

An illustration of a city street scene. At the top, a light rail train travels on an elevated track. Below, a street is divided into lanes by green bollards. A person in a blue shirt and yellow pants is riding a blue scooter. Next to them, a person in an orange shirt and blue pants is pushing a shopping cart. A yellow car is driving in the center lane, with a person inside waving. To the right, a person in a black shirt and blue pants is riding a bicycle. In the background, there are stylized trees, a bridge, and city buildings under a blue sky with white clouds. The title 'Ritchie STREET LABS EVALUATION SUMMARY' is centered in the upper half of the image.

# Ritchie STREET LABS EVALUATION SUMMARY

An illustration of a city street scene. In the middle section, a person in a blue shirt and yellow pants is skateboarding. Next to them, a person in a blue shirt and yellow pants is sitting in a wheelchair. A white van is on the left. In the background, there are stylized trees and buildings. The 'VISION ZERO' logo is in the bottom right corner.

**VISION  
ZERO**

**Edmonton**

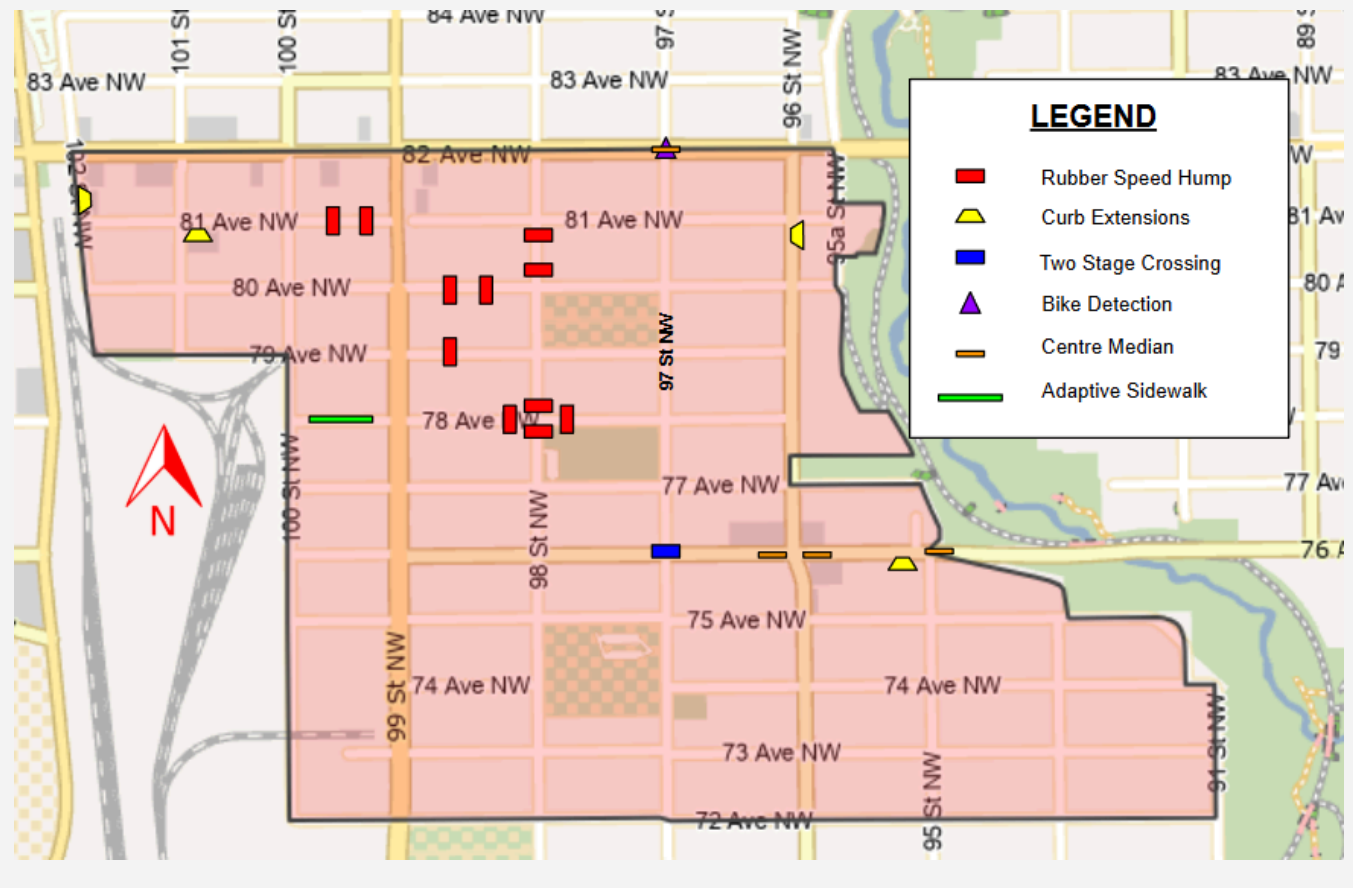
[edmonton.ca/streetlabs](https://edmonton.ca/streetlabs)

## 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.

Between May 1 - May 29, 2023, the City invited the Ritchie neighbourhood to share concerns and ideas to improve neighbourhood traffic safety. 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 Ritchie. Read the [What We Heard](#) report for more details.

The [Street Lab plan](#) included speed humps, curb extensions, centre medians, a half signal with bike detection, a two-stage crossing, and an adaptive sidewalk. These traffic calming measures were installed in July 2024. An evaluation survey was available between February 4 to 14, 2025 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

Area 1 (West Ritchie): West of 99 Street between 82 Avenue and 72 Avenue	
Traffic Calming Measure	Evaluation Summary & What We Decided
<b>Speed Humps</b> <ul style="list-style-type: none"> <li>81 Avenue between 99 and 100 Street</li> </ul>	<p><b>Considerations for installation:</b></p> <ul style="list-style-type: none"> <li>Concerns shared during public engagement about shortcutting and speeding.</li> <li>Traffic volume counts at targeted locations.</li> </ul> <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>Transportation Association of Canada's 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><i>Respondents appreciated the efforts to slow down traffic with the speed humps. Safe Mobility completed a review of the traffic and road conditions on 81 Avenue. Speeding was not significantly improved and technical data showed that traffic volume remained the same after the speed humps were installed.</i></p> <p><b>The rubber speed humps will be removed</b>, as the traffic volume did not decrease as desired.</p>
<b>Curb Extensions</b> <ul style="list-style-type: none"> <li>81 Avenue and 101 Street</li> <li>102 Street south of 82 Avenue</li> </ul>	<p><b>Considerations for installation:</b></p> <ul style="list-style-type: none"> <li>Concerns shared during public engagement about speeding and crosswalk safety.</li> <li>Traffic volume counts at targeted locations.</li> </ul> <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><i>Although respondents appreciated the curb extensions for narrowing the road and addressing speeding concerns, others were concerned they impacted snow and ice clearing in the winter.</i></p> <p><b>The curb extensions will remain in place at 81 Avenue and 101 Street</b> to continue improving compliance with signage at the intersections and enhancing crosswalk safety.</p> <p><b>The curb extension will remain in place at 102 Street south of 82 Avenue</b> to prevent vehicles from parking close to the alleyway at a high volume pedestrian location.</p>

<b>Adaptive Sidewalk</b> <ul style="list-style-type: none"> <li>78 Avenue between 99 Street and 100 Street</li> </ul>	<b>Considerations for installation:</b> <ul style="list-style-type: none"> <li>Pedestrian safety in a busy commercial area without sidewalks.</li> <li>Roadway renewal schedule.</li> </ul> <p><b>Adaptive Sidewalks</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><i>The majority of business owners supported the adaptive sidewalk. Concerns were shared about pedestrians continuing to use the road, along with difficulties for large vehicles turning from 99 Street or 100 Street onto 78 Avenue. Technical data captured that most people (80%) are using the adaptive sidewalk. Of the 20% not using the sidewalk, most were crossing the road to access parked vehicles, businesses, or the sidewalk on the south side of 78 Avenue.</i></p> <p><b>The adaptive sidewalk will remain in place</b> given the enhanced pedestrian safety. Several flexposts were removed to provide more space for vehicles to turn. Safe Mobility will continue to align the project with the work of Active Transportation on 100 Street.</p>
<b>Area 2 (North Ritchie): North of 76 Avenue, south of 82 Avenue, between 95 Street and 99 Street</b>	
<b>Traffic Calming Measure</b>	<b>Evaluation Summary &amp; What We Decided</b>
<b>Curb Extensions</b> <ul style="list-style-type: none"> <li>96 Street and 81 Avenue</li> </ul>	<b>Considerations for installation:</b> <ul style="list-style-type: none"> <li>Concerns shared during public engagement about speeding and crosswalk safety.</li> </ul> <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><i>Respondents felt the curb extensions slowed down traffic and made it safer for pedestrians due to the increased visibility at crosswalks.</i></p> <p><b>All curb extensions will remain in place</b> to continue supporting pedestrian safety.</p>
<b>Half Signal with Bike Detection and Median</b> <ul style="list-style-type: none"> <li>82 Avenue (Whyte Avenue) and 97</li> </ul>	<b>Considerations for installation:</b> <ul style="list-style-type: none"> <li>Concerns shared during public engagement about the lack of safe crossings, shortcutting concerns, and the speed and volume of drivers.</li> <li>Traffic volume counts on 97 Street.</li> <li>Infrastructure on the 97 Street bike route supporting cyclist safety.</li> </ul>

Street	<ul style="list-style-type: none"> <li>Continuity of pedestrian crossing with sidewalk infrastructure.</li> </ul> <p><b>Half signals with bike detection and centre medians</b> are used to:</p> <ul style="list-style-type: none"> <li>✓ Provide a protected crossing for cyclists and pedestrians.</li> <li>✓ Reduce shortcutting and traffic volumes.</li> </ul> <p><i>The majority of cyclists appreciated the bike detection signal for crossing 82 Avenue. Pedestrians supported the push signal being moved to the east side of 97 Street so they could cross where the sidewalk connections are. Strathcona residents were frequently concerned that the median increased traffic volume on 98 Street and 96 Street.</i></p> <p><i>After the measure was installed, the number of cyclists increased by 92% at 97 Street and 82 Avenue. The City collected vehicle volume data on 98 Street at 82 Avenue, and vehicle volumes remained at similar levels, suggesting minimal traffic migration.</i></p> <p><b>The half signal with bike detection and median will remain in place</b> to continue supporting the existing bike route by reducing traffic on 97 Street and facilitating safer bicycle crossings. The median also supports safer pedestrian crossings by reducing conflicts with turning vehicles. The City is reviewing parking options on 96 Street north of 82 Avenue in response to traffic congestion and sightline concerns.</p>
<b>Speed Humps</b> <ul style="list-style-type: none"> <li>98 Street between 77 and 81 Avenue</li> <li>78 Avenue between 97 and 99 Street</li> <li>79 Avenue west of 98 Street</li> <li>80 Avenue west of 98 Street</li> </ul>	<p><b>Considerations for installation:</b></p> <ul style="list-style-type: none"> <li>Concerns shared during public engagement about shortcutting and speeding.</li> </ul> <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>Transportation Association of Canada's 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><i>While some respondents felt the speed humps slowed traffic, others raised concerns about their placement being too close to intersections. Targeted data collection on 98 Street north of 79 Avenue showed that speed compliance increased from 52.9% to 67.4%.</i></p> <p><b>The rubber speed humps will be converted to permanent.</b> The exact locations may be adjusted in response to their closeness to existing measures, such as stop signs.</p>
<b>Area 3: 76 Avenue</b>	
<b>Traffic Calming Measure</b>	<b>Evaluation Summary &amp; What We Decided</b>
<b>Centre Median</b>	<b>Considerations for installation:</b>

<ul style="list-style-type: none"> <li>○ 76 Avenue and 95 Street</li> <li>○ 76 Avenue and 96 Street</li> </ul> <p><b>Curb Extension</b></p> <ul style="list-style-type: none"> <li>○ 76 Avenue and 95 Street</li> </ul>	<ul style="list-style-type: none"> <li>● Crosswalk safety concerns along 76 Avenue.</li> <li>● Sightline concerns impacting northbound to westbound left turns onto 76 Avenue.</li> <li>● Shortcutting concerns on 95 Street shared during public engagement.</li> <li>● Proximity to businesses that attract more pedestrian, vehicle, and bicycle traffic.</li> </ul> <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><i>Respondents felt safer crossing 76 Avenue where centre medians were installed, while those driving were frustrated about westbound to southbound turning restrictions on 95 Street. As a result, drivers were diverted to the 76 Avenue and 96 Street intersection where there is a higher volume of traffic and pedestrians during peak hours.</i></p> <p><b>The centre median has been removed at 76 Avenue and 95 Street.</b> As part of 76 Avenue renewal, permanent measures that address the traffic safety issues related to northbound to westbound left turns will be explored. <b>The curb extension on 76 Avenue west of 95 Street remains in place</b> due to improvements in crosswalk safety.</p> <p><b>The centre medians will remain in place at 76 Avenue and 96 Street</b> to continue supporting safer crossings and slower speeds along 76 Avenue. Based on feedback provided, adjustments have been made to the signage on the centre medians to address sightline concerns.</p>
<p><b>Two-stage Crossing</b></p> <ul style="list-style-type: none"> <li>○ 76 Avenue and 97 Street</li> </ul>	<p><b>Considerations for installation:</b></p> <ul style="list-style-type: none"> <li>● Concerns shared during public engagement about speeding, shortcutting, crosswalk safety, and cyclist safety along 97 Street.</li> <li>● Infrastructure on the 97 Street bike route supporting cyclist safety.</li> <li>● Traffic volume counts on 97 Street.</li> </ul> <p><b>Two-stage crossings:</b></p> <ul style="list-style-type: none"> <li>✓ Encourage slower vehicle speeds.</li> <li>✓ Reduce pedestrian crossing distance.</li> <li>✓ Increase pedestrian crossing opportunities, allowing people to cross one lane at a time.</li> <li>✓ Improve visibility of people crossing the street.</li> </ul> <p>In response to the community requests to educate Edmontonians about the rules that apply when approaching a two-stage crossing, we are happy to share the following:</p> <ul style="list-style-type: none"> <li>✓ Pedestrians have the right of way when crossing. Cross one lane at a time and check for vehicles.</li> </ul>

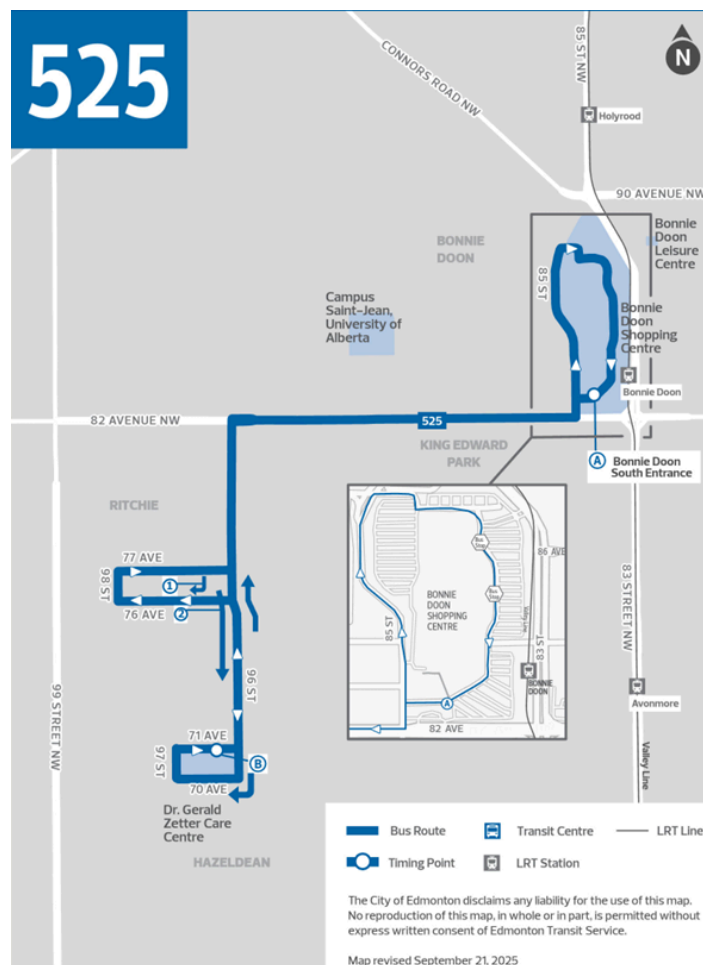
- ✓ Drivers need to slow down and check for others.
- ✓ People who bike or use a shared e-scooter need to yield to vehicles and pedestrians before crossing one lane at a time.

*Respondents stated that they felt safer crossing 76 Avenue and 97 Street because they felt more visible with the installed measures. Some residents shared concerns about the ETS bus route being diverted. The measures on 76 Avenue reduced speeding in both directions. For example, speeds were reduced by 11.4% as drivers approached the two-stage crossing from the east.*

**The two-stage crossing will remain in place** given the increased pedestrian safety. It also supports bike safety by facilitating a safer crossing and reducing traffic volumes on the main north-south bike route for the area. Further adjustments (such as narrowing the opening for the crosswalk) will be made to improve driver compliance to the diverter.

#### **Edmonton Transit Service Update on Route 525**

Effective Sunday, September 21, 2025, based on transit operator and resident feedback, Route 525 was modified to use 70 Avenue instead of 75 Avenue, while maintaining service to two seniors residences and the 96 Street corridor. For more information, please contact 311.



## Next Steps

### *Insights Worth Celebrating!*

The feedback received, combined with the City's engineering expertise and technical data, has demonstrated that the adaptable measures are working to encourage slower speeds, improve pedestrian safety and enhance bike infrastructure. The following changes have been made regarding the measures:

- The centre median at 76 Avenue and 95 Street was removed.
- Flex posts on the adaptable sidewalk were reduced.
- Signage on the centre medians at 76 Avenue and 96 Street were adjusted to improve sightlines.

In addition, the following changes will be made:

- The two-stage crosswalk opening at 76 Avenue and 97 Street will be narrowed and adjusted.
- A parking review of the loading zone on 96 Street north of Whyte Avenue will occur.
- The rubber speed humps on 81 Avenue west of 99 Street will be removed.
- The rubber speed humps on 81 Avenue east of 99 Street will be converted to permanent.

Thank you to all who participated and shared feedback throughout the Street Lab process. The City's Safe Mobility team is committed to working with Edmontonians, understanding lived experiences and ensuring that we all play a part in achieving Vision Zero!

To access project information, please visit [edmonton.ca/StreetLabs](https://edmonton.ca/StreetLabs).

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

For all other inquiries please contact us by calling 311.

### **Upcoming and Ongoing Projects in Ritchie**

#### 76 Avenue Renewal Project

Planning for the renewal of 76 Avenue is currently underway as part of the Neighbourhood Renewal Program. The project will explore permanent traffic calming measures along 76 Avenue that complement Safe Mobility's work on adaptable measures. Information on the 76 Avenue Renewal project is available at [edmonton.ca/76Avenue](https://edmonton.ca/76Avenue).

#### 100 Street- Active Transportation Network Expansion Project



The 100 Street Active Transportation Network Expansion project will create a new active transportation connection along 100 Street, from 83 Avenue to 76 Avenue. The project includes the completion of a two-way protected bike lane between 83 Avenue and 80 Avenue by September 2025, followed by the construction of an on-street shared pathway on the west side of 100 Street, extending from 80 Avenue to 76 Avenue, in 2026.

Upon completion, 100 Street will become a one-way northbound route for vehicles between 83 Avenue and 76 Avenue. Changes to parking and the 82 Avenue intersection are also expected. In early April 2025, detailed mailouts about the changes and construction timelines were sent to the Old Strathcona Business Association, Ritchie Community League, and residents on or near 100 Street. Additional notices will be distributed to area residents before construction starts to provide information on potential impacts.

If you have any questions about this project, please reach out to [ActiveTransportation@edmonton.ca](mailto:ActiveTransportation@edmonton.ca)