

Idylwyld 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 of Edmonton to bring traffic safety improvements to your neighbourhood, using adaptable traffic calming measures.

Residents in the Idylwyld neighbourhood have expressed concerns around traffic safety issues, such as speeding and shortcutting. Input was collected through various channels including our Community Activation programs as well as emails and meetings with City staff.

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

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. As a result, the City has determined that it will pursue a Street Lab for this neighbourhood.

Communications Activities

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

- Public notices were sent to 1,940 residents in the Idylwyld neighbourhood.
- An email was sent to the Idylwyld Community League asking to share the engagement opportunities.
- A dedicated Engaged Edmonton page was developed to provide project information and updates on the Idylwyld Street Lab, and to share engagement opportunities.

- Information about engagement opportunities was shared with Councillor Ashley 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 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, available from September 12 - October 3, 2023 on [Engaged Edmonton](#). There were a total of **49 responses** to the survey.
- An [interactive map](#) on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. **Three contributors placed four different pins** on the online map.
- An in-person Walk and Roll Audit, held on September 27. **19 participants** from the neighbourhood and surrounding area joined the project team to provide feedback on traffic safety issues in Idylwylde.

Public Engagement Conclusion

Online Survey Engagement Results

The data from the online survey was analyzed and themed. A summary of the findings are 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 that they walk or drive a vehicle around the neighbourhood.

Response	N = 49	%
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Walk	45	92%
Bike	29	59%
Drive a vehicle	43	88%
Ride as a passenger in a vehicle	24	49%
Roll (e.g. e-scooter, skateboard etc.)	5	10%
Mobility aid (e.g. wheelchair, walker or other aid)	2	4%
Motorcycle	2	4%
Public transportation	15	31%
Other	1	2%

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

The majority of respondents (78%) stated that they have observed traffic safety concerns in the neighbourhood.

Response	N= 49	%
Yes	38	78%
No	8	16%
Unsure	3	6%

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 shortcutting.

Response	N= 38	%
Speeding	31	82%
Shortcutting	26	68%
Poor crosswalk safety (such as visibility of crosswalks)	17	45%
Drivers not yielding to pedestrians	21	55%

Drivers not coming to a full stop	22	58%
Poor driver attention or distracted driving	21	55%
Other	11	29%

Other traffic safety concerns identified include: poor driver behaviour, parking congestion, visibility issues and concerns around traffic blocking intersections.

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

A number of roads and intersections within the neighbourhood were identified by survey respondents as areas of concern. They include:

- 79 Street
- 83 Avenue
- 86 Avenue
- 79 Street and 86 Avenue
- 81 Street and 84 Avenue

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

The majority of respondents (54%) observed traffic safety concerns all of the time, some respondents noted that morning and afternoon rush hour are also an issue.

Response	N = 41	%
Morning rush hour	19	46%
Afternoon rush hour	18	44%
Daytime	8	20%
Nighttime	9	22%
All the time	22	54%
Other	1	2%

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

71% of respondents observed traffic safety concerns every day of the week.

Response	N = 41	%
Monday	13	31%

Tuesday	13	31%
Wednesday	12	29%
Thursday	13	31%
Friday	14	34%
Saturday	3	7%
Sunday	3	7%
All of the above	29	71%

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

The majority of respondents (90%) observed traffic safety concerns throughout the year.

Response	N = 41	%
Spring	5	12%
Summer	5	12%
Fall	6	15%
Winter	3	7%
Year round	37	90%

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

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

- Intersection safety issues
- Speeding and other traffic violations
- Shortcutting

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

Theme	Description
Intersection safety issues	Concerns were raised regarding the safety of intersections through Idylwyld ranging from traffic blocking intersections to crosswalks that don't feel safe.
Speeding and other traffic violations	Many respondents identified speeding and failing to yield or failing to stop as major safety concerns. Some

	respondents suggest speed bumps, additional signage and other traffic calming measures to mitigate these concerns.
Shortcutting	Shortcutting through Idylwyld was a prominent concern for respondents. The most common route for shortcutting was 79 Street.

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 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 no approved Automated Enforcement location for Idylwyld. 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.
Police presence	No, but we will share the neighbourhood concerns with the Edmonton Police Service (EPS) for their review. To report traffic complaints, submit your concern(s) directly to the Traffic Section by filling out this form .

Bike Lanes

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.

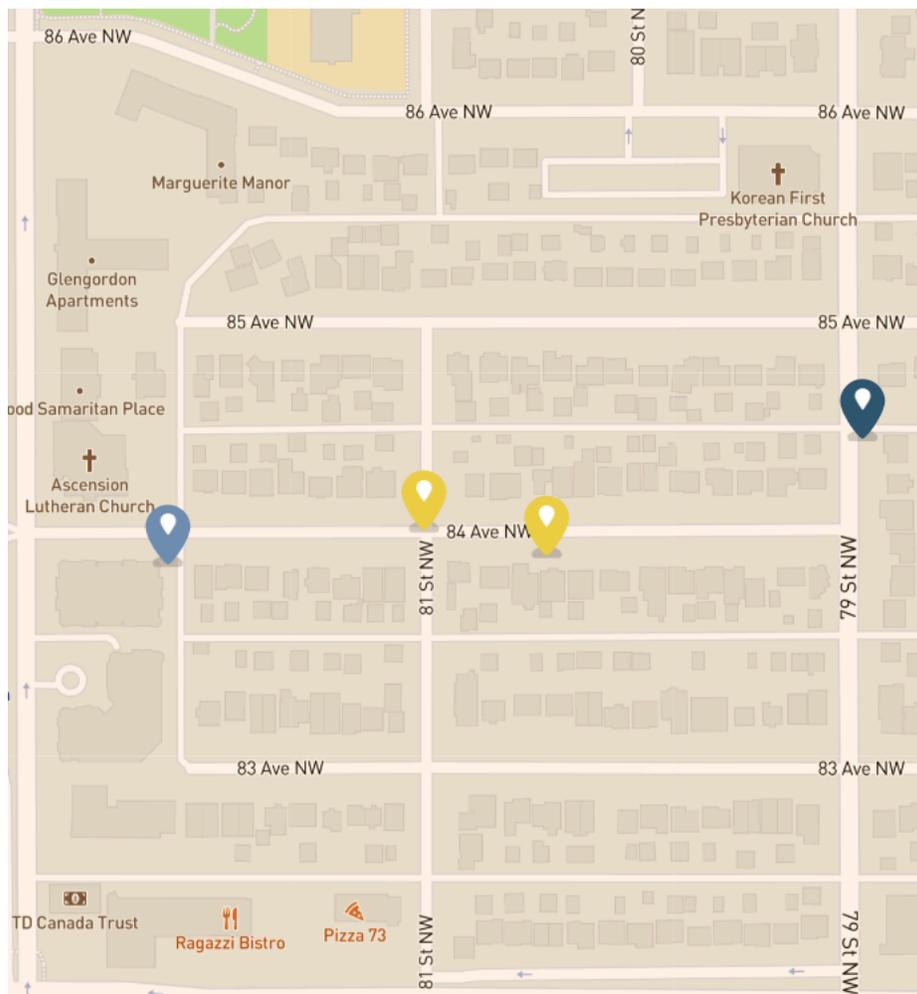
Question 10: Do you live, work or visit the neighbourhood? Select all that apply.

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 (92%) live in the neighbourhood.

Interactive Mapping Tool Feedback

An [interactive mapping tool](#) was available on Engaged Edmonton from September 12 to October 3. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. A total of three contributors placed four pins on the map. The results are summarized below:



<i>Location</i>	<i>Top Traffic Safety Concerns</i>
84 Avenue	<ul style="list-style-type: none"> ● Popular shortcutting route through the neighbourhood ● Drivers regularly ignore yield signs ● Speeding
79 Street	<ul style="list-style-type: none"> ● Shortcutting ● Speeding

Walk and Roll Audit Feedback

The City conducted a Walk and Roll Audit with 19 community members in Idylwylde on September 27, 2023. Attendees were asked to identify areas of particular concern regarding traffic safety and help City staff understand the local context of the neighbourhood. Below are the main areas identified as well as the cause(s) of concern.

<i>Location</i>	<i>Comments</i>
75 Street to 83 Street at 86 Avenue	<ul style="list-style-type: none"> ● Shortcutting
75 Street to 76 Street and 83 Avenue to 86 Avenue	<ul style="list-style-type: none"> ● Drivers entering the community from 75 Street turn south onto 76 Street around the curve to 83 Avenue <ul style="list-style-type: none"> ○ Shortcutting through community happens both directions
75 Street to 79 Street between 82 Avenue and 83 Avenue	<ul style="list-style-type: none"> ● Alley is used for shortcutting - high speeds down the alley as well <ul style="list-style-type: none"> ○ Alley access from 75 Street at the corner behind the vet should be blocked
76 Street to 79 Street on 83 Avenue	<ul style="list-style-type: none"> ● Congested on 83 Avenue between 76 and 79 Streets due to narrow lots
76 Street to 79 Street on 86 Avenue	<ul style="list-style-type: none"> ● Pedestrian safety concerns due to speeding and sightline issues related to the curve in the street
76 Street and 86 Avenue	<ul style="list-style-type: none"> ● Illegal U-turns
77 Street and 85 Avenue (pocket park)	<ul style="list-style-type: none"> ● Students from Vimy Ridge use the pocket park <ul style="list-style-type: none"> ○ No crosswalks, curb ramps (accessibility issue), or other safety measures for pedestrians to access the park

	<ul style="list-style-type: none"> • Pedestrian visibility and safety concerns due to drivers speeding through here and around the park, especially around the curves in the road • Residents feel it should be 30km/h here - playground signs but no speed indicated • Illegal U-turns
79 Street	<ul style="list-style-type: none"> • High speeds northbound and southbound, especially during morning and afternoon peak times • High commercial vehicle use contributing to the speeding • Buses also speed down this street • Driver Feedback Signs and more 40km/h signs wanted
79 Street from 82 Avenue (Whyte) to 86 Avenue	<ul style="list-style-type: none"> • Commercial vehicles shortcutting through the neighbourhood (i.e. dump trucks, cube vans, flat decks, etc.) • Sign entering the neighbourhood at 79 Street says no commercial vehicles but many still cut through <ul style="list-style-type: none"> ◦ EPS enforcement isn't sufficient
79 Street from 82 Avenue (Whyte) to 90 Avenue	<ul style="list-style-type: none"> • Only two marked crosswalks (79 Street and 85 Avenue, 79 Street and 89 Avenue) • Need more crosswalks due to kids walking to school, etc. • High speeds • Request for more speed limit signage
79 Street and 84 Avenue	<ul style="list-style-type: none"> • Curb ramp helpful for disabled residents • Speeding is an issue when traveling north on 79 Street from 84 Avenue. There is no sign indicating the speed limit
East of 79 Street on 86 Avenue	<ul style="list-style-type: none"> • Parking on the south side of road makes visibility poor as vehicles speed down this road <ul style="list-style-type: none"> ◦ Could add no parking signs, curb extension, or parklet around the curve to prevent parking and improve visibility ◦ Speed humps on 86 Avenue between 75 - 79 Streets to force slower speeds
79 Street and 86 Avenue	<ul style="list-style-type: none"> • Vehicles park around the curve impacting sightlines <ul style="list-style-type: none"> ◦ Some vehicles park 1.5 feet from the curb • Drivers often run the stop sign as it's not overly visible
81 Street and 84 Avenue	<ul style="list-style-type: none"> • A need for stop signs • East to west traffic shortcutting <ul style="list-style-type: none"> ◦ Yield signs there now but need a stop sign • Frequent speeding and drivers not yielding to pedestrians <ul style="list-style-type: none"> ◦ Increased shortcutting through this area due to the light at 83 Street and 84 Avenue
81 Street and 86 Avenue	<ul style="list-style-type: none"> • Low visibility and speeding on 86 Avenue

83 Street	<ul style="list-style-type: none"> ● High speeds northbound and southbound
83 Street from 82 Avenue (Whyte) to 90 Avenue	<ul style="list-style-type: none"> ● New traffic signals have backed up traffic and drivers use 79 Street as a shortcut because there are no traffic signals ● 79 Street and 82 Avenue - pedestrian activated signal <ul style="list-style-type: none"> ○ Drivers often jump out of their vehicle to push the pedestrian crossing button to change the traffic signal so they can continue southbound on 79 Street <ul style="list-style-type: none"> ■ Consider full traffic lights on 79 Street ■ Need speed humps or something to slow drivers on 79 Street from 82 Avenue to 90 Avenue
83 Street and 84 Avenue	<ul style="list-style-type: none"> ● Apartment building residents leaving underground parking must turn north only (barriers on 83 St prevent drivers from making south turn) <ul style="list-style-type: none"> ○ Many drivers make a U-turn at 84 Avenue to go back south on 83 Street
Bonnie Doon Mall at 86 Ave entrance	<ul style="list-style-type: none"> ● Visibility issues around mall entrance causing pedestrian safety concerns ● Poor crosswalk safety and poor driver attention <ul style="list-style-type: none"> ■ Monday to Friday, morning and after school, year round
84 Avenue	<ul style="list-style-type: none"> ● 84 Avenue is being used as a shortcut to get to 82 Avenue <ul style="list-style-type: none"> ○ Speeding also an issue here
84 Avenue between 79 Street and 83 Street	<ul style="list-style-type: none"> ● Delivery drivers speed through the community
86 Avenue	<ul style="list-style-type: none"> ● Sightline, speeding and pedestrian concerns
90 Avenue	<ul style="list-style-type: none"> ● No right turn on 90 Avenue due to LRT - drivers now use 86 Avenue
Other Concerns (This section includes locations that are out of scope for this project)	<ul style="list-style-type: none"> ● 75 Street and 90 Avenue <ul style="list-style-type: none"> ○ Improve pedestrian and traffic safety ● 79 Street and 81 Avenue <ul style="list-style-type: none"> ○ Interested in traffic calming but unsure if there's room for curb extensions ○ Support for adding a stop sign ● 81 Street and 74 Avenue <ul style="list-style-type: none"> ○ Pedestrian crossings are present but pedestrians need to press the button at all signals on 81 Street <ul style="list-style-type: none"> ■ Long wait times for pedestrians ● 83 Street and 82 Avenue (Whyte) <ul style="list-style-type: none"> ○ LRT and vehicle turning concerns due to lack of turning capacity

- At the crossing on Whyte Ave (82 Avenue), you need to hit the button to trigger a walk signal in all directions. People often cross without a walk signal (jaywalking). If you miss hitting the button by a second before the green light, you have to wait a full light cycle
 - Not intuitive for drivers
 - High pedestrian traffic
 - Sync pedestrian signals at Whyte Ave and 84 Street crossing 83 Street
 - High vulnerable population (seniors) - signal is too short to get across and in winter additional safety concerns arise due to snow and ice
- No turning arrow to go south or north on 83 Street due to heavy traffic
- 83 Street and 84 Avenue
 - Spring melt is an issue - becomes ice. This is an apartment block and most residents on 83 Street are seniors, so this ice is a very dangerous pedestrian concern
 - Might be a drainage issue
 - Ice/puddle on 83 Street (across 84 Avenue) is so large and ankle deep that pedestrians often walk into the street to get around it.
- 83 Street and 86 Avenue
 - Use 86 Avenue westbound to go to the mall but the light signal at 83 Street is too short so drivers have to sit at the intersection for long periods of time - need longer yellow light or longer 83 Street signal
- 83 Street south of 86 Avenue
 - Provide an additional ETS bus stop in front of the apartments and at the leisure centre/library
- 83 Street and 86 Avenue
 - Resident doesn't understand the purpose of this intersection and the lights
- Consider a parking program in the neighbourhood to prevent LRT park-and-ride
- LRT station announcements are very loud - can they be turned down or sound barriers put up?
 - Councillor and community league are aware of this concern
- 77 Street and 84 Avenue
 - The curb ramp was temporarily and partially blocked by a contractor. No parking signs were installed to indicate no blocking of the ramp. Addition of signage on boulevard and street feels like too much

	<ul style="list-style-type: none">• Pedestrian phase at LRT crossing takes multiple cycles to turn on• Speed trailers have been found to be effective
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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 Idylwyld.

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.