

# Wellington Vision Zero Street Labs Engagement Summary

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

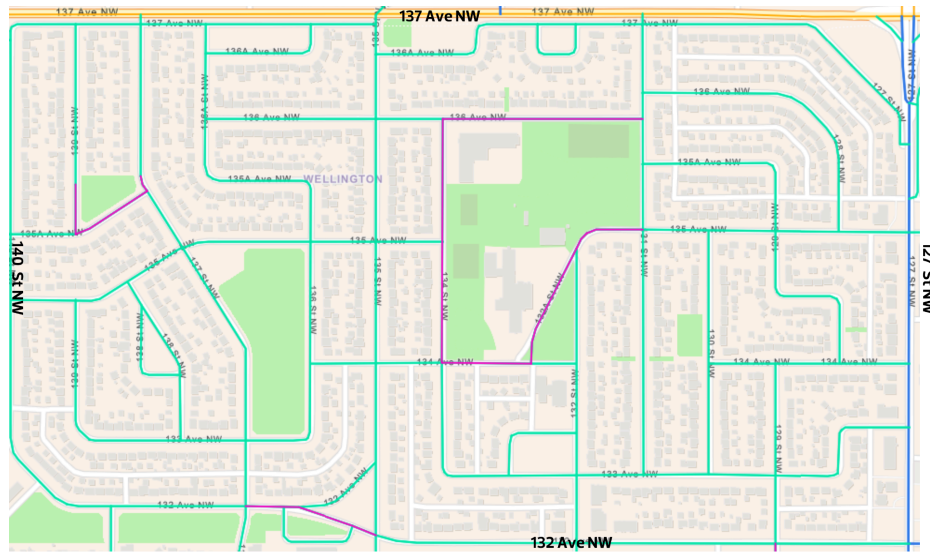
Residents in the Wellington neighbourhood expressed concerns around traffic safety issues, such as speeding and shortcutting, through various channels including emails and meetings with City staff as well as submissions through our Community Activation programs.

The City hosted public engagement opportunities in 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. A summary of the public engagement is detailed in this What We Heard report.

While we heard respondents' concerns about some arterial roads, Vision Zero Street Labs uses adaptable measures to address traffic safety concerns only on local and collector residential roads. Locations that are out of scope for Vision Zero Street Labs include:

- 137 Avenue (60 km/h arterial)
- 127 Street

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



### LEGEND

- Playground Zone 30 km/h (7:30 am – 9:30 pm)
- 40 km/h
- 50 km/h (OUT OF SCOPE)
- 60 km/h (OUT OF SCOPE)

Source: [Speed Limit Map](#)

## Communications Activities

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

- Over 1,300 public notices were mailed to residents in the Wellington neighbourhood.
- An email was sent to the Wellington Community League, McArthur School, St. Angela School, and neighbourhood organizations asking to share the engagement opportunities.
- A dedicated Wellington Street Lab Engaged Edmonton page was developed to provide project information, updates and to share engagement opportunities.
- Information about engagement opportunities was shared with City Councillor Rutherford.

## 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 from August 1 - 31, 2023 on Engaged Edmonton. There were a total of **42 responses** to the survey.
- An [interactive map](#) on Engaged Edmonton for community members to pinpoint locations of traffic safety concerns. **Fifteen contributors placed 36 different pins** (with comments) on the online map.
- An in-person event, called a Walk and Roll Audit, was held on August 17, 2023. **Thirteen participants** from the neighbourhood and surrounding area joined the project team to provide feedback on traffic safety issues in Wellington.

## 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 = 42	%
Walk	38	91%
Drive a vehicle	38	91%
Ride as a passenger in a vehicle	24	57%

Bike	21	50%
Public transportation	10	24%
Roll (e.g. e-scooter, skateboard etc.)	7	17%
Mobility aid (e.g. wheelchair, walker or other aid)	1	2%
Motorcycle	2	5%
Other	1	2%

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

The majority of respondents (71%) stated they have observed traffic safety concerns in the neighbourhood.

<b>Response</b>	<b>N= 42</b>	<b>%</b>
Yes	30	71%
No	12	29%
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, drivers not coming to a full stop and poor driver attention or distracted driving. There were 30 responses to this question.

<b>Response</b>	<b>N= 30</b>	<b>%</b>
Speeding	26	87%
Drivers not coming to a full stop	22	73%
Poor driver attention or distracted driving	17	57%
Drivers not yielding to pedestrians	13	43%
Shortcutting	12	40%
Poor crosswalk safety (such as visibility of crosswalks)	10	33%

Other	9	30%
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Other traffic safety concerns identified include:

- Roadside parking impacting visibility
- Stunting
- Excessive vehicle noise

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

Within the community, respondents identified problem **intersections** including:

- 132 Avenue and 132 Street
- 132 Avenue and 135 Street (Sir John Thompson School area)
- 136 Avenue and 134 Street (McArthur School area)

Respondents also identified the following **roads** as areas of concern for traffic safety:

- 132 Avenue
- 136 Avenue

There were a number of concerns focused on 137 Avenue, the arterial road on the north boundary of the neighbourhood, which is out of scope for this project.

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

The majority of respondents (73%) observed traffic safety concerns during all times of the day.

<b>Response</b>	<b>N = 30</b>	<b>%</b>
All the time	22	73%
Nighttime	11	37%
Afternoon rush hour	10	33%
Daytime	10	33%
Morning rush hour	8	27%
Other	1	3%

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

90% of respondents observed traffic safety concerns every day of the week.

<b>Response</b>	<b>N = 30</b>	<b>%</b>
Monday	4	13%
Tuesday	4	13%
Wednesday	4	13%
Thursday	4	13%
Friday	5	17%
Saturday	3	10%
Sunday	2	7%
All of the above	27	90%

**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.

<b>Response</b>	<b>N = 30</b>	<b>%</b>
Summer	9	30%
Spring	7	23%
Fall	7	23%
Winter	3	10%
Year-round	23	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
- Additional enforcement

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



<i>Theme</i>	<i>Description</i>
Speeding	Participants' main concern was excessive speeding in Wellington, specifically in 30 km/h playground zones where children are often crossing the street and cars are parked roadside for pickup and dropoff.
Enforcement	Respondents commented on their desire for increased enforcement in the neighbourhood. Suggestions ranged from permanent traffic cameras at intersections to temporary roadside photo radar as well as enforcement of parking violations.
Other	Other comments included concerns regarding e-scooter traffic safety, pedestrian safety throughout the neighbourhood and drivers not yielding to pedestrians.

**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.

An analysis and summary of the suggestions can be found in the table below, along with the potential considerations for a Street Lab based on each suggestion.

<i>Suggestion</i>	<i>Potential Considerations for a Street Lab</i>
Curb extensions Rubber speed humps	Yes
<i>Suggestion</i>	<i>Potential Considerations for a Street Lab</i>
Asphalt speed humps or tables Additional signage Raised crosswalks Flashing lights at crosswalks Additional crosswalks Stop signs Restrict road parking No-parking zones Driver feedback signs (digital speed signs, speed awareness signs)	Yes, not directly part of the Street Lab program but can be reviewed through <a href="#">other Safe Mobility programs</a> .
Automated enforcement	Currently, there are three <a href="#">approved Automated Enforcement locations</a> for Wellington: <ul style="list-style-type: none"> <li>127 Street southbound between 135-137 Avenue</li> </ul>

	<ul style="list-style-type: none"> <li>• 127 Street northbound between 135-137 Avenue</li> <li>• 132 Avenue between 135-137 Street (Sir John Thompson School playground zone)</li> </ul> <p>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.</p>
Police traffic enforcement	<p>No.</p> <p>Neighbourhood concerns from this public engagement have been shared with the Edmonton Police Service for their review. To report future traffic concerns to Edmonton Police Service, visit: <a href="https://edmontonpolice.ca/TrafficConcerns">edmontonpolice.ca/TrafficConcerns</a></p>

**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 (90%) 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 August 1 to 31. This activity provided residents with the opportunity to identify locations of interest and pinpoint traffic safety concerns. Fifteen contributors placed 36 pins on the map. The results are summarized below:

<b>Location</b>	<b>Top Traffic Safety Concerns</b>
131 Street and 136 Avenue	<ul style="list-style-type: none"> <li>• Speeding</li> <li>• Visibility issues due to roadside parking</li> </ul>
132a Street and 135 Avenue (near McArthur School)	<ul style="list-style-type: none"> <li>• Speeding</li> <li>• Shortcutting</li> <li>• Distracted driving</li> <li>• Unsafe driving <ul style="list-style-type: none"> <li>◦ Passing on single-lane road</li> </ul> </li> <li>• Visibility issues due to roadside parking</li> <li>• Drivers not yielding to pedestrians</li> <li>• Excessive vehicle noise</li> </ul>

<i>Location</i>	<i>Top Traffic Safety Concerns</i>
134 Street (near St. Angela School)	<ul style="list-style-type: none"> <li>• Speeding</li> <li>• Drivers not coming to a full stop</li> </ul>
134 Street and 136 Avenue	<ul style="list-style-type: none"> <li>• Speeding</li> </ul>
135 Street (between 137 Avenue and 136 Avenue)	<ul style="list-style-type: none"> <li>• Shortcutting</li> <li>• Speeding</li> <li>• Drivers not coming to a full stop</li> </ul>
135 Street and 137 Avenue (neighbourhood exit)	<ul style="list-style-type: none"> <li>• Visibility issues due to road design</li> </ul>
137 Street	<ul style="list-style-type: none"> <li>• Speeding</li> <li>• Poor crosswalk safety at neighbourhood entry/exit</li> </ul>
140 Street	<ul style="list-style-type: none"> <li>• Speeding <ul style="list-style-type: none"> <li>◦ Specific concern regarding vehicle speed given there is an alleyway exit onto the road</li> </ul> </li> </ul>
132 Avenue (near Sir John Thompson School)	<ul style="list-style-type: none"> <li>• Speeding</li> <li>• Poor crosswalk safety</li> </ul>
132 Avenue and 135 Street	<ul style="list-style-type: none"> <li>• Speeding</li> <li>• Shortcutting</li> <li>• Drivers not coming to a full stop</li> <li>• Visibility issues due to roadside parking</li> </ul>
135 Avenue	<ul style="list-style-type: none"> <li>• Speeding</li> <li>• Excessive noise</li> </ul>
137 Avenue (60 km/h arterial road)	<ul style="list-style-type: none"> <li>• Excessive vehicle noise</li> </ul>

## Walk and Roll Audit Feedback

The City's project team conducted an in-person Walk and Roll Audit with 13 community members in Wellington on August 17, 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>
127 Street	<ul style="list-style-type: none"> <li>• Traffic volume, especially in September</li> <li>• Turning on to 132 Avenue, the 40 km/h sign is too high on the post.</li> </ul>
131 Street	<ul style="list-style-type: none"> <li>• Yield signs for 135 A Avenue and 136 Avenue are not seen by drivers turning onto 131 Street, causing pedestrian near-misses, especially at school drop off and pick up times.</li> <li>• Speeding. Drivers go as fast as 80 km/h.</li> </ul>
131 Street and 135 Avenue	<ul style="list-style-type: none"> <li>• Request for a driver feedback sign heading south toward the school.</li> <li>• Frequent u-turns.</li> <li>• Request to trim the trees along the park to improve driver visibility of pedestrians or park users.</li> <li>• Difficult for cyclists to navigate due to narrow crossing.</li> <li>• Speeding after the 30 km/h playground zone ends, toward 137 Avenue.</li> </ul>
132 Street south of 135 Avenue (near Community League Hall)	<ul style="list-style-type: none"> <li>• At the two painted crosswalks across 132 Street, there is a yield sign for drivers on 132 Street going northbound. This is awkwardly placed and also hard to see. Drivers often yield while blocking the crosswalk, or drivers do not see the yield sign and cause dangerous situations.</li> <li>• Two painted crosswalks are heavily used by pedestrians during school hours but also throughout the day and evening as people move to and from the park and community hall.</li> </ul>
132 Street south of 135 Avenue (near Community League Hall)	<ul style="list-style-type: none"> <li>• Parking causes poor visibility for pedestrians using the crosswalk. The "no parking" signs are not enforced.</li> <li>• Request for a rapid flashing beacon at the crosswalks leading to the Community League hall.</li> <li>• The concrete barricades on the north side of 135 Avenue have retro-reflective stickers to make it more visible at night but they are wearing off or gone. Request to replace and add for better visibility.</li> </ul>

<i>Location</i>	<i>Comments</i>
132 A Street (near St. Angela School)	<ul style="list-style-type: none"> <li>• Drivers not yielding to pedestrians.</li> <li>• Poor driver attention or distracted driving.</li> <li>• After 9pm, very high speeds.</li> </ul>
132 A Street and 134 Street	<ul style="list-style-type: none"> <li>• On Sundays, cars park right up to the intersection which reduces visibility for both drivers and pedestrians .</li> <li>• Heavy congestion on Sunday mornings.</li> </ul>
134 Street and 133 Avenue	<ul style="list-style-type: none"> <li>• Speeding occurs in the cul-de-sac.</li> </ul>
134 Street and 136 Avenue (near McArthur School)	<ul style="list-style-type: none"> <li>• 30 km/h playground zone sign on 134 Street is covered in summer by a large tree. Suggestion to move the sign slightly north.</li> </ul>
135 Street and 135 Avenue	<ul style="list-style-type: none"> <li>• Drivers are often not coming to a full stop and rolling through the all-way stop, then speeding through.</li> </ul>
135 Street and 134 Avenue	<ul style="list-style-type: none"> <li>• Speeding.</li> <li>• The road on 134 Avenue narrows on the west side of 135 Street and becomes too narrow for two vehicles to pass in both directions.</li> <li>• There are no markings on the road at the stop signs at this intersection to show where to stop.</li> </ul>
135 Street and 132 Avenue (near Sir John Thompson School)	<ul style="list-style-type: none"> <li>• This is a very large intersection for school children to cross.</li> <li>• Cars park on 132 Avenue during school drop off and pick up, including in the westbound transit stop.</li> </ul>
135 Street and 137 Avenue	<ul style="list-style-type: none"> <li>• Multi-use path has pedestrian safety concerns. Trees and shrubs decrease visibility of people on this multi-use path for nearby drivers. Pedestrians and cyclists have to exercise increased caution. <ul style="list-style-type: none"> <li>○ Cars turning left into the neighbourhood from 137 Avenue are hard to see.</li> <li>○ Low visibility of cars heading down 135 Street.</li> </ul> </li> <li>• 137 Avenue at 135 Street. <ul style="list-style-type: none"> <li>○ Pedestrian safety concerns</li> <li>○ Vehicles on 135 Street turning right onto 137 Avenue are often speeding and revving engines.</li> </ul> </li> </ul>
137 Street	<ul style="list-style-type: none"> <li>• 137 Street and Dunvegan Road (Athlone neighbourhood) are used as a shortcut route for traffic travelling from 137 Avenue to Yellowhead Trail or St. Albert Trail.</li> </ul>
137 Avenue (40 km/h residential road)	<ul style="list-style-type: none"> <li>• Issues with snow and ice removal on the public sidewalks.</li> </ul>

Concern	Comments
General	<ul style="list-style-type: none"> <li>● Navigating new traffic infrastructure <ul style="list-style-type: none"> <li>○ It is difficult to navigate and drive around cyclists and bike lanes.</li> <li>○ Street markings are difficult to read.</li> </ul> </li> <li>● Speed bumps/humps <ul style="list-style-type: none"> <li>○ Some residents expressed concern about discomfort when driving over speed humps</li> </ul> </li> <li>● There were some comments about how the differing speed limits throughout the community can be confusing to drivers.</li> </ul>
Out of Scope for Street Labs - Other City of Edmonton Department	<p>We will refer the following issues to the appropriate City department for review.</p> <ul style="list-style-type: none"> <li>● Signal on 137 Avenue &amp; 135 Street <ul style="list-style-type: none"> <li>○ Suggestion for a full traffic signal at 137 Avenue and 135 Street.</li> <li>○ There is currently no left turn from 135 Street onto 137 Avenue. No left to exit the community. It gets very backed up. People just do u-turns. I was told I have to go to 127 Street and all the way back around to 137 Avenue.</li> </ul> </li> <li>● Police Enforcement <ul style="list-style-type: none"> <li>○ Police enforcement should patrol throughout the neighbourhood.</li> </ul> </li> <li>● Proposed future project Active Transportation Network corridor on 127 Street <ul style="list-style-type: none"> <li>○ Some Walk and Roll participants are not in support of shared use paths on 127 Street.</li> </ul> </li> <li>● Road maintenance <ul style="list-style-type: none"> <li>○ Concerns about not spending or resourcing winter maintenance and filling potholes.</li> </ul> </li> <li>● Snow and ice control <ul style="list-style-type: none"> <li>○ Concerns about the width of windrows throughout the city.</li> <li>○ Concerns around the standing water in alleyways, which freezes over in winter</li> </ul> </li> <li>● Park maintenance <ul style="list-style-type: none"> <li>○ In McArthur School/St Angela School Park, have found litter that poses a safety risk nearby and in alleyways.</li> <li>○ Park has a well-tread vehicle path into the park from the T-intersection at 134 Street and 135 Avenue. There are no gates or posts preventing vehicles from driving right into the park from the intersection.</li> </ul> </li> <li>● District Planning <ul style="list-style-type: none"> <li>○ Some Walk and Roll participants had questions relating to if the Street Labs program is part of the</li> </ul> </li> </ul>

	City's District Planning project. The Vision Zero Street Labs program is not related to District Planning but is in alignment with the City Plan's goals and objectives including improving the safety and livability of neighbourhood streets.
Public Engagement Approach	<ul style="list-style-type: none"> <li>● Communications <ul style="list-style-type: none"> <li>○ Some attendees indicated they did not receive the public notice in the mail.</li> </ul> </li> <li>● Request for data <ul style="list-style-type: none"> <li>○ Some participants requested a data-driven approach and to have access to neighbourhood traffic data during the event.</li> </ul> </li> </ul>

## 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 Wellington.**

Details of the Wellington Street Lab will be shared as the [process](#) moves into the next steps: Plan, Install, and Evaluate.

Please subscribe to receive project updates via email at: [edmonton.ca/StreetLabs](https://edmonton.ca/StreetLabs).