

Grovenor 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.

Resident feedback has been used, in conjunction with the City's engineering expertise and technical data, to decide if a Street Lab is the best solution to address the traffic safety issues the neighbourhood is facing.

The City has determined that additional Street Lab measures are not the most suitable approach to address the traffic safety concerns in Grovenor at this time. Reasons for this decision include:

- Requests for measures outside the scope of adaptable measures.
- Ongoing LRT construction disrupting natural traffic patterns.
- Upcoming Active Transportation Network planning in the neighbourhood.
- Existing traffic calming measures already installed as a result of the previous community-led Vision Zero Street Lab in Grovenor, including curb extensions installed at key locations of concern.

Further details are provided in the Next Steps section at the end of this report.

2022 Community-Led Street Lab

In 2022, Grovenor residents initiated a Vision Zero Street Lab and subsequently conducted community-led public engagement through in-person meetings, door knocking and collecting feedback via email and social media. The following outlines the results of the 2022 Street Lab public engagement in Grovenor. This feedback was also taken into consideration when determining if additional Street Lab measures should be installed at this time.

What we heard:

- Speeding concerns throughout the neighbourhood, especially on 144 Street as well as 106 Avenue.
- Concerns regarding unsafe driver behaviour, such as U-turns (particularly on 148 Street, north of Stony Plain Road) and vehicles passing too closely to those who are walking, biking or rolling.

- Pedestrian visibility concerns throughout the neighbourhood, particularly near the 144 Street and 104 Avenue intersection.

The community-led effort identified parklets, curb extensions and vibrant crosswalks as potential solutions to the traffic safety concerns faced by Grovenor residents and others who make use of the neighbourhood.

Phases one and two of the Grovenor Street Lab were installed from August to September, 2022 and included:

- Parklets at:
 - 144 Street at 106b Avenue (since removed)
 - 144 Street and 106a Avenue (adjusted)
- Curb extensions at:
 - 144 Street and 106 Avenue
 - 146 Street and 106 Avenue

Phase three, which includes a parklet on 148 Street, just north of Stony Plain Road, is currently on hold due to nearby LRT construction.

2023 City-led Street Lab

Residents in the Grovenor neighbourhood continued to express concerns around traffic safety issues, such as speeding and shortcutting, through various channels including emails and meetings with City staff as well as submissions through our Community Activation programs. In an effort to learn more about these concerns, the City conducted neighbourhood-wide public engagement in August - September, 2023.

The following section outlines the results of the recent Street Lab public engagement in Grovenor. The City thanks those who took the time to provide their feedback and perspectives.

Communications Activities

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

- 1,516 public notices were mailed to residents in the Grovenor neighbourhood.
- The Grovenor Community League was asked to share the engagement opportunities.
- Creation of a dedicated Grovenor Street Lab Engaged Edmonton page to provide project information and updates, and to share engagement opportunities.
- Information about engagement opportunities was shared with Councillor Knack.

Engagement Activities

A Gender-Based Analysis Plus (GBA+) process was used to better understand the experiences and diverse needs of Edmontonians. The City's 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 August 16 to September 6, on Engaged Edmonton. There were a total of **30 responses** to the survey.
- An [interactive map](#) was also available on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. **Six contributors placed 13 different pins** on the online map.
- An in-person Walk and Roll Audit which was held on August 29. Five participants from the neighbourhood and surrounding area joined the project team to provide feedback on traffic safety issues in Grovenor.

Online Survey Engagement Results

The data from the online survey was analyzed and themed and 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 walk or drive a vehicle around the neighbourhood.

Response	N = 30	%
Walk	30	100%
Bike	19	63%
Drive a vehicle	27	90%
Ride as a passenger in a vehicle	20	67%
Roll (e.g. e-scooter, skateboard etc.)	6	20%
Mobility aid (e.g. wheelchair, walker or other aid)	2	7%
Motorcycle	1	3%
Public transportation	3	10%
Other	0	N/A

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

The majority of respondents (93%) stated they have observed traffic safety concerns in the neighbourhood.

Response	N = 30	%
Yes	28	93%
No	2	7%
Unsure	0	N/A

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

The top-three traffic safety concerns in the neighbourhood were speeding, drivers not coming to a full stop and shortcutting. There were 28 responses to this question.

Response	N= 28	%
Speeding	23	82%
Shortcutting	17	61%
Poor crosswalk safety (such as visibility of crosswalks)	13	47%
Drivers not yielding to pedestrians	12	43%
Drivers not coming to a full stop	20	71%
Poor driver attention or distracted driving	7	25%
Other	2	7%

Other traffic safety concerns identified included excessive vehicle noise and road width.

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

The following locations were identified by survey respondents as areas of concern within Grovenor:

- 103 Avenue
- 106 Avenue
- 143 Street
- 144 Street (from 102 Avenue to 107 Avenue)
- 144 Street and 106 Avenue intersection
- 144 Street and 104 Avenue intersection
- 145 Street and 104 Avenue intersection
- 148 Street and 104 Avenue intersection

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

56% of respondents observed traffic safety concerns all the time.

Response	N = 28	%
Morning rush hour	8	29%

Afternoon rush hour	11	39%
Daytime	8	29%
Nighttime	4	14%
All the time	16	56%
Other	1	4%

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

75% of respondents observed traffic safety concerns every day of the week.

Response	N = 28	%
Monday	6	21%
Tuesday	6	21%
Wednesday	6	21%
Thursday	6	21%
Friday	6	21%
Saturday	2	7%
Sunday	1	4%
All of the above	21	75%

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

The majority of respondents (89%) observed traffic safety concerns throughout the year.

Response	N = 28	%
Spring	3	11%
Summer	4	14%
Fall	2	7%
Winter	1	4%
Year round	25	89%

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

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

- Speeding
- Shortcutting
- Requests for both adaptable and permanent traffic-calming measures

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

<i>Theme</i>	<i>Description</i>
Speeding	Participants' main concern was excessive speeding through Grovenor, specifically vehicles entering the neighbourhood from surrounding major roads with higher speed limits.
Shortcutting	Respondents commented on the prevalence of shortcutting through Grovenor, primarily along 143-148 Street as well as 103 Avenue.
Adaptable Traffic Calming Measures	Multiple comments on the online survey requested the installation of adaptable measures such as curb extensions and speed humps.
Permanent measures	There were also a number of comments regarding the addition of traffic lights or changes to the signal pattern at 142 Street and Stony Plain Road.

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 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.

<i>Suggestion</i>	<i>Potential Considerations for a Street Lab</i>
Restrict road parking Narrow roads Curb extensions Centre medians Speed humps	Yes
Speed tables Additional signage	Yes, not directly part of the Street Lab program but can be reviewed through other Safe Mobility programs.

<p>Raised crosswalks Flashing crosswalks Additional crosswalks Stop signs No-parking zones Driver feedback signs (digital speed signs)</p>	
<p>Automated enforcement</p>	<p>No</p> <p>Currently, there is one approved Automated Enforcement location for Grovenor on 142 Street.</p> <p>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.</p>
<p>Police presence</p>	<p>No, but we will share the neighbourhood concerns with the Edmonton Police Service (EPS) for their review. To report traffic complaints, contact EPS at edmontonpolice.ca/TrafficVehicles/TrafficConcerns.</p>
<p>Bike lanes</p>	<p>These suggestions are out of Safe Mobility's scope and will not be explored as part of a Street Lab or other Safe Mobility program, however feedback has been shared with the appropriate team.</p>

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/visit the neighbourhood.

The majority of respondents (97%) live in the neighbourhood. A smaller number of respondents visit the area, with the majority visiting daily.

Interactive Mapping Tool Feedback

An [interactive mapping tool](#) was available on Engaged Edmonton from August 16 to September 6, 2023. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. Six contributors placed 13 pins on the map. The results are summarized below.

<i>Location</i>	<i>Top Traffic Safety Concerns</i>
145 Street	<ul style="list-style-type: none"> • Poor visibility when leaving the neighbourhood via 145 Street and Stony Plain Road intersection.
144 Street	<ul style="list-style-type: none"> • Shortcutting between 102 Avenue to 107 Avenue to avoid LRT construction. • Speeding • Drivers not following rules of the road <ul style="list-style-type: none"> ◦ No marked crosswalk at intersection with 106 Avenue.
143 Street	<ul style="list-style-type: none"> • Shortcutting • Poor crosswalk safety at neighborhood entrance from Stony Plain Road.
104 Avenue	<ul style="list-style-type: none"> • Shortcutting • Poor visibility at neighbourhood exit onto 142 Street • Speeding <ul style="list-style-type: none"> ◦ Not enough stop signs
103 Avenue	<ul style="list-style-type: none"> • Shortcutting • Poor crosswalk safety <ul style="list-style-type: none"> ◦ Not enough stop signs at crosswalks

Walk and Roll Audit Feedback

The project team conducted a Walk and Roll Audit with five community members in Grovenor on August 29, 2023. Attendees were asked to identify areas of particular concern regarding traffic safety and help the project team understand the local context of the neighbourhood. Below are the main causes of concern and locations identified by residents.

<i>Concern</i>	<i>Location(s)</i>
Shortcutting	<ul style="list-style-type: none"> • Drivers are shortcutting through the neighbourhood down 143, 144, 145 and 146 Street to get to Stony Plain Road to avoid 142 Street, particularly the intersection with Stony Plain Road. • Drivers are shortcutting through the neighbourhood via 103 and 104 Avenue to get to 149 Street or 142 Street instead of taking Stony Plain Road • 106 Avenue • Back lane south of 107 Avenue becomes very congested and backed up to 144 Street during the morning rush hour
Speeding	<ul style="list-style-type: none"> • 104 Avenue off 149 Street • 103 Avenue • 143, 144, 145 and 146 Street

Parking	<ul style="list-style-type: none"> • 144 Street south of 107 Avenue. Commuters park to catch the bus from 107 Avenue into downtown.
Crosswalk Safety	<ul style="list-style-type: none"> • 104 Avenue at 143 Street. Visibility concerns due to cars double parked.
Existing Street Lab Measures	<ul style="list-style-type: none"> • Concerns about the aesthetics of the parklets and the maintenance required for the planters. • Concerns about parklets reducing parking outside of homes.
Other	<ul style="list-style-type: none"> • Signal concerns southbound on 142 Street when turning left onto Stony Plain Road. No advance arrow causes traffic to back up, which encourages shortcutting. • LRT construction further encourages shortcutting through the neighbourhood. • Drivers ignore the no left turn signal at Stony Plain Road at 145 Street. One lane of traffic causes congestion. • Potential opportunity for a parklet on 148 Street, north of Stony Plain Road.

Next Steps

The feedback shared in this What We Heard Report was used in conjunction with the City's engineering expertise and technical data, to decide if a Street Lab is the best solution to address the traffic safety issues the Grovenor neighbourhood is facing.

The City has determined that additional Street Lab measures are not the most suitable approach at this time. The following section outlines information explaining why additional Street Lab measures will not be explored at this time.

106 Avenue

- The Safe Mobility team addressed speeding and crosswalk safety concerns on 106 Avenue, installing curb extensions at the intersection of 106 Avenue and 146 Street.
- The team further reviewed previous requests for a traffic circle at 106 Avenue and 148 Street. It was determined this would not be feasible in an adaptable context due to challenges accommodating emergency response and snow and ice operations. Any permanent concrete measures are out of Safe Mobility's scope, which focuses on adaptable traffic calming measures.

144 Street

- The Safe Mobility team previously addressed speeding and crosswalk safety concerns on 144 Street, by installing curb extensions to the north and south of both 104 Avenue and 106 Avenue. A parklet, to address speeding, was also installed north of 106A Avenue.

148 Street North of Stony Plain Road

- Through the community-led Street Lab process, the City explored the opportunity for a large parklet to be installed outside of ch. Cafeteria. This measure is currently on hold at the request of the West Valley Line LRT project team due to ongoing construction. The proposed plans will be revisited upon completion of the LRT construction.

103 Avenue and 143 Street to 148 Street

- Through engagement, respondents expressed concerns about shortcutting due to LRT construction. As part of the Street Lab process, the City reviews technical data where available. However, assessing the traffic volume along 103 Avenue and 143-148 Street is difficult due to the day-to-day changes in traffic patterns as a result of the ongoing construction of the LRT. While drivers may be using this street as a shortcut during construction, it is anticipated that the volume of traffic will return to acceptable levels once construction is completed and the LRT is operational.
- As such, Safe Mobility is currently unable to install any additional traffic calming measures to address shortcutting caused by LRT construction. Once the LRT is providing transit service the City will be able to undertake traffic volume and speed measurements to assess the neighbourhood's traffic calming needs.

Active Transportation Network

- The [active transportation network expansion](#) is intended to expand the City's active transportation network with routes that are safe, accessible and predictable for people of all ages and abilities. Planning work to identify which connections will advance is nearing completion with new connections in the Grovenor area currently under consideration. More information will be shared by the Active Transportation project team in the coming months. The Safe Mobility team will share our learnings in Grovenor with the Active Transportation team.

In conclusion, due to the many factors outlined above, a Street Lab will not be pursued at this time, however, information gathered during these engagement activities will be used to inform any future Safe Mobility investments.

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