

# Northmount Vision Zero Street Labs Engagement Summary

[saferoads@edmonton.ca](mailto:saferoads@edmonton.ca)  
[edmonton.ca/StreetLabs](http://edmonton.ca/StreetLabs)

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## Street Labs Public Engagement Summary

### Background and Context

Vision Zero Street Labs are an opportunity for residents to work with the City to bring traffic safety improvements to their neighbourhood, using adaptable traffic calming measures.

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

- **2861** public notices were mailed to residents in the Northmount neighbourhood.
- Engagement opportunities were emailed to the Northmount Community League to share with community members.

- A dedicated Northmount Street Lab Engaged Edmonton page was created to provide project information and updates and to share engagement opportunities.
- Engagement activities were posted on the City's [Public Engagement Calendar](#).
- Information about engagement opportunities was shared with Councillor Principe.

## 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, which was available on Engaged Edmonton from June 20 to July 12, 2023. There were a total of **44 responses**, although not every respondent completed the entire survey.
- An [interactive map](#) on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. **Six contributors placed 22 different pins** on the online map.
- An in-person Walk and Roll Audit, held on July 5, 2023. 13 participants from the neighbourhood and surrounding area joined the project team to provide feedback on traffic safety issues in Northmount.

## 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 mode(s) of transportation do you use in the neighbourhood? Select all that apply.**

The majority of respondents stated they drive a vehicle, walk or bike around the neighbourhood.

<b>Response</b>	<b>N = 44</b>	<b>%</b>
Walk	38	86%
Bike	22	50%
Drive a vehicle	39	89%
Ride as a passenger in a vehicle	23	52%
Roll (e.g. e-scooter, skateboard etc.)	4	9%
Mobility aid (e.g. wheelchair, walker or other aid)	2	5%
Motorcycle	0	0%
Public transportation	14	31%
Other	0	0%

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

The majority of respondents (84%) stated they have observed traffic safety concerns in the neighbourhood.

<b>Response</b>	<b>N = 44</b>	<b>%</b>
Yes	37	84%
No	4	9%
Unsure	3	7%

**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, distracted driving and drivers not yielding to pedestrians. There were 40 responses to this question.

<i>Response</i>	<i>N = 40</i>	<i>%</i>
Speeding	37	93%
Shortcutting	11	28%
Poor crosswalk safety (such as visibility of crosswalks)	20	50%
Drivers not yielding to pedestrians	25	63%
Drivers not coming to a full stop	25	63%
Poor driver attention or distracted driving	28	70%
Other	8	20%

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

The main areas of concern noted by residents included:

- 140 Avenue at the intersections of 87 Street and 93 Street
- 137 Avenue
- 144 Avenue
- 87 Street

There were a number of concerns regarding areas that are out of scope for this Street Lab, mainly concentrated around Gault Boulevard and Griesbach Road.

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

The majority of respondents (80%) observed traffic safety concerns all the time.

<i>Response</i>	<i>N = 40</i>	<i>%</i>
Morning rush hour	8	20%
Afternoon rush hour	11	28%
Daytime	10	25%
Nighttime	8	20%

All the time	32	80%
Other	1	3%

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

93% of respondents observed traffic safety concerns every day of the week.

<b>Response</b>	<b>N = 40</b>	<b>%</b>
Monday	3	8%
Tuesday	3	8%
Wednesday	3	8%
Thursday	3	8%
Friday	4	10%
Saturday	2	5%
Sunday	2	5%
All of the above	37	93%

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

The majority of respondents (83%) observed traffic safety concerns year round.

<b>Response</b>	<b>N = 40</b>	<b>%</b>
Spring	9	23%
Summer	8	20%
Fall	8	20%
Winter	1	3%
Year round	33	83%

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

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

- Speeding
- Pedestrian safety
- Poor crosswalk safety/visibility

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

<i>Theme</i>	<i>Description</i>
Speeding	Participants' main concern was excessive speeding, particularly on 87 Street as well as 140 Avenue.
Pedestrian and crosswalk safety	<p>Respondents commented on poor crosswalk visibility, primarily due to parked cars along the road or crosswalks not being clearly marked.</p> <p>Drivers not yielding to pedestrians and speeding were common themes, along with other traffic safety concerns which impact the safety of children, foot traffic and cyclists in the neighbourhood.</p>
Other	Other comments included concerns regarding drivers shortcutting through the neighbourhood, snow and ice removal and excessive vehicle noise.

**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 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 are two <a href="#">approved Automated Enforcement locations</a> for Northmount on 140 Avenue and 144 Avenue.  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.**

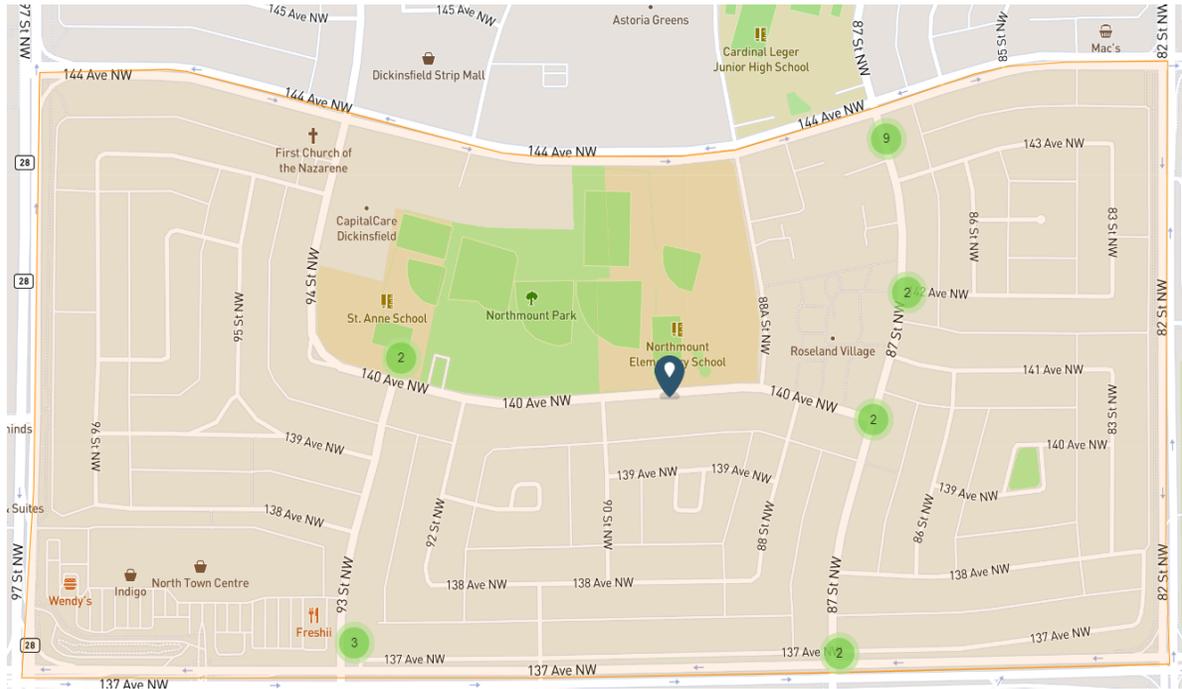
*If respondents live in the neighbourhood, they were asked which street they live on. If respondents stated they visit or work in the neighbourhood, they were asked how often they work in/visit the neighbourhood.*

The majority of respondents (77%) 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 June 20 - July 12. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. Six contributors placed 21 different

pins on the neighbourhood map; one pin was placed out of scope and is not reflected below. The results are summarized here:



Location	Top Traffic Safety Concerns
144 Avenue and 87 Street (Intersection)	<ul style="list-style-type: none"> <li>● Shortcutting                             <ul style="list-style-type: none"> <li>○ From 82 Street</li> </ul> </li> <li>● Poor crosswalk safety                             <ul style="list-style-type: none"> <li>○ No painted lines across 87 Street</li> </ul> </li> </ul>
87 Street (Between 137 Avenue and 143 Avenue)	<ul style="list-style-type: none"> <li>● Speeding</li> <li>● Drivers not yielding to pedestrians</li> <li>● Poor sightlines</li> </ul>
140 Avenue (Between 88 Street and 93 Street)	<ul style="list-style-type: none"> <li>● Speeding</li> <li>● Poor crosswalk safety                             <ul style="list-style-type: none"> <li>○ Drivers not stopping at the 140 Avenue and 93 Street intersection crosswalk</li> </ul> </li> </ul>
137 Avenue and 93 Street	<ul style="list-style-type: none"> <li>● Poor driver attention</li> <li>● Intersection does not feel safe</li> </ul>

### Walk and Roll Audit Feedback

The project team conducted a Walk and Roll Audit with 13 community members in Northmount on July 5, 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.

<b>Location</b>	<b>Comments</b>
<b>Neighbourhood wide</b>	<ul style="list-style-type: none"> <li>● Speeding - All the time <ul style="list-style-type: none"> <li>○ Drivers do not follow the 40km/h limit</li> <li>○ Requests for more enforcement</li> <li>○ Desire to get to the root of the problem behaviours</li> </ul> </li> <li>● Too many speed zone transitions, which is confusing for drivers. It's difficult to comply with all of the changing zones. Preference in having one speed limit within the neighbourhood, whether that's 30 km/h or 40 km/h</li> </ul>
<b>School zones</b>	<ul style="list-style-type: none"> <li>● Speeding - All the time <ul style="list-style-type: none"> <li>○ 144 Avenue past École Dickinsfield</li> <li>○ 88A Street, 140 Avenue and 94 Street near Northmount School and St. Anne Catholic School</li> </ul> </li> <li>● Enforcement is occurring in predictable locations. Participants would like sites to be moved more frequently</li> </ul>
<b>3-way stop at 93 Street and 140 Avenue</b>	<ul style="list-style-type: none"> <li>● Concerns about speeding up to and through the intersection, poor crosswalk safety and drivers not coming to a full stop, at all times of the day and year <ul style="list-style-type: none"> <li>○ The turning radius from eastbound onto southbound is tight, resulting in vehicles driving over the sidewalk and curb causing damage to the infrastructure</li> <li>○ ETS buses are driving over the southwest corner of the sidewalk, which is resulting in damage to the curb edge</li> <li>○ The southwest sidewalk curb ramp is too steep</li> <li>○ Winter snow windrows are too close to the sidewalk and crosswalks, which blocks access making it unsafe for pedestrians to access and cross the road</li> </ul> </li> <li>● Concerns about the number of accidents at this intersection</li> <li>● Near miss collisions due to failure to stop at the stop sign</li> </ul>
<b>87 to 93 Street at 140 Avenue</b>	<ul style="list-style-type: none"> <li>● Speeding through playground zones</li> </ul>
<b>93 Street and 136 Avenue</b>	<ul style="list-style-type: none"> <li>● Speeding concerns at all times of day and year</li> </ul>

	<ul style="list-style-type: none"> <li>• Winter windrows impact accessibility and narrow the road</li> <li>• Too many business and/or commercial vehicles parked on the road contributing to noise</li> </ul>
<b>93 Street and 137 Avenue to 138 Avenue</b>	<ul style="list-style-type: none"> <li>• Lane markings are unclear along 93 Street, which is a very wide road that narrows south of 138 Avenue. Drivers think there are 3 lanes heading southbound (left lane, through lane and through-right lane), however it is actually 2 lanes (left and through-right)</li> <li>• Southwest corner of 137 Avenue <ul style="list-style-type: none"> <li>◦ Drivers become frustrated and aggressive because there's no right turning lane</li> <li>◦ Drivers don't always come to a complete stop before making a right turn</li> </ul> </li> <li>• Many drivers roll through rather than coming to a full stop when turning right onto 137 Avenue from 93 Street</li> <li>• Concern about the number of collisions at this intersection <ul style="list-style-type: none"> <li>◦ Participants noted some safety improvements since the installation of the dedicated left-turn signals</li> </ul> </li> </ul>
<b>88A Street (east side between Northmount and Dickinsifield Schools)</b>	<ul style="list-style-type: none"> <li>• Large, sharp hole in road</li> </ul>
<b>88A Street</b>	<ul style="list-style-type: none"> <li>• High traffic volume and parked cars at Roseland Village and Northgate Terrace, which impede sightlines and visibility of pedestrians</li> <li>• Concerns for children's safety, especially during school pick up and drop off</li> </ul>
<b>92 Street and 140 Avenue</b>	<ul style="list-style-type: none"> <li>• Speeding and shortcutting</li> </ul>
<b>87 Street</b>	<ul style="list-style-type: none"> <li>• Shortcutting from 144 Avenue to 137 Avenue, if there is an accident on 82 Street</li> </ul>
<b>87 Street and 140 Avenue (T-intersection)</b>	<ul style="list-style-type: none"> <li>• Speeding</li> <li>• Speed trailer at this location seems to work but when it's not there, drivers speed</li> <li>• Vehicles park too close to this intersection causing a sightline obstruction, which leads to drivers not yielding to pedestrians, impacting their safety <ul style="list-style-type: none"> <li>◦ This is worse in the winter months</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• Only one marked crosswalk at this intersection</li> <li>• Residents suggested a 3-way stop (currently this intersection only has a yield condition on 140 Avenue)</li> </ul>
<b>87 Street between 140 Avenue and 144 Avenue</b>	<ul style="list-style-type: none"> <li>• 87 Street curves between 140 Avenue and 144 Avenue <ul style="list-style-type: none"> <li>◦ Vehicles speed around the curve posing pedestrian safety concerns</li> </ul> </li> <li>• Low visibility of pedestrians due to parked vehicles</li> <li>• The marked crosswalk at 87 Street and 140 Avenue is the only marked crosswalk between 140 Avenue and 144 Avenue</li> <li>• Speeding occurs at all times of the day and is particularly worse during winter due to visibility issues</li> </ul>
<b>87 Street between 141 Avenue and 137 Avenue</b>	<ul style="list-style-type: none"> <li>• Straight, wide road leads to speeding all the way from 141 Avenue to 137 Avenue</li> </ul>
<b>87 Street and 143 Avenue (T-intersection)</b>	<ul style="list-style-type: none"> <li>• Curb ramp on west side of intersection with sign for handicapped parking <ul style="list-style-type: none"> <li>◦ Vehicles park too close to the curb ramp, impeding sightlines and impacting pedestrian safety. This occurs at all times but is worse during winter months due to windrows</li> <li>◦ Pedestrians use this curb ramp to cross, however there is no marked crosswalk</li> <li>◦ School bus pick up is also at this location</li> </ul> </li> </ul>
<b>87 Street and 143 - 144 Avenue</b>	<ul style="list-style-type: none"> <li>• Playground zone is not continuous around all schools and there are too many speed transitions</li> <li>• School bus pick up and drop off areas are not within the playground zone</li> </ul>
<b>87 Street and 144 Avenue</b>	<ul style="list-style-type: none"> <li>• Only two marked crosswalks (northbound and westbound) <ul style="list-style-type: none"> <li>◦ St. Philip School is at this intersection</li> </ul> </li> <li>• Drivers heading southbound on 87 Street from 144 Avenue don't yield to pedestrians crossing. The crosswalk isn't marked and children use this crossing to walk to St. Philip School</li> </ul>
<b>88A Street and 140 Avenue</b>	<ul style="list-style-type: none"> <li>• Vehicles park too close to the crosswalk and during school pick up/drop off and often park right on the crosswalk</li> <li>• High traffic volumes</li> </ul>

	<ul style="list-style-type: none"> <li>• A lot of parked vehicles causing sightline issues</li> <li>• Drivers fail to stop at the stop sign on 88A Street or simply roll through the stop sign</li> </ul>
<b>96 Street from 138 Avenue to 143 Avenue</b>	<ul style="list-style-type: none"> <li>• Too many business and/or commercial vehicles parked on the road contributing to noise</li> <li>• The alley is unsafe and would benefit from additional lighting at southwest corner at 138 Avenue</li> <li>• Lacking accessible and safe pathways for pedestrians to access North Town Centre or connect with 97 Street from 96 Street</li> <li>• Interest in having a driver feedback sign installed. There used to be one on 96 Street and residents are unsure why it was removed</li> </ul>
<b>97 Street from 137 Avenue to 144 Avenue</b>	<ul style="list-style-type: none"> <li>• Speeding, stunting and excessive noise</li> <li>• Concerns that people don't drive responsibly</li> <li>• Interest in having more enforcement along this road</li> </ul>
<b><i>Other Concerns</i></b>	
<b>General comments</b>	<ul style="list-style-type: none"> <li>• There are a lot of kids and seniors in the community, including daycares and senior facilities</li> <li>• Residents don't see a lot of commuting cyclists</li> <li>• Four schools within close proximity - many kids walking to and from school are from different parts of the community</li> <li>• Speed trailer was deployed on 87 Street and worked well for the time it was there. Residents saw a reduction in speeding</li> <li>• There are an excessive number of vehicles parked on the street at all times of the year</li> </ul>
<b>Out of scope</b> feedback for areas outside of the neighbourhood, that is unrelated to mobility and/or may not be addressed as part of the Vision Zero Street Lab program	<ul style="list-style-type: none"> <li>• There are cars stunting and speeding in the rear parking area behind North Town Centre. The frequency has increased since there are no longer stores that have entrances on the north side of the mall</li> <li>• Interest in neighbourhood-wide street light beautification</li> <li>• Roads and alleys are in need of repair <ul style="list-style-type: none"> <li>◦ Southeast corner of 93 Street and 137 Avenue has a sinkhole and there are drainage issues</li> </ul> </li> <li>• Sidewalks are in poor condition, have a lot of cracks which limits accessibility, particularly on 87 Street from 140 Avenue northbound</li> </ul>

## Next Steps

**The City has determined that it will pursue a Street Lab based on feedback received from the neighbourhood.**

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 Northmount.

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.