

Laurel 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 to bring traffic safety improvements to your neighbourhood, using adaptable traffic calming measures.

Residents in the Laurel 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 Laurel neighbourhood and beyond, the City communicated the engagement activities in the following ways:

- 5393 public notices were mailed to residents in the Laurel neighbourhood.
- An email was sent to the Laurel Community League asking to share the engagement opportunities.

- A dedicated Laurel 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 Wright.

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 July 11 - August 8 on Engaged Edmonton. There were a total of **129 responses** to the survey.
- An [interactive map](#) on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. **25 contributors placed 76 different pins** on the online map.
- An in-person Walk and Roll Audit, held on July 27. **11 participants** from the neighbourhood and surrounding area joined the project team, including Councillor Wright, to provide feedback on traffic safety issues in Laurel.

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 that they walk or drive a vehicle around the neighbourhood.

Response	N = 129	%
Walk	115	89%
Bike	65	50%
Drive a vehicle	117	90%
Ride as a passenger in a vehicle	76	59%
Roll (e.g. e-scooter, skateboard etc.)	27	21%
Mobility aid (e.g. wheelchair, walker or other aid)	13	10%
Motorcycle	6	5%
Public transportation	39	30%
Other	0	0%

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

The majority of respondents (98%) stated that they have observed traffic safety concerns in the neighbourhood.

Response	N = 129	%
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Yes	126	98%
No	3	2%
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 poor driver attention/distracted driving. There were 126 responses to this question.

Response	N= 126	%
Speeding	116	92%
Shortcutting	46	37%
Poor crosswalk safety (such as visibility of crosswalks)	70	56%
Drivers not yielding to pedestrians	73	58%
Drivers not coming to a full stop	79	63%
Poor driver attention or distracted driving	88	70%
Other	43	34%

Other traffic safety concerns identified include: poor visibility (both at crosswalks and intersections) due to street parking, drivers not following the rules of the road, and excessive vehicle noise.

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

A number of roads within the neighbourhood were identified by survey respondents as areas of concern.

- 14 Avenue
- 16A Avenue
- 20 Avenue
- 24 Street
- 32 Street

Specifically, the following intersections were identified as areas of concern:

- 32 Street and 16A Avenue
- 17 Street and 19 Avenue
- 34 Street and 18 Avenue

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

The majority of respondents (67%) observed traffic safety concerns all of the time.

Response	N = 126	%
Morning rush hour	36	29%
Afternoon rush hour	36	29%
Daytime	34	27%
Nighttime	44	35%
All the time	84	67%
Other	12	10%

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

95% of respondents observed traffic safety concerns every day of the week.

Response	N = 126	%
Monday	14	11%
Tuesday	14	11%
Wednesday	13	10%
Thursday	13	10%
Friday	15	12%
Saturday	12	10%
Sunday	10	8%
All of the above	120	95%

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

The majority of respondents (68%) observed traffic safety concerns throughout the year.

<i>Response</i>	<i>N = 126</i>	<i>%</i>
Spring	40	32%
Summer	44	35%
Fall	37	30%
Winter	11	9%
Year round	86	68%

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:

- Pedestrian safety for children
- Poor crosswalk visibility
- Roadside parking
- Speeding
- Excessive vehicle noise

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

<i>Theme</i>	<i>Description</i>
Speeding	Speeding on the 32 Street - 14 Avenue - 24 Street loop was a major cause of concern for survey respondents. Specifically, the area in front of Svend Hansen School was said to be a problem area for speeding.
Poor Crosswalk Visibility Roadside Parking Pedestrian Safety for Children	Due to roadside parking as well as a lack of flashing lights and/or signage, respondents felt that many crosswalks in the neighbourhood were not appropriately visible for drivers, causing them to feel unsafe for pedestrians and, in particular, children.
Excessive Vehicle Noise	Many respondents noted that there are a number of vehicles driving in the neighbourhood with extremely loud exhaust noise, particularly at night.

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 Laurel. 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, contact EPS at trafficcomplaints@edmontonpolice.ca .

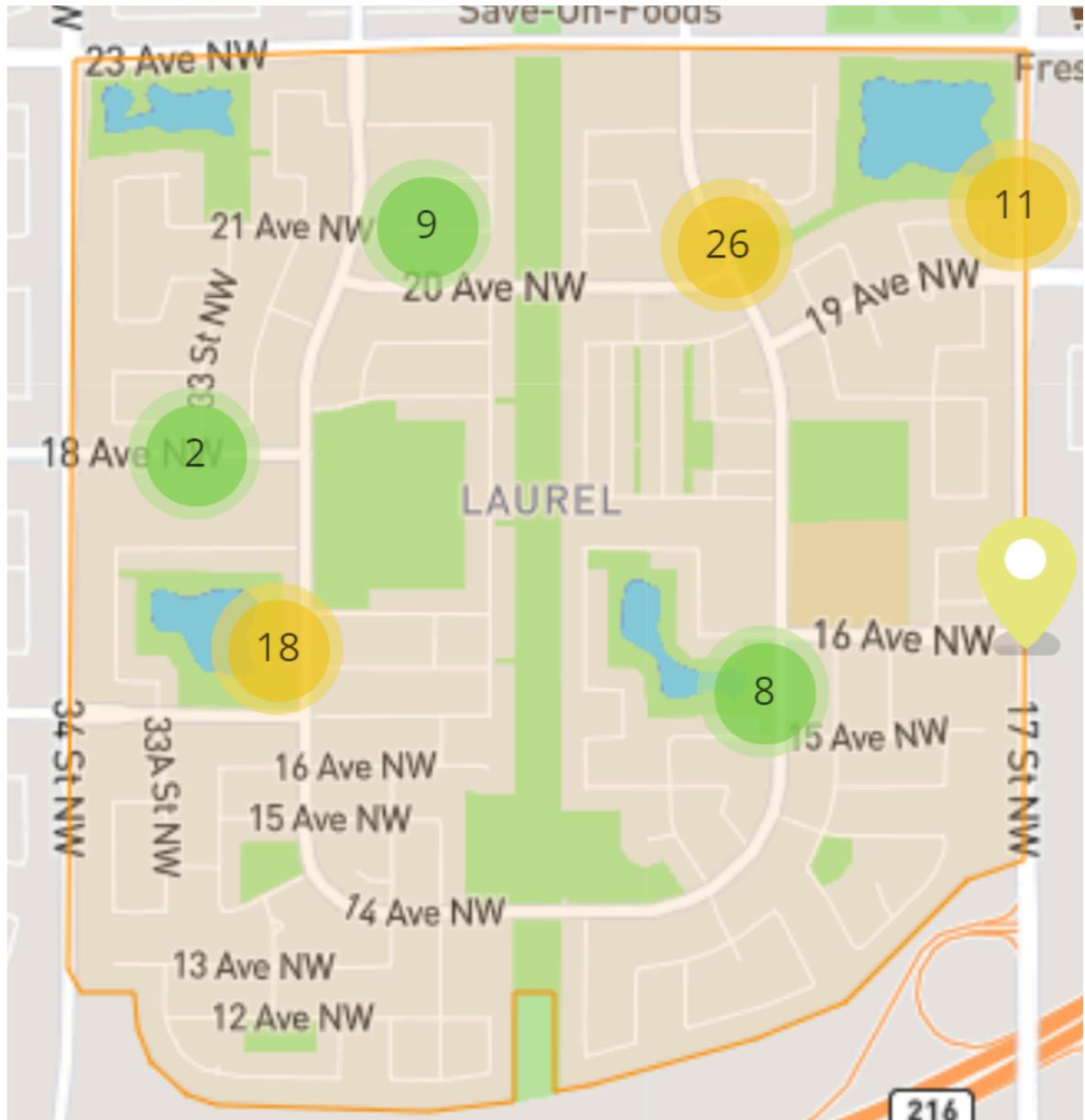
Question 10: Do you live, work or visit the neighbourhood? Select all that apply.

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 (98%) live in the neighbourhood. A smaller number of respondents visit the area multiple times per week.

Interactive Mapping Tool Feedback

An [interactive mapping tool](#) was available on Engaged Edmonton from July 11 to August 8. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. A total of 25 contributors placed 76 pins on the map. Although not every response can be seen on this condensed map, all submissions are captured on Engaged Edmonton and in this report. The results are summarized below:



<i>Location</i>	<i>Top Traffic Safety Concerns</i>
24 Street (Between 22 Avenue and 24A Street)	<ul style="list-style-type: none"> • Speeding • Excessive noise • Passing on a single lane road
20 Avenue	<ul style="list-style-type: none"> • Speeding
17 Street and 19 Avenue (Intersection)	<ul style="list-style-type: none"> • Lack of traffic lights • Unsafe driver behaviour • Poor crosswalk safety <ul style="list-style-type: none"> ◦ Lack of pedestrian-controlled lights
18 Avenue	<ul style="list-style-type: none"> • Speeding • Poor crosswalk safety
17 Street and 16 Avenue	<ul style="list-style-type: none"> • Drivers not following rules of the road
32 Street (Between 14 Avenue and 23 Avenue)	<ul style="list-style-type: none"> • Speeding • Excessive noise
16A Avenue	<ul style="list-style-type: none"> • Speeding • Excessive noise • Poor crosswalk safety

Walk and Roll Audit Feedback

The project team conducted a Walk and Roll Audit with 11 community members in Laurel on July 27, 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.

<i>Location</i>	<i>Comments</i>
17 Street	<ul style="list-style-type: none"> • Speeding northbound when drivers exit off the Henday • Congestion during peak hours due to one lane traffic <ul style="list-style-type: none"> ◦ Concerns that congestion will worsen with the completion of the Aster community and the new high school
17 Street and 16 Avenue	<ul style="list-style-type: none"> • It's difficult to turn left onto 17 Street due to high traffic volumes and there only being a stop sign on 16 Avenue
17 Street and 23 Avenue	<ul style="list-style-type: none"> • Crosswalk safety at lights <ul style="list-style-type: none"> ◦ Pedestrians can only cross on one side of intersection
17 Street and 19 Avenue	<ul style="list-style-type: none"> • Crosswalk safety concerns due to no traffic lights. Residents can be waiting to cross the road for 15 minutes

	<p>due to high traffic volume and drivers not yielding to pedestrians</p> <ul style="list-style-type: none"> • Vehicles creep onto the crosswalk on 19 Avenue when trying to turn onto 17 Street due to speeding vehicles along 17 Street • Difficult for pedestrians to cross 17 Street due to vehicles speeding on 17 Street heading northbound • Residents are concerned that existing issues may get worse with new development
17 Street and 17 Avenue	<ul style="list-style-type: none"> • There is a small path that provides access to the sidewalk and 17 Street. There is no marked crosswalk here, yet it is a natural place for pedestrians to cross
17 Street and 16 Avenue	<ul style="list-style-type: none"> • Crosswalk safety concerns due to no traffic lights. Residents can be waiting to cross the road for 15 minutes due to high traffic volume and drivers not yielding to pedestrians • Difficult for pedestrians to cross 17 Street due to vehicles speeding on 17 Street heading northbound • Vehicles park at the intersection of 16 Avenue and 17 Street during school pick up and drop off hours, which makes it difficult to cross 16 Avenue due to visibility issues • Difficult to turn right onto 17 Street as vehicles turning left are blocking the view. • Vehicles park in the turning lane on 16 Avenue • Existing issues may get worse with new development
20 Street to 21 Street and 19 Avenue	<ul style="list-style-type: none"> • Pedestrian safety concerns for pedestrians trying to cross to get to the train between 20 and 21 Street
22 Street and 22 Avenue	<ul style="list-style-type: none"> • Concerns for pedestrian safety due to lack of stop signs <ul style="list-style-type: none"> ◦ A common intersection used by residents to access the lake • Parked vehicles cause sightline issues
24 Street	<ul style="list-style-type: none"> • Major arterial road entering and exiting the neighbourhood • Congestion issues • Vehicles double parked along 24 Street narrow the road, making it difficult to navigate and see pedestrians crossing • Drivers become impatient when others slow down or stop for pedestrians and honk their horns • Unclear which lane drivers need to be in if they're going straight, turning right or left as it isn't marked clearly <ul style="list-style-type: none"> ◦ Mirrors have been removed from vehicles due to them being hit ◦ Drivers have passed one another when they realize which lane they need to be in • Police presence/enforcement requested between 9:00 - 11:00 pm due to speeding

24 Street and 23 Avenue	<ul style="list-style-type: none"> ● No left turn light when entering 23 Avenue from 24 Street and vice versa ● Difficult for pedestrians to cross as vehicles try and beat the light when it turns to red ● Difficult for drivers to turn left from 24 Street onto 23 Avenue as vehicles are parked too close to the intersection ● Speeding ● Bus stop on 24 Street, south of 23 Avenue <ul style="list-style-type: none"> ○ Vehicles get backlogged behind the bus causing congestion and pedestrian visibility issues
24 Street and 22 Avenue	<ul style="list-style-type: none"> ● Drivers park too close to the intersection - poor pedestrian visibility
24 Street and 20 Avenue	<ul style="list-style-type: none"> ● Parents parking for school pick up and drop off causes visibility issues for pedestrians/students and congestion ● 24 Street is narrow <ul style="list-style-type: none"> ○ Drivers try to turn onto 20 Avenue but too congested (school buses add to the congestion/visibility issues) ● Speeding by the park especially at night up to the condos at 23 Ave ● Illegal U-turns ● Resident suggested that there "Should be parking allowed along 24 st" (reduce congestion on 20 ave)
24 Street and 19 Avenue	<ul style="list-style-type: none"> ● Speeding ● Traffic congestion after school
24 Street 17 Avenue to 19A Avenue	<ul style="list-style-type: none"> ● Traffic flow issues due to parked vehicles
24 Street and 17B Avenue	<ul style="list-style-type: none"> ● Dangerous crosswalk as vehicles speed and fail to yield or stop for pedestrians crossing to the playground, school or green space
24 Street and 16 Avenue	<ul style="list-style-type: none"> ● Lack of flashing lights at crosswalk is a safety concern <ul style="list-style-type: none"> ○ Intersection is close to the school and green space ● Concerns that this intersection will get busier as the plot on the west side of 24 Street is under construction <ul style="list-style-type: none"> ○ Concerns that there will be more parked vehicles along 24 Street once the plaza is built ● Parking is very tight around this area during school pick up and drop off hours ● Commercial building being built on the west side of 24 Street with apartments above <ul style="list-style-type: none"> ○ Concerns that the added businesses will increase traffic volume/congestion and impact pedestrian safety ○ There is also a daycare in this building

	<ul style="list-style-type: none"> All way stop at this intersection - bus stop on the south side of 16 Avenue causes congestion during peak hours
24 Street and 14 Avenue	<ul style="list-style-type: none"> Speeding around the corner
24 Street to 27 Street and 19A Avenue	<ul style="list-style-type: none"> Currently no parking signage Parked vehicles makes it difficult to leave the area creating conflicts
25 Street and 14 Avenue	<ul style="list-style-type: none"> Yield sign - drivers on 25 Ave cannot see drivers on 14 Ave
26 Street	<ul style="list-style-type: none"> Speeding
26 Street and 16A Avenue	<ul style="list-style-type: none"> Blind spots due to vehicles parked at the corner
27 Street	<ul style="list-style-type: none"> Poor visibility while vehicles are speeding around the curve.
28 Street	<ul style="list-style-type: none"> Speeding down 28 Street both north and south bound Concerns around crosswalk safety as drivers are failing to slow down or yield to pedestrians Path to crosswalk goes downhill into the road (adds to speed when rolling into crosswalk to cross road) Suggestion to have a painted crosswalk along 28 Street (between 17A Avenue and 18A Avenue) where there is a path that connects the green space and the walking trail. This is a high pedestrian area
28 Street and 17A Avenue	<ul style="list-style-type: none"> Drivers speed along 28 Street and fail to yield to pedestrians at the yield sign when entering onto 17A Avenue Residents reported there were vehicles hit here Parked vehicles cause a distraction and they park right to the edge Vehicles back out and trucks with trailers make it difficult to see Congested parking areas, multiple vehicles per house No crosswalk at this intersection
28 Street and 18A Avenue	<ul style="list-style-type: none"> There is no crosswalk at 28 Street and 18A Avenue, which has a high volume of pedestrians due to the entrance to the walking trail
30 Street and 14 Avenue	<ul style="list-style-type: none"> Safety issues with children crossing School and ETS bus traffic When travelling southbound, visibility around the bend of 14 avenue is a concern

32 Street	<ul style="list-style-type: none"> • Less congested when vehicles parked, however the curve in the road makes it worse
32 Street and 15 Avenue	<ul style="list-style-type: none"> • High traffic volume and a high number of vulnerable pedestrians (seniors and children) due to parks in the vicinity, which leads to concerns of crosswalk safety • Parked vehicles are impacting sightlines
32 Street and 16A Avenue	<ul style="list-style-type: none"> • Vehicles speed off 34 Street (a major arterial road) and down 16A Avenue towards the 4-way stop
32 Street and 18 Avenue	<ul style="list-style-type: none"> • Speeding turning off of 18 Avenue onto 32 Street <ul style="list-style-type: none"> ◦ Drivers need to speed up to merge into traffic.
32 Street and 21 Avenue	<ul style="list-style-type: none"> • Street parking along 32 Street reduces sightlines and visibility at the intersection • There are a lot of pedestrians walking along 21 Avenue to and from the park
32 Street and 22 Avenue	<ul style="list-style-type: none"> • Unmarked crosswalk by the retirement residence and bus stop. High number of vulnerable road users as lots of seniors walking in the vicinity • Confusing intersection
32 Street and 23 Avenue	<ul style="list-style-type: none"> • Unclear where pedestrians are to cross the street, impacting pedestrian safety • Unsafe and lack of community access
32A Street	<ul style="list-style-type: none"> • Drivers use 32A Street as a drag strip in the evening. Vehicles have crashed into the fence at the park on 32A Street and 14 Avenue • There are no playground zones around 32A Street, but there are parks to the north and south with a high volume of children and pedestrians • The curve in the road on 32A Street impacts visibility and drivers cannot see pedestrians around the bend • High traffic volume
32A Street and 13 Avenue	<ul style="list-style-type: none"> • Drivers sometimes do not yield to pedestrians at the yield sign • Between two parks • High speeds <ul style="list-style-type: none"> ◦ Vehicles have driven into yards at this intersection
32A Street and 14 Avenue	<ul style="list-style-type: none"> • There is no marked crosswalk by the park • Vehicles park around the intersection blocking sightlines and visibility of pedestrians • Drivers sometimes do not yield to pedestrians at the yield sign

	<ul style="list-style-type: none"> • Playground signs approaching Laurel Crossing Park on 14 Avenue (east and west), however there is no playground sign approaching the park along 32A Street
33 Street and 21 Avenue	<ul style="list-style-type: none"> • Speeding
33A Street and 16A Avenue	<ul style="list-style-type: none"> • Drivers cannot see pedestrians crossing due to parked buses/reduced visibility from bus stop north of 16A Avenue
34 Street and 18 Avenue	<ul style="list-style-type: none"> • Pedestrian lights for crossing help but need more • No traffic lights here • Major crashes between 32 and 34 Street NW • High volume of parked vehicles • Crosswalk safety • Drivers turning southbound onto 18 Avenue are backlogged <ul style="list-style-type: none"> ○ There is also no turning indent here
14 Avenue and walking trail intersection	<ul style="list-style-type: none"> • Vehicles speed along 14 Avenue up to the intersection • Bushes and parked vehicles along 14 Avenue reduce the visibility of pedestrians crossing • There are no flashing lights to notify drivers that pedestrians are waiting to cross
17 Avenue	<ul style="list-style-type: none"> • Vehicles double parked along the street, narrowing the road and affecting sightline issues
19A Avenue	<ul style="list-style-type: none"> • Vehicles double parked along 19A Avenue by the condo buildings. Difficult to see when exiting out of the condos due to parked vehicles • Difficult to see pedestrians as the parked vehicles impede sightlines • Safety concerns are worse in winter due to windrows building up
20 Avenue and walking trail intersection	<ul style="list-style-type: none"> • Vehicles parked along 20 Avenue, which narrows the road and affects sightlines at the walking trail crossing • "Too narrow, goes to one-way traffic, crashes happen there" • Speeding down 20 Avenue
Svend Hansen School	<ul style="list-style-type: none"> • High traffic volume during school drop off and pick up • Dangerous for children crossing due to traffic volume • Drivers park in the drop off zones • Speeding around the school • 1100 students, leads to high volume of traffic • Students jaywalk across 24 Street • Not being able to park around the school forces parents to park on other local roads.

General Comments	<ul style="list-style-type: none">● Overgrown bushes around the community affect the visibility of crosswalks as vehicles cannot see pedestrians● High pedestrian count, especially children and seniors who walk to the schools, Meadows Rec Centre and many neighbourhood parks● Minimal access points to community - very busy and backed up<ul style="list-style-type: none">○ Concerns about what will happen in the event of an emergency● Would like to see no parking signs for school pick up and drop off● There are two drop off locations at the school - one for younger students and one for the higher grades<ul style="list-style-type: none">○ For parents with children in both, they have to drop off at one location and drive around to the other location● High speeds on the wider roads in the community - sometimes 65 - 70 km/h - mostly young new drivers● Vehicle noise is an issue - EPS traffic email address was provided● Green space north of school should be used for drop off and pick up● Garages back onto streets, dangerous to back out due to volume and visibility● Alleys are narrow and long which creates issues in winter with snow and ice and volume of vehicles● Snow and ice removal from alleys and ice builds up at bottom of hill on 32 Street● Garbage pickup in front of houses adds to chaotic/cramped environment● Condo buildings - visitors/owners park on the street impacting pedestrian visibility● Location of bus stops too close to intersections● 24 Street and 16 Avenue<ul style="list-style-type: none">○ Icy during winter months○ Windrows on southside of 16 Avenue pose issues● Walking Trail and 20 Avenue<ul style="list-style-type: none">○ bushes/trees causing sightline issues
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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 Laurel.

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.