

Parkview 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 Parkview neighbourhood have expressed concerns around traffic safety issues, such as speeding and shortcutting, through various channels including emails, meetings with City staff, and submissions through the Safe Mobility Community Activation programs.

The City hosted public engagement opportunities in July and August 2023. We learned more about residents' traffic safety concerns in the neighbourhood to determine if a Street Lab would help address these safety concerns. **We have determined that we will proceed with a Vision Zero Street Lab in Parkview.** A summary of the public engagement is detailed in this What We Heard report.

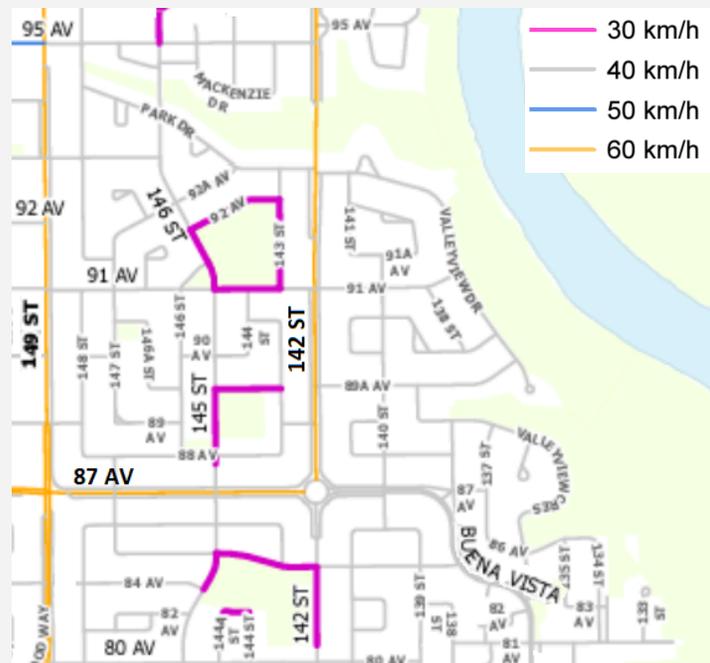
While we heard respondents' concerns about some arterial roads, which are high capacity roads with higher speed limits, these roads are outside the scope of Vision Zero Street Labs. Vision Zero Street Labs only use adaptable measures to address traffic safety concerns on local and collector residential roads.

Locations that are out of scope for Vision Zero Street Labs include:

- 142 Street
- 149 Street
- 87 Avenue
- Buena Vista Road

These locations have been shared with the appropriate City teams for further review.

Source: [Speed Limit Map](#)



Communications Activities

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

- Over 2,500 public notices were mailed to all residents in the Parkview neighbourhood.
- An email was sent to the Parkview Community League, Parkview School, St. Rose School, both school parent councils/associations, and neighbourhood organizations asking to share the engagement opportunities. The Community League also shared the information on social media platforms.
- Printed copies of the Parkview community newsletter (August issue) included the Street Lab engagement information and was delivered to all homes in Parkview, as well as shared online.
- A dedicated Parkview Street Lab Engaged Edmonton webpage was developed to provide project information and updates and to share engagement opportunities.
- Information about engagement opportunities was shared with City Councillor Sarah Hamilton.

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 was available from July 15 - August 23, 2023 on Engaged Edmonton. There were a total of **144 responses** to the survey.
- An [interactive map](#) on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. **Fifty-seven contributors** placed **164 different location pins** (with comments) on the online map.
- An in-person event, called a Walk and Roll Audit, was held on August 9, 2023. **Eighteen participants** from the neighbourhood and surrounding area joined the project team to provide feedback on traffic safety issues in Parkview.

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 drive a vehicle or ride as a passenger in the neighbourhood.

Response	N = 144	%
Drive a vehicle	135	94%
Ride as a passenger in a vehicle	136	94%
Walk	105	73%
Bike	95	66%
Roll (e.g. e-scooter, skateboard etc.)	33	23%
Motorcycle	19	13%
Public transportation	1	<1%
Mobility aid (e.g. wheelchair, walker or other aid)	3	2%
Other	5	3%

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.

Response	N= 144	%
Yes	121	84%
No	23	16%
Unsure	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 drivers not coming to a full stop. There were 121 responses to this question.

Response	N= 121	%
Speeding	108	89%
Drivers not coming to a full stop	75	62%
Shortcutting	70	58%
Poor driver attention or distracted driving	62	51%
Drivers not yielding to pedestrians	50	41%
Poor crosswalk safety (such as visibility of crosswalks)	44	36%
Other	27	22%

Other traffic safety concerns identified include:

- Street parking impacting visibility

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

The majority of concerns focused on a number of key areas in Parkview:

- 91 Avenue
 - Many respondents were specifically concerned about the four-way stop at the intersection of 145 Street and 91 Avenue
- 92 Avenue
- 89A Avenue
- 88 Avenue
- 87 Avenue / Buena Vista Road
- 142 Street
- 143 Street and 92 Avenue (Parkview School area)

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

A majority of respondents (55%) observe traffic concerns all the time.

Response	N = 121	%
Morning rush hour	47	39%
Afternoon rush hour	55	45%
Daytime	25	21%
Nighttime	21	17%
All the time	67	55%
Other	11	9%

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

A majority of respondents (79%) observed traffic safety concerns every day of the week.

Response	N = 121	%
Monday	26	21%
Tuesday	26	21%
Wednesday	26	21%
Thursday	26	21%
Friday	27	22%
Saturday	8	7%
Sunday	6	5%
All of the above	95	79%

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

The majority of respondents (77%) observed traffic safety concerns throughout the year.

<i>Response</i>	<i>N = 121</i>	<i>%</i>
Spring	28	23%
Summer	24	20%
Fall	25	21%
Winter	9	7%
Year round	93	77%

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:

- Speeding
- Roadside parking restricting visibility
- Adaptable traffic-calming measures

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

<i>Theme</i>	<i>Description</i>
Speeding	Many respondents identified speeding as their top traffic safety concern in the neighbourhood, specifically on main neighbourhood roads such as 91 Avenue.
Roadside Parking	Both drivers and pedestrians indicated that roadside parking throughout the neighbourhood impacts sightlines and safety. Respondents were in favour of limiting parking in certain areas to improve crosswalk safety as well as visibility for drivers.
Adaptable Traffic-Calming Measures	Respondents showed an interest in having adaptable traffic-calming measures such as speed humps and curb extensions installed in the neighbourhood.

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 traffic-calming measures to improve traffic safety in the neighbourhood. Suggestions were analyzed and are summarized in the table below, along with whether or not they could be considered in a Street Lab.

Suggestion	Potential Considerations for a Street Lab
Restrict road parking Narrow roads Curb extensions Centre medians Rubber speed humps	Yes
Asphalt speed humps/ tables Additional signage Raised crosswalks Flashing crosswalks Additional crosswalks Stop signs No-parking zones Driver feedback signs (also known as digital speed signs, speed awareness signs)	Yes, not directly part of the Street Lab program but can be reviewed through other Safe Mobility programs .
Automated enforcement	No Currently, there are three approved Automated Enforcement locations in Parkview: <ul style="list-style-type: none"> ● 142 Street between 95 Avenue and Valleyview Drive ● 91 Avenue between 143 Street and 145 Street ● 145 Street between 88 Avenue and 89a Avenue 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 enforcement presence	No, but neighbourhood concerns from this public engagement have been shared with the Edmonton Police Service (EPS) for their review. To report future traffic concerns, visit: edmontonpolice.ca/TrafficConcerns

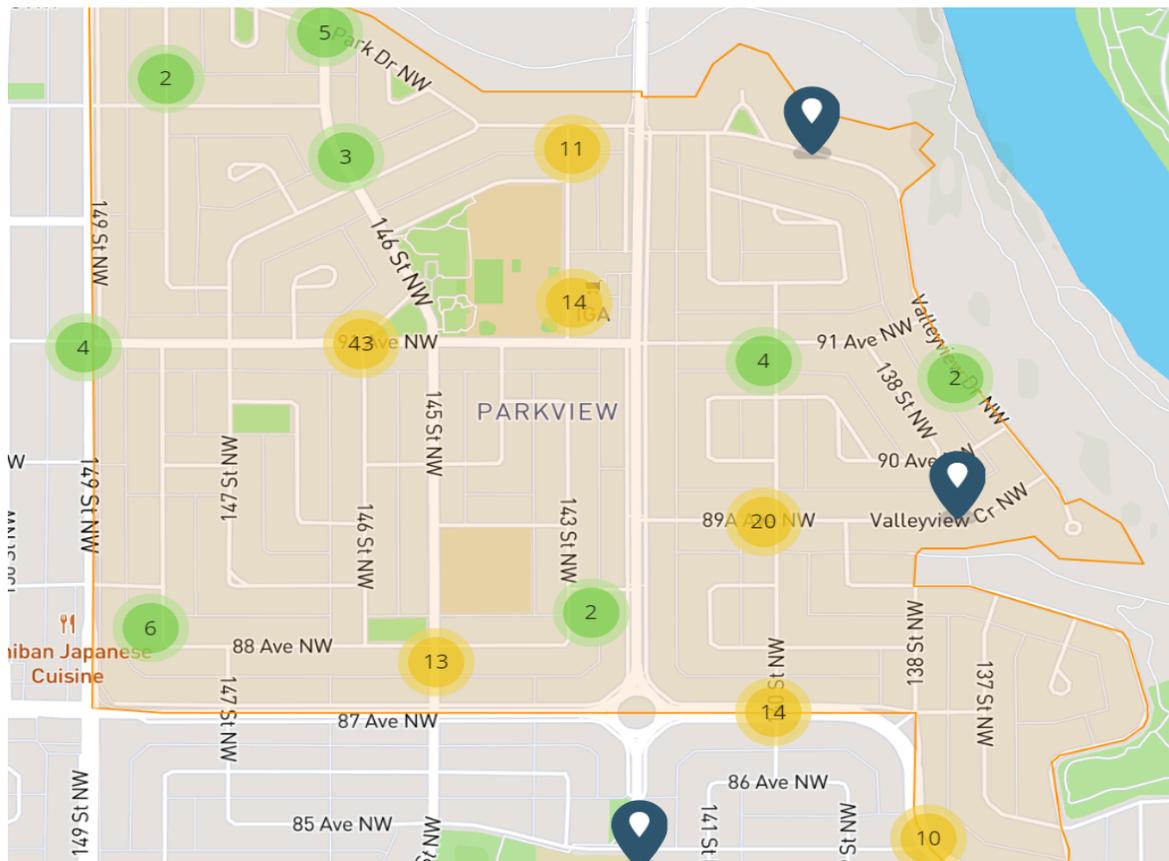
Question 10: Do you live, work or visit the neighbourhood? Select all that apply.

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.

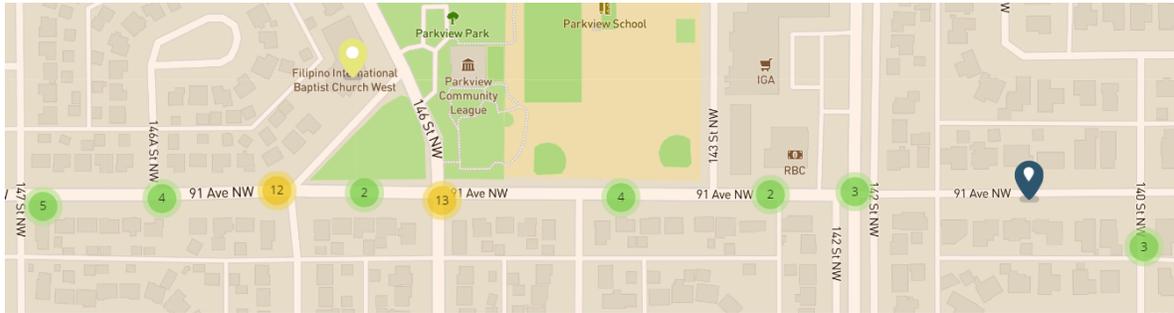
The majority of respondents (94%) live in the neighbourhood. A smaller number of respondents visit the area multiple times per week.

Interactive Mapping Tool Feedback

An [interactive mapping tool](#) was available on Engaged Edmonton from July 25 to August 23, 2023. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. There were 57 contributors and 164 pins were placed on the map. Not all pins appear in detail on the map. The results are summarized below:



91 Avenue was a location with several concerns identified.



Location	Top Traffic Safety Concerns
88, 89 and 89A Avenue	<ul style="list-style-type: none"> ● Speeding ● Shortcutting
91 Avenue	<ul style="list-style-type: none"> ● Speeding ● Crosswalk safety concerns: <ul style="list-style-type: none"> ○ At an all-way stop on 145 Street with a heavily used crosswalk. Drivers fail to comply with the stop sign and fail to yield to pedestrians. ○ At 142 Street and 146 Street. Concerns of drivers failing to stop or yield at the intersections. ● Some respondents were against speed humps on 91 Avenue, citing accessibility and safety concerns for those who bike on the road.
92A Avenue east of 142 Street	<ul style="list-style-type: none"> ● Speeding around the bend (to/from Park Drive).
92 Avenue (near Parkview School)	<ul style="list-style-type: none"> ● Congestion around busy crosswalk, especially during school pick up and drop-off hours. ● Vehicles parked or stopped close to the crosswalk reduce sightlines and visibility.
143 Street (near Parkview School)	<ul style="list-style-type: none"> ● Drivers park on, or too close to, the crosswalk during school pick up and drop off hours. ● Drivers not yielding to pedestrians at crosswalks.
146 Street	<ul style="list-style-type: none"> ● Speeding from Park Drive to 91 Avenue
145 Street at 87 Avenue	<ul style="list-style-type: none"> ● The centre median is not wide enough for pedestrians, particularly those with strollers, to take refuge when waiting to cross 87 Avenue. ● Visibility concerns during the winter months.
140 Street between 91 Avenue and Buena Vista Road	<ul style="list-style-type: none"> ● Speeding
85 Avenue and Buena Vista Road	<ul style="list-style-type: none"> ● Drivers not yielding to pedestrians at the raised crosswalk. ● Signage is not very visible.

<i>Location</i>	<i>Top Traffic Safety Concerns</i>
Out of Scope	<p>We will refer the following issues to the appropriate City Department for review:</p> <ul style="list-style-type: none"> ● 87 Avenue at 149 Street: <ul style="list-style-type: none"> ○ Traffic turning left (south) from 87 Ave to 149 Street is very backed up during evening rush hour. ○ Suggestion to review the signal timing. ○ Frequently, drivers are not in the left turn lane to turn south onto 149 Street in advance of the intersection. Better signage required. Drivers often unsafely cross lanes of traffic to turn left at the last minute.

Walk and Roll Audit Feedback

The project team conducted an in-person event, called a Walk and Roll Audit, with 18 community members in Parkview on August 9, 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.

<i>Location</i>	<i>Comments</i>
91 Avenue from Valleyview Drive to 149 Street	<ul style="list-style-type: none"> ● Speeding and shortcutting, especially from 142 Street to 149 Street. <ul style="list-style-type: none"> ○ Residents had mixed opinions as to whether or not to install speed humps at this location. ○ If speed humps are to be installed, residents ask Safe Mobility to consider bicycles and ensure easy navigation over and around them in all seasons. ● Distracted driving is a common occurrence at this location. ● Poor crosswalk safety, especially for vulnerable people such as children, older adults, people using mobility aids, people pushing young kids in strollers, etc. ● No painted crosswalks between 145 Street and 149 Street to cross 91 Avenue. <ul style="list-style-type: none"> ○ On the south side of 91 Avenue, there is no boulevard. No way to cross to the boulevard on the north side of the avenue.
91 Avenue & 140 Street	<ul style="list-style-type: none"> ● Very busy with people walking their dogs, walking east to Buena Vista Road and west to the commercial corner stores. However, the north-south yield signs are often ignored by drivers who are not slowing down to pedestrians (all directions). <ul style="list-style-type: none"> ○ Requests for an upgrade to stop signs.

Location	Comments
91 Avenue & 142 Street <i>(stop signs for east-west traffic; full signal for north-south traffic)</i>	<ul style="list-style-type: none"> ● East-west traffic tends to get backed up during weekday commute times, with vehicles, bikes, pedestrians waiting a long time to cross. Drivers tend to accelerate more aggressively when stuck at the stop sign too long. <ul style="list-style-type: none"> ○ Suggestion to add bike and vehicle sensors to change light signals more often. ● Between 142 and 143 Street, many pedestrians are jaywalking instead of crossing 91 Avenue at crosswalks or intersections.
91 Avenue & 143 Street <i>(stop sign for southbound traffic)</i>	<ul style="list-style-type: none"> ● The 30 km/h playground zone does not seem to be followed very often. Request for driver feedback sign to encourage safe speed.
91 Avenue & 144 Street <i>(yield signs for northbound traffic)</i>	<ul style="list-style-type: none"> ● Many children crossing because there's a fence opening to the park here. ● Unmarked crosswalk. Very busy due to children walking to school. ● In winter, the windrows are high. Hard to cross and see pedestrians.
91 Avenue & 145 Street <i>(all way stop with painted crosswalks)</i>	<ul style="list-style-type: none"> ● Very busy pedestrian corridor. ● Drivers not coming to a full stop or ignoring the stop signs. Drivers are also not stopping for pedestrians. ● This feels like the only safe pedestrian crossing on 91 Avenue because it is the only one with painted crossings.
91 Avenue & 146 Street <i>(yield signs for north-south traffic)</i>	<ul style="list-style-type: none"> ● Perceived as an unsafe intersection for pedestrians to cross 91 Avenue due to lack of painted lines or driver awareness. Confusing intersection because the angle of the streets seem to cause poor visibility. ● Street parking on Sundays during nearby church service can sometimes mean vehicles are parked along all roads which reduces visibility. Some cars park too close to the intersection, making pedestrians invisible to drivers. ● During school drop off or pick up, as well as on Sundays, there are parked cars on both sides of the road, including parked in front of the curb ramps.
91 Avenue & 146 A Street <i>(yield sign for southbound traffic)</i>	<ul style="list-style-type: none"> ● Difficult to turn left (east) onto 91 Avenue, especially for cyclists.

Location	Comments
91 Avenue & 147 Street <i>(yield signs for north-south traffic)</i>	<ul style="list-style-type: none"> Poor visibility, challenging to see drivers as a pedestrian.
91 Avenue & 148 Street	<ul style="list-style-type: none"> Speeding westbound to make the green light on 149 Street or speeding eastbound from 149 Street because of the speed limit change (60 km/h to 40 km/h)
92 Avenue and 92 A Avenue	<ul style="list-style-type: none"> Speeding in 30 km/h playground zone and in general. School safety patrols help school kids cross at 143 Street & 92 Avenue but not at mid-block 92 A Avenue. Suggestion to add a curb extension to help pedestrians cross safely. On 91 Avenue (north side of Parkview Park), there are poor sight lines of pedestrians and children crossing. Very narrow roadway - one car at a time. At 92A Avenue and 142 Street (northeast corner), the yield sign is not visible. Parked cars reduce visibility up to the crosswalk. At 142 St and 92A Avenue/Valleyview Drive, pedestrians and cyclists coming off the bridge don't yield or look for cars, go into traffic.
143 Street between 91-92 Avenue (east side of Parkview Park)	<ul style="list-style-type: none"> Reduced visibility from people parking on and close to crosswalks during school drop off and pick up. Poor pedestrian safety mid-block. Trucks are in and out via the mid-block alley to get to 142 Street. The entrance and exit to the commercial loading bays and parking lot on 143 Street are poorly placed.
145 Street / 146 Street	<ul style="list-style-type: none"> Cars are not yielding to pedestrians who are entering the ravine between Park Drive and MacKenzie Drive. The only stretch of 145 Street that is not a 30 km/h playground zone is between 89A Avenue and 91 Avenue (1.5 blocks). People speed up only to slow back down one block later. Could this change to a consistent 30 km/h? At 88-89A Avenue (St Rose School): <ul style="list-style-type: none"> Common for drivers to speed through the 30 km/h playground zone. School drop off in mornings can often see cars double-parked on both sides of 145 Street. Unsafe pedestrian crossing, frequent jaywalking especially at school drop off and pick up times. A resident wondered if there is automated enforcement data showing speeding. Suggestion that at 87 Avenue, the painted crosswalk should be upgraded to zebra crosswalk or pedestrian signal. Many students from St. Rose School cross north to south here.

<i>Location</i>	<i>Comments</i>
140 Street	<ul style="list-style-type: none"> ● From 91 Avenue to Buena Vista Road, common speeding and shortcutting to avoid traffic on 142 Street. ● At 89A Avenue, request for all-way stop (currently north-south stop signs). ● At 89A Avenue, drivers go too fast on 140 Street. Safety concerns for people using the crosswalk.
General	<ul style="list-style-type: none"> ● Drivers tend to pay more attention to cyclists than pedestrians. ● Participants mentioned they do not like speed bumps due to noise.
Out of Scope	
Out of Scope for Street Labs	<p>We will refer the following issues to the appropriate City department for review:</p> <ul style="list-style-type: none"> ● 142 Street <ul style="list-style-type: none"> ○ East side of 142 Street has no bike lane. ○ Could be a shared use path on the service road. ● 87 Avenue / Buena Vista Road <ul style="list-style-type: none"> ○ Drivers heading south on 142 St do not yield to pedestrians. Drivers do not realize the road goes down to one lane after exiting the traffic circle. ○ Safety concerns at the traffic circle. Driver inattention. No crosswalks. ● Sign pollution makes it difficult for drivers to see or pay attention to signs. Would like to reduce the sign pollution. Residents asked about the policy background on adding yield signs? <ul style="list-style-type: none"> ○ For example, at the northeast corner of 90 A Avenue & 144 Street, a new yield sign was installed. ● E-scooter use and education <ul style="list-style-type: none"> ○ E-scooter range has expanded. We see people breaking many rules - riding on the sidewalk, two people on one e-scooter, no helmets, speeding, leaving them in the middle of the sidewalk incorrectly, abandoned. Very concerned for riders. Need rider education. ● Commercial corner stores at 142 Street and 91 Avenue <ul style="list-style-type: none"> ○ The extended patio at the restaurant and grocery store has taken away the sidewalk making pedestrians walk on road or grass. The restaurant has a sign on the grass saying "Please don't walk on grass." Pedestrians are forced to walk onto the road. ● Tall or overgrown hedges on private property throughout the neighbourhood impact visibility.

Next Steps

The public engagement feedback summarized in this What We Heard report was used in conjunction with the City's Safe Mobility 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 a Street Lab will be pursued in Parkview.

Details of the Parkview Street Lab will be shared as we move through the next steps of the Street Labs [process](#): Plan, Install, and Evaluate.

Subscribe to project updates at edmonton.ca/StreetLabs.

If you have any questions, please email saferoads@edmonton.ca and City staff will follow up with you within three business days.