

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

- 3934 public notices were mailed to residents in the McKernan neighbourhood.
- Email to the McKernan Community League asking to share the engagement opportunities.

- Creation of a dedicated McKernan Street Lab Engaged Edmonton page to provide project information and updates and to share engagement opportunities.
- Information about engagement opportunities was shared with Councillor Janz.

Engagement Activities

A Gender-Based Analysis Plus (GBA+) process was used to better understand the experiences and diverse needs of Edmontonians. The City's 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 June 8 - July 6 on Engaged Edmonton. There were a total of **129 responses** to the survey.
- An [interactive map](#) was also available on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. **48 contributors placed 170 different pins** on the online map.
- An in-person Walk and Roll Audit was held on June 28. 13 participants from the neighbourhood and surrounding area joined the project team to provide feedback on traffic safety issues in McKernan.

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.

Response	N = 129	%
Walk	121	94%
Bike	99	77%
Drive a vehicle	122	95%
Ride as a passenger in a vehicle	66	51%
Roll (e.g. e-scooter, skateboard etc.)	28	22%
Mobility aid (e.g. wheelchair, walker or other aid)	5	4%
Motorcycle	2	2%
Public transportation	41	32%
Other	3	2%

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

The majority of respondents (88%) stated they have observed traffic safety concerns in the neighbourhood.

<i>Response</i>	<i>N= 129</i>	<i>%</i>
Yes	113	88%
No	14	11%
Unsure	2	2%

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. There were 115 responses to this question.

<i>Response</i>	<i>N= 115</i>	<i>%</i>
Speeding	92	80%
Shortcutting	99	86%
Poor crosswalk safety (such as visibility of crosswalks)	40	35%
Drivers not yielding to pedestrians	58	50%
Drivers not coming to a full stop	59	51%
Poor driver attention or distracted driving	54	47%
Other	36	31%

Other traffic safety concerns identified include: poor visibility due to street parking, congestion and 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 traffic safety concerns were focused along 76 Avenue, in particular, the intersections of:

- 114 Street and 76 Avenue
- 115 Street and 76 Avenue

University Avenue was also a location of concern for many respondents, specifically:

- 115 Street and University Avenue

Generally, the following roads and intersections were also identified as problem areas:

- 111 Street

- 114 Street
- 72 Avenue
- 77 Avenue and 116 Street

There were a number of concerns noted in areas that are out-of-scope for this project in the surrounding neighbourhoods of Parkallen and Belgravia as well as the University Area.

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

The majority of respondents (72%) observed traffic safety concerns during afternoon rush hour.

Response	N = 115	%
Morning rush hour	51	44%
Afternoon rush hour	83	72%
Daytime	31	27%
Nighttime	19	17%
All the time	43	37%
Other	10	9%

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

50% of respondents observed traffic safety concerns every day of the week.

Response	N = 115	%
Monday	61	53%
Tuesday	61	53%
Wednesday	61	53%
Thursday	62	54%
Friday	60	52%
Saturday	7	6%
Sunday	6	5%
All of the above	57	50%

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

The majority of respondents (92%) observed traffic safety concerns throughout the year.

<i>Response</i>	<i>N = 115</i>	<i>%</i>
Spring	16	14%
Summer	15	13%
Fall	15	13%
Winter	13	11%
Year round	106	92%

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
- Shortcutting
- Pedestrian safety (both children and adults)

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

<i>Theme</i>	<i>Description</i>
Speeding and shortcutting	Participants' main concern was excessive speeding and shortcutting through McKernan, specifically between University Avenue and 72 Avenue as well as 76 Avenue at the neighbourhood border with Belgravia.
Pedestrian and crosswalk safety	<p>Respondents commented on poor crosswalk visibility, primarily due to parked cars along the corridor or crosswalks not being clearly marked.</p> <p>Drivers not yielding to pedestrians, along with other traffic safety concerns such as speeding, impact the safety of children, walkers and cyclists in the neighbourhood.</p>
Other	Other comments included concerns regarding parking on the road, cyclist safety, 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 is no approved Automated Enforcement location for McKernan. 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 .
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.

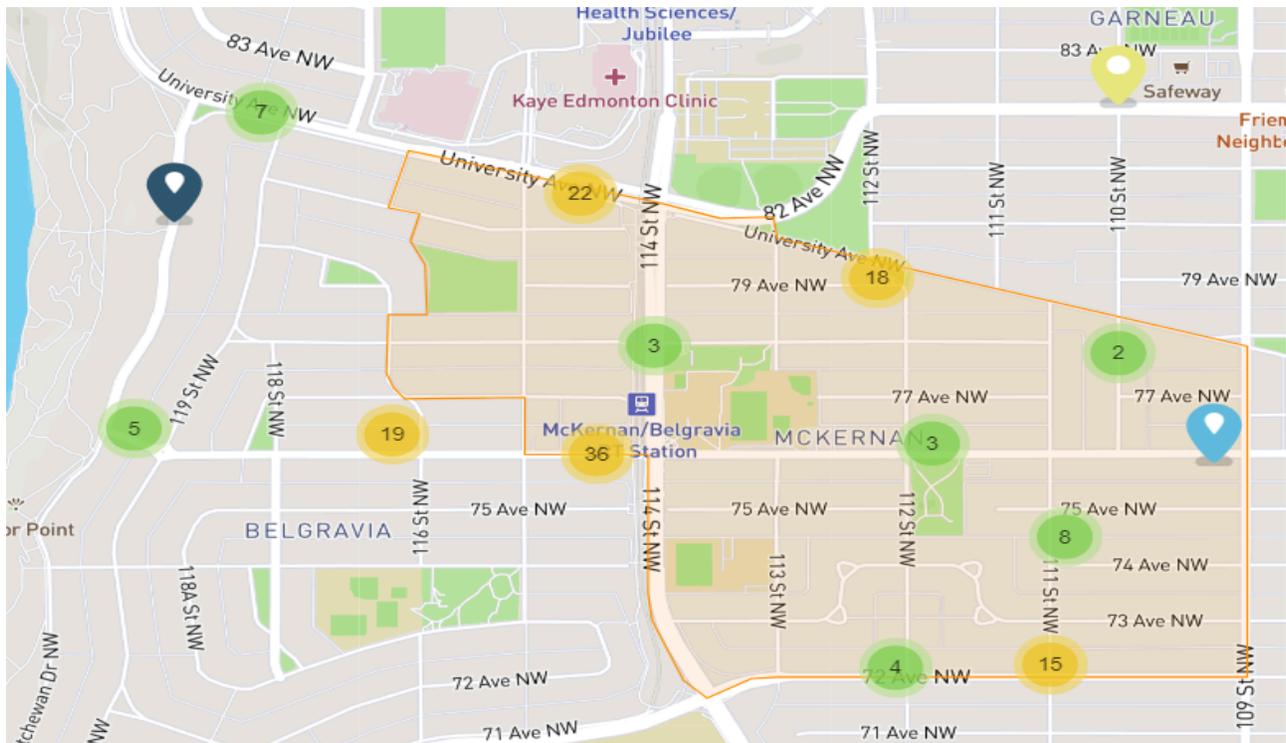
Question 10: Do you live, work or visit the neighbourhood? Select all that apply.

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 (91%) 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 8 - July 6. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. 48 contributors placed 170 pins on the map. The results are summarized below:



Location	Top Traffic Safety Concerns
114 Street and 76 Avenue (Intersection)	<ul style="list-style-type: none"> ● Poor traffic light sequencing, leading to crosswalk safety concerns as drivers turn into the neighbourhood on a red light or block the crosswalk ● Poor crosswalk safety <ul style="list-style-type: none"> ○ Some respondents noted that they feel unsafe crossing via the underpass underneath 114 Street, as the path is too narrow for cyclists or mobility aids. This leads to pedestrians and cyclists crossing above ground
76 Avenue (Between 114 Street and 115 Street)	<ul style="list-style-type: none"> ● Shortcutting ● Congestion ● Poor visibility
114 Street and 76 Avenue	<ul style="list-style-type: none"> ● Other: concerns with traffic light sequencing when turning left on 76 Avenue ● Other: driver behaviour ● Crosswalk safety concerns as cars stop on the crosswalk due to congestion
115 Street and 76 Avenue	<ul style="list-style-type: none"> ● Drivers not coming to a full stop ● Congestion ● Crosswalk safety concerns ● Shortcutting
111 Street and 72 Avenue (Intersection)	<ul style="list-style-type: none"> ● Poor crosswalk safety ● Congestion ● Poor visibility
114 Street and University Avenue (Intersection)	<ul style="list-style-type: none"> ● Poor crosswalk safety ● Drivers not yielding to pedestrians
115 Street and University Avenue (Intersection)	<ul style="list-style-type: none"> ● Poor crosswalk safety ● Poor pedestrian visibility
111 Street and University Avenue (Intersection)	<ul style="list-style-type: none"> ● Poor crosswalk safety
111 Street (Between 76 Avenue and 72 Avenue)	<ul style="list-style-type: none"> ● Speeding
116 Street and 77 Avenue (Intersection)	<ul style="list-style-type: none"> ● Poor crosswalk safety
112 Street (between University Avenue and 78 Avenue)	<ul style="list-style-type: none"> ● Drivers not coming to a full stop ● Drivers not yielding to pedestrians ● Shortcutting
Outside of the McKernan neighbourhood	<ul style="list-style-type: none"> ● Poor crosswalk safety

boundary: <ul style="list-style-type: none"> ● 116 Street and 76 Avenue ● University Avenue and Saskatchewan Drive 	<ul style="list-style-type: none"> ● Drivers not coming to a full stop ● Drivers not yielding to pedestrians ● Speeding ● Shortcutting
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Walk and Roll Audit Feedback

The project team conducted a Walk and Roll Audit with 13 community members in McKernan on June 28, 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>
University Avenue	<ul style="list-style-type: none"> ● Congestion due to LRT gates, which causes shortcutting through the neighbourhood ● Speeding between 109 Street and 111 Street
115 Street and University Avenue	<ul style="list-style-type: none"> ● Crosswalk safety concerns as there are a high number of pedestrians, who often cross in large groups <ul style="list-style-type: none"> ○ There is sometimes not enough room for pedestrians to wait safely on the 2-stage crossing ○ Pedestrians and cyclists have to wait a long time to cross ○ Dangerous intersection for vulnerable road users who are crossing to the Children's Hospital ● High level of congestion, which is worsened by the traffic light pattern. Extremely difficult when turning left onto University Avenue from 115 Street <ul style="list-style-type: none"> ○ Difficult to determine who has right of way ● Hard to turn into 115 Street from University Avenue ● One lane out of 115 Street makes it difficult to travel straight or turn right ● No sign to indicate service road off University Avenue and people are driving into it instead of using the main artery ● Worse during school term time and rush hour ● Drivers heading southbound down 115 Street often speed
115 Street	<ul style="list-style-type: none"> ● Feels unsafe for cyclists as there is no protected bike lane; cyclists feel the bike lanes are too narrow and are concerned with traffic volume and parked cars ● Speeding and shortcutting to avoid University Avenue ● Cars parked in the alley on 115 Street between 76 Avenue and 77 Avenue. Parked cars are blocking the shared-use lane, which affects cyclist safety

115 Street (playground zone)	<ul style="list-style-type: none"> • The playground zone does not extend to 78 and 80 Avenue intersections, where there is a high level of pedestrian traffic • New development on 115 Street has increased foot traffic considerably • Charles Simmonds Park is in the design stage of redevelopment and will draw more traffic once complete • Crosswalk safety concerns for children crossing 115 Street to Charles Simmonds Park. Particularly bad during rush hour traffic • Playground zone sign is hidden by a tree
Alleyway behind Charles Simmonds Park (north side)	<ul style="list-style-type: none"> • Cars parked in the alley • Speeding out of the alley • The park is being redeveloped which will increase vehicle traffic to the area
115 Street and 80 Avenue	<ul style="list-style-type: none"> • Congestion around University Heights
115 Street between 76 - 78 Avenue	<ul style="list-style-type: none"> • Speeding
115 Street and 76 Avenue	<ul style="list-style-type: none"> • Traffic volume causes unsafe, aggressive driver behaviour • Difficult to turn into oncoming traffic as cars block the intersection and there is no turning lane • Traffic backs up onto 115 Street past Belgravia Hub during rush hour traffic • Difficult for pedestrians to cross as cars block the crosswalks <ul style="list-style-type: none"> ◦ Worse on weekdays, during rush hour after 3:30 PM and during school term • Shortcutting in the alley behind Belgravia Hub (off 76 Avenue)
115 Street and 77 Avenue	<ul style="list-style-type: none"> • Poor crosswalk safety as there is no marked crosswalk • Congestion • Some drivers use the oncoming traffic lane instead of waiting in line • Issues worsen during rush hour and in the evening • Drivers driving in the bike lane
115 Street (alleyway between 77 and 78 Avenue)	<ul style="list-style-type: none"> • Drivers do not come to a full stop at the sidewalk when exiting the alleyway on 115 Street
115 Street and 79 Avenue	<ul style="list-style-type: none"> • Parked cars close to the intersection impede sightlines. Dangerous crossing for cyclists and pedestrians as there are no marked crosswalks
114 Street	<ul style="list-style-type: none"> • Congestion during rush hour

114 Street and University Avenue/82 Avenue	<ul style="list-style-type: none"> ● New multi-story condos are currently under construction. The only access to the condos is via the bypass and alley to the neighbourhood. Construction vehicles often shortcut and cannot exit the neighbourhood <ul style="list-style-type: none"> ○ The alley south of University Avenue is very busy during construction ○ Concerns of congestion and more shortcutting once the building is complete ● Pedestrians cannot see vehicles making a right turn from 114 Street to 82 Avenue
113 Street and 78 Avenue	<ul style="list-style-type: none"> ● A yield sign on 78 Avenue entering 113 Street may improve safety for cyclists and other drivers
112 Street	<ul style="list-style-type: none"> ● Drivers not abiding by the one way traffic lanes and driving into oncoming traffic lanes ● Illegal parking in the bike lane by the dog park ● Speeding between 79 Avenue and 77 Avenue ● Cars drive in the bike lane between 79 Avenue and University Avenue northbound
112 Street and University Avenue	<ul style="list-style-type: none"> ● Drivers fail to stop at the stop sign
112 Street and 79 Avenue	<ul style="list-style-type: none"> ● Drivers fail to yield at the centre median. There is a tree also blocking the yield sign ● Drivers ignore the no entry sign ● Very icy in winter, which leads to cars rolling into the intersection
111 Street and University Avenue	<ul style="list-style-type: none"> ● Illegal left turns in the centre median ● Shortcutting southbound from University Avenue to 109 Street to avoid 82 Avenue
111 Street and 77 Avenue	<ul style="list-style-type: none"> ● A yield sign on 77 Avenue entering 111 Street may improve safety for cyclists and other drivers
110 Street and 76 Avenue	<ul style="list-style-type: none"> ● Poor crosswalk safety due to: <ul style="list-style-type: none"> ○ No marked crosswalk for pedestrians ○ No safe place for bikes to cross ○ No bike turning lane
76 Avenue	<ul style="list-style-type: none"> ● Shortcutting by both residents and non-residents from Saskatchewan Drive and 118 Street to avoid University Avenue ● Feels unsafe for cyclists as there is no protected bike lane; cyclists feel the bike lanes are too narrow and are concerned with traffic volume and parked cars ● Raised bike lane and pedestrian sidewalk at 76 Avenue and 112 Street, is not clear for pedestrians, who often

	<p>block cyclists by walking in the bike lane or cross over the bike lane when crossing the road</p> <ul style="list-style-type: none"> • Parked cars along the road impede sightlines, impacting pedestrian and cyclist safety • Drivers travelling eastbound often cut around traffic into the oncoming traffic lane • Traffic light is short, leading to drivers speeding through the intersection • 76 Avenue off 114 Street westbound. Taxis and Uber drivers illegally stopping at the side of the road, blocking traffic
76 Avenue and 116 Street and 118 Street	<ul style="list-style-type: none"> • Backed up traffic across crosswalks means pedestrians have to nudge out into the traffic to see if it is safe to cross
77 Avenue	<ul style="list-style-type: none"> • Non-local traffic use the alleyways behind 77 Avenue to shortcut from Saskatchewan Drive during peak times
78 Avenue	<ul style="list-style-type: none"> • Parked cars narrow the road making it difficult to navigate and see cyclists and pedestrians • Shortcutting to avoid 76 Avenue
79 Avenue (west of 114 Street)	<ul style="list-style-type: none"> • Shortcutting to avoid 76 Avenue • Poor visibility of bike lanes and bike lane signage, especially the yield to cyclist signs
79 Avenue between 112 Street and 114 Street	<ul style="list-style-type: none"> • Drivers attempt to shortcut, which leads to illegal turns as the road is a dead end • Concerns of additional shortcutting if 79 Avenue opens up onto 114 Street
Alleyways at 79 Avenue and 78 Avenue between 113 Street and 114 Street	<ul style="list-style-type: none"> • Shortcutting and speeding through alleys
General Comments	<ul style="list-style-type: none"> • There are only three ways out of the neighbourhood, which causes drivers to speed and shortcut to try and avoid congestion • Concerns that densification and new construction will lead to more traffic problems, specifically congestion • Positive comments about the bike network
Out of Scope	<ul style="list-style-type: none"> • No sidewalk on 115 St between 77 Avenue and 78 Avenue • University area parking availability cannot meet the demand • Drainage issues in alleys around 111 Street between 72 Avenue and 76 Ave • Safety concerns on LRT and transit, particularly for students travelling across town to school

	<ul style="list-style-type: none">• LRT pedestrian and bike underpass is ineffective for bikes as it is narrow. It is also difficult to cross the road, enter the underpass and cross the road again. Confusion as to whether or not bikes are permitted to use the underpass or if it is pedestrians only
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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 McKernan.

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.