

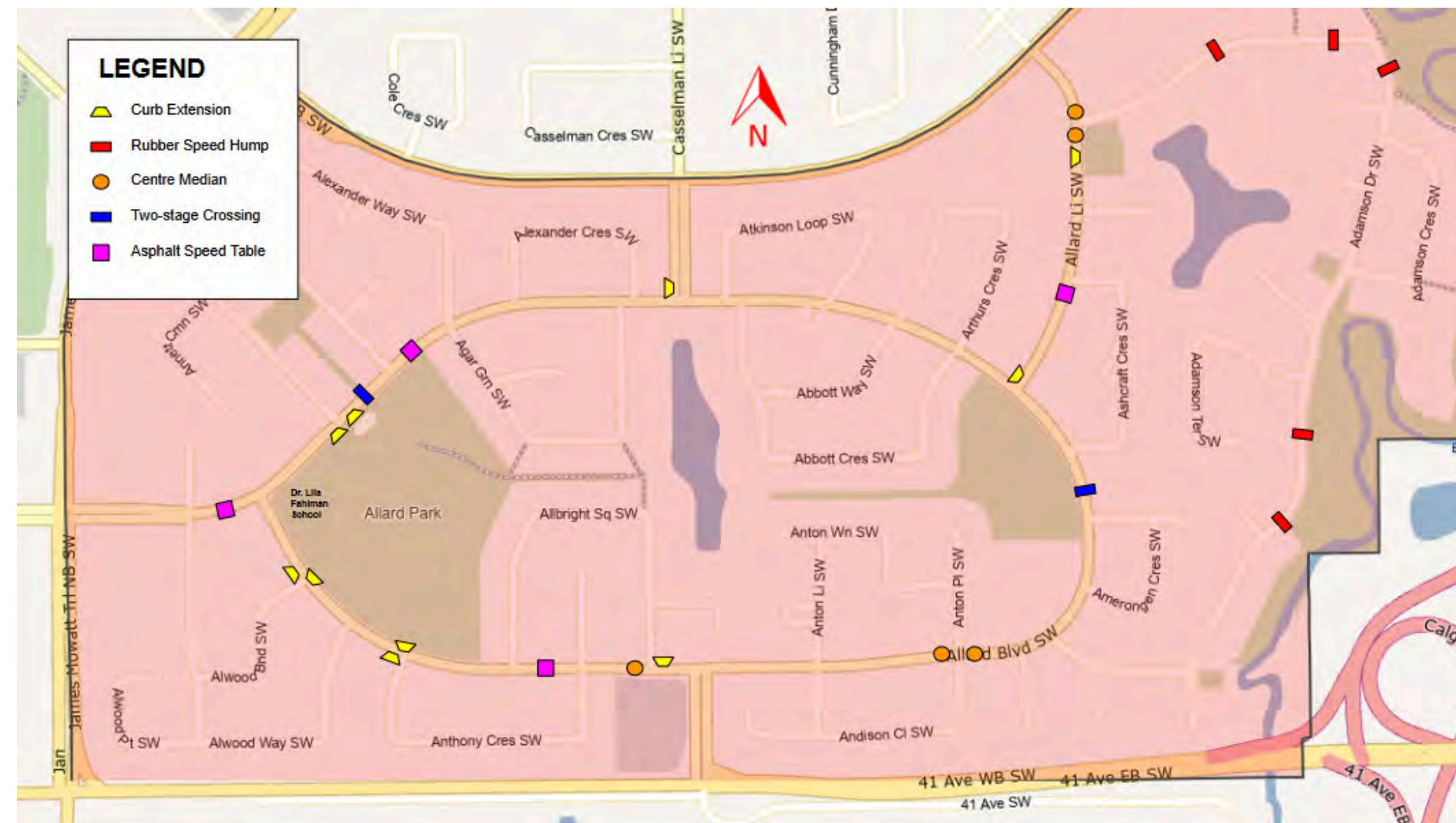


Project Overview




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.



Public engagement was held in Allard between July 5 - August 2, 2023 to gather information about residents' 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 Allard. Read the [What We Heard](#) report for more details.

The [Street Lab Plan](#) included curb extensions, centre medians, speed humps, speed tables and two-stage crossings. These traffic calming measures were installed in summer 2024. An evaluation survey was available online February 4-18, 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>Curb Extensions</div> <div></div> <div><ul style="list-style-type: none">Allard Link south of Adamson DriveAllard Link at Allard BoulevardAllard Boulevard at Allbright SquareAllard Boulevard at Anthony CrescentAllard Boulevard at Allwood BendAllard Boulevard at Annett CommonAllard Gate at Allard Boulevard</div>	<p>Respondents felt pedestrian crossing safety improved around Doctor Lila Fahlman School with the curb extensions. Speed surveys on Allard Link showed that speed compliance increased from 27% to 52% after traffic calming measures were installed. We also heard from some respondents who were not in favour of the Street Lab traffic calming measures.</p> <p>Curb extensions are used to:</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>The curb extensions will remain in place to continue enhancing the visibility of pedestrians, promote pedestrian safety and reduce speeds.</p>
<div>Centre Medians</div> <div></div> <div><ul style="list-style-type: none">Allard Link at Adamson DriveAllard Boulevard at Anton Place/Andison CloseAllard Boulevard at Allbright Square</div>	<p>Many respondents perceived traffic and road safety improved after the installation of traffic calming measures. As noted above, curb extensions and centre medians on Allard Link increased speed compliance after installation. The average speed of vehicles on Allard Link was 42 km/h instead of 46 km/h.</p> <p>Centre medians are used to:</p> <ul style="list-style-type: none">✓ Slow vehicles and encourage safer speeds.✓ Keep drivers in the proper lane.✓ Reduce pedestrian-vehicle conflicts by providing clear vehicle lanes, as well as giving pedestrians a safe refuge across each travel lane. <p>The centre medians will remain in place given the resulting speed reduction and benefits of maintaining drivers in the designated lanes of travel.</p>
<div>Two-stage Crossing</div> <div></div> <div><ul style="list-style-type: none">Allard Boulevard south of Ashcraft CrescentAllard Boulevard north of Annett Common</div>	<p>Respondents appreciated that the two-stage crossings improved pedestrian visibility. Data collected at Allard Boulevard west of Alexander Way showed that speed compliance increased from 43% to 60%.</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>Community members have expressed an interest in understanding the rules that apply when approaching a two-stage crossing. In response to these requests, 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 an e-scooter need to yield to vehicles and pedestrians before crossing one lane at a time. <p>The two-stage crossings will be converted to permanent concrete measures by the end of the 2025 construction season.</p>

<div>Rubber Speed Humps</div> <div></div> <div><div>○ Adamson Drive</div></div>	<p>Respondents felt that traffic slowed down with the rubber speed humps. Speed surveys showed that speed compliance on Adamson Drive increased from 76% to 90% post-installation.</p> <p>Rubber speed humps can effectively:</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 remain in place given the resulting speed reduction.</p>
<div>Asphalt Speed Tables</div> <div></div> <div><div>○ Four locations along Allard Boulevard and Allard Link</div></div>	<p>Speed tables are gentler versions of speed humps that are suitable for buses and other large vehicles. Respondents felt that traffic was slower after the installation of the asphalt speed tables. Asphalt speed tables were effective in increasing speed compliance and reducing traffic volume along Allard Boulevard and Allard Link. Targeted data collection on Allard Link showed that the average speed decreased from 46.3 km/h to 41.7 km/h, while traffic volumes decreased by 18%.</p> <p>Permanent asphalt speed tables can help:</p> <ul style="list-style-type: none">✓ Reduce traffic volume.✓ Encourage lower vehicle speeds. <p>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.</p>

Note: Asphalt and concrete construction timelines are weather and resource permitting.

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.