



BUILDING GREAT NEIGHBOURHOODS

BONNIE DOON MEETING TWO APRIL 3, 2014 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Bonnie Doon beginning in spring 2015. As the City is committed to involving Edmontonians in the decisions that affect them, residents have been asked to provide input, to identify missing sidewalk connections and opportunities for other investments to add to Bonnie Doon's livability.

The City held its first meeting with the community league executive on September 18, 2013. A second neighbourhood-wide meeting was held April 3, 2014. A final pre-construction meeting will be held on February 10, 2015.

Bonnie Doon residents had the opportunity to review and provide feedback on the neighbourhood preliminary design, and learn about the local improvement process. Staff members from Transportation Services, Community Services, Drainage Services and Forestry were on hand to address residents' questions.

The following provides a general overview of comments and questions from the meeting.

ALLEYS

- *Back alley between 88 Ave & 87 Ave and 88 St & 89 St: water collects into a lake with lots of rain or snow melts.*
- *Back alley reconstruction should be coordinated with street renewal. The asphalt has severely degraded since ATCO cut lines across the width to install new gas lines.*
- *Six or seven years ago EPCOR dug up and put in larger pipes in the alley between 95 St and 94 St from 90 Ave to 92 Ave. Please ask EPCOR to come back and fix the drainage.*

The City does not have an alley pavement renewal program in place. Alley maintenance, which includes pothole and patch repairs, is available to preserve existing alleys and maintain proper drainage to catch basins. A complete alley resurfacing or reconstruction may occur as part of utility restoration. In these situations, the utility company pays for the restoration. The second option is an alley local improvement that property owners may request through the local improvement process. The cost is paid 100% by property owners. More information: edmonton.ca/localimprovements

To address immediate ponding issues, contact 311 to have roadway maintenance review the alley.

- *How would consideration for adding alley lighting be implemented?*

As part of Neighbourhood Renewal, existing alley lighting will be upgraded to the new LED standard. New alley lighting is done through a local improvement process and covered 100% by benefiting property owners. More information is available at edmonton.ca/localimprovements

BIKE LANES

- *I'd like to see the bike corridor along 88 Ave extended east to Bonnie Doon Mall and west to the ravine.*
- *Consider 94 St from 88 Ave to Connors Road as a bike corridor.*

Neighbourhood bike routes will be added to portions of 88 Avenue, creating a route from 83 Street to 95 Street, and 94 Street, creating a route from 88 Avenue to Connors Road. The majority of 88 Avenue is a local roadway, which provides low-speed access within the neighbourhood. The connection to Mill Creek Ravine has been moved from 93



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Street to 95 Street. Based on traffic volumes and speeds, neighbourhood context, property and mature boulevard tree constraints, this route will be installed as single-file shared-use lanes and will not affect parking.

The 94 Street route will be installed as single-file shared-use lanes and will not affect parking. The route will provide better access to destinations within the neighbourhood as well as in and out of the neighbourhood. Cycling connections through the Bonnie Doon Centre site may be possible in the future should any major redevelopment take place.

- *Please consider bike path/corridor signage N&S along 91 St between 82 Ave and 88 Ave.*

Rue Marie-Anne Gaboury (91 Street) will not be considered as a potential bike route for several reasons:

- Existing traffic volumes would require a cycling facility necessitating removal of curb extensions and parking.
 - The existing streetscape was done as a local improvement for which property owners are still paying. It is not possible to remove these features.
 - The scope of renewal work from 84 Avenue to 88 Avenue does not allow for a complete road redesign.
- *A traffic light at 88 Ave and 85 St would also be helpful for bike access and safety.*

An assessment was conducted last summer and the activity level does not warrant a signal.

- *Painting arrows on streets and calling it a "bike route" is not a safe solution for bikers. Pave sidewalks on one side of bike route and add a yellow line so pedestrians and bikes can share.*

Shared-use pathways, or in this case sidewalks, are often impractical for commuting cyclists. They are better suited for suburban areas where intersections are fewer and farther between. Legally, a cyclist riding on a shared-use pathway or sidewalk must dismount at all intersections, driveways, and private and public accesses to gain the right-of-way. Cycling on sidewalks is not safer, as drivers do not always see or expect a cyclist who quickly exits a sidewalk.

- *Are we going to lose parking for bike lanes?*

Parking will not be removed. Bike routes will be on roads with lower traffic volumes and will be marked with 'sharrow' pavement markings and signs. Motorists and cyclists will share the lanes. More information is at edmonton.ca/cycling

- *Bicycle lanes are not necessary. Cycling season is short. Bicycles and cars can share the car lane!*

By providing transportation options like bike routes, LRT, and walking, the City of Edmonton can reduce traffic congestion, enhance the city's livability and reduce our carbon footprint. Bike routes ensure that no matter which way you choose to travel, the City has planned with your needs in mind. Thirty-one per cent of the trips Edmontonians make could be done by bike in 13 minutes or less. Bike routes make it easier and safer for everyone to follow the rules when sharing the road. They reduce the risk of collisions and make motorist and cyclist behavior more predictable.

CANADA POST BOXES

- *Where will the new mailboxes go? Is that under consideration over the scope of this 3-year project?*

The City of Edmonton has provided some suggested guidelines to Canada Post; however Canada Post has the authority to install, erect or relocate a mailbox in any public place, including a public roadway. The City may not relocate or remove a mailbox without their authorization. For further information, please contact Canada Post at 1-866-607-6301.



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CONSTRUCTION

- *How much notification will we receive before construction starts and how will I be notified?*

Once construction begins the City will distribute a bulletin to all residents. Residents will also receive 7-10 days' notice before the start of construction next to their property. Emergency access will be maintained at all times.

- *Alpine garden & shale driveway abuts sidewalk.*
- *I would like to be contacted on the option to extend (widen) my driveway access.*

Please speak to the construction project manager about accommodations for your driveway. Property owners do not pay for private connections. The City will only remove and replace parts of the private connections to ensure proper drainage. The City will put sod down once the new construction of the sidewalk and road are complete.

DECORATIVE STREETLIGHTS

- *Could decorative streetlights be implemented on just one portion of the neighbourhood?*

The Local Improvement process is guided by the Provincial *Municipal Government Act*. It applies to all property owners as there is a cost involved that will be applied to future property taxes. Every property owner has the choice to support or not support decorative streetlights. This means that 50% + 1 of all property owners must support the local improvement in order for it to pass. More information is available at www.edmonton.ca/localimprovements

- *Keep streetlights reasonable in cost. No extra cost to property owners.*

Standard galvanized steel streetlights are included as part of Neighbourhood Renewal. The cost covered by property owners is the cost for decorative option above the cost of standard streetlights. Bonnie Doon did not receive majority support for decorative streetlights, so standard galvanized streetlights will be installed at no cost.

DRAINAGE

- *Please fix drainage. Water pools in spring everywhere in the neighbourhood. Not near enough culverts.*
- *Sidewalk drainage on 87 St and 90 Ave sidewalk slopes toward houses rather than toward street.*

Surface drainage will be addressed through roadway reconstruction. Any grading on a residential property is the responsibility of the property owners. Please contact 311 to have someone come inspect your property grade.

- *Major drainage issues every winter since drain is on 90 Ave instead of 90 St.*

The catch basin drains are mainly situated along 90 Avenue since there is no storm sewer along 90 Street. There are catch basins on 90 Street just north and south of 90 Avenue that capture flow from 90 Street. Surface drainage will be addressed through roadway reconstruction so that storm water flows to the appropriate catch basins.

- *Deep sewer smell problems...we were told by City councilors [that] problem would be addressed in the renewal.*

Drainage Services has investigated and is committed to addressing odour concerns within Bonnie Doon. Sewer odours are often caused by natural venting of deep sewers, such as the large trunk sewer that runs along 88 Avenue through



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Bonnie Doon. The most immediate solution will be to install flappers inside the catch basins to restrict airflow through catch basin openings. If the flappers do not manage the odours, the City may explore an odour control facility.

The Drainage Neighbourhood Renewal Program does not include the renewal of the deep trunk sewer on 88 Avenue, which is the major source of odour emissions. Drainage will review solutions with the community in 2015.

ETS

- *Can we get a bus stop moved (82 Ave just west of 93 St) that is in front of the YESS entrance?*

The bus stop in question (#2294) is located approximately 26 m west of the west curb of 93 Street. This stop is very well used with two main routes stopping there (Routes 4 and 94). There is not an opportunity to move this stop as it is already located according to ETS standards. It cannot be moved east of 93 Street, as it would be too close to the previous stop. In order to move it west, we would have to remove parking. If YESS needs a loading zone or designated parking west of the bus stop, they may contact Traffic Operations at trafficoperations@edmonton.ca

NEIGHBOURHOOD LIVABILITY

- *Park benches would be a great addition in green space at 88 Street/91 Ave/90 Ave.*

Thank you for your suggestion. The City will install up to two park benches in this location.

- *There is a City lot designated as parkland at 9376 76A St. Can we make it a community garden?*

Please work with your community league and the community recreation coordinator to develop this space.

- *Consider an "improvement" to the small L-shaped space just northeast of Rutherford School playground.*

The east-west portion of 87 Avenue west of 91 Street is privately owned. However there is an opportunity to include a walkway in the north-south lot south of 88 Avenue, if the community desires.

PARKS/TRAILS

- *New trail map/signage: 92 Ave & 96 St - river valley operations?*

Please call 311 to connect with your community recreation coordinator and discuss options.

ROADWAYS

- *96 St (92 Ave-93 Ave) - local road status?*

96 Street is an addressable alley and will be included in Neighbourhood Renewal. The current width of the road is 6 m. Due to existing driveways, lot grading, and drainage, when reconstructed the roadway width will remain the same.

- *Increase the road width on 96A St as it doesn't meet today's standards I don't believe.*



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The current standard width for a newly constructed local roadway is 9 m. 96A Street is approximately 8 m wide. It is not possible to increase the width of the roadway without affecting the large, mature trees and their root systems, so it will be reconstructed to its original width.

- *Currently 3 roads come off Connors onto 89 St. Why not close off one and add to the green space near bus stop?*

Restricting this movement is not required, does not service the community, and would transfer existing traffic onto adjacent roadways. Access must also be maintained to adjacent properties.

- *A roadblock should be added on 92 Ave (96 St west to ravine)*
- *Streetscape suggestion: 92 Ave & 96 St - dead end to trails. Messy and becomes dumping ground.*

The City has realigned the intersection of 92 Avenue and 96 Street and has closed 92 Avenue east of 96 Street to vehicle traffic. A curb ramp will be installed at the intersection to allow pedestrian and cyclists across 92 Avenue.

SIDEWALK RENEWAL

- *Why is the sidewalk not replaced through my tax dollars and why is the City only guaranteeing it for two years?*

Reconstructing the sidewalk in front of property owners' lots is a local improvement—a project considered of greater benefit to a specific area rather than to the municipality as a whole. The 50-50 cost share between property owners and the City has been in place since 1995. Property owners may petition against a sidewalk improvement. If 50% +1 of owners in your area do not want sidewalk reconstruction, the City will do sidewalk maintenance only. Sidewalks are under warranty for two years; however the lifespan of the sidewalks with regular maintenance is 50 years.

- *Have you considered a sidewalk on the south side of 92 Ave between 91 St and 92 St?*

There is a need for a continuous east-west connection along 92 Avenue east of 93 Street to access the community playground. A sidewalk cannot be accommodated on the south side of 92 Avenue between 91 Street and 92 Street due to conflicts with existing trees, a concrete parking pad, private walk connectors and lot grading. However, the City can place a sidewalk along the north side of 92 Avenue from 92 Street to 93 Street with minimal impact. This addition will allow pedestrians to have a continuous sidewalk on the north side of 92 Avenue. Pedestrians on the south side will only need to cross 92 Avenue once to access the playground.

- *We put in a new sidewalk at our expense and there is a sprinkler system that could be damaged.*

Please mark anything on City right-of-way that could be affected by construction so that construction crews can work around them. You may also email the construction project manager, Terrence Gosine: terrence.gosine@edmonton.ca

- *I do not understand the necessity of building a sidewalk on 93 Ave north of 96 St as an entry into the trail.*

93 Avenue west of the alley west of 96 Street is legally registered as road right-of-way. It will be upgraded with curbs and gutters. Sidewalk is required on at least one side of the roadway to meet accessibility and parking standards.

- *95 Ave is dangerous for biking Bonnie Doon children to Holyrood School. Please redo all curbs with ramps.*



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Connors Road from 95 Avenue to 83 Street is scheduled to be upgraded to current standards when reconstructed in 2015. 95 Avenue from Connors Road to 85 Street will be upgraded to current standards with the Valley LRT line.

- *Please ensure the sidewalk on 84 Ave where it meets Mill Creek Ravine does not just connect with stairs to ravine.*

The sidewalk along the south side of 84 Avenue will allow users to choose which way they would like to access the ravine. Users will be able to use the stairs or use a new sidewalk connection to go around the end of the cul-de-sac and connect with the existing shared-use path.

- *Missing sidewalk along south border of Maurice Lavallee School to the ravine.*

The sidewalk at this location will be extended to connect with the ravine pathway.

- *New sidewalk on 93 Ave & 95 St. Better suited to north side of 93 Ave as this will continue from 95 St/94 St.*

Taking into account resident feedback and discussions with adjacent property owners, we have shifted the sidewalk to the north side of 93 Avenue for greater connectivity. Two spruce trees currently on City road right-of-way will have to be removed to accommodate this sidewalk; however, this is a better solution for neighbourhood walkability.

- *There are still several missing sidewalk links along 90 Ave west of 89 St.*
- *There is a missing sidewalk on 93 St between 83 Ave and 84 Ave.*
- *A sidewalk down both sides of 87 St from 88 Ave to Whyte would make it much easier to walk in winter.*
- *Sidewalk 94 Ave west of 96 St!*
- *Would like sidewalks on 87 St from 82 Ave to 85 Ave west side to connect to bus stop on 82 Ave.*
- *I would appreciate the addition of a sidewalk on either side of 92 Ave east or west of 92 St.*

These locations currently have sidewalk on one side, which, although not ideal, meet our minimum accessibility criteria. Due to limited funding the minimum accessibility criteria applies.

- *There are already sidewalks around the Bonnie Doon community league area; we don't need more paved surface.*

Where possible around the park site, sidewalks are proposed to provide enhanced, universal accessibility.

TREES

- *Can we have trees planted along south edge of Maurice Lavallee school ground?*

The City will plant trees in the road right-of-way along the north side of 88 Avenue east of 95 Street.

- *Please avoid tree removal as much as possible.*

The City works around mature trees in older neighbourhoods. An urban forester will guide us in dealing with neighbourhood trees. There are two spruce trees that have been identified for removal on 93 Avenue between 95 Street and 96 Street to accommodate a sidewalk. This removal will provide greater connectivity for the neighbourhood.



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TRAFFIC

- *Can the City consider a yield somewhere along 90 Ave as there are no controls for 3 blocks, maybe at 93 St?*

On 90 Avenue there is a westbound stop sign at 95 Street, northbound/southbound yield signs at 93 Street and 94 Street, and eastbound/westbound stop signs on 92 Street.

- *90 St & 89 Ave/Connors Road: walkway there should be a timer of sorts. Same for 94 St and Connors Rd.*

Pedestrian countdown timers will be part of the intersection reconstruction.

- *Please add back crosswalk and signage at 83 Ave & 85 St and 85 Ave & 85 St.*

Our records do not show a crosswalk on 83 Avenue and 85 Street. 85 Avenue does not intersect with 85 Street.

- *Would like to see a stop sign at the T-intersection on 86 Ave and 95 St on right hand side.*

The neighborhood will be positively controlled with traffic going southbound on 95 Street to yield to 86 Avenue.

- *It would be great if there could be a traffic signal at the intersection of 88 Ave and Rue Marie-Anne Gabourey.*

An assessment was conducted at this location last summer and the activity level does not warrant a traffic signal.

- *I feel as though T-intersections that currently do not have yield or stop signs should remain signless.*

The City is moving towards "positively controlled" intersections as part of Neighbourhood Renewal. All intersections will eventually be controlled.

- *No right-turn 95 St off Connors Road.*

Restricting this movement is not required, does not serve the community and would move traffic to adjacent roadways.

- *Traffic control at the corner of 92/91 St and 88 Ave needs to improve.*

91 Street/92 Street intersections have been reconfigured to T-intersections with right-of-way to 88 Avenue.

- *Concern: free flow traffic west/east on 88 Ave between 95 St and 85 St with no stops or yields.*

These are existing traffic controls. Nothing has changed from pre-rehabilitation.

- *No access to 95 St from Connors Rd (too many commuter cars ripping through the residential neighbourhood).*

95 Street is a public roadway, and available for use by all vehicles; it is not restricted to local traffic only.

- *I am concerned with excessive speeds on 88 Ave and 89 St. I would like to see solutions (e.g. speed bumps).*

A speed survey was conducted on 88 Avenue west of 99 Street. Compliance to the posted speed limit was approximately 92%, with an average speed of 36 km/h. Speed bumps are no longer used on public roads due to



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negative effects such as excessive noise, vibration, etc. Speed is best managed by the Edmonton Police Service and the Office of Traffic Safety. Learn more about neighbourhood speed programs at edmonton.ca/trafficsafety

- *85 St is a hazard with cars moving too fast even with current traffic controls.*

Photo radar has been established on 85 Street between 95 Avenue and 82 Street. Edmonton Police Service was advised of speeding complaints. Radar has also been placed on 83 Street north of 82 Avenue and on 82 Avenue at 87 Street.

- *Speed concern: 87 St from 83 Ave to 88 Ave. Would like yield design changed at 85 Ave/87 St.*

The Office of Traffic Safety has scheduled a speed survey to be conducted in the spring. If warranted, a review of the traffic controls in this area will take place.

- *I would like to see consideration of measures to control traffic speed along 88 Ave between 92 St and 95 St.*

There is no indication of significant speeding issues along this roadway.

- *Shortcutting issues on 87 St, 91 Ave, 94 St & 95 St.*

87 Street, 91 Street, 94 Street and 95 Street are public roadways and available for all to use. Stop signs are used to assign right-of-way not control speed.

- *We should keep parking on both sides of 91 St.*

91 Street is a collector roadway between 82 Avenue and Connors Road. Given the road use and adjacent facilities, allowing parking on both sides of the road would cause safety concerns for both pedestrians and vehicles.

- *Parked cars block oncoming traffic.*
- *Better parking plan for entire neighbourhood during festival season.*

Please place a request with Transportation Operations (transportationoperations@edmonton.ca). They will review regulations, parking signs and special event traffic plans.

- *Consult with neighbourhood/community regarding only allowing parking on one side of the street.*

The community league may request a Transportation Operations review. Specific locations can be reviewed independently of any major neighbourhood review by Parking Management (transportationoperations@edmonton.ca).

UTILITIES

- *Will there be a plan to bury electrical lines?*

Burying overhead power lines is not part of the Neighbourhood Renewal scope of work. Our work is limited to rebuilding roads, sidewalks, curb and gutter, and replacing streetlights. If a property owner has concerns about the overhead lines they can contact EPCOR at 780-412-3128 to discuss concerns and opportunities for relocations.