

Newton Vision Zero Street Labs Engagement Summary

saferoads@edmonton.ca
edmonton.ca/StreetLabs

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

TABLE OF CONTENTS

| | |
|--|-------|
| 1. Street Labs Public Engagement Summary | |
| a. Background and Context | PG 3 |
| b. Communications Activities | PG 3 |
| c. Engagement Activities | PG 4 |
| 2. Public Engagement Conclusion | |
| a. Online Survey Engagement Results | PG 5 |
| b. Interactive Online Map Feedback | PG 10 |
| c. Walk and Roll Audit Feedback | PG 12 |
| 3. Next Steps | PG 16 |

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.

The City was made aware of prior community-led engagement efforts that collected traffic safety concerns and suggested solutions. The City has folded in that feedback as it considers how to move forward with the engagement input that was recently collected as part of this Street Lab exploration.

Certain traffic calming measures such as raised crosswalks have already been installed in the Newton neighbourhood since 2018. In response to further community interest in traffic calming and concerns about traffic safety issues, such as speeding and shortcutting, the City commenced the process for a Vision Zero Street Lab.

Through engagement, we learned more about residents' traffic safety concerns in the neighbourhood to determine if a Street Lab would help address these safety issues.

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

The City has determined that it will pursue a Street Lab based on the feedback.

Communications Activities

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

- 1,904 public notices were mailed to residents in the Newton neighbourhood.
- The Newton Community League was asked to share this project's engagement opportunities.

- A dedicated Newton Street Lab Engaged Edmonton page was created to provide project information and updates, and to share engagement opportunities.
- Information about engagement opportunities was shared with Councillor Salvador.

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 was available from July 11 - August 8 on Engaged Edmonton. There were a total of **39 responses** to the survey.
- An [interactive map](#) which was also available on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. **Nine contributors placed 30 different pins** on the online map.
- An in-person Walk and Roll Audit was held on August 2. A total of **16 participants** from the neighbourhood and surrounding area joined the project team to provide feedback on traffic safety issues in Newton.

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 walk or drive a vehicle around the neighbourhood.

| Response | N = 39 | % |
|----------|--------|---|
|----------|--------|---|

| | | |
|---|----|-----|
| Walk | 34 | 87% |
| Bike | 18 | 46% |
| Drive a vehicle | 34 | 87% |
| Ride as a passenger in a vehicle | 23 | 59% |
| Roll (e.g. e-scooter, skateboard etc.) | 4 | 10% |
| Mobility aid (e.g. wheelchair, walker or other aid) | 1 | 3% |
| Motorcycle | 1 | 3% |
| Public transportation | 9 | 23% |
| Other | 1 | 3% |

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

The majority of respondents (79%) stated they have observed traffic safety concerns in the neighbourhood.

| Response | N= 39 | % |
|-----------------|--------------|----------|
| Yes | 31 | 79% |
| No | 6 | 15% |
| Unsure | 2 | 5% |

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

The top traffic safety concerns in the neighbourhood include speeding and distracted driving. There were 31 responses to this question.

| Response | N= 31 | % |
|--|--------------|----------|
| Speeding | 29 | 94% |
| Shortcutting | 15 | 48% |
| Poor crosswalk safety (such as visibility of crosswalks) | 12 | 39% |
| Drivers not yielding to pedestrians | 17 | 55% |

| | | |
|---|----|-----|
| Drivers not coming to a full stop | 16 | 52% |
| Poor driver attention or distracted driving | 19 | 61% |
| Other | 9 | 29% |

Other traffic safety concerns identified include: poor visibility due to street parking and drivers not following the rules of the road.

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

Three main residential roads were major areas of concern for survey respondents:

- 123 Avenue
- 58 Street
- 54 Street

Additionally, the following intersections were noted as problem areas:

- 58 Street and 121 Avenue
- 54 Street and 121 Avenue
- 51 Street and 123 Avenue

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

The majority of respondents (79%) observed traffic safety concerns all the time.

| Response | N = 33 | % |
|---------------------|---------------|----------|
| Morning rush hour | 7 | 21% |
| Afternoon rush hour | 11 | 34% |
| Daytime | 6 | 18% |
| Nighttime | 7 | 21% |
| All the time | 26 | 79% |
| Other | 2 | 6% |

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

94% of respondents observed traffic safety concerns every day of the week.

| Response | N = 33 | % |
|------------------|---------------|----------|
| Monday | 2 | 6% |
| Tuesday | 2 | 6% |
| Wednesday | 3 | 10% |
| Thursday | 2 | 6% |
| Friday | 2 | 6% |
| Saturday | 1 | 3% |
| Sunday | 1 | 3% |
| All of the above | 31 | 94% |

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

The majority of respondents (91%) observed traffic safety concerns throughout the year.

| Response | N = 33 | % |
|-----------------|---------------|----------|
| Spring | 3 | 9% |
| Summer | 3 | 9% |
| Fall | 2 | 6% |
| Winter | 2 | 6% |
| Year round | 30 | 91% |

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

Respondents shared a number of additional comments. The top 3 themes included:

- Speeding

- An interest in adaptable traffic calming measures
- Pedestrian safety (specifically in regards to children)

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

| <i>Theme</i> | <i>Description</i> |
|------------------------------------|---|
| Speeding | Participants' main concern was excessive speeding and shortcutting through Newton, specifically on 123 Avenue. |
| Pedestrian and crosswalk safety | <p>Respondents commented on poor crosswalk visibility, primarily due to parked cars along the corridor or crosswalks not being clearly marked.</p> <p>Drivers not yielding to pedestrians, along with other traffic safety concerns such as speeding, impact the safety of children, walkers and cyclists in the neighbourhood.</p> |
| Adaptable traffic calming measures | There were numerous requests for adaptable traffic calming measures. Specifically, survey respondents requested speed humps throughout the neighbourhood and curb extensions at problem intersections. |

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 it 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 Raised crosswalks Flashing crosswalks Additional crosswalks Stop signs No-parking zones | Yes, 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) | Yes |

| | |
|-----------------------|--|
| speed signs) | |
| Automated enforcement | <p>No additional sites (see below). Currently, there are two approved Automated Enforcement locations near Newton:</p> <p>50 Street between 124 and 122 Avenue 118 Avenue between 56 and 54 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> |
| Police presence | <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 www.edmontonpolice.ca/TrafficVehicles/TrafficConcerns/General.</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 (88%) 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 July 11 - August 8. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. Nine contributors placed 30 pins on the map. The results are summarized below:

| Location | Top Traffic Safety Concerns |
|---------------------------------------|---|
| 123 Avenue | <ul style="list-style-type: none"> ● Speeding <ul style="list-style-type: none"> ○ Fast-moving (80km/h) traffic comes off of Yellowhead Trail onto 50 Street and higher speeds maintained into the 40km/h residential zone ○ Wide, long road invites fast driving |
| 58 Street and 121 Avenue Intersection | <ul style="list-style-type: none"> ● Poor crosswalk safety <ul style="list-style-type: none"> ○ Parked cars along the road reduce visibility for both drivers and |

| | |
|---|--|
| | pedestrians |
| 118 Avenue (Between 51 and 54 Street) | <ul style="list-style-type: none"> ● Poor crosswalk safety <ul style="list-style-type: none"> ○ Incomplete sidewalk networks incentivizes jaywalking ○ No crosswalk next to bus stop |
| 54 Street (Between 118 and 121 Avenue) | <ul style="list-style-type: none"> ● Speeding <ul style="list-style-type: none"> ○ Drivers ignoring school zone speed reduction |
| 119 Avenue (Between 50 and 58 Street) | <ul style="list-style-type: none"> ● Visibility <ul style="list-style-type: none"> ○ Can be difficult to see yield sign(s) ○ Parked cars along roadside reduce visibility for both drivers and pedestrians |

Walk and Roll Audit Feedback



The project team conducted a Walk and Roll Audit with 16 community members in Newton on August 2, 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 areas identified as well as the cause(s) of concern.

| Location | Comments |
|--------------------|--|
| Neighbourhood wide | <ul style="list-style-type: none"> ● Winter maintenance concerns due to lack of enforcement of parking restrictions during snow clearing ● Request for 40 km/hr speed limit signage |
| School zones | <ul style="list-style-type: none"> ● Passing in school zone ● Speeding |
| 54 Street | <ul style="list-style-type: none"> ● After school zone <ul style="list-style-type: none"> ○ Speeding 70-plus km/hr ○ Excessive vehicle noise from modified vehicles ○ Perception that buses are speeding from 118 Avenue to 124 Avenue ● Motorcycles are speeding and very noisy |

| | |
|--|--|
| | <ul style="list-style-type: none"> ● Construction vehicles parked along 54 Street blocking sightlines at alley exits and entrances ● Too many parked cars on both sides of narrow road <ul style="list-style-type: none"> ○ Concerns that buses can't easily navigate ● Perception that buses sometimes speed and/or don't come to a full stop |
| 54 Street and 118 Avenue | <ul style="list-style-type: none"> ● Difficult to make a left hand turn out of community |
| 119 Avenue and 54 Street | <ul style="list-style-type: none"> ● High speeds through intersection ● Residents report high-collision intersection ● U-turns in the middle of the street, which is concerning on the bus route ● Cars parked along 54 Street, cars can't see pedestrians and vice versa ● Lots of pedestrian traffic along bus route ● High number of children active in neighbourhood poses traffic safety risk <ul style="list-style-type: none"> ○ Sometimes bus has to come to a screeching halt |
| Alley, mid-block between 120 Avenue and 119 Avenue and 54 Street and 55 Street | <ul style="list-style-type: none"> ● Congestion ● Too many parked construction vehicles ● High speeds |
| 120 Avenue and 54 Street | <ul style="list-style-type: none"> ● Drivers are making U-turns in the middle of the street, which is concerning on the bus route ● Children crossing street between parked cars |
| 120 Avenue to 121 Avenue on 54 Street | <ul style="list-style-type: none"> ● Crumbling road/sidewalk following neighbourhood renewal |
| Jacob Prins Park, 121 Avenue and 52 Street | <ul style="list-style-type: none"> ● Speeding which affects pedestrian safety ● High number of children and dog walkers using the park space |
| 121 Avenue and 54 Street | <ul style="list-style-type: none"> ● High pedestrian traffic during the day and evening ● Children crossing street between parked cars ● Near-miss incidents are being observed daily ● Pedestrian safety concerns around businesses/commercial area ● Concerns about frequency of serious crashes at this intersection ● Pedestrians, including children and those on bikes and scooters crossing without looking ● Drivers not stopping ● Vehicles taking illegal U-turns |

| | |
|---|--|
| | <ul style="list-style-type: none"> ● Bus is stopping to let people cross here ● Low visibility ● Drivers not coming to a full stop or completely running the stop sign ● Near-miss incident reported by a motorcycle driver ● Participants wants to know why the stop sign was removed at 121 Avenue and 54 Street during Neighbourhood Renewal |
| 121 Avenue and 50 Street | <ul style="list-style-type: none"> ● High-traffic volume ● Concerns around increased traffic into neighbourhood and shortcutting to avoid main streets ● One resident opposes the traffic signal, while some residents find the light makes it easier to exit the neighbourhood onto 50 Street ● One participant reported run-off-road incidents from traffic crossing 121 Avenue westbound across 50 Street ● Concerns about vehicles failing to yield/stop for traffic signal ● Concerns that left-signal timing doesn't allow for enough vehicles to exit the community ● Too many cars are idling while waiting for the light |
| 121 Avenue, 50 Street to 54 Street | <ul style="list-style-type: none"> ● Would like to see removal of stop signs and replace them with yield signs. Stop signs are giving the illusion of a collector road ● Cars and buses speeding all the time, especially on late afternoons and weekends ● Excessive vehicle noise ● Drivers speed, then slow down at school zone, then speed again ● Winter snow covers raised crosswalks so people speed more |
| 120 Avenue and 121 Avenue and 54 Street | <ul style="list-style-type: none"> ● Concerns about school buses driving here to get to 50 Street ● Residents state that DATS bus waits and blocks ETS bus stops causing confusion for road users |
| 121 Avenue and 58 Street | <ul style="list-style-type: none"> ● Shortcutting <ul style="list-style-type: none"> ○ Vehicles turn west off of 50 Street at 123 Avenue, go down to 58 Street, then south to 121 Avenue, continue west to 66 Street <ul style="list-style-type: none"> ■ Resident has noticed work trucks with trailers shortcutting to get to 66 Street ○ Vehicles travelling through community on 121 Avenue to get to 50 Street ● Speeding. Road is very wide which increases speeding |

| | |
|----------------------------------|---|
| | <ul style="list-style-type: none"> ● Concerns about on-street parking |
| 122 Avenue and 54 Street | <ul style="list-style-type: none"> ● Passing in school zone ● Speeding ● Drivers not coming to a full stop |
| 123 Avenue | <ul style="list-style-type: none"> ● Speeding ● No trees between sidewalk and curb-like 'local' streets results in negative driver behaviours |
| 123 Avenue and 50 Street | <ul style="list-style-type: none"> ● Busy intersection ● Mixed preferences for traffic signal <ul style="list-style-type: none"> ○ Those in favour feel it would help drivers to exit the neighbourhood ○ Those who are opposed are concerned that a signal will increase shortcutting and traffic volumes ● Pedestrian crossing concerns |
| 123 Avenue and 51 Street | <ul style="list-style-type: none"> ● Speeding and shortcutting concerns all day, year round ● Traffic noise concerns |
| 123 Avenue and 52 Street | <ul style="list-style-type: none"> ● High pedestrian-crossing area |
| 123 Avenue and 53 Street | <ul style="list-style-type: none"> ● High pedestrian-crossing area ● Concerns about vehicles parked on street near the church causing traffic safety issues |
| 123 Avenue and 54 Street | <ul style="list-style-type: none"> ● Drivers not coming to a full stop at the all-way stop intersection ● Residents want it noted for planning that road width is not reflected on maps ● Pedestrian-crossing distance is too wide to feel safe |
| 123 Avenue and 55 Street | <ul style="list-style-type: none"> ● Perceived that speed bumps are not good for bicycles and not effective for traffic control |
| 123 Avenue 56 Street - 58 Street | <ul style="list-style-type: none"> ● Speeding north of 123 Avenue ● Visibility and pedestrian awareness are an issue ● Speeding along the avenue due to the increase in road width |
| 124 Avenue and 50 Street | <ul style="list-style-type: none"> ● Almost impossible to turn left out of the neighbourhood heading north on 50 Street |
| General comments | <ul style="list-style-type: none"> ● Support for traffic-calming measures, such as barricading side streets, to prevent through traffic |

| | |
|--|---|
| | <ul style="list-style-type: none">● Traffic has to be kept to roads with capacity, such as 118 Avenue that has four lanes● On-street parking has increased and leads to difficulty for vehicles to pass and reduces visibility when turning, especially on bus routes● Too many commercial/recreational vehicles parked on the street● Residents have noticed that the ETS bus triggers the flashing crosswalk, while other vehicles do not. They are wondering if there is a sensor on the road and if so, they believe that all vehicles (not just the ETS bus) should trigger it. |
|--|---|

Next Steps

The City's Safe Mobility team will use residents' feedback in conjunction with engineering expertise and technical data to develop a Street Lab plan consisting of measures to help address the street safety concerns in Newton.

Subscribe to project updates at edmonton.ca/StreetLabs.

CONTACT: Please email saferoads@edmonton.ca and City staff will follow up with you within three business days.