

Kenilworth

What We Heard Report: Safe Mobility Public Engagement

Vision Zero Street Labs

April 2026



ADVISE

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Edmonton



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1. VISION ZERO STREET LABS PROGRAM OVERVIEW

Background and Context

The Vision Zero Street Labs program began in 2021 as a key action in the [Safe Mobility Strategy](#).



Vision Zero Street Labs is a program designed to address neighbourhood traffic safety concerns by installing traffic calming measures. Each Street Lab is tailored to the unique needs of the neighbourhood and its road users to address concerns such as speeding, shortcutting and other unsafe driving behaviours.

Traffic safety concerns shared by community members, past applications submitted by neighbourhood residents, previous traffic safety inquiries to the City and technical data analysis including reported collision data are some of the factors considered when selecting a neighbourhood for a Street Lab.

Once a neighbourhood is selected, the City engages with interested parties to understand their lived experiences and traffic safety concerns while driving, walking, biking or rolling in their neighbourhood to help improve road safety and livability. The City uses the engagement results and collected traffic data along with City Design and Construction Standards, federal and provincial transportation infrastructure legislation and engineering technical expertise to effectively address the identified traffic safety concerns using a variety of traffic calming measures.

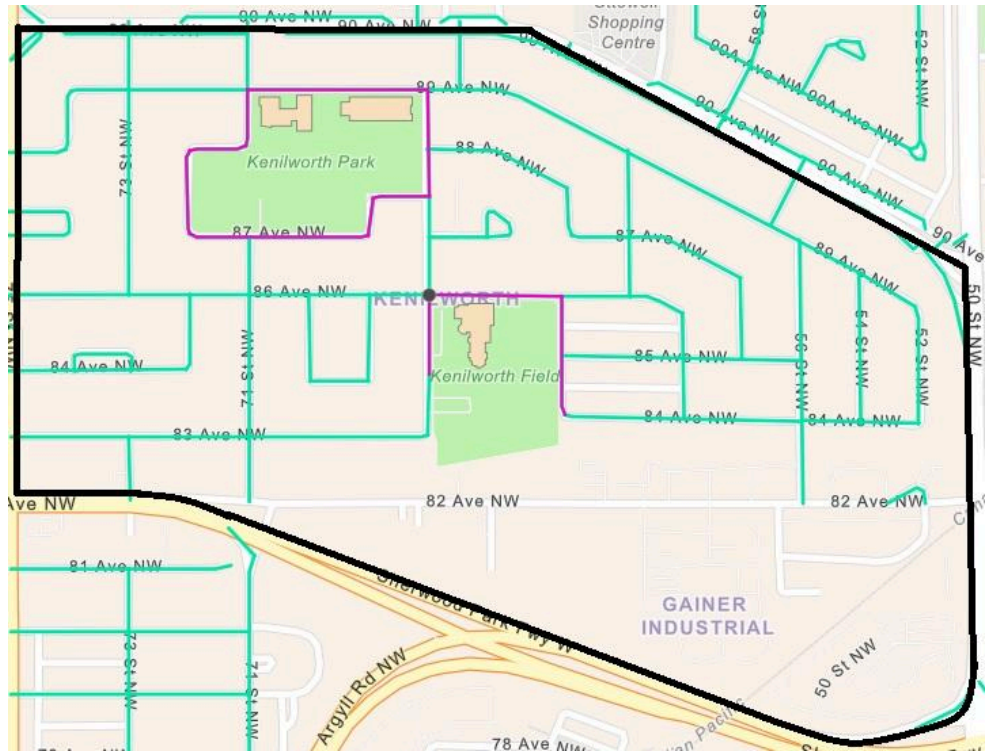
Based on these factors, Kenilworth was selected for a Street Lab. The City engaged with community members and organizations in Kenilworth from November 4 to November 25, 2025 to identify traffic safety concerns unique to the neighbourhood. Areas that are in scope for this project and within the boundaries of the neighbourhood are shown in the map below.

There are mainly three categories of roadways in the City of Edmonton:

Arterial Roads carry the highest traffic volume and give vehicles the ability to travel longer distances at higher speeds.

Collector Roads are moderate capacity corridors that function to carry traffic from local roads to arterial roads.

Local Roads are low volume roads which typically provide access to local properties.



Map Legend: Roads In Project Scope

Source: [Speed Limit Map](#)

- In-Scope Roads
- Out-of-Scope Roads
- Neighbourhood Boundary
- Playground Zones

Vision Zero Street Labs address safety concerns using traffic calming measures that are designed for use on local and collector roads.

Vision Zero Street Labs Road Map



2. PUBLIC ENGAGEMENT AND COMMUNICATION OVERVIEW

How the City Engaged Your Neighbourhood

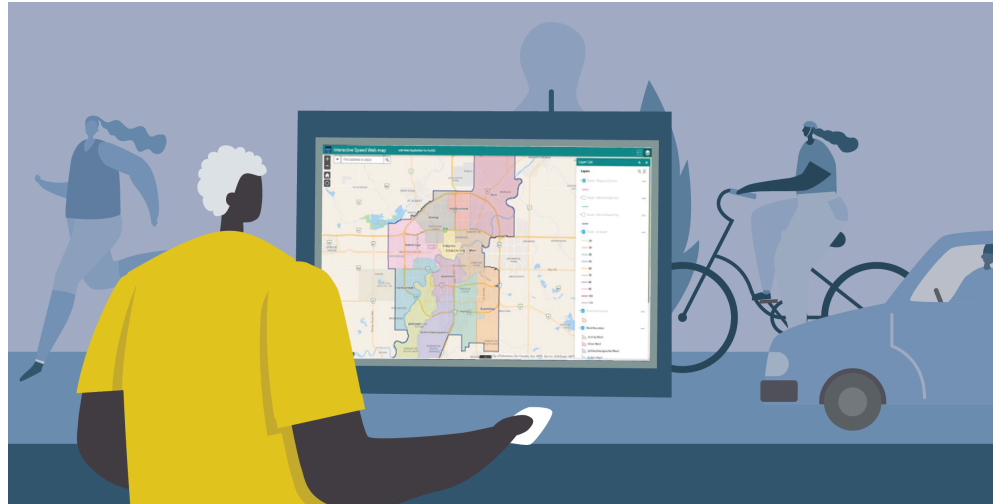
A [Gender-Based Analysis Plus](#) (GBA+) process was used to better understand the experiences and diverse needs of Edmontonians. The City's Street Lab project team used a variety of engagement and communication opportunities to broaden outreach and make sure as many people as possible had the opportunity to participate.

Public engagement activities included:

- An **interactive map** was available from November 4 to November 25, 2025 on engaged.edmonton.ca that allowed community members to

pinpoint locations of traffic safety concerns. There were a total of **100 contributors** who placed **321 location pins** with comments on the online map across various locations in Kenilworth.

- **One** interview was conducted with **Waverley School** on **November 14, 2025**.



The City communicated the above engagement activities with the residents of Kenilworth and beyond in the following ways to boost and support inclusive participation:

- **1,226** public notices were mailed to all residents in Kenilworth via Canada Post.
- An email was sent to **six** pertinent neighbourhood organizations asking to share the engagement opportunities.
- Publicized to local media in a weekly **public service announcement**.
- Promoted through Facebook as a social media advertisement and on the Nextdoor platform as a social media post targeted to the residents in Kenilworth. The facebook ad was seen **68,588** times.
- **18** lawn signs were printed and installed throughout the Kenilworth neighbourhood during the engagement time frame.
- Shared with the Neighbourhood Resource Coordinator and the City Councillor.

3. WHAT WE HEARD

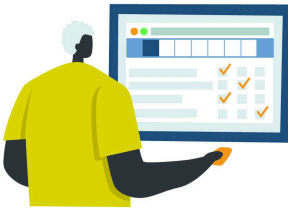
Engagement Results

This section of the report provides a detailed snapshot of the results captured from the online mapping tool available to the general public and interviews with additional interest groups.

Map Data

All data points and open-ended responses from the interactive mapping tool were coded and analyzed. Based on this analysis, the most frequently submitted concerns were speeding followed by unsafe intersections and pedestrian safety.

Feedback gathered from different engagement tools are analyzed and placed into themes.








A visual overview of all engagement data can be found in the [2025 Kenilworth Street Lab Engagement Map](#). The map has two layers; one provides an overview of all traffic safety concerns identified during the engagement period, while the other - the summary layer - identifies areas in the neighbourhood where the highest volume of major concerns were noted.

Interviews with Interest Groups

The selected interest group was asked to provide detailed feedback on traffic safety concerns experienced around the Kenilworth neighbourhood. They were also invited to provide location-based feedback by populating the interactive map on Engaged Edmonton. All responses from the interview and subsequent map contributions were analyzed and recorded in the Engagement Map shared above.

***Interest groups** are local organizations and institutions that include schools, community centers, and businesses among others. Their feedback helps us understand how community members use and experience our roads to ensure that traffic safety meets everyone's needs.*

Legend

-  Speeding
-  Pedestrian safety
-  Unsafe intersection
-  Poor visibility
-  Shortcutting



This map provides a visual summary of the top concerns received during the engagement activities in Kenilworth.

Safe Mobility definitions of the most frequently observed safety issues:

Speeding refers to driving a vehicle in excess of the maximum speed limit.

Intersection safety refer to road junctions or crossings where the safety of all road users is compromised due to poor visibility, confusing traffic patterns, inadequate signage, high traffic volumes, poor road conditions, failure of drivers to follow traffic regulations, or the presence of multiple potential hazards (e.g., poor visibility of pedestrians or sharp turns).

Bike Safety refers to situations where cyclists' safety is compromised due to inadequate infrastructure, unsafe traffic conditions, or conflicts with vehicles.

Major Themes

Feedback gathered from the interactive map and the interview with interest groups have been analyzed and placed into themes. A summary of the findings is presented in this section.

We heard about many different locations across the neighbourhood during engagement, which will be used in the development of Street Lab decisions. The top locations of concern are outlined below.

1. 83 Avenue NW

- a. Speeding
- b. Parking issues

2. 86 Avenue NW

- a. Speeding
- b. Pedestrian safety
- c. Intersection safety
 - i. 71 Street NW and 86A Street NW intersection. Participants reported drivers not yielding to pedestrians, shortcutting and blocked sightlines due to foliage
- d. Bike safety
 - i. Participants requested bike lanes separated from vehicles and continued cycling infrastructure

Pedestrian crossing

safety refers to crossings that do not provide adequate safety for people walking, biking and rolling. Concerns typically include poor visibility of crosswalks, long crossing distance, or a feeling of fear due to vehicle speed or volume.

3. **56 Street NW**
 - a. Speeding
 - b. Pedestrian safety
 - c. Intersection safety
 - d. Shortcutting
4. **89 Avenue NW**
 - a. Pedestrian safety
 - b. Intersection safety
 - c. Poor visibility
5. **72 Street NW**
 - a. Speeding
 - b. Shortcutting
6. **68A Street NW**
 - a. Parking issues obstructing sightlines

Other Concerns

Street Labs address traffic safety concerns on **local and collector** roads using traffic calming measures. However, the project team has heard the following concerns and shared them with the appropriate internal teams and programs as applicable.

- Request for traffic signal addition, removal or other changes
 - Concerns with traffic signals have been shared with the relevant city teams. Any further concerns related to traffic signals can be reported to 311 or through this link: edmonton.ca/transportation/report_requests/signs-signals
- Speeding and shortcutting in alleys
 - The City can provide additional “20 km Alley Max” signs, should they be desired. Please request these through 311 or 311.edmonton.ca
- Concerns on roads outside of the neighbourhood boundaries include 90 Avenue NW, 75 Street NW, 50 Street NW and 82 Avenue NW. Concerns shared about these roads include bike safety, pedestrian

safety, unsafe intersections, poor visibility, signage or signal issues, shortcutting, speeding and parking obstructing sightlines.

- Concerns along arterial roads have been shared with the relevant city teams.
- For any further concerns, please report to 311 or 311.edmonton.ca

4. NEXT STEPS

The public engagement feedback summarized in this What We Heard report has been reviewed in conjunction with collected traffic data, City [Design and Construction Standards](#), federal and provincial transportation infrastructure legislation and engineering technical expertise.

All of this information will be used to develop a Street Lab plan to effectively address the traffic safety issues in the Kenilworth neighbourhood.

[Subscribe](#) to receive project update notifications and stay up to date with the progress of your neighbourhood Street Lab. More information is available at edmonton.ca/StreetLabs.

