

Carlton Vision Zero Street Labs Engagement Summary

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Edmonton

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Street Labs Public Engagement Summary

Background and Context

Vision Zero Street Labs are an opportunity to work with the City to bring traffic safety improvements to your neighbourhood, using adaptable traffic-calming measures.

Residents in the Carlton neighbourhood have expressed concerns around traffic safety issues, such as speeding and shortcutting, through various channels including emails, meetings with City staff and submissions through the Safe Mobility Community Activation programs.

The City hosted public engagement opportunities in late September to mid-October 2023 to learn more about residents' traffic safety concerns in the Carlton neighbourhood. Their feedback was used to determine if a Street Lab would help to address these safety concerns.

We have determined that we will proceed with a Vision Zero Street Lab in Carlton. A summary of the public engagement is detailed in this What We Heard report.

While we heard respondents' concerns about some arterial roads, which are high capacity roads with higher speed limits, these roads are outside of the scope of Vision Zero Street Labs. Vision Zero Street Labs uses adaptable measures to address traffic safety concerns only on local and collector residential roads.

Locations that are out of scope for Vision Zero Street Labs include:

- 167 Avenue
- 142 Street
- CN Rail Line & sidewalk crossings
- 153 Avenue

These locations have been shared with the appropriate areas in the City for further review.



Source: [Speed Limit Map](#)

Communications Activities

To ensure residents were aware of the engagement process and to support inclusive participation in the Carlton neighbourhood and beyond, the City communicated the engagement activities in the following ways:

- Over 1,800 public notices were mailed to all residents in the Carlton neighbourhood.
- An email was sent to the Cumberland-Oxford Community League, Elizabeth Finch School and parent association, and neighbourhood organizations asking to promote the engagement opportunities.
- A dedicated Carlton Street Lab Engaged Edmonton webpage was developed to provide project information and updates and to share engagement opportunities.
- Information about engagement opportunities was shared with City Councillor Erin Rutherford.
- A message about the engagement was added to the weekly engagement Public Service Announcement and shared with the media to announce the engagement opportunities to the public.

Engagement Activities

A [Gender-Based Analysis Plus](#) (GBA+) process was used to better understand the experiences and diverse needs of Edmontonians. The City's Street Lab project team provided a variety of engagement tools and activities to broaden outreach and ensure equitable participation.

Public Engagement activities included:

- An online survey available from September 19 to October 10, 2023 on Engaged Edmonton. There were a total of **91 responses** to the survey.
- An [interactive map](#) on Engaged Edmonton allowed community members to pinpoint locations of traffic safety concerns. A total of **38 contributors placed 143 different location pins** (with comments) on the online map.
- An in-person event, called a Walk and Roll Audit, was held on October 4, 2023. **Ten participants** from the neighbourhood and surrounding area joined the project team to provide feedback on traffic safety issues in Carlton.

Public Engagement Conclusion

Online Survey Engagement Results

The data from the online survey was analyzed and themed. A summary of the findings is presented in this section. Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

Question 1: Which modes of transportation do you use in the neighbourhood? Select all that apply.

The majority of respondents stated they drive or ride as a passenger in a vehicle in the neighbourhood.

Response	N = 91	%
Drive a vehicle	88	97%
Ride as a passenger in a vehicle	86	95%
Bike	56	62%
Walk	50	55%
Motorcycle	14	15%
Roll (e.g. e-scooter, skateboard etc.)	14	15%
Public transportation	4	4%
Mobility aid (e.g. wheelchair, walker or other aid)	4	4%
Other	1	1%

Question 2: In the past 12 months, have you observed any traffic safety concerns in the neighbourhood?

The majority of respondents (87%) stated they have observed traffic safety concerns in the neighbourhood in the past 12 months.

Response	N= 91	%
Yes	79	87%
No	12	13%
Unsure	0	NA

Question 3: Which of the following have you observed in the neighbourhood? Select all that apply.

The top traffic safety concern in the neighbourhood was speeding.

Response	N= 79	%
Speeding	71	90%
Drivers not coming to a full stop	52	66%
Drivers not yielding to pedestrians	50	63%
Poor driver attention or distracted driving	49	62%
Poor crosswalk safety (such as visibility of crosswalks)	44	56%
Shortcutting	23	29%
Other	29	37%

Other traffic safety concerns identified include:

- Visibility issues due to street parking
- Illegal U-turns
- Difficult left turns at intersections

Question 4: On which street(s) or intersection(s) have you observed these traffic safety concerns?

Within the community, respondents identified problem **intersections** including:

- 129 Street and 161 Avenue
- 137 Street and 153 Avenue
- 137 Street and 155 Avenue
- 139 Street and 160 Avenue (Elizabeth Finch School area)
- 139 Street and 161 Avenue
- 139 Street and 162 Avenue

Respondents also identified the following **roads** as areas of concern for traffic safety:

- 139 Street (between 164 Avenue and 160 Avenue)
- 138 Street
- 153 Avenue
- 160 Avenue
- 165 Avenue

Question 5: What time of day do you have traffic concerns? Select all that apply.

The majority of respondents (77%) observed traffic safety concerns all of the time.

Response	N = 79	%
Morning rush hour	26	33%
Afternoon rush hour	27	34%
Daytime	20	25%
Nighttime	19	24%
All the time	61	77%
Other	3	4%

Question 6: Which days of the week do you have traffic concerns? Select all that apply.

The majority of respondents (92%) observed traffic safety concerns every day of the week.

Response	N = 79	%
Monday	8	10%
Tuesday	8	10%
Wednesday	8	10%
Thursday	9	11%
Friday	10	13%
Saturday	5	6%
Sunday	5	6%
All of the above	73	92%

Question 7: During which season(s) do you experience these traffic concerns? Select all that apply.

The majority of respondents (87%) observed traffic safety concerns throughout the year.

<i>Response</i>	<i>N = 79</i>	<i>%</i>
Spring	12	15%
Summer	13	17%
Fall	13	17%
Winter	7	9%
Year-round	69	87%

Question 8: Do you have any other specific comments regarding the above safety concerns?

Respondents shared a number of additional comments. The top themes included:

- Pedestrian safety (both for children and in general)
- Speeding
- Roadside parking and crosswalk safety

A description of each theme is provided in the table below.

<i>Theme</i>	<i>Description</i>
Pedestrian Safety	Concerns were raised regarding pedestrian safety for both children and adults in the neighbourhood. A primary area of concern was Elizabeth Finch School, where pickup and drop-off are causing high volumes of pedestrian vehicle traffic.
Speeding	Speeding was a major concern amongst respondents. Some also noted that the digital driver feedback signs have not deterred dangerous driving behaviour.
Roadside Parking	Many respondents found that roadside parking causes visibility issues for both drivers and pedestrians, making crosswalks and intersections feel unsafe.

Question 9: Do you have any suggestions to improve traffic safety in the neighbourhood?

Residents provided a number of suggestions for both adaptable and permanent traffic-calming measures, to improve traffic safety in the neighbourhood.

Suggestions were analyzed and are summarized in the table below along with whether or not they could be considered in a Street Lab.

Suggestion	Potential Considerations for a Street Lab
Narrow roads Curb extensions Centre medians Rubber speed humps	Yes
Asphalt speed humps/tables Additional signage Raised crosswalks Flashing lights at crosswalks Additional crosswalks Stop signs Restrict road parking No-parking zones	Not directly part of the Street Lab program but can be reviewed through other Safe Mobility programs and incorporated where feasible.
Driver feedback signs (digital speed signs, speed awareness signs)	Yes
Automated enforcement	No Currently, there are two approved Automated Enforcement locations surrounding Carlton: <ul style="list-style-type: none"> • 167 Avenue and 127 Street intersection • 153 Avenue and 127 Street intersection As per the Government of Alberta's Automated Enforcement guidelines , Automated Enforcement is only allowed at approved sites and no new sites can be added at this time.
Police enforcement	No Neighbourhood concerns from this public engagement have been shared with the Edmonton Police Service for review. To report future traffic concerns, visit: edmontonpolice.ca/TrafficConcerns

Speed limit change	<p>No</p> <p>The residential roads in Carlton follow the standard 40 km/h speed limit, with the exception of the 30 km/h playground zone. An interactive speed limit map is available at edmonton.ca/safestreets.</p> <p>Although speed limit changes are out of scope for Street Labs, this suggestion has been shared to see if it can be reviewed by another Safe Mobility program.</p>
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Question 10: Do you live, work or visit the neighbourhood? Select all that apply.

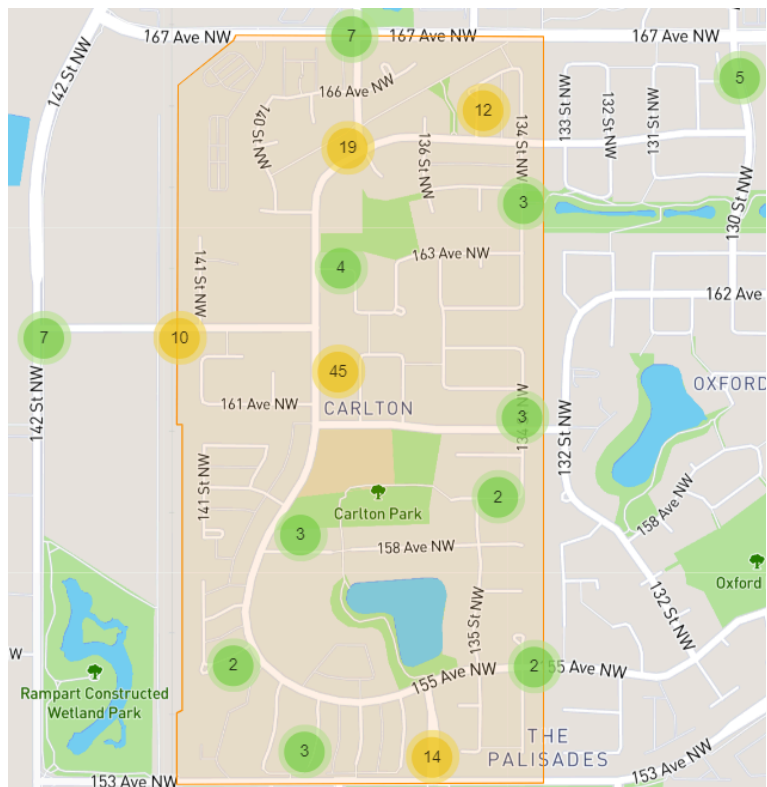
If respondents live in the neighbourhood, they were asked which street they live on. If respondents stated they visit or work in the neighbourhood, they were asked how often they work in the neighbourhood or visit.

The majority of respondents (97%) live in the neighbourhood. A smaller number of respondents visit the area multiple times per week.

Interactive Mapping Tool Feedback

An [interactive mapping tool](#) was available on Engaged Edmonton from September 19 to October 10, 2023. This activity provided respondents with the opportunity to identify locations of interest and pinpoint traffic safety concerns.

A total of 38 contributors placed 143 pins on the Engaged Edmonton map. Not all pins can appear in detail in this image, however the map data is summarized below.



The top traffic safety concerns for respondents were:

- Speeding
- Drivers not coming to a full stop
- Drivers not yielding to pedestrians
- Shortcutting
- Poor crosswalk safety

The intersections of concern were:

- 135 Street and 153 Avenue
- 137 Street and 154 Avenue
- 138 Street and 165 Avenue
- 140 Street and 162 Avenue
- 141 Street and 162 Avenue
- 156 Street and 160 Avenue
- 161 Street and 139 Avenue

The following streets and avenues were also noted by respondents in relation to their traffic safety concerns:

- 134 Street
- 135 Street
- 136 Street
- 137 Street
- 139 Street
- 134 Avenue
- 161 Avenue
- 162 Avenue
- 165 Avenue

Walk and Roll Audit Feedback

The project team conducted an in-person engagement event, called a Walk and Roll Audit, with ten community members in Carlton on October 4, 2023.

Attendees were asked to identify their traffic safety concerns in the neighbourhood. Below are the main areas identified as well as the cause(s) of concern.



<i>Location</i>	<i>Comments</i>
134 Street from 162A to 165 Avenue	<ul style="list-style-type: none"> • Speeding, particularly around corners • Shortcutting
135 Street from 155 to 159 Avenue	<ul style="list-style-type: none"> • Speeding down the straight section of the road
135 Street and 166 Avenue	<ul style="list-style-type: none"> • Speeding in the cul-de-sac and around corners
138 Street and 167 Avenue	<ul style="list-style-type: none"> • The unmarked crossing across four lanes of traffic is a pedestrian safety concern. Particular concern for vulnerable road users, as students often use this route when travelling from the Albany neighbourhood to Elizabeth Finch School. It is hard to see children crossing at all times, especially in the fall and winter months. <ul style="list-style-type: none"> ◦ Request for rapid-flashing beacon • Mid-block pedestrian-activated signal on 167 Avenue and Albany Way need to have a sensor for pedestrians. • It is difficult for drivers to exit the community by turning left onto 167 Avenue from 138 Street. • Lack of traffic signals result in congestion and also shortcutting.
139 Street	<ul style="list-style-type: none"> • Vehicles often speed as they leave the 30 km/h playground zone, which is worse at night. • There is a sign about proposed rezoning on the west properties. Concerns about the likelihood of increased traffic volume on the street from higher density in the neighbourhood as a result of rezoning.
139 Street from 159 to 160 Avenue	<ul style="list-style-type: none"> • Snow and ice maintenance concerns along 139 Street and Elizabeth Finch School park. Windrows are not being picked up, resulting in more road congestion.
139 Street and 162 Avenue	<ul style="list-style-type: none"> • Drivers not yielding to pedestrians and poor sightlines at the northwest corner of the intersection. • Poor pedestrian access due to missing sidewalk and metal road barrier on the west side of the street for half the block toward 161 Avenue.
139 Street and 163 Avenue	<ul style="list-style-type: none"> • Missing pedestrian connection - sidewalk on the west side of the street ends mid-block.
139 Street and 164 Avenue	<ul style="list-style-type: none"> • Pedestrian safety concerns near school where there is a high volume of traffic and pedestrians, especially during peak hours. Interest in having a rapid-flashing beacon. • Suggestion for a shared street here.

Location	Comments
139 Street and 164 Avenue (continued)	<ul style="list-style-type: none"> • Suggestion to remove street parking here on the west side to enable pedestrian space. • Suggestion for a three-way stop here to make safe crossing to and from the natural area and trail. • Missing pedestrian connection and crossing concerns near the pathway adjacent properties on 164 Avenue (west side of 139 Street) which connects to the green space on the east side of 139 Street.
139 Street and 165 Avenue	<ul style="list-style-type: none"> • Speeding on 139 Street where the road curves into 165 Avenue.
Out of Scope	
Rail Crossing and 162 Avenue	<p>We will refer the following issues to the appropriate City department for review:</p> <ul style="list-style-type: none"> • E-bikes speeding on the sidewalk and there is no shared use path. • Drivers not coming to a full stop at the rail crossing. Edmonton Police Service has been enforcing. Crossing improvements and construction are underway.
General	<p>We will refer the following issues to the appropriate City department for consideration:</p> <ul style="list-style-type: none"> • Cyclists not yielding to pedestrians or using bells to let folks know they're coming on the multi-use path around the stormwater pond.

Next Steps

The public engagement feedback summarized in this What We Heard report was used in conjunction with the City's Safe Mobility engineering expertise and technical data to decide if a [Street Lab](#) would be the best solution to address the street safety issues the neighbourhood is facing, or if [another Safe Mobility program](#) would be more appropriate.

As noted, the City has determined that a Street Lab will be pursued in Carlton.

Subscribe to project updates at edmonton.ca/StreetLabs.

If you have any questions, please email saferoads@edmonton.ca and City staff will follow up with you within three business days.