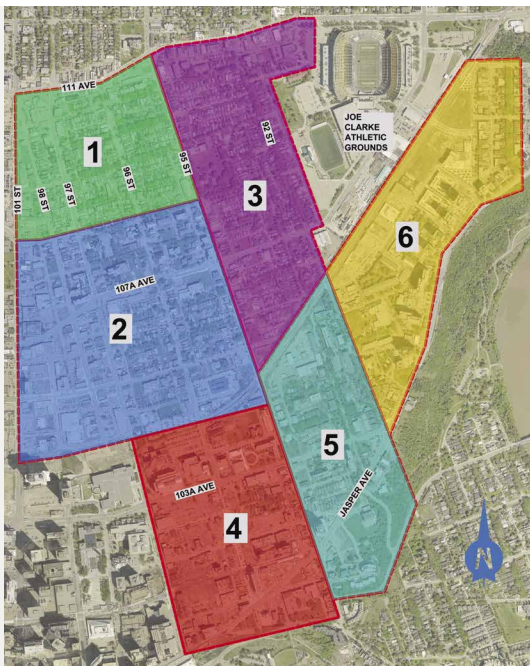


BOYLE STREET AND MCCAULEY NEIGHBOURHOOD RENEWAL DRAFT DESIGN

SECTION 4 105 to 101 Avenue (97 to 95 Street)

The draft design for Boyle Street and McCauley has been strategically prepared with considerations for walking, biking, rolling, driving and gathering. The draft design focuses on making the streets and public spaces safe, accessible and enjoyable for all ages, genders and mobility levels and in all seasons. To achieve this, the design includes a network of active transportation (walking, biking and rolling) connections, traffic calming measures and improved green spaces.

As the renewal area for these two neighbourhoods is quite large, the information has been divided into smaller sections to make it easier to see the details of the designs proposed on each street.

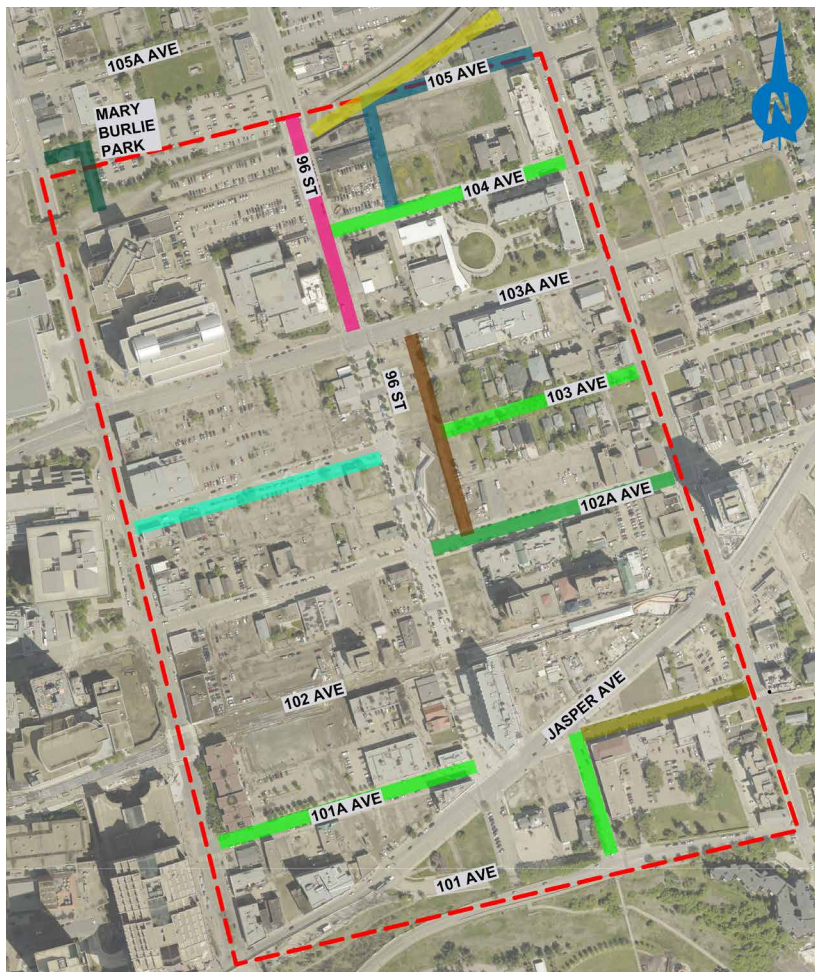


This booklet highlights the designs for **SECTION 4**, however, it is important to understand that no design decision is made in isolation. The Project Team considers how a change to the function of one street, installing a bike lane or a one-way for example, can also change how other streets in the neighbourhood will function. It is important to view the designs as a system, working together to provide the best experience for all users.



Section 4 includes designs for:

- + 101A Avenue at 95A Street
- + 102A Avenue – 96 to Jasper Avenue
- + Alley – 102A to 103A Avenue (east side of Kinistinâw Park)
- + 103 Avenue between 97 and 96 Street
- + Boyle Renaissance Phase 3 – Alley connection off 105 Avenue
- + 96 Street – 106 to 103A Avenue
- + 101 Street to Mary Burlie Park to LRT Shared Pathway Connection
- + LRT Shared Pathway Connection



- Road and Sidewalk Reconstruction Only
- 101A Avenue at 95A Street Intersection Changes
- 102A Avenue Bike Lane
- Shared Street (Pedestrian Oriented Alley) East Side Kinistinâw Park
- 103 Avenue Street Improvements
- Boyle Renaissance Phase 3 – Shared Street (Pedestrian Oriented Alley)
- 96 Street Bike Lanes
- 101 Street – Mary Burlie Park – LRT Shared Pathway Connection Improvements
- LRT Shared Pathway Connection (Proposed)

Note: Arterials and residential alleys are not included in the scope of work for Neighbourhood Renewal.



Tell us what you think!

Once you have reviewed the Section 4 designs in this booklet, please tell us what you think in the [online survey](#).

Your feedback at this phase helps us understand concerns and issues as we work towards a final neighbourhood design.

Related Information:

Policies guiding Neighbourhood Renewal:

Summary of some of the City policies and strategies that guide the direction of Neighbourhood Renewal design considerations and decisions.

Definitions:

A list of commonly used terms in Neighbourhood Renewal.

Local Improvement – Cost-sharing opportunities:

All sidewalks throughout Boyle Street and McCauley will be replaced, subject to the Local Improvement outcome for sidewalk reconstruction.

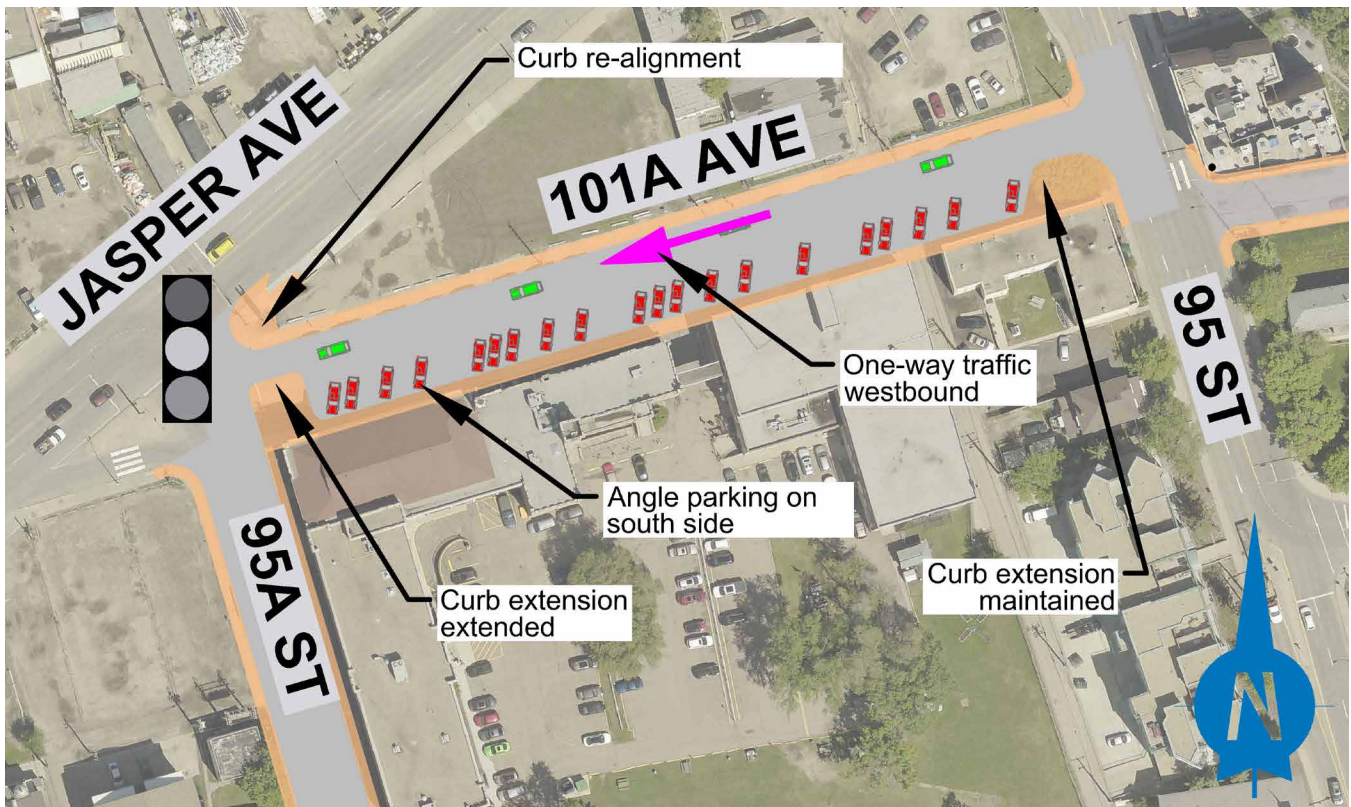
- + New sidewalks installed where they are currently missing are 100 per cent City funded.



101A Avenue / 95A Street – Intersection

What the draft design includes:

- + An enhanced curb extension to narrow the entrance of 101A Avenue off of 95A Street to reduce confusion and deter wrong-way vehicle infractions onto 101A Avenue.



96 Street – 106 to 103A Avenue

96 Street was identified as an area that could benefit as a multi-use street with active transportation connections and special areas where the road could be closed to host events and markets.

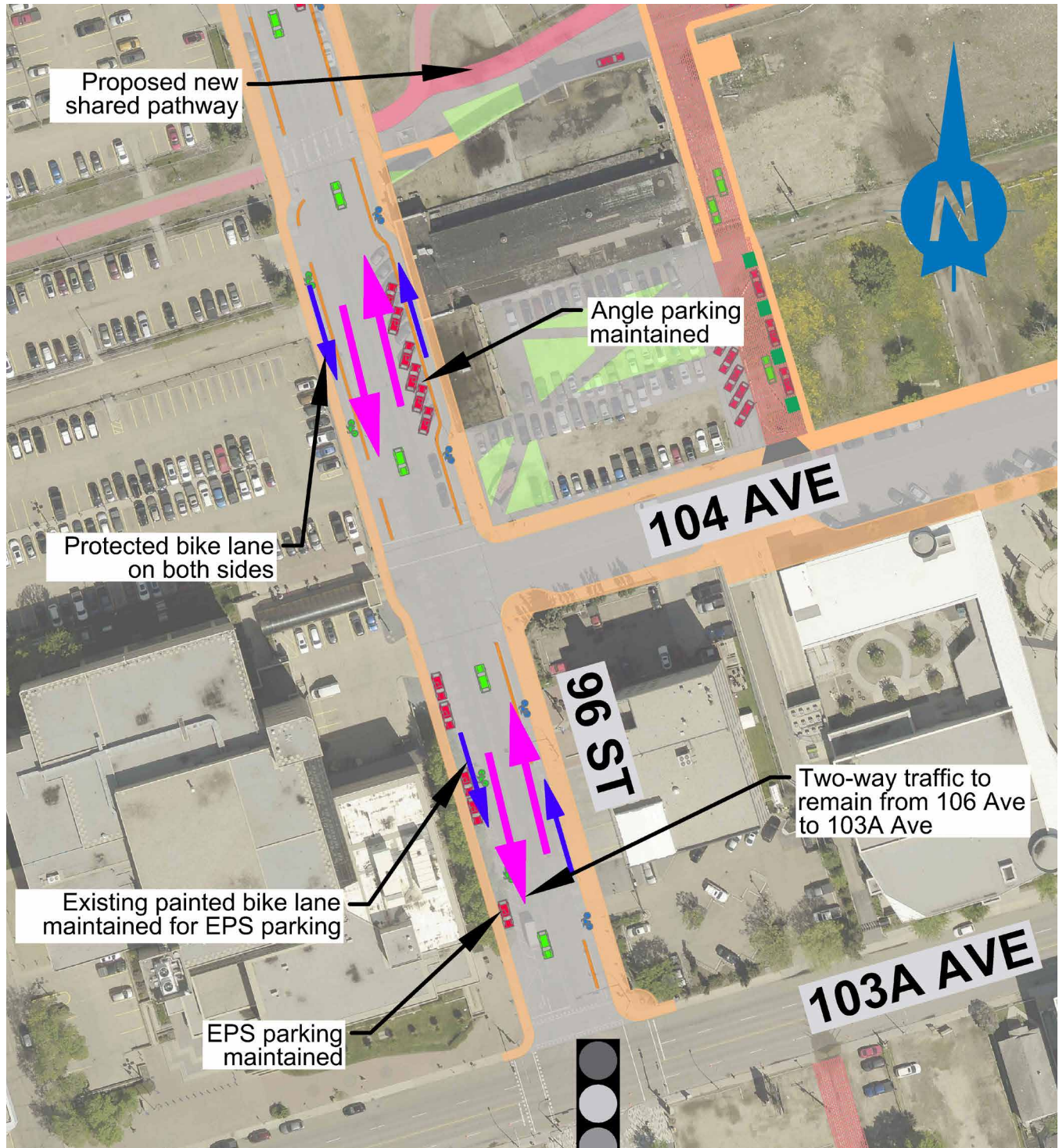
What the draft design includes:

- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + Curb extensions to slow traffic
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking north of LRT tracks (70 per cent of parking retained from what exists today)
- + Parallel and angle on-street parking south of LRT tracks (as exists today)
- + An existing painted bike lane on the west side of 96 Street to accommodate Edmonton Police Services parking
- + A change to parallel parking that will create public space for:
 - + Wider sidewalks



96 Street – 106 to 103A Avenue

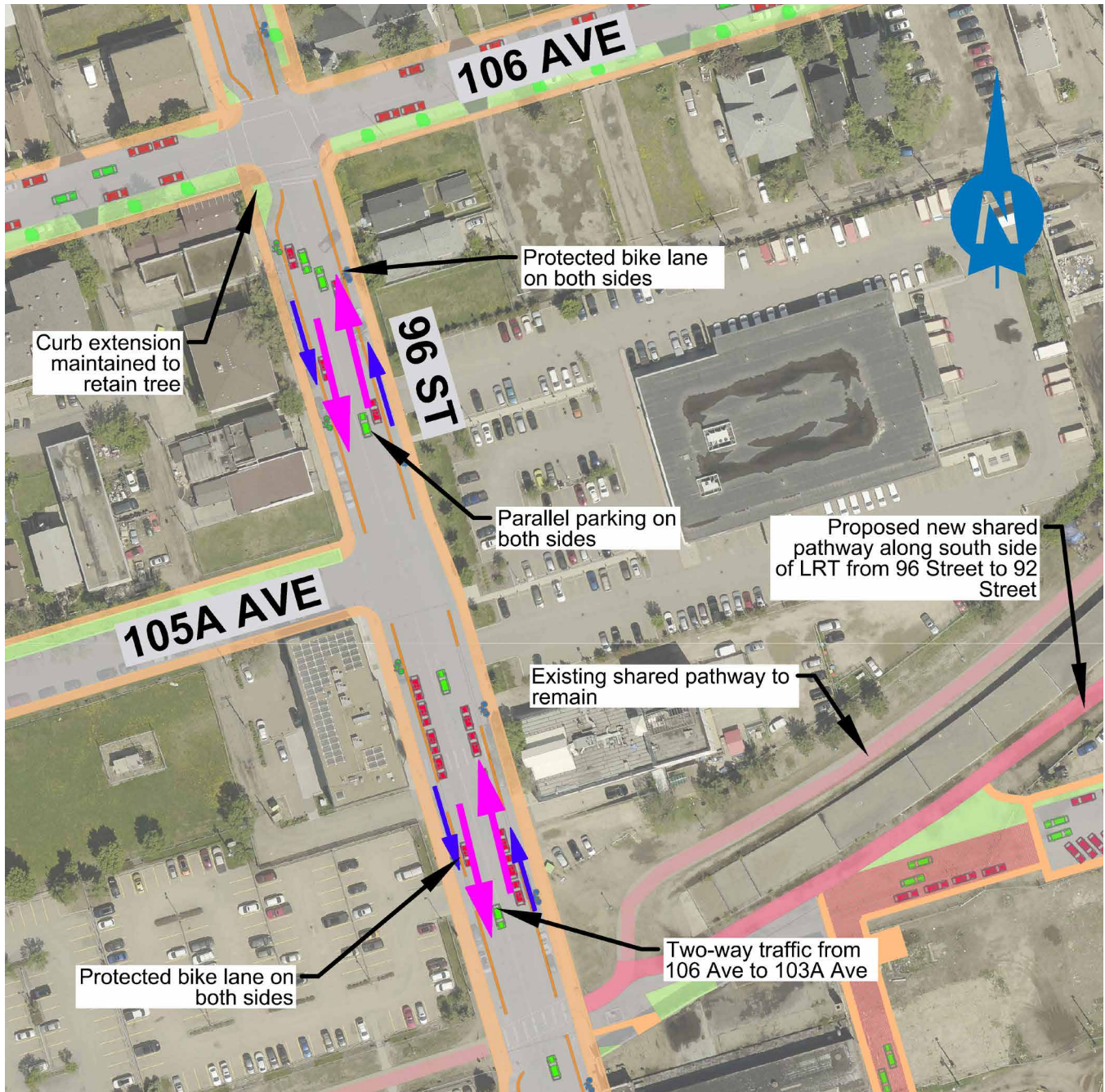
LRT TRACKS TO 103A AVENUE





96 Street – 106 to 103A Avenue

106 AVENUE TO LRT TRACKS



101 Street to Mary Burlie Park to LRT Shared Pathway Connection

What the draft design includes:

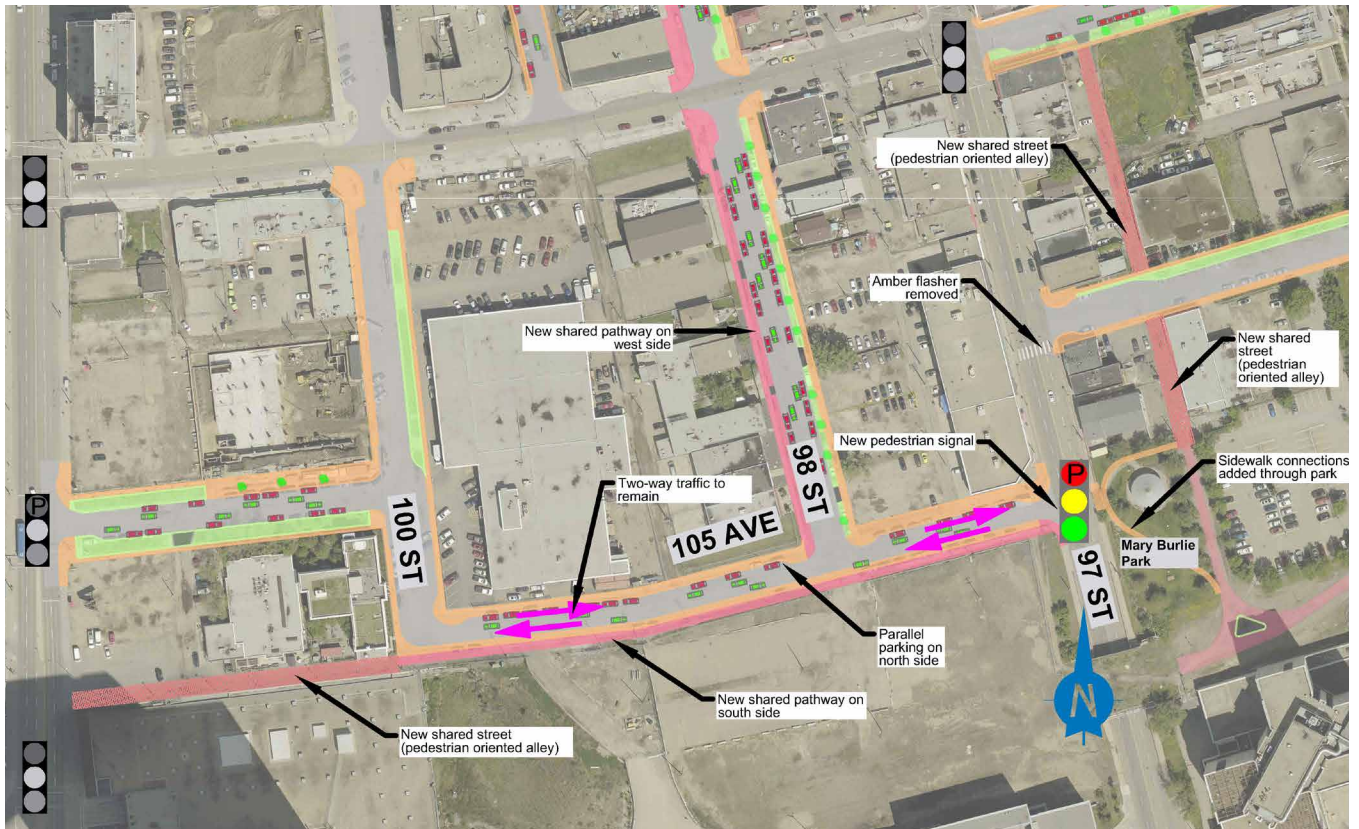
- + A new shared street (pedestrian-oriented alley)* between 101 and 100 Street that will connect to a new shared pathway along the south side of 105 Avenue from 100 to 97 Street. This design was previously approved as part of the Columbia Avenue Project to improve active transportation connections around Mary Burlie Park. Neighbourhood Renewal will be responsible for implementing it
- + A new shared street (pedestrian-oriented alley)* located on the east side of Mary Burlie Park to connect the existing LRT shared pathway to 106 Avenue
- + A new signal for enhanced pedestrian and bike crossing located at 105 Avenue/97 Street (the amber flasher is removed from 105A Avenue)

Note: The Living Bridge over 97 Street is not owned by the City of Edmonton and is NOT in scope for this project.

***A shared street (pedestrian-oriented alley):** an alley that is designed as a shared street to prioritize people walking, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers that they are entering a shared space.



101 Street to Mary Burlie Park to LRT Shared Pathway Connection



SHARED STREET (PEDESTRIAN-ORIENTED ALLEY)





Alley – 103A Avenue to 102A Avenue (east side of Kinistinâw Park)

What the draft design includes:

- + A shared street (pedestrian-oriented alley)* lining the east side of Kinistinâw Park between 103A and 102A Avenue to provide a multi-modal connection to the park, facilitate a public-use space and accommodate future development adjacent to the park. This design aligns with the Quarters' Boyle Renaissance plans.

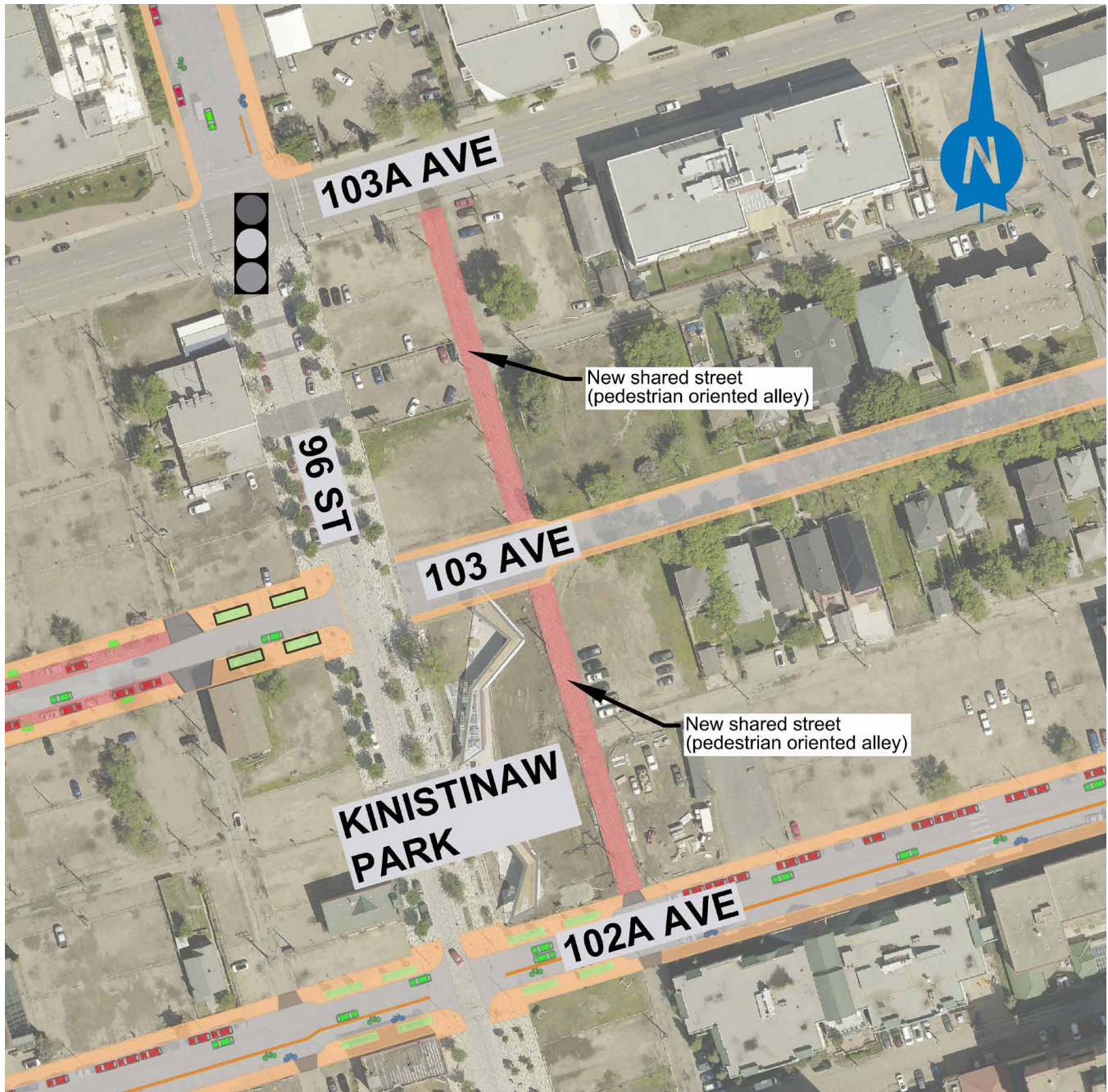
SHARED STREET (PEDESTRIAN ORIENTED ALLEY) EXAMPLES



***A shared street (pedestrian-oriented alley):** an alley that is designed as a shared street to prioritize people walking, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers that they are entering a shared space.



Alley – 103A Avenue to 102A Avenue (east side of Kinistinâw Park)

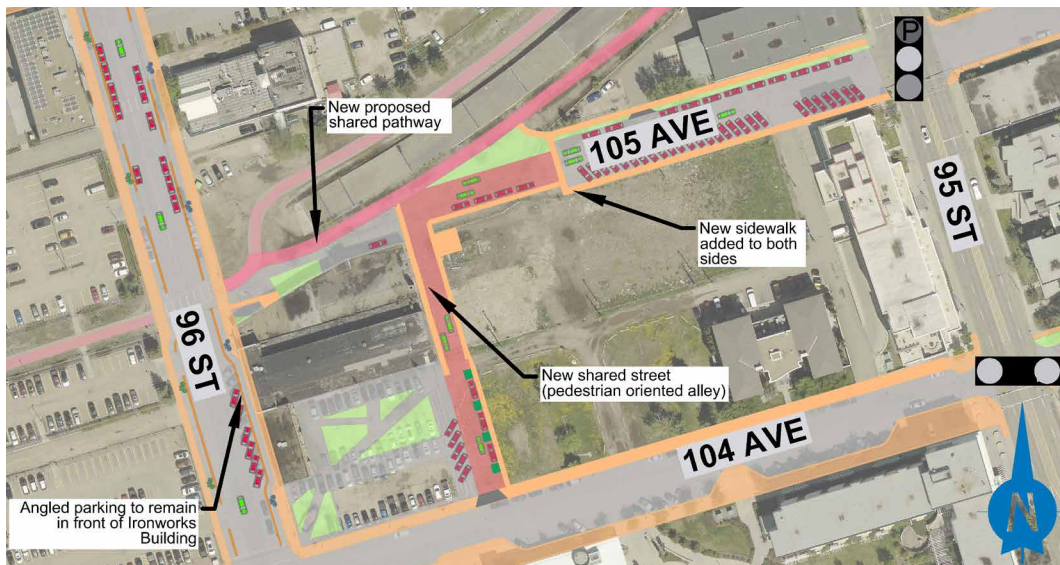




Boyle Renaissance Phase 3 – Alley connection off 105 Avenue/ LRT Shared Pathway Connection

What the draft design includes:

- + A north–south shared street (pedestrian–oriented alley)* connecting 105 to 104 Avenue between 96 and 95 Street to improve active transportation connections in this area,
- + A shared pathway along the south side of the LRT tracks and a new sidewalk on 105 Avenue to connect 95 Street to the LRT shared pathway. This design aligns with the Quarters' Boyle Renaissance plans.



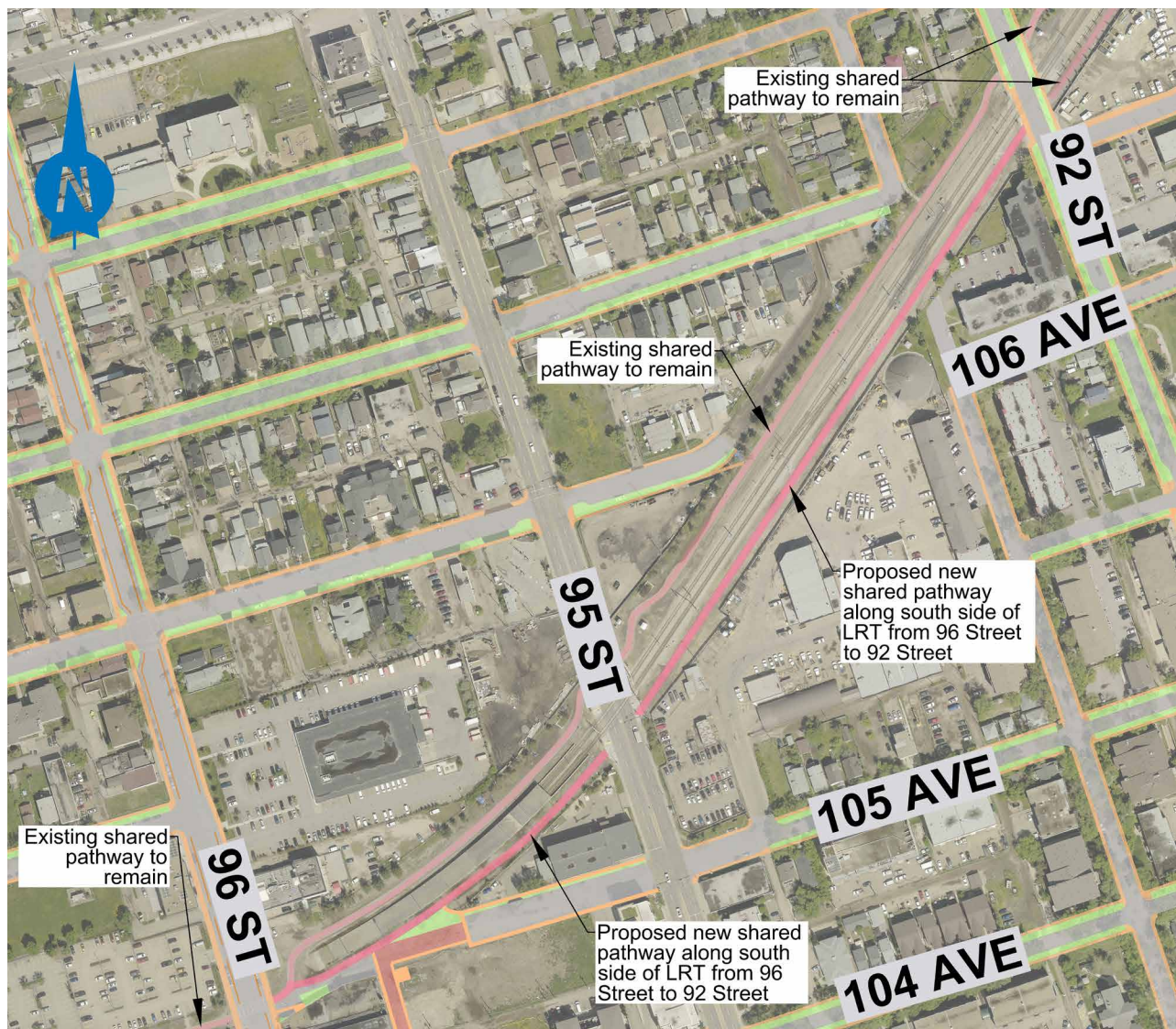
***A shared street (pedestrian–oriented alley):** an alley that is designed as a shared street to prioritize people walking, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers that they are entering a shared space.



LRT Shared Pathway Connection

What the draft design includes:

- + A new shared pathway along the south side of the LRT tracks between 96 Street and 92 Street to improve active transportation connectivity in the area (implementation of the design is pending funding)

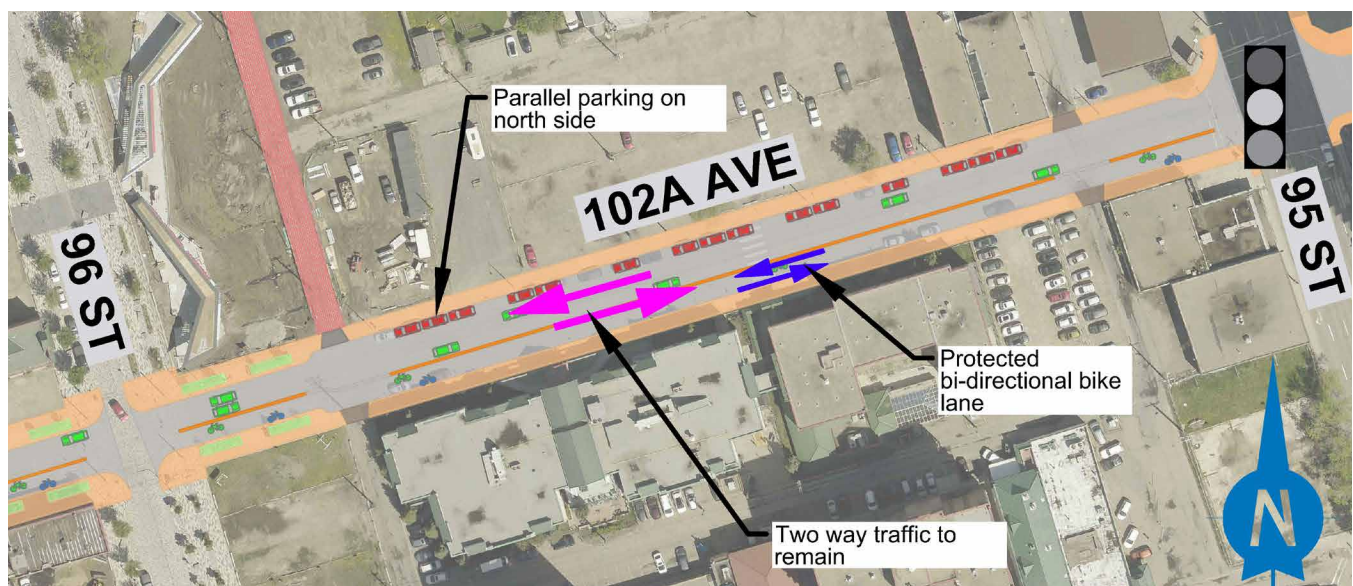
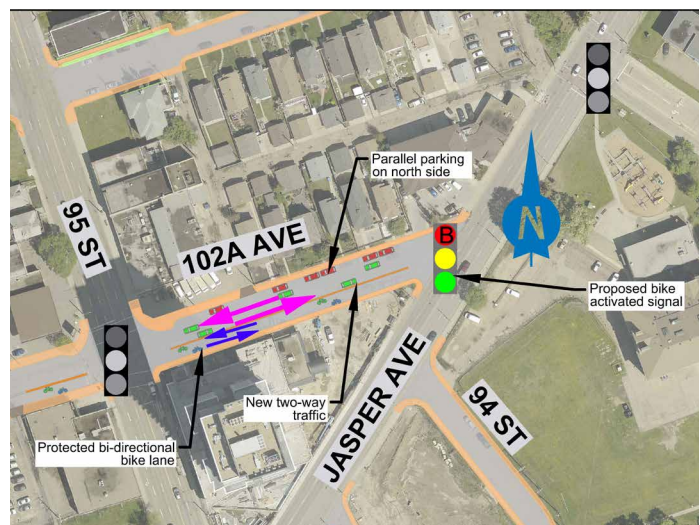




102A Avenue – 96 Street to Jasper Avenue

What the draft design includes:

- + A protected bi-directional bike lane (one side of street) from 96 Street to Jasper Avenue to improve active transportation connectivity in the area
- + Parallel on-street parking on the north side (50 per cent of parking retained from what exists today)
- + Two-way vehicle traffic between 96 and 95 Street (as exists today)
- + New two-way vehicle traffic between 95 Street and Jasper Avenue
- + A proposed bike activated signal at Jasper Avenue and 102A Avenue





103 Avenue between 97 and 96 Street

What the draft design includes:

- + An on-street, multi-use (ancillary) zone with unique pavement treatment to be used as parking and tent space for farmers market/events
- + Two-way vehicle traffic direction (as exists today)
- + Parallel on-street parking on both sides within the multi-use (ancillary) zone (as exists today)

