connection.

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

- City Policies and Programs:
 - Towards 40, City Plan, Vision Zero, Safe Mobility Strategy, Speed Limit Reduction, Bike Plan and other projects in the area such as Overlanders/Homesteader Neighbourhood Renewal, Snow and Ice Policy. For links to these policies and programs, please see Page 6.
- Technical Requirements
 - The Final Design follows the Complete Streets Design and Construction Standards which provides direction on design elements
 - The Final Design encourages more appropriate speeds in alignment with the existing speed limit and 30 km/h in school and playground zones.
 - In the Final Design, buffer spaces, medians and boulevards are used to store snow from the roadway and bike lanes. Roads like Hermitage Road will be cleared as per the current Snow and Ice Policy.

Intersection of Hermitage Road and 50 Street Final Design:

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



What We Decided

The final design includes:

- Driving lanes that can accommodate all vehicles, including emergency vehicles.
- A single left turn lane for those travelling westbound, requiring drivers to yield to oncoming traffic and turn left during a green light. This increases sightlines, reduces collision risk and operates similar to other collector road to arterial roads in the city. This means that the existing center-left turn lane will be closed. In addition, signal timing will be reviewed to determine if a longer green light phase is needed when travelling east-west.
- A designated through lane at the intersection, the same as there is now.
- A channelized right turn, the same as there is now.
- Slip ramps to connect people who bike onto the shared pathway and off the roadway and from the shared pathway onto the roadway. A slip ramp will be located both on the north side and south side of the road to guide those who bike on and off the protected bike lane.

* Please note that through the Overlanders and Homesteader Renewal project, a shared pathway is planned to be constructed on the north side of Hermitage Road from Habitat Crescent to 50 Street

What We Considered:

- Public Input - We Heard:
 - In the Sharing Draft Design phase, The majority of respondents felt uncomfortable with Draft Design A, while driving or biking. We heard a desire to retain the channelized right turn to avoid congestion and a preference to have people who bike share the sidewalk with people who walk. The majority of respondents felt comfortable with Draft Design A when walking. We heard that eliminating the channelized right turn would make it safer for pedestrians
 - In the Sharing Draft Design phase, the majority of respondents were comfortable with Draft Design B while driving or walking. We heard that Draft Design B would increase safety and a suggestion to close the center left lane instead. Approximately the same number of respondents were comfortable, neutral and uncomfortable with Draft Design B while biking. We heard that a bike lane is not needed, a better way to cross 50 Street on a bike is needed and a consideration for having bikes share the sidewalk.
- City Policies and Programs:
 - Towards40, City Plan, Vision Zero, Safe Mobility Strategy, Speed Limit Reduction, Bike Plan and other projects in the area such as Overlanders/Homesteader Neighbourhood Renewal, Snow and Ice Policy and others. For links to these policies and programs, please see Page 6.
- Technical Requirements

The Final Design follows the Complete Streets Design and Construction Standards which provides direction on design elements

 - In Canada, a dual left turn on a green light is not typical. They typically operate under a protected phase only, meaning that left-turning vehicles can only proceed through the intersection with a flashing green arrow. Having a flashing green arrow means that vehicles can only proceed during that phase and can no longer proceed during a green light. This could cause some additional delay on all legs of the intersection.

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

- Adaptable curb extensions at crossings and where parking is not permitted to provide shorter crossing distances for people who walk and to improve visibility
- Adaptable one-way protected bike lanes for all ages and abilities. This repurposes space that would otherwise be unused and creates connections between 40 Street, Hermitage Road and planned connections and amenities in the area.
- Defined parking and no parking zones. This helps to enhance safety near crosswalks and define the driving and parking areas
- Two in-lane bus stops which will be trialed along Hermitage Road near 40 Street to separate the ETS buses from those who bike and walk.
- Additional signage and pavement markings

What We Considered:

- Public Input - We Heard:
 - In the Gathering Information phase, those who felt unsafe at the intersection of Hermitage Road and 40 Street indicated this was due to people who drive not coming to a stop, speeding and dangerous driving. This makes it dangerous to cross at the intersection with children.
 - In the Sharing Draft Design phase, the majority of respondents were comfortable with Draft Design Option A when driving and walking/rolling. We heard that Draft Design Option A is an improvement to safety, particularly for pedestrians and that one lane in each direction would increase driver attention to walking/rolling users. There were some concerns about traffic congestion during peak hours. Approximately the same number of respondents were comfortable, neutral and uncomfortable with Draft Design A while biking. We heard that the protected bike lanes would make biking safer as there is a barrier in place, allowing transit in the bike lane at bus stops was a concern and concerns on the use of tax dollars and the need for bike lanes.
 - In the Sharing Draft Design phase, a higher number of respondents were comfortable with Draft Design Option B than Draft Design Option A, and a lower number of respondents were uncomfortable with Draft Design Option B than Draft Design Option A.

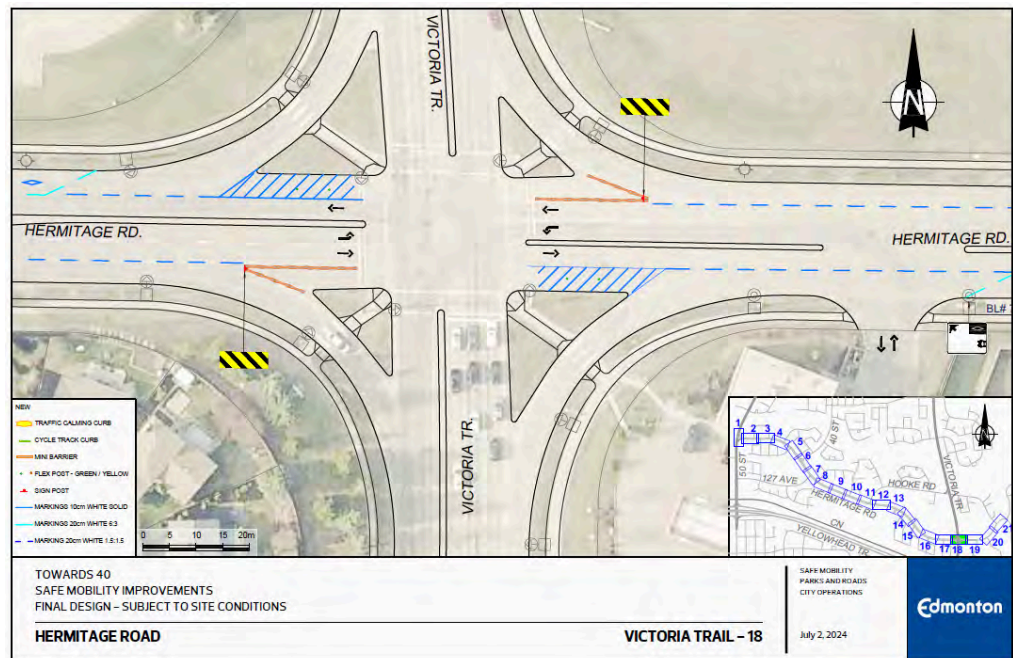
The Towards 40 Program is focused on improving safety in areas where speeding and road safety issues have been identified. The program encourages safe driving habits and increases speed limit compliance using adaptable measures to improve safety, regardless of how one travels, moving Edmonton closer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

- In the Sharing Draft Design phase, the majority of respondents were comfortable with Draft Design Option B when driving and walking/rolling. We heard that Draft Design Option B was preferred as it would help with traffic flow at peak times, separate those who drive and bike at the intersection, and help with pedestrian safety. Approximately the same number of respondents were comfortable, neutral and uncomfortable with Draft Design B while biking. We heard that curbs separating the bike and driving lanes should be continuous and that channelized right lanes put people who bike or walk at risk. There were also concerns on the use of tax dollars.
- City Policies and Programs:
 - Towards 40, City Plan, Vision Zero, Safe Mobility Strategy, Speed Limit Reduction, Bike Plan and other projects in the area such as Overlanders/Homesteader Neighbourhood Renewal, Snow and Ice Policy and others. For links to these policies and programs, please see Page 6.
- Technical Requirements
 - The Final Design follows the Complete Streets Design and Construction Standards which provides direction on design elements
 - The Final Design encourages more appropriate speeds in alignment with the 40 km/h residential speed bylaw and 30 km/h in school and playground zones. Use the [Estimated Time of Arrival Tool](#) to calculate your trip times.
 - In the Final Design, buffer spaces and boulevards are used to store snow from the roadway and bike lanes. Roads at intersections like 40 Street and Hermitage Road will be cleared as per the current Snow and Ice Policy.

Intersection of Hermitage Road and Victoria Trail Final Design:

To view a larger image of the final design, click the images to the right, OR visit

edmonton.ca/Towards40



What We Decided

The final design includes:

- A defined driving lane in each direction that accommodates all vehicles, including emergency vehicles.
- Adaptable measures and pavement markings at the intersection to define where the right and left turning lanes, as well as the through lane movements take place at the intersection.
- Slip ramps to connect people who bike to travel onto the sidewalk/shared pathway and off the roadway and from the sidewalk/shared pathway onto the roadway. Slip ramps will be located both on the north and south side of the road to guide those who bike on and off the protected bike lane through the intersection.

What We Considered:

- Public Input - We Heard:
 - In the Sharing Draft Design phase, the majority of respondents were comfortable with the draft design while driving, biking and walking. We heard that defining the lanes could improve safety,

bike lanes should be protected and that many people cross at this intersection.

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

- City Policies and Programs
 - Towards 40, City Plan, Vision Zero, Safe Mobility Strategy, Speed Limit Reduction, Bike Plan and other projects in the area such as Overlanders/Homesteader Neighbourhood Renewal, Snow and Ice Policy and others. For links to these policies and programs, please see Page 6.
- Technical Requirements
 - The Final Design follows the Complete Streets Design and Construction Standards which provides direction on design elements
 - The Final Design encourages more appropriate speeds in alignment with the 40 km/h residential speed bylaw and 30 km/h in school and playground zones. Use the [Estimated Time of Arrival Tool](#) to calculate your trip times.
 - In the Final Design, buffer spaces and boulevards are used to store snow from the roadway and bike lanes. The Hermitage Road and Victoria Trail intersection will be cleared as per the current Snow and Ice Policy.

FREQUENTLY ASKED QUESTIONS (FAQ)

The following is a summary of the questions we heard through the Sharing Draft Design phase and answers from the project team.

General Questions:

How is the Towards 40 program funded?

The Towards 40 Program, along with all other Safe Mobility projects, is funded through the Traffic Safety Automated Reserve (TSAER). The money in the reserve comes from the revenue that the City receives from automated enforcement. All programs and projects funded through TSAER are important in advancing the City towards the Vision Zero goal of zero traffic-related fatalities or serious injuries by 2032.

The Towards 40 program aligns with the Safe Mobility Strategy Key Theme of Community of Safe Communities by working with communities, nearby businesses and relevant stakeholder groups to enhance the safety of identified roads by increasing speed limit compliance and safe driving behaviours.

Can traffic lights or signals be added instead of using adaptable measures?

The purpose of the Towards 40 program is to address safety by improving speed compliance using adaptable measures. Traffic lights and pedestrian lights are not speed control devices but are used to address delays and crossing safety.

Traffic signals are upgraded based on traffic capacity and safety needs, including traffic volumes and collisions. There are existing traffic signals at 50 St and Hermitage Road and at Victoria Trail and Hermitage Road. Signal timing will be reviewed to determine if a longer green light phase is needed when travelling east-west. The intersection of 40 St and Hermitage Road has previously been assessed and a signal was not warranted.

Any additional pedestrian crossing lights are reviewed and prioritized through the City's Safe Crossing program. Many locations along Hermitage Road have pedestrian activated crossings already. It is expected that the design changes should support improved crossing safety by reducing crossing distance.

What will happen to the adaptable measures during the winter months? Will the roads in the project area still be accessible for emergency vehicles, waste collection vehicles etc. in the winter months?

The design is developed to ensure safety and livability on the street year-round and will be accessible for all vehicles, including emergency and waste collection vehicles, as per the [Complete Street Design and Construction Standards](#). Snow clearing will occur on the roadways as per the current Snow and Ice Policy.

How do I make left turns off of the bike lanes

There are a few ways you can turn left from the bike lanes to cross the street.

If you are traveling along a bike lane with a wide buffer between the bike lane and street, we recommend that you:

- Turn left into the bike lane buffer space so you are facing the direction you would like to go.
- Wait within the buffer space, perpendicular to vehicle traffic until it's safe to cross.
- Yield to traffic in both directions before crossing the street.

If you are traveling along a bike lane with a narrow buffer (barrier) between the bike lane and street, we recommend that you:

- Turn right onto a cross street.
- Make a U-turn so you are facing the direction you would like to go, and
- cross the road when safe to do so, yielding to those with the right of way.

Alternatively, you may choose to leave the bike lane and enter the street in advance of your left turn:

- Signal your intention to turn left, exit the bike lane and merge onto the street, yielding to those already in the lane. You will be sharing the lane with people driving.
- Signal your intention to turn left once again for those behind you, yield to oncoming traffic and turn left when safe to do so.

40 Street:***Why can't you raise the speed limit to 50 km/hr?***

In 2021, Council changed the default speed limit to 40 km/hr on most residential and downtown streets across Edmonton. The speed limit reduction resulted in [statistically significant reductions](#) of 25% of overall collisions and 31% of injuries and fatalities. Reducing residential speeds make our streets calmer, quieter and safer for people walking, biking, driving and enjoying their neighbourhood.

Slowing down gives us more time to react to the unexpected, reduces unnecessary tragedies on our roads, and has very little impact on travel times. The city-wide default speed limit of 40 km/hr helps us reach our goal of Vision Zero; zero traffic-related fatalities and serious injuries in Edmonton by 2032.

Will removing the left turn bays on 40 Street make traffic slower?

The removal of the left turn bays supports the existing and future traffic volumes on 40 Street and will help in slowing traffic and increasing safety on the road. Most collector roads in the City with similar traffic volumes operate without left turn bays at similar intersections. This change will support improved crossing safety by allowing for better visibility between people who walk and people who drive at the crossing located at 40 Street and Harrow Circle.

Will the area north of 131 Avenue to 137 Avenue be addressed by the Towards 40 program?

40 Street, between 131 Avenue and 137 Avenue, is identified as a potential location for a future Towards 40 program. The timing for this stretch of roadway has not yet been determined. Also, how this area is addressed could be influenced by future City projects.

Can you add a crosswalk at 131 Avenue and 40 Street?

The project team has forwarded this location for consideration under the Safe Crossings Program. They will determine if it meets the criteria for a new crosswalk.

Hermitage Road:***Why are you installing bike lanes?***

The design for Hermitage Road is primarily focused on increasing speed compliance and safety for all road users. During the Gathering Information phase of the project, the project team identified an opportunity to add a bike lane infrastructure to the roadway due to the space available and the existing and future connections.

Expanding the active transportation network is an important part of providing transportation options that help support reaching the City Plan goal of having 50 percent of trips being made by transit and active transportation. The active transportation network gives people of all ages and abilities more choice in how they move around the city, whether cycling, walking, running or rolling. This type of infrastructure provides a safe environment for people who ride bikes and other active modes to be separated from other modes of transportation, which encourages more cycling. For example, after the installation of the downtown bike network, bicycle counts downtown more than doubled from 2,796 daily trips in June 2017 to 6,501 daily trips in June 2018.

Why are buses allowed in the bike lane?

In order to maintain rider accessibility, the buses will operate the same as they do today, which is to pull into the curb to safely load and unload passengers. These areas will have additional signage and pavement markings to make this shared zone visible.

The project team will trial two adaptable in-lane bus stops at two existing bus stop locations on Hermitage Road near 40 Street. These adaptable in-lane bus stops will be evaluated during the evaluation phase of the project. Using adaptable measures allows us to trial the design while keeping the project costs low.

In the future, when the roadway is permanently renewed, the City would explore designs that maintain both accessibility for transit users and separation between buses and bikes. One option is the roadway could be redesigned to allow ETS buses to stop in the lane at most stops, which retains accessibility and may briefly stop the flow of traffic to allow buses to load and unload passengers. This

is consistent with ETS operations on other collector and residential roadways in the City.

Will the adaptable measures trap litter or garbage after they are installed?

What will the City do to address this?

The City checks the adaptable measures seasonally to identify any maintenance that may be required.

Intersection of Hermitage Road and 50 Street

Why remove one of the left turning lanes?

The design retains one left-turn lane at this intersection to increase sightlines, reduce collision risk and to operate similar to other collector to arterial road intersections in the city.

At most times of the day, a single left turning lane will operate with no additional delay. Drivers may experience a slightly longer wait in the left turn bay during peak times, while all cars can continue to be accommodated in the left turn bay while waiting to turn left.

In Canada, a dual left turn on a green light is not typical. These types of dual turns typically operate under a protected phase only, meaning that left-turning vehicles can only proceed through the intersection with a flashing green arrow. Having a flashing green arrow means that vehicles can only proceed during that phase and cannot proceed during a green light, which could cause additional delays.

How do I get to Belvedere LRT station by bike?

The west project limit is 50 Street, additional improvements past 50 Street are out of scope for this project. However, when travelling westbound, in the design, people who bike can use the slip ramp near Habitat Crescent, to travel onto the (future) shared pathway to the intersection of 50 Street and use the existing signals to cross or, use the roadway to cross at 50 street using the through lane. From there one can use any on-road route to arrive at the Belvedere LRT station.

The channelized right turn feels unsafe as a cyclist or pedestrian, as drivers are looking for traffic, not people walking or biking. How can this be addressed?

The channelized right turn and through lane may be changed in the future through other programs, as it is on the City's high-injury network.

Intersection of Hermitage Road and 40 Street

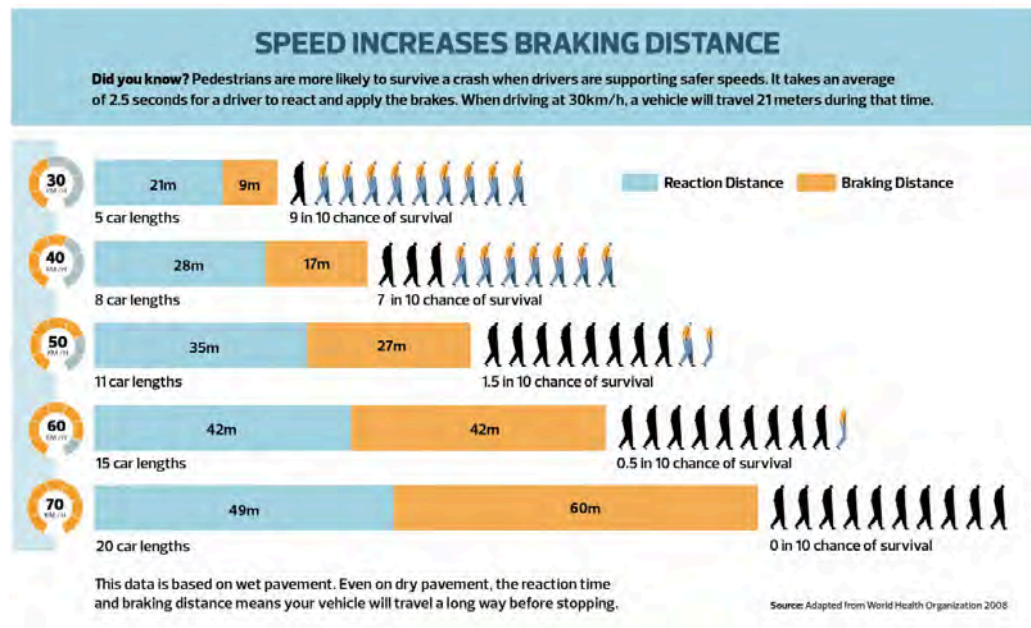
Can you put in a roundabout at this intersection instead?

Installing a roundabout using adaptable measures at 40 Street and Hermitage Road is not doable at this time. However, a roundabout at this location could operate well with single lane approaches with minimal to no delays. Through other programs in the future, a roundabout could be considered if permanently constructed.

Intersection of Hermitage Road and Victoria Trail

Can speed bumps be installed?

The City generally will not add speed bumps to collector roadways. Other measures have been added to the design that better accommodate all modes of travel.



WHAT IS NEXT

Adaptable measures, as shown in the final design, will be installed on 40 Street from Hermitage Road to south of 131 Avenue and Hermitage Road from 50 Street to west of Hermitage Park Road in summer/fall 2024.

The City will evaluate the project area to see how speed limit compliance and safety has changed for people who walk, bike, roll or drive since the installation of the adaptable measures.