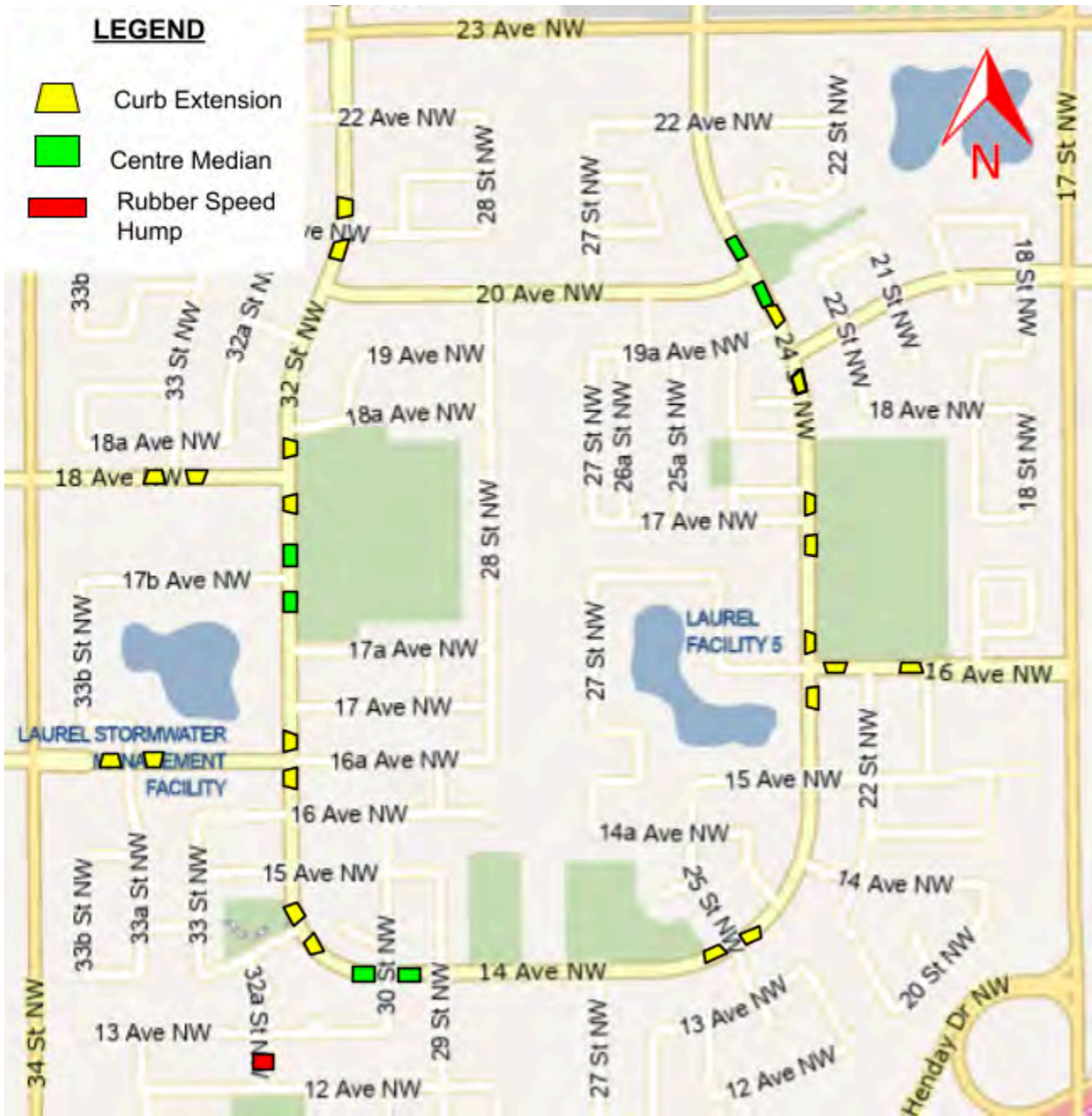


## Project Overview

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 11 - August 8, 2023, the City invited the Laurel 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 and provincial transportation infrastructure legislation and engineering technical expertise to create a Street Lab plan for Laurel. Read the [What We Heard](#) report for more details.

The [Street Lab plan](#) included curb extensions, centre medians and rubber speed humps. Based on further assessment, additional measures including marked crosswalks, pavement markings and stop signs were also implemented. These traffic calming measures were installed in October 2024. An evaluation survey was available from February 18 - March 4, 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

Traffic Calming Measure	Evaluation Summary & What We Decided
<div><div>Curb Extensions</div><div></div><div><ul style="list-style-type: none"><li>21 Street and 16 Avenue</li><li>24 Street and 19A/19 Avenue</li><li>24 Street and 17 Avenue</li><li>24 Street and 16 Avenue</li><li>25 Street and 14 Avenue</li><li>32 Street and 14 Avenue</li><li>32 Street and 16A Avenue</li><li>32 Street and 18 Avenue</li><li>32 Street and 21 Avenue</li><li>33 Street and 18 Avenue</li><li>33A Street and 16A Avenue</li></ul></div></div>	<div><p>Respondents felt the measures slowed cars down, particularly around turns and near the Svend Hansen School all-way stop. Respondents also expressed concerns that the curb extensions increased traffic congestion and delays by narrowing the roads, especially during school rush hours.</p></div> <div><div>Curb extensions:</div><div><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></div></div> <div><p>Curb extensions are carefully placed in parking lanes without obstructing travel lanes. Street Lab plans are reviewed by Edmonton Transit Service, Snow and Ice Control, Street Sweeping, Fire and Rescue, Waste Services and Forestry. The current plan meets requirements to deliver services in a safe and timely manner to the neighbourhood and we will continue to work with these teams on improvements.</p></div> <div><p><b>All curb extensions will remain in place</b> to continue supporting pedestrian safety by improving visibility at crosswalks throughout the neighbourhood.</p></div>
<div><div>Centre Medians</div><div></div><div><ul style="list-style-type: none"><li>24 Street and 20 Avenue</li><li>30 Street and 14 Avenue</li><li>32 Street and 17B Avenue</li></ul></div></div>	<div><p>Respondents felt the centre medians reduced traffic and road safety concerns and helped drivers maintain their driving lane. Respondents also shared concerns that the centre medians increased congestion, particularly when it snowed.</p></div> <div><div>Centre medians:</div><div><ul style="list-style-type: none"><li>✓ Narrow the street.</li><li>✓ Slow vehicles and encourage safer speeds.</li><li>✓ Provide an enhanced visual indication of the crosswalk.</li><li>✓ Reduce pedestrian-vehicle conflicts by providing clear vehicle lanes.</li></ul></div></div> <div><p><b>The centre median at 32 Street and 17B Avenue will remain in place adaptively</b> to reduce potential conflict between drivers travelling in opposite directions. As this is located near the future Catholic K-9 school, which was approved for construction in February 2025, Safe Mobility will continue to coordinate with the school design and assess accordingly.</p></div> <div><p><b>The centre medians at 24 Street/20 Avenue and 30 Street/14 Avenue will be converted to permanent</b> to continue encouraging safer speeds. The measures are intended to keep drivers in their lane, which is a key safety feature. Preventing drivers from passing a stopped bus reduces potential conflicts and protects passengers who are getting on or off, while simultaneously encouraging lower speeds. Construction of permanent centre medians will occur in 2026, resources permitting. Compared to adaptive centre medians, the durability of permanent medians results in improved winter maintenance.</p></div>
<div><div>Rubber Speed Humps</div><div></div><div><ul style="list-style-type: none"><li>32A Street north of 12 Avenue</li></ul></div></div>	<div><p>Respondents felt the speed hump slowed traffic in the neighbourhood. Some respondents wanted additional speed humps on other roads, such as 20 Avenue NW, 24 Street, and 12 Avenue, to address speeding concerns.</p></div> <div><div>Speed humps:</div><div><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></div></div>



	<p><b>The rubber speed hump on 32A Street will be converted to a permanent asphalt speed hump</b> to continue to promote safe speeds. Construction of the asphalt speed hump will be completed during the 2026 construction season. Asphalt speed humps are more durable than adaptable speed humps, resulting in improved winter maintenance.</p> <p>The City has recorded 24 Street NW on our Speed Humps and Tables program request tracking list and speed tables will be installed in 2027, contingent on funding approval in the 2027-2030 Budget Cycle. The Speed Humps and Tables program has limited funding for the 2023 - 2026 Budget Cycle, and all 2026 installations have already been identified. 20 Avenue and 12 Avenue were not added to the tracking list after an initial review showed that these roadways have significant constraints for adding speed humps or tables. 12 Avenue has limited space due to many closely spaced driveways, while 20 Avenue has houses with close proximity to the road, which can result in noise or vibration concerns.</p>
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### 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](https://edmonton.ca/VisionZero).