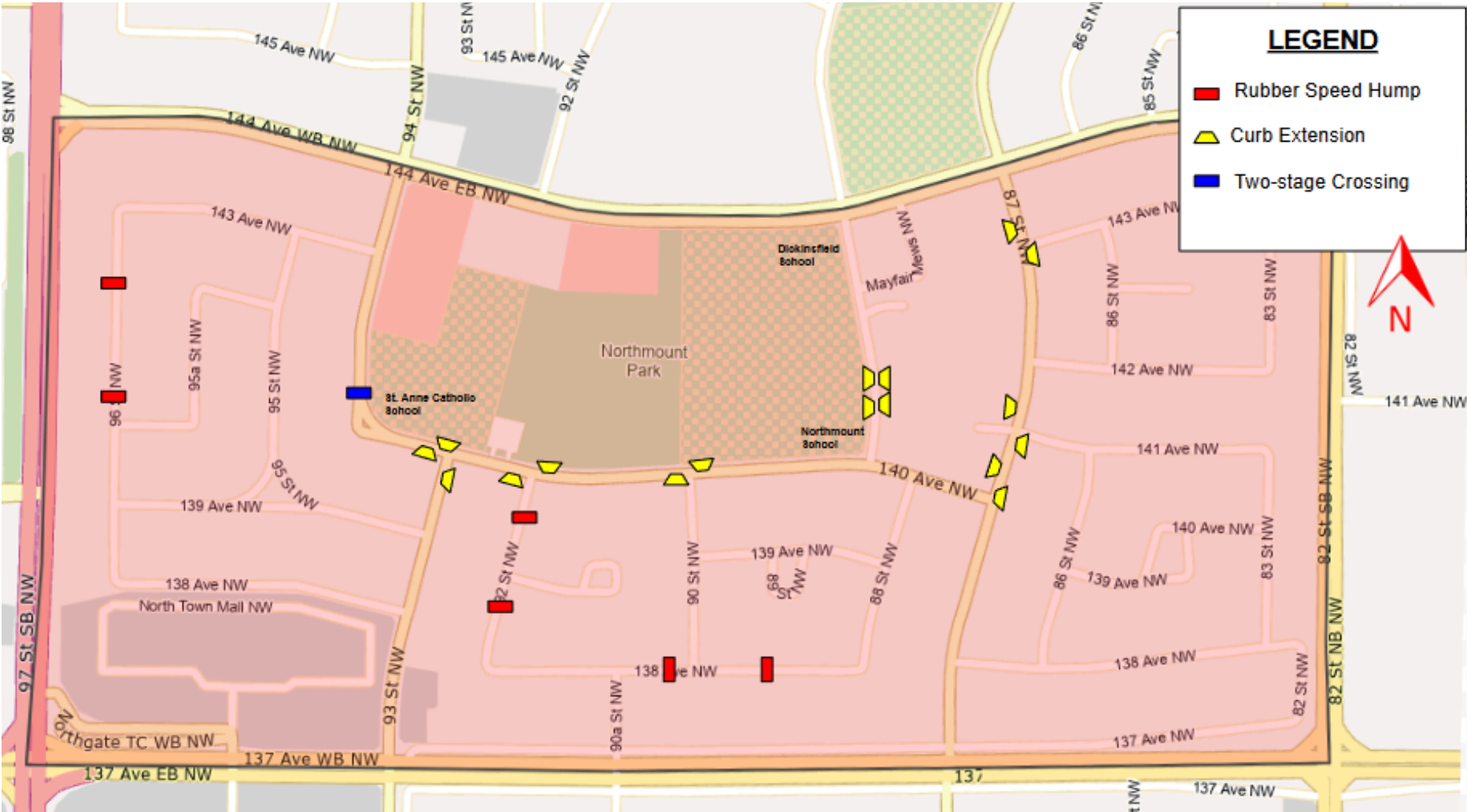


Project Overview




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.

In June 2023, the City engaged with Northmount residents on their traffic safety needs. 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 Northmount. Read the [What We Heard](#) report for more details.

The [Street Lab Plan](#) included speed humps, curb extensions and a two-stage crossing. These traffic calming measures were installed in July 2024. An evaluation survey was available November 1-15, 2024 to gather feedback on residents' lived experiences with the new adaptable measures.



Evaluation Summary and What We Decided

Traffic Calming Measure	Feedback & Findings	What We Decided
<div>Curb Extensions</div> <div></div> <div><ul style="list-style-type: none">87 Street and 140 Avenue87 Street and 141 Avenue87 Street and 143 Avenue88A Street between 140 Avenue and 144 Avenue140 Avenue and 90 Street140 Avenue and 92 Street140 Avenue and 93 Street</div>	<p>Curb extensions are used to mitigate speeding by prompting drivers to slow down and enhancing the visibility of intersections. Additionally, these extensions shorten pedestrian crossing distances, thus decreasing the time needed to safely cross the street.</p> <p>Feedback: Overall Positive</p> <p>Residents reported improved sightlines and safer crossing distances for pedestrians. While speed reduction is cited as a benefit, these improvements also provided additional protection for pedestrians.</p>	<p>Recommended to remain in place given the improved perceptions of pedestrian safety. Reducing road width is consistently effective in decreasing vehicle speeds.</p> <p>Curb extensions will continue to function as pedestrian safety features for street crossings.</p>
<div>Rubber Speed Humps</div> <div></div> <div><ul style="list-style-type: none">138 Avenue between 90A Street and 88 Street92 Street between 138 Avenue and 140 Avenue96 Street between 143 Avenue and 140 Avenue</div>	<p>Rubber speed humps slow vehicle speeds, discourage shortcutting and increase safety for all modes of transportation. Speed humps have been shown to reduce speeds between 6 and 13 km/h. <i>(TAC Canadian Guide to Traffic Calming, 2018)</i></p> <p>Feedback: Mixed</p> <p>While residents appreciated the speed reduction on 92 Street, 96 Street and 138 Avenue due to speed humps, they felt the traffic volume remained the same.</p> <p>Some residents suggested installing additional speed humps on 90 and 88 Street.</p>	<p>Recommended to remove the rubber speed humps at the following locations due to no change in traffic volume.</p> <ul style="list-style-type: none">138 Avenue between 90A Street and 88 Street92 Street between 138 Avenue and 140 Avenue <p>Traffic volumes on both roads were found to be within the typical range for a local road. Therefore, no further measures are recommended. The intent of these speed humps were specific to volume. The measures did impact speed, but only marginally. These rubber speed humps were designed to function together.</p> <p>Recommended to convert the rubber speed humps along 96 Street between 143 Avenue and 140 Avenue into permanent (asphalt) speed humps in the 2025 construction season given the resulting speed reduction. Weather and resources permitting.</p>
<div>Two-stage Crossing</div> <div></div> <div><ul style="list-style-type: none">94 Street north of 140 Avenue</div>	<p>Two-stage crossings encourage lower speeds and improve visibility of people crossing the street.</p> <p>Feedback: Conflicts with School Bus Loading Zone</p> <p>Residents and school staff provided feedback on issues during school pick-up and drop-off as a result of the installed measures. This also led to parking issues in other areas. The road's curvature contributed to difficult interactions. Additionally, snow and ice removal were points of concern.</p>	<p>Removed on March 22, 2025 due to unsafe driving behaviours caused by congestion and spillover into the travel lane.</p>

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.