

# Allard Vision Zero Street Labs Engagement Summary

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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 Allard neighbourhood have expressed 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.

We learned more about residents' traffic safety concerns in the neighbourhood to determine if a Street Lab would help address these safety concerns.

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 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 feedback received from the neighbourhood.

### **Communications Activities**

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

- 8492 public notices were mailed to residents in the Allard neighbourhood.
- An email was sent to the Allard Homeowners Association asking to share the engagement opportunities.
- A dedicated Allard Street Lab Engaged Edmonton page was developed to provide project information and updates and to share engagement opportunities.

- Information about engagement opportunities was shared with Councillor Rice.

## 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 which was available from July 5 - August 2 on Engaged Edmonton. There were a total of **83 responses** to the survey.
- An [interactive map](#) on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. **20 contributors placed 83 different pins** on the online map.
- An in-person Walk and Roll Audit was held on July 18. **17 participants** from the neighbourhood and surrounding area joined the project team to provide feedback on traffic safety issues in Allard.

## **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.

<b>Response</b>	<b>N = 83</b>	<b>%</b>
Walk	72	87%
Bike	45	54%
Drive a vehicle	74	89%
Ride as a passenger in a vehicle	41	49%
Roll (e.g. e-scooter, skateboard etc.)	15	18%
Mobility aid (e.g. wheelchair, walker or other aid)	2	2%
Motorcycle	1	1%
Public transportation	20	24%
Other	1	1%

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

The majority of respondents (86%) stated they have observed traffic safety concerns in the neighbourhood.

<b>Response</b>	<b>N = 83</b>	<b>%</b>
Yes	71	85.5%

No	12	14.5%
Unsure	0	0%

**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 drivers not coming to a full stop. There were 71 responses to this question.

<b>Response</b>	<b>N= 71</b>	<b>%</b>
Speeding	68	96%
Shortcutting	26	37%
Poor crosswalk safety (such as visibility of crosswalks)	37	52%
Drivers not yielding to pedestrians	43	61%
Drivers not coming to a full stop	46	65%
Poor driver attention or distracted driving	43	61%
Other	17	24%

Other traffic safety concerns identified include:

- Parking on the street, impacting visibility
- Drivers not following the rules of the road

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

The majority of the traffic safety issues identified by survey respondents occurred on Allard Boulevard. The following areas were of particular concern:

- Allard Boulevard and Allard Link intersection
- Allard Boulevard and Allard Gate intersection
- Dr. Lila Fahlman School intersection (especially during school pick-up and drop-off)

There were also a number of concerns expressed regarding the major arterial roads for the neighbourhood:

- James Mowatt Trail SW
- 30 Avenue

- 41 Avenue

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

The majority of respondents (68%) observed traffic safety concerns at all times.

<b>Response</b>	<b>N = 71</b>	<b>%</b>
Morning rush hour	26	37%
Afternoon rush hour	25	35%
Daytime	18	25%
Nighttime	18	25%
All the time	48	68%
Other	1	1%

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

86% of respondents observed traffic safety concerns every day of the week.

<b>Response</b>	<b>N = 71</b>	<b>%</b>
Monday	15	21%
Tuesday	15	21%
Wednesday	15	21%
Thursday	15	21%
Friday	15	21%
Saturday	7	10%
Sunday	4	6%
All of the above	61	86%

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

The majority of respondents (78%) observed traffic safety concerns throughout the year.

<i>Response</i>	<i>N =</i>	<i>%</i>
Spring	15	21%
Summer	21	30%
Fall	15	21%
Winter	13	18%
Year round	55	78%

**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
- Drivers not following the rules of the road
- Crosswalk visibility

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

<i>Theme</i>	<i>Description</i>
Speeding	Speeding, particularly on Allard Boulevard, is a major concern for the majority of survey respondents.
Drivers not following the rules of the road	Safety concerns regarding drivers not following the rules of the road included: passing on single lane residential roads, using turning lanes to bypass traffic, continuing to travel straight without turning and failing to yield to pedestrians at marked crosswalks.
Crosswalk Visibility	Many respondents noted that a combination of street parking and a lack of signage/flashing lights contributes to a lack of safety at pedestrian crosswalks.

**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.

The main themes from these suggestions were:

- Adding speed bumps at strategic points throughout the neighbourhood
- Increasing the length of the 30 km/h School Zone
- Enhanced enforcement of traffic violations
- Flashing lights at crosswalks

All 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 speed signs)	Yes
Automated enforcement	No  Currently, there is only one <a href="#">approved Automated Enforcement location</a> on Allard Boulevard SW.  As per the <a href="#">Government of Alberta's Automated Enforcement guidelines</a> , Automated Enforcement is only allowed at approved sites and no new sites can be added at this time.
Police presence	No, but we will share the neighbourhood concerns with the Edmonton Police Service (EPS) for their review. To report traffic complaints, contact EPS at <a href="mailto:trafficcomplaints@edmontonpolice.ca">trafficcomplaints@edmontonpolice.ca</a> .

**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.*

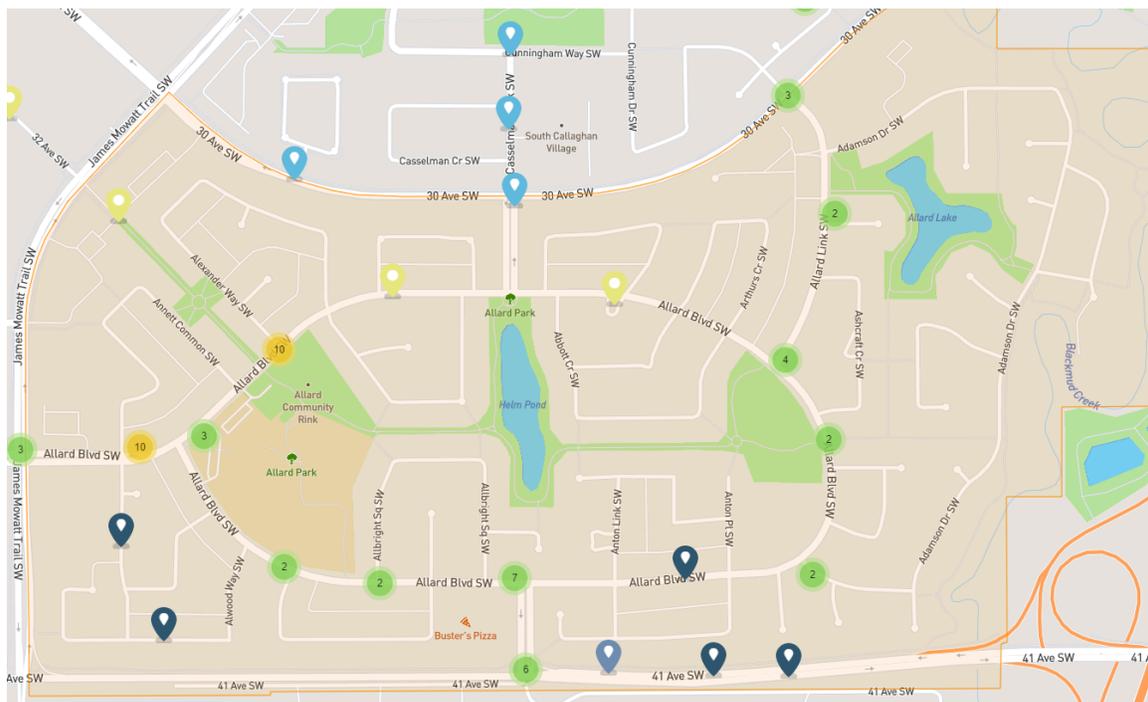
The majority of respondents (94%) live in the neighbourhood. A smaller number of respondents visit the area, with the majority visiting daily.

## Interactive Mapping Tool Feedback

An [interactive mapping tool](#) was available on Engaged Edmonton from July 5 to August 2. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. 20 contributors placed 83 pins on the map.

Some pins were placed outside of neighbourhood boundaries. Although they are reflected here, this Street Lab is limited in scope to the Allard neighbourhood.

The results are summarized below:



Location	Top Traffic Safety Concerns
41 Avenue and Allard Road SW	<ul style="list-style-type: none"> <li>● Shortcutting                             <ul style="list-style-type: none"> <li>○ Using service road to shortcut traffic going east on 41 Avenue</li> <li>○ Exiting 41 Avenue to shortcut through Allard via Allard Boulevard to James Mowatt Trail</li> </ul> </li> </ul>
Allard Boulevard and Allard Road SW	<ul style="list-style-type: none"> <li>● Drivers not coming to a full stop</li> <li>● Unclear signage                             <ul style="list-style-type: none"> <li>○ Unclear instructions on turning left from two lanes (westbound direction)</li> </ul> </li> </ul>
Allard Boulevard SW (between Alwood Way and Alexander Way)	<ul style="list-style-type: none"> <li>● Speeding</li> <li>● Poor crosswalk safety                             <ul style="list-style-type: none"> <li>○ Cars parked on the road outside of Dr.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Lila Fahlman School impact visibility</li> <li>○ Unmarked crosswalk</li> </ul>
Allard Boulevard SW (particularly between Anthony Crescent and Allard Link)	<ul style="list-style-type: none"> <li>● Speeding</li> <li>● Poor crosswalk safety</li> </ul>
Allard Link SW	<ul style="list-style-type: none"> <li>● Poor crosswalk safety                             <ul style="list-style-type: none"> <li>○ Generally seen as unsafe as speeding cars approach intersection</li> </ul> </li> </ul>
Allard Boulevard and James Mowatt Trail	<ul style="list-style-type: none"> <li>● Distracted driving</li> <li>● Drivers not coming to a complete stop</li> <li>● Shortcutting</li> <li>● Other                             <ul style="list-style-type: none"> <li>○ Concerns regarding the length of the red light to turn left onto James Mowatt Trail and the impact that has on the above issues</li> </ul> </li> </ul>

## Walk and Roll Audit Feedback

The project team conducted a Walk and Roll Audit with 17 community members in Allard on July 18, 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.

### James Mowatt Trail

- Quicker for drivers to shortcut through neighbourhood roads to get to Calgary Trail than to use James Mowatt Trail.
- Speeding at all times of day, year round.
  - Treated as a drag strip at night.
- High traffic volume due to 41 Avenue connection.

### James Mowatt Trail and Allard Boulevard

- The lights heading southbound are not timed and only turn red when pedestrians press the button.

### Allard Boulevard

- Drivers speeding from James Mowatt Trail continue speeding down Allard Boulevard all the way past the playground (Alexander Way), including in the playground zone.
- South of the school, vehicles park bumper-to-bumper and too close to the crosswalks, creating visibility issues.
- Speeding eastbound on the south portion of Allard Boulevard, for drivers heading toward the business area. This is particularly bad during peak hours.
- Pedestrians feel unsafe trying to cross Allard Boulevard, when walking eastbound from Allard Park to Allbright Square.
- Concerns about traffic volume along Allard Boulevard.

- Shortcutting along Allard Boulevard westbound to avoid 41 Avenue.
  - Shortcutting and speeding through the school zone.
- Allard Boulevard is a ring road and there are minimal measures or stop signs to encourage drivers to stop or slow down, which encourages speeding.

#### **Allard Boulevard and Annett Common**

- High pedestrian traffic at the crosswalk, with students crossing to get to school.
- Drivers not yielding to pedestrians.
- Speeding.
- Traffic safety concerns mostly occur during school pick up and drop off.

#### **Allard Boulevard and Allard Boulevard (Dr. Lila Fahlman School)**

- Only one marked crosswalk with a rapid flashing beacon, which is effective in improving crosswalk safety.
- Heavy student pedestrian traffic, concerns around pedestrian safety.

#### **Allard Boulevard and Alwood Way (South of Dr. Lila Fahlman School)**

- Parents park here during school pickup and dropoff.
  - Drivers park too close to the curb ramps/intersection, reducing sightlines and visibility.
- Crosswalk at this intersection is not marked.
- The two temporary speed trailers installed in July 2023 were perceived to reduce speeding.

#### **Allard Boulevard and Allbright Square SW**

- Request for marked crosswalks (N-S and E-W) due to high pedestrian traffic to the business area.
- South side of Allard Boulevard: cars park on the curb ramp, blocking the crossing area.

#### **Allard Boulevard and Allard Gate**

- Reduced visibility of the stop sign due to tree overgrowth. Stop sign also feels high.
- Drivers from Allard Boulevard onto Allard Gate skid around the bend during winter.
- Poor crosswalk safety (crossing Allard Gate E-W).
  - Unmarked crosswalk when crossing Allard Gate.
  - Centre median does not come out far enough, so there is no safe refuge to stop.
  - Overgrown trees reduce visibility of pedestrians.
  - To feel safe, pedestrians have to step into the traffic to physically stop the traffic and make themselves known to pedestrians, or cross and recross Allard Boulevard (N-S).
  - Especially difficult for young children on bikes or those using mobility aids to cross Allard Gate.
  - High pedestrian traffic due to the pond.

#### **Allard Boulevard and Allard Link**

- Poor crosswalk safety due to drivers not yielding to pedestrians, especially during evening rush hour.
  - Unmarked crosswalk.
  - Heavy foot traffic due to walking trails through the park.

### **Allard Link**

- Speeding, particularly off 30 Avenue.
- Road parking impedes sightlines.

### **Allard Link and Adamson Drive**

- Speeding along Allard Link.
- Drivers are not seeing pedestrians at the intersection because of the curve in the road.
- No marked crosswalk.
- Requests for a review for a stop sign instead of a yield.
- School buses drop off students at the ETS bus stop. Concerns for child pedestrian safety due to speeding and reduced visibility.
- Parking on Allard Link is too close to the intersection and causes sightline issues.

### **Adamson Drive**

- Visibility concerns around the entrance to the Elan condominium complex. Cars are parked at the condo entrance, which makes it difficult to see pedestrians or oncoming traffic.
  - Road becomes very narrow and becomes 1-lane traffic due to parked cars.
- Residents would like to see an entrance to the Elan condos off 30 Avenue to ease traffic along Allard Link and Adamson Drive.
- Concerns with emergency vehicles' ability to navigate the street or condo entrance due to parked cars.
- Concerns if an evacuation was necessary at the condo units.
- During the winter, drivers exiting out of the condos are making wide sweeping turns onto residents' driveways.
- Speeding at all times of day.
- Concerns for children playing or crossing the street due to visibility issues and speeding.
- Road is curved, so drivers cannot always see crosswalks or pedestrians.

### **41 Avenue**

- Concerns with traffic volume and road capacity as it is the main arterial route and access for Allard, Cavanagh, Rutherford, Desrochers and Chapelle neighbourhoods.
- Concerns with traffic volume increase once the new high school is completed.

### **41 Avenue and Allard Road SW**

- No left turn light at the traffic light, so traffic becomes backed up.

### **30 Avenue (between James Mowatt Trail and Casselman Link)**

- Speeding, particularly on Friday and Saturday evenings.
- 60 km/hr speed limit, but cars still speed.
- Request for enforcement.

### **30 Avenue and 103A Street**

- Sharp turning angle.
- Road narrows to one lane and the signage is poor.
- The existing cement pillar makes it difficult to know the lane is ending.

### **Other Concerns**

- Concerns with the design of the neighbourhood and population density.

- Requests for traffic counts on Allard Boulevard during peak and non-peak hours. Residents would like to see a comparison with other residential neighbourhoods.

#### Out of Scope

- Lack of public transportation options to get to the closest LRT station (Century Park)
  - Existing buses take long routes around the neighbourhood.

## Next Steps

### Vision Zero Street Labs

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 Allard.

Whilst we heard respondents' concerns about non-residential roads, Vision Zero Street Labs uses adaptable measures to address traffic safety concerns on local residential roads.

Locations that are out of scope include:

- James Mowatt Trail
- 41 Avenue
- 30 Avenue

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

### Safe Crossings Program

In addition to the Street Lab measures that will be installed, crossing improvements will be made at the following locations in Allard:

#### 2023

- 30 Ave SW & Allard Link SW / Cunningham Dr (rapid flashing beacon)

#### 2024-2026

- Allard Boulevard SW & Anthony Crescent SW (to be determined)

For more information on the safe crossings program visit [edmonton.ca/safecrossings](https://edmonton.ca/safecrossings).

Subscribe to project updates at [edmonton.ca/StreetLabs](https://edmonton.ca/StreetLabs).

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