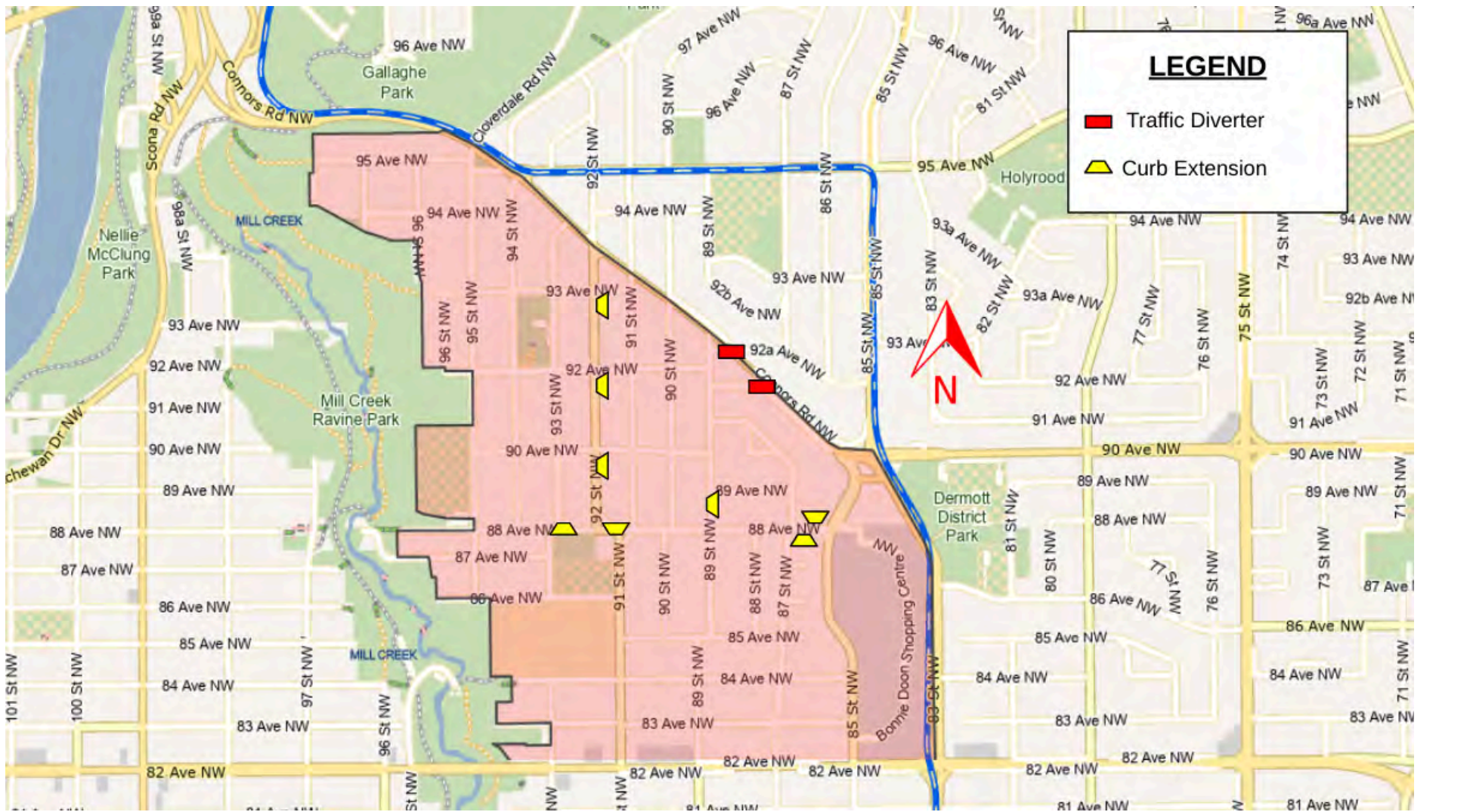




Project Overview

A multiple phase Street Lab project was established in Bonnie Doon to improve safety for pedestrians, cyclists, transit users, and drivers. We have been pleased to work closely with the community on four separate phases of this project since 2021.



Phase	Installation Date	Measure		Technical Considerations
1	April 2022	Curb Extension (3) <ul style="list-style-type: none">88 Avenue between 91 Street and on 92 Street92 Street at 93 Avenue		<ul style="list-style-type: none">AlignmentCompliance with Accessibility StandardsDrainageMaintenanceIntegration with Existing InfrastructureParkingSnow Removal
2	April 2023	Curb Extension (2) <ul style="list-style-type: none">92 Street at 90 Avenue and 92 Avenue		
3	October 2023	Curb Extension (2) <ul style="list-style-type: none">88 Avenue between 85 and 87 Street		
4	May 2024	Traffic Diverter (2) <ul style="list-style-type: none">92 Avenue at Connors Road92A Avenue at Connors Road Curb Extension <ul style="list-style-type: none">89 Street and 88 Avenue		<ul style="list-style-type: none">DesignGeometryTraffic Volume and PatternsRoadway CharacteristicsSignage and MarkingsDrainageMaintenanceSnow RemovalParking

What We Decided

Findings and Key Themes
The City used both public feedback and technical data to determine the next steps. A summary of the measures, feedback, technical findings and resulting decisions is included below:

<i>Type and location of measures</i>	<i>Feedback and Technical Findings</i>	<i>Decision</i>
Traffic Diverters: <ul style="list-style-type: none">Phase 4: 92 Avenue at Connors RoadPhase 4: 92A Avenue at Connors Road	Feedback: Residents reported that barriers have not reduced speeding and shortcutting. Residents were frustrated with neighbourhood access issues. Findings: The diverters were not effective at reducing traffic on 89 Street. With 92A Avenue and 92 Avenue blocked off, many drivers simply rerouted and directly accessed 89 Street from Connors Road.	Remove measures. *Scheduled for early summer 2025.
Curb Extensions: <ul style="list-style-type: none">Phase 4: 89 Street at 88 Avenue	Feedback: Residents reported that it was difficult to maneuver turning movements and noted significant congestion in winter months. Adjustments: Parking restrictions were added in summer 2024 to better facilitate turn movements.	Keep measures.
Curb Extensions: <ul style="list-style-type: none">Phase 1: 88 Avenue between 91 Street and 92 Street & 92 Street and 93 AvenuePhase 2: 92 Street at 90 Avenue and 92 AvenuePhase 3: 88 Avenue between 85 and 87 Street	Feedback: Residents had mixed feedback on these curb extensions. While some residents wanted additional traffic calming measures, others questioned their installed locations. Findings: The Transportation Association of Canada's design guidance and the City's technical data confirm that curb extensions effectively reduce traffic speed and improve pedestrian safety.	Keep measures.

According to data collection and engineering review, traffic diverters have not effectively reduced shortcutting or improved pedestrian safety. While the diverters were considered safe and efficient while successfully reducing traffic volume at their specific locations, they failed to resolve the broader community-wide shortcutting issue.

Public feedback following the installation of all traffic calming measures was divided. Some residents expressed concern that the diversions merely shifted shortcutting to other areas and requested the removal of the measures. Other residents desired more substantial changes to prevent shortcutting.

Next Steps

Active Transportation Network Expansion Program

The City of Edmonton is expanding Edmonton’s active transportation network with routes that are safe, accessible and predictable for people of all ages and abilities, offering more choice in how they move around the city, whether bicycling, walking, running or rolling. The [Active Transportation Network Expansion Program](#) focuses on filling in missing links in the existing active transportation network including new city-wide district connectors within the redeveloping areas of the city (within Anthony Henday Drive).

Different types of active transportation infrastructure are being explored as part of the Active Transportation Network Expansion Program, including protected bike lanes, shared pathways and local street bikeways. End-of-trip infrastructure, such as bike wayfinding signage, is also included in the expansion. A total of three new routes are currently planned to be constructed in the Bonnie Doon neighbourhood in 2026. Planning and design of the 2026 program in this area will start this spring. Designs are being developed based on technical and safety requirements, City policies, The City Plan, targeted engagement where needed, and previous engagement data collected during development of the [Bike Plan](#). For more information about the Active Transportation Network Expansion project, please visit edmonton.ca/ActiveTransportation.

Safe Mobility

The traffic diverters on 92 Avenue and 92A Avenue at Connors Road will be removed in summer 2025. 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. We will continue to collaborate with the team leading the Active Transportation Network project should any additional adjustments be required.

To learn more about how Edmonton will reach Vision Zero through safe and livable streets, visit edmonton.ca/VisionZero.

For all other inquiries please contact us by calling 311.