



Webber Greens Street Lab

Project Update

VISION ZERO

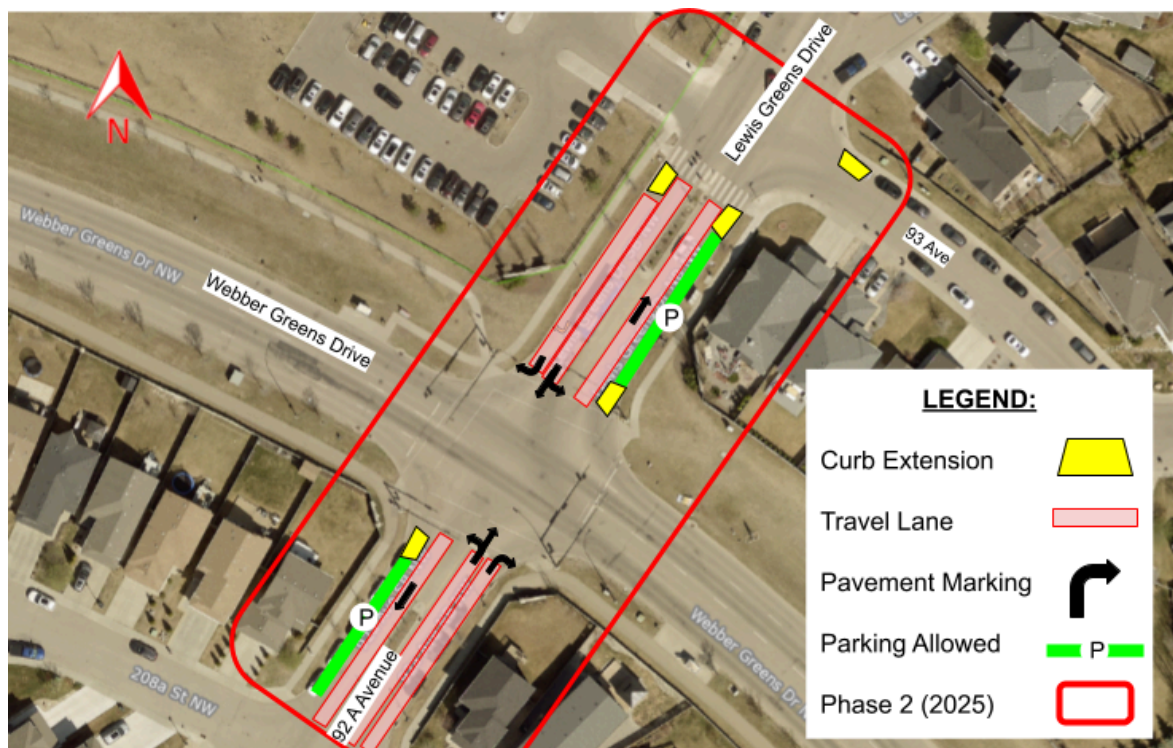
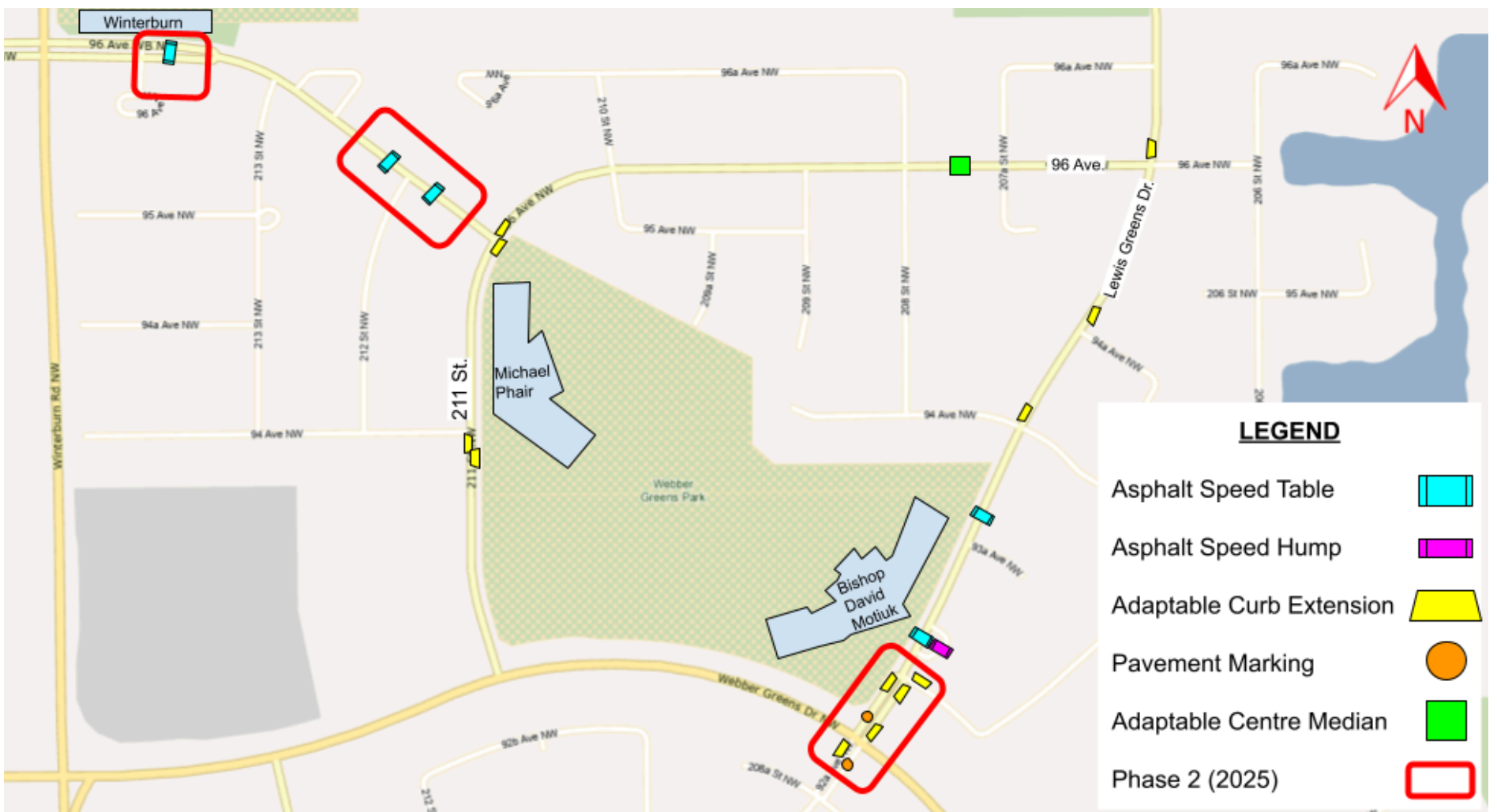
Edmonton

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 5 - August 2, 2023, the City invited the Webber Greens 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 Webber Greens. Read the [What We Heard](#) report for more details.

Phase 1 of the [Street Lab plan](#) included centre medians, curb extensions, asphalt speed humps and speed tables. Phase 2 of the [Street Lab plan](#) included asphalt speed tables and curb extensions. The traffic calming measures in phase 1 and phase 2 were installed in June 2024 and July 2025, respectively. An evaluation survey was available between November 25 - December 16, 2025, to gather feedback from the community members and organizations on the lived experiences with the new traffic calming measures.






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Evaluation Summary and What We Decided

Phase 1: 211 Street, 96 Avenue, Lewis Greens Drive	
Traffic Calming Measure	Evaluation Summary & What We Decided
<p>Curb Extensions</p>  <ul style="list-style-type: none"> ○ 211 Street and 94 Avenue ○ 211 Street and 96 Avenue ○ Lewis Greens Drive and 96 Avenue ○ Lewis Greens Drive midblock near 94 Avenue and 94A Avenue 	<p>Feedback about the curb extensions was varied regarding their impacts to parking and crosswalk safety. Some respondents were frustrated about a decrease in parking availability while others advocated for additional parking restrictions or the relocation of curb extensions to better prevent parking near intersections and improve crosswalk safety.</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>The curb extensions will remain in place to continue enhancing pedestrian safety and reminding drivers to follow the speed limit. Based on public feedback, the City will install “No Parking” signs near the intersection of Lewis Greens Drive/94 Avenue and Lewis Greens Drive/94A Avenue to maintain crosswalk sightlines. Installation of “No Parking” signage is anticipated to be completed during the 2026 construction season.</p>
<p>Centre Medians</p>  <ul style="list-style-type: none"> ○ 96 Avenue between 207A Street and 208 Street 	<p>Respondents shared concerns that they continued to observe speeding on 96 Avenue after the installation of the centre medians. There were requests made for additional traffic calming measures such as speed humps, speed tables or enforcement.</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>The centre median will remain in place to continue keeping drivers in the proper lane and slowing vehicles to enhance the safety of all road users. Safe Mobility will continue to monitor the impact of the centre medians on traffic movements and may review for future adjustments.</p> <p>This section of 96 Avenue is not a candidate for permanent speed tables, as an initial review confirmed that there are constraints that affect the installation of a speed table, including pavement condition and houses with close proximity to the road, which can result in noise or vibration concerns. Other sections of 96 Avenue also had constraints for speed tables, including limited space due to numerous closely spaced driveways.</p>
<p>Asphalt Speed Tables</p>  <ul style="list-style-type: none"> ○ Lewis Greens Drive between 93 Avenue and 93A Avenue ○ Lewis Greens Drive between 93A Avenue and 94 Avenue 	<p>The speed tables were viewed as effective traffic calming measures and valuable in supporting traffic safety in playground zones and near schools. However, respondents also shared concerns that the speed tables seemed less effective than speed humps at reducing speed.</p> <p>Permanent asphalt speed tables:</p> <ul style="list-style-type: none"> ✓ Reduce traffic volume. ✓ Encourage lower vehicle speeds. <p>The choice to use a speed hump or a speed table is based on the number and type of vehicles on the roadway. Lewis Greens Drive is a collector road that provides access for the neighbourhood to the main thoroughfare and therefore, carries higher volumes of traffic as well as larger vehicles. Speed tables are gentler versions of speed humps that are suitable for collector roads that have buses and other large vehicles.</p> <p>The asphalt speed tables will remain in place to continue addressing speeding in the playground zone.</p>



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Asphalt Speed Hump



- Lewis Greens Drive cul-de-sac between 93 Avenue and 93A Avenue



There were no respondent concerns in regards to this speed hump location.

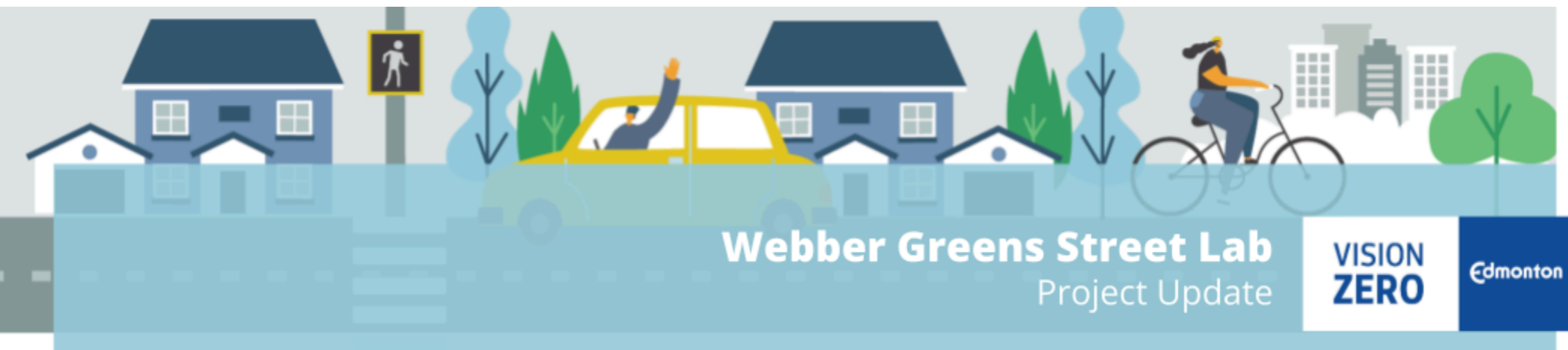
Speed humps:

- ✓ Slow vehicle speeds by 6 to 13 km/h (*Transportation Association of Canada's Canadian Guide to Traffic Calming, 2018*).
- ✓ Discourage shortcutting through the neighbourhood.
- ✓ Reduce the risk of serious crashes.
- ✓ Increase safety for people walking, biking and rolling.

The speed hump will remain in place to discourage shortcutting through the cul-de-sac and to encourage safer speeds.

Phase 2: Webber Greens Drive and Lewis Greens Drive / 92A Avenue

Traffic Calming Measure	Evaluation Summary & What We Decided
<h3>Curb Extensions</h3>  <ul style="list-style-type: none"> ○ 93 Avenue east of Lewis Greens Drive ○ Lewis Greens Drive between 93 Avenue and Webber Greens Drive ○ 92A Avenue south of Webber Greens Drive 	<p>Feedback highlighted that the parking bays were well-utilized during school drop-offs. Concerns were shared about the curb extensions impacting snow clearing and preventing access to the community mailbox. The curb extensions were seen as beneficial to enhancing the visibility of school children crossing the road but some felt they increased congestion. Some respondents suggested that the curb extensions should be removed at 93 Avenue/Lewis Greens Drive (northwest side) and 93 Avenue (east of Lewis Greens Drive).</p> <p>Safe Mobility completed site assessments August 2025 and September 2025. In response to site observations and public feedback, the following adjustments were completed:</p> <ul style="list-style-type: none"> ● The curb extension on Lewis Greens Drive north of Webber Greens Drive was relocated in August 2025 to improve turning movements for larger vehicles. ● The curb extension on 93 Avenue was removed in October 2025 to improve turning movements. <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 remaining curb extensions will stay in place at the entrance into the neighbourhood which encourages slower speeds and enhances pedestrian safety near the school crossing.</p> <p>Safe Mobility works closely with the Snow and Ice Control (SNIC) teams to ensure all designs comply with SNIC requirements to allow for adequate snow and ice removal. In response to the feedback shared about winter conditions, Safe Mobility will monitor the locations of these measures after snow has accumulated on the roads and continue to collaborate with SNIC operations.</p>
<h3>Asphalt Speed Tables</h3>  <ul style="list-style-type: none"> ○ 96 Avenue between 211 Street and 215 Street 	<p>Respondents viewed asphalt speed tables as effective traffic calming measures and valuable in supporting traffic safety in playground zones and near schools. However, respondents also shared concerns that the speed tables were less effective than speed humps at reducing speeds.</p> <p>Permanent asphalt speed tables:</p> <ul style="list-style-type: none"> ✓ Reduce traffic volume. ✓ Encourage lower vehicle speeds. <p>The choice to use a speed hump or a speed table is based on the number and type of vehicles on the roadway. 96 Avenue is a collector road that provides access for the neighbourhood to the main roadway, which carries higher volumes of traffic as well as larger vehicles. Speed tables are gentler versions of speed humps that are suitable for collector roads that have buses and other large vehicles.</p> <p>The asphalt speed tables will remain in place to continue supporting safer speeds in the playground zone.</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 concerns 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.