

Lymburn

What We Heard Report: Safe Mobility Public Engagement

Vision Zero Street Labs

April 2026



ADVISE

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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, Lymburn was selected for a Street Lab. The City engaged with community members and organizations in Lymburn 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.

Vision Zero Street Labs Road Map



2. PUBLIC ENGAGEMENT AND COMMUNICATION OVERVIEW

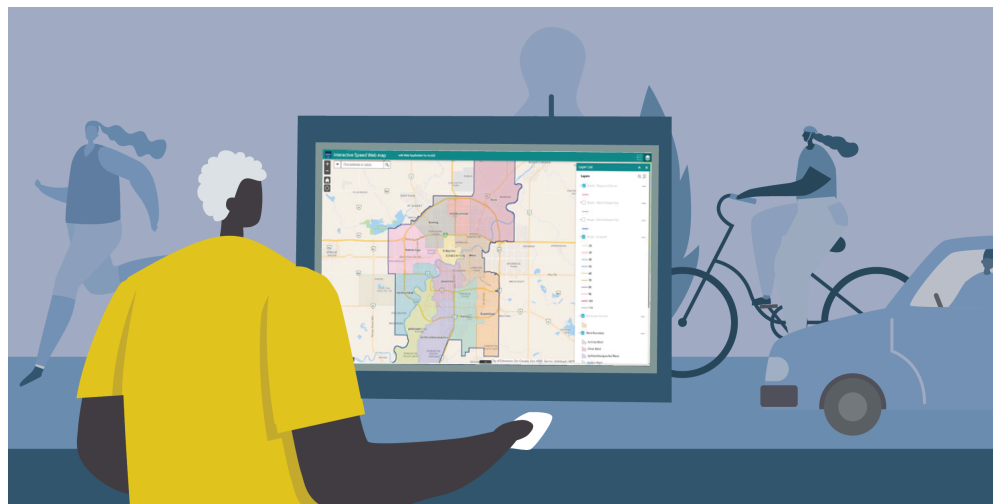


How the City Engaged Your Neighbourhood

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 **80 contributors** who placed **282 location pins** with comments on the online map across various locations in Lymburn.
- An interview with the Edmonton Public School Board (EPSB), on behalf of Lymburn School, was conducted on November 18, 2025.



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

- **3,437** public notices were mailed to all residents in Lymburn via Canada Post.

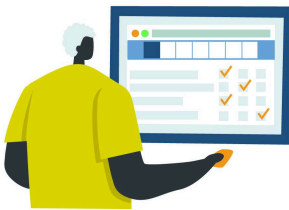
- An email was sent to **seven** pertinent neighbourhood organizations asking to share the engagement opportunities.
- Publicized to local media in a weekly **public service announcement**.
- Promoted through Facebook as a social media advertisement and on the Nextdoor platform as a social media post targeted to the residents in Lymburn. The facebook ad was seen **119,602** times.
- **21** lawn signs were printed and installed throughout the Lymburn 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.

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



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 and bicycle safety followed by unsafe intersections.

A visual overview of all engagement data can be found in the [2025 Lymburn 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

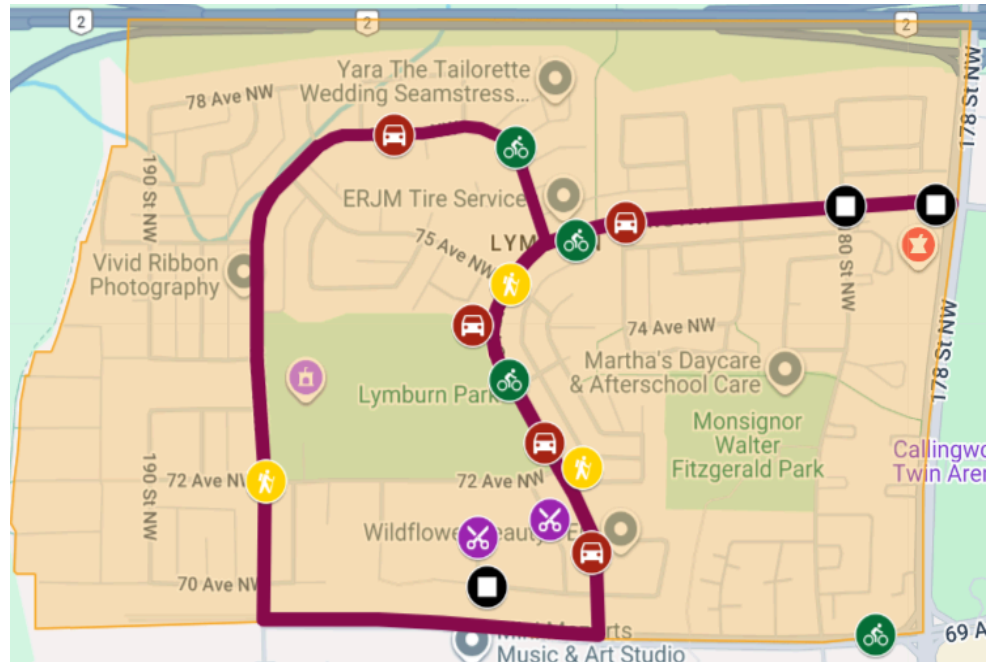
Select interest groups were asked to provide detailed feedback on traffic safety concerns experienced around the Lymburn neighbourhood. They were also invited to provide location-based feedback by populating the interactive map on Engaged Edmonton. All responses from the interviews and

***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.*

subsequent map contributions were analyzed and recorded in the Engagement Map shared below.

Legend

-  Speeding
-  Bicycle Safety
-  Unsafe intersection
-  Pedestrian Safety
-  Shortcutting



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

Safe Mobility definitions of the most frequently observed safety issues:

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

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

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 driver to follow traffic regulations, or the presence of multiple potential hazards (e.g., poor visibility of pedestrians or sharp turns).

Major Themes

Feedback gathered from the interactive map and the interview with the interest group 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. 76 Avenue NW

- a. Pedestrian safety
 - i. Particularly at 180 Street NW, where participants reported that drivers fail to make a full stop or yield to people walking
- b. Bike safety

2. 184 Street NW

- a. Speeding
- b. Bike safety

- i. Participants highlighted the need for proper separation between vehicles and people who bike, as well as the need for continued bike infrastructure

3. Between 71 Avenue NW and 70 Avenue NW

- a. Shortcutting
 - i. Recurring issue in this area, resulting in an unsafe intersection at 70 Avenue NW

4. 185 Street NW

- a. Shortcutting

5. 77 Avenue NW

- a. Speeding
- b. Bike safety
 - i. Participants emphasized the need for continued bike infrastructure

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 Whitemud Drive NW, 178 Street NW and 69 Avenue NW. Concerns shared about these roads include bike safety, pedestrian safety, unsafe intersections, shortcutting, parking issues and speeding.
- 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 Lymburn 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.

