

# Parkdale Street Lab

## Project Update

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## 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 September 26 - October 17, 2023, the City invited the Parkdale 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 Parkdale. Read the [What We Heard](#) report for more details.

The [Street Lab plan](#) included curb extensions, centre medians, a two-stage crossing and speed humps. These traffic calming measures were installed in October 2024. An evaluation survey was available between February 25 - March 11, 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
<p><b>Curb Extensions</b></p>  <ul style="list-style-type: none"> <li>○ 81 Street and 117 Avenue</li> <li>○ 87 Street and 114 Avenue</li> <li>○ 88 Street and 114 Avenue</li> <li>○ Fort Road between 82 Street and 84 Street</li> </ul>	<p>Respondents felt the curb extensions increased pedestrian visibility by preventing vehicles from parking too close to the crosswalk. The curb extensions on Fort Road were appreciated for narrowing the roads and encouraging slower speeds. Respondents also shared concerns that the curb extensions did not improve speeding and disliked that they removed parking spots.</p> <p>The City's default speed limit of 40 km/h applies to Fort Road between 82 Street and 115 Avenue. After the curb extensions were installed, average speeds on Fort Road north of 116 Avenue decreased from 52km/h to 44 km/h.</p> <p><b>Curb extensions:</b></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><b>All curb extensions will remain in place</b> given their effectiveness in enhancing pedestrian safety throughout the neighbourhood and encouraging speed limit compliance on Fort Road.</p>
<p><b>Rubber Speed Humps</b></p>  <ul style="list-style-type: none"> <li>○ 84 Street between 115 Avenue and 116 Avenue</li> <li>○ 86 Street between 116 Avenue and 117 Avenue</li> <li>○ 116 Avenue between 87 Street and 84 Street</li> </ul>	<p>Some respondents felt that speeding concerns did not exist and questioned the need for speed humps, while others felt the speed humps reduced speeding.</p> <p>Vehicle speeds were collected only after the speed humps were installed due to previous construction in the area. Speed surveys at 86 Street north of 116 Avenue showed a speed compliance of 87.4% in the 30 km/h playground zone.</p> <p><b>Speed humps:</b></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><b>The rubber speed humps will be converted to permanent asphalt measures</b> to continue promoting speed compliance in the playground zone and discourage shortcutting through 84 Street, 86 Street and 116 Avenue. Construction of asphalt speed humps is anticipated to be completed during the 2026 construction season. Asphalt speed humps are more durable than adaptable speed humps, resulting in improved maintenance over the winter.</p>
<p><b>Two-stage Crossing with Diverter</b></p>  <ul style="list-style-type: none"> <li>○ 88 Street and 115 Avenue</li> </ul>	<p>Respondents felt the two-stage crossing increased pedestrian visibility and encouraged drivers to slow down. Pedestrians suggested improvements to snow and ice clearing at the crossing. Respondents reported concerns that some vehicles continued to turn left or drive straight through the crossing. Safe Mobility collected traffic counts over a 24 hour period and found the number of violations was relatively low.</p> <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><b>How to use a two-stage crossing:</b></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> <li>✓ Drivers need to slow down and check for others.</li> <li>✓ People who bike or use a shared e-scooter need to yield to vehicles and pedestrians before crossing one lane at a time.</li> </ul>



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	<p><b>The two-stage crossing will be converted to permanent concrete measures</b> due to enhanced pedestrian safety. This measure works in conjunction with the newly installed signal at 112 Avenue and 88 Street to improve north-south pedestrian travel. The permanent two-stage crossing will have adjusted spacing to encourage driver compliance and will be more durable for improved winter maintenance. Construction of the concrete two-stage crossing is anticipated to be completed during the 2026 construction season, resources permitting.</p>
<b>Centre Medians</b>  <ul style="list-style-type: none"><li>○ 86 Street and 115 Avenue</li></ul>	<p>Respondents appreciated that the centre medians encouraged safer driving speeds. Other respondents shared that they were unable to pass cyclists at this location.</p> <p><b>Centre medians:</b></p> <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> <p>A key feature of the centre median on 115 Avenue is slowing driver speeds with a horizontal deflection. A horizontal deflection changes a driver's path of travel and encourages slower speeds as they drive around the median. The driver should remain single-file behind the cyclist until after the centre-median. A driver can safely pass when at least a one meter passing distance is maintained between the vehicle and cyclist.</p> <p><b>The centre median will be converted to permanent concrete measures</b> to continue supporting safer speeds. Construction of the permanent concrete centre medians is anticipated to be completed during the 2026 construction season, resources permitting.</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](http://edmonton.ca/VisionZero).