

Glengarry

What We Heard Report: Safe Mobility Public Engagement

Vision Zero Street Labs

November 2024



ADVISE

Contact and more Info:
SafeRoads@edmonton.ca | edmonton.ca/StreetLabs

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

TABLE OF CONTENTS

1. Vision Zero Street Labs Program Overview	PG 3
a. Background and Context	PG 3
b. Vision Zero Street Labs Road Map	PG 5
2. Public Engagement and Communications Overview	PG 5
3. What We Heard	PG 6
a. Engagement Results	PG 6
b. Major Themes	PG 8
c. Out-of-Scope Concerns	PG 8
4. Next Steps	PG 10

1. VISION ZERO STREET LABS PROGRAM OVERVIEW

Background and Context

The Vision Zero Street Labs program began in 2021, as a key action in the [2021-2025 Safe Mobility Strategy](#)



Vision Zero Street Labs are an opportunity to work with the City to bring traffic safety improvements to your neighbourhood, using a variety of traffic-calming measures. Neighbourhoods may be selected for a Street Lab either through submitting an online application or through the City's own proactive safety review process that evaluates both community members' safety and equity needs.

As part of the Street Labs process, the City engages residents to understand their traffic safety concerns in the neighbourhood to determine if a Street Lab would help address them.

Based on the City's proactive safety review process conducted in 2023, the Glengarry neighbourhood was selected for a Street Lab to further understand residents' lived experiences with traffic safety. A combination of demographic, and socio-economic considerations, plus various infrastructure, traffic safety and community health indicators were used in the analysis. Key findings from this traffic safety review in Glengarry included these insights:

- **Vulnerable populations:** Higher percentages of seniors and lower-income households live in Glengarry compared with Edmonton's neighbourhood averages (2016 and 2021 federal census data).
- **Crash history:** From 2018-2022, over 1,000 crashes occurred in the neighbourhood. As a result, the Street Labs project is focused on implementing preventative traffic safety measures to improve safety for all who live, work and play in Glengarry.
- **Crash type:** The main causes of collisions resulting in injury within the neighbourhood included following too closely, stop sign violations and 'ran off road'¹.

The severity of injuries as a result of these collisions requires our attention. Street Labs are primarily focused on addressing traffic safety concerns on residential roads within the neighbourhood boundaries. The installation of traffic-calming measures can reduce the likelihood and severity of crashes.

The map below shows the boundaries of the neighbourhood and areas that are in the scope of this project.

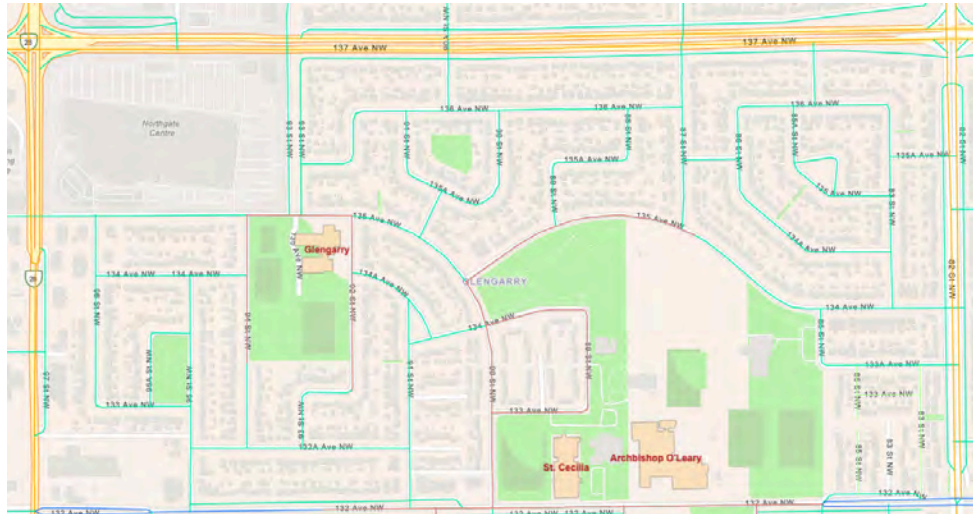
¹ vehicle leaves the roadway and collides with an object (eg, curb, tree, pole)

There are mainly three categories of roadways in the City of Edmonton:

Arterial Roads carry the highest traffic volume and give vehicles the ability to travel longer distances at higher speeds, generally 60 km/h or higher

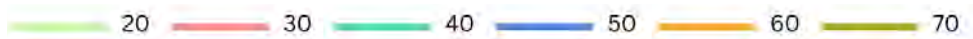
Collector Roads are moderate capacity corridors that carry traffic from local roads to arterial roads.

Local Roads are low volume roads which typically provide access to local properties.



Map Legend: Roads by Speed (km/h)

Source: [Speed Limit Map](#)



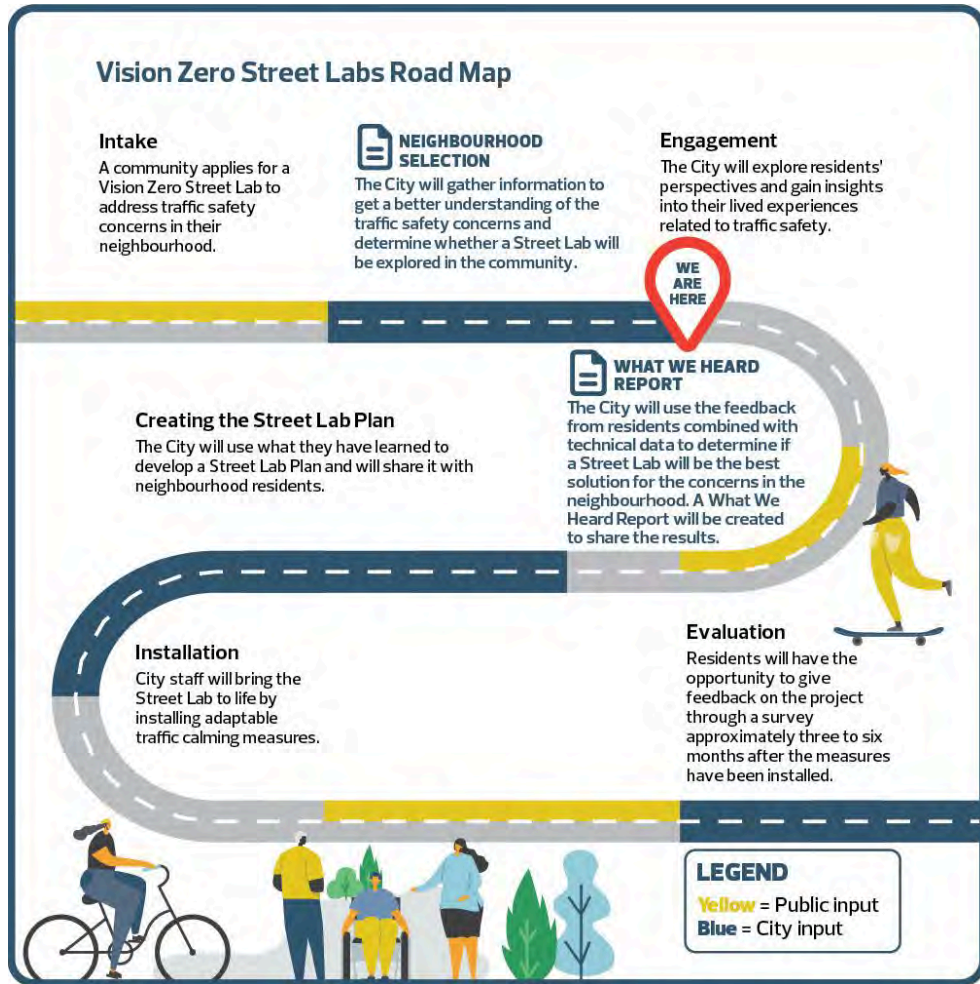
Vision Zero Street Labs use a variety of measures to address traffic safety concerns on residential roads. While we heard respondents' concerns about some high-capacity (collector and arterial) roads in the neighbourhood, those types of roads are out-of-scope for Vision Zero Street Labs. Locations that are **out-of-scope** for the Glengarry Street Lab include:

- 82 Street
- 97 Street
- 132 Avenue
- 137 Avenue



All resident concerns that were out-of-scope for this Street Lab project have been shared with the appropriate areas in the City of Edmonton and are referenced as "Out-of-Scope Concerns" within this document.

Vision Zero Street Labs [Road Map](#)



2. PUBLIC ENGAGEMENT AND COMMUNICATION OVERVIEW

How the City Engaged Your Neighbourhood

A [Gender-Based Analysis Plus](#) (GBA+) process was used to better understand the experiences and diverse needs of affected Edmontonians. The City's Street Lab project team used a variety of engagement opportunities and publicized activities in diverse ways to ensure as many people as possible had the opportunity to participate.



Public Engagement activities included:

- An online survey was available from May 22 - June 12 on edmonton.ca/StreetLabs. There were a total of **78 responses** to this survey.
- An interactive map on **Engaged Edmonton** allowed community members to pinpoint locations of traffic safety concerns. There were a total of **9 contributors** who placed **33 location pins** with comments on the online map.
- An in-person event was held on Monday, June 3, 2024 . A total of **11 participants** from the neighbourhood and surrounding area gave their feedback on traffic safety issues in Glengarry.

The City communicated the above engagement activities with the residents of Glengarry and beyond in the following ways to boost and support inclusive participation:

- A total of **2,375 public notices** were mailed to all Glengarry residents via Canada Post.
- An email was sent to pertinent neighbourhood organizations inviting them to participate and share the engagement opportunities. These organizations included Glengarry Community League, Archbishop O'Leary High School, St. Cecilia Catholic Junior High School, and Glengarry School.
- Street Lab engagement information was publicized to local media in a weekly public service announcement.
- The engagement was promoted through digital advertisements on Facebook that were targeted to residents in the Glengarry neighbourhood. The ads were seen **120,453 times**.
- **Twenty lawn signs** and **two road signs** were installed throughout the Glengarry neighbourhood to raise awareness of the engagement.

Quantitative and qualitative feedback gathered from different engagement tools was analyzed and placed into themes.

3. WHAT WE HEARD

Engagement Results

This section of the report provides a detailed snapshot of the results captured from the online survey and mapping tool.



Survey Data

The online survey allowed respondents to provide feedback and speak to traffic safety concerns at up to three locations. A summary of all survey feedback is available in the [Glengarry Street Lab Report](#). All qualitative feedback from the survey (i.e., responses to open-ended questions) was combined with all the data points from the mapping tool to inform the Major Themes section.

Almost 73 % of respondents stated speeding as a major concern in Glengarry.



Map Data

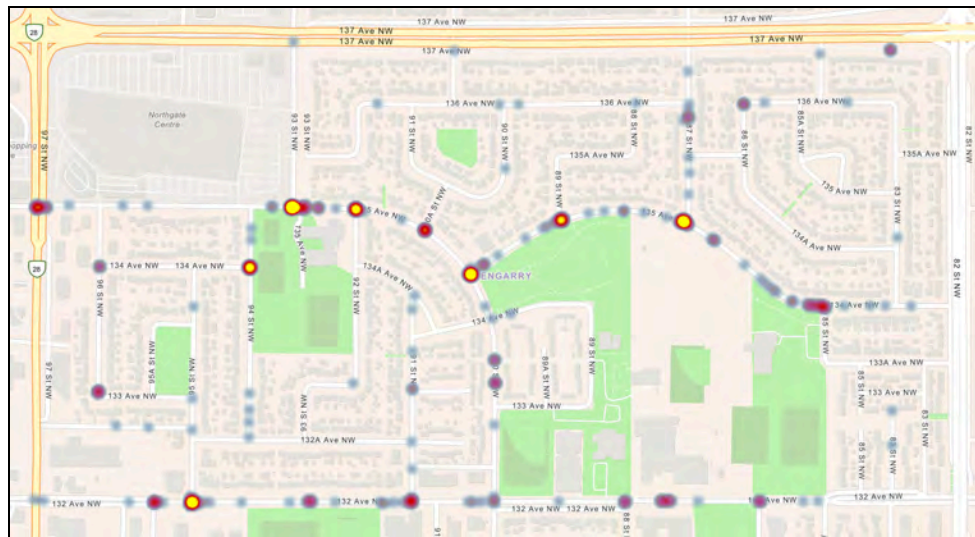
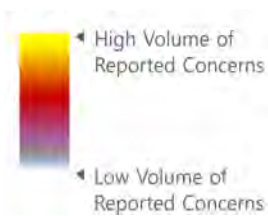
All data points from the interactive mapping tool and open-ended responses from the survey were coded and analyzed. Based on this analysis, the most frequently submitted concern was speeding, followed by pedestrian safety and unsafe intersections.

The map below shows road segments where concerns were most reported in the neighbourhood. A visual overview of all map data can be found in the [2024 Glengarry Street Lab Engagement Summary Map](#).

The heat map below shows the volume of feedback received. You may notice some of these areas are out-of-scope for the project (e.g. arterial roads) but they have been included in this map in order to accurately reflect the feedback received.

Legend

Heatmap of Safety Concerns



This map provides a visual of all safety concerns submitted through the interactive mapping tool and survey.

Safe Mobility definitions of the most frequently observed safety issues:

Speeding refers to driving a vehicle in excess of the maximum speed limit.

Poor crosswalk safety refers to crosswalks that do not provide adequate safety for people walking, biking and rolling. Concerns typically include poor visibility of crosswalks, long crossing distance, or a feeling of fear due to vehicle speed or volume.

Shortcutting refers to when drivers use local or collector roads instead of arterial roads to move between destinations. This is undesirable for traffic safety because it increases the volume and speed on local roads which are not designed to carry high traffic volumes.

Major Themes

Feedback gathered from the three different engagement tools (online survey, interactive map and the in-person engagement event) has been analyzed and placed into themes. A summary of the findings is presented in this section.

We heard concerns about various locations in the neighbourhood during the engagement phase, and this feedback will be considered in the development of the Street Lab plan. The top locations of concern are outlined below.

1. Glengarry Park Area

- a. Speeding
- b. Poor crosswalk safety and jaywalking
- c. Vehicles not yielding to pedestrians and reduced visibility of crossings
- d. Vehicles not completing full stop and multiple traffic hazards at intersections

2. Glengarry School Area

- a. Speeding
- b. Poor crosswalk safety and vehicles not yielding to pedestrians
- c. Parked vehicles causing visibility issues
- d. Vehicles not completing full stop and multiple traffic hazards at intersections

3. 87 Street from 135 Avenue to 136 Avenue

- a. Speeding and shortcutting
- b. Drivers not paying attention to traffic regulations

Out-of-Scope Concerns

Street Labs address traffic safety concerns on local, residential roads using a variety of measures. However, concerns that were outside of the scope of this Street Labs project were shared with applicable departments. Top out-of-scope concerns include:

Concern	Shared With	Additional Information
Request for traffic signal addition, removal, or other changes	Traffic Operations, Parks & Road Services, City Operations	edmonton.ca/transportation/report-requests/signs-signals

Request for police enforcement and ticketing for traffic violations	Edmonton Police Service	edmontonpolice.ca/ TrafficConcerns
Request for automated enforcement (photo radar)	Although this service is led by Safe Mobility at the City of Edmonton, automated enforcement is regulated by the Government of Alberta , which has a moratorium on new sites since 2019.	edmonton.ca/ Enforcement
Request for parking enforcement on public streets	Community Standards Peace Officers, Community Services	edmonton.ca/Parking Enforcement Report a concern to 311: 311.edmonton.ca
Pothole repair	Infrastructure Maintenance, Parks & Road Services, City Operations	Report a concern to 311: 311.edmonton.ca
Alley renewal and/or lighting in alleys	Building Great Neighbourhoods, Integrated Infrastructure Services	edmonton.ca/ AlleyRenewal
Concerns about speeding and shortcutting in alley ways	The City can provide 20 km Alley Max signs	Request via email at saferoads@edmonton.ca
Concerns on arterial roads (out-of-scope for Street Labs) <ul style="list-style-type: none"> 82 Street 	Traffic Operations, Parks & Road Services, City Operations	Report concerns to 311: 311.edmonton.ca

<ul style="list-style-type: none"> • 97 Street • 132 Avenue • 137 Avenue 		
-----------------------------------------------------------------------------------------------------------	--	--

4. NEXT STEPS



The information summarized in this What We Heard report has been reviewed in conjunction with technical data and [City Design and Construction Standards](#).

All of this information was used to determine that a Street Lab is the most effective solution to address some of the most pressing traffic safety concerns in the Glengarry neighbourhood.

Online and email updates will be shared with those who are subscribed to receive community notifications as we move through the next steps of the Street Labs process in Glengarry: Plan, Install and Evaluate.

[Subscribe](#) to receive project update notifications and stay up to date with the progress of your neighbourhood Street Lab. More information will also be posted on edmonton.ca/StreetLabs as the project progresses.