



Towards 40 Program: Encouraging Safe Speeds in Your Community

40 Street between Hermitage Road
and south of 131 Avenue

Hermitage Road between 50 Street
and west of Hermitage Park Road

For more information on this project, visit
edmonton.ca/Towards40Projects or call 311.

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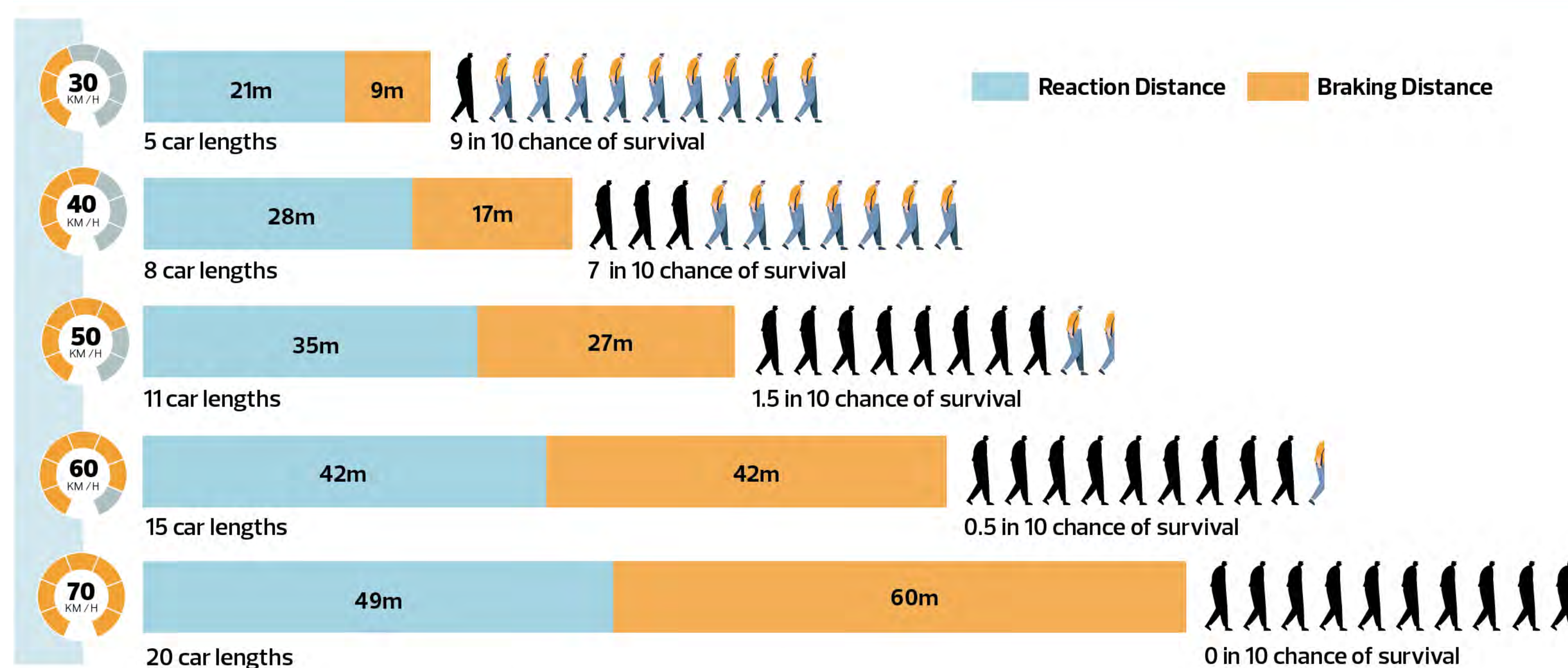
Why 40 km/h?

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

Reducing speed limits makes our streets safer, calmer and quieter for everyone. Slowing down gives people more time to react to the unexpected to prevent crashes and reduce the severity of collisions.

SPEED INCREASES BRAKING DISTANCE

Did you know? Pedestrians are more likely to survive a crash when drivers are supporting safer speeds. It takes an average of 2.5 seconds for a driver to react and apply the brakes. When driving at 30km/h, a vehicle will travel 21 meters during that time.



This data is based on wet pavement. Even on dry pavement, the reaction time and braking distance means your vehicle will travel a long way before stopping.

Source: Adapted from World Health Organization 2008

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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Towards 40 Program: Adaptable Measures

The Towards 40 Program is focused on improving safety in areas where speeding and safety issues have been identified. The program will encourage safe driving habits and increase speed limit compliance using adaptable measures.

Adaptable measures allow the City to improve safety conditions on roads until permanent infrastructure can be installed.



For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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Towards 40 Program: Project Areas



40 Street (between Hermitage Road and south of 131 Avenue) is a **low compliance road** where speed limits are regularly violated and where safer driving behaviours can be encouraged.

Hermitage Road (between 50 Street west of Hermitage Park Road) is an **exception road**. Hermitage Road didn't transition to 40 km/h when default speed limits were reduced in 2021. This road is in need of improvements to lower speeds and prioritize safety and accessibility.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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Towards 40 Program: Roadmap

Gathering Information

The City collects data and public feedback through public engagement opportunities. People can **ADVISE** the project team on their lived experience and suggestions on areas of improvement in the project areas.



BACKGROUND REPORT

Created by the City to show what we heard from the public and the data collected for the project areas. It serves as a foundation for the next step in the process.

Creating Draft Designs

Based on the Background Report, the project team develops the draft designs using adaptable measures that will encourage speed compliance and safer driving behaviours.

Sharing Final Design

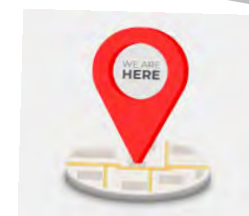
The project team creates and shares the final design using adaptable measures that reflect city policies, technical considerations and what we heard during the public engagement process.



WHAT WE DECIDED REPORT

Created by the City to show how the project team arrived at the final design.

Updating Design



Sharing Draft Design

The public provides feedback and can **ADVISE** the project team on the draft designs using adaptable measures.



Installing Adaptable Measures

The new adaptable measures are installed in the project areas. The public is notified in advance of when installation will occur.

Evaluating the Changes

The City collects data and public feedback through public engagement opportunities. People can **ADVISE** the project team on their lived experience and level of comfort travelling within the project areas with the new adaptable measures.



EVALUATION REPORT

Outlines what we heard from the public and shares data collected for the project areas. It shows how speed limit compliance and driving behaviour has changed since installation of the adaptable measures.



For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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Towards 40 Program: Public Engagement



ADVISE

Your feedback along with City policies and technical considerations will provide the overall direction in developing appropriate safety measures to be applied to the project areas.

Learn more about the City's public engagement process at edmonton.ca/engagement

SHARE YOUR VOICE
SHAPE OUR CITY

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40 Street & Hermitage Road Share Your Feedback

We are at the Sharing Draft Design phase of the project.
View the draft designs and share your feedback on how well each proposed design improves safety of all road users: people who walk, bike, roll or drive.

How to Participate

In Person: Share your feedback with our team at this public engagement event

Phone: Call 311

Online:

Use the QR code to take the survey



Your feedback will be used in combination with City policies, programs and technical considerations to determine the final design.

ADVISE

| **SHARE** YOUR VOICE
SHAPE OUR CITY

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40 Street between Hermitage Road and south of 131 Avenue Draft Design Features

The draft design includes **the following measures and features** that improve safety as you walk, bike, roll or drive:

- ▶ A designated driving lane in each direction that accommodates all vehicles, including emergency vehicles.



- ▶ **Adaptable centre medians:** islands along the centre of a street that improve visibility and encourage slower speeds.



- ▶ **Adaptable two-stage crossings:** islands in the centre of a roadway at a pedestrian crossing to allow people to pause between crossing each direction of traffic. They shorten crossing distances and slow traffic.

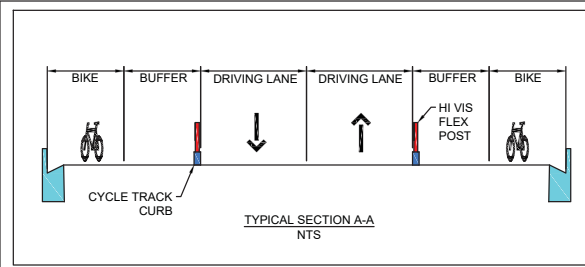


- ▶ **Adaptable one-way protected bike lanes:** designated space for people to bike. They are located on both sides of the road, with a curb providing a physical barrier that separates people who drive and people who bike.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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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.

HERE IS A PHOTO OF A ONE-WAY PROTECTED BIKE LANE LOCATED ON 105 AVENUE BETWEEN 105 STREET AND 109 STREET, AS PART OF THE 105 AVENUE STREETSCAPE PROJECT.

ADAPTABLE TWO STAGE CROSSING

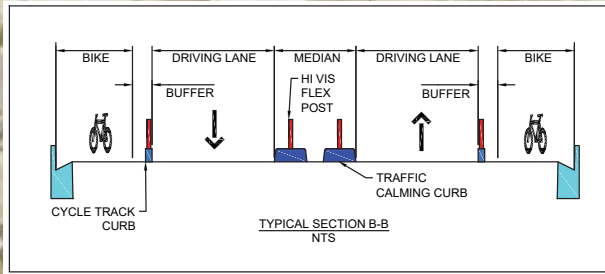
ADAPTABLE TWO-STAGE CROSSINGS ARE ISLANDS IN THE CENTRE OF A ROADWAY AT A PEDESTRIAN CROSSING TO ALLOW PEOPLE TO PAUSE BETWEEN CROSSING EACH DIRECTION OF TRAFFIC. THEY SHORTEN CROSSING DISTANCES AND SLOW TRAFFIC.

HERE IS A PHOTO OF AN ADAPTABLE TWO STAGE CROSSING THAT WAS INSTALLED IN CARTER CREST IN 2022, AS PART OF THE CARTER CREST STREET LAB AND CONVERTED INTO A PERMANENT INSTALLATION IN 2023.

ADAPTABLE CENTRE MEDIAN

ADAPTABLE CENTRE MEDIANS ARE ISLANDS ALONG THE CENTRE OF A STREET TO IMPROVE VISIBILITY AND ENCOURAGE SLOWER SPEEDS.

HERE IS A PHOTO OF AN ADAPTABLE CENTRE MEDIAN THAT IS CURRENTLY INSTALLED IN SILVERBERRY, AS PART OF THE SILVERBERRY STREET LAB.



DETAIL LEGEND

	PAVEMENT MARKINGS		TRAFFIC CALMING CURB
	PAVEMENT MARKINGS		CYCLE TRACK CURB
	EXISTING ROADWAY AND DRIVING LANE		BUFFER SPACE
	HI VIS FLEX POST		ADAPTABLE ONE-WAY PROTECTED BIKE LANE





Hermitage Road between 50 Street to west of Hermitage Park Road Draft Design Features

The draft design includes **the following measures** that improve safety as you walk, bike, roll:

- ▶ **Centre medians:** islands along the centre of a street to improve visibility and encourage slower speeds.



- ▶ **Two-stage crossings:** islands in the centre of a roadway at a pedestrian crossing to allow people to pause between crossing each direction of traffic. They shorten crossing distances and slow traffic.



- ▶ **Adaptable curb extensions:** measures that 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:** 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.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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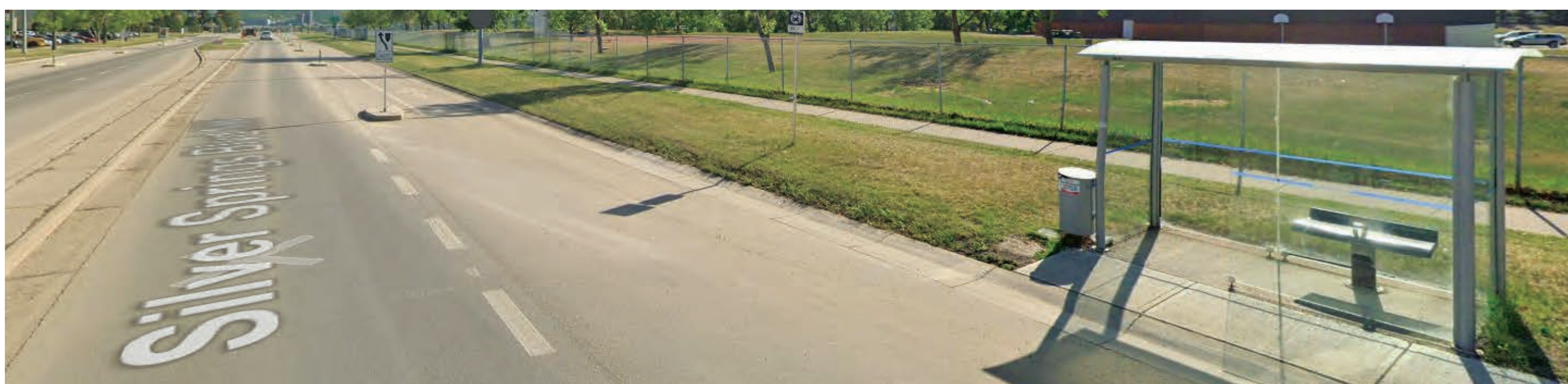
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Hermitage Road between 50 Street and west of Hermitage Park Road Draft Design Features

The draft design includes **the following features** that, when combined with the adaptable safety measures, improve safety as you walk, bike, roll or drive:

- ▶ A designated **driving lane** in each direction that accommodates all vehicles, including emergency vehicles and buses.
- ▶ **Parking and no-parking** areas are more clearly defined to avoid confusion and enhance safety near crosswalks. Parking with remain available in areas that are most often used.
- ▶ **ETS 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 at bus stops.



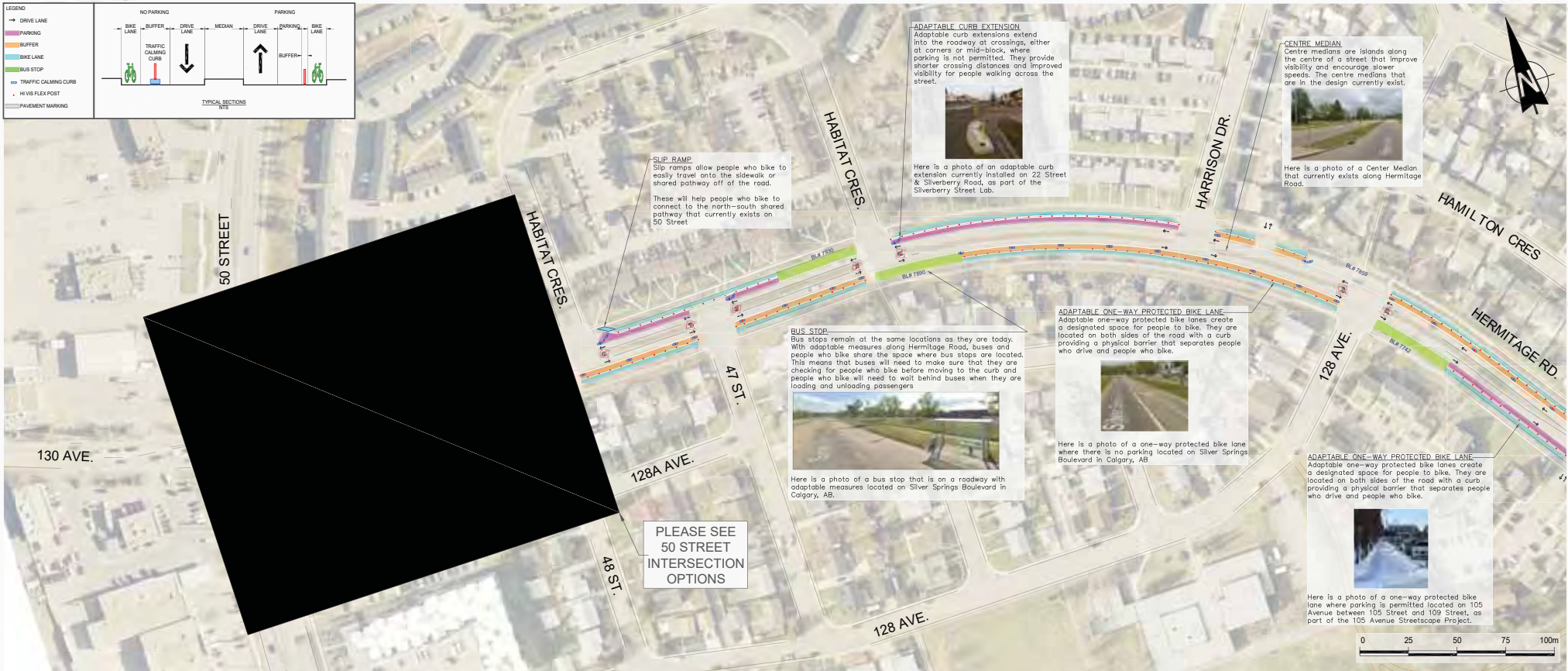
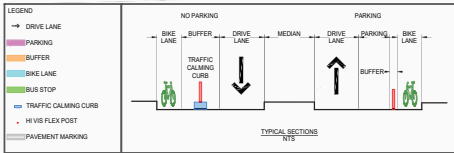
- ▶ **No U-turn signs.** These will be added in areas where U-turns are not permitted on Hermitage Road.

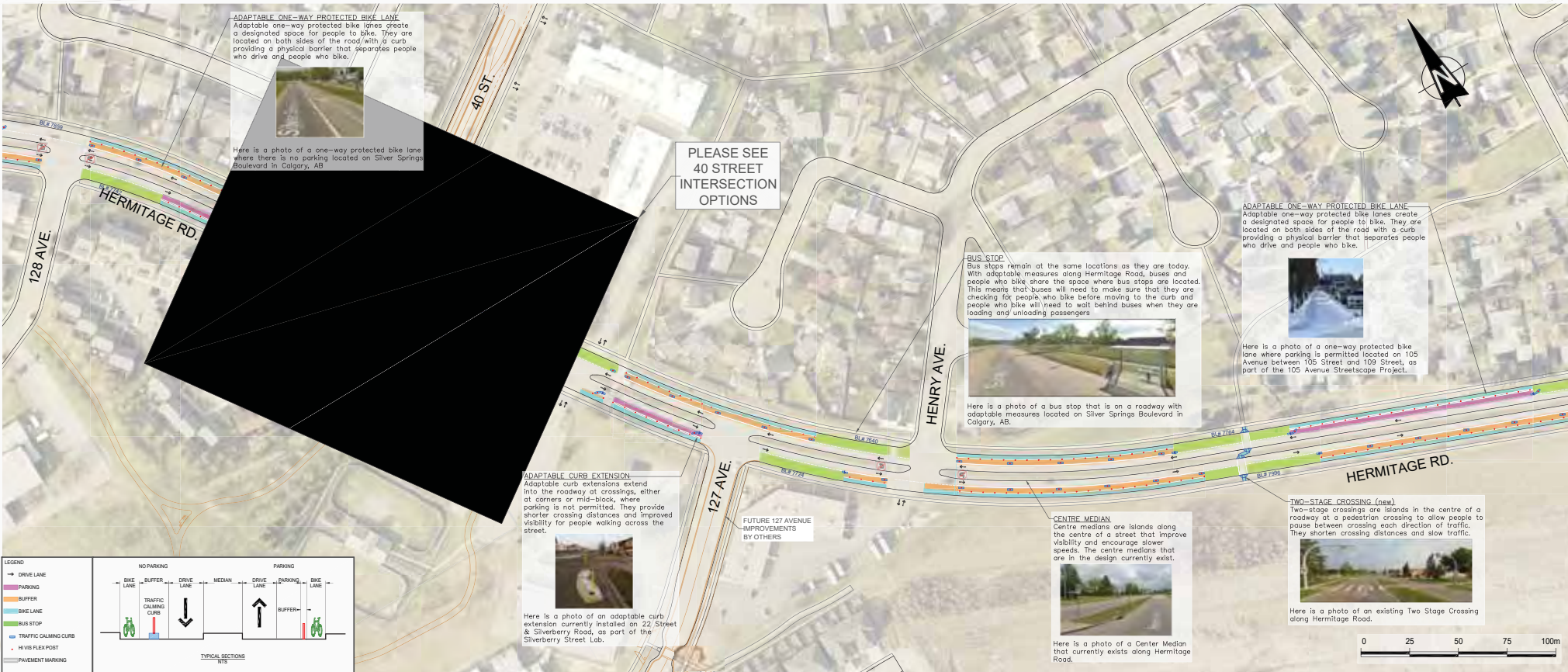


For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

VISION
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ADAPTABLE ONE-WAY PROTECTED BIKE LANE
 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.



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

PLEASE SEE 40 STREET INTERSECTION OPTIONS

ADAPTABLE ONE-WAY PROTECTED BIKE LANE
 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.



Here is a photo of a one-way protected bike lane where parking is permitted located on 105 Avenue between 105 Street and 109 Street, as part of the 105 Avenue Streetscape Project.

BUS STOP
 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.



Here 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 EXTENSION
 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.



Here is a photo of an adaptable curb extension currently installed on 22 Street & Silverberry Road, as part of the Silverberry Street Lab.

FUTURE 127 AVENUE IMPROVEMENTS BY OTHERS

CENTRE MEDIAN
 Centre medians are islands along the centre of a street that improve visibility and encourage slower speeds. The centre medians that are in the design currently exist.

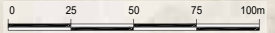
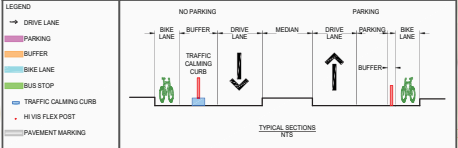


Here is a photo of a Center Median that currently exists along Hermitage Road.

TWO-STAGE CROSSING (new)
 Two-stage crossings are islands in the centre of a roadway at a pedestrian crossing to slow people to pause between crossing each direction of traffic. They shorten crossing distances and slow traffic.



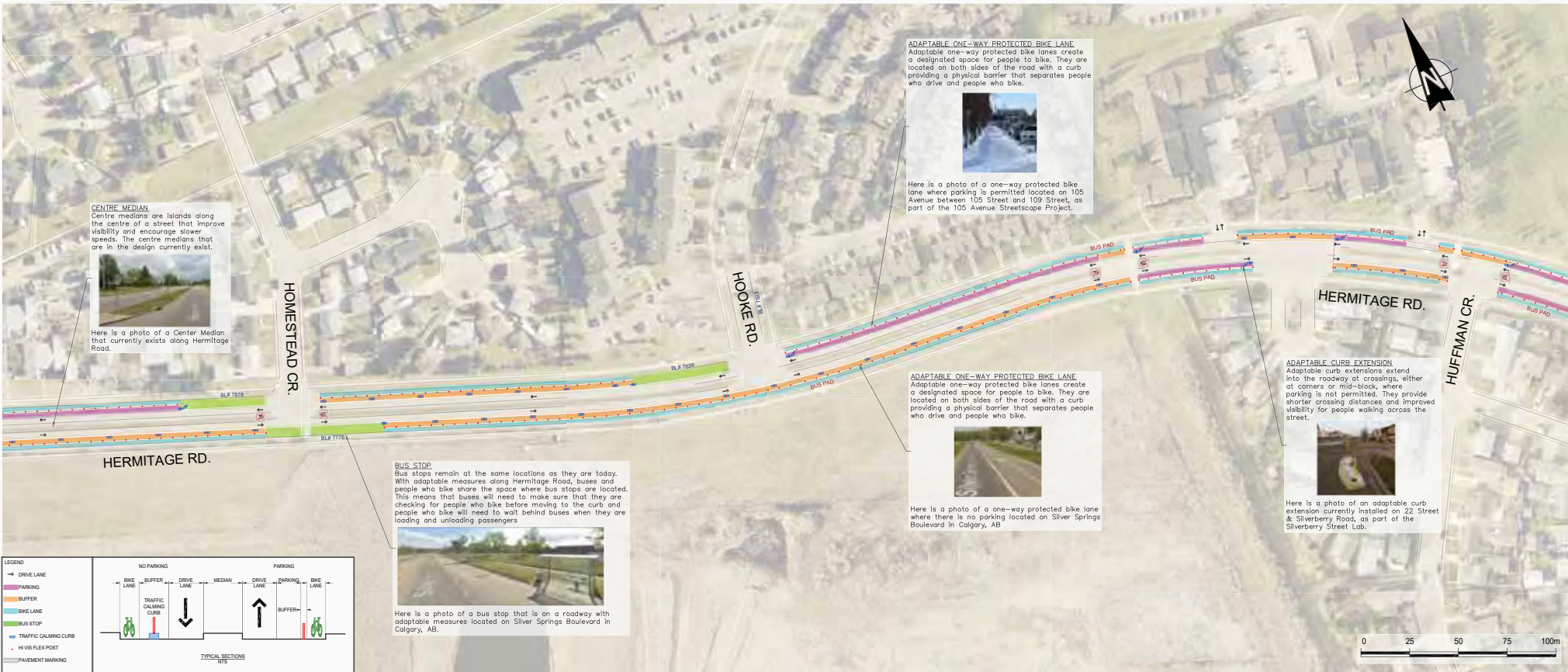
Here is a photo of an existing Two Stage Crossing along Hermitage Road.



TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
 128 AVENUE TO HOMESTEAD CR.

March 22, 2024





CENTRE MEDIAN
 Centre medians are islands along the centre of a street that improve visibility and encourage slower speeds. The centre medians that are in the design currently exist.



Here is a photo of a Center Median that currently exists along Hermitage Road.

ADAPTABLE ONE-WAY PROTECTED BIKE LANE
 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.



Here is a photo of a one-way protected bike lane where parking is permitted located on 105 Avenue between 105 Street and 109 Street, as part of the 105 Avenue Streetscape Project.

ADAPTABLE ONE-WAY PROTECTED BIKE LANE
 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.



Here 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 EXTENSION
 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.

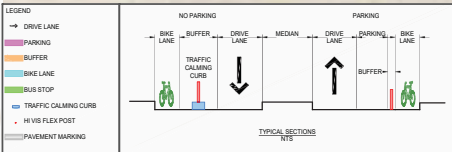


Here is a photo of an adaptable curb extension currently installed on 22 Street & Silverberry Road, as part of the Silverberry Street Lab.

BUS STOP
 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.



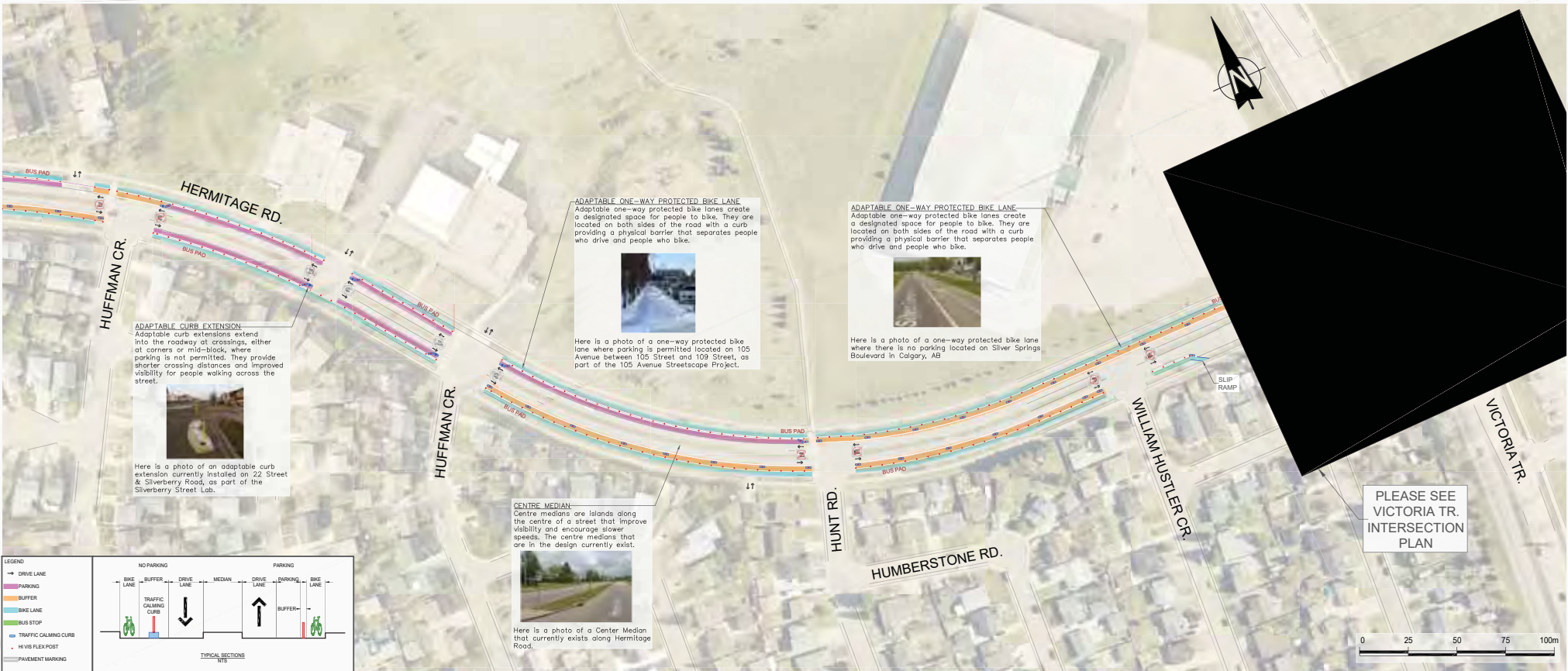
Here is a photo of a bus stop that is on a roadway with adaptable measures located on Silver Springs Boulevard in Calgary, AB.



TOWARDS 40
 HERMITAGE ROAD DRAFT DESIGN
 HOMESTEAD CR. TO HUFFMAN CR.

March 22, 2024

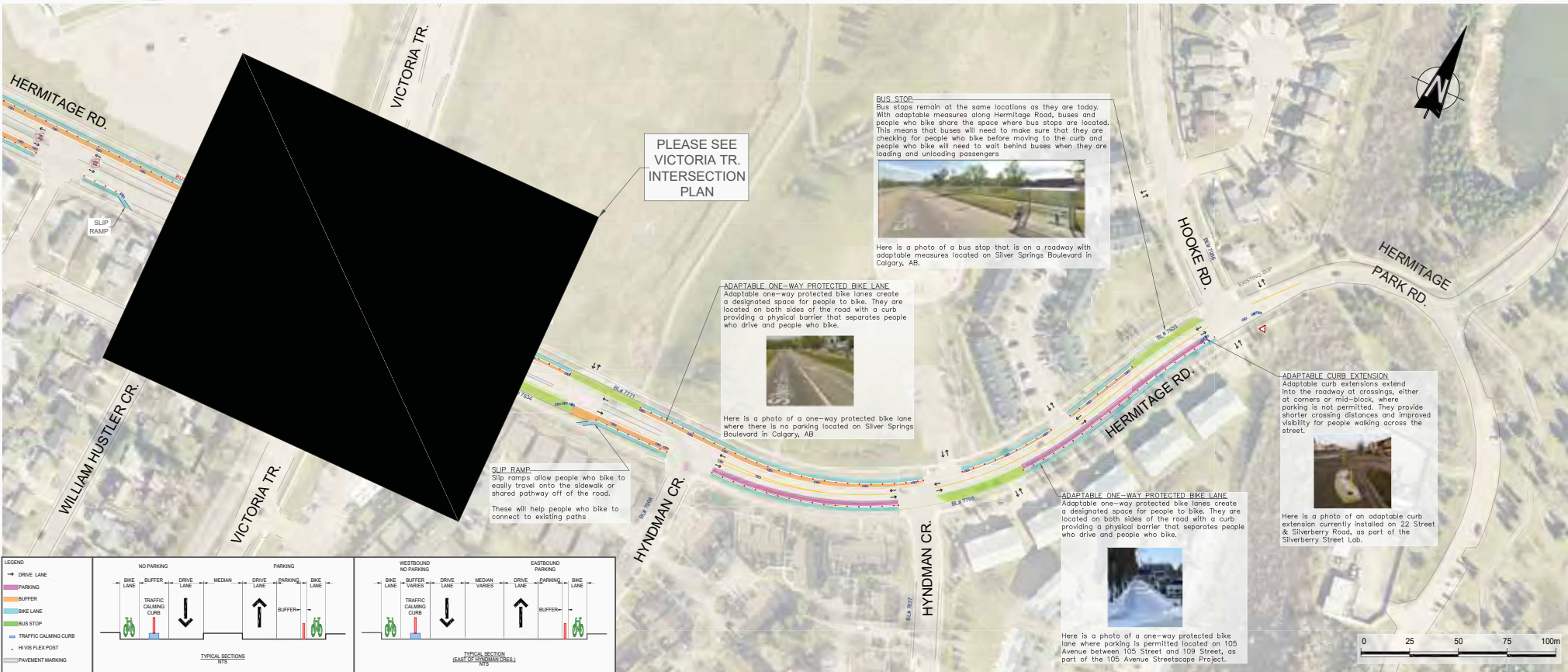




TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
HUFFMAN CR. TO VICTORIA TRAIL

March 21, 2024





PLEASE SEE VICTORIA TR. INTERSECTION PLAN

BUS STOP
 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



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

ADAPTABLE ONE-WAY PROTECTED BIKE LANE
 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.



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

SLIP RAMP
 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 existing paths.

ADAPTABLE CURB EXTENSION
 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.

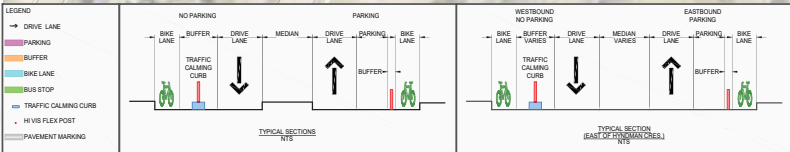


Here is a photo of an adaptable curb extension currently installed on 22 Street & Silverberry Road, as part of the Silverberry Street Lab.

ADAPTABLE ONE-WAY PROTECTED BIKE LANE
 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.



Here is a photo of a one-way protected bike lane where parking is permitted located on 105 Avenue between 105 Street and 109 Street, as part of the 105 Avenue Streetscape Project.



TOWARDS 40
 HERMITAGE ROAD DRAFT DESIGN
 VICTORIA TRAIL TO HERMITAGE PARK ROAD

March 21, 2024





Intersection of Hermitage Road and 50 Street

Draft Design Features Options A and B

Both draft design options A and B include the following adaptable measures that improve safety as you walk, bike, roll or drive:

- ▶ **Adaptable one-way protected bike lanes:** 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:** 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.
- ▶ **Adaptable Curb extensions:** measures that 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.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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Intersection of Hermitage Road and 50 Street

Draft Design Features Options A and B

Both draft design options A and B include the following features that, when combined with the adaptable safety measures, improve safety as you walk, bike, roll or drive:

- ▶ **A designated driving lane** in each direction that accommodates all vehicles including emergency vehicles and buses.
- ▶ **A designated left turn lane** at the intersection when travelling westbound. People who drive will be able to 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 shows this being changed to a single designated left turn lane to increase sightlines, reduce collision risk and to operate similar to other collector road to arterial road intersections in the city.
- ▶ **Slip ramps:** allow people who bike to easily travel onto the sidewalk or shared pathway off of the road. These will assist people who bike to connect to the north-south shared pathway that currently exists on 50 Street from Hermitage Road, and from 50 Street to Hermitage Road.
- ▶ **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 is located on the north side of Hermitage Road from Habitat Crescent to 50 Street.
- ▶ **ETS bus stops** remain and operate 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.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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Intersection of Hermitage Road and 50 Street

Draft Design Features Option A

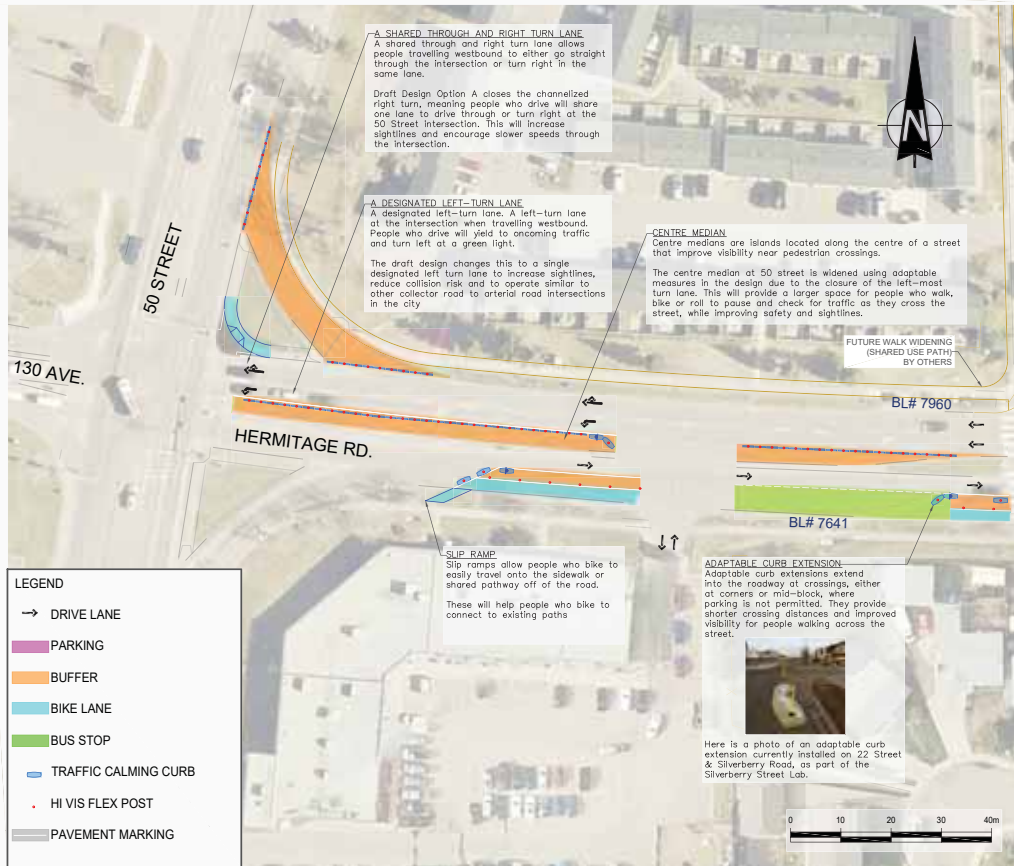
Draft design option A includes all of the design features listed on the “Options A and B” boards for this intersection **and** the following features that improve safety as you walk, bike, roll or drive:

- ▶ **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 people who drive 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.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
50 STREET INTERSECTION - OPTION A



March 21, 2024



Intersection of Hermitage Road and 50 Street

Draft Design Features Option B

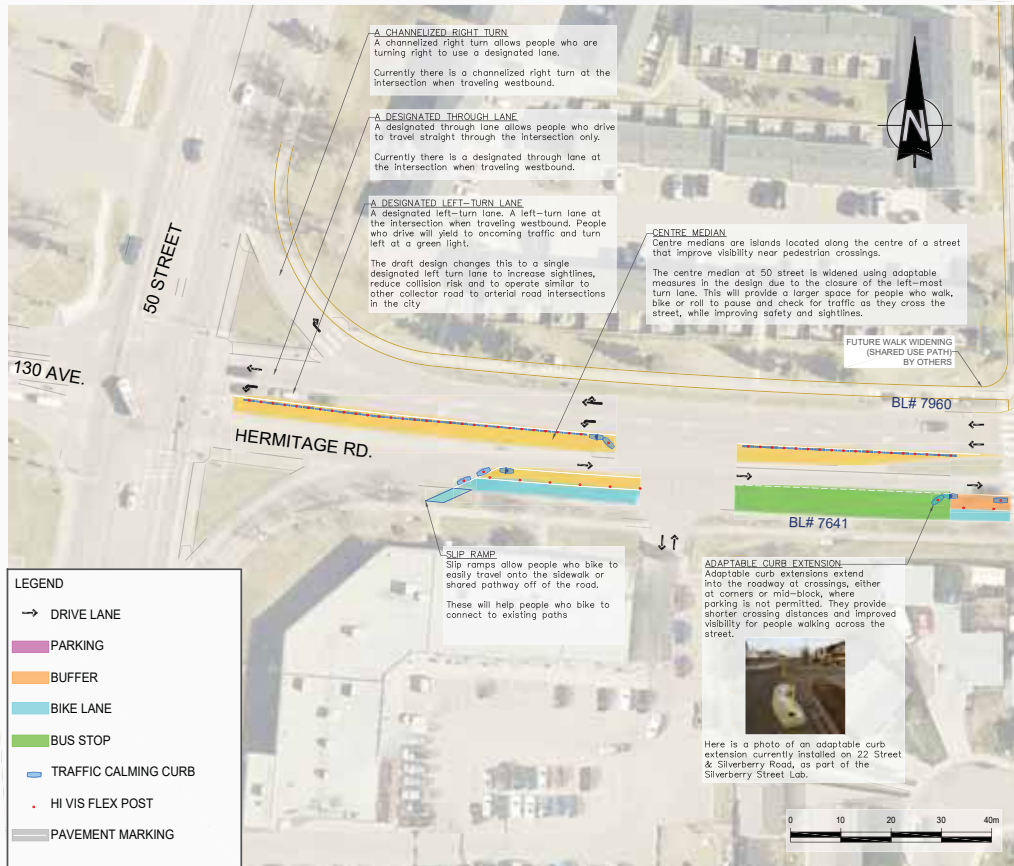
Draft design option B includes all of the design features listed on the “Options A and B” boards for this intersection **and** the following features that improve safety as you walk, bike, roll or drive:

- ▶ **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.
The designated through lane would remain similar to what is there today.
- ▶ **A channelized right turn lane:** allows people who are turning right to use a designated lane.
 - ▷ Currently, there is a channelized right turn lane at the intersection.
The channelized right turn would remain similar to what is there today.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
50 STREET INTERSECTION - OPTION B



March 21, 2024



Intersection of Hermitage Road and 40 Street

Draft Design Features

Options A and B

Both **Draft Design Option A** and **Draft Design Option B** include the following features:

- ▶ A designated **driving lane** in each direction that accommodates all vehicles, including emergency vehicles and buses.
- ▶ An **all-way stop** that 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:** 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 accommodates all ages and abilities.
- ▶ **Adaptable curb extensions.** measures that 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** are more clearly defined to avoid confusion and enhance safety near crosswalks. Parking with remain available in areas that are most often used.

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Intersection of Hermitage Road and 40 Street

Draft Design Features

Option A

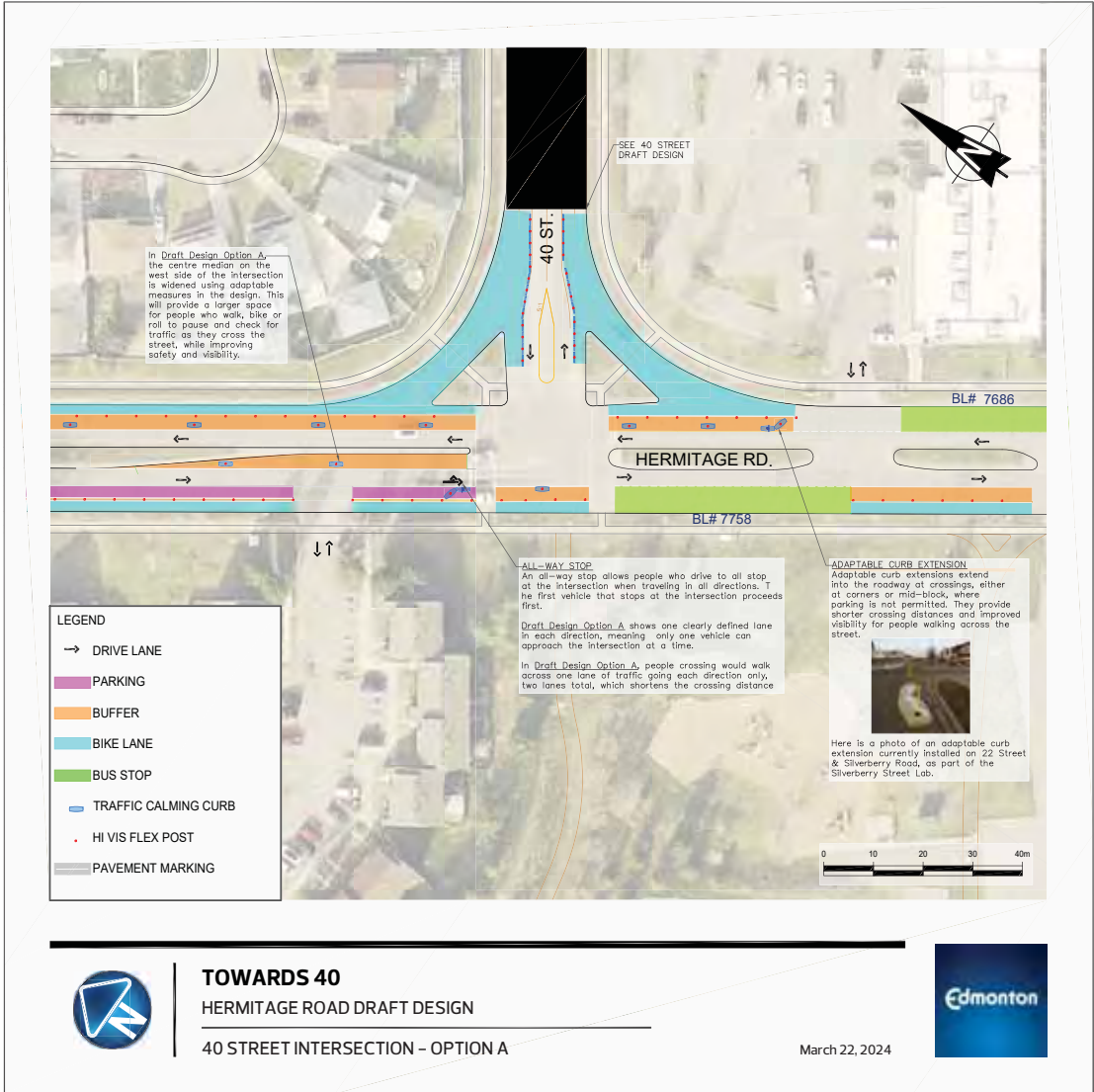
Draft Design Option A includes all the design features listed on the “Draft Design Options A and B” board for this intersection and the following features:

- ▶ **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
- ▶ **Adaptable one-way protected bike lanes:** 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 accommodates all ages and abilities.
- ▶ **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 sightlines.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
40 STREET INTERSECTION - OPTION A



March 22, 2024



Intersection of Hermitage Road and 40 Street

Draft Design Features

Option B

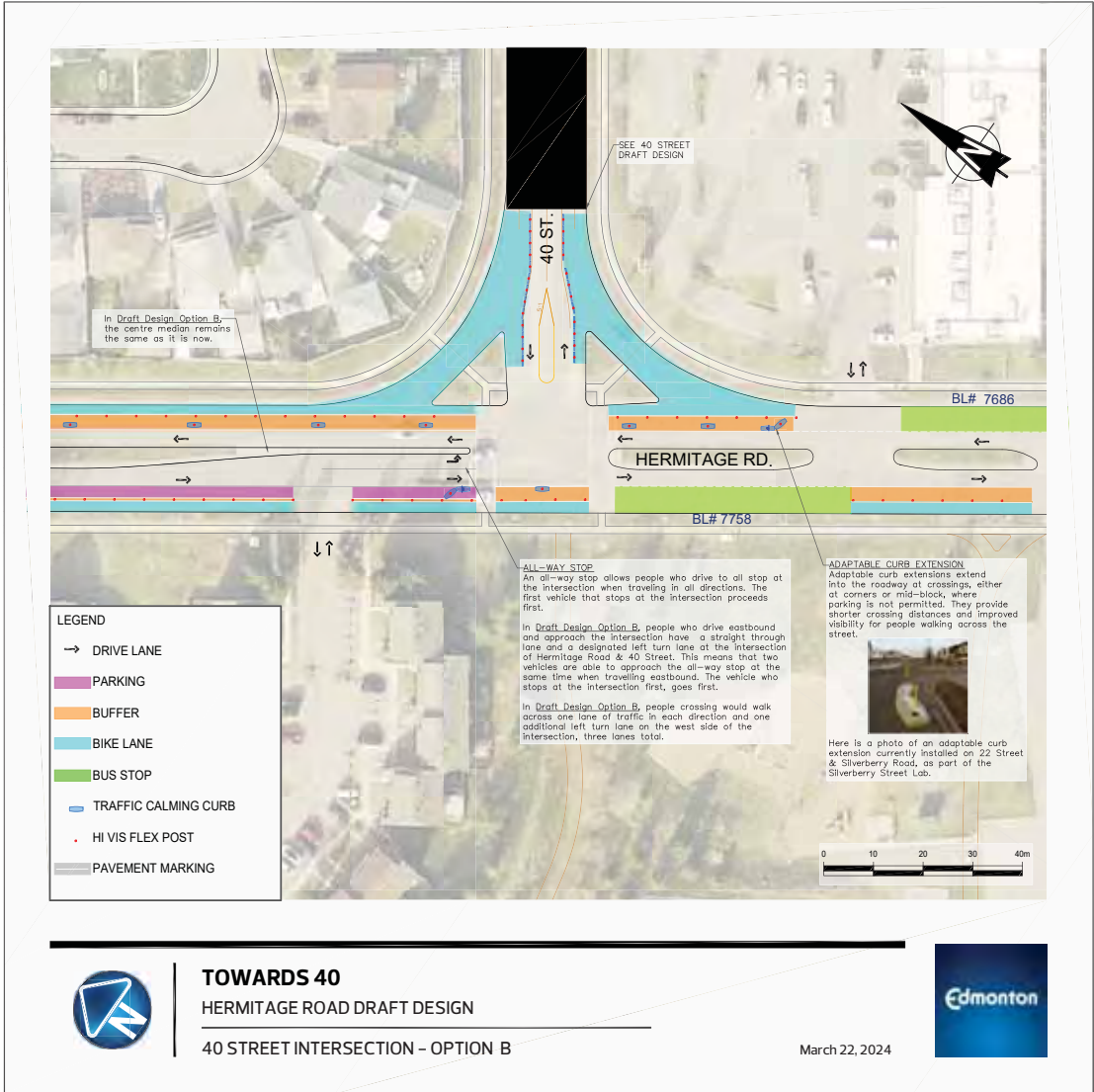
Draft design Option B includes all the design features listed on the “Draft Design Options A and B” board for this intersection and the following features:

- ▶ **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 & 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.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
40 STREET INTERSECTION - OPTION B



March 22, 2024



Intersection of Hermitage Road and Victoria Trail

Draft Design Features

The Draft Design includes the following features that improves safety as you walk, bike, roll or drive:

- ▶ **A designated driving lane** in each direction that accommodates all vehicles including emergency vehicles and buses.
- ▶ **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:** 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 lane:** 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:** 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:** 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.

For more information on this project, visit edmonton.ca/Towards40Projects or call 311.

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SLIP RAMP
 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 existing paths

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.

- LEGEND**
- DRIVE LANE
 - PARKING
 - BUFFER
 - BIKE LANE
 - BUS STOP
 - TRAFFIC CALMING CURB
 - HI VIS FLEX POST
 - PAVEMENT MARKING



TOWARDS 40
 HERMITAGE ROAD DRAFT DESIGN
 VICTORIA TRAIL INTERSECTION



March 21, 2024



Thank You for sharing your feedback!

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