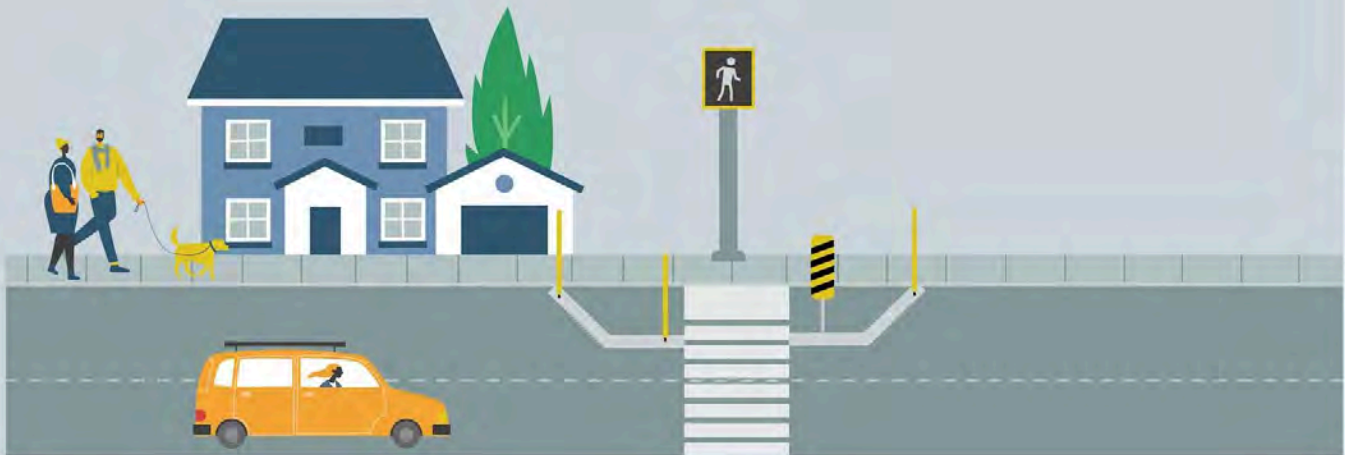


Kiniski Gardens

# What We Heard Report: Safe Mobility Public Engagement

Vision Zero Street Labs

August 2025



**ADVISE**

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## 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 [Safe Mobility Strategy](#).*



Vision Zero Street Labs is a program designed to address neighbourhood traffic safety concerns by installing traffic calming measures. Each Street Lab is tailored to the unique needs of the neighbourhood and its road users to address concerns such as speeding, shortcutting and other unsafe driving behaviours.

Traffic safety concerns shared by community members, past applications submitted by neighbourhood residents, previous traffic safety inquiries to the City and technical data analysis including reported collision data are some of the factors considered when selecting a neighbourhood for a Street Lab.

Once a neighbourhood is selected, the City engages with interested parties to understand their lived experiences and traffic safety concerns while driving, walking, biking or rolling in their neighbourhood to help improve road safety and livability. The City uses the engagement results and collected traffic data along with City Design and Construction Standards, federal and provincial transportation infrastructure legislation and engineering technical expertise to effectively address the identified traffic safety concerns using a variety of traffic calming measures.

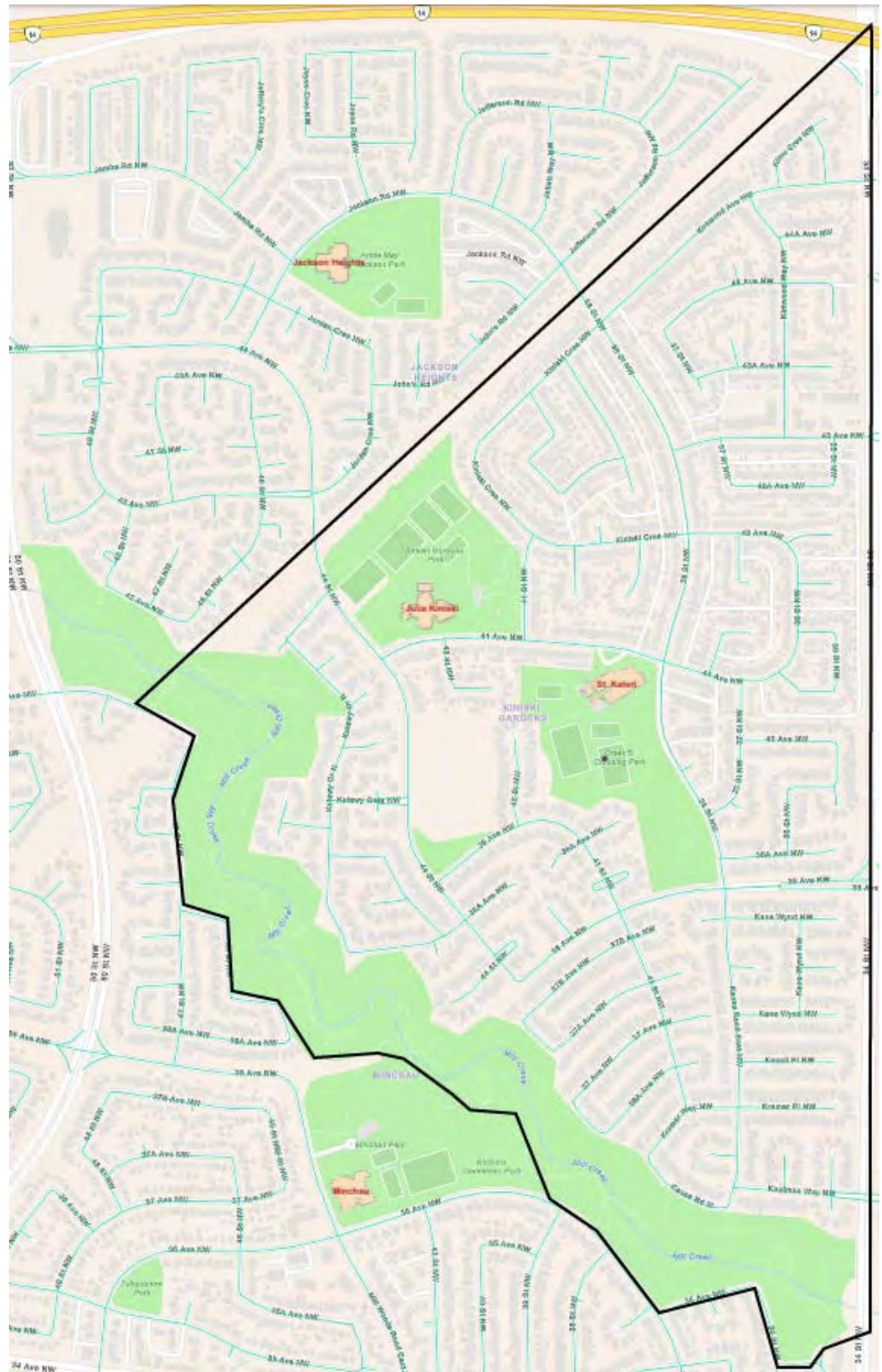
Based on these factors, Kiniski Gardens was selected for a Street Lab. The City engaged with community members and organizations in Kiniski Gardens from May 13 to June 3, 2025 to identify traffic safety concerns unique to the neighbourhood. Areas that are in scope for this project and within the boundaries of the neighbourhood are shown in the map below.

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.

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

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



**Map Legend:** Roads In Project Scope

Source: [Speed Limit Map](#)

■ In-Scope Roads     Out-of-Scope Roads     Neighbourhood Boundary



While we heard respondents' concerns about some arterial roads, Vision Zero Street Labs address safety concerns using traffic calming measures that are designed for use on local and collector residential roads. Locations that are out-of-scope for Kiniski Garden Vision Zero Street Lab include:

- 34 Street NW
- 38 Avenue NW and 34 Street NW Intersection

Concerns that were out-of-scope for the project have been shared with the appropriate teams in the City of Edmonton and are listed in the "Out-of-Scope Concerns" section of this document.

### Vision Zero Street Labs Road Map





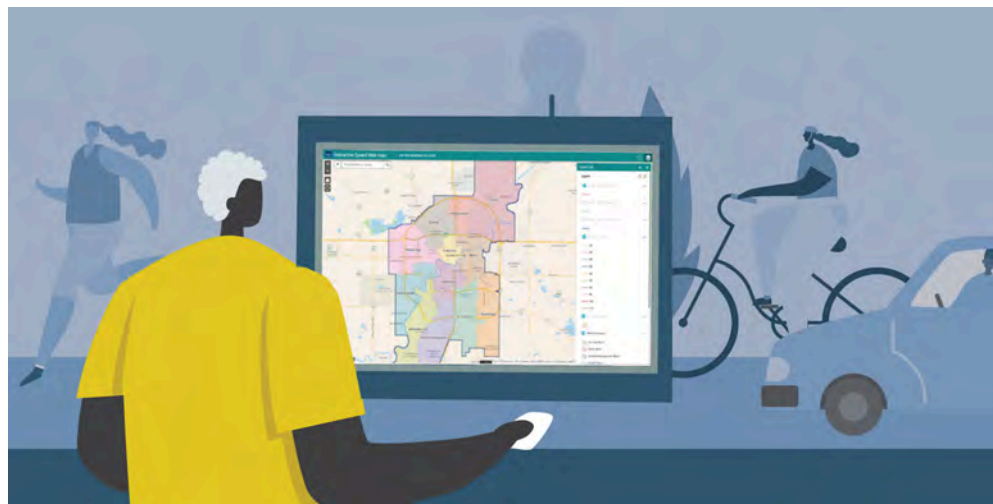
## 2. PUBLIC ENGAGEMENT AND COMMUNICATION OVERVIEW

### How the City Engaged Your Neighbourhood

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

Public engagement activities included:

- An **interactive map** was available from May 13 - June 3 on [engaged.edmonton.ca](https://engaged.edmonton.ca) that allowed community members to pinpoint locations of traffic safety concerns. There were a total of **73 contributors** who placed **217 location pins** with comments on the online map across various locations in Kiniski Gardens.
- **A total of 2** interviews with interested groups in the neighbourhood including **Julia Kiniski School and St. Kateri Catholic School** were conducted on May 22 and May 28.

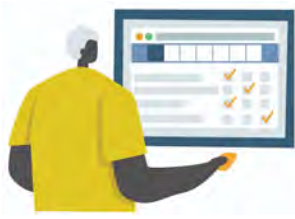


The City communicated the above engagement activities with the residents of Kiniski Gardens and beyond in the following ways to boost and support inclusive participation:

- **3,281** public notices were mailed to all residents via Canada Post in Kiniski Gardens.

- An email was sent to **5** pertinent neighbourhood organizations inviting them to share the engagement opportunities.
- Publicized to local media in a weekly **public service announcement**.
- Promoted through Facebook as a social media advertisement and on the Nextdoor platform as a social media post targeted to the residents in Kiniski Gardens. The facebook ad was seen **134,298** times.
- **22** lawn signs were printed and installed throughout the Kiniski Gardens neighbourhood during the engagement time frame.
- Shared with the Neighbourhood Resource Coordinator and the Ward Councillor.

*Feedback gathered from different engagement tools are analyzed and placed into themes.*



***Interest groups** are local organizations and institutions that include schools, community centers, and businesses among others. Their feedback helps us understand how community members use and experience our roads to ensure that traffic safety meets everyone's needs.*

### 3. WHAT WE HEARD

#### Engagement Results

This section of the report provides a detailed snapshot of the results captured from the online mapping tool available to the general public and interviews with additional interest groups.

#### Map Data

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

A visual overview of all engagement data can be found in the [2025 Kiniski Gardens Street Lab Engagement Map](#). The map has two layers; one provides an overview of all traffic safety concerns identified during the engagement period, while the other - the engagement summary layer - identifies areas in the neighbourhood where the highest volume of major concerns were noted.

#### Interviews with Interest Groups

Select interest groups were asked to provide detailed feedback on traffic safety concerns experienced around the Kiniski Gardens neighbourhood. They were also invited to provide location-based feedback by populating the interactive map on Engaged Edmonton. All responses from the interviews and subsequent map contributions were analysed and recorded in the Engagement Map shared above.

## Legend

### Engagement Summary

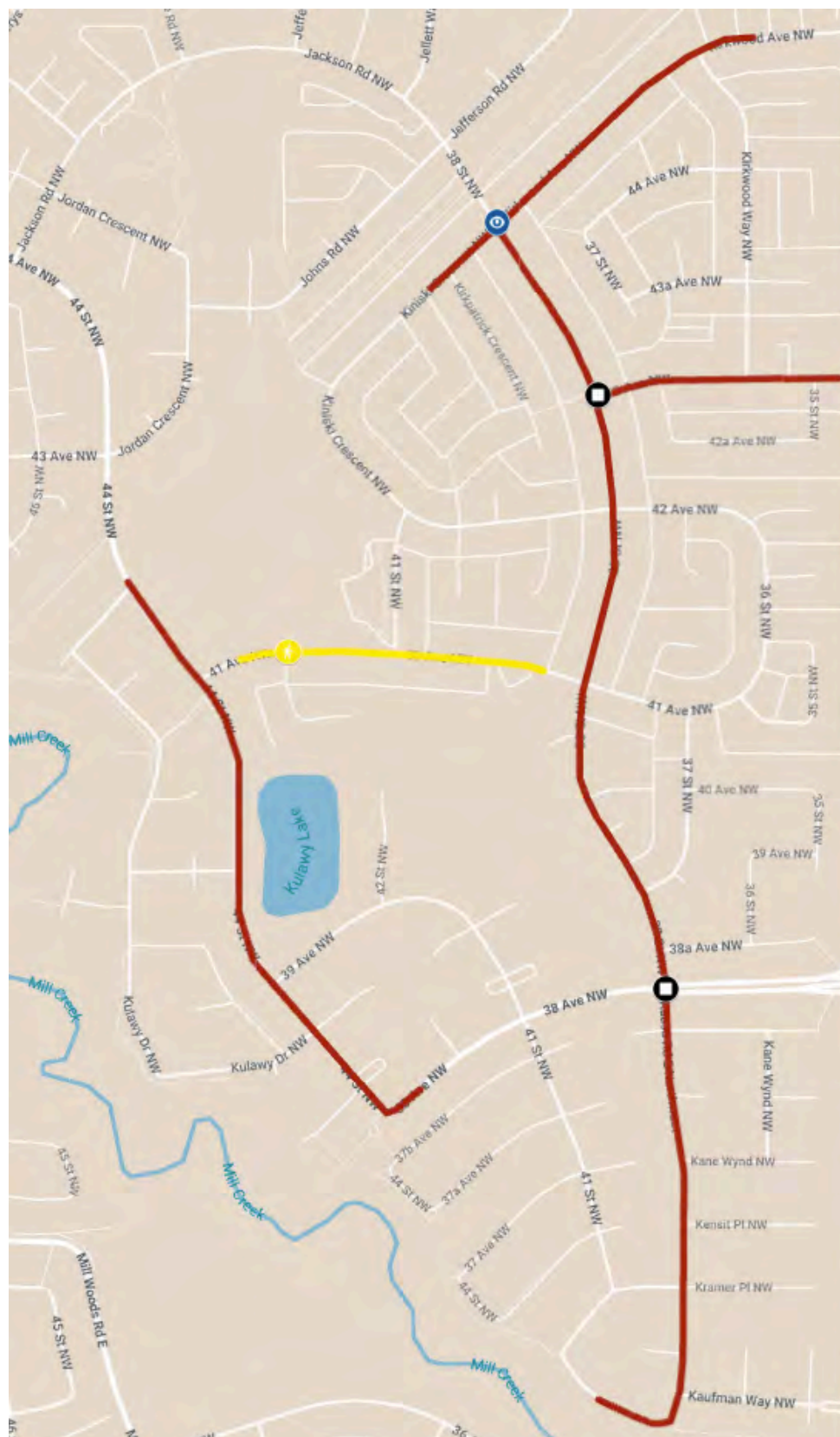
-  Speeding
-  Unsafe Intersection
-  Poor Visibility
-  Pedestrian Safety

*Safe Mobility definitions of the most frequently observed safety issues:*

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

**Intersection safety** refer to road junctions where the safety of all road users is compromised due to poor visibility, confusing traffic patterns, inadequate signage, high traffic volumes, poor road conditions, failure of drivers to follow traffic regulations, or the presence of multiple potential hazards (e.g., poor visibility of pedestrians or sharp turns).

**Parking issue** refers to traffic safety concerns related to parking, such as an improper parking location, a parked vehicle causing sightline obstructions, or other forms of illegal parking.



This map provides a visual summary of the top concerns received during the engagement activities in Kiniski Gardens. To view all the feedback from the engagement activities, click on the [2025 Kiniski Gardens Street Lab Engagement Map](#).



## Major Themes

Feedback gathered from the interactive map and interviews with interest groups have been analyzed and placed into themes. A summary of the findings is presented in this section.

We heard about many different locations across the neighbourhood during engagement which will be used in the development of Street Lab decisions. The top locations of concern are outlined below.

### 1. Kirkwood Avenue and Kiniski Crescent

- a. Speeding
- b. Vehicles parked too close to the intersection obstructing sight lines and disrupting traffic flow
- c. Overgrown foliage obstructing visibility of the intersection

### 2. 38 Street, Kaasa Road, 44 Street

- a. Speeding

### 3. 38 Street and 38 Avenue

- a. Speeding
- b. Drivers not coming to a full stop
- c. Drivers not yielding to pedestrians

### 4. 41 Avenue from 44 Street to 38 Street

- a. Pedestrian crossing safety
- b. Parked vehicles obstructing crosswalks and pedestrian visibility
- c. Drivers completing illegal u-turns and parking/idling where it is not permitted

### 5. 38 Street and 43 Avenue

- a. Speeding
- b. Vehicles parked too close to the intersection obstructing sight lines and disrupting traffic flow
- c. Drivers not coming to a full stop

## Out-of-Scope Concerns

Street Labs address traffic safety concerns on **local and collector** roads using traffic calming measures. However, concerns that were outside of the scope of this Street Lab 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 and Road Services, City Operations	<a href="https://edmonton.ca/transportation/report_requests/signs-signals">edmonton.ca/transportation/report_requests/signs-signals</a>
Request for police enforcement and ticketing for traffic violations	Edmonton Police Service	Report a concern: <a href="https://edmontonpolice.ca/trafficconcerns">edmontonpolice.ca/trafficconcerns</a>
Request for automated enforcement (photo radar)	Although this service is led by Safe Mobility, automated enforcement is regulated by the <a href="https://www.alberta.ca/government-of-alberta">Government of Alberta</a> , which has a new 3 policy parameter as of December 2, 2024. Existing sites had to confirm compliance with the new policy and inactive sites were mandated to be removed by April 1, 2025. Mobile speed enforcement was suspended on June 30, 2025, with all future automated enforcement sites required to comply with the new parameters.	<a href="https://edmonton.ca/Enforcement">edmonton.ca/Enforcement</a>

Request for parking enforcement on public streets	Community Standards Peace Officers, Community Services	Report concerns to 311: <a href="https://311.edmonton.ca">311.edmonton.ca</a>  <a href="https://edmonton.ca/ParkingEnforcement">edmonton.ca/Parking Enforcement</a>
Pothole repair	Infrastructure Maintenance, Parks and Road Services, City Operations	Report a concern to 311: <a href="https://311.edmonton.ca">311.edmonton.ca</a>
Missing concrete sidewalks	Missing Sidewalks, Mobility Strategies, Urban Planning and Economy	<a href="https://edmonton.ca/Sidewalks">edmonton.ca/ Sidewalks</a>
Alley renewal and/or lighting in alleys	Building Great Neighbourhoods, Integrated Infrastructure Services	<a href="https://edmonton.ca/AlleyRenewal">edmonton.ca/ AlleyRenewal</a>
Speeding and shortcutting in alleys	The City can provide "20 km Alley Max" signs	Request via 311: <a href="https://311.edmonton.ca">311.edmonton.ca</a>
Any out-of-scope arterial roads <ul style="list-style-type: none"> <li>• 34 Street NW</li> <li>• 38 Avenue NW and 34 Street NW Intersection</li> </ul>	Traffic Operations, Parks and Road Services, City Operations	Report concerns to 311: <a href="https://311.edmonton.ca">311.edmonton.ca</a>

## 4. NEXT STEPS



The public engagement feedback summarized in this What We Heard report has been reviewed in conjunction with collected traffic data, City [Design and Construction Standards](#), federal and provincial transportation infrastructure legislation and engineering technical expertise.

**All of this information will be used to develop a Street Lab plan to effectively address the traffic safety issues in the Kiniski Gardens neighbourhood.**

[Subscribe](#) to receive project update notifications and stay up to date with the progress of your neighbourhood Street Lab. More information is available at [edmonton.ca/StreetLabs](https://edmonton.ca/StreetLabs).