



## Project Overview

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

Phase 1 of the Ambleside Street Lab, initiated by the community, addressed concerns about school safety at Doctor Margaret-Ann Armour School. In October 2022, the City installed curb extensions near Doctor Margaret Ann Armour School to improve safety for students and pedestrians. This initiative led to another phase of the Street Lab in Ambleside.

In May 2023, the City engaged with Ambleside residents on their traffic safety needs and initiated Phase 2. The City then used the public feedback along with collected traffic data, City design standards, federal/provincial transportation infrastructure legislation and engineering technical expertise to create a Street Lab plan for Ambleside. Read the [What We Heard](#) report for more details.

The [Street Lab Plan](#) included curb extensions, centre medians, speed humps, two-stage crossings, and a curve realignment. These traffic calming measures were installed in May 2024. An evaluation survey was available October 1-15, 2024 to gather feedback from the community members and organizations on their lived experiences with the new traffic calming measures.





## Evaluation Summary and What We Decided

Traffic Calming Measure	Evaluation Summary & What We Decided
<p><b>Curb Extensions</b></p>  <ul style="list-style-type: none"> <li>○ Ambleside Link</li> <li>○ Armitage Crescent</li> <li>○ Allan Drive east of Allan Landing</li> <li>○ Anderson Way</li> <li>○ Phase 1: School Curb Extensions along Allan Drive</li> </ul>	<p><i>Respondents reported improved crossing conditions for pedestrians and slower traffic with the curb extensions. Targeted data collected on Armitage Crescent and Anderson Way showed speed limit compliance increased to 79%.</i></p> <p><b>Curb extensions</b> are used to:</p> <ul style="list-style-type: none"> <li>✓ Prompt drivers to slow down.</li> <li>✓ Enhance visibility of intersections.</li> <li>✓ Shorten pedestrian crossing distances, thus decreasing the time needed to safely cross the street.</li> </ul> <p><b>All curb extensions will remain in place</b> given the improved perceptions of pedestrian safety. Reducing road width is consistently effective in decreasing vehicle speeds.</p>
<p><b>Centre Medians</b></p>  <ul style="list-style-type: none"> <li>○ Ambleside Link</li> <li>○ Ambleside Drive</li> <li>○ Andrews Gate south of Allan Drive</li> </ul>	<p><i>Respondents reported slower traffic due to the centre medians and feel it is safer for people to cross the street. We also heard from some respondents who were not in favor of the Street Lab traffic calming measures.</i></p> <p><b>Centre medians</b> narrow the street in order to:</p> <ul style="list-style-type: none"> <li>✓ Slow vehicles and encourage safer speeds.</li> <li>✓ Keep drivers in the proper lane.</li> <li>✓ Reduce pedestrian-vehicle conflicts by providing clear vehicle lanes, as well as giving pedestrians a safe refuge across each travel lane.</li> </ul> <p><b>Centre medians will remain in place adaptively at Ambleside Link and Ambleside Drive</b> due to increased pedestrian safety and safer speeds. The safety benefits of the traffic calming measures are present whether adaptive or permanent, and due to the size of this measure, converting the existing measure to permanent infrastructure outside of a larger roadway renewal is not achievable through existing budgets.</p> <p><b>The centre median will be converted to permanent at Andrews Gate south of Allan Drive</b> to continue to encourage compliance to the stop sign. Construction of the concrete centre median will be completed in the 2025 construction season.</p>
<p><b>Two-stage Crossing</b></p>  <ul style="list-style-type: none"> <li>○ Austin Link south of Armitage Crescent</li> <li>○ Allan Drive north of Ellerslie Road</li> </ul>	<p><i>Some respondents reported slower traffic at two-stage crossings and improvements to pedestrian safety. The number of vehicles driving at or below the speed limit increased by about 20% on Allan Drive north of Ellerslie Road.</i></p> <p><b>Two-stage crossings:</b></p> <ul style="list-style-type: none"> <li>✓ Encourage slower speeds.</li> <li>✓ Reduce the crossing distance.</li> <li>✓ Increase crossing opportunities, allowing people to cross one lane at a time.</li> <li>✓ Improve visibility of people crossing the street.</li> </ul> <p><b>The two-stage crossing will be converted to a permanent concrete measure</b> in the 2025 construction season.</p>

<p><b>Rubber Speed Humps</b></p>  <ul style="list-style-type: none"> <li>○ Allan Landing SW west of Ainslie Way SW</li> <li>○ Ainslie Way SW north of Allan Landing SW</li> </ul>	<p><i>Respondents reported slower traffic after the installation of speed humps. Resident complaints about corner cutting prior to the speed hump installation, with drivers going onto the sidewalk and grass, was validated in a site visit.</i></p> <p><b>Speed humps</b> can help:</p> <ul style="list-style-type: none"> <li>✓ Slow vehicle speeds by 6 to 13 km/h (<i>TAC Canadian Guide to Traffic Calming, 2018</i>).</li> <li>✓ Discourage shortcutting through the neighbourhood.</li> <li>✓ Reduce the risk of serious crashes.</li> <li>✓ Increase safety for people walking, biking and rolling.</li> </ul> <p><b>The rubber speed humps will be converted to permanent asphalt measures</b> to continue to promote safe speeds around the curve. Construction of asphalt speed humps will be completed in the 2025 construction season.</p>
<p><b>Curve Realignment</b></p>  <ul style="list-style-type: none"> <li>○ Ambleside Drive east of Armitage Crescent</li> </ul>	<p><i>Respondents observed a noticeable decrease in overall traffic speeds. We will continue to monitor the impact on traffic movements and review for future adjustments.</i></p> <p><b>Curve realignment</b> narrows the road to:</p> <ul style="list-style-type: none"> <li>✓ Encourage slower speeds when navigating the bend.</li> <li>✓ Ensure vehicles remain in their respective lanes.</li> </ul> <p><b>The curve alignment will remain in place</b> due to encouraging slow turning speeds.</p>

*Note: Asphalt and concrete construction timelines are weather and resource permitting.*

**Next Steps**

The Safe Mobility team will continue to monitor traffic data in the area to determine if any adjustments are needed to the existing measures in place. Community members can inform the City about any operational challenges or maintenance needs related to the installed Street Lab measures by calling 311.

To learn more about how Edmonton will reach Vision Zero through safe and livable streets, visit [edmonton.ca/VisionZero](http://edmonton.ca/VisionZero).