

Ambleside 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 easy way to work with the City to bring traffic safety improvements to your neighbourhood, using adaptable traffic calming measures.

Residents in the Ambleside neighbourhood have previously expressed concerns about speeding, shortcutting and crosswalk safety, so we reached out to neighbours to learn more about traffic safety concerns and to determine if a Street Lab would help address these issues.

The feedback shared in this What We Heard Report was used in conjunction with the City's engineering expertise and technical data, to determine if a Street Lab is the best solution to address the street safety issues 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 Ambleside neighbourhood and beyond, the City communicated the engagement activities in the following ways:

- 3,155 public notices mailed to residents in the Ambleside neighbourhood.
- Email to the Greater Windermere Community League asking to share the engagement opportunities.
- Creation of an Engaged Edmonton page to provide project information and updates and to share engagement opportunities.
- Information about engagement opportunities was shared with Councillor Cartmell.

Engagement Activities

A Gender-Based Analysis Plus (GBA+) process was used to better understand the experiences and diverse needs of Edmontonians. The 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 April 17 - May 15 on Engaged Edmonton. There were **74 responses** to the survey.
- An [interactive map](#) was also available on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. Seventy-nine **submissions** were received on the online map.
- An in-person Walk and Roll Audit was held on May 3,, 2023 with five residents in attendance. This allowed community members to move around the community with City staff to discuss access, mobility and street safety.

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.

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. The table below summarizes the responses.

Response	N=74	%
Walk	70	94.6%
Bike	47	63.5%
Drive a vehicle	69	93.2%
Ride as a passenger in a vehicle	35	47.3%
Roll (e.g. e-scooter, skateboard etc.)	12	16.2%
Mobility aid (e.g. wheelchair, walker or other aid)	1	1.4%
Motorcycle	2	2.7%
Public transportation	11	14.9%
Other	1	1.4%

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

The majority of respondents (79.7%) stated they have observed traffic safety concerns in the neighbourhood.

Response	N=74	%
Yes	59	79.7%
No	14	18.9%
Unsure	1	1.4%

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, poor driver attention or distracted driving and drivers not yielding to pedestrians. There were 60 responses to this question. The table below summarizes the responses.

Response	N=60	%
Speeding	53	88.3%
Shortcutting	27	45%
Poor crosswalk safety (such as visibility of crosswalks)	32	53.3%
Drivers not yielding to pedestrians	33	55%
Drivers not coming to a full stop	31	51.66%
Poor driver attention or distracted driving	34	56.6%
Other	18	30%

Other traffic safety concerns include: cars parked along the road which affects visibility, excessive vehicle noise and illegal u-turns.

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

The majority of traffic safety concerns were focused along Allan Drive where residents noted speeding as a concern. Concerns were also noted on Ambleside Drive where residents indicated difficulty crossing the street safely.

Intersections of concern include:

- Allan Drive and Allan Landing
- Allan Drive and Anderson Way
- Allan Drive and Andrews Way
- Ambleside Drive and Windermere Boulevard
- Ambleside Drive and Ainslie Lane
- Ambleside Drive and Ambleside Link

Respondents also noted concerns along the following roads:

- Armitage Crescent
- Windermere Boulevard
- Terwilliger Drive
- Allan Way
- Allan Landing
- Austin Way

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

The majority of respondents (66.7%) observed traffic safety concerns all the time. The table below summarizes the responses.

Response	N=60	%
Morning rush hour	18	30%
Afternoon rush hour	22	36.7%
Daytime	14	23.3%
Nighttime	11	18.3%
All the time	40	66.7%
Other	3	5%

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

The majority of respondents (83.3%) observed traffic safety concerns every day of the week.

Response	N=60	%
Monday	12	20%
Tuesday	12	20%
Wednesday	12	20%
Thursday	13	21.7%
Friday	14	23.3%
Saturday	8	13.3%
Sunday	6	10%
All of the above	50	83.3%

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

Response	N=60	%
Spring	15	25%
Summer	16	26.7%
Fall	12	20%
Winter	5	8.3%
Year round	48	80%

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

Respondents provided a number of additional comments. The top three themes were around:

- Pedestrian and crosswalk safety
- Traffic safety concerns and driver behaviour
- Suggested traffic calming measures

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

<i>Response and Count</i>	<i>Description</i>
Pedestrian and crosswalk safety	Difficulty crossing the road safely, problems with drivers failing to stop at crosswalk lights and winter conditions causing heightened concerns.
Traffic safety concerns and driver behaviour	Shortcutting, illegal u-turns and speeding.
Suggested traffic calming measures	Curb extensions and speed bumps on residential roads.
Other	More driver education regarding traffic circles, photo radar and vehicle noise bylaw enforcement.

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 Speed Humps	Yes.
Speed Tables Additional Signage Flashing Crosswalks Additional Crosswalks	Yes. Not directly part of the Street Lab but can be reviewed through other Safe Mobility programs and incorporated where feasible.
Driver feedback signs (digital speed signs)	Yes.

Automated Enforcement	<p>No.</p> <p>The approved Automated Enforcement locations for Ambleside are Allan Drive SW between Allan Crescent SW and Anderson Way SW.</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.</p> <p>To report traffic complaints, contact EPS at trafficcomplaints@edmontonpolice.ca.</p>
Additional Traffic Lights	<p>This suggestion is out of Safe Mobility's scope and will not be explored as part of a Street Lab or other Safe Mobility program.</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 (93.2%) live in the Ambleside neighbourhood.

Interactive Mapping Tool Feedback

An [interactive mapping tool](#) was available on Engaged Edmonton from April 15 - May 17. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. Twenty contributors placed 79 pins on the map. The results are summarized below:

<i>Location</i>	<i>Top Traffic Safety Concerns</i>
Intersection of Windermere Boulevard and Currents Drive/ Ambleside Drive	Poor crosswalk safety, drivers not yielding to pedestrians
Ambleside Drive	Poor driver attention, distracted driving, other
Intersection of Ambleside Drive and Ainslie Way	Drivers not yielding to pedestrians. Parked cars along the road cause congestion and one lane traffic.
Armitage Crescent	Speeding
Intersection of Armitage Crescent and Ambleside Link	Poor crosswalk safety, drivers not yielding to pedestrians
Intersection of Armitage Crescent and Ambleside Drive	Poor crosswalk safety, drivers not yielding to pedestrians
Intersection of Armitage Crescent and Austin Link	Drivers not yielding to pedestrians, drivers not coming to a full stop
Anderson Way	Speeding
Anderson Way between Anderson Place and Anderson Crescent (by the walking trail)	Poor crosswalk safety, drivers not yielding to pedestrians
Allan Landing	Shortcutting, speeding

Walk and Roll Audit Feedback

A Walk and Roll Audit was conducted on May 3, 2023 around the Ambleside neighbourhood. This was an opportunity for residents to move around the community with City staff to discuss access, mobility and street safety. Five community members attended the event. The key findings are summarized below.

Windermere Blvd

- Long wait times for pedestrians crossing at the crosswalk on Windermere Blvd, east of California Pizza Kitchen.

Intersection of Windermere Boulevard and Currents Drive

- Traffic becomes backed up turning left onto Windermere Boulevard from Currents Drive.
- To avoid the wait times, some drivers drive through the intersection to Ambleside Drive and do a u-turn at the centre median, ignoring the no u-turn sign.
- The drivers that do wait at the light to turn left, turn very fast or advance into the intersection, posing safety concerns for pedestrians crossing.

Ambleside Drive between Windermere Boulevard and Ainslie Way

- Congestion and high traffic volume at the intersection of Ambleside Drive and Windermere Boulevard.
- One vehicle is permitted to park on the west side of Ambleside Drive, between the path and Ainslie Way. This requires traffic to wait for the other direction to pass before proceeding. Residents would like to see the parking restriction extended by one more stall to resolve this issue.

Intersection of Ambleside Drive and Ainslie Way

- Drivers often fail to come to a full stop at the stop sign when turning right onto Ambleside Drive.

Ambleside Drive (North side of Ambleside Park)

- Limited parking for those who drive to the park due to parking restrictions on the south side of the street adjacent to the park.

Intersection of Ambleside Drive and Ainslie Lane

- Drivers sometimes fail to come to a full stop which is often made worse in the winter months due to icy conditions.

Ainslie Lane

- Speeding concerns due to the wide road.
- Often used as a shortcut to other neighbourhoods.

Anderson Way and Allan Drive

- Backed up during school start times and dismissal.
- Used as a shortcut to Currents of Windermere and other neighbourhoods.

Anderson Way from Allan Drive to Austin Link

- Speeding due to wide roads, often in the evening.

Austin Link

- Shortcutting to other communities.
- Speeding.

Armitage Crescent

- No crosswalks connecting the north and south side of the crescent.
- Dangerous for pedestrians and children crossing at the park or walking to school.
- Visibility of pedestrians is limited due to the curve in the road.

- Drivers speed up after passing the playground zone.

Intersection of Armitage Crescent and Ambleside Link

- Speeding and corner cutting, mostly during the evening.

Dr. Margaret-Ann Armour School (Allan Drive)

- High congestion and traffic volume during pick up and drop off times.
- Concerns of crosswalk safety and visibility of pedestrians when crossing the road.
- Concerns of illegal parking in the crosswalks on the north side of the school.
- Buses have trouble navigating the road in the winter due to windrows and parking congestion.
- Concern with fire trucks being able to navigate the street when the fire station opens on the south side of the school.

General Comments

- Residents felt the reduction of speed limits to 40 km/h had a positive impact on the community.
- Residents feel the community is confusing to navigate and wayfinding signs on a larger scale could help drivers/pedestrians better navigate the community.
- Concerns that the self-serve lawn sign model causes clutter in the community and that signs could be more strategically placed by the City.

Next Steps

Vision Zero Street Labs

The feedback shared by residents will be used in conjunction with the City's engineering expertise and technical data to develop a Street Lab plan consisting of measures to help address the street safety concerns in Ambleside.

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 outside the scope of Vision Zero Street Labs have been shared with the appropriate areas in the City for further review.

Subscribe to project updates at edmonton.ca/StreetLabs.

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