

Bonnie Doon Street Labs

Public Engagement Summary - September 2022

Background and Context

Bonnie Doon is a streetcar suburb¹ that developed in the 1910s and '20s, before the advent of the car, with walking and the streetcar as the main mobility mode that the streets were designed for. Bonnie Doon has a higher proportion of mixed uses than most Edmonton neighbourhoods. It is home to two schools, several daycares, churches, cultural institutions (including the central organization, La Cite Francophone), retirement homes, restaurants, cafes and pubs, a women's shelter, a library, a mental health facility for people living with schizophrenia and one of Edmonton's first malls, Bonnie Doon Centre. Thanks to its historic design and proximity to amenities like the trails in Mill Creek ravine, Vimy Ridge Academy, Whyte Avenue, Youth Empowerment and Support Services, supportive housing, and soon, the new streetcar called the Valley Line LRT, Bonnie Doon's streets are heavily used by those on their feet or rolling on wheelchairs or mobility devices, most especially children and retirees. Bonnie Doon's 2019 population was 4,726². Bonnie Doon is growing, adding nearly 10 percent to its population through infill between 1998 and 2018.³

Neighbours in Bonnie Doon have recently experienced a radical shift in high-speed vehicle traffic cutting through the neighbourhood, which corresponds with the alterations to the former traffic circle on 85 Street to accommodate the Valley Line LRT. Bonnie Doon residents articulate that they want to feel safe to walk, bike or roll on their streets, especially given the walkable history of the neighbourhood and the many amenities people enjoy using without driving. This desire for safety applies most especially to children, retirees and other vulnerable users of Bonnie Doon's streets. In 2021, a driver hit a child at a busy intersection in Bonnie Doon. This galvanized the community to begin to demand safer streets, now, for those not in vehicles and to put these demands to the City of Edmonton.

We are using concerns gathered from Bonnie Doon residents and identifying potential partial solutions through the City of Edmonton's Vision Zero Street Labs program. Through this we have an opportunity to see how temporary, adaptable measures on our street can boost safety and livability in our community. We do not have an option to have Bonnie Doon's streets and intersections rebuilt through this program, unfortunately, though this is still needed in future. City officials have nonetheless told us comments about unsafe infrastructure gathered here will be reflected upon and could lead to further changes.

¹ <https://www.bonniedoon.ca/streetcar.html>

²

<https://public.tableau.com/app/profile/city.of.edmonton/viz/2019EdmontonMunicipalCensus/2019EdmontonMunicipalCensusNeighbourhood>

³

<https://open.alberta.ca/dataset/dae01d50-cafc-4510-9b4d-9c683e289298/resource/47750064-bb92-4311-8cc8-e573b90dee86/download/health-pcih-community-profile-edmonton-bonnie-doon-2019.pdf>

What is Vision Zero Street Labs?

Vision Zero Street Labs uses resident expertise and City of Edmonton staff to address street infrastructure that leads residents to feel unsafe when walking, biking or rolling. Together, residents will use temporary and adaptable measures to creatively and partially address the neighbourhood's safety and livability concerns.

Vision Zero Street Labs provide a neighbourhood and residents with:

- An opportunity to trial new solutions using temporary materials
- New experiences and conversation about street safety and neighbourhood livability
- Partial options when permanent infrastructure changes are not available
- A chance to influence change on neighbourhood streets and develop lasting connections within the community

Bonnie Doon Street Lab Project Team

The Bonnie Doon project team is a group of residents committed to increasing street safety in Bonnie Doon. The street labs project team is currently focused on three main initiatives:

- Traffic calming and safety initiatives on 88 Avenue between 91 and 92 streets
- Vibrant crosswalks and increased pedestrian visibility on 92 Street
- Street calming measures in between 88 Avenue and Connors Road, along 89, 90 and 91 streets

The public engagement process for this project was initiated in July 2022 through an online survey. The City of Edmonton asked the project team to let community members know about Vision Zero Street Labs and to gather responses and ideas. This summary is a report back on what we heard from engaging with residents. Thank you to everyone who took the time to share their insights, experiences and feedback to inform our Street Lab project.

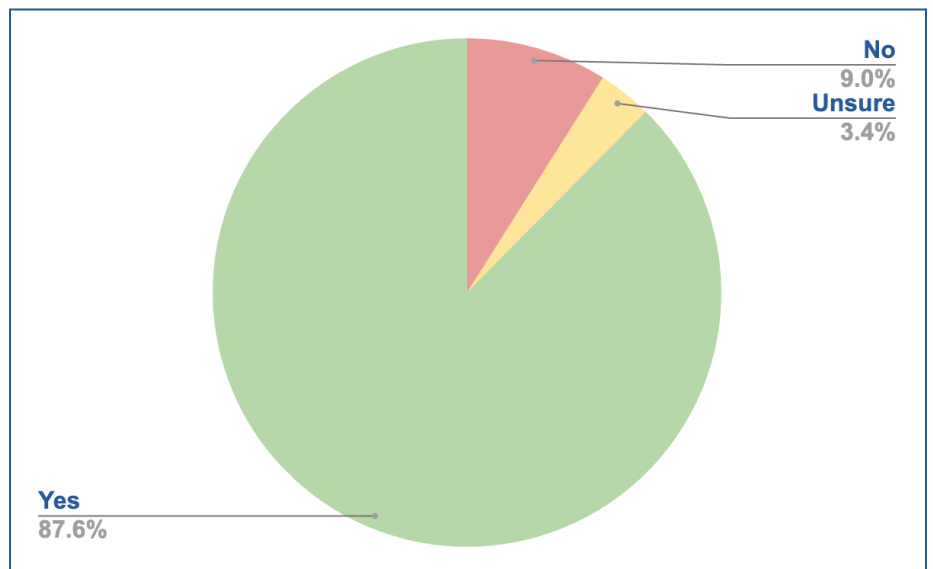
Engagement Results

145 people filled out the online survey. Of these survey respondents 125 (86%) live in Bonnie Doon. The remaining survey respondents live in neighbourhoods surrounding Bonnie Doon and visit the neighbourhood for a number of reasons including school, daycare, business, and running errands.

Overall, survey respondents suggested that they have concerns with street safety in Bonnie Doon and there is strong support for our proposed street labs. Only 5 respondents (3.4%) in the survey were opposed to all 3 proposed safety initiatives.

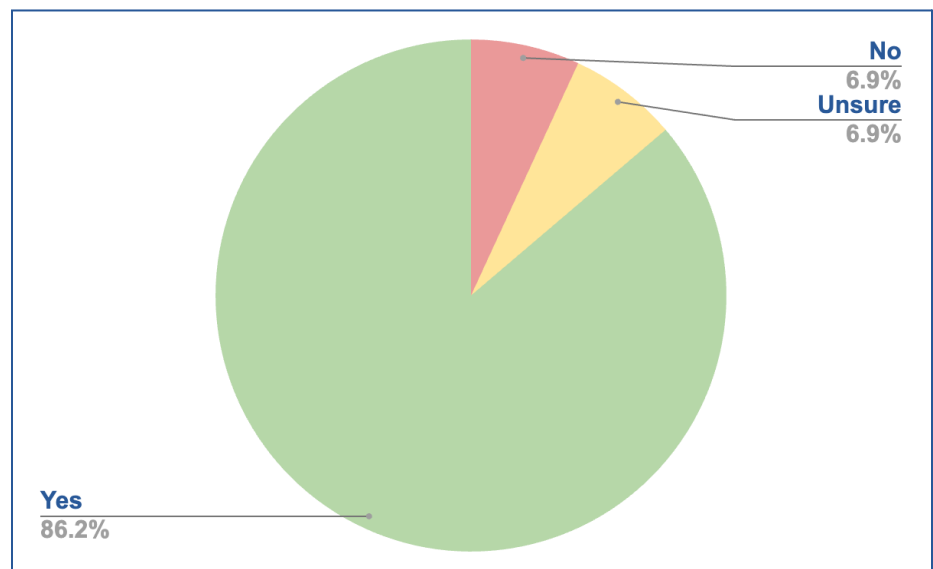
Question 1: Do you have concerns with street safety in Bonnie Doon?

Responses	Number of Responses
Yes	127
No	13
Unsure	5
Total	145



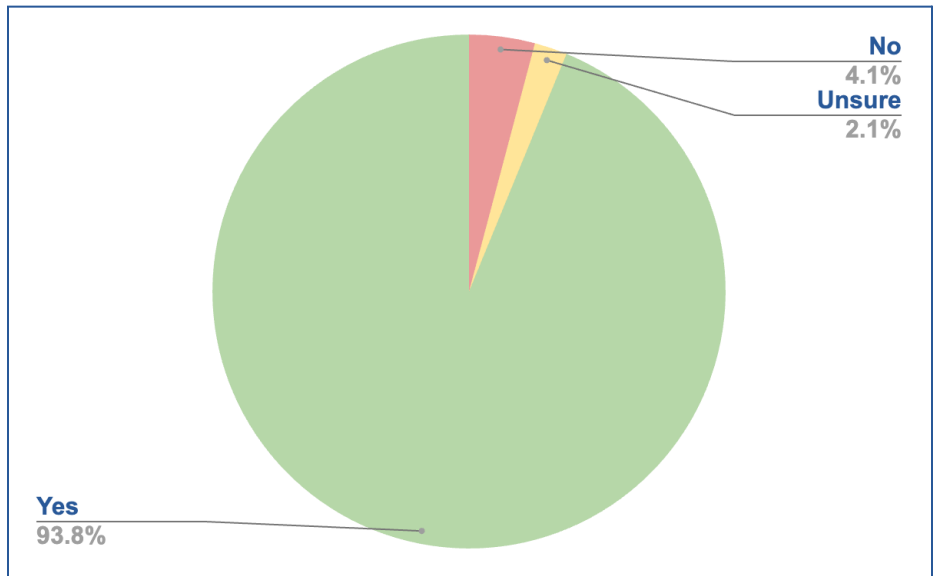
Question 2A: Do you support traffic calming and safety initiatives on 88 Ave in between 91 and 92 street?

Responses	Number of Responses
Yes	125
No	10
Unsure	10
Total	145



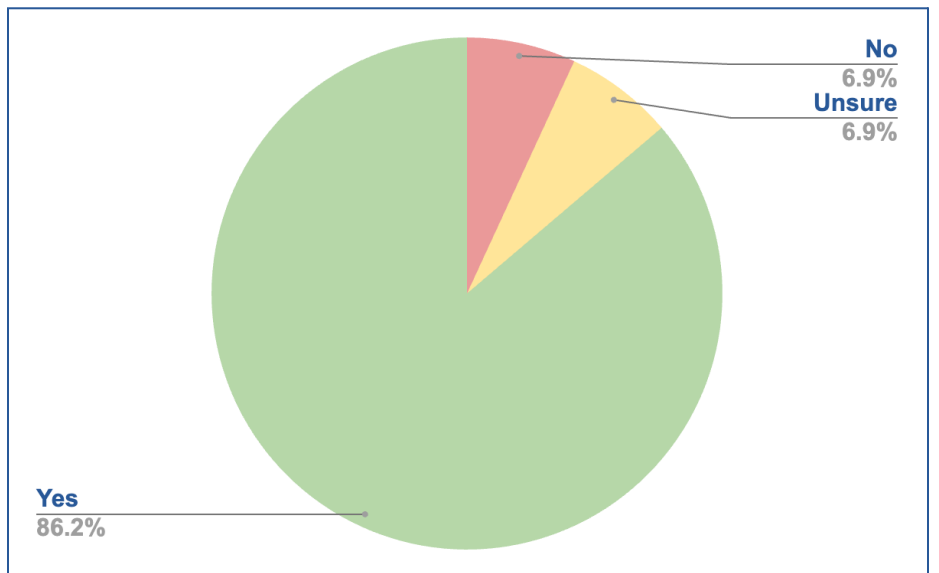
Question 2B: Do you support the implementation of vibrant crosswalks and increased pedestrian visibility on 92 street?

Responses	Number of Responses
Yes	136
No	6
Unsure	3
Total	145



Question 2C: Do you support street calming measures between 88 Avenue and Connors Road along 91, 90, and 89 streets?

Responses	Number of Responses
Yes	125
No	10
Unsure	10
Total	145



Themes

In addition to the multiple choice questions in the survey, there was an opportunity for survey respondents to share their specific concerns, thoughts, and ideas.

The themes identified in the comments were the following concerns:

- Speeding
- Drivers shortcutting through Bonnie Doon
- Number of parked cars which creates “one lane” streets and reduces visibility
- Driver and pedestrian visibility
- Drivers not following street signs
- Crosswalk concerns including drivers not slowing down at crosswalks and general crosswalk visibility
- A lack of safe bike infrastructure
- General concerns at 88 ave and 91 and 92 street: driver/pedestrian confusion, congestion, speeding, etc

A sample of the comments have been included from the following question.

Please tell us more about your answers above and provide examples of street safety concerns you have in Bonnie Doon.

“Shortcutting, excessive speeding, unacceptably limited infrastructure for streets where cyclists and pedestrians outnumber drivers, no clear way to walk safely with my kid to the Bonnie Doon LRT station.”

“Cars driving too quickly in the neighborhood, ignoring yield signs, cutting through interior roads as you can’t turn left on connors and 92 street, decreased visibility due to congested parking on both sides of the street”

“At the intersection of 88 Av and 91/92 Av, so many near car accidents from people running the stop signs.”

“In general there is a high level of traffic for a residential side street. Cars often don’t slow down sufficiently at corners which is risky because there are a lot of little kids living on our street and in the surrounding neighbourhood.”

“The 88 Ave and 92st intersection is so dangerous! There needs to be traffic mitigation and an elimination of the wide slip lane style turn from 88 north into 92. In general 91/92 st and 88 Ave are way too busy and there should be more pedestrian friendly infrastructure (bump outs, raised crosswalks, small traffic circles) to slow traffic and make it safer.”

“92st is hard to cross as a pedestrian”

"Lots of speeding and the intersection of 88ave and 91 street is terrible. Many vehicles do not stop at the stop signs"

"Our street is particularly awful for people racing through to whyte ave as an alternative route. It's WILD how fast cars cut through the neighbourhood. I don't feel safe having my children play, walk or interact in the front of our house."

"Often on 92 St, when I am trying to cross the road at a cross walk with my daughter, a car does not see us and drives right through the cross walk without stopping."

"Vehicles consistently do not stop for pedestrians at crosswalks on 92 Street and travel well above the 40km/h speed limit."

"It is hard for cars to see pedestrians at certain intersections due to parking, trees, and congestion."

"Speeding, inattention in a busy pedestrian/cycling area, lots of kids and older residents with mobility issues. I see people speeding through school zones and newly implemented stop signs."

"Visibility is poor. The streets are narrow and were not designed for the number of vehicles most households have; often there are vehicles parked on both sides of a street, and given how narrow the streets are, it's sometimes hard to see people shorter than the vehicles. I noticed more when my children were smaller. I appreciate the 40 km speed limit. People don't seem to want to yield on a yield; I notice this in particular on 95 St at 94 Ave (because I cross that intersection regularly); I am sure there are others like this."

"I wish cross walks were more visible."

"The intersections at 91/92 st along 88 Ave feel extremely unsafe both for pedestrians and motorists."

"There is nowhere for bikes to safely travel East-West or North-South in the neighbourhood. Older children, teens, and adults who are not "hard core" cyclists cannot ride on sidewalks and cannot travel safely with the traffic due to parked cars, the speed of traffic, and other barriers."

"I have concerns about the intercession by the Bonnie Doon dental association T intersection. Adding the lights for the crosswalk did not help improve safety. Between the angle parking and the congestion there are too many factors to consider when going through that area."

"It is difficult to see at the stop signs throughout the neighbourhood. There have been many close calls and several accidents at the t-intersection at 91 ave and 89 street."

“I have large concerns with street safety in Bonnie Doon as a parent of young children and avid bike rider myself, as there are many vehicles that 'cut through' the neighbourhood roads at high speeds with little regard for safety. In addition to that, there is low visibility around cross walks/corners in the area because of the high amount of parked vehicles.”

“The crosswalk at 92nd street is especially concerning. Depending on parking along 92nd, there can be blind spots for cars/pedestrians.”

“I am concerned about driver speed and attention. I have observed many drivers fail to stop for pedestrians waiting to cross 92nd street, especially during the morning and after school times when more of those pedestrians are children.”

“Shared streets strategically placed throughout Bonnie Doon would be great as there are a lot of walkers and cyclists throughout the area and it would be nice if they didn't have to compete with vehicles as they are now.”

Additional Insights

There were additional insights identified through the survey.

- Speeding along 88 ave is an issue in Bonnie Doon.
- There is no left turn at 92 street when traveling northwest on Connor's road. This may increase shortcutting on 89, 90, and 91 street.
- Since the removal of the Bonnie Doon traffic circle, traffic patterns have changed. This may have increased shortcutting and traffic volumes in the east part of the community.
- 95 street and 94 ave is a potential intersection with higher chances of traffic accidents.

The Bonnie Doon street labs team will look at these additional insights with the city.

Proposed Street Labs and Next Steps

Based on the results from our survey, the Bonnie Doon Street labs team recommends moving forward with the following street labs:

1. Traffic calming and safety initiatives on 88 Avenue between 91 and 92 streets
2. Vibrant crosswalks and increased pedestrian visibility on 92 Street
3. Street calming measures in between 88 Avenue and Connors Road, along 89, 90 and 91 streets

We will be sharing this plan with the City. Their technical team will provide recommendations and begin planning for installation.