

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 July 15 - August 23, 2023, the City invited the Parkview 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 Parkview. Read the [What We Heard](#) report for more details.

The [Street Lab plan](#) included speed humps and curb extensions. These traffic calming measures were installed in September 2024. An evaluation survey was available between February 11 - 25, 2025 to gather feedback from the community members and organizations on the lived experiences with the new traffic calming measures.



Evaluation Summary and What We Decided

Traffic Calming Measure	Evaluation Summary & What We Decided
Curb Extensions  146 Street and 92 Avenue 91 Avenue and 144 Street 91 Avenue and 143 Street 92 Avenue west of 143 Street 143 Street south of 92 Avenue 146 Street and Park Drive 91 Avenue and 146 Street 91 Avenue and 140 Street 89a Avenue and 140 Street	Respondents shared mixed feedback about the curb extensions. Some respondents felt crosswalk safety improved with the curb extensions, while others felt the main concern was speeding and requested that speed humps be installed instead. Some cyclists felt unsafe biking on roads with curb extensions. Curb extensions: ✓ Increase pedestrian crossing safety. ✓ Enhance visibility of intersections. ✓ Shorten pedestrian crossing distances, thus decreasing the time needed to safely cross the street. ✓ Prompt drivers to slow down. Curb extensions are carefully placed in parking lanes without obstructing travel lanes and consider pedestrian activity, traffic flow, crash history, accessibility and site constraints. To safely navigate roads where curb extensions are installed: ✓ Drivers need to slow down and check for others. ✓ Drivers can pass people who bike or use a shared e-scooter when safe to do so and with a minimum passing distance of 1 meter between the vehicle and the rider. ✓ Cyclists should generally ride within the travel lanes and avoid weaving between the travel lane and the parking lane. This positioning helps increase the cyclist's visibility to drivers and avoids interactions with both parked cars and curb extensions. Speed data was collected at 91 Avenue west of 148 Street in response to resident feedback during public engagement. Our analysis showed that after the curb extensions were installed, vehicles are travelling at an average speed of 36 km/h, and 85% of drivers are travelling at or below 42.5 km/h. This is a slight reduction from driver speeds prior to the curb extensions and shows the majority of drivers are complying with the speed limit. Additional traffic calming measures are not recommended at this time. All curb extensions will remain in place to continue supporting pedestrian safety.
Asphalt speed tables  145 Street/146 Street between Park Drive and 87 Avenue	In coordination with the Speed Humps and Tables program, four permanent asphalt speed tables were installed in 2025 to enhance the effectiveness of the curb extensions and support slower speeds. Speed tables are gentler versions of speed humps that are suitable for buses and other large vehicles. Permanent asphalt speed tables: ✓ Reduce traffic volume. ✓ Encourage lower vehicle speeds. The asphalt speed tables will remain in place given reductions in traffic volume and speed. Slower speeds help to prevent collisions and improve safety and livability for all road users.
Rubber Speed Humps  140 Street between 89a Avenue and Buena Vista Road	Rubber speed humps were installed based on resident feedback received during the public engagement. Though some respondents appreciated the speed humps and felt they slowed down traffic, other residents expressed that they were unnecessary due to a perceived low volume of speeding at this location. Data collected at 140 Street north of 88 Avenue demonstrated that after installation of the speed humps, drivers' speed limit compliance increased from 82.9% to 97.3%. Data collection before and after the project indicated that speeds and volumes were low both before and after installation. The rubber speed humps will be removed in spring 2026 due to low speeding and traffic volume.



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.