

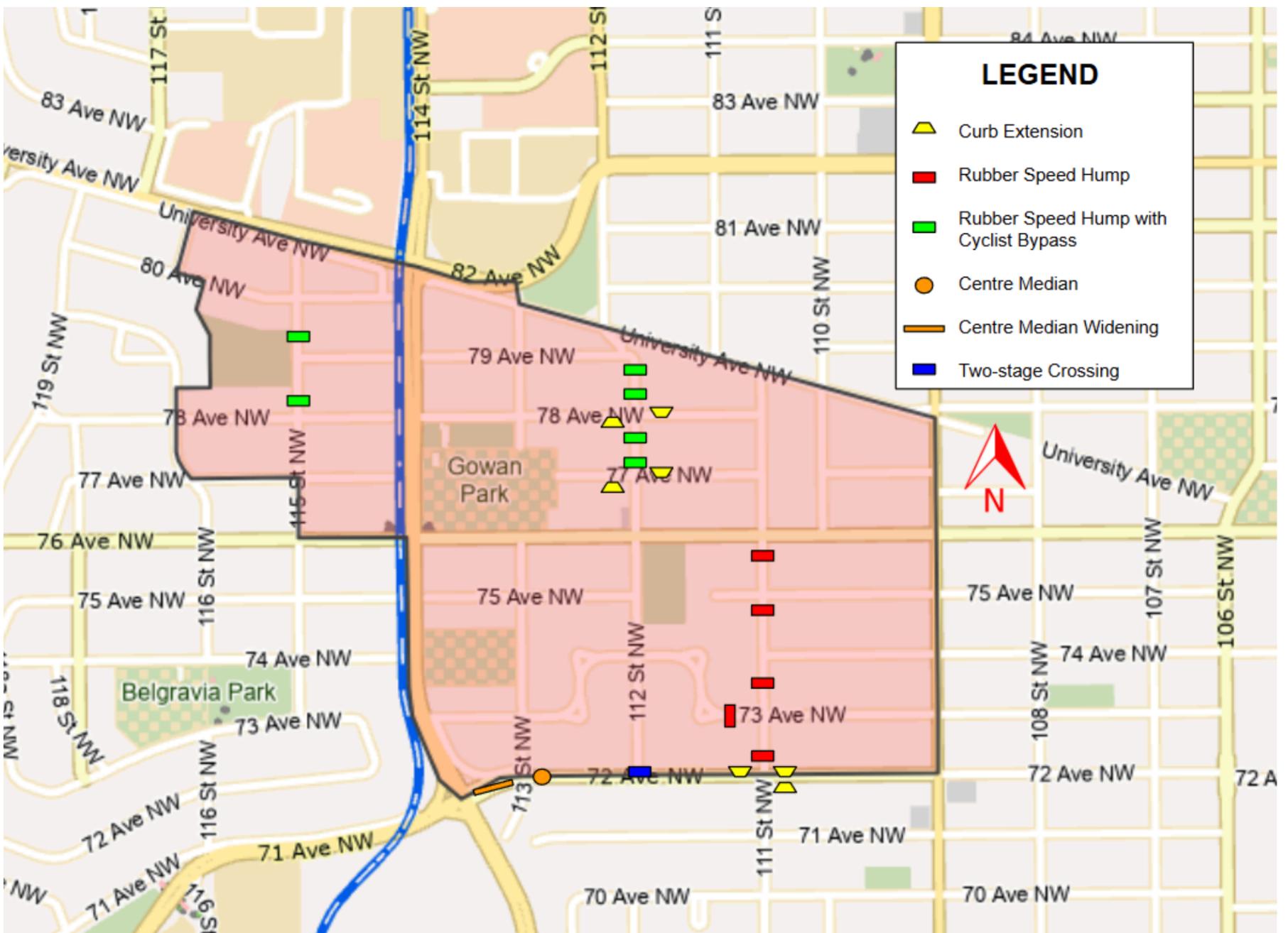


Project Overview

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.

Public engagement was held in McKernan between June 1 - July 15, 2022 and June 8 - July 6, 2023 to gather information about residents' traffic safety concerns. 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 McKernan. Read the [What We Heard](#) report for more details.

The [Street Lab Plan](#) included speed humps, curb extensions and centre medians. These traffic calming measures were installed in June 2024. An evaluation survey was available between October 22 - November 5, 2024 to gather feedback from the community members and organizations on their lived experiences with the new adaptable measures.





Evaluation Summary and What We Decided

| Traffic Calming Measure | Evaluation Summary & What We Decided |
|--|---|
| <p>Curb Extensions</p>  <ul style="list-style-type: none"> ○ 72 Avenue at 111 Street ○ 77 Avenue and 112 Street ○ 78 Avenue and 112 Street | <p><i>Many respondents felt it is safer for people to cross the street with curb extensions due to reduced vehicle speeds and improved sightlines at crosswalks where parked cars previously blocked visibility. We also heard from some respondents who were not in favour of the Street Lab traffic calming measures.</i></p> <p>Curb extensions are used to:</p> <ul style="list-style-type: none"> ✓ Prompt drivers to slow down. ✓ Enhance visibility of intersections. ✓ Shorten pedestrian crossing distances, thus decreasing the time needed to safely cross the street. <p>The curb extensions will remain in place given their effectiveness in enhancing pedestrian safety.</p> |
| <p>Rubber Speed Humps</p>  <ul style="list-style-type: none"> ○ 111 Street between 72 Avenue and 76 Avenue ○ 73 Avenue west of 111 Street | <p><i>Most respondents felt that traffic slowed down on 111 Street between 72 Avenue and 76 Avenue, while many also felt that traffic slowed down on 73 Avenue west of 111 Street. Speed surveys showed that speed compliance increased to 91.5% where speed humps were installed.</i></p> <p>Rubber speed humps can effectively:</p> <ul style="list-style-type: none"> ✓ Slow vehicle speeds by 6 to 13 km/h (TAC Canadian Guide to Traffic Calming, 2018). ✓ Discourage shortcutting. ✓ Increase safety for all modes of transportation. <p>The rubber speed humps will be converted to permanent given the resulting speed reduction. Construction of asphalt speed humps will be completed in the 2025 construction season.</p> |
| <p>Rubber Speed Humps with Bypasses for Cyclists</p>  <ul style="list-style-type: none"> ○ 112 Street between 77 Avenue and 79 Avenue ○ 115 Street between 78 Avenue and 80 Avenue | <p><i>Respondents reported slower traffic on 112 Street and 115 Street where speed humps with bypasses have been installed. While speed reduction is cited as a benefit, these improvements also provided additional protection for cyclists. Across the neighbourhood, the number of cyclists travelling on the road increased by 38%, accompanied by a 5% decrease in bicycles crossing in crosswalks. Speed surveys showed that speed compliance increased by 98% on 112 Street and by 84% on 115 Street.</i></p> <p>Speed humps with bypasses for cyclists can help:</p> <ul style="list-style-type: none"> ✓ Reduce excessive traffic volume. ✓ Reduce excessive speeds on local roads. ✓ Allow for cyclists to comfortably cycle along the roadway, without navigating the speed humps. <p>112 Street between 77 Avenue and 79 Avenue measures will be converted to permanent due to increased safety for cyclists and speed reduction.</p> <p>115 Street between 78 Avenue and 80 Avenue measures will remain in place adaptively due to speed reduction. Additional recommendations may be made after the Belgravia neighbourhood Traffic Assessment is complete.</p> |



McKernan Street Lab

Project Update

VISION ZERO

Edmonton

Centre medians



- 72 Avenue east of 114 Street (median widening)
- 72 Avenue east of 113 Street

Many respondents appreciated that the centre median has made it safer for people to cross the street. Speed compliance on 72 Avenue increased to 66.4% post-installation from 42.9%.

Centre medians narrow the street in order to:

- ✓ Reduce excessive traffic volume.
- ✓ Slow vehicles and encourage safer speeds.
- ✓ Keep drivers in the proper lane.
- ✓ Improve the visibility of pedestrians crossing.

The **72 Avenue east of 113 Street centre median will be converted to permanent** as a result of benefits to slowing traffic and improving pedestrian safety. Construction of concrete centre median will be completed in the 2025 construction season.

The **72 Avenue (east of 114 Street) median widening will be kept in place adaptively**. 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.

Two-stage Crossing



Two-stage Crossing with corresponding curb extensions

- 72 Avenue and 112 Street

Respondents reported feeling safer crossing as a pedestrian or cyclist. Speed surveys collected during the trial period showed that compliance increased to 91.5%.

Two-stage crossings:

- ✓ Encourage slower speeds.
- ✓ Reduce the crossing distance.
- ✓ Increase crossing opportunities, allowing people to cross one lane at a time.
- ✓ Improve visibility of people crossing the street.

Please note: this safety improvement was part of the Parkallen Street Lab, and is included in this update as it borders the McKernan neighbourhood.

The Two-stage Crossing will be **converted to a permanent concrete measure** in the 2025 construction season.

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.