






The Orchards at Ellerslie Street Lab


Project Update

VISION ZERO

Edmonton

Evaluation Summary and What We Decided

Traffic Calming Measure	Evaluation Summary & What We Decided
<p>Curb Extensions</p>  <ul style="list-style-type: none"> ○ Orchards Gate and Crabapple Landing ○ Orchards Link and Orchards Boulevard ○ Orchards Boulevard and Orchards Way ○ Orchards Boulevard and Plum Gate ○ Orchards Boulevard and Orchards Road ○ Orchards Boulevard and Orchards Green 	<p><i>Respondents shared mixed feedback about the curb extensions. Some respondents felt the curb extensions improved crosswalk safety and prevented drivers from parking too close to the intersections. Some respondents felt that they increased congestion by narrowing the road.</i></p> <p>Curb extensions:</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>All curb extensions will remain in place to continue enhancing pedestrian safety by maintaining drivers in their lane and clarifying right-of-way at intersections.</p>
<p>Rubber Speed Humps</p>  <ul style="list-style-type: none"> ○ Orchards Drive between Crabapple Way and Crabapple Link ○ Cherry Loop 	<p><i>Residents shared mixed feedback about the speed humps. Some respondents felt they helped reduce speeding while others felt they did not slow drivers down. Respondents shared concerns they did not slow speeds in the winter.</i></p> <p>Speed humps:</p> <ul style="list-style-type: none"> ✓ Slow vehicle speeds by 6 to 13 km/h (<i>Transportation Association of Canada's Canadian Guide to Traffic Calming, 2018</i>). ✓ Discourage shortcutting through the neighbourhood. ✓ Reduce the risk of serious crashes. ✓ Increase safety for people walking, biking and rolling. <p>The rubber speed humps will be converted to permanent asphalt measures to continue to promote safe speeds. Construction of asphalt speed humps will be completed in the 2026 construction season.</p>
<p>Two-stage Crossing</p>  <ul style="list-style-type: none"> ○ Orchards Boulevard north of Orchards Drive 	<p><i>Respondents shared that they felt safer with the two-stage crossing at a continuous trail crossing. Some respondents were concerned about snow and ice not being cleared properly from the measure and that they decreased visibility for drivers and pedestrians.</i></p> <p>Two-stage crossings:</p> <ul style="list-style-type: none"> ✓ Encourage slower vehicle speeds. ✓ Reduce pedestrian crossing distance. ✓ Increase pedestrian crossing opportunities, allowing people to cross one lane at a time. ✓ Improve visibility of people crossing the street. <p>In response to the community requests on educating Edmontonians about the rules that apply to road users when approaching a two-stage crossing, we are happy to share the following;</p> <ul style="list-style-type: none"> ✓ Pedestrians have the right of way when crossing. Cross one lane at a time and check for vehicles. ✓ 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. <p>The two-stage crossing will remain in place to continue supporting pedestrian crossing safety and be converted to permanent in 2026, resources permitting. The Safe Mobility and Snow and Ice Control (SNIC)</p>

	<p>teams will continue to work closely together to ensure that the design of the two-stage crossing will meet SNIC requirements to maintain a safe and reliable mobility network.</p>
<p>Centre Medians</p>  <ul style="list-style-type: none"> ○ Orchards Way and Chokecherry Close ○ Orchards Drive and Chappelle Crescent 	<p><i>Some respondents felt the centre median improved traffic and road safety conditions by reducing speeding. Others did not like that they narrowed the road and were unable to pass buses when they stopped. Speed data collected at Orchards Drive SW west of Crapabble Landing SW showed that average speeds westbound decreased from 48 km/h to 41 km/h, while eastbound traffic remained at 39 km/h.</i></p> <p>Centre medians:</p> <ul style="list-style-type: none"> ✓ Narrow the street. ✓ Slow vehicles and encourage safer speeds. ✓ Provide an enhanced visual indication of the crosswalk. ✓ Reduce pedestrian-vehicle conflicts by providing clear vehicle lanes. <p>Both centre medians will remain in place to promote speed and lane compliance and be converted to permanent in 2026, resources permitting. 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.</p>

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.